



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14404 - CSAH 32 Multiuse Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

PUBLIC WORKS

11660 MYERON RD

*

STILLWATER

Minnesota

55082

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number

0000028637A10

Project Information

Project Name

CSAH 32 Multiuse Trail

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Forest Lake

Jurisdictional Agency (If Different than the Applicant):

The proposed project will add a multiuse trail parallel to County State Aid Highway (CSAH) 32, also known as 11th Avenue/220th Street, from CSAH 33 (Everton Ave North) to Trunk Highway (TH) 61, in the City of Forest Lake. Within the project corridor, CSAH 32 is a 2-lane, undivided, Major Collector, with an AADT of 10,000 vehicles, and posted speed limit of 40 miles per hour.

The project will serve census tracts that are above the regional average for populations in poverty or populations of color, while three affordable housing developments with affordability commitments are located within ¼ mile of the project, comprising a total of 178 units. The project will provide a benefit to these and other community members by providing a multimodal facility that safely and conveniently accommodates active, affordable, non-motorized modes of transportation and increases access to destinations within and beyond the project area. The current land use of the project corridor is made up of a mix of single family, high, and low density residential, retail, commercial, and industrial. The Forest Lake Area Community School, Forest Lake and Forest View Elementary schools are all located within ½ of mile north of the project corridor. Despite the greater availability of ROW on the south side of CSAH 32, the trail is favored to be located on the north side to connect with these destinations as directly as possible. The CSAH 32 Multiuse Trail Project's goals are to increase multimodal access locally and regionally. This includes expanding the multimodal transportation network to the west, which will connect into the proposed CSAH 33 multiuse trail (2023 completion). The Hardwood Creek Trail, which received 261,397 visits in 2018, is designated as a Tier 2 RBTN Alignment, and as a section of the United States Bicycle Route 41 (North Star Route), runs perpendicular through the east section of the project corridor. This project will

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

implement access improvements to increase safety of pedestrian and bicyclists accessing the Hardwood Creek Trail, which will connect users to important destinations including the Forest Lake High School, Forest Lake YMCA, Headwaters Service Center, Hardwood Creek Library, and the Headwaters Transit Center. The transit center offers commuter express service through Metro Transit to downtown Minneapolis and Saint Paul and also provides regional bus service through Jefferson Lines. The benefits produced by this project will strengthen the role that the CSAH 32 corridor plays in the regional multimodal transportation network.

(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.](#)

CSAH 32 FROM CSAH 33 (EVERTON AVE) TO TH 61 IN THE CITY OF FOREST LAKE, CONSTRUCT TRAIL FOR PEDS AND BIKES

Project Length (Miles)

1.4

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 \$928,000.00

Match Amount \$232,000.00

Minimum of 20% of project total

Project Total \$1,160,000.00

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	55025
(Approximate) Begin Construction Date	03/01/2025
(Approximate) End Construction Date	06/30/2026
Name of Trail/Ped Facility:	CSAH 32 (220th St N/11th Ave) Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	CSAH 32 at CSAH 33
(Intersection or Address)	
To:	CSAH 32 at TH 61
(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):	1.4
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes
Primary Types of Work	SIDEWALK, BITUMINOUS PATH, PED RAMPS, ADA IMPROVEMENTS, CONCRETE C&G
<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 (page 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 (page 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.

Goal: Healthy Environment (page 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. (Chapter 3, Page 3-5)

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. (Chapter 3, Page 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.

List the applicable documents and pages:

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.

Strategies

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

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

This project is compliant with the related goals, policies, and strategies in the Forest Lake 2040 comprehensive plan 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.

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

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

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

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

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

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

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

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

Date plan completed: 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

1589566397640_10_ADA Transition Plan_CSAH 32.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)	\$39,000.00
Removals (approx. 5% of total cost)	\$125,000.00
Roadway (grading, borrow, etc.)	\$53,000.00
Roadway (aggregates and paving)	\$83,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$147,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$165,000.00
Traffic Control	\$24,000.00
Striping	\$12,000.00
Signing	\$12,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$47,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$158,000.00

Other Roadway Elements	\$0.00
Totals	\$865,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$179,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$36,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$80,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$295,000.00

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	\$1,160,000.00
Construction Cost Total	\$1,160,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment Yes

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 1589566438967_07_RBTN Map_CSAH 32 Multiuse Trail.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 13384

Existing Employment Within One Mile (Integer Only) 6214

Upload the "Population Summary" map 1589566643815_08_Population+Employment Map_CSAH 32 Multiuse Trail.pdf

Please upload attachment in PDF form.

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

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

Response:

The need for the CSAH 32 Multiuse Trail Project was highlighted in Washington County's 2040 Comprehensive Plan. The planning process included input from the public 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. The first phase was the discovery phase that 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 connecting directly into the Hardwood Creek Trail, on a Tier 2 RBTN Alignment, and a transportation and recreational amenity heavily supported and used by Forest Lake and Washington County residents. Phase two and three provided opportunity to provide feedback on initial findings and strategies, and the draft plan. Washington County is becoming more racially diverse, and to contribute towards county goals to minimize barriers to public participation the Comprehensive Plan website offers a Spanish translated Introduction to the Plan. Washington County is in the process of developing their first Bicycle and Pedestrian Plan. This engagement process has included pop up events and online engagement.

