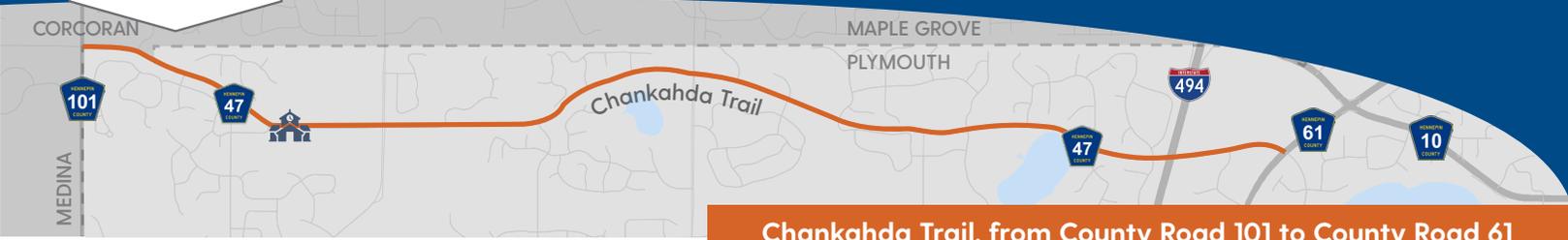




CHANKAHDA TRAIL FORMERLY COUNTY ROAD 47 BONDING REQUEST



Chankahda Trail, from County Road 101 to County Road 61

THE PURPOSE

The City of Plymouth requests \$20 million in state bond funds to complete **vital public safety improvements and pavement upgrades** to the Chankahda Trail (formerly County Road 47) corridor.

A 1920s rural road designed for farm equipment and light traffic, this winding corridor is unable to safely accommodate today's urban development and vehicle volumes. The city accepted the turn back of the road (from County Road 101 to County Road 61) from Hennepin County in November 2021 to make safety improvements and bring the road to appropriate standards.



Hills, sharp curves and limited sight lines lead to crashes and vehicles sliding off the road in this highly traveled urban area.

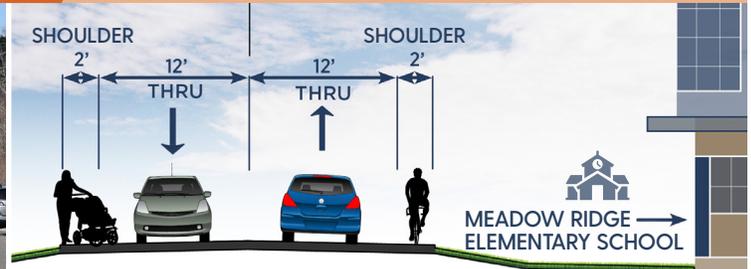
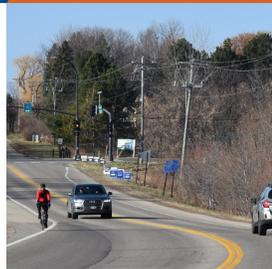
THE PROBLEM

The rural design poses **pedestrian and motorist safety hazards**:

- **Vehicles crash and slide off the road** due to sharp curves, hills, and limited sight lines/visibility
- **Pedestrians are endangered** on the narrow shoulder due to lack of sidewalks/trails and safe crossings to parks and schools

EXISTING CORRIDOR

Designed for Low-Traffic Rural Use



On a typical stretch of the Chankahda Trail corridor, pedestrians, school children and bicyclists traveling to nearby dog parks, elementary schools and regional trail systems must walk or bike along the edge of the road's 2-foot shoulder with vehicles whizzing by at speeds of 45-50+ mph.

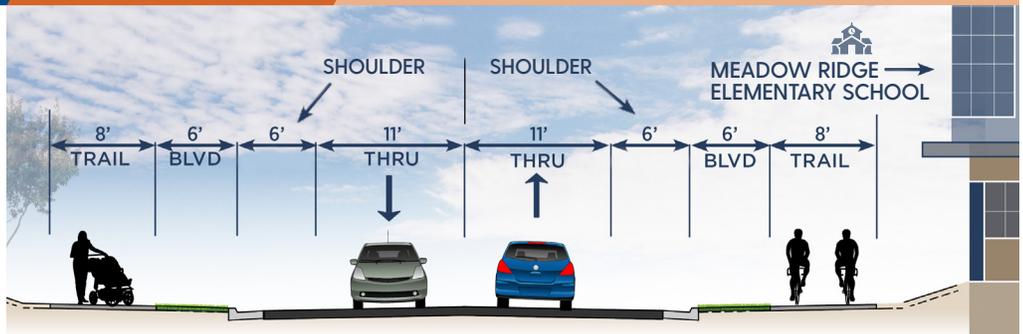
THE SOLUTION

PROPOSED DESIGN

Expanded Shoulders & Trails for Urban Life

Proposed roadway improvements will:

- Expand the shoulder
- Create trails for pedestrians
- Remedy poor sight lines
- Add safe crossings for school
- Upgrade pavement
- Add dedicated turn lanes and upgrade all signalized intersections
- Mitigate drainage issues



