

CONCORD STREET GRANT APPLICATION SUBMITTAL

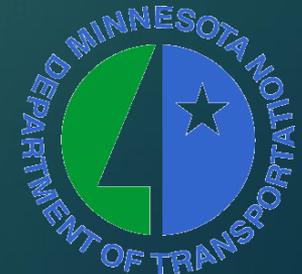


ECONOMIC DEVELOPMENT
ADVISORY BOARD

JULY 19, 2016

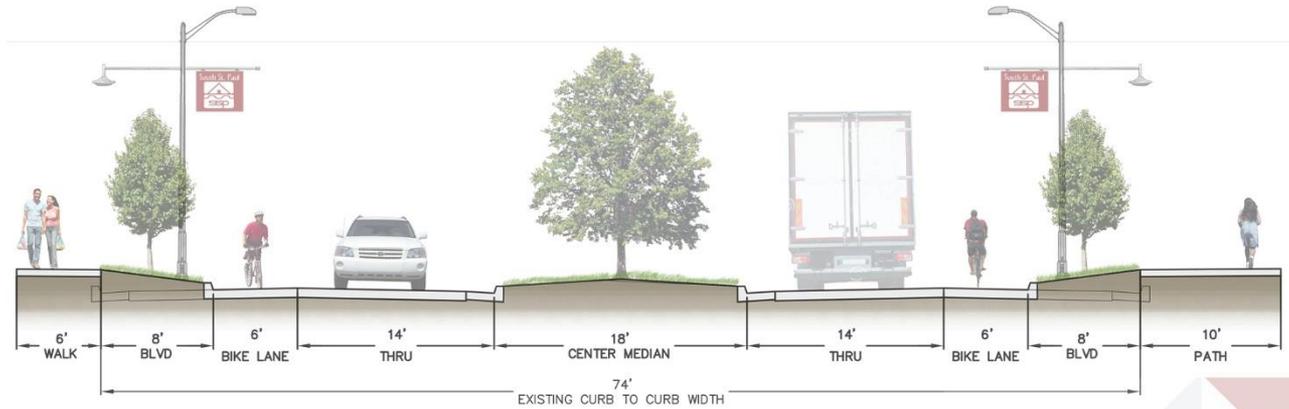
AGENDA

- ▶ 2016 Regional Solicitation
- ▶ Concord Street Grant Application
- ▶ Timeline
- ▶ Next steps



2016 Federal Funding Solicitation

- ▶ Fixing America's Surface Transportation (FAST) Act
- ▶ Transportation Advisory Board (TAB)
- ▶ Biennial Regional Solicitation
- ▶ \$180M available for 2020 & 2021
- ▶ Maximum Awards
 - ▶ \$7M for Reconstruction/Modernization



Concord Street

— PLANNING STUDY —



Kimley»Horn

▶ **Section A**

- ▶ 2 – Lane Roadway Section
- ▶ LT & RT Turn Lanes
- ▶ Paths or Walks
- ▶ Bike Lanes