(Limit 2,800 characters; approximately 400 words)

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

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

Response:

The CSAH 32 Multiuse Trail Project will improve access for underrepresented populations, including youth that attend the two elementary schools nearby, as well as residents of three residential developments with subsidized affordability commitments. The affordable housing developments are located within ¼ mile of the project to the east and north and comprise of a total of 178 housing units that are affordable at levels between 30% - 60% of AMI. The project will offer an easily accessible multiuse trail facility for families and students who live in these developments and attend the Forest Lake Area Community School and two elementary schools nearby to the north of the project. These users are currently required to walk along the shoulder of CSAH 32 in order to traverse TH 61 to the east or access the commercial hub to the northwest of the project area. Despite the presence of abundant ROW on the south side of CSAH 32, the project favors the design option of the multiuse trail on the north side of CSAH 32 to connect multimodal users to the concentration of schools to the north as directly as possible.

Furthermore, the project will extend the existing non-motorized transportation network located east of TH 61 to the Hardwood Creek Regional Trail - a Tier 2 RBTN Alignment ? which received an estimated 261,397 visits in 2018 and connects with the only transit service offered in Forest Lake at the Headwaters Transit Center, Forest Lake High School, Headwaters Service Center, Hardwood Creek Library and Forest Lake YMCA. The CSAH 32 Multiuse Trail Project will also connect with multimodal elements to the west, which include the upcoming trail project of CSAH 33 (anticipated construction 2023), that will connect this corridor to the CSAH 2 (Broadway Ave) commercial area. In addition to the surrounding county network, there is an existing city sidewalk along 12th Street, that the

CSAH 32 multiuse trail will connect into that will provide access to the commercial district approximately ½ mile to the north.

(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

1589566834444_09_Socio-Economic Conditions_CSAH 32 Multiuse Trail.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Forest Lake	1.4	1.0	70.0	70.0

Total Project Length

Total Project Length 1.4

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.4

Total Housing Score 70.0

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.

The CSAH 32 Multiuse Trail Project has three existing guaranteed affordable housing developments within 1/4 mile from the project limits on the east and north side. A Fair Housing Plan is in place at all 3 developments. Kilkenny Court has 92 one and two bedroom units that are affordable for households earning 30% of AMI. Kilkenny Court accepts Section 8 and Section 42 vouchers and is reserved for seniors at and above 62 years of age and residents with physical disabilities. Free bus service to downtown Forest Lake and shopping centers is offered once per week. The Forest Ridge Townhomes development has 38 two and three bedroom units that are affordable for households earning 50% of AMI. Affordability is guaranteed through LIHTC. The Autumn Hills apartment development has 48 one, two, and three bedroom units that are affordable at 60% of AMI. Affordability is guaranteed through LIHTC.

Response:

The transportation mode choice enabled by this project holds great potential to augment the impact of these affordability commitments by reducing the transportation costs of cost-burdened households within and beyond the Forest Lake community. The project will extend the existing non-motorized transportation network located east of the project to the Hardwood Creek Regional Trail - a Tier 2 RBTN Alignment - which received an estimated 261,397 visits in 2018 and connects with the only transit service offered in Forest Lake at the Headwaters Transit Center. The CSAH 32 Multiuse Trail Project will also bridge multimodal elements separated by Interstate 35 included in the upcoming reconstruction of CSAH 33 to the west which is anticipated to finish construction in 2023. As a result of this project, community members in the project area who lack access to or choose not to use motorized means of transportation will have non-motorized transportation access to the nearby

concentration of schools, the commercial hubs to the north and northwest, and the regional trail to the east.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589566934940_CSAH32RegSolicitationMap.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 CSAH 32 Multiuse Trail Project includes the addition of multiuse trail parallel to CSAH 32 between CSAH 33 and TH 61 in Forest Lake. This trail will close a gap in the bike and pedestrian network and offer increased safety and convenience for bicyclists and pedestrians seeking to access destinations within and beyond the project area. There is currently no existing trail or sidewalk in the project area, and non-motorized travelers are currently required to use the shoulder of CSAH 32, which has a speed limit of 40 mph and is forecasted to carry 8,000 ? 15,000 AADT by 2040. These existing conditions are very problematic considering the makeup of destinations within the immediate vicinity of the project. Forest Lake Elementary School, Forest View Elementary School, and the Forest Lake Area Community School are all located within a half-mile of the project. These destinations serve school-age children who are too young to drive and whose families may not have reliable access to an automobile. There is also a concentration of dense apartment housing on the north side of CSAH 32 between Forest Road and SW 8th St. Despite the greater availability of right-of-way on the south side of the road, the design of the project favors the trail facility on the north side of the road in order to more directly serve the greater concentration of origins and destinations located on that side of CSAH 32. The provision of an east/west multiuse trail as well as improvements to signals and other ADA elements that ensure safer crossings at intersections will improve safety for all users - particularly students walking to and from school. These same improvements will also help improve access for Forest Lake residents to the commercial hub to the north and northwest of the project by closing a gap between the existing network and CSAH 33 (built in 2023) on the west end of the project. In addition to these benefits to the immediate multimodal transportation network, the

project will also offer safe bike and pedestrian access to the Hardwood Creek Regional Trail, which received an estimated 261,397 visits in 2018 and runs perpendicular through the project corridor and connects the project to local amenities such as the Forest Lake High School, Forest Lake YMCA, Headwaters Service Center, Hardwood Creek Library, and the Headwaters Transit Center, which offers the only transit service in the city.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

Response:

