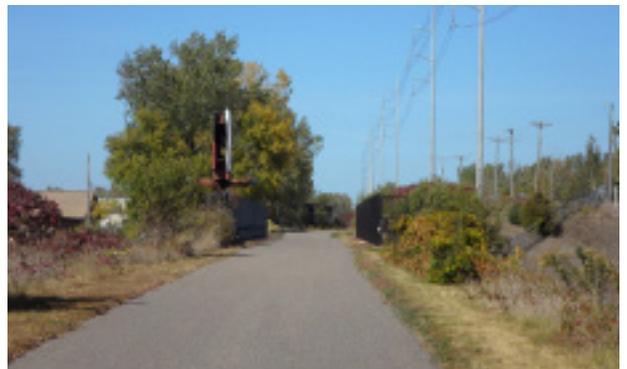


I-694 Non Motorized Crossing Study

APRIL 2016



Study Partners:

City of Arden Hills, City of Little Canada, City of Maplewood, City of New Brighton, City of North St. Paul, City of Shoreview, City of Vadnais Heights, City of White Bear Lake, Metropolitan Council, MnDOT , Ramsey County and Active Living Ramsey County

INTRODUCTION AND OVERVIEW

PURPOSE

The I-694 Non Motorized Crossing Study was initiated to identify pedestrian and bicycle mobility needs across I-694 within Ramsey County and along this Interstate corridor. (Non-motorized travel is prohibited within the Interstate right-of-way by federal requirements.) The study area, shown in Figure 1, is bounded by Silver Lake Road in the west, Trunk Highway 120 / Century Avenue in the east, County Road 96 to the North, and County Road C to the South. MnDOT worked in partnership with Ramsey County to complete the study, with involvement of staff and local leaders from New Brighton, Arden Hills, Shoreview, Little Canada, Vadnais Heights, White Bear Lake, Maplewood, North St. Paul, and the Metropolitan Council. The study aims to achieve the following objectives:

- Document the existing network of pedestrian and bicycle facilities in the area (2014);
- Document future plans or projects in the study area that provide opportunities to improve pedestrian and bicycle mobility;
- Incorporate corridors identified as regional priorities by the Metropolitan Council's Bicycle System Study (2014) and Transportation Policy Plan (2015);
- Identify critical connections that should be preserved, maintained, added, or enhanced to ensure connectivity around and across I-694;
- Provide recommendations that can be incorporated into Ramsey County's pedestrian and bicycle plan;
- Improve coordination among study area agencies, including MnDOT, Ramsey County, cities, and the Metropolitan Council, for trail, sidewalk, and bikeway improvements as future funding and project opportunities arise.

BACKGROUND

Interest in pedestrian and bicycle travel for recreation, routine trips, and commuting is growing within the Twin Cities region and Ramsey County. Area cities and the County have been actively planning and constructing improved trails, sidewalks, and on-street bikeways. However, despite the growing network of non motorized facilities in the area, I-694 is a barrier for pedestrian and bicycle mobility. Many existing crossings of I-694 carry high volumes of vehicular traffic and some lack adequate facilities for pedestrians and bicyclists. Crossings that do include a suitable trail or sidewalk may be too far out of the way for some users to be considered a convenient walking or biking route.

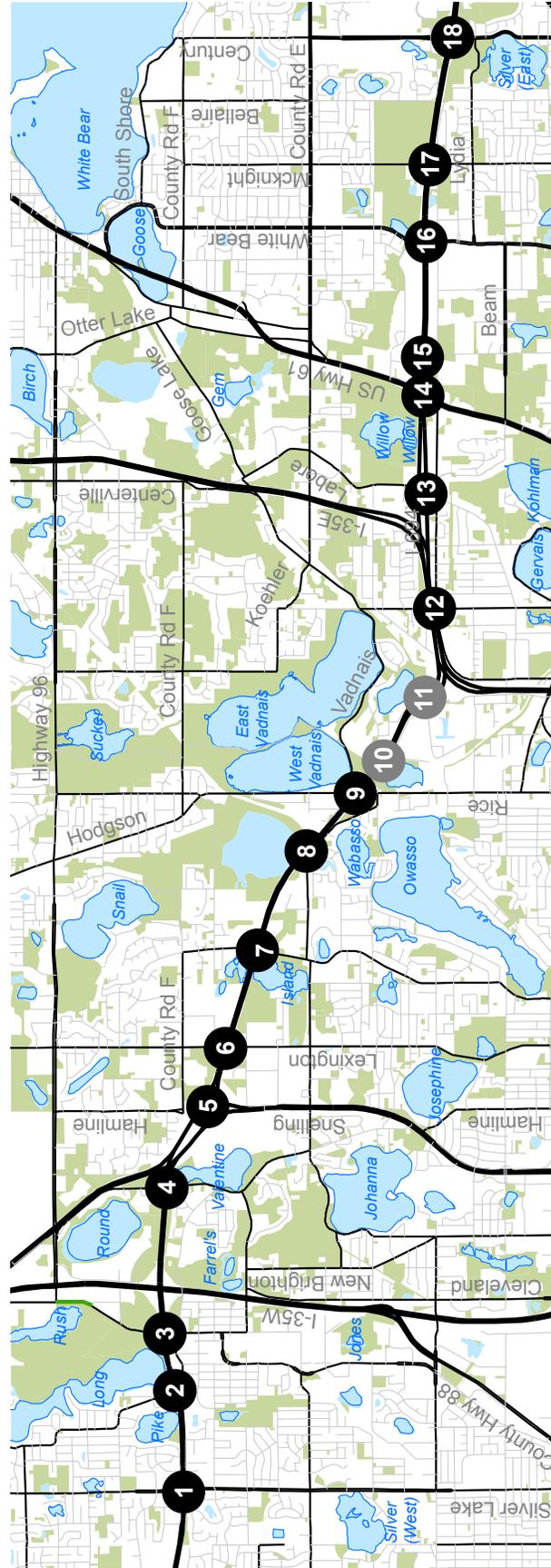
The challenges of moving pedestrians and bicyclists across freeway corridors, as described above, are not unique to I-694 through Ramsey County. The need for a study in this particular location was identified in 2011 by the City of Arden Hills during the first phase of the development of MnDOT's I-694 North Central Project. This large-scale construction project, shown in **Figure 2**, will eventually rebuild the I-694 Corridor between I-35E and I-35W. The first phase included rebuilding the I-694, Highway 10 and Highway 51 interchange in Arden Hills. The entire project will not be complete until at least 2016.

Figure 1: Study Area

-  Existing I-694 Bike/Ped Crossing
-  Potential I-694 Bike/Ped Crossing
-  City Street
-  County Road
-  Interstate or State Highway
-  Lake
-  Park, Recreational, or Preserve

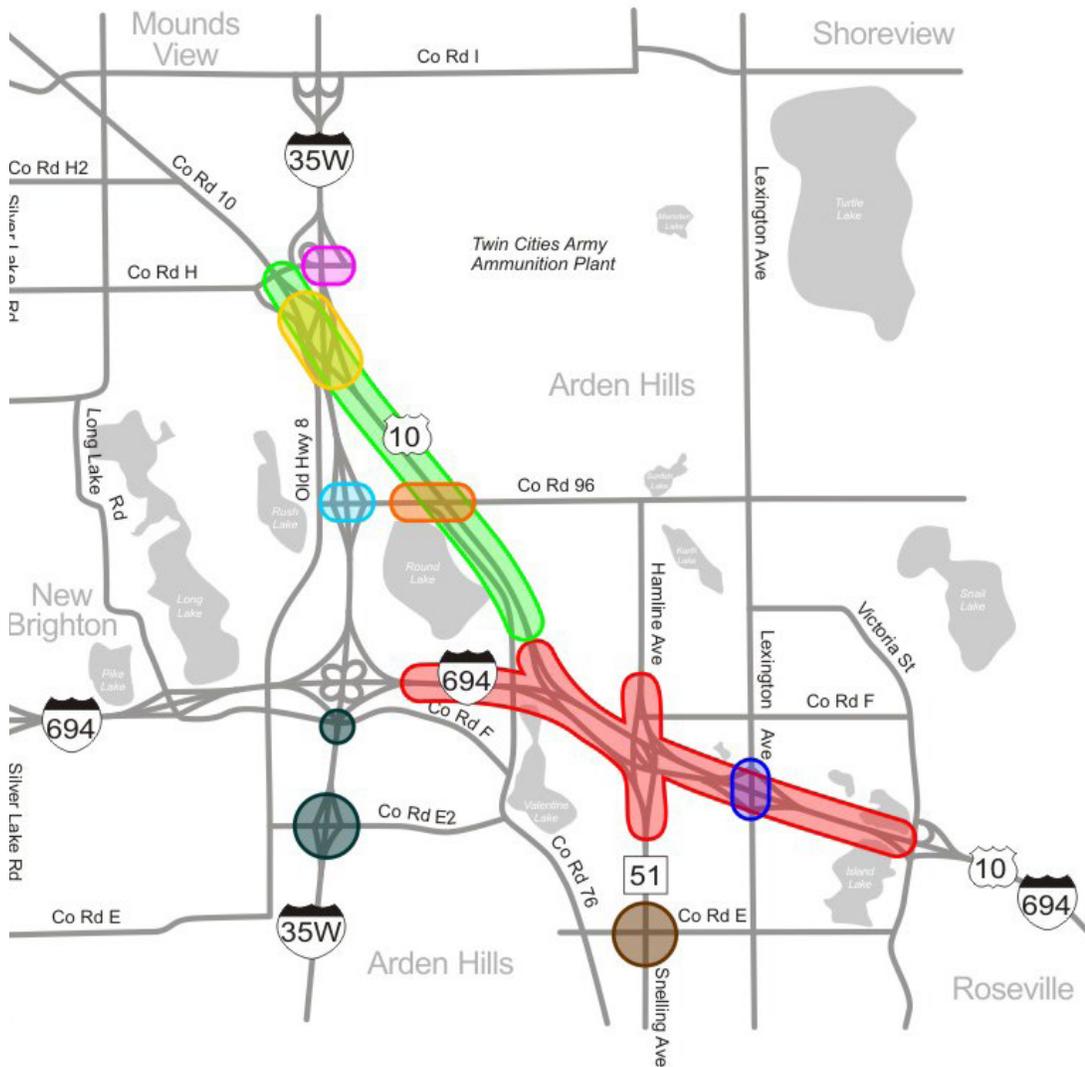
List of Crossings

- 1** Silver Lake Road (CSAH 44)
- 2** Long Lake Road (CSAH 45)
- 3** Old Highway 8 (CSAH 77)
- 4** Old Highway 10/Old Snelling (CSAH 76)
- 5** TH 51
- 6** Lexington Avenue (CSAH 51)
- 7** Victoria Street (CSAH 52)
- 8** Grass Lake Trail
- 9** Rice Street (CSAH 49)
- 10** Trout Brook Regional Trail North
- 11** St. Anthony Railroad Spur
- 12** Edgerton Street (CSAH 58)
- 13** Labore Road (County 108)
- 14** TH 61
- 15** Bruce Vento Trail
- 16** White Bear Avenue (CSAH 65)
- 17** McKnight Road (CSAH 68)
- 18** TH 120



Data: State of Minnesota, Metropolitan Council, Ramsey County

Figure 2: North Central Project Illustration



The I-694 / 10 / 51 interchange project generated extensive discussion about how to move pedestrians and bicyclists across I-694 at TH 51. Many stakeholders saw this as an important opportunity for a new connection for pedestrian and bicycle access to destinations such as Bethel University, Valentine Lake, and major employers in the area. However, integrating a trail with an interchange connecting an expressway and a freeway posed design challenges and raised significant safety concerns. The most challenging issue was determining how a trail could cross the free-flowing interchange movements between I-694 and TH 51 in a manner that was safe for trail users of varying ages and abilities. High traffic volumes on TH 51 (approximately 33,000 vehicles per day), and a 55 mile per hour speed limit would also inevitably create an unpleasant biking and walking environment for a trail adjacent to the highway. There were also questions about the potential for broader connectivity along this route since there are not existing trail facilities along TH 51 and the existing railroad bridge south of I-694 is not currently wide enough to fit a trail underneath. Bethel University, the major private land holder in the area, also expressed some concern about constructing a public trail through this property.

Due to these challenging circumstances, it was decided that the I-694/TH 51 interchange could not provide a safe or comfortable environment for pedestrians and bicyclists of all abilities and a separate trail was not included in the project design.

The City of Arden Hills passed a resolution on October 26, 2010 rejecting MnDOT's final layout for the I-694/TH 51 project with a list of 14 conditions for MnDOT to meet in order to receive municipal consent (Arden Hills Resolution 2010-052). Among the conditions was a request to include a non-motorized/pedestrian facility across I-694 on the west side of TH 51. A municipal consent appeal process was initiated in December of 2010 to resolve these issues between MnDOT and Arden Hills.

As an outcome of the municipal consent appeal process, MnDOT agreed to work with the City of Arden Hills and Ramsey County, 1) to improve the pedestrian and bicycle connection across I-694 at Lexington Avenue as part of the larger interchange project and 2) to study unmet pedestrian and bicycle needs in the project area. Both of these conditions were included in the City of Arden Hills 2011 municipal consent agreement for the I-694 / 10 / 51 interchange project.

The study was initially designed to focus specifically on the crossings of I-694 between I-35E and I-35W. As the study progressed, discussions with Ramsey County and cities along the corridor indicated a need to expand the study area to also examine east / west connections to the north and south of the Interstate in order to fully understand the pedestrian and bicycle network and needs in the area. The study area was also expanded to include the eastern and western limits of Ramsey County along I-694 at the request of Active Living Ramsey Communities and Ramsey County. This expanded scope of work was significantly above and beyond the initial agreement from the municipal consent appeal process but provided a broader understanding of pedestrian and bicycle networks and key connections in the original study area and beyond.

ANTICIPATED OUTCOMES

This study is not associated with implementation dollars or a specific scoped transportation project that can be used to implement study findings. The study is intended to be a tool to guide future decisions as transportation projects are planned and developed by all units of government within the study area. It can also be used to help local governments prioritize projects for grant applications and capital programs.

