



Application

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

11043 - CSAH 11 Pedestrian Crossing Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 3:47 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

CSAH 11 Pedestrian Crossing Improvements Project

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):

N/A

The CSAH 11 Pedestrian Crossing Improvements Project (ADA) includes two key crossing locations along the CSAH 11 (Victoria Dr.) corridor, an A-Minor Connector, within the City of Victoria. These crossing locations will better connect the neighborhoods on the west side of the CSAH 11 barrier to the existing continuous pedestrian and bicycle system on the east side of the county highway that carries 8,700 vehicles a day (2017). These crossings will improve connections for these neighborhoods to key community destinations such as the downtown, community recreation center, schools, parks, and regional trails.

The improvements specifically include:

CSAH 11 and 82nd Street Intersection:

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

An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon will be installed along with larger more visible crosswalk markings and upgraded curb ramps. Parking areas will also be restricted near the intersection to provide clear sightlines between pedestrians at or near the crosswalk and the county highway traffic.

CSAH 11 and Deer Run Drive Intersection:

An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and advanced warning beacons with larger more visible crosswalk markings. A new median island will provide for pedestrian refuge and shorter exposed crossing distances. New six foot shoulders will be carried through the intersection (approximately 750 feet north and south), to facilitate bike connections for the Deer Run neighborhood to the 10 ft. major east-west bikeway starting at the northeast quadrant of the intersection and continuing to the City of

Chaska, and tying into the existing 6 foot shoulders 750 feet south of the intersection and continuing to the City of Carver.

All improvements are proposed within the existing CSAH 11 right-of-way. Carver County has coordinated with the City of Victoria to address this existing issue of limited and existing unsafe crossings of CSAH 11 within the community. These enhanced pedestrian crossings are important in connecting residential neighborhood to local destinations. Please note the pedestrian infrastructure and crossing at the CSAH 11 and CSAH 18/43 (Church Lake Blvd.) intersection will be addressed through an upcoming construction project.

Carver County is applying for project funding to provide the City of Victoria residents safe crossings of the CSAH 11 regional highway.

(Limit 2,800 characters; approximately 400 words)

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

Pedestrian crossing aids on CSAH 11 in Victoria at 82nd St and 86th St. Upgrade curb ramps, install center median on CSAH 11 at 86th St. intersection

Project Length (Miles)

0.5

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

\$470,720.00

Match Amount

\$117,680.00

Minimum of 20% of project total

Project Total

\$588,400.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

County

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:

2019, 2020, 2021

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:

CSAH 11 Pedestrian Crossings

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)**From:****(Intersection or Address)****To:****(Intersection or Address)**

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

Or At:

CSAH 11/86th St & CSAH 11/82nd St

Primary Types of WorkPed crossing aids, Center median, Grading, Bit base, Bit surf,
ADA ped ramps, 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.

According to the 2040 Transportation Policy Plan, Bicycle and Pedestrian Investment direction (page 7.3) walking accounts for a higher percentage of all trips region wide (6.5%), than either biking (2%) or transit (3%) and is critical to the start and end of trips by any mode. The project is also supported by the following that can be found on page 2.7, Table 2-1:

Goal B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal E: Healthy Environment, page 2.12, table 2-1, Summary Matrix of goals, objectives and associated strategies: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

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

Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Goal F: Leveraging Transportation Investments to Guide Land Use, pg. 2.14. The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability. Objective -- Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. Strategy - Local governments should include bicycle and pedestrian elements in local comprehensive plans.

(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.

The City of Victoria, 2015 Strategic Plan, page 7, provides a vision that "Victoria has a downtown offering entertainment, culture, businesses and recreational uses creating a vibrant, energetic, pedestrian friendly destination. The plan indicates that additional work is needed to connect all neighborhoods to downtown. The enhancement of the pedestrian crossing with overhead flashing pedestrian activated beacons will make crossing Highway 11 safer, allowing neighborhood residents from the west and east side of the Highway better connection to the downtown area.

List the applicable documents and pages:

The City of Victoria, 2030 Comprehensive Plan sets forth an overall community goal, on page 25, Community Health #1, Support and encourage a healthy, walkable community through safe, high amenity, attractive pedestrian and bicycle connections within and among neighborhoods, commercial properties and regional parks and trails.

The City of Victoria, 2030 Comprehensive Plan sets forth an overall community goal on page 26, Transportation #5, Encourage safe pedestrian and bicycle crossings for new and existing roadways. Page 174 of the Plan further states, Facilitate Bicycle and Pedestrian Travel - To create a physical and cultural environment which encourages travel by foot or bicycle by making these modes of transportation safe, convenient, and attractive alternatives to motorized travel.

(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)	\$36,400.00
Removals (approx. 5% of total cost)	\$33,200.00
Roadway (grading, borrow, etc.)	\$8,500.00
Roadway (aggregates and paving)	\$114,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$10,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$53,000.00
Traffic Control	\$16,400.00
Striping	\$15,000.00
Signing	\$1,600.00
Lighting	\$15,000.00
Turf - Erosion & Landscaping	\$18,200.00
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	\$109,100.00
Other Roadway Elements	\$0.00
Totals	\$430,400.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$5,800.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$7,200.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$145,000.00
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	\$158,000.00

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	\$588,400.00
Construction Cost Total	\$588,400.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	1285
Existing Post-Secondary Enrollment Within One-Half Mile:	0

Upload Map

1531489549953_CSAH 11 Ped Cross Overview Econ
Combined.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile

8295

Upload Map

1531489595312_CSAH 11 Ped Cross Overview Population
Combined.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 County conducted numerous outreach efforts as part of the 2014 ADA Transition Plan effort including public meetings and interactive mapping for issue identification. Public comments collected as part of the plan specifically identified pedestrian crossing needs for better access across CSAH 11.

In addition, the City of Victoria has received feedback from numerous residents about the pedestrian need and difficulty to cross CSAH 11 within the City. The identified need centers around the two proposed intersections of 82nd St., adjacent to a church and park, and at 86th St./Deer Run Dr., which connects residential areas to trail facilities and the Victoria Recreation Center. 2040 Comp Plan efforts included outreach to all populations within the County and City and focused on the need for a walkable, pedestrian friendly focus.

As an outcome of these planning efforts and issue identification, the County and City partnered to conduct an analysis of the intersections for potential pedestrian crossing improvements. As the project progresses, additional outreach will be made to residents living near the project as well as intentional outreach to under-represented populations such as children and elderly within the City.

Response:

(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 CSAH 11 Pedestrian Crossing Improvements Project is located in an area above the regional average for population in poverty or population of color. The half-mile surrounding the project also encompasses a church, public school facilities, several public parks, and the City of Victoria Community and Recreation Center. Because of these features, safe crossings of CSAH 11 to important sidewalk and trail linkages has been identified as a priority for improved facilities for pedestrians by both Carver County and the City of Victoria.

The project will provide benefits for vulnerable populations such as children, elderly, and disabled populations through the enhanced pedestrian crossings and connections to sidewalk and trail facilities existing on the east side of CSAH 11 today. Without these enhanced crossings, the sidewalk and trail facilities connecting to key community destinations are near inaccessible for these populations.

Response:

The 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 City and Census Tract for 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 pedestrian crossing improvements to CSAH 11, the project will make the area considerably safer and easier for this younger cohort of residents to travel by foot or bicycle.

% of Pop. 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 improvement will incorporate upgrading multiple curb ramps to ADA standards, which will allow people with disabilities to better access a usable pedestrian infrastructure network.

Connection to the City of Victoria's recreation center is also of benefit to these populations. The recreation center offers a fitness center, gymnasium, ice rink, a walking track, and scheduled childcare services. Programming at the recreation center includes; youth outdoor recreation camps, art camps, and athletic/fitness classes; adult and family recreation, craft, and fitness classes.

(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

The proposed project is not anticipated to negatively impact low-income populations, people of color, or children, the elderly, and disabled populations in the long-term. The pedestrian crossing safety improvements are supported by the City of Victoria and residents have voiced a need for improvements at these intersections. Short-term impacts from construction activities such as increased noise and dust will be mitigated with standard construction measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of Victoria's and Carver County's standards.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531489681984_CSAH 11 Ped Cross Overview SocEcon Combined.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	0.5	1.0	28.0	28.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.5

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.5

Total Housing Score 28.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

The CSAH 11 Pedestrian Crossing Improvements Project will eliminate a north-south highway barrier to allow east-west pedestrian travel through a large residential area and community centers and parks within the City of Victoria and within an RBTN Tier 2 Corridor. These crossing treatments will create safe crossings to connect the neighborhoods on the west side of the CSAH 11 barrier to the existing continuous pedestrian and bicycle system on the east side of the county highway. These crossings will improve connections for these neighborhoods to key community destinations such as the downtown, community recreation center, schools, parks, and regional trails.

Response:

CSAH 11 (Victoria Dr.) is an A-Minor Connector, carrying 8,700 (2017) vehicles a day. The free flow speed is 44 mph at 86th St./ Deer Run Dr., and the posted speed limit is 45 mph. The crossing distance for a pedestrian to cross the highway at this location is 40 ft., but the curb ramps need to be reconfigured to perpendicular for a 40 ft. crossing, as currently aligned the pedestrian crossing distance is 55 ft. The crossing treatments will create gaps in directional traffic that are especially hard during peak hours. The highway persists as a barrier to the north at the 82nd St. intersection where the crossing distance is 40 ft. with a speed limit of 35 mph. Due to these risk factors, additional horizontal and vertical curve challenges, and the pedestrian activity and destinations in the proposed locations, the County recommends pedestrian crossing aids as put forth in this proposal.

The proposed project connects residential areas to existing pedestrian infrastructure and key regional destinations of Downtown Victoria to the north and Victoria Recreational Center to the east. Localized destinations also attract pedestrian traffic and include St. Victoria Catholic Church and Lions Park,

which are located across CSAH 11 from each other at the 82nd St. crossing location.

The improvements specifically include:

CSAH 11 and 82nd Street Intersection:

An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon, larger more visible crosswalk markings, and upgraded curb ramps. Parking areas will also be restricted near the intersection to provide clear sightlines between pedestrians at or near the crosswalk and the county highway traffic.

CSAH 11 and Deer Run Drive Intersection:

An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and advanced warning beacons with larger more visible crosswalk markings. A new median island will provide for pedestrian refuge and shorter exposed crossing distances.

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

Please upload attachment in PDF form.

1531489862687_CSAH 11 Ped Cross Overview RBTN
Combined.pdf

Measure B: Project Improvements

The primary goal of this project is to provide a pedestrian crossing safety improvement at two key crossing locations along the CSAH 11 (Victoria Drive) corridor, an A-Minor Connector, within the City of Victoria.

Safety is a concern due to the identified risk factors of crossing distance (40+ ft.), speed limit (35 & 45), and vehicle ADT (8,700 - 2017). Currently, pedestrians cross the road at unmarked locations near 86th St./Deer Run Dr. Even with a marked crosswalk at 82nd St., safety is a concern here due to sightline constraints associated with the roadway curvature and on-street parking. Although there were not any crashes reported between 2011 and 2015 involving pedestrians or bicyclists, the proposed project improves pedestrian safety with proven infrastructure investments as described below. Specifically, the center median installation at the 86th St./Deer Run Dr. intersection eliminates pedestrian/bicyclist to vehicle conflict points by allowing pedestrians and bicyclists to cross one direction of traffic at a time.

Response:

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 installation of pedestrian curb bump-outs/pedestrian refuge island with a rectangular rapid flash beacon (RRFB) will create a defined pedestrian and bicyclist passageway across this highway barrier. 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).

The improvements specifically include:

CSAH 11 and 82nd Street Intersection:

An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and larger more visible crosswalk markings and upgraded curb ramps. Parking areas will also be restricted near the intersection to provide clear sightlines between pedestrians at or near the crosswalk and the county highway traffic.

CSAH 11 and Deer Run Drive Intersection:

An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and advanced warning beacons with larger more visible crosswalk markings. A new median island will provide for pedestrian refuge and shorter exposed crossing distances.

