Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14350 - Century-Greenway Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name:	WASHINGTON CTY
Jurisdictional Agency (if different):	

Organization Type:

Organization Website:

Address: PUBLIC WORKS

11660 MYERON RD

*	STILLWATER	Minnesota	55082
	City	State/Province	Postal Code/Zip

County: Washington

Phone:* 651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number 0000028637A10

Project Information

Project Name Century-Greenway Trail

Primary County where the Project is Located Washington

Cities or Townships where the Project is Located: Oakdale

Jurisdictional Agency (If Different than the Applicant): City of Oakdale

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

The proposed project is a 10-foot wide bituminous multiuse trail adjacent to Hudson Blvd, a major collector, between Century Avenue and Greenway Avenue in the City of Oakdale.

The construction of this trail will provide the only facility for non-motorized modes of transportation in the area and provide connections between important regional amenities, including the future Greenway Avenue Station of the METRO Gold Line, the Route 219 bus service, and the highly affordable Landfall Terrace Mobile Home Park. This project?s ability to strengthen multimodal connections between these destinations is critical as the project area contains census tracts that are above the regional average for population in poverty or populations of color. Expanding access for long-standing communities in this area is especially important to address the barriers that were created by the construction of I-94. The spatial constraints created by the combination of I-94 and Battle Creek Lake to the south of the project and Tanners Lake to the northwest leave Hudson Blvd as the only east-west connection between Century and Hadley Avenues.

Through ongoing engagement related to the METRO Gold Line, communities surrounding station areas identified and articulated a need for multimodal connections in order to access and benefit from the Gold Line?s regional investment in transportation. The importance of these multimodal connections is further represented by the designation of Gold Line BRT parallel bikeways as Tier 1 alignments in the Regional Bicycle Transportation Network. In addition to strengthening connections within a corridor with regional significance, the Century-Greenway Trail project will also create a number of safety benefits. The project will complete the surrounding multiuse trail network and fully eliminate the need for

multimodal users to use Hudson Blvd, which has speed limits of up to 40 miles per hour. The project area also serves as a frontage road for both I-94 and Century Avenue, which brings significant amounts of freight traffic through the area. This project will help ensure that Hudson Blvd is a street that adequately and safely accommodates all modes of transportation.

(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.

10ft-wide bituminous multiuse trail from Century Ave to Greeway Ave

Project Length (Miles)

0.7

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

$825,864.80

Match Amount

$206,466.20

Minimum of 20% of project total

Project Total

$1,032,331.00

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

County Funds

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.

Project Information

County, City, or Lead Agency

Washington County

Zip Code where Majority of Work is Being Performed	55128
(Approximate) Begin Construction Date	03/01/2022
(Approximate) End Construction Date	02/29/2024
Name of Trail/Ped Facility:	Century-Greenway Trail

(i.e., CEDAR LAKE TRAIL)

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

From: **(Intersection or Address)**	Hudson Blvd at Greenway Ave
To: **(Intersection or Address)**	Hudson Blvd at Century Ave

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):	0.7
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.7
Is this a new trail?	Yes
Primary Types of Work	GRADE, AGG BASE, BIT SURF, LIGHTING, FENCE, BIKE PATH, PED RAMPS

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 (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:

This project is compliant for the following goals, objectives, and strategies in the Metropolitan Council?s 2040 Transportation Policy Plan.

Goal: Safety and Security, pg 60
The regional transportation system is safe and secure for all users.
Objectives

A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies

? Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

Goal: Access to Destinations, pg 62
People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
Objectives

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.
Strategies

? Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to

include appropriate provisions for bicycle and pedestrian travel.
? Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

? Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Goal: Healthy Environment, pg 66
The regional transportation system advances equity and contributes to communities? livability and sustainability while protecting the natural, cultural, and developed environments.
Objectives

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.
D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

(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.

List the applicable documents and pages:

This project is compliant with the goals, policies, and strategies of the Washington County 2040 Comprehensive Plan.
Goal: Support the growth of attractive urban communities while preserving rural functions and appearances. Pg 3-5
Policies:
? Encourage transit-oriented development (TOD), pedestrian-oriented, neotraditional, suburbanstyle growth that uses land in an efficient manner in locations that connect to transportation and transit systems.
Strategies:
? Encourage communities to adopt higher densities and mixed land uses within the Metropolitan Urban Service Area that support multimodal transportation, transit-oriented development.
Goal: Promote land uses throughout the county that encourage active and sustainable living. Pg 3-5
Policies:
? Support land use patterns that efficiently connect housing, jobs, transportation, transit, and retail and commercial centers.
Strategies:
? Support development that accommodates non-motorized travel and provides connections to housing, services, jobs, and open space.

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8
Policies:
? Coordinate transportation mobility and choice to meet a diversity of needs while considering appropriate system levels of service.
? Work with partners to identify and coordinate transportation system improvements to accommodate new growth and development.
? Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.

? Advocate and promote long-term investments in transit including METRO Gold Line, Red Rock Corridor, Rush Line Corridor Extension, and TH 36 Corridor to provide reliable and efficient transit services.
Strategies

? Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.
? Strategically apply for funding to offset county investment needed for transportation system.

? Identify gaps in trail network and prioritize investments to improve non-motorized access to destinations

? Coordinate with Metropolitan Council, MnDOT, and municipalities through project development, engineering, and construction of METRO Gold Line to improve transit access and multimodal networks.
? Collaborate with local communities on station planning, park and rides, land use, streetscape, and other transit-related amenities.
? Implement recommendations from county-led transportation and transit studies.
This project is compliant with the related goals, policies, and strategies in the Landfall and Oakdale 2040 comprehensive plans that were not included due to character limits.

(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. Yes

Date plan completed: 09/30/2015

Link to plan: Attached

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.

Date self-evaluation completed:

Link to plan:

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

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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$36,542.68
Removals (approx. 5% of total cost)	$36,542.68
Roadway (grading, borrow, etc.)	$52,202.93
Roadway (aggregates and paving)	$226,375.50

Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$152,598.50
Traffic Control	$14,617.06
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$24,897.30
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	$140,444.50
Other Roadway Elements	$18,000.00
Totals	**$702,221.15**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$175,887.85
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$9,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$30,000.00
Pedestrian-scale Lighting	$28,200.00
Streetscaping	$0.00
Wayfinding	$5,000.00
Bicycle and Pedestrian Contingencies	$66,022.00
Other Bicycle and Pedestrian Elements	$16,000.00
Totals	**$330,109.85**

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$1,032,331.00
Construction Cost Total	$1,032,331.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	Yes
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.

Upload Map	1589485602663_07_RBTN Map_Century-Greenway Trail.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	23852
Existing Employment Within One Mile (Integer Only)	10252
Upload the "Population Summary" map	1589485662172_08_Population+Employment Map_Century-Greenway Trail.pdf

Please upload attachment in PDF form.

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:

Among all Gold Line station areas, the census tracts surrounding the Greenway Avenue Station in Landfall and Oakdale contain the highest rates of poverty, with 22.1% of individuals below the poverty line compared to 9.7% region-wide. The Greenway Avenue Station features similar concentrations of traditionally underrepresented communities in terms of people of color and persons with disabilities. Years of engagement have ensured the final project is reflective of the needs of the communities it serves. To promote broad participation and comply with the intent and principles of Environmental Justice (EJ) and Title VI laws and policies, including Limited English Proficient (LEP) individuals, many strategies were employed, including hosting pop-up?s and attending community events in areas with EJ and LEP populations, and translating materials into multiple languages other than English and hiring translators. One example of the need for trails that was communicated was the Station Design Engagement Survey, which identified the provision of trail connections as the third most important planning consideration for Gold Line behind safety and ADA access. The City of Landfall has approximately 40% Spanish speaking residents. For 2 open houses, staff translated meeting notices and distributed them to every home in the City.

(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 Century-Greenway Trail project serves census tracts that are above the regional average for population in poverty or populations of color. The community has been engaged in ongoing planning for the METRO Gold Line (see attachment) which identified a need for robust multimodal connections in the area to overcome first mile/last mile challenges in the area, expand access to convenient and affordable transportation options that address the needs of disadvantaged populations, and promote health through access to active living opportunities. One example of the benefit that the project will produce for disadvantaged populations relates to the Landfall Terrace Mobile Home Park. This community contains 300 mobile homes, 90% of which are affordable to households at 30% AMI. More than 1/3 of households are experiencing some level of housing cost burden, with nearly ¼ experiencing cost burden with incomes below 30% AMI.
The only point of access for the community is to Hudson Blvd, which currently has no facilities for non-motorized transportation in this project area. This forces pedestrians and cyclists to use the shoulder of Hudson Blvd, which has as speed limit of 40 mph. These existing conditions severely reduce the safety, comfort, and convenience of using alternative modes of transportation that can reduce transportation costs and vehicle dependency. Increasing access to non-motorized modes of transportation. These facilities will also preserve independent mobility for senior residents of the Peaceful Lodge Assisted Living Center on the east end of the project who may not be able to or have made the choice not to drive. Providing these multimodal connections is important to leveraging various locational advantages of the project area and will help address barriers to access created by the construction of I-94. In 2024, the METRO Gold Line will begin service, offering access to regional jobs and destinations. Providing

a safe non-motorized connection between the traditionally underserved or underrepresented communities in the area and regional jobs and destinations will help overcome first mile/last mile characteristics of the Greenway Avenue Station and help ensure that this regional transitway fully achieves its equity goals. Furthermore, Hudson Blvd has multiple stops for the Route 219, which will help ensure safe and direct access to the only transit service that currently exists in the area. Finally, this project will fill a gap in the surrounding trail network, enabling multimodal users uninterrupted connectivity reaching far beyond the project area.

(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

Response:

No negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly are anticipated for this project

(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: Yes

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:

(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 1589485753361_09_Socio Economic Conditions Map_Century-Greenway Trail.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
Oakdale	0.7	1.0	98.0	98.0

Total Project Length

Total Project Length 0.7

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.7

Total Housing Score 98.0

Affordable Housing Scoring

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 census tracts surrounding the Century-Greenway Trail project are above the regional average for population in poverty or population of color. The project will improve Hudson Blvd, which is the only point of access for the entire Landfall manufactured home community. This community has 300 total mobile home units. 269 (90%) of these units are affordable at 30% AMI, while 24 units are affordable between 51-80% AMI. According to the City of Landfall 2040 Comprehensive Plan update, 70 existing households are experiencing housing cost burden with incomes below 30% AMI, 25 are cost burdened with incomes between 31 and 50%, and 9 households are cost burdened with incomes between 51 and 80%. These units are all naturally occurring affordable housing. Another prominent feature in the area is the Peaceful Lodge Assisted Living Center for seniors at the eastern limit of the proposed project. Peaceful Lodge accepts county and waiver assistance.

This project will benefit residents of these affordable housing locations by providing a 10-foot wide ADA compliant trail facility where non-motorized users are currently forced to use the shoulder of Hudson Blvd, which has a posted speed limit of 40 mph. The provision of this facility will increase the safety, comfort, and convenience for non-motorized users when accessing nearby destinations, Route 219 service, and the future METRO Gold Line Greenway Avenue Station. By enhancing the feasibility of living car-free or car-light, this project will offer residents a much more affordable means of accessing jobs and services across the region. The trail will also reduce barriers to active living by providing a connection to the system of trails surrounding the project area. This increase in access is especially meaningful in its ability to address the barriers to regional destinations that the construction of I-94 created for the Landfall manufactured home community.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589485846275_Century Greenway Housing Map.png

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.

The Century-Greenway Trail will build a Tier 1 Alignment per the Regional Bicycle Transportation Network and will improve bicycle and pedestrian network continuity and connections between Landfall, Oakdale, Maplewood, Washington and Ramsey Counties. The spatial constraints created by the combination of I-94 and Battle Creek Lake to the south of the project and Tanners Lake to the northwest leave Hudson Blvd as the only east-west connection between Century and Hadley Avenues. Existing bicycle and pedestrian facilities in the project area include a wide shoulder adjacent to Tanner?s Lake on the north side of Hudson Blvd-Blvd; this wide shoulder is not consistently operable because it is used for snow storage. No other bicycle or pedestrian facilities currently exist in the project area, and the area does not meet ADA accessibility standards.

Response:

The project will add a new off-road, ADA-accessible 10 foot multiuse trail on the north side of Hudson Blvd-Blvd/the Gold Line BRT guideway and Interstate 94. The new trail will improve access to existing trail located west of Century Avenue (TH 120). It will also connect directly with existing trail located east of Greenway Avenue. The Century-Greenway trail would also provide a connection to the planned Gold Line BRT guideway bridge over Century Ave N, which will provide a grade-separated east-west bicycle and pedestrian trail connection over Century Ave N. Additionally, the proposed trail will provide a new multimodal connection to the Gold Line BRT Greenway Avenue Station at Greenway Ave N & Hudson Blvd, providing trail users and the nearby communities improved and safer pedestrian and bicycle access to future transit facilities.

(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

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 Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

Response:

The Century-Greenway Trail will correct existing deficiencies in the bicycle and pedestrian network. Existing safety and security deficiencies include no existing bicycle or pedestrian facilities along Hudson Blvd-Blvd N between Century and Greenway Avenues. Today, all bicycle and pedestrian activity in the project area is required to use the shoulder (where provided and not obstructed by snow) or ride or walk in the Hudson Blvd-Blvd travel lane.

The proposed project will add an off-road multiuse trail on the north side of Hudson Blvd-Blvd/Gold Line BRT guideway, providing a safe, off-road facility that will support safe and secure pedestrian and bicycle travel. The proposed trail would provide a separated facility where bicyclists and pedestrians can travel with less stress and risk of interaction with vehicular traffic between major regional employment and activity centers and large amounts of affordable housing.

Based on the latest 10 years of crash data, no bicycle- or pedestrian-related crashes have been reported. The project area includes 10 existing at-grade intersections, and an approximately 800-foot segment along Tanners Lake where bicyclists and pedestrians travel in the wide shoulder or travel land when the shoulder is obstructed by snow. The project will connect existing pedestrian and bicycle facilities west and east of the project area with the Gold Line BRT station at Hudson Rd & Greenway Ave N; pedestrian and bicycle activity is anticipated to increase significantly in the project area. Despite the absence of crashes in this area, it is important to create safe facilities for pedestrians and bicycle activity since the lack of crashes may simply indicate that the area is so dangerous for non-motorized users that multimodal users choose not to use it in the first place.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Century-Greenway Trail project will construct a 10-foot grade-separated multiuse trail with full ADA compliance on the north side of Hudson Blvd between Century Avenue and Greenway Avenue in the City of Oakdale and adjacent to the City of Landfall. This project will fill an existing gap in the multiuse trail network surrounding Hudson Blvd by making connections to the existing trails on Century Avenue and Greenway Avenue.

This existing gap presents challenges for residents of the City of Landfall, whose only point of access to the bus stops, multimodal facilities, and destinations within and beyond the project area is via Hudson Blvd. The spatial constraints created by the combination of I-94 and Battle Creek Lake to the south of the project and Tanners Lake to the northwest leave Hudson Blvd as the only east-west connection between Century and Hadley Avenues. Hudson Blvd also carries a significant amount of freight traffic, as it serves as a frontage road to both I-94 and Century Avenue and features a Harley Davidson dealership that generates regular freight traffic. Filling this gap will improve the travel experience for bicyclists, pedestrians, and transit riders who currently have no option but to use the shoulder of Hudson Blvd, which has a speed limit of 40 mph. This improved travel experience will positively affect the surrounding multimodal transportation system in many ways.

The project will enhance multimodal connections to the Greenway Avenue Station of the METRO Gold Line BRT project, which will begin service in 2024. The METRO Gold Line BRT project offers a package of transit enhancements that combine to create a faster trip and an improved experience compared to regular route or express service. Enhanced transit service has been shown to result in higher demand, and is able to attract users from greater distances than regular route or express bus service. The Century-Greenway Trail will help the METRO Gold Line effectively leverage the

advantages of its enhanced service by strengthening the multimodal network in the area and addressing the first mile/last mile challenges associated with the suburban characteristics of the METRO Gold Line?s Greenway Avenue Station. The regional significance of the multimodal transportation network in this area is further reflected in the RBTN, which designates all bikeways parallel to the Gold Line BRT as RBTN Tier 1 alignments.

In addition to the Century-Greenway Trail project?s synergy with the METRO Gold Line, the project will also strengthen multimodal connections to the three Route 219 bus stops located within the project area, which offers service between the Sun Ray Transit Center and the Maplewood Mall Transit Center.

(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

1589486124769_03_Layout_Century-Greenway Trail.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 (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	11/30/2021

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:	09/04/2019
Meeting with partner agencies:	12/12/2019
Targeted online/mail outreach:	04/15/2019
Number of respondents:	382
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%

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

The Gold Line Environmental Assessment shows that many traditionally underrepresented communities exist within a ½ mile of the corridor. The percentage of individuals below the poverty level within a ½ mile of the corridor is 17.4% compared to an overall poverty rate in the 7-county metro of 9.7%. Among all METRO Gold Line stations, Greenway Avenue Station contains census tracts with the highest rates of poverty, with 22.1% of individuals below the poverty line. Census tracts surrounding METRO Gold Line station areas corridor-wide feature similar rates of traditionally underrepresented communities in terms of people of color (47.2% within a ½ mile of the corridor compared to a regional average of 26.3%) and persons with disabilities (13.8% within a ½ mile of the corridor compared to a regional average of 9.8 %).

Corridor-wide engagement efforts include but are not limited to the Gold Line Partners Greenway Station TOD Community Meeting at the Landfall Community Center, two station design engagement meeting held in the Greenway station area, and one environmental assessment engagement meeting. Engagement efforts that are specific to the Greenway Avenue Station include four community meetings, a corridor-wide open house, and online engagement.

To promote broad participation and comply with the intent and principles of Environmental Justice (EJ) and Title VI laws and policies, including Limited English Proficient (LEP) individuals, many strategies were and continue to be used, including but not limited to hosting pop-up?s and attending community events in areas with EJ and LEP populations, translating materials into multiple languages and hiring translators, holding public meetings at locations that are close to the corridor neighborhoods, accessible by transit and ADA compliant, and considering the time of meetings to

best reach different populations. Respondents to the Station Design Engagement Survey identified the provision of sidewalks and trail connections to the station to be the third most important planning consideration, after safety and accessibility for persons with a disability. One example of the need for trails that was communicated was the Station Design Engagement Survey, which identified the provision of trail connections as the third most important planning consideration for Gold Line behind safety and ADA access. The City of Landfall has approximately 40% Spanish speaking residents. For two open houses, staff translated meeting notices and distributed them to every home in the City.
The Century-Greenway Trail project will help ensure this input is reflected in the ultimate delivery of the project.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,032,331.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,032,331.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

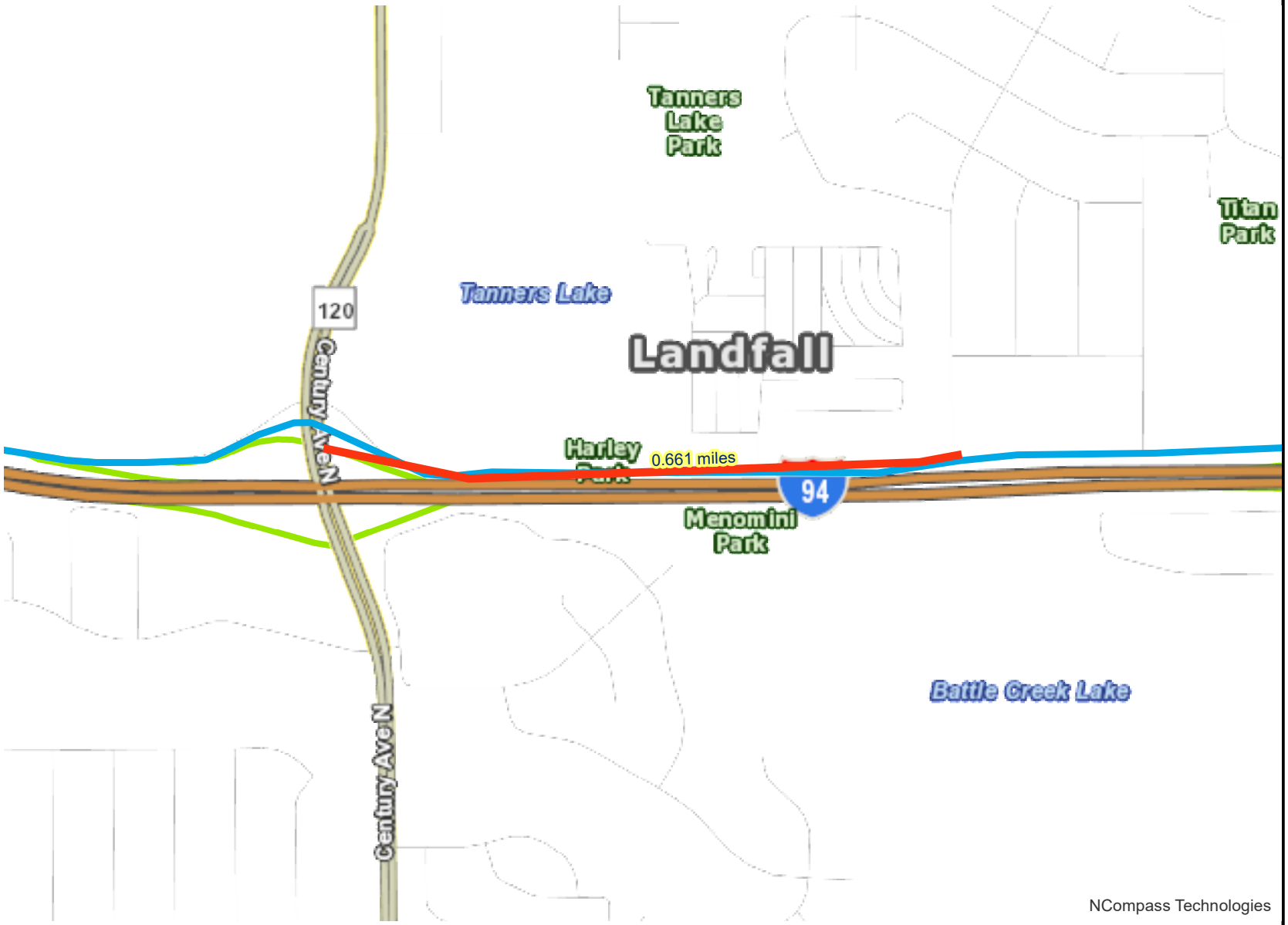
File Name	Description	File Size
01_Summary Sheet_Century-Greenway Trail.pdf	Summary Sheet Century Greenway Trail	1.1 MB
02_Existing Conditions Photo_Century-Greenway Trail.pdf	Existing Conditions Century Greenway Trail	621 KB
04_County Board Resolution_Century-Greenway Trail.pdf	Washington County Board of Commissioners Resolution	125 KB
05_Oakdale Letter of Support_Century-Greenway Trail.pdf	City of Oakdale Letter of Support and Winter Maintenance Agreement	890 KB
06_Landfall Letter of Support_Century-Greenway Trail.pdf	Landfall Letter of Support	283 KB
07_Greenway BRTOD Plan_LANDFALL_FINAL_20190415.pdf	Greenway Avenue BRTOD Station Area Plan	17.2 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Hudson Road Multi Use Trail | Map ID: 1585075564083

Results

Project **NOT IN** Regn'lBicycle Transportion Corridor.



