

Project Summary

Applicant: City of Saint Paul
Project Location: Wabasha Street between Kellogg Boulevard and Cesar Chavez Street



**SAINT PAUL
MINNESOTA**

Total Project Cost: \$5,672,390
Requested Regional Solicitation Dollars: \$3,500,000

Project Description:

The project will improve approximately 0.8 miles of Wabasha Street in Saint Paul, from Kellogg Boulevard to Cesar Chavez Street. The project will modernize this minor arterial corridor with a primary focus on the upgrading of an existing on-street RBTN bikeway to a two-way separated bikeway, ranging from 10- to 12-feet dependent on space, along the corridor. Other benefits include roadway narrowing, pedestrian safety improvements such as raised crosswalks, and traffic calming features.

Proposed Project Elements Include:

- Two-way, separated bikeway
- Roadway narrowing
- Raised crosswalks where feasible
- Traffic calming
- Pedestrian crossing upgrades
- ADA pedestrian ramp upgrades
- Expanded boulevard and landscaping

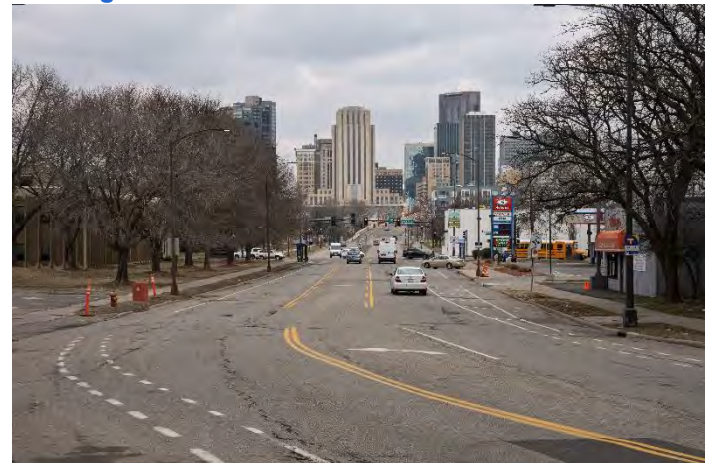
Project Benefits Include:

- Improve bicyclist safety and comfort
- Increase pedestrian accessibility with ADA-compliant infrastructure and crossing improvements
- Reduce pedestrian crossing distances by narrowing the roadway
- Improve area livability for residents without access to a vehicle, including low-income residents, by making bicycle and pedestrian facilities safer and more attractive to users of all ages and abilities.
- Increase the safety of bicycle and pedestrian facilities that connect residents to key destinations including educational institutions, places of worship, commercial areas, employment opportunities, and transit stops.

Project Location:



Existing Conditions:



Wabash Raymond Separated Bikeway - Project Summary

Applicant: City of Saint Paul

Location: Wabash Ave, Cromwell Ave to Raymond; Raymond Ave, Wabash to Territorial Rd

Total project cost: \$6,039,640

Requested Regional Solicitation Dollars: \$4,831,712

Project description:

The City of Saint Paul proposes to implement a 0.5 mile sidewalk-level separated bikeway and other street safety improvements on Wabash Avenue (Wabash) and Raymond Avenue (Raymond) in Saint Paul between Cromwell Avenue (Cromwell) and Territorial Road. This project will fill a critical gap in



the Saint Paul Grand Round, a 27-mile loop of high quality and all ages and abilities bikeways connecting Regional Parks to the Mississippi River. This project is the last segment of unimproved streets in the Grand Round network. It connects a separated bikeway on Pelham Boulevard (being added summer 2026) to the bikeway on Raymond north of Territorial. Along with the improvements for people biking, additional traffic calming and pedestrian crossing improvements are included in the project.



Wabash and Raymond streets are both under the jurisdiction of the City of Saint Paul and connect people to schools, retail, and parks on the western edge of Saint Paul. Critically, this project will connect to the Green Line light rail station at Raymond and University, and will serve as a first and last mile connection for an area where roughly 40 percent of people are below the 185 percent poverty rate, and roughly 20 percent of households do not have a vehicle.