The proposed pedestrian crossing enhancements with overhead flashing beacons will make drivers aware of the upcoming crossing and provide increased comfort of pedestrians in this primary connecting corridor. Narrowing of the drive lanes will aid in slowing traffic while providing space for pedestrian and bicycle access.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The CSAH 11 Pedestrian Crossing Improvements Project will add pedestrian crossings and pedestrian amenities to the underserved neighborhoods on the west side of CSAH 11 to existing pedestrian and trail facilities on the east side. Pedestrian amenities include ADA curb ramps, benches, landscaping, lighting, and other features consistent with initiatives like the Project for Public Spaces will be included. As one example, the church and park located at the 82nd St crossing will include benches on both sides and pedestrian routing and way-finding to these locations. The project connects to and is part of Victoria's 18 mile off-road trail network. Creating a safe, attractive crossing facility connects pedestrians to this existing trail infrastructure.

Response:

The enhanced pedestrian crossings, including upgraded curb ramps, will provide increased safety and access for pedestrians needing to cross CSAH 11 to access regional destinations. To provide pedestrian accessibility, the project will install a center median pedestrian crossing refuge at Deer Run Drive where the highway corridor widens due to transition from an urban section with curb and gutter to a rural section just south of this intersection and upgrade curb ramps at both crossing locations. Proposed enhancement features will increase the safety of pedestrians with reduced exposure through advanced signage and reduced crossing distances. All of these features will increase the accessibility of all users in the corridor.

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 to regional community destinations where transit can be accessed (e.g. Downtown Victoria). SmartLink operates in this area for dial-a-ride transit service for the general public and provides Medical Assistance trips for individuals that qualify. This transit service serves the residents along the project corridor and provides a transit connection for residents to connect anywhere in the 7 county metro area.

(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

1531505477750_CSAH 11 Ped Cross Layout-Letters8.5x11.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):	\$588,400.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$588,400.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

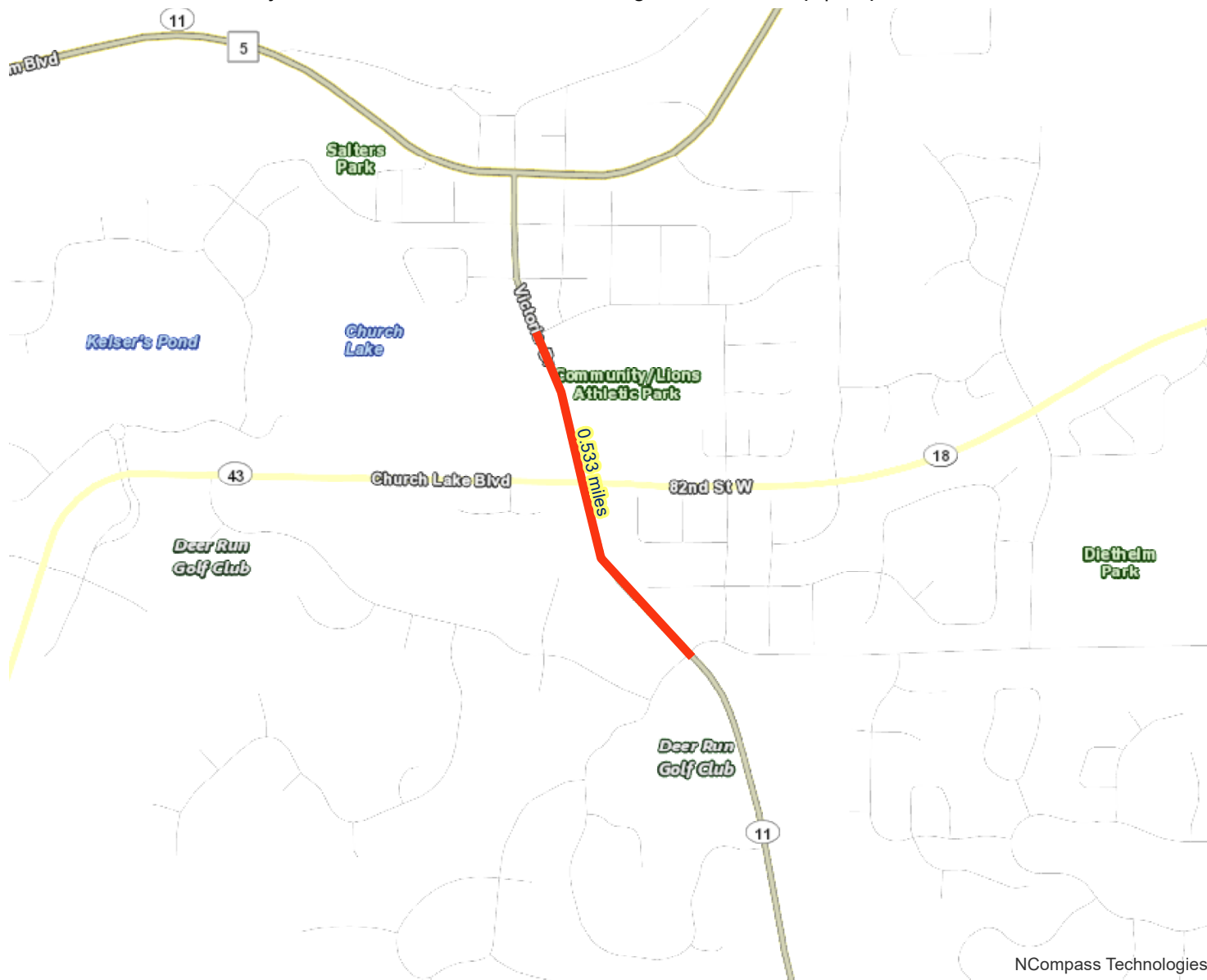
File Name	Description	File Size
CarverCo_CSAH11Ped_Summary.pdf	1 Page Project Summary	491 KB
CSAH 11 Ped Cross Layout-Letters8.5x11.pdf	Project Layout & Agency Approval Letters	889 KB
CSAH11_86thStreet_DeerRunDrive_ExistCond.pdf	Existing Conditions Photo	845 KB
CSAH11_Pedestrian_Crossing_Concept 8.5x11 Map.pdf	Concept Map	674 KB

Regional Economy

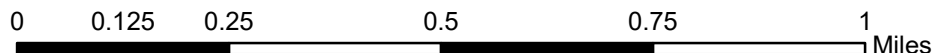
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 8295
Total Employment: 1285
Mfg and Dist Employment: 150



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 7/12/2018
LandscapeRSA5



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



NCompass Technologies

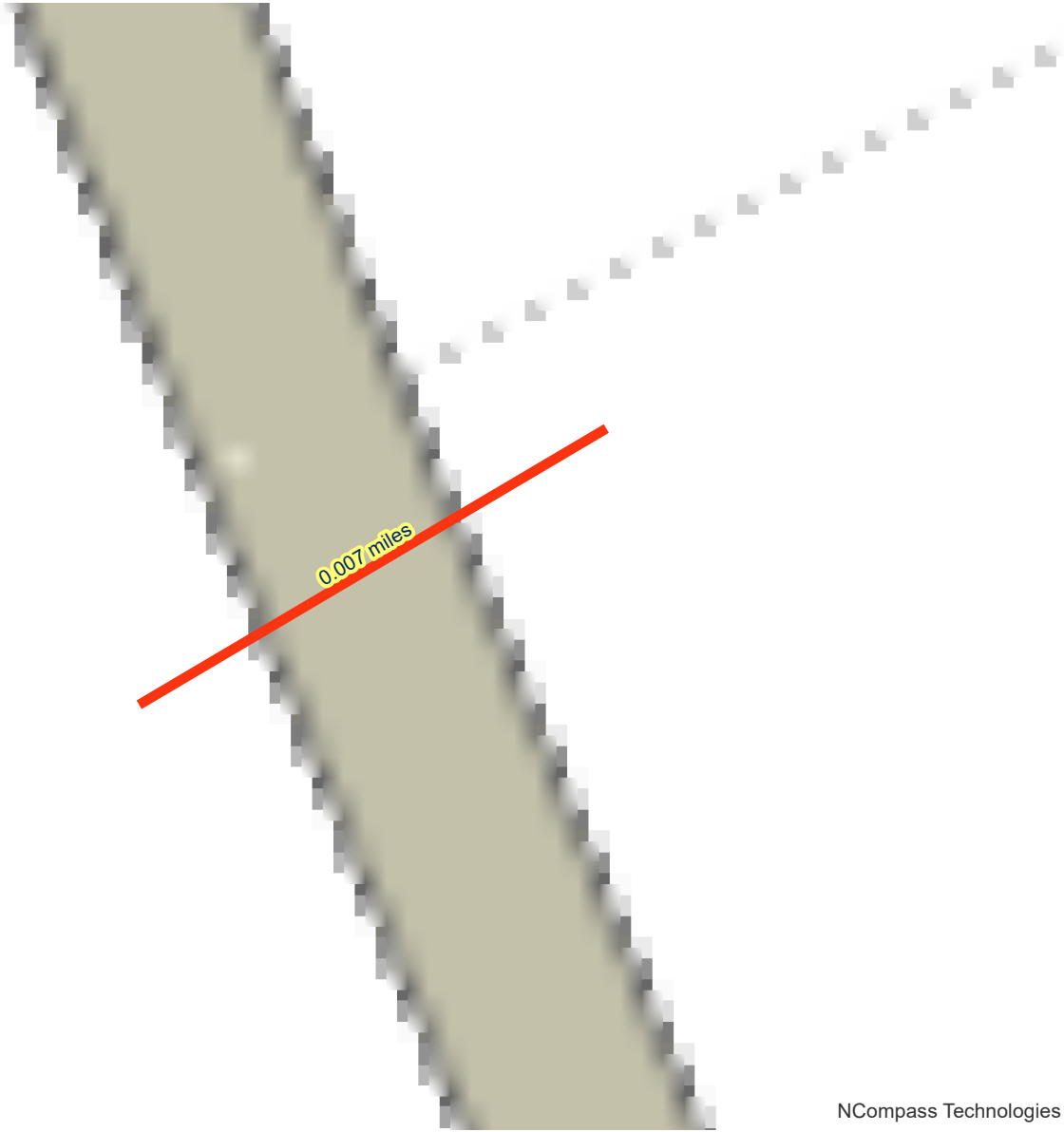
Regional Economy

Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Seg 1 | Map ID: 1531402739761

Results

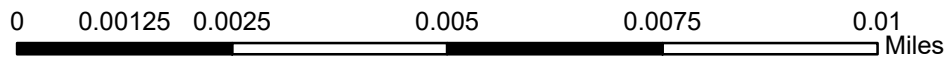
Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 6779
Total Employment: 1234
Mfg and Dist Employment: 141



