Welcome

80th Street (CSAH 28)
ROADWAY & SAFETY IMPROVEMENTS

Public Input Meeting • March 28 • 4:30–6:30 pm

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Engineering, Reimagined
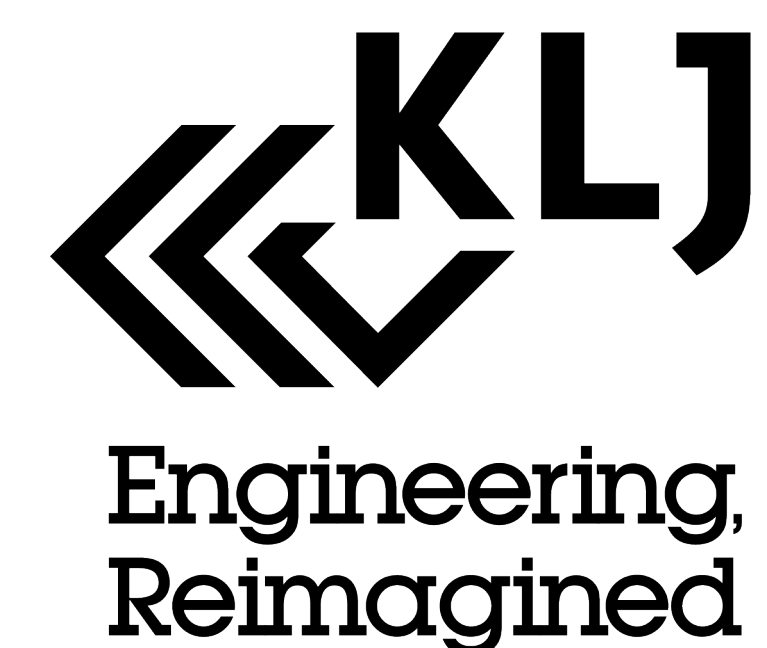
PROJECT OVERVIEW

- Converting the roadway to three-lanes from Babcock Trail to Bowman Avenue.

- Improving pedestrian crossings and accessibility throughout the corridor.

- Revising signals at Blaine Ave., Broderick Blvd., and Barnes Ave.

Timeline

2024

DESIGN will continue through the end of 2024.

2025

CONSTRUCTION will begin in the summer of 2025 and will be substantially complete prior to school starting in the fall of 2025.

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INVER GROVE HEIGHTS

4 to 3 Lane Reduction

Safe Routes to School Improvements

IMPROVED PEDESTRIAN CROSSING

SIGNAL REVISIONS

80th St E

4-LANE TO 3-LANE CONVERSION

- Current and projected traffic volumes do not support the need for four-lanes.

- Provides consistency with previous three-lane conversion of 80th Street east of Bowman Avenue.

- Three-lane roadways typically have lower crash and severity rates than multi-lane roads.

