



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

10948 - Galpin Lake Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/12/2018 8:05 AM

Primary Contact

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***** Shorewood Minnesota 55331
City State/Province Postal Code/Zip

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Phone Ext.

Fax:

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

Organization Information

Name: SHOREWOOD, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 5755 COUNTRY CLUB RD

* SHOREWOOD Minnesota 55331
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 952-960-7900
Ext.
Fax:
PeopleSoft Vendor Number 0000003845A1

Project Information

Project Name Galpin Lake Road Pedestrian Improvements
Primary County where the Project is Located Carver, Hennepin
Cities or Townships where the Project is Located: Shorewood, Chanhassen, Excelsior
Jurisdictional Agency (If Different than the Applicant): Shorewood, Carver County, MnDOT

The proposed project is to construct a dedicated pedestrian walkway along Galpin Lake Road that completes a connection between the cities of Chanhassen, Shorewood, and Excelsior. The proposed project is approximately 0.6 miles in length and will extend from the existing trail along Galpin Boulevard (near Pheasant Drive in Chanhassen), north along Galpin Lake Road to State Highway 7, and east to the existing sidewalk at the intersection of State Highway 7 and Oak Street (CSAH 19) in Excelsior.

Galpin Lake Road/Galpin Boulevard is a north-south collector roadway that serves as the primary access point for a number of neighborhoods in Chanhassen and Shorewood, including a 114 unit independent senior living facility on Chaska Road in Shorewood. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Boulevard (Carver County Road 117) and Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood. This will increase pedestrian access between the neighborhoods and offer a safer facility for pedestrian use along this collector roadway. Safe pedestrian access across State Highway 7 will be provided at Oak Street (CSAH 19), improving connectivity to the Excelsior commercial district and the Lake Minnetonka LRT Regional Trail.

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

Galpin Lake Road is currently a 24-foot wide road with 12-foot lanes and no shoulder. The road is a rural section with limited stormwater control nestled between some steep slopes and hills. The proposed improvements would be constructed as a 6-foot concrete sidewalk along Galpin Lake Road and State Highway 7 in order to reduce

environmental impacts to the adjacent Galpin Lake, avoid steep slopes, and minimize property impacts. The project would also improve stormwater runoff by installing storm sewer. Along Galpin Boulevard, the walkway would have an 8-foot wide bituminous surface consistent with existing connections and the City of Chanhassen's standards.

The Shorewood Trail Implementation Plan identifies existing and proposed pedestrian improvements throughout the developed areas of the City. The plan was created to link existing pedestrian facilities to provide a safe and comprehensive network to serve the community. The Shorewood Trail Implementation Plan identifies the proposed project along Galpin Lake Road as a top priority in order to: improve pedestrian and vehicle safety; provide an off-street access route for pedestrians; improve area drainage and correct existing drainage problems; and improve water quality of adjacent Galpin Lake.

(Limit 2,800 characters; approximately 400 words)

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

Galpin Lake Road Pedestrian Improvements, along Galpin Blvd/Galpin Lake Road from Pheasant Drive to TH 7 and along TH 7 from Galpin Lake Road to Oak Street - Construct Sidewalk/Trail

Project Length (Miles)

0.6

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

\$1,000,000.00

Match Amount

\$250,000.00

Minimum of 20% of project total

Project Total

\$1,250,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Local

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

City of Shorewood

Zip Code where Majority of Work is Being Performed

55331

(Approximate) Begin Construction Date

04/01/2022

(Approximate) End Construction Date

11/15/2022

Name of Trail/Ped Facility:

Galpin Lake Road Walkway

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Pheasant Drive

To:

(Intersection or Address)

Oak Street (CSAH 19)

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

GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK,
BIKE PATH, PED RAMPS, SIDEWALK, GUARD RAIL,
STORM SEWER, CURB AND GUTTER

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.:

n/a

New Bridge/Culvert No.:

n/a

Structure is Over/Under

(Bridge or culvert name):

n/a

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.

Goal: The regional transportation system is safe and secure for all users

Objective A.

Strategy B-1. Page 2.20

Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objective A.

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

Strategy C2. Page 2.25

Strategy C17. Page 2.37

Goal: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives A, B, C, D.

Strategy E3. Page 2.44

Strategy E5. Page 2.45

Strategy E7. Page 2.47

(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.

Shorewood 2011 Trail Implementation Plan, pages 4 7, and 10

List the applicable documents and pages:

Shorewood 2009 Comprehensive Plan, pages TR-2 5, TR-27

(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.

Multituse 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.