NCompass Technologies

-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 7/12/2018
LandscapeRSA5



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



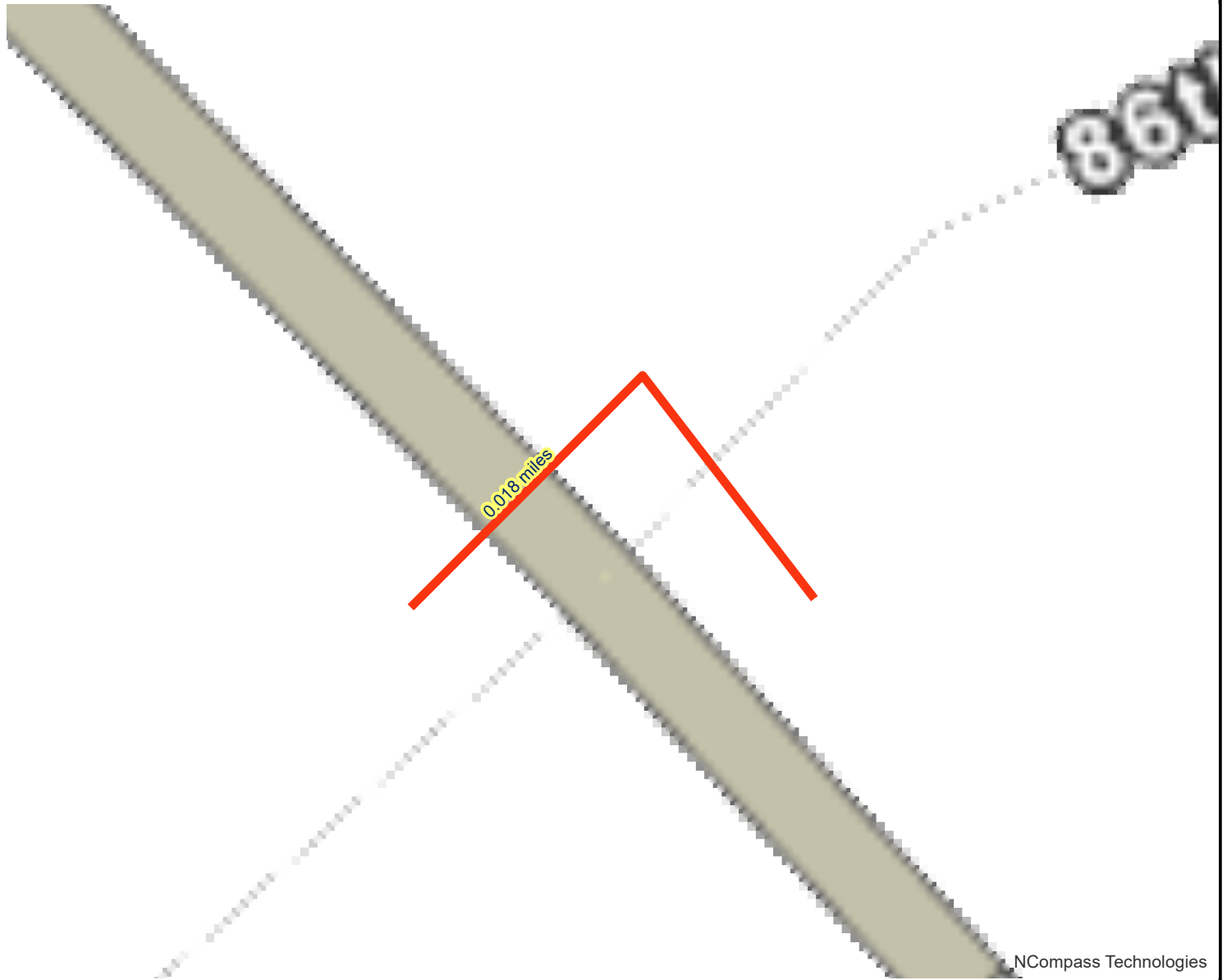
Regional Economy

Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Seg 2 | Map ID: 1531403067302

Results

Within HALF Mi of project:
Postsecondary Students: 0

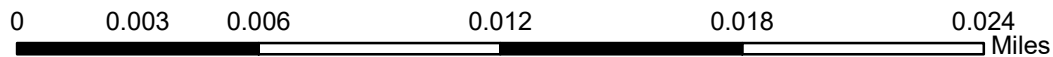
Total Population: 7737
Total Employment: 725
Mfg and Dist Employment: 55



— Project

▨ Job Concentration Centers

▨ Manufacturing/Distribution Centers



Created: 7/12/2018
LandscapeRSA5



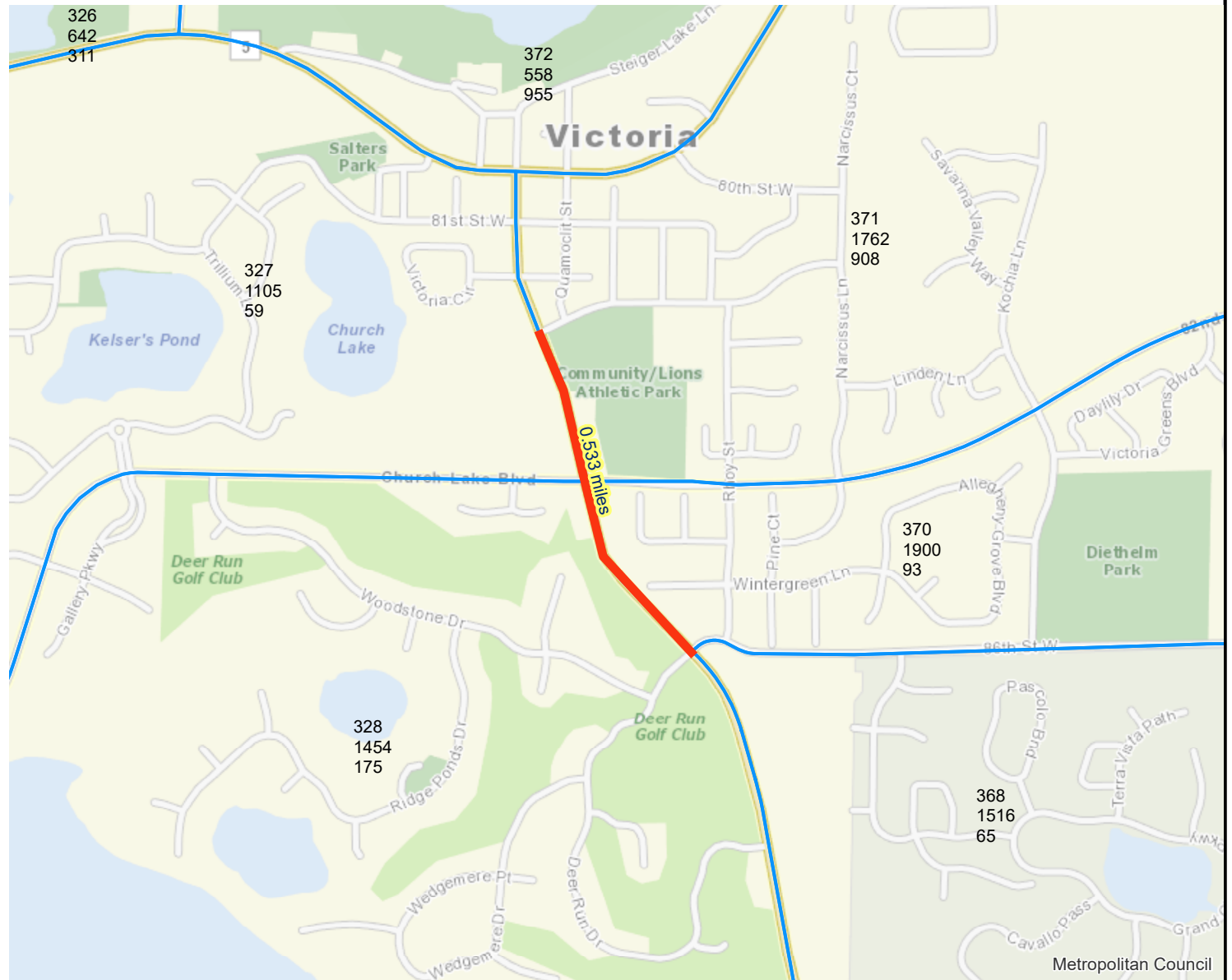
For complete disclaimer of accuracy, please visit
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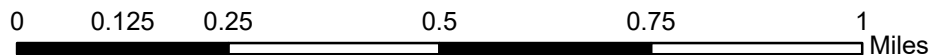
Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 8295



- Project
- 2010 TAZ



Created: 7/12/2018
LandscapeRSA4



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

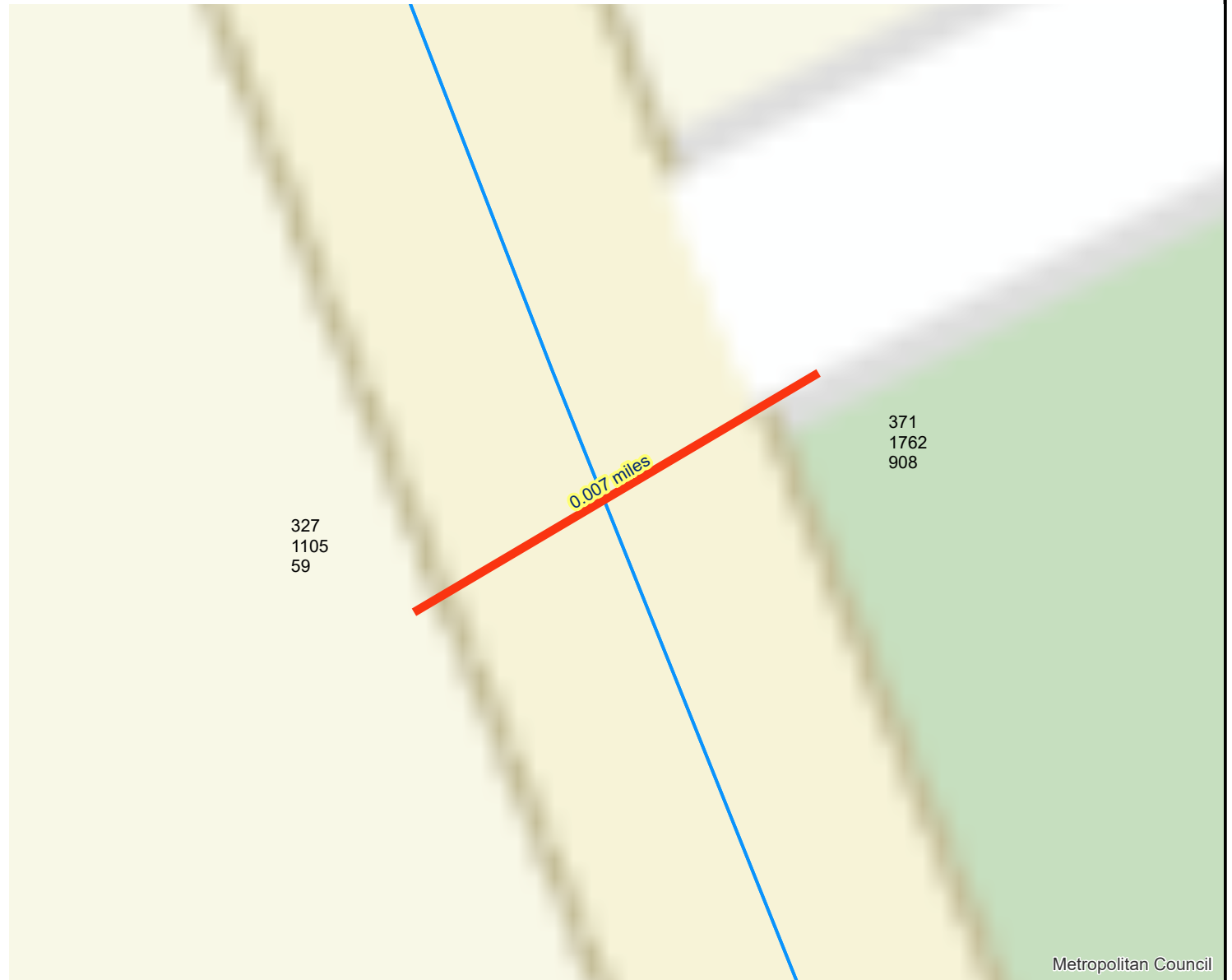


Population/Employment Summary

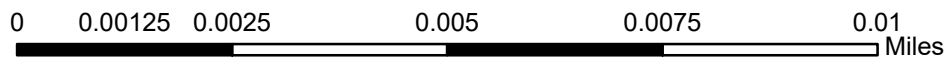
Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Seg 1 | Map ID: 1531402739761