The study provided information for the Metropolitan Council's Bicycle System Study, completed in 2014, in close coordination with MnDOT. It also informed the recently drafted Ramsey Countywide Bicycle and Pedestrian Plan. Finally, the I-694 study will serve as a model for local planners in other parts of the region where Interstates and other arterial corridors create challenges for pedestrian and bicycle access.

STUDY PROCESS

The I-694 Non Motorized Crossing Study was kicked off in May of 2012 with an initial group of study partners that represented the cities within the initial study area as well as Ramsey County and the Metropolitan Council. As the study area boundaries grew, new cities were added to the agency work group. MnDOT staff led the overall effort with guidance from study partners. Key work tasks included:

- Data collection and GIS mapping of existing and proposed pedestrian and bicycle infrastructure within the study area
- Analysis of local comprehensive plans, policies, and other studies related to pedestrian and bicycle mobility
- One public meeting to get input on pedestrian and bicycle destinations, needs, and barriers within the

study area

- Meetings with local pedestrian and bicycle groups
- Identification of future planned and programmed street, highway, and trail projects in the study area
- Incorporation of mapping from Metropolitan Council's Bicycle System Study
- Documentation of study recommendations in the final report

PLANNING AND POLICY FRAMEWORK

Pedestrian and Bicycle travel is an important part of the transportation network and has been recognized as such in state, regional, and local plans and policies for decades. Though not an exhaustive review, this section includes recent high-level policies and plans at various levels of government to underscore the supporting policy framework for this study and its implementation .

Federal

The United States Department of Transportation (DOT) Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations was signed on March 11, 2010 and announced March 15, 2010 by former Secretary Ray LaHood. The policy states:

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

State

Non motorized travel is critical to Minnesota GO, the state's 50-year vision for a multimodal transportation system that maximizes the health of people, the environment and our economy. The vision includes the following principles to guide future policy and investment decisions for all forms of transportation throughout the state:

- Leverage public investments to achieve multiple purposes: The transportation system should support other public purposes, such as environmental stewardship, economic competitiveness, public health and energy independence.
- Ensure accessibility: The transportation system must be accessible and safe for users of all abilities and incomes. The system must provide access to key resources and amenities throughout communities.
- Build to a maintainable scale: Consider and minimize long-term obligations—don't overbuild. The scale of the system should reflect and respect the surrounding physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity of the state.
- Ensure regional connections: Key regional centers need to be connected to each other through multiple modes of transportation.

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- Integrate safety: Systematically and holistically improve safety for all forms of transportation. Be proactive, innovative and strategic in creating safe options.
 - Emphasize reliable and predictable options: The reliability of the system and predictability of travel time are frequently as important or more important than speed. Prioritize multiple multimodal options over reliance on a single option.
 - Strategically fix the system: Some parts of the system may need to be reduced while others are enhanced or expanded to meet changing demand. Strategically maintain and upgrade critical existing infrastructure.
 - Use partnerships: Coordinate across sectors and jurisdictions to make transportation projects and services more efficient.

The Minnesota Go vision also informs MnDOT's subsequent planning efforts such as the Minnesota 20-year Statewide Highway Improvement Plan (MnSHIP). MnSHIP identifies capital investment priorities for the state highway system over the next 20 years. The current plan identifies two new investment categories, Bicycle Infrastructure and Accessible Pedestrian Infrastructure, to better account for investments that support non-motorized modes of travel.

MnDOT is also in the process of developing a statewide bicycle system plan which will lead to the development of a bicycle plan for each district. The Metro District plan will incorporate the results of the Metropolitan Council's regional Bicycle System Study as well as priority state bike routes to identify priorities for bicycling investments for MnDOT in the Metro District. A statewide pedestrian plan has also recently been authorized and will be led by MnDOT in partnership with the Minnesota Department of Health.

During the time of the I-694 study process, MnDOT formally adopted a Complete Streets Policy and accompanying Technical Memorandum, which provides internal guidance to MnDOT on planning and project development under a complete streets framework . The goals of the I-694 crossing study align closely with the processes identified in the Complete Streets Policy.

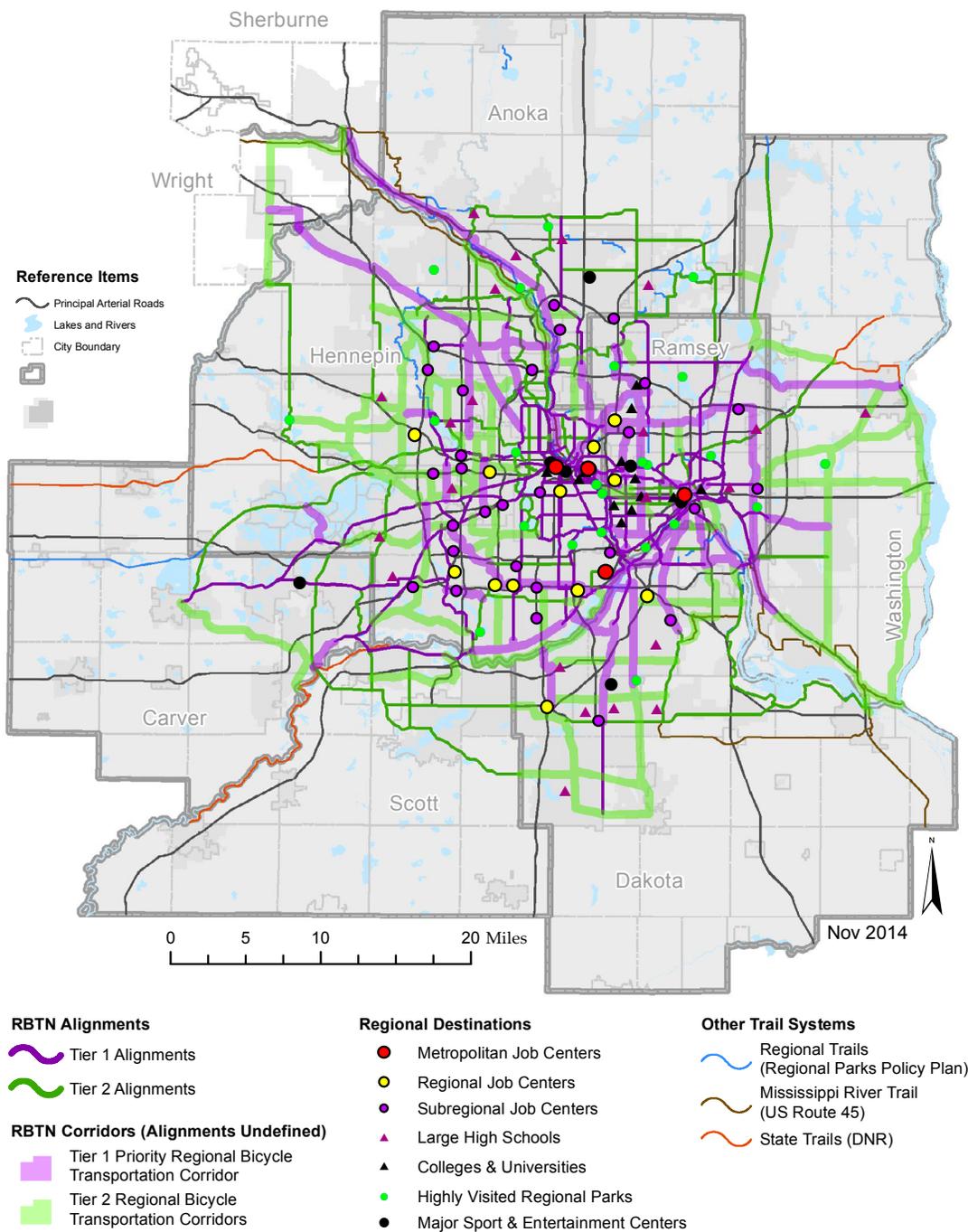
Regional

The Metropolitan Council oversees several regional planning efforts that relate to bicycling and walking in the region. The Council's overarching long-range plan establishes a regional vision with the intent to help ensure coordinated, orderly and economic development of the seven-county Twin Cities metropolitan area (MN Statute 473.851). This plan, Thrive MSP 2040 was adopted in May of 2014 and identifies five outcomes for the Twin Cities Region: stewardship, prosperity, equity, livability, and sustainability. Thrive 2040 and its identified outcomes set the direction of the systems and policy plans also under the Council's jurisdiction. Those most relevant to the I-694 Crossing Study are the Transportation Policy Plan and the Regional Parks Policy Plan.

Transportation Policy Plan

The Metropolitan Council's 2040 Transportation Policy Plan (TPP) establishes regional priorities for transportation investments to ensure that the regional transportation system develops in a manner consistent with Thrive MSP 2040. The TPP is updated every four years. The TPP includes goals, objectives, strategies, and performance measures that guide and help evaluate progress toward the regional vision. The TPP places an emphasis on the integration of multiple travel modes and therefore specific strategies for pedestrian and bicycle mobility are located throughout the Plan.

Figure 3: Regional Bicycle Transportation Network (RBTN)



Notable for the I-694 study is the TPP's inclusion of a designated Regional Bicycle Transportation Network (RBTN). The intent of the RBTN is to identify a "backbone" network of on- and off-street bikeways that can serve a transportation purpose by connecting people to regional destinations. Planning and implementation of the RBTN is the responsibility of cities, counties, MnDOT, and parks agencies. However, bikeways that are located on the RBTN will receive some level of priority when competing for federal transportation funds through the Council-administered regional solicitation.

The RBTN was developed in 2013-2014 through the Regional Bicycle System Study. That effort resulted in a regional map that identifies two tiers of investment priority in the TPP. The regional map is shown in **Figure 3**. The RBTN within the I-694 study area is shown in **Figure 7**, along with the rest of the existing and proposed transportation context.

- **Tier 1, Priority Regional Bicycle Transportation Corridors (purple):** should be given the highest priority for transportation funding; these are the corridors and alignments that provide the highest transportation function by connecting the most regional activity centers through the developed urban and suburban areas of the region.
- **Tier 2, Regional Bicycle Transportation Network Corridors (green):** should be given the second highest priority for transportation investment. These corridors provide transportation connectivity to outlying regional destinations within and beyond the urban / suburban areas and serve to connect priority regional bicycle transportation corridors.

The map shows both defined alignments (narrow lines) and broad corridors. The alignments represent areas where local entities had done considerable planning and / or implementation of off-road trail or on-street bikeway facilities.” Broad corridors represent areas where further analysis is needed to identify the specific roadway or trail corridor that is most suitable for a bikeway.

The TPP also includes many goals, strategies and supportive local actions that relate to pedestrian and bicycle mobility at all levels of transportation network – local, regional, and state. These statements emphasize the importance of mobility, access, safety and multi-modal connections for all users of the transportation system.

Regional Parks Policy Plan

The Regional Parks Policy Plan guides the development and expansion of the Regional Parks System, which includes Regional Trails. The Plan is updated every four years and identifies the goals and strategies for expanding and maintaining the system. Some existing trails in the study area are part of the existing Regional Parks System, including Highway 96 Regional Trail, and the Bruce Vento Regional Trail. Lexington Avenue/Parkway and the Trout Brook Extension are Regional Trail Search Corridors within the study area. These corridors are identified in the Regional Parks Policy Plan, but do not yet have an approved master plan and defined regional trail alignment. The Rice Creek North Regional Trail, which is currently north of the study area has a planned extension south into the study area to connect with CSAH 96. Regional trails are owned and operated by local implementing agencies (i.e. Ramsey County), but the Metropolitan Council provides support for the regional system in the form of planning, funding, information, marketing and advocacy.

County

Ramsey County has an adopted Comprehensive Plan that was adopted in 2010. Bicycle and pedestrian needs are discussed in both the Transportation and Parks and Open Space sections. The transportation section identifies several strategies for improving pedestrian and bicycle mobility with County roadways. The Parks and Open Space section includes a map of existing and proposed regional parks and connecting trails as well as information on existing and planned trails within County parks. The County has recently developed its first countywide pedestrian and bicycle plan.