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

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 3/24/2020
LandscapeRSA6

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

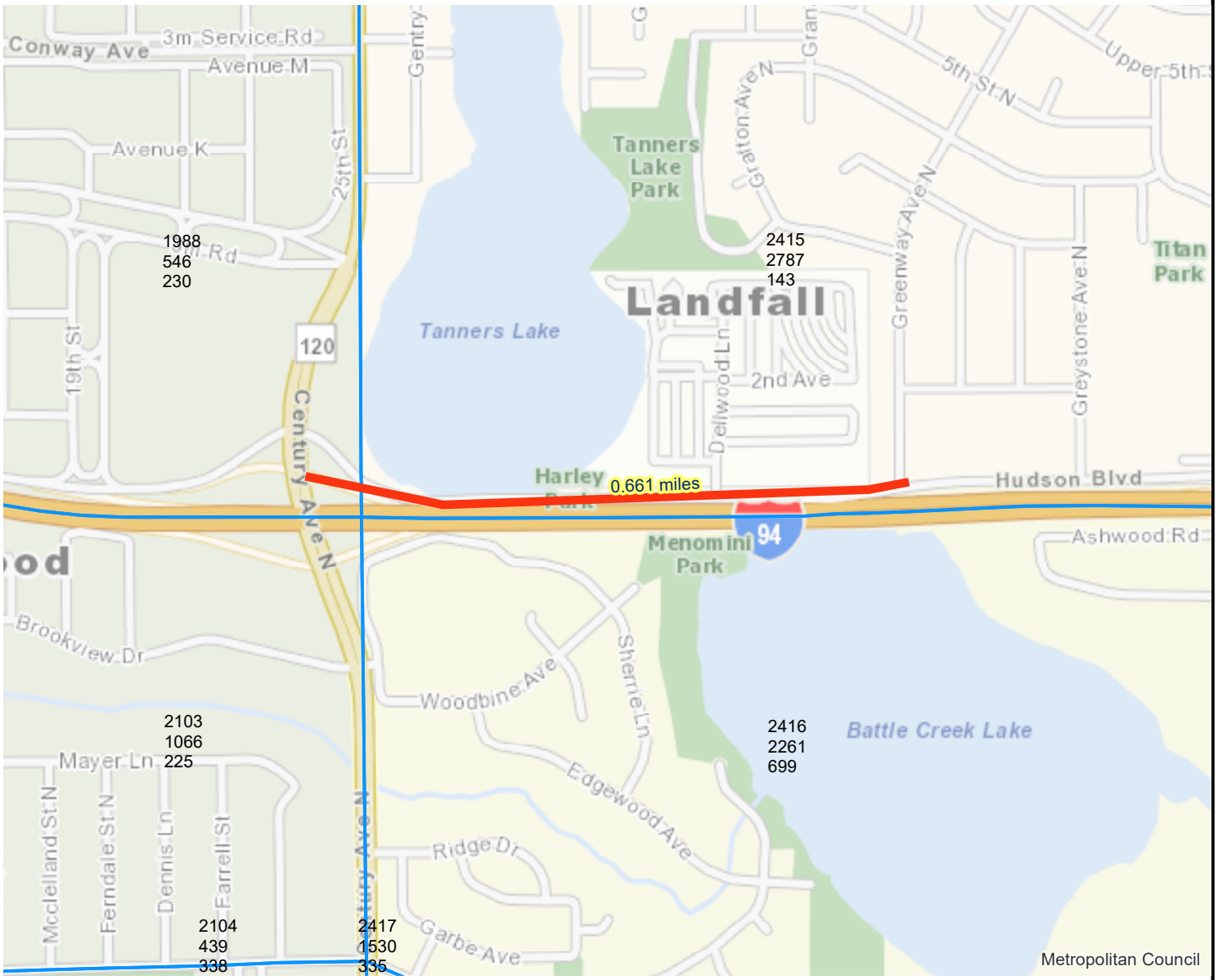
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Hudson Road Multi Use Trail | Map ID: 1585075564083

Results

Within ONE Mile of project:
Total Population: 23852
Total Employment: 10252



Project Points
Project
Project Area
2016 TAZ

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 3/24/2020
LandscapeRSA4

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

METROPOLITAN COUNCIL

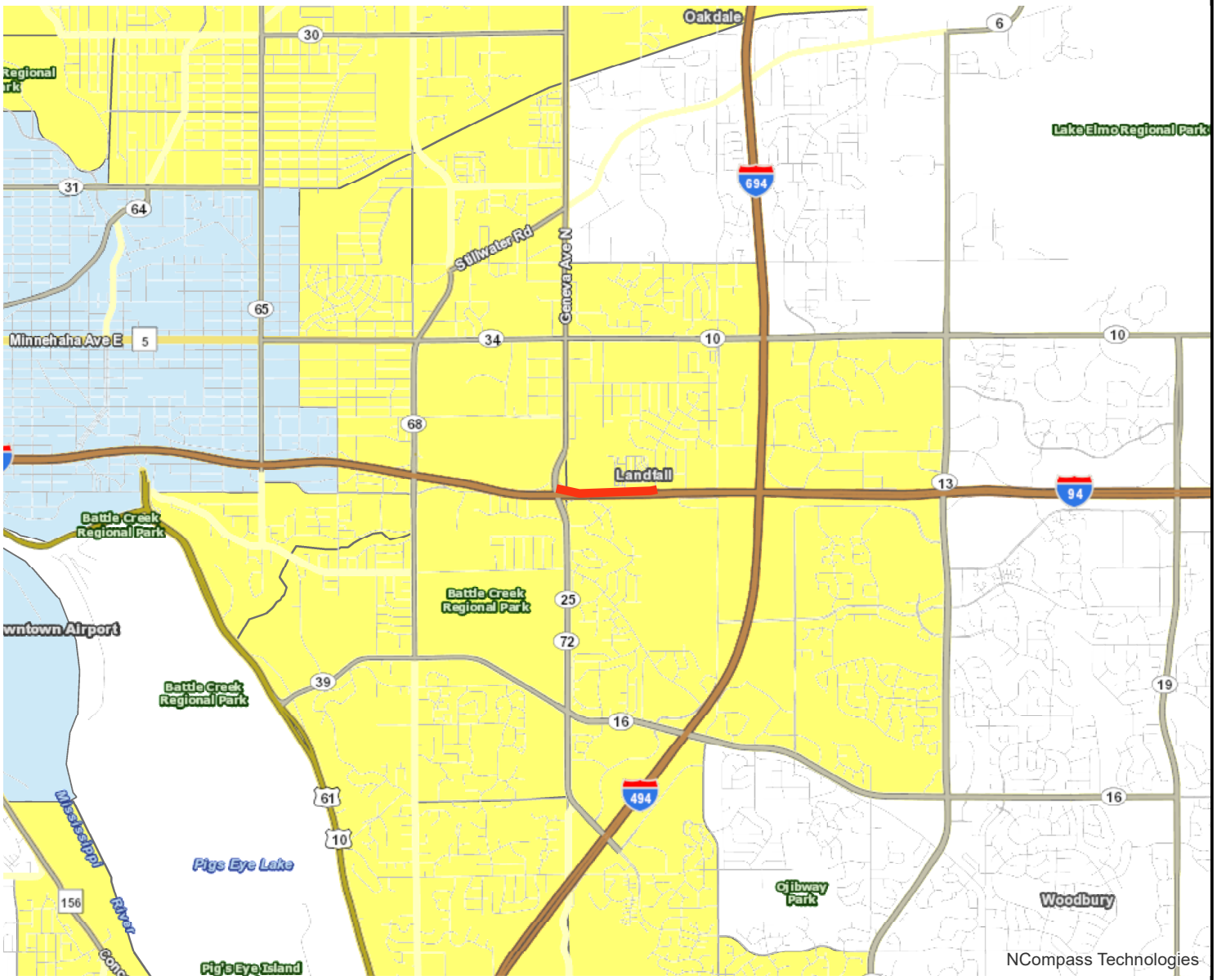
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Hudson Road Multi Use Trail | Map ID: 1585075564083

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
42501 42504 70910
71001



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

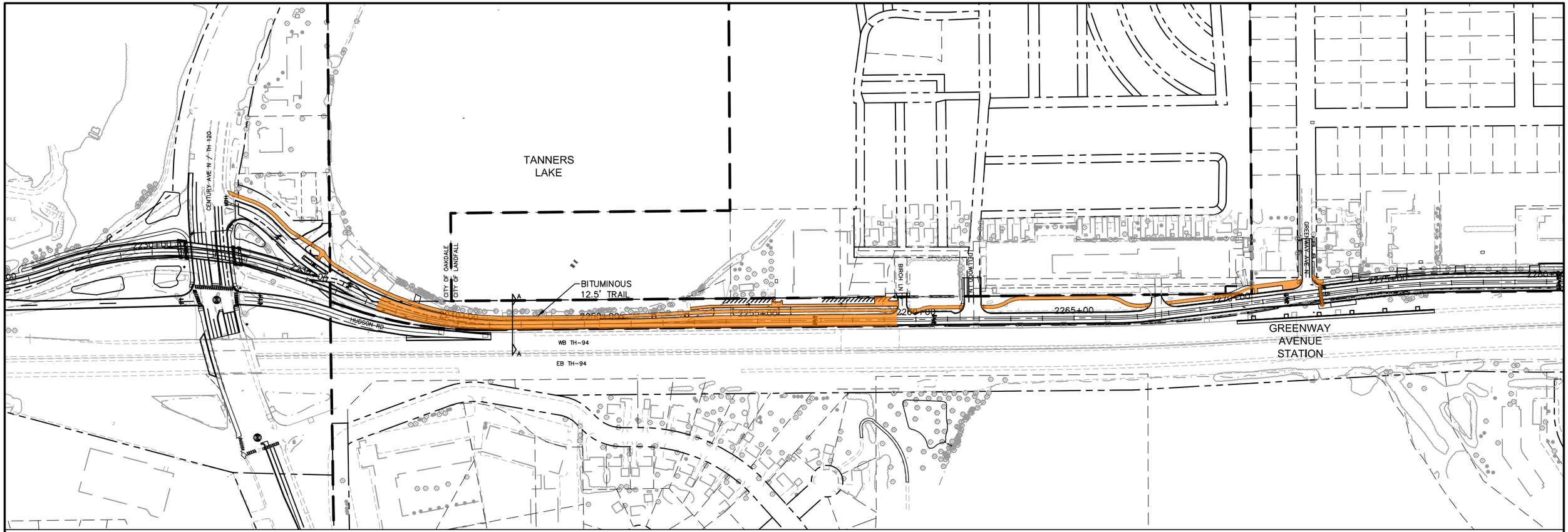
Above reg'l avg conc of race/poverty

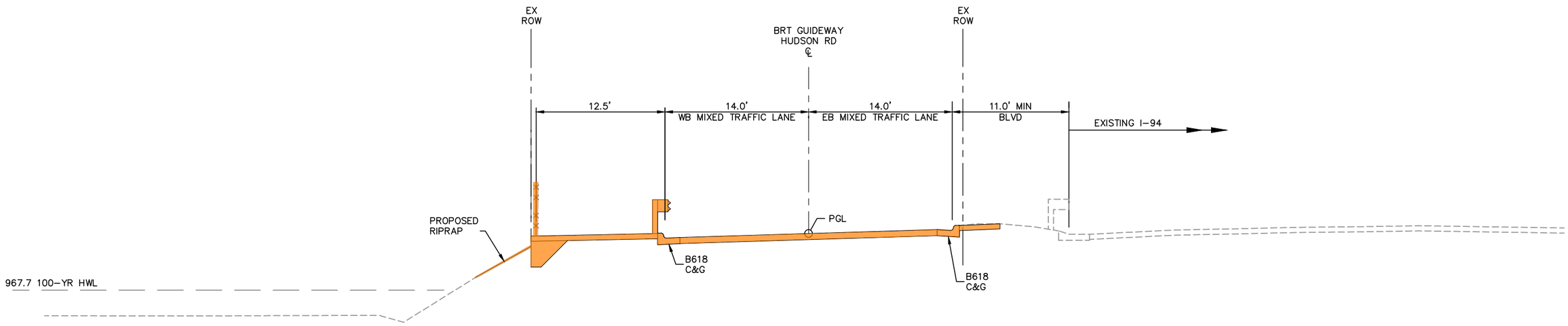
0 0.5 1 2 3 4 Miles

Created: 3/24/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL





PROPOSED TYPICAL SECTION
A-A

DRAFT-WORK IN PROCESS

METRO Gold Line

GOLD LINE BRT PROJECT

REGIONAL SOLICIATION
MULTI-USE TRAIL - CENTURY AVE TO GREENWAY AVE

Rev 1
04/27/2020

NORTH
0 75 150 300
SCALE

METROPOLITAN COUNCIL

Kimley»Horn

Apr, 27 2020 09:24 am C:\caddlib\pw\eclarkowski\greatlakes\d0234839\Additional Scope Quantities Segment 4 - Tanners.dwg By: Erin.Clarkowski

METRO Gold Line
Century-Greenway Trail

Washington County

Project Location

The Century-Greenway trail will be located adjacent to Hudson Boulevard from Greenway Avenue to Century Avenue in the cities of Oakdale and Landfall

Funding Request

Federal: $ 825,865

Local Match: $ 206,466

Project Total: $ 1,032,331

Project Goals

»Creation of a safe, comfortable, and active station environment

»Remove barriers to transit access

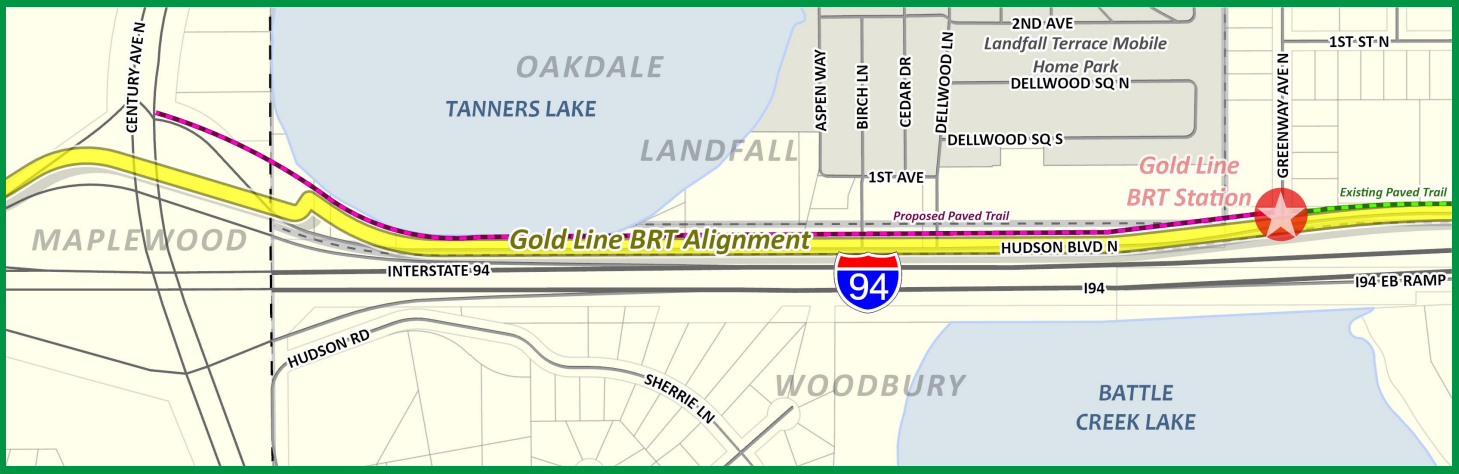
»Expand the multimodal network

Project Summary

The Century-Greenway trail will be a 10 foot bituminous multiuse trail adjacent to Hudson Boulevard between Century Avenue and Greenway Avenue serving the communities of Landfall and Oakdale. The proposed trail will build a Tier 1 RBTN alignment and connect community members to the future METRO Gold Line Greenway Avenue station, the Route 219, and other local destinations in an area where there is currently no infrastructure for cyclists or pedestrians. This project will build a safe and welcoming facility for those who are transit dependent or experience mobility issues in an area that is above the regional average level for population in poverty or populations of color.

Summary of Benefits

- Create a safe, separated space for community members who walk or bike along Hudson Boulevard
- Encourage transit ridership and active living lifestyles through consistent multimodal access to transit stops and stations
- Build a Tier 1 Alignment of the Regional Bicycle Transportation Network and fill an existing gap
- Leverage the significant federal and local investments being made in the area



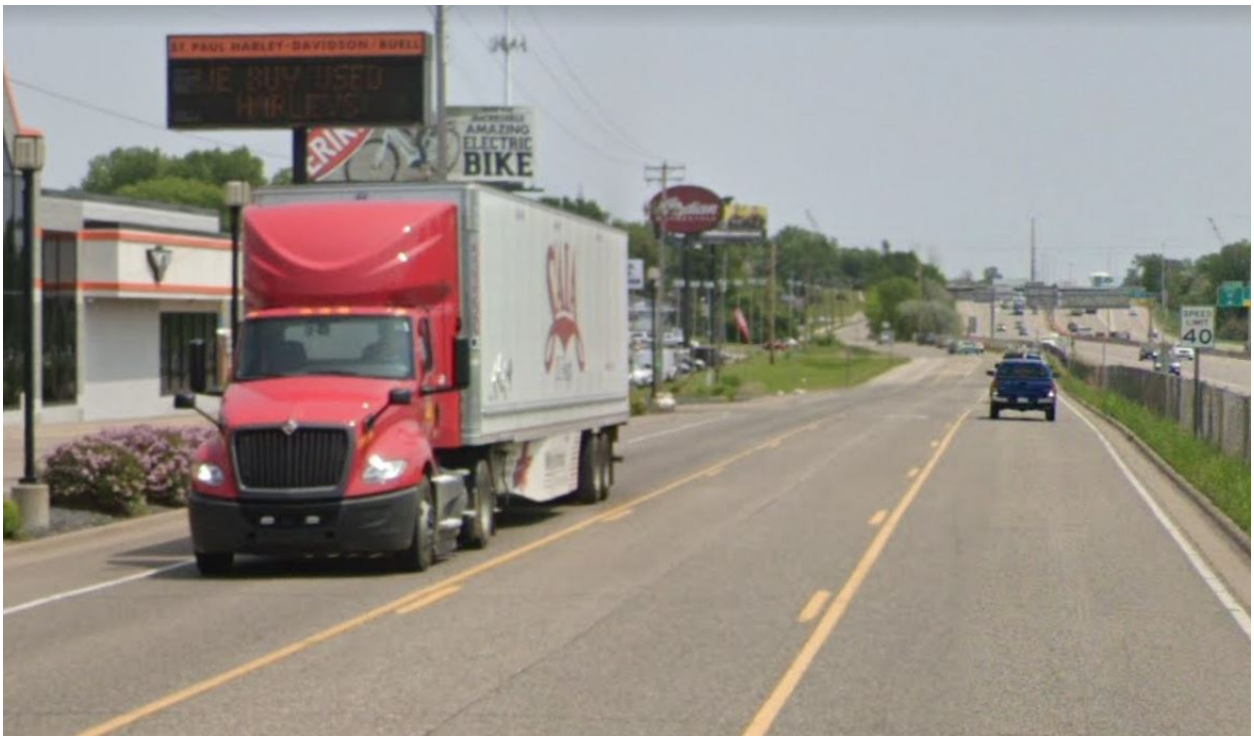
Century-Greenway Trail

Existing Conditions

Facing west on Hudson Blvd (transit rider waiting on shoulder for Route 219)

Facing west on Hudson Blvd (bicyclist riding on shoulder)

Hudson Blvd at Birch Ln (only point of access for the community of Landfall)



Hudson Blvd facing east (freight vehicle stopped in travel lane)

BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. 2020-035

DATE March 24, 2020

DEPARTMENT Public Works

MOTION BY COMMISSIONER Weik

SECONDED BY COMMISSIONER Kriesel

RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN COUNCIL FOR FUNDING UNDER THE METROPLITAN COUNCIL REGIONAL SOLICITATION

WHEREAS, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

WHEREAS, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

WHEREAS, pursuant to the Regional Solicitation and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2024 and 2025; and

WHEREAS, Washington County is an eligible project sponsor for Regional Solicitation funds; and

WHEREAS, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2020 Regional Solicitation for the following projects:

WHEREAS, Washington County is proposing to submit applications for the following projects.

1. County State Aid Highway (CSAH) 15 South Segment: Addition of new road segment spanning from the intersection of CSAH 15 and Trunk Highway (TH) 36 to 58th Street North in the cities of Oak Park Heights, Lake Elmo, Stillwater, and Stillwater Township.

2. TH 120: Conversion of roadway from one lane divided to two lane divided and addition of sidewalk and trail on TH 120 between Interstate 694 and TH 244 in the City of Mahtomedi.

3. CSAH 17 at TH 36: Conversion of at-grade intersection to grade-separated interchange in the cities of Lake Elmo and Grant.

4. CSAH 15 Phase 4: Reconstruction of CSAH 15, drainage improvements, and addition of sidewalk and multiuse trail between Interstate 94 and Oakland Middle School in the City of Lake Elmo and West Lakeland Township.

5. CSAH 32 Reconstruction: Intersection control improvements, drainage improvements, addition of pedestrian facility, and potential realignment of CSAH 32 between CSAH 33 and TH 61 in the City of Forest Lake.

6. CSAH 12 Pedestrian Facility: Addition of 10-foot pedestrian facility and boulevard on the south side of CSAH 12 between Ideal Avenue and the Mahtomedi School entrance in the cities of Mahtomedi and Grant.

7. CSAH 16 Multiuse Trail: Segment of multiuse trail on the south side of CSAH 16 between Queens Drive and Tower Drive in the City of Woodbury.

8. METRO Gold Line Multiuse Trail: Addition of multiuse trail on Hudson Boulevard between Greenway Avenue and Hadley Avenue in the cities of Landfall and Oakdale.

9. I-494 Park and Ride Parking Structure: Construction of shared parking structure in Woodbury west of the Woodbury Theatre in the City of Woodbury.

WHEREAS, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County and the Cities of Oak Park Heights, Lake Elmo, Stillwater, Stillwater Township, Mahtomedi, White Bear Lake, Grant, West Lakeland Township, Forest Lake, Landfall, Oakdale, and Woodbury; and

WHEREAS, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2020 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2020 Regional Solicitation;

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council's 2020 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

ATTEST: Kevin J Corbid

COUNTY ADMINISTRATOR

COUNTY BOARD CHAIR

	YES	NO
MIRON	X	
KARWOSKI	X	
KRIESEL	X	
JOHNSON	X	
WEIK	X	

CITY OF
OAKDALE
1584 Hadley Avenue N | Oakdale, MN 55128
651-739-5086 | www.ci.oakdale.mn.us

March 20, 2020

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

RE: Support for Washington County's Regional Solicitation Application for a multiuse trail from Century Ave to Greenway Ave along Hudson Blvd in the City of Oakdale.

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Oakdale's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for a separated multiuse trail on the north side of Hudson Boulevard between Century Avenue and Greenway Avenue. This project will fill in an existing gap in the trail network and connect important community assets, including a planned new trail north to south on Greenway Avenue, and a new METRO Gold Line Bus Rapid Transit (BRT) station at Greenway Avenue, as well as employment and commercial uses at the 3M Global headquarters and Sun Ray Mall across Century Avenue.

These improvements are consistent with both the City's and the County's 2040 comprehensive plans. The City of Oakdale will continue to support Washington County's efforts to improve the County trail system as identified in the 2040 Washington County Comprehensive Plan.

The City of Oakdale maintains sidewalks and trails within the public right of way, including snow removal responsibilities.

Thank you for your consideration. If you have any questions, please contact me at 651-730-2730 or at brian.bachmeier@oakdale.mn.us.

Sincerely,

Brian Bachmeier, P.E.
Public Works Director/City Engineer

March 16, 2020

Mr. Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

RE: Support for Washington County's Regional Solicitation Application for a multiuse trail from Century Ave to Greenway Ave along Hudson Blvd in the City of Oakdale.

Dear Mr. Sandberg:

The purpose of this letter is to express the City of Landfall's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for a separated multiuse trail on the north side of Hudson Boulevard between Century Avenue and Greenway Avenue. This project will fill in an existing gap in the trail network and connect important community assets, including a planned new trail north to south on Greenway Avenue and a new METRO Gold Line Bus Rapid Transit (BRT) station at Greenway Avenue, as well as employment and commercial uses at the 3M Global headquarters and Sun Ray Mall across Century Avenue.

These improvements are consistent with both the City's and the County's 2040 comprehensive plans. The City of Landfall will continue to support Washington County's efforts to improve the County trail system as identified in the 2040 Washington County Comprehensive Plan.

Thank you for your consideration. If you have any questions, please contact City Administrator Ed Shukle at eshukle@cityoflandfall.com or 651-739-4123

Sincerely,

Stan Suedkamp
Mayor

April 2019

GREENWAY AVENUE STATION BRTOD PLAN

City of Landfall . City of Oakdale

GOLD LINE PARTNERS

Acknowledgements

Gold Line Partners
Stan Karwoski (Chair), Washington County Regional Railroad Authority
Rafael Ortega (Vice-Chair), Ramsey County Regional Railroad Authority
Tami Fahey, City of Lakeland
Bryan Smith, City of Maplewood
Paul Reinke, City of Oakdale
Jane Prince, City of Saint Paul
Anne Burt, City of Woodbury

Supported in part by the Statewide Health Improvement Partnership (SHIP), Minnesota Department of Health.

City of Oakdale
Bob Streetar, Community Development Director
Emily Shively
Jen Hassebroek
Linnea Graffunder-Bartels

Oakdale City Council
Paul Reinke, Mayor
Mark Landis
Bill Rasmussen
Lori Pulkrabek
Kevin Zabel

Washington County Regional Railroad Authority
Jan Lucke, Planning Division Director
Lyssa Leitner
Sara Allen

City of Landfall
Edward J. Shukle, Jr., City Administrator

Landfall City Council
Stan Suedkamp, Mayor
Sally Eral
Katie McManus
Lori Lengsfeld
Joanne Menz

Consultants
Crandall Arambula, Lead Consultant
Carroll, Franck Associates
Sambatek
Maxfield Research & Consulting
WSB & Associates

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INTRODUCTION

The Gold Line Partners (the Partners) brings together local elected officials from the five cities and two counties along the corridor, including business and community leaders, to support the METRO Gold Line Bus Rapid Transit (Gold Line BRT) project. As part of the support for the Gold Line, the Partners commissioned the Metro Gold Line BRTOD Plan project (BRTOD Planning Project) on behalf of the Metropolitan Council and is funded by a grant from the Federal Transit Administration's Pilot Program for Transit-Oriented Development Planning with match from Ramsey and Washington Counties. Washington County Regional Railroad Authority (WCRRA) is the fiscal agent and administrative coordinator for BRTOD Planning Project and collaborates directly with the cities along the corridor.

Over the coming years, WCRRA will periodically review the BRTOD plans with each of the cities to evaluate plan effectiveness and coordinate improvements outside each city's jurisdiction and will partner with Washington County and the Metropolitan Council on projects of significant regional benefit. Washington County will administer housing and economic development programs that support affordable housing opportunities and investment in the Greenway Avenue Station area and other Gold Line station areas. The WCRRA will monitor and identify transit ridership increases resulting from project implementation.

Prior to the initiation of the BRTOD Planning Project, the City of Saint Paul completed station area plans for all of the city's stations. The BRTOD Planning Project builds upon these adopted plans. BRTOD Plans for stations in Maplewood, Landfall, and Oakdale include full development and circulation plans, which capitalize on all available opportunities to improve transit access and transit-oriented development while creating conditions that ensure that transit-dependent residents will remain in the area. BRTOD Plans for stations in Woodbury and Tamarack are advisory only. Any additional planning will be developed by City of Woodbury Planning staff.

The Gold Line will connect people across the region to job centers, neighborhoods, shopping, recreation, and other key destinations in the Interstate 94 corridor.

The METRO Gold Line Bus Rapid Transit (Gold Line BRT) project is a separate project dedicated to design and engineering of the Gold Line BRT alignment, guideway, stations, and some access improvements.

The Metro Gold Line BRTOD Plan project (BRTOD Planning Project) plans for transit-oriented development around the Gold Line stations.

BRTOD combines BRT with traditional TOD strategies to create walkable and bikeable communities with housing, shopping, and employment uses concentrated within a half mile of a BRT station.

GREENWAY AVENUE STATION BRTOD PLAN

This BRTOD Plan, which will serve as a policy guide for the City of Landfall and the City of Oakdale is based on:

- Consideration of each City's adopted policies.
- Market studies of the station area and the corridor.
- Gap assessment.
- Best practices and fundamentals for bus rapid transit-oriented development.

The plan identifies projects that will help realize the vision for the station area. Funding sources for projects will need to be determined.

THE GOLD LINE CORRIDOR

The Gold Line Corridor includes eleven stations in five cities and two counties.

The Gold Line corridor is the mile-wide transit-shed centered along the Gold Line BRT route, generally following Interstate 94 (I-94). The existing potential for creating BRTOD varies in each station area. Planning for a successful Gold Line corridor requires increasing the potential ridership base of the entire corridor while enabling each station area to achieve its transit-oriented, market-driven development potential.

Along the corridor, older areas are concentrated to the west—toward Saint Paul, Maplewood, Landfall and portions of Oakdale—where early 20th century development patterns include a fine-grain street grid with predominantly single-family residences mixed with multi-family housing and commercial uses. These areas are largely fully built-out with few opportunities for new development. Residents come from highly diverse ethnicities, are typically less affluent, and are more transit dependent than in other areas of the corridor.

To the east, in Oakdale and Woodbury, the corridor transitions into newer communities characterized by auto-oriented commercial centers and undeveloped land. These areas present both greater opportunity and greater need for transit-oriented development and walking and biking infrastructure improvements. Residents in these areas tend to be less ethnically diverse, more affluent, and less familiar with transit use.

STATION AREA PLANNING

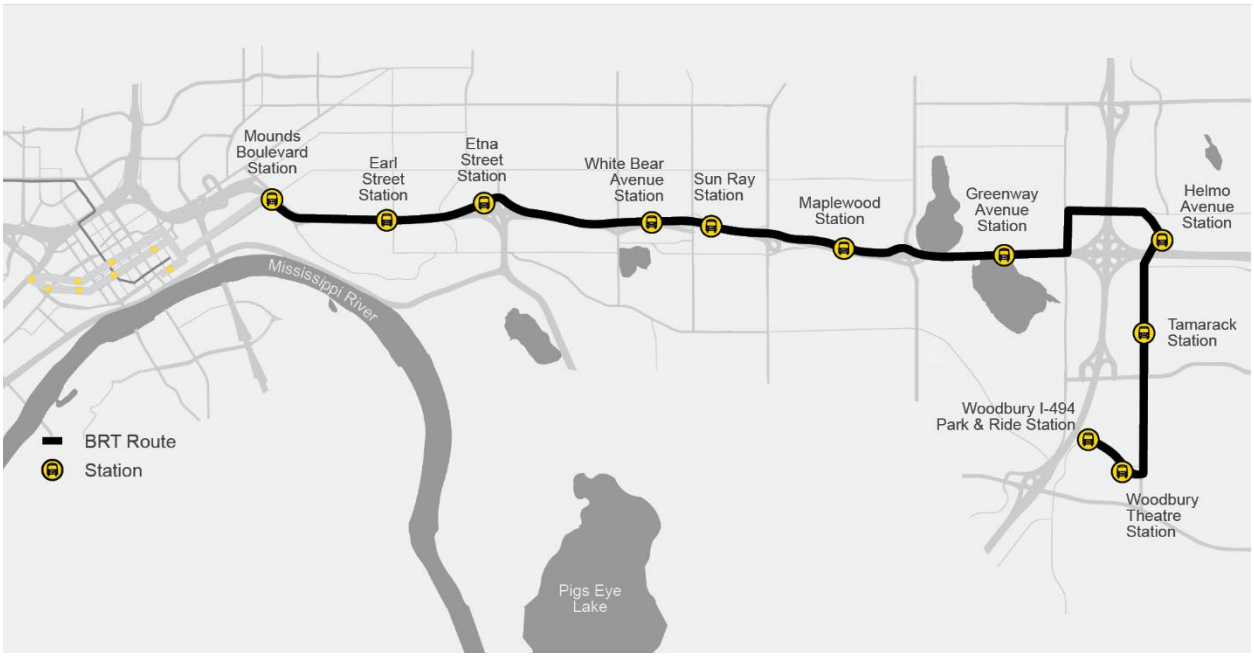
When planned together, the eleven Gold Line stations assemble into a unified, diverse, and complementary corridor in which transit ridership is maximized, desirable development infrastructure and improvements are built, and vibrant and active station areas are realized.

Together, the BRTOD Plans describe a corridor-wide vision that:

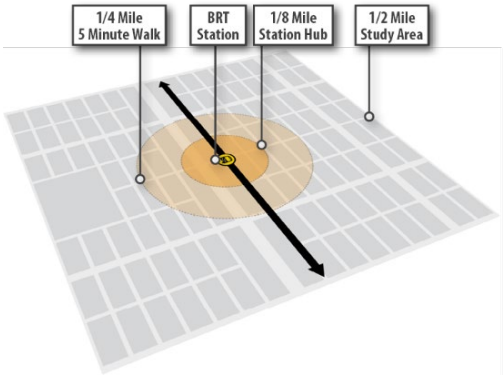
- **Establishes a multi-modal transportation corridor** by linking stations with a continuous biking and walking trail parallel to the BRT guideway.
- **Increases potential ridership** by providing direct access to transit-oriented uses along the corridor with strategic biking and walking improvements along existing, planned, or newly identified routes.
- **Enables station areas to achieve their development potential** by identifying substantial new infill or redevelopment opportunities for people to live and businesses to thrive near transit.

Each Gold Line station is located within a distinct and unique context that presents both opportunities and constraints for achieving BRTOD.

Figure 1. Gold Line Corridor Stations



While no single station will result in complete BRTOD, each of the eleven Gold Line stations plays a role in maximizing transit ridership and achieving the corridor's BRTOD potential.



First- and last-mile trip connections are particularly important in the Gold Line Corridor where many jobs and residences are along unsafe routes or are beyond comfortable walking distance from a station.

WHY PLAN FOR BRTOD?

BRTOD links trip-generating destinations with multi-modal transportation choices to increase transit ridership, provide economic benefits, support active and healthy lifestyles, and significantly reduce greenhouse gas emissions. A BRTOD plan establishes an ambitious but realistic vision for transforming the area around the station based on the specific existing character and features of each station.

BRTOD locates trip-generating uses at the station allowing surrounding residents, employees, and visitors to shorten or eliminate auto-based trips and providing a platform for local entrepreneurship and small business development. Walkable and bikeable station areas offer residents access to a variety of services and job opportunities and a diversity of housing and transportation choices.

Circulation Plans

Great station area routes should be designed to create an environment that is interesting, livable, and safe. An interconnected network of walking and biking routes ensures that all trips to or from a transit station are as short as possible.

The area within a quarter-mile of the station is typically accessible with a five-minute walk. A five-minute bike ride can typically access the station from the area within one mile. These five-minute areas are the 'rider-shed', the source of 80% of the station's transit riders. Walking and biking improvements should be focused within the relevant rider-sheds.

'First- and last-mile trips' are the trips that transit users must take between their starting or ending destination and a BRT station. When transit users have difficulty making the first- or last-mile connection due to distance, unsafe conditions, or other barriers, BRT use may be less practical.

Development Plans

In BRTOD, the area within an eighth-mile of the station is home to the highest intensity of trip-generating retail and employment uses and dense residential types, such as multi-family apartments or condominiums.

Areas within a quarter-mile of the station include the largest concentration of housing and should include a mix of rental and ownership housing to support a mix of income levels.

Existing stable and desirable uses should be preserved and strengthened, with new development and redevelopment targeted to vacant and underutilized sites and to sites with long-term redevelopment potential. Targeted development should include the type of land uses appropriate to addressing market gaps in housing, employment, or commercial uses in order to support an equitable and vital station area.

Land use patterns and intensities should support the day-to-day needs of BRTOD residents. Intensities and densities are greatest near the station, gradually decreasing away from the station.

Station Environment

Conditions in the area directly adjacent to the station play an essential role in establishing BRTOD. The station environment is an opportunity to define the neighborhood character through the creation of a sense of arrival and departure. A focus on establishing a sense of place means that the station environment is designed for commuters to congregate and linger:

- **Safe** stations are highly visible—'eyes' on the station ensure that transit riders are seen from the street and surrounding buildings, reducing the potential for crime.
- **Comfortable** stations are accessible for people young and old, ensuring a pleasant experience at the station.
- **Active** stations are vibrant throughout the day and during all four seasons of the year, creating a special place of arrival and departure for transit users.

BRTOD plans provide implementable design strategies for establishing the street-oriented buildings and station access improvements that will result in safer and more vibrant stations. In turn, this will result in more BRT riders and reduce the potential for crime during all times of day and year.

The Gold Line Corridor BRTOD Plans emphasize the creation of safe, comfortable, and active station environments.

GOLD LINE CORRIDOR

To ensure that the BRTOD Plans for each station are integrated and complementary, corridor-wide approaches to development and access have been applied.

Station Typologies

Station typologies provide a common vocabulary for describing the development vision for each station area and the relationships between stations along the corridor.

Station Access Route Hierarchy

A hierarchy of walking and biking routes connect stations along the corridor and provide direct access between the station and destinations within each station area.

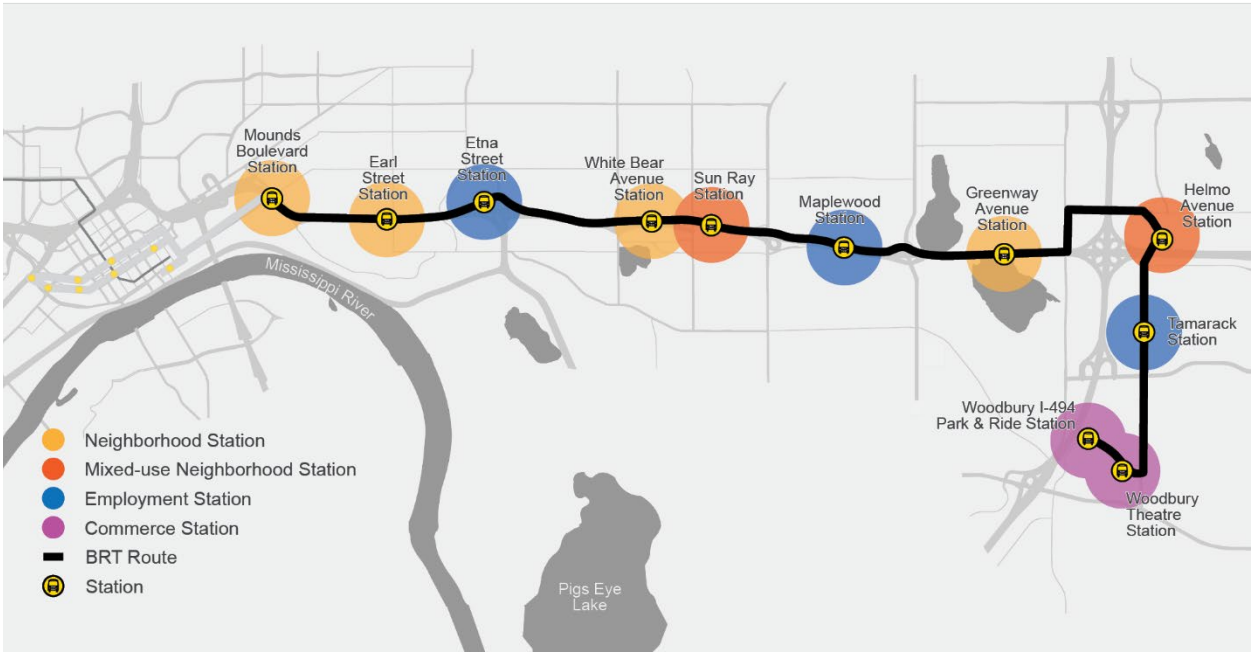
STATION TYPOLOGIES

Each of the eleven Gold Line stations were assigned a typology: Neighborhood, Mixed-Use Neighborhood, Employment, or Commerce.

Station typologies reflect the complementary roles of the stations along the corridor and inform the type and intensity of transit-oriented development that is emphasized in each station's development plan.

Station typologies respond to station-specific community desires and adopted policies and plans while being consistent with best practices for transit-oriented development. Site conditions, market conditions, and demographics were considered in assigning typologies to each station.

Figure 2. Station Typologies



NEIGHBORHOOD STATIONS

In Neighborhood Station areas, strategic improvements to key multi-modal transportation routes are emphasized in order to provide safe, direct, and convenient BRT access for current residents. Where development opportunities are present, neighborhood-compatible, moderate-density affordable and market-rate apartment, condominium, and townhome development is appropriate. Policies, programs and strategies that discourage displacement of current residents and businesses ensure that transit-dependent residents receive the benefits of the Gold Line service.

Gold Line's Neighborhood Stations are Mounds Boulevard Station, Earl Street Station, White Bear Avenue Station, and Greenway Avenue Station.

Neighborhood Stations are predominantly residential areas with few opportunities for transit-oriented infill or redevelopment.

MIXED-USE NEIGHBORHOOD STATIONS

Mixed-Use Neighborhood Station areas most closely resemble ideal transit-oriented development. Higher-density affordable and market-rate apartment, condominium, and townhome development is achievable. Street-oriented retail shops, commercial uses, and neighborhood-scaled employment is fostered to create a complete and balanced station area. Neighborhood-scaled employment includes professional offices and services, which may occupy standalone buildings or the floors above ground-floor retail. These station areas should include a rich mix of urban parks, a connected street grid, and safe, direct and convenient walking and biking connections to the station.

Gold Line's Mixed-Use Neighborhood Stations are Helmo Avenue Station and Sun Ray Station.

Mixed-Use Neighborhood Stations provide the most opportunity for transit-oriented development.

EMPLOYMENT STATIONS

Employment Stations draw transit riders from within and outside the corridor.

In Employment Station areas, land use policies and plans should maintain and promote existing and new uses that provide family-wage job opportunities for Gold Line corridor residents and for commuters from outside of the corridor study area. Businesses with a high number of jobs per acre, such as medical, financial, technology, and corporate headquarters, should be fostered. These types of businesses require high levels of visibility to succeed and are most successful when located on prominent high-traffic streets, adjacent to other employment uses, and where medium to large parcels are available to accommodate buildings with larger floor areas. Development of new low-intensity uses such as manufacturing, warehousing, or other similar industrial uses should be discouraged. While these station areas have an emphasis on employment uses, residential and employee-serving commercial uses are also appropriate.

Gold Line's Employment Stations are Etna Street Station, Maplewood Station, and Tamarack Station.

COMMERCE STATIONS

Commerce Stations include BRT-trip-generating destinations used on a daily or weekly basis.

Commerce Station areas include substantial employment, high-density residential, entertainment, and dining uses. This station type is an opportunity to establish or strengthen an activity center that serves as an alternative to downtown Saint Paul for corridor residents' daily and weekly shopping trips. Amenities may include a plaza or other urban gathering place. Locating park-and-ride ramps in this station area is appropriate, though they should be sited and designed for shared use if possible. While this station type may initially have greater auto orientation, long-term planning should identify a framework for a street grid and biking and walking connections to the station and park-and-ride.

Gold Line's Commerce Stations are Woodbury Theatre Station and Woodbury I-494 Park-and-Ride Station.

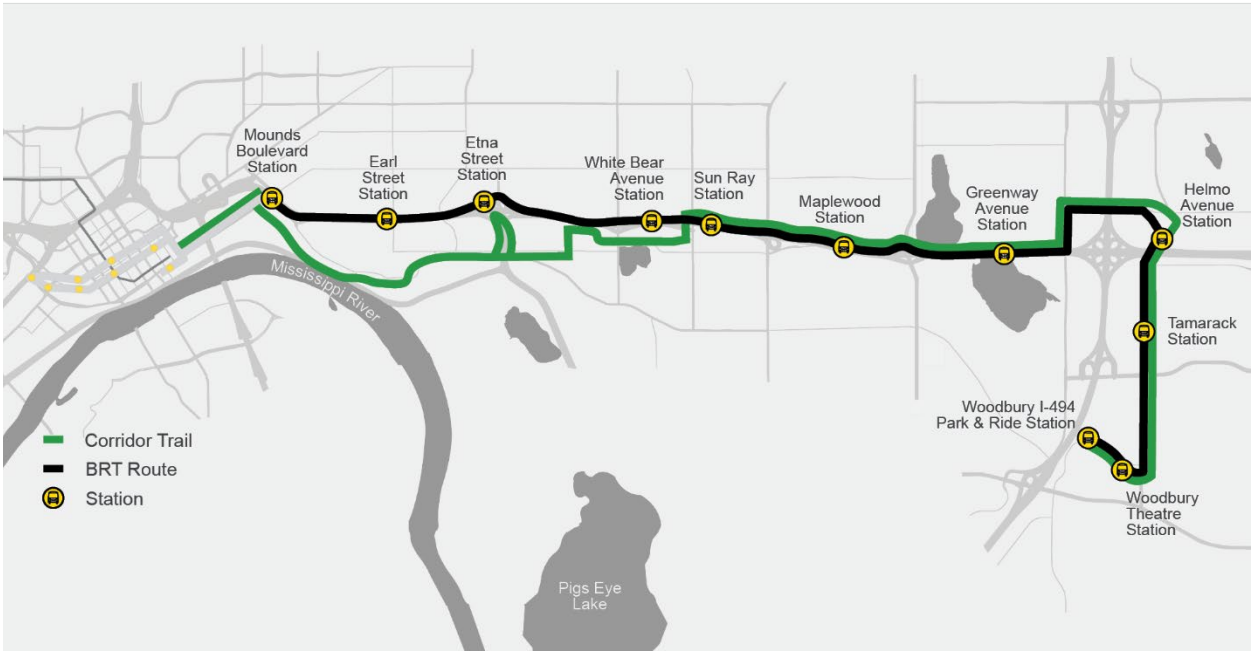
STATION ACCESS HIERARCHY

A hierarchy of complementary access route types address the need for connections between stations and within each station area. This complete and connected network serves walkers and bicyclists, along with other users who arrive on wheels—whether by wheelchair or by an emerging transportation option such as electric scooters.

Walking and biking improvements to existing public rights-of-way close gaps in existing routes and provide new routes to complete networks identified in the pedestrian and bicycle planning documents of local jurisdictions.

The Corridor Trail links the stations along the Gold Line Corridor and is supported by a network of access routes within each station area.

Figure 3. Corridor Trail Concept



CORRIDOR TRAIL

The Corridor Trail is a continuous walking and biking link between the eleven Gold Line stations.

The Corridor Trail serves as the primary station access route within each station area and:

- Links stations via a car-free safe, direct, and convenient walking and biking route.
- Links numerous existing destinations and proposed new transit-oriented development sites.
- Serves as both a transportation facility and a recreation amenity, connecting existing parks and civic uses to the stations.

The Corridor Trail is an asphalt or concrete walking and biking facility. The trail includes both existing and new trails and runs generally parallel to the BRT guideway from the Woodbury Theatre station to Ruth Avenue and then adjacent to existing streets south of I- 94 to the Mounds Boulevard Station.

COLLECTOR TRAILS

Collector Trails provide access into station areas from neighborhoods and destinations outside the mile-wide Gold Line corridor.

Collector Trails include existing and planned local, regional, and Minnesota Department of Transportation (MnDOT) facilities that feed into and through each station area. The Collector Trails:

- Are separated from auto traffic to provide a safe car-free walking and biking pathway.
- Link existing destinations and new transit-oriented development sites.
- Serve as a recreation amenity, connecting existing parks and civic uses to the stations.

Collector Trails are designed to meet regional and local jurisdiction design standards and are typically a 10- to 12-foot wide asphalt surface that is separated from the street. Collector Trails generally run perpendicular to the BRT guideway and Corridor Trail. Existing Collector Trails are located on Swede Hollow, Century Avenue, McKnight Avenue, Hadley Avenue, Hudson Boulevard, Tamarack Road, and Valley Creek Road. Planned Collector Trails include the Johnson Parkway Trail.

STATION ACCESS ROUTES

Station Access Routes are the primary walking and biking connections between stations and station area neighborhoods. These routes are sidewalk and bike lane improvements take advantage of limited space. At the Earl Street and White Bear Avenue stations, Station Access Routes:

- Link existing destinations and new transit-oriented development sites.
- Incorporate designated bike lane routes identified in the bicycle plans of local jurisdictions.
- Incorporate existing bike lanes or are upgraded shared-shoulder routes.
- Incorporate existing sidewalks and, in some instances, existing bike lanes.

The design of Station Access Routes is dependent on local right-of-way-conditions. These routes include a combination of both sidewalks and bike lanes and should include, at a minimum:

- Continuous 5-foot-wide sidewalks on both sides of the street.
- 5-foot-wide one-way buffered or protected bike lanes. In some instances, bike lanes are two-way 10-foot-wide buffered facilities. Striped roadway buffer widths should be 18 inches, but with a physical barrier such as a curb can be 12 inches, minimum.

Station Access Routes provide linkages between the Corridor Trail and stations.

NEIGHBORHOOD ACCESS ROUTES

Neighborhood Access Routes provide low-stress connections to station area neighborhoods. In many instances, these routes are preferred by inexperienced riders who are not comfortable riding on busy collector or arterial streets.

Neighborhood Access Routes feed into the station area along streets with existing sidewalks and designated bike routes identified in the pedestrian and bicycle plans of local jurisdictions. These routes are typically located on low traffic streets and link existing lower density residential areas to the stations.

Where Neighborhood Access Routes intersect busy streets, diverters, barriers, or other traffic-control devices may be necessary to provide safe crossings or to discourage through auto traffic. Wayfinding signs or other unifying elements, such as ornamental streetlighting, will help walkers and bikers navigate these routes.

Neighborhood Access Routes complete the station area network by providing connections between Station Access, Collector Trail, and Corridor Trail routes.

GREENWAY AVENUE STATION AREA

The Greenway Avenue Station is located at the intersection of Greenway Avenue and Hudson Boulevard and is surrounded by portions of the cities of Landfall, Oakdale, and Woodbury.

The Greenway Avenue Station includes a BRT guideway and mixed-traffic bus lanes and Corridor Trail enhancements located generally within the existing right-of-way of Hudson Boulevard and Hadley Avenue.

Figure 4. Greenway Avenue Station Area

Figure 5. Weir Drive/Anytime Fitness

Figure 6. Landfall Neighborhood

Figure 7. Oakdale Neighborhood

CITY OF WOODBURY

Isolated from the station area by I-94, Woodbury was not an active participant in the Greenway Avenue Station BRTOD planning process. The City's Comprehensive Plan identifies a planned trail along Weir Drive that, with a potential future pedestrian and bicycle crossing of I-94, would provide access to transit for the multi-family neighborhood and Anytime Fitness headquarters campus along Ashwood Road.

CITY OF LANDFALL

Landfall is primarily a low-income, demographically-diverse 300-unit manufactured home community. Two auto-oriented commercial properties fronting Hudson Road provide important tax revenue for the small community.

Dellwood Lane provides the neighborhood's primary auto, bicycle, pedestrian, and transit access. Birch Lane provides a secondary community access point and a service drive for the adjacent commercial uses. There are no sidewalks, bicycle lanes, or trails—except for a 10-foot-wide sidewalk located on the west side of Dellwood Lane. A bus stop is located adjacent to this sidewalk.

CITY OF OAKDALE

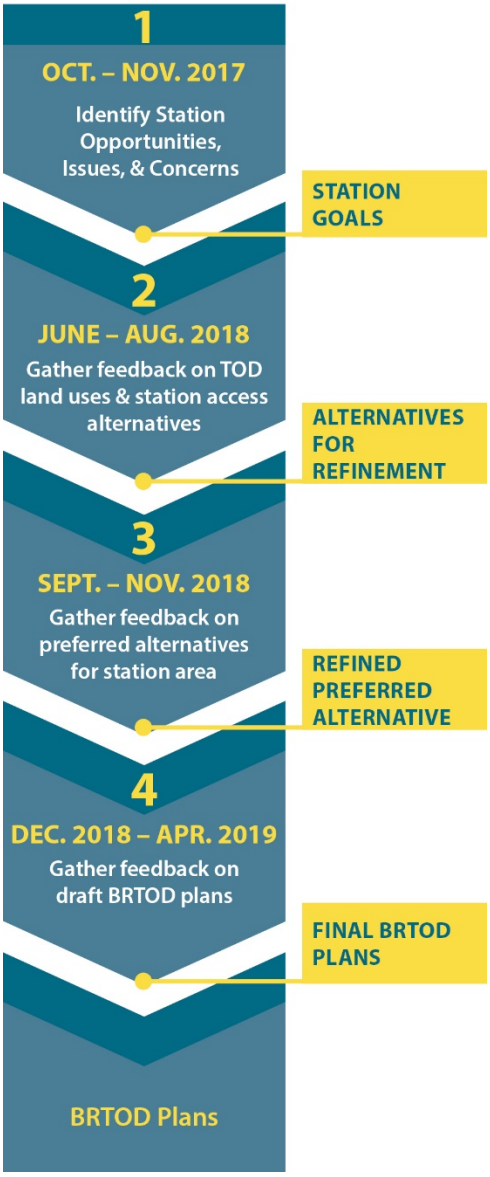
The station area includes a southwestern Oakdale neighborhood with a small neighborhood park along Tanners Lake, modest single-family homes, a 57-unit assisted living facility, commercial businesses, and the Apostolic Bible Institute campus. Additional commercial and lodging uses are located west of Tanners Lake along Century Avenue. Tartan High School is just north of 7th Street, outside the study area.

Greenway Avenue, Oakdale's primary access to the station, has several bus stops within the station area. Greystone Avenue is a secondary station access route. There are no pedestrian or bicycle improvements in the neighborhood, other than for the trail along Century Avenue and a narrow trail along Hudson Road from Greenway Avenue to Hadley Avenue

Figure 8. Greenway Avenue Station Area

BRTOD PLANNING PROCESS

Figure 9. Stakeholder Involvement Process



The planning process for the Greenway Avenue Station BRTOD Plan occurred over nineteen months, beginning in May 2017 and ending in April 2019.

The process occurred concurrently with the BRT Project Engineering process, which advanced the Locally Preferred Alternative (LPA) concept to preliminary design. Location of the Greenway Avenue station and guideway engineering refinement began in January 2018 and included meetings with the BRTOD Planning project team and the Metro Transit Gold Line Project Office to ensure the vision and development and circulation plans created for the Greenway Avenue Station area were considered in the BRT and engineering refinement process.

The Greenway Avenue Station BRTOD planning process consisted of four phases:

1. **Identification of station area opportunities, issues and concerns to establish station area goals.** Stakeholders reviewed project information, provided feedback on station specific issues, and discussed opportunities and constraints.
2. **Development and review of preliminary BRTOD concepts for transit-oriented development and station access.** Stakeholders reviewed and provided feedback on draft alternatives.
3. **Refinement and review of preferred development plan and circulation plan.** Stakeholders provided feedback on refined development scenarios and development and circulation plans.
4. **Review of the BRTOD Plan document.** Stakeholders provided feedback on the draft BRTOD Plan, including implementation strategies.

STAKEHOLDER INVOLVEMENT

Stakeholder involvement in the Greenway Avenue Station BRTOD Plan built upon extensive engagement conducted prior to the initiation of the BRTOD Planning project and focused on issues related to transit-oriented development. Stakeholder involvement was conducted in close coordination with WCCRA and the staff of the cities of Landfall and Oakdale.

All key stakeholders were respectfully and inclusively engaged in developing the Greenway Avenue Station BRTOD Plan.

Stakeholder Involvement Plan

The stakeholder involvement plan established engagement objectives; identified stakeholders, level of engagement, and outreach methods; and ensured that core values, goals, and objectives of the overall Gold Line project were addressed. The plan ensured that those affected by planning decisions had the opportunity to be involved in the decision-making process, that their contributions influenced decisions, and their needs were communicated to decision-makers. At the end of each project phase, the influence of stakeholder input was communicated back to stakeholders.

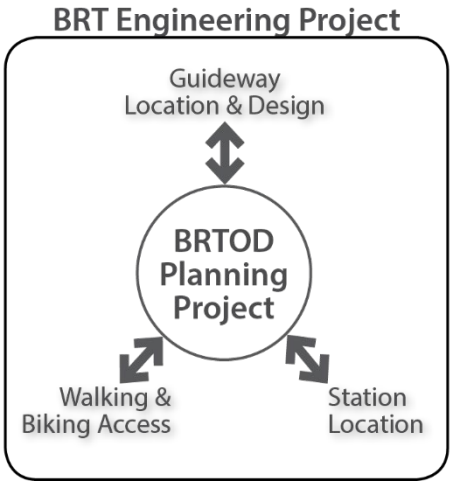
Engagement included in-person events and online engagement:

- Four joint Landfall and Oakdale city council work sessions held at the City Hall in Oakdale.
- **Four community meetings with residents and property owners** of both Landfall and Oakdale at the community center building in Landfall. Translation services were provided for all community meetings and meeting materials were prepared in both Spanish and English.
- **A corridor-wide open house** for both the BRTOD Planning project and the BRT Engineering project was held at the Guardian Angels Catholic Church in Oakdale. Greenway Avenue Station circulation concepts were presented.
- **Online engagement through the Gold Line Partners website** included a survey, a summary describing the survey intent, a description of survey elements, and presentation slides, prepared in both Spanish and English. Online surveys were typically collected over a one-month period, beginning on the date of the community meeting, and were summarized in both English and Spanish.

Figure 10. Community Open House

Coordination between Metro Transit's Gold Line Project Office in charge of BRT design engineering and the BRTOD Plans Project consisted of regular coordination meetings held from January 2018 to October 2018.

Figure 11. Coordinated Engineering and Planning



GOLD LINE PROJECT COORDINATION

In February 2018, the Gold Line Project Office engineering team met with the BRTOD Planning project consultants and WCRRA to discuss station location, guideway, walking and biking access design issues with the Gateway Corridor Environmental Assessment Concept Plans, and potential design refinements for preliminary development and circulation plans for each of the stations.

Bi-monthly meetings from June through September were attended by the BRTOD Plans project coordinator, deputy project manager for the Gold Line Project office, and Washington County Regional Railroad Authority. Discussions included outstanding issues with the on-going Gold Line BRT design refinements, the extent of station, guideway, and access improvements included in the BRT project cost, and any costs attributed to each city or to partnerships with other entities outside of the BRT project.

In October 2018, the Gold Line Project Office engineering team met with the BRTOD Planning project consultants and WCRRA to discuss refinements to the station location, guideway, and access design and to identify any issues with the preferred development and circulation plans for the station area.

The Gold Line Project Office identified the station location, guideway and access improvements to advance to the environmental assessment phase of the project and the extent of access improvements included in the BRT project cost.

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STATION AREA ASSESSMENTS

Existing policies, plans, traffic data, and physical conditions relevant to the Greenway Avenue Station area were reviewed. Assessments of the reviewed materials inform the station area vision, development and circulation plans, infrastructure plans, and implementation strategies.

CIRCULATION AUDIT ASSESSMENT

The pedestrian, bicycle, transit, and street network audit included a field survey and mapping of existing conditions and planned walk, bike, and roadway improvements affecting universal accessibility and safe access to and from the Greenway Avenue Station. The audit also identified bus routes and stops, average daily (auto) traffic counts, high crash areas, roadway segments with traffic speeds greater than 25 miles per hour, and locations of traffic control devices such as traffic signals and stops signs.

Key Findings

Significant impediments to station access include:

- Major physical barriers between potential transit riders and the station. I-94 bisects the station area and funnels station access to a few key routes—Hudson Boulevard, Greenway Avenue, and Hadley Avenue—effectively cutting potential ridership in half.
- Gaps in, or a complete lack of, sidewalks and bicycle facilities connecting to the station along the key routes of Greenway Avenue, Dellwood Lane, and Hudson Boulevard west of Greenway.
- Existing 8-foot trail on Hudson Boulevards between Greenway and Hadley avenues is narrower than the City's 10-foot trail width standard and AASHTO guidelines.
- Bus service is limited to the local route 219 on Greenway Avenue and Hudson Road, which operates twice hourly during Monday through Friday peak hours and with limited 60-minute Saturday service. No Sunday or holiday service is provided.
- 2014 traffic volumes on Greenway Avenue and Hudson Boulevard are lower—less than 5,000 average daily trips—than typically required to support retail development.

Circulation conditions limit the development of transit-oriented uses and the ability of existing residents to access the station.

Figure 12. Missing Walking and Biking Facilities

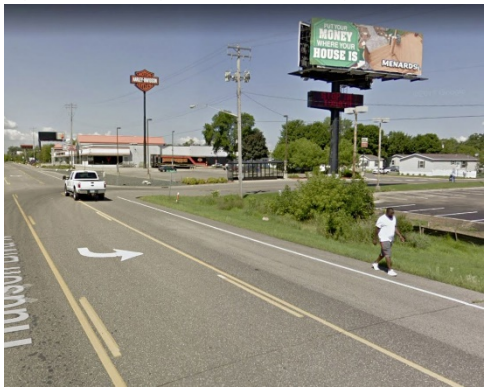


Figure 13. Station Access Barrier

Both affordable and market rate housing demand exists.

Figure 14. Potential TOD Sites along Hudson Blvd

Figure 15. Existing Transit-Oriented Uses

Figure 16. Assisted Living Facility

MARKET AND DEMOGRAPHIC ASSESSMENT

The assessment identified real estate market conditions and demographics affecting development both for the corridor and within a half-mile radius around each station.

Inventory of Existing Transit-Oriented Uses

- 57-unit assisted living facility on Hudson Boulevard.
- 300-unit mobile home community in the City of Landfall.
- Two apartment communities located across I-94 in the City of Woodbury, include 324 units but are physically isolated from the station.

Key Findings

- There are few potential redevelopment sites in proximity to the station.
- Existing residential density is low. However, housing stock in residential neighborhoods is aging and over time redevelopment may occur, allowing for future consideration of policies that foster transit-oriented higher-density housing.
- The station could support affordable housing, provided sufficient financing is available.
- The commercial sites lining Hudson Boulevard have the most redevelopment potential in the area. Additional commercial/retail development potential is limited.
- There is demand for both market-rate and affordable housing in the near- to mid-term.

GAP ASSESSMENT

The Housing, Education, and Employment Gap Assessment addresses the redevelopment potential of the station. It identifies missing housing types, strengths and weakness, and the most advantageous sites for housing and commercial development within one-half-mile of the station.

The gap assessment identified ten-year horizon demand for transit-oriented uses based on station area demographic needs and site strengths and challenges.

Site Strengths

- Good visibility and traffic volumes for commercial development due to the proximity of I-94.
- Retail destinations are present, including Harley Davidson and Indian motorcycle dealerships.
- Large, long-term redevelopment parcels exist along Hadley on the periphery of the station area.

Site Challenges

- No direct automobile access to I-94.
- Limited number of suitable development sites.
- Poor pedestrian conditions.

Demand

- Housing development potential of 360 units.
- Commercial development potential of 20,000 to 45,000 square feet.
- Professional office potential of up to 80,000 square feet.

Substantial opportunities exist to fill station area land use gaps.

Figure 17. Affordable and Market-Rate Apartments

Figure 18. Commercial Development

Figure 19. Professional Offices

INFRASTRUCTURE AUDIT ASSESSMENT

Existing infrastructure is adequate for existing and new development designated in each city's plans. More intensive BRTOD development may require upgraded facilities.

The infrastructure audit identified the type, location, and condition of utilities serving the station area. It serves as a baseline for an infrastructure strategy that supports the potential transit-oriented development identified in the Development Plan.

The existing potable water distribution system—including the source, location and availability of the water supply; existing stormwater management including above ground swales and subsurface storm sewers; and sanitary sewer service to existing uses—was mapped. No electrical, communication, or other municipal infrastructure was assessed.

Figure 20. Water Meter Vault

Key Findings

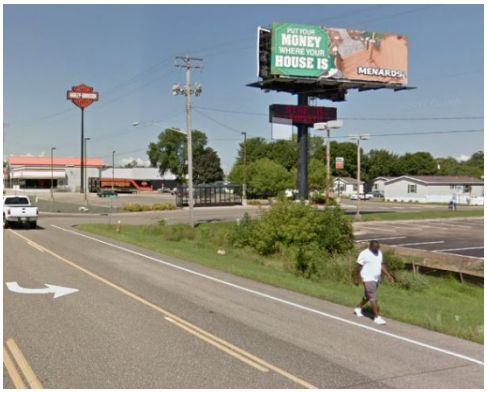
- Current capacity in the existing water main line is adequate to support existing and short-term development as identified in each city's comprehensive plan land use maps.
- Sanitary sewer main line is adequate to support existing and short-term development as identified in each city's comprehensive plan land use maps.
- Existing stormwater facilities are adequate to support existing and short-term development as identified in each city's comprehensive plan land use maps.

GOLD LINE HEALTH IMPACT ASSESSMENT

The overall health of people in the corridor is generally good by comparison with state and national benchmarks.

The *Gateway Gold Line Bus Rapid Transit: A Closer Look at Health and Land Use Technical Report,* completed in 2016, identified key built-environment factors considered most important to health. Four elements important to health and influenced by land use decisions are connectivity, housing, jobs, and safety.

Figure 21. Poor Walking and Biking Conditions



Key Findings

- Social and financial stress in households limits individuals' ability to be healthy.
- A significant transit-dependent population exists that could benefit from additional transit service if pedestrian and bicycle improvements are added to existing trails on Century Avenue and Hadley Avenue.
- The proximity of the 3M campus creates a significant source of employment and an opportunity for pedestrian and bicycle improvements that tie the Greenway Avenue Station to 3M.

POLICY & REGULATORY PLANS ASSESSMENT

The cities of Landfall and Oakdale updated their comprehensive plans in 2018. The policy and regulatory plan assessment identifies key policies, regulations, and implementation tools from these plans relevant to planning for BRTOD.

Key Policy Findings

- The City of Landfall provides a significant 300-unit source of affordable housing. The City owns the land and has comprehensive plan policies, goals, and implementation tools to address housing affordability.
- City of Oakdale Comprehensive plan policies and zoning regulations do not permit mixed-use transit-oriented uses within the station area.
- The City of Landfall permits only a narrow range of auto-oriented uses for commercial properties along Dellwood Lane.

Key Regulation Findings

- Neither city's Capital Facilities Plan includes projects to improve access or to provide infrastructure to support development.

Key Implementation Tool Findings

- Current Oakdale residential densities are limited to single-family detached housing. Higher-density transit-oriented uses are currently not permitted.

Landfall and Oakdale policies and goals lack elements necessary to foster BRTOD.

Figure 22. Storage Yard

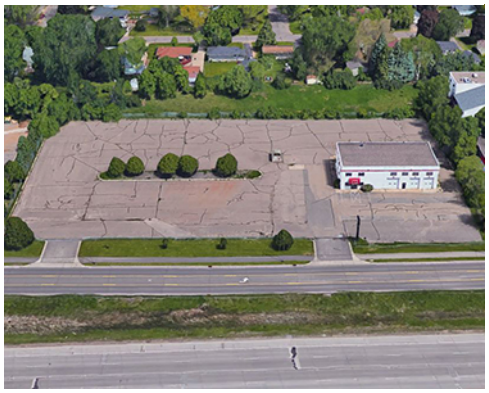


Figure 23. Harley Davidson Dealership

VISION

The Greenway Avenue Station is envisioned as a Neighborhood Station serving the low-income and demographically diverse community of Landfall and the adjacent Oakdale single-family residential neighborhood. The station provides both transit access to the corridor and an opportunity for placemaking in the station area community.

While there are long-term transit-oriented development sites on the periphery of the station area, there are few opportunities for transit-oriented infill or redevelopment within a five-minute walk of the Greenway Avenue Station. Where development opportunities exist, station-activating commercial uses and affordable and market-rate multi-family development are envisioned.

Strategic enhancements and improvements to key multi-modal transportation routes are intended to provide residents with safe, direct, and convenient BRT access and links to future transit-oriented development sites.

Figure 24. Potential Greenway Avenue Station Character-

Figure 25. 18-Hour Uses Adjacent to the Station

Figure 26. Direct and Safe Trail Access

BRTOD VISION

The Greenway Avenue Station vision is a synthesis of corridor-wide and station-specific objectives.

Safe and Active Station Environment

A street-oriented commercial development adjacent to the station should provide an active use, with eyes on the station and an opportunity not presently available to meet residents' daily commercial needs within the station area.

Transit-Oriented Infill

Infill buildings should be oriented to Hudson Boulevard and Dellwood Lane, providing an opportunity for new development that fosters transit use and serves the community. Along Dellwood Avenue, the siting of these buildings can establish a gateway entry and 'front door' to the city of Landfall.

Long Term Transit-Oriented Opportunity Sites

Underutilized parcels (Apostolic Bible Institute and Regan properties) along Hudson Boulevard and Hadley Avenue provide opportunities for additional multi-family development and employment within a half mile of the station. New housing development should include options for a range of incomes and ages.

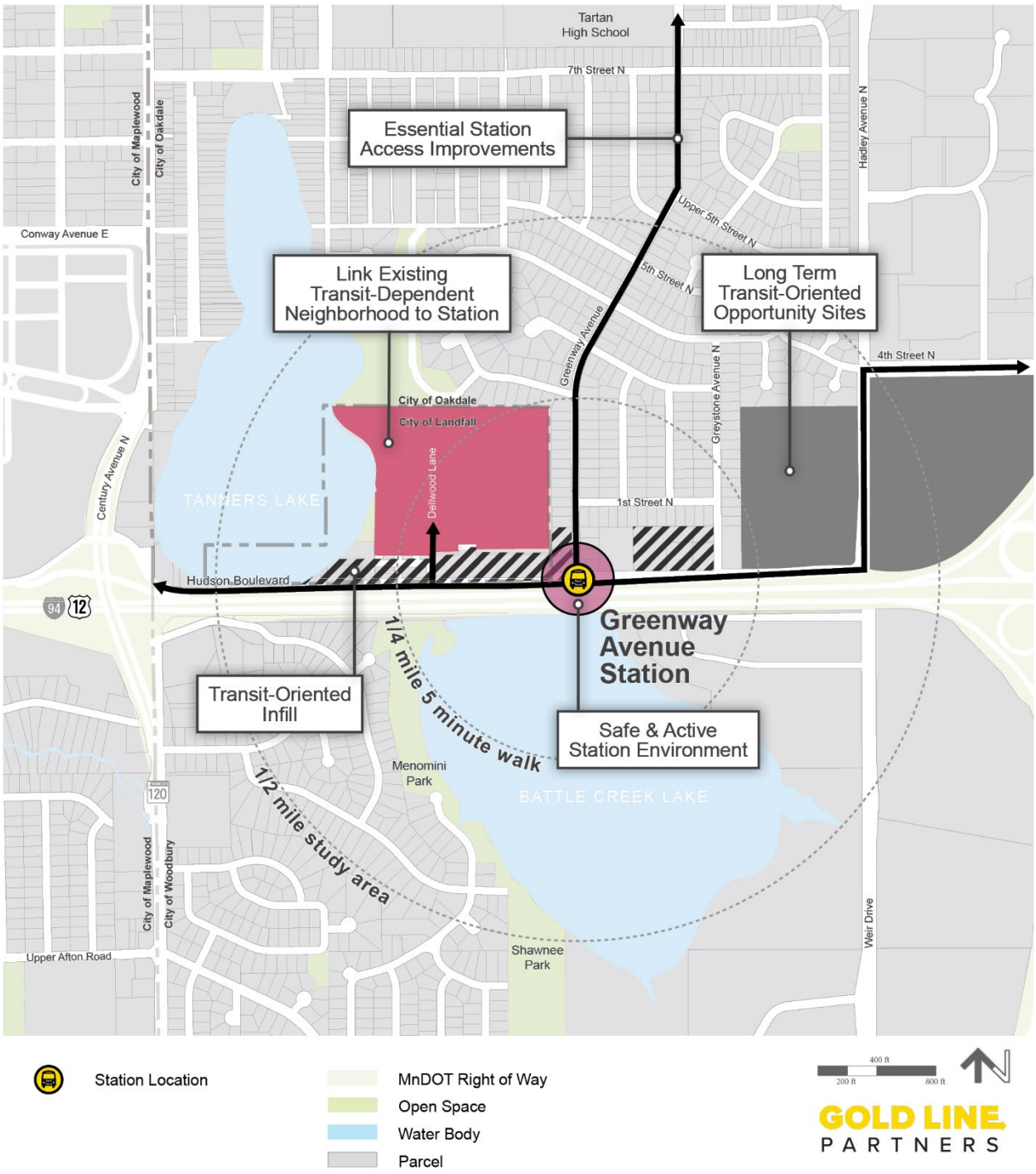
Link Transit-Dependent Neighborhood to Station

Walking and biking improvements are crucial to improving station access for existing residents. These improvements will ensure that Landfall and Oakdale residents benefit from access to corridor-wide job and educational opportunities, health services, and shopping opportunities provided by the Gold Line BRT.

Essential Station Access Improvements

The Gold Line BRT project will provide a continuous bike and walk trail connecting the Greenway Avenue Station to the Maplewood and Helmo stations. Sidewalk and bike improvements on Dellwood Lane provide a direct connection from Landfall to the Greenway Avenue Station. A new trail along Greenway Avenue provides Oakdale residents with safe and direct access to the station and Tartan High School.

Figure 27. Greenway Avenue Station BRTOD Vision Concept



EQUITABLE GROWTH OBJECTIVES

The BRTOD Plan for the Greenway Avenue Station should not contribute to the displacement of existing station area residents.

Implementation of a premium transit service can result in significant of existing residents. To stem the tide of displacement, a key outcome of this planning process is a Development Plan that serves as the driver for proactive and equitable growth policies that direct investments to affordable housing and commercial development sites prior to the construction of the Gold Line.

Equity objectives for the Greenway Avenue Station include:

- **Maintenance of Landfall's manufactured-homes neighborhood, which provides a significant supply of affordable housing.** The City's Comprehensive Plan policies aim to preserve housing units affordable to people at 50% of the area median income (AMI) and supports access to transit for all residents.
- **Identification of ways to increase both rental and home ownership opportunities for low-income residents.** Research shows that building premium transit service, like the Gold Line, increases rents and home prices in the proximity of the stations. While some people benefit from the change, increased housing costs lead to the displacement of many who are below the poverty level. This neighborhood change also has the long-term consequence of reducing transit ridership as new higher-income households opt out of the transit system.
- **Identification of opportunities for family-wage jobs.** There is a symbiotic relationship between diverse neighborhoods and a successful Gold Line; the system will benefit from, and depend on, racial and economic diversity in the neighborhoods it serves, just as low-income households and people of color depend on and benefit from living in neighborhoods served by BRT.

Figure 28. Greenway Avenue Station Existing Condition

Figure 29. Greenway Avenue Station Planned Condition-

CIRCULATION PLAN

The Circulation Plan focuses on walking and biking access to the station along existing roadways. The Circulation Plan builds upon the basic walking and biking improvements that will be provided by the BRT Engineering project, in some instances identifying minimal enhancements. For other routes, more substantial improvements are proposed to ensure that direct, convenient, and safe station access is provided for walkers and bicyclists.

Circulation plan improvements provide universal access for all, regardless of age and physical ability.

KEY CIRCULATION PLAN ELEMENTS

Corridor Trail

The Corridor Trail links the Greenway Avenue Station west to the Maplewood Station and the 3M Headquarters Building and east of I-694 to the Helmo Station. The Corridor Trail is parallel to the BRT route along Hudson Boulevard, Hadley Avenue, and 4th Street.

Special enhancements are addressed for trail segments on Hudson Boulevard adjacent to Tanner's Lake and along the existing Harley Davidson dealership frontage.

Collector Trails

Collector Trails provide important routes for bicyclists and walkers between the Corridor Trail, neighborhood destinations, and the regional bicycle transportation network. Collector Trails are located along Century Avenue, and Hadley Avenue. Not a part of the BRT project, a future walk and bike bridge between Hadley Avenue and Weir Drive would be desirable for improving station access from south of I-94 and connecting walk and bike facilities between Oakdale and Woodbury.

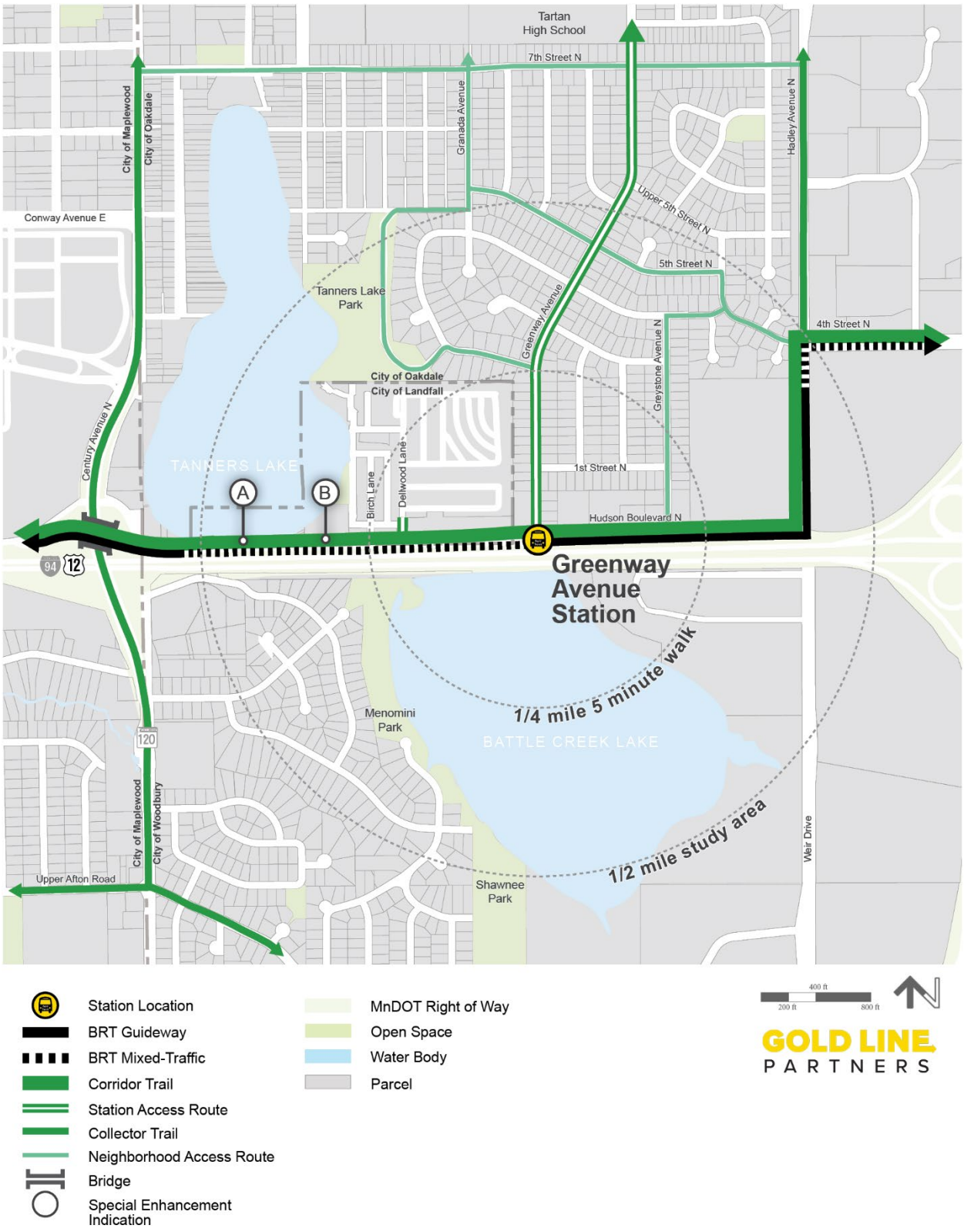
Station Access Routes

Safe and direct pedestrian and bicycle routes along Dellwood Lane and Greenway Avenue provide a 'front door' for Landfall and access from Oakdale neighborhoods and Tartan High School to the station.

Neighborhood Access Routes

Neighborhood Access Routes are low-stress routes linking existing and planned trails.

Figure 30. Greenway Avenue Station Circulation Plan



CORRIDOR TRAIL

The Corridor Trail links the ten stations along the Gold Line corridor.

The Corridor Trail links the Greenway Avenue Station west to the Maplewood Station and the 3M Headquarters Building and east of I-694 to the Helmo Station Corridor Trail Enhancements

The BRT Engineering project will construct the Corridor Trail between Greenway Avenue and Hadley Avenue.

A complete trail design will have the following characteristics:

- Lighting for both the roadway and trail.
- Street trees, shrubs, and groundcover to create a more robust and attractive buffer between vehicles, pedestrians, and bicyclists.
- Relocation of overhead utilities along Hudson Boulevard away from the trail or underground to improve the visual quality of the trail and allow for planting of canopy and ornamental trees along the trail.
- Wayfinding signs at intersections with existing trails.

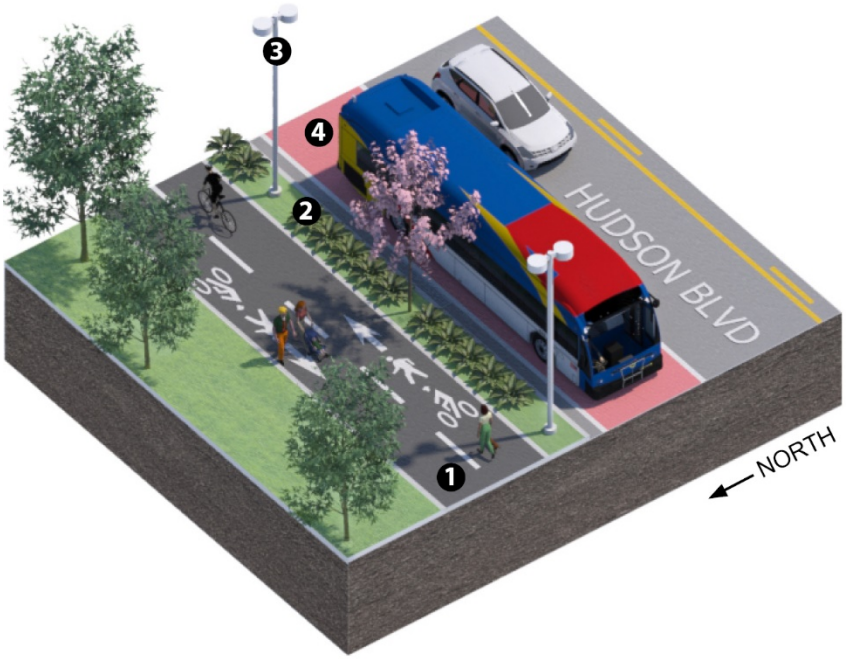
Special trail conditions are located along:

Ⓐ Hudson Boulevard at Tanners Lake

Ⓑ Hudson Boulevard at the existing Harley Davidson dealership

Figure 31. Existing Hudson Boulevard Trail

Figure 32. Corridor Trail Enhancement

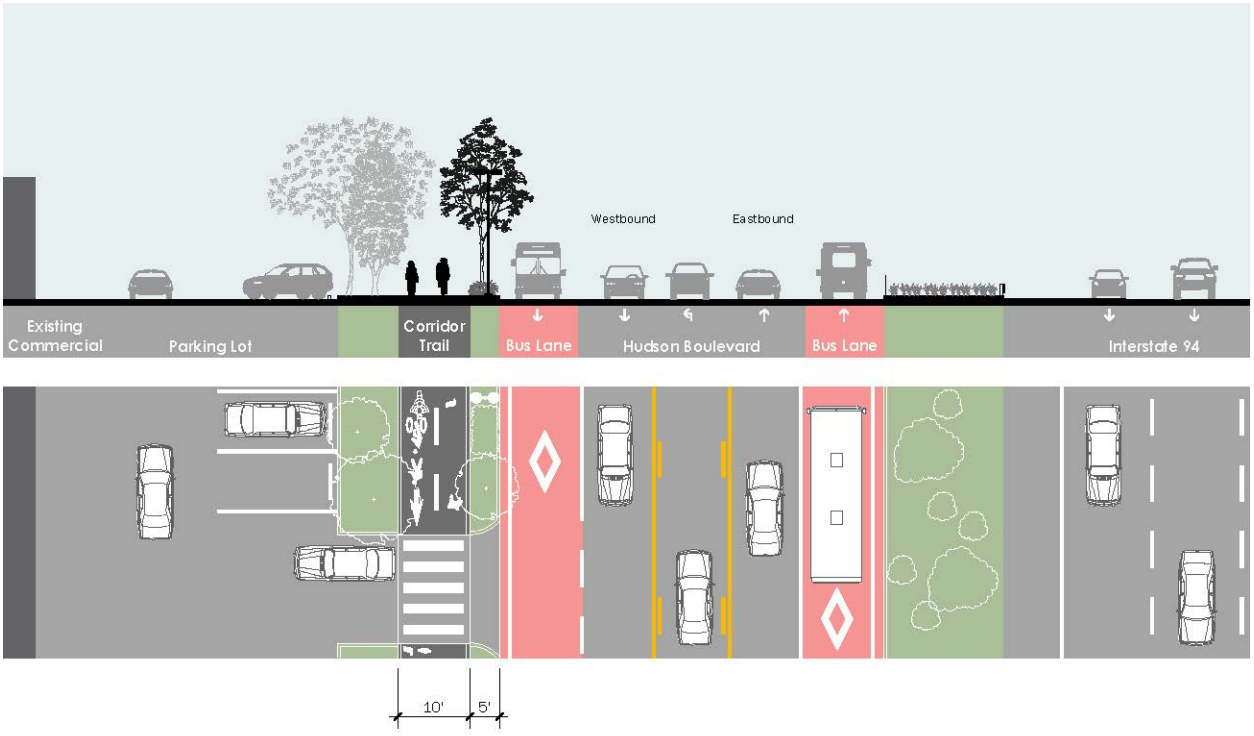


1 CORRIDOR TRAIL
Typical multi-use trail serving pedestrians and bicycles; two-lane 10-foot-wide trail

2 LANDSCAPED BOULEVARD
Minimum 5-foot-wide landscaped boulevard providing visual interest, a traffic buffer for trail users, and snow storage area.

3 STREET LIGHTING
Pedestrian-scaled lighting for multi-use trail users and automobile traffic.

4 BUS ONLY LANE
Typical 14-foot-wide dedicated bus guideway for Gold Line BRT.



DESIGN ELEMENTS KEY

1. CORRIDOR TRAIL
2. FENCE
3. STREET LIGHTING
4. MIXED-USE TRAFFIC LANE
5. HUDSON BOULEVARD
6. OVERHEAD UTILITIES
7. CURB

Ⓐ TANNERS LAKE SPECIAL CONDITION

The Corridor Trail along Tanners Lake between Century Avenue and the Harley Davidson dealership provides a key linkage between Landfall and commercial and lodging development along Century Avenue. To provide adequate trail width and ensure a safe environment separated from high speed traffic, this trail segment is raised above the current roadway elevation with a curb. Additional City enhancements such as overlooks, piers, or other elements that create a recreation amenity along the lake should be considered.

Figure 33. Tanners Lake Existing Condition (Looking East)

Figure 34. Tanners Lake Enhanced Condition (Looking East)

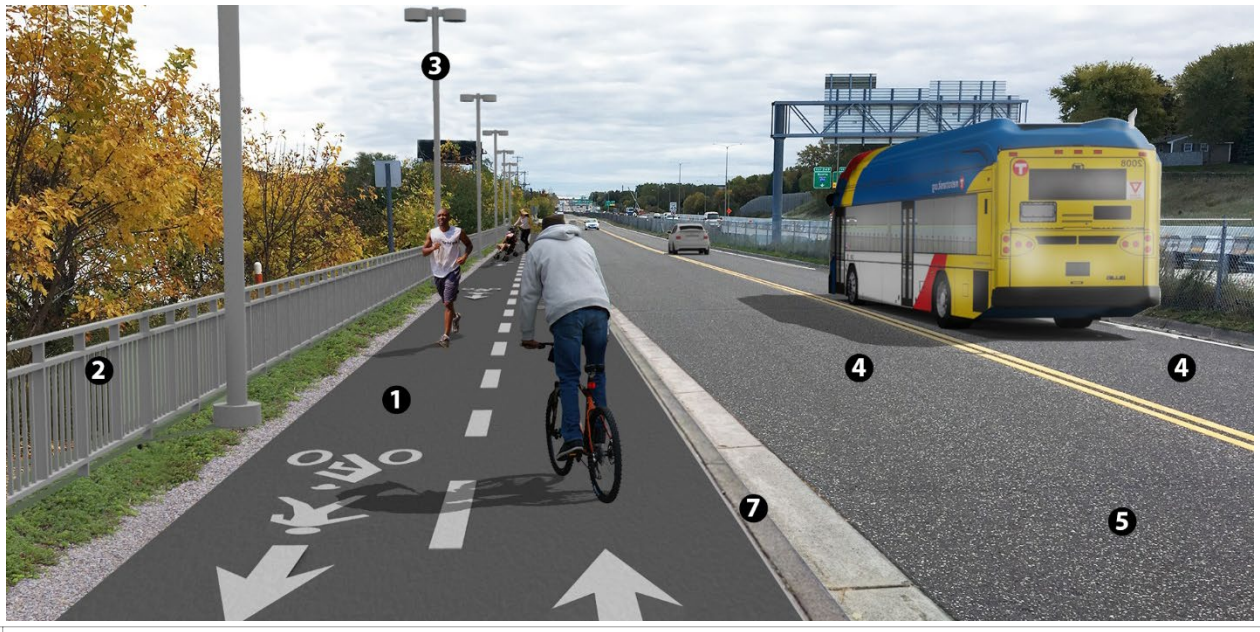
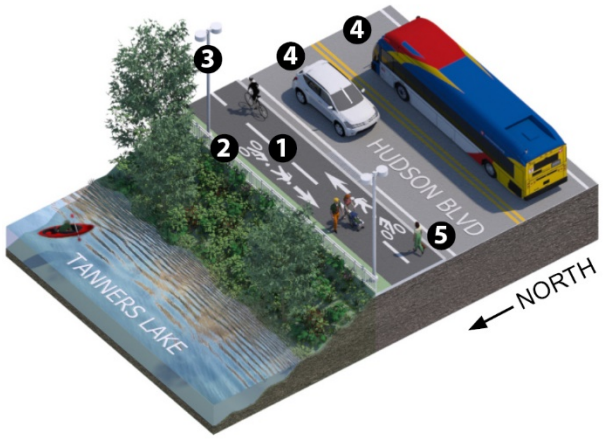
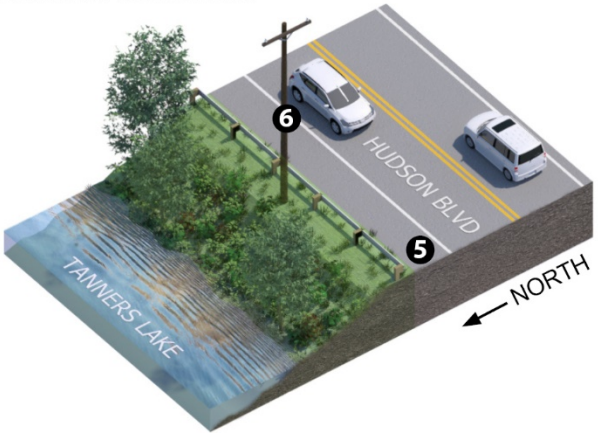


Figure 35. Corridor Trail Enhancement at Tanners Lake

(A) ENHANCED CONDITION



EXISTING CONDITION



1 CORRIDOR TRAIL
Unobstructed, curb-separated 10-foot-wide trail serving both pedestrians and bicyclists.

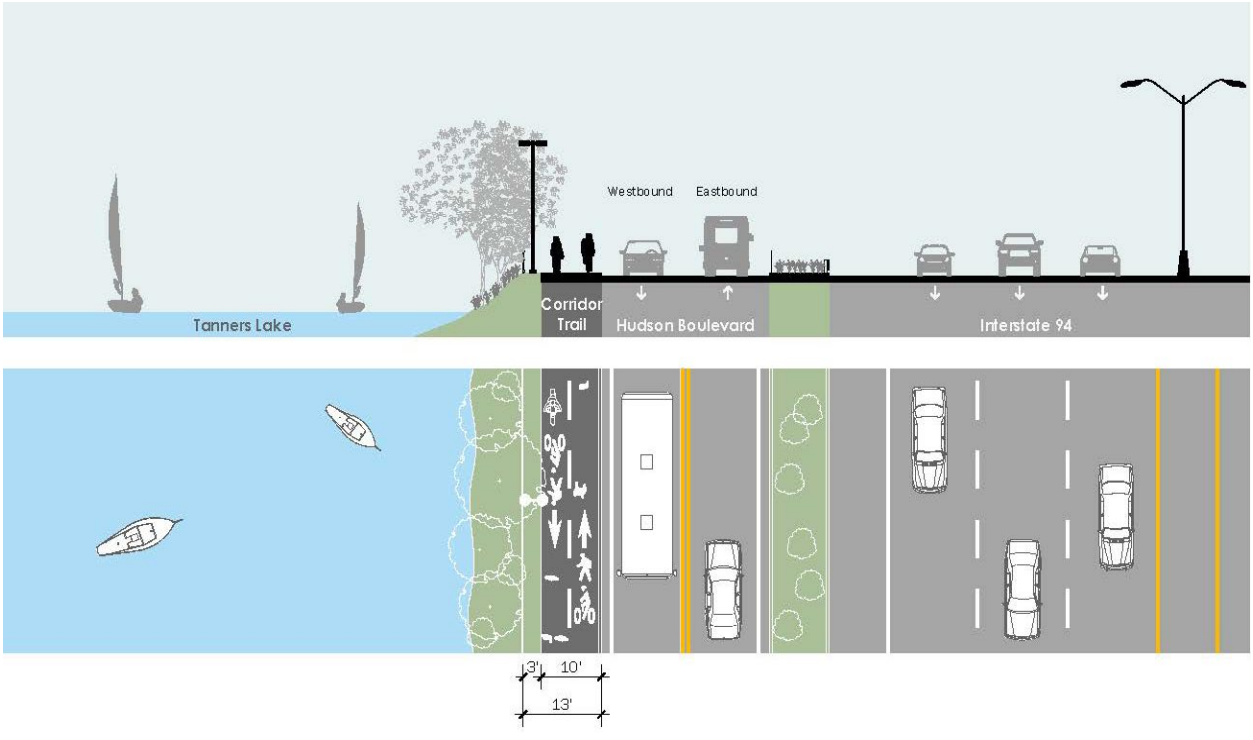
2 FENCE
42-inch-tall fence separating the Corridor Trail from Tanners Lake.

3 STREET LIGHTING
Pedestrian-scaled lighting for Corridor Trail users and automobile traffic.

4 MIXED-USE TRAFFIC LANE
Lane serving Gold Line BRT and automobile traffic.

5 ROADWAY
Existing shoulder and some landscaping to be removed to make room for Corridor Trail and curb.

6 OVERHEAD UTILITY LINES
Existing utility lines to be moved underground to improve visual quality along the lake.



DESIGN ELEMENTS KEY

1. CORRIDOR TRAIL
2. LANDSCAPED BOULEVARD
3. TRAIL LIGHTING
4. MIXED-USE TRAFFIC LANE
5. HARLEY DAVIDSON DEALERSHIP
6. EXISTING LANDSCAPING
7. HUDSON BOULEVARD

Ⓑ HARLEY DAVIDSON SPECIAL CONDITION

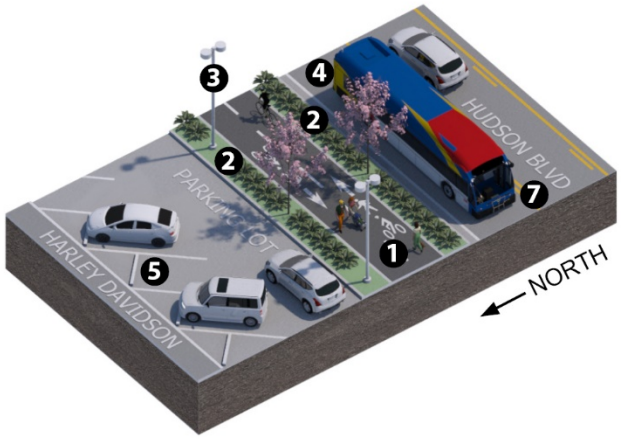
To provide adequate trail width and a safe and pleasant environment consistent with the overall character of the Corridor Trail through the Greenway Avenue Station area, enhancements to the BRT Engineering project concept are proposed for the Corridor Trail along the Harley Davidson dealership frontage. Potential City elements include landscaping and lighting.

Figure 36. Harley Davidson Dealership Existing Condition (Looking East)

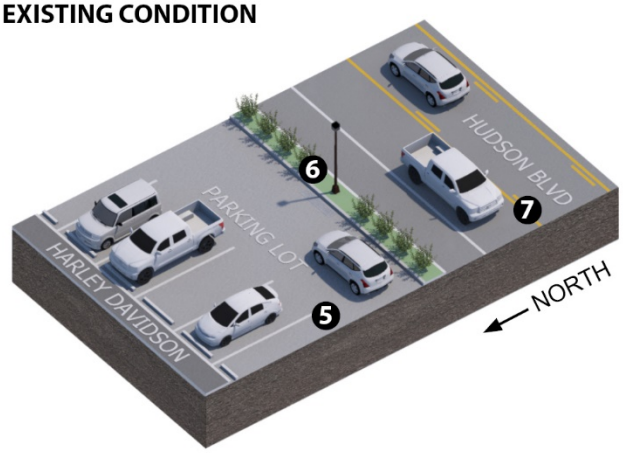
Figure 37. Harley Davidson Dealership Enhanced Condition (Looking East)

Figure 38. Corridor Trail Special Condition at Harley Davidson Dealership

(B) ENHANCED CONDITION



EXISTING CONDITION



1 CORRIDOR TRAIL
10-foot-wide multi-use trail serving both pedestrians and bicycles.

2 LANDSCAPED BOULEVARD
Two landscaped boulevards provide visual interest, a traffic buffer for trail users, and snow storage area.

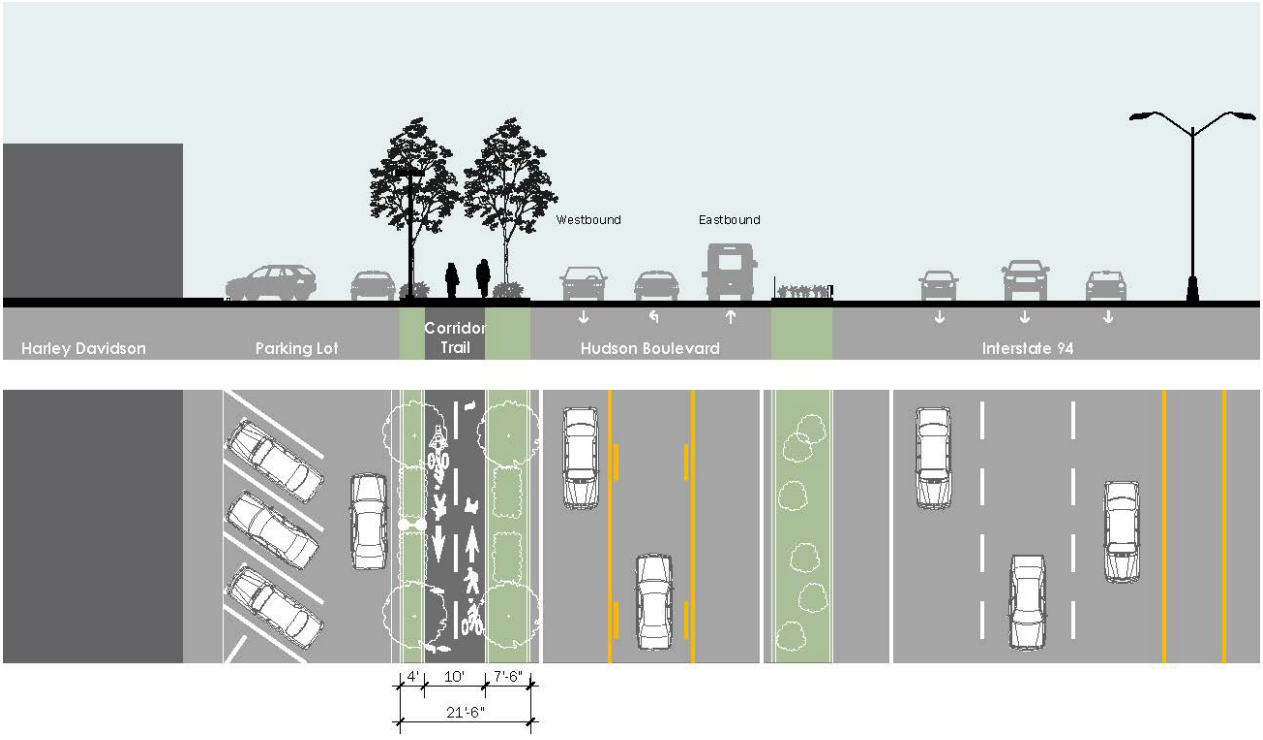
3 TRAIL LIGHTING
Pedestrian-scaled lighting for Corridor Trail users and automobile traffic.

4 MIXED USE TRAFFIC LANE
Lane serving Gold Line BRT and automobile traffic.

5 HARLEY DAVIDSON
Parking lot narrowed and restriped for one-way car traffic and angled parking.

6 EXISTING LANDSCAPING
Existing landscaped boulevard to be removed to make room for enhanced Corridor Trail.

7 ROADWAY
Existing shoulder to be removed to make room for enhanced Corridor Trail.



COLLECTOR TRAILS

Collector Trails are existing and enhanced trails along the periphery of the station area that link the Corridor Trail, neighborhood destinations, and the regional bike network.

Located outside the five-minute walking radius, Collector Trails provide important routes for bicyclists and walkers between the Corridor Trail, neighborhood destinations, and the regional bicycle transportation network.

Century Avenue Trail

An existing 10-foot-wide asphalt trail on the east side of Century Avenue between 4th Street and Ridge Drive provides station access south of I-94. The signalized intersection of Hudson Boulevard and Century Avenue currently lacks an east/west crosswalk across Century Avenue

To improve walk and bike access, the BRT Project will:

- Add a pedestrian crossing signal and east/west crosswalk at the intersection of Hudson Boulevard and Century Avenue.
- Construct a new 10-foot-wide trail segment on the west side of Century Avenue from the Hudson Boulevard and Century Avenue intersection south to Brookview Drive in Maplewood. This trail will also connect to the Corridor Trail and the 3M campus.
- Future extensions of the Century Avenue trail should continue to 10th Street North

Hadley Avenue

An existing 8-foot-wide asphalt trail links 4th Street north to the regional bicycle transportation network at 10th Street (CSAH 10). The BRT Engineering project will add a 10-foot trail from 4th Street to Hudson Boulevard.

Future I-94 Pedestrian Bridge

A future pedestrian and bicycle bridge over I-94 between Hadley Avenue in Oakdale and Weir Drive in Woodbury would benefit transit riders with improved station access and trail users by connecting trail facilities between the cities.

All of these trails should include:

- Wayfinding signs at intersections with existing trails, BRT station and area destinations.

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Figure 39. Existing Hadley Avenue Trail

Figure 40. New Century Boulevard Trail

Figure 41. Century Avenue and I-94 Intersection

STATION ACCESS ROUTES

Two Station Access Routes have been identified—Dellwood Lane in Landfall and Greenway Avenue in Oakdale. These routes provide each community with their 'gateway' to transit, without these routes there is no access from Landfall and Oakdale to the BRT station. These routes are identified as important transit connections in each city's Comprehensive Plan.

Since neither Landfall nor Oakdale has a viable alternative for safe, direct, and comfortable walking and biking routes to the station, it is especially important to ensure that routes are well designed. In addition to providing access, both streets are opportunities for 'placemaking' elements that signal the importance of the street, the character of the neighborhood, and the function of adjacent land uses.

Greenway Avenue

Greenway Avenue provides a key linkage between the station, Oakdale neighborhoods and Tartan High School, an important destination just outside the project study area.

Dellwood Lane

As the sole access route between the City of Landfall and the Greenway Avenue Station, Dellwood Lane is a key walking and biking connection to the station. Improvements to Dellwood Lane are the responsibility of the City of Landfall and are identified here for reference.

All of these station access routes should include:

- Wayfinding signs at intersections with existing trails, BRT station and area destinations.

Station Access Routes provide access to transit from destinations outside the Gold Line corridor.

Figure 42. Tartan High School

DESIGN ELEMENTS KEY

1. SIDEWALKS
2. EXISTING BUS STOP
3. STREET LIGHTING
4. PLACEMAKING
5. COMMERCIAL/ EMPLOYMENT DEVELOPMENT
6. DELLWOOD LANE
7. MIXED TRAFFIC LANES
8. BILLBOARD SIGN
9. MANUFACTURED HOME STAGING LANE

DELLWOOD LANE

Dellwood Lane improvements between 1st Avenue and Hudson Boulevard maintain and enhance the functional elements of the street while providing 'placemaking' elements that create an inviting sense of arrival to the community and an attractive setting for potential infill transit-oriented development.

Short-term manufactured home staging could remain on Dellwood Lane, though alternative locations for staging should be first explored on Birch Lane and 1st Avenue.

Figure 43. Dellwood Lane Existing Condition (Looking North)

Figure 44. Dellwood Lane Planned Condition (Looking North)

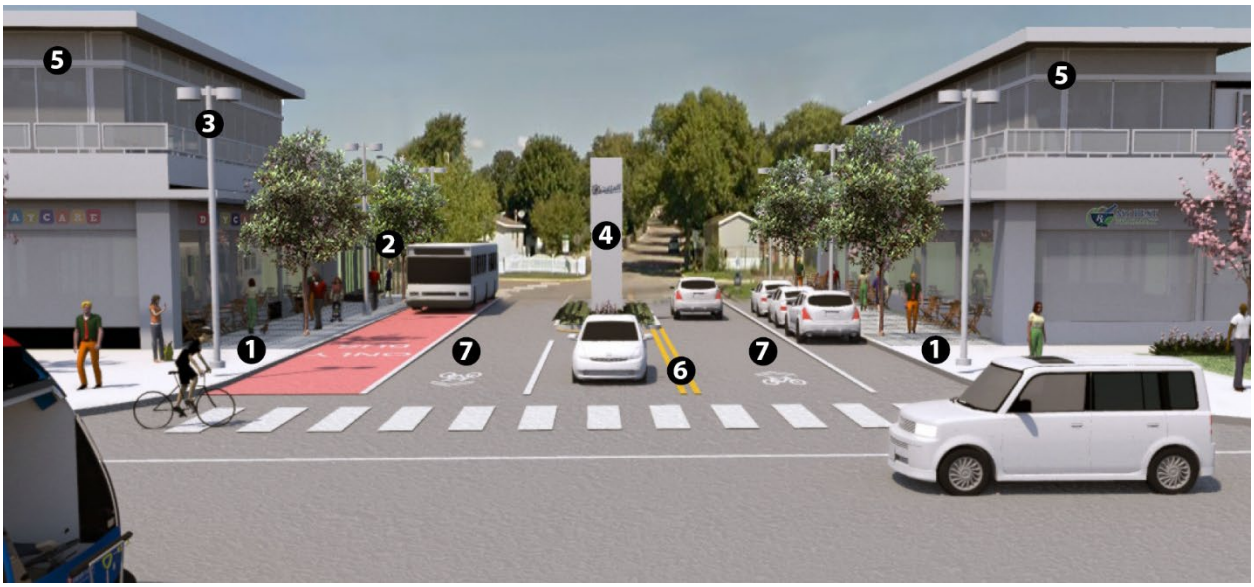
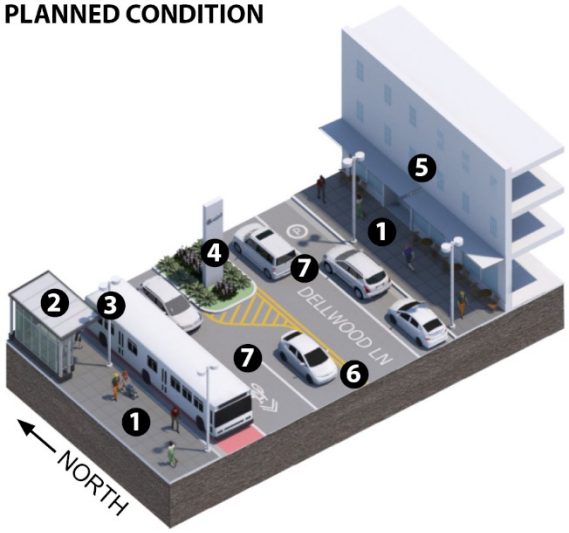
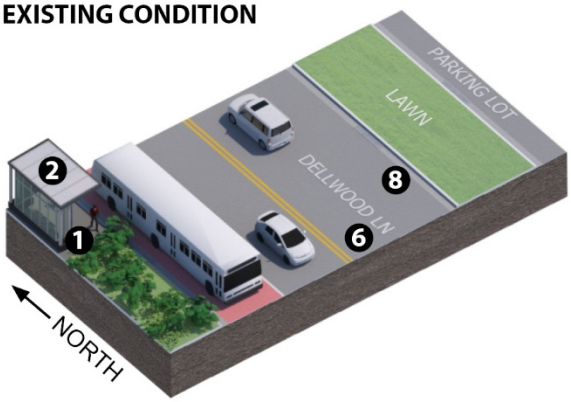


Figure 45. Dellwood Lane Station Access Route

PLANNED CONDITION



EXISTING CONDITION



1. **SIDEWALKS**
   Sidewalks on both sides of Dellwood Lane. Sidewalks include street lighting, street furniture, and the existing bus stop.

2. **EXISTING BUS STOP**
   Existing bus stop location is maintained. An improved shelter may include amenities such as electronic information boards.

3. **LIGHTING**
   Pedestrian-scaled lighting for both walkways and roadway lanes.

4. **PLACEMAKING**
   Landfall monument sign and landscaped median to provide a 'front door' sense of arrival and wayfinding for the City of Landfall.

5. **COMMERCIAL/EMPLOYMENT DEVELOPMENT**
   Potential commercial/employment development fronting both sides of Dellwood Avenue frames the street.

6. **ROADWAY**
   Existing curb-to-curb dimensions remain unchanged. By narrowing existing wide lanes, Dellwood Lane can accommodate a bus lane, two travel lanes, a turn lane, and parking lane.

7. **MIXED TRAFFIC LANES**
   Both southbound and northbound car lanes include bicycle "sharrows", indicating low speed and safe Landfall access for both cars and bicycles.

8. **MANUFACTURED HOME STAGING LANE**

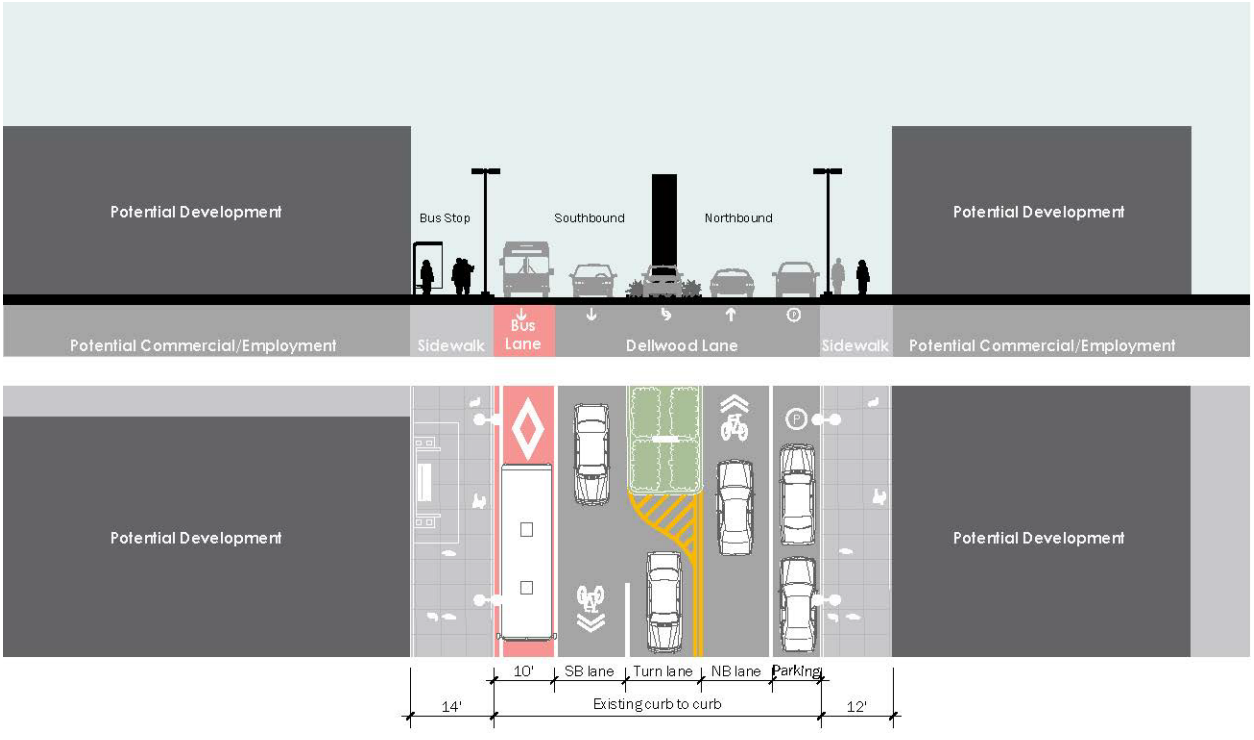


Figure 46. Semi-Truck with Manufactured Home

Manufactured Home Staging

Dellwood Lane serves large commercial vehicles, Metro transit buses, school buses, and semi-tractor trailer trucks delivering and removing manufactured homes. The street currently provides temporary parking for these trucks for periods up to 24-hours.

Figure 47. Options for Temporary Semi-Truck Parking

GREENWAY AVENUE

Greenway Avenue improvements provide direct, safe, and convenient access within the existing right-of-way from the existing neighborhood north of Hudson Boulevard to the station. A new trail and landscaped boulevard are added along the west side of Greenway Avenue from the station at Hudson Boulevard to 10th Street. On both sides of the street, wide paved areas should be provided at existing Route 219 bus stops to accommodate shelters, benches, signs, and sidewalk ramps.

DESIGN ELEMENTS KEY

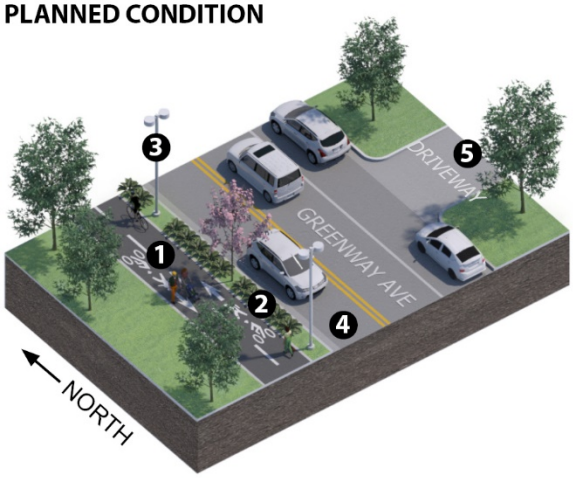
1. MULTI-USE TRAIL
2. LANDSCAPED BOULEVARD
3. STREET LIGHTING
4. GREENWAY AVENUE
5. RESIDENTIAL DRIVEWAY ACCESS
6. BUS STOP ENHANCEMENTS

Figure 48. Greenway Avenue Existing Condition (Looking South)

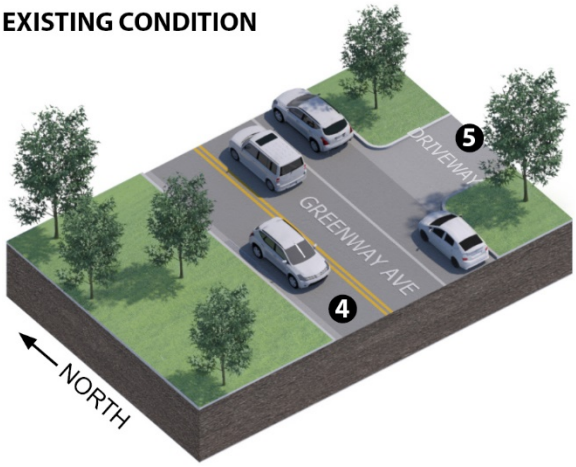
Figure 49. Greenway Avenue Planned Condition (Looking South)

Figure 50. Greenway Avenue

PLANNED CONDITION



EXISTING CONDITION



1 MULTI-USE TRAIL
10-foot-wide walking and biking trail. The location of the trail may vary to avoid significant existing trees or minimize grading impacts to adjacent parcels.

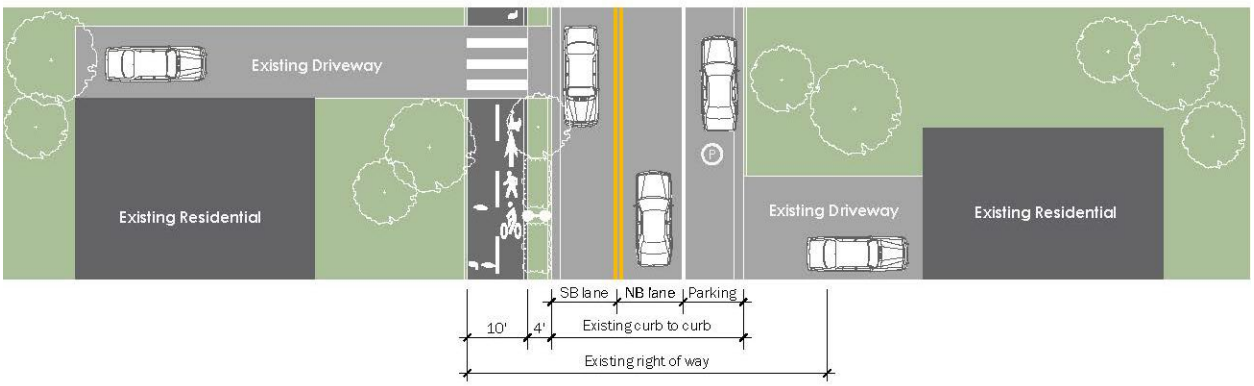
2 LANDSCAPED BOULEVARD
4-foot-wide landscaped boulevard provides a traffic buffer between roadway travel lanes and trail users. During winter months, this area can accommodate snow storage.

3 STREET LIGHTING
Additional pedestrian-scale lighting for both the trail and traffic lanes. Match or maintain existing light poles and fixtures.

4 ROADWAY
Existing travel lanes and parking are unchanged.

5 RESIDENTIAL DRIVEWAY ACCESS
Existing driveways are maintained along the trail.

6 BUS STOP ENHANCEMENTS
Enhance Route 210 bus stops. Provide handicap ramps, wide paved waiting area, and bench or shelter.



NEIGHBORHOOD ACCESS ROUTES

Streets with low traffic volume provide low-stress walking and biking routes that connect Station Access Routes and the Corridor Trail.

Figure 51. Existing 7th Street

Figure 52. Existing Granada Avenue

Neighborhood Access Routes are consistent with routes designated in Oakdale's Comprehensive Plan. Walking and biking improvements needed on these streets include:

- **7th Street.** Located outside the half-mile study area, this route provides an important link between existing and planned trails on Century, Hadley and Greenway avenues. A sidewalk exists on the north side of the street; a trail should be studied for the south side of the street.
- **Granada Avenue and Upper 5th Street.** A walking and biking route through the neighborhood may be provided via Granada Avenue N. and 5th Street N. connecting to Hadley Avenue N. via Grovner Avenue N. and 4th Street N. This connection should be studied further for a south/west side off-street trail.
- **Greystone Avenue and 4th Street.** A walking and biking route through the neighborhood may be provided via Greystone Avenue N. and 4th Street N. connecting to Hadley Avenue N.
- **Tanners Lake Park Loop. .** Additional walking and biking connections may be provided from the station and neighborhood to the Tanners Lake Park along 2nd Street N. and 5th Street N. An off-street trail should be studied on the south side of 2nd Street N. and either the north or south side of 5th Street N.

All of these trails should include:

- Wayfinding signs at intersections with existing trails, BRT station and area destinations.
- Crosswalks and traffic control devices at busy intersections where warranted

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DEVELOPMENT PLAN

The Development Plan identifies the type, location, intensity, and character of land uses. The Development Plan should serve as the template to guide new BRTOD policies and regulations.

CITY OF LANDFALL

Landfall's auto-oriented commercial properties provide an opportunity for infill development on large underutilized parking lots. Transit-oriented development on these lots could include commercial infill along Dellwood Lane that preserves and maintains the function of existing uses while creating opportunities for BRTOD.

In Landfall, current zoning restricts commercial uses that might overwise be attracted to the city and provide goods and services for Landfall residents.

CITY OF OAKDALE

Oakdale's commercial properties at the Greenway Avenue Station and along Hudson Boulevard provide opportunities for bus rapid transit-oriented development in the station area. Further east of the station, approximately 60 acres of underutilized and vacant properties along both sides of Hadley Avenue offer longer-term transit-oriented development opportunities. In Oakdale, transit-oriented development infill opportunities for multi-family housing and commercial uses (retail, services and office) take advantage of existing roadway access, the BRT station, and visibility from I-94.

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The Greenway Avenue Station has been identified as a Neighborhood Station.

Figure 53. Dellwood Lane Parking Lots

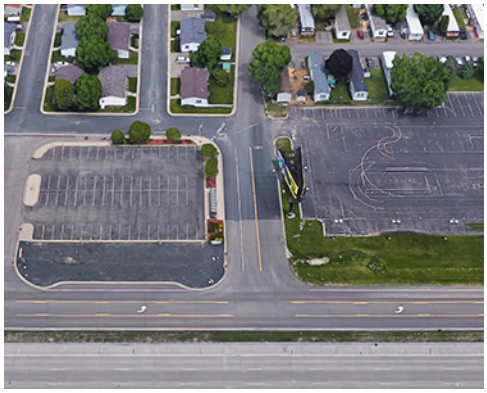


Figure 54. Greenway Avenue Underutilized Parcel

Figure 55. Hudson Boulevard Vacant Parcel

The market analysis identified near term demand (within 7 years) within a ½ mile of the station for 200 market rate apartments, 160 workforce rental apartments, 45,000 square feet of retail and services, and 80,000 square feet of professional office.

The Development Plan locates transit-oriented commercial, multi-family, and employment uses. The densities and amounts of development identified support transit use.

COMMERCIAL

New Dellwood Lane commercial uses provide daily-needs goods and services conveniently accessible for Landfall residents. At the station, convenient commercial uses, such as a café, support an active station environment.

MULTI-FAMILY

Market-rate and workforce rental apartments within walking distance of the station expand housing opportunities in the station area.

EMPLOYMENT

Employment uses provide professional office and flex/office such as research and development and light manufacturing, on sites visible from I-94/I-694 with direct access from 4th Street and Hadley Avenue.

Table 1. Greenway Avenue Station Area Development Plan Summary

LAND USE	SITE AREA	DENSITY	COMMERCIAL BLDG. AREA [3]		MULTI-FAMILY [4]		PARKING	
			EMPLOYMENT	RETAIL/ SERVICES	BLDG. AREA	DWELLING UNITS [5]	REQUIRED [6]	PROVIDED
Landfall Commercial	36,700 sf	0.4 FAR (min.)	--	16,000 sf [1]	--	--	40 spaces	40 spaces
Commercial (Hudson Blvd.)	48,000 sf	0.20 FAR (min.)	--	10,000 sf [2]	--	--	25 spaces	25 spaces
Multi-Family (Hudson Blvd. & Greystone Ave.)	185,000 sf	20-50 du/ac	--	--	85,000 to 210,000 sf	85 to 210 du [2]	85 to 210 spaces	85 to 210 spaces
Multi-Family (ABI Property)	1,070,000 sf	20-50 du/ac	--	--	343,000 to 850,000 sf	343 to 850 du [2]	343 to 850 spaces	343 to 850 spaces
Employment (Regan Property)	1,555,000 sf	0.50 FAR (min.)	600,000 sf [2]	--	--	--	1,500 spaces	1,500 spaces
TOTAL	3,128,000 sf (72 ac)	--	600,000 sf	26,000 sf	428,000 to 1,060,000 sf	428 to 1,060 du	Up to 2,625 spaces	Up to 2,625 spaces

[1] City of Landfall development potential and yield based on development concepts.

[2] Yield based on development concepts and City of Oakdale estimates.

[3] Commercial: Employment consists of uses such as professional office, education, job training, and medical offices and clinics. Retail and Services consists of uses that engage in the sale of goods and merchandise, dining, entertainment, and services such as daycare, financial, and real estate.

[4] Multi-Family building heights are limited to a maximum of four stories

[5] Multi-Family Assumptions: 1-bedroom units; 1000 sf per unit

[6] Parking Assumptions: 2.5 spaces per 1000 sf commercial; 1 space per dwelling unit multi-family

Units of Measure: Acres (ac); Square Feet (sf); Floor Area Ratio (FAR); FAR calculated as building area divided by site area; Dwelling Units (du)

Figure 56. Greenway Avenue Station Area Development Plan

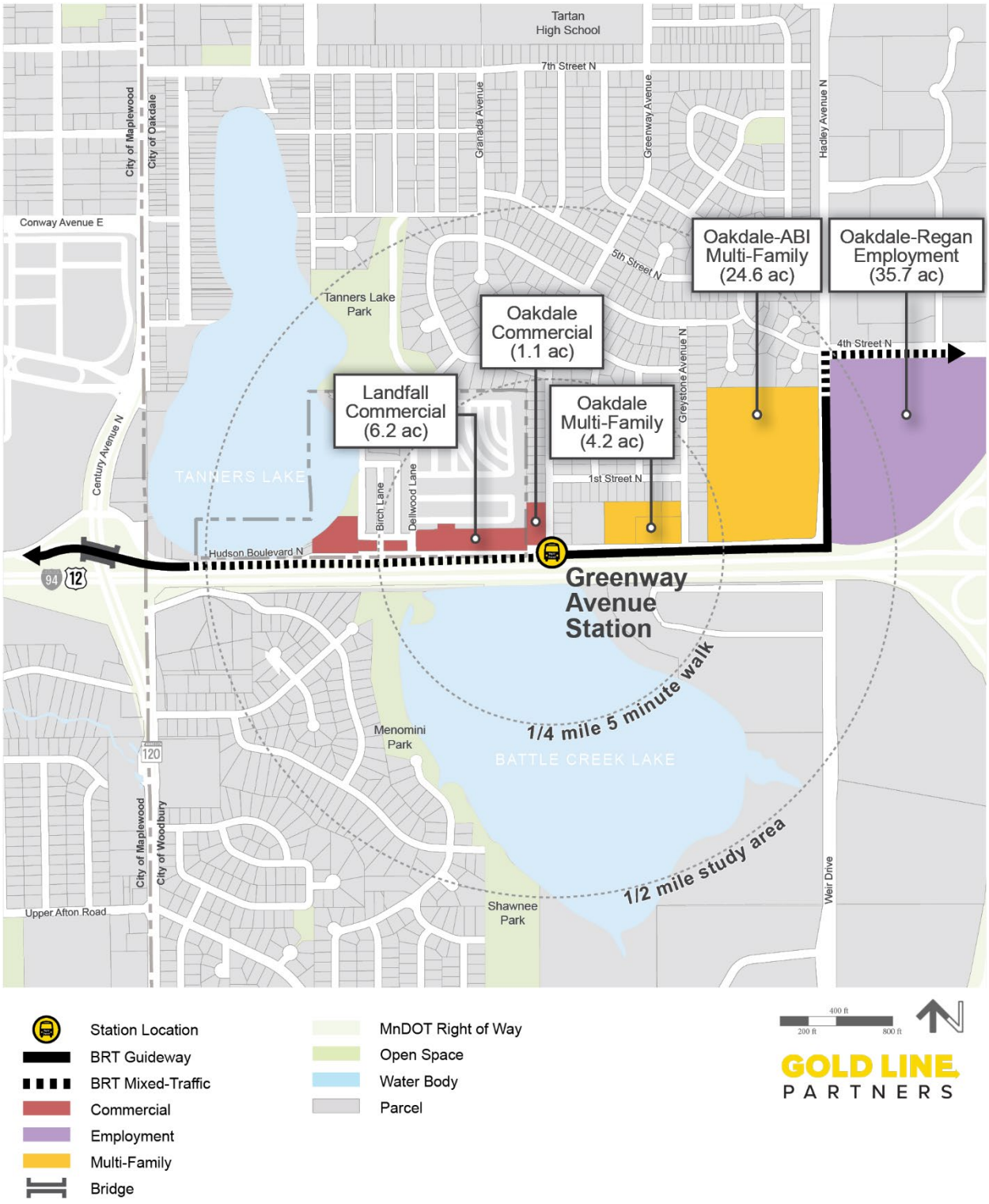


Figure 57. Dellwood Lane Development Character

CITY OF LANDFALL DEVELOPMENT CHARACTER

The Landfall Development Plan concept supports the fundamentals of transit-oriented development and where redevelopment or infill occur, the following characteristics should be fostered:

- Development that is compatible with Landfall's commercial buildings and current height standards.
- Maintaining transit passenger access to and from the existing Metro transit bus stop.
- Preservation of school bus, transit bus and semi-tractor trailer access and ability to stage manufactured home installation or removal.
- Commercial buildings front Dellwood Lane, are built to the sidewalk, and are directly accessible from the sidewalk and corridor trail.
- Convenient curbside parking is located on the east side of Dellwood Lane.
- Building windows and doors are oriented to Dellwood Lane and Hudson Boulevard to create an urban street edge and support a pedestrian and bike-friendly public realm.
- Off-street parking located behind, to the side of, or within buildings and properly screened from sidewalks.
- Off-street parking should be located behind, to the side of, or within buildings and properly screened from sidewalks.

Figure 58. City of Landfall Development Concept

Figure 59. Development Character at the Station

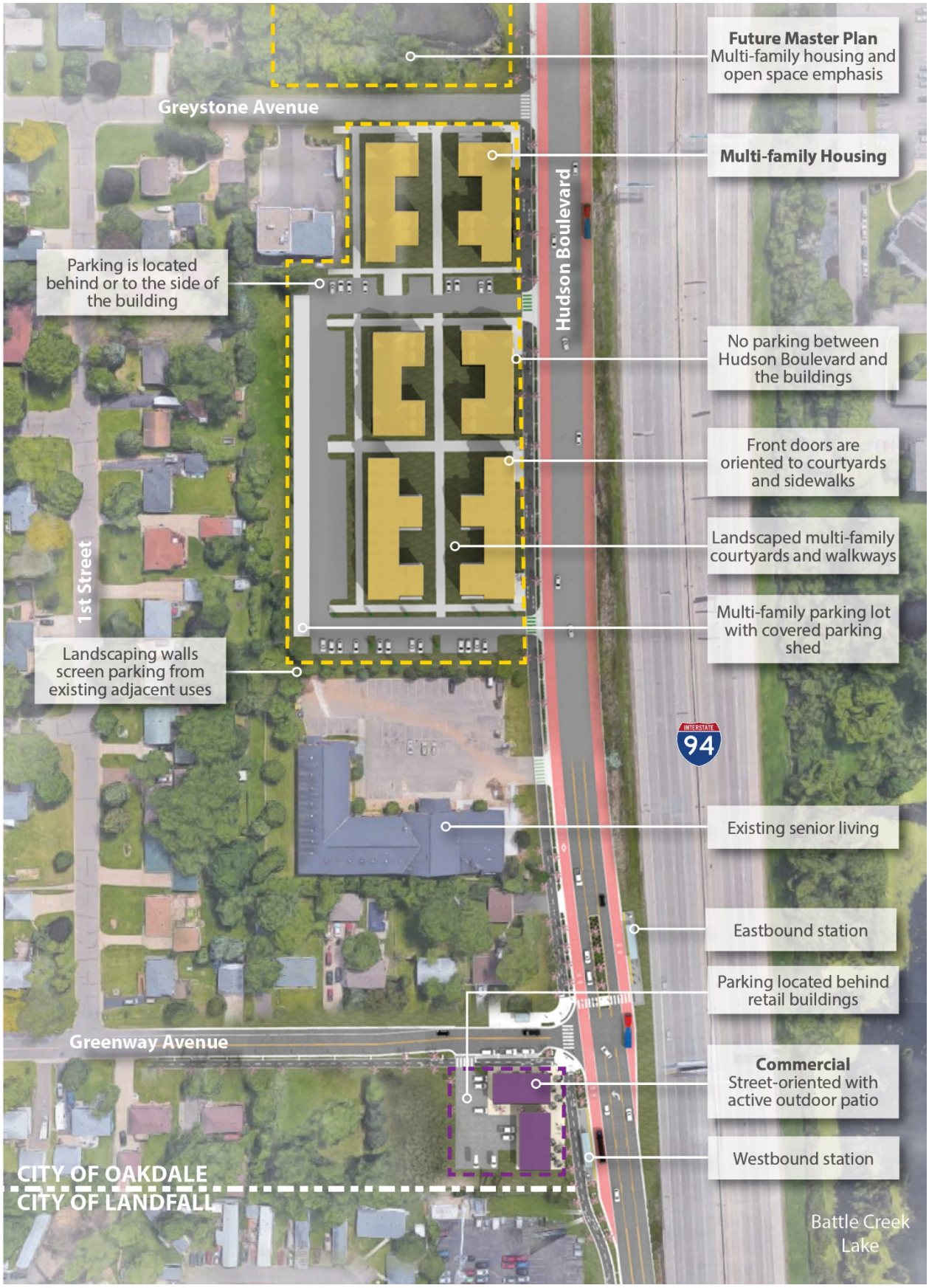
Figure 60. Multi-Family Development Character

CITY OF OAKDALE DEVELOPMENT CHARCTER

The Oakdale Development Plan concept supports the fundamentals of transit-oriented development and where redevelopment or infill occur, the following characteristics should be fostered:

- Commercial buildings should front Greenway Avenue, be built to the sidewalk, and directly accessible from the Corridor and Greenway Avenue trails.
- Convenient curbside parking located on Greenway Avenue that can also serve as pick-up and drop-off for transit.
- Multi-family buildings should be set back from the street to provide a buffer from Hudson Boulevard and I-94.
- Commercial or multi-family building windows and doors should be oriented to Hudson Boulevard and the Greenway Avenue Station to create an urban street edge and support a pedestrian- and bike-friendly public realm.
- Off-street parking should be located behind, to the side of, or within buildings and properly screened from sidewalks.

Figure 61. City of Oakdale Development Concept



INFRASTRUCTURE PLAN

The Infrastructure Plan summarizes improvements to water, sanitary, and stormwater utilities in the City of Oakdale and in the City of Landfall that are necessary to serve new development parcels identified in the Development Plan.

Infrastructure improvements are calculated based on the density and intensity of anticipated BRTOD commercial and housing uses. The Plan identifies the size and location of supply lines and any potential main line capacity improvements.

WATER

The existing water main line has adequate capacity to support existing and future development.

The City of Oakdale's South Water Zone provides the water distribution system for Oakdale and Landfall within the station area. The water distribution network consists of main line pipes and service line pipes ranging in size from 6 inches to 8 inches in diameter.

Existing water main lines provide adequate service and pressure to meet the both existing peak daily demand and to serve the type and density of future development without impacting the overall existing neighborhood. For all proposed redevelopment sites, new connecting 6-inch water supply lines will be required. To confirm these calculations, updated flow tests will need to be completed prior to development to verify system capacity.

SANITARY

The capacity of existing sanitary service to adequately support new future development is uncertain.

Sanitary sewer service is provided by the Metropolitan Council Environmental Services (MCES) regional sewer system. Service is provided through a network of existing sanitary sewer pipes that drain to a 15-inch diameter pipe along Hudson Road, to a wastewater metering station, and then to a 36-inch diameter pipe. The 36-inch sewer conveys all wastewater to the southwest where it joins the MCES WONE (Woodbury, Oakdale, Northdale, and East Oakdale) east interceptor and discharges to the Metropolitan Wastewater Treatment Facility located in the City of Saint Paul.

Based on the MCES metering station results, meeting the needs of additional development does not exceed the assumed capacity of the 36-inch diameter pipe. However, the City of Oakdale has estimated that future flows exceed the capacity of the 36-inch diameter pipe.

STORMWATER

Due to poor quality soils and high groundwater levels, below-ground vault or filter filtration systems rather than above-ground ponds or swale infiltration systems are recommended for development of parcels along Hudson Boulevard.

A conceptual treatment system for new development includes constructing an underground detention system within each of the development sites. The subsurface filtration system would need to support a 43,000 square feet stormwater treatment area to accommodate the Greenway BRTOD Development Plan for parcels located along Hudson Road and excluding any public improvements within Hudson Boulevard or other public right-of-way. The system would provide capacity for retention of the required filtration volume, as well as larger rainfall events. Depending on the final design, there may be an opportunity to reduce the area dedicated to the regional underground stormwater treatment system by including available pond storage areas adjacent to the development.

Further analysis will be needed for any development plan and consequently could influence the amount of actual development.

A below-ground stormwater filtration system is proposed for each BRTOD development site.

IMPLEMENTATION PLAN

The Implementation Plan identifies the strategies needed to realize the Greenway Avenue Station Circulation and Development Plans. These strategies are identified separately the City of Landfall and the City of Oakdale, allowing each to move forward independently.

Projects

Implementation projects are organized into two categories:

- **Circulation projects** provide safe and direct neighborhood access to the station and improve the comfort and character of access routes.
- **Development projects** are regulatory recommendations for the policy updates and additional planning or technical studies that are necessary to construct the circulation projects and build transit-oriented development.

CITY OF LANDFALL

CIRCULATION PROJECTS

Dellwood Lane Enhancements

Project Actions

1. Identify funding for streetscape design and engineering.
2. Prepare work scope, issue RFP, and select consultant.
3. Prepare and review 30% streetscape design and preliminary cost estimate.
4. Identify streetscape funding.
5. Prepare contract documents, approvals, and final cost estimates.
6. Issue RFP and select contractor.
7. Build streetscape.

Schedule

Initiate streetscape design within five years and complete construction within ten years.

DEVELOPMENT PROJECTS

2040 Comprehensive Plan Policy and Zoning Ordinance Amendments

Project Actions

1. Identify funding for preparation of Comprehensive Plan policy and Zoning amendments.
2. Prepare work scope, issue RFP, and select consultant.
3. Prepare draft amendments.
4. Planning Commission and Public review draft amendments and provide recommendation to City Council.
5. Metropolitan Council provides administrative review.
6. Council approves Comprehensive Plan and Zoning Ordinance amendments.

Schedule

Initiate within five years and complete within seven years.

Figure 62. City of Landfall Projects

CITY OF OAKDALE

CIRCULATION PROJECTS

Corridor Trail Enhancements

Corridor Trail Elements

The City of Oakdale should prepare a Corridor Trail streetscape plan to include design, construction and funding for trail elements that are outside of the BRT project or that ensure a higher standard and quality then is indicated in the BRT preliminary engineering drawings. The streetscape plan would incorporate elements for trail segments on:

- Hudson Boulevard from Century Avenue to Hadley Avenue
- Hadley Avenue (west side of street) from Hudson Boulevard to 4th Street N
- 4th Street N (north side of street) from Hadley Avenue to the 4th Street Bridge.

Design elements for all segments should include consistent trail-wide standards for:

- Roadway and trail lighting
- Shrubs, groundcover, and street tree plantings within landscaped boulevards
- A 10-foot trail
- Center of trail striping with bike and walk markings on the pavement
- Corridor trail signage and wayfinding

Corridor Trail Hudson Boulevard-Tanner's Lake Segment

Additional elements beyond the BRT Project improvements for this segment should provide for:

- An overlook between the trail and the lake to include benches, ornamental fence and railing and wayfinding.
- Further study for a Tanner's Lake perimeter trail, and other opportunities for interpretive signing, overlooks or shoreline access should be prepared.
- Ornamental fence and railing standards

Greenway Avenue Trail

Greenway Avenue Trail

The City of Oakdale should prepare a Greenway Avenue streetscape plan to include design, construction and funding for trail enhancements on the west side of the street. Trail design elements would extend from Hudson Boulevard to 10th Street and should include

- Consistent standards for roadway and trail lighting
- Shrubs, groundcover, and street tree plantings within a 4-foot landscaped boulevard
- A 10-foot asphalt trail
- Center of trail striping with bike and walk markings for each direction on the pavement
- Trail crossing at driveways should be level
- Concrete curb ramps at intersections with depressed corners and detectable warning to mark the transition between the sidewalk and street
- Corridor trail signage and wayfinding
- Enhanced bus stops

Neighborhood Access Routes

Neighborhood Access Routes

The City of Oakdale should prepare streetscape plans to include further study, design, construction and funding for neighborhood access route improvements as follows:

- **7th Street.** a trail should be studied for the south side of the street.
- **Granada Avenue and Upper 5th Street.** A walking and biking route via Granada Avenue N. and 5th Street N. connecting to Hadley Avenue N. via Grovner Avenue N. and 4th Street N. This connection should be studied further for a south/west side off-street trail.
- **Greystone Avenue and 4th Street.** A walking and biking route through the neighborhood may be provided via Greystone Avenue N. and 4th Street N. connecting to Hadley Avenue N.
- **Tanners Lake Park Loop.** An off-street trail should be studied on the south side of 2nd Street N. and either the north or south side of 5th Street N.

DEVELOPMENT PROJECTS

ABI & Regan Properties Small Area Plan

Future Small Area Plan (ABI and Regan Properties)

More detailed planning is needed to determine the longer-term redevelopment and development potential on the Apostolic Bible Institute (ABI) and Regan properties located between the Greenway Avenue and Helmo Avenue stations.

The properties include a combined sixty acres of under-utilized and vacant parcels along Hadley Avenue and 4th Street. The city's comprehensive plan designates these properties for institutional and office/limited business and are zoned as a Gateway District, intended to support landmark office, conference, medical, or hotel uses that take advantage of high visibility from I-94 and 494. The Gold Line BRT route passes between the properties but without a station.

The small area plan for the Apostolic Bible Institute and Regan properties should precede any development/redevelopment proposals and ought to consider how the uses may be transit supportive. The small area plan should also consider the potential location of an additional BRT station should development intensities and the BRT project office warrant it.

2040 Comprehensive Plan Policy and Zoning Ordinance Amendments

2040 Comprehensive Plan Amendment

Amend the Commercial designation for Oakdale properties identified in the Development Plan to allow for a mix of commercial, multi-family and office uses in proximity to the Greenway Avenue station.

Oakdale 2040 Comprehensive Plan amendments should transition the existing single-use commercial designation for properties along Hudson Boulevard and Greenway Avenue to a mix of transit-supportive development (high density residential, office and commercial/retail uses).

Zoning Ordinance Amendment

The subject properties along Hudson Boulevard are within the Zoning Code's Community Commercial District and allow retail and office uses but not multi-family residential. In order to implement the Development Plan the parcels would need to be rezoned to allow for retail, office and residential uses as either a single use or mixed-use development.

Figure 63. City of Oakdale Projects