Results

Within HALF Mile of project:
Total Population: 6779



— Project
□ 2010 TAZ



Created: 7/12/2018
LandscapeRSA4



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

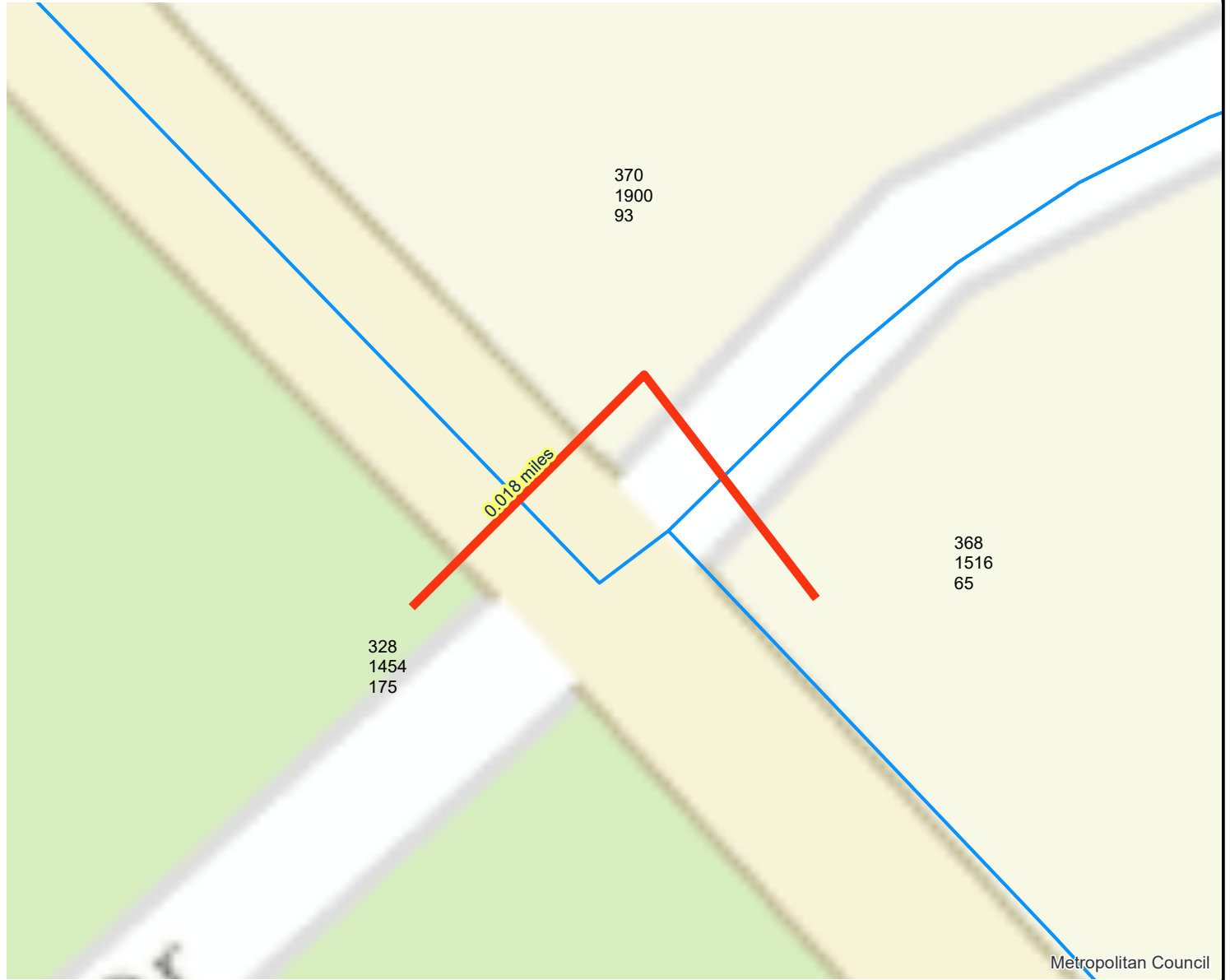


Population/Employment Summary

Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Seg 2 | Map ID: 1531403067302

Results

Within HALF Mile of project:
Total Population: 7737



- Project
- 2010 TAZ



Created: 7/12/2018
LandscapeRSA4



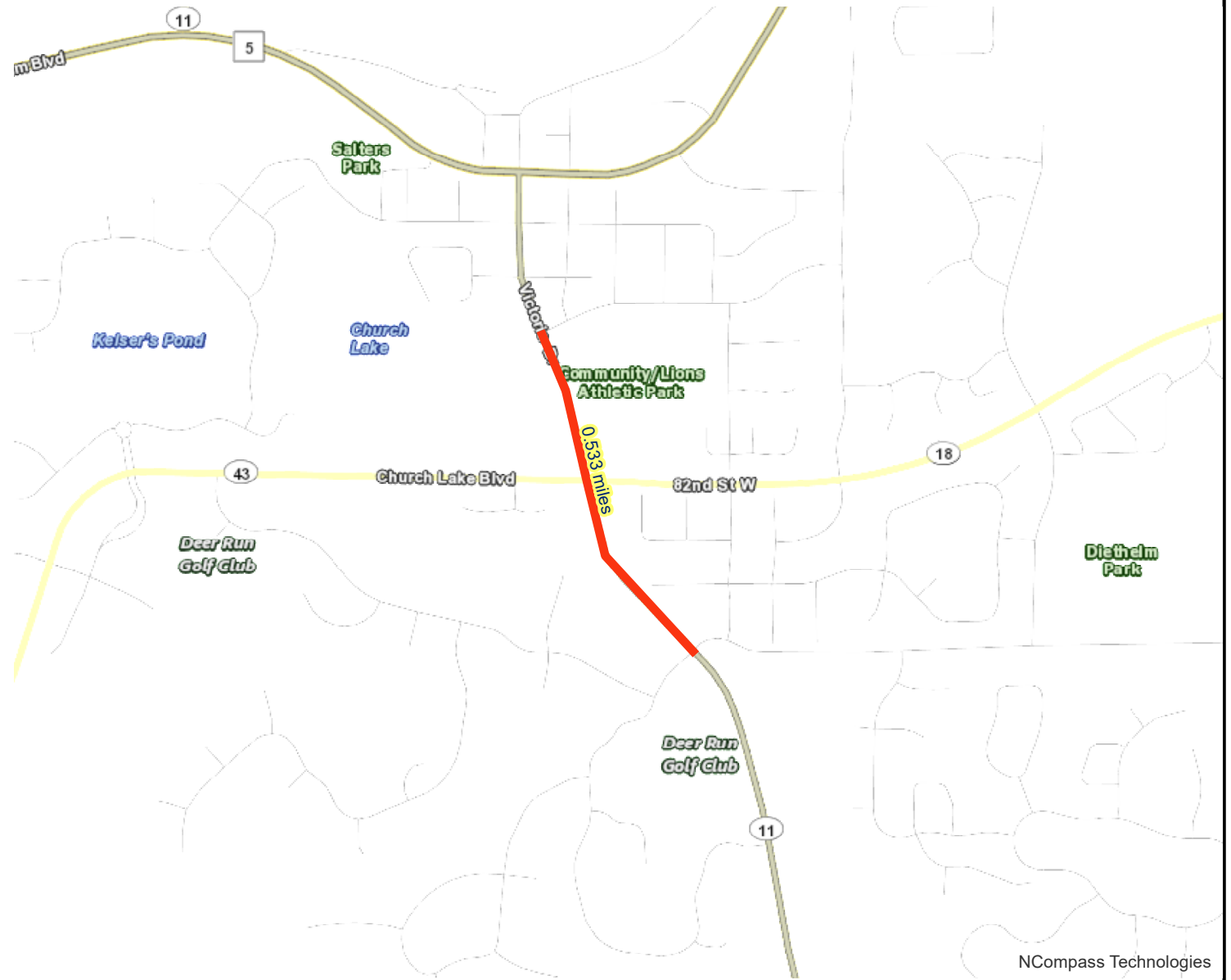
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




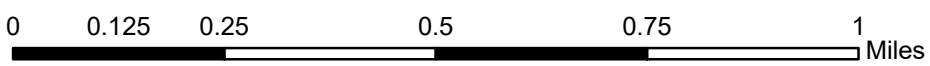
Socio-Economic Conditions

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: 7/12/2018
LandscapeRSA2



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



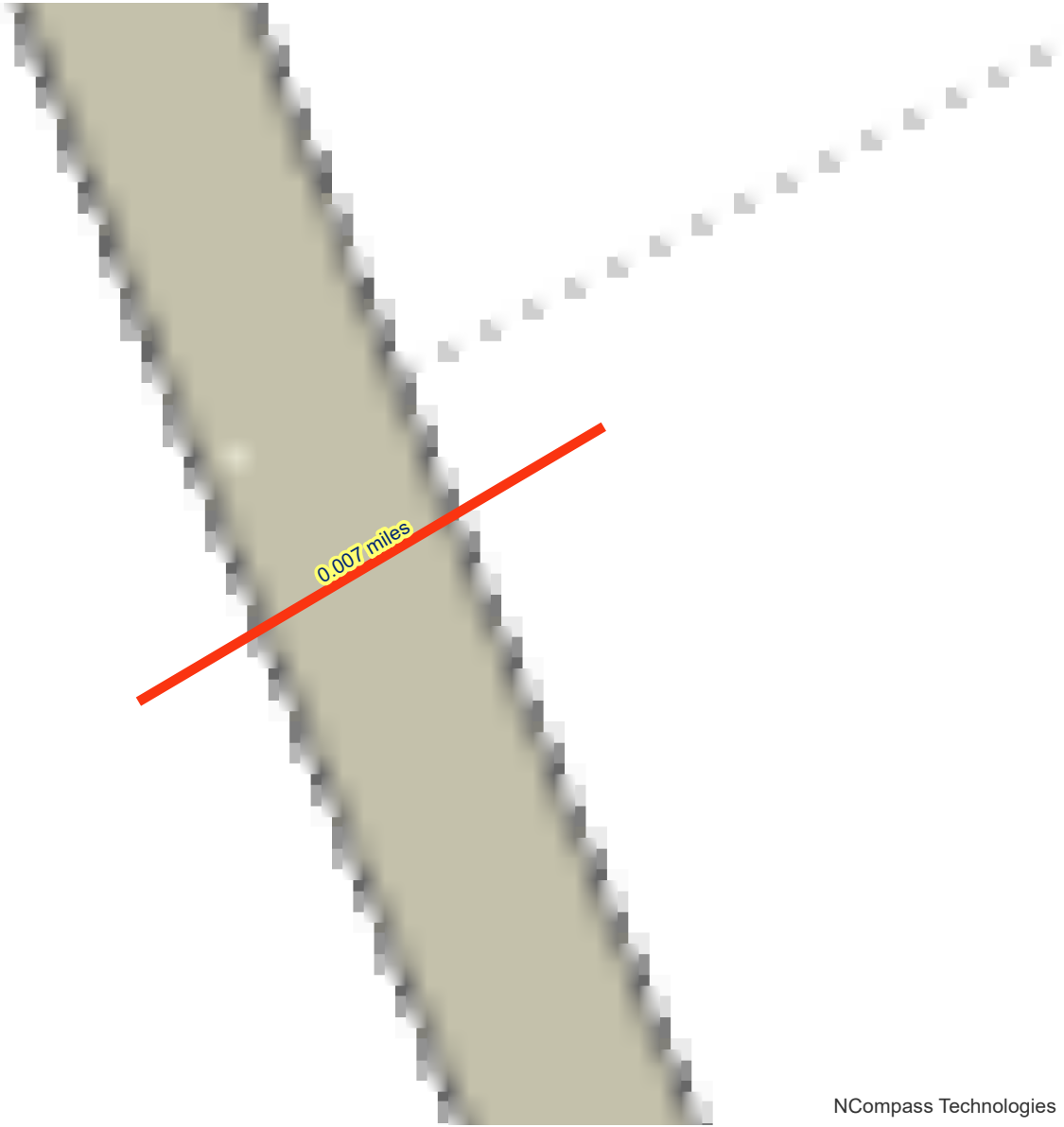
NCompass Technologies

Socio-Economic Conditions





Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Seg 1 | Map ID: 1531402739761

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)