Merriam Junction Regional Trail Louisville Segment



**REGIONAL
SOLICITATION
REQUEST:
\$5,500,00**

To design and construct 4.3 miles of multi-use trail for bicycle and pedestrian use along CH 14 from Louisville Road to CH 17 (Marshall Road). Project includes elevated boardwalks over wetland and lake areas, to close the existing gap in the Regional Bicycle Trail Network in northern Scott County.



129,000 - 250,000

ANTICIPATED ANNUAL TRAIL USERS



ACCESSIBILITY & CONNECTIVITY

- Finishes a 20-mile loop connecting residents to goods, services, jobs, entertainment venues, and other amenities in both Scott and Carver Counties and the Shakopee Mdewakanton Sioux Community
- Relatively flat grades create an opportunity for trail visitors of all abilities to use the trail



HISTORICALLY UNDERSERVED NEIGHBORHOODS

Connections to local communities consisting of:

- 13% BIPOC residents
- 8% Hispanic or Latinx residents
- 15% of residents live below the federal poverty level
- 21% of residents are over the age of 65



RECREATION & TRANSPORTATION

- Trail connection provides both recreation and transportation opportunities for local, regional, and state residents
- Completing a gap in the Regional Bicycle Trail Network creates significant travel time savings
- Connecting popular regional destinations for area residents and visitors alike



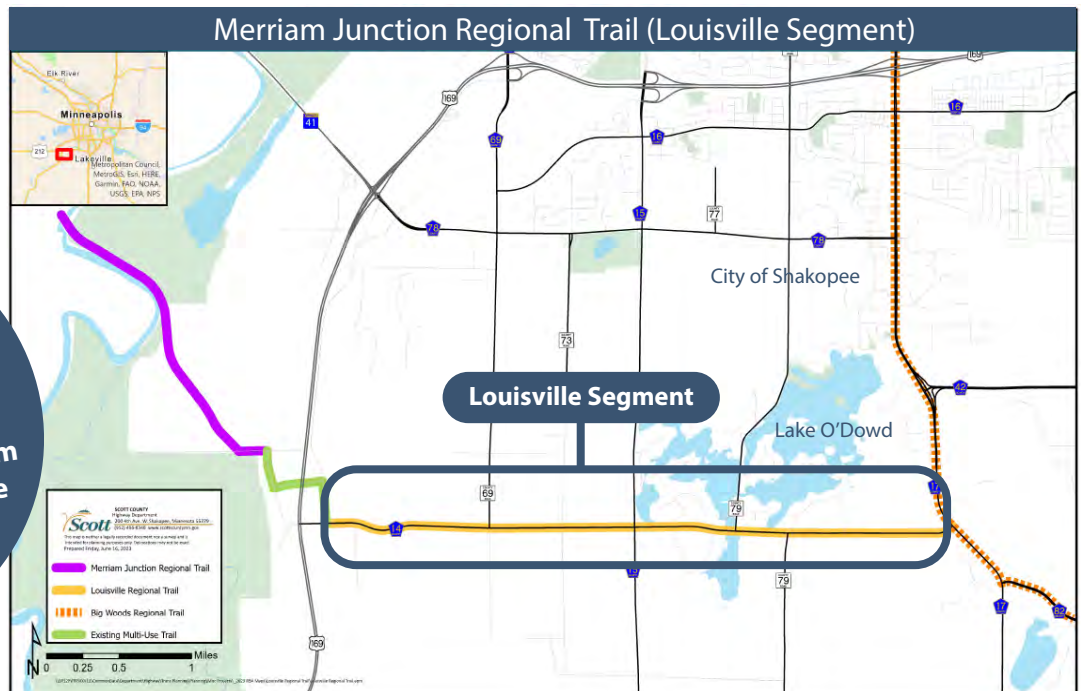
SAFETY

- Currently, CR 14 has narrow shoulders that do not facilitate safe bike and pedestrian usage.
- The trail would significantly reduce conflicts between cyclists, pedestrians, and vehicles by providing an off-road connection