The proposed project will add a 10 foot multiuse trail parallel to CSAH 32 between CSAH 33 and TH 61 in Forest Lake. The trail will close a gap in the network; improve bike and pedestrian connections to nearby regional commercial centers, adjacent multifamily housing, educational facilities, the Hardwood Creek Regional Trail, and downtown Forest Lake; improve bike and pedestrian safety in the corridor; and address existing deficiencies in the project area. Between 2016 and 2018, there were 22 vehicle crashes on CSAH 32. While there were no crashes involving bicyclists or pedestrians during that period, this may be explained by how the existing inhospitable conditions currently discourage any potential users against walking or bicycling in the first place. There is currently no existing trail or sidewalk adjacent to CSAH 32, and pedestrians are currently required to use the shoulder of CSAH 32, which revert to designated turn lanes at public street intersections. These existing conditions are particularly problematic considering the makeup of destinations within the immediate vicinity of the project. Forest Lake Elementary School, Forest View Elementary School, and the Forest Lake Area Community School are all located within a half-mile of the project. These destinations serve school-age children who are too young to drive and whose families may not have reliable access to an automobile. There is also a concentration of dense apartment housing on the north side of CSAH 32 between Forest Road and SW 8th St. Additionally, while the project area is directly adjacent to the Hardwood Creek Regional trail - which connects residents to the Headwaters Transit Center and to other important amenities and communities along the regional trail system - there is no safe, dedicated bike and pedestrian facility to connect community members to this important regional resource. To address these deficiencies, the proposed multiuse trail will provide a consistent, 10-

ft bike and pedestrian facility along the length of the project corridor and connecting to the Hardwood Creek Regional Trail, local network on 12th Street, and the future CSAH 33 trail (to be built in 2023) . Additionally, the design of the trail will meet County State Aid design requirements, as well as improvements to signals and other ADA elements, that combined, seek to provide increased safety for all users - particularly students walking to and from school. This proposed dedicated facility transforms a county roadway currently inhospitable to bike and pedestrian users into a multimodal corridor, encouraging the use of affordable and healthy active transportation options and reducing potential conflicts between bike and pedestrian users and auto users - improving safety across all modes along CSAH 32.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The CSAH 32 Multiuse Trail Project includes the addition of a parallel multiuse trail between CSAH 33 and TH 61 in Forest Lake. The priority of multimodal improvements to CSAH 32 is reflected in the forthcoming Washington County Bicycle and Pedestrian Plan, which designates this corridor as part of the future multimodal transportation network. The addition of this feature will offer increased safety and convenience for multimodal users seeking to access destinations within and beyond the project area. Multimodal users are currently forced to use the shoulder of CSAH 32, which in some areas is designated as the right-turn lane. These conditions are problematic considering the makeup of destinations within the vicinity of the project. Forest Lake Elementary School, Forest View Elementary School, and the Forest Lake Area Community School are all located within a half-mile of the project. The provision of an east/west trail as well as safer crossings at intersections will improve safety for students when walking to and from school. These improvements will also offer benefits for residents seeking to access the commercial hubs to the north and northwest of the project. This is particularly helpful for multimodal trips generated by the concentration of multifamily housing located between Forest Road and SW 8th St.

In addition to these benefits to the local multimodal transportation network, the project will also enhance the multimodal network connectivity to the Hardwood Creek Regional Trail, which received an estimated 261,397 visitors in 2018 and is located on the eastern end of the CSAH 32 Multiuse Trail Project. The Hardwood Creek Regional Trail is designated on the RBTN as a Tier 2 alignment, reflecting the importance of the trail for the region's bicycle users. By using the Hardwood Creek Regional Trail, multimodal users can access important amenities including Forest Lake High School, Forest Lake YMCA, Hardwood Creek

Library, and the Headwaters Transit Center, which offers express bus service to downtown Minneapolis and Saint Paul and is the only transit service available in the City of Forest Lake. This connection is particularly crucial for Forest Lake residents, as it addresses multimodal access challenges for current and prospective transit riders in the area by creating a multimodal connection between Forest Lake's population center and this important regional transit amenity. The CSAH 32 Multiuse Trail Project will effectively extend this multimodal network to the schools and residents to the east and west, including multimodal elements planned for construction on CSAH 33 in 2023.

(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

1589567969133_03_Layout_CSAH 32 Multiuse Trail.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

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 10/31/2024

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:

Meeting with partner agencies: 04/03/2020

Targeted online/mail outreach: 07/31/2019

Number of respondents: 1500

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%

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

The need for the CSAH 32 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. The first phase was the discovery phase that 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 connecting directly into the Hardwood Creek Trail, on a Tier 2 RBTN Alignment, and a transportation and recreational amenity heavily supported and used by Forest Lake and Washington County residents. Phase two and three provided an opportunity to provide feedback on initial findings and strategies, and the draft plan. Washington County is becoming more diverse, and to contribute towards county goals to minimize barriers to public participation the Comprehensive Plan website offers a Spanish translated Introduction to the Plan.

The documented justification for investment in this corridor is contributed to increased traffic on CSAH 32 as a result of the recent (2013) overpass of I-35 providing a regionally significant connection between CSAH 33 and CSAH 32. The county needs federal assistance to build this multiuse trail and address rising safety concerns associated with the heavily increasing motorized and non-motorized traffic in the corridor.

Washington County is in the process of developing its first Bicycle and Pedestrian Plan. This engagement process has included pop up engagement events during Summer 2019 and ongoing online engagement. An interactive comment map has been used since summer 2019

to collect comments from users. This map has received over 1500 responses and 2 responses specified a desire for this trail connection and concerns about crossing CSAH 32 due to high traffic volumes and poor sightlines has been clearly articulated within those comments.

During the design process, Washington County in partnership with the City of Forest Lake will engage with residents to solicit feedback on the recommended concept to understand needs for final design and construction of this regionally significant project.

