

TH 47 & 57th Avenue Roundabout Project Project Summary



Applicant:	Anoka County
Project Location:	TH 47 (University Avenue) at CSAH 102 (57th Avenue)
Total Project Cost:	\$5,840,400
Requested Grant Dollars:	\$4,672,320

Project Description:

The TH 47 & 57th Avenue Roundabout project will construct a new multi-lane roundabout at the intersection of Trunk Highway (TH) 47 (University Avenue NE) and CSAH 102 (57th Avenue NE) in Fridley. This project is part of a broader MnDOT initiative to improve safety and operations along the TH 47 corridor from 37th Avenue in Columbia Heights to 85th Avenue in Blaine, which includes evaluating and implementing intersection control improvements such as roundabouts at key locations. The proposed roundabout will function as a traffic calming measure along a corridor with a history of crashes and speeding. It will enhance safety for all users by providing channelized approaches for vehicles, dedicated pedestrian crossing areas with refuge islands, and improved accommodations for bicyclists.

Proposed project elements include:

- Multi-lane roundabout with raised medians on each leg to channelize traffic and truck aprons to accommodate freight traffic
- Marked crosswalks will be located along each leg of the roundabout and offset from the intersection to avoid the circulating movements.
- Pedestrian refuge islands located in the medians along each crossing.
- Connections to the adjacent shared-use trail along TH 47.

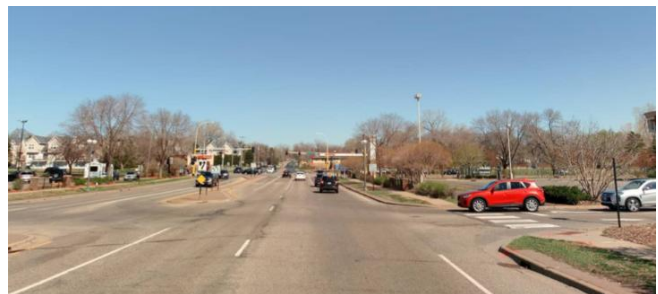
Project benefits include:

- Reduction in fatal and serious injury crashes at intersection.
- Calms traffic at the intersection and on the approach through raised medians and a central island.
- Reduces crossing distance and increases separation from vehicles for all users.
- Improves conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers.
- Increase pedestrian and bicyclist access to schools, essential services, employment opportunities, and retail in the region.

Project Location:



Existing conditions:



102nd Street Modernization Project Project Summary

Applicant:	City of Bloomington
Project Location:	102 nd Street from Normandale Blvd to France Ave
Total Project Cost:	\$4,552,273
Requested Federal Dollars:	\$3,641,818



Project Description:

The 102nd Street Reactive Safety project includes the conversion of 102nd Street from 4 to 3 lanes between Normandale Boulevard and France Avenue to calm traffic, reduce pedestrian crossing distances, provide on-street bike lanes, and improve left turn safety. The project will construct a new, off-road trail, upgrade sidewalks, and enhance key pedestrian crossing locations. The project will also reduce conflict points at the intersection of 102nd Street and France Avenue and other access points for the public schools located along the corridor. In making these improvements, it will further build out the active transportation network for the larger community.

Proposed project elements include:

- 4-to-3 lane conversion on 102nd Street
- New multiuse trail and on-street bicycle facilities on 102nd Street
- New widened sidewalk where existing is substandard width
- Intersection improvements at 102nd Street and France Avenue, including removal or re of channelized right turns
- High school circulation and access/egress modifications
- Pedestrian crossing improvements at locations with high pedestrian activity

Project benefits include:

- Reduce risk of traffic crashes and incidents in the project corridor and at the intersection of 102nd and France
- Strengthen Bloomington's alternative transportation network, support active living, enhance Safe Routes to School facilities, and expand transportation options
- Improve walking and biking access to Olson Elementary School, Olson Middle School, and Jefferson High School
- Improve operations and safety within and adjacent to the Jefferson High School campus
- Provide connections to the multi-use trail on France Avenue

Project Location:



Existing Conditions:



44th Avenue Multimodal Improvements Project

City of Columbia Heights, MN

Category: Proactive Safety

PROJECT DESCRIPTION

The City of Columbia Heights seeks federal funding to implement multimodal safety improvements along 44th Avenue NE, a high-priority corridor identified in the City's 2025 Transportation Safety Action Plan High Injury Network. The project will reconfigure the roadway through a road diet and introduce the corridor's first dedicated bicycle and pedestrian facilities, including a shared-use path on one side and sidewalks on the other.

