



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02104 - Lake Waconia Regional Park Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/26/2014 11:34 AM

Primary Contact

Name:* Marty J Walsh
Salutation First Name Middle Name Last Name

Title: Parks Director

Department: Parks

Email: mwalsh@co.carver.mn.us

Address: 11360 Hwy 212

***:** Cologne, Minnesota 55322
City State/Province Postal Code/Zip

Phone:* 952-466-5252
Phone Ext.

Fax: 952-466-5223

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government
Organization Website:
Address: PUBLIC WORKS
11360 HWY 212 W #1

* COLOGNE Minnesota 55322-9133
City State/Province Postal Code/Zip
County: Carver
Phone:* Ext.
Fax:
PeopleSoft Vendor Number 0000026790A12

Project Information

Project Name Lake Waconia Regional Park Connection
Primary County where the Project is Located Carver
Jurisdictional Agency (If Different than the Applicant):

The project will construct a portion of the Lake Waconia Regional Trail, a Tier 1 regional priority bicycle transportation corridor with a defined alignment, in Carver County. The trail will connect historic downtown Waconia to the Lake Waconia Regional Park, Island View Golf Course and ultimately be part of a trail encircling Lake Waconia providing a car-free link to the Dakota Rail Regional Trail, the Carver Park Reserve, and downtown Victoria (See Figure 1).

The project will construct 1.2 miles of multi-use, paved trail through Lake Waconia Regional Park from Old Beach Lane to the Island View Golf Course (see Figure 1), taking advantage of an existing half-mile of graded land on the west side of County Road 92. This area was prepared specifically for this portion of Lake Waconia Regional Trail. Also, at the intersection of the trail and County Road 92 the project will construct a bicycle/pedestrian refuge, to create a two-stage crossing, and install a rectangular rapid flash beacon (RRFB) to ensure trail users can safely cross this high-speed roadway barrier. Lastly, the project also includes the installation of bicycle parking and rest stop amenities (two benches and a trash receptacle) where the trail connects to Lake Waconia Regional Park.

The construction of the proposed project works toward completing the long-term vision for the trail network in the City of Waconia and Carver County as well as supports the areas active living goals. Current transportation facilities in this area do not encourage active transportation the roads in this area were designed with only vehicles in mind. The Lake Waconia Regional Trail will offer a safe, pleasant way for persons of all abilities (including children and persons with disabilities) to actively

Brief Project Description (Limit 2,800 characters; approximately 400 words)

travel between multiple popular attractions in the area in a car-free setting. Furthermore, the proposed project enhances safety for these users by pairing median crossing island with an RRFB at the intersection of the trail and County Road 92. Federal Highway Administration research shows that installing RRFBs can increase yielding compliance (i.e. cars yielding to crosswalk users) by as much as 62%. This crossing design will encourage the 117,000 annual park visitors to access the park on foot or by bicycle.

With all the benefits of this project considered together, the construction of this project will clearly benefit the well-being and health of Carver County and the region as a whole. This is especially important, because, according to Metropolitan Council population forecasts, both the City of Waconia and Carver County are expected to grow substantially in the coming years. Putting this infrastructure in place in the near-term will support active living in the long-term.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

1.2

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Carver County 2030 Comprehensive Plan (2010):
Page 6.34 and 6.37

Twin Cities Regional Bicycle System Study (2014):
Page 26 (Figure 12)

Connection to Local Planning

Metropolitan Council 2030 Regional Parks Policy Plan (2013), Page3-67 (Figure 3-1)

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	Metropolitan Council, Parks and Trails Funds
Federal Amount	\$745,520.00
Match Amount	\$186,380.00
<i>Minimum of 20% of project total</i>	
Project Total	\$931,900.00
Match Percentage	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	20%
Preferred Program Year	
Select one:	2019

