



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14297 - Old Snelling Trail Extension

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/15/2020 11:21 AM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:**

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**Address:** 1245 W Highway 96

**\*** Arden Hills Minnesota 55112  
City State/Province Postal Code/Zip

**Phone:\*** 651-792-7824  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ARDEN HILLS, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 1245 W HWY 96  
  
**\*** ARDEN HILLS Minnesota 55112  
City State/Province Postal Code/Zip  
**County:** Ramsey  
**Phone:\*** 612-792-7800  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020922A2

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## Project Information

**Project Name** Old Snelling Trail Extension  
**Primary County where the Project is Located** Ramsey  
**Cities or Townships where the Project is Located:** Arden Hills  
**Jurisdictional Agency (If Different than the Applicant):** City of Arden Hills

To enhance the regional trail network, improve pedestrian safety, and provide recreation opportunities within the City of Arden Hills, the City is proposing to construct an extension of the City's trail system adjacent to Old Snelling Avenue, County State Aid Highway 76 (minor arterial) from Lake Valentine Road (major collector) to Wedgewood Circle (local). The proposed project will remove a significant gap in the trail system and address safety concerns for non-motorized travel through the corridor. Currently, pedestrians and bicyclists are using the narrow space along the edge of vehicle travel lanes for CSAH 76. The proposed trail segment provides an important connection in the City's trail network and is the next crucial segment to eventually connect regional trail systems in the cities of Arden Hills, New Brighton and Shoreview

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

The project consists of constructing approximately 38,000 square feet of 10 foot wide bituminous pavement multi-use trail adjacent to the west side of CSAH 76. Project improvements include ADA curb ramps, retaining walls, signage, and drainage improvements to accommodate installation of the new trail segment.

The City of Arden Hills has funded and constructed three previous trail segments along CSAH 76, County Road E, and Lake Valentine Road over the past five years. The proposed project will expand the trail network and improve safe pedestrian connections for Mounds View High School (Enrollment 1,794), Bethel University (Enrollment 4,500) and Valentine Hills Elementary (Enrollment 642). The project is one of the last remaining segments to connect these facilities and residents within the western portion of Arden Hills to the Long Lake Regional Trail system.

(Limit 2,800 characters; approximately 400 words)

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

Old Snelling Highway 10, Lake Valentine Road to Wedgewood Circle, Construct trail for peds and bikes

**Project Length (Miles)** 0.73

*to the nearest one-tenth of a mile*

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## 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** \$1,692,160.00

**Match Amount** \$423,040.00

*Minimum of 20% of project total*

**Project Total** \$2,115,200.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** City of Arden Hills

*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:** 2024

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

**Additional Program Years:** 2022, 2023

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

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## Project Information

**County, City, or Lead Agency** City Of Arden Hills

**Zip Code where Majority of Work is Being Performed** 55112

**(Approximate) Begin Construction Date** 05/01/2024

**(Approximate) End Construction Date** 11/04/2024

**Name of Trail/Ped Facility:** Old Snelling Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:** Lake Valentine and Old Snelling Intersection  
(Intersection or Address)

**To:** Wedgewood Circle  
(Intersection or Address)

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 0.73

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0

**Is this a new trail?** Yes

**Primary Types of Work** Multiuse Trail

*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):

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## **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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.*

**Briefly list the goals, objectives, strategies, and associated pages:**

The City of Arden Hills Old Snelling Trail Extension shares many goals and objectives with the 2040 Transportation Policy Plan. As always, one of Arden Hills biggest goals is to improve the safety and security of our community. This trail extension would provide a much needed pathway for our residents as they walk or bike to and from school, areas of employment, and parks, increasing pedestrian and bicycle safety. The proposed trail is crucial in creating much needed north-south and east-west connections to future projects, such as a Round Lake connection, and existing trails. With more access to destinations, such as, schools, jobs, parks, and restaurants, residents would be encouraged to seek out alternate forms of transportation. As a result, the project will contribute to managing increased vehicle traffic on roadways while providing additional safety measures for pedestrians and bicyclists. Not only would these connections meet the residents' requests for more utilitarian pathways, it would also encourage the residents to be more active and engage in more physical activity on the trails. Student athletes training, active adults living in nearby senior housing, or residents who desire to spend more time outside, would all find it easier and more enjoyable if they were able to access the proposed trail project. This trail would promote and create a healthier community, among other things.