PROJECT TIMELINE

- 2022-2024**
Community Engagement & Trail Plan
- JULY 2027 - SEPTEMBER 2028**
Preliminary Design/Environmental
- OCTOBER 2028 - AUGUST 2029**
Final Design & ROW Acquisition
- FALL 2029**
Bidding and Award
- 2029-2031**
Construction

Provides nonmotorized regional connectivity and improves recreation opportunities for the 10 million annual visitors from the upper midwest to the southwest metro.



Project Contacts:

Patty Freeman
pfreeman@co.scott.mn.us
(952) 496-8752



Project Name: 29th Ave Bikeway Project

Applicant: City of Saint Anthony Village

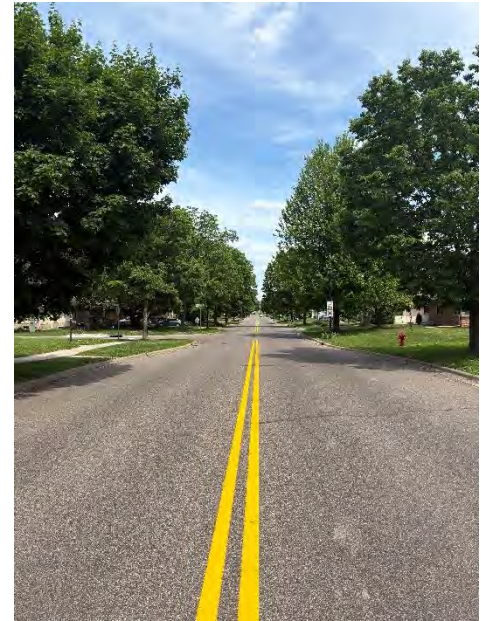
Total Project Cost: \$1,303,790

Requested Amount: \$1,043,032

Project Description: The proposed project will construct a two-way, on-street separated bikeway along 29th Ave from CSAH 27 (Stinson Blvd) to CSAH 88 (New Brighton Blvd) in the City of Saint Anthony Village. The project will provide a continuous east-west bicycle connection from Minneapolis through Saint Anthony Village to Roseville.

The proposed project includes the following elements:

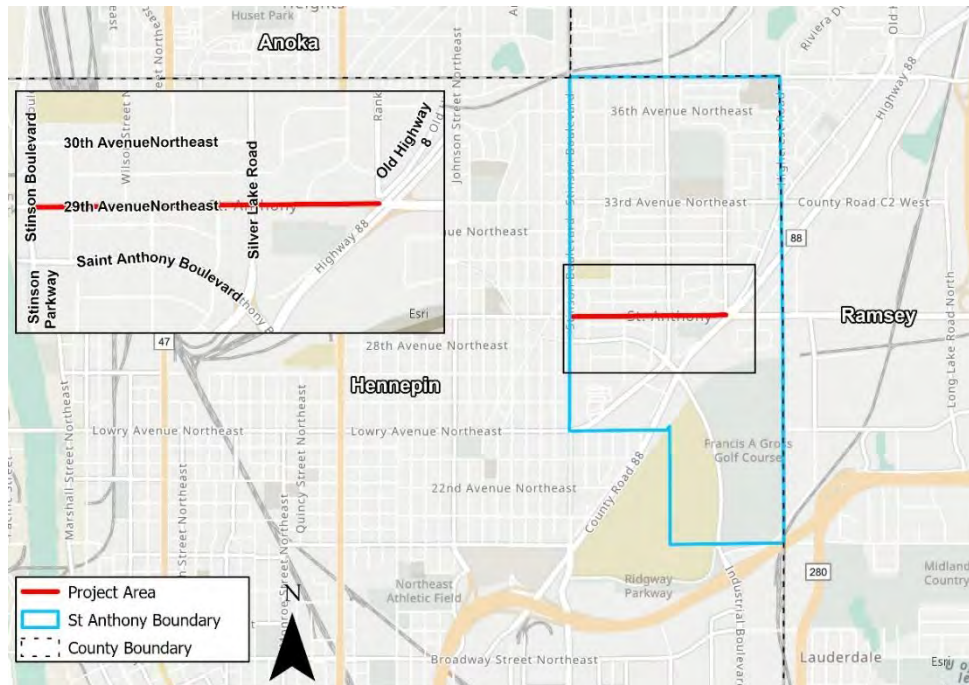
- Removal of existing on-street parking bays and bump-outs and reconstructing curb ramps to create space for bike lanes
- Installation of a two-way, on-street separated bicycle facility along the north side of 29th Ave through roadway restriping, pavement markings, signage, and installation of flexible delineators
- Reconstruction and widening of existing sidewalk along the south side of 29th Ave from Silver Lake Rd to Crestview Dr