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. Yes

04/01/2018
Date process started

12/31/2018
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)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$26,350.00
Sidewalk Construction	\$1,219,090.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$4,560.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,250,000.00

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	\$1,250,000.00
Construction Cost Total	\$1,250,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	3010
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1530555716998_RegionalEcon_Shorewood.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	9944
Upload Map	1530555763748_PopEm_Shorewood.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 project has already completed the design phase and final plans have been signed by the cities of Shorewood and Chanhassen. During the design phase a feasibility study was completed, which included conversations between the two cities and discussions at City Council meetings with residents. Permitting agencies have also been consulted.

Response:

The City of Shorewood has discussed the project with residents and property owners previously. Should the project be awarded funding, additional communication will be provided to update residents on the status of the project and to discuss construction. All residents will be given the opportunity to participate in the planning process as it is updated.

(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.

While the overall population for the census tract is below the regional average for population in poverty or population of color, these populations do exist in the project area and are at a greater disadvantage than the rest of the community. The project will benefit these populations by providing a safe, comfortable, and convenient pedestrian connection between residential neighborhoods in Shorewood and Chanhassen with commercial areas in Excelsior.

Response:

Positive Impacts: Due to previous development patterns, there are few opportunities for safe pedestrian access in the nearby neighborhoods without walking on the street. The proposed project provides a safe pedestrian connection along Galpin Lake Road (Major Collector) and across State Highway 7 (Principal Arterial), a significant barrier bisecting residential neighborhoods with the popular Downtown Excelsior commercial district. Children, families, the elderly, people with disabilities, and low-income populations who rely on walking will benefit from improved connections across State Highway 7. The walkway and pedestrian ramps will meet ADA requirements to be accessible for people with disabilities. Completion of this walkway will link a variety of land uses including neighborhoods, parks, schools and employment centers. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation. The connection to Downtown Excelsior also provides access to regional transit service.

(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

This project will create a pedestrian facility on Galpin Lake Road which will provide access across Highway 7. This project will not create any permanent negative externalities. Construction of the pedestrian facility will cause temporary inconveniences and disruptions to the local neighborhoods. The construction may result in increased levels of dust or noise. The City of Shorewood will require the contractor to employ strategies to mitigate these temporary impacts.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530557160514_Socioeco_Shorewood.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
Shorewood	0.5	0.83	9.0	7.5
Chanhassen	0.1	0.17	39.0	6.5

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.6

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.6

Total Housing Score 14.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Gaps:

Within the project area, Galpin Lake Rd is a two lane rural roadway with no shoulders surrounded by single-family neighborhoods. The lack of pedestrian facilities currently prevents these neighborhoods from accessing the more pedestrian friendly commercial and residential developments to the north in Downtown Excelsior. The proposed improvements will fill in a 0.6-mile gap in the current sidewalk/trail facilities along Galpin Lake Road/Galpin Blvd. between Excelsior, Shorewood, and Chanhassen. Once completed the walk will be part of a 3.5-mile long separated pedestrian walkway extending along Galpin Lake Road/Galpin Blvd from Lyman Blvd in Chanhassen and across State Highway 7 in Shorewood and Excelsior.

Response:

Additionally the gap in pedestrian facilities prevents the adjacent neighborhoods from safely accessing transit service. Currently Metro Transit lines 670 and 671 stop immediately north of the proposed project in Downtown Excelsior. The proposed walkway will allow residents of the Shorewood neighborhoods to safely walk to these bus lines and access major regional employment centers.

Barrier:

State Highway 7 is a major barrier for pedestrians in the City of Shorewood. The roadway is a divided, four-lane highway with limited shoulders, speed limit of 55 miles per hour, and average daily traffic of 25,500 vehicles. While there is an at-grade pedestrian crossing at the signalized intersection of Oak Street (CSAH 19), pedestrians do not have access to the crossing from Galpin Lake Road, leaving pedestrians vulnerable to high-speed

vehicle traffic.

The proposed project will eliminate this barrier by connecting pedestrian facilities along Galpin Lake Road and State Highway 7, completing the dedicated sidewalk connection to the Oak Street signalized intersection, and greatly improving safety and access to the existing signalized crossing at Oak Street.

The closest parallel crossing of State Highway 7 for pedestrians is at the intersection of State Highway 7 and State Highway 41, approximately 0.66 miles to the west of Galpin Lake Road. This signalized intersection provides the ability to cross the highway at-grade. However sidewalk and trail connections are limited in the vicinity, making it difficult for pedestrians to safely reach the intersection from the Galpin Lake Road area.

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

Please upload attachment in PDF form.