- Three-lane roadways allow for safer pedestrian crossings due to shorter crossing distances.
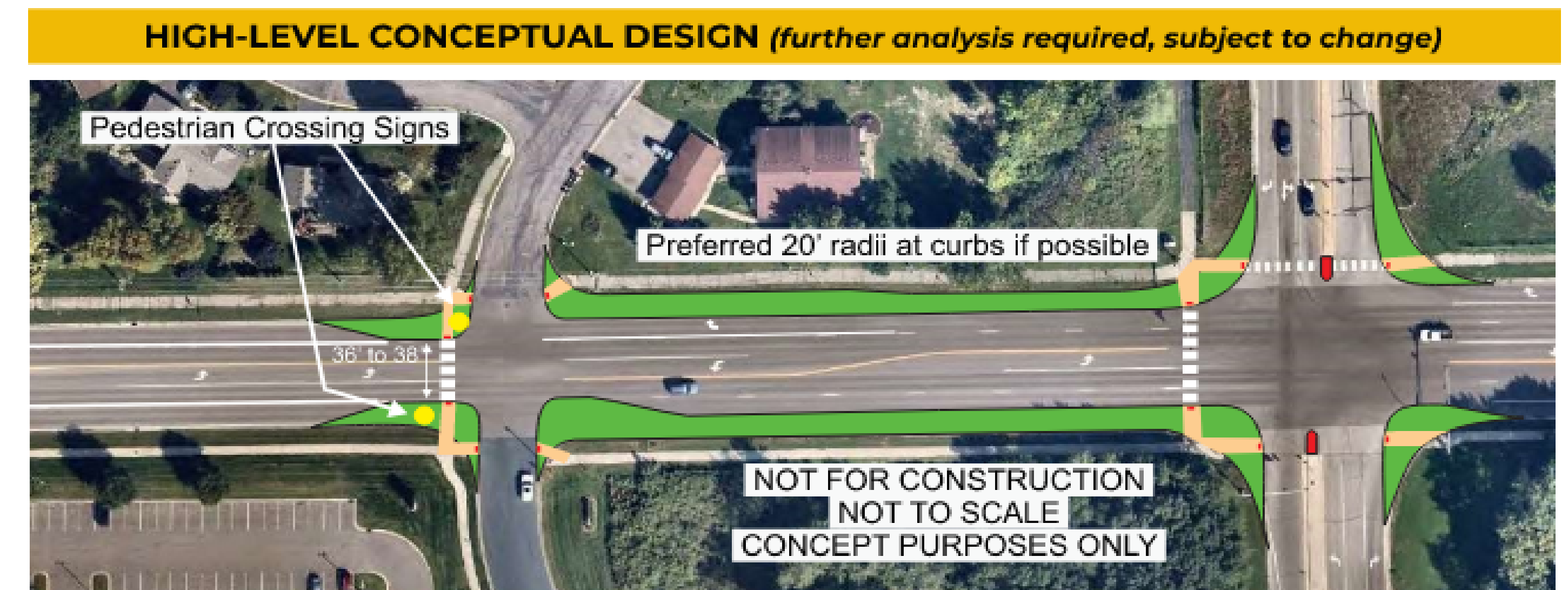
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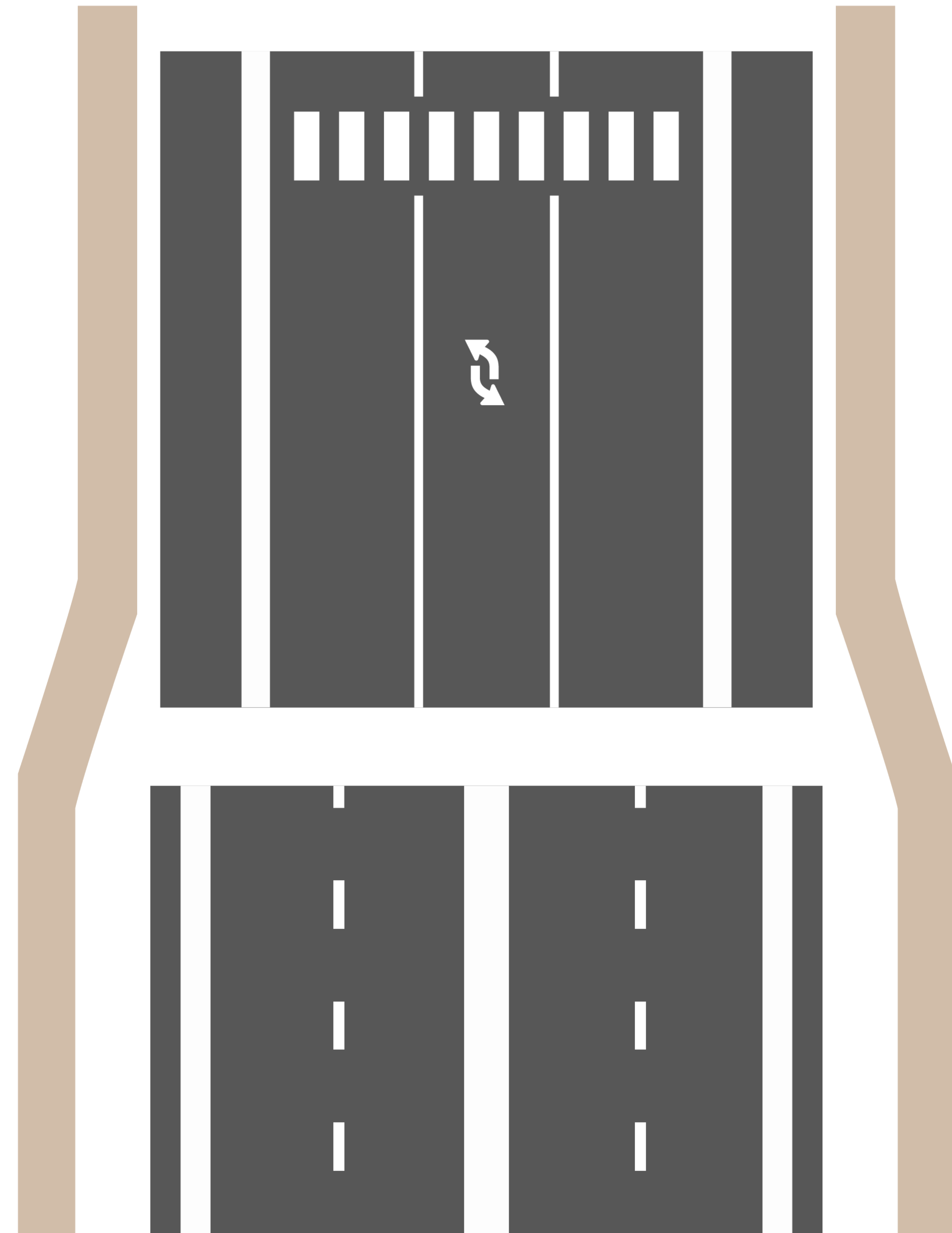
SAFE ROUTES TO SCHOOL & PEDESTRIAN IMPROVEMENTS

Pedestrian Crossing Safety Assessment

Recommendations	How this project will address
Add 80th St & Barbara Avenue pedestrian crossing. Improvement location was selected due to crash history, number of lanes, and proximity to offices and public buildings.	Add marked pedestrian crossing, reduce crossing distance with curb modification, and add lighting.
Improve pedestrian movements.	Reduce the number of travel lanes and modify curb lines to reduce pedestrian crossing distances throughout the corridor.

80TH ST (CSAH 28) & BARBARA AVENUE CONCEPT developed as part of study

HIGH-LEVEL CONCEPTUAL DESIGN *(further analysis required, subject to change)*

Pedestrian Crossing Signs

Preferred 20' radii at curbs if possible

36 to 38

NOT FOR CONSTRUCTION
NOT TO SCALE
CONCEPT PURPOSES ONLY

Inver Grove Middle & Simley High Infrastructure Recommendations

Recommendations	How this project will address
Install RRFB at 80th and Boyd and pedestrian-scale lighting; consider extending landing space and curb cut on northwestern corner of intersection to be able to walk/bike from Boyd to the 80th Street crossing.	Further improve pedestrian crossings. Provide pedestrian access along Boyd Avenue and improve pedestrian crossing directionality.
Reconstruct school driveway on 80th to improve pedestrian comfort and safety (ISD lead)	Narrow driveways and tighten curve radius to reduce pedestrian crossing distances.

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