Raised crossings will be installed at every intersection to reduce vehicle speeds and improve visibility for people walking and biking, addressing the corridor's current lack of safe, accessible infrastructure. The project will also connect to a new shared-use path that was constructed through Anoka County's railroad crossing project—the only crossing within more than one mile—creating a continuous multimodal route.

In addition, the corridor provides a critical first- and last-mile connection to planned Bus Rapid Transit (BRT) service and future development at Central Avenue/TH 65. Improvements include narrowed travel lanes, a shared-use path and sidewalks, raised intersection crossings, and enhanced lighting and wayfinding. The project is consistent with the City's Complete Streets Policy, its adopted safety goals, and regional pedestrian planning efforts.

PRIMARY CONTACT:

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PROJECT LOCATION

Main St NE to
TH65/Central Ave

START:

June 2030

END:

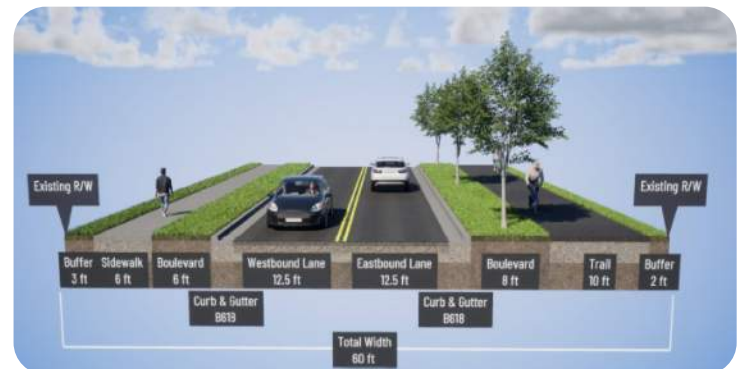
August 2031

PROJECT BENEFITS & REGIONAL SIGNIFICANCE

This project will significantly improve safety by reducing crash severity and frequency along a corridor with a documented history of serious and fatal crashes. The combination of lane reconfiguration, reduced crossing distances, and clearly defined pedestrian and bicycle space will lower vehicle speeds and minimize conflict points.

At a regional scale, the project closes a critical gap in the multimodal network by linking local infrastructure to county and state investments, including the nearby railroad crossing to the west and planned BRT service on the eastern end. By improving first- and last-mile access and supporting safer travel for all users, the project advances broader regional goals related to safety, access, and multimodal connectivity.

PROPOSED TYPICAL SECTION



PROPOSED IMPROVEMENTS (layout represents a sample segment of the entire project corridor)



CORRIDOR FAST FACTS

- » 1 mile in length
- » Only railroad crossing for over 1 mile in either direction
- » 11,000 residents and 3,700 households within 1/2 mile of project area
- » 3,100 jobs within 1/2 mile of project area
- » 57% of the population within 1/2 mile is non-White or of Hispanic/Latino origin
- » 12% of households within 1/2 mile are car-free while 42% have access to just one car



REQUESTED AWARD AMOUNT: \$6,240,000

LOCAL MATCH: \$1,560,000

PROJECT TOTAL: \$7,800,000

White Bear Avenue

Old Hudson Road to Rose Avenue E



Project Overview

The White Bear Avenue project will transform a high-crash, auto-oriented corridor into a safer, more accessible, and connected street. With more than 280 crashes recorded in the past five years, existing conditions pose significant challenges for people walking, rolling, biking, using transit, and crossing the corridor, particularly youth, older adults, and residents without reliable vehicle access. By improving safety, accessibility, and multimodal mobility, the project will reconnect neighborhoods, support economic and community vitality, and strengthen the corridor's long-term function within the regional transportation network.



