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April 1995

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# **Transportation Innovations**

## **for the Twin Cities Region**

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### **Profiles of 20 Initiatives**

*funded by the*

**Intermodal Surface**

**Transportation Efficiency Act**



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# About ISTEA

In December 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA), an act that was dramatically different from previous national transportation legislation. It begins by stating,

*“It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy efficient manner.”*

ISTEA moved the federal program out of the Interstate age and into a more balanced approach to transportation investments which better reflect the nation’s social, environmental and energy goals.

Some of the key features include:

- ISTEA is a six-year act valid through federal fiscal year 1997.
- ISTEA provides for the creation of a National Highway System.
- Funding is very flexible. Funds can be moved among and between categories in accordance with state and regional priorities.
- Surface Transportation Program (STP) category funds contain a 10-percent target for transportation enhancement and safety projects.
- Metropolitan Planning Organizations (MPOs) are substantially strengthened. A long range transportation plan is required that is broad based, addresses all modes, is fiscally constrained and is consistent with the National Clean Air Act. A regional transportation improvement program (TIP) is also required. The TIP must identify all projects the region wishes to advance with federal funds, be fiscally constrained, and enhance air quality.
- There must be more opportunities for citizens and other players to participate in this process.



# **Regional Solicitation of ISTEA Projects**

The Metropolitan Council's Transportation Advisory Board (TAB), with the assistance of its Technical Advisory Committee, has established a process for soliciting, selecting and programming transportation projects consistent with the spirit of ISTEA. The process provides opportunities for all modes and rewards projects that have intermodal components. Projects are solicited in the following categories:

- Surface Transportation Program (STP) - includes principal and minor arterial highways, transit, bikeway and pedestrian projects
- Enhancements - includes historic, scenic and environmental, bike and pedestrian trails
- Congestion Mitigation and Air Quality (CMAQ) - focus on projects which enhance air quality

In 1994 the TAB solicited applications for federal fiscal years 1995-1997. An invitation to submit applications was sent to all cities, counties, school districts, certain state and regional agencies, and others in the seven county region. The projects were scored and ranked in accordance with regional criteria. A total of 76 projects were approved, amounting to approximately \$91 million in federal funds. Many projects had intermodal components. A typical approved roadway project included provisions for transit (bus turnouts, park-and-ride lots, shelters, etc.) and bicycle or pedestrian facilities.

This report provides a brief description of approximately 20 of the projects that were selected to receive ISTEA funding support in 1994. Included are a wide variety of interesting and exciting initiatives, from the reorganization and expansion of regular route bus service in the I-35W corridor to the restoration of historic Lost Lake Canal in Mound. Each project description includes information about the organization, site and funding, and icons show which modes of alternative transportation are incorporated into each project.

The Metropolitan Council is proud of its involvement with ISTEA, and looks forward to continuing the successful transportation partnerships it has created with local and regional governments and organizations. For more information, contact:

Emil Brandt, Transportation Coordinator  
Transportation Advisory Board  
(612) 229-2721

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Carl Ohrn, Planning Analyst  
Office of Policy Development and Implementation  
Metropolitan Council  
(612) 229-2719





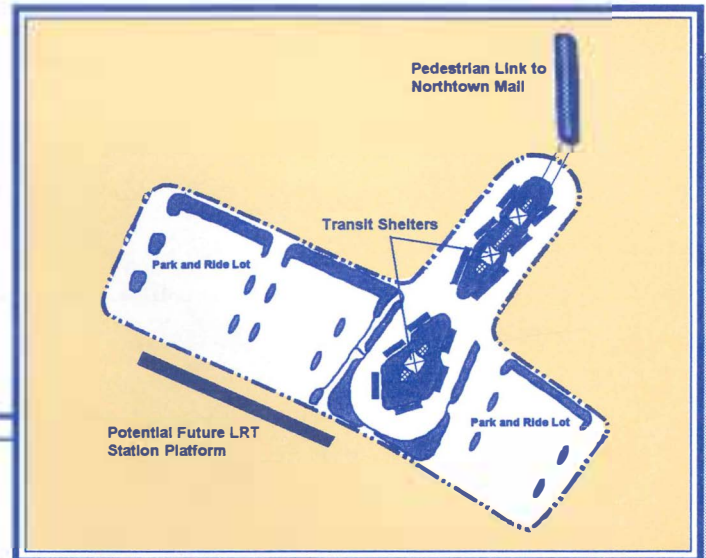
# Northtown Transit Hub



**The Northtown Transit Hub will fully accommodate the multi-modal transit system envisioned in the Transit Facilities Plan.**

Northtown Shopping Center in Coon Rapids is set to become the focal point for transit services in Anoka County, with the design and construction of a new transit hub just west of the Northtown mall.

A staging area for 12 buses, a 300 space park-and-ride lot, and a pedestrian connection to the mall are just a few of the elements of the new hub, which will be fully accessible to people with disabilities. The hub will also provide a safe and convenient place for passengers to transfer between different modes of transit, such as regular route buses, the Anoka County Traveler, car pools, bicycles and Metro Mobility. The land was originally acquired for use as a light rail transit station, and the hub could also be a part of any LRT service in the future.



**Organizations:** Anoka County Regional Railroad Authority and Regional Transit Board

**Project Category:** Surface Transportation Program/Transit

**Purpose of the Project:** To meet the current and future transit, circulation and economic development needs of transit users and Northtown Mall

**Area Affected:** Anoka County

**Project Cost:** \$2.9 million

**Funding Sources:** \$2 million in federal funding; \$900,000 in local funds

**For more information, contact:**

Tim Yantos  
Deputy County Administrator  
Anoka County Regional Railroad Authority  
Anoka County Government Center  
2300 Third Avenue  
Anoka, MN 55303  
(612) 323-5744



# Burnsville Transit Hub



***This mixed use facility will help reduce traffic on the region's most congested freeway, as well as provide retail shops right at the hub.***

The Burnsville Transit Hub will offer more than just a safe and convenient place to connect with transit services. It will also be home to dry cleaners, day care, quick shops, a post office, and other services.