Local

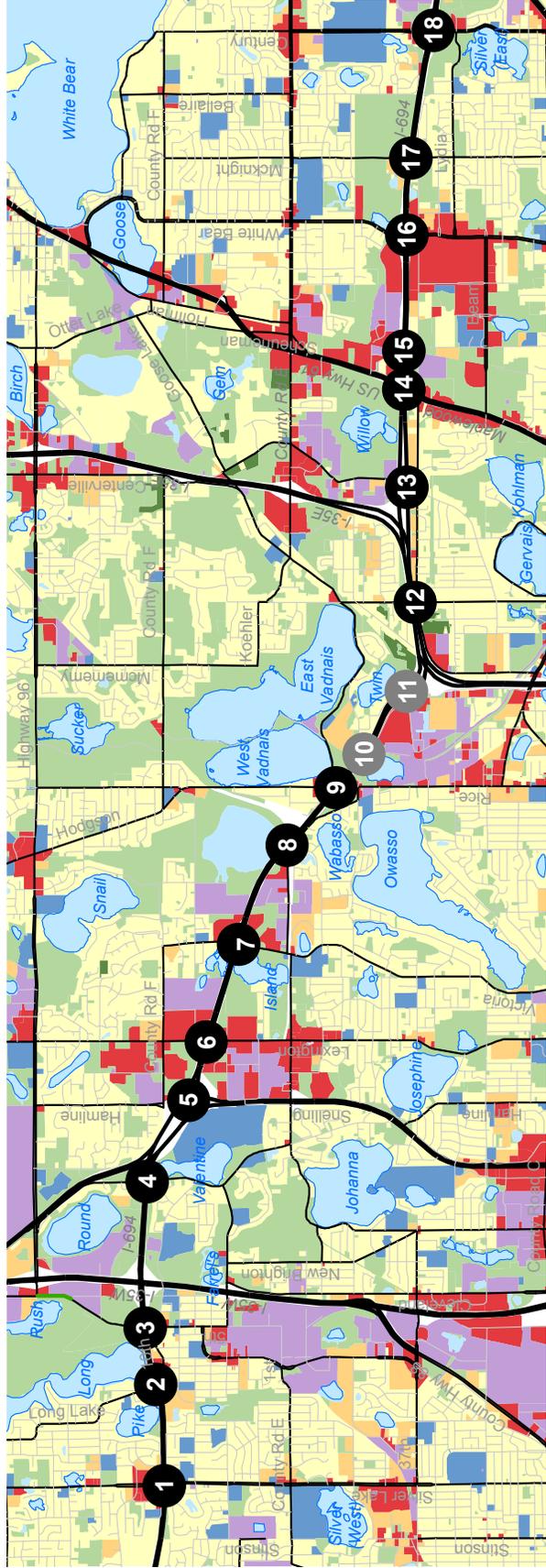
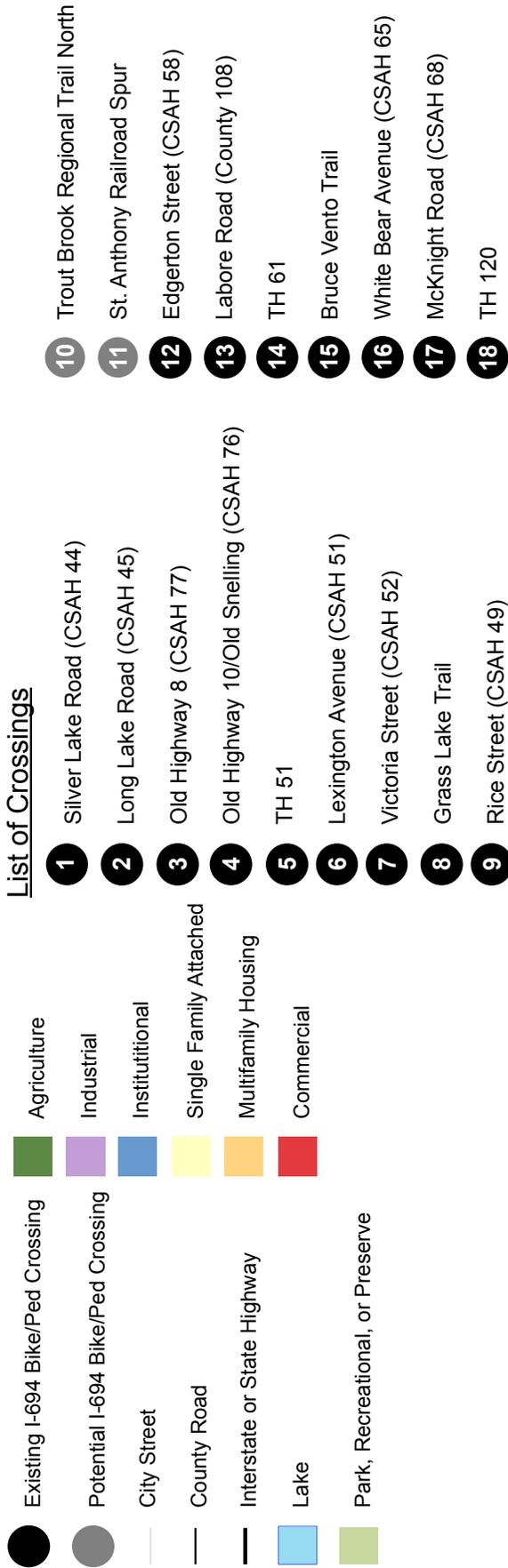
Comprehensive plans for all of the local governments within the area have elements and policies related to pedestrian and bicycle mobility which are included within transportation and / or parks and recreation chapters. Though written policies were too numerous to include here, maps of existing and proposed pedestrian and bicycle infrastructure from the comprehensive plans for all cities in the study area were analyzed and compiled in a Geographic Information System (GIS). This exercise documented the long-range vision for pedestrian and bicycle travel for each community. Updates of local plans are scheduled for 2018, providing an opportunity for cities to incorporate recommendations from the Metropolitan Council's Thrive MSP 2040, the TPP, Regional Parks Policy Plan, the Ramsey County Bicycle and Pedestrian Plan, and this study.

EXISTING CONDITIONS

LAND USE AND DEVELOPMENT CONTEXT

The study area includes the northern suburbs of Ramsey County with primary land uses shown in Figure 4. Single-family residential development covers much of the study area with large tracts of parkland and lakes, and several commercial nodes and employment centers. The many parks, lakes, Bethel University, and the employment node between Hamline and Lexington provide a variety of destinations that residents of the area would like to access by walking or bicycling for both recreational and transportation purposes. The downtowns of Minneapolis and St. Paul lie outside of the study area but are accessible via transit connections and also are important destinations for those bicyclists who ride longer distances for commuting or recreation. Most of the study area is fully developed with the exception of a few large redevelopment sites. Rice Creek Commons (the former Twin Cities Army Ammunition Plant site) in Arden Hills lies on the northern border of the study area. This 427 acre site has been purchased and remediated by Ramsey County with plans for a mix of residential, commercial, and light industrial uses.. The New Brighton Exchange is another former industrial site that is currently undergoing redevelopment. This 100-acre site at the northwest corner of I-35W and I-694 is envisioned to be an extension of New Brighton's town center with various forms of residential and commercial office development.

Figure 4: Existing Land Use Context



Data: State of Minnesota, Metropolitan Council, Ramsey County

TRANSPORTATION NETWORK

I-694 is a corridor within the designated National Highway System. It is an Urban Principal Arterial that runs east / west through the study area in northern Ramsey County. It carries 110,000 vehicles per day in the western part of Ramsey County and 70,000 vehicles per day in the eastern portion of the study area. The function of the Interstate within the overall transportation network requires that it serve high traffic volumes, longer trips, higher speeds, and express bus service. In order to preserve these functions, land access and roadway crossings are limited along the corridor. Most non-freeway roadway crossings of I-694 are classified as minor arterials and generally spaced between one-half and one mile apart. These arterials provide the primary means for pedestrians and bicyclists to cross I-694. However, these roadways are also characterized by high volumes of vehicular traffic, and, in many cases, are subregional corridors for scheduled bus service. Many pedestrians and bicyclists consider these corridors difficult and uncomfortable to navigate due to high traffic volumes and complicated crossings at interchange locations. There are several roadways that cross I-694 but do not have an interchange, generally offering a more safe and comfortable experience for pedestrians and bicyclists. The non-interchange crossings within the study area are Old Highway 8, Old 10 / Old Snelling, Edgerton Street, Labore Road, and McKnight Road. There are two bridges within the study area that provide crossings completely separated from automobile traffic, Grass Lake Trail and Bruce Vento Trail.

East west connectivity in the study area is provided primarily via Ramsey County Highways that are spaced at approximately one mile intervals (with some exceptions). Local roadways and residential streets with low speeds and traffic volumes provide opportunities for short pedestrian and bicycle trips within the study area, however these routes rarely connect across barriers such as major roadways, and the many lakes in the area. The lakes and wetlands in this part of the County create challenges for roadway and trail connectivity, even for higher classification roadways on the County system.

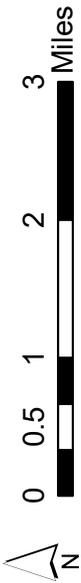
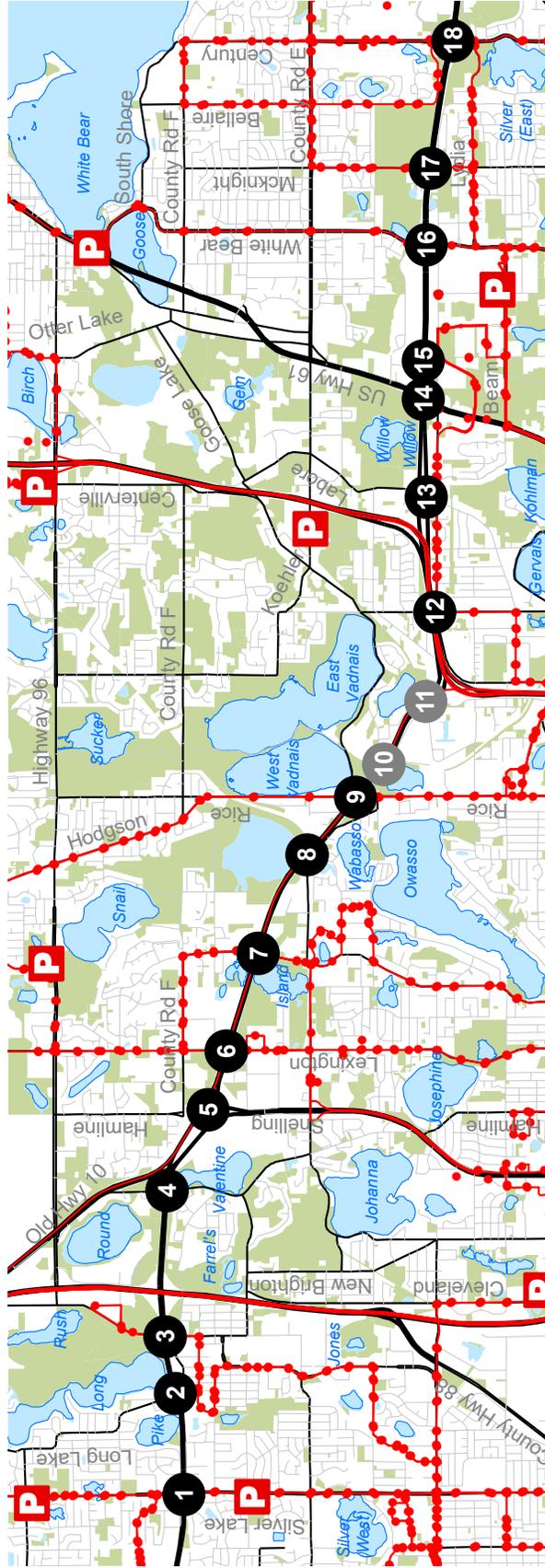
Transit is an important element for pedestrian and bicycle travel since most transit trips begin and end with a pedestrian or bicycle trip. Many of the arterial streets within the study area provide local bus service with some limited stop service into St. Paul and Minneapolis. Express service into downtown Minneapolis and St. Paul is provided along the Interstates (I-694, I-35W, I-35E) with access at some park-and-ride locations and local stops. Figure 5 shows existing transit routes and park-and-ride facilities within the study area.

The Rush Line is a future transitway corridor that is currently in the planning phase. The entire corridor is envisioned to link Union Depot in St. Paul to communities along the corridor, which extends north to Hinckley. Ramsey County Regional Railroad Authority (RCRRA) is in the process of a Pre Project Development (PPD) study to identify the corridor's locally preferred alternative (LPA) between St. Paul and White Bear Lake, with some alternatives extending to Forest Lake. The two primary options under consideration include bus rapid transit (BRT) or a rail-based option.. Timing for selecting the LPA is expected within the next two years. Timing for developing the project is uncertain but is a more long-term proposition.

There are two trails designated as Regional Trails by the Metropolitan Council in the study area. These trails provide connections to regional parks and are included in the Regional Parks Policy Plan. The Highway 96 Regional Trail runs east/west from Arden Hills to White Bear Lake. The Bruce Vento Regional Trail is a north/south connection from downtown St. Paul to just north of I-694 in White Bear Lake, with plans for an extension to the north. Just beyond the study area, the Birch Lake Regional Trail begins at Highway 96 near 35E and connects north to the Tamarack Nature Center. The Rice Creek North Regional Trail and the Trout Brook Regional Trail are existing regional trails outside of the study area that have future planned connections to the study area. The 2040 Parks Policy Plan also identifies Lexington Avenue / Parkway as a Regional Trail Search Corridor. A Search Corridor

Figure 5: Existing Transit Routes and Facilities

-  I-694 Bike/Ped Crossing
 -  Potential I-694 Bike/Ped Crossing
 -  City Street
 -  County Road
 -  Interstate or State Highway
 -  Lake
 -  Park, Recreational, or Preserve
 -  Transit Routes
 -  Park and Ride Lots
 -  Transit Stops
- List of Crossings**
- 1** Silver Lake Road (CSAH 44)
 - 2** Long Lake Road (CSAH 45)
 - 3** Old Highway 8 (CSAH 77)
 - 4** Old Highway 10/Old Snelling (CSAH 76)
 - 5** TH 51
 - 6** Lexington Avenue (CSAH 51)
 - 7** Victoria Street (CSAH 52)
 - 8** Grass Lake Trail
 - 9** Rice Street (CSAH 49)
 - 10** Trout Brook Regional Trail North
 - 11** St. Anthony Railroad Spur
 - 12** Edgerton Street (CSAH 58)
 - 13** Labore Road (County 108)
 - 14** TH 61
 - 15** Bruce Vento Trail
 - 16** White Bear Avenue (CSAH 65)
 - 17** McKnight Road (CSAH 68)
 - 18** TH 120



Data: State of Minnesota, Metropolitan Council, Ramsey County

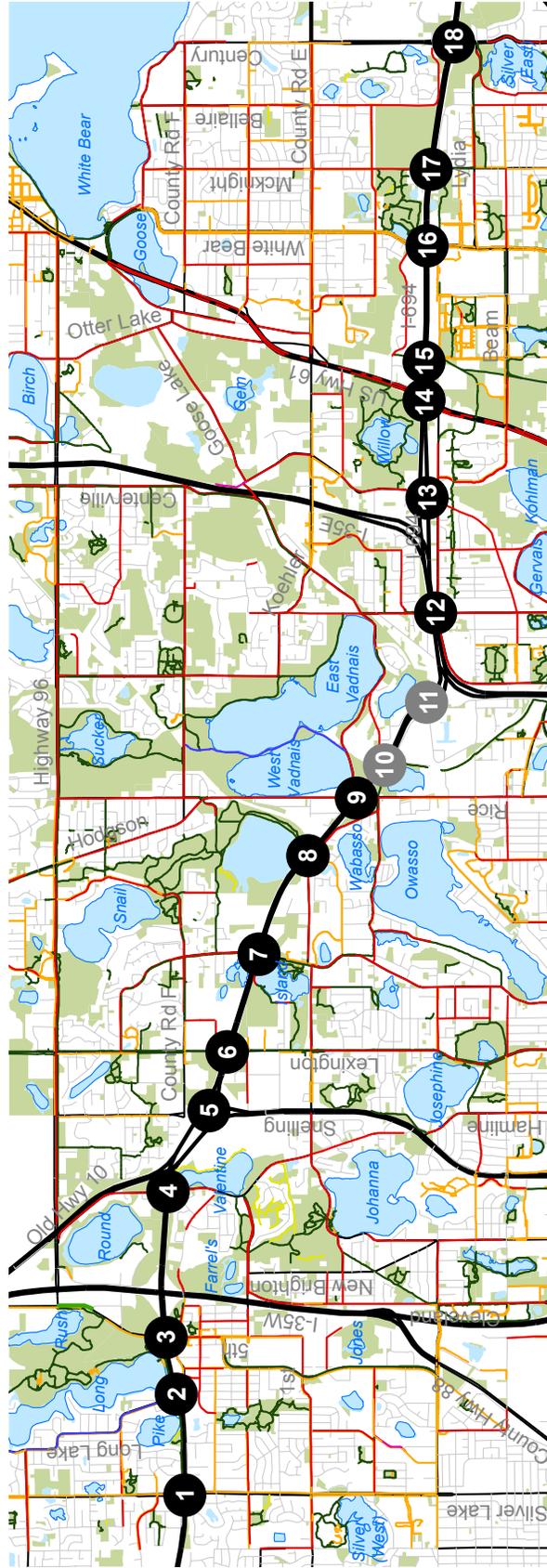
Table 1: I-694 Existing and Potential Crossings Summary of Existing Conditions (2014)

