



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14389 - Valley Creek Road Multiuse Trail Project

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

PUBLIC WORKS

11660 MYERON RD

*

STILLWATER

Minnesota

55082

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number

0000028637A10

Project Information

Project Name

Valley Creek Road Multiuse Trail Project

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Woodbury

Jurisdictional Agency (If Different than the Applicant):

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

The proposed project will construct a multiuse trail along County State Aid Highway (CSAH) 16, also known as Valley Creek Road, in the City of Woodbury that will fill an existing gap between Queens Drive and Tower Drive. Valley Creek Road has an existing speed limit of 40 and 50 miles per hour in the corridor with existing Annual Average Daily Traffic (AADT) of 26,000 (2017 count), and is classified as an A-Minor Expander. The construction of this segment will fill the last missing gap in a multiuse trail network that connects regional and local destinations, including the eastern terminus of the METRO Gold Line BRT project (to be built in 2024), the Glen at Valley Creek senior living apartments, the park and ride facility at the Woodbury Lutheran Church, the Woodbury YMCA, multiple health clinics, grocery stores, and large areas of residential land uses. This project's ability to strengthen multimodal connections between these destinations is critical as the project area contains census tracts that are above the regional average for population in poverty or populations of color. Through ongoing engagement related to the METRO Gold Line project, this community has identified and articulated a need for such multimodal connections in order to access and benefit from the Gold Line's regional investment in transportation. The importance of these multimodal connections is further represented by the designation of Washington County's Gold Line BRT parallel bikeways as Tier 1 alignments in the Regional Bicycle Transportation Network. In addition to strengthening connections within a corridor with regional significance, the Valley Creek Road Multiuse Trail project will also create a number of safety benefits. The project will complete the surrounding multiuse trail network and eliminate the need for users to cross or bike on Valley Creek Road by providing multiuse trails on both side of Valley Creek Road. The project area is also located

just east of Interstate 494, which is a Tier 1 freight corridor, combined with the surrounding corridor destinations listed above, meaning that users of the proposed multiuse trail would otherwise have more potential conflicts with heavy freight traffic serving the commercial areas surrounding the project.

(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.

This project will construct a multiuse trail along the south side of Valley Creek Road in the City of Woodbury between Queens Drive and Tower Drive. It includes signal and pedestrian crossing upgrades at Valley Creek Plaza, Queens Drive, Bielenberg Drive,

Project Length (Miles)

0.8

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 \$508,000.00

Match Amount \$127,000.00

Minimum of 20% of project total

Project Total \$635,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds County Funds

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

Preferred Program Year

Select one: 2024

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency

Washington County

Zip Code where Majority of Work is Being Performed	55125
(Approximate) Begin Construction Date	03/01/2024
(Approximate) End Construction Date	12/31/2024
Name of Trail/Ped Facility:	Valley Creek Road Multiuse Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	Intersection of CSAH 16 (Valley Creek Road) and Valley Creek Plaza
(Intersection or Address)	
To:	Intersection of CSAH 16 (Valley Creek Road) and Tower Drive
(Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	0.8
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.8
Is this a new trail?	Yes
Primary Types of Work	Multi-Use Trail, Ped Ramps, Signal Upgrades
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

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

Goal: Safety and Security, pg 60

The regional transportation system is safe and secure for all users.

Objectives

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

Strategies

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

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

Goal: Access to Destinations, pg 62

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

Objectives

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

Strategies

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

include appropriate provisions for bicycle and pedestrian travel.

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

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

Goal: Healthy Environment, pg 66

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

Objectives

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

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

This project is compliant with the goals, policies, and strategies of the Washington County 2040 Comprehensive Plan.

Goal: Support the growth of attractive urban communities while preserving rural functions and appearances. Pg 3-5

Policies:

? Encourage transit-oriented development (TOD), pedestrian-oriented, neotraditional, suburbanstyle growth that uses land in an efficient manner in locations that connect to transportation and transit systems.

Strategies:

? Encourage communities to adopt higher densities and mixed land uses within the Metropolitan Urban Service Area that support multimodal transportation, transit-oriented development.

Goal: Promote land uses throughout the county that encourage active and sustainable living. Pg 3-5

Policies:

? Support land use patterns that efficiently connect housing, jobs, transportation, transit, and retail and commercial centers.

Strategies:

? Support development that accommodates non-motorized travel and provides connections to housing, services, jobs, and open space.

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8

Policies:

? Coordinate transportation mobility and choice to meet a diversity of needs while considering appropriate system levels of service.

? Work with partners to identify and coordinate transportation system improvements to accommodate new growth and development.

? Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.

List the applicable documents and pages:

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

Strategies

? Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.

? Strategically apply for funding to offset county investment needed for transportation system.

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

? Coordinate with Metropolitan Council, MnDOT, and municipalities through project development, engineering, and construction of METRO Gold Line to improve transit access and multimodal networks.

? Collaborate with local communities on station planning, park and rides, land use, streetscape, and other transit-related amenities.

? Implement recommendations from county-led transportation and transit studies.

This project is compliant with the related goals, policies, and strategies in the Landfall and Oakdale 2040 comprehensive plans that were not included due to character limits.

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

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

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

Safe Routes to School: \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 09/30/2015

Link to plan: Attached

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link 1589480332424_09_ADA Transition Plan_Valley Creek Road.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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)

\$24,000.00

Removals (approx. 5% of total cost)	\$19,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$20,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$5,000.00
Striping	\$2,500.00
Signing	\$2,500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$14,000.00
Bridge	\$0.00
Retaining Walls	\$226,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$75,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$388,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$137,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
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	\$95,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$247,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$635,000.00
Construction Cost Total	\$635,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1589480764032_06_RBTN Map_Valley Creek Road.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 29790

Existing Employment Within One Mile (Integer Only) 14407

Upload the "Population Summary" map

1589480819825_07_Population+Employment Map_Valley Creek Road.pdf

Please upload attachment in PDF form.

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

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

Response:

The project is located within an area of above average concentration of poverty and people of color. It is the eastern terminus of the METRO Gold Line, which will begin service in 2024, and which serves adjacent areas of concentrated poverty, and areas of concentrated poverty with over 50% population of color. Public input has been central throughout the Gold Line planning process. Elected officials, businesses, and residents along the corridor have had opportunities to participate on policy and community advisory committees; Gold Line project staff have held dozens of pop-ups and open houses in corridor communities; each stage of design is subject to public review and comment; and project materials and surveys are translated into several languages representing the constituents along the corridor.

The Woodbury Gold Line BRTOD station area planning process included a variety of strategies to involve and get input from community stakeholders including in-person and online outreach, work sessions with partner agencies, stakeholder meetings, surveys, and community open houses. The need for multimodal connections to Gold Line stations addressed by the Valley Creek Road Multiuse Trail project emerged during the station area planning process as an effective way to address first mile/last mile challenges associated with the suburban characteristics of the eastern terminus of the Gold Line.