Having retail facilities right at the hub means commuters won't have to make as many secondary trips before or after their transit commutes in order to do errands.

The hub will also include a park-and-ride lot and will serve as home base for a new community circulator transit service. Commuters can transfer from their cars, car pools or circulator vehicles to an express bus headed for one of the downtowns, the airport, or other locations.

During off-peak times, surrounding businesses will lease parking spaces, and the revenue will be used to maintain and operate the transit hub.



**Organization:** Minnesota Valley Transit Authority (MVTA)

**Project Category:** Surface Transportation Program/Transit

**Purpose of the Project:** To encourage the use of alternative transportation and provide safe and convenient access to a variety of transit modes

**Area Affected:** Southern metropolitan area

**Project Cost:** \$5,265,000

**Funding Sources:** \$2,950,000 in federal funding; \$2,315,000 in local funds

**For more information, contact:**

Beverley Miller  
Executive Director  
Minnesota Valley Transit Authority  
15025 Glazier Avenue, Suite 213  
Burnsville, MN 55124  
(612) 431-4311





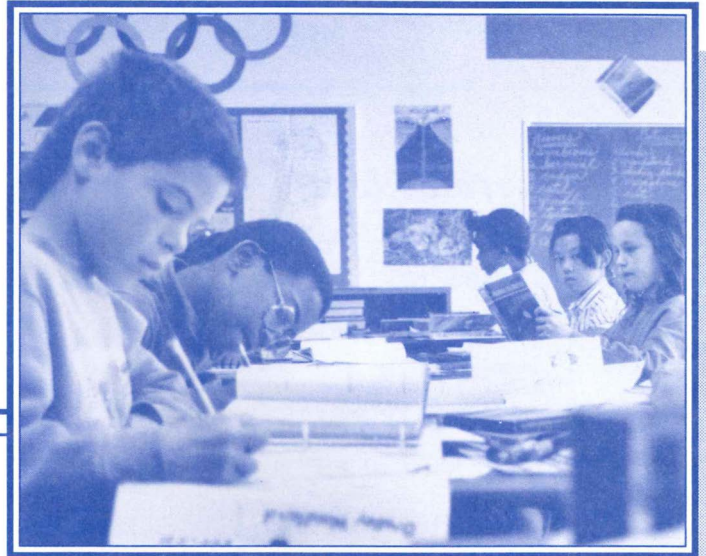
# Transit Curriculum for Twin Cities Schools



***This curriculum project is the first to bring information about all the modes of transit to students in every community in the Twin Cities.***

Getting kids into the transit habit early means that they will be more likely to use transit as adults. That's why a group of transit-related agencies is developing a transit curriculum for use in classrooms throughout the metro area.

The completed curriculum, aimed at 5th through 8th grade students, will include a teacher's guide outlining lesson plans for twelve 30-45-minute class periods, a 10-minute videotape to be used in conjunction with the lessons, and additional planning maps, bus schedules and other materials. Everything will be packaged into an attractive curriculum kit which enhances the learning experience and limits the preparation time required of teachers. Training sessions will be held in order to prepare teachers to use the new curriculum.



**Organization:** The Metropolitan Transit Education Committee, a consortium of Twin Cities transit-related agencies

**Project Category:** Surface Transportation Program/Bicycle and Pedestrian

**Purpose of the Project:** To help students understand the role of bicycle, pedestrian and other modes of transit in serving the community and protecting the environment

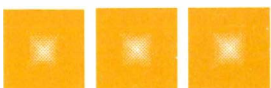
**Area Affected:** All public school children in grades 5-8 in the entire seven county area.

**Project Cost:** \$100,000

**Funding Sources:** \$80,000 in federal funding; \$20,000 in local funds

**For more information, contact:**

Suzanne Hanson  
Metropolitan Council  
230 East 5th Street  
St. Paul, MN 55101  
(612) 291-6355



# Interstate 35W Transit Service Expansion and Reorganization



*Transit service along I-35W will be reorganized so that all the routes in the corridor will be linked by high speed bus.*

It's no secret that I-35W has exceeded capacity and is wearing out. That's why encouraging people to use transit in the corridor area rather than driving alone is so important.

Metropolitan Council Transit Operations plans to restructure service in the area to eliminate duplication of express and local routes; adjust all downtown commute express routes for uniform service; create new direct downtown routes from an expanded park-and-ride lot in Richfield; and create new express routes from the Linden Hills and West 54th Street areas in Minneapolis.

The project includes tying all corridor service together at one of five transit hubs between Lake Street and 96th Street. The hubs will be linked by high speed bus service, so that passengers on every route will have access to all other corridor routes and to all corridor destinations served by transit.