MAP REFERENCE	CROSSING LOCATION	CITY (LOCATION)	ROADWAY JURISDICTION (OWNERSHIP)	PEDESTRIAN FACILITY	BICYCLE FACILITY	CONNECTION TO TRAILS / SIDEWALKS	EXISTING TRANSIT ROUTE	AVG. DAILY TRAFFIC VOLUMES	MOTOR VEHICLE SPEED LIMIT	PLANS FOR FUTURE IMPROVEMENTS
1	Silver Lake Road (CSAH 44)	New Brighton	Ramsey County	8 ft. sidewalk (east side)	None	Sidewalk on east side of roadway	Yes; Park and ride south of I-694	12,700	40 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. City of New Brighton Comprehensive Plan shows proposed multi-use path along entire corridor.
2	Long Lake Road (CSAH 45)	New Brighton	Ramsey County	6 ft. sidewalk (east side)	Shoulder	Bike lane north of bridge through study area; Sidewalks north and south of I-694	No	6,700	30 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. City of New Brighton Comprehensive Plan shows proposed multi-use path south of I-694
3	Old Highway 8 (CSAH 77)	New Brighton	Ramsey County	5 ft. sidewalk (west side)	None	Sidewalks north and south of I-694 on west side	Yes; Park and ride north of study area at County Road H	10,000	30 mph (south); 40 mph (north)	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. City of New Brighton Comprehensive Plan shows proposed multi-use path along the corridor.
4	Old Highway 10 / Old Snelling (CSAH 76)	Arden Hills	Ramsey County	None	Shoulder	Shoulder continues for length of the corridor (except near Valentine Lake); No sidewalk	No	2,550	45 mph	<ul style="list-style-type: none"> City of Arden Hills Comprehensive Plan shows planned shared use path along the corridor. Space for shared use path was provided in I-694 North Central Project, City is actively pursuing funding for trail construction.
5	TH 51	Arden Hills	MnDOT	None	Intermittent shoulder	Intermittent shoulder throughout corridor	No	31,500	55 mph	<ul style="list-style-type: none"> Planned trail in Arden Hills Comprehensive Plan.
6	Lexington Avenue (CSAH 51)	Arden Hills; Shoreview	Ramsey County	10 ft. shared use path (east side)	10 ft. shared use path (east side)	Trail on east side of Lexington, operated by City of Shoreview	Yes	21,400	40 mph	<ul style="list-style-type: none"> Planned trail on west side of Lexington from 694 to County F. Identified as a regional trail search corridor in Regional Parks Policy Plan.
7	Victoria Street (CSAH 52)	Shoreview	Ramsey County	10 ft. shared use path (west side)	10 ft. shared use path (west side); shoulder (west side)	Trail on west side of Victoria; Shoulders north of I-694	Yes; Park and ride at Victoria and CSAH 96	14,300	40 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements.
8	Grass Lake Rail	Shoreview	Shoreview	12 ft. shared use path	12 ft. shared use path	Connects to Grass Lake Trail (north); County Road E to west (shoulder)	NA	NA	NA	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements.
9	Rice Street (CSAH 49)	Shoreview; Little Canada; Vadnais Heights	Ramsey County	None	None	Shoulders north and south of 694 Intermittent sidewalk north of 694; Sidewalk 1/4 mile south of 694	Yes	17,400	40 mph	<ul style="list-style-type: none"> County is seeking funding for new interchange that would include improved ped/bike facilities. No near term plans to replace or redeck the bridge for structural purposes. Planned Trail along west side of Rice Street in Shoreview Comprehensive Plan.
10 (Potential Future)	Trout Brook Regional Trail	Shoreview; Little Canada	NA	NA	NA	Would connect to Trout Brook Regional Trail through St. Paul	NA	NA	NA	<ul style="list-style-type: none"> Potential crossing and feasibility is currently being explored through the Trout Brook Trail North Master Plan led by Ramsey County. Crossing not identified in adopted comprehensive plan.
11 (Potential Future)	St. Anthony Railroad Spur	Little Canada	BNSF Railroad	NA	NA		NA	NA	NA	<ul style="list-style-type: none"> Crossing not identified in adopted comprehensive plan, railroad is still active
12	Edgerton Street (CSAH 58)	Vadnais Heights; Little Canada	Ramsey County	8 ft. sidewalk	Shoulders	Existing shoulder along corridor; Shared use path on east side for short distance north of I-694	Yes (south of I-694); Park and ride on County Road C near Edgerton	7,400	40 mph	<ul style="list-style-type: none"> Vadnais Heights shows proposed shared use trail in Comprehensive Plan.
13	Labore Road (County 108)	Vadnais Heights; Little Canada	Ramsey County	8 ft. sidewalk	Shoulders	Shoulders north and south of I-694; Segment north of I-694	No	3,200	35 mph	<ul style="list-style-type: none"> Little Canada shows proposed shared use path along Labore Road in Comprehensive Plan.

Table 1: I-694 Existing and Potential Crossings Summary of Existing Conditions (2014) (continued)

MAP REFERENCE	CROSSING LOCATION	CITY (LOCATION)	ROADWAY JURISDICTION (OWNERSHIP)	PEDESTRIAN FACILITY	BICYCLE FACILITY	CONNECTION TO TRAILS / SIDEWALKS	EXISTING TRANSIT ROUTE	AVG. DAILY TRAFFIC VOLUMES	MOTOR VEHICLE SPEED LIMIT	PLANS FOR FUTURE IMPROVEMENTS
14	TH 61	Vadnais Heights	MnDOT	None	Intermittent shoulder	Intermittent shoulder	No; Park and ride at County Road C	30,500	50 mph	
15	Bruce Vento Regional Trail	Vadnais Heights; Maplewood; White Bear Lake	Ramsey County Regional Rail	Shared use path	Shared use path	Bruce Vento Regional Trail	NA	NA	NA	<ul style="list-style-type: none"> City of White Bear Lake and Ramsey County pursuing expansion of trail to the north from Buerkle Rd. to CSAH 96
16	White Bear Avenue (CSAH 65)	White Bear Lake; Maplewood	Ramsey County	Sidewalk (both sides)	None	Continuous sidewalk on both sides of roadway	Yes; Maplewood Mall Transit Center	35,500	40 mph	
17	McKnight Road (CSAH 68)	White Bear Lake; Maplewood	Ramsey County	5 ft. sidewalk (east side)	None	Trail on west side of roadway north of I-694; Trail on east side of roadway south of I-694	Yes	7,000	30 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements.
18	TH 120	White Bear Lake; Maplewood; North St. Paul	MnDOT	5 ft. sidewalk (both sides); Missing sidewalk at bridge approach	None	Shoulder on west side of roadway; Sidewalks near Century College	Yes	16,300	40 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. Recent mobility study of TH 120 in this area did not provide specific recommendations for pedestrian and bicycle travel. Lake Links Trail Master Plan identifies future trail south of I-694 along the west side of TH 120. Plan also identifies a separate bike/ped bridge across I-694 east of TH 120.

Figure 6: Existing Bicycle and Pedestrian Conditions



Data: State of Minnesota, Metropolitan Council, Ramsey County

represents a proposed regional trail that does not have an approved master plan or specific trail alignment.

In addition to regional trails, cities and Ramsey County have provided a growing network of local trails within parks and along roadways. On-street bikeways in the form of shoulders, bike lanes, and signed bike routes provide mobility for bicyclists who are comfortable riding in mixed traffic. The network of existing trails and bikeways is shown in **Figure 6**.

The study area is characterized primarily by post World War II suburban style development that trended away from providing sidewalks on local streets. In recent years, local governments have been retrofitting streets to include the addition of sidewalks and trails as opportunities allow with road reconstruction projects or with new development and redevelopment. Many cities in the area now have sidewalk requirements in their subdivision and zoning ordinances. These trends have led to improved sidewalk connectivity in the area, though gaps still remain.

EXISTING CROSSINGS OF I-694

The study evaluated 16 existing crossings of I-694 where pedestrian and bicycle access is allowed (non freeway crossings of I-694) as well as two additional locations that were identified by the study work group as potential future crossings. One of the potential future crossings is still an active freight rail line and highly unlikely to be abandoned in the near future (crossing 11, St. Anthony Railroad). **Table 1** provides a summary of each crossing location noting the presence of pedestrian and/or bicycle facilities, traffic volumes, network connections and future plans. A short description of each crossing (in order of west to east) is included after the table.



Silver Lake Road

Silver Lake Road is a County State Aid Highway (CSAH 44) located in the City of New Brighton. The roadway carries 12,700 vehicles per day near I-694 and also serves as a Metro Transit bus route. There is also a Park-and-ride located south of I-694 at 5th Street NW. Land uses along Silver Lake Road primarily consist of single family residential with a retail node immediately north of I-694 and a middle school to the south. The crossing of I-694 includes an 8-foot sidewalk on the east side of the bridge, which was added in 2008 using Safe Routes to School funds that the City obtained through a competitive grant. Sidewalk is consistently provided along the east side of the roadway through the study area and beyond. There are no designated bicycle facilities or shoulders currently on this corridor, though the City of New Brighton has identified a future shared use path for Silver Lake Road in its Comprehensive Plan.



Long Lake Road

Long Lake Road (CSAH 45) runs north and south through New Brighton, turning into an east/west local street just south of I-694. The roadway carries approximately 6,700 vehicles per day near the I-694 crossing and is not a transit route. The bridge over I-694 has a 6-foot sidewalk on the east side of the roadway. The bridge has bikeable shoulders that connect to a bike lane north of I-694. The bike lane continues north through to the city limits, connecting to the Rice Creek West Regional Trail. Other destinations along the bike route include Long Lake, Irondale High school, and residential neighborhoods. South of I-694, Long Lake Road leads to community

destinations such as the New Brighton Community Center and Mounds View High School. There are no existing bike facilities south of the bridge, but the City of New Brighton identifies a future trail south of I-694 in its Comprehensive Plan. There is existing sidewalk on at least one side of the road for the length of the corridor, though it switches sides in some locations..

Old Highway 8

Old Highway 8, now CSAH 77, runs north/south through New Brighton and carries 10,000 vehicles per day near I-694. Metro Transit bus service runs along Old Highway 8 and there are two park-and-ride stations at Old 8 and County H (just north of the study area) that provide express bus service. The New Brighton Exchange redevelopment site lies north of I-694 between Old Highway 8 and I-35W. Planned future land uses include office on the east side of Old Highway 8 with a mix of office and residential on the west side of the roadway. Redevelopment plans also include future parkland with trails that connect to the regional trail system and Long Lake Regional Park. South of I-694, Old Highway 8 serves as the City of New Brighton's "Main Street" with community destinations such as the City Hall, Public Safety Center, Community Center/Eagle's Nest Play Center, and Early Childhood Education Center. Land uses along the corridor include a mix of single family homes, townhomes, and apartments as well as offices. There is an existing trail on the west side of Old Highway 8 north the study area, connecting Rice Creek North Regional Trail to Long Lake Regional Park. South of the Park, the roadway does not have a designated bikeway, but does include a wide sidewalk on the west side of the roadway that connects across I-694. South of 10th Street, there are sidewalks on both sides of Old Highway 8 that connect to community destinations. This crossing of I-694 does not have an interchange and is low speed (30 miles per hour), which gives this corridor the potential to provide a safe and comfortable pedestrian and bicycle route.



Old Highway 10

Old 10/Old Snelling (CSAH 76) provides a parallel route to Highway 10 and Highway 51 through Arden Hills. The roadway has low vehicular traffic volumes (2,550 vehicles per day) and crosses under I-694 at a non-interchange location. The roadway currently has shoulders, but the higher traffic speeds (45 mph) and minimal separation from traffic may deter many pedestrians and bicyclists from using this corridor as an alternative to TH 51. Space under I-694 was preserved for a future trail crossing and the City of Arden Hills is actively planning a trail along this corridor. The corridor connects to destinations such as the Highway 96 Regional Trail, Bethel University, Lake Valentine and Lake Johanna. The roadway ends at an unsignalized t-intersection with TH 51, which is a barrier to bicycle and pedestrian connectivity to areas south and east of the study area.



Trunk Highway 51

TH 51 is a north/south expressway through the study area that carries approximately 31,500 vehicles per day at the I-694/TH 10 interchange. The speed limit through the study area is 55 mph. Pedestrians and bicyclists are not prohibited from using TH 51 and there are shoulders along much of the route. However, the high vehicular speeds, volumes, and merging vehicles are a deterrent and safety concern for most pedestrians and bicyclists.