*(Limit 2,800 characters; approximately 400 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.*

Two comprehensive documents help guide the City's parks and trails development, the 2040 Comprehensive Plan and the Parks Master Plan. The Arden Hills 2040 Comprehensive Plan, approved in 2019, is used to guide the future of the community and help manage growth within the community. It has established numerous goals and a community vision, including the Old Snelling trail extension project. The Park Master Plan was created in 2002, which included significant public engagement (fifteen percent of the City's residents weighed in) and is reviewed and updated annually by the City's Parks, Trails and Recreation Committee. The proposed trail extension would provide the residents of the Arden Hills community a much needed connection in every direction. This project is the first step in a grander, larger regional trail network. The Old Snelling trail extension, going from Lake Valentine Road to Wedgewood Circle, is the first piece in a connection to Highway 96, Arden Manor, and the future TCAAP development. The proposed trail project is the first phase to a connection to Round Lake, schools, several Arden Hills parks, and Tony Schmidt Regional Park. The Old Snelling trail extension would provide connections and pathways for all residents in the community. The trail would help form new neighborhood connections, allowing residents paths to new areas of the community, thus establishing new communities within Arden Hills. Among the many future and existing connections possible, one of the most important would be the future connection to the senior housing facility. This trail would provide seniors and active adults with the necessary connections to access destinations or for simple recreation and fitness purposes.

List the applicable documents and pages:

*(Limit 2,800 characters; approximately 400 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 State Aid 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:** \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

**Date plan completed:**

**Link to plan:**

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

**Date self-evaluation completed:**

**Link to plan:**

The ADA self-evaluation will be submitted no later than September 1st.

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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**

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## 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.**

### Multiuse Trails and Bicycle Facilities projects only:

*3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.*

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

*Upload PDF of Agreement in Other Attachments.*

### Safe Routes to School projects only:

*4. 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.**

*5. 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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,858,600.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$189,300.00
Pedestrian Curb Ramps (ADA)	\$67,300.00

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
<b>Totals</b>	<b>\$2,115,200.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

## 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	\$2,115,200.00
Construction Cost Total	\$2,115,200.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

**Select one:**

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1587569497828\_Project to RBTN Orientation - Old Snelling Extension Trail Project.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 12874

Existing Employment Within One Mile (Integer Only) 17657

Upload the "Population Summary" map

1587569537882\_Population and Employment Summary - Old Snelling Trail Extension Project.pdf

Please upload attachment in PDF form.

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

**1. Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

**Response:**

The city of Arden Hills had multiple meetings for the 2040 Comprehensive Plan, during which residents had opportunities to engage with the city prior to and during development regarding the 2040 Comprehensive Plan. The City of Arden Hills hosted four City Council work sessions, three Planning Commission meetings, two Economic Development meetings, one Parks, Trails, and Recreation Committee meeting, used the city website, a MindMixer website, and social media to promote the 2040 Comprehensive Plan and to promote the proposed trails projects. During these public inquiries, residents were able to address all of the proposed trail projects, including the Old Snelling Trail Extension. The city of Arden Hills walked through the plan for the residents and they were able to bring up specific issues about all projects. The proposed trail project would fill multiple needs brought up throughout the development process. The trail would serve as the first step in creating a larger regional trail network within Arden Hills. One issue, brought up by residents, that is especially important is constructing trail connections to other communities in order to create new communities and/or rekindle old community relationships within Arden Hills. Arden Hills is proud of the stable community it has created and that residents choose to live in Arden Hills for a long time. With the Old Snelling trail extension, the community of Arden Hills will have a chance to grow into new areas and form exciting connections and possibilities of the future for our residents.