**Organization:** Metropolitan Council Transit Operations (MCTO)

**Project Category:** Federal Congestion Management and Air Quality Program

**Purpose of the Project:** to move more *people* through the I-35W corridor, not necessarily more *vehicles*

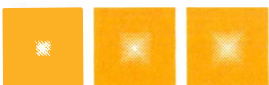
**Area Affected:** Areas along the I-35W corridor from downtown Minneapolis to the Minnesota River

**Project Cost:** \$8,227,500

**Funding Sources:** \$6,582,200 in federal funding; \$1,645,520 in local funds

**For more information, contact:**

Brian Lamb  
Director of Service Development  
Metropolitan Council Transit Operations  
560 Sixth Avenue North  
Minneapolis, MN 55411  
(612) 349-7766





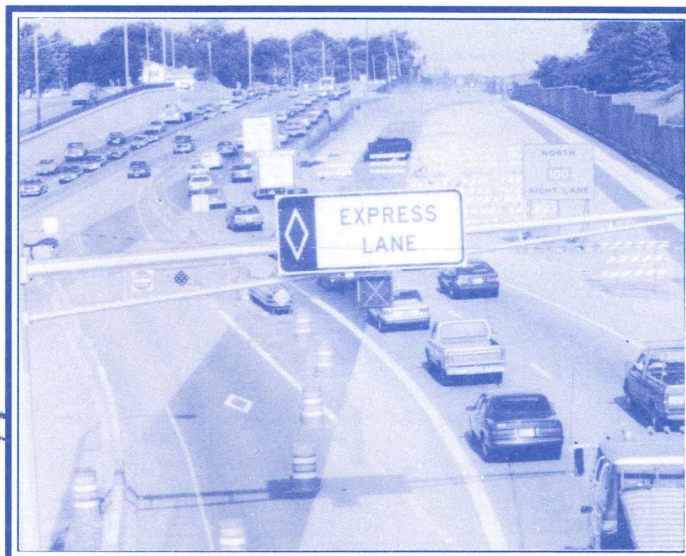
# HOV Ramp Meter Bypass



*Getting commuters who use buses or car pools through traffic more quickly will lessen air pollution and encourage other commuters to try transit.*

While other vehicles are stacked up at ramp meters waiting to get onto the freeway, buses and car pools will have their own special lane, bypassing the meters and the lines altogether.

The Minnesota Department of Transportation plans to build two new ramp meter bypass lanes in the southwest metro area. By helping transit users avoid some of the traffic congestion, and getting them through the area more quickly, the project will encourage drivers of single-occupant vehicles to try transit for themselves.



**Organization:** Minnesota Department of Transportation (Mn/DOT)

**Project Category:** Federal Congestion Mitigation and Air Quality Program/Implements a Transportation Control Strategy

**Purpose of the Project:** To encourage transit and car pool use by giving preferential treatment to high-occupancy vehicles

**Area Affected:** Edina, Richfield, Minnetonka

**Project Cost:** \$1,000,000

**Funding Sources:** \$800,000 in federal funding; \$200,000 in local funds

**For more information, contact:**

Patty Bednarz  
Systems Design Engineer  
Minnesota Department of Transportation  
1500 West County Road B2  
Roseville, MN 55113  
(612) 341-7276



# Downtown Transportation Management Organization (TMO)

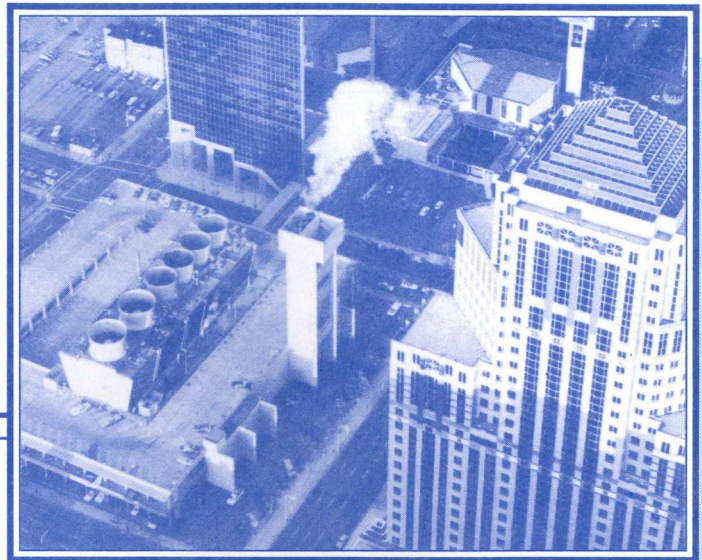


*The Downtown TMO provides a testing ground for high-tech transportation resources.*

In a city where employment is expected to increase by 30,000 over the next 10 to 15 years, transportation to and from work is a big issue.

The City of Minneapolis, through the Downtown TMO, is encouraging people to bus, bike, pool or walk to their jobs. Part of that effort is contacting employers and getting their help in encouraging transit use among employees.

The TMO also operates a transportation resource center called the *Commuter Connection*. In addition to making information available about the various transportation alternatives, the center serves as a demonstration site for new technology, like Minnesota Guidestar's TravLink project. Travlink provides commuters with up-to-the-minute information about bus arrival times and schedules on a video display, and can help transit users plan their trips.



**Organization:** City of Minneapolis

**Project Category:** Federal Congestion Mitigation and Air Quality Program

**Purpose of the Project:** To maintain and improve safe, efficient, environmentally sound movement of people and goods to, in, and through downtown Minneapolis

**Area Affected:** Downtown Minneapolis

**Project Cost:** \$459,200

**Funding Sources:** \$275,800 in federal funding; \$183,400 in local funds

**For more information, contact:**

Tom Becker  
Assistant Director of Transportation  
City of Minneapolis  
City Hall, Room 233  
Minneapolis, MN 55415  
(612) 673-2411





# Detention Pond at Highway 100



**A holding pond will help protect Bassett Creek from highway contaminants and local residents from floods.**

Building a pond near Highway 100 between 39th Avenue North and Vale Crest Road in Crystal will not only reduce flooding in the area, but also help to make sure that the water entering Bassett Creek is free of highway contaminants.

The pond will contain stormwater runoff from Highway 100, allowing it to be treated before it enters the creek. It will also keep the runoff from flooding nearby homes.

The State Transportation Department, the Bassett Creek Water Management Commission (BCWMC) and the U. S. Army Corps of Engineers plan to build the pond adjacent to the Bassett Creek Park pond. It will be integrated with the rest of the park facility, and landscaping and bike trail improvements are also planned.



