



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10885 - Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to Rolling Acres Rd

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 3:19 PM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

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 Minnetonka Regional Trail from Stieger Lake Boat Launch to CSAH 13 (Rolling Acres Rd.)

Primary County where the Project is Located

Carver

Cities or Townships where the Project is Located:

City of Victoria

Jurisdictional Agency (If Different than the Applicant):

Hennepin County Regional Rail Authority

Carver County is proposing to pave a 1.0 mile segment of the existing Lake Minnetonka Regional Trail between the Stieger Lake boat launch and CSAH 13 (Rolling Acres Road) in the City of Victoria. The proposed project includes an enhanced pedestrian crossing treatment for the regional trail at CSAH 13 (Rolling Acres Rd.). An RRFB with center median is proposed due to the level of traffic on CSAH 13 (11,900 ADT, 2016).

Paving this segment of trail and adding the crossing aid infrastructure will close the unpaved gap between the Highway 5 underpass and the constructed trail that connects to the MN Landscape Arboretum. This project will leverage the recent multimodal investment in this area and improve regional and local trail connectivity. Closing this unpaved gap will seamlessly connect the paved trail facility to the Arboretum, to downtown Victoria, which is a pedestrian-friendly mixed-use center, and to the Carver Park Reserve, a popular park that hosts a variety of programs and attracts thousands of visitors throughout the year. With the proposed project in place, trail users of all capabilities will be able to easily walk, skate, or ride between all three destinations.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The Lake Minnetonka Regional Trail is identified as a Tier 1 alignment in the Regional Bicycle Transportation Network (RBTN). This designation means improving accessibility and safety in the proposed project area will not only benefit the local community but will also benefit the region at large.

This segment of the regional trail is located on land owned by the Hennepin County Regional Rail Authority (HCRRA); however, the Three Rivers Park District maintains the existing facility in partnership with the City of Victoria. HCRRA, Three Rivers Park District and Carver County have a

signed joint memorandum of understanding that ensures current and future investments in Lake Minnetonka Regional Trail corridor have a clear plan for continued trail maintenance.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Lake Minnetonka Regional Trail from Stieger Lake boat launch to CSAH 13 (Rolling Acres Rd). Pave existing trail & add crossing aid at CSAH 13 trail intersection

Project Length (Miles)

1.0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$555,280.00

Match Amount \$138,820.00

Minimum of 20% of project total

Project Total \$694,100.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Parks & Trails Legacy funding

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency

Carver County

Zip Code where Majority of Work is Being Performed

55386

(Approximate) Begin Construction Date

07/01/2021

(Approximate) End Construction Date

11/01/2021

Name of Trail/Ped Facility:

Lake Minnetonka Regional Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: Stieger Lake Boat Launch (Stieger Lake Ln eastern driveway)
(Intersection or Address)

To: CSAH 13 (Rolling Acres Road)
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Primary Types of Work Bike path, Grading, Agg base, Bit base, Bit surface, Crossing aid, Lighting

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

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 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

These are the primary goals, objective, and strategies from the 2040 TPP supported by the proposed project:

Goal C - Access to Destinations; Objective - Increase the availability of multimodal travel options, especially in congested highway corridors; Strategy C1, C15, C16, C17 (Page 2.8 & 2.10).

Goal D - Competitive Economy; Objective - Invest in a multimodal transportation system to attract and retain businesses and residents; Strategy D1, D3 (Page 2.11).

Goal E - Healthy Environment; Objective - Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles; Strategy E3 (Page 2.12).

List the goals, objectives, strategies, and associated pages:

The project is also supported within the Bicycle and Pedestrian Investment Direction chapter in the following sections:

Regional Bicycle System Study (Page 7.6)

Defining Critical Bicycle Transportation Links (Page 7.15)

Local Planning for the Regional Bicycle Transportation Network Corridors and Alignments (Page 7.17)

Tier 1, Priority Regional Bicycle Transportation Corridors and Alignments (Page 7.22)

Critical Bicycle Transportation Links (Page 7.23)

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Carver County 2030 Comprehensive Plan (2010):
Page 6.36, 6.37, 6.38, 6.40 and 6.41

City of Victoria 2030 Comprehensive Plan Update
(2009): Page 64 and 80

List the applicable documents and pages:

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

Metropolitan Council 2040 Regional Parks Policy
Plan (2015): Page 45 (Figure 7)

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Yes

02/18/2014

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Safe Routes to School projects only:

3.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.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$20,000.00
Removals (approx. 5% of total cost)	\$10,500.00
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)	\$12,000.00
Traffic Control	\$8,000.00
Striping	\$3,500.00
Signing	\$14,600.00
Lighting	\$25,000.00
Turf - Erosion & Landscaping	\$41,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$20,200.00
Other Roadway Elements	\$0.00

Totals

\$154,800.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$358,400.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$20,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$89,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$70,300.00
Other Bicycle and Pedestrian Elements	\$1,600.00
Totals	\$539,300.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours

0

Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$694,100.00
Construction Cost Total	\$694,100.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map 1531424090203_Lk Minnetonka Reg Trail_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 11085

Existing Employment Within One Mile (Integer Only) 2809

Upload the "Population Summary" map 1531424131093_Lk Minnetonka Reg Trail_Pop-Employ Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

The City of Victoria has a Winter Use Agreement with Three Rivers Park District where the City plows to remove snow from the existing trail.

Upload Maintenance Plan (if no link is available)

1531424338703_Victoria_maintpolicy.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

The Lake Minnetonka Regional Trail is identified as a priority Regional Destination Trail Corridor in the County's Comp Plan. The Comp Plan included community engagement efforts of open houses, a survey, pop-up mtgs, engagement at the Park and Recreation Commission mtg, and the required 6-month review comment period. The trail connection is also identified in TH 5 Regional Trail Master Plan, which also had an extensive public engagement process of stakeholder mtgs, pop-up mtgs, open houses, review by County Park Commission, and review and recommendation by the County Board. The master plan was recently recommended for approval by the Metropolitan Parks and Open Space Commission to the Council.

Response:

This segment of the regional trail is located on land owned by the Hennepin Co. Regional Rail Authority (HCRRA); however, the Three Rivers Park Dist. maintains the existing facility. This shared responsibility model has been successful for years in this trail corridor. HCRRA, Three Rivers Park Dist., and Carver Co. have signed a joint MOU that ensures current & future investments and identifies a clear plan for continued maintenance on the corridor.

The City of Victoria has provided a letter of support for this project and residents have voiced the need for a ped. crossing safety improvement the regional trail crossing of CSAH 13, which is a high volume highway with 11,900 AADT.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The Lake Minnetonka Regional Trail project will offer significant benefits to the high percentage of children living near the project as well as people with disabilities. The percentages below show the communities surrounding the proposed project have a higher percentage of children (0-17 years of age) than Carver County and the Metro Area. This finding emphasizes that infrastructure investments which enhance the safety and overall quality of life for children in the project area will be comparatively advantageous. Due to children's small size, limited ability to judge speeds, and lack of experience with traffic rules, they are at a greater risk of injury/death from crashes. By pursuing improvements to the regional trail crossing at CSAH 13, the project will make the area considerably safer and easier for this younger cohort of residents to travel by foot or bicycle.

Response:

Percentage of Population Children Age 0-17 (2012-16 ACS 5-yr est.)

Project Census Tract: 31.0%

City of Victoria: 31.6%

Carver County: 27.9%

Twin Cities MSA: 24.0%

Percent of the population with a disability for the Project Census Tract (904.02) is 6.5%, which is higher compared to the city of Victoria's percentage of 4.3% and consistent with Carver County's percentage of 6.8 percent of the population with a disability (2012-16 ACS 5-yr est.).

The proposed project will address the unpaved regional trail gap and provide access to destinations by paving this segment of trail which connects downtown Victoria to the Carver Park

Reserve. Paving this section of the trail and adding the pedestrian crossing with curb bump outs and RRFB at CSAH 13 will provide better access for people with disabilities to downtown Victoria, the Carver Park Reserve, and the MN Arboretum, and support the region's active living goals. Access will be improved to destinations along the TH 5 corridor including Life Time Fitness, Paisley Palace, Lake Minnewashta Regional Park, and Bluff Creek Elm.

The project leverages additional benefit by connecting to the local trail systems of Chanhassen and Victoria, and the regional trail systems of Three Rivers Park District and Carver County. It provides mental and physical health benefits to underserved populations by connecting to public parks and the natural environment including forested spaces, lakeshore, & wetlands.

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

The proposed project is not expected to generate any negative externalities because this segment of the Lake Minnetonka Regional Trail already exists in an unpaved state. The footprint of the project will not change. The pedestrian crossing safety improvement at CSAH 13 is supported by the City of Victoria and residents have voiced a need for an improvement at this intersection.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531424736140_Lk Minnetonka Reg Trail_Socio-Economic Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Victoria	1.0	1.0	28.0	28.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.0

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.0
Total Housing Score 28.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or 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 Minnetonka Regional Trail project will close the unpaved trail gap between downtown Victoria, the Carver Park Reserve, and the Minnesota Landscape Arboretum. The Lake Minnetonka Regional Trail parallels TH 5, providing an alternate bicycle and pedestrian route to a highway not compatible for multimodal users. TH 5 is a multimodal barrier because of its high ADT (13,900, 2016, west of CSAH 13/Rolling Acres Rd.) and free flow travel speed (50 mph). TH 5 is not compatible for multimodal transportation use of the average adult bicyclist.

Paving this section of the Lake Minnetonka Regional Trail and adding a multimodal crossing at CSAH 13 (Rolling Acres Rd.) enhances the accessibility and safety of this trail segment making it a more viable transportation route for bicyclists and pedestrians. For example, bicyclists and pedestrians will have a paved route from Victoria to the MN Arboretum without needing to travel on TH 5 and can travel to the eastern Carver County line and beyond on a paved trail.

Response:

Overall, this project will provide a higher level of bikeability than the existing, unpaved trail. Commuters will have a more compatible, faster ride and people with lower levels of cycling ability will have a smoother ride compared to the unpaved trail or the TH 5 alternative. In addition, paved trails are more desirable for persons traveling by wheelchair due to these attributes. The project will allow trail users to easily walk, skate, or ride between all of the three major destinations: Downtown Victoria, Carver County Park Reserve, and the MN Arboretum. Access will also be improved to destinations along the TH 5 corridor including Life Time Fitness, Paisley Palace, Lake Minnewashta Regional Park, and Bluff Creek Elm.

The proposed project is the final segment of trail

needed to fully overcome these barriers. Met Council studies have recognized this project's potential contribution for addressing deficiencies on the RBTN. The proposed project advances the progress of a Tier 1 Alignment and the continued pursuit of this project illustrates the vested interest towards completion. As a result, the Lake Minnetonka Regional Trail project will be a critical step towards improving the RBTN.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The latest research available, NCHRP Report 841, indicates that installing an RRFB can reduce crashes by between 36% to 48%. A pedestrian refuge island can reduce pedestrian crashes by 32%, and a bump-out could have similar results. The project will make several crossing treatment improvements including at Stieger Lake Boat Access, Park Rd. (Carver Reserve Park), and Rolling Acres Rd. The installation of pedestrian curb bump-outs/pedestrian refuge island with a rectangular rapid flash beacon (RRFB) at CSAH 13 (Rolling Acres Rd.) will create a defined pedestrian and bicyclist passageway across this highway barrier with an AADT of 11,900. In addition, 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).

Response:

The current path is a mix of aggregate and dirt composition with rutting and undefined path. New grading and an asphalt surface with defined extra width shoulders will define directional paths and provide a smooth, rideable surface and conflict and use management. The project will connect to a currently paved, modernized path on the west end and set the stage for pavement to the underpass at TH 7.

In terms of alignment, the project will straighten the skew of the trail at Rolling Acres Rd. making the crossing clearer and safer. Some additional path and intersection lighting will also augment and improve safety and visibility.

As previously noted, cyclists and pedestrians looking for a paved route from Victoria to the MN Arboretum currently must travel along TH 5 to enter the Arboretum. TH 5's heavy traffic between CSAH 13 and TH 41 (26,000 AADT) and west of CSAH 13 (Rolling Acres Rd) (13,900 AADT) and narrow

shoulders are not a compatible on-road bicycle and pedestrian environment. The proposed project offers trail users a safe, off-street route between the two destinations.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Lake Minnetonka Regional Trail project specifically includes an enhanced pedestrian crossing treatment for the regional trail at CSAH 13/Rolling Acres Rd. An RRFB with center median is proposed due to the level of traffic on CSAH 13 (11,900 ADT, 2016).