Lexington Avenue

Lexington Avenue (CSAH 51) provides a parallel crossing of I-694 to TH 51. A trail on the east side of the bridge was improved with the I-694 TH 10 / 51 project. Lexington Avenue provides access to major employers north of I-694 including Boston Scientific and Land O'Lakes. Lexington is also a major commercial corridor with several large grocery retailers as well as restaurants and other services. Metro Transit route 261 provides express service between Shoreview and downtown Minneapolis along Lexington. The existing trail along Lexington is owned and operated by the City of Shoreview. The trail provides pedestrians and bicyclists with separation from traffic in this corridor that sees approximately 21,400 vehicles per day. This separation is important to comfortably accommodate the wide range of users that are drawn to the employment, retail and transit destinations along this corridor. However, the high levels of vehicular traffic entering and exiting I-694 at the interchange can be a challenge for some pedestrians and bicyclists to navigate.



Victoria

Victoria (CSAH 52) provides a north/south connection from Shoreview to St. Paul. The crossing at I-694 is an interchange and carries approximately 14,300 vehicles per day. It is also a Metro Transit bus route. Land uses along Victoria are primarily residential with destinations such as Island Lake Park, and two schools south of I-694. Victoria has a shared use path along the corridor and at the I-694 crossing. The crossing was generally rated as a positive or good example of a pedestrian and bicycle crossing of I-694 among participants at the public meeting.



Grass Lake Trail

The Grass Lake Trail provides a trail crossing of I-694 that is completely separated from vehicular traffic. The trail crossing connects County Road E to the Vadnais Snail Lake Regional Park and includes connections to the Highway 96 Regional Trail via Snail Lake. Bicyclists and pedestrians who are not comfortable riding alongside traffic and seeking a scenic route can use this as an alternative to nearby roadway crossings of I-694. Many utilitarian bicyclists may not use this crossing because access through the park is not direct and is only open during park operating hours.



Rice Street

Rice Street (CSAH 49) provides a direct north/south connection from St. Paul to Little Canada, Shoreview, North Oaks, and Vadnais Heights. The roadway carries 17,400 vehicles per day and is a Metro Transit bus route. Within the study area, the corridor is surrounded primarily by residential land uses with commercial retail between County Road C and I-694. The interchange at I-694 does not have pedestrian or bicycle facilities and was identified as a notable barrier and safety concern by attendees at the public meeting. The roadway has shoulders north and south of the I-694 interchange and some segments of sidewalk.

Trout Brook Regional Trail

There is not an existing crossing of I-694 at this location (near Owasso Boulevard/Country Drive), but this area is being explored as a potential future trail crossing in the Trout Brook Regional Trail North Master Plan led by the Ramsey County Parks and Recreation Department. The crossing would connect the trail north of I-694 at Vadnais Lake to the Trout Brook Regional Trail south into St. Paul. The crossing would also fill a notable gap in the spacing between interstate crossings that have adequate non-motorized facilities.

St. Anthony Railroad Spur

The St. Anthony Railroad Spur crosses under I-694 and is currently an active freight rail crossing. The railroad crossing was identified as a possible long-term future crossing of I-694, but there are no foreseeable plans to pursue this option given its active rail use.

Edgerton Street

Edgerton (CSAH 58) provides a direct north/south connection from St. Paul to Maplewood, Little Canada and Vadnais Heights. The corridor primarily serves residential land uses with destinations such as parks and schools south of I-694. It crosses I-694 at a non-interchange location and has relatively low vehicular traffic volumes (7,400 vehicles per day). The crossing over I-694 has an 8-foot sidewalk on the east side and bikeable shoulders on both sides of the road, but is in need of a bicycle-safe railing on the west side for southbound bicyclists riding on the shoulder. Edgerton has consistent shoulders throughout the study area, making it an ideal north/south on-street bike route.



Labore Road

Labore Road (County Road 108) provides a crossing of I-694 on the east side of I-35E at a low-volume (3,200 vehicles per day) non-interchange location. The bridge configuration includes an 8-foot sidewalk on the east side and bikeable shoulders. It was noted at the public meeting that this crossing lacks a bicycle railing on the west side for southbound bicyclists riding on the shoulder. The roadway has continuous shoulders north and south of I-694 but lacks sidewalks. The roadway primarily serves residential land uses with a commercial/industrial node north of I-694. The roadway serves a limited area due to its short length, but connects to key on-street bike routes such as Goose Lake Road and Edgerton for a broader service area.



Trunk Highway 61

TH 61 is a high speed (50 mph) divided highway through the I-694 study area. There are no provisions for pedestrians or bicyclists along the highway within the study area except for wide shoulders. Though bicyclists are legally allowed to ride along the shoulders, the high speeds and traffic volumes (30,500 vehicles per day) are a safety concern and deterrent for most non-motorized users.





Bruce Vento Regional Trail

The Bruce Vento Regional Trail is a designated Regional Trail that is owned and operated by Ramsey County and follows the Ramsey County Regional Rail Authority Right of way from White Bear Lake into St. Paul. The trail crossing at I-694 is completely separated from vehicular traffic, providing a safe alternative to busier adjacent crossings such as TH 61 and White Bear Avenue. The Bruce Vento Regional Trail currently terminates just north of I-694 at Buerkle Road, which limits its ability to serve as an adequate alternative crossing. Those that want to access the trail from the north must ultimately ride along White Bear Avenue or TH 61 for a segment in order to reach the Vento trail crossing via Buerkle Road. The City of White Bear Lake and Ramsey County are actively pursuing the extension of the trail in recognition of this need.



White Bear Avenue

White Bear Avenue (CSAH 65) is a north/south corridor between White Bear Lake and St. Paul. White Bear Avenue is the primary route to the Maplewood Mall and transit center, a key destination in the area. The corridor carries 35,500 vehicles per day at I-694 and is a transit route with both local and express bus service. The corridor has sidewalks on both sides throughout but lacks designated bicycle facilities.

McKnight Road

McKnight Road (CSAH 68) connects the south shore of White Bear Lake to St. Paul through a primarily residential area. There are two high schools along the route—White Bear Lake north of I-694, and North High School near TH 36. McKnight crosses I-694 at a non-interchange location with relatively low traffic volumes (7,000 vehicles per day). These characteristics are a benefit for non-motorized users, but the bridge currently lacks designated pedestrian or bicycle facilities. There is a narrow sidewalk on the east side of the bridge, but it does not extend to the approaching intersections and is therefore not accessible.



Trunk Highway 120

TH 120 is a MnDOT highway that connects TH 244 in White Bear Lake to just south of I-94 near the 3M campus. Century College, north of I-694 is a significant destination and traffic generator of all travel modes within the study area. Near I-694, the corridor carries 16,300 vehicles per day and serves as a Metro Transit bus route. The corridor generally lacks sidewalks, except for a few locations, and does not have designated bicycle facilities. The bridge over I-694 has 5-foot sidewalks on the bridge, but lacks sidewalks on the approaches, making them inaccessible. The Lake Links Trail Master Plan identified a proposed future trail on the west side of TH 120 south of I-694. The plan also identified a future separate trail crossing of I-694 east of TH 120 as a way to direct trail users away from the busy I-694 interchange. Funding for either project has not been secured.



PUBLIC FEEDBACK ON EXISTING CONDITIONS

A public open house was held for the I-694 Crossing study on September 27th 2012. The open house gave residents an opportunity to provide feedback on the existing crossings of I-694 in the study area, routes to move across and parallel to I-694, area destinations, and suggestions for improvement. Information about the existing crossing locations was presented using large display boards with photographs and a short description of the pedestrian and bicycle infrastructure at each location. Large maps of the study area were also available for participants to identify barriers and gaps in the pedestrian and bicycle network. Staff from MnDOT, Ramsey County, and many of the communities along the corridor were on-hand to talk with participants about their ideas and answer questions. Materials from the open house were posted on the MnDOT website with the option for people to send in additional surveys and comments.

The open house was well-attended with 40 people that signed in (not including agency staff) representing a variety of communities along the corridor. The meeting was interactive, and generally received a positive reception from the community. Forty surveys were completed about the existing and potential crossing locations of I-694, five worksheets were completed about issues related to crossings and intersections outside of the I-694 corridor (most of these were regarding the crossing of I-35W at County Road 96). General comment cards and email comments were also collected.

There were not enough surveys completed for each location to draw conclusive results, since many participants only filled out surveys for the crossings they were most familiar with in the study area. However, there were some trends among survey responses and general comment cards that can be highlighted.

Highly Rated Crossings: The following crossing locations were generally ranked high (4-5 on a scale of 1-5) on the survey or noted as favorable in the general comments:

- **Victoria:** The Separated trail and lower vehicle volumes at the interchange got favorable reviews from participants.
- **Grass Lake:** The crossing's complete separation from vehicular traffic as a stand-alone facility was highly valued. Participants noted that the inability to access the trail at night (due to park operating hours) and lack of east/west connections as a barrier to giving it a higher rating.
- **Bruce Vento Regional Trail:** This trail crossing was noted as a positive alternative to TH 61, because of its complete separation from traffic. Several people noted the desire to extend the trail north.
- **Lexington:** The trail facility along Lexington was noted as positive, but high traffic volumes were identified as a detractor from this facility as a safe/comfortable route for some users.



Most Commented Crossing: Rice Street had the most surveys completed (7). The crossing was generally noted as unsafe due to high traffic levels, lack of dedicated bike lanes/shoulders or sidewalks, and debris on the bridge. Most people who completed a survey about this crossing identified themselves as “road” bicyclists over “trail” bicyclists and recommended on-street shoulders/bike lanes as a suggestion to improve safety of this crossing.

East/West Connecting Routes: County Roads E, F, and D were noted as frequent East/West routes that are used to access the I-694 crossings. I-35W at Highway 96 was noted by many participants as a significant barrier to east/west mobility. Highway 96 was generally viewed as bikeable, except for notable gaps between TH 10 and I-35W.

Potential New Crossings: Crossings at Trout Brook Regional Trail and the St. Anthony RR were both noted as favorable. The proposed Trout Brook Regional Trail crossing was noted as a good alternative to Rice Street by some, but others indicated that this was not a substitute.

Two people identified a grade separated crossing of TH 10 near Old 10/Old Snelling to serve neighborhoods between TH 10 and TH 51.

PLANNED IMPROVEMENTS

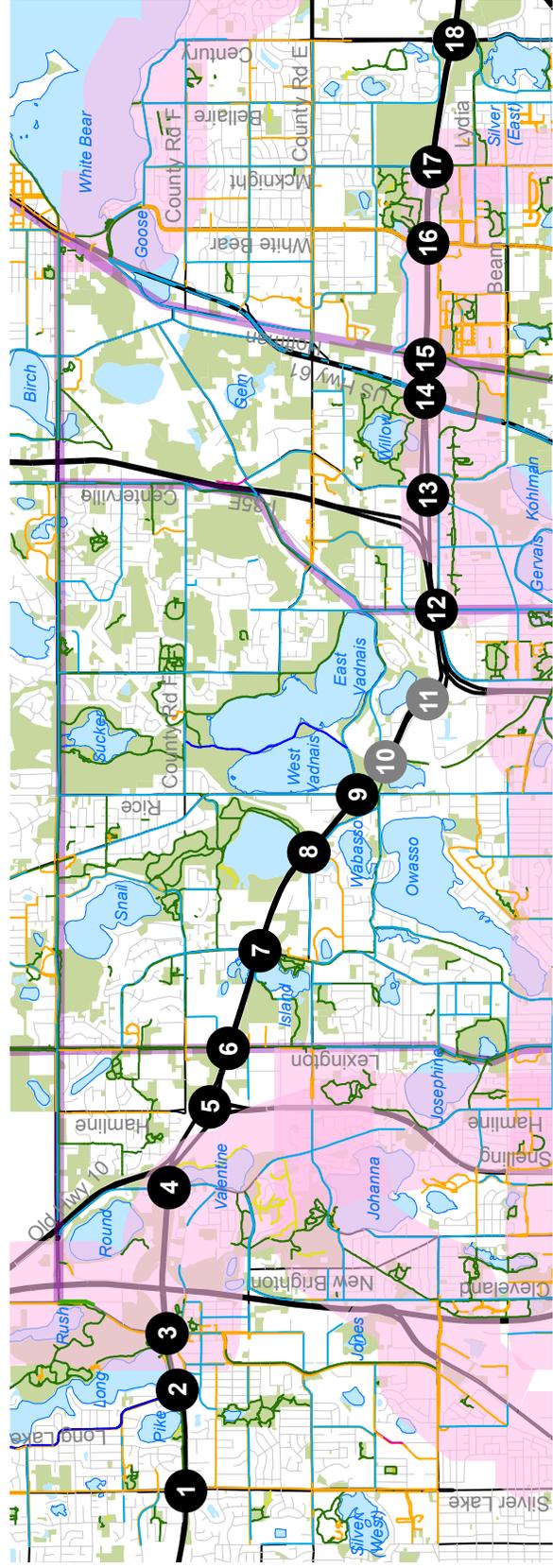
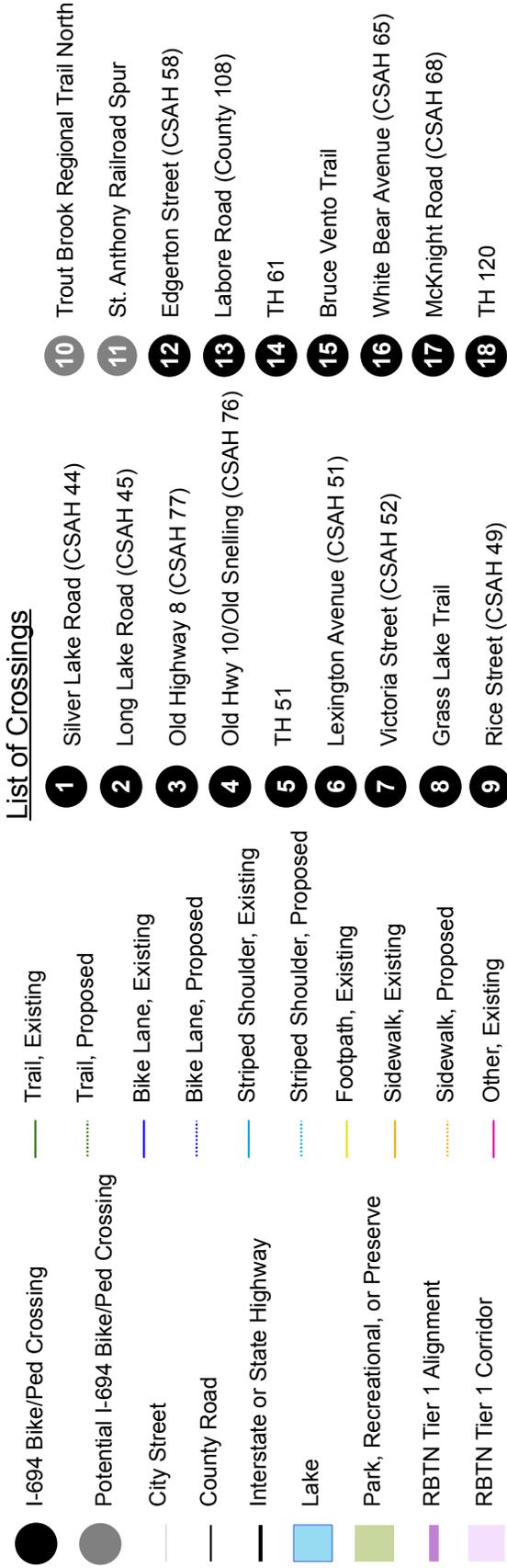
Comprehensive plans for the communities within the study area show that local governments and Ramsey County have long-range plans to fully develop the pedestrian and bicycle network within the study area (**Figure 7**). The Metropolitan Council has also identified regional trail corridors as well as priorities for regional bicycle transportation (Regional Bicycle Transportation Network or RBTN). However, the estimated timing for these pedestrian and bicycle improvements can be uncertain because funding often relies on competitive grants or when opportunities arise through roadway projects or private development. A key objective of this study is to identify improvements that can improve pedestrian and bicycle mobility across I-694 by building upon existing facilities, near-term projects, and local and regional plans.