▶ **Section B**

- ▶ 2 – Lane Roadway Section
- ▶ Paths or Walks
- ▶ Bike Lanes

▶ **Section C**

- ▶ 3 – Lane Roadway Section
- ▶ Paths or Walks
- ▶ Bike Lanes

▶ **Section D**

- ▶ 2 – Lane Roadway Section
- ▶ w/Path or Walk on West Side
- ▶ Bike Lanes

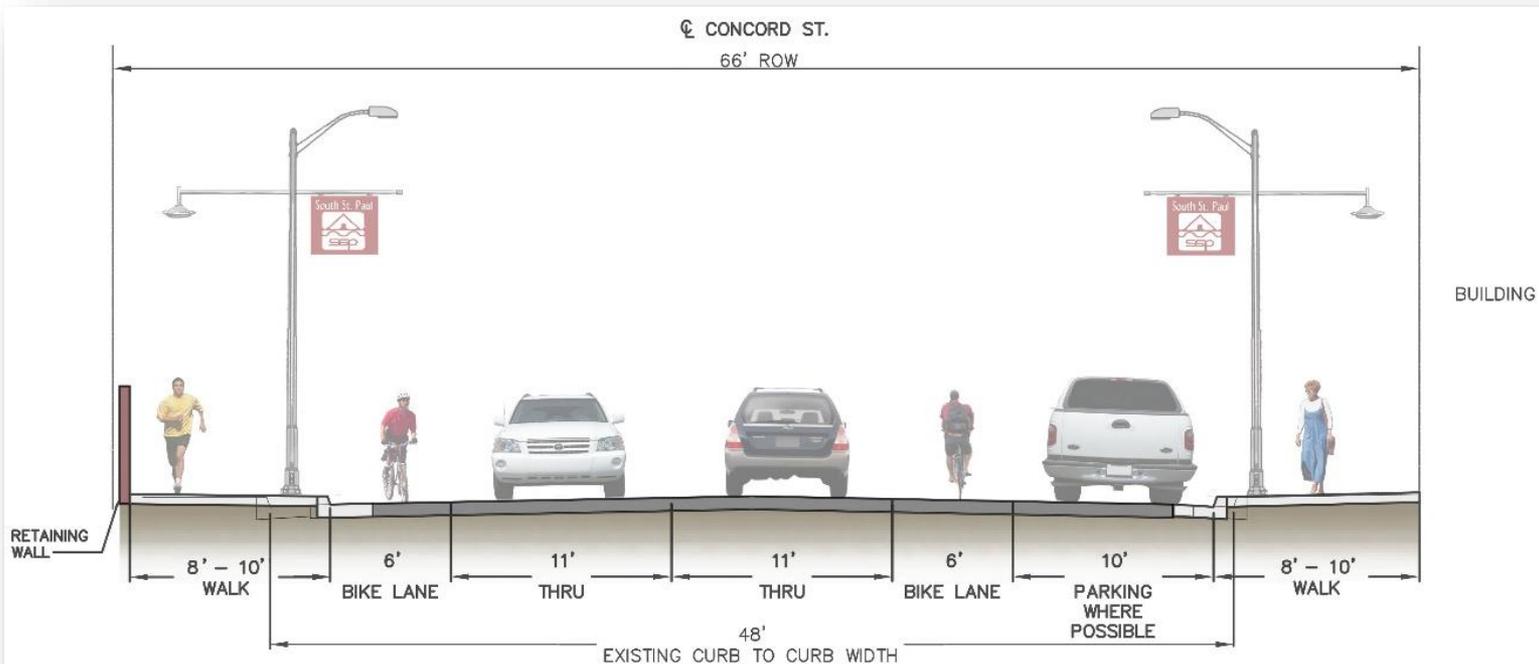




PROPOSED TYPICAL SECTION

► Section B

- Maintain 2-lane section with narrower lane widths
- Add bike lanes & sidewalks
- Maintain on-street parking on east side where possible
- Replace retaining walls as necessary