**Organization:** Minnesota Department of Transportation (Mn/DOT)

**Project Category:** Transportation Enhancement Program/Scenic and Environmental

**Purpose of the Project:** To reduce flooding and enhance the water quality of Bassett Creek by reducing the amount of contaminants from highway runoff

**Area Affected:** Bassett Creek waterway, including Golden Valley, Crystal and Robbinsdale

**Project Cost:** \$500,000

**Funding Sources:** \$400,000 in federal funding; \$100,000 in local funds

**For more information, contact:**

Gabriel Guevara, Project Manager  
Minnesota Department of Transportation  
1500 West County Road B-2  
Roseville, MN 55113  
(612) 582-1304



# Speedlites

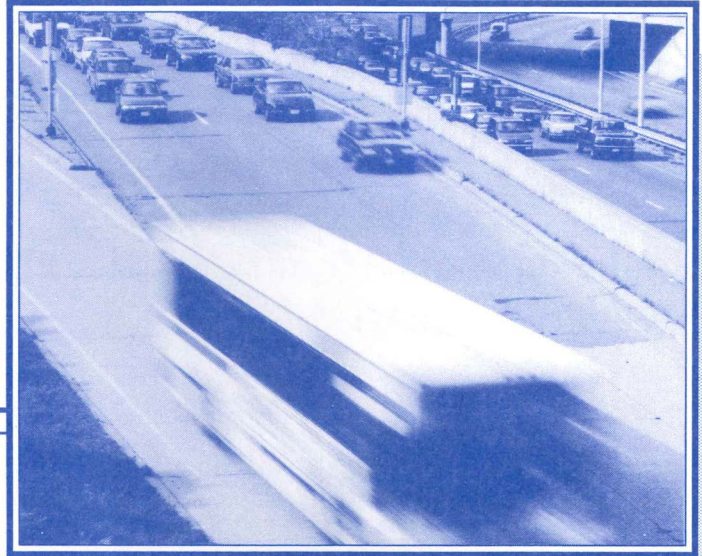


**Speedlites will get bus commuters through traffic more quickly by automatically speeding up free-way entrance ramp meter cycles when buses are waiting.**

Located on metered highway entrance ramps, Speedlites allow buses to get onto the freeway more quickly by means of a radio frequency emitter. When the ramp meter detects a bus, it adjusts itself to a shorter cycle, getting the bus and its passengers on their way more quickly. When the bus has pulled away, the meter returns to a normal cycle.

Reducing the time that buses spend in queues means time savings of up to 5 minutes per trip, as well as more predictable schedules.

The system is a less expensive substitute for ramp meter bypasses where bus traffic is light, and can be used where there is no room to build a bypass, or a permanent bypass is under construction. The system will be installed initially at 40 locations around the region.



**Organization:** Metropolitan Council  
Transit Operations (MCTO)

**Project Category:** Surface Transportation  
Program/Transit

**Purpose of the Project:** To increase transit ridership by making express buses faster and more reliable than the automobile

**Area Affected:** Twin Cities metropolitan area

**Project Cost:** \$160,000

**Funding Sources:** \$128,000 in federal funding; \$32,000 in local funds

**For more information, contact:**

Aaron Isaacs  
Director of Team Transit  
Metropolitan Council Transit Operations  
560 Sixth Avenue North  
Minneapolis, MN 55411  
(612) 349-7690



# Reconstruction of East 79th Street, Bloomington



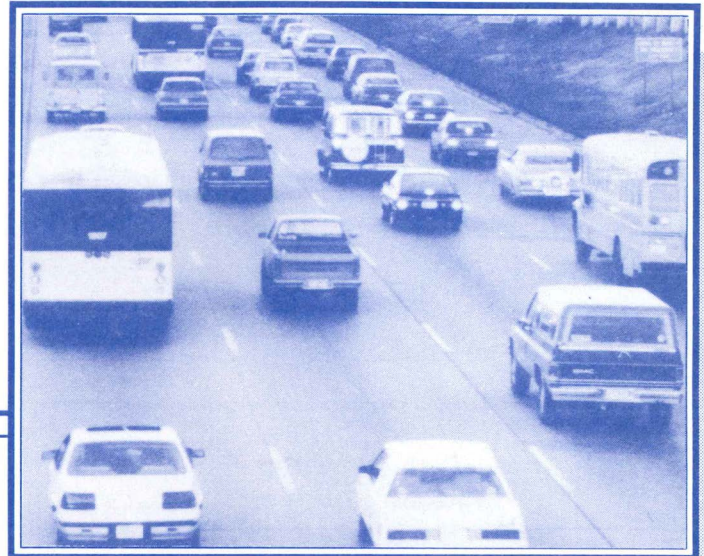
*The two-phase reconstruction of 79th Street will provide an escape route for motorists when traffic is tied up on I-494.*

As part of an Integrated Corridor Traffic Management project, the 79th/80th Street corridor in Bloomington is a new tool in the effort to manage traffic along I-494.

Signage along I-494 will alert motorists when traffic is backed up due to a special event, an accident, or for some other reason. Local traffic will be encouraged to use 79th Street as a “reliever” route.

In addition, a computerized signal system will allow traffic to move more quickly along the reliever route, making it more attractive than the freeway for short- or medium-length trips.

A variety of transportation modes will be a part of the project. Planned improvements include an exclusive walkway, a joint use bikeway/walkway, and auxiliary lanes for efficient transit use. Locations for transit shelters will be reserved along the length of the project.