Applicant

Ramsey County

Total Project Cost

\$18,969,342

Requested Funding

\$7,000,000

Proposed project elements include:

- Converting the corridor from four lanes to three lanes with a center turn lane to improve safety and operations while creating space for wider boulevards and enhanced pedestrian facilities.
- Upgrading intersections, sidewalks, crossings, signals, lighting, and ADA facilities to support safe, comfortable, and accessible multimodal travel.
- Improving transit access and regional connectivity through transit-supportive design coordinated with recent and planned transit investments, including the Gold Line, H Line, and Bronze Line.

Project benefits include:

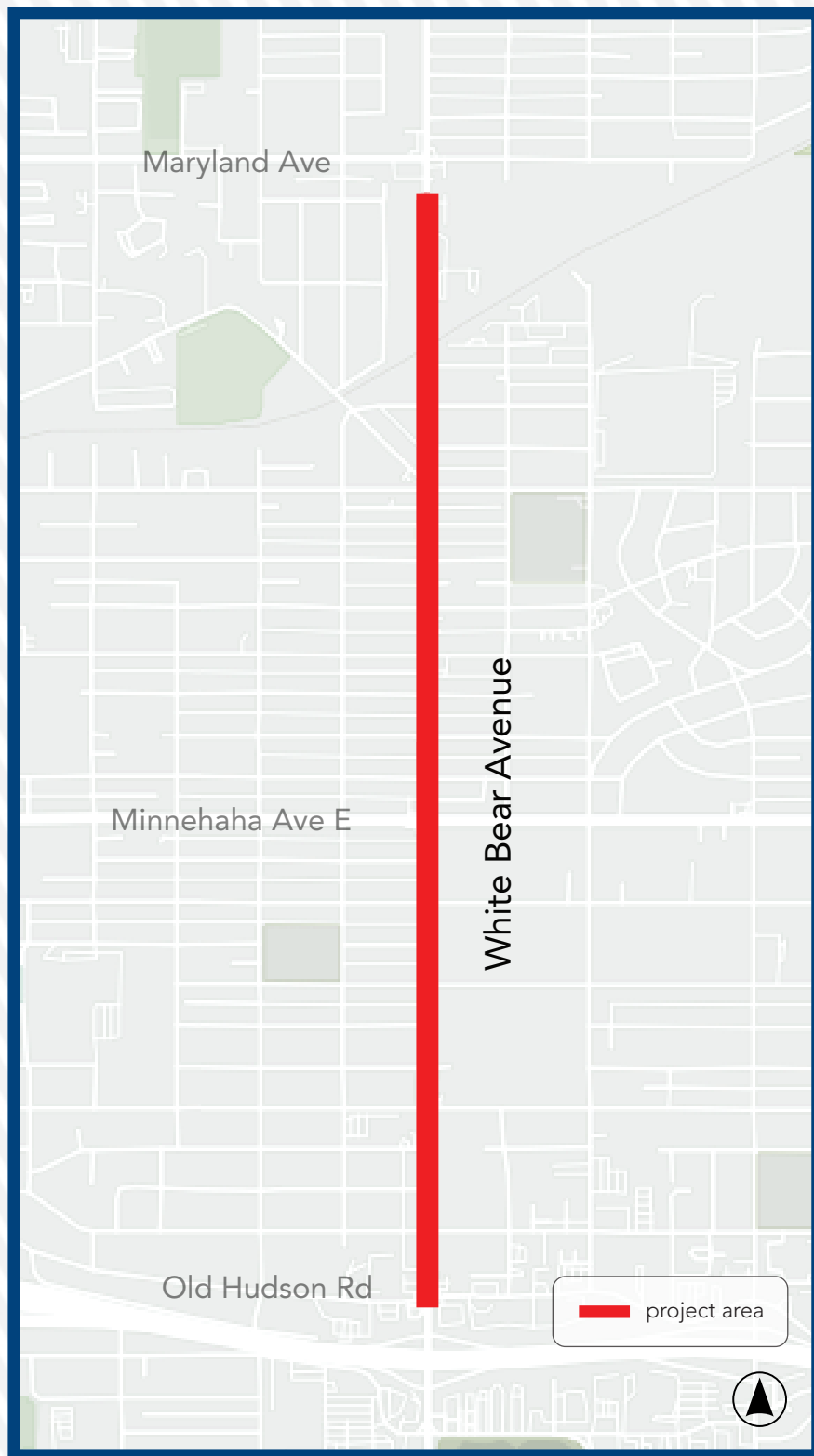
- Improving safety by reducing crashes, vehicle speeds, and conflict points.
- Enhancing access and mobility for people walking, rolling, biking, using transit, and driving.
- Reconnecting neighborhoods and improving equitable access to schools, businesses, healthcare, and community destinations.