(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.

he Valley Creek Road Multiuse Trail project serves census tracts that are above the regional average for population in poverty or populations of color. The community has been engaged in ongoing planning for the METRO Gold Line project which identified a need for robust multimodal connections in the area to overcome first mile/last mile challenges and expand access to convenient and affordable transportation options that address the needs of disadvantaged populations. One example of the benefit that the Valley Creek Road Multiuse Trail project will produce for disadvantaged populations relates to the Glen at Valley Creek senior living community project completed in 2019. The Glen at Valley Creek is composed of 42 one and two bedroom apartments that are affordable to households at 50% of AMI and is located only 500 feet south of the eastern limit of the Valley Creek Road Multiuse Trail project. It provides apartments for seniors over the age of 62 and offers services specifically designed to promote aging in place. The Glen's mission contains explicit mention of the ability for its residents to walk to nearby destinations as a feature of the community that make it suitable for senior residents. The addition of this project to the community surrounding Valley Creek Road highlights the need for safe, direct, and convenient multimodal transportation options to allow seniors to continue living independently, even when they choose to give up driving. The Valley Creek Road Multiuse Trail project will enable residents of The Glen at Valley Creek and other underserved and underrepresented populations in the area to use Valley Creek Road as an east/west multimodal connection, and affordably connect with destinations such as community centers, health clinics, and grocery stores a half mile to the east, as well as the commercial hub to the west. The project will also increase access to regional destinations by strengthening connections to transit. The western limits of the project are within

Response:

¼ mile of the METRO Gold Line. The project is also adjacent to the Metro Transit Park & Ride within the parking lot of the Woodbury Lutheran Church at the intersection of Queens Drive and Valley Creek Road. This facility is served by express routes 351 and 353, which offer service to downtown Saint Paul and Minneapolis. The facility will also serve as the southeastern terminus for the proposed Route 323 with service to Sun Ray Transit Center.

(Limit 2,800 characters; approximately 400 words)

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

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

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

Other

Response:

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

(Limit 2,800 characters; approximately 400 words)

Select one:

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

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

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

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

d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

Yes

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

(up to 40% of maximum score)

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

Upload Map

1589481083815_08_Socio Economic Conditions Map_Valley Creek Road.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Woodbury	0.8	1.0	85.0	85.0

Total Project Length

Total Project Length 0.8

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.8

Total Housing Score 85.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

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

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

Response:

The Valley Creek Road Multiuse Trail project serves census tracts that are above the regional average for population in poverty or populations of color. The Glen at Valley Creek, completed in 2019, is a senior living community project located within a ¼ mile of the project area. The Glen at Valley Creek is composed of 42 one and two bedroom apartments that are affordable to households at 50% of AMI. The affordability of these units is guaranteed by LIHTC and is protected by an existing Fair Housing Plan. The Glen at Valley Creek is specifically designed to promote aging in place. The addition of this development to the community surrounding Valley Creek Road highlights the need for safe, direct, and convenient transportation options to allow seniors to continue living independently and not be required to drive. The Valley Creek Road Multiuse Trail project will enable residents of The Glen at Valley Creek and other naturally occurring affordable housing in the area to use Valley Creek Road as an east/west multimodal connection to destinations such as community centers, health clinics, and grocery stores a half mile to the east. The project will also enhance connections to the METRO Gold Line to the west and expand the geographic reach of the benefit that the METRO Gold Line will provide by addressing first mile/last mile challenges associated with the suburban characteristics of the Gold Line's eastern terminus. The greater frequency of BRT service will increase access to jobs for car-free or car-light households whose employment prospects would otherwise be limited by challenges associated with using transit to reverse commute. Finally, the project will connect with the Metro Transit Park & Ride within the parking lot of the Woodbury Lutheran Church at the intersection of Queens Drive and Valley Creek Road. This facility is served by express routes 351 and 353, which offer service to downtown Saint Paul and Minneapolis. The facility will also serve as

the southeastern terminus for the proposed Route 323 with service to Sun Ray Transit Center.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589481412999_AH Map CSAH 16 Trail.jpg

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

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

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

Bike system gap improvements include the following:

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

Response:

The Valley Creek Road Multiuse Trail project plays an important role in closing an existing gap in the region's multimodal transportation network. The project will fill an existing gap in the multiuse trail network on the south side of Valley Creek Road between Queens Drive and Tower Drive. This gap is the only remaining gap in the existing multiuse trail network surrounding the project. Therefore, filling the gap promises to simplify navigation for multimodal users in the area and eliminate any incentive for choosing to mix with motorized traffic. Currently, cyclists and pedestrians using the existing multiuse trail on the south side of Valley Creek Road are required to cross the road at both Queens Dr. and Tower Dr. in order to remain on the south side of the trail. These crossings are 100 feet wide and the signal phases can require cyclists and pedestrians to wait for more than two minutes per crossing. Filling in this missing link will enable multimodal travelers from the large residential area to the south to make an uninterrupted the east/west connection to important commercial destinations like grocery stores, community centers, and health clinics without needing to cross 100 feet of county road. Filling this gap in this multiuse trail network is also very important as it relates to first mile/last mile connections to the eastern terminus of the METRO Gold Line BRT project, which is scheduled to begin service in 2024. However, in order for the METRO Gold Line project to effectively leverage the advantages of its enhanced service, the surrounding multimodal transportation network must overcome first mile/last mile challenges associated with the suburban characteristics of the land uses surrounding the Valley Creek Road Multiuse Trail project. The significance of first mile/last mile connections to enhanced transit service is reflected in the RBTN map, which designates all Gold Line parallel bikeways as RBTN Tier 1 alignments. In addition to the project's synergy with the METRO Gold Line BRT project,

the Valley Creek Road Multiuse Trail project will strengthen the multimodal connection to the Metro Transit Park and Ride within the parking lot of the Woodbury Lutheran Church at the intersection of Queens Drive and Valley Creek Road, which is served by express routes 351 and 353, offering service to downtown Saint Paul and Minneapolis. The proposed Route 323 will also serve this Park & Ride, offering service to Sun Ray Transit Center. For all these reasons, the Valley Creek Road Multiuse Trail project promises to fill important gaps in the region's existing multimodal transportation network.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

The Valley Creek Road Multiuse Trail project will help address the safety challenges associated with the missing link in the trail network along Valley Creek Road. With speed limits of 40 and 50 mph and free flow speeds that are even higher, the existing conditions of the project area create many opportunities for conflict between drivers and multimodal travelers. The missing link in the multiuse trail network requires multimodal travelers to mix with motorized traffic in order to cross the 100 feet from one side of Valley Creek Road to the other. If the multimodal user wishes to remain on/return to the south side of Valley Creek Road, they must make this crossing twice. Given the gaps in the multiuse trail network in the area, it is possible that multimodal users using the trail facility on the south side of the road may not realize that there is a multiuse facility on the north side of the road, or may deliberately choose to remain on the south side of the road and mix with motorized traffic in order to avoid lengthy signal phases. This increases the potential for conflict between automobiles and non-motorized users navigating a mixed traffic situation. These conflicts are further exacerbated by potential differences between perceived safety and actual safety from the perspective of eastbound non-motorized transportation users using the existing trail facility on the south side of Valley Creek Road. Wide shoulders are visible on eastbound Valley Creek Road from the viewpoint of the intersection of Queens Drive and Valley Creek Road, but these shoulders drop off entirely before the end of the block, which forces any non-motorized traffic to enter the travel lane without any advance notice. These existing conditions hold potential to create a situation where the safety of mixing with traffic on Valley Creek Road is perceived as being high when users are making a decision as to what to do about this gap in the trail network, but it eventually becomes clear that safety is actually much lower