**Organizations:** City of Bloomington

**Project Category:** Surface Transportation Program/“A” Minor Arterial Reliever Construction

**Purpose of the Project:** To reduce accidents and congestion, and to encourage transit, pedestrian and bicycle travel

**Area Affected:** I-494 corridor in Bloomington

**Project Cost:** Phase 1: \$4,721,000;  
Phase 2: \$4,485,000

**Funding Sources:** \$7,364,800 in federal funding; \$1,841,200 in local funds

**For more information, contact:**

Jim Gates  
Deputy Director of Public Works  
City of Bloomington  
2215 West Old Shakopee Road  
Bloomington, MN 55431  
(612) 948-8730





# Highway 11 Reconstruction and Realignment



**Recycled rubber will be part of the asphalt used to reconstruct Carver County's Highway 11.**

Giving trucks greater access to Highway 212 is one of the major objectives of reconstruction projects planned for Highway 11 in Carver County.

The project will also reduce accidents, increase the loadbearing capacity of the roadway, and reduce no passing zones.

The county plans to use recycled rubber in the asphalt it uses to reconstruct the road. ISTEA requires that increasing amounts of rubberized asphalt be used in projects such as this, a guideline which is relatively new to the region.



**Organization:** Carver County

**Project Category:** Surface Transportation Program/"A" Minor Arterial Connector Construction

**Purpose of the Project:** To accommodate the planned development in Chaska and Victoria, provide a safe and direct connection between the two communities, and provide for the movement of goods throughout the year

**Area Affected:** Chaska and Victoria

**Project Cost:** \$2,381,000

**Funding Sources:** \$1,905,000 in federal funding; \$476,000 in local funds

**For more information, contact:**

Roger Gustafson  
Director of Public Works  
Carver County Courthouse  
600 East Fourth Street  
Chaska, MN 55318  
(612) 448-1213





# Highway 3 Corridor Improvements

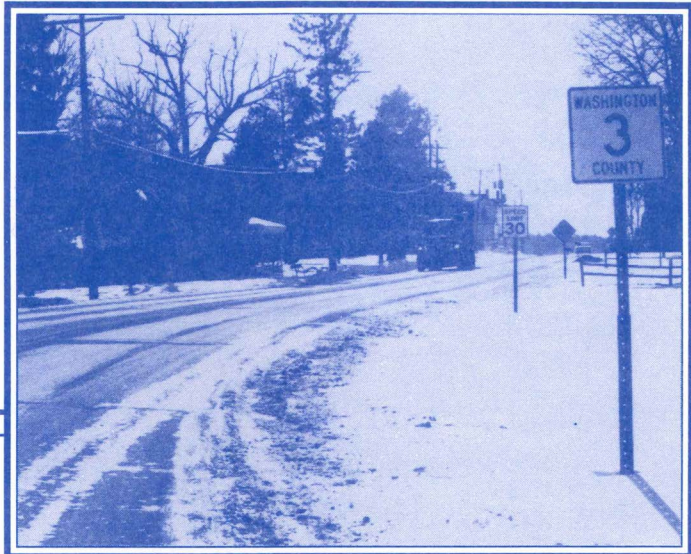


*Citizens will rate the highway improvement project as it is being built, so that Washington County knows what its customers think.*

In addition to concentrating on the technical side of making improvements to Highway 3 in Washington County, the public works department will gather citizen input by distributing survey cards through local coffee shops and restaurants. Residents will provide their comments and reactions to the design as the project is being built.

The planned improvements include realigning the roadway to reduce the number of accidents; increasing the amount of weight the road can bear; decreasing the number of no passing zones; and making the roadway more friendly to trucks and bicycles.

A separated bikeway/walkway will be constructed, as well as a park-and-ride facility with a bike lock area at the new Scandia Town Hall.



**Organization:** Washington County  
Public Works

**Project Category:** Surface Transportation  
Program/"A" Minor Arterial Connector  
Construction

**Purpose of the Project:** To provide a safe  
and direct route that accomodates  
all modes of travel

**Area Affected:** Northeast Washington County

**Project Cost:** \$2,440,000

**Funding Sources:** \$1,950,000 in federal  
funding; \$490,000 in local funds

**For more information, contact:**

Don Theisen  
Deputy Director  
Washington County Public Works  
11660 Myeron Road North  
Stillwater, MN 55082  
(612) 430-4304



# Minneapolis Bikeway Projects



*New pieces of a trail network for pedestrians, cyclists and other non-motorized traffic are being added in Minneapolis.*

Five projects will result in more than five miles of trails for non-motorized traffic in the heart of downtown Minneapolis.

A temporary transitway used by buses will be converted into an off-road bikeway/walkway in Dinkytown, providing a connection to the downtown bikeway system.

The Midtown Greenway will start at the city's western border and run for two miles along a railroad right-of-way. Other trails will connect with it to form a network.

A pedestrian path and two bicycle paths will make up the Kenilworth Trail. The paths will begin at the St. Louis Park/Minneapolis border, connect with the Midtown Greenway, and then with the Cedar Lake Park Trail.

The Cedar Lake Park Trail Phase III will connect western Minneapolis with downtown and the Great River Road, running through the historic warehouse district.

The Cedar Lake Park Trail will also connect with the Bassett Creek Trail, which will begin at the city's eastern border.