1530557434061_RBTN_Shorewood.pdf

Measure B: Project Improvements

Deficiency/Site Problems:

Galpin Lake Road is a two lane rural roadway with no shoulders and hilly terrain. There are no pedestrian facilities from the intersection of Galpin Blvd and Pheasant Drive in Chanhassen to the north along Galpin Lake Road and along State Highway 7 to the Oak Street (CSAH 19) intersection (which connects to Excelsior Elementary School and Downtown Excelsior). The current 0.6-mile gap in the sidewalk/trail system prevents safe pedestrian travel for residents along Galpin Lake Road, a collector roadway.

Response:

While there is an at-grade pedestrian crossing at the signalized intersection of State Highway 7 and Oak Street (CSAH 19), pedestrians cannot access the crossing from Galpin Lake Road without walking on the highway shoulder outlined by guard rail, leaving pedestrians vulnerable to high-speed vehicle traffic. It has been observed that instead of using the shoulder of State Highway 7, pedestrians currently cross eastbound State Highway 7 at Galpin Lake Road and walk in the center median to Oak Street to avoid using the shoulder. Neither of these options support safe pedestrian activity.

Crash data in the project area from 2011-2015 suggests that the intersections of State Highway 7/Galpin Lake Road and State Highway 7/Oak Street have congestion related rear end crash problems. While the crash data does not show any crashes between cars and pedestrians in this area, walking along the shoulder is dangerous particularly during congested times. Additionally Galpin Lake Rd/Galpin Blvd connects State Highway 5 and State Highway 7. Both of these roads are busy with commuters during rush hour

and it is likely that frustrated car commuters use Galpin Lake Rd as a way to avoid traffic on either highway.

Deficiency Reduction:

The project will provide a separate pedestrian facility that will allow pedestrians to safely travel along Galpin Lake Road and along State Highway 7. The addition of a walkway to avoid walking on the shoulder reduces crashes with pedestrians by up to 89% (FHWA Crash Reduction Factors, 2014).

The proposed sidewalk along State Highway 7 will be constructed behind the guard rail, providing separation for pedestrians from vehicle traffic and greatly improving safety and access to the existing signalized crossing at Oak Street. This will discourage use of the center median for pedestrian activity between Galpin Lake Road and Oak Street. Pedestrians will be clearly visible to drivers at the intersection by using the designated crosswalks at the Oak Street signal.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The proposed project is primarily intended to improve pedestrian access along Galpin Lake Road and State Highway 7 by completing a 0.6-mile gap. The proposed improvements along Galpin Lake Road and State Highway 7 are 6-foot wide sidewalks designed to minimize environmental impacts while still increasing accessibility for pedestrians. However, the project will tie into existing bicyclist and pedestrian networks at each end. The project segment in Chanhassen along Galpin Blvd will be designed as an 8-foot bituminous trail consistent with city standards, and ties into an existing trail to the south. The 8-foot width allows more non-motorized users such as bikers to access the facilities. On the Galpin Lake Road segment, bicyclists can share the road while pedestrians will be safely separated (via the 6-foot walkway) from bicycle and vehicle traffic. The proposed facilities will also close the gap in the sidewalk/trail system that connects Chanhassen and Shorewood to the Lake Minnetonka LRT Regional Trail north of CSAH 19 (Oak Street).

There are currently three bus lines that serve the area surrounding the proposed project. Currently Metro Transit routes 670 and 671 stop immediately north of the proposed project in Downtown Excelsior and Southwest Transit operates route 698 at the end of the existing pedestrian facilities on Lyman Blvd in Chanhassen. The gap in non-motorized facilities prevents the adjacent neighborhoods from safely accessing four transit lines and limits the access of the surrounding communities to other transit lines. The 670 and 671 both travel east-west through Minnetonka to 394 and end in Downtown Minneapolis. The 698 route travels east west through Eden Prairie, up I-494 and across I-394 through Downtown Minneapolis to the U of M East Bank Campus. The proposed walk will allow residents of the Shorewood neighborhood

to safely walk or bike to these bus lines and access major employment centers of Eden Prairie and Minneapolis.