29th Ave NE & Wilson St NE facing East

Project Benefits:

- Improved safety for people biking through separated facilities
- Improved connectivity within St. Anthony and between existing bikeways in Minneapolis and Roseville
- New bicycle facility within a Tier 1 RBTN Corridor



Montreal Avenue (TH-51) Bicycle and Pedestrian Improvement Project

City of Saint Paul

Project Limits: Snelling Avenue to West 7th Street

Project Length: 0.9 miles

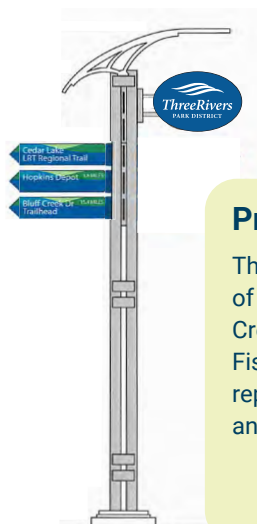
Project Total Cost: \$8,586,080

Grant Request Amount: \$5,500,000 (Regional Bike Facilities)

The project scope includes a variety of improvements to Montreal Avenue (TH 51) from Snelling Avenue (TH 51) to West 7th Street (TH 5) to improve pedestrian and bicycle safety. Montreal Avenue is a Minor Augmentor Arterial with a 35 mph posted speed limit carrying 11,000 ADT. There are striped bicycle lanes in the street, but a striped bicycle facility fails to meet the expectations of all users and is not consistent with FHWA and MnDOT recommendations for this type of roadway. There are sidewalks in some locations, but sidewalk gaps remain in others. Montreal Avenue carries a large number of heavy vehicles due to truck restrictions placed on 35E. The existing conditions along Montreal Avenue fail to adequately accommodate people walking or biking along this critical corridor.

The proposed project will construct a shared use path on one side of Montreal Avenue and a sidewalk on the other side of Montreal Avenue. To provide space for the shared use path, the project will also relocate curblines to narrow the street, construct bumpouts at intersections to calm traffic, and will construct medians at key pedestrian crossing locations to improve access to the shared use path and adjacent destinations. The project will replace a traffic signal at Montreal Avenue and Edgecumbe Road to improve safety and ensure ADA compliance, and install new pedestrian scale lighting. The project will construct sidewalk where gaps exist today and ensure ADA compliance of existing sidewalks.





Medicine Lake Regional Trail

Reconstruction | Fish Lake Regional Park to I-94 Underpass

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes reconstructing 4.5 miles of end-of-useful life regional trail, stabilizing eroding slopes in 2-3 locations where the trail is adjacent to Elm Creek and upgrading APS at Fish Lake Road and Bass Lake Road/CSAH 10 to current ADA guidelines between Fish Lake Regional Park and I-94 in Maple Grove. The trail was constructed in 1998-1999, received minor trail repairs and realignments in 2012, and microsurfacing in 2016; however, it is nearing the end of its useful life and is degrading to point in which routine pavement is no longer feasible or cost effective.

