



Application

13875 - 2020 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

14091 - Sidewalk on Greenway Avenue to connect to the Gold Line BRT

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/15/2020 8:55 AM

Primary Contact

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Department: Engineering

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Address: 1584 Hadley Ave No.

***:** Oakdale Minnesota 55128
City State/Province Postal Code/Zip

Phone:* 651-730-2730
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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: OAKDALE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1584 HADLEY AVE

*

OAKDALE

Minnesota

55128

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

651-730-2721

Ext.

Fax:

PeopleSoft Vendor Number

0000020981A1

Project Information

Project Name

Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street North.

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

City of Oakdale

Jurisdictional Agency (If Different than the Applicant):

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

The proposed project will incorporate several improvements with the goal of improving the safety, functionality and traveling experience for pedestrians along Greenway Avenue North from Hudson Boulevard to 7th Street North. This connects 2- Tier 1 alignments for the Gold Line BRT. The improvements include putting a sidewalk on the west side of Greenway, new pedestrian ramps at intersections, and driveway reconstruction at adjacent residential homes to accommodate the new sidewalk.

On Greenway Avenue North from Hudson Boulevard to 7th Street North, enhanced sidewalks and streetscapes will eliminate blighted, unsafe conditions and encourage more pedestrians to move, which will in turn provide the BRT with an increased amount of safe foot traffic.

(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.](#)

Greenway Avenue North, between Hudson Boulevard to 7th Street North, construct sidewalk and pedestrian ramps on the west side of Greenway Avenue North to Hudson Boulevard.

Project Length (Miles)

0.74

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

\$400,000.00

Match Amount

\$100,000.00

Minimum of 20% of project total

Project Total

\$500,000.00

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

General Obligation Bonding or MSA funds.

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

Preferred Program Year**Select one:** 2024

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

Additional Program Years: 2022, 2023

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

Project Information**County, City, or Lead Agency** City of Oakdale**Zip Code where Majority of Work is Being Performed** 55128**(Approximate) Begin Construction Date** 05/01/2024**(Approximate) End Construction Date** 09/01/2024**Name of Trail/Ped Facility:** Greenway Avenue North - Sidewalk

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)**From:** Hudson Boulevard and Greenway Avenue North
(Intersection or Address)**To:** 7th Street North and Greenway Avenue North
(Intersection or Address)

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

Or At:**Miles of trail (nearest 0.1 miles):** 0.74**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.74**Is this a new trail?** Yes**Primary Types of Work** Sidewalk, ped ramps, driveway, curb and gutter

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**Old Bridge/Culvert No.:****New Bridge/Culvert No.:****Structure is Over/Under**
(Bridge or culvert name):**Requirements - All Projects**

All Projects

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

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

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

There is an increasing demand for a sidewalk connecting to the regional transit system; Gold Line Bus Rapid Transit Project, increases the need to develop facilities to allow for safe walking.

Transportation System Stewardship-pg.42

Safety and Security-pg.44

Access To Destinations-pg.46

Competitive Economy-pg.48

Healthy Environment-pg.50

Investments to Guide Land Use-pg.53

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

(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.

City of Oakdale Documents: Comprehensive Plan
2040-Chapter 3

List the applicable documents and pages:

Capital Improvements Program 2020-2024

(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: 11/22/2016

Resolution No. 2016-119 Adoption of ADA plan.pdf

Link to plan:

ADA - Final.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

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. Yes

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)

\$25,000.00

Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$25,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$475,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00

Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$475,000.00

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	\$500,000.00
Construction Cost Total	\$500,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	3280
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1586284971334_Regional Economy.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile

8735

Upload Map

1589391074431_Socio-Economic Conditions.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 proposed project is located in the above regional average concentration of race/poverty. The new sidewalk will be separated from car traffic and ADA-compliant. The sidewalk is critical for all people, young, old, people with disabilities to navigate the area. Transit-dependent households in the area will benefit as the project will improve connections to the planned Gateway BRT Station.

(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.

The Greenway Avenue Station is envisioned as a Neighborhood Station serving the low-income and demographically diverse community of Landfall and the adjacent Oakdale single-family residential neighborhood. The station provides both transit access to the corridor and an opportunity for placemaking in the station area community. A new trail along Greenway Avenue provides Oakdale residents with safe and direct access to the station and Tartan High School.

Response:

(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

Negative impacts due to the improvement include temporary construction impacts to the adjacent properties during construction.