NCompass Technologies

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



Created: 7/12/2018
LandscapeRSA2



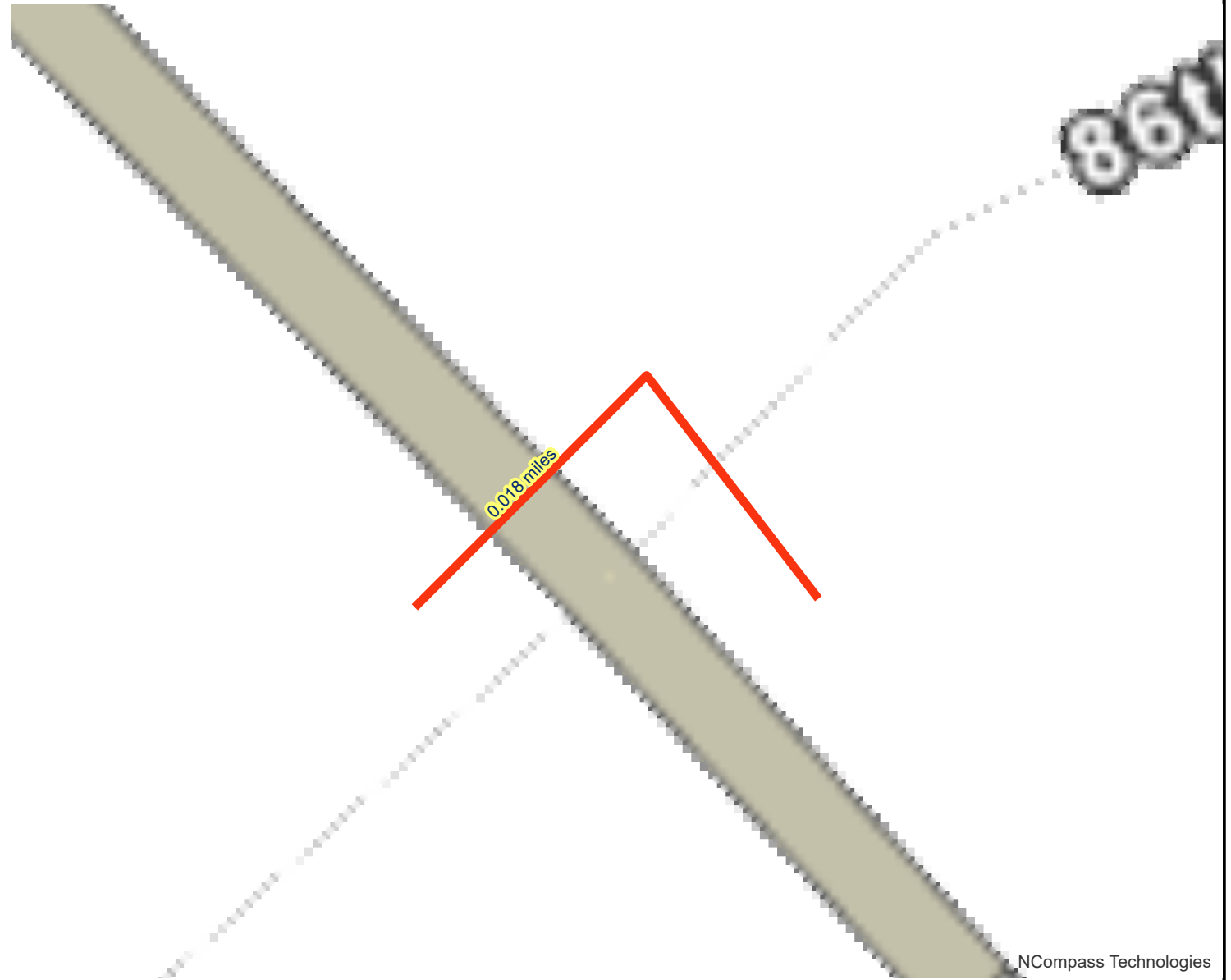
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



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



Created: 7/12/2018
LandscapeRSA2

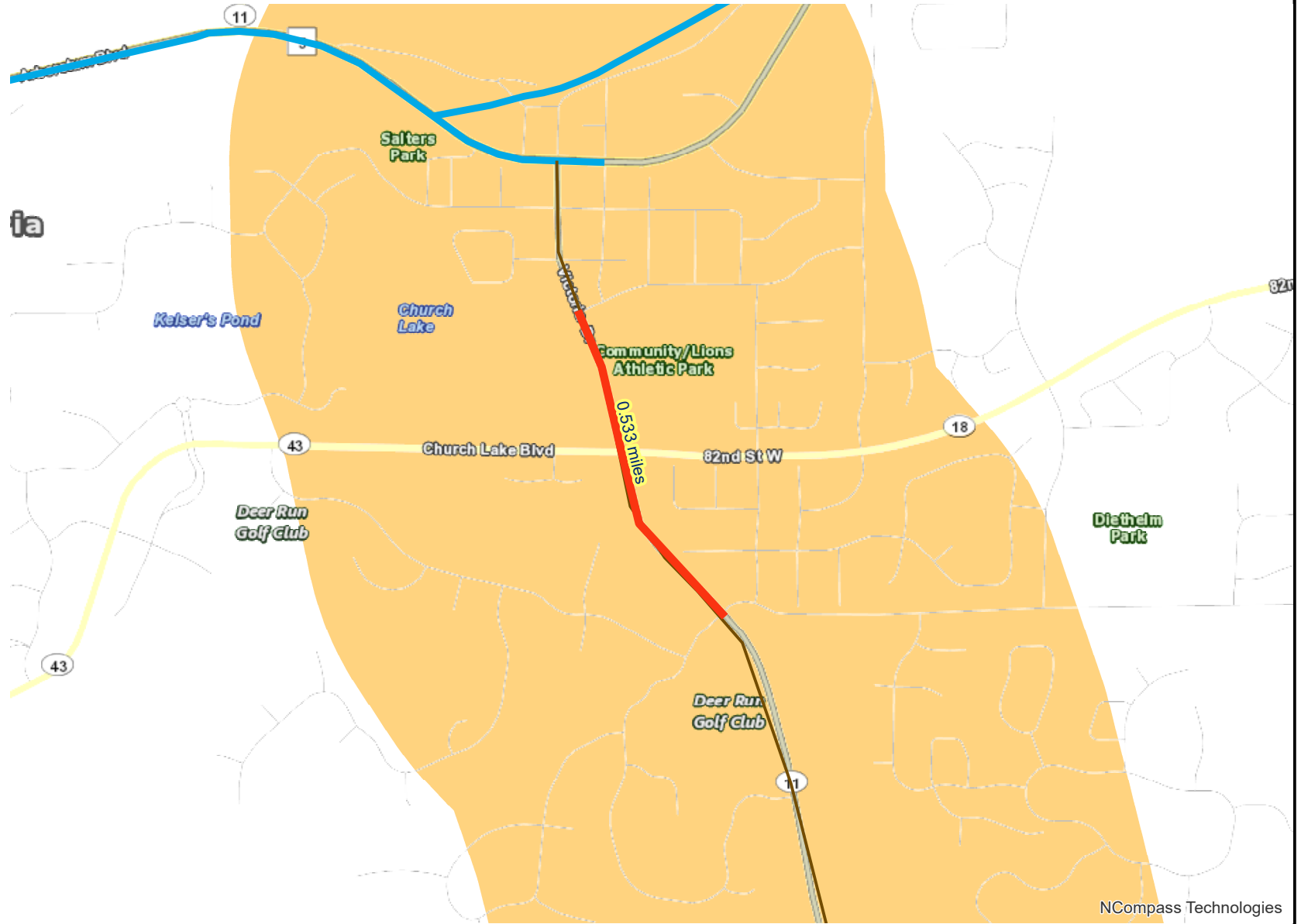


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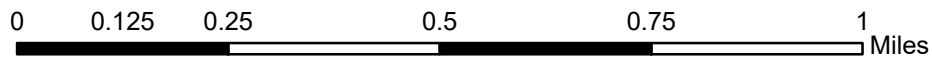
Project to RBTN Orientation

Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Overview Map | Map ID: 1531402407698



NCompass Technologies

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



Created: 7/12/2018
LandscapeRSA6

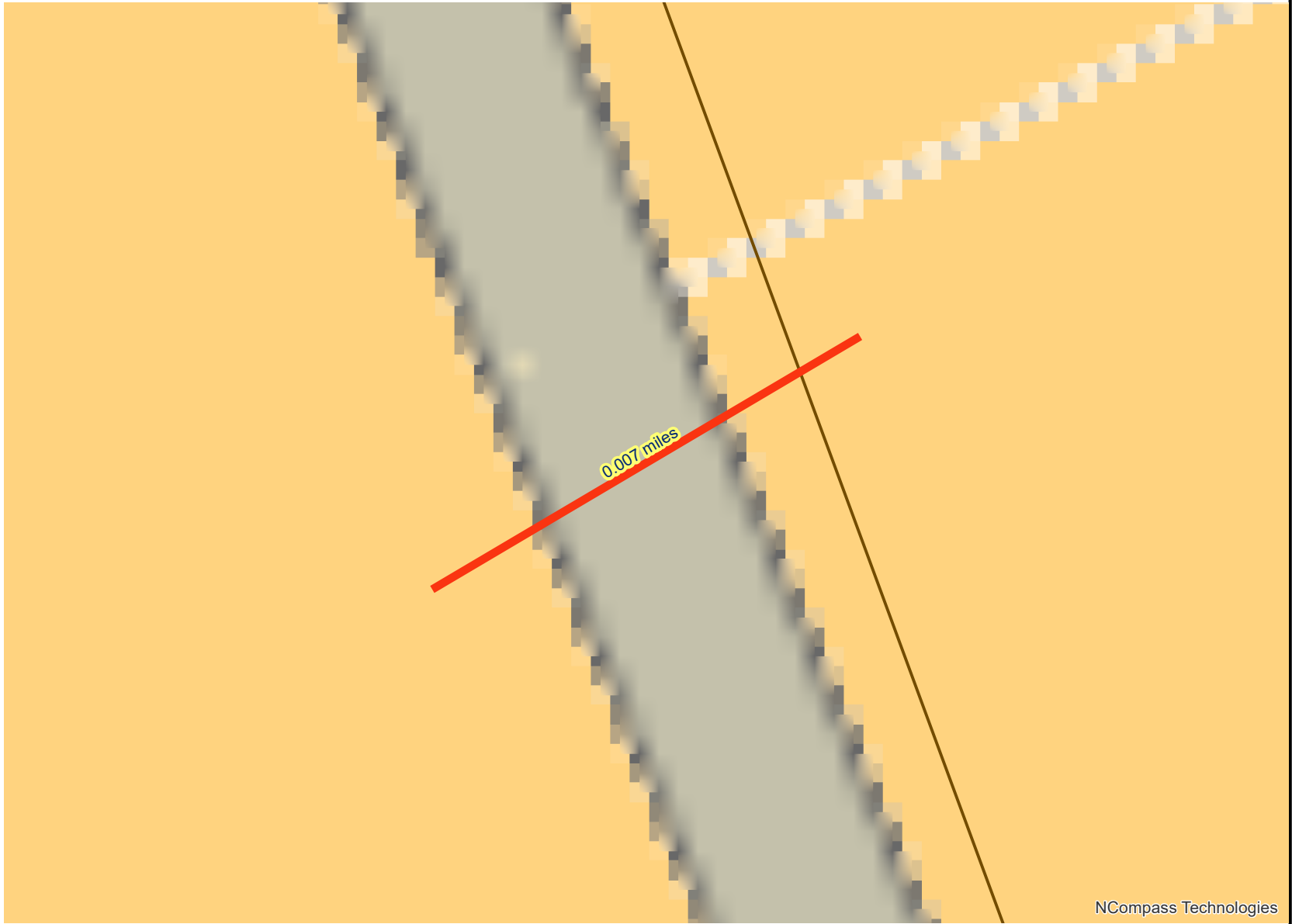


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



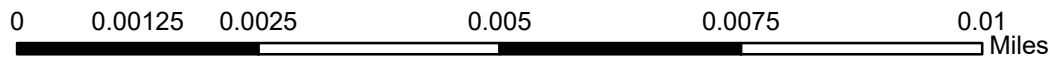
Project to RBTN Orientation

Pedestrian Facilities Project: CSAH 11 Pedestrian Crossings Seg 1 | Map ID: 1531402739761