Measure A: Cost Effectiveness

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

Other Attachments

File Name	Description	File Size
00 Coordination Attachments Coming Soon.docx	Washington County Board of Commissioners Resolution, City of Forest Lake Letter of Support & Winter Maintenance Agreement, and Forest Lake School District Letter of Support will be provided by extended September 2020 deadline.	13 KB
02_Existing Conditions_CSAH 32 Multiuse Trail.pdf	Existing Conditions CSAH 32 Trail	875 KB
CSAH 32 Cover Sheet.pdf	Summary Sheet CSAH 32 Trail	1.5 MB

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

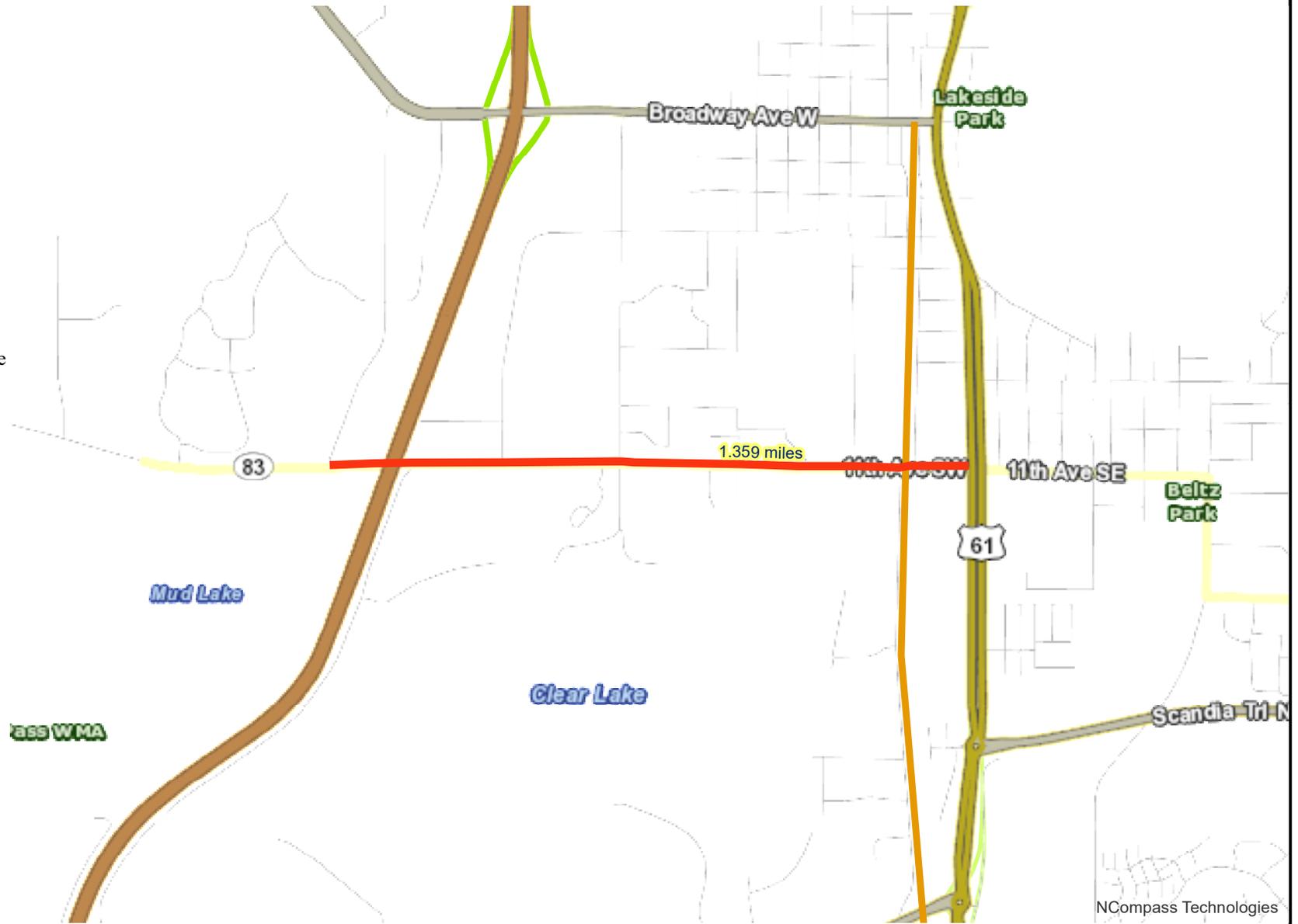
H. Washington County Previous ADA Planning Efforts

Project to RBTN Orientation

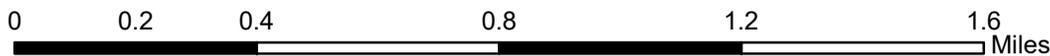
Multiuse Trails and Bicycle Facilities Project: CSAH 32 Multiuse Trail | Map ID: 1589473435704