Information on near-term projects and planned investments was collected from a variety of sources including MnDOT’s four-year State Transportation Improvement Program (STIP), the MnDOT Metro District 10-Year Capital Highway Work Plan, Ramsey County planned roadway improvements (public works), Ramsey County planned trail improvements (parks and recreation), and local government plans and projects.

The known project commitments (as of 2015) are illustrated in **Figures 8-10** and described in the corresponding text as “near-term” improvements. These projects have firm funding commitments and a timeline or implementation. Additional long-term recommendations have been identified and called out separately because they do not have dedicated funds for implementation, a commitment by the lead agency, or a timeframe for implementation. These long-term recommendations are identified as priorities for planning and implementation in the study area because they strategically fill network gaps and make connections to existing and planned pedestrian and bicycle facilities. Consideration was also given to corridors that are regional priorities as documented in either the Met Council’s Transportation Policy Plan or the Regional Parks Policy Plan. Analysis to determine exact locations, facility types, and feasibility for the recommended additional needs is beyond the scope of this study and is recommended as a next step for implementing agencies.

The near-term projects and long-term recommendations are grouped into three geographic sub areas of the study to illustrate the spatial relationship among the projects at a manageable scale. The west area includes Silver Lake Road to Lexington Avenue and includes the communities of New Brighton and Arden Hills. The central area includes

Figure 7: Existing Bicycle and Pedestrian Conditions and Planned Improvements



Data: State of Minnesota, Metropolitan Council, Ramsey County

Lexington Avenue to Labore Road in the communities of Shoreview, Vadnais Heights, Little Canada, and White Bear Lake. The east study area includes Labore Road to TH 120/Century Avenue. Communities in the east study area include White Bear Lake, North St. Paul, and Maplewood.

WEST STUDY AREA NEAR-TERM PROJECTS

Highway 10/CSAH Grade Separation (map reference A) — This project, completed in late 2014 fills a noted gap in the Highway 96 Regional Trail by extending the trail on the south side of CSAH 96 west to Highway 10. The project also constructed a sidewalk for pedestrians and shoulders suitable for on-road bicyclists.

I-35W/CSAH 96 Interchange (map reference B) — This project, led by Ramsey County, replaced the existing bridge at CSAH 96 and I-35W with a new diverging diamond interchange. The project included a trail through the interchange, which eliminated the long-standing trail gap between Long Lake Regional Park and the Highway 96 Regional Trail.

I-35W/County Road F Bridge Replacement (map reference C) — This bridge replacement project completed in 2015 will include the addition of a 10-foot wide shared use path on the south side of the bridge with a 6-foot shoulder on the north side of the bridge. Proposed pedestrian and bicycle facilities on the new bridge create potential for connections between important destinations such as the New Brighton Community Center and Mounds View High School.

I-35W/County Road E2 Bridge Replacement (map reference D) — This bridge replacement project scheduled for 2016 is proposed to include a 10-foot shared use path on the south side of the bridge with bikeable shoulders.

TH 51/County Road E Bridge Replacement (map reference E) — This project was recently completed in 2015 by MnDOT and included 6-foot wide bikeable shoulders as well as a 10-foot wide shared use path on the south side of the bridge. The new bridge is a significant improvement to the previous structure, which did not have dedicated pedestrian or bicycle facilities.

County Road E Resurfacing (map reference F) — This Ramsey County pavement project will provide on-street bike improvements to the west of the TH 51 bridge to facilitate east/west on-street bicycle access to Lexington and Victoria Avenues, both of which have trail connections across I-694. County Road E is a highly used pedestrian and bicycle route given its close proximity to Bethel University, Lake Johanna, as well as local parks and retail centers.

Elmer Andersen Trail Improvements (map reference G) — The Ramsey County Parks and Recreation Department will fill gaps in the Elmer Andersen Trail, providing improved connections between County Road E2 and Tony Schmidt Regional Park as well as a north/south link between Venus Avenue (north of E2) to County Road F (Lake Valentine Road).

County Road H over I-35W (map reference H) — This project lies outside of the study area, but provides important opportunities for bicycle and pedestrian connectivity to the study area. This Ramsey County led project will reconstruct the bridge at County Road H over I-35W, which will include a trail facility on the south side of the bridge. Rice Creek North Regional Trail is adjacent to this bridge, providing a significant opportunity to facilitate better access to the Regional Trail from the west.

Rice Creek Commons Redevelopment (map reference I) — This 427 acre redevelopment site is owned and under development by Ramsey County. Once complete, this will be a significant destination in Arden Hills with a mix of commercial, office and residential land uses. Preliminary plans for the site include local trails connecting the development to adjacent areas.

WEST STUDY AREA LONG-TERM RECOMMENDATIONS

Old Highway 8/CSAH 77 (map reference J) — With the extension of the Highway 96 Regional Trail west to Old Highway 8, the need for better north/south connections to and from the trail become more important. This corridor is also included as Tier 1 priority in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) as adopted in its 2040 Transportation Policy Plan. The City of New Brighton has general plans to extend the trail on Old Highway 8 south to I-694 without a specific time frame. This crossing of I-694 has the potential to become a safe and comfortable route due to lower traffic volumes and the fact that it is a non-interchange freeway crossing. The bridge across I-694 currently has a sidewalk on one side, but does not include a designated bicycle facility. This bridge is not scheduled for redecking or reconstruction in the near future. Lower cost alternatives such as restriping the roadway to accommodate on-street bicycle use or constructing a cantilevered trail (similar to Lexington Avenue over I-694) should be explored further by partner agencies to determine the feasibility and cost of improving this crossing without a full bridge replacement.

Old Highway 10 / Old Snelling/CSAH 76 (map reference K) — This roadway has low traffic volumes (2,500/ADT), which boosts its potential for creating a safe and pleasant location for pedestrian and bicycle traffic as an alternative to TH 51. The roadway currently has a narrow paved shoulder that is used by some bicyclists today. The City of Arden Hills has identified this corridor as a local priority for developing a future trail and Old Snelling Ave is entirely within a Met Council RBTN Tier 1 Corridor. The I-694 bridge over Old 10/Old Snelling was constructed with enough space to accommodate a future trail alongside the roadway. This corridor would serve as a connection to Bethel University for students in the area without encroaching on campus property. In addition to trail construction along the roadway, the intersection of Old 10/Snelling and TH 51 should be addressed to ensure safe connectivity along this important north-south RBTN corridor which extends southward into St Paul. This may require grade separation, since the roadway intersects TH 51, a high-speed expressway, at an unsignalized t-intersection. An alternative option is for a trail from Old Snelling along the west side of TH 51 to connect Northwestern University at Lydia Ave, which has an existing signal.

County Road F Trail Gaps (map reference L) — The upcoming MnDOT project to reconstruct the County Road F bridge over I-35W will include a shared use path on the south side of the bridge with a bikeable shoulder on the north side. Important community destinations lie on either side of the bridge with the New Brighton Community Center to the west and Mounds View High School to the east. The new bridge provides opportunities for the cities of New Brighton, Arden Hills and Ramsey County to coordinate pedestrian/bicycle improvements along County Road F to fill gaps in the network leading up to the bridge. The connection between the bridge and the high school has recently been completed. An improvement project along this segment of CR F would also fall within a RBTN Tier 1 corridor in the Met Council's 2040 TPP.

County Road E2 trail gaps (map reference M) — The 2016 MnDOT project to reconstruct the County Road E2 bridge over I-35W will include a shared use trail and 6 foot shoulder on the south side of the bridge and an 8 foot shoulder on the north side. County Road E2's value for broader east/west connectivity is limited by the fact that it does not cross the railroad tracks west of I-35W. The corridor does provide a connection to the industrial employers in New Brighton before terminating at the railroad tracks. It also provides a connection to the Elmer Andersen Trail, Tony Schmidt Regional Park, and Valentine Hills Elementary School on the east side of I-35W. Planned Ramsey County trail improvements will fill gaps in the Elmer Andersen Regional Trail (Project G), which will provide trail access between County Road E2 and Tony Schmidt Regional Park as well as a north/south connection to County Road F.

County Road E trail (map reference N) — The City of Arden Hills has a planned trail connection along County Road E west of TH 51 to Old Snelling. This connection would build upon recent investments along County Road E (the new TH 51 bridge and on-street bikeway improvements west of the bridge) by extending a pedestrian and bicycle facility east toward destinations such as Bethel University and Lake Johanna. If a trail connection along Old Snelling is constructed, this connection becomes even more significant as it will provide access to Bethel University from areas south and east. County Road E is also within a Met Council designated Tier 1 RBTN corridor.

Table 2: West Study Area Opportunity Projects

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
A	Highway 10 / Highway 96 Grade Separation	<ul style="list-style-type: none"> Converted signalized intersection into partial interchange. Extends Highway 96 Regional Trail to the west Includes shoulders on Hwy 96 Includes sidewalk on the north side of Hwy 96 	Completed Fall 2013	MnDOT; Ramsey County; Arden Hills
B	I-35W / Highway 96 Interchange	<ul style="list-style-type: none"> Full interchange reconstruction, changing to a diverging diamond interchange (DDI) Extends Highway 96 Regional Trail to Old Highway 8 	Completed 2015	Ramsey County; MnDOT; Arden Hills; New Brighton
C	I-35W / County Rd F Bridge Replacement	<ul style="list-style-type: none"> Complete bridge replacement provides opportunity to include pedestrian and bicycle connections across I-35W Will connect New Brighton Community Center on west side to Mounds View High School on east side Proposed bridge will have a 10' shared use path on the south (eastbound) side of the bridge with a 6' shoulder on the north (westbound) side of the bridge. 	Completed 2015	MnDOT; Ramsey County; Arden Hills; New Brighton
D	I-35W / County Rd E2 Bridge Replacement	<ul style="list-style-type: none"> Complete bridge replacement provides opportunity to include pedestrian and bicycle connections across I-35W Current bridge concept shows a 10' shared use path and 4' shoulder on the south (eastbound) side of the bridge with a 6' shoulder on the north (westbound) side of the bridge. 	2016	MnDOT; Ramsey County; Arden Hills; New Brighton
E	TH 51 / County Rd E Bridge Replacement	<ul style="list-style-type: none"> Complete bridge replacement includes plans for trail and sidewalk across TH 51. 	2015	MnDOT; Ramsey County; Arden Hills
F	County Rd E Resurfacing	<ul style="list-style-type: none"> Roadway maintenance project will reconfigure center median to allow wider shoulders for bicyclists. Project will connect to new bridge over TH 51 (project E). 	2014	Ramsey County Public Works

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
G	Elmer Anderson Trail	<ul style="list-style-type: none"> Fill in trail gaps between County Road E2 and Tony Schmidt Regional Park and gap from Venus Avenue to Lake Valentine Road (County F). 	Unknown	Ramsey County Parks
H	I-35W / County Rd H Bridge Replacement	<ul style="list-style-type: none"> Ramsey County is leading this project and currently developing the proposed bridge design. Exact details have not been determined, but a trail connection is proposed on both sides of the bridge. 	2016	Ramsey County; MnDOT; Arden Hills; New Brighton
I	Rice Creek Commons Redevelopment	<ul style="list-style-type: none"> Proposed redevelopment includes trail connections into study area. 	Unknown; Master plan underway	Ramsey County; Arden Hills