NCompass Technologies

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



Created: 7/12/2018
LandscapeRSA6



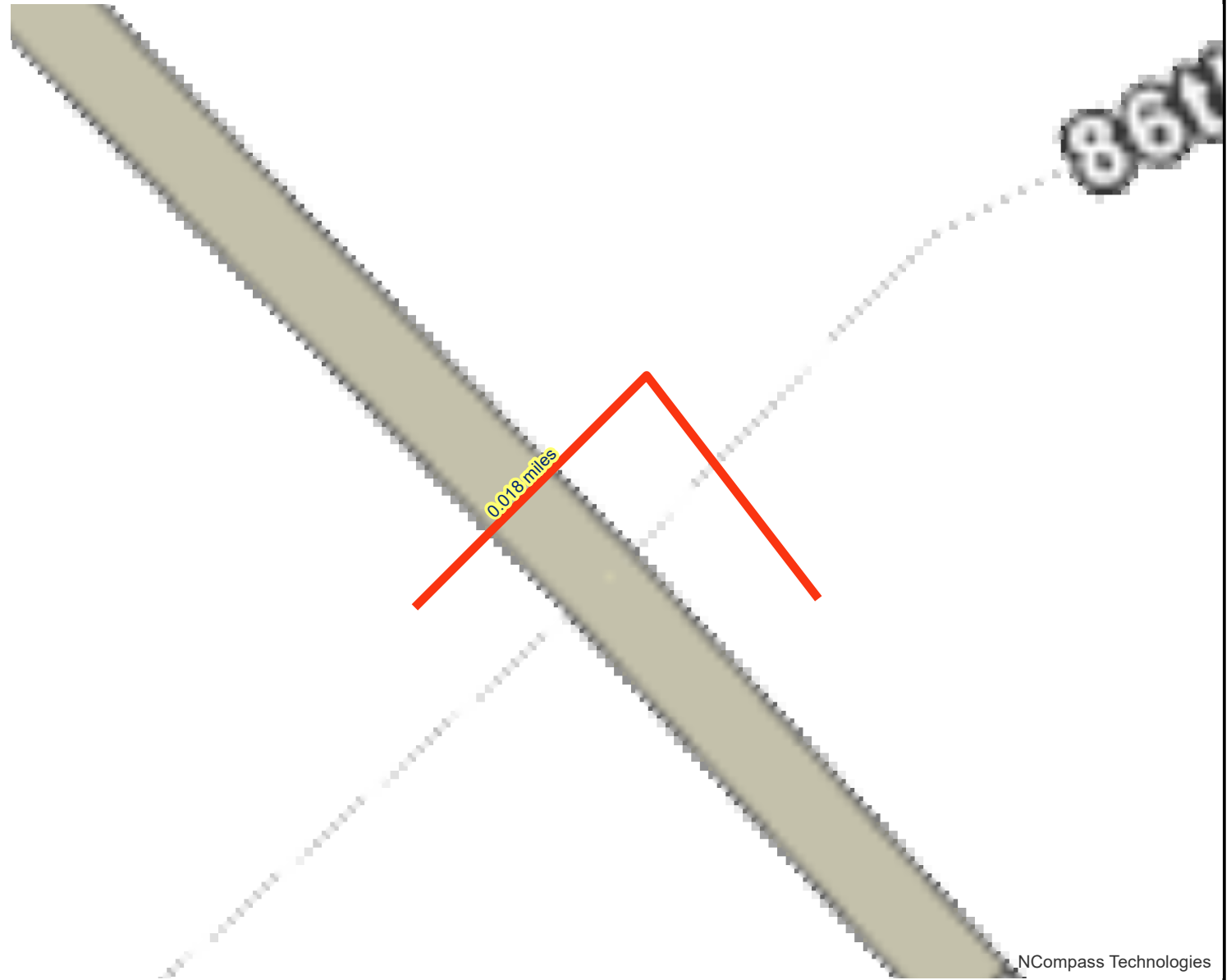
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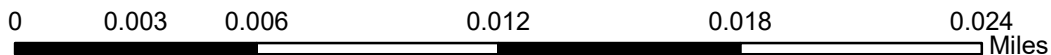
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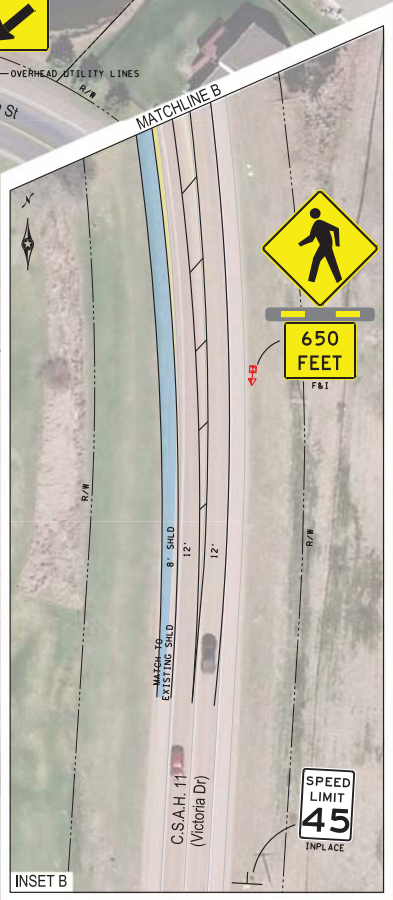
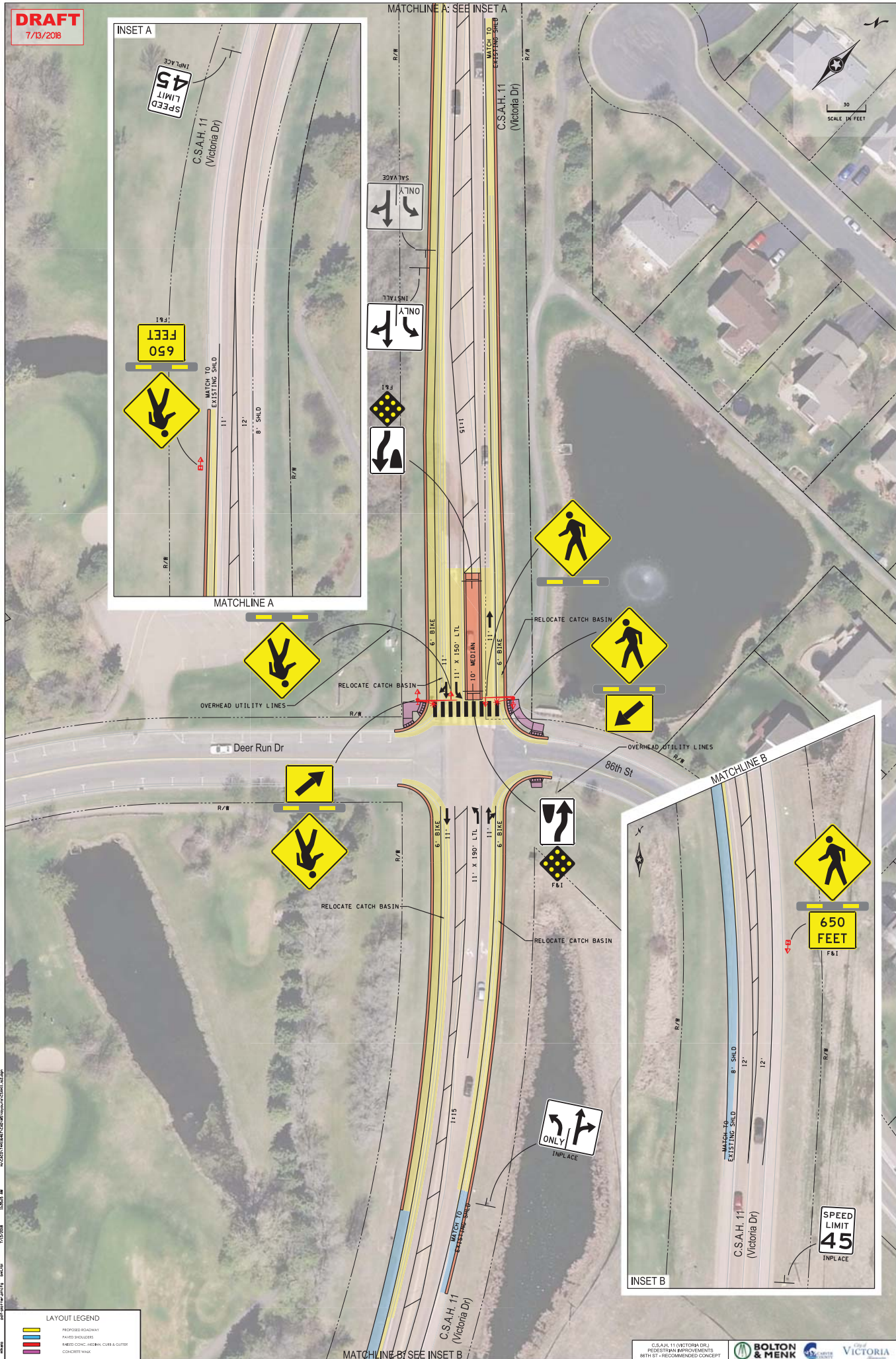
Created: 7/12/2018
LandscapeRSA2



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



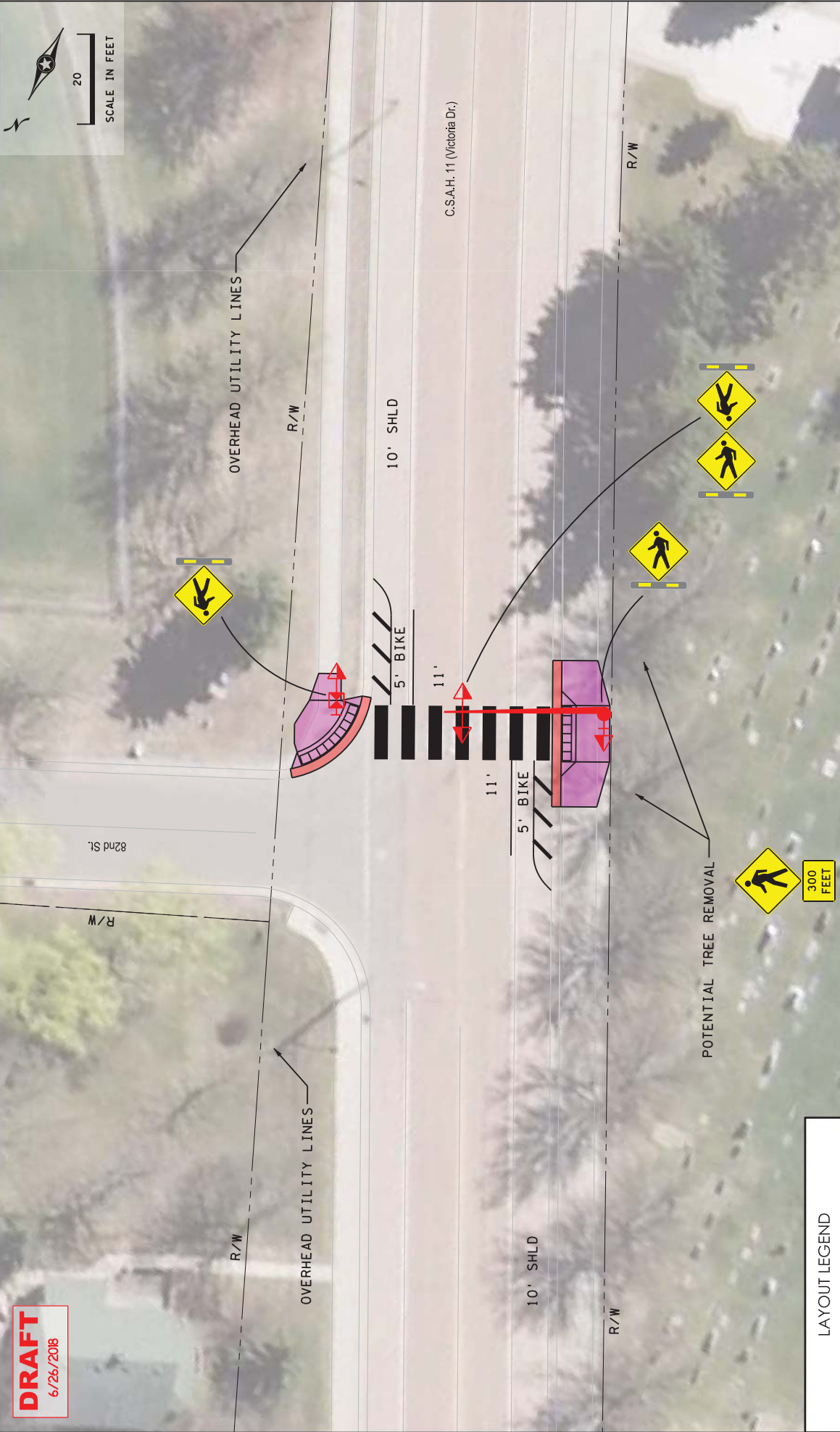
MATCHLINE A: SEE INSET A



DATE: 07/13/2018
 TIME: 10:00 AM
 PROJECT: C.S.A.H. 11 (VICTORIA DR.)
 SHEET: 86TH ST - RECOMMENDED CONCEPT

LAYOUT LEGEND

- PROPOSED ROADWAY
- PAVED SHOULDER
- 4" FIBER CONCRETE CURB & GUTTER
- CONCRETE WALK



DRAFT
6/26/2018

LAYOUT LEGEND

	CONCRETE CURB & GUTTER
	CONCRETE WALK



C.S.A.H. 11 (VICTORIA DR.)
PEDESTRIAN IMPROVEMENTS
82ND ST - RECOMMENDED CONCEPT



**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: CSAH 11 Pedestrian Crossing Improvement 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 CSAH 11 Pedestrian Crossing Improvement at the intersections of 82nd St. and 86th St./Deer Run Dr. in the City of Victoria. The County led the development of the layout and is aware of the details specified in the application attachment. The proposed project impacts the County Highway and incorporates the necessary design standards.