*(Limit 2,800 characters; approximately 400 words)*

**2. Sub-measure:** *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*

**Response:**

The Old Snelling Trail Extension will allow residents easier access to elementary and senior high schools, universities, jobs, and parks (such as Valentine Park, Tony Schmidt Regional Park, and more). With easier and new access to more destinations within Arden Hills, residents will become more active outside, improving the overall health of the community. The Old Snelling trail extension will increase the bike friendliness within Arden Hills. The trail extension would run adjacent to the large expressway, U.S. Highway 10. The trail would grant those who do not possess a vehicle a route to circumvent the expressway, extending their reach within the community. The proposed trail project will connect children to their schools and playground facilities. The trail would provide children a direct off-road trail, increasing safety for children as they venture out within the community to different destinations. Once the new senior home residential facility unit on Parkshore Drive is constructed, the elderly and active adult tenants will have easier access to the regional trail network, parks, and jobs. They will be encouraged to remain active and involved in the community in their older age. Since residents of low-income populations are more likely to not own a vehicle, the proposed trail project will allow them more access to a wide variety of jobs, schools, and more. The city of Arden Hills wants to provide all residents the same opportunities regardless of their socio-economic status. The Old Snelling trail extension will forge new community relationships and connections for all populations. Arden Hills wants to maintain its strong community bonds and explore ways to create new bonds within the community. The proposed trail project would help create new relationship and connections for all people within Arden Hills.

*(Limit 2,800 characters; approximately 400 words)*

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*

*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.*

*Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.*

*Other*

Pedestrian access and bicycle safety will not be negatively impacted by the proposed addition of a multi-use trail facilities along the corridor. The project does not proposed to widen streets, substantially increase curb radii, remove existing sidewalk segments, remove bike lanes, increase posted speed limits, or create barriers to pedestrian and bicycle movements. The proposed trail segments would not modify vehicle traffic patterns. The minor easement acquisition necessary for construction of the project will not displace residents and businesses. Required easements are temporary construction easements and narrow segments of sidewalk easement. Construction mitigation measures will be implemented to maintain access to properties located along the project corridor and minimize temporary lane closures, noise, dust and utility disruptions. The City and Ramsey County will coordinate development of a traffic control plan to mitigate disruption of traffic flow through the project area. Trail construction limits are anticipated to encroach less than 10 feet along CSAH 76, and construction limits would minimize disruption of the pavement surface along Lake Valentine Road. The construction contract documents will include requirements for dust control watering, limitations on working hours between 7 am to 6 pm and maximum equipment noise levels to minimize noise disruptions, and requirements to closely coordinate with adjacent properties to maintain access. The project will result in positive benefits to low-income populations, people of color, children, people with disabilities and elderly populations by providing pedestrian and bicycle facilities along a county road corridor where these facilities do not currently exist.

**Response:**

*(Limit 2,800 characters; approximately 400 words)*

**Select one:**

**3.Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

**Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):**

**Project located in Area of Concentrated Poverty:**

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

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

Yes

(up to 40% of maximum score )

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

**Upload Map**

1588879897770\_Socio-Economic Conditions - Old Snelling Extension Trail Project.pdf

## Measure B: Part 1: Housing Performance Score

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
Arden Hills	0.73	1.0	32.0	32.0

## Total Project Length

**Total Project Length** 0.73

*Project length entered on the Project Information - General form.*

## Housing Performance Score

**Total Project Length (Miles) or Population** 0.73

**Total Housing Score** 32.0

# Affordable Housing Scoring

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## Part 2: Affordable Housing Access

Reference *Access to Affordable Housing Guidance* located under *Regional Solicitation Resources* for information on how to respond to this measure and create the map.

If text box is not showing, click *Edit* or *"Add"* in top right of page.