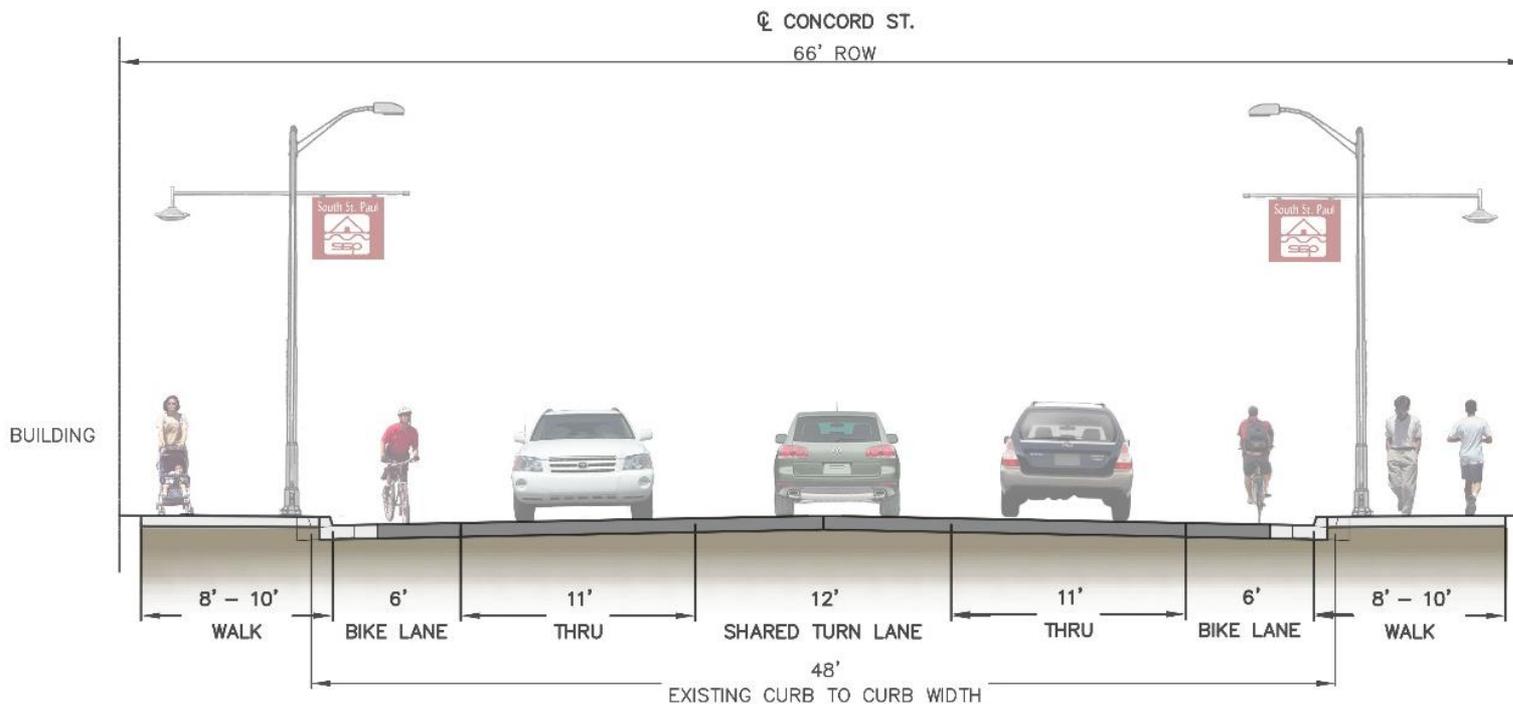
SECTION B
WENTWORTH AVENUE TO
STA. 208+00 (FURY MOTORS)
LOOKING NORTH



PROPOSED TYPICAL SECTION

► Section C

- Convert to 3-lane section with shared center turn lane
- Add bike lanes & sidewalks
- Remove on-street parking from both sides, explore areas for parking bump-outs and off street parking where necessary



SECTION C
SECTION C STA. 208+00 (FURY MOTORS) TO
STA. 248+00 (CENEX FARMERS OFFICE BLDG.)