Project Information

County, City, or Lead Agency	Carver County
Zip Code where Majority of Work is Being Performed	55386
(Approximate) Begin Construction Date	05/01/2019
(Approximate) End Construction Date	06/30/2020
LOCATION	
From: (Intersection or Address)	Old Beach Lane
<i>Do not include legal description;</i> <i>Include name of roadway if majority of facility</i> <i>runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	County Road 92 (at Island View Golf Course)
Type of Work	Paved regional multi-use trail with trail crossing enhancements
<i>Examples: grading, aggregate base, bituminous base, bituminous surface,</i> <i>sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,</i> <i>Park & Ride, etc.)</i>	
BRIDGE/CULVERT PROJECTS (If Applicable)	
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$30,000.00
Removals (approx. 5% of total cost)	\$3,800.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$12,000.00
Striping	\$2,300.00
Signing	\$9,600.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$59,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$116,700.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$440,100.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$30,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$119,000.00
Other Bicycle and Pedestrian Elements	\$226,100.00
Totals	\$815,200.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$931,900.00
Construction Cost Total	\$931,900.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
Lake Waconia Regional Trail Fig 1 Project Map.pdf	Figure 1 Lake Waconia Regional Trail Project Map	781 KB
Lake Waconia Regional Trail Fig 2 Project Concept.pdf	Figure 2 Lake Waconia Regional Trail Project Concept	75 KB
Lake Waconia Trail Supplemental Letter of Support.pdf	Lake Waconia Regional Trail Supplemental Letter of Support	449 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map

Lake Waconia Regional Trail RBTN.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 5846

Existing Employment Within One Mile (Integer Only) 3950

Completed by Metropolitan Council Staff

Total Project Cost \$931,900.00

Cost Effectiveness for Population \$159.41

Cost Effectiveness for Employment \$235.92

Upload Map

Lake Waconia Regional Trail PopEmploy.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly. Yes

The project will offer significant benefits to the large concentration of children living near the project and to persons with disabilities.

As shown below, the City of Waconia has a higher concentration of school-aged children than the seven-county metro as a whole. The new trail and trail crossing at County Road 92 will make it safer and easier for this cohort of residents to travel by foot or bicycle. The large concentration of young residents in the area makes it especially important to create a safe crossing across County Road 92, because childrens small size, inability to judge speeds, and lack of experience with traffic rules puts them at greater risk of injury/death during a crash.

Percentage of Children Living in the Area (2012 ACS)

Waconia: 34%

Seven-County Metro-area: 24%

Furthermore, the project will improve access from historic, downtown Waconia to the Lake Waconia Regional Park for persons with disabilities. Currently, persons traveling by wheelchair between the two locations must travel in the road. With the proposed improvements in place, persons traveling by wheelchair will be able to easily connect between the two locations.

Lastly, according to Metropolitan Council forecasts, the population in Waconia is expected to grow substantially in the future, thus increasing the number of children and persons with disabilities in the area.

Response (Limit 1,400 characters; approximately 200 words)

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Laketown Township	1.2
	1

Total Project Length

Total Project Length	1.2
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.2
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The Lake Waconia Trail segment closes a gap, circumvents a physical barrier and improves continuity between jurisdictions.

Constructing the project would close the existing gap between downtown Waconia and the Lake Waconia Regional Park which serves 117,000 visitors per year and the parks Event Center. Currently, residents wishing to access the northwest section of the park must travel over sand and grass. The trail will also close the existing gap between downtown Waconia and Island View Golf Club. Currently, club patrons and employees wishing to access the club by bicycle must travel along Highway 5 and County Road 92 roads designed only for high speed traffic. The project would encourage club patrons and employees to access the club by foot or by bicycle.

Response (Limit 1,400 characters; approximately 200 words)

The project also provides a crossing island paired with an RRFB to circumvent County Road 92 a high speed roadway is a physical barrier between downtown Waconia and all destinations to the east of the city.