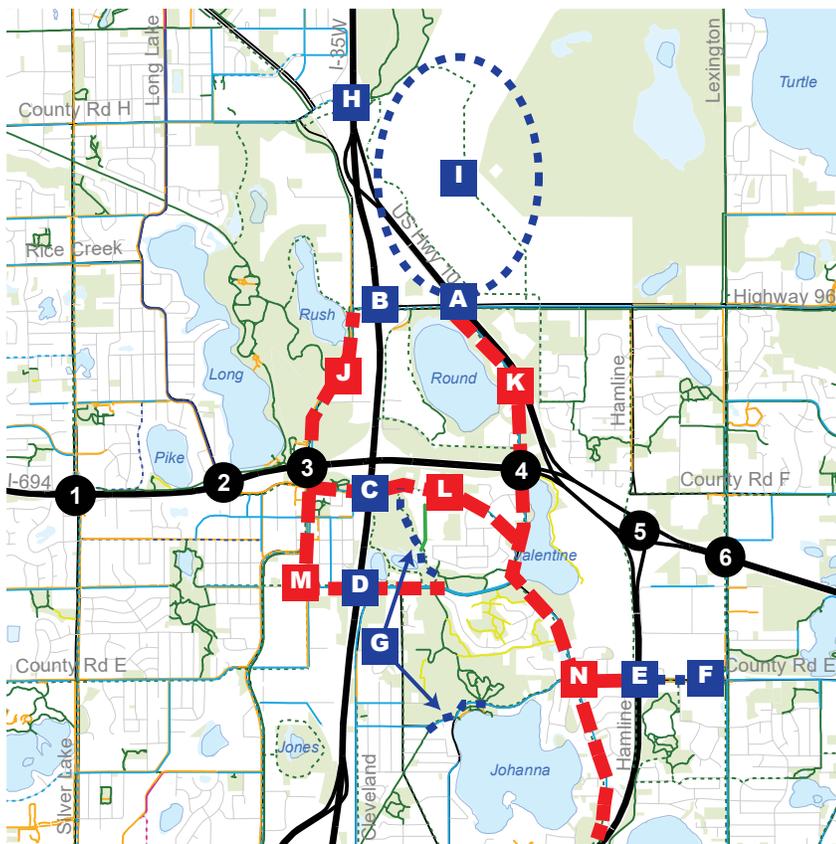
Figure 8: West Study Area Opportunity Projects and Recommendations

Near-Term Opportunities

- A** Highway 10 / Highway 96 Grade Separation
- B** I-35W / Highway 96 Interchange
- C** I-35W / County Rd F Bridge Replacement
- D** I-35W / County Rd E2 Bridge Replacement
- E** TH 51 / County Rd E Bridge Replacement
- F** County Rd E Resurfacing
- G** Elmer Andersen Trail
- H** I-35W / County Rd H Bridge Replacement
- I** Rice Creek Commons Redevelopment

Future Network Needs

- J** Old Highway 8 Connection
- K** Old Snelling / Old Highway 10 Connection
- L** County Rd F Connection
- M** County Rd E2 Connection
- N** County Rd E Trail



Data: State of Minnesota, Metropolitan Council, Ramsey County



MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
J	Old Highway 8 Connection	<ul style="list-style-type: none"> • Recommendation to provide a continuous north / south pedestrian and bicycle connection along Old Highway 8. • This corridor would provide north / south connectivity on the west side of I-35W. • Provides opportunities to connect to the existing and nearly complete east / west Regional trail along CSAH 96, as well as bridges over I-35W at County Roads F and E2 that will have ped / bike facilities in the near future. • This crossing at I-694 is a non-interchange location and has lower traffic volumes and fewer conflicts than at adjacent corridors with interchanges. • North of the study area, Old Highway 8 has the potential to connect to the Rice Creek Regional Trail. • Located within the bandwidth of a Tier 1 RBTN corridor in the Metropolitan Council's TPP. 	Not funded or committed	Ramsey County; New Brighton; MnDOT*
K	Old Snelling / Old Highway 10 Connection	<ul style="list-style-type: none"> • Recommendation to provide a continuous north / south pedestrian and bicycle connection along Old Snelling / Old 10 in Arden Hills. • This corridor would provide north / south connectivity on the east side of I-35W and provides an alternative to TH 51. • Provides opportunities to connect to the existing east / west Regional trail along CSAH 96, as well as the planned bridge at TH 51 and County Road E. • Connects destinations such as Bethel College, Valentine Lake, and Mounds View High School. • Crosses underneath I-694 at a non-interchange location, which has fewer conflicts and very low traffic volumes when compared to adjacent corridors, especially TH 51. • Fits within the bandwidth of a Tier 1 RBTN corridor in the Metropolitan Council's TPP. • A grade separated crossing at TH 51 is recommended to safely connect south and east to Hamline Avenue. • Lower cost option to construct trail along west side of TH 51, thus connecting Old Snelling to Northwestern University at the signalized intersection at Lydia Ave. 	Not funded or committed	Ramsey County; Arden Hills; MnDOT*

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
L	County Rd F Connection	<ul style="list-style-type: none"> Recommendation to fill gaps in pedestrian / bicycle facilities leading up to the planned bridge replacement at I-35W to ensure the investment in pedestrian / bicycle facilities on the bridge is fully accessible and utilized. Important community destinations lie on either side of I-35W, including the New Brighton Community Center and Mounds View High School. Located within the bandwidth of a Tier 1 RBTN corridor in the Metropolitan Council's Regional Bicycle System Study. 	Not funded or committed	Ramsey County; Arden Hills; New Brighton
M	County Rd E2 Connection	<ul style="list-style-type: none"> Recommendation to fill gaps in pedestrian / bicycle facilities leading up to the planned bridge replacement at I-35W to ensure the investment in pedestrian / bicycle facilities on the bridge is fully accessible and utilized. Important community destinations lie on either side of I-35W, including the Industrial employment base in New Brighton, Tony Schmidt Regional Park, and Valentine Hills Elementary School in Arden Hills. 	Not funded or committed	Ramsey County; Arden Hills; New Brighton
N	County Rd E Trail	<ul style="list-style-type: none"> Recommendation to construct the City's planned trail along County Road E west of TH 51. Trail would connect trail across TH 51 bridge to destinations further west including Lake Johanna and Bethel College. If Old Snelling Trail is also built, the County E trail would provide an important east / west network connection to this north / south corridor. Located within the bandwidth of a "priority regional transportation corridor" in the Metropolitan Council's Regional Bicycle System Study. 	Not funded or committed	Ramsey County; Arden Hills

Notes: * MnDOT role limited to crossing

CENTRAL STUDY AREA NEAR-TERM PROJECTS

Hodgson Road Reconstruction (map reference O)—This project will reconstruct Hodgson Road between Bridge Street and Gramsie Road. The specific type of pedestrian and bicycle facilities have not yet been determined, but the City of Shoreview and County are working together to determine the solution. This segment of Hodgson provides an important connection to the CSAH 96 Regional Trail and can serve as an alternate to Rice Street north of County Road F.

CSAH 96 Bridge Redeck over I-35E (map reference P)— This 2016 MnDOT bridge maintenance project will replace the bridge deck of the CSAH 96 bridge over I-35E. The existing bridge was built in 1966 and does not currently have sidewalks, shoulders, or a trail. The current bridge is a significant barrier for east / west pedestrian and bicycle travel. CSAH 96 has a regional trail and is a Tier 1 RBTN alignment in the Met Council's TPP. The planned bridge repair will result in an 8 foot trail on the south side of CSAH 96 with 3 foot shoulders on both sides of the roadway. These widths do not meet current standards for trails or bikeable shoulders, but represent an incremental improvement to pedestrian and bicycle mobility prior to the time that a full bridge replacement is undertaken.

CENTRAL STUDY AREA LONG-TERM RECOMMENDATIONS

County Road E Bikeway (map reference Q)— This recommendation aims to provide a bikeway connection and wayfinding signage along County Road E and Soo Street on the south side of I-694. This bike route would take advantage of low-volume, low-speed streets to connect existing trails along Victoria and Owasso. More importantly, this connection improves access to the existing Grass Lake Trail crossing that is entirely separated from traffic, and provides a safe and comfortable alternative to adjacent crossings (especially Rice Street).

Wayfinding to Grass Lake Trail Crossing (map reference R)— This recommends to provide wayfinding signage to the Grass Lake Trail crossing of I-694 from Hodgson Road and Gramsie Road through Snail Lake Regional Park. Signage here would take advantage of the planned improvements on Hodgson Road and help people find the existing crossing of I-694 at Grass Lake. This route could serve as an alternative to Rice Street and would connect to the County E / Soo Street bike route to the south (as previously described in recommendation Q). This route is somewhat indirect when compared to Rice Street, but would accommodate trail users who would not be comfortable using Rice Street.

Rice Street Interchange (map reference S)— Ramsey County is actively seeking funding for the replacement of the Rice Street Interchange. The current interchange does not currently have pedestrian or bicycle facilities on Rice Street. A new interchange would replace the existing bridge over I-694 and provide some opportunity to improve pedestrian and bicycle accommodations across I-694. However, the proposed improvements will not likely appeal to all bicyclists and pedestrians due to high traffic volumes through the interchange. A new interchange has the potential to serve as a key connection for advanced bicyclists and pedestrians that are looking for the most direct route to access destinations along this commercial corridor and transit route.

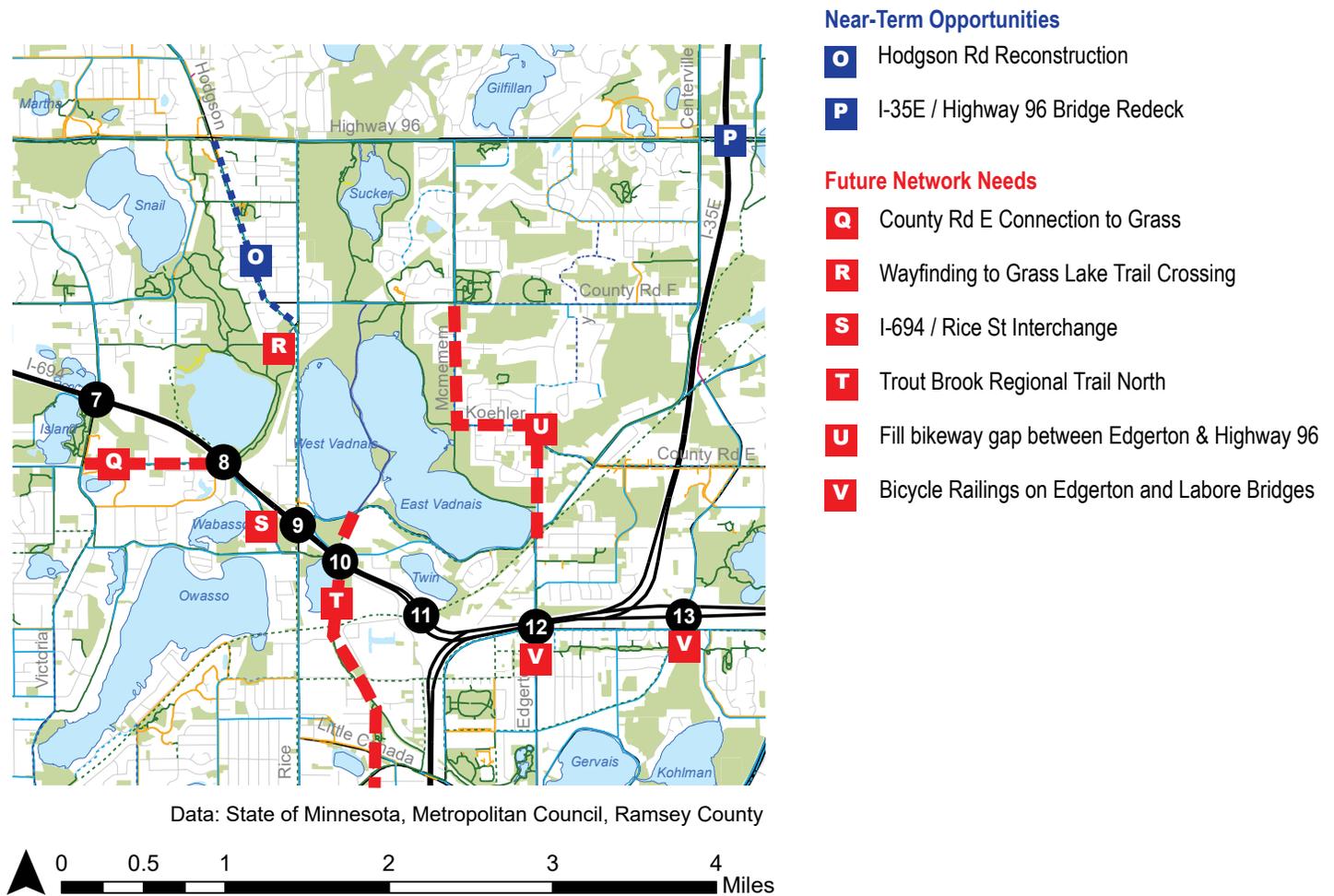
Trout Brook Regional Trail North (map reference T)— This project proposes to extend Trout Brook Regional Trail north across I-694 to Vadnais Lake. The proposed extension would create a new grade-separated trail crossing of I-694 east of Rice Street, providing a safe and comfortable crossing for all users in an area that lacks good non-motorized crossings. The trail master plan is currently under development and not yet approved by Metropolitan Council, and likely has a longer timeframe for implementation. Once complete, this route will fill a north-south gap

between the Highway 96 Regional Trail and downtown St. Paul.

Edgerton Street Connection to Highway 96 Regional Trail (map reference U) — This recommendation suggests developing an on-street bike connection along Edgerton between Vadnais Boulevard/Centerville Road and the Highway 96 Regional Trail. Edgerton has an existing bikeable shoulder along much of the route and crosses I-694 at a non-interchange location with low traffic volumes. It is also identified by the Metropolitan Council as a Tier 1 RBTN alignment. Edgerton terminates approximately 1.5 miles south of CSAH 96. Currently, bicyclists using Edgerton can continue north along RBTN Tier 1 trails along Centerville Road (to the east) or at Vadnais Lake (to the west). An on-street route connecting Edgerton Street to Koehler Road and McMenemy Street provides a more direct route west of Centerville Road for commuter bicyclists and could likely be achieved with low-cost improvements such as wayfinding / bike route signage or pavement markings. There is already an existing trail along McMenemy between County Road F and the Highway 96 Regional Trail.

Bicycle Railings on Edgerton and Labore Bridges (map reference V) — The Edgerton and Labore bridges over I-694 do not currently have bicycle

Figure 9: Central Study Area Opportunity Projects and Recommendations



railings on southbound sides of the bridges adjacent to the shoulder. Bicyclists have commented that this feels unsafe while riding on the southbound shoulder. MnDOT’s bridge office will need to evaluate the feasibility and cost of retrofitting the bridge to replace the southbound railings.