(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

1530558512483_5-SignedTitleSheet.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

08/18/2014

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

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

Yes

25%

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

0%

Anticipated date or date of acquisition

01/27/2022

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): \$1,250,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,250,000.00

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
1-One-pageSummary.pdf	One Page Summary	195 KB
2-Photos.pdf	Photos	520 KB
3-ProjectLocation.pdf	Project Location Map	597 KB
4-Concept.pdf	Project Concept Map	429 KB
6-ShorewoodTrailPlanFigure.pdf	Shorewood Trail Plan-Excerpt	354 KB
7-LettersofSupport.pdf	Letters of Support	2.2 MB

Regional Economy

Pedestrian Facilities Project: Galpin Lake Road Improvements | Map ID: 1530017814817

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 9944
Total Employment: 3010
Mfg and Dist Employment: 60



NCompass Technologies



Created: 6/26/2018
LandscapeRSA5

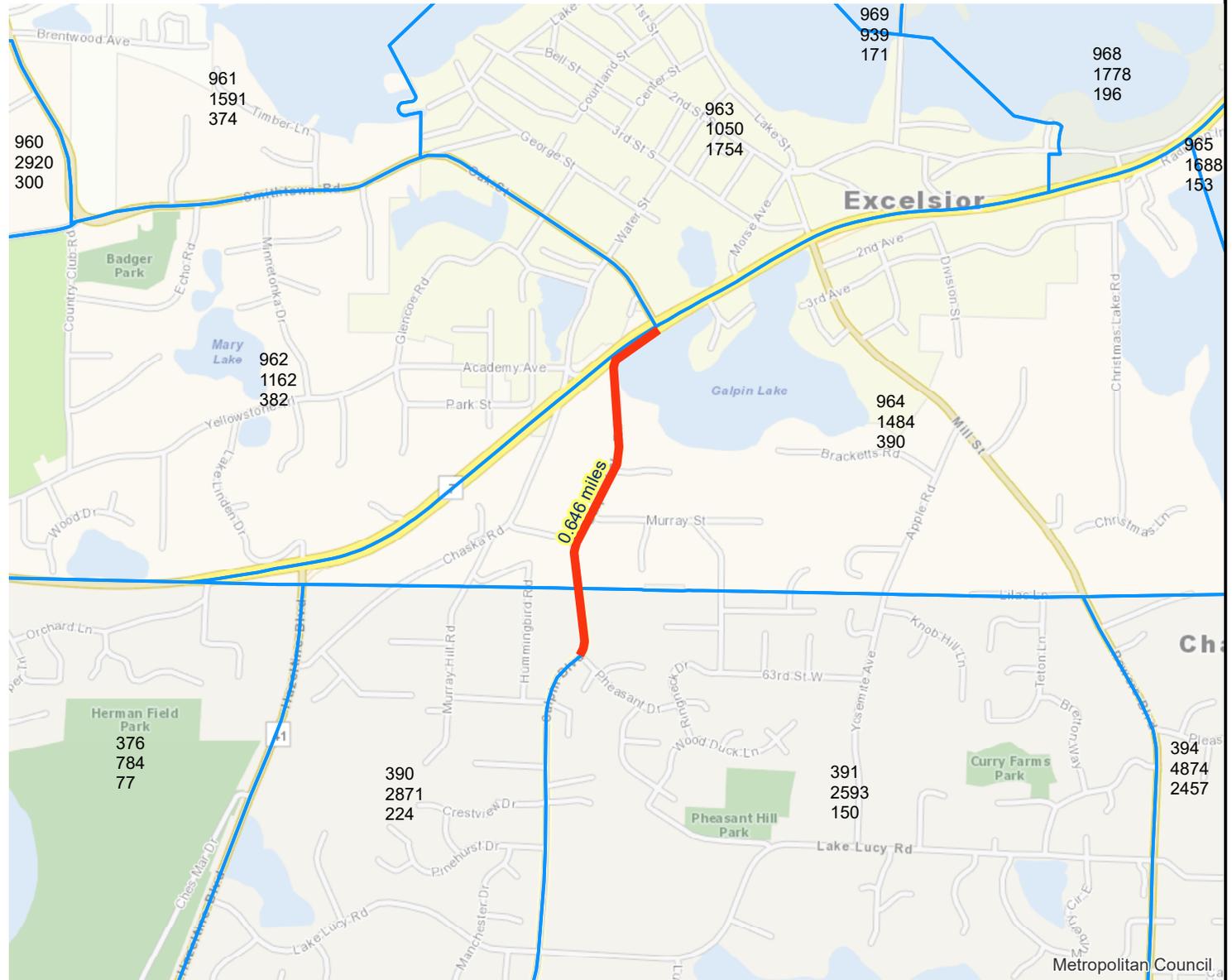


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population/Employment Summary

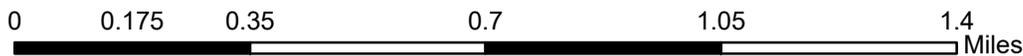
Pedestrian Facilities Project: Galpin Lake Road Improvements | Map ID: 1530017814817