Lastly, the proposed project improves trail network continuity between the City of Waconia and destinations in Laketown Township, like the Lake Waconia Regional Park. Also, this project is the beginning segment of the Lake Waconia Trail; therefore, it sets the foundation for improved continuity between Waconia, the Dakota Rail Regional Trail, the Carver Park Reserve, the City of Victoria and beyond.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The proposed project will reduce crash potential and provide trail users of all ages and abilities with a safer environment by creating a new car-free connection between downtown Waconia, the Lake Waconia Regional Park and the Island View Golf Course. Studies consistently conclude that bicycle specific facilities reduce crashes and injuries among cyclists (Reynolds, C., et al., 2009 - The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: a review of the literature, Environmental Health, 8, 47). Furthermore, the installation of a crossing island with a rectangular rapid flash beacon (RRFB) at the intersection of County Road 92 will create a safe passageway over this high speed (55 mph) roadway barrier. Crossing islands provide a simplified crossing maneuver by allowing bicyclists/pedestrians to concentrate on only one direction of traffic at a time. Also, Federal Highway Administration research shows that installing RRFBs can increase yielding compliance (i.e. cars yielding to crosswalk users) by as much as 62% (FHWA-SA-09-009). Together, the multi-use trail separated from traffic and the enhanced crossing amenities included in the proposed project will create a safe and welcoming environment for trail users of all ages and abilities.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Lake Waconia Regional Trail Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The proposed project is anchored by a robust pedestrian network in downtown Waconia. The historic downtowns mix of land uses attracts high levels of pedestrian traffic, including tourism pedestrian traffic. For example, the downtown includes a movie theater, multiple restaurants, cafés, and parks as well as many residential properties and multiple properties listed on the National Register of Historic places. The city's elementary school, Bayview Elementary, is also located downtown. As shown in Figure 1, the vast majority of the downtown area is lined with sidewalks. An existing trail segment links the proposed project directly to this network. When the proposed project is constructed, pedestrians will have a direct car-free connection from downtown to the Lake Waconia Regional Park and the Island View Golf Course. Also, when the Lake Waconia Trail is fully implemented, pedestrians will have direct, car-free access to the Carver County Reserve, the Dakota Rail Regional Trail, the City of Victoria and the rest of the regional trail network.

Lastly, the proposed project directly connects to the following high pedestrian-traffic areas, all called out in the City of Waconias Comprehensive Plan:

High density residential areas

Commercial areas

Mixed use areas

Park space

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The projects proposed project is a significant investment in pedestrian infrastructure and pedestrian safety. Currently, there are no existing pedestrian facilities along the proposed alignment. Pedestrians wishing to walk from downtown Waconia must travel through sand and grass to reach the Lake Waconia Regional Park Event Center (see Figure 1). Pedestrians trying to walk from downtown to the Island View Golf Course must risk their safety by walking on the narrow shoulders along County Road 92 or cut through multiple grassy fields. Constructing this segment of the Lake Waconia trail will give pedestrians a smooth, paved, and direct route to both locations. Installing a crossing median paired with a RRFB at County Road 92 will also improve safety for pedestrians. The crossing island will simplify the crossing movement by allowing pedestrians to concentrate on only one direction of traffic at a time and the RRFB will increase the percentage of cars that yield to users at the crossing.

Lastly, transit is not incorporated into this project, because there are no existing transit routes nearby to provide opportunities for connections. The transit lack of service is consistent with the project areas designation as Transit Market Area IV by the Metropolitan Council (i.e. an area that only supports only support dial-a-ride and peak period express/commuter service).