Response:

than anticipated. Filling in the missing gap of the multiuse trail network surrounding Valley Creek Road promises to eliminate this and other safety issues by providing a convenient facility for multimodal users on every segment of the network in the area.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Valley Creek Road Multiuse Trail project will construct a 10-foot grade-separated multiuse trail with ADA accommodations and a boulevard on the south side of Valley Creek Road between Queens Drive and Tower Drive in the City of Woodbury. This project will fill in an existing gap in the multiuse trail network surrounding Valley Creek Road by connecting an existing 2.75 mile trail segment to the east with a highly integrated trail system to the west. The project will also provide users from the residential area to the south with an uninterrupted east/west connection to important commercial destinations to the west, such as grocery stores, community centers, and health clinics. Filling this gap will improve the travel experience for bicyclists, pedestrians, and transit riders on the south side of Valley Creek Road by eliminating any need to cross the road, which has crossing distances of 100 feet, and signal phases that can last longer than 2 minutes per cycle. This improved travel experience will positively affect the surrounding multimodal transportation system in many ways.

Response:

The project will enhance multimodal connections to the eastern terminus of the METRO Gold Line BRT project, which will begin service in 2024. Enhanced transit service like the Gold Line has been shown to result in higher demand, and is able to attract users from greater distances than regular route or express bus service. The Valley Creek Road Multiuse Trail will help the Gold Line project to effectively leverage the advantages of its enhanced service by enhancing the multimodal network in the area and addressing the first mile/last mile challenges associated with the suburban characteristics of the Gold Line project's eastern terminus. The regional significance of the multimodal transportation network in this area is further reflected in the RBTN, which designates Valley Creek Road as a Tier 1 alignment. Furthermore, the project will connect with the Gold Line's parallel bikeways, which are also

designated as Tier 1 alignments on the RBTN.

In addition to the Valley Creek Road Multiuse Trail project's synergy with the Gold Line project, the project will also strengthen multimodal connections to the Metro Transit Park and Ride within the parking lot of the Woodbury Lutheran Church at the intersection of Queens Drive and Valley Creek Road. This facility is served by express routes 351 and 353, and will be served by the future Route 323 with service to Sun Ray Transit Center.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1589482374712_03_Layout_Valley Creek Road.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

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

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

0%

Anticipated date or date of acquisition

10/31/2023

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

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

Meeting with general public: 09/04/2019

Meeting with partner agencies: 04/10/2020

Targeted online/mail outreach: 04/01/2019

Number of respondents: 382

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

100%

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

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%

The need for the Valley Creek Road Multiuse Trail project was highlighted in Washington County's 2040 Comprehensive Plan. The planning process included input from the public and stakeholders to update the goals, policies, and strategies. A three-phase engagement strategy was developed to incorporate the public's desires for the future of their community. First, the discovery phase included 9 pop up events that engaged over 250 residents. When asked which amenities provided by Washington County are most valuable to you, parks and trails were the most popular responses. This project will fill a trail gap on a Tier 1 RBTN Alignment and connecting directly into existing park and ride facilities, a commercial activity center, and several nearby parks and regionally accessible trails. Phase two and three provided opportunity for feedback on initial findings and strategies, and the draft plan. To recognize increasing diversity in the county and contribute towards county goals to minimize barriers to public participation the Comprehensive Plan website offers a Spanish translated Introduction to the Plan.

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

Washington County is currently in the process of developing a first Bicycle and Pedestrian Plan. Engagement has included public facing community engagement at community events. An interactive comment map has received comments specific to need for this trail connection, recognition of benefit of connecting into the existing Metro Transit Park and Ride, and concerns with crossing Valley Creek Road across high traffic volumes.

This project will fill a network gap that supports the planned Gold Line corridor and stations along Bielenberg Drive, serving a regionally supported transportation amenity. Gold Line project staff, including Washington County staff, hosted public events from summer 2018 through spring 2019. A series of in-person focus groups and open houses were held along the route to identify opportunities,

challenges, and concerns. This included six in-person events in Woodbury and three digital/mailling events. Outreach in Woodbury included open houses, pop-up events, community meetings, door-to-door outreach, and a survey available as a digital and paper copy. Online engagement is ongoing, including a multi-lingual survey, project video, email update sign up, and resources for viewing and download.

When public meetings can proceed, Washington County in partnership with the City of Woodbury will go to residents, businesses, and property owners to solicit feedback on the recommended concept to understand needs for final design and construction of this project.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$635,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$635,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
01_Summary Sheet_Valley Creek Road.pdf	Summary Sheet Valley Creek Road Trail	1.1 MB
02_Existing Conditions Photo_Valley Creek Road Multiuse Trail.pdf	Existing Conditions Valley Creek Road Trail	959 KB
04_County Board Resolution_Valley Creek Road.pdf	Washington County Board of Commissioners Resolution	125 KB
05_Woodbury Letter of Support_Valley Creek Road.pdf	City of Woodbury Letter of Support and WINTER MAINTENANCE	644 KB

Washington County ADA Transition Plan

September 30, 2015



"A great place to live, work and play...today and tomorrow"

Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a public entity that employs 50 or more persons, Washington County must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, Washington County has conducted a self-evaluation of its facilities throughout the County and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, Washington County must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a)).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35.106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

Facilities

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's Pedestrian Access Route (PAR) and identifies potential need for PAR infrastructure improvements. This will include the sidewalks, curb ramps, parking lots and buildings that house Washington County public services. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian access to facilities within its public system consisting of the evaluation of the following facilities:

- 24 Building Entrances
- 13 Courtrooms
- 97 Curb Ramps 1200
- 28 Building Floors
- 2 Jury Rooms
- 23 Parking Lots
- 62 Sidewalk Control Points
- 5 Sidewalk Ramps

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with facility priorities.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 95% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 20 years, 95% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled facility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Public Rights of Way

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, paved bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the County rights of way. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 1287 Curb Ramps
- 897 Sidewalk Control Points
- 149 Traffic Control Signals

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with County priorities. The County will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the County jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the County.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Washington County. The County will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by County staff would be ADA compliant.