Results

Within HALF Mile of project:
Total Population: 9944

- Project
- 2010 TAZ



Created: 6/26/2018
LandscapeRSA4



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



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



Created: 6/26/2018
LandscapeRSA2



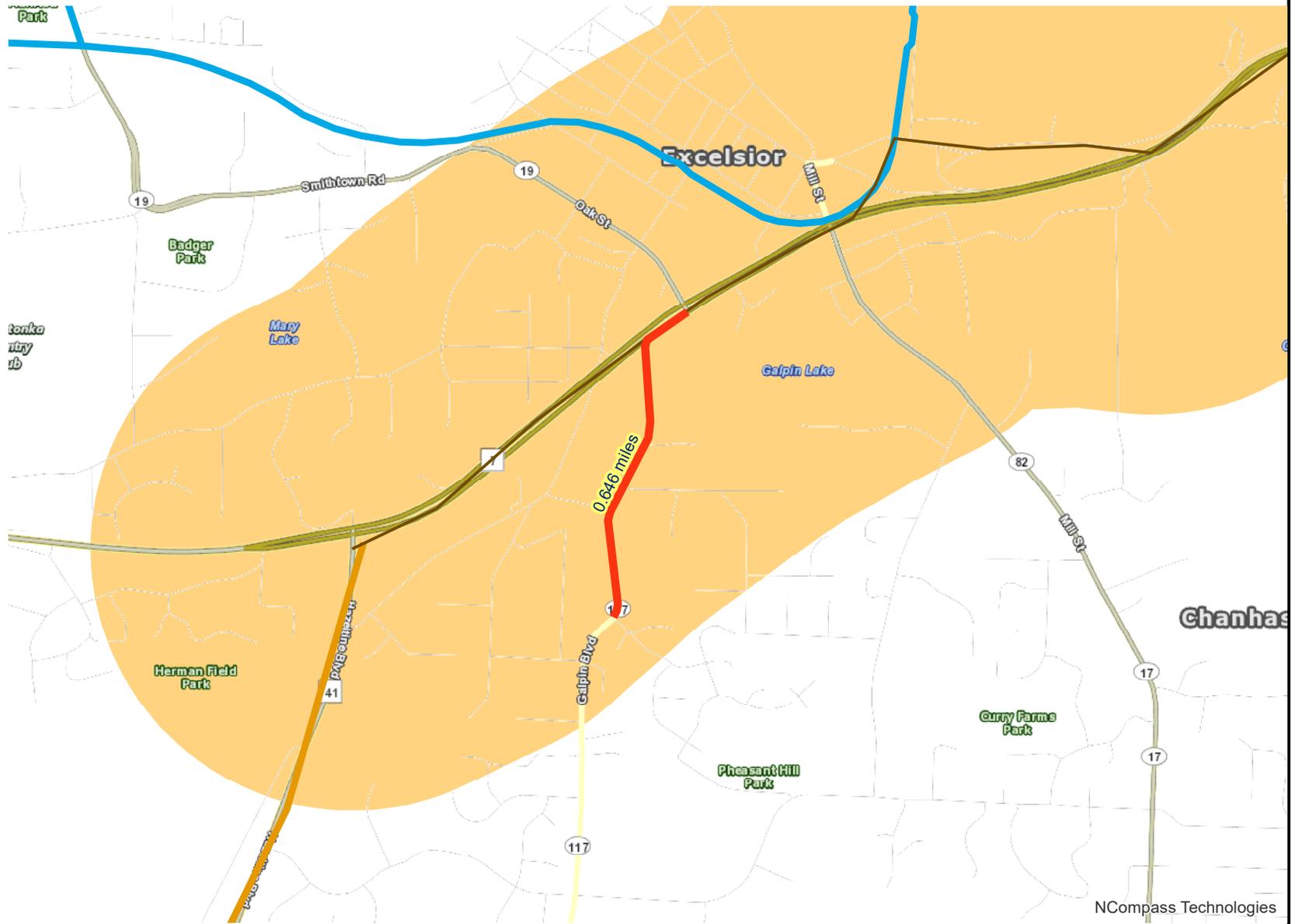
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



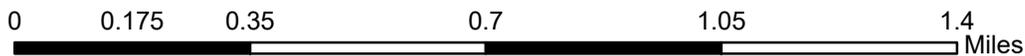
NCompass Technologies

Project to RBTN Orientation

Pedestrian Facilities Project: Galpin Lake Road Improvements | Map ID: 1530017814817



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



Created: 6/26/2018
LandscapeRSA6



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

NCompass Technologies





Project Name: Galpin Lake Road Pedestrian Improvements

Category: 2018 Pedestrian Facilities

Applicant: City of Shorewood

Project Location: Galpin Lake Road from Pheasant Drive to TH 7 and along TH 7 from Galpin Lake Road to Oak Street