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

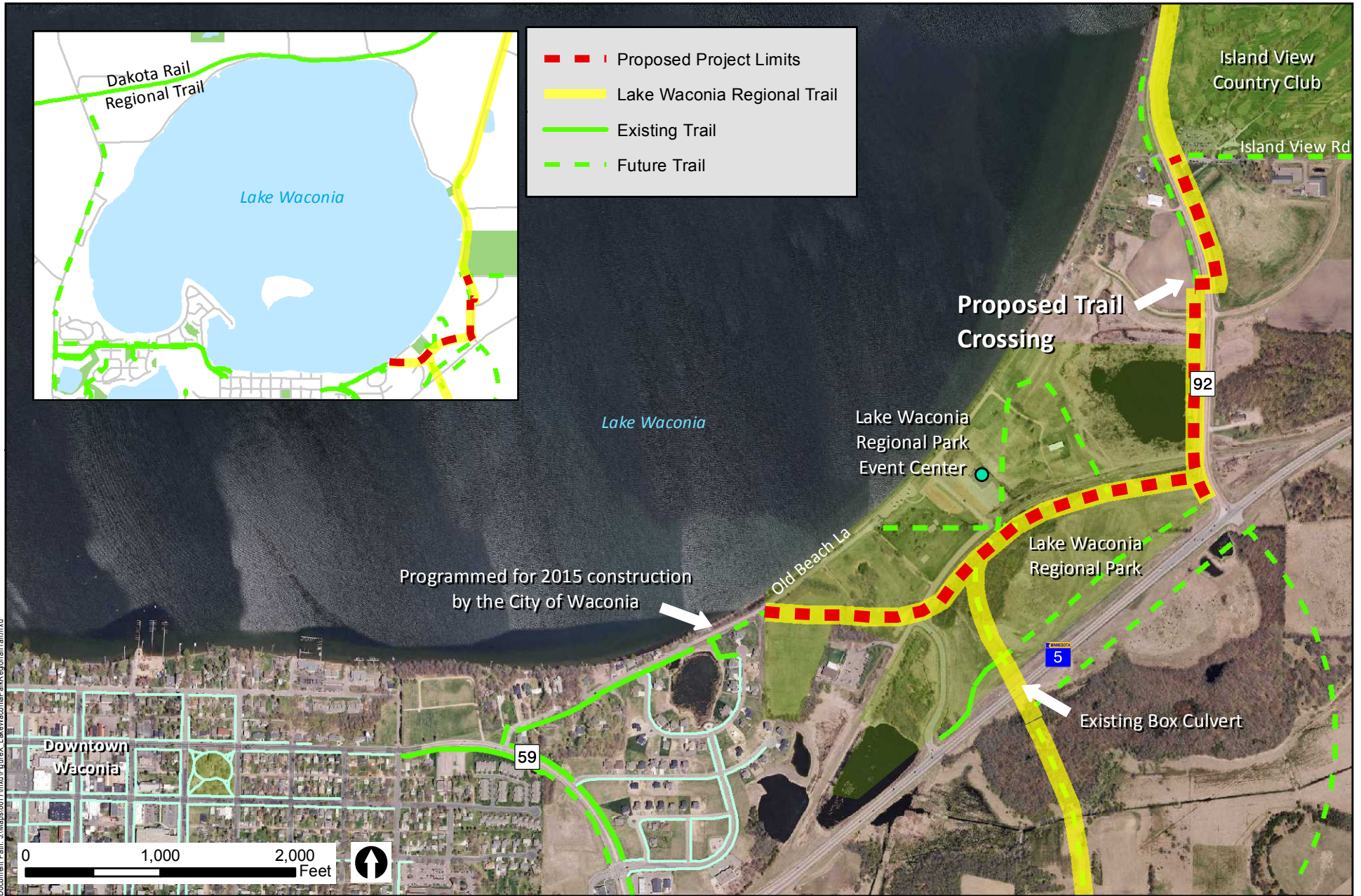
Construction plans have not been started Yes