Table 3: Central Study Area Opportunity Projects

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
O	Hodgson Rd Reconstruction	<ul style="list-style-type: none"> Programmed road reconstruction between Bridge Street to Gramsie Road County and City are working together to determine the appropriate ped / bike facility provision with the project. Rice Street Trail from Hodgson to County F will be rebuilt with the project (existing trail but currently in poor condition). 	2016 / 2017	Ramsey County; Shoreview
P	I-35E / Highway 96 Bridge Redeck	<ul style="list-style-type: none"> Project scope as bridge redeck limits options for adding width to the bridge. Proposed layout will 8' trail on the south side of the roadway filling the gap in the 96 Regional Trail. 3' shoulders will also be included on both sides of the roadway. Proposed Ped / Bike facilities are improvements compared to existing condition, but do not meet current standards. 	2016	MnDOT; Ramsey County; White Bear Lake

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
Q	County Rd E Connection to Grass	<ul style="list-style-type: none"> Recommendation to include a bikeway connection along County Road E between Victoria and the Grass Lake Trail bridge over I-694 to improve accessibility of this existing trail crossing. Recommendation also includes creating a bikeway (likely through wayfinding signage given the tight right-of-way) along Soo Street to direct those from the south and east to the Grass Lake Trail crossing. 	Not funded or committed	Ramsey County; Shoreview
R	Wayfinding to Grass Lake Trail Crossing	<ul style="list-style-type: none"> Recommendation to install wayfinding from existing trails and bikeways including Victoria, Gramsie, Hodgson, and Owasso. Signage will help guide bicyclists to this crossing as an option to avoid more difficult crossings such as Rice Street. 	Not funded or committed	Ramsey County; Shoreview
S	I-694 / Rice St Interchange	<ul style="list-style-type: none"> County is seeking funds from the State Legislature to reconstruct the Rice Street Interchange. Current bridge does not have pedestrian or bike facilities. New interchange will provide opportunity to address deficiencies. 	Not funded or committed	Ramsey County; MnDOT; Shoreview; Vadnais Heights; Little Canada
T	Trout Brook Regional Trail North	<ul style="list-style-type: none"> Recommendation to extend the Trout Brook Regional Trail North across I-694 to Vadnais Lake. Trail master plan is currently under development and not yet approved by Metropolitan Council, therefore this is likely a longer term initiative. Master plan includes a trail crossing of I-694 that is completely separated from traffic east of Rice Street. 	Not funded or committed	MnDOT; Ramsey County; Little Canada; Vadnais Heights

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
U	Connection from Centerville Rd/ Vadnais Blvd to Highway 96	<ul style="list-style-type: none"> Recommendation to make on-street bike connections between Edgerton and CSAH 96. Existing facilities along Edgerton provide safe pedestrian and bicycle movement across I-694 at a non-interchange location and Edgerton has bikeable shoulders along much of the route. However, Edgerton terminates south of CSAH 96, an important east / west network connection. Edgerton is identified as a Tier 1 RBTN alignment in the Metropolitan Council's 2040 TPP. The extension to CSAH 96 via Centerville Road is also included as a Tier 1 RBTN alignment. This route already has bikeable shoulders and a trail. Though not identified as a regional priority, a local parallel connection via Edgerton Street north of Centerville Road, Koehler and McMenemy would improve local network connectivity northwest of Centerville and could likely be achieved via wayfinding signage and other low-cost improvements. 	Not funded or committed	Ramsey County; Vadnais Heights
V	Bicycle Railings on Edgerton and Labore Bridges	<ul style="list-style-type: none"> Retrofit existing bridges to include a 42" railing on the east side of both bridges to improve safety for bicyclists riding in the southbound shoulders. 	MnDOT is exploring cost and timing	MnDOT

EAST STUDY AREA LONG-TERM RECOMMENDATIONS

TH 120 Resurfacing (map reference W) — This project recommends implementing pedestrian and bicycle improvements on TH 120 in conjunction with a future mill and overlay project scheduled for the general 2020 timeframe according to MnDOT's 10-Year Capital Highway Work Plan. The proposed mill and overlay begins at 4th Street North (near the 3M campus north of I-94) and ends at County Road E (just north of I-694). MnDOT and partner agencies recognize that pedestrian and bicycle improvements are needed in this corridor. However, this is a highly constrained corridor and any solution for pedestrian and bicycle improvements will require advanced planning to understand feasibility, cost, right-of-way needs, and impacts to adjacent landowners. Since the project is several years out and not yet scoped, there is an opportunity to work through many of these issues with partner agencies and the community in advance of the project. Gaining consensus on a solution and identifying funding sources for implementation are critical to ensure that the base mill and overlay project is able to address pedestrian and bicycle needs on the corridor. This corridor is also a priority candidate for a jurisdictional transfer (turnback) to Ramsey and Washington Counties and improvements made with the project could help facilitate a turnback.

Bruce Vento Regional Trail Extension (map reference X) — The City of White Bear Lake and Ramsey County have a desire to extend the Bruce Vento Trail north from where it currently terminates at Buerkle Road (just north of I-694) to White Bear Lake. The eventual plan will have the trail connect to the Hardwood Creek Regional Trail in Hugo, which will provide a continuous trail all the way from St. Paul to North Branch. This trail segment is identified as Tier 1 RBTN alignment in the Metropolitan Council's 2040 Transportation Policy Plan. It is also identified as a planned Regional Trail in the Metropolitan Council's 2040 Regional Parks System Plan. The main challenge to implementing this trail is that it follows the alignment of an active freight rail line. The City of White Bear Lake and Ramsey County continue to work with the railroad to identify a solution for extending this important regional trail. Planning work for the Rush Line Transitway corridor is also exploring the feasibility of co-locating the trail with future rail transit in this corridor. If that alignment is selected, the trail extension would likely occur in conjunction with the transitway

development. Once the trail is extended north, east-west connections to the Bruce Vento Regional Trail become important in order to provide a true alternative to less attractive crossings such as TH 61 and White Bear Avenue.

McKnight Bikeway Improvements (map reference Y) — This recommends that Ramsey County and the Cities of White Bear Lake and Maplewood explore the feasibility of a north / south bikeway along McKnight road in the vicinity of I-694. This segment of McKnight has lower traffic volumes and speeds than many other crossings of I-694. It is also at a non-interchange location, which significantly reduces the number of conflicts at the crossing. McKnight Road also lies at the center of a Tier 1 RBTN corridor in the Metropolitan Council’s 2040 Transportation Policy Plan, though the exact alignment has not yet been defined. Future city and county planning processes should determine whether or not McKnight is the preferred alignment for the RBTN corridor and also identify the type of bicycle facilities for the selected route. On-street bikeway accommodations would be a possible low-cost option to implementing a bike facility in a shorter timeframe if there is adequate space to achieve this with a restriping or resurfacing. A separate or cantilevered trail bridge adjacent to the roadway could also be explored for feasibility, though this type of improvement would have significantly higher costs and would therefore likely be a longer-term endeavor.

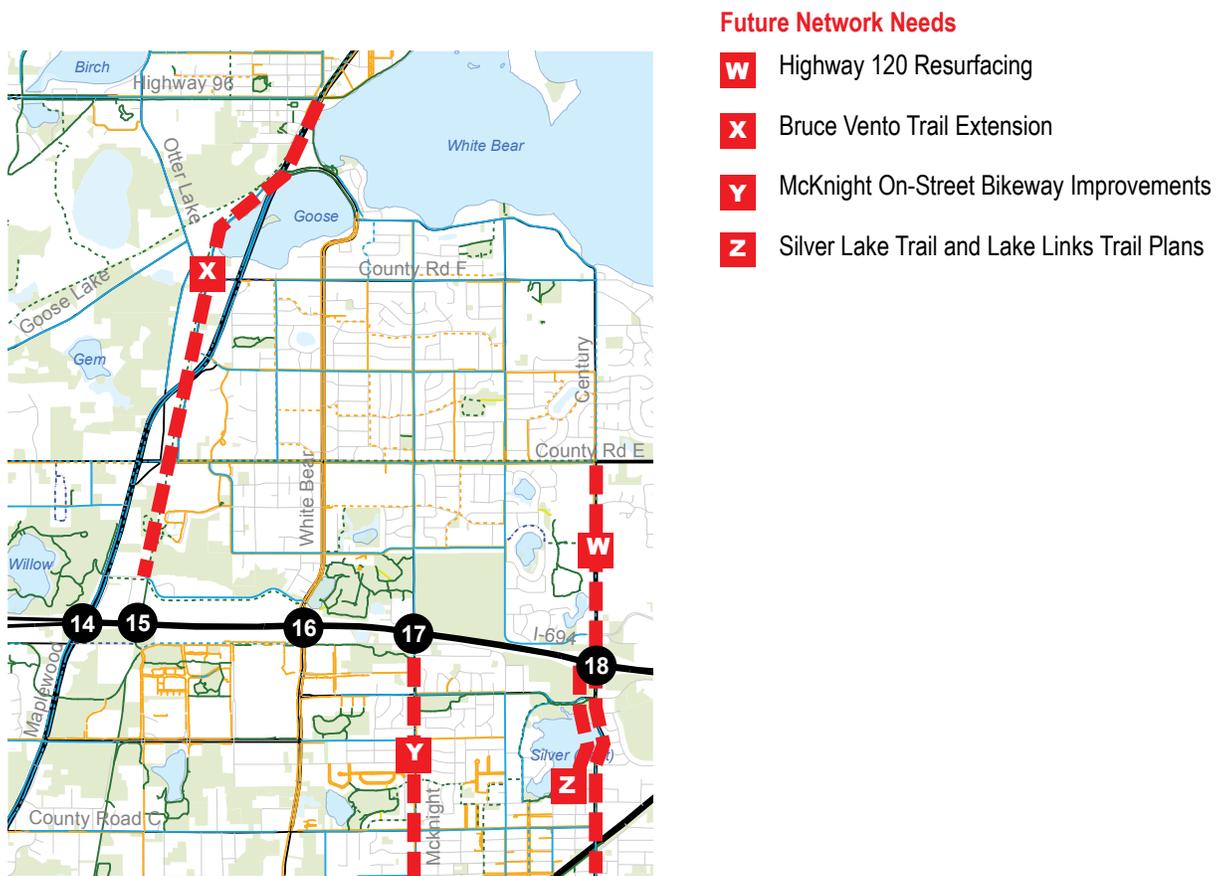
Silver Lake Trail and Lake Links Trail Plans (map reference Z) — This recommendation recognizes the planning work that has already been completed by Ramsey and Washington Counties and area cities via the Lakes Links Trail Master Plan. The Plan includes proposed trail alignments that address many of the gaps in bicycle and pedestrian connectivity in the I-694 study area. Notable connections identified in the Plan that relate to the I-694 study area include the Bruce Vento Regional Trail extension to White Bear Lake (previously discussed in Recommendation X), a trail on the west side of TH 120 south of I-694 as part of the Silver Lake Trail, and a separate trail crossing of I-694 east of TH 120 in Washington County. Funding to implement the Master Plan’s recommendations has not yet been secured.

Table 4: East Study Area Opportunity Projects

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
W	Highway 120 Resurfacing	<ul style="list-style-type: none"> The MnDOT 10-year Work Plan includes a mill and overlay on TH 120 from 4th Street to County Road E in the general timeframe of 2020. This segment of the corridor currently has high levels of pedestrian and bicycle traffic with minimal provisions (shoulders in some places). Opportunities for bicycle and pedestrian facility provision should be explored with city and County partners well in advance of this project in order to identify possible solutions and additional funding sources. The existing sidewalk gap between the I-694 bridge and ramps should also be addressed with this project. 	2020 (tentative)	MnDOT; Ramsey County; Washington County; Oakdale; Maplewood; North St. Paul; White Bear Lake; Mahtomedi
X	Bruce Vento Trail Extension	<ul style="list-style-type: none"> City and County working with railroad to determine feasibility of extending Bruce Vento Trail within Railroad ROW or Xcel power line easement. Would provide north south travel into White Bear Lake and eventually connect to the Hardwood Creek Trail. Rush Line Transit Corridor planning is also looking for ways to resolve the trail connection if the Ramsey County Regional Rail Authority corridor is chosen as the locally preferred alternative. 	Long range	Ramsey County; White Bear Lake

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
Y	McKnight On-Street Bikeway Improvements	<ul style="list-style-type: none"> City of White Bear Lake has expressed an interest in exploring the feasibility of providing on-street bike lanes on McKnight. The feasibility of adding bike lanes to McKnight has not yet been determined and requires further study by the City and County. 	Not funded or committed	Ramsey County; White Bear Lake; MnDOT
Z	Silver Lake Trail and Lake Links Trail Plans	<ul style="list-style-type: none"> Plan was completed in 2001 with proposed trail alignments that address some needs identified in the I-694 study. The plan identifies a trail alignment along the west side of TH 120 near Silver Lake (from Hadley/Joy Roads to E. 20th Avenue). The plan also identifies east/west connections to major destinations such as the Maplewood Mall, Bruce Vento Trail, and Gateway Trail. The plan identifies a separate trail crossing of I-694 in Washington County just east of TH 120 as an alternative to crossing I-694 at TH 120. Currently no near-term plans to implement study recommendations, though funding for some elements has been requested in previous legislative sessions. 	Uncertain / Long range	Ramsey County; Washington County; MnDOT; Oakdale; Maplewood; North St. Paul; White Bear Lake; Mahtomedi

Figure 10: East Study Area Opportunity Projects and Recommendations



Data: State of Minnesota, Metropolitan Council, Ramsey County



MOVING FORWARD

The recommendations provided here are intended to provide planning level guidance on ways that agencies along the I-694 corridor can take advantage of existing and planned projects to improve pedestrian and bicycle safety and mobility. Many of the recommendations require further exploration to determine feasibility, cost and other impacts. Each partner agency has a role in furthering that work and will need to determine how these recommendations fit within their own priorities and available funding moving forward. Additionally, upcoming planning efforts such as the Ramsey County Bicycle and Pedestrian plan, the MnDOT Metro District Bicycle Master Plan, and local comprehensive plan updates will provide avenues to understand how recommendations for this corridor fit within a larger context.

The study and its recommendations demonstrate that implementing a seamless network of pedestrian and bicycle facilities across a significant barrier like an interstate corridor requires the interest, investment, and coordination of all partners. In that regard, the collaboration of the various agencies throughout the study process is to be commended and will hopefully carry through to further planning and implementation.