- After 20 years, 80% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Parks

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current park infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's outdoor recreation access routes (ORAR), outdoor recreation trails (ORT) and outdoor constructed features and identifies potential need for ORAR, ORT or other constructed feature improvements. This will include the sidewalks, trails, picnic facilities, campsites and other features that are located within the County park system. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian facilities within its park system consisting of the evaluation of the following facilities:

- 1 Archery Range
- 4 Boat Launching Docks
- 5 Building Entrances
- 1 Conference Cottage
- 95 Curb Ramps
- 6 Designated Camp Sites
- 6 Fishing Piers
- 1 Nordic Center
- 11 ORAR Segments
- 699 ORT Segments
- 3 Park Offices
- 42 Parking Lots
- 30 Picnic Areas
- 7 Play Structure Areas
- 14 Restroom Buildings

- 84 Sidewalk segments
- 5 Swim Beaches
- 3 Viewing Blinds
- 35 Water Fountains

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods. Washington County Parks had previously evaluated the Park System in terms of its accessibility. This previous evaluation is found in Appendix H.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with park priorities. Maintenance of pedestrian facilities within the park system will continue to follow the policies set forth by the County.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 20 years, 80% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled park improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

County Website

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the County is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examined the accessibility of the County's website. The County is required to ensure that communications with individuals with disabilities are as effective as communications with others. The evaluation of the website reviews the content of the website to ensure that it is perceivable, operable, understandable and robust.

Summary

In 2015, Washington County conducted an inventory of its website. A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible technological features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible technological features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible communications with the public.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with County priorities.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of website improvements will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or an area that receives high public use.

Schedule

Washington County has set the following schedule goals for improving the accessibility of its website:

- After 2 years, 95% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 5 years, 95% of accessibility features would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading the website to the current ADA standards. The first and most comprehensive of the two methods are the scheduled content replacement. As information is placed on the website, County staff will ensure that it meets accessibility criteria. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

ADA Coordinator

In accordance with 28 CFR 35.107(a), the Washington County has identified an ADA Title II Coordinator to oversee the County policies and procedures. Contact information for this individual is located in Appendix E.

Public Outreach

Washington County recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Washington County.

Public outreach for the creation of this document consisted of the following activities:

Four open houses were held to introduce the Transition Plan to the public and begin a conversation about the county's work thus far, and to outline how the county will continue to provide accessibility throughout the county. Information gathered at the open houses will help identify priority areas of improvement within the county, including buildings, parks, roadways, and other county facilities. The open houses were held:

- 1:00 to 3:00 p.m. Tuesday, April 7, at the Oakdale City Hall, 1584 Hadley Ave. N. in Oakdale ;
- 4:30 to 6:30 p.m. Tuesday, April 7, at the Government Center 14949 N. 62nd St. in Stillwater;
- 4:30 to 6:30 p.m. Wednesday, April 8, at the Headwaters Service Center, 19955 Forest Lake Road N. in Forest Lake; and
- 4:30 to 6:30 p.m. Thursday, April 9, at the Cottage Grove Service Center, 13000 Ravine Parkway S. in Cottage Grove.

Additional information about the open houses is located in Appendix C.

This document was also available for public comment. A summary of comments received and detailed information regarding the public outreach activities are located in Appendix C.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of Washington County facilities and services believe the County has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the County has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document represents the first phase of transition planning within the County and focuses on public infrastructure and the County website. Additional transition planning for specific government programs and services will be incorporated as future phases of work. Washington County will continue to update this transition plan and appendices as conditions within the County evolve. With each main body update, public outreach on this document will be continued.

Appendices

A. Self-Evaluation Results

- a. Facilities
- b. Public Rights of Way
- c. Parks
- d. County Website

B. Schedule / Budget Information

C. Public Outreach

- a. Open House Communication Efforts
- b. Open House Content
- c. Transition Plan Public Comments (Upcoming)

D. Grievance Procedure

- a. Public Notice
- b. ADA Comment Form
- c. Comment Period Notification
- d. Comment Period Website
- e. Public Comments

E. Contact Information

F. Agency ADA Design Standards and Procedures

- a. Facilities
- b. Public Rights of Way
- c. Parks
- d. County Website
- e. Policy #5024 - ADA Title II (Program Accessibility) Compliance Policy
- f. Policy #5026 ADA Title II Service Animal Policy
- g. Policy #P012 - Motorized Vehicles on Trails Policy

- h. Policy #PO21 – Free Annual Vehicle Permit for any Veteran who has a Total and Permanent Service-connected Disability**
- i. Policy # PO22 – Free Daily Vehicle Permit for any Veteran with any Service-connected Disability**
- j. Proposed Right of Way Accessibility Guidelines (PROWAG) as adopted by the MnDOT**
- k. ADA Transition Plan Inventory Manual**
- l. ADA Checklist for Readily Achievable Barrier Removal**

G. Glossary of Terms

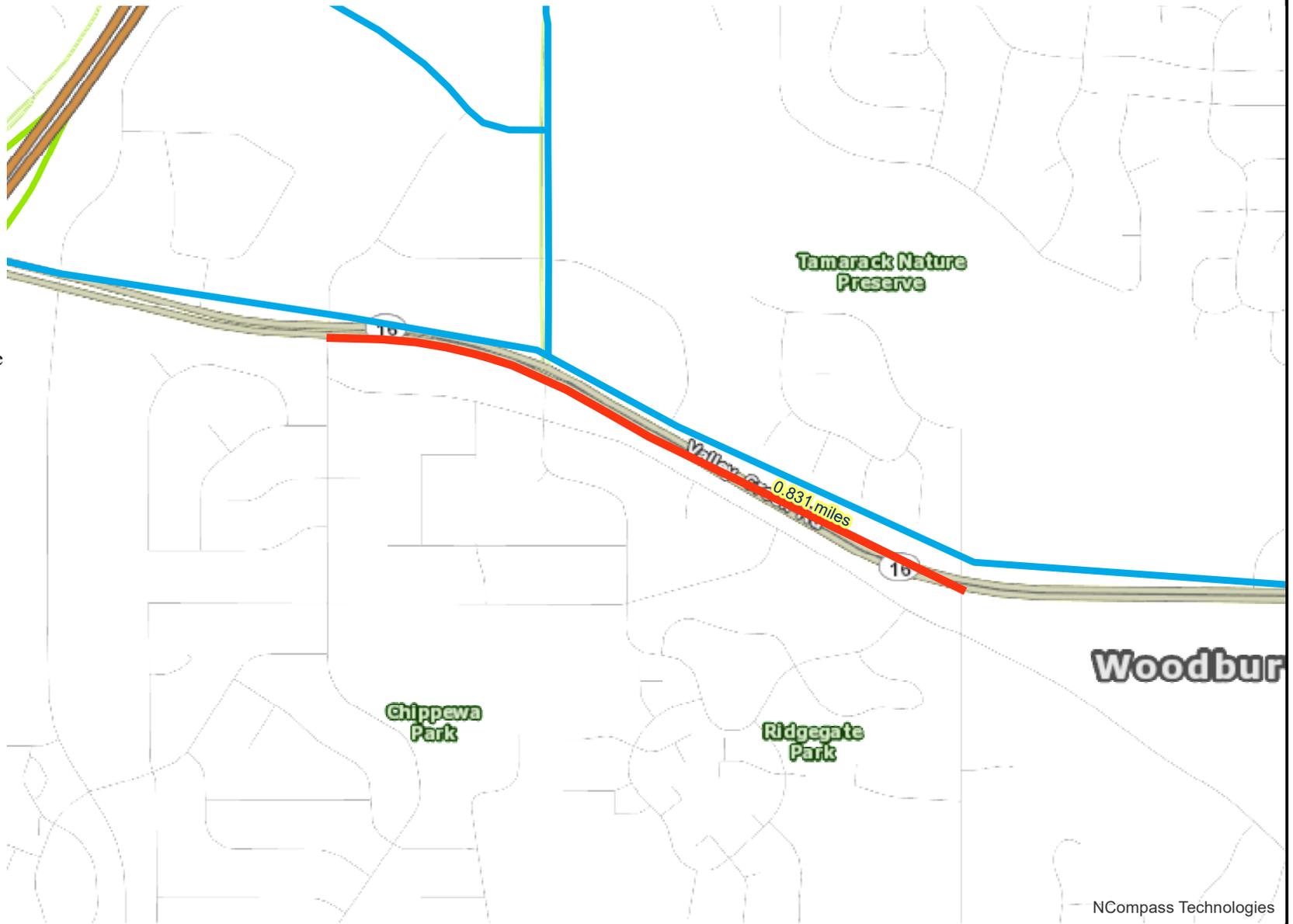
H. Washington County Previous ADA Planning Efforts