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

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

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

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

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

d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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

1586291919924_Socio-Economic Conditions.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
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Total Project Length

Total Project Length 0.74

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0

Total Housing Score 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:

Peaceful Lodge (6630 Hudson Blvd. Oakdale, MN 55128) is affordable housing because it serves low-income seniors by accepting county and waiver assistance pay. Peaceful Lodge currently has 55 units, and under construction to add 33 more units on site. Furthermore, the Greenway station area neighborhood has a lot of older housing that is more affordable than other areas of the city. Much of the owner-occupied housing in the area could be considered naturally affordable because households with lower incomes can afford to buy it. Oakdale's commercial properties at the Greenway Avenue Station and along Hudson Boulevard provide opportunities for bus rapid transit-oriented development in the station area. Further east of the station, approximately 60 acres of underutilized and vacant properties along both sides of Hadley Avenue offer longer-term transit-oriented development opportunities. In Oakdale, transit-oriented development infill opportunities for multi-family housing and commercial uses (retail, services and office) take advantage of existing roadway access, the BRT station, and visibility from I-94.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588105506249_Project of RBTN Orientation.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

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

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

The sidewalk segment of Greenway Avenue North between Hudson Boulevard and 7th Street North is currently a missing link between future investments to the North and South. With the addition of the Gold Line BRT, pedestrian activity in the area is expected to increase. The sidewalk on Greenway is an important Station Access Route. Greenway Avenue improvements provide direct, safe, and convenient access within the existing right-of-way from the existing neighborhood north of Hudson Boulevard to the station. A new sidewalk and landscape boulevard are added along the west side of Greenway Avenue North from the station at Hudson Boulevard to 10th Street. The County's proposed trail along Hudson Boulevard from TH120 to Greenway Avenue North will also be added. On both sides of the street, wide paved areas should be provided at existing Route 219 bus stops to accommodate shelters, benches, signs, and sidewalk ramps.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The Gold Line Greenway Sidewalk project will construct a 6 foot grade-separated multiuse sidewalk with full ADA compliance on the west side of Greenway Avenue between Hudson Boulevard and 7th Street North in the City of Oakdale. This project will fill an existing gap in the multiuse sidewalk network surrounding Greenway Avenue by making connections to the future trail on Hudson Boulevard.

This existing gap presents challenges for residents of the City of Oakdale, whose only point of access to the bus stops, multimodal facilities, and destinations within and beyond the project area is via the shoulder on Greenway Avenue. Filling this gap will improve the travel experience for bicyclists, pedestrians, and transit riders who currently have no option but to use the shoulder of Greenway Avenue, which has a speed limit of 30 mph. This improved travel experience will positively affect the surrounding multimodal transportation system in many ways.

Response:

The project will enhance multimodal connections to the Greenway Avenue Station of the METRO Gold Line BRT project, which will begin service in 2024. The METRO Gold Line BRT project offers a package of transit enhancements that combine to create a faster trip and an improved experience compared to regular route or express service. Enhanced transit service has been shown to result in higher demand, and is able to attract users from greater distances than regular route or express bus service. The Gold Line Greenway Trail will help the METRO Gold Line effectively leverage the advantages of its enhanced service by strengthening the multimodal network in the area and addressing the first mile/last mile challenges associated with the suburban characteristics of the METRO Gold Line's Greenway Avenue Station. The regional significance of the multimodal transportation network in this area is further reflected in the RBTN, which designates all

bikeways parallel to the Gold Line BRT as RBTN
Tier 1.

(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.

100%

Attach Layout

1588355504845_Map of sidewalk area - Bike_Ped
Plan_Segments.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

09/30/2024

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

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

4)Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

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

Meeting with general public: 07/11/2018

Meeting with partner agencies: 09/25/2018

Targeted online/mail outreach: 10/24/2017

Number of respondents:

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

100%

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

75%

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

50%

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

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):

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$500,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$500,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Bike_Ped Plan_Segments.pdf	Project Layout	381 KB
ISD 622 - Letter of Support - Oakdale Met Council Grant.pdf	Letter of Support from School District 622	292 KB
Population Employment Summary.pdf	Population Employment Summary	5.0 MB
Project to RBTN Orientation.pdf	Project to RBTN Orientation	2.1 MB
PW-07 Snow Plow Policy.pdf	Snow Plow Policy	147 KB
Regional Economy.pdf	Regional Economy	1.9 MB
Socio-Economic Conditions.pdf	Socio-Economics Condition	2.5 MB