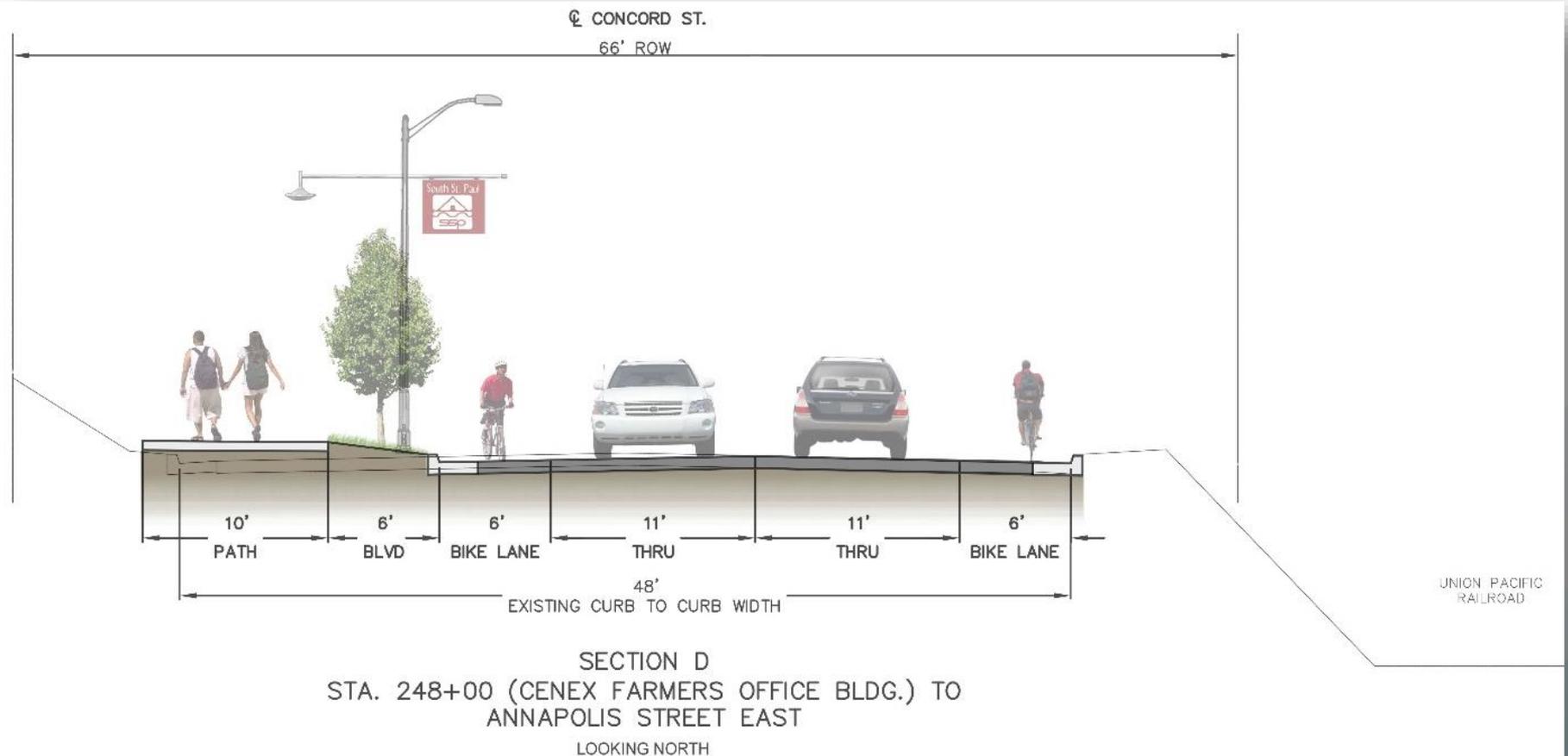
LOOKING NORTH



PROPOSED TYPICAL SECTION

► Section D

- Maintain 2-lane section, turn lanes where necessary
- Add bike lanes and off-road path on west side (away from RR)
- Provide path connectivity to Simon's Ravine and MRT
- Maintain on-street parking in parking bays where necessary