Total Project Cost: \$1,250,000

Requested Federal Amount: \$1,000,000

Local Match: \$250,000 (20% of total)

Project Description:

The City of Shorewood is proposing a dedicated pedestrian walkway along Galpin Lake Road. Galpin Lake Road is currently a 24-foot wide road with 12-foot lanes and no shoulders. The proposed project, approximately 0.6 miles in length, will eliminate sidewalk gaps and allow pedestrians to access the existing sidewalk at the intersection of State Highway 7 and Oak Street (CSAH 19) in Excelsior; completing the sidewalk/trail network between Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood. In addition to enhanced roadway safety for bike/peds and vehicles, the project includes installation of storm sewer to improve stormwater runoff.

Project Benefits:

- Safe pedestrian and bicycle access along Galpin Lake Road
- Eliminate sidewalk/trail network gaps
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improved stormwater management resulting in better water quality

Key Connections:

- Connects communities of Shorewood, Chanhassen, and Excelsior
- Excelsior Commercial District
- Lake Minnetonka LRT Regional Trail
- Transit Stops (Bus routes: 570, 671, 684, and 698)

Project Area:



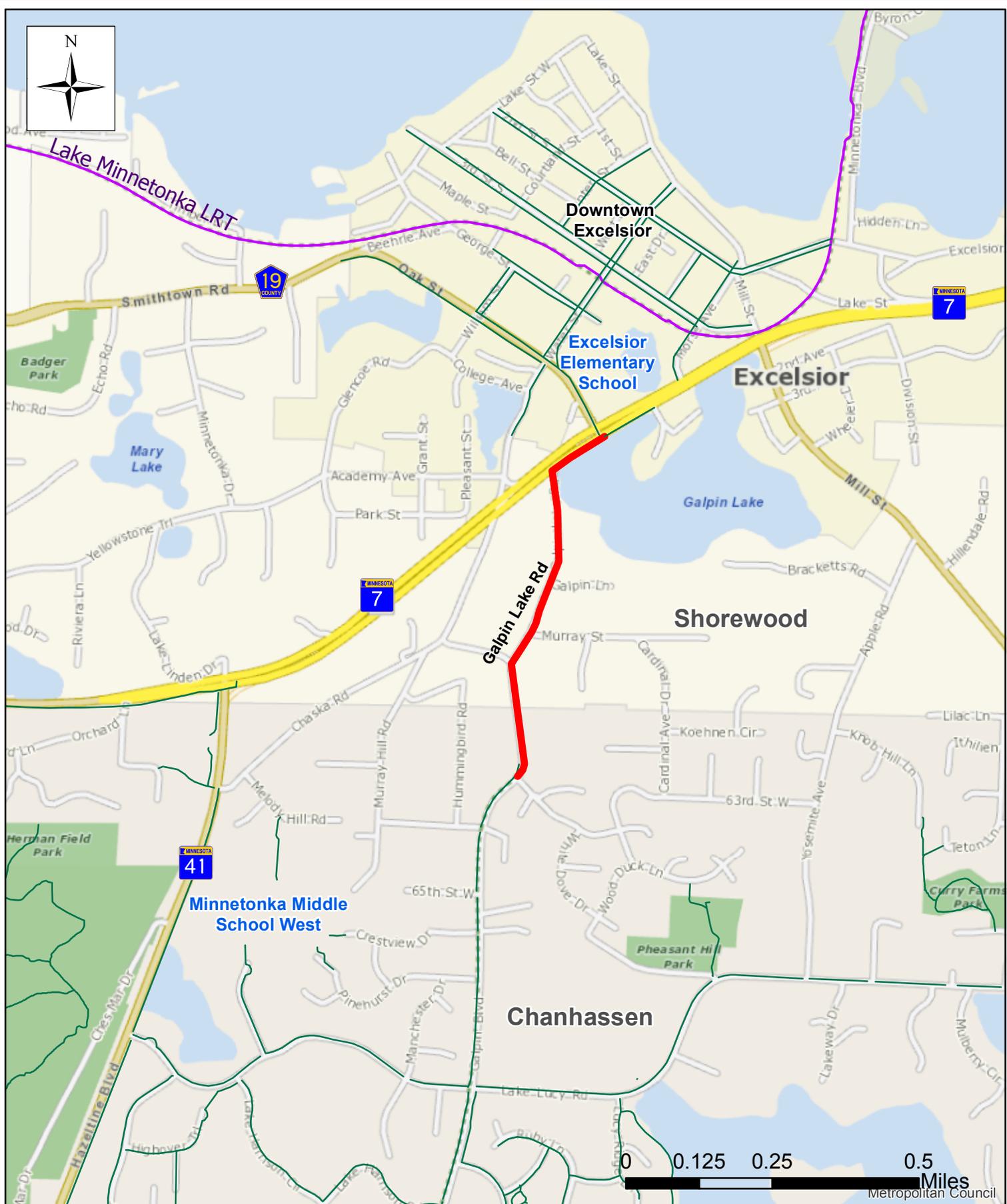
Existing Conditions



Galpin Lake Road



TH 7 – looking east towards Oak Street (CSAH 19)