**Organization:** Minneapolis Public Works and Minneapolis Park Board

**Project Category:** Surface Transportation Program/Bikeway

**Purpose of the Project:** To provide a safe, barrier-free and pleasant alternative to the automobile transportation corridor for bicycling, skating and walking

**Area Affected:** Downtown Minneapolis and surrounding communities

**Combined Project Cost (5 projects):**  
\$4,532,820

**Funding Sources:** \$3,626,256 in federal funding; \$906,564 in local funds

**For more information, contact:**

Tom Becker  
Assistant Director of Transportation  
City of Minneapolis Public Works  
233 City Hall  
Minneapolis, MN 55415  
(612) 673-2411



# Minnesota River Valley Access Trails



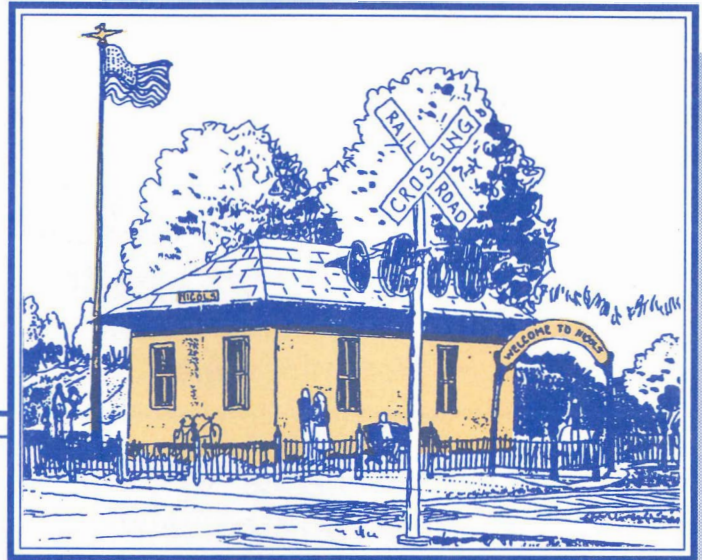
*An early transportation hub will be recreated as part of a modern multi-use trail.*

The Minnesota River Valley Access Trails project will connect existing trail systems, and will connect the present with the past.

The vintage Nichols railway depot will serve as a trailhead to the Minnesota River Valley, providing background on the transportation routes of the area, including river, railway and horse and buggy.

Nearly 3 miles of multi-use trails will connect the Bloomington and Eagan trail systems with the recreation facilities at Fort Snelling State Park and the Minnesota Valley State Trail.

A variety of non-motorized traffic will use the trail, including pedestrians, joggers, skaters, cyclists and wheelchairs. Parking facilities at the depot will accommodate cars, buses and bicycles. The trail will also cross the Minnesota River and link with the Department of Natural Resources' boat launch facility.



**Organization:** City of Eagan

**Project Category:** Transportation Enhancement Program/Historic

**Purpose of the Project:** To encourage pedestrian travel in and near Eagan, and to provide trail-related recreation

**Area Affected:** Northern Dakota County

**Project Cost:** \$400,000

**Funding Sources:** \$320,000 in federal funding; \$80,000 in local funds

**For more information, contact:**

John VonDeLinde  
Superintendent of Parks  
City of Eagan  
3830 Pilot Knob Road  
Eagan, MN 55122  
(612) 681-4300





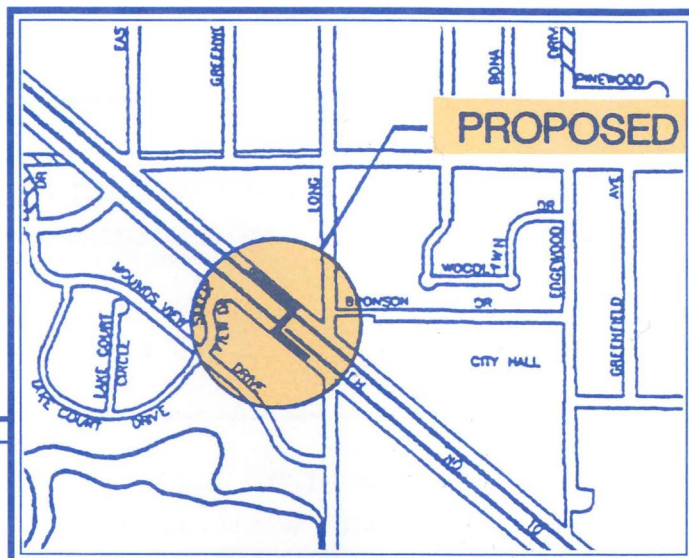
# Pedestrian Bridge Across Highway 10



**A pedestrian bridge across the highway will connect existing trails and provide a safe way to walk to services and facilities in downtown Mounds View.**

The pedestrian bridge will connect the north and south sidewalks along Highway 10. Safe passage over the highway will allow youth, seniors, pedestrians and cyclists to get to services, facilities and retail businesses on both sides of the highway.

The bridge will also provide an important link in the planned continuous trailway system from north to south through Mounds View. Trails in the Shoreview, Fridley, Ramsey County and Anoka County systems will connect at this intersection. Linking Mounds View with New Brighton's trail system also provides an alternative connection to downtown Minneapolis.



**Organization:** City of Mounds View

**Project Category:** Transportation Enhancement Program/Pedestrian and Bicycle

**Purpose of the Project:** To encourage pedestrian and bicycle travel by providing a safe and convenient way to get to services and facilities in downtown Mounds View

**Area Affected:** Mounds View

**Project Cost:** \$600,000

**Funding Sources:** \$480,000 in federal funding; \$120,000 in local funds

**For more information, contact:**

Mary Saarion  
Director of Parks, Recreation and Forestry  
City of Mounds View  
2401 Highway 10  
Mounds View, MN 55112  
(612) 784-0618