**Response:**

The City of Arden Hills has no affordable housing units within 1/2 mile of the project area.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

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## Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
- *Providing a safer, more protected on-street facility or off-road trail;*
- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

**Response:**

The proposed Old Snelling Trail Extension overlaps with two physical barriers, streams and expressways. The proposed trail extension would provide a physical bike barrier crossing and also be the crucial first step in creating a regional connection to Highway 96, Arden Manor, the future senior home residential facility on Parkshore Drive, and more. The City of Arden Hills goal is to use the proposed trail extension to make north-south and east-west connections to existing and future pieces of the regional trail network within Arden Hills and surrounding communities. Once this trail extension is completed, Arden Hills will have provided residents with access to new communities, more jobs, parks, schools, and more. The proposed trail will have given residents a safer route through physical barriers that previously required vehicle travel. The proposed trail project would make travel by bicycle much safer and easier, allowing them easier and quicker access to different parts of the community. The Old Snelling trail extension will act as a safer off-road travel alternative for bicyclists, allowing them to safely travel alongside the adjacent, large expressway, U.S Highway 10. Along with the future connections to the north, the proposed trail project will also lead to connections to the west. Once the new senior home residential facility unit on Parkshore Drive is completed, tenants of the facility will have much easier access to the regional trail network due to the Old Snelling trail extension. This proposed trail project will provide a new physical barrier crossing, making alternative travel safer and easier in the community.

*(Limit 2,800 characters; approximately 400 words)*

*PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings*

**DEFINITIONS:**

*Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)*

**Tier 1**

*Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings*

**Tier 2**

Yes

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

*If the project improves multiple regional bicycle barriers, check box.*

**Multiple**

Yes

*Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)*

---

## **Measure B: Project Improvements**

**Response:**

Safety is of utmost importance to the city of Arden Hills. The city is constantly seeking to make improvements to the overall safety of the community. The proposed trail project will help to boost the safety of the area. The city pulled crash data for the project area to use for this application. From 2011-2015, there were seven crashes within the project area and most of which occurred directly before or after the school day. While there were no accidents involving pedestrians or bicyclists recorded, the city feels that this project will promote pedestrians and bicyclists safety as traffic volumes increase in the future. With the addition of the trail, pedestrians and bicyclists will have a designated off-road trail rather than being forced to share the road with vehicle traffic on the shoulder of Old Highway 10. This trail will allow pedestrians and bicyclists to feel safe at all times and pursue recreational activity, commutes to school and/or work activities, and more without having to be constantly vigilant of their surroundings on the road. Since the project is within close range of Mounds View High School, the trail would be frequently used by students and/or teachers every day. Without the trail, the students and/or teachers would be forced to make their commute on the shoulder of Old Highway 10. As a result of decreasing pedestrian and bicycle traffic on the road, accidents and crashes will be less likely to involve either pedestrian or bicyclist thus reducing the crash potential of the area.

*(Limit 2,800 characters; approximately 400 words)*

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**Measure A: Multimodal Elements**

**Response:**

The Old Snelling trail extension will offer new, extended pedestrian elements to the larger regional trail network with the city of Arden Hills. Traveling down Old Snelling from Lake Valentine Road to Wedgewood Circle, the proposed trail project will act as a safe off-road trail for both pedestrians and bicyclists. Residents will be able to safely travel to school each day, access their jobs, parks, and more. Tenants of the future senior home residential facility unit will have a straightforward path leading them directly into the regional trail network, along with future connections around Round Lake. The Old Snelling Trail will provide an important pathway adjacent to the large expressway, U.S. Highway 10, allowing bicyclists to circumvent the barrier and remain safe. Metro Transit offers a rush hour route that travels through the project area, leading eventually to Lexington Avenue. The City of Arden Hills is frequently engaged with Metro Transit in hopes to expand ridership of public transit as seen in the study, A Line Corridor Extension Evaluation: Rosedale Center to Rice Creek Commons. Unfortunately, Metro Transit is limited in their ability to expand their services in Arden Hills due to financial limitations and the demand from several communities regarding public transit expansion. The City of Arden Hills has shown that it remains committed to promoting transit ridership within the community and will continue to work with Metro Transit to expand routes within the community.