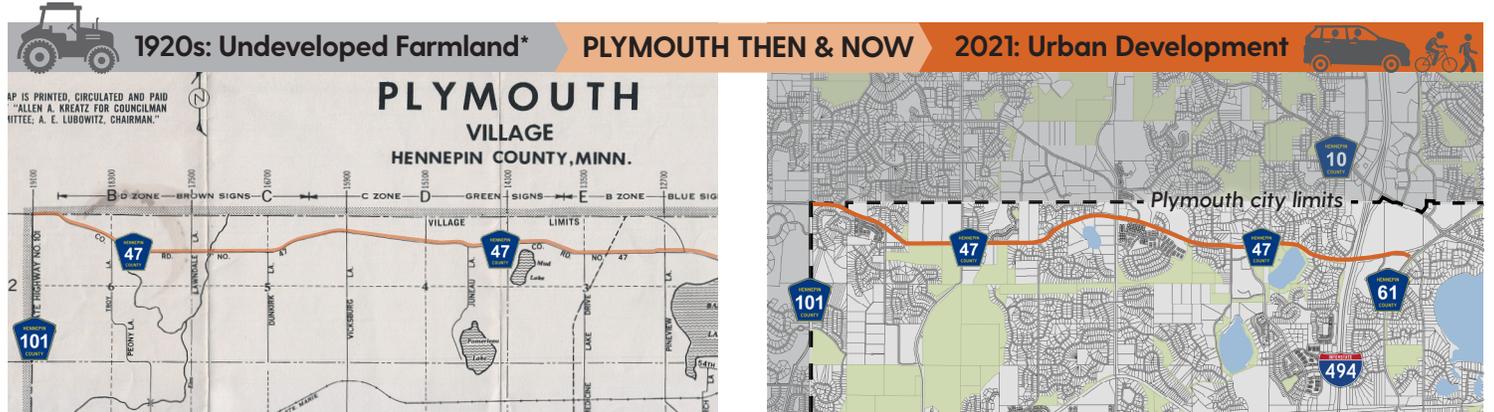
Proposed improvements include pedestrian trails with wider boulevards and shoulders, dedicated turn lanes at all intersections, crosswalks, improved sight lines for motorists and safer vehicle speed limits.

CRITICAL INFRASTRUCTURE

A corridor designed for tractors on gravel is unable to safely serve a developed community. Corridor deficiencies require a fix – and thousands of residents, the school district, commuters and other stakeholders are looking to the state to make these changes possible.



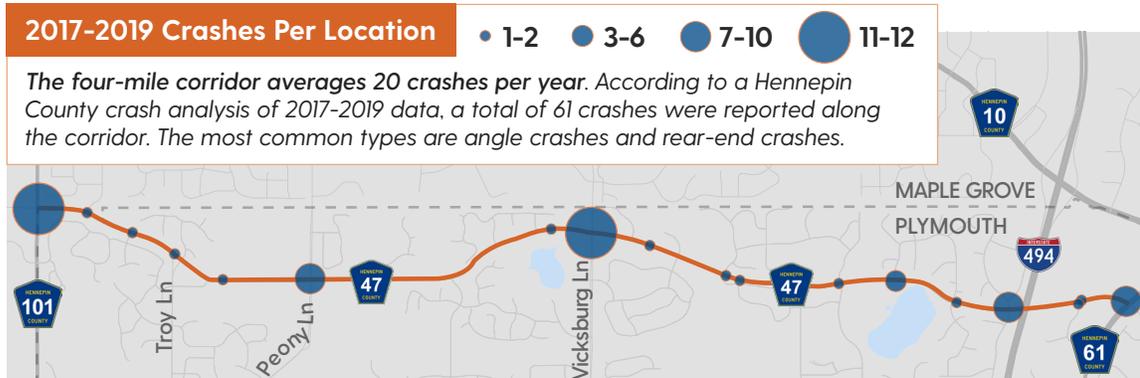
Limited sight lines, lack of curb and gutter, higher speed limits and narrow shoulders lead to frequent crashes and close calls with pedestrians.



Portions of County Road 47 were added to the county system in the 1920s, and the road had a gravel surface until 1960. As Plymouth grew, the original rural corridor became unfit for urban development.

*Original 1920s maps of County Road 47 are unavailable. The map above is from 1967.

Though residential, school, park and commercial development continues – and traffic volumes have drastically increased – road improvements have been limited, as the corridor is not eligible for state or federal funding.



The four-mile corridor averages 20 crashes per year. According to a Hennepin County crash analysis of 2017-2019 data, a total of 61 crashes were reported along the corridor. The most common types are angle crashes and rear-end crashes.



1,000+ comments have been garnered via surveys, open houses and feedback maps.

WHAT TAXPAYERS SAY

Email from a resident:

"Families living along County Road 47 are unable to traverse it safely due lack of sidewalks, causing us to quite literally fear for our lives. Funding ... would provide kids safe entry to a plethora of amenities, including parks and trails."

Open house participant:

"Paths are needed before we have a tragedy on County Road 47. It is only a matter of time."

Survey participant:

"Kids can't leave their neighborhood to cross 47 on a bike because cars would run them over. Speeds too fast!"

Open house participant:

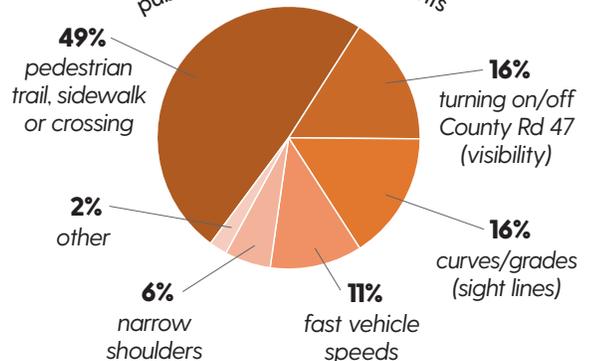
"Traffic volume has increased dramatically ... since the developments have started out west. Slower traffic flow can help with safety."

Survey participant:

"Need dedicated turn lanes, both left and right."

TOP PUBLIC CONCERNS

Topics that received the most public engagement comments



IMPROVE PUBLIC SAFETY. FUND THE CHANKAHDA TRAIL CORRIDOR.