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

Sincerely,

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

CARVER COUNTY

City of Victoria

July 12, 2018

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

SUBJECT: CSAH 11 Pedestrian Crossing Improvement Layout Approval Letter

Dear Ms. Koutsoukos:

The City of Victoria has been working with Carver County for much needed pedestrian crossing improvements to the intersections of CSAH 11 and 82nd St. and 86th St./Deer Run Dr. in the City of Victoria. This letter serves to confirm the City's agreement with and approval to date of the attached layout for the CSAH 11 Pedestrian Crossing Improvements. The County led the development of the layout and the City of Victoria is aware of the details specified in the application attachment.

The City is committed to working with Carver County to deliver this project.

Sincerely,



Doug Reeder
Interim City Manager

cc: Lyndon Robjent, Public Works Director/County Engineer



Carver County

CSAH 11 Pedestrian Crossing

Improvements at 86th St/Deer Run Dr & 82nd St Intersections

Project Information

Project Location:
City of Victoria, Carver County

Federal Funding Request:
\$470,720

Total Project Cost:
\$588,400

Project Benefits

Safety

- Install pedestrian crossing aids
- Install center median
- Upgrade pedestrian ramps

Multimodal

- Connect to regional destinations

Project Description

The CSAH 11 Pedestrian Crossing Improvements Project (ADA) includes two key crossing locations along the CSAH 11 (Victoria Dr.) corridor, an A-Minor Connector, within the City of Victoria at 82nd St. and 86th St./Deer Run Dr. These crossing locations will better connect the neighborhoods on the west side of the CSAH 11 barrier to the existing continuous pedestrian and bicycle system on the east side of the county highway that carries 8,700 vehicles a day.

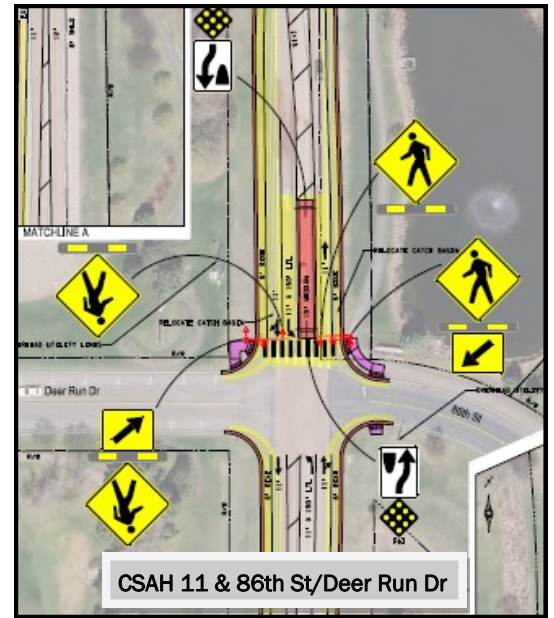
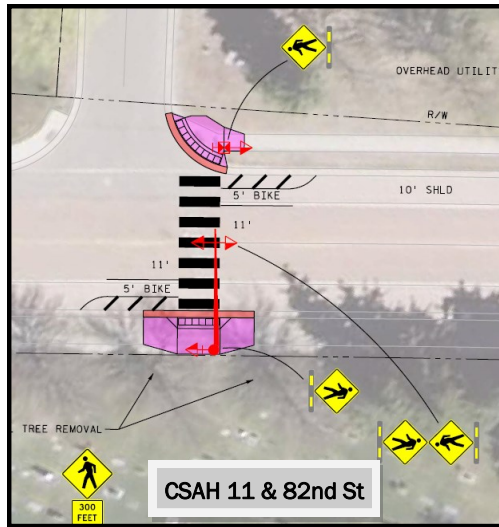
CSAH 11 and 82nd Street Intersection: An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon will be installed along with larger more visible crosswalk markings and upgraded curb ramps. Parking areas will also be restricted near the intersection to provide clear sightlines between pedestrians at or near the crosswalk and the county highway traffic.

CSAH 11 and Deer Run Drive Intersection: An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and advanced warning beacons with larger more visible crosswalk markings and updated curb ramps. A new median island will provide for pedestrian refuge and shorter exposed crossing distances.

Existing Conditions Picture



Layout Insets



Regional Significance

The CSAH 11 corridor is an RBTN Tier 2 Corridor. These pedestrian crossings will improve connections for neighborhoods to key community destinations such as the downtown, community recreation center, schools, parks, and regional trails.

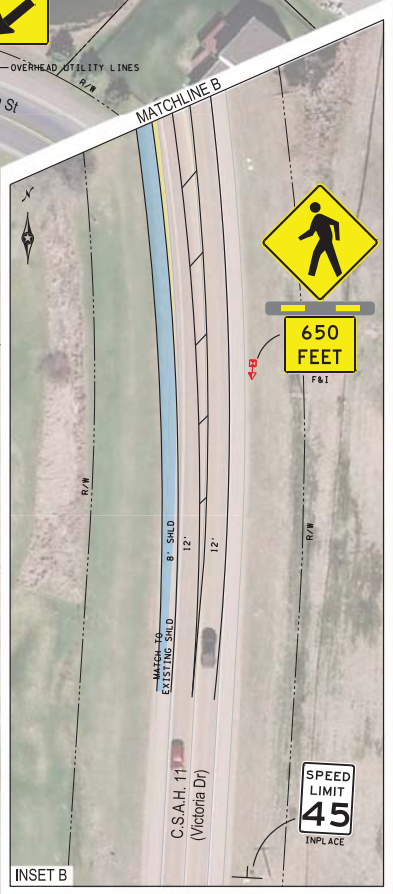
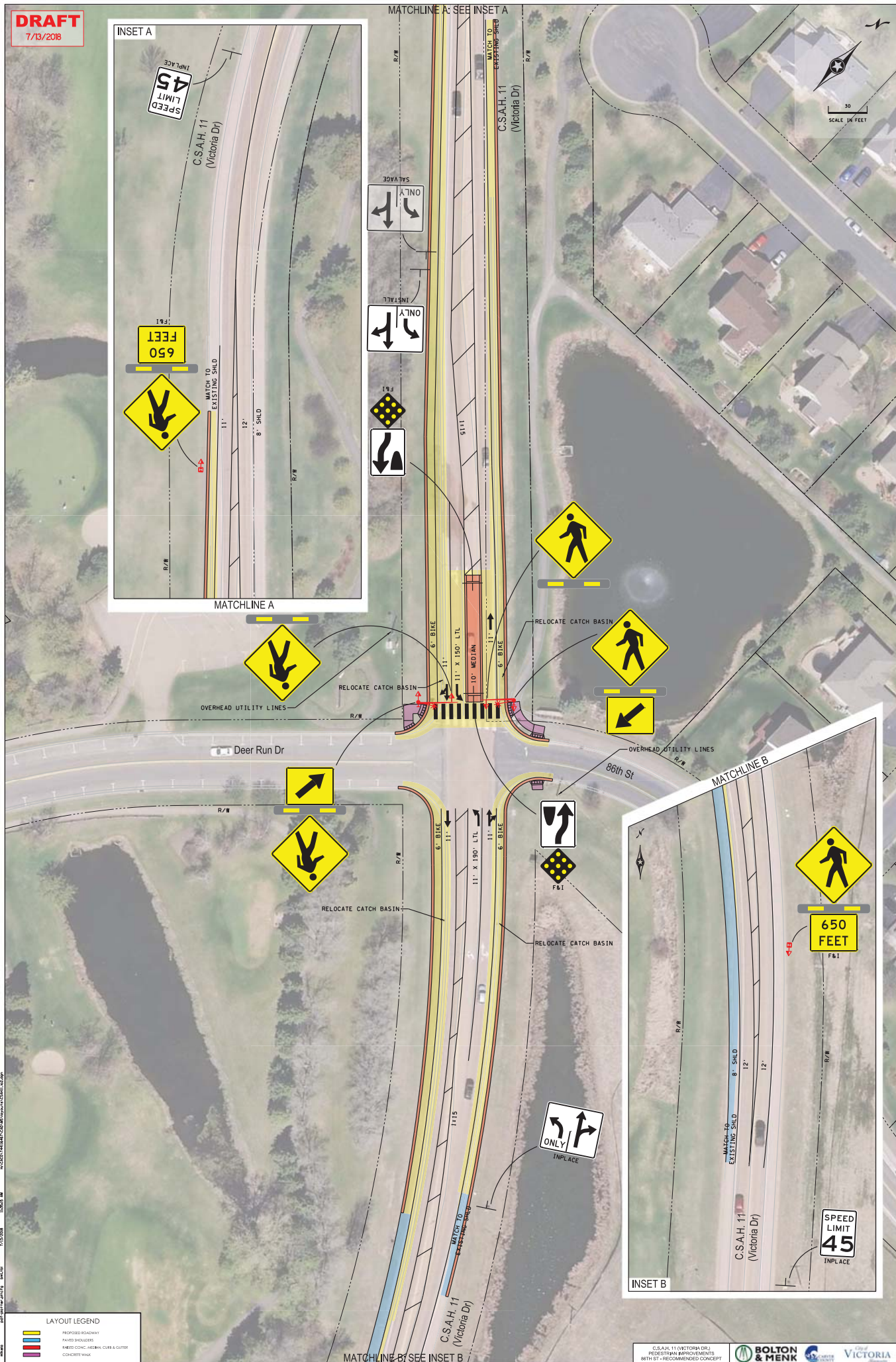
Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer
Carver County Public Works | 11360 Highway 212,
Suite 1 | Cologne, MN 5532
Phone: 952-466-5200