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Valley Creek Road Multiuse Trail | Map ID: 1589427100311

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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/13/2020
LandscapeRSA6



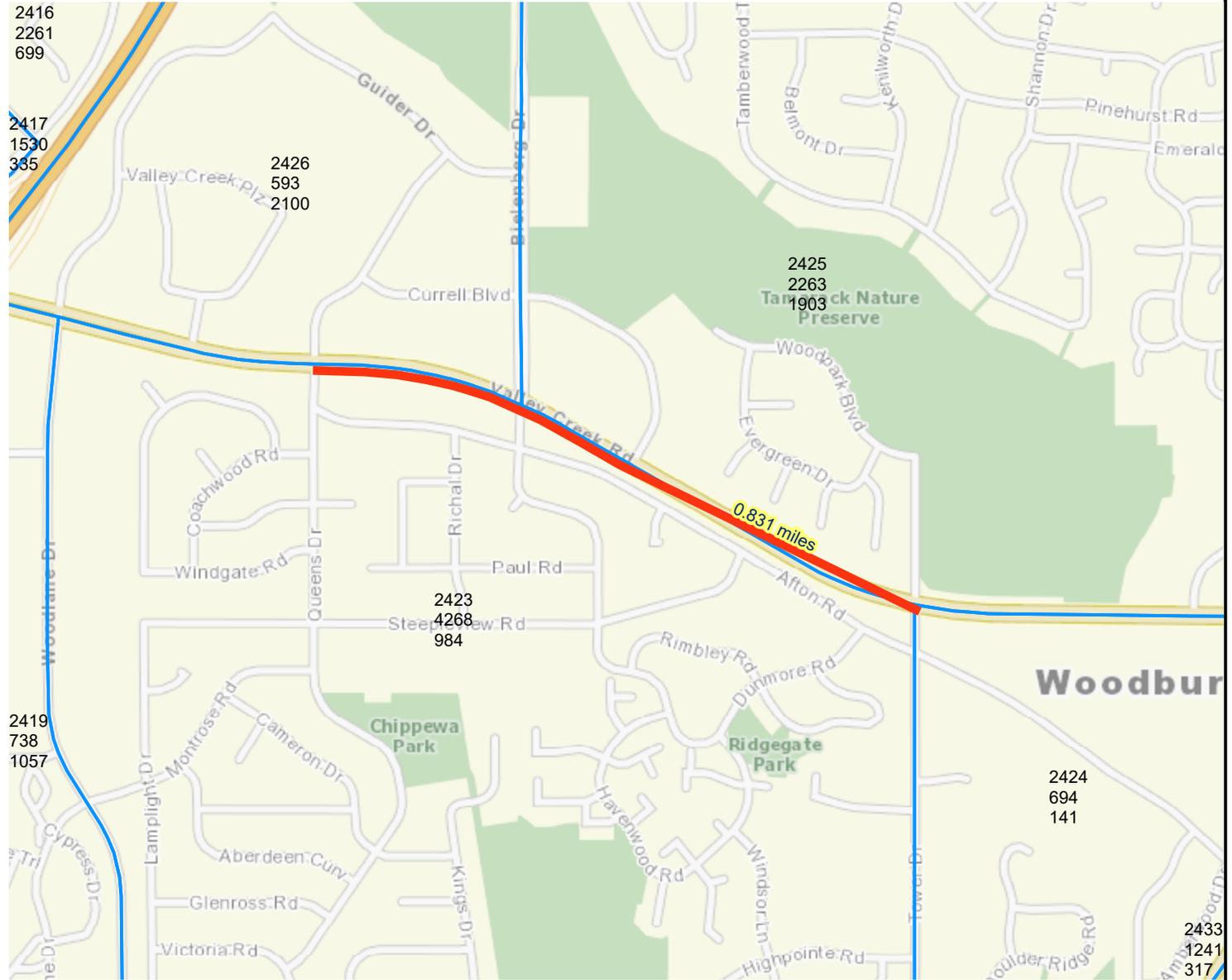
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Valley Creek Road Multiuse Trail | Map ID: 1589427100311