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



Created: 5/14/2020
LandscapeRSA6



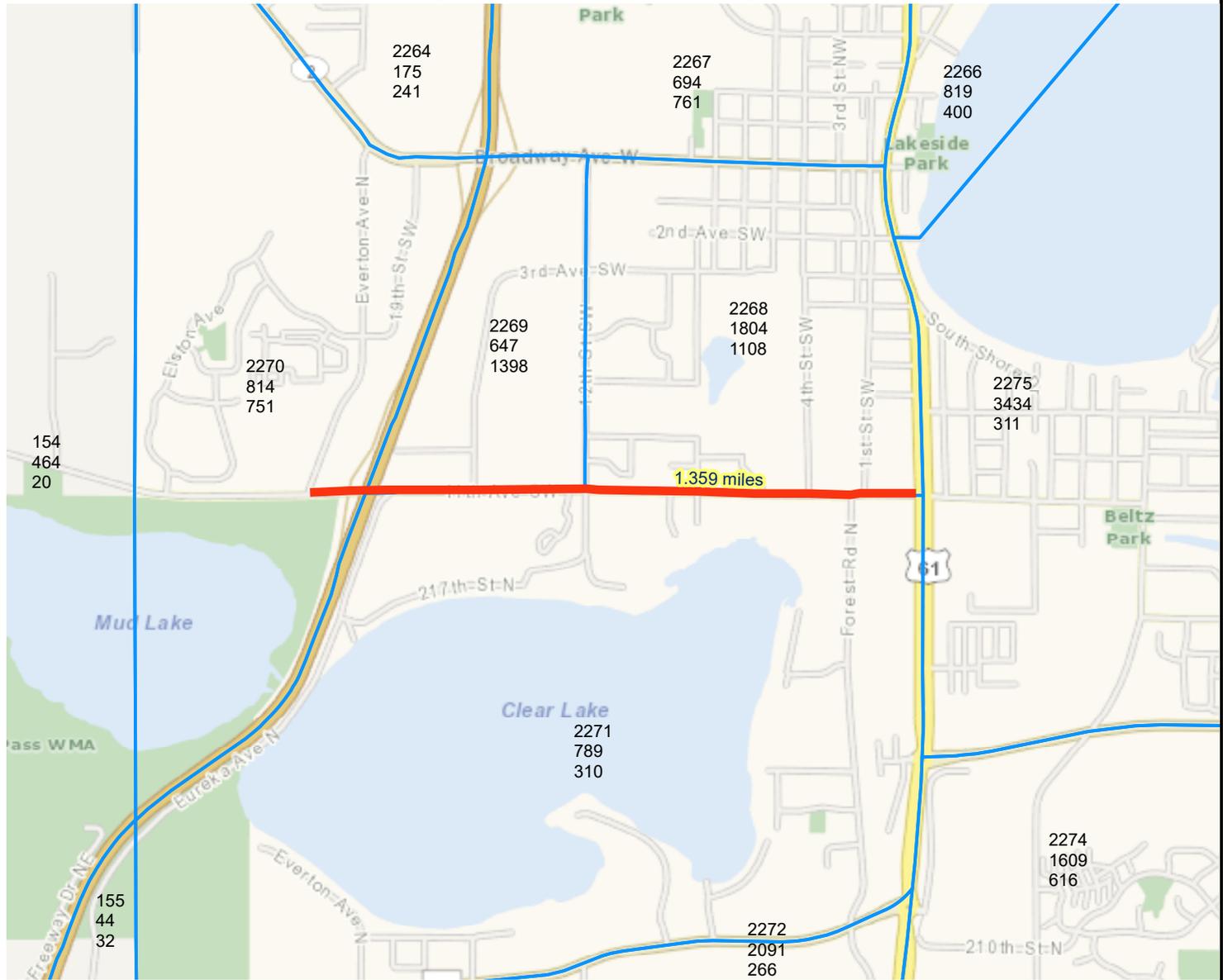
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>

NCompass Technologies



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 32 Multiuse Trail | Map ID: 1589473435704



Results

Within ONE Mile of project:
 Total Population: 13384
 Total Employment: 6214

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/14/2020
 LandscapeRSA4



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



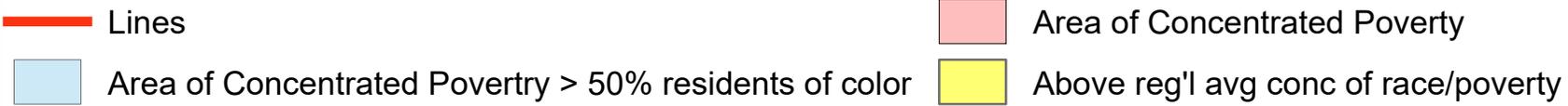
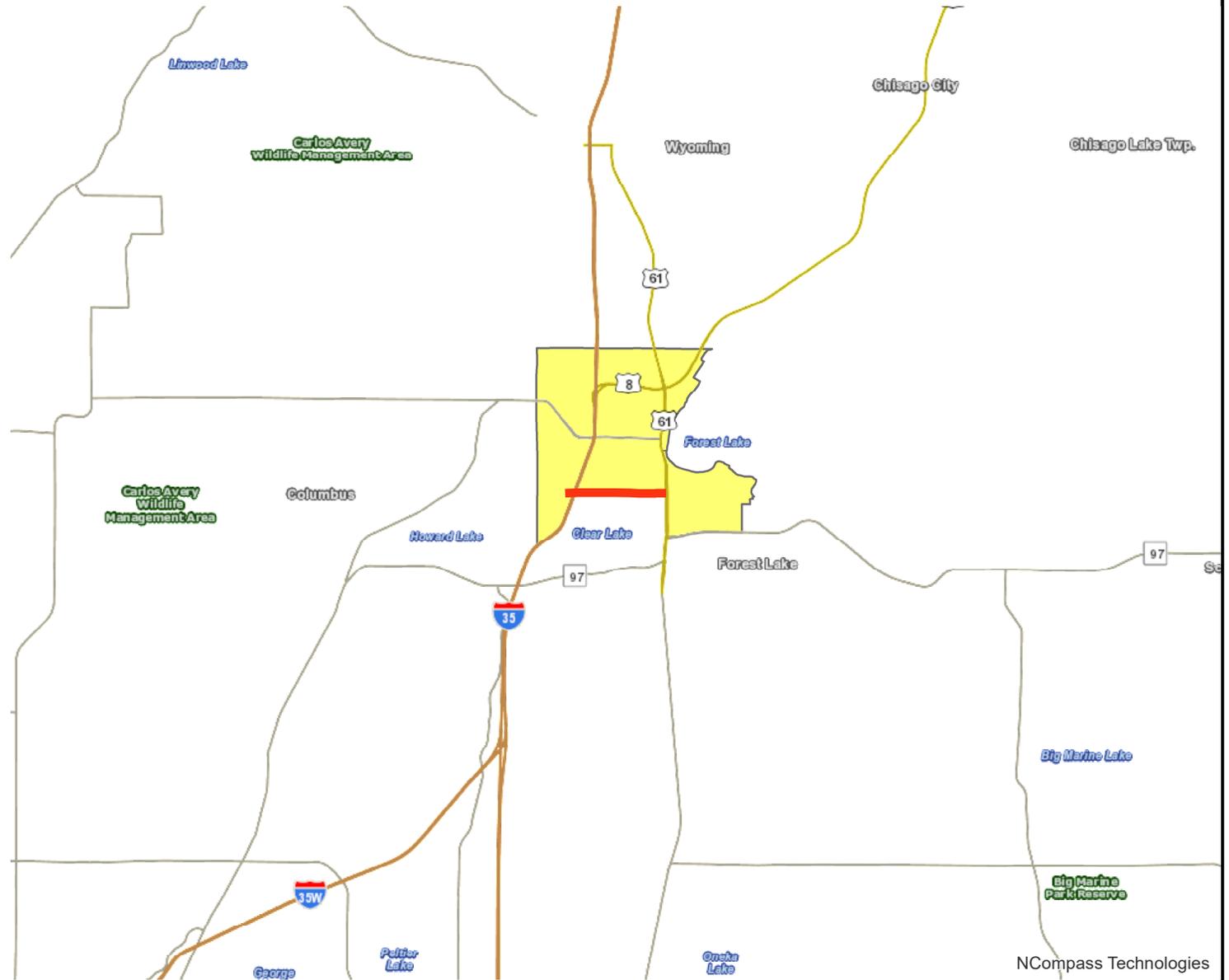
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 32 Multiuse Trail | Map ID: 1589473435704