Location & Route

Between Fish Lake Regional Park and I-94 through an independent trail corridor in Maple Grove, Hennepin County

Applicant

Three Rivers Park District

Primary Contact

Maggie Heurung
Planner
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-694-7797
maggie.heurung@
threeriversparks.org

Total Construction Cost*

\$6,898,700

Funding Request

\$4,382,160

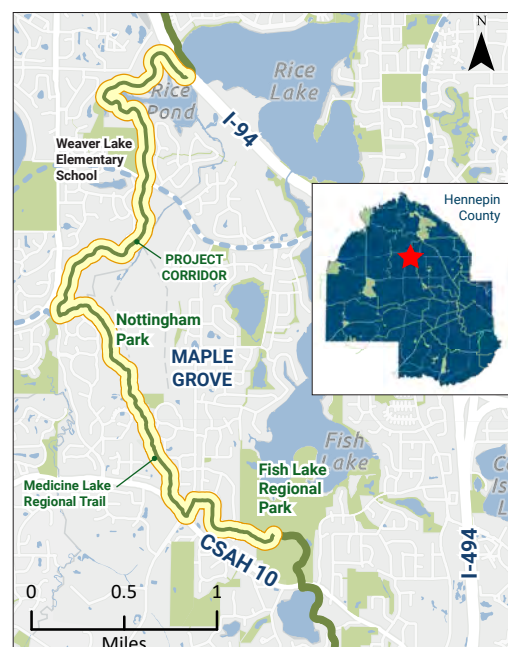
Project Elements

- Reconstruct 4.5 miles of existing end of useful life regional trail (off-road/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving ~15 curb ramps
- Improve the project's only road crossing at Fish Lake Road and Bass Lake Road/CSAH 10 with upgraded APS to meet current ADA guidelines
- Update existing wayfinding

Project Benefits

- Provides a safe, level, smooth and consistent active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.
- Corrects ADA deficiencies and safety and sustainability concerns caused by deteriorating pavement, eroding side slopes and curbs that are substandard.
- Maintains and improves community connections: Little Newton's Day Care, Weaver Lake Elementary, Fish Lake Regional Park, Nottingham Park, Weaver Lake Ball Fields, Maple Grove trail systems (~20 local trail connections), and RBTN routes (2 Tier 2 Corridors).

Location

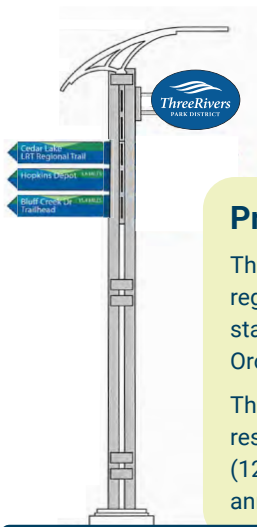


Existing Corridor Conditions



Trail Condition: This trail is nearing 30 years old and is at the end of its useful life in both age and condition. Due to the substantial pavement deterioration, the pavement is no longer conducive to any pavement treatment and requires complete reconstruction to support safe and functional use for people walking, biking, and rolling.

* Total project cost includes design and right-of way costs



Dakota Rail - Luce Line Connector

New Construction

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes constructing 0.9 miles of a new regional trail, constructing a new grade-separated crossing of TH 12, and adding wayfinding to meet regional trail standards between the Dakota Rail Regional Trail (475,000 annual visits) in Wayzata and the Luce Line State Trail in Orono - filling a critical gap between the state and regional trail systems and active transportation network.

The trail will also provide a direct connection to downtown Wayzata, a popular regional destination (library, retail, restaurants, jobs, transit, Lake Minnetonka), and indirect trail connections to the Lake Independence Regional Trail (120,000 annual visits), Baker Park Reserve (500,000 annual visits) and the planned Baker-Carver (projected 183,000 annual visits) and Diamond Lake (projected 163,600 annual visits - 3 miles or 140,300 - 1.5 miles) Regional Trails.