Results

Within ONE Mile of project:
 Total Population: 29790
 Total Employment: 14407

-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 5/13/2020
 LandscapeRSA4



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

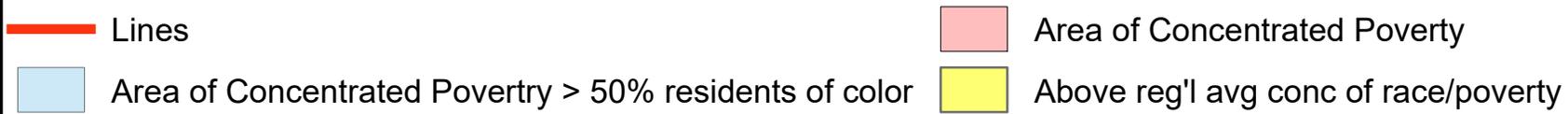
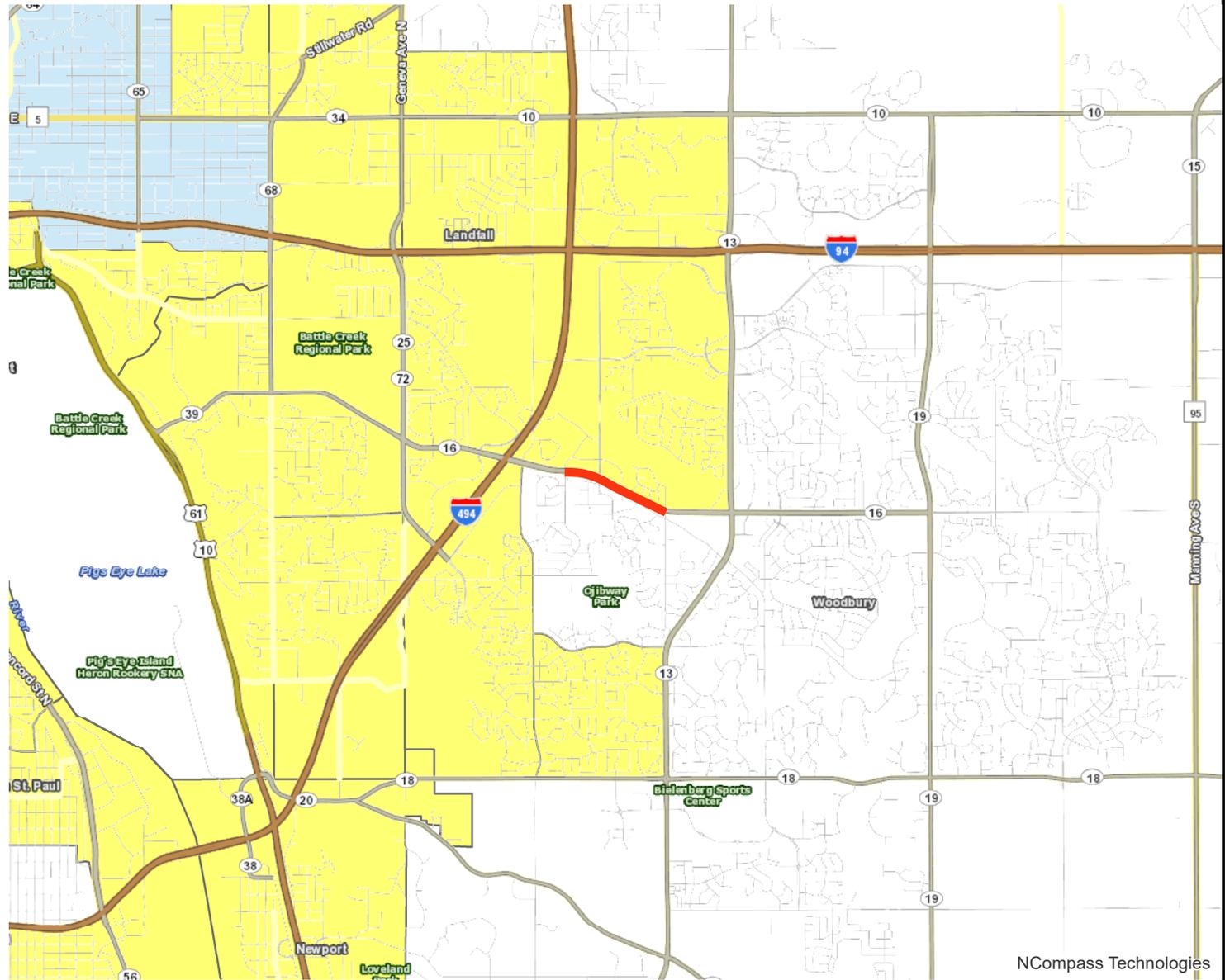


Socio-Economic Conditions

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:
71001 71006 71010
71012 71013 71015



