

Concord Boulevard/Mississippi River Greenway Crossings & 80th Street Trail Gap



Projects FAQ



The following provides additional background of key elements for the planned projects.

Raised Crosswalk

A raised crosswalk is a combination of marked crosswalk and raised cement crossing, like a speed bump though wide and level to walk or bike across. Key benefits include increasing the visibility of people walking, rolling, and biking, and slowing vehicle speeds to improve intersection safety for everyone. A total of nine raised crosswalks will be constructed, averaging about 3 inches high (the width of a credit card) and gradually rising so vehicles can easily traverse. Several raised crosswalks exist in the area, including locations in Saint Paul. The raised crosswalks that will be constructed along the east side of Concord Boulevard will directly serve the popular Mississippi River Greenway.

Right Turn Lane Removal

Right turn lanes will be removed at 11 intersections along Concord Boulevard. This decision was made due to low recorded traffic volumes and no documented crash history. There are a variety of benefits to strategically removing right turn lanes which includes calming traffic without creating congestion due to existing volumes along Concord Boulevard, shortening the distance to cross the roadway by walking or biking, and using that excess space for wider boulevard or sidewalk/trail improvements.

Identification of Crossing Locations

Locations for new curb ramps, curb extensions, medians, raised crosswalks, and rectangular rapid flashing beacons (RRFBs) included the following process:

- Collected data showing how many people were crossing at 16 locations along Concord Boulevard on an average day.
- Considered the number of lanes, posted speed limit, and traffic volumes along Concord Boulevard.
- Reviewed community engagement prioritizing locations for improvements which was collected in November 2022.

A total of 12 locations will have projects to improve walking or biking across Concord Boulevard. Due to the number of lanes (size of the roadway) and posted speed limit, Coffman Path and Cooper Path were not considered at this time.