# Battle Creek Bikeway

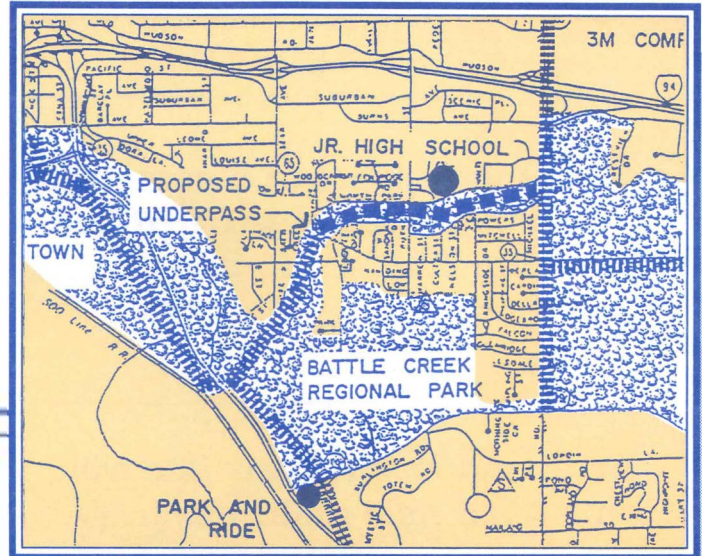


**The Battle Creek bikeway completes a bikeway system to downtown St. Paul and other destinations, including 3M headquarters.**

The one-mile Battle Creek Bikeway in Maplewood will connect three existing bike paths, providing the final link in a 14-mile stretch of bikeways.

The existing McKnight Road, Highway 61 and Upper Afton Road bikeways will be connected by the Battle Creek Bikeway, allowing residents in southeast St. Paul, southern Maplewood and northwestern Woodbury access to downtown St. Paul, 3M corporate headquarters, and retail areas in Woodbury.

In addition to cyclists, pedestrians are expected to use the path for walking and jogging. The path will also intersect with bus transportation and provide access to a park-and-ride facility.



**Organization:** Ramsey County Parks and Recreation

**Project Category:** Transportation Enhancement Program/Pedestrian and Bicycle

**Purpose of the Project:** To provide safe and convenient bicycle and pedestrian access to sites in east/southeast St. Paul

**Area Affected:** Maplewood, St. Paul, Woodbury

**Project Cost:** \$425,000

**Funding Sources:** \$340,000 in federal funding; \$85,000 in local funds

**For more information, contact:**

Larry Holmberg  
Ramsey County Parks and Recreation  
2015 North Van Dyke Street  
Maplewood, MN 55109  
(612) 777-1707





# Burlington Northern Railroad Corridor Multi-Use Trail

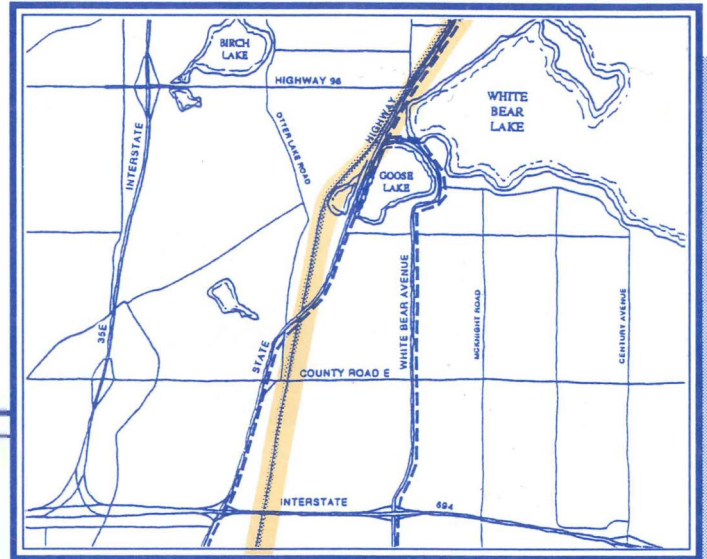


*The trail will provide a commuter route for non-motorized traffic paralleling I-35, a heavily traveled corridor.*

An abandoned railway line will become a 9.5 mile multi-use trail connecting Hugo, Forest Lake and North Branch. It will also eventually provide a connection to Ramsey County and the City of St. Paul by linking with the Highway 61 and Willard Munger trails.

The trail will become part of Washington County's Linear Park corridors, connecting with adjacent counties and linking communities within the county. As areas near the trail become more and more suburban, it will become an increasingly important link between residential, work, shopping and recreational areas.

Trail users will also be able to connect with the region's transit system in Forest Lake, enabling them to complete their trips by bus or car or van pool.



**Organization:** Washington County  
Public Works

**Project Category:** Transportation Enhancement Program/Pedestrian and Bicycle

**Purpose of the Project:** To encourage non-motorized transportation by providing a connection between residential, work, shopping and recreational areas

**Area Affected:** Washington and Chisago Counties

**Project Cost:** \$475,000

**Funding Sources:** \$380,000 in federal funding; \$95,000 in local funds

**For more information, contact:**

Jim Luger  
Operations Coordinator/Park Planner  
Washington County Public Works  
11660 Myeron Road North  
Stillwater, MN 55082  
(612) 430-4325



# Lost Lake Historic Canal Restoration

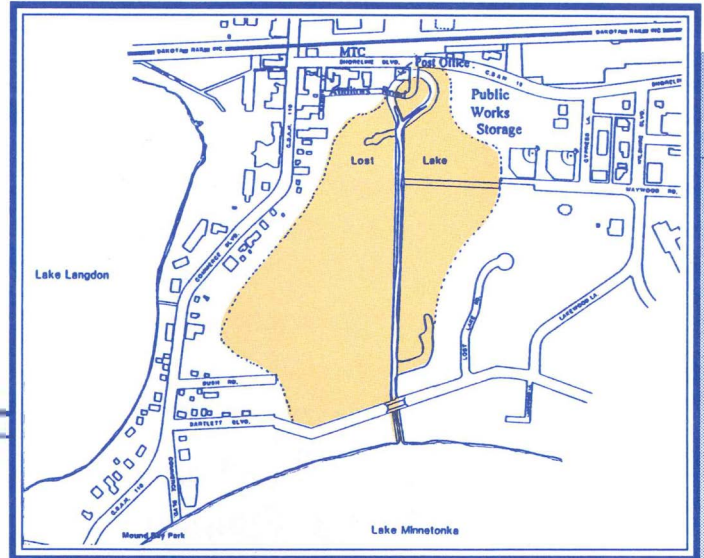


**An historic canal will be returned to its former place as a center of community life and multi-modal travel.**

When the Lost Lake Canal is reopened, it will be only one of the five types of transportation converging in downtown Mound.