Legend	
	Proposed Improvements
	Walk/Trail
	Regional Trail

Figure 1: Project Location
Galpin Lake Road Pedestrian Improvements

City of Shorewood, Hennepin County
 City of Chanhassen, Carver County





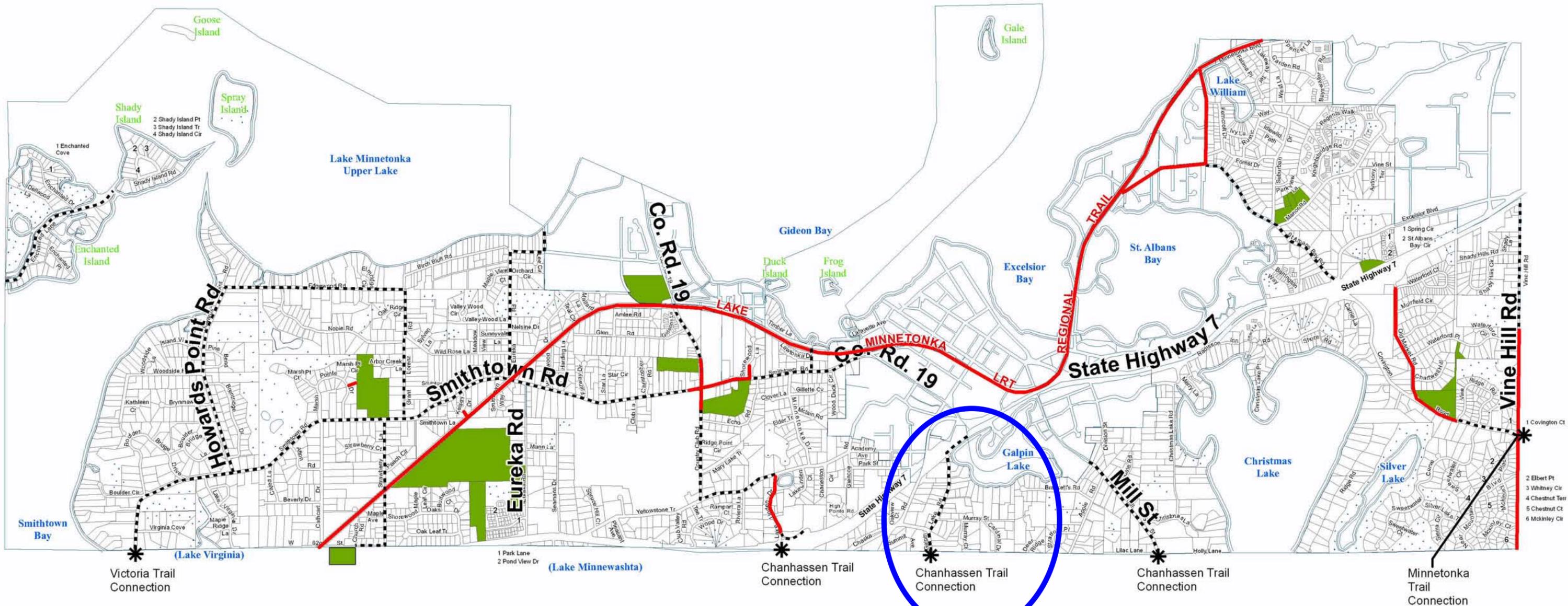
Legend	
	Proposed Improvements
	Walk/Trail
	Regional Trail

Figure 2: Project Concept
Galpin Lake Road Pedestrian Improvements

City of Shorewood, Hennepin County
 City of Chanhassen, Carver County



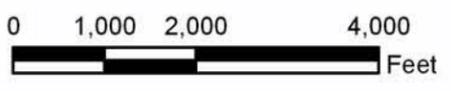
CITY OF SHOREWOOD



Trail Plan

Proposed Galpin Lake Road Pedestrian Improvements

- Existing Trail
- - - Future Trail
- Parks/Open Space
- * Connecting Points





CITY OF CHANHASSEN

Chanhassen is a Community for Life - Providing for Today and Planning for Tomorrow

June 21, 2018

Greg Lerud
City Administrator
City of Shorewood
5755 Country Club Road
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian Improvements
2018 Regional Solicitation Application**

Dear Mr. Lerud:

The City of Chanhassen extends its support for the Regional Solicitation federal funding application for the proposed pedestrian improvements along Galpin Boulevard (County Road 117), Galpin Lake Road, and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Boulevard (County Road 117) and Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood.