Upgrading the regional trail from unpaved to paved will improve the safety and travel experience for all bicyclists and pedestrians including those with mobility challenges and bicyclists using the trail for a commuter connection. A paved surface offers a safer and smoother experience for trail users of all abilities.

The project connects to and is part of Victoria's 18 mile off-road trail network. Creating a safe, attractive off-street facility means fewer bicyclists and pedestrians will attempt to ride on TH 5, which due to high volumes and free flow speed is not compatible for the average adult bicyclist. The section of TH 5 that parallels the proposed project is congested during peak times. The project will provide a transportation alternative for pedestrian and bicyclists and less potential vehicle-pedestrian conflicts.

Response:

SouthWest Transit serves the City of Victoria and the project area with SouthWest Prime transit service. SW Prime is an on-demand transit ride service and is ADA compliant and bicycle compatible. Users can get a ride from Victoria to a location within Chanhassen, Chaska, Carver, and Victoria or transfer to the Eden Prairie zone and connect to other fixed SouthWest Transit routes and to other regional transit providers. In addition, SouthWest Transit has a fixed route connector service planned as part of the Green Line Light Rail Transit connection plan to connect downtown Victoria directly to the Green Line Extension in

Eden Prairie. Overall, the project incorporates transit by being a multimodal, accessible facility connecting regional community destinations where transit can be accessed (e.g. Downtown Victoria) via regional trail.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531500910187_Lake Minnetonka Regional Trail_layout_letter8.5x11.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$694,100.00

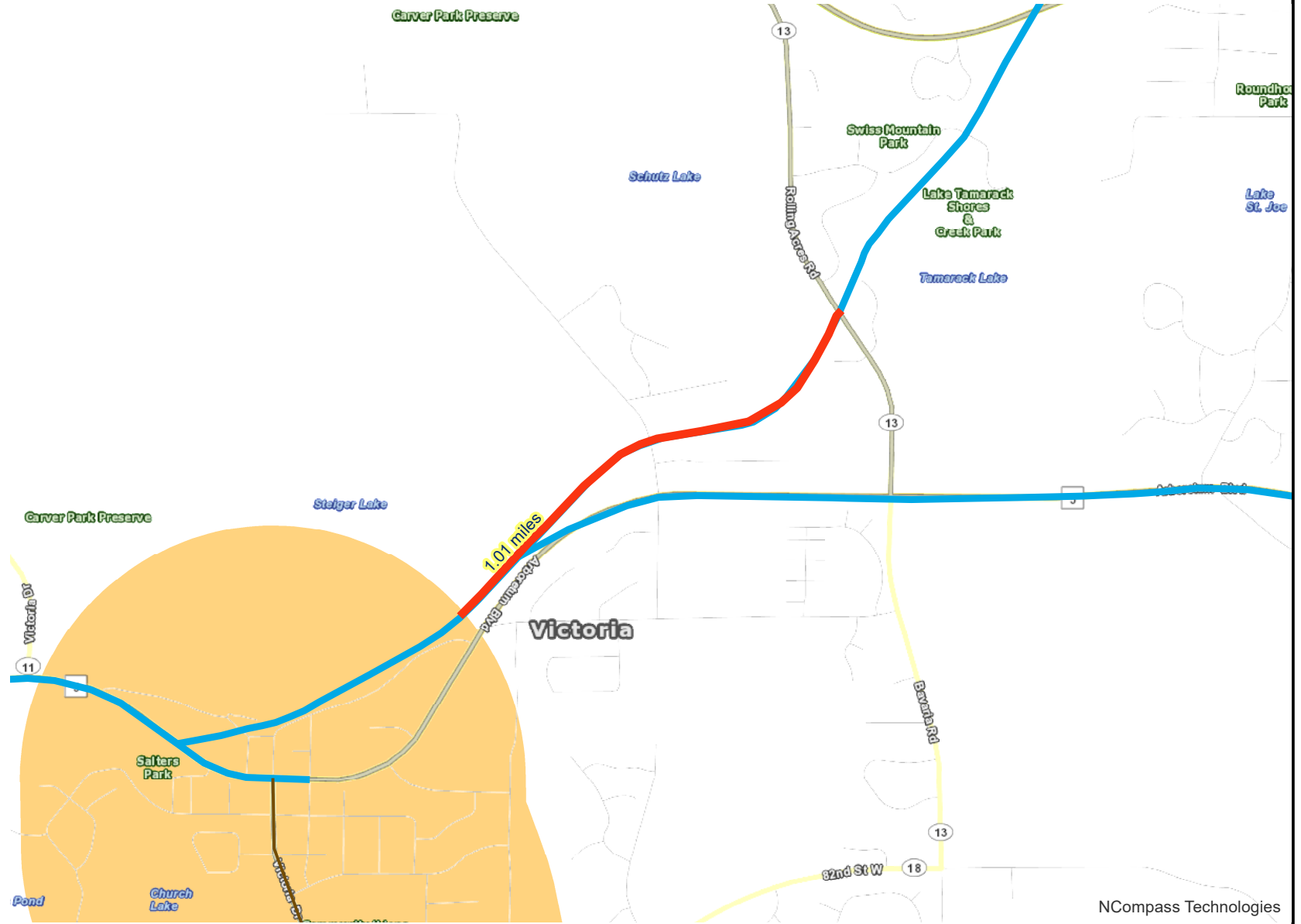
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$694,100.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

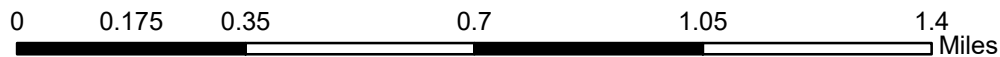
File Name	Description	File Size
Carver Co_Lake Minnetonka Regional Trail_Photo.pdf	Existing Conditions Picture	370 KB
CarverCo_LkMinnetonkaRegTrail_Summary.pdf	1 Page Project Summary	807 KB
HCRRA Letter of Support.Carver County.pdf	Letter of Support from Facility Owner	215 KB
Lake Minnetonka Regional Trail_concept.pdf	Concept Map	966 KB
Lake Minnetonka Regional Trail_layout_letter8.5x11.pdf	Project Layout & Agency Approval Letters	386 KB
Victoria_letterofsupport.pdf	City of Victoria Letter of Support	206 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Minnetonka Regional Trail from Steiger Lk Boat Launch t | Map ID: 152907100