White Bear Ave & Ross Ave E

White Bear Avenue Project Map

Old Hudson Road to Rose Avenue E



REACTIVE SAFETY

CSAH 96 and Hamline Ave Intersection Safety Improvements

Ramsey County seeks Reactive Safety funding to advance safety improvements at the CSAH 96 intersection with Hamline Ave, an intersection along the CSAH 96 Regional Trail with a documented crash pattern and conditions that place people walking and biking at elevated risk. This intersection includes a channelized right-turn lane that allows higher-speed, free-flow movements and creates longer, less predictable crossings for people outside vehicles. This project directly supports the Regional Solicitation goal of creating healthy and safe communities by reducing fatal and serious injury crashes and prioritizing safety in the transportation right-of-way for all users, especially pedestrians and bicyclists.

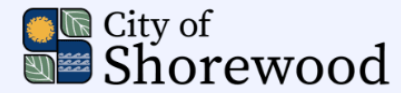
The project is strongly justified by recent crash history. At Highway 96 and Hamline Ave, 40 crashes were recorded between 2021 and 2025, with roughly 50 percent occurring at the northbound channelized right-turn lane. Rear-end crashes are the most frequent, and severe conflicts are concentrated at the channelized right-turn locations. Public feedback reinforces the quantitative data: at an open house in November 2025, community members reported frequent rear-end crashes, red-light running, yield conflicts, near misses, and unsafe conditions for pedestrians and cyclists. These documented issues align closely with the Reactive Safety category's emphasis on locations with a severe crash history.

The proposed concept will remove the existing channelized right-turn lanes and construct a multi-lane roundabout intended to reduce conflict points, lower turning speeds, improve driver yielding behavior, shorten and clarify pedestrian crossings, and add refuge and separation for people outside vehicles. The safety benefits are substantial: roundabouts can have a 78% reduction in serious injury crashes by decreasing conflict points and lowering operating speeds. By applying Safe System principles, the project emphasizes speed management, safer crossings, and designs that are more forgiving when mistakes occur.

This investment will improve safety while maintaining functionality at a heavily used community intersection. Survey results show that most respondents use this intersection daily or weekly, and over 100 respondents identified safer pedestrian crossings as a priority improvement. Existing operations already show substantial delay during peak periods, especially in the evening. Funding through the Reactive Safety program will allow Ramsey County to implement and deliver a project that reduces fatal and serious injury risk, improves comfort for people walking and biking, and responds directly to community-identified needs.



Highway 7 Intersection Improvements Project Project Summary



Applicant:	City of Shorewood
Project Location:	Highway 7 at Highway 41 (Hazeltine Boulevard), Eureka Road, Minnewashta Parkway, and County Road 92 (Main Street)
Total Project Cost:	\$12,600,000
Requested Grant Dollars:	\$7,000,000

Project Description:

The Highway 7 Intersection Improvements project includes the construction of a multi-lane roundabout at Highway 41 (Hazeltine Boulevard) and a 3/4 intersection at Eureka Road in Shorewood, a single-lane roundabout at Minnewashta Parkway in Chanhassen, and single-lane roundabout at County Road 92 (Main Street) in St. Bonifacius. The intersection improvements will serve as traffic calming measures to reduce speeding and distracted driving along the Highway 7 corridor in addition to restrict turning movements to reduce conflicts points at the key intersections. The improvements will also provide safer crossing opportunities for nonmotorized users.