Location & Route

Between Dakota Rail Regional Trail and Luce Line State Trail along Barry Avenue N, Wayzata Boulevard and Ferndale Road in Wayzata and Orono, Hennepin County

Applicant

Three Rivers Park District

Primary Contact

Stephen Shurson
Landscape Architect
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-559-6766
stephen.shurson@
threeriversparks.org

Total Construction Cost*

\$5,689,500

Funding Request

\$3,442,240

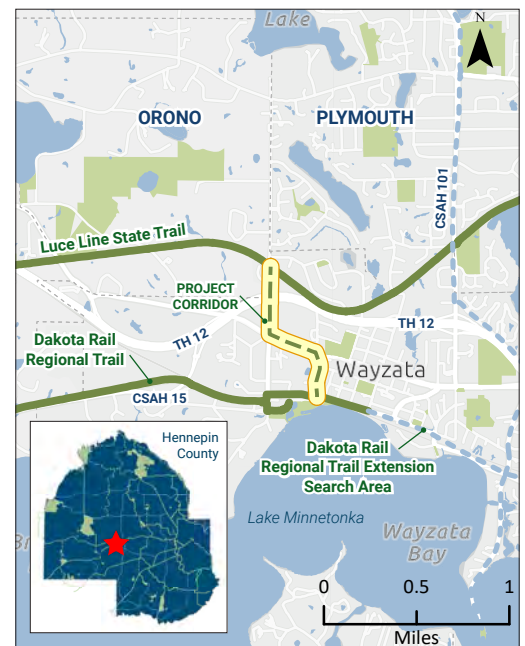
Project Elements

- Construct a 0.9 mile 10-foot wide, off-street, multi-use paved trail, meeting all ADA requirements and realizing a complete street design
- Construct a stand-alone bike/pedestrian trail bridge along the east side of the TH 12 - Ferndale Road bridge
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Add trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island
- Coordinate with the City of Wayzata with the reconstruction of Wayzata Boulevard as-possible

Project Benefits

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes, spanning 2 communities and eliminating one significant barrier (TH 12) connecting two heavily traveled regional trail facilities.
- Improves the area's liveability, supports active living and provides a safe, direct transportation option for those without access to vehicle or whom choose to commute by foot or bike.
- Projected use is 76,600 trips per year of which 17% are anticipated to be transportation related.
- Connects to 3 existing bus stops and 1 Metro Transit Park and Ride, 2 churches, several parks, middle school, downtown Wayzata - a local commercial and job center and several existing higher density housing complexes.

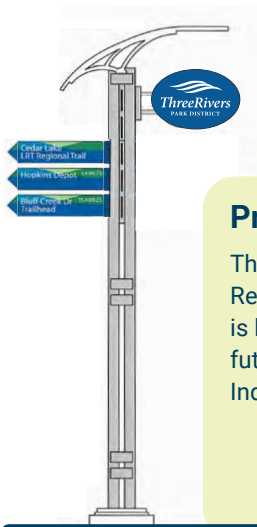
Location



Dakota Rail - Luce Line Connector: 1) Existing sidewalk to be replaced with trail along Ferndale Rd at the Luce Line State Trail connection and 2) Sidewalk to be replaced with trail along Barry Ave N at the Dakota Rail connection in downtown Wayzata.

* Total project cost includes design and right-of way costs

Existing Corridor Conditions



Lake Independence Regional Trail

Reconstruction | Wayzata Blvd. to Luce Line State Trail

Project Description

This project includes reconstruction of 1.2 miles of the off-road, multi-use, non-motorized Lake Independence Regional Trail between Wayzata Boulevard (CSAH 112) and the Luce Line State Trail in the City of Orono that is beyond its useful life. This active transportation corridor includes existing and planned connections to the future Baker-Carver and Diamond Lake Regional Trails, a trail along CR 112 through Long Lake and future Lake Independence Regional Trail extension to Noerenberg Gardens and Dakota Rail Regional Trail.