The canal, once the backbone of transportation to Excelsior, Wayzata and other resort destinations in the early 20th century, will again be a boating link from Lake Minnetonka to downtown Mound. This time, though, it will be part of a multi-modal transportation system which includes roadways, a downtown trail system, Dakota Rail and a park-and-ride facility for transit commuters.

The restoration project includes dredging the canal and a boat turnaround area; stabilizing the shoreline; modifying a bridge at the mouth of the canal; constructing dock facilities; and erecting a historical marker telling the story of the Lost Lake canal.



**Organizations:** City of Mound

**Project Category:** Transportation Enhancement Program/Historic

**Purpose of the Project:** To restore the Lost Lake Canal as a viable means of transportation in a revitalized downtown Mound

**Area Affected:** Mound

**Project Cost:** \$879,000

**Funding Sources:** \$500,000 in federal funding; \$379,000 in local funds

**For more information, contact:**

Ed Shukle  
City Manager  
City of Mound  
5341 Maywood Road  
Mound, MN 55364  
(612) 472-0600



# Excelsior Historic Streetcar



**This historic preservation project will restore one of the earliest intermodal travel systems by connecting streetcar service with a steamboat.**

A cooperative venture between Hennepin County and the Minnesota Transportation Museum will restore and operate a 1907 Twin Cities Rapid Transit Company streetcar for modern use in Excelsior.

A half-mile of abandoned railway line will be revamped to carry a streetcar. The service will connect downtown Excelsior to the dock of the passenger steamboat Minnehaha, allowing passengers to complete their trips to Wayzata or other Lake Minnetonka destinations.

In addition, the streetcar project is planned to work together with existing roadways and trails to allow convenient access to shopping, entertainment, parks and other area attractions.

Private funding is being secured so that depots can be built at each end of the streetcar line, as well as an interpretive history museum and storage buildings.



**Organization:** Minnesota Transportation Museum and Hennepin County

**Project Category:** Transportation Enhancement Projects/Historic

**Purpose of the Project:** To bring the transportation history of Minnesota to life by restoring and operating an historic 1907 streetcar in Excelsior

**Area Affected:** Downtown Excelsior and the Lake Minnetonka area

**Project Cost:** \$391,000

**Funding Sources:** \$312,800 in federal funding; \$78,200 in local funds

**For more information, contact:**

Kenneth Stevens  
Manager of Light Rail Transit  
Hennepin County Government Center  
Minneapolis, MN 55487-0016  
(612) 348-4182



# Milwaukee Depot Preservation



**Minneapolis' oldest railroad passenger depot will be preserved at the center of a modern transportation system.**

Trains no longer leave from the Milwaukee Depot, but it is still an important transportation resource in downtown Minneapolis.

The Minneapolis Community Development Agency will restore the depot, train shed and station building, turning them into usable space.

The project includes repair of the terra cotta exterior facades, returning the clock to operation, and restoring the neon railroad signs on the clock tower. In addition, a portion of the depot's floor area will house interpretive displays documenting railroad history for visitors.

The depot is located on existing bus lines and is adjacent to the downtown commuter bikeway on Second Street South and to a proposed light rail transit station, and is on the route of the River City Trolley.



**Organization:** Minneapolis Community Development Agency

**Project Category:** Transportation Enhancement Program/Historic

**Purpose of the Project:** To preserve the oldest and only remaining passenger depot left in Minneapolis as a railroad history interpretive center

**Area Affected:** Downtown Minneapolis

**Project Cost:** \$625,000

**Funding Sources:** \$500,000 in federal funding; \$125,000 in local funds

**For more information, contact:**

Richard C. Victor  
Senior Project Coordinator  
Mpls. Community Development Agency  
105 Fifth Avenue South, Suite 200  
Minneapolis, MN 55410  
(612) 673-5026





# St. Paul River Bluff Acquisition and Preservation Project



**By acquiring nearly 14 acres of scenic Mississippi River bluff, the City of St. Paul will preserve it as an historic natural area and prevent increased erosion.**

The Mississippi River has always been part of the area's transportation system. Early commuters took the train from the bluffs to downtown St. Paul. Today, adjacent Highway 61 carries more than 30,000 vehicles through the area every day, and future improvements in nearby Newport will likely increase the amount of traffic.

Steep slopes, sensitive vegetation and historic features characterize this area of southeast St. Paul. The city wants to protect those elements from potential residential development, and the erosion and runoff which may accompany it.

In addition to being near roadway and river transportation, the river bluff area is adjacent to Point Douglas Road, part of a planned bicycle trail running between Battle Creek Regional Park and Washington County.



**Organization:** City of St. Paul

**Project Category:** Transportation Enhancement Program/Scenic and Environmental

**Purpose of the Project:** To preserve and enhance the scenic quality of Highway 61, the Mississippi River and the community by designating the bluff area a publicly owned natural open space

**Area Affected:** 13.75 acres of land along the Mississippi River bluff in St. Paul

**Project Cost:** \$580,000

**Funding Sources:** \$464,000 in federal funding; \$116,000 in local funds

**For more information, contact:**

Garneth Peterson, City Planner  
Planning and Economic Development  
1100 City Hall Annex  
25 West Fourth Street  
St. Paul, MN 55102  
(612) 266-6569