Created: 5/13/2020
LandscapeRSA2



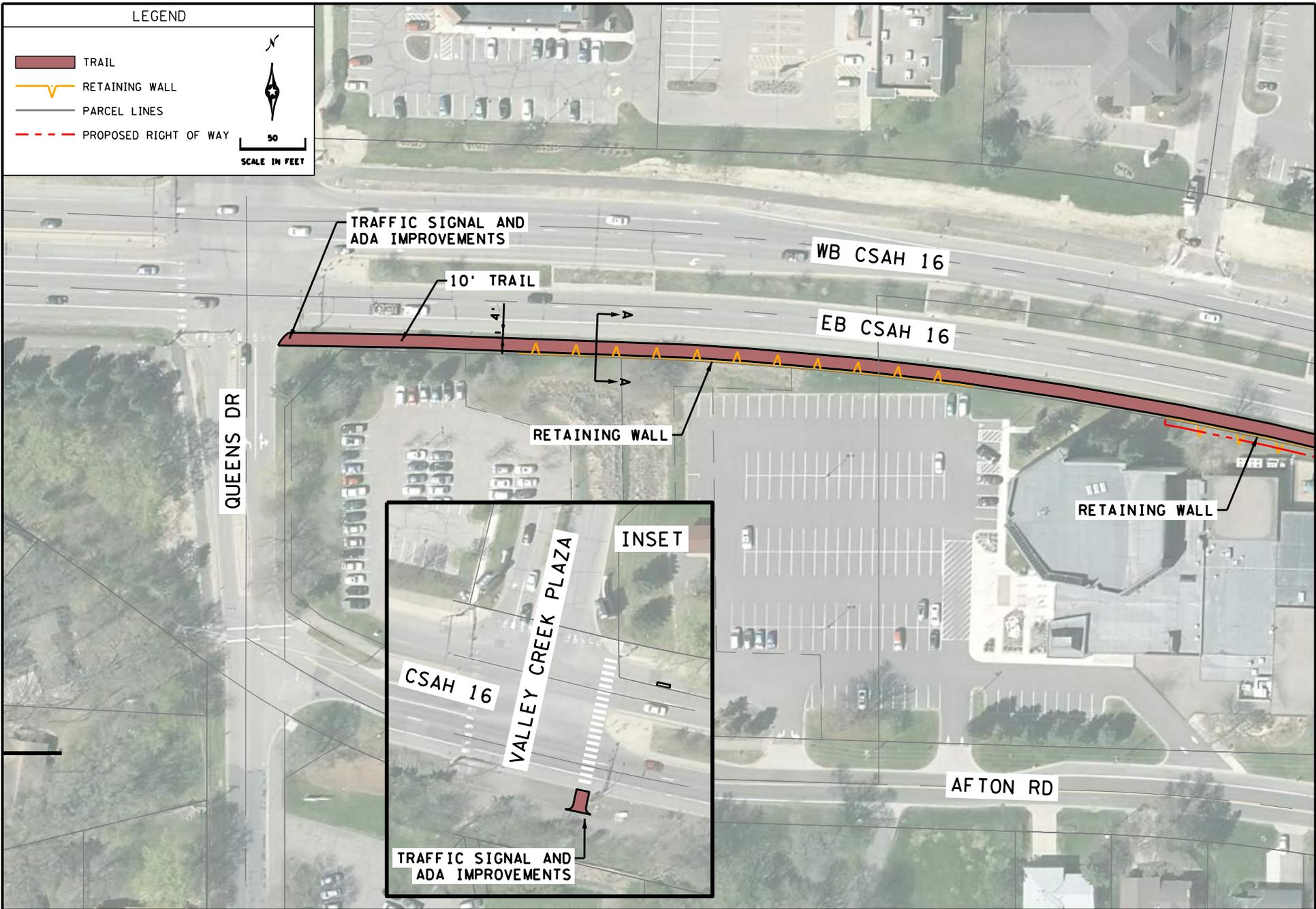
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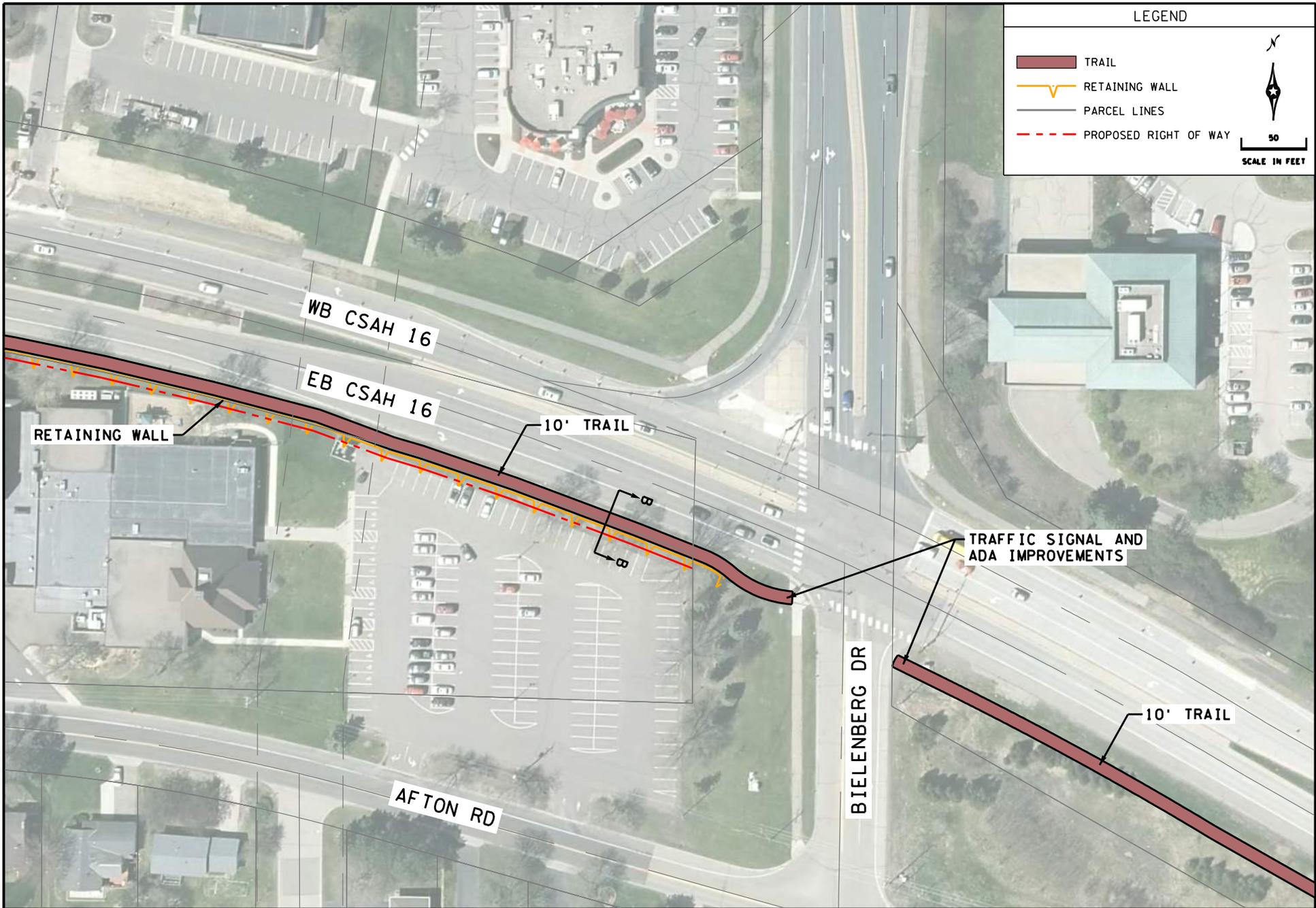


NCompass Technologies

LEGEND

- TRAIL
- RETAINING WALL
- PARCEL LINES
- PROPOSED RIGHT OF WAY





LEGEND

- TRAIL
- RETAINING WALL
- PARCEL LINES
- PROPOSED RIGHT OF WAY



50
SCALE IN FEET



LEGEND

- TRAIL
- RETAINING WALL
- PARCEL LINES
- PROPOSED RIGHT OF WAY



50
SCALE IN FEET





LEGEND

-  TRAIL
-  RETAINING WALL
-  PARCEL LINES
-  PROPOSED RIGHT OF WAY



REGIONAL SOLICITATION
 CSAH 16 TRAIL CONNECTION



LEGEND

- TRAIL
- RETAINING WALL
- PARCEL LINES
- PROPOSED RIGHT OF WAY



10' TRAIL

POND/DRAINAGE IMPACTS

WB CSAH 16

EB CSAH 16

EVERGREEN ECHO

TOWER DR

TRAFFIC SIGNAL AND ADA IMPROVEMENTS



CSAH 16-Valley Creek Road Multiuse Trail Project



Project Location:

The Valley Creek Road Multiuse Trail project will fill an existing gap in the trail network in the City of Woodbury between Queens Drive and Tower Drive.



Federal Funds Request:

Federal: \$ 508,000
Local Match: \$ 127,000
Project Total: \$ 635,000



Project Goals:

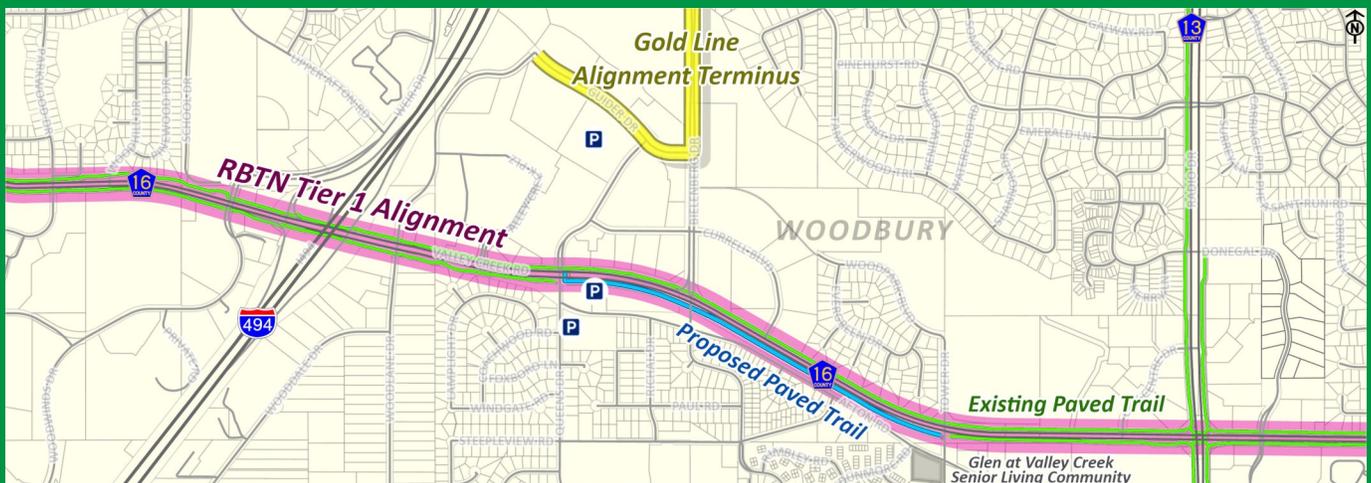
- Enhancing Safety
- Strengthening Multimodal Connections to the METRO Gold Line