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:
50210 70103 70104
70105 70106



Created: 5/14/2020
LandscapeRSA2



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





**TRAIL WILL TIE INTO 2023 PROJECT
ALONG CSAH 33. PROJECT WILL ADD A
TRAIL THAT WILL BE EXISTING AT THE
TIME OF CONSTRUCTION**

LEGEND

- ROADWAY
- CURBS & DRIVEWAYS
- TRAIL
- FUTURE IMPROVEMENTS (LOCAL FUNDS)
- PARCEL LINES

50
SCALE IN FEET

220TH ST

EVERTON AVE

10' TRAIL



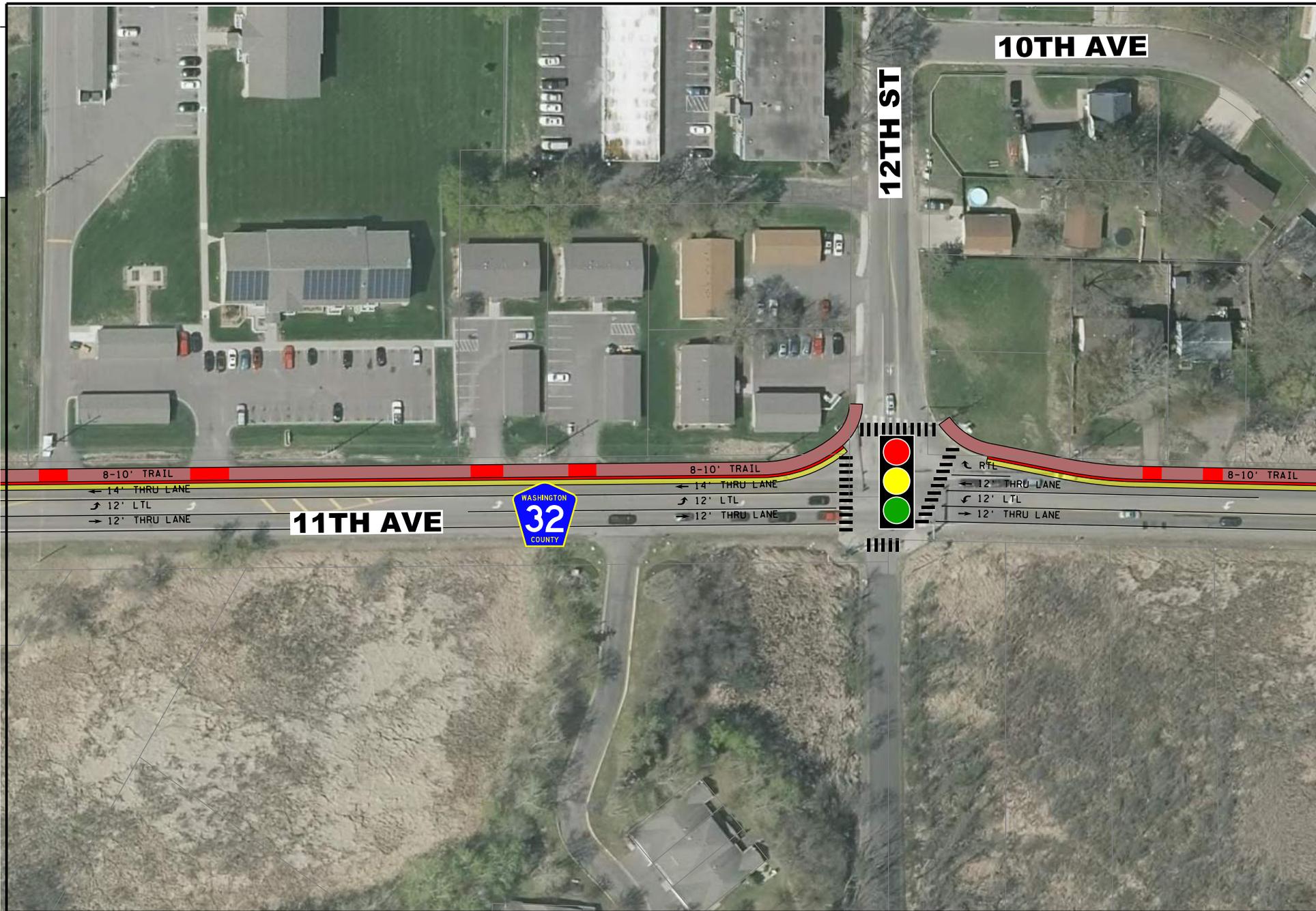
REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL



REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL



REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL



10TH AVE

12TH ST

11TH AVE



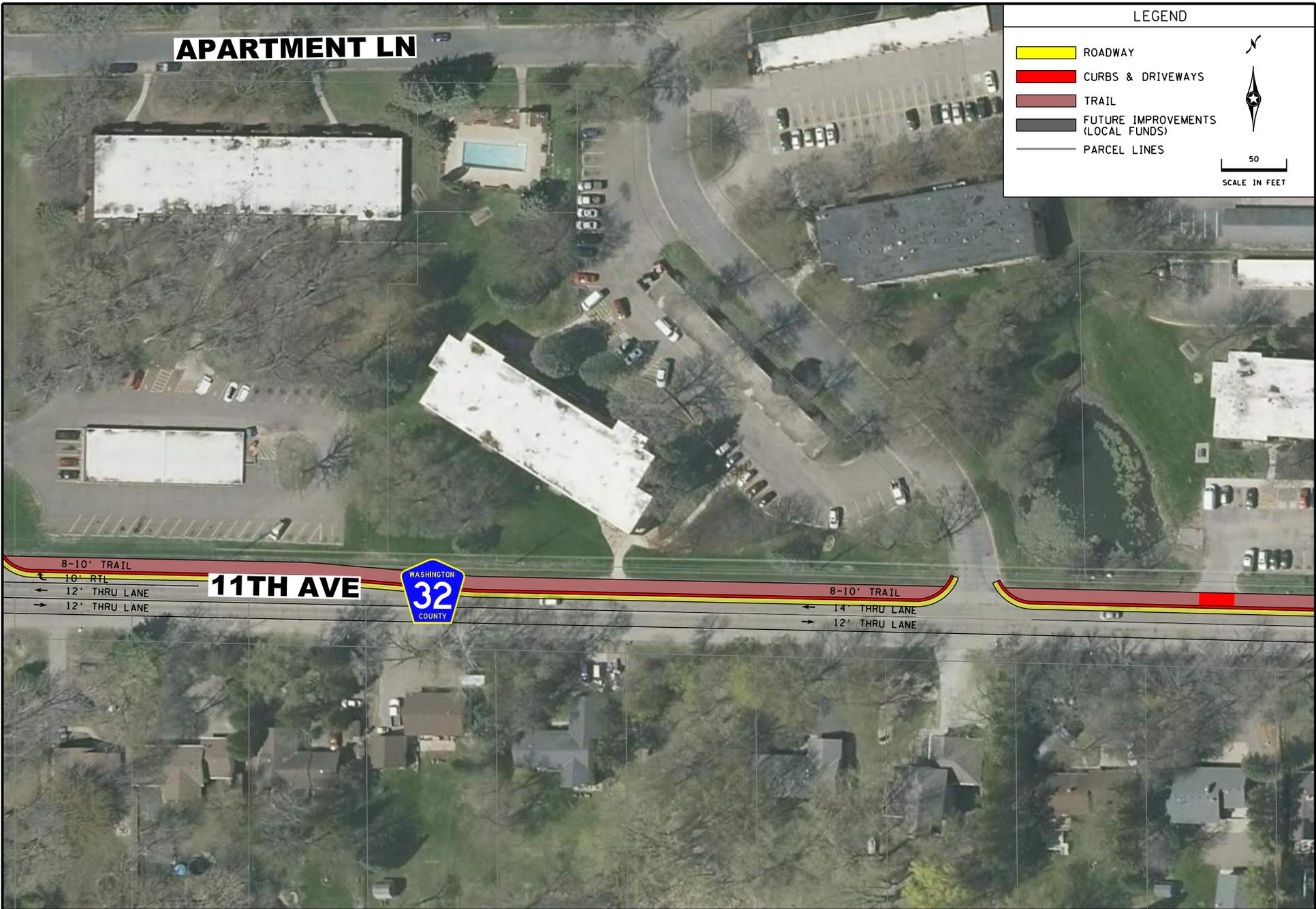
REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL

LEGEND

- ROADWAY
- CURBS & DRIVEWAYS
- TRAIL
- FUTURE IMPROVEMENTS (LOCAL FUNDS)
- PARCEL LINES



REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL



APARTMENT LN

11TH AVE



LEGEND

- ROADWAY
- CURBS & DRIVEWAYS
- TRAIL
- FUTURE IMPROVEMENTS (LOCAL FUNDS)
- PARCEL LINES



50
SCALE IN FEET

8-10' TRAIL
 ← 10' RTL
 ← 12' THRU LANE
 → 12' THRU LANE

8-10' TRAIL
 ← 14' THRU LANE
 → 12' THRU LANE

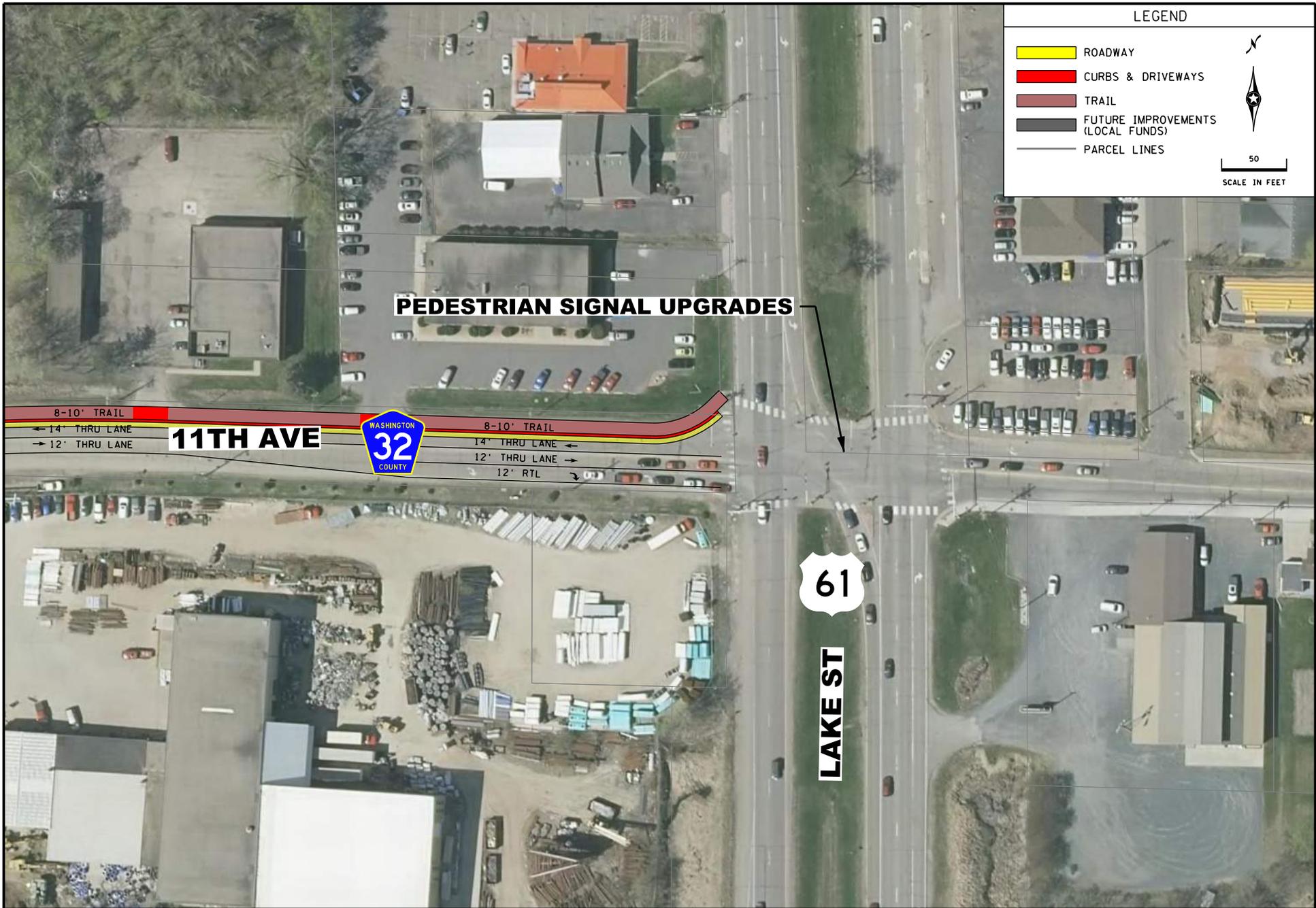


REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL



**BOLTON
& MENK**

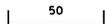
REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL



LEGEND

- ROADWAY
- CURBS & DRIVEWAYS
- TRAIL
- FUTURE IMPROVEMENTS (LOCAL FUNDS)
- PARCEL LINES




 SCALE IN FEET

PEDESTRIAN SIGNAL UPGRADES



61

LAKE ST



REGIONAL SOLICITATION
WASHINGTON CSAH 32 TRAIL

CSAH 32 Multiuse Trail

Existing Conditions



CSAH 32 facing east at TH 61



CSAH 32 facing east at Hardwood Creek Trail Bridge



CSAH 32 facing east at 12 St SW



CSAH 32 facing west at I-35E Bridge



CSAH 32 facing west at CSAH 33

Multiuse Trail

CSAH 32 (220th St N / 11th Ave)



Project Location

The CSAH 32 Multiuse Trail project is located between CSAH 33 and TH 61 on the north side of CSAH 32 in the City of Forest Lake.



Federal Funds Request

Federal: \$ 928,000

Local Match: \$ 232,000

Project Total: \$ 1,160,000



Project Goals

- » Add facility for non-motorized transportation
- » Encourages active living choices and lifestyle
- » Leverages existing local and regional investments in the area

Project Summary

The CSAH 32 trail will construct a new 10 foot, ADA compliant, trail on the north side of CSAH 32 (220th St N/11th Ave) between CSAH 33 and TH 61 in the City of Forest Lake. This 1.4mile trail project will connect to the future trail improvements on CSAH 33 that are planned for 2023 construction. CSAH 32 is a strong east-west connection between TH 61 and I-35E in Forest Lake with a posted speed limit of 40 mph. Currently, there is no infrastructure to accommodate cyclists and pedestrians along this stretch of CSAH 32 despite it's adjacent uses of multi-family housing and multiple schools within a half mile. Those who are unable or unwilling to drive are forced to walk along the shoulder or in the ditch.

Summary of Benefits

- » Closes a gap in the existing bicycle and pedestrian network and builds a continuous east-west connection between TH 61 and CSAH 32
- » Extends the non-motorized network for those accessing the nearby Forest Lake Elementary School, Forest View Elementary School, and the Forest Lake Early Childhood Family Education Center
- » Improves regional multimodal accessibility for the residents of 178 housing units in the area that are affordable at levels between 30% - 60% of AMI and the surrounding multifamily housing
- » Connects to the Hardwood Creek Regional Trail, a Tier 2 RBTN alignment, which directly connects to the Forest Lake Transit Center