- Project
- RBTN Tier 1
- RBTN Tier 1 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 2
- Minor Arterials
- Principal Arterials



Created: 6/15/2018
LandscapeRSA6



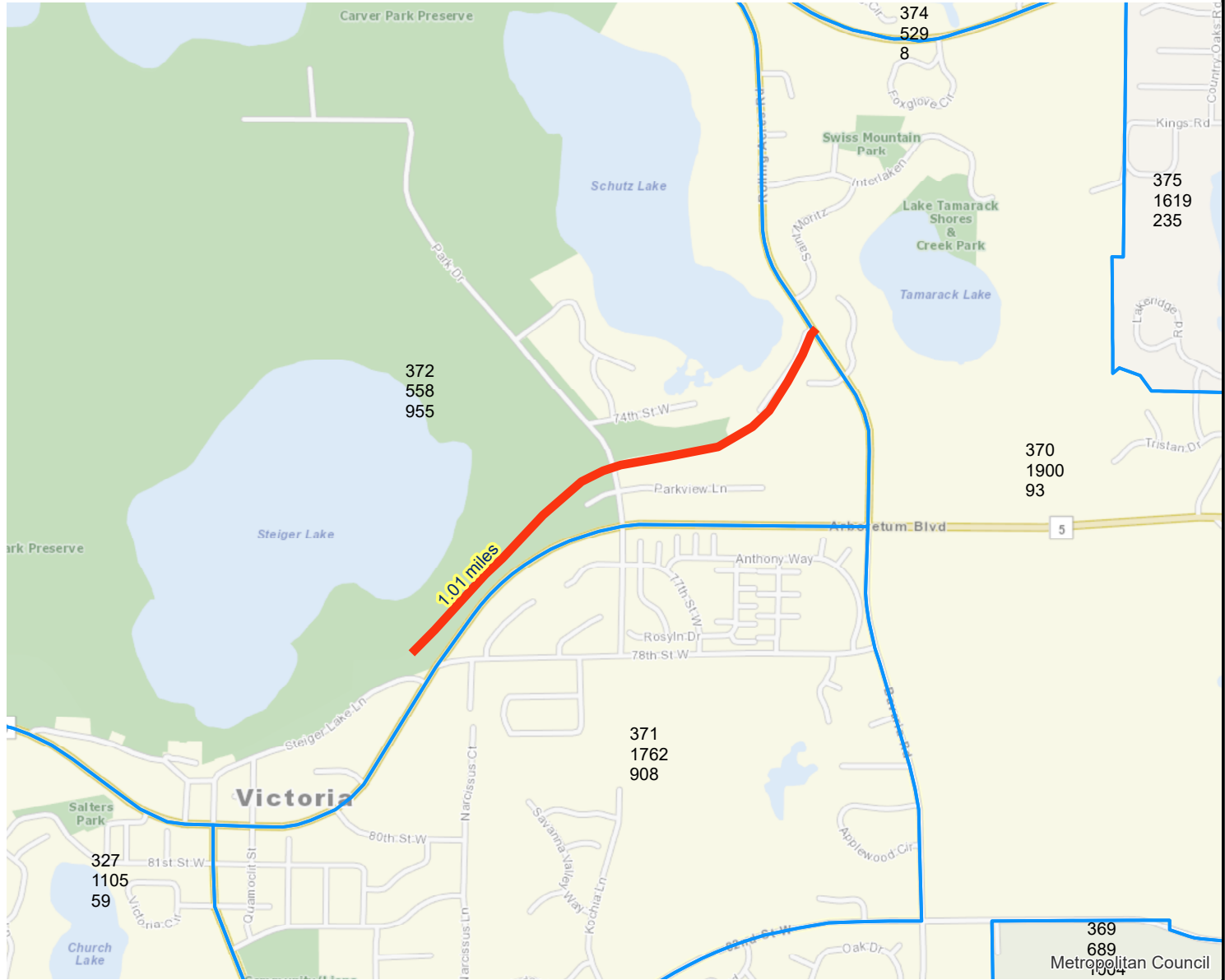
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

NCompass Technologies



Population/Employment Summary

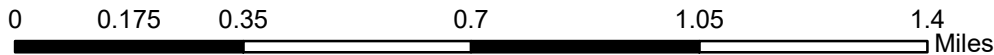
Multiuse Trails and Bicycle Facilities Project: Lake Minnetonka Regional Trail from Stieger Lk Boat Launch t | Map ID:



Results

Within ONE Mile of project:
 Total Population: 11085
 Total Employment: 2809

- Project
- 2010 TAZ



Created: 6/15/2018
 LandscapeRSA4



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



AGENDA STATEMENT NO. 12-122

BUSINESS OF THE CITY COUNCIL
City of Victoria, Minnesota

SUBJECT: Authorize a Five-Year Winter Use Permit for Regional Trail

FOR COUNCIL AGENDA DATED: August 13, 2012

EXHIBITS: Permit

DEPARTMENT: Parks and Recreation

SUMMARY:

Staff is requesting a five-year Winter Use Permit for the LRT trail activities instead of annually to save on administrative time. Since 2003, the City has submitted a permit for the use of the LRT Trail for winter activities within the City limits. The authorized winter use activities include: hiking, biking, cross-country skiing, snowshoeing and walking. Snowmobiling is not allowed on the trail.

The City provides winter maintenance for the LRT which includes plowing and trash pick-up. Three Rivers Park District requires that the City complete a permit to provide this service.

STAFF RECOMMENDATION:

Approve a five-year Winter Use Permit for Regional Trail Activities.

Budget N/A General Operating/Maintenance

Non-Budget:

**THREE RIVERS PARK DISTRICT
REGIONAL TRAIL SYSTEM
2012-2013 WINTER USE PERMIT**

Name of City <u>Victoria</u>	City Hall Phone <u>952-443-4210</u>
Contact Person <u>ANN MAHNKE</u>	Phone _____
Contact Person Email Address _____	
Maintenance Contact Person _____	Phone _____
Maintenance Contact Person Email Address _____	
Regional Trail From <u>Nov. 15, 12</u>	to <u>MAR 31, 13</u>
Authorized 2012-2013 Winter Activities <u>Plowing, Trash Pick-Up</u>	
Regional Trail From _____	to _____
Authorized 2012-2013 Winter Activities _____	
Regional Trail From _____	to _____
Authorized 2012-2013 Winter Activities _____	
Regional Trail From _____	to _____
Authorized 2012-2013 Winter Activities _____	
Regional Trail From _____	to _____
Authorized 2012-2013 Winter Activities _____	

Authorization is hereby requested from the Park District Board of Commissioners to use portions of the Regional Trail Corridor for winter use activities between November 15, 2012 and March 31, 2013, as determined by each municipality within guidelines set forth herein on District Regional Trails located within individual City boundaries.

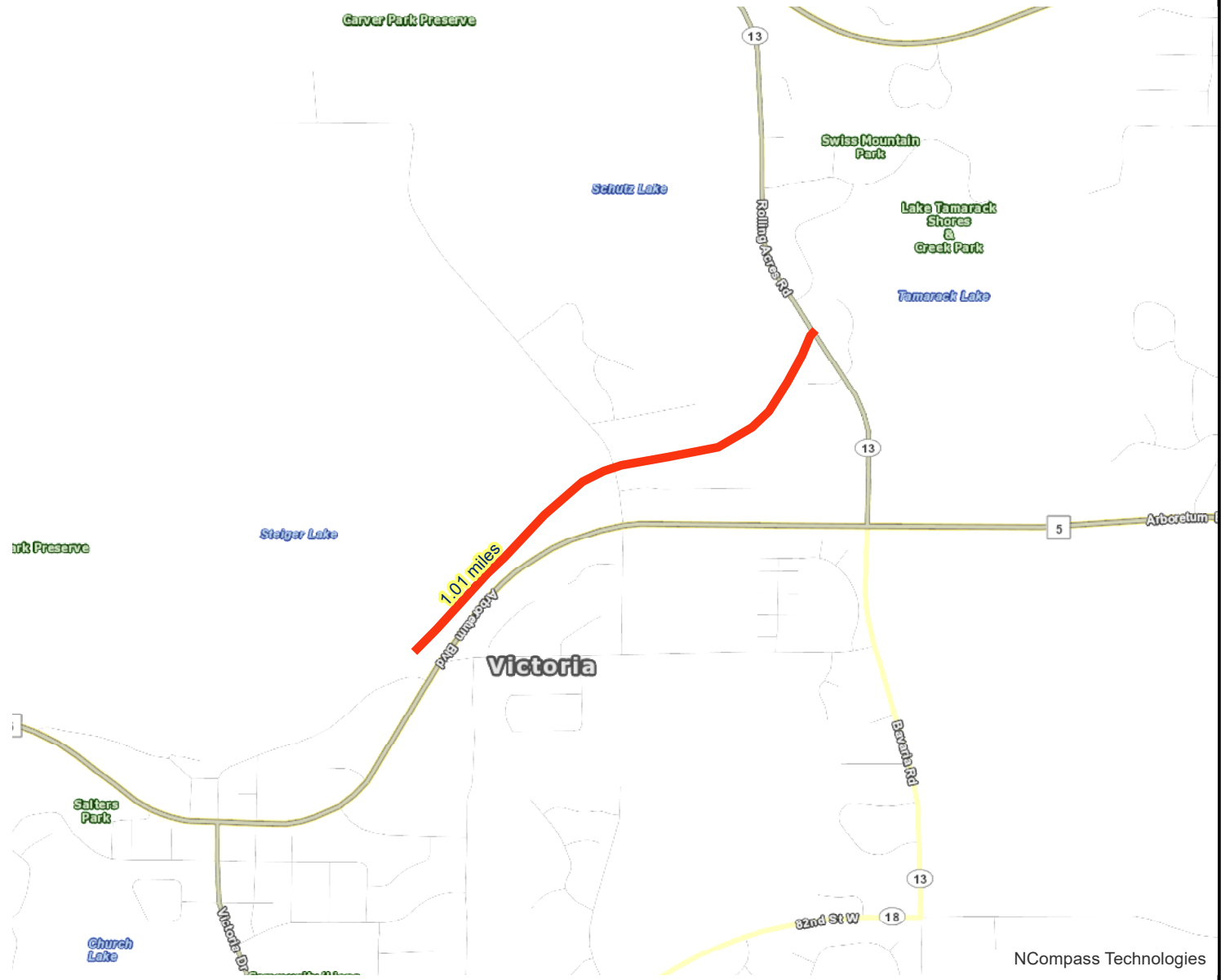
It is understood and agreed that approval from the Park District Board of Commissioners is contingent upon the following conditions:





1. The City agrees to defend, indemnify, and hold harmless the Park District, its officials, officers, agents, volunteers, and employees from any liability, claims, causes of action, judgments, damages, losses, costs or expenses, including reasonable attorney's fees, resulting directly or indirectly from any act or omission of the City, its respective contractors, anyone directly or indirectly employed by the City, and/or anyone for whose acts and/or omissions they may be liable for related to the winter use of the Regional Trail Corridor. Nothing in this Agreement constitutes a waiver by the City of any statutory or common law defenses, immunities, or limits on liability. The City cannot be required to pay on behalf of itself and Three Rivers Park District, any amounts in excess

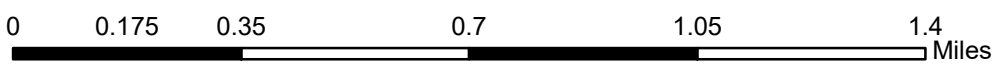
Socio-Economic Conditions

Results

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:
(0 to 12 Points)



 Project	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 Above reg'l avg conc of race/poverty



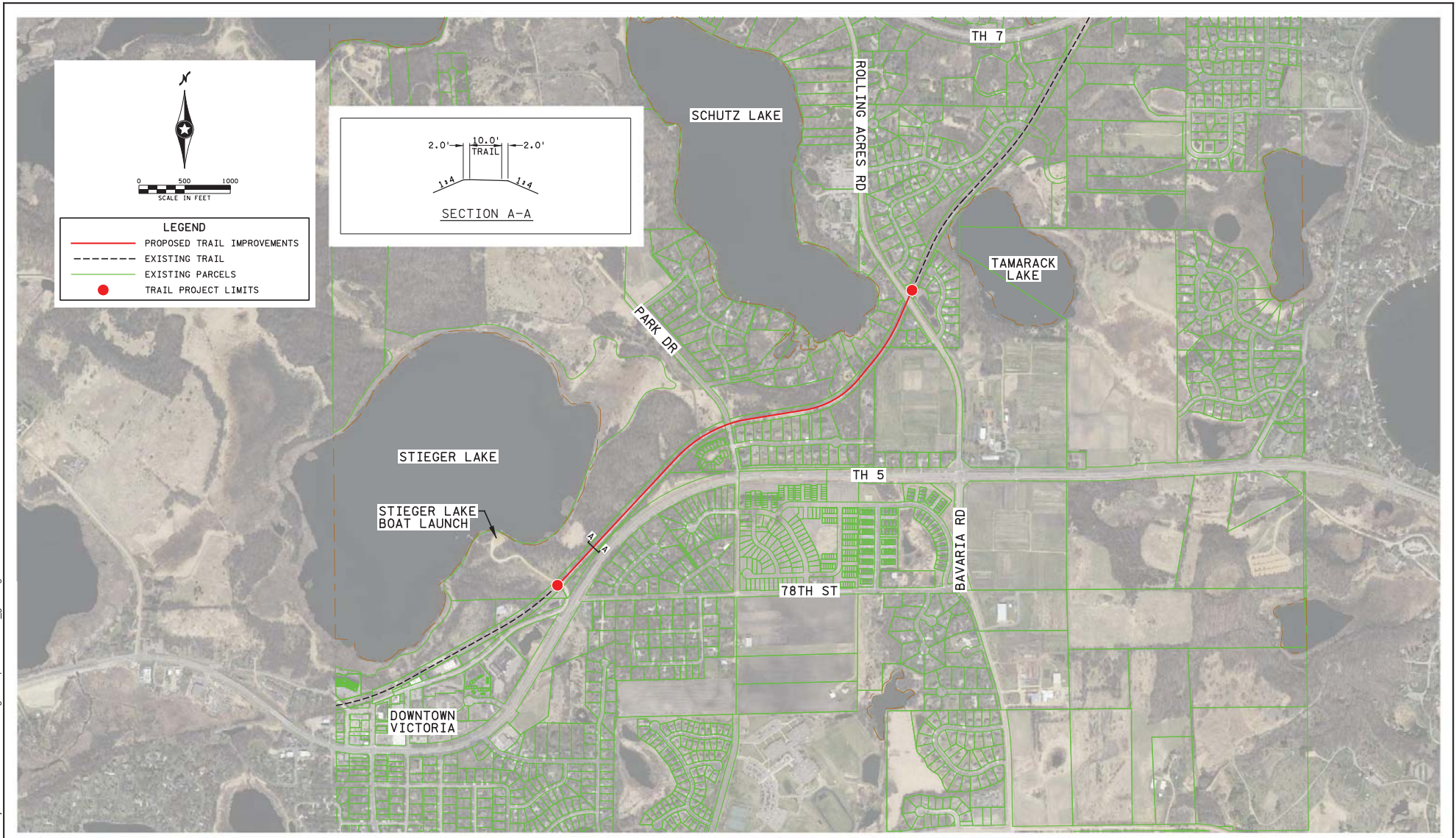
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For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies



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Figure 1



Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

July 12, 2018

Elaine Koutsoukos
TAB Coordinator
METROPOLITAN COUNCIL
390 Robert St. N
St. Paul, MN 55101

SUBJECT: Lake Minnetonka Regional Trail Layout Approval Letter

Dear Ms. Koutsoukos:

This letter is to confirm the County's agreement with and approval to date of the attached layout for the Lake Minnetonka Regional Trail project layout from the Steiger Lake Boat Launch to CSAH 13/Rolling Acres Rd. The County led the development of the layout and is aware of the details specified in the application attachment. The proposed project does not include changes to the existing trail alignment, as the proposed project is paving an existing trail and the addition of a pedestrian crossing at CSAH 13/Rolling Acres Rd.

To represent coordination, approval, and agreement of the layout development to date, the Hennepin County Regional Rail Authority and City of Victoria provided a letter of support for the project. The County is committed to working with the Hennepin County Regional Rail Authority and the City of Victoria to deliver the project.

Sincerely,

Lyndon Robjant, P.E.
Public Works Director/County Engineer

CARVER COUNTY

Office (952) 466-5200

| Fax (952) 466-5223

| www.co.carver.mn.us





Carver County

Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to CSAH 13

Project Information

Project Location:
City of Victoria, Carver County

Federal Funding Request:
\$555,280

Total Project Cost:
\$694,100

Project Description

The proposed project is to pave a 1.0 mile segment of the existing Lake Minnetonka Regional Trail between the Stieger Lake boat launch and CSAH 13 (Rolling Acres Rd.) in the City of Victoria. The project includes an enhanced pedestrian crossing treatment for the regional trail at CSAH 13 (Rolling Acres Rd.). Paving this segment of trail and adding the crossing aid infrastructure will close the unpaved gap between the TH 5 underpass and the constructed trail that connects to the MN Landscape Arboretum.

Project Benefits

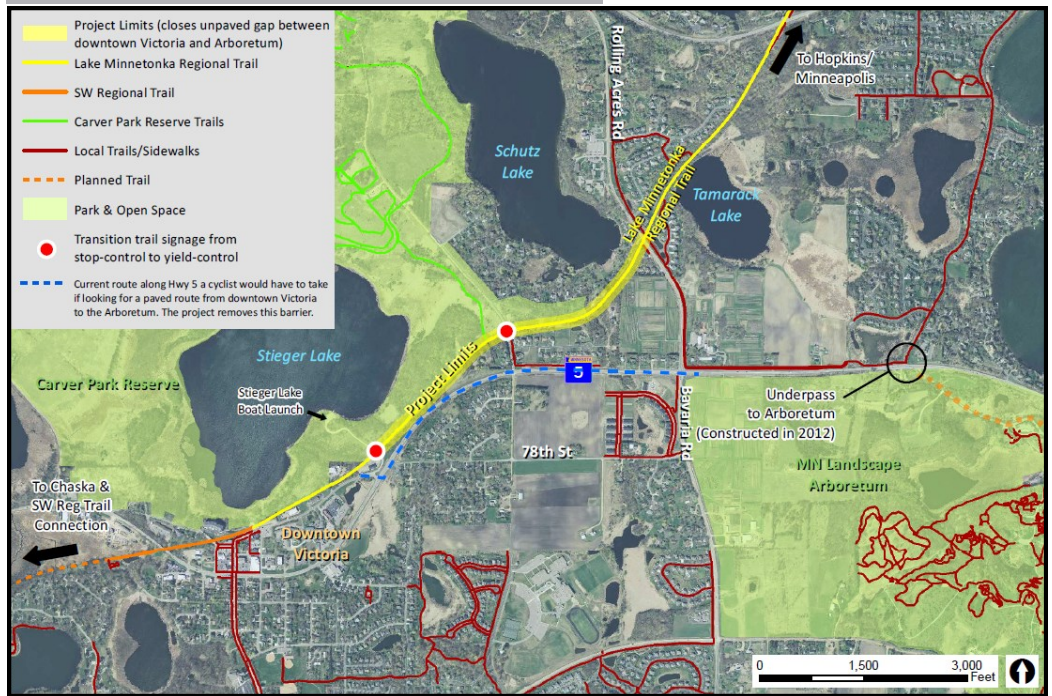
Multimodal

- Pave existing Regional Trail
- Connect to regional destinations

Safety

- Install pedestrian crossing aid at CSAH 13 (Rolling Acres Rd.)

Project Location & Concept Overview Map



Existing Conditions Pictures



Regional Significance

The Lake Minnetonka Regional Trail is identified as a Tier 1 alignment in the Regional Bicycle Transportation Network (RBTN). Closing this unpaved gap will seamlessly connect the paved trail facility to the MN Arboretum, to downtown Victoria, which is a pedestrian-friendly mixed-use center, and to the Carver Park Reserve, a popular park that hosts a variety of programs and attracts thousands of visitors throughout the year. With the proposed project in place, trail users of all capabilities will be able to easily walk, skate, or ride between all three destinations.

Contact Information

Lyndon Robjent, P.E.
PW Director/County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

HENNEPIN COUNTY
REGIONAL RAILROAD AUTHORITY

June 1, 2018

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

Dear Mr. Robjent:

The Hennepin County Regional Railroad Authority (HCRRA) has been contacted by Carver County regarding support of the county's application for multi-use trails and bicycle facilities. We understand that a successful application will provide a paved trail from the Steiger Lake Boat Access to Rolling Acres Road.

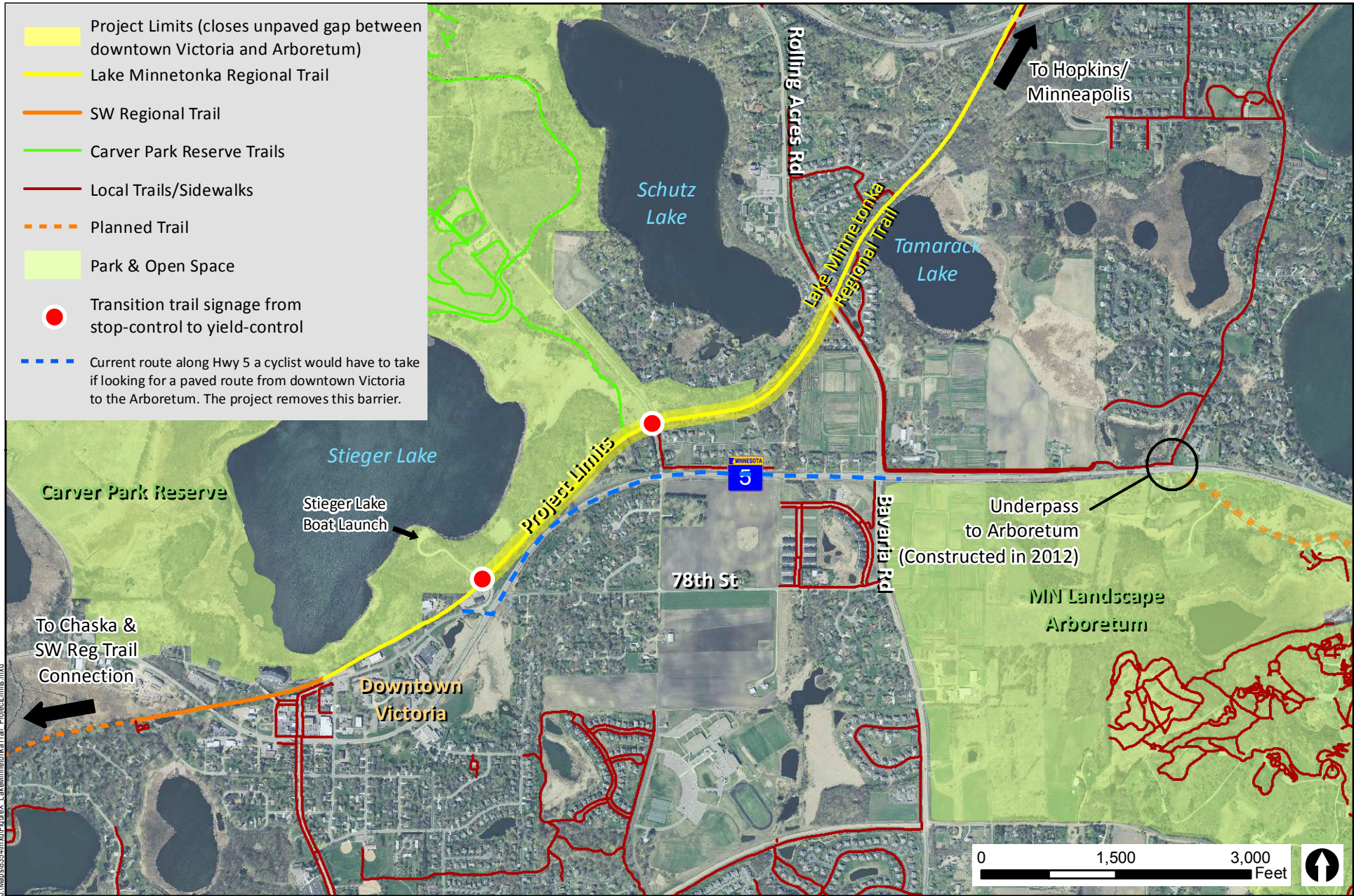
On behalf of HCRRA, this letter will serve as our support of Carver County's application. We appreciate the county's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at 612-348-2270.