Location & Route

Wayzata Boulevard (CSAH 112) to the Luce Line State Trail along Old Crystal Bay Road in Orono, Hennepin County

Applicant

Three Rivers Park District

Primary Contact

Stephen Shurson
Landscape Architect
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-559-6766
stephen.shurson@
threeriversparks.org

Total Construction Cost*

\$5,177,700

Funding Request

\$2,804,000

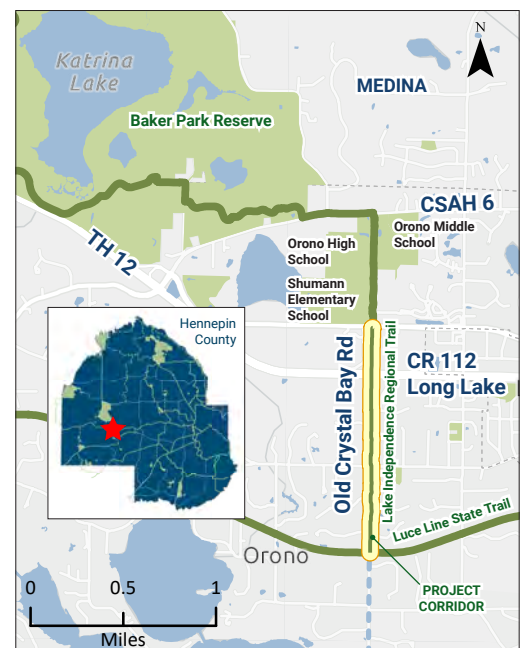
Project Elements

- Reconstruct and widen 1.2 miles of end of useful life off-road, multi-use paved regional trail
- Improve/update 5 road crossings, 2 major driveway crossings, and associated pedestrian ramps to meet ADA standards where needed
- Update existing wayfinding

Project Benefits

- Provide a safe, level, smooth and consistent surface trail surface for people of all ages and abilities.
- Provide safer access for kids biking and walking to the adjacent schools.
- Improve connectivity to adjacent commercial/retail, senior housing, other higher density housing complexes, parks (including Baker Park Reserve) and trails.
- Provide a better connection to the Luce Line State Trail for multimodal users.
- Improve the area's livability, support active living and provide a safe, direct transportation option to those without access to a vehicle or whom choose to commute by foot or bike.
- Reduced the parking need and vehicle congestion in downtown Long Lake (identified City concern) by improving a non-motorized route to local and regional residents wishing to visit this retail and commercial hub.

Location



Existing Corridor Conditions



Trail Condition: The trail has deteriorated beyond what can be addressed with routine pavement maintenance. The trail must be reconstructed to remain a safe and functional surface for people walking, biking, and rolling.

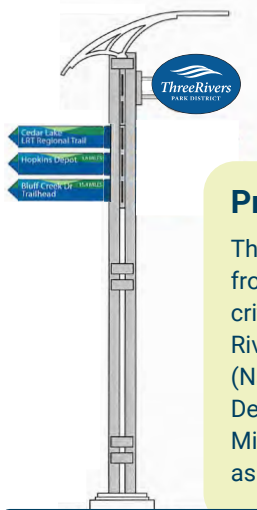


Trail to be reconstructed 10' wide with 2-3' clearzones



Project terminus at Luce Line State Trail

* Total project cost includes design and right-of way costs



West Mississippi River Regional Trail

Douglas Avenue/CSAH 14 Trail to Chandler Park

Project Description

This project includes constructing 1.7 miles of new regional trail and wayfinding and existing trail improvements from Douglas Drive N (CSAH 14) to Chandler Park along West River Road (CSAH 12) in Champlin, filling a critical gap in the multi-use, off-road trail system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), local Champlin commercial district at the TH 196/West River Road area, Mississippi Crossings, Chandler Park, Mississippi Point Park, quasi-public and residential destinations as well as indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail.