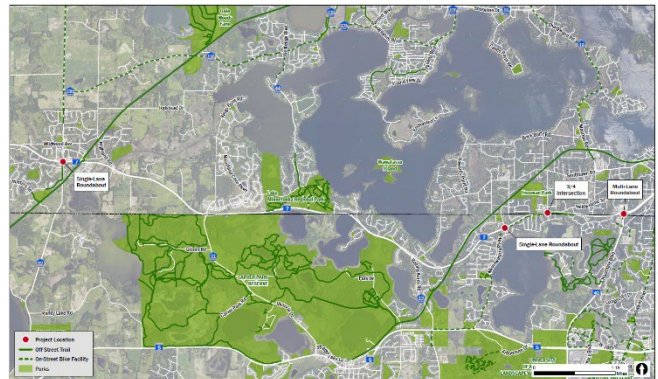
Proposed project elements include:

- Multi-lane roundabout at Highway 41 (Hazeltine Boulevard) which will include enhanced crossings, splitter islands with pedestrian refuges, truck aprons, and raised medians to channelize traffic into the intersection.
- 3/4 intersection at Eureka Road
- Single-lane roundabout at intersection with Minnewashta Parkway which will include enhanced crossings, splitter islands with pedestrian refuges, truck aprons, and raised medians to channelize traffic into the intersection.
- Single-lane roundabout at County Road 92 (Main Street) which will include enhanced crossings, splitter islands with pedestrian refuges, truck aprons, and raised medians to channelize traffic into the intersection.

Project benefits include:

- Reduction in fatal and serious injury crashes at intersection.
- Reduction in total frequency of crashes at intersections.
- Reduction in speeds and increased driver attentiveness at intersections and on approach.
- Reduction in conflict points at intersections which improves safety for vehicles and nonmotorized users.
- Safer crossings for pedestrians and bicyclists across Highway 7.
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers.

Project Location:



Existing conditions:



INTERSECTION WITH MINNEWASHTA PARKWAY



INTERSECTION WITH COUNTY ROAD 92 (MAIN STREET)

E 7th Street Reactive Safety Project

Minnehaha Ave E to Johnson Parkway

2026 Regional Solicitation - Reactive Safety



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Project Background

The project will reconstruct a 1.0 mile section of E 7th St, between Minnehaha Ave E and Johnson Pkwy. This corridor serves a culturally diverse community and functions as a connector to businesses, services, and employment. Transit routes and stops along the corridor provide access for vulnerable populations.

This corridor ranks third on the Metropolitan Council's Regional Safety Action Plan High Injury Network (HIN), documenting a history of severe crashes. The project will reconstruct and modernize the corridor targeting crash frequency and severity.

The proposed design reconfigures the roadway with a center left-turn lane, narrower travel lanes, removal of on-street parking, curb extensions, pedestrian refuge islands, enhanced crossings, and updated traffic signals. Improvements at complex intersections will address skewed geometry and turning conflicts. A two-way off-street bikeway and separate sidewalk will be added on the north side between Minnehaha Ave E and the Earl St bridge, transitioning to a 10-foot shared-use path between Earl St and Johnson Pkwy. An upgraded sidewalk will be added on the south side along the entire corridor.