0%

Anticipated date or date of completion

9)Letting

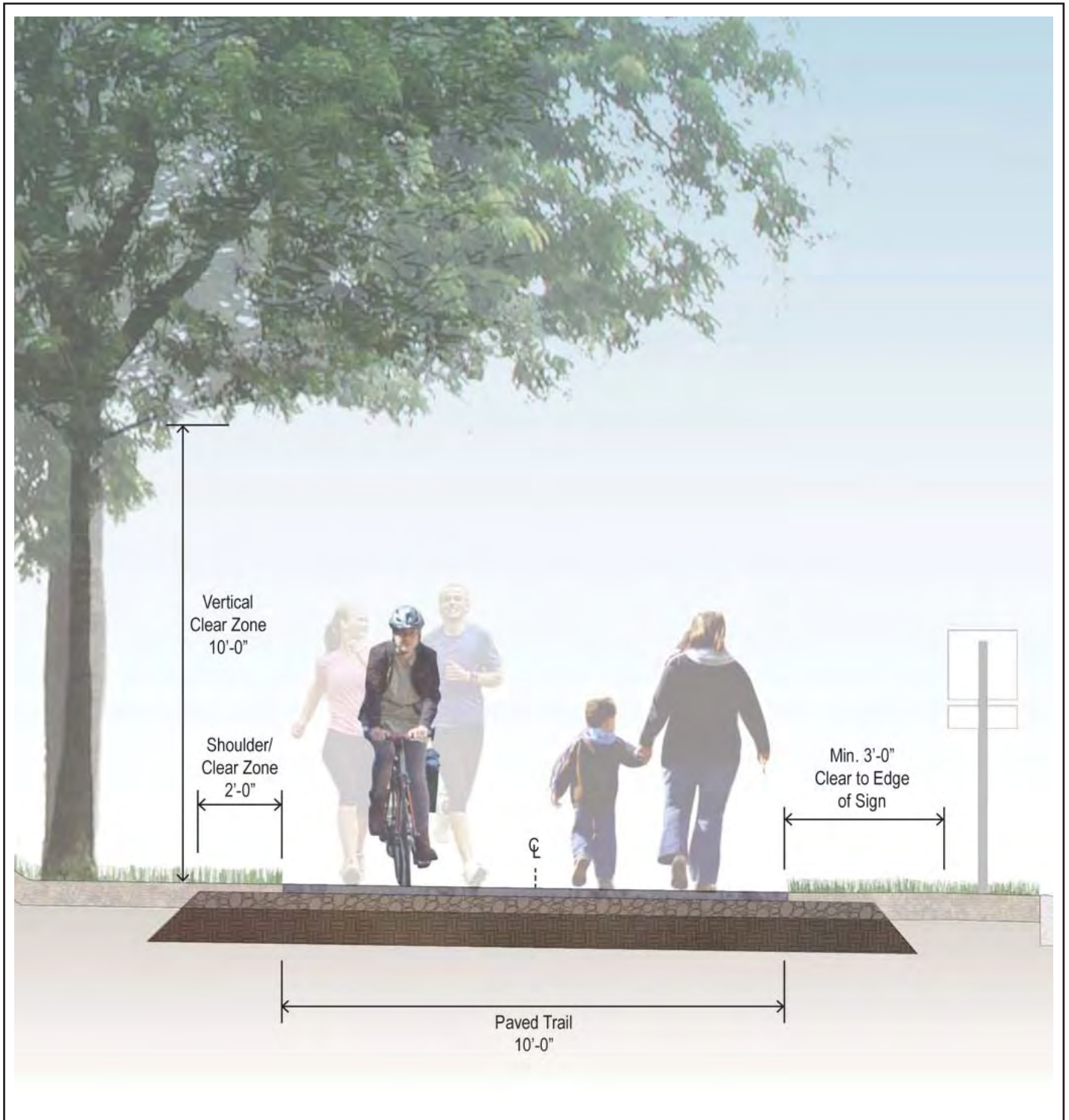
Anticipated Letting Date 03/13/2018



Project Limits

Lake Waconia Regional Trail
 Carver County Regional Solicitation Multi-Use Trail Application

Figure 1



Lake Waconia Park Regional Trail
Carver County Regional Solicitation Multi-Use Trail Application

Typical Trail Cross-Section
Figure 2



City of Waconia

November 17, 2014

Mr. Lyndon Robjent, P.E.
County Engineer
Carver County Public Works Division
11360 Highway 212
Cologne, MN 55322

SUBJECT: Regional Solicitation Multiuse Trails and Bicycle Facilities for the Lake Waconia Regional Park Connection

Dear Mr. Robjent:

The City of Waconia has been contacted by Carver County regarding support of the County's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from Old Beach Lane to Island View Golf Course.