MATCHLINE A: SEE INSET A



MATCHLINE A



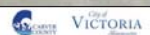
INSET B

DATE: 07/13/2018
 TIME: 10:00 AM
 PROJECT: C.S.A.H. 11 (VICTORIA DR.)
 SHEET: 86TH ST - RECOMMENDED CONCEPT

LAYOUT LEGEND

- PROPOSED ROADWAY
- PAVED SHOULDER
- 4-FOOT CONC. SIDEWALK CURB & GUTTER
- CONCRETE WALK

C.S.A.H. 11 (VICTORIA DR.)
PROPOSED IMPROVEMENTS
86TH ST - RECOMMENDED CONCEPT

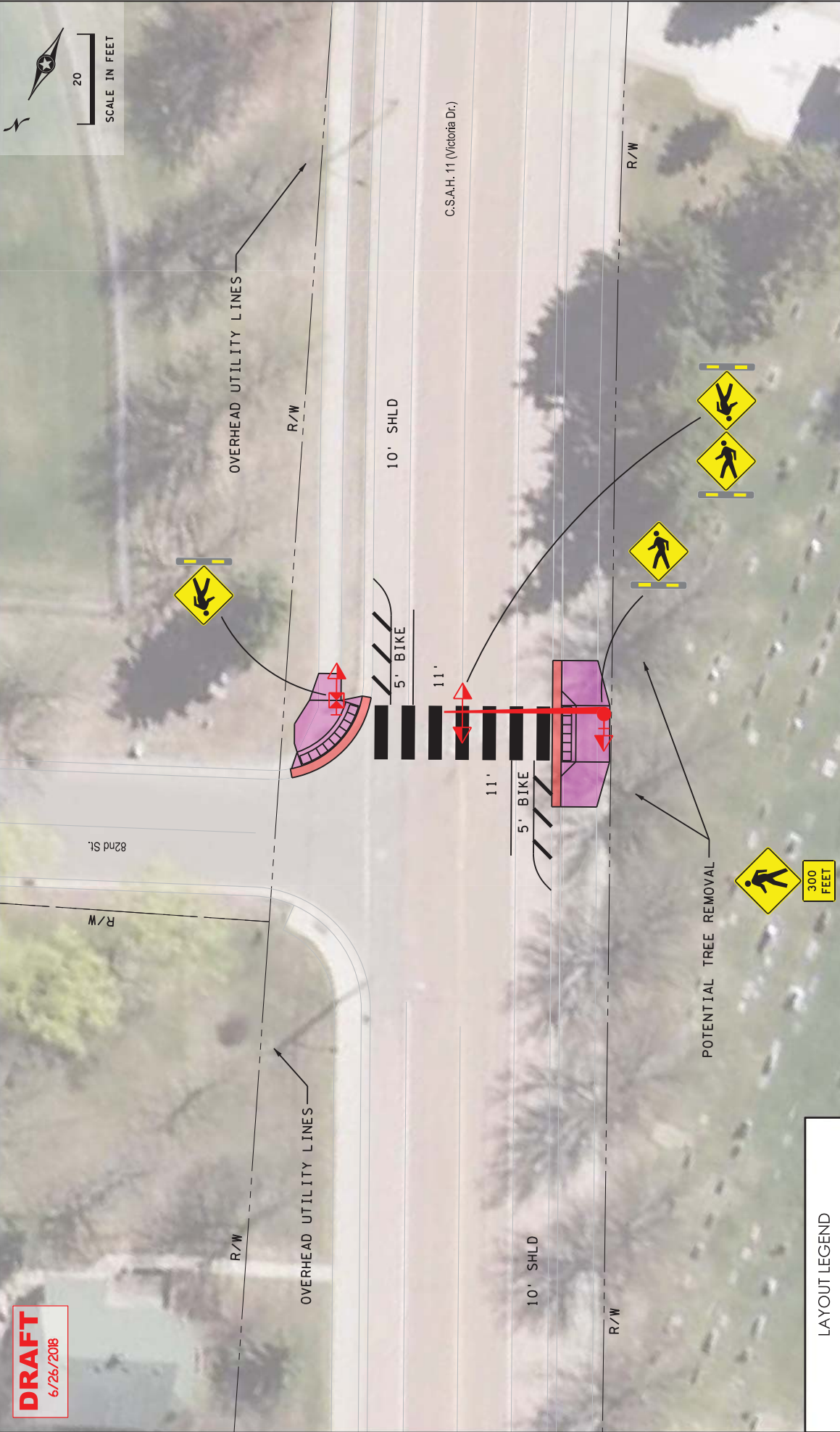


SPEED LIMIT 45
INPLACE

650 FEET
F&I

650 FEET
F&I

45
SPEED LIMIT
INPLACE



DRAFT
6/26/2018

LAYOUT LEGEND

	CONCRETE CURB & GUTTER
	CONCRETE WALK



C.S.A.H. 11 (VICTORIA DR.)
PEDESTRIAN IMPROVEMENTS
82ND ST - RECOMMENDED CONCEPT



**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

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Sincerely,

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

CARVER COUNTY

City of Victoria

July 12, 2018

Elaine Koutsoukos
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METROPOLITAN COUNCIL
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St. Paul, MN 55101

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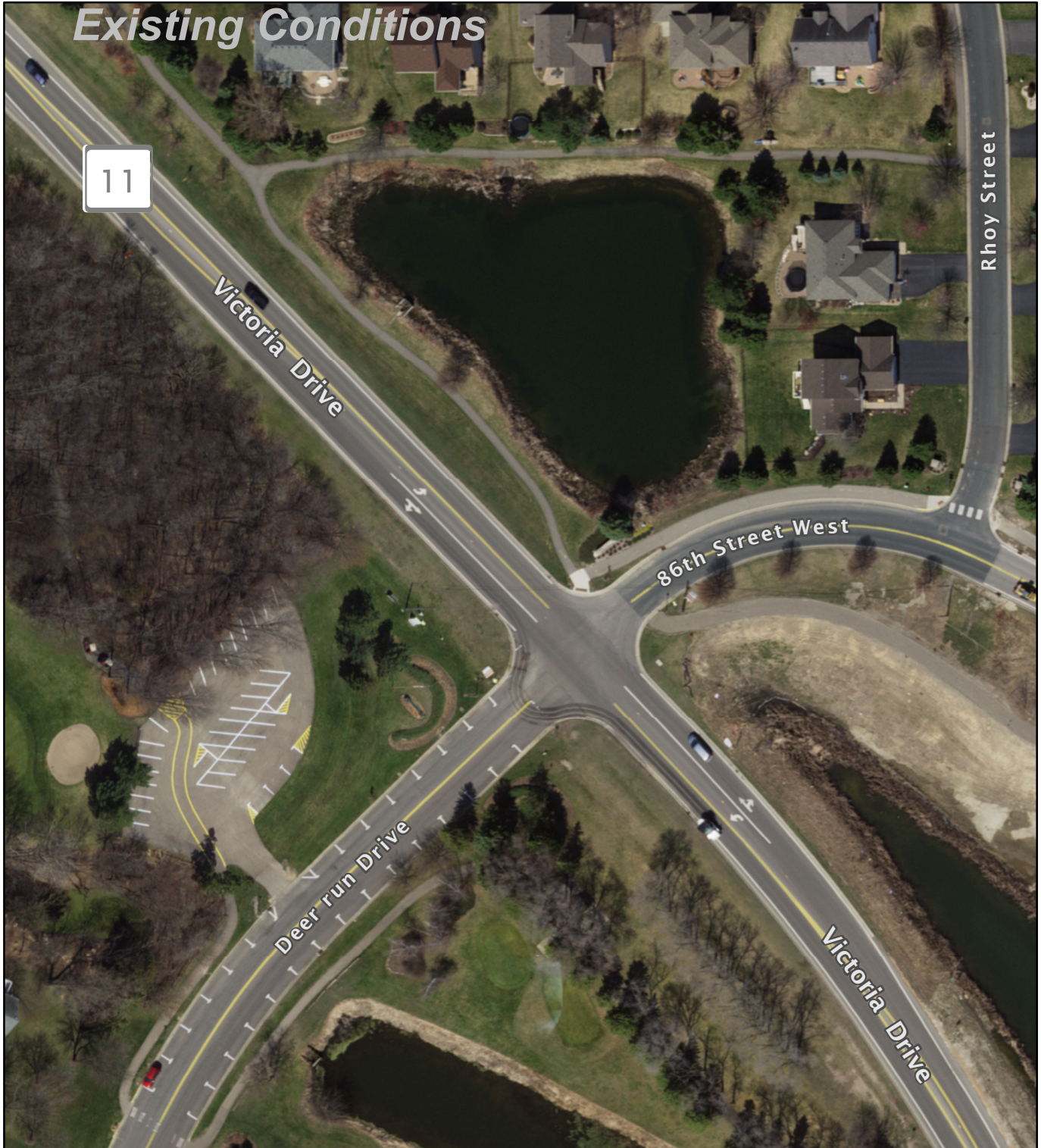


Doug Reeder
Interim City Manager

cc: Lyndon Robjent, Public Works Director/County Engineer

CSAH 11 & 86th Street & Deer Run Drive W.

Existing Conditions



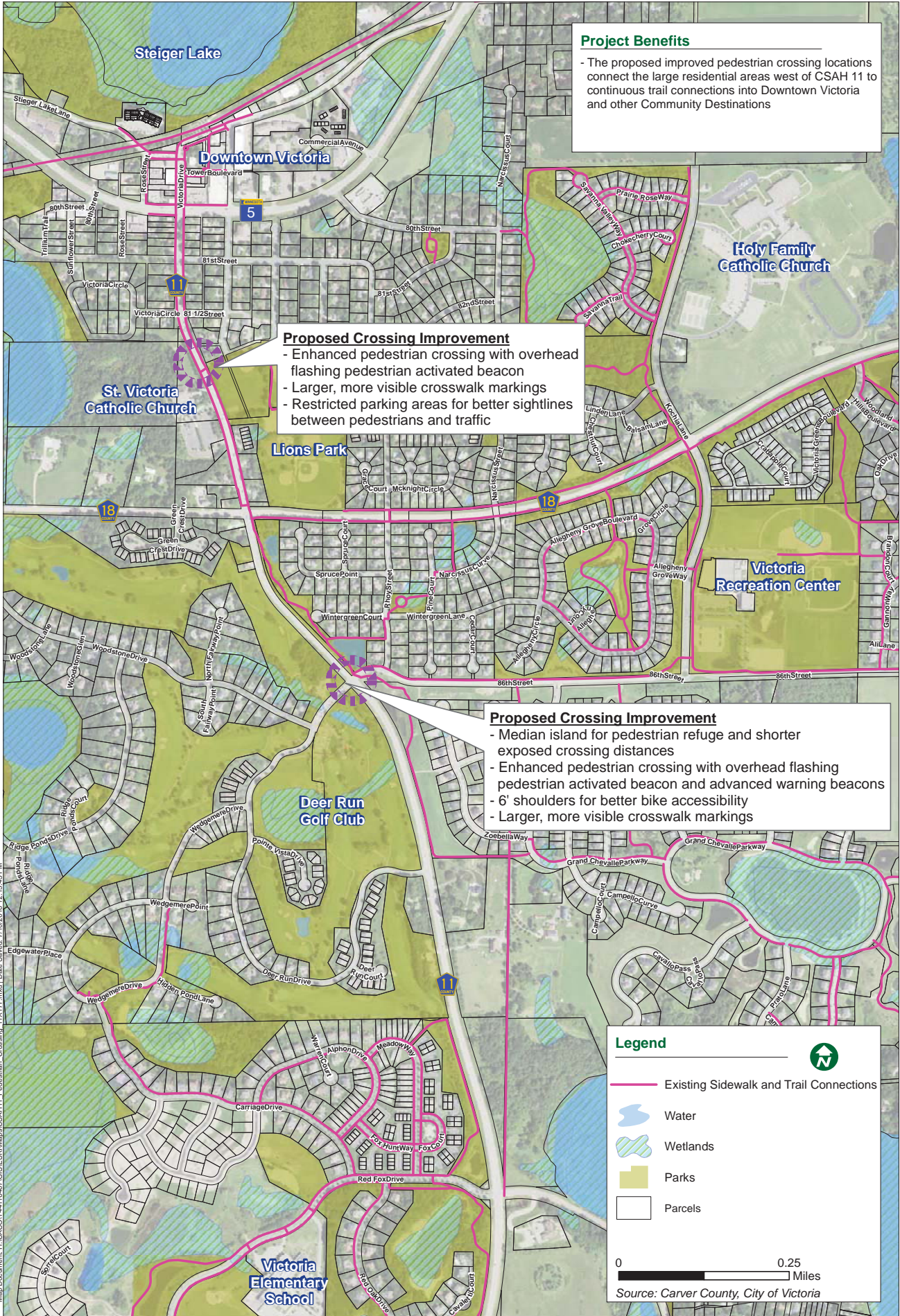
Orthophoto Spring 2016

This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

1 inch = 94 feet



Public Works Division
11360 Hwy 212, Suite 1
Cologne, MN 55322
(952) 466-5200
Created: 11/3/2017



Map Document: H:\COCOT\4411647\GIS\ESRI\Map\CSAH11_Pedestrian_Crossing_11X17P.mxd | Date Saved: 7/10/2018 12:13:45 PM