The City of Chanhassen currently has the proposed improvement within Chanhassen's city limits programmed for construction in 2022. If funding is secured for this application, the City of Chanhassen will work with the City of Shorewood to adjust the programmed improvements accordingly.

The City of Chanhassen appreciates your efforts to secure funding for pedestrian improvements along Galpin Boulevard, and is supportive of the City of Shorewood moving forward with plans for cross-county improvements along this north-south roadway.

Sincerely,

CITY OF CHANHASSEN

Todd Gerhardt
City Manager



CITY OF EXCELSIOR

339 THIRD STREET
EXCELSIOR, MINNESOTA 55331
TEL: 952-474-5233
FAX: 952-474-6300

June 28, 2018

Greg Lerud
City Administrator
City of Shorewood
5755 Country Club Road
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian Improvements
2018 Regional Solicitation Application**

Dear Mr. Lerud:

The City of Excelsior extends its support for the Regional Solicitation federal funding application for the proposed pedestrian improvements along Galpin Lake Road and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7. The project will connect into the City of Excelsior's pedestrian and trail system at Trunk Highway 7 and Oak Street.

The City of Excelsior appreciates your efforts to secure funding for pedestrian improvements along Galpin Boulevard and is supportive of the City of Shorewood moving forward with plans for inter-city connections along this north-south roadway.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kristi Luger'. The signature is stylized and written in a cursive-like font.

Kristi Luger
City Manager



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

July 2, 2018

Greg Lerud
City Administrator
City of Shorewood
5755 Country Club Road
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian Improvements
2018 Regional Solicitation Application**

Dear Mr. Lerud,

Carver County extends its support for the Regional Solicitation federal funding application for the proposed pedestrian improvements along Galpin Boulevard (County Road 117), Galpin Lake Road, and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Boulevard (County Road 117) and Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood.

Carver County is aware of and understands the proposed project being submitted. Carver County has jurisdiction over County Road 117 and commits to partnering to allow the improvement within the existing right of way and to working with the City of Chanhassen in accordance with maintenance policies to maintain the proposed facility for its useful design life.

Carver County appreciates your efforts to secure funding for pedestrian improvements along County Road 117. The County is supportive of the City of Shorewood moving forward with plans for cross-county improvements along this north-south roadway.

Sincerely,

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

CARVER COUNTY

HENNEPIN COUNTY
MINNESOTA

June 22, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for Regional Solicitation Application
Galpin Lake Road Pedestrian Improvement Project
From Pheasant Drive to CSAH 19 (Oak Street)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Shorewood is submitting an application for funding as part of the Regional Solicitation through the Metropolitan Council. The project is the Galpin Lake Road Pedestrian Improvement Project as identified in Shorewood's 2011 Trail Plan Implementation Report.

The project will complete a gap in the off-road facilities along Galpin Lake Road and provide a continuous inter-city connection among the cities of Chanhassen, Shorewood, and Excelsior. Hennepin County supports this funding application and acknowledges that the project aligns with the 2013 Hennepin County Pedestrian Plan. At this time, Hennepin County has no funding programmed in its 2018-2022 Transportation Capital Improvement Program (CIP) for this project.

Hennepin County looks forward to working with the City of Shorewood on this project, if the city is successful in securing funds.

Sincerely,



Carla Stueve, P.E., P.T.O.E.
County Engineer
Hennepin County Transportation Project Delivery

cc: Chad Ellos, Transportation Planning Division Manger





MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 20, 2018

Paul Hornby
City Engineer
City of Shorewood
5755 Country Club Road
Shorewood, MN 55331

**Re: Letter of Support for City of Shorewood
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for Galpin
Lake Road Pedestrian Improvements Project**

Dear Mr. Hornby,

This letter documents MnDOT Metro District's support for the City of Shorewood's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for its Galpin Lake Road Pedestrian Improvements project

As proposed, this project would impact MnDOT right-of-way on TH 7. As the agency with jurisdiction over TH 7, MnDOT will support the City of Shorewood and will allow the improvements proposed in the application for the Galpin Lake Road Pedestrian Improvements Project. Details of a future maintenance agreement with the City of Shorewood will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City of Shorewood as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at April.Crockett@state.mn.us or 651-234-7728.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: April Crockett, Metro District West Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer