



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14367 - Woodbury Gold Line Station Trail & Pedestrian Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/15/2020 2:22 PM

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## Primary Contact

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**Department:** Engineering

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**\*:** Woodbury Minnesota 55125  
City State/Province Postal Code/Zip

**Phone:\*** 651-714-3597  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** WOODBURY, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

8301 VALLEY CREEK RD

\*

WOODBURY

Minnesota

55125

City

State/Province

Postal Code/Zip

County:

Washington

Phone:\*

612-739-5972

Ext.

Fax:

PeopleSoft Vendor Number

000021013A1

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## Project Information

Project Name

Woodbury Gold Line Station Trail & Pedestrian Connections

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Woodbury

Jurisdictional Agency (If Different than the Applicant):

As part of the METRO Gold Line BRT Project to be completed by 2024, Bielenberg Drive through Woodbury will be completely reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. The City of Woodbury is requesting Regional Solicitation Funds to construct the Gold Line Station Trail & Pedestrian Connections project, which proposes five new multi-use trail segments located along or connecting to Bielenberg Drive and the new BRT corridor. Each proposed trail segment will fill significant gaps in the City's bike and pedestrian trail network and contribute to achieving Metro Transit's goals of connecting people across the region to job centers, housing options, transit stations and key destinations.

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

Current and planned development and land use surrounding the future BRT corridor and stations also supports Metro Transit's Bus Rapid Transit-Oriented Development (BRTOD) goals. Within half-mile to one-mile walking and biking distances from the three Woodbury Gold Line stations are several of the City's top and regional employers, and two regional commercial and service destinations. The Woodbury Tamarack Station is an Employment Station intended for family-waged job opportunities and is already anchored by existing major employers such as 3M and Assurant. The Woodbury Theatre Station and I-494 Park-and-Ride Station are Commerce Stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center outside Downtown St Paul.

The City of Woodbury has worked with Metro Transit and Washington County to coordinate all components of this work towards cohesively ensuring optimal transit service, including strategic station location and access to park and ride lots

within the city. This trail and pedestrian connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale.

The project will fill trail gaps in the non-motorized network while connecting Woodbury residents and regional employers to buses departing every 10-15 minutes and operating all day, seven days a week, with quick access to Downtown St. Paul and the Metro Green Line. Trail improvements will include a broad strategy of both on- and off-road designs, with specific designs being dictated by location constraints and connectivity to adjacent infrastructure. Each segment will be a new, multi-use 10' paved trail providing sufficient space for simultaneous biking and walking along each trail to reach transit, jobs, amenities, and services.

*(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.](#)**

Construct Multiuse Trail Connections to Bielenberg Drive in Woodbury

**Project Length (Miles)**

2.0

*to the nearest one-tenth of a mile*

## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$1,113,500.00

**Match Amount** \$278,375.00

*Minimum of 20% of project total*

**Project Total** \$1,391,875.00

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

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** City Fund

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

### Preferred Program Year

Select one: 2024

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

Additional Program Years: 2022, 2023

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

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## Project Information

County, City, or Lead Agency City of Woodbury

Zip Code where Majority of Work is Being Performed 55125

(Approximate) Begin Construction Date 05/02/2022

(Approximate) End Construction Date 10/31/2022

Name of Trail/Ped Facility: Bielenberg Drive

(i.e., CEDAR LAKE TRAIL)

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

From: Hudson Road  
(Intersection or Address)

To: Guider Drive  
(Intersection or Address)

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

### Or At:

Miles of trail (nearest 0.1 miles): 2.0

Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles): 0.6

Is this a new trail? Yes

### Primary Types of Work

Earthwork, grading, agg base, bit surf, concrete surf, ped  
ramp, striping, signal upgrades

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## Requirements - All Projects

**All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

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

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

The project aligns with the 2040 Transportation Policy Plan by prioritizing the following goals and strategies:

Goal: Safety and Security (p. 44) Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (p. 44)

Strategies: B6)

Goal: Access to Destinations (p. 46) Objectives: D) Increase the number and share of trips taken using transit, carpools, bicycling, and walking; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (p. 46)

Strategies: C15); C16); C17)

Goal: Competitive Economy (p. 48) Objective: B) Invest in a multimodal transportation system to attract and retain businesses and residents (p. 48)

Strategies: D1); D3)

Goal: Healthy and Equitable Communities (p. 50) Objectives: A) Reduce transportation-related air emissions; Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities, particularly for historically under-

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

represented populations (p. 50)

Strategies: E3)

Goal: Leveraging Transportation Investment to Guide Land Use (p.53) Objectives: A) Focus regional growth in areas that support the full range of multimodal travel; C) Encourage local land use design that integrates highways, streets, transit, walking, and bicycling (p.53)

Strategies: F5)

*(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.*



a. Woodbury Stations BRTOD Plan: p.9, 11, 17, 18, 19

b. Gold Line BRTOD Plan Summary: p. 11, 20, 21, 89, 90, 95, 96

c. City of Woodbury 2040 Comprehensive Plan Update (2019): p. 23, 36, 38, 49, 55, 57, 87, 110, 112, 113, 118, 169

d. City of Woodbury Capital Improvement Plan Roadway Projects 2020-2025 (2019)

e. Washington County 2030 Comprehensive Plan (2010): p. 4-1, 4-39, 4-49, 4-64, 4-87, 4-119

f. 2020 Washington County Bike and Ped Plan (in process) the following displays how this project aligns with goals and discussions taken from TAC meeting notes.

**List the applicable documents and pages:**

1. The Washington County Bike and Ped Plan lists goals necessary to determine priority of projects. In accordance with these goals, the Gold Line project demonstrates a high priority.

2. The project fills a gap in the existing network

3. The project is part of the Regional Bicycle Transportation Network (RBTN)

4. Serves as a connector to county/state trails and parks, demand centers, schools, and homes of various income levels

5. Implementing the Gold line will help to enhance the user's experience by providing access to alternative modes of transportation and pedestrian facilities that improve safety and security, comfortability and ultimately reduce congestion and emissions in the high traffic areas.

(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.

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

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

**Safe Routes to School:** \$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:** 02/12/2014

**Link to plan:**

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link** 1589542391508\_9\_ ADA Transition Plan.pdf

Upload as PDF

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$8,500.00
Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$440,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$80,000.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$533,500.00</b>

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### Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$823,375.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00

Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$35,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$858,375.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## Totals

Total Cost	\$1,391,875.00
Construction Cost Total	\$1,391,875.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

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 1589549022638\_Upload\_RBTN by Segment.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 28532

Existing Employment Within One Mile (Integer Only) 19889

Upload the "Population Summary" map 1589549135152\_Upload\_Pop and Emp.pdf

Please upload attachment in PDF form.

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

1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Gold Line BRT project staff began hosting meetings in Summer 2018 through Spring 2019. A series of focus groups and open houses were held along the route to identify opportunities, challenges, and concerns. Nearly fifty total events were held over a 10-month period, including six in-person events in Woodbury and three digital/mailling events. Outreach in Woodbury included pop-up events, community meetings, door-to-door outreach, and a digital and paper copy survey. Online engagement continues including a multi-lingual survey, project video, and email update signup.

**Response:**

During the City's 2040 Comprehensive Plan staff utilized surveys and meetings to engage area businesses, schools, faith groups and civic groups comprising diverse populations. The City appointed a community representative resident task force. Feedback continually noted need for greater multi-modal connectivity, particularly for those without access to a personal vehicle.

The Woodbury Stations BRTOD Masterplan included public meetings and online outreach. An open house was held at a local religious organization and included information on this project. Online information and opportunity for feedback was available throughout the process. BRT station access was a reoccurring theme with the understanding that a comprehensive pedestrian network would result in greater access to Woodbury's planned BRT stations and BRTOD development.

*(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.



By closing gaps in the non-motorized transportation network and providing continuous, ADA accessible accommodations to greater transportation options, this project will directly benefit low-income populations, the elderly, children, persons with disabilities, and persons of color.

The proposed Gold Line Trail & Pedestrian Connections align with each of the Metropolitan Council's Thrive MSP 2040 Equity outcomes of promoting economic development and economic competitiveness in the region by improving access to businesses, creating more active transportation choices for residents to travel and recreate, and increasing the quality of life for residents in the area, specifically those who rely on non-vehicle transportation methods. This project also responds to publicly expressed need for greater multi-modal access, heard during Woodbury's 2040 Comprehensive Plan outreach.

**Response:**

One of Woodbury's greatest assets is its growing diversity. Between 2000 and 2010, racial diversity in Woodbury doubled from 10 to 20 percent, now placing it among the highest in the Twin Cities. 27% of households near the project site are cost burdened and 10% of the household residents have a disability (mncompass.org). Cost burdened residents often cannot afford monthly transportation costs and rely on walking/biking and public transportation. Populations with disabilities often rely on accessible access to alternative transportation. This project's trail connections are crucial in providing continuous bike and pedestrian accessibility for disadvantaged populations to access Woodbury's planned BRT stations, and surrounding Bus Rapid Transit Oriented Development (BRTOD) development, both existing and planned.

Within a half-mile to one-mile walk of the three Woodbury stations are several large and regional employers providing family-wages, such as 3M and Assurant, along with two regional commercial and service destinations for daily needs. Access to each station provides vital connections between disadvantaged populations to crucial employment opportunities and daily needs in Woodbury, Downtown St. Paul, and the surrounding region via the Green Line LRT. Increasing employment access and removing transit barriers results in reduced stress, greater ease of mobility, and less transportation-related economic hardship.

Station access is a high priority when planning for transit connectivity and high service level success, and the City of Woodbury is committed to improving Gold Line BRT station access through the development of the proposed trail facilities. The ADA-accessible trails will encourage residents to walk, bike, or ride to their transit connections, promoting active lifestyles and decreasing roadway congestion.

*(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*

The City of Woodbury does not anticipate any negative impacts, outside minimal construction disturbances, associated with the proposed trails of the Gold Line Station Trail and Pedestrian Connections project. Throughout construction, signage and route updates will be utilized to ensure that community members, commuters, and travelers understand what is currently under construction; where vehicular, bicycle, and pedestrian detour routes are located if such detours are even necessary. Particular attention will be given to ensuring access to existing transit services is maintained.

Construction efforts will also take great care to maintain access to businesses, existing pedestrian and bicycle connections, and neighborhoods around the project including affordable housing units near the project site such as the Pondview Townhomes. Surrounding properties will be appropriately notified when construction activities are occurring, and for how long they are anticipated to last. Signage and construction barriers will be used to ensure travelers and community members understand construction, and appropriate locations of safe travel until completion.

**Response:**

The project will have minimal impacts on the surrounding natural environment. Most of the proposed trail routes are within existing right-of-way grass boulevards, limiting the environmental impact and construction impacts due to excavation and earthwork. There will also be minimal negative impacts to existing trees or natural features as existing ROW remains largely clear of these elements.

For any short-term inconveniences that may arise during construction, numerous long-term benefits

will ultimately be produced including:

- A fully built-out multi-use trail network connecting residents to local and regional employment centers;
- Direct connection to all three Woodbury Gold Line Stations, planned to begin construction in 2022 and provide full service by 2024;
- Safe mobility infrastructure that promotes health, safety, and well-being;
- Dedicated pedestrian and bike infrastructure that raises user visibility and designates safe crossing locations;
- A planned project that supports expressed public desires and aligns with local and regional connectivity goals.

*(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** 1589549459757\_Upload\_Socio Ec.pdf

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## 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
Woodbury	28532.0	1.0	85.0	85.0

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## Total Project Length

Total Project Length 2.0

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

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## Housing Performance Score

Total Project Length (Miles) or Population 28532.0

Total Housing Score 85.0

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## Affordable Housing Scoring

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### Part 2: Affordable Housing Access

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

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

The project area includes three affordable housing developments with a total of 77 units affordable at or below 80% AMI:

-Pondview Townhomes - 35 units at 30% & 50% AMI; 2-4 BR units; affordability guaranteed until 7/1/2032 through LIHTC 9%, Housing Tax Credits, LMIR & EDHC

-The Glen at Valley Creek - Elderly independent living; 37 units at 50% and 5 units at 30% AMI; affordability guaranteed until 7/31/2033 through LIHTC 4%, AHTF, LHIA & EDHC

**Response:**

Woodbury is committed to providing continuous and efficient access to multimodal transportation options, employment centers, and educational facilities to all residents including low-income households. The Gold Line BRT will serve as a vital connection between Woodbury and one of the region's largest employment centers, downtown St. Paul. Heavy traffic along Bielenberg Drive causes safety concerns for residents living in the affordable housing units near the project site attempting to travel to transit connections. Increased safety and efficiency as a result of the proposed trail facilities will allow residents to safely arrive at the BRT stations. By filling pedestrian and bicycle trail connection gaps, this project will minimize travel time while increasing safety for bicyclist and pedestrians from single-vehicle or car-free households.

The Woodbury Stations BRTOD Masterplan promotes the development of employment opportunities and housing for mixed-income residents. The proposed improvements to bicycle and pedestrian facilities around the stations will

increase the ability of transit-dependent residents to access the Woodbury Gold Line stations.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589562923568\_006\_Affordable Housing Developments.pdf

---

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

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

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

*Bike system gap improvements include the following:*

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
  - *Improving bikeability to better serve all ability and experience levels by:*
  - *Providing a safer, more protected on-street facility or off-road trail;*
  - *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
  - *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*
- Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*
- Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

**Response:**

This Project is a vital piece in a multimodal transportation system that addresses all of this section's criteria. This Project closes multiple transportation network gaps by filling in multiuse trail voids that currently separate Woodbury residents from the planned Gold Line BRT stations, and BRTOD jobs and amenities. The filled trail gaps will also connect BRT riders traveling to Woodbury with to access the City's vast employment options, activity centers, amenities, and entertainment. This Project also provides enhanced trail connections and roadway crossings by completely reconstructing Bielenberg Drive into a multimodal BRT corridor. Cohesively these improvements address the existing and future physical barrier that Bielenberg Drive presents within the City of Woodbury. Today, the 80' wide roadway provides unsafe crossing conditions for residents and employees trying to access the existing commercial, eatery, and park-and-ride destinations in the project area. The demand to cross Bielenberg Drive and access amenities, jobs, and transit will dramatically increase with implementation of the BRT route and transit stations.

Bielenberg Drive is a Municipal State Aid Roadway, designated as an A-Minor Arterial Reliever, and is part of the Regional Bike and Trail Network Tier 1 Alignment. The proposed trails will cumulatively close 2 miles of bike and pedestrian network gaps on the regional multi-modal corridor, while providing direct access to the Woodbury Gold Line BRT stations. Due to the lack of continuous pedestrian connections, drivers have minimal awareness of pedestrian activity, and bicyclists and pedestrians must often travel extended distances to reach destinations along Bielenberg Drive, or risk dangerous travel within unmarked locations alongside high-speed vehicles.



Each of the five new segments will be 10' paved multi-use trails incorporated into existing right-of-way. Four of the trails will be located alongside existing roadways. The remaining fifth segment will be a completely off-road trail, connecting Bielenberg Drive to Landau Drive between existing residential and commercial uses. This trail will provide a much-needed connector from the Pondview Park trail system directly to the Gold Line's Tamarack Station and area BRTOD centers.

The proposed segments will also stitch together access gaps between jurisdictions. By directly connecting residents and businesses to a major regional transit line, the Project opens up access to Downtown St. Paul and locations along the Green Line LRT including Minneapolis, and the western suburbs.

*(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)*

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## **Measure B: Project Improvements**

Within the project area there was one crash involving a pedestrian between 2017-2019 and there were four crashes involving a pedestrian between 2009-2018. In 2012 there was a pedestrian fatality along Bielenberg Drive just north of Tamarack Road. Also in 2012, there was a serious injury crash involving a pedestrian on Hudson Road where this project will fill a facility void.

Contributing to pedestrian and bicyclist safety concerns, several intersections within the project area are recognized as being noticeably high crash locations within the City of Woodbury. These intersections include Bielenberg Drive and Guider Drive, Bielenberg Drive and Tamarack Road, Tamarack Road and Woodduck Drive, Tamarack Road and Seasons Parkway, and Tamarack Road and Radio Drive.

**Response:**

As crash data shows, severe safety concerns exist along the proposed routes, and crossing Bielenberg Drive causes transportation issues for bicyclists and pedestrians attempting to travel in the area. Today non-motorized users are forced onto unmarked footpaths or shoulders where trails or sidewalks do not currently exist increasing exposure to high speed vehicles and the risk of severe injury or fatality.

In coordination with the Gold Line BRT project, this project will provide a continuous and visible system of multiuse trails along an A-minor Arterial and along and connecting to a RBTN Tier 1 alignment. The Gold Line BRT project will reconstruct Bielenberg Drive providing dedicated bus-only lanes down the center of the corridor. The prominent presence of transit and continuous pedestrian and bicycle facilities within the corridor

connecting to the planned transit stations will highly increase the visibility and safety of all users in the multi-modal corridor. New traffic signals at intersections along Bielenberg Drive will prioritize timing for buses and non-motorized access.

The current safety issues and gaps in trail facilities connecting residential neighborhoods to Bielenberg Drive and the BRT stations could deter usage of the Gold Line for residents. This project will provide all residents, especially those without access to a private vehicle, with a safer route to the BRT stations and the region's greater transportation network. There is already visible demand for trail connections in this area and major safety issues associated with the current gaps. Demand for bicycle and pedestrian trails and associated safety concerns will dramatically increase with the completion of the Gold Line BRT Stations at Tamarack Road, Woodbury Theater and I-494 Park and Ride. The City of Woodbury recognizes the need to fill in the trail gaps before the demand increase to ensure transportation safety and equity for non-motorized users in the area.

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

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## **Measure A: Multimodal Elements**

This project will provide direct connection to the Gold Line BRT corridor and three planned BRT stations in Woodbury starting construction in 2022 and providing full service by 2024. This project plays a significant role in providing vital community connections to a regional investment in improved travel experience and safety for transit users. This BRT line that will operate primarily within bus-only lanes providing a 30-minute or less commute to Downtown St Paul and other economic and job centers along the I-94 corridor. BRT buses provide more rider capacity and are easier to get on and off than a traditional bus. The stations have more seating and features than a traditional bus station. This project will fill voids in a network of trails and sidewalks providing Woodbury residents with safe and convenient access to this regional transportation amenity.

**Response:**

This is also located along or directly connects to a Regional Bike and Trail Network Tier 1 Alignment. This project will fill 2 miles of gaps in the existing multi-use trail network while providing continuous access for bicyclists and pedestrians to existing and planned commercial activity and job centers surrounding the planned Gold Line BRT Woodbury stations.

The locations of the proposed trail segments, informed by the Woodbury Stations BRTOD Plan, support principles of the Thrive MSP 2040 Equity Plan by establishing a multi-modal transportation corridor, increasing potential ridership, and enabling station areas to achieve their development potential. Without these continuous pedestrian and bicycle trails to BRT stations, ridership in Woodbury will not reach its full potential due to the limited accessibility options for residents, especially residents from single-vehicle or vehicle-free households.

Improving access to each station directly supports the significant BRT mobility investments by Metro Transit and local agencies. These connections recognize the many years of engagement and the many millions of anticipated dollars allocated for route construction. Ensuring strong, connective non-motorized infrastructure will ensure easy access and ridership, particularly for those who rely most on transit. Improved access and financial assistance will allow Woodbury to progress in meeting goals stated in the BRTOD Plan, while positively impacting the regional multi-modal transportation system.

All proposed bicycle and pedestrian trails will:

- Be highly visible from the street and surrounding buildings to reduce the potential for crime;
- Be ADA accessible to ensure access for all residents;
- Comply with regional design standards that create a safer and more vibrant environment.

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

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## **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**

1589564464561\_005\_Approved Project Layout.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**

12/31/2021

**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:**

07/12/2018

**Meeting with partner agencies:**

09/03/2018

**Targeted online/mail outreach:**

07/12/2018

**Number of respondents:**

**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%

This proposed project was informed heavily by public and agency engagement processes through the METRO Gold Line project, the Woodbury 2040 Comprehensive Plan, and the Woodbury Stations Bus Rapid Transit Oriented Development (BRTOD) Masterplan.

Gold Line BRT project staff hosted meetings in Summer 2018 through Spring 2019. A series of focus groups and open houses were held along the route to identify opportunities, challenges, and concerns. Nearly fifty total events were held over a 10-month period, including six in-person events in Woodbury and three digital/mailling events. Outreach in Woodbury included pop-up events, community meetings, door-to-door outreach, and a digital and paper copy survey. Online engagement continues for the project, including a multi-lingual survey, project video, and email update signup.

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

Woodbury residents are highly invested in the success of the Gold Line BRT project as 59% of survey respondents for the station-specific outreach completed by Metro Transit were Woodbury residents. 38% of respondents ranked sidewalk and trail connections to stations as either the most important or second most important feature of Gold Line Stations. 54% of survey respondents reported that they plan on walking to biking to Woodbury stations.

During the City's 2040 Comprehensive Plan, staff utilized surveys and meetings to engage area businesses, schools, faith groups and civic groups comprising diverse populations. The City also appointed a community representative resident task force. Feedback continually noted the need for greater multi-modal connectivity, particularly for those without access to a personal vehicle and

highlighting the importance of this project and access to transit.

The Woodbury Stations BRTOD Masterplan included in-person meetings and online outreach. A corridor-wide open house was held at a local religious organization and included information on this project. Online information and opportunity for feedback was available throughout the planning process. Multi-modal station access was a reoccurring theme. There was a clear and expressed public understanding that creating these connections would result in greater access to Woodbury's planned BRT stations and planned and existing BRTOD development.

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## Measure A: Cost Effectiveness




Total Project Cost (entered in Project Cost Form):	\$1,391,875.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,391,875.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments

File Name	Description	File Size
000_Project One Pager.pdf	000_Project One Pager.pdf	1.0 MB
001_ Connections Existing Conditions.pdf	001_ Connections Existing Conditions.pdf	418 KB
002_Project Overview MetC Maps.pdf	002_Project Overview MetC Maps.pdf	428 KB
003_MetC Maps by Segment.pdf	003_MetC Maps by Segment.pdf	1.7 MB
004_Combined Letters of Support.pdf	004_Combined Letters of Support.pdf	327 KB
005_Approved Project Layout.pdf	005_Approved Project Layout.pdf	6.6 MB
006_Affordable Housing Developments.pdf	006_Affordable Housing Developments.pdf	390 KB
007_Grant Map.pdf	007_Grant Map.pdf	968 KB
008_All Public and Agency Meetings.pdf	008_All Public and Agency Meetings.pdf	67 KB



 <p><b>COUNCIL DIRECTIVE</b></p>	Adopted: 1/24/1996 Revised: 2/12/14	Number: CD-ADMIN-1.7
	Mayor: 	City Administrator: 
	For: All Employees and Community Members	
	Subject: City of Woodbury ADA Transition Plan	

**PURPOSE**

The Americans with Disabilities Act was enacted in 1990 to provide a national mandate to eliminate discrimination against individuals with disabilities. Under the Act, all state and local government entities or agencies are required to perform self-evaluations of their current facilities, programs and activities. Agencies are then required to develop a plan outlining ways to accommodate those with disabilities and addressing any deficiencies in current operations. This directive addresses how the City of Woodbury complies with the applicable portions of this Act. The plan is required to be updated periodically.

**POLICY**

**A. Coordination**

The City of Woodbury has more than 50 employees; therefore, it is required that the City appoint an ADA Coordinator. The Assistant to the City Administrator(s) will act as the City's ADA Coordinator. This individual will educate the organization on ADA regulations, ensure the City acts upon all ADA accommodation requests, and coordinate City efforts to be compliant.

**B. Statement of Non-Discrimination on the Basis of Disability**

The City of Woodbury does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs, activities and services. The City will not use eligibility criteria that discriminate on the basis of disability. The ADA Coordinator will coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the U.S. Department of Justice Regulations. Information concerning the provisions of ADA, and the rights there under, are available from the ADA Coordinator. Notice of this policy shall be published in the City's legal newspaper to inform the public of the rights and protection afforded by ADA.

**C. Public Involvement**

The City solicited public input from multiple community agencies when the ADA Transition Plan was created in 1996. As the City continues to update its ADA Transition Plan, the City invites the public to address any ADA compliance concerns with the ADA Coordinator and/or City staff.

#### **D. Programs, Activities and Services**

The City of Woodbury provides a broad range of programs, activities, and services to its residents. The City will make reasonable accommodation efforts to make these programs accessible whenever possible. When possible, these programs will be provided in an integrated setting. In cases where access is not feasible, the City will make reasonable efforts to provide like opportunities. These programs include, but are not limited to the following:

- Dissemination of information in various forms
- Public meetings (City Council and Advisory Commissions)
- Inspections, permits, and licenses
- Planning and Community Development services
- Utility services and billing
- Elections
- Street maintenance
- Public education including printed and online materials
- Park and Recreation programs and facilities
- Police and Fire services
- Employment
- Cable television (broadcast of public information)
- Recycling and sustainability programs
- Contracting of services

Access to these programs may be through telephone contacts, in person contacts at a City facility, at a private home or business, or at a facility owned by another. The City of Woodbury will reasonably accommodate access to these programs as set forth in the Evaluation for Non-Structural Changes for Programmatic Barriers (Appendix I).

#### **E. Self-Evaluation Process**

Staff conducted an initial self-evaluation of City owned facilities open to the public in 1996. This evaluation was conducted using forms provided by the Minnesota State Council on Disability. The survey forms used were designed to reflect the most restrictive requirements of either the Minnesota State Building Code or the Americans with Disabilities Act Accessibility Guidelines as they existed at the time the facilities were evaluated. Staff also evaluated the City's programs, services, and activities to determine potential barriers. A copy of the transition plan will be kept in the administration office of the City of Woodbury.

#### **F. Structural Barriers Identified**

A list of the structural barriers that staff identified is included in Appendix II, Transition Plan for Structural Barriers. Structural barriers listed will also include curb ramps. Barriers in employee areas will be addressed as the need arises.

#### **G. New Construction**

The City of Woodbury will comply with all current ADA standards for new construction in city facilities, public right-of-way, and public parks and trails.

**H. Maintenance of City Facilities and Infrastructure**

The City of Woodbury will comply with all current ADA standards for maintenance projects and when updating city facilities, public right-of-way, and public parks and trails.

**I. Employment**

The City of Woodbury must meet the requirements of Title I of ADA concerning employment. The City's employment compliance actions are set forth in Appendix IV, Employee Compliance Plan.

**J. Grievance Procedure**

Appendix V outlines the grievance procedure for investigating ADA alleged violations.

**K. Curb Ramps**

The City's compliance actions regarding curb ramps are set forth in Appendix II.

**L. Training**

The City will educate all employees who have regular contact with the public in the provision of the City's programs, activities, and services on ADA requirements as well as sensitize employees to the needs of the disabled community.

**M. Emergency Evacuation**

The City will provide audible and visual alarm systems as required by ADA compliance laws. Employees will address the needs of disabled persons who may be in City facilities when an emergency situation occurs.

**N. Undue Financial or Administrative Burdens**

The City Council will make the final determination in instances where compliance with ADA creates an undue financial or administrative burden. In making its determination, the City Council will consider the following factors:

1. Nature and cost of the accommodations needed.
2. Overall financial resources involved in providing reasonable accommodations, the number of individuals affected, and the effect on expenses and resources.
3. Impact of the accommodation upon the operation of the facility, including the impact on the ability of employees to perform their duties and the impact on the facility's ability to conduct business.

**O. ADA Review**

To prevent creation of new barriers, the ADA Coordinator may request staff to submit plans for new programs, services, activities, remodeling or construction of new City facilities. The

ADA Coordinator will review these plans with the appropriate staff to ensure compliance with ADA compliance laws.

**P. Areas Not Specifically Addressed**

It is neither possible nor feasible for this policy to specifically address accommodations for all of the disabilities covered by ADA. Upon notice of situations not addressed by this policy, the ADA Coordinator will meet with the party to determine if any accommodation can be made which is both suitable and reasonable.



**APPENDIX I**

TRANSITION PLAN FOR NON STRUCTURAL CHANGES TO ELIMINATE  
PROGRAMMATIC BARRIERS

- 1. To accommodate the needs of individuals whose mobility is otherwise impaired due to a disability, the City will:**
  - a. Accommodate the needs of individuals who are not able to leave their homes. For example, an employee may go to a resident's home to complete a job application.
  - b. Schedule programs at locations for which the access meets the needs of the scheduled event.
  - c. Wheelchairs (and other devices designed for use by people with mobility impairments) will be permitted in all areas open to pedestrian use. Other power-driven mobility devices are permitted to use unless safety concerns are present in a given public facility or area.
  
- 2. To accommodate the needs of individuals who are deaf or who have hearing impairments, the City will:**
  - a. Give notice that an interpreter will be provided at public meetings if the City receives notice within 72 hours before the meeting. This notice will be incorporated with the general meeting notice. The City will make a good effort to accommodate emergency requests which do not meet the length of notice requirement.
  - b. Provide assistive listening devices for public meetings.
  - c. Instruct employees on the use of note writing for communication in unscheduled situations.
  - d. Provide telephone devices for the deaf. The City's 911 system already provides TDD access. The City Hall TDD number is 731-5796.
  - e. Utilize the services of state agencies for the deaf to improve communications.
  
- 3. To accommodate the needs of individuals who are blind or who are visually impaired, the City will:**
  - a. Provide notice on printed materials which states that the material may also be provided in other forms including Braille, large print, electronic copy, or audio recordings. The City may use discretion in providing alternative forms of materials so that the form suits the document size.

- b. Utilize the services of state agencies for the blind to improve communications.
- c. Provide readers the public, as needed.
- d. Permit use of a service animal in a public facility or area. A service animal is defined as a dog that has been individually trained to do work or perform tasks for the benefit of an individual with a disability. ADA states that dogs used purely for emotional support are not service animals.

#### **4. Miscellaneous Program Issues**

- a. The City of Woodbury Park and Recreation Department offers many programs. In regards to these programs, the City will:
  - 1. Accommodate requests for reasonable accommodations.
  - 2. For more complicated accommodation requests, the City may utilize the services of an integration specialist. The specialist will determine if integration is feasible in a manner that will not compromise the safety of other program participants.
- b. The City of Woodbury strives to ensure its published information, printed and electronic, is accessible to people with disabilities. When resources are not available to meet this goal in a timely fashion, items are prioritized using the following criteria:
  - 1. Emergency/crisis information (top priority).
  - 2. Important/meaningful information with the longest shelf-life – the content is not expected to change or expire over time.
- c. The City will not discriminate against the use of service animals in City facilities or while an individual is participating in a City program.
- d. As requested, staff will review the City's policies and ordinances to ensure that they are not discriminatory.

## APPENDIX II

### TRANSITION PLAN TO ELIMINATE STRUCTURAL BARRIERS

#### CURB RAMPS

All curb ramps that have been constructed after January 26, 1992 have been designed and constructed to meet ADA regulations at the time of installation. The City will review and update curb ramps when there is a need for reconstruction.

1. Identification. In 1992 a field survey of the entire City was taken to identify locations where curb ramps were required to be constructed. The results of the field survey indicated there were approximately 145 locations where existing curb and sidewalk should be removed and replaced with a curb ramp. These locations of proposed curb ramp improvements have all been addressed to meet curb ramp regulations at the time of reconstruction.
2. Design. In addition to the field survey, design and construction standards for the proposed curb ramps were researched. Based on this research, the City adopted the design endorsed by the Minnesota Department of Transportation. Exposed aggregate was used for the surface texture for the proposed curb ramps. Exposed aggregate provides a detectable warning surface and provides a relatively stable foundation under Minnesota's snow and ice conditions.
3. Schedule of self-evaluation. In 1992, the City dedicated \$25,000 of funding annually for curb ramp installation. This level of funding helped to maintain and install all curb ramps across the City. The City will ensure all newly installed curb ramps follow the current ADA requirements at the time of reconstruction. In addition, the City will listen to requests and concerns from disabled residents in the community if a curb ramp is damaged or needs to be maintained. Any curb ramp needing to be repaired and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

#### EXTERIOR & INTERIOR PUBLIC ACCESS

The City completed an evaluation of all the public access facilities constructed before 1992 and identified areas that did not meet ADA requirements. These areas have all been addressed since the implementation of the transition plan and meet ADA requirements at the time of reconstruction. All buildings constructed after 1992 meet ADA requirements at the time of construction. Barriers in the original self-evaluation include (but not limited to) restrooms, water fountains, public telephones, walkways, parking, stairs, corridors and entrances. The City will continue to ensure newly constructed buildings meet ADA requirements at the time of construction and will update any non-compliant matters when a reconstruction project is needed. The City will listen to requests and concerns from disabled residents in the community if there is an issue of concern in a publicly accessible building. Any building or curb ramp having a

maintenance concern and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

### **APPENDIX III**

#### **PARK AND RECREATION DIVISION ACCESSIBILITY SELF-EVALUATION**

1. Parking lots have been provided with the necessary numbers of accessible parking spaces. These spaces have been properly signed and marked.
2. Public information regarding the parks and trails system will include accessibility information.
3. Amenities in the parks and trails system will be made accessible for all new construction. Existing facilities will be made accessible and the modification phased.
4. Trail intersections at streets and parking lots will have proper ramps according to accessibility standards for all new construction. For existing construction, existing ramps that intersect with public streets and public parking lots shall meet ADA requirements.
5. Recreation programs will be conducted in accessible buildings and spaces. If participants require an accommodation, support services such as an interpreter or a mobility aide can be arranged by calling or registering in person at least two weeks in advance of the program start date. This information will be placed in all recreation program materials.

## **APPENDIX IV**

### EMPLOYMENT COMPLIANCE PLAN

The City of Woodbury does not discriminate against persons with disabilities in the various areas of employment including: recruitment, hiring, transfers, promotions and terminations. To this end, the City's employment practices will include the following actions:

#### **Recruitment**

When a vacancy occurs, the Administrative Services Director will require the job description to include the physical requirements and essential job functions for the position.

#### **Job Advertisements**

Job notices and advertisements for vacancies will state that the City of Woodbury does not discriminate on the basis of disability. Further, the cover letter which accompanies each application will state that reasonable accommodations will be made upon request throughout the recruitment process. The City's application form will not ask for information related to an individual's disabilities. Advertisements will be submitted to appropriate agencies to ensure that a broad range of individual with disabilities will be reached.

#### **Testing / Interviews**

The ADA Coordinator will work with the candidate(s) requesting reasonable accommodations.

#### **Accommodations for New and Existing Employees**

Newly hired employees and existing employees who acquire disabilities shall work with the ADA Coordinator to achieve reasonable and appropriate accommodations.

#### **Miscellaneous**

The City requires a physical examination after making a contingent offer of employment to a qualified applicant to ensure that they can perform the essential job functions of the position for which they are being considered. This medical examination is required of all regular full-time and part-time employees, and the offer of employment is conditioned on the results of the examination. Social and recreational activities which are provided for employees will be accessible.

## APPENDIX V

### GRIEVANCE PROCEDURE

#### INVESTIGATING ALLEGED VIOLATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA)

The purpose of this grievance procedure is to provide prompt and equitable resolution of complaints alleging any action prohibited by the U.S. Department of Justice regulations implementing Title II of the Americans with Disabilities Act. Title II of the ADA states, in part, that "no otherwise qualified disabled individual shall, solely by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination" in programs or activities sponsored by a public entity.

#### GRIEVANCE PROCEDURE

##### **1. Filing a complaint**

ADA complaints shall be filed with the administration office of the City of Woodbury, 8301 Valley Creek Road, Woodbury MN 55125. All complaints shall be filed in writing or verbally; shall contain the name, address and phone number of the complainant; and describe the alleged violation. A complaint shall be filed within 180 days after the complainant becomes aware of the alleged violation.

##### **2. Investigation and ADA Coordinator Determination**

Upon receipt of the complaint, the ADA Coordinator or a person designated by the ADA Coordinator shall conduct such investigation as may be necessary to determine the facts of the alleged violation. The investigator shall also (a) determine whether or not the complaint is governed by Title II of the ADA; and (b) if Title II is applicable, attempt to devise a plan, if practical, which will address necessary modifications to City programs or activities covered by Title II.

The ADA Coordinator or a person designated by the ADA Coordinator shall then meet with the complainant and attempt to resolve the complaint.

The determination of the ADA Coordinator shall be issued within thirty (30) working days of receipt of the complaint and shall be in written form or other appropriate media of communication. A copy of the ADA Coordinator's determination shall be sent by certified mail to the complainant. Arrangements for sending the ADA Coordinator's determination to a visually impaired complainant shall be made. The City Administrator will be informed and provided a copy of the ADA Coordinator's determination.

##### **3. Appeal to City's Selected Impartial Hearing Examiner**

Within twenty (20) working days of the receipt by the complainant of the ADA Coordinator's determination, the complainant may request a hearing in front of the City's selected impartial

examiner. The request for appeal shall be filed with the City Administrator. If a hearing before the City's selected impartial examiner is requested, the City Administrator shall set the matter for hearing before the City's impartial hearing examiner within 20 days from the date of the request for hearing. The complainant and a representative of the City Administrator may be present at the hearing, may be represented by counsel, may present evidence and witnesses, and may cross-examine witnesses. An audio or visual recording, whichever is appropriate, of the proceeding shall be made. Within thirty (30) working days of the completion of the hearing, the City's impartial hearing examiner shall issue a written decision, which shall be sent to the complainant. Arrangements for submission of the City's impartial hearing examiner's decisions to a visually impaired complainant shall be made.

All determinations throughout this grievance process shall be rendered in a form additional to writing, if necessary, to the understanding of the complainant. An advocate may be appointed to aid a complainant in the filing of a complaint.

This grievance procedure will involve thorough investigations, affording all interested persons and their representatives, if any, an opportunity to submit evidence relevant to a complaint.

The rights of a person to a prompt and equitable resolution of the complaint filed hereunder shall not be impaired by the person's pursuit of other remedies such as the filing of a complaint with the responsible federal department or agency. The use of this grievance procedure is not a prerequisite to the pursuit of other remedies.

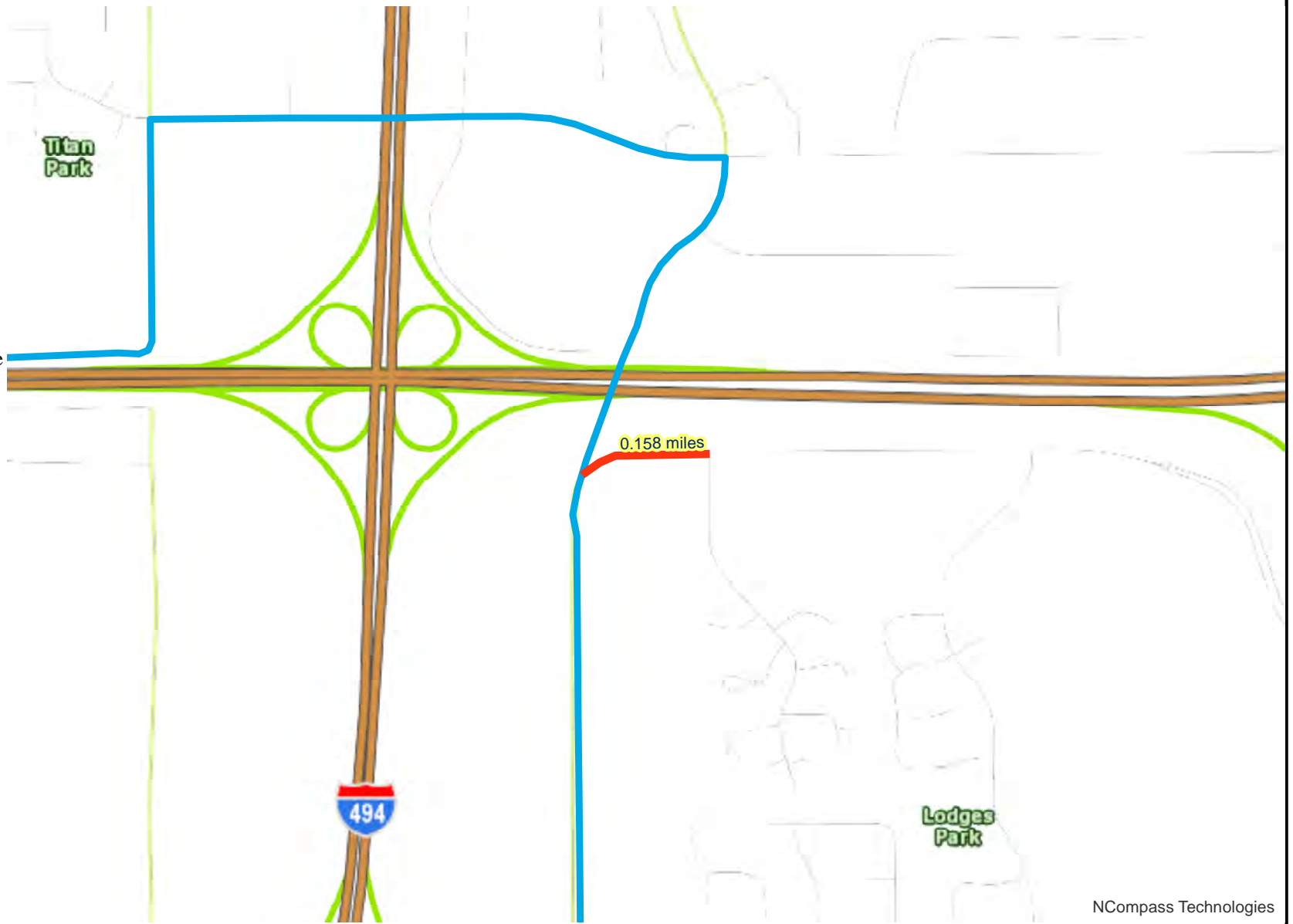
This grievance procedure shall be construed to protect the substantive rights of interested persons to meet appropriate due process standards and to assure that the City of Woodbury complies with the ADA.

**Adopted by the Woodbury City Council on February 12, 2014, Resolution No. 14-27**

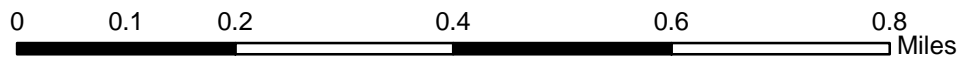
# Project to RBTN Orientation

## Results

Project **NOT IN** Reg'n'l Bicycle Transportation Corridor.



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



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LandscapeRSA6



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NCompass Technologies

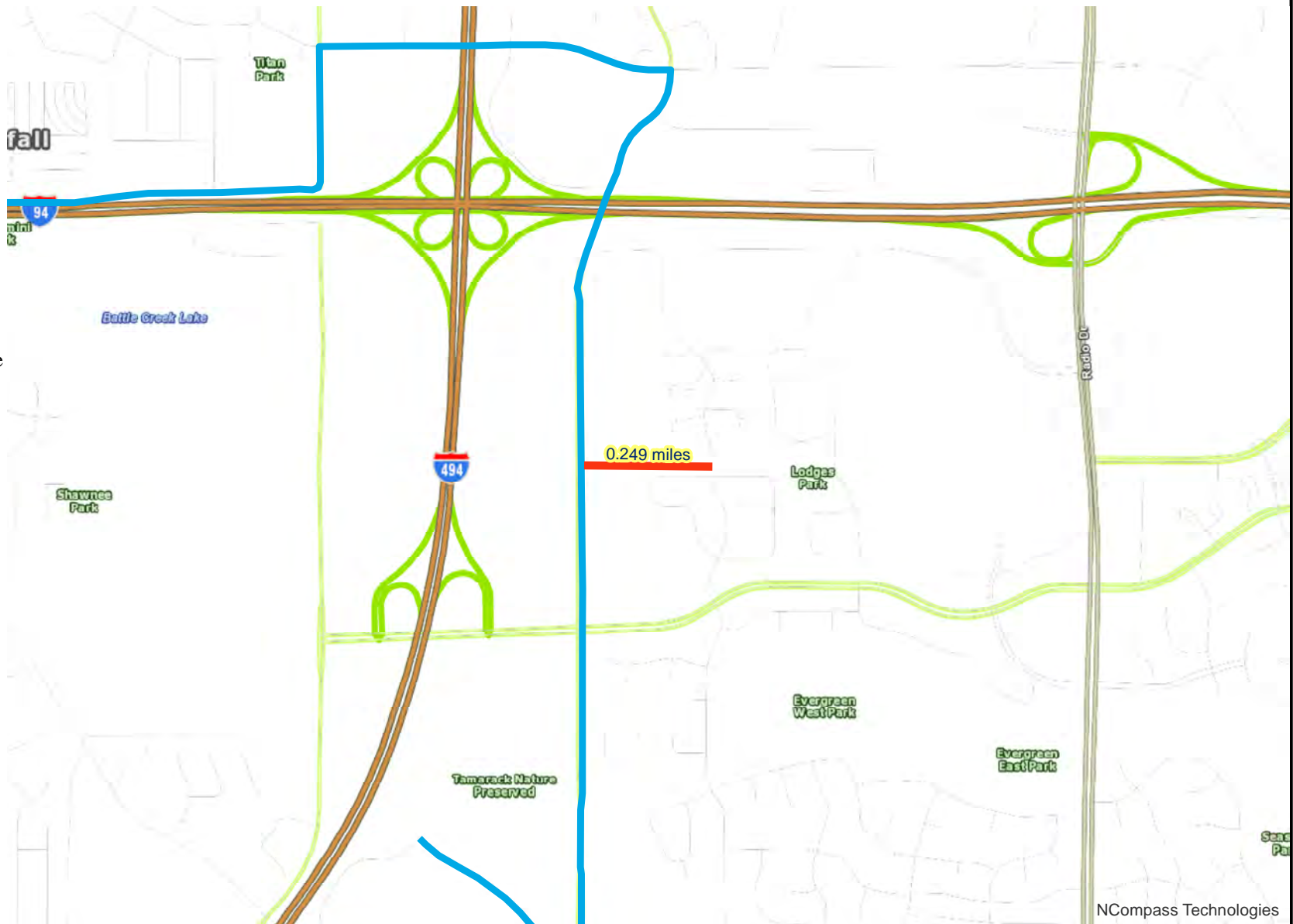




# Project to RBTN Orientation

## Results

Project **NOT IN** Reg'n'l Bicycle Transportation Corridor.



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



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LandscapeRSA6



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

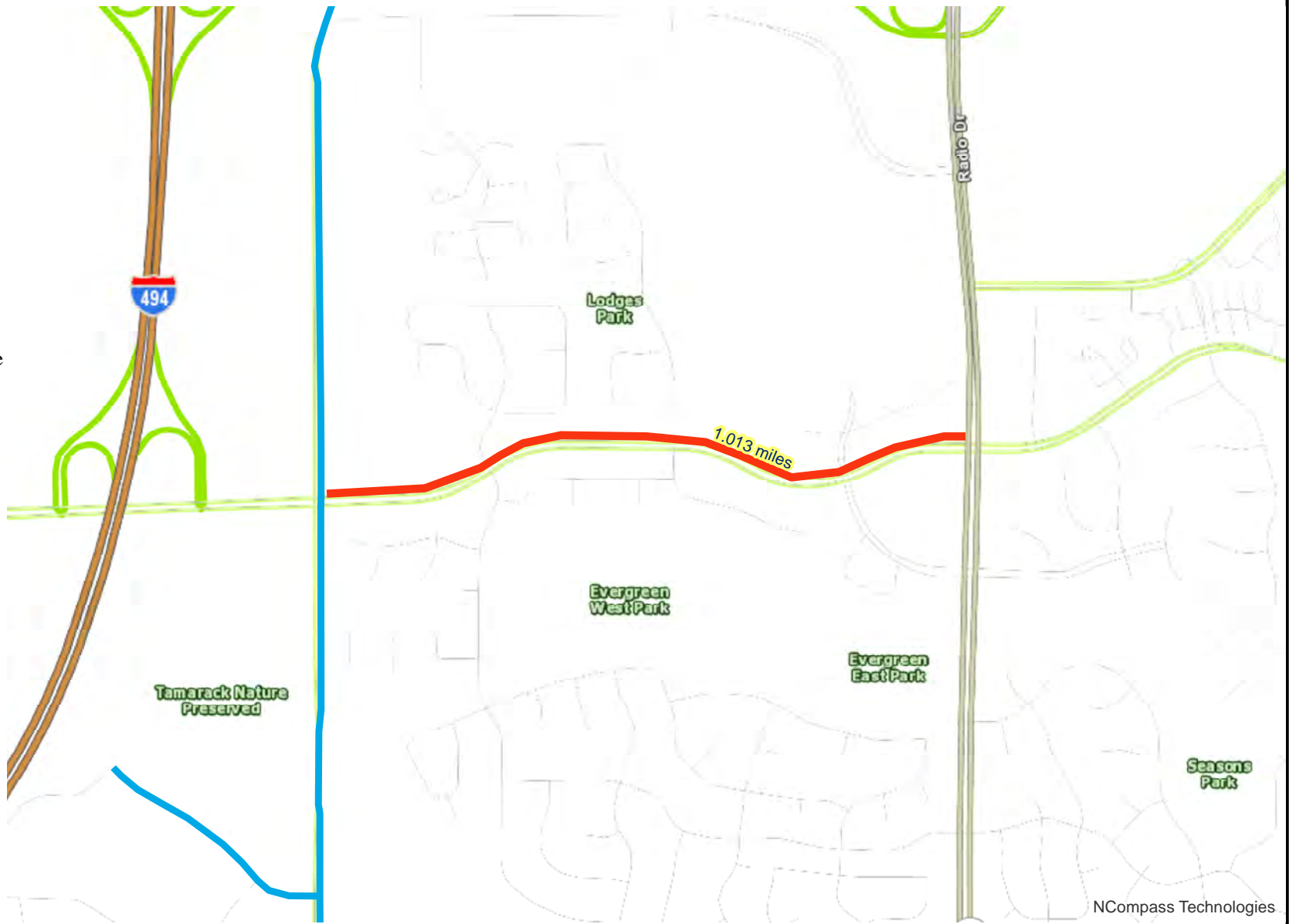


NCompass Technologies

# Project to RBTN Orientation

## Results

Project **NOT IN** Regn'l Bicycle Transportation Corridor.



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



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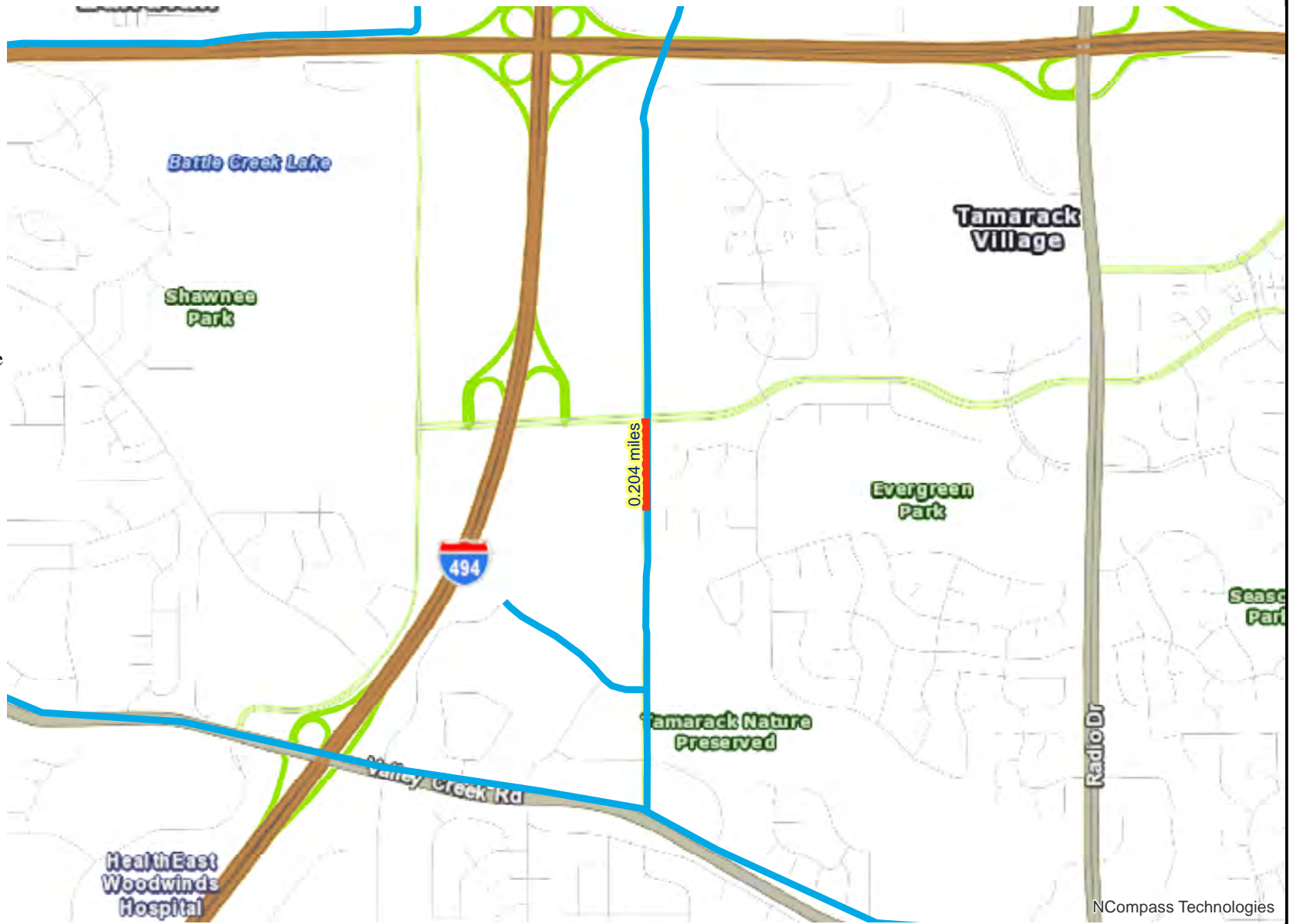
NCompass Technologies



# Project to RBTN Orientation

## Results

Project **NOT IN** Reg'n'l Bicycle Transportation Corridor.



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



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LandscapeRSA6



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NCompass Technologies

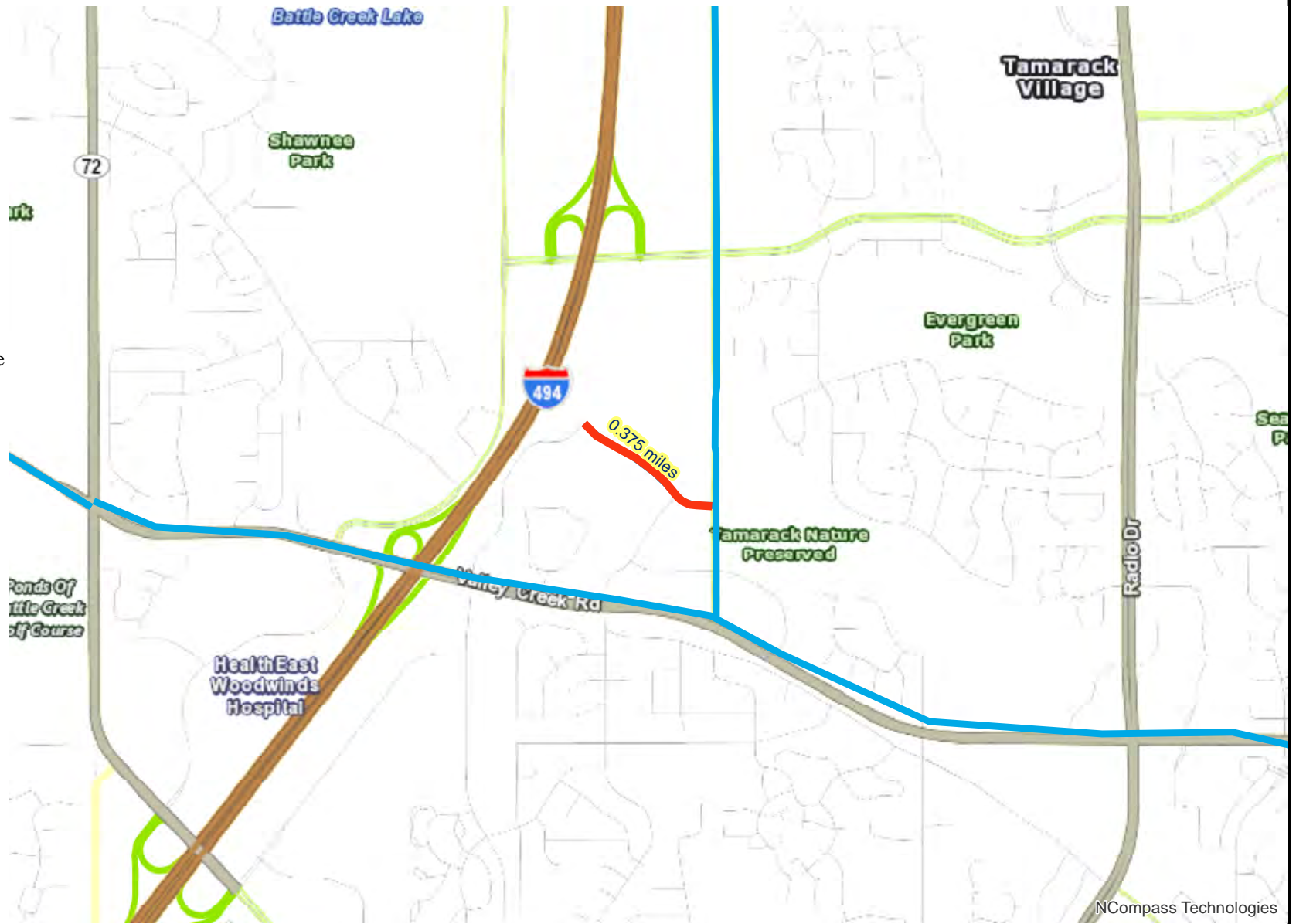


# Project to RBTN Orientation

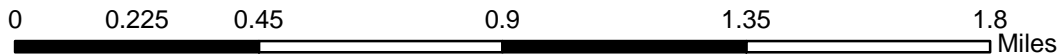
Multituse Trails and Bicycle Facilities Project: Gold Line Pedestrian Connections - Guider Drive | Map ID: 1588004635545

## Results

Project NOT IN Reg'n'l Bicycle Transportation Corridor.



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



Created: 4/27/2020  
LandscapeRSA6



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

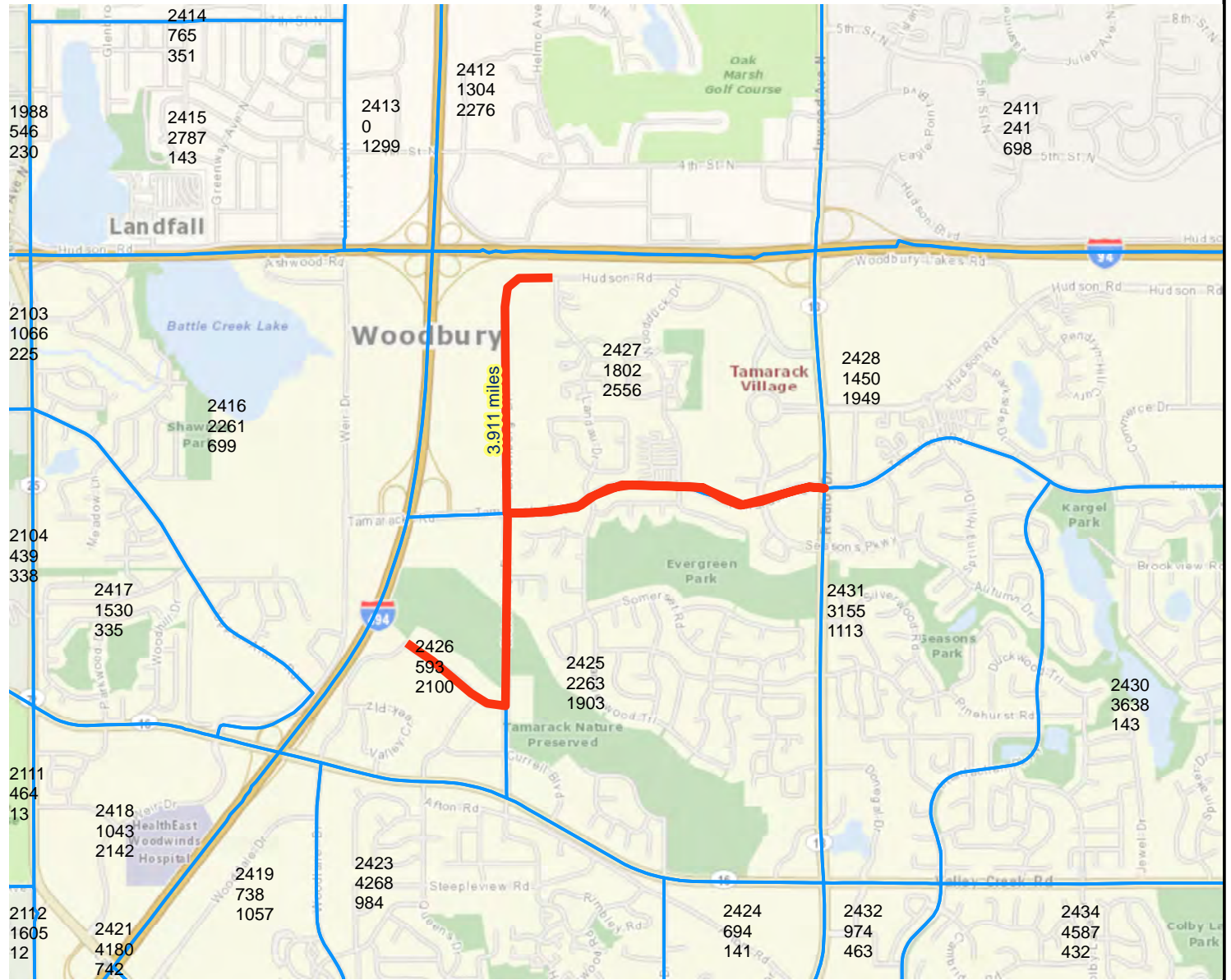


INCompass Technologies

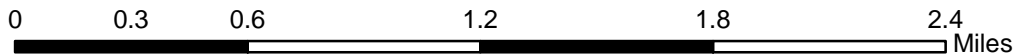
# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 28532  
 Total Employment: 19889



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/7/2020  
 LandscapeRSA4



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

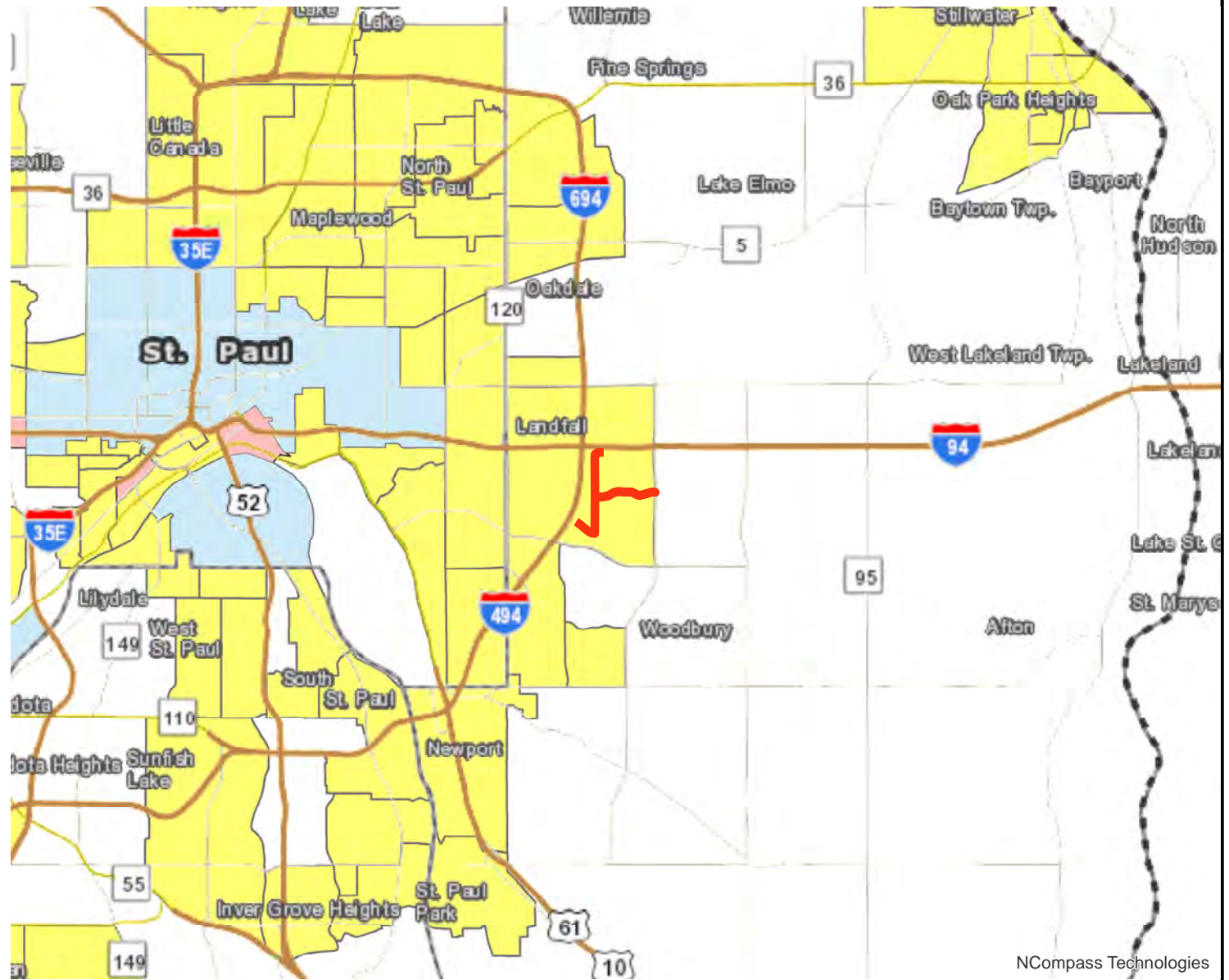


# Socio-Economic Conditions





## Results

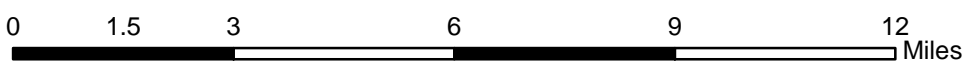
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile:  
70910 71001 71006  
71010 71012 71013



NCompass Technologies

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



Created: 5/7/2020  
LandscapeRSA2










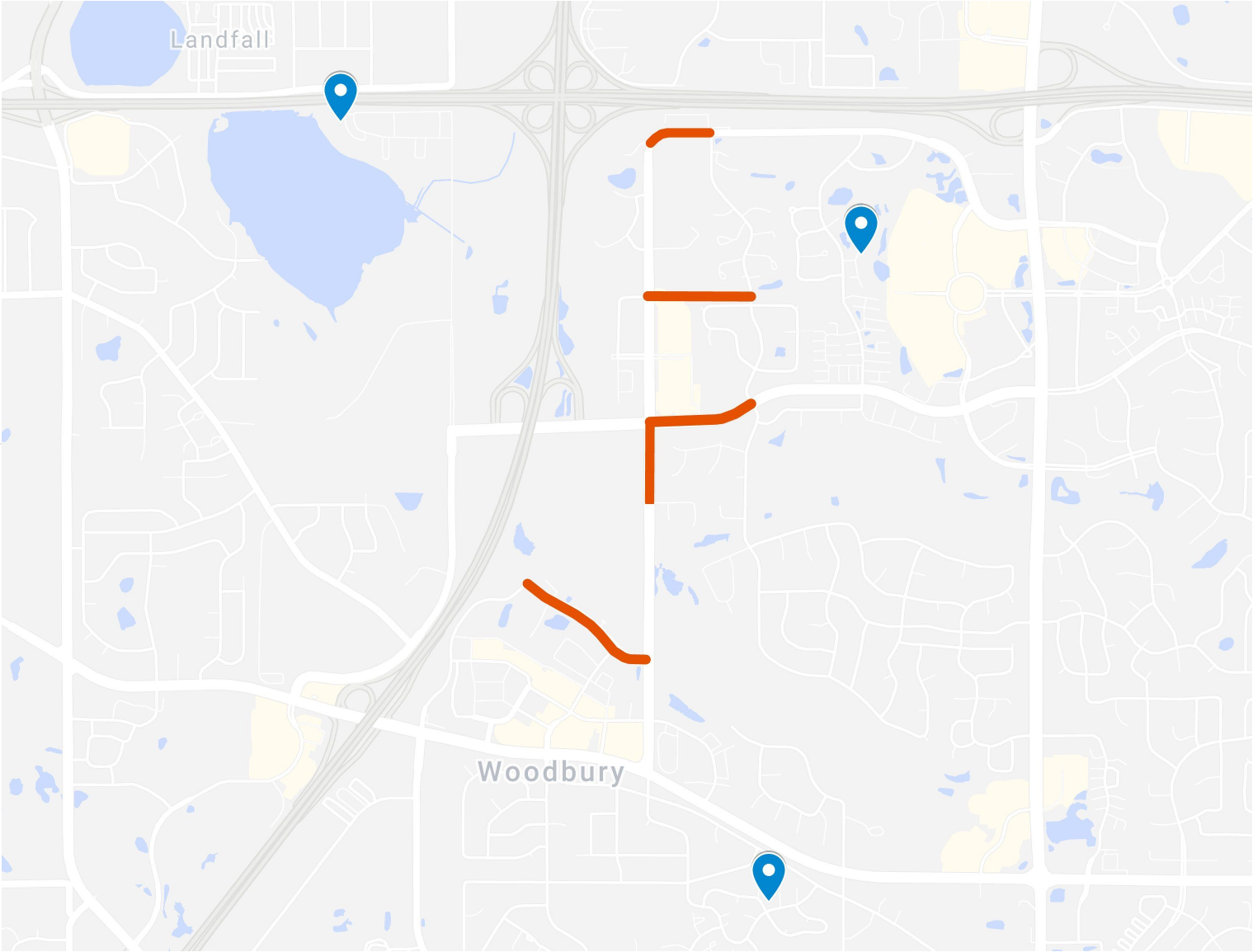
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Gold Line Station Trail & Pedestrian Connections

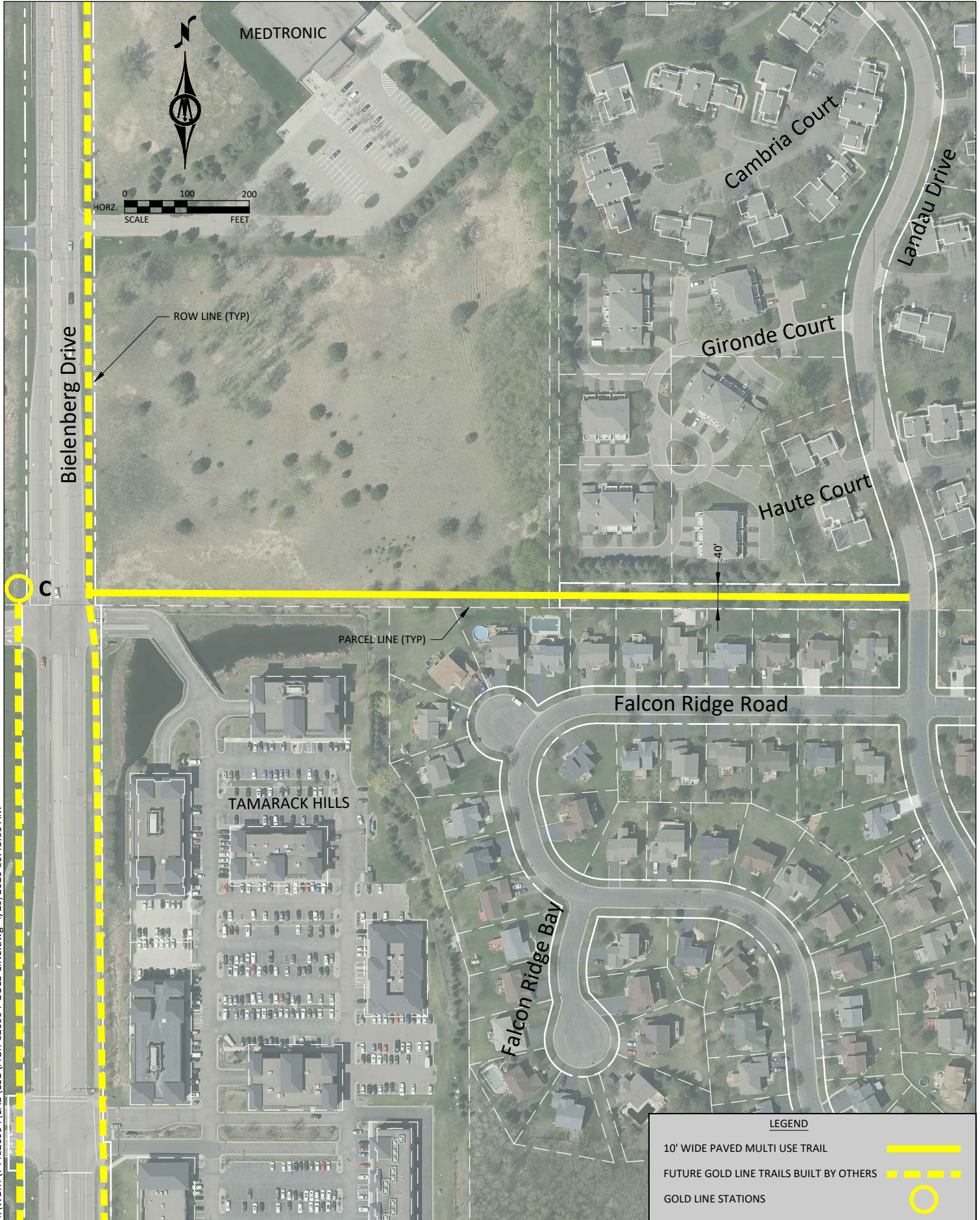
## Affordable Housing Developments

-  Pondview Townhomes
-  The Glen at Valley Creek
-  Hudson Road
-  Falcon Ridge Road
-  Tamarack Road
-  Bielenberg Drive
-  Guider Drive

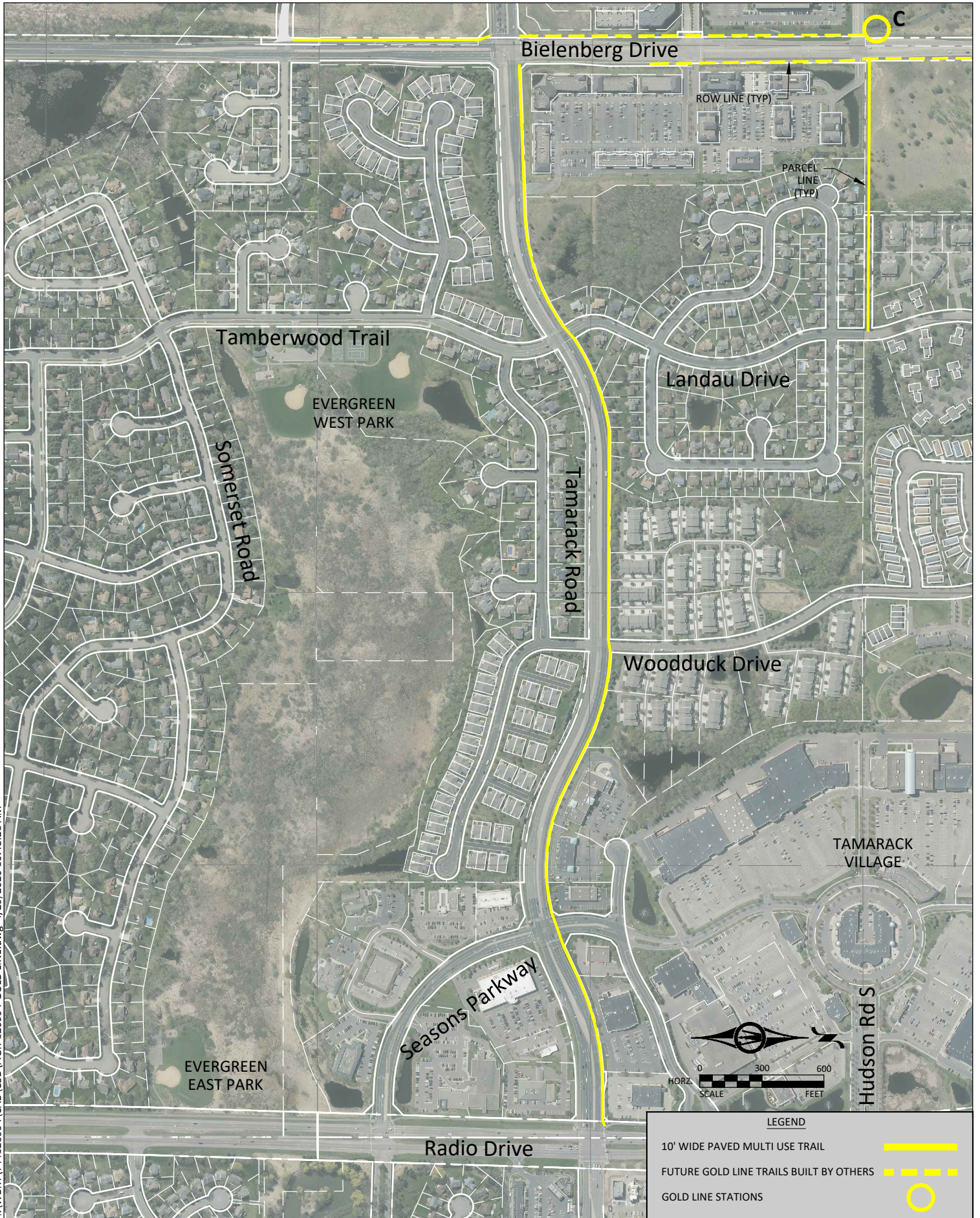




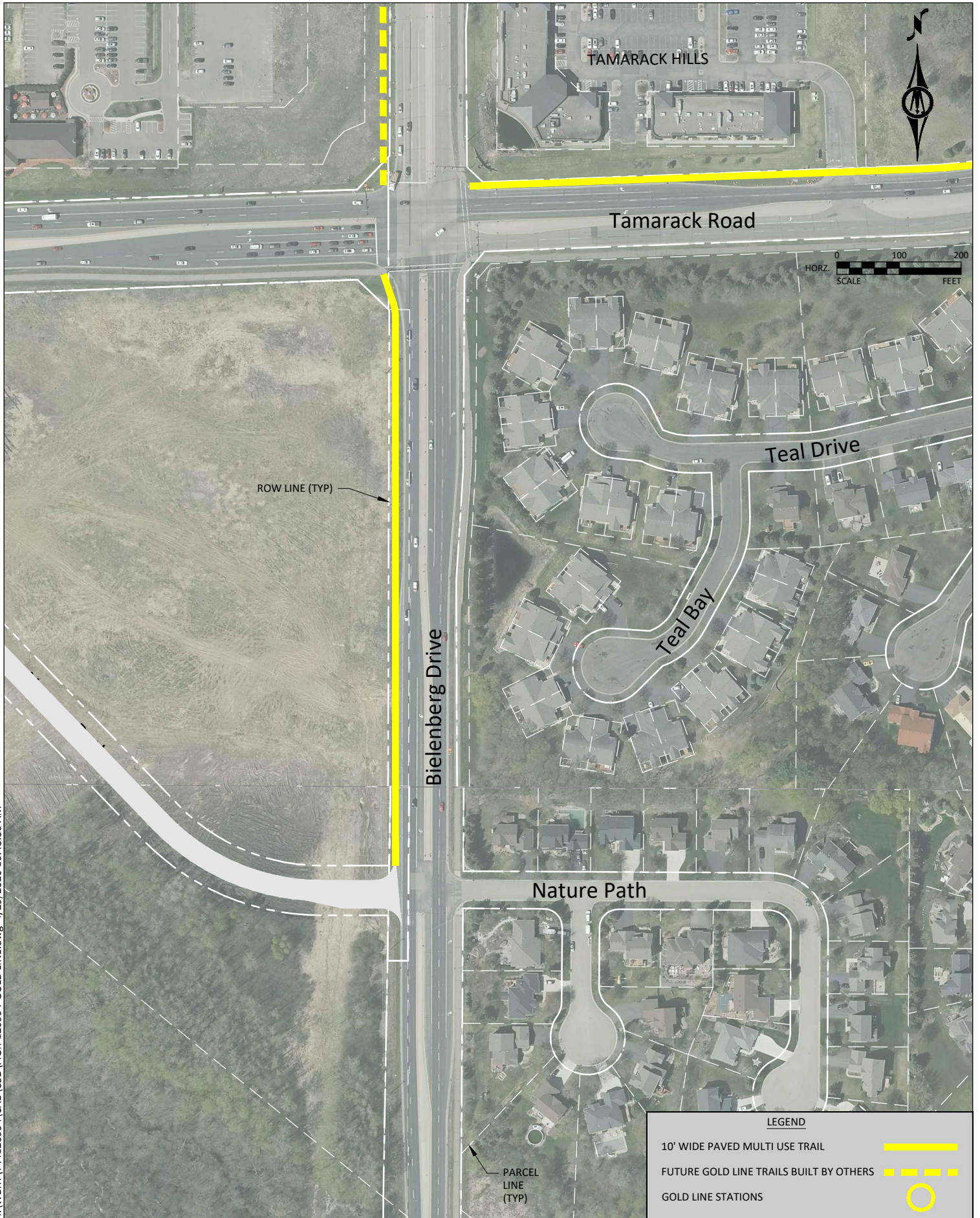




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# Gold Line Station Trail & Pedestrian Connections within the City of Woodbury



As part of the Metro Gold Line BRT Project to be complete by 2024, Bielenberg Drive through Woodbury will be reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. This project proposes five new multi-use trail segments located along or connecting to Bielenberg Drive and the new BRT corridor. Each proposed trail segment will fill significant gaps in the city’s bike and pedestrian trail network and contribute to achieving Metro Transit’s goals of connecting people across the region to job centers, housing options, transit stations and key destinations.



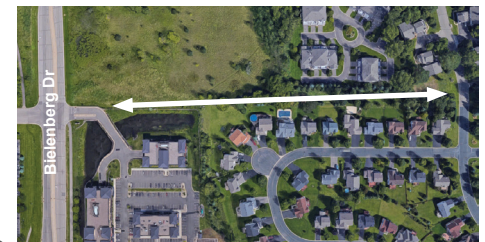
Hudson Road has no safe ped/bike access

Within a half-mile walk of the three Woodbury Gold Line stations are five of the City’s 10 major and regional employers, and two regional commercial and service destinations. The Woodbury Tamarack Station is an Employment Station intended for family waged job opportunities and is already anchored by existing major employers such as 3M and Medtronic. The Woodbury Theatre Station and I-94 Park-and-Ride Station are Commerce Stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center outside Downtown St Paul.

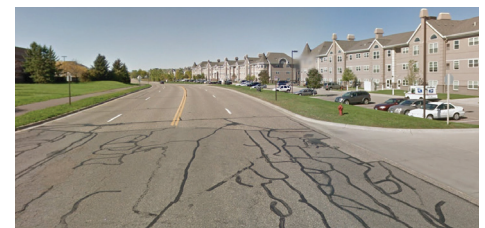


Tamarack Rd and Bielenberg Dr trail voids

The City of Woodbury has worked with Metro Transit and Washington County to coordinate all components of cohesively ensuring optimal transit service, including strategic station location and access to park and ride lots. This trail and pedestrian connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale. The project will fill trail gaps in the non-motorized network while connecting Woodbury residents and regional employers to buses departing every 10-15 minutes and operating all-day, seven days a week, with quick access to Downtown St. Paul and the Metro Green Line. Trail improvements will include a broad strategy of both on- and off-road designs, with specific designs being dictated by location constraints and connectivity to adjacent infrastructure. Each segment will be new, multi-use 10’ paved trail providing sufficient space for biking and walking along each trail to reach transit, jobs, amenities, and services.

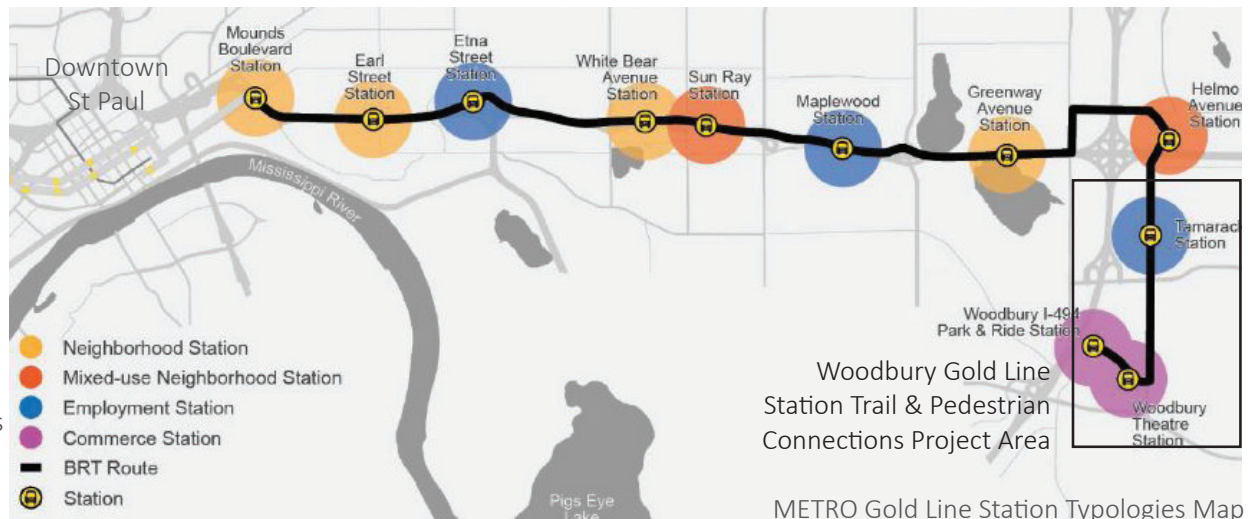


New neighborhood connection



Guider Drive lacks trail and safe crossing from high-density housing

This project will directly benefit low-income populations, the elderly, children, persons with disabilities, and persons of color. Between 2000 and 2010, racial diversity in Woodbury doubled from 10 to 20% now placing it among the highest in the Twin Cities. 27% of households near the project site are cost burdened and 10% of the household residents have a disability.



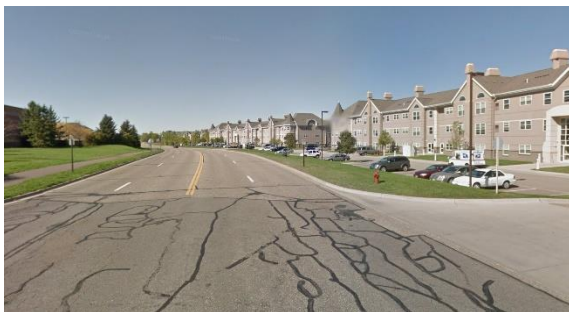
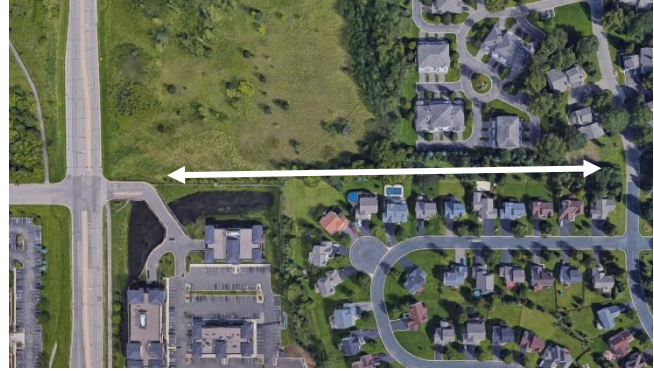
METRO Gold Line Station Typologies Map

## Project Details

- 2 miles of new paved bike and pedestrian trails connections
- Direct connection to BRT stations (2024) and Bus Rapid Transit Oriented Development (BRTOD)
- In 2012, a fatal pedestrian crash and a severe injury pedestrian crash occurred in the project area
- Federal Request: \$686,700 + Local Match: \$171,675 = Total project cost: \$858,375

# Gold Line Station Trail & Pedestrian Connections

## Existing Conditions Photos

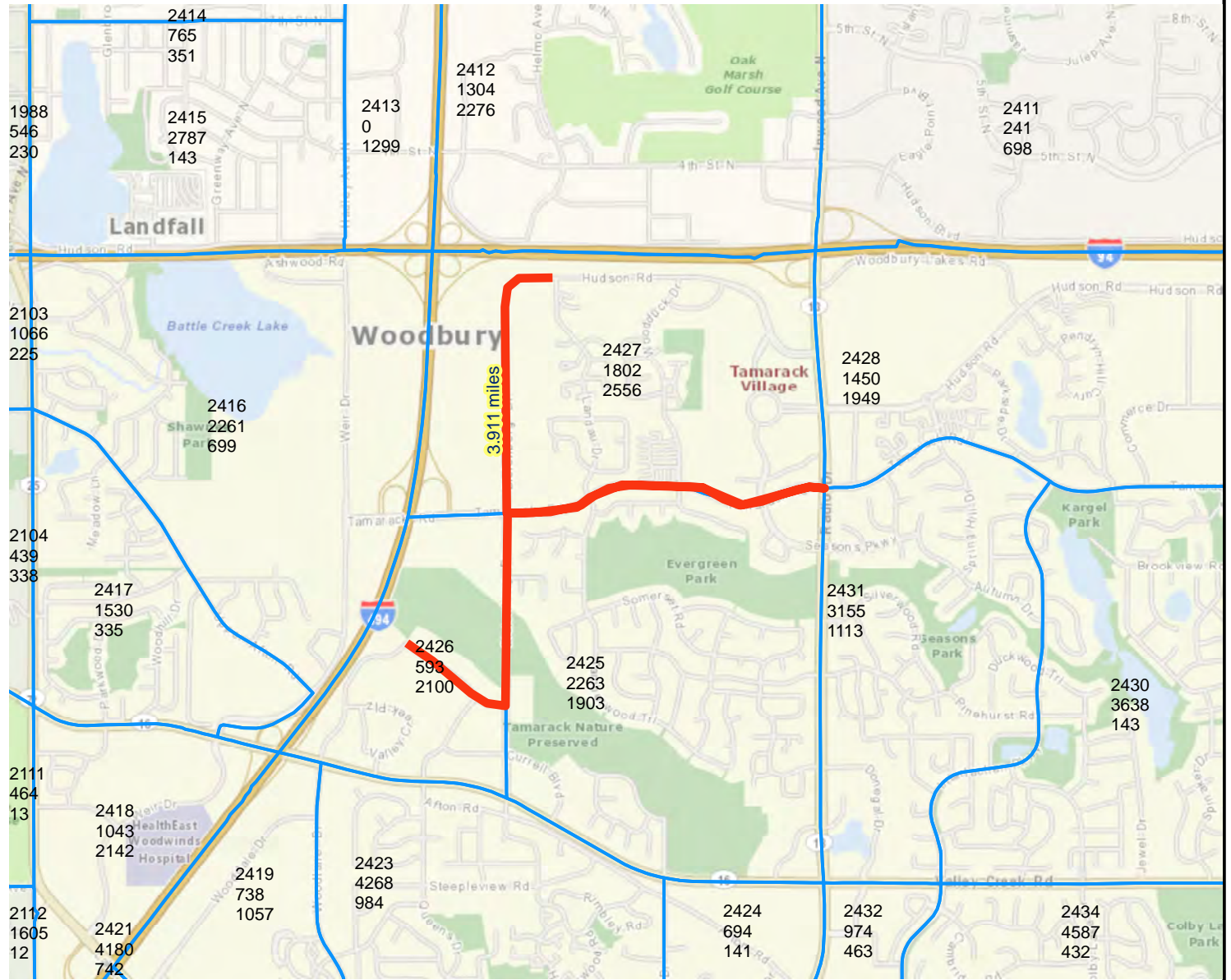


**Location from top left:** South side of Hudson Road from Bielenberg Dr to Landau Dr; New connector from Bielenberg to Landau Dr; North side of Tamarack Rd from Bielenberg Dr to Landau Drive; West side of Bielenberg Dr from Tamarack Rd to Nature Path; North side of Guider Dr from Bielenberg Dt to Gold Line Woodbury Park & Ride.

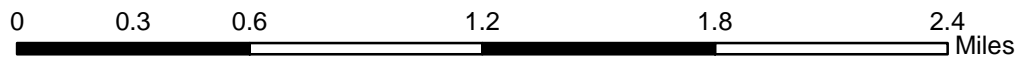
# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 28532  
 Total Employment: 19889



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/7/2020  
 LandscapeRSA4



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

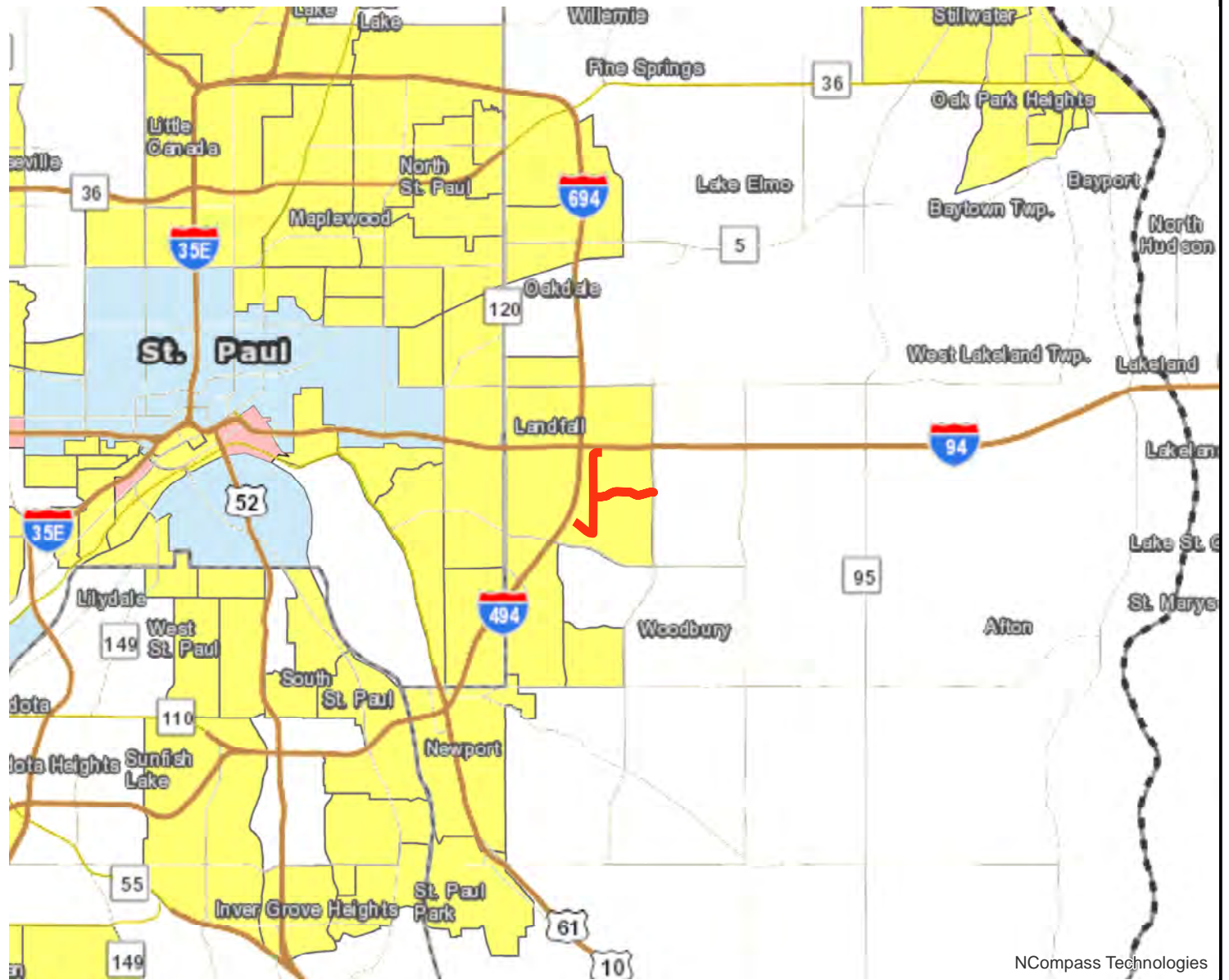


# Socio-Economic Conditions

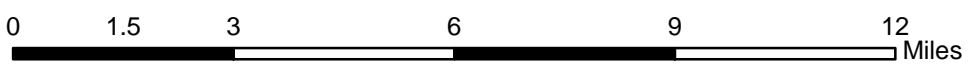
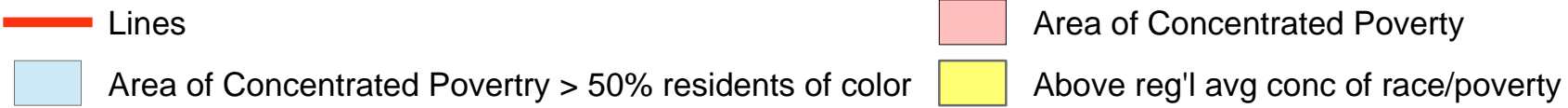
## Results

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

Tracts within half-mile:  
70910 71001 71006  
71010 71012 71013



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LandscapeRSA2



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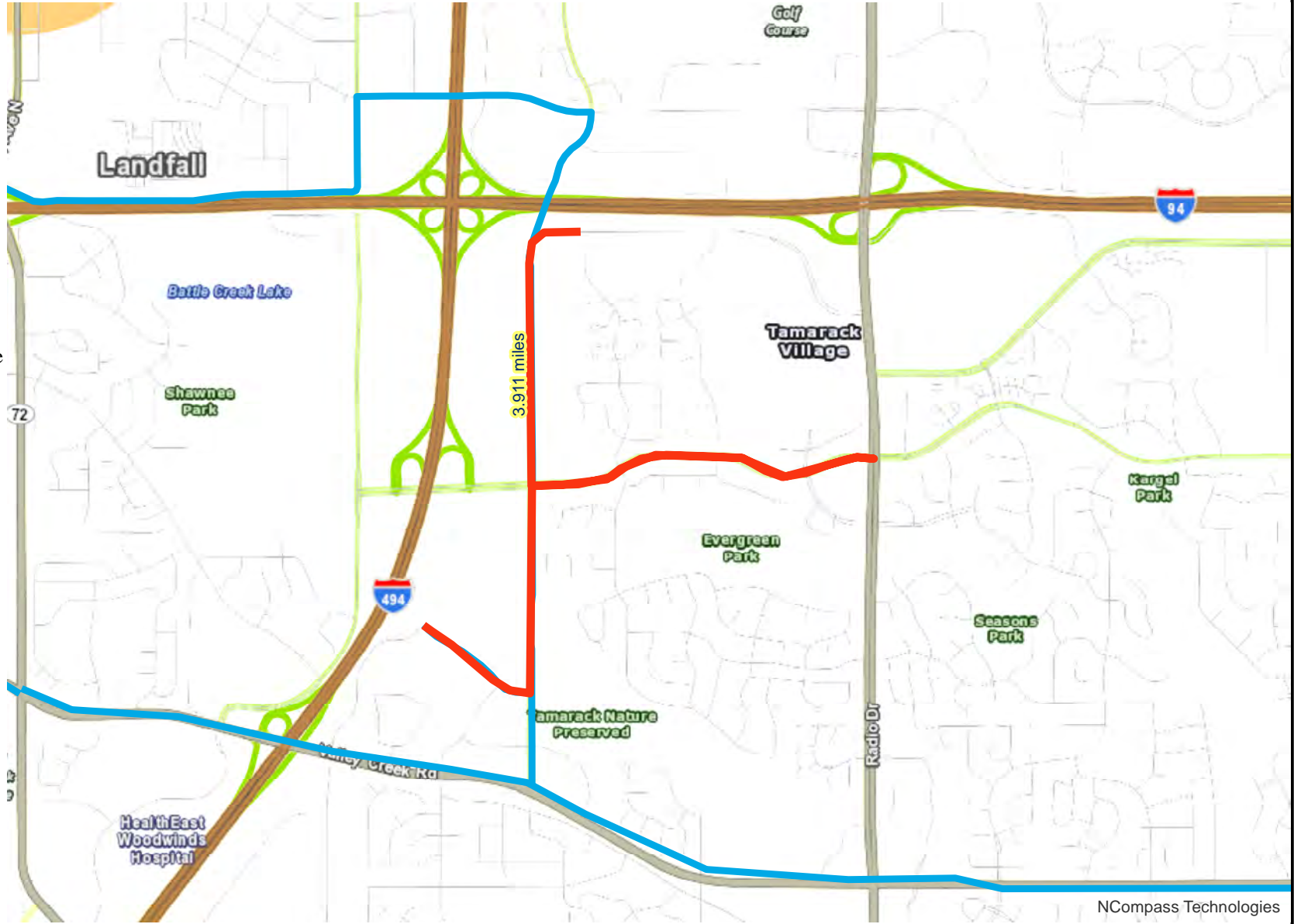




# Project to RBTN Orientation

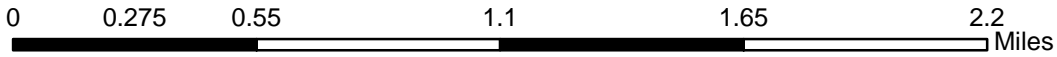
## Results

Project **NOT IN** Regn'l Bicycle Transportation Corridor.



NCompass Technologies

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



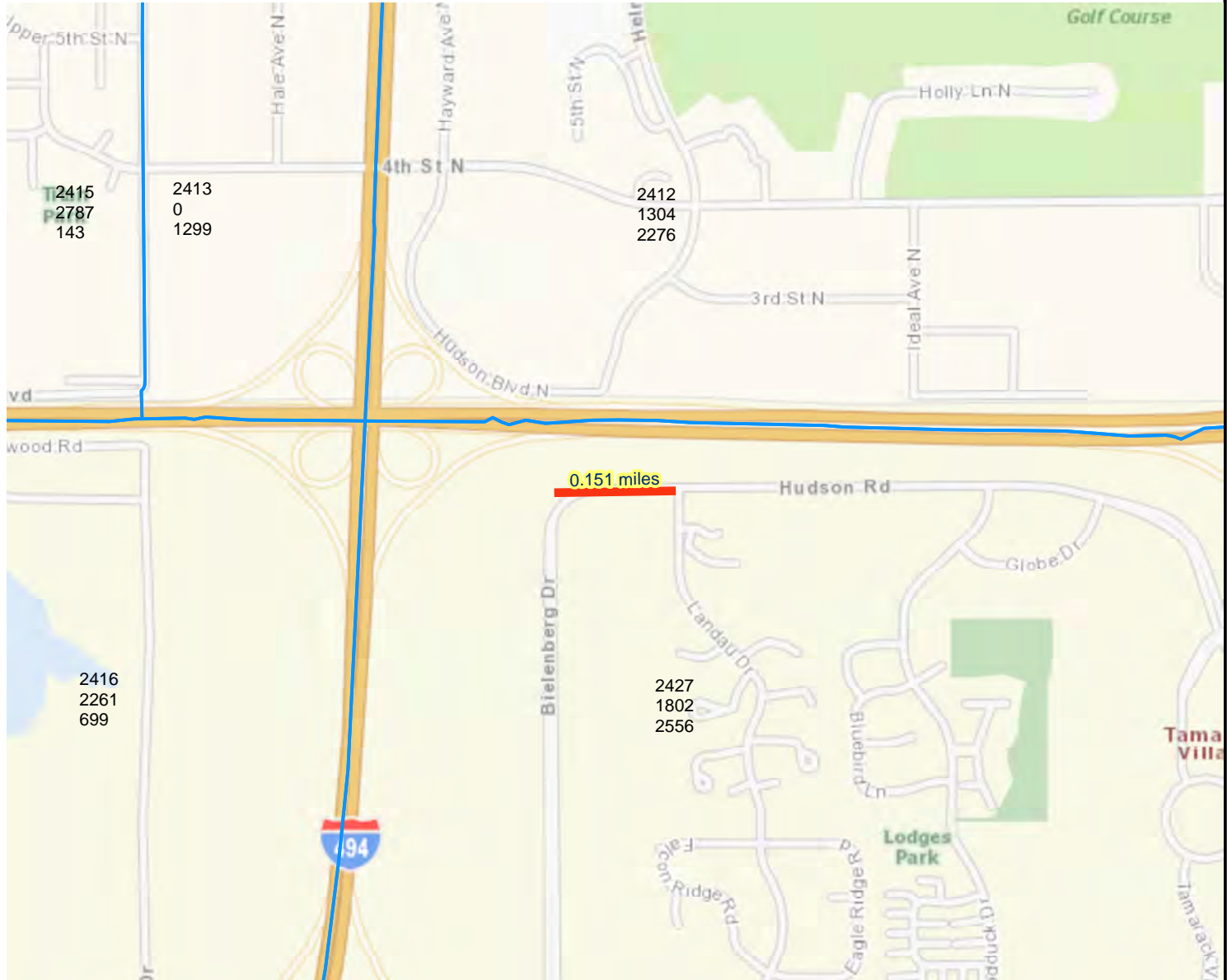
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For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



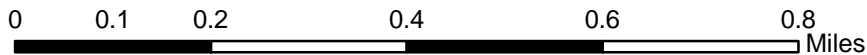
# Population/Employment Summary



## Results

Within ONE Mile of project:  
 Total Population: 13466  
 Total Employment: 13974

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



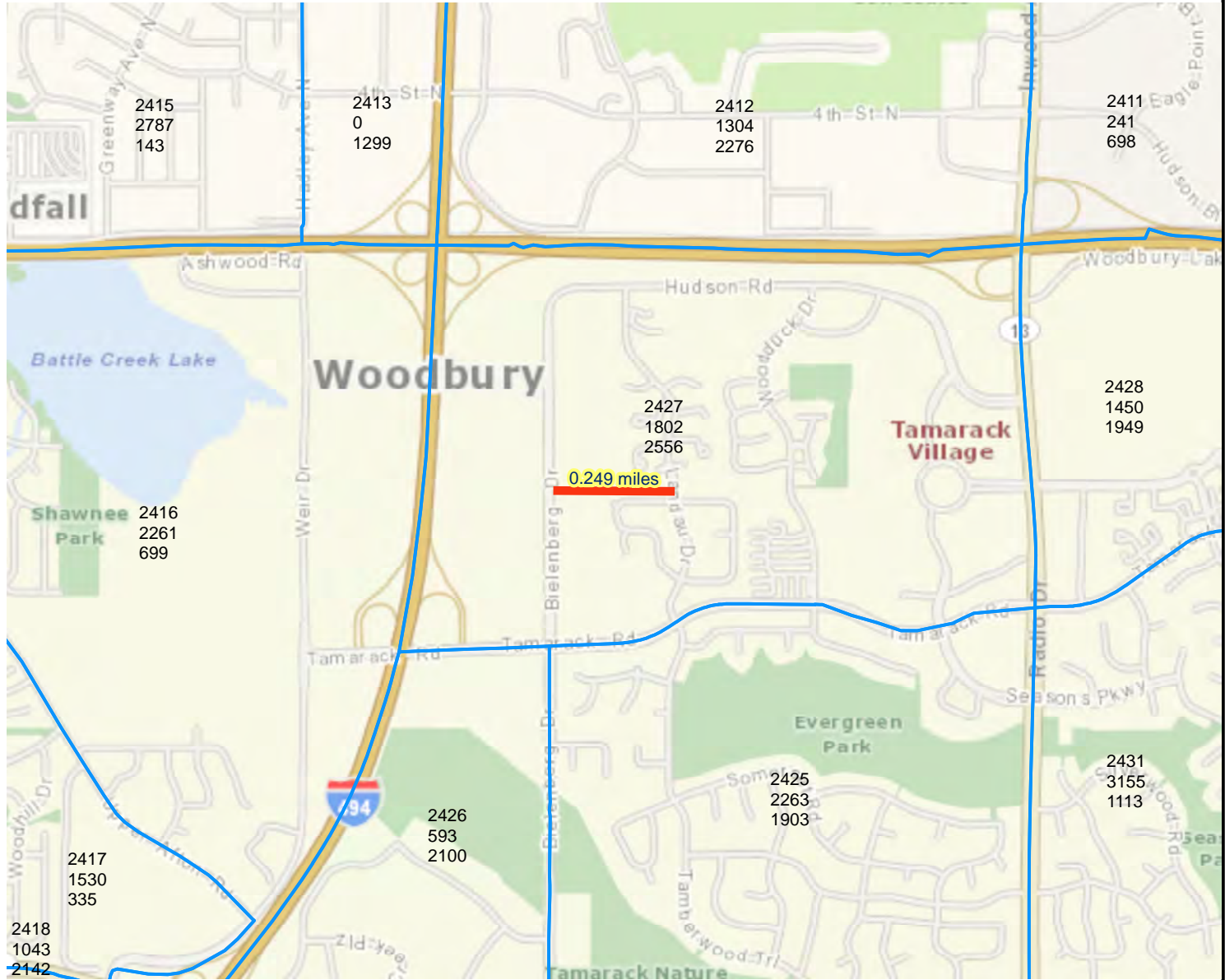
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 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# Population/Employment Summary



## Results

Within ONE Mile of project:  
 Total Population: 15856  
 Total Employment: 14736

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/27/2020  
 LandscapeRSA4



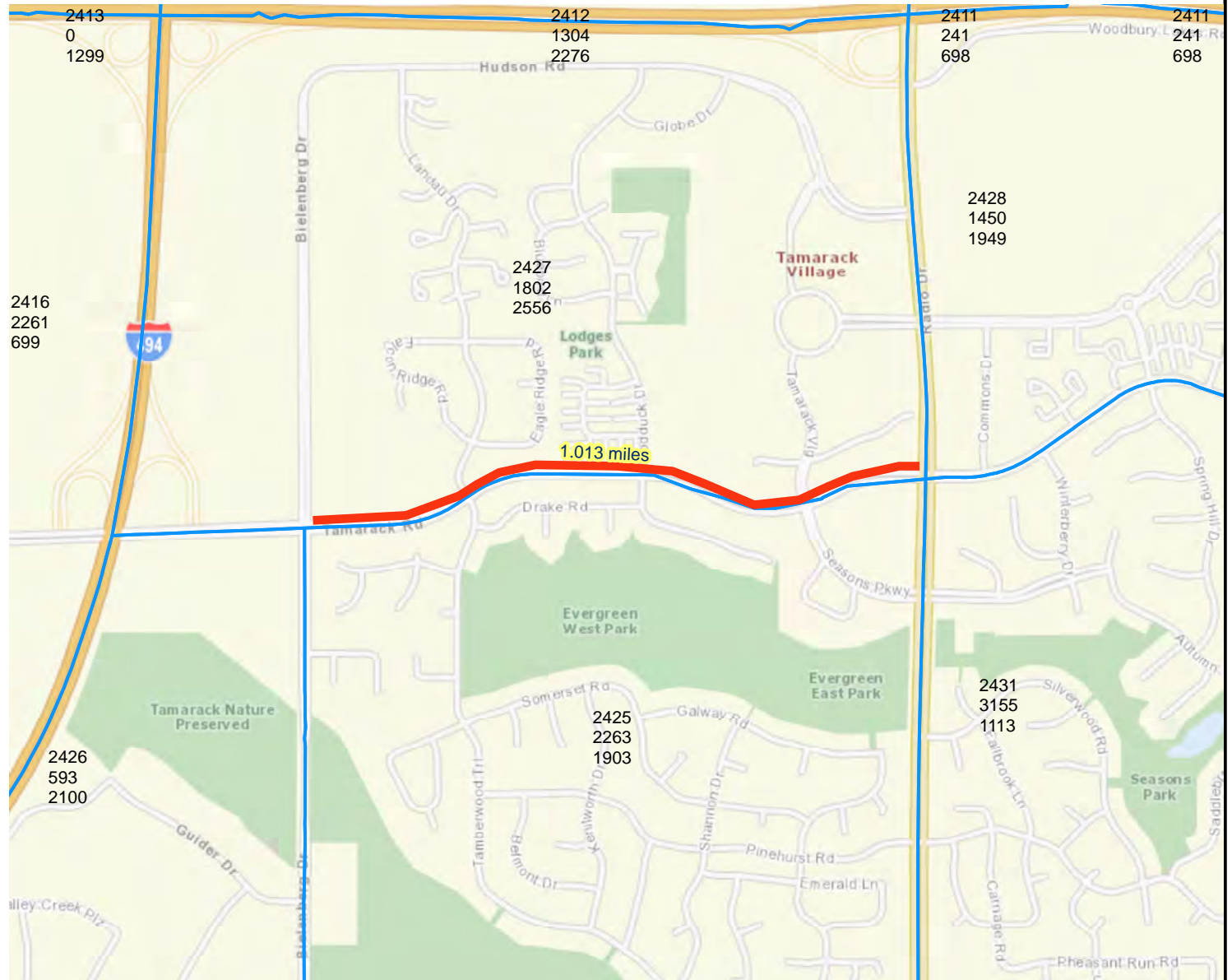
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>




# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 26030  
 Total Employment: 17255



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/7/2020  
 LandscapeRSA4



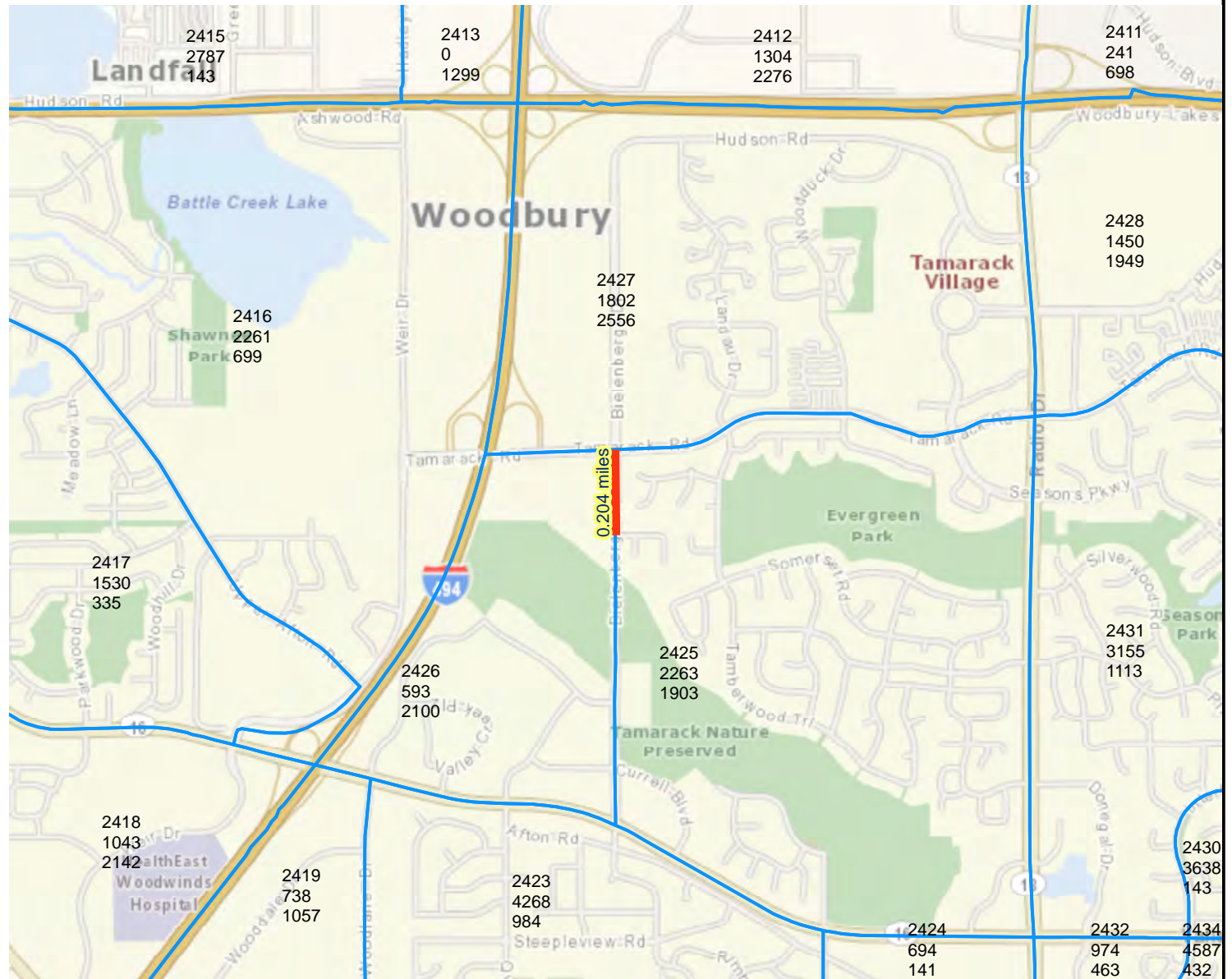
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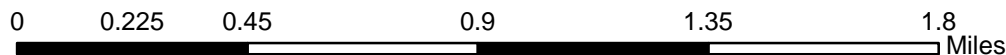
# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 21744  
 Total Employment: 16607



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



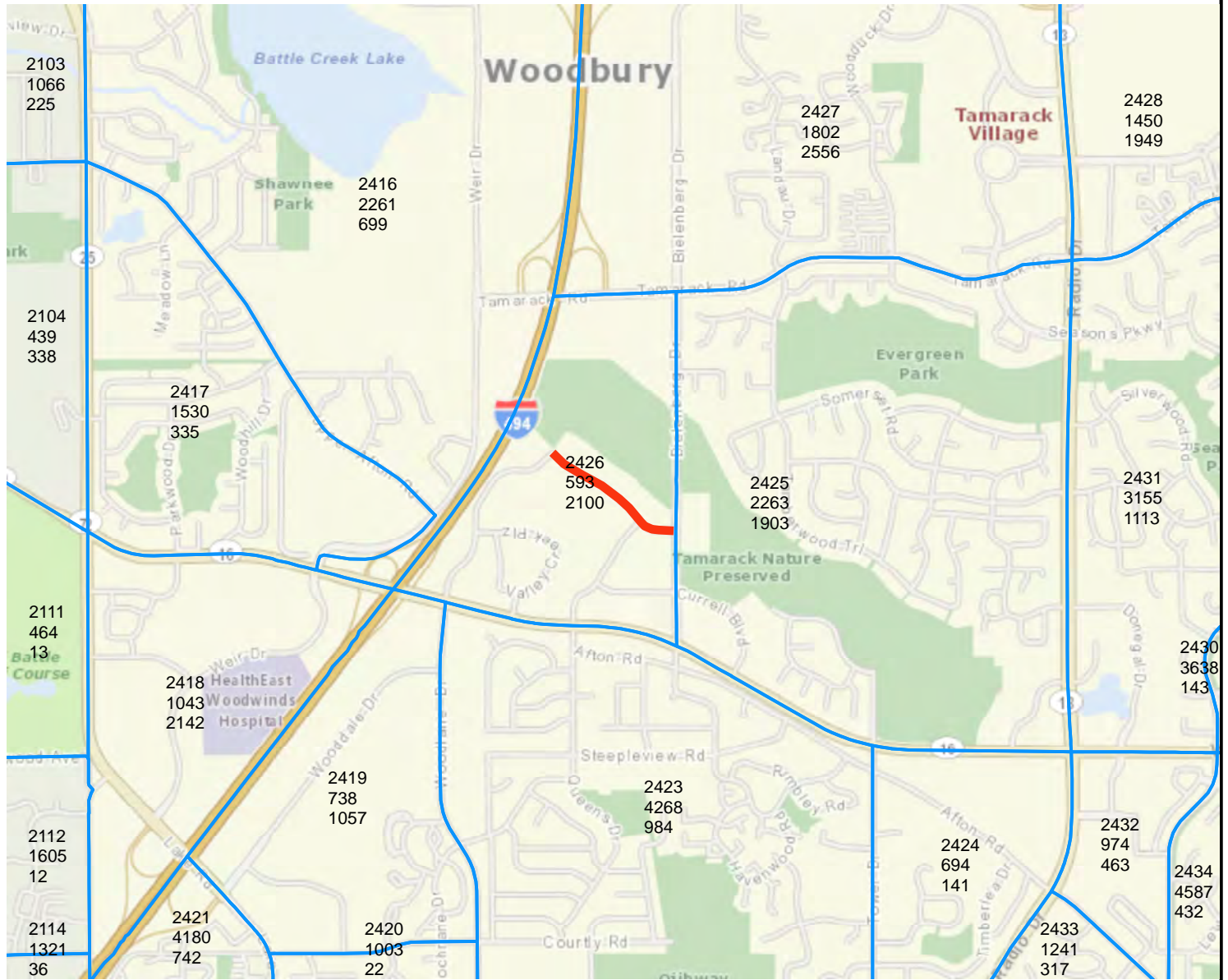
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# Population/Employment Summary



## Results

Within ONE Mile of project:  
 Total Population: 18347  
 Total Employment: 13030

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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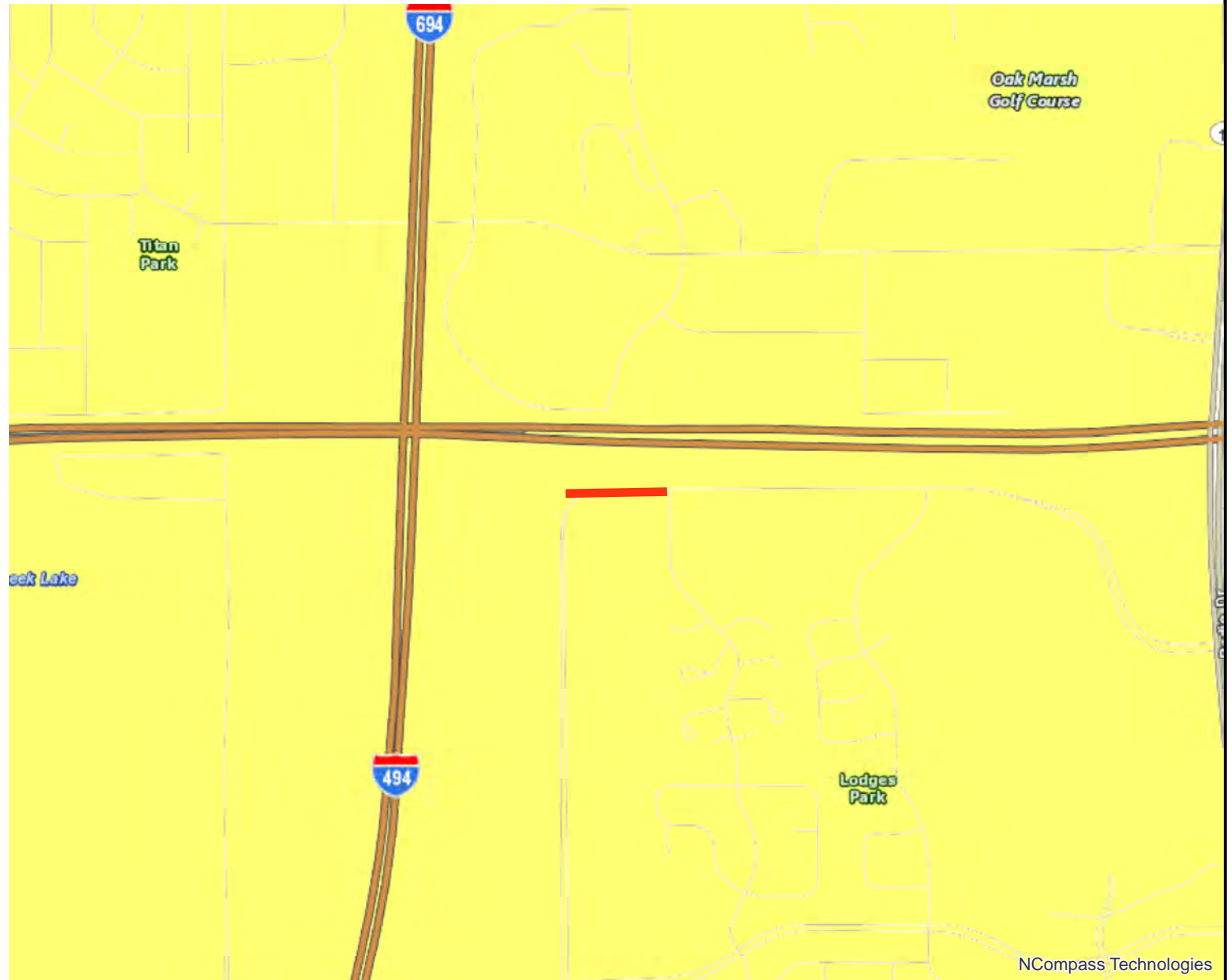


# Socio-Economic Conditions

## 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: 70910 71001 71006



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 5/7/2020  
LandscapeRSA2



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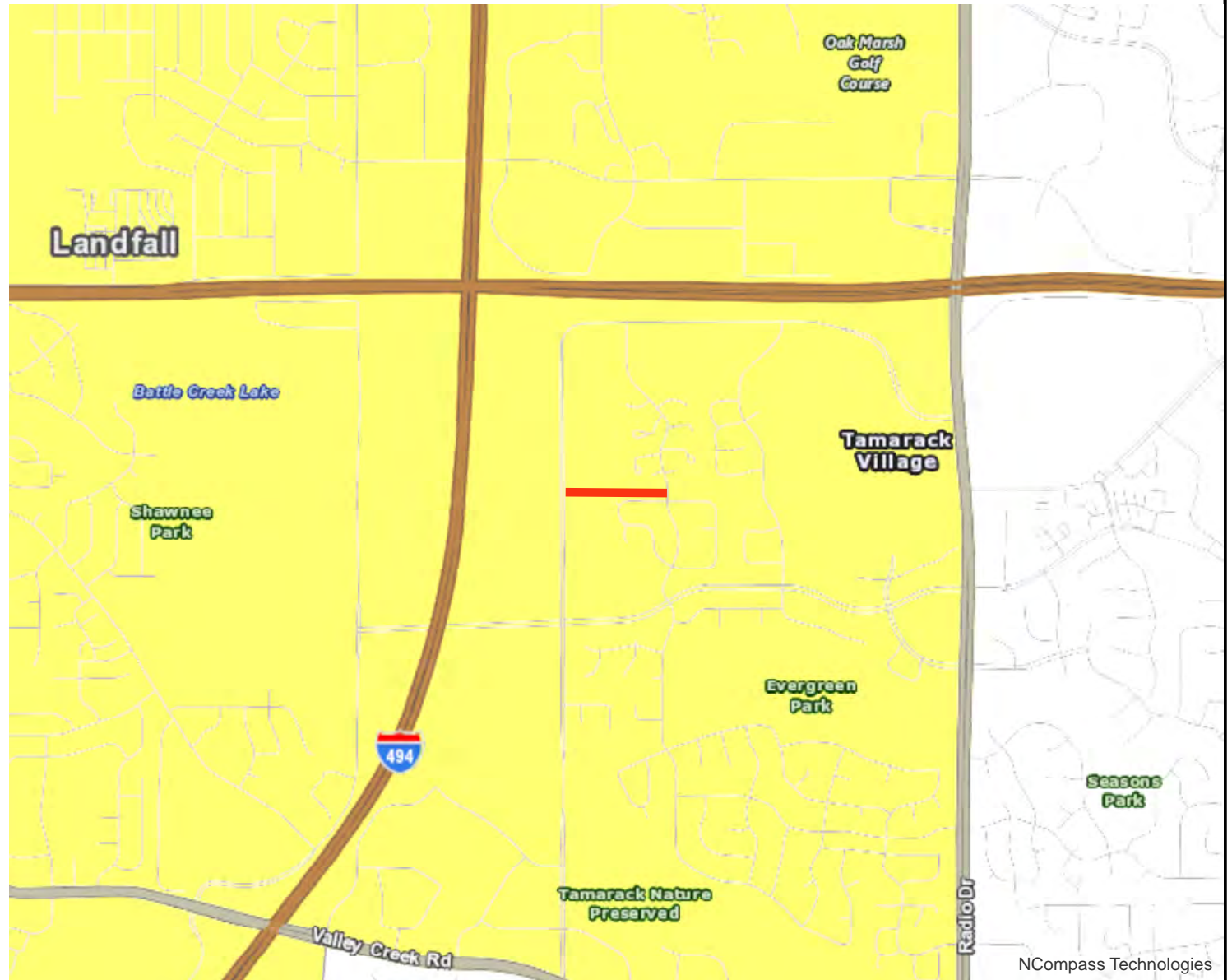


# Socio-Economic Conditions

## 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: 71001 71006



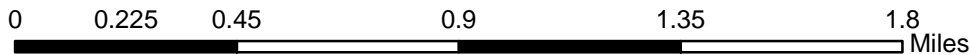
NCompass Technologies

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

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Created: 4/27/2020  
LandscapeRSA2



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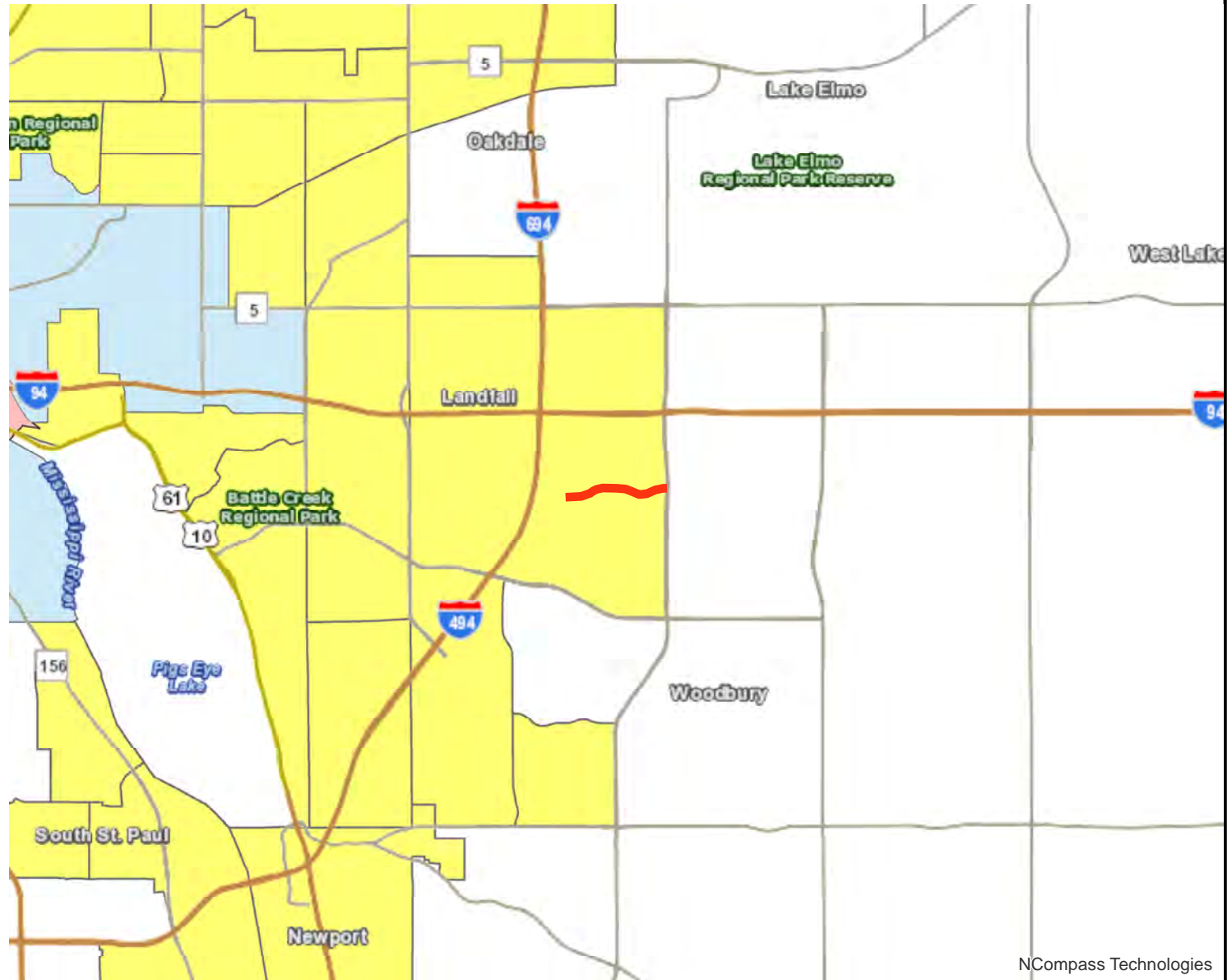


# Socio-Economic Conditions





## Results

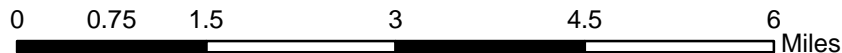
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile:  
71001 71006 71010



NCompass Technologies

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



Created: 5/7/2020  
LandscapeRSA2



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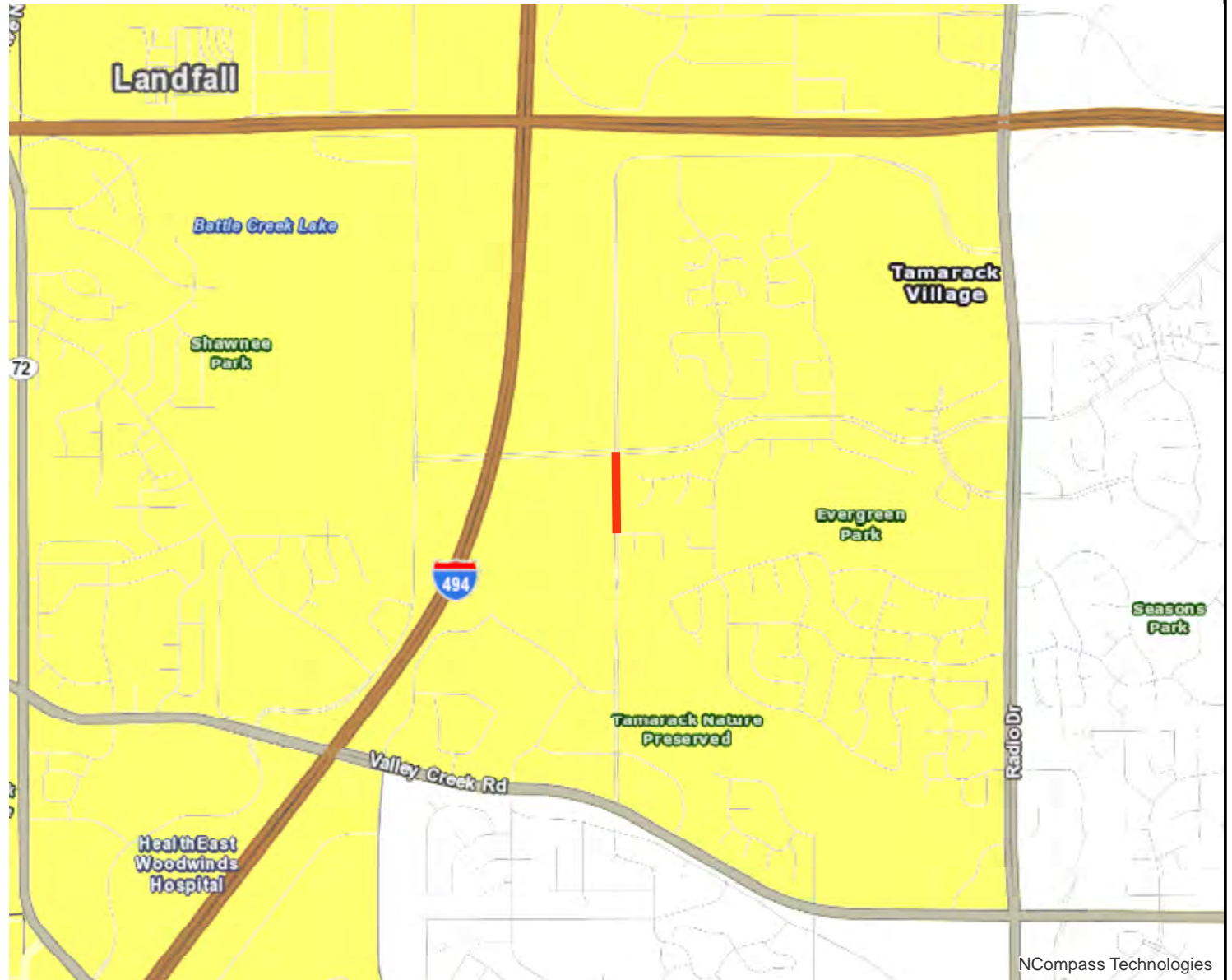


# Socio-Economic Conditions





## 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: 71001 71006



NCompass Technologies

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



Created: 4/27/2020  
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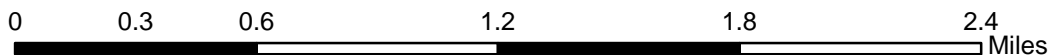
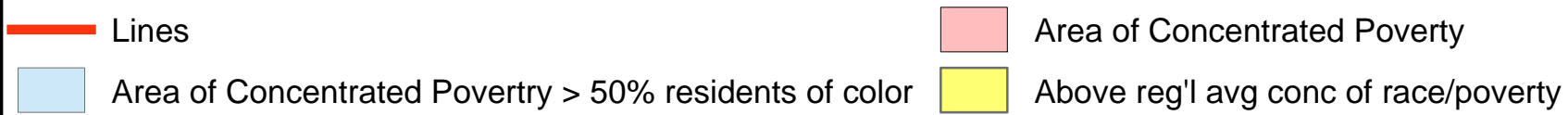
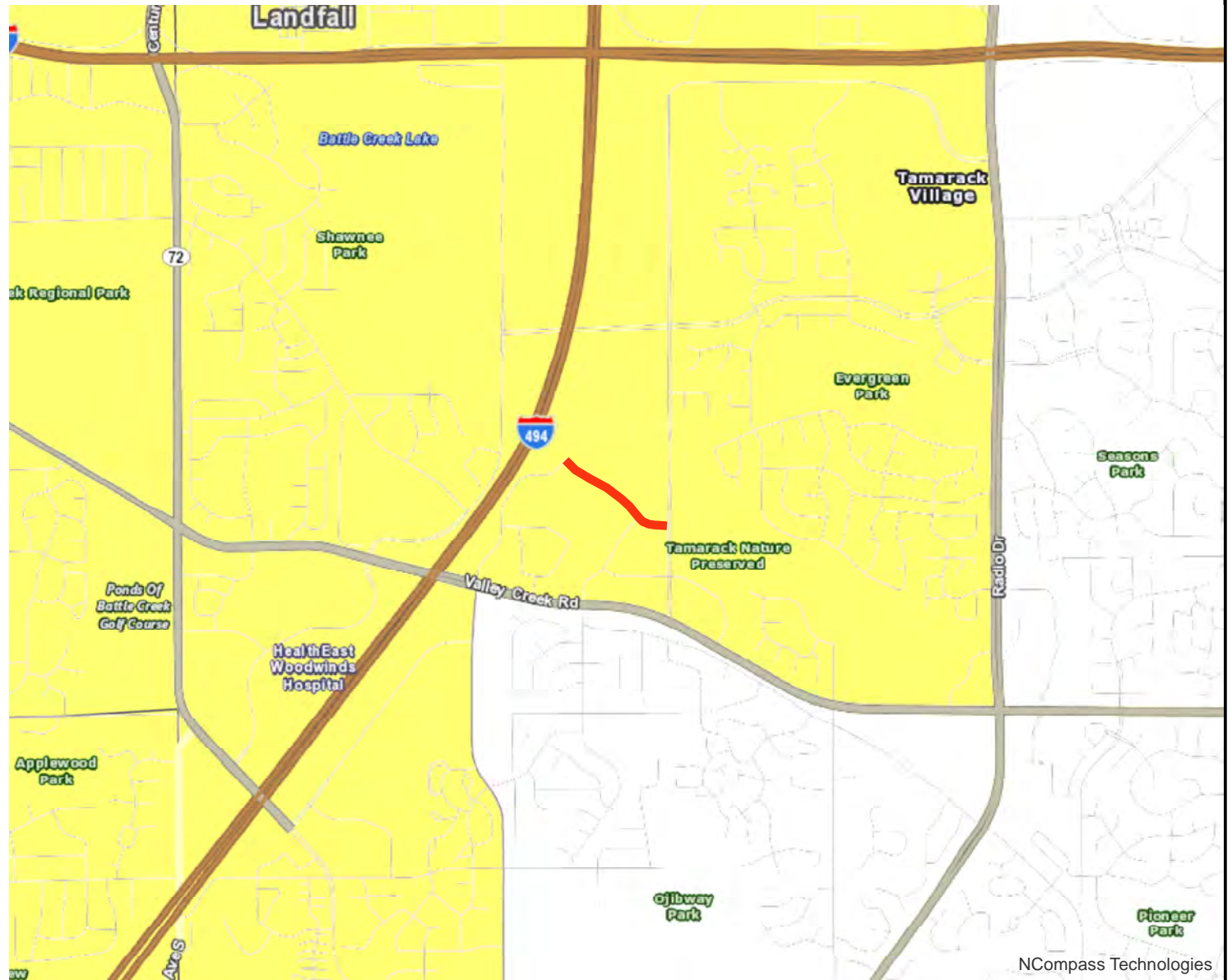


# Socio-Economic Conditions

## 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:  
71001 71006 71012  
71013



Created: 4/27/2020  
LandscapeRSA2



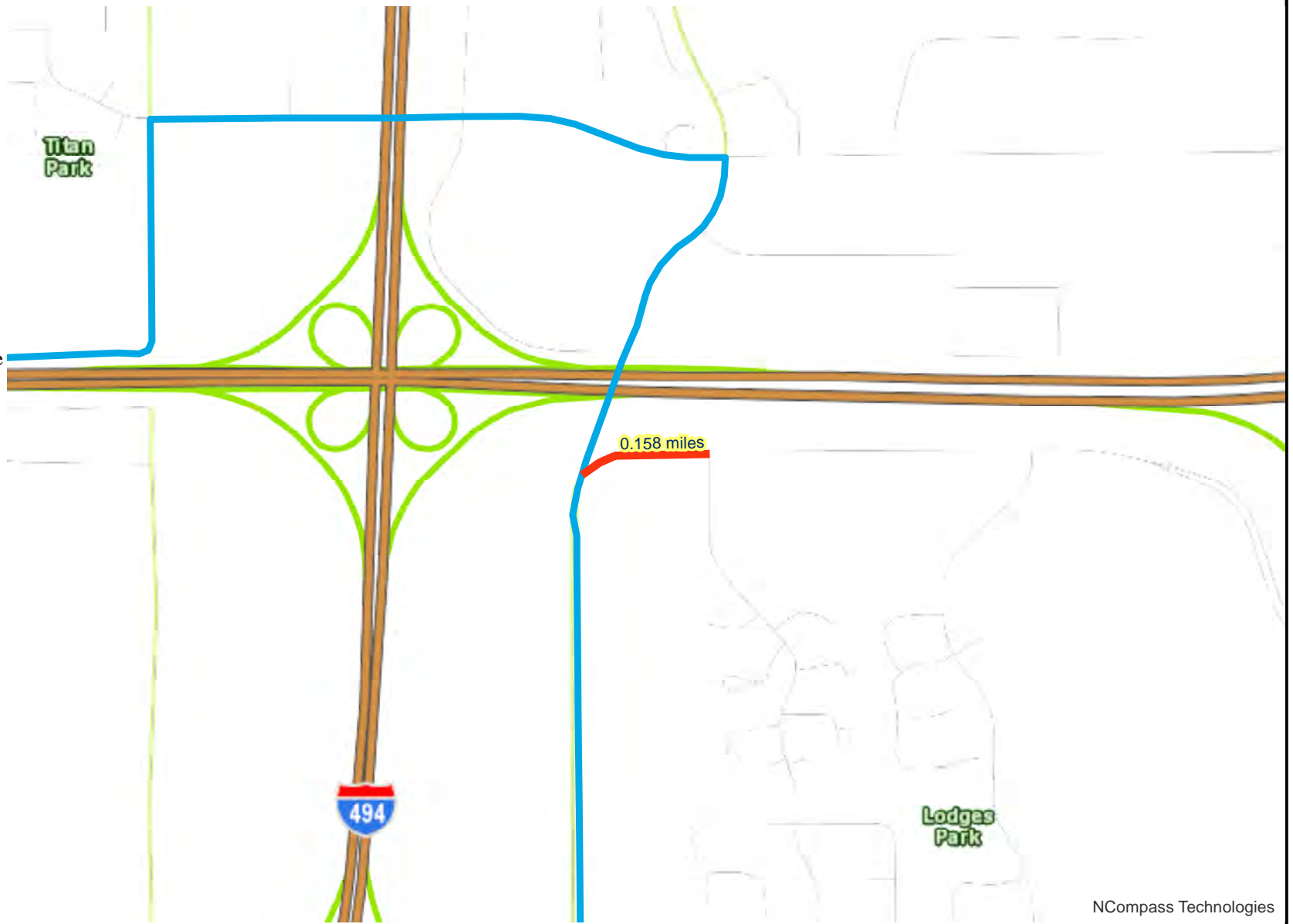
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# Project to RBTN Orientation

## Results

Project **NOT IN** Reg'n'l Bicycle Transportation Corridor.



NCompass Technologies

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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/27/2020  
LandscapeRSA6



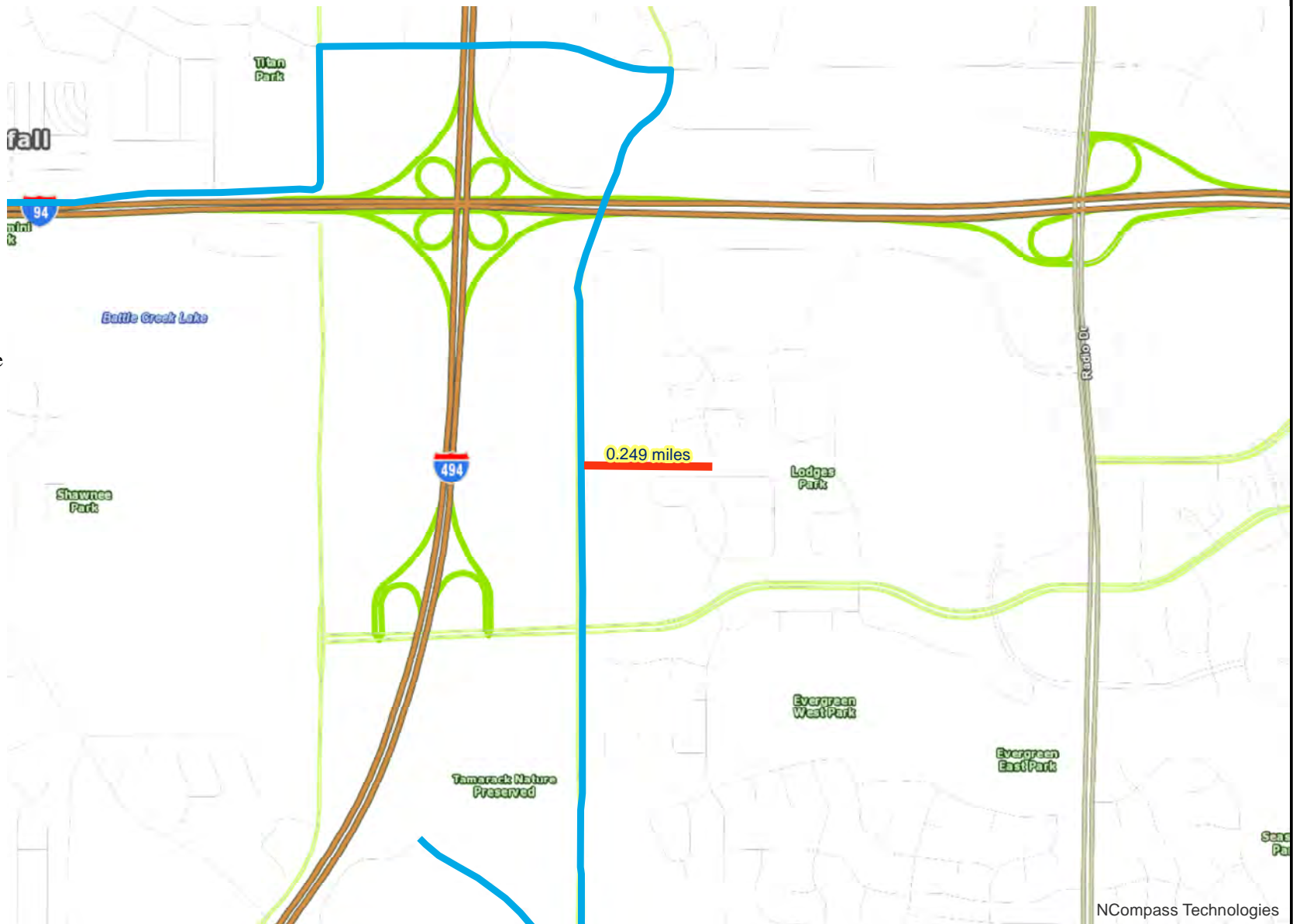
For complete disclaimer of accuracy, please visit  
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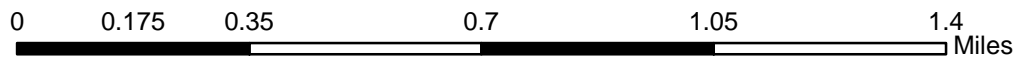
# Project to RBTN Orientation

## Results

Project **NOT IN** Reg'n'l Bicycle Transportation Corridor.



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



Created: 4/27/2020  
LandscapeRSA6



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

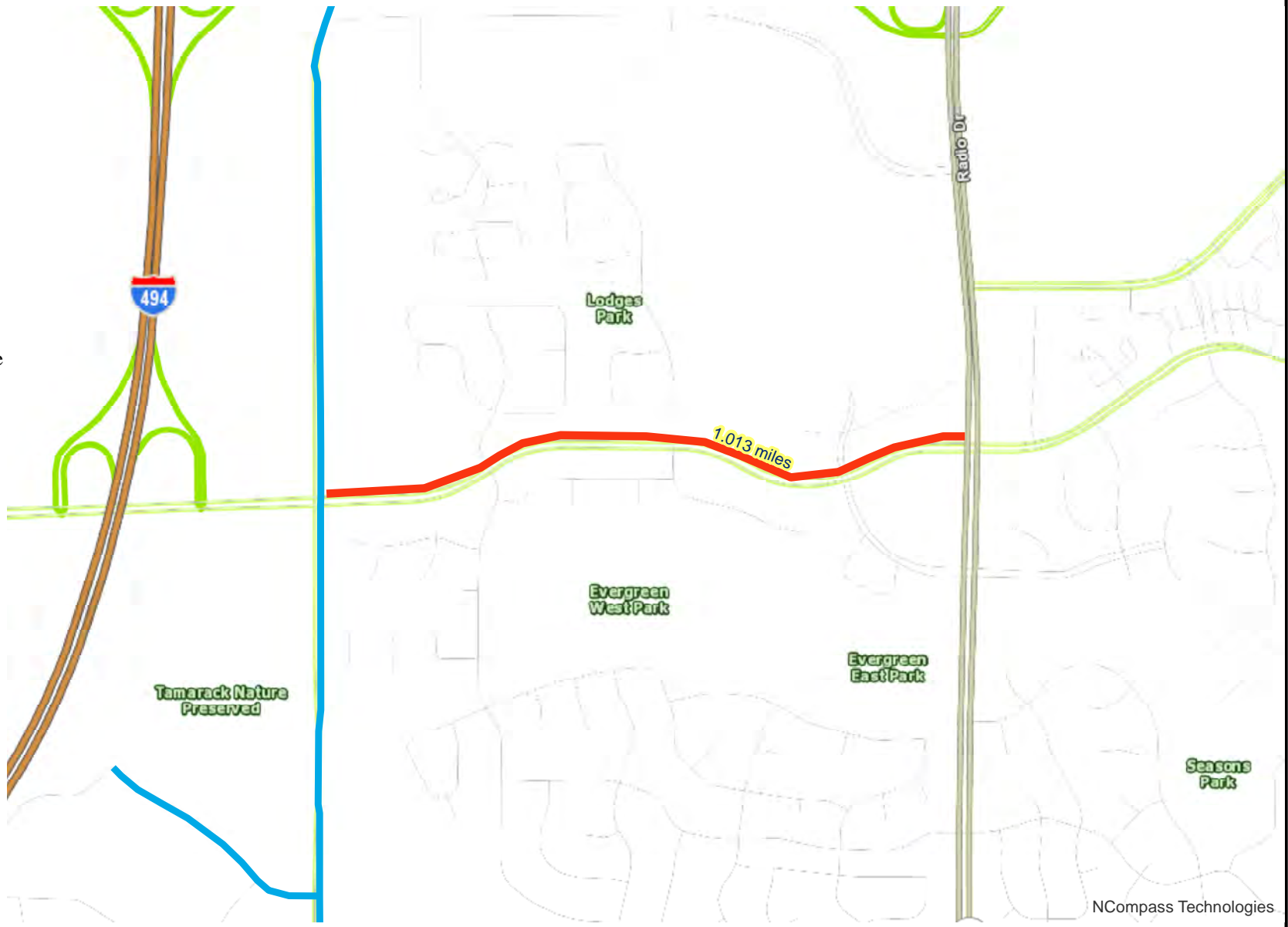


NCompass Technologies

# Project to RBTN Orientation

## Results

Project **NOT IN** Regn'l Bicycle Transportation Corridor.



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



Created: 5/7/2020  
LandscapeRSA6



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

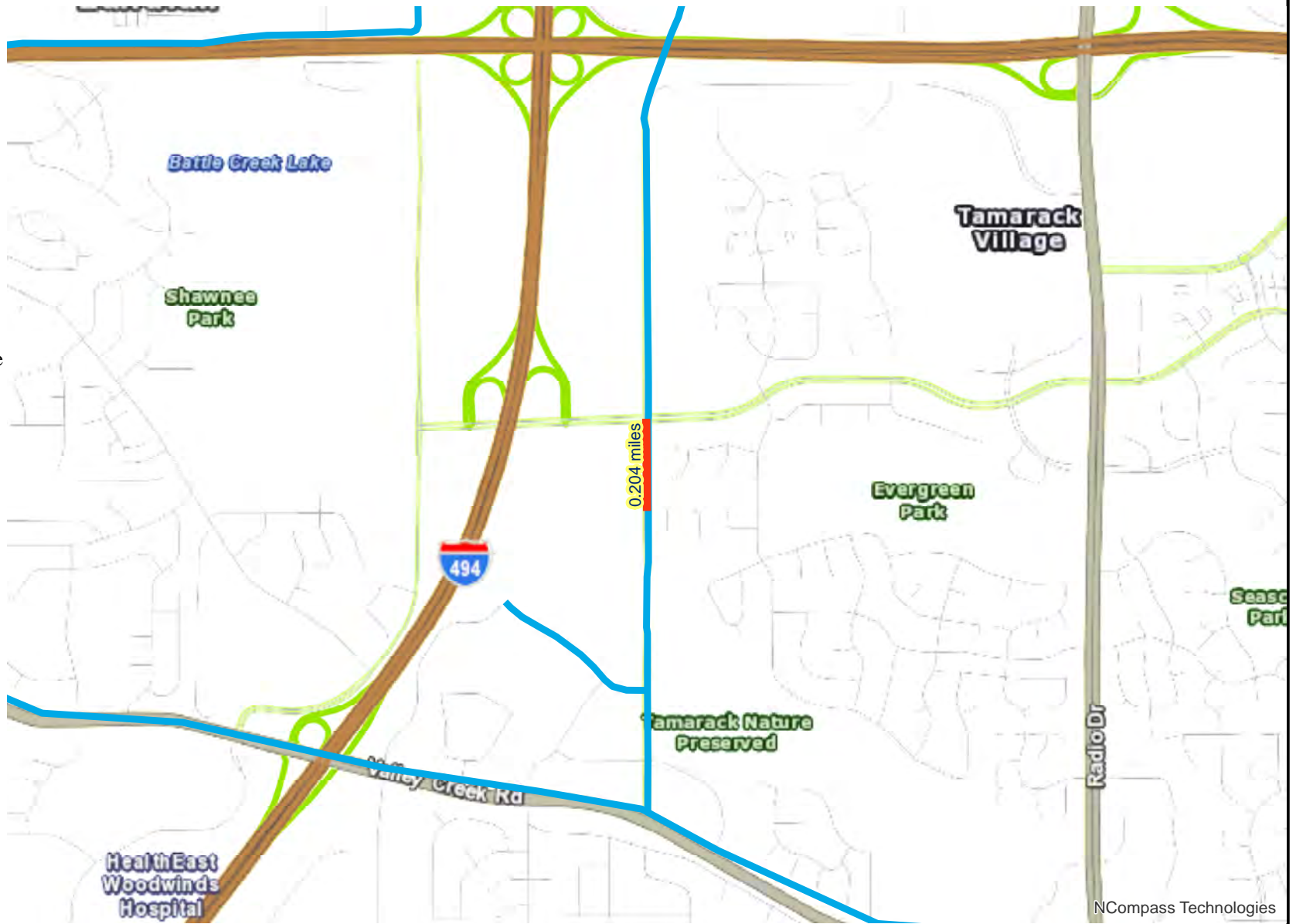


NCompass Technologies

# Project to RBTN Orientation

## Results

Project **NOT IN** Reg'n'l Bicycle Transportation Corridor.



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



Created: 4/27/2020  
LandscapeRSA6



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

NCompass Technologies

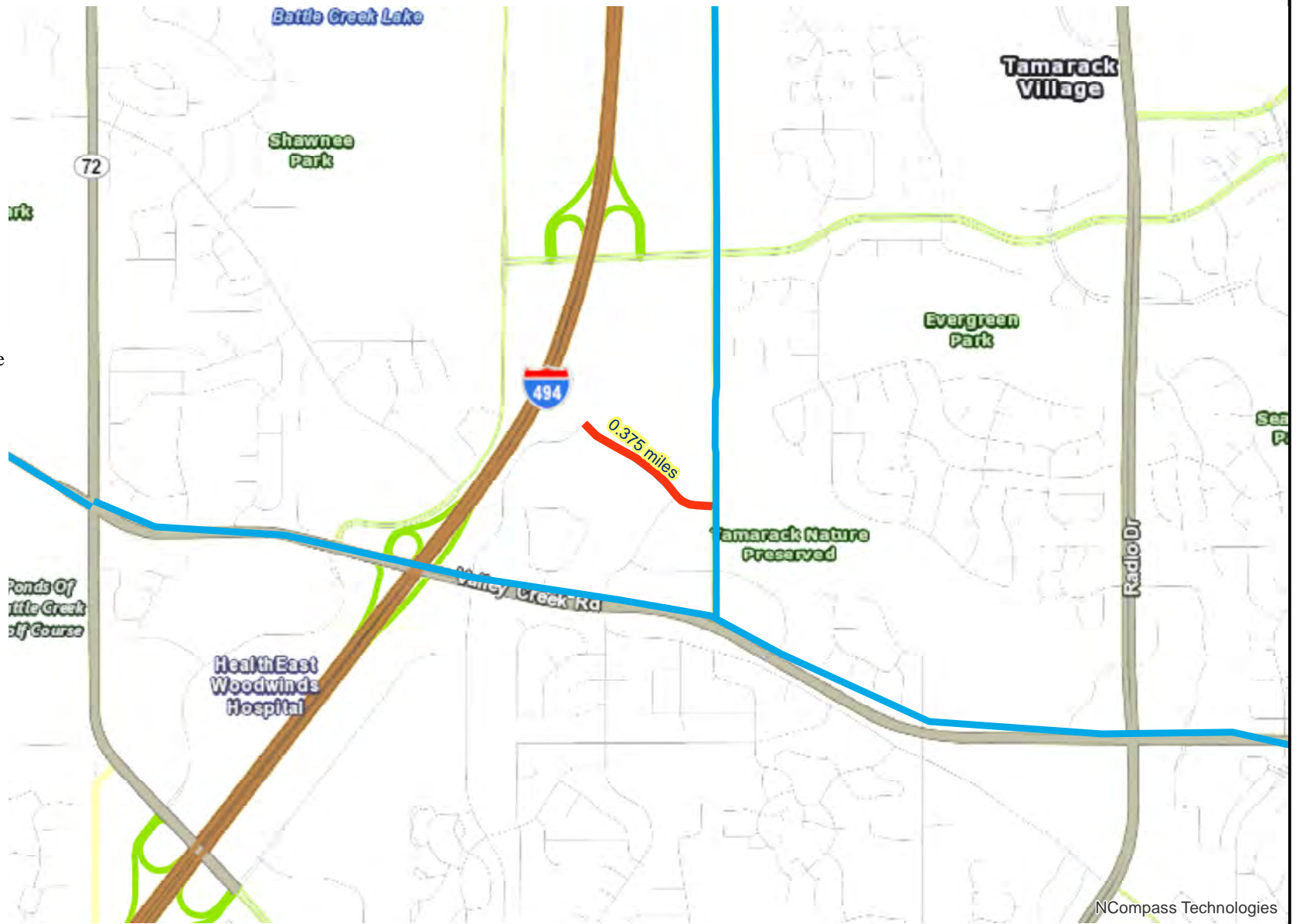


# Project to RBTN Orientation

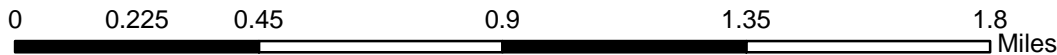
Multiuse Trails and Bicycle Facilities Project: Gold Line Pedestrian Connections - Guider Drive | Map ID: 1588004635545

## Results

Project NOT IN Reg'n'l Bicycle Transportation Corridor.



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



Created: 4/27/2020  
LandscapeRSA6



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



INCompass Technologies





8301 Valley Creek Road • Woodbury, MN 55125-3330 • woodburymn.gov  
(651) 714-3500 • TDD (651) 714-3568 • FAX (651) 714-3501

May 14, 2020

Tony Kutzke  
City Engineer  
City of Woodbury  
8301 Valley Creek Road  
Woodbury, MN 55125

RE: Commitment to year-round maintenance for City of Woodbury Gold Line Local Trail Improvements

Dear Tony Kutzke,

This is written confirmation that the City of Woodbury Public Works Department is committed to maintaining the pedestrian facilities proposed by the Gold Line Station Local Trail Improvements project year-round per the City's Snow and Ice Control Policy. The Public Works Department recognizes the local and regional importance of the proposed trails and is dedicated to keeping them accessible throughout their lifespan.

The proposed project will provide access to the planned Gold Line BRT stations within the City of Woodbury by developing trail and pedestrian facilities along the following roadways:

- Landau to Bielenberg Trail,
- Westside Bielenberg Drive from Tamarack Road to Stephens Way,
- Tamarack Road North side from Bielenberg Drive to Landau Drive,
- Trails along Guider Drive,
- South side of Hudson Road from Bielenberg Drive to Landau Drive,
- and all other pedestrian connections identified in station area master planning process.

The applications have been approved by the Woodbury City Council and are supported by the Public Works Department. We appreciate the City's dedication to improving the region's transportation system and look forward to doing our part to maintain it.

Sincerely,

*Mary Hurliman*

Mary Hurliman  
Public Works Director  
City of Woodbury

Date

Tony Kutzke  
City Engineer  
City of Woodbury  
8301 Valley Creek Road  
Woodbury, MN 55125

RE: Support for City of Woodbury application for 2020 Regional Solicitation dollars

Dear Mr. Kutzke,

The Woodbury Area Chamber of Commerce extends our support for Woodbury's application for dollars from the 2020 Regional Solicitation. We understand the complexities of the various funding streams for transportation projects and support efforts to allocate these federal funds in our community.

The mission of the Woodbury Area Chamber is to promote the spirit of the Woodbury Area, enhance a progressive business environment and serve as the business voice of the community. An important aspect of a healthy economy is a robust, diverse, and interconnected transportation system. Woodbury's proposal seeking federal transportation dollars via the Met Council's 2020 Regional Solicitation to bolster the proposed Metro Gold Line BRT Station trail and pedestrian connections makes good business sense to our members as it will help eliminate transportation barriers and make it easier for local businesses to access the regional labor force.

The Gold Line BRT will bring exciting opportunities for both commercial and residential development to the City of Woodbury. Our vision is a higher standard of living and quality of life for the citizens of the Woodbury Area by via a prosperous and vibrant business community. The proposed trail connections along the Gold line corridor provides direct access to several of Woodbury's top employment centers and the Woodbury Area Chamber of Commerce believes this project will provide beneficial enhancements to our local transportation system.

For reasons above, the Woodbury Area Chamber of Commerce fully supports the development of trails connecting residents and area employees to the Tamarack and Woodbury Theater Gold Line BRT stations and looks forward to seeing the benefits this will provide to our community. We commend the City for finding ways to make our transportation system healthier and more efficient.

Sincerely,

*Laurie Staiger*  
Laurie Staiger,  
President

May 12, 2020

Tony Kutzke  
City Engineer  
City of Woodbury  
8301 Valley Creek Road  
Woodbury, MN 55125

RE: Support for City of Woodbury Gold Line Local Trail Improvements

Dear Tony Kutzke,

Thank you for your dedication to providing diverse transportation options for the City of Woodbury and Twin Cities residents. Metro Transit fully supports the Gold Line BRT Station trail and pedestrian connections proposed by the City of Woodbury because it aligns with our vision of a healthy, active, and connected Twin Cities region. Metro Transit is committed to bringing alternative forms of transportation to our cities and towns, and we commend the City of Woodbury for assisting us in this mission.

As you know, the City of Woodbury's Gold Line Station trail and pedestrian connections project will provide residents and employees in the area with direct trail and pedestrian connections to the Gold Line BRT. The Tamarack Station and Woodbury Theater station currently serve two million sq. ft. of existing commercial uses and thousands of homes in the area. This project will provide each these businesses, employees, and residents with continuous access to the region's greater transportation network provided by Metro Transit. It will also increase ridership in the area and allow us to expand the transportation network in the future.

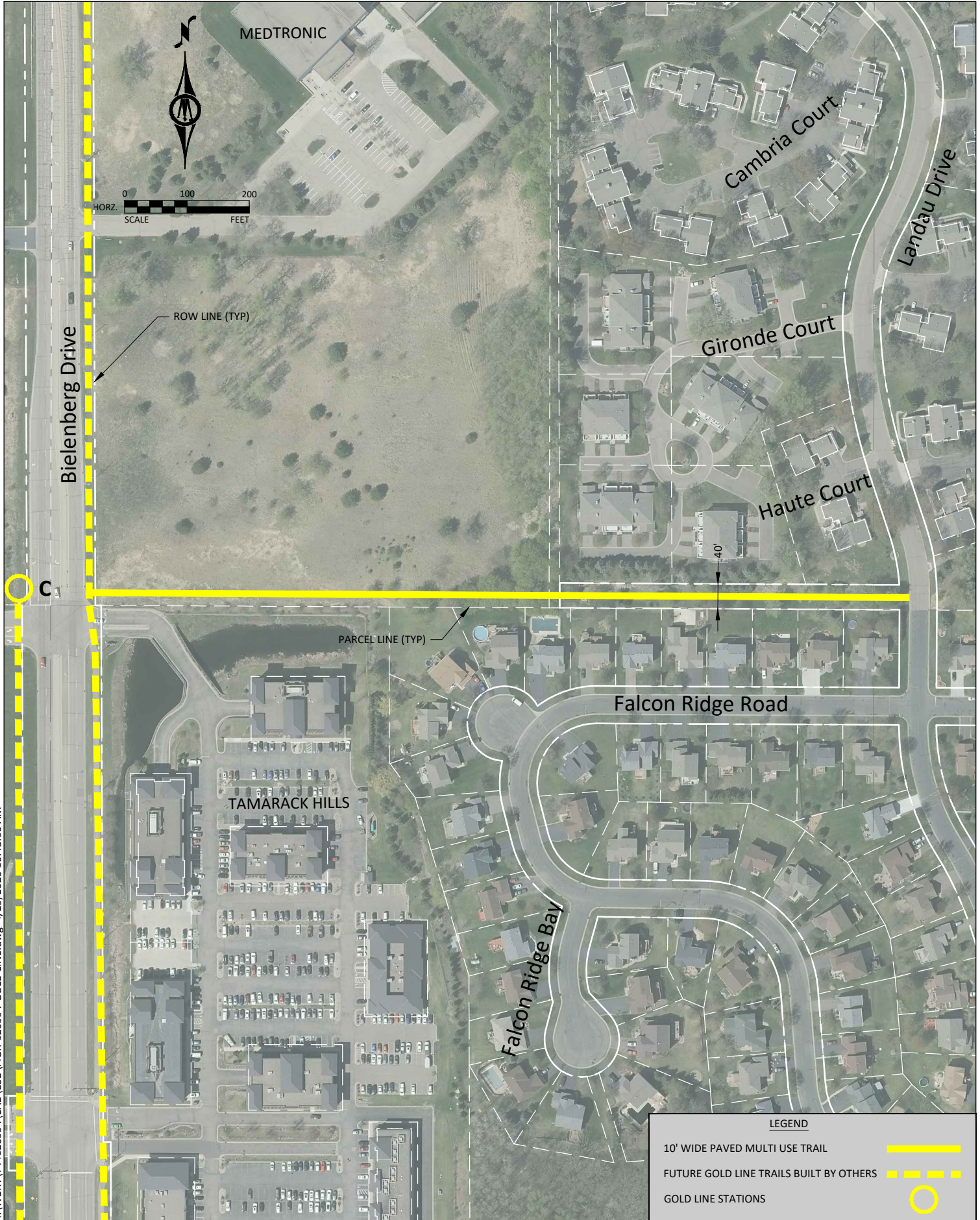
For the reasons above, Metro Transit is excited to support the Gold Line Station trail and pedestrian connections project proposed by the City of Woodbury. Providing comprehensive access to efficient transportation options for all Twin Cities residents is a collective effort that cannot be completed by one city or agency. We are thankful for the City of Woodbury's support in this mission.

Sincerely,

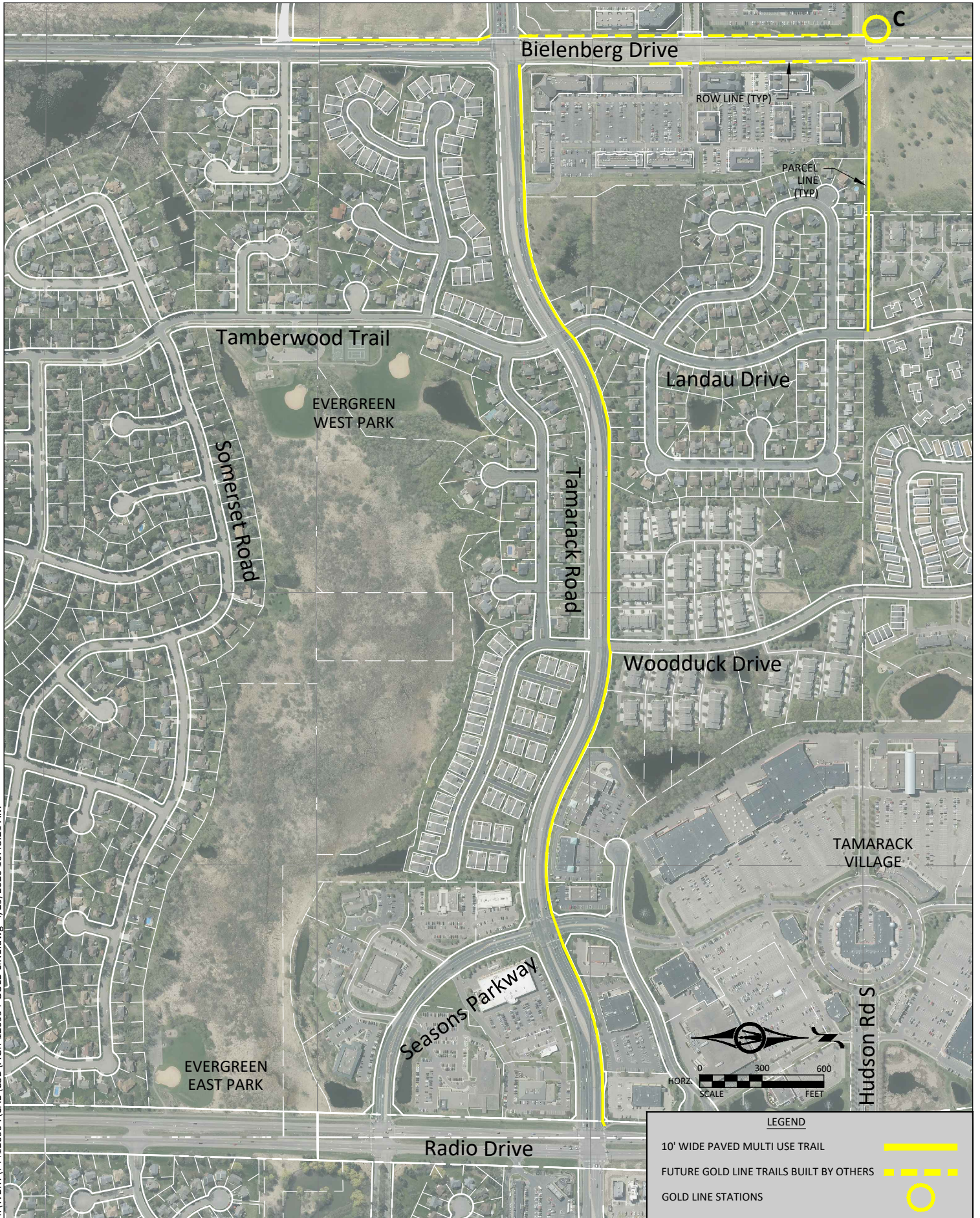


Christine Beckwith  
Assistant Director of BRT Projects  
Gold Line Project Director  
Metro Transit

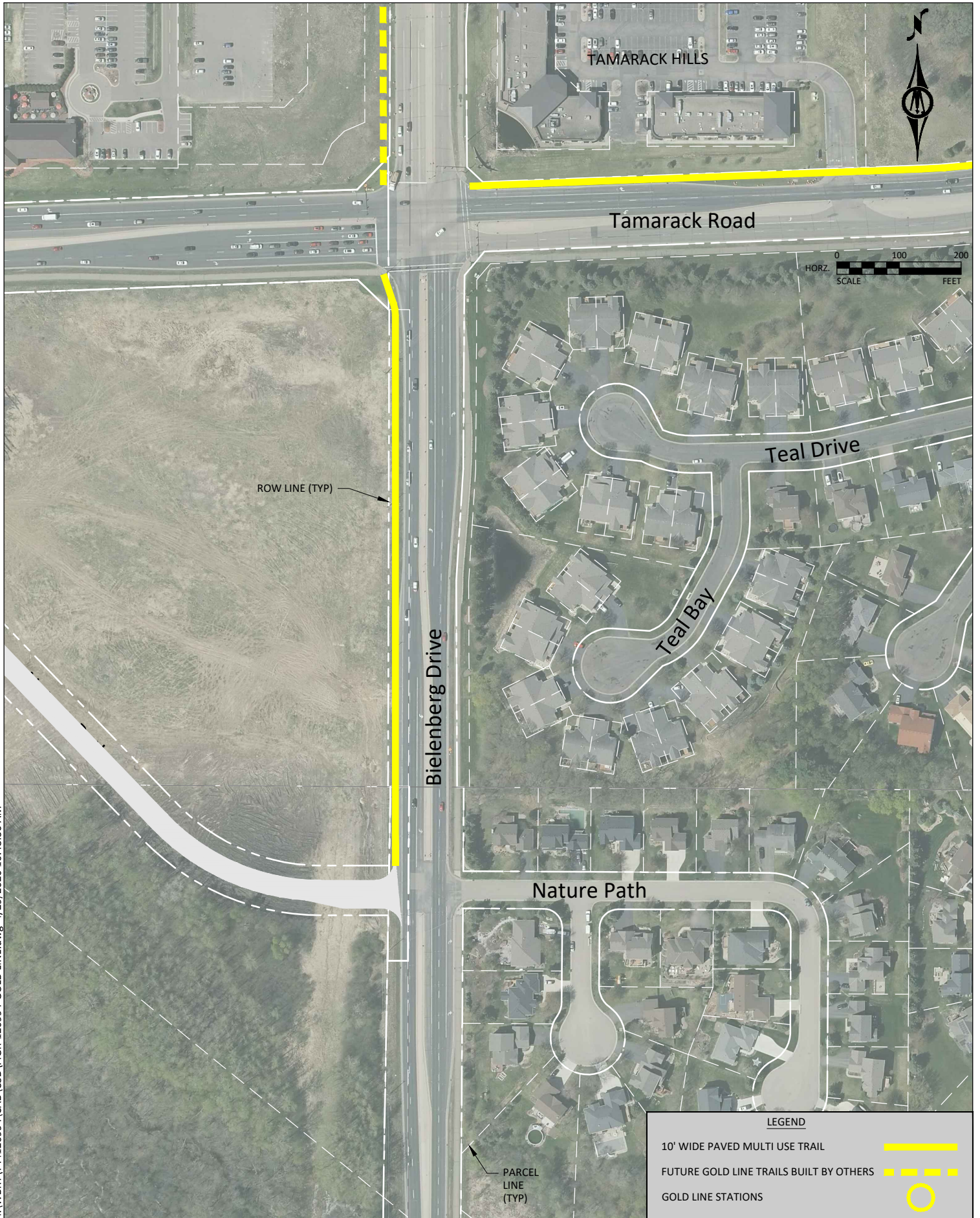




H:\WBRY\T44120994\CAD\C3D\FIGR-120994-GOLD LINE.dwg 4/29/2020 10:48:10 AM



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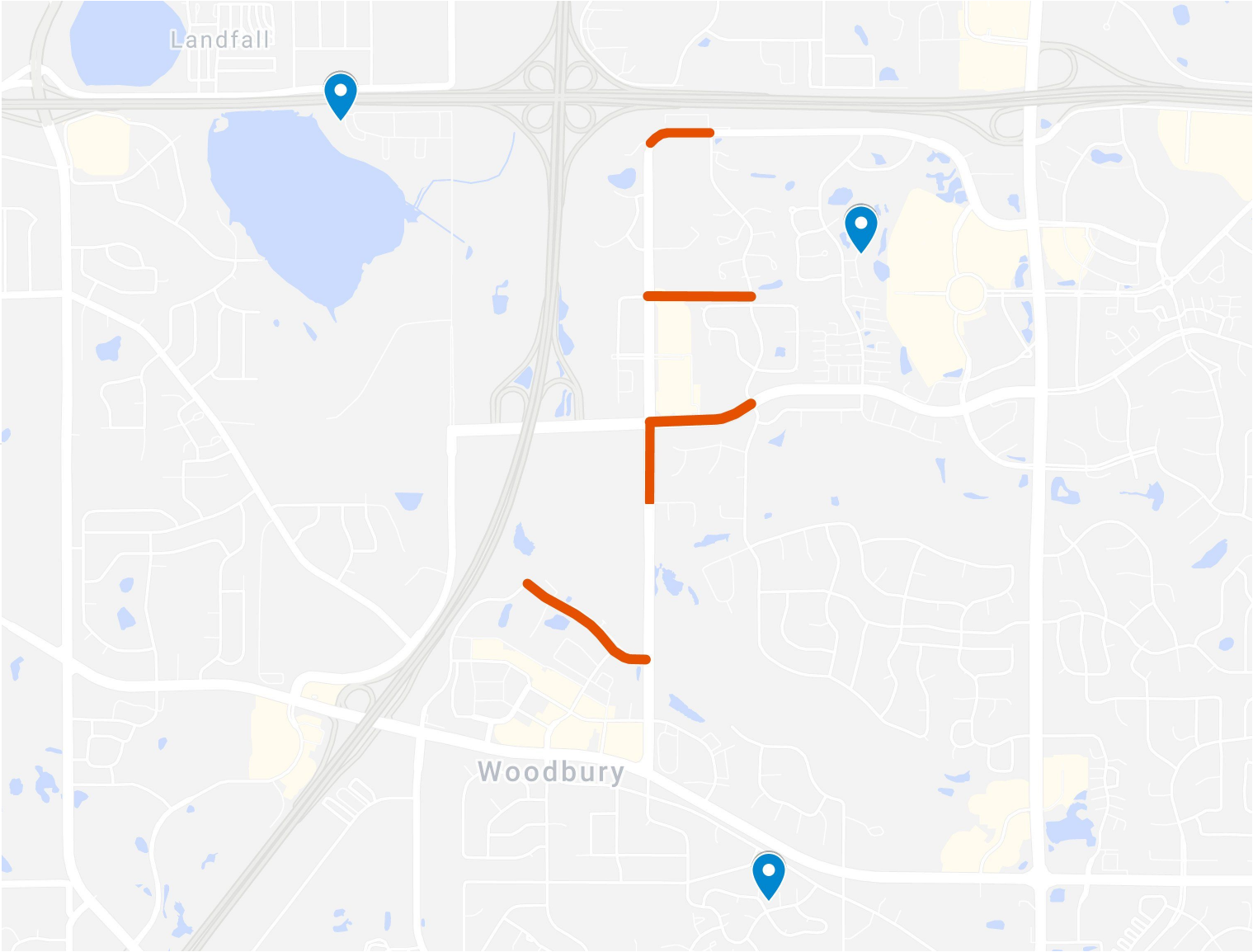




# Gold Line Station Trail & Pedestrian Connections

## Affordable Housing Developments

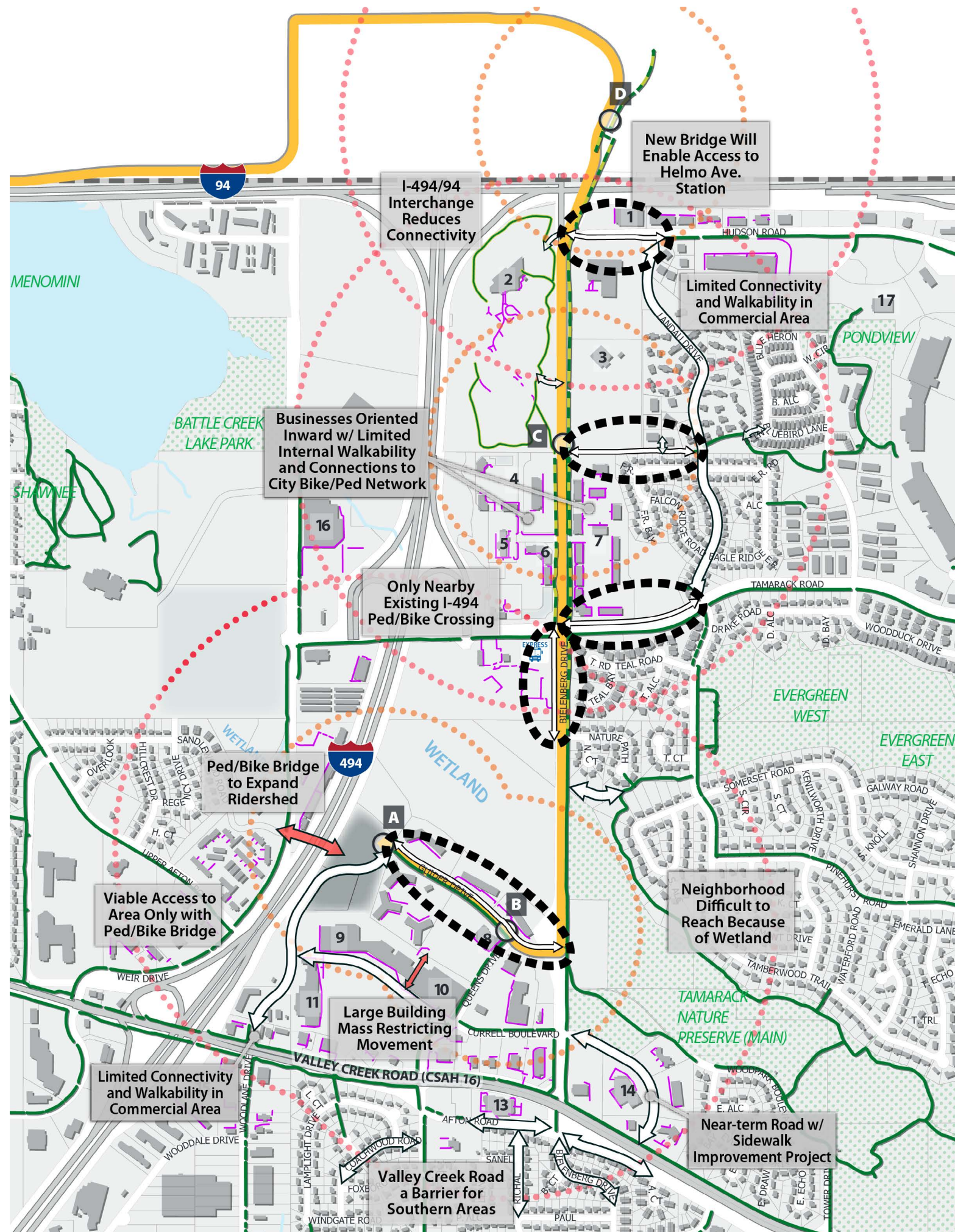
-  Pondview Townhomes
-  The Glen at Valley Creek
-  Hudson Road
-  Falcon Ridge Road
-  Tamarack Road
-  Bielenberg Drive
-  Guider Drive



# ISSUES & OPPORTUNITIES: BIKING AND WALKING

## Potential Areawide Considerations

- » Winter maintenance (snow and ice removal at transit stops and trails)
- » Commercial/employment development is not pedestrian oriented/human scale
  - There may not be a desirable or logical connection through large parking lots
- » Potential trail safety/comfort at night on trails that aren't parallel to roadways
- » For trails located along major roadways:
  - Full sun exposure during the summer on trails without tree canopy
  - Exposure to vehicular traffic/emissions
  - Little variation in scenery
- » Some neighborhoods don't provide a direct route to the transit stations, there are many instances where people need to travel the opposite direction first to get to where they want to go.
- » Long crossings across major roadways
  - Valley Creek Road
  - Tamarack Road
  - Bielenberg Drive
- » Natural features such as steep slopes and large wetland complexes may limit the directness of trails



**Legend:**

- Gold Line Station
- 1/4 Mi Station Buffer
- 1/2 Mi Station Buffer
- ▭ Woodbury Boundary
- ▭ Building
- Existing Trails
- Private Trails
- Future Trails (Gold Line)
- Private Sidewalks
- Parks

**Opportunity for Bike or Ped Connections:** (White arrow)

**Opportunity for Grade Separated Crossing:** (Red arrow)

**2020 Regional Solicitation Grant Trails:** (Dashed black line)

**Station Key:**

- A Woodbury 494 Park & Ride
- B Woodbury Theatre Station
- C Tamarack Station
- D Helmo Avenue Station

- Business Key**
- |                         |  |
|-------------------------|--|
| 1. HOM Furniture        | 10. Target                                   |
| 2. The Hartford         | 11. Lunds & Byerlys                          |
| 3. Medtronic            | 12. Woodbury Village                         |
| 4. Gateway Corp. Center | 13. Woodbury Lutheran                        |
| 5. Sheraton             | 14. Currell Centre                           |
| 6. La Quinta            | 15. Coboy Jack's                             |
| 7. Tamarack Hills       | 16. Costco                                   |
| 8. Woodbury 10 Theatre  | 17. Globe University / MN School of Business |
| 9. Kohl's               |  |



List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public:   6  
  - Woodbury Theatre Park & Ride pop-up, July 12 2018
  - National Night Out (4 Woodbury neighborhoods), Aug 7<sup>th</sup> 2018
  - Woodbury Days at Ojibway Park, Aug 25-26, 2018
  - Washington County RH Stafford Library pop-up, Sept 25, 2018
  - Woodbury Lutheran Church Park & Ride pop-up, Sept 28<sup>th</sup> 2018
  - Woodbury Community Expo, Mar 30, 2019
  - Woodbury Days at Ojibway Park, Aug 23-25, 2019
- Meeting with partner agencies:   20  
  - Gold Line Project Office Design Advancement Resolution Team meetings with Woodbury Staff – 20 meetings between 9/1/18 and 5/1/20
- Targeted online/mail outreach:   3  
  - Flyer Distribution, July 12, 2018
  - Flyer Distribution, Oct 3, 2018
  - Online Survey (various, throughout engagement period)
- Number of respondents: \_\_\_\_\_