On behalf of the City of Waconia, this letter will serve as the community's support of Carver County's application. We appreciate the County's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at (952) 442 3100.

Sincerely,

Susan Arntz

Waconia City Administrator

City Hall
201 South Vine Street
Waconia, MN 55387
952-442-2184

Public Services
310 10th Street East
Waconia, MN 55387
952-442-2615

Fire Station
26 Maple Street South
Waconia, MN 55387
952-442-2316

Safari Island Community Center
1600 Community Drive
Waconia, MN 55387
952-442-0695

Ice Arena
1250 Oak Avenue
Waconia, MN 55387
952-442-RINK (7465)



REQUEST FOR CITY COUNCIL ACTION

Meeting Date:	November 17th, 2014
Item Name:	County Trail Support
Originating Department:	Parks and Recreation
Presented by:	Craig Sinclair

Previous Council Action (if any):						
Item Type (X only one):	Consent		Regular Session		Discussion Session	
	X					

RECOMMENDATIONS/COUNCIL ACTION/MOTION REQUESTED *(Include motion in proper format.)*
 Provide letter of support to Carver County for the solicitation of Federal funds for the Lake Waconia Regional Trail.

EXPLANATION OF AGENDA ITEM *(Include a description of background, benefits, and recommendations.)*

City Staff has been in contact with Carver County which will be soliciting Federal funds for the Lake Waconia Regional Trail (see map). If successful this important segment of trail could begin construction in 2018.

As part of the Carver County's application, they are seeking a letter of support from the City of Waconia (see copy of letter).

Staff recommends providing the letter of support.

<p>FINANCIAL IMPLICATIONS:</p> <p>Funding Sources & Uses:</p> <p>Budget Information:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td>Budgeted</td> </tr> <tr> <td style="text-align: center;">x</td> <td>Non Budgeted</td> </tr> <tr> <td></td> <td>Amendment Required</td> </tr> </table>		Budgeted	x	Non Budgeted		Amendment Required	<p>ADVISORY BOARD RECOMMENDATIONS:</p> <p>Planning Commission</p> <p>Parks and Recreation Board</p> <p>Safari Island Advisory Board</p> <p>Other</p>
	Budgeted						
x	Non Budgeted						
	Amendment Required						
<p>Approved _____ Denied _____</p> <p>Resolution No. _____</p>	<p>Tabled _____ Other _____</p> <p>Ordinance No. _____</p>						

RBTN Evaluation and Major Barriers

Multiuse Trails and Bicycle Facilities Project: Lake Waconia Regional Trail Segment | Map ID: 1414526661769

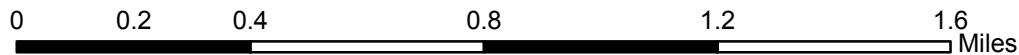
Laketown Twp.

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials



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LandscapeRSA1



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Population Summary

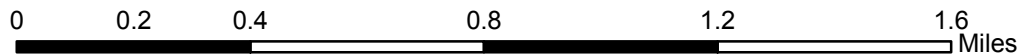
Multiuse Trails and Bicycle Facilities Project: Lake Waconia Regional Trail Segment | Map ID: 1414526661769

Results

Within ONE Mile of project:
 Total Population: 5846
 Total Employment: 3950



- Project
- 2010 TAZ



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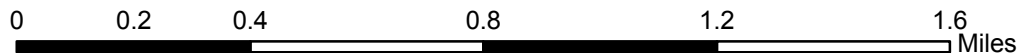
Laketown Twp.

Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty
- School



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Laketown Twp.