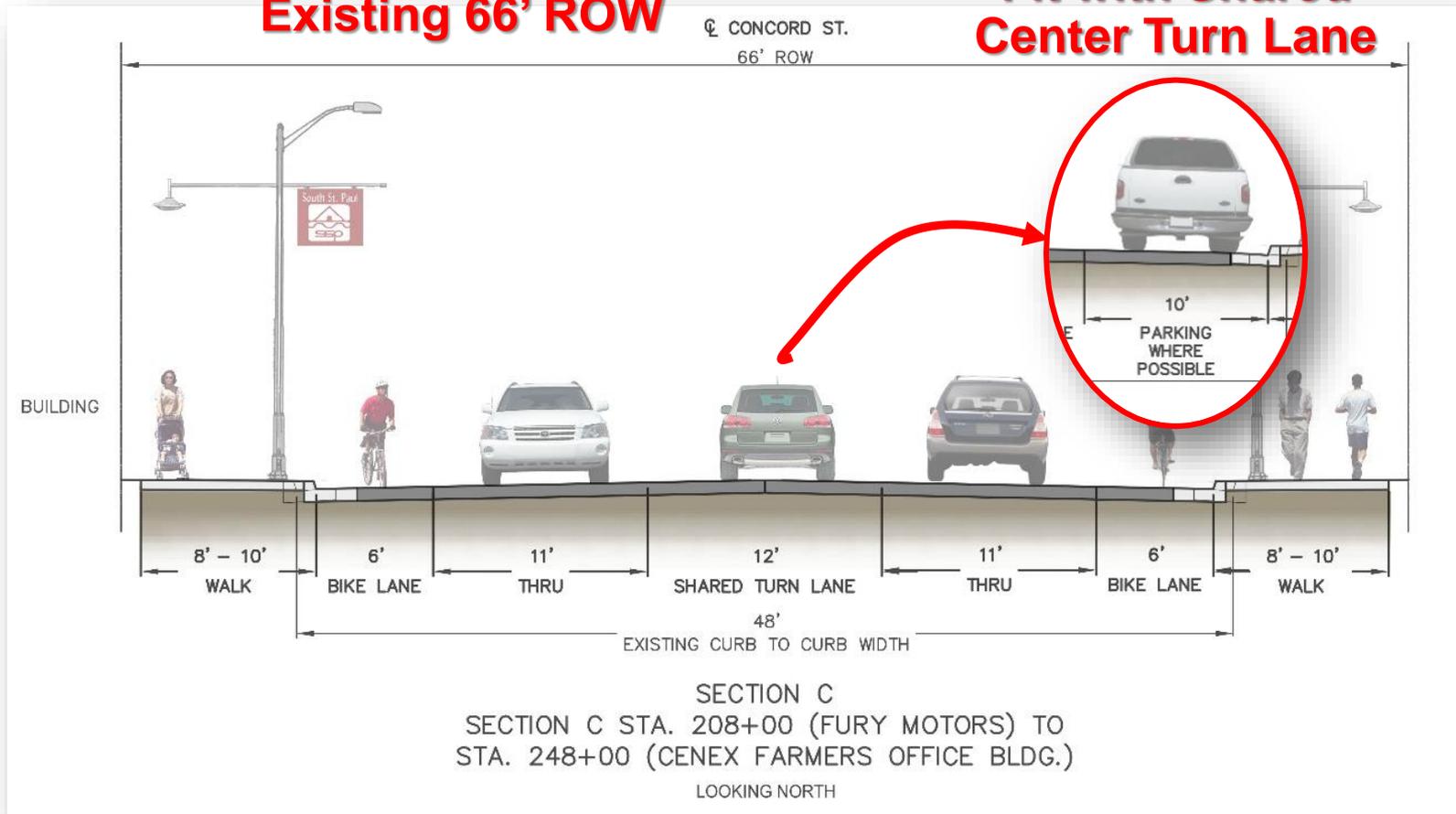


SECTION C CONSIDERATIONS

- ▶ Concerns from businesses for potential loss of parking
- ▶ Council requested consideration to extend Section B through Section C

Existing 66' ROW

Parking Doesn't Fit with Shared Center Turn Lane





SECTION C CONSIDERATIONS

- ▶ Total Number of Crashes in Section C
 - ▶ 12 total crashes over 3 years
 - ▶ 6 rear end, 2 side swipe, one left-turn, and 3 right-angle
 - ▶ The majority of crashes indicate a problem with left-turning conflicts and movements due to access issues
 - ▶ Accidents can be reduced up to 45% with application of a 3-lane roadway

- ▶ Potential grant scoring consequence of extending Section B through Section C
 - ▶ Potential loss of 50 to 100 points in safety and freight criteria
 - ▶ Will significantly impact ability to be competitive in scoring



SECTION C RECOMMENDED

- ▶ Include section C within the grant application
- ▶ Safety improvement by crash reduction
- ▶ Better mobility for freight traffic
- ▶ Parking issues are solvable
- ▶ Modify the grant application to not define the limits between Section B & C
 - ▶ Flexibility to modify the limits after funding award
- ▶ An analysis of parking demand and alternatives to be completed if funding is awarded



PUBLIC ENGAGEMENT – COMMENTS RECEIVED

Generally we found;

- ▶ Strong support to improve Concord Street
- ▶ Concerns regarding speeds and lack of ped/bike facilities
- ▶ Support for on street parking and request to have parking in Section C
- ▶ Support for landscaping, aesthetics, trees, and replacement of retaining walls



PROJECT FINANCING/FUNDING

IMPROVEMENT TYPE	AMOUNT
Roadway	\$5,950,000
Storm Sewer	\$1,400,000
Watermain	---
Retaining Walls	\$1,500,000
Landscaping	\$350,000
Eng./Admin. (20%)	1,800,000
TOTAL	\$11,000,000

FUNDING SOURCE	AMOUNT
MnDOT STIP	\$2,500,000 ¹
Federal STP	\$7,000,000 ²
City Funds	\$1,500,000 ³
TOTAL	\$11,000,000

¹Approximate contribution from proposed MnDOT pavement rehab project (FY 2020). Actual funding level could increase

²\$7,000,000 is the maximum amount available through the Met Council Regional Solicitation process

³A minimum of \$1,500,000 is required to provide local match to federal funds. Additional funding sources could reduce this amount

TIMELINE & NEXT STEPS

- ▶ Federal STP Application – July 15, 2016
- ▶ Federal STP Funding Awarded – January/February 2017
- ▶ If awarded funding, design & engineering to occur 2017 – 2020
- ▶ Bidding & construction in 2020