Location & Route

Between Douglas Dr. N. (CSAH 14) and Chandler Park along West River Road (CSAH 12) in Champlin, Hennepin County

Applicant

Three Rivers Park District

Primary Contact

Ann Rexine
Principal Planner
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-694-1103
ann.rexine@
threeriversparks.org

Total Construction Cost*

\$5,998,200

Funding Request

\$3,610,320

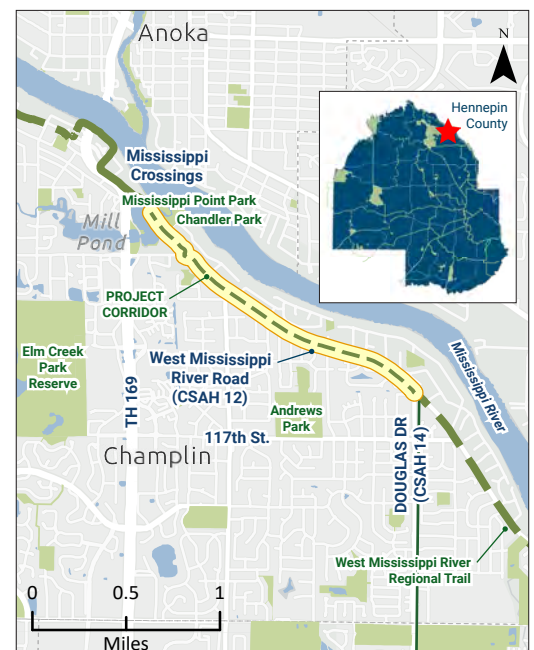
Project Elements

- Construct 1.7 miles of new 10-foot wide, off-road/protected, multi-use bituminous trail
- Meet all ADA requirements including improving approximately 13 curb ramps
- Relocate associated above and underground utilities, if needed
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor

Project Benefits

- Provides a safe, active transportation option adjacent to CSAH 12 (11,517 AADT) for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are inconsistent or do not exist.
- Connects people and destinations: parks (Chandler Park/Mississippi Point Park), trail systems (existing segment of West Mississippi River Regional Trail and Douglas Drive trail) and transit/multimodal opportunities (Route 766 Express with service to Minneapolis).

Location



Existing Corridor Conditions



West River Road (CSAH 12): Currently West River Road is a two lane, rural county road section with varying widths of road shoulder. Vehicle travel speeds average 45 MPH.



West River Road (CSAH 12) and Douglas Dr. (CSAH 14) intersection: The proposed regional trail will connect trail users to newly constructed local off-street trails adjacent to Douglas Dr.

* Total project cost includes design and right of way costs

VADNAIS BOULEVARD

TRAIL PROJECT

PROJECT SUMMARY

The Vadnais Boulevard Trail project will construct a 2.3-mile multi-use trail along the southern edge of Vadnais Lake, enhancing safety and connectivity for pedestrians and cyclists. By completing the trail loop around the lake, the project links neighborhoods, schools, and parks to regional destinations while integrating traffic-calming measures, environmental enhancements, and scenic access to natural areas, creating a vital community and recreational asset.



COMMUNITY BENEFITS

- **Safety Enhancements:** Traffic-calming measures, separated pathways to reduce risks for pedestrians and cyclists.
- **Regional Connectivity:** Links neighborhoods, schools, parks, and businesses to the existing regional trail network and transit corridors.
- **Recreational Opportunities:** Encourages outdoor activities, promoting health and community engagement.
- **Environmental Improvements:** Incorporates stormwater management systems to protect water quality and preserve natural ecosystems.
- **Economic Growth:** Attracts visitors and supports local businesses, boosting the regional economy.

FUNDING SOURCES

REGIONAL SOLICITATION REQUEST

\$ 5,500,000

CITY & COUNTY

\$5,090,000

OVERALL PROJECT TOTAL:

\$10,590,000