*(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 (25 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

1589385516604\_RSG Project 2 Geotech map.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

11/11/2024

### 2)Review of Section 106 Historic Resources (15 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 (25 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 Yes

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**

12/31/2022

#### **4)Railroad Involvement (15 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**

#### **5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:**

04/04/2018

**Meeting with partner agencies:**

04/04/2018

**Targeted online/mail outreach:**

04/04/2018

**Number of respondents:**

50

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

**Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.**

75%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least one meeting specific to this project with key partner agencies has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

Two comprehensive documents help guide the City's parks and trails development, the Parks Master Plan and the 2040 Comprehensive Plan. The Park Master Plan was created in 2002, which included significant public engagement (fifteen percent of the City's residents weighed in) and is reviewed and updated annually by the City's Parks, Trails and Recreation Committee. The city of Arden Hills had multiple meetings for the 2040 Comprehensive Plan, during which residents had opportunities to engage with the city prior to and during development regarding the 2040 Comprehensive Plan. The City of Arden Hills hosted four City Council work sessions, three Planning Commission meetings, two Economic Development meetings, one Parks, Trails, and Recreation Committee meeting, used the city website, a MindMixer website, and social media to promote the 2040 Comprehensive Plan and to promote the proposed trails projects. During these public inquiries, residents were able to address all of the proposed trail projects, including the Old Snelling Trail Extension. The city of Arden Hills walked through the plan for the residents and they were able to bring up specific issues about all projects. The proposed trail project would fill multiple needs brought up throughout the development process. The trail would serve as the first step in creating a larger regional trail network within Arden Hills. One issue, brought up by residents, that is especially important is constructing trail connections to other communities in order to create new communities and/or rekindle old community relationships within Arden Hills. Arden Hills is proud of the stable community it has created and that residents choose to live in Arden Hills for a long time. With the Old Snelling trail extension, the community of Arden Hills will have a chance to grow into new areas and form exciting connections and possibilities of the future for our residents.

**Response (Limit 2,800 characters; approximately 400 words):**

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,115,200.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,115,200.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments



Photograph showing the existing conditions within the project area

35 KB

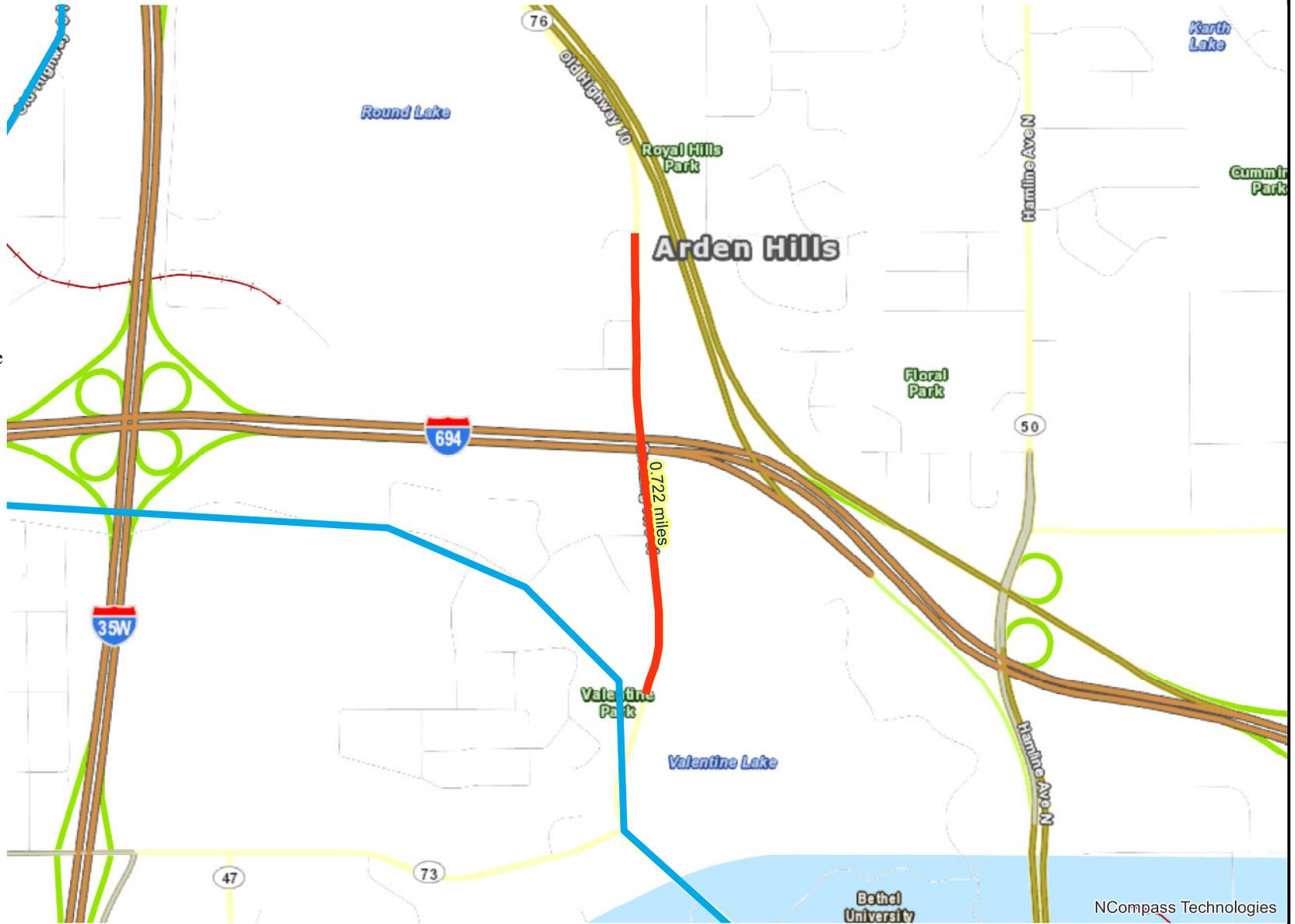
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
MnDOT Letter of Support - Old Snelling Project.pdf	MnDOT Letter of Support	543 KB
Old Snelling Project Summary.docx	Project Summary	154 KB
Ramsey County Letter of Support - Old Snelling Project.pdf	Ramsey County Letter of Support	48 KB
Regional Solicitation_ OM Certification_Old Snelling Trail.pdf	Letter from Facility Operator	48 KB
RSG Project 2 Geotech map.pdf	Project Map	13.3 MB
RSG Proposed Trails.pdf	Combined Trail Map	3.1 MB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Valentine Road Trail Extension | Map ID: 1587136695894

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



- Project
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- +— Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 4/17/2020  
LandscapeRSA6



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



NCompass Technologies

# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Lake Valentine Road Trail Extension | Map ID: 1587136695894

## Results

Within ONE Mile of project:  
 Total Population: 12874  
 Total Employment: 17657