Project Summary

The Valley Creek Road Multiuse Trail project will close an existing gap on a Tier 1 RBTN Alignment between Queens Drive and Tower Drive in the City of Woodbury. The project is located within 1/4 mile of the eastern terminus of METRO Gold Line and adjacent to a Metro Transit Park & Ride offering Route 351 and Route 353 service to downtown Saint Paul and Minneapolis and proposed Route 323 service to Sun Ray Transit Center in Saint Paul. The eastern limits of the project are within 500 feet of the Glen at Valley Creek senior living community, which contains 42 senior housing units with guaranteed affordability at 50% of AMI and a mission-based commitment to promoting aging in place.

Summary of Benefits

- Addresses first mile/last mile challenges around the METRO Gold Line's eastern terminus by strengthening the surrounding multimodal network.
- Improves efficiency of multimodal travel by eliminating the need for trail users on the south side of Valley Creek Road to cross to the north while traveling east/west.
- Improves safety by filling a gap in the trail network and eliminating the incentive for bicyclists to mix with motorized traffic in a 40 and 50 mph zone.
- Connects to recently completed affordable senior living development.
- Enhances multimodal connections between varied land uses and destinations in the area, including grocery stores, community centers, and health clinics.



Valley Creek Road Multiuse Trail

Existing Conditions



Facing east on Valley Creek Road at Queens Drive (end of existing trail)



Facing north on Queens Drive at Valley Creek Road (100-ft crossing)



Facing east on Valley Creek Road (shoulder ends mid-block)



Facing southwest at Valley Creek Road and Tower Drive

(existing trail to the east, Glen at Valley Creek Senior Housing)

DATE March 24, 2020
MOTION
BY COMMISSIONER Weik

DEPARTMENT Public Works
SECONDED BY
COMMISSIONER Kriesel

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

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

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

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

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

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

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

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

1. County State Aid Highway (CSAH) 15 South Segment: Addition of new road segment spanning from the intersection of CSAH 15 and Trunk Highway (TH) 36 to 58th Street North in the cities of Oak Park Heights, Lake Elmo, Stillwater, and Stillwater Township.
2. TH 120: Conversion of roadway from one lane divided to two lane divided and addition of sidewalk and trail on TH 120 between Interstate 694 and TH 244 in the City of Mahtomedi.
3. CSAH 17 at TH 36: Conversion of at-grade intersection to grade-separated interchange in the cities of Lake Elmo and Grant.
4. CSAH 15 Phase 4: Reconstruction of CSAH 15, drainage improvements, and addition of sidewalk and multiuse trail between Interstate 94 and Oakland Middle School in the City of Lake Elmo and West Lakeland Township.
5. CSAH 32 Reconstruction: Intersection control improvements, drainage improvements, addition of pedestrian facility, and potential realignment of CSAH 32 between CSAH 33 and TH 61 in the City of Forest Lake.

6. CSAH 12 Pedestrian Facility: Addition of 10-foot pedestrian facility and boulevard on the south side of CSAH 12 between Ideal Avenue and the Mahtomedi School entrance in the cities of Mahtomedi and Grant.
7. CSAH 16 Multiuse Trail: Segment of multiuse trail on the south side of CSAH 16 between Queens Drive and Tower Drive in the City of Woodbury.
8. METRO Gold Line Multiuse Trail: Addition of multiuse trail on Hudson Boulevard between Greenway Avenue and Hadley Avenue in the cities of Landfall and Oakdale.
9. I-494 Park and Ride Parking Structure: Construction of shared parking structure in Woodbury west of the Woodbury Theatre in the City of Woodbury.

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

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

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

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

ATTEST: *Karen J Corbid*

COUNTY ADMINISTRATOR

Sam Hain

COUNTY BOARD CHAIR

	YES	NO
MIRON	<u>X</u>	___
KARWOSKI	<u>X</u>	___
KRIESEL	<u>X</u>	___
JOHNSON	<u>X</u>	___
WEIK	<u>X</u>	___

Resolution 20-89

**Resolution of the City of Woodbury,
Washington County, Minnesota**

Municipal Support for Washington County's 2020 Solicitation of Federal Funds through the Metropolitan Council's Regional Solicitation Program for a separated multi-use trail on the south side of Valley Creek Road between Queens Drive and Tower Drive

WHEREAS, Washington County intends to applying for funds to construct a regional trail on the south side of Valley Creek Road from Queens Drive to Tower Drive; and

WHEREAS, the proposed trail on the south side of Valley Creek Road between Queens Drive and Tower Drive would complete a gap in the exiting trail network consistent with the Washington County and City of Woodbury 2040 Comprehensive Plans; and

WHEREAS, the City will work with County staff to develop the design and plans for the trail segment if the solicitation is successful; and

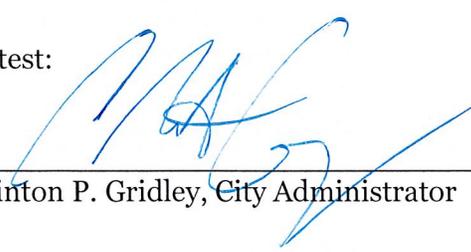
WHEREAS, the County Cost Share policy would apply to the project with a 50 percent cost share of the required 20 percent matching funds for the grant as a City cost; and

WHEREAS, the City of Woodbury would provide snow and ice control on the proposed trail segment per the City's Snow and Ice Control policy.

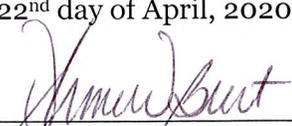
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodbury, Washington County, Minnesota, authorizes the City Administrator to execute a letter of support for the application by Washington County for the 2020 Solicitation of Federal Funds through the Metropolitan Council's Regional Solicitation Program for a separated multi-use trail on the south side of Valley Creek Road between Queens Drive and Tower Drive.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 22nd day of April, 2020.

Attest:



Clinton P. Gridley, City Administrator



Anne W. Burt, Mayor

(SEAL)