Sincerely,



Kevin Dockry
Director, Community Works



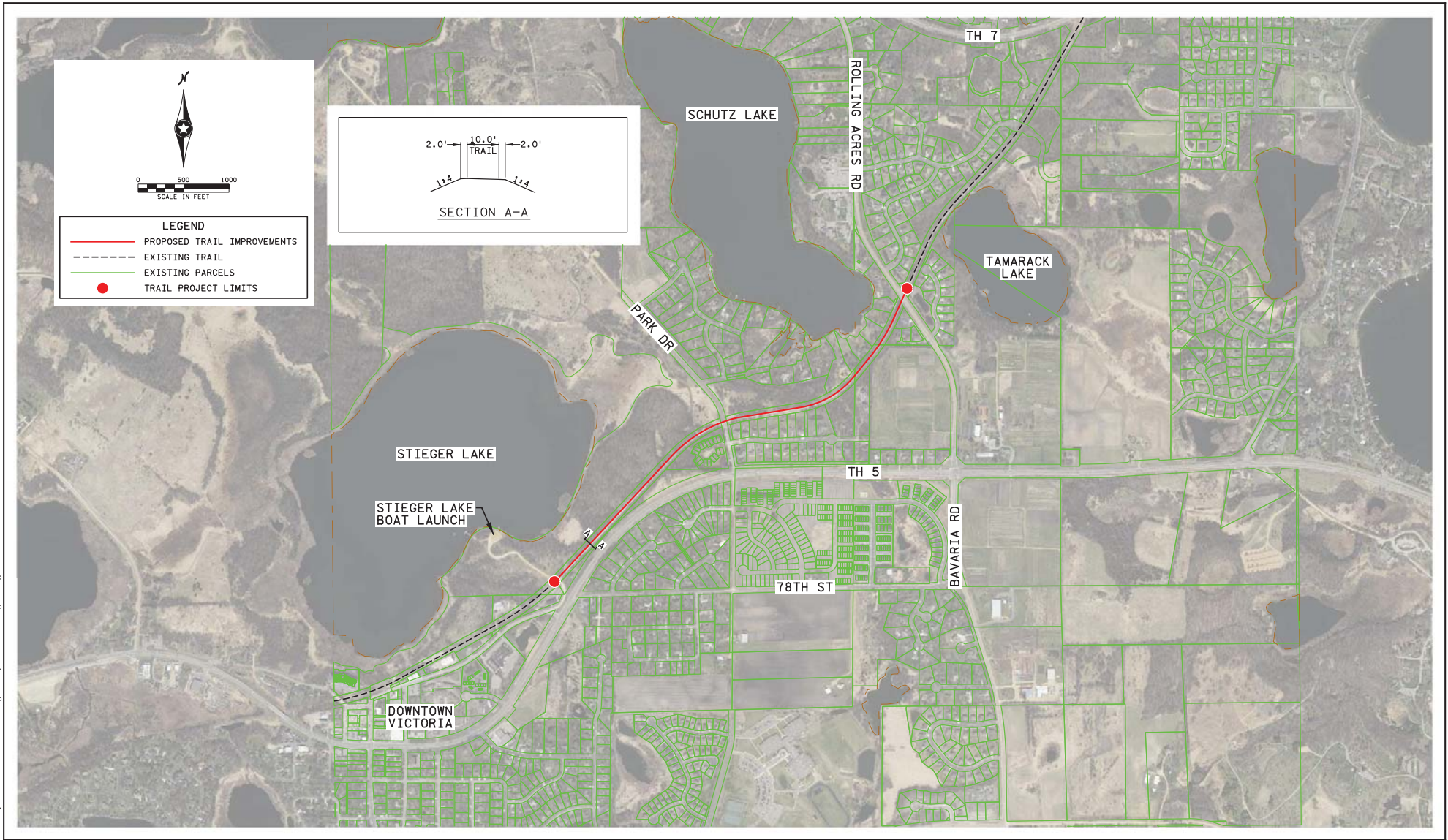


Project Limits

Lake Minnetonka LRT Regional Trail

Carver County Regional Solicitation Multi-Use Trail Application

Figure1



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Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

July 12, 2018

Elaine Koutsoukos
TAB Coordinator
METROPOLITAN COUNCIL
390 Robert St. N
St. Paul, MN 55101

SUBJECT: Lake Minnetonka Regional Trail Layout Approval Letter

Dear Ms. Koutsoukos:

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To represent coordination, approval, and agreement of the layout development to date, the Hennepin County Regional Rail Authority and City of Victoria provided a letter of support for the project. The County is committed to working with the Hennepin County Regional Rail Authority and the City of Victoria to deliver the project.

Sincerely,

Lyndon Robjant, P.E.
Public Works Director/County Engineer

CARVER COUNTY

1670 Stieger Lake Lane

P.O. Box 36
Victoria, MN 55386
952.443.4210

www.ci.victoria.mn.us

City of Victoria

05/14/2018

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

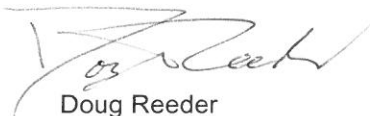
SUBJECT; Regional Solicitation Multiuse Trails and Bicycle Facilities for Lake Minnetonka LRT
Regional Trail - Stieger Lake Boat Access.

Dear Mr. Robjent,

The City of Victoria 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 Stieger Lake Boat Access to Rolling Acres Road.

On behalf of the City of Victoria, 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 952-443-4211.

Sincerely,



Doug Reeder
City Manager