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/17/2020  
 LandscapeRSA4



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

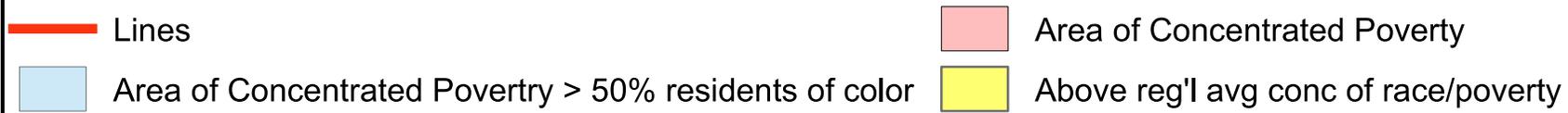
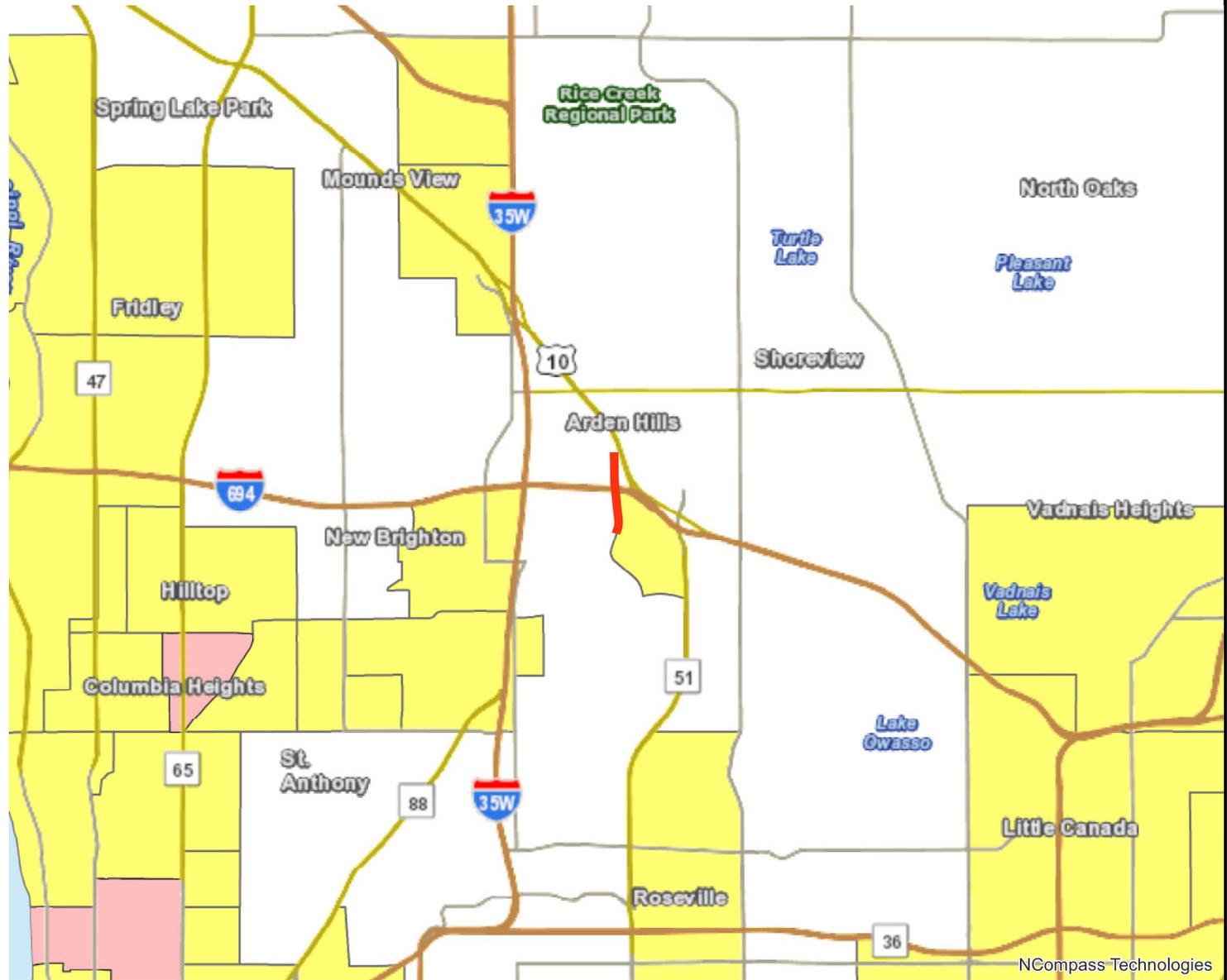


# Socio-Economic Conditions

## 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)

Tracts within half-mile:  
40801 40802 40803



Created: 4/17/2020  
LandscapeRSA2



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



WEDGEWOOD CIR

OLD HIGHWAY 10

BRUEBERRY LN

PARKSHORE DR



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



# Regional Solicitation Proposed Trails

PARKSHORE DR

INTERSTATE 694

SNELLING AVEN N

VALENTINE AVE



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



# Regional Solicitation Proposed Trails

VALENTINE AVE

VALENTINE CT

SPELLING AVE N

LAKE VALENTINE RD



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



# Regional Solicitation Proposed Trails



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

May 12, 2020

Joe Vaughan  
City of Arden Hills  
Recreation Programmer

**Re: MnDOT Letter for City of Arden Hills  
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding  
Request for Old Snelling Trail Extension**