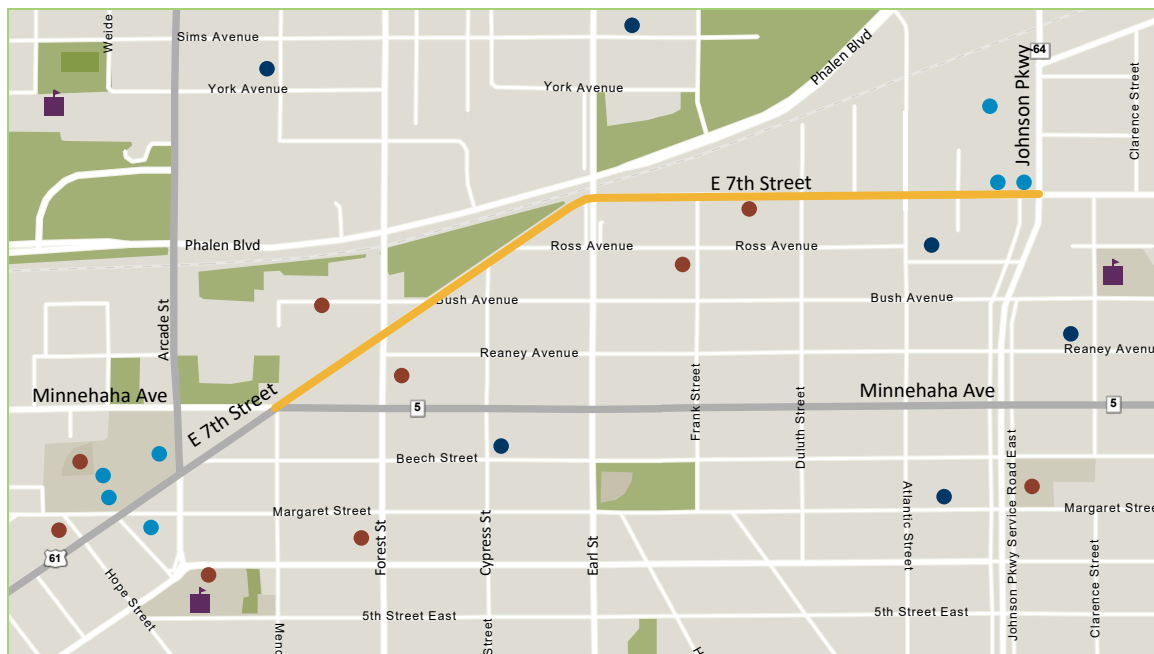
Project Benefits

- Addresses fatal and serious injury crashes
- Reduces number of lanes where applicable
- Reduces vehicle speed and conflict points
- Upgrades pedestrian and bicycle facilities
- Reduces crossing distance for pedestrians at key locations
- Improves access to transit stops
- Updated traffic signals with ADA-compliant features
- ADA accessibility improvements
- Expands access to businesses, services, and employment

Issues to Be Addressed

- Lane weaving, wide travel lanes, vehicle speeds, dual lane threats, reckless driving behavior
- Wide crossing distances
- High crash rates and severe injuries
- Poor safety and comfort for pedestrians and bicyclists
- Skewed intersections with conflict risks

Project Area



Legend

- Project corridor
- Schools
- Places of worship
- Public housing
- Parks
- Community organizations

Estimated Project Cost:
\$13,242,539

Requested Grant Amount:
\$7,000,000



E 7th St east of TH 61, looking southwest towards multicultural commercial area.



E 7th St and Forest St, signalized intersection looking northeast.



Unsignalized intersection of E 7th St and Duluth St, looking west.

E 7th Street Reactive Safety Project

Existing Conditions - Site Photos



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View: E 7th St, N Mendota St, and Minnehaha Ave E, signalized intersection looking southwest during construction.



View: E 7th St and Forest St, signalized intersection looking northeast towards industrial businesses.



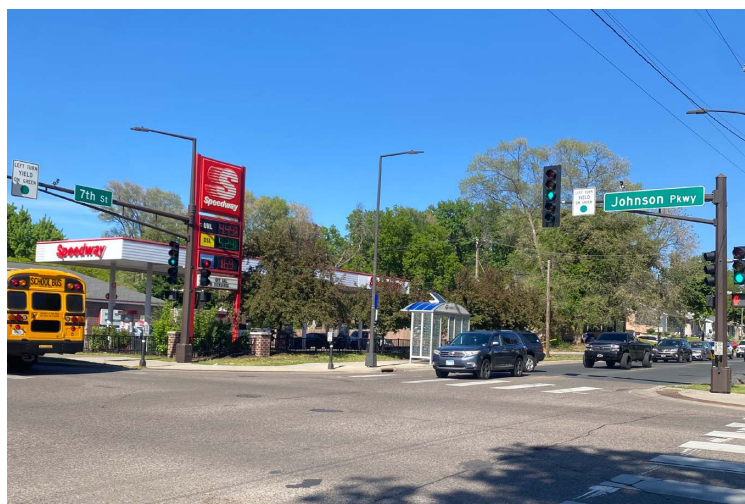
View: E 7th St, looking northeast towards the Earl St bridge .



View: Unsignalized intersection of E 7th St and Duluth St, looking west towards mixed use land uses.



View: E 7th St, looking west towards community organizations.



View: 7th St and Johnson Pkwy, looking to the northwest.