Results

Transit with a Direct Connection to project:

-- NONE --

Transit within QTR mile of project:

-- NONE --

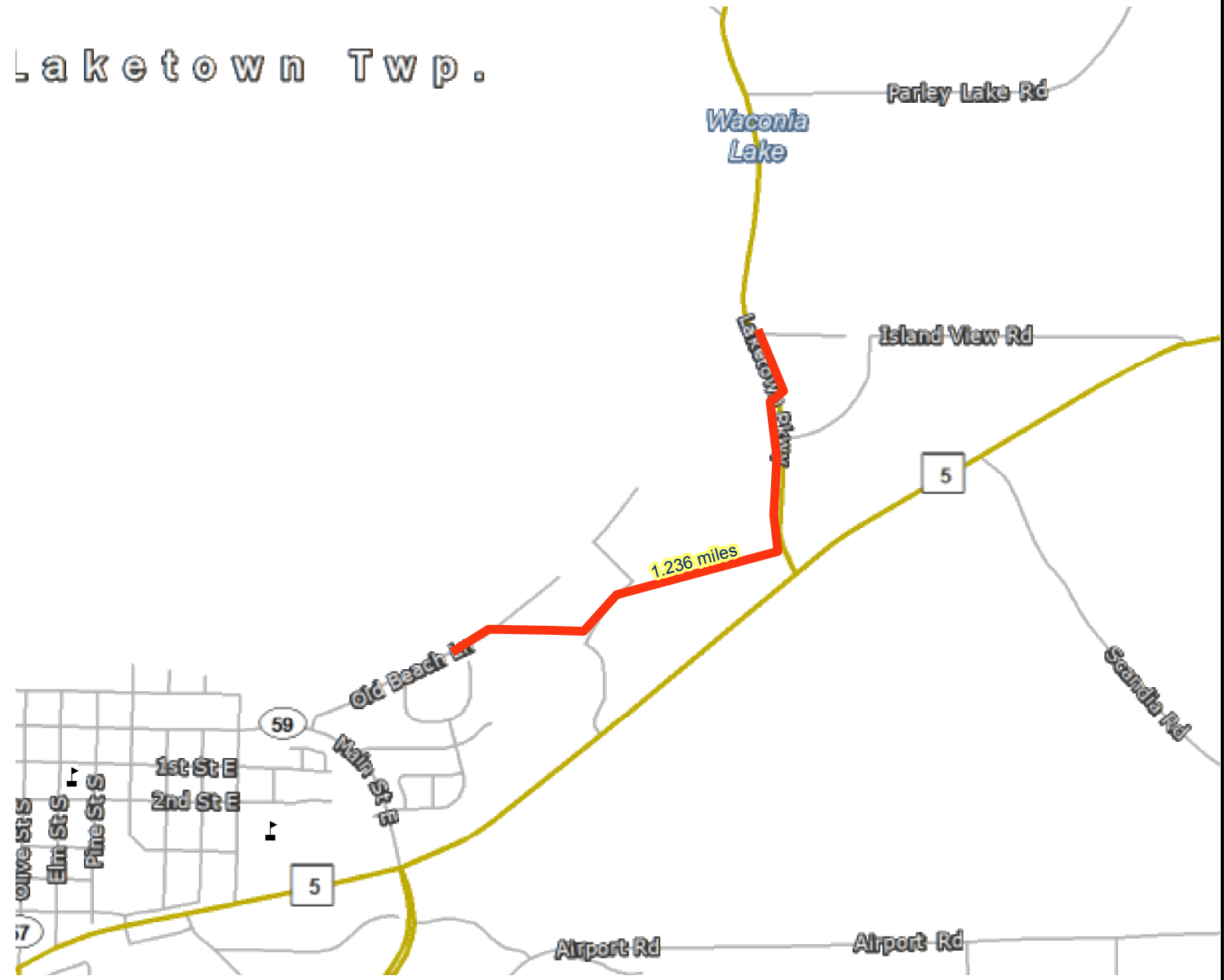
Transit within HALF mile of project:

-- NONE --

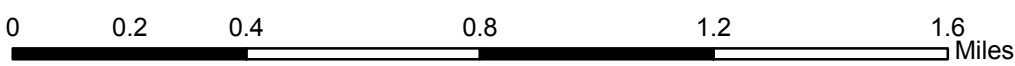
Transit within ONE mile of project:

-- NONE --

**indicates Planned Alignments*



— Project 🏫 School
• Active Stop



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