Dear Joe Vaughan,

This letter documents MnDOT Metro District's recognition for the City of Arden Hills to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for Old Snelling Trail Extension

As proposed, this project impacts MnDOT right-of-way on I-694. As the agency with jurisdiction over I-694, MnDOT will allow City of Arden Hills to seek improvements proposed in the application for the Old Snelling Trail Extension. If funded, details of any future maintenance agreement with City of Arden Hills will need to be determined during the project development to define how the improvements will be maintained for the trails useful life.

There is no funding from MnDOT currently planned or programmed for this location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects related to the trail project beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in years 2024-25 that could fund the trail, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the trail. If your project receives funding, continue to work with MnDOT Area staff to coordinate trail extension and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with City of Arden Hills 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 [Melissa.Barnes@state.mn.us](mailto:Melissa.Barnes@state.mn.us) or 651-234-7718.

Sincerely,

Michael Barnes, PE  
Metro District Engineer

CC: Melissa Barnes, Metro District Area Manager  
Molly McCartney, Metro Program Director  
Dan Erickson, Metro State Aid Engineer

May 12 2020

Dave Perrault  
Administrator, City of Arden Hills  
1245 W. Highway 96  
Arden Hills, MN 55112

**SURFACE TRANSPORTATION PROGRAM APPLICATION FOR OLD SNELLING AVENUE (CSAH 76)  
BETWEEN VALENTINE LAKE ROAD AND WEDGEWOOD CIRCLE**

Dear Mr. Perrault:

Ramsey County supports the City of Arden Hills' efforts to obtain federal strategic capacity funding for trail construction along Old Snelling Avenue (CSAH 76), through the Metropolitan Council's 2020 regional solicitation.

The proposed project, which will remove a significant gap in the trail system and benefit non-motorized travel through the corridor. If this proposal is successful, we will contribute to the local share of the project, in accordance with our cost participation policy. Please let us know if there are any questions of us or if we can help your efforts in any way.

Sincerely,



Ted Schoenecker, P.E.  
Director of Public Works/County Engineer

**Ramsey County Public Works**  
1425 Paul Kirkwold Drive  
Arden Hills, MN 55112-3933  
651-266-7100  
[www.co.ramsey.mn.us](http://www.co.ramsey.mn.us)



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May 15, 2020

City of Arden Hills  
Dave Perrault  
City Administrator  
1245 West Highway 96  
Arden Hills, Minnesota 55112

RE: Regional Solicitation Application  
Old Snelling Avenue (CSAH 76) Trail Extensions

Dear Mr. Perrault,

I am writing this letter in support of the Multiuse Trails and Bicycle Facilities application for the trail extension along Old Snelling Avenue (CSAH 76) from Lake Valentine Road to Wedgewood Circle in the City of Arden Hills. The proposed trail extension will be a valuable addition to the Arden Hills trail system by removing trail system gaps and improving safety for pedestrians and bicyclist in the community.

I confirm that the City of Arden Hills has the labor, equipment and financial resources required to operate and maintain the proposed trail facility, including snow and ice control during the winter season, throughout the design life of the trail segments.

If you have any questions or require additional information, please contact me at 651-792-7847.

Sincerely,

CITY OF ARDEN HILLS

Todd Blomstrom  
Public Works Director / City Engineer

WEDGEWOOD CIR

OLD HIGHWAY 10

BRUEBERRY LN

PARKSHORE DR



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



# Regional Solicitation Proposed Trails

PARKSHORE DR

INTERSTATE 694

SNELLING AVEN N

VALENTINE AVE



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



# Regional Solicitation Proposed Trails

VALENTINE AVE

VALENTINE CT

SPELLING AVE N

LAKE VALENTINE RD



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



# Regional Solicitation Proposed Trails



- Project 1
- Project 2



# Regional Solicitation Proposed Trails

