

Name of application organization:	Title of project:	Amount of funding requested:	Describe how your project meets a transportation purpose (100 words maximum):	MnDOT-MnMRPC Analysis of Byway Benefit
White Earth Department of Transportation	Nay Tah Waush Pedestrian Sidewalk and Lighting Project	\$446,442	Currently in the village of Nay Tah Waush the street lighting is inadequate to provide proper or safe lighting for pedestrians. There is virtually no sidewalk in the entire village except the drop off point for the buses directly in front of the school. There are no controlled cross walks in the entire village for any of the pedestrians or students to cross the busy intersections along County Road 4. This project will promote pedestrian	This project does not benefit byway travelers as it is not on or near (30 miles away) the GRR, MRT, or byway amenities
Sherburne County	Elk River Pedestrian Bridge	\$648,000	Lion's Park <a href="http://www.biglaketownship.com/parks/">http://www.biglaketownship.com/parks/</a> , Big Lake School Campus (High School, Middle School and Elementary School), public beaches, and a direct link to the shops, stores, city center, and the commerce area in Big Lake. Based on both pedestrian and bicycle counts in August 2020, 80% of pedestrians approach the Elk River but do not cross via the highway bridge, while 50% of bicyclists decide not to cross as well. Coupled with 65 mph vehicles speeds and 5,350 vehicles per day along CSAH 5, this indicates a hazard they are not willing to navigate. A safe dedicated crossing will open up an area of	This project will not benefit the byway because it is not on the GRR or MRT and this project site is not a Mississippi River intrinsic resource, nor on the way to any.
City of Waite Park	15th Ave North / Wobegon Trail Connection	\$381,456	Increased commuter bicycling is anticipated once connections are made to the SW. Significant employers are located on existing trails that will be accessed by the proposed connection.	This project will not directly benefit the byway, but will enhance active transportation in Waite Park.
Cuyuna Lakes Trail Association	Cuyuna Lakes State Trail (CLST) - East Brainerd to Riverton Segment	\$800,000	The CLST connection connects the communities of Deerwood, Crosby, Ironton, Riverton with the communities of Brainerd & Baxter. This non-motorized, paved trail incorporates the Brainerd Lakes Regional Airport and the existing Paul Bunyan Trail and Mississippi River Trail Systems. This connection also helps fuel the growth of the Cuyuna Country State Recreation area and provides transportation and safe route to school alternatives, thus helping to remove vehicles from the heavily traveled State Hwy 210.	This project will directly benefit the byway, its intrinsic qualities, and the byway traveler experience. The project implements the GRR CMP and several other state and local plans.
City of Rice	City of Rice Railroad Crossing and Connection	\$164,512	This corridor is one of only two options to cross the railroad which bisects the community and is the only crossing centrally located. The lack of pedestrian/bicyclist facilities on this corridor deters many away from active transportation. Housing developments, the City ball fields, parks, private businesses, Mississippi River Trail and Bend in the River Regional Park reside on the west side of the tracks. On the east, you will find amenities such as restaurants, convenience stores, private businesses, Rice Elementary, City Hall, emergency services, and other neighborhoods. The proposed trail will connect to existing bicycle/pedestrian facilities closing a safety gap.	This project will benefit byway travelers bicycling the MRT and needing hospitality services in Rice. This is an area with few traveler services so these improvements are an important opportunity to fulfill local plans benefitting travelers and residents alike.

City of Little Falls	Ripley Spur Pedestrian Crossing Improvement Project	\$368,000	The proposed project will eliminate gaps in the city's pedestrian infrastructure network and connect two historical neighborhoods on the east side of the city. Little Falls City Hall is located where 1st Street NE crosses the railway. 4th Street NE crosses the railway one block from North End Park, one of two parks in the northern part of the city. Due to their proximity to city services and recreation, 4th and 1st Street NE have high volumes of pedestrian usage. As mentioned in the ADA Transition Plan, Little Falls prioritizes improvements in areas near government buildings and city parks.	This project will benefit byway travelers including pedestrians and those bicycling the MRT. It serves residents and the byway travelers who seek hospitality services in Little Falls. It also directly improves ADA accessibility, which is a GRR CMP strategy.
City of La Crescent	La Crescent Safe Routes to School Plan Implementation	\$389,052	The projects identified in the Safe Routes to School plan meet this requirement by connecting all community members to these schools. Parents, staff, and students all utilize the routes that would be improved by these infrastructure projects to commute to and from these four school campuses.	This project will not benefit the byway as the improvements are not on or near the GRR, MRT or byway amenities.
City of Red Wing	Mississippi Blufflands State Trail - Red Wing Riverfront	\$2,300,000	The Riverfront Trail project is an important element of the City's multi-modal transportation planning efforts to provide a pedestrian, bicycling and commuting connection between residential neighborhoods, employment centers, and the downtown and riverfront parks. Since the completed trail will provide connectivity directly to the Cannon Valley Trail and the Goodhue Pioneer State Trail, this project will also connect residents to important employment centers located in the western sections of Red Wing, providing alternative transportation modes. The project will also improve safety for long distance bicyclists and pedestrians by providing a commuting option separated from vehicle traffic.	This project will directly benefit the byway and MRT experiences at some of Minnesota's iconic geology and archeologic resources. It helps implement several MnGRR CMP strategies, improves access to a challenging site, and connects river amenities.
City of Sartell	Sartell 2026 Trail and Sidewalk Improvements	\$312,247	This project will allow students, residents, and visitors a safe option to walk or bike to their destination, whether it is to school, home, work, or recreation/community amenities. Walking and biking along the side of a road or through a parking lot where cars are traveling and maneuvering substantially increases the risk of an accident. Completing these sidewalk and trail gaps will increase safety for people walking and biking and help to create an environment where non-vehicle travel is encouraged.	This project will not directly benefit the byway or byway experience as it is not on the GRR, MRT, or at byway amenities.
City of Brainerd	10th Avenue - Cuyuna Lakes State Trail Project	\$225,000	This project would be a continuation of work currently being completed and soon to be completed along the Cuyuna Lakes State Trail. In 2022, the City constructed trail to the NP Center with a funding request in the most recent bonding bill request for the next connection east to 28th Street. With MnDOT will be constructing another segment with their Highway 25 Bridge project in 2023, this project would provide a needed connection from TH 25 to TH 210 which has identified future connections east towards trail segments in Crosby, Ironton and Riverton.	This project will benefit the GRR, MRT and will serve as a byway amenity providing access to other byway amenities. It helps implement the GRR CMP and several other state and local plans.