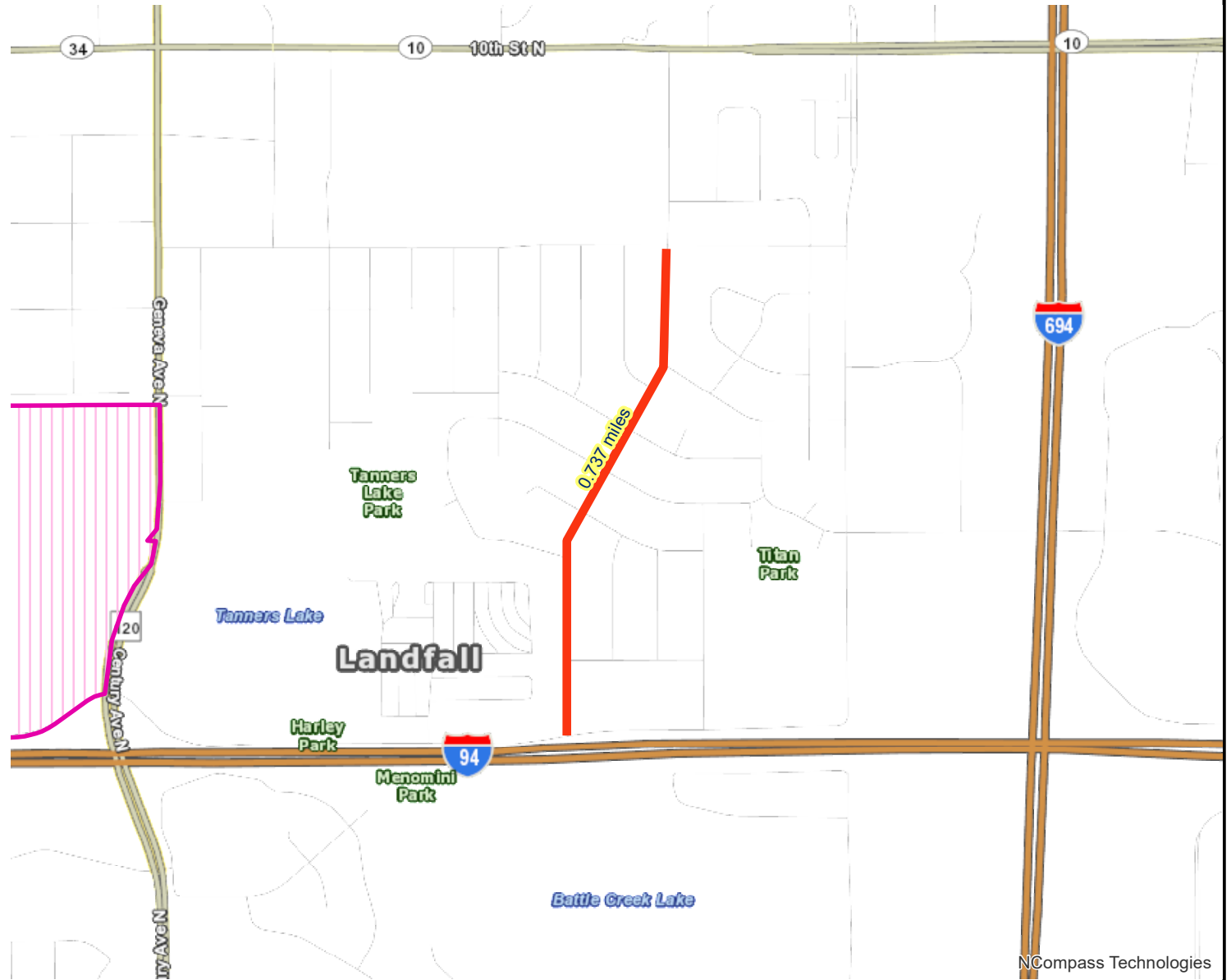
Regional Economy

Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 158628440266

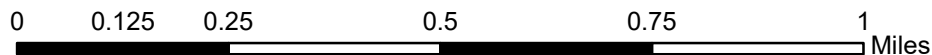
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 8735
Total Employment: 3280
Mfg and Dist Employment: 500



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 4/7/2020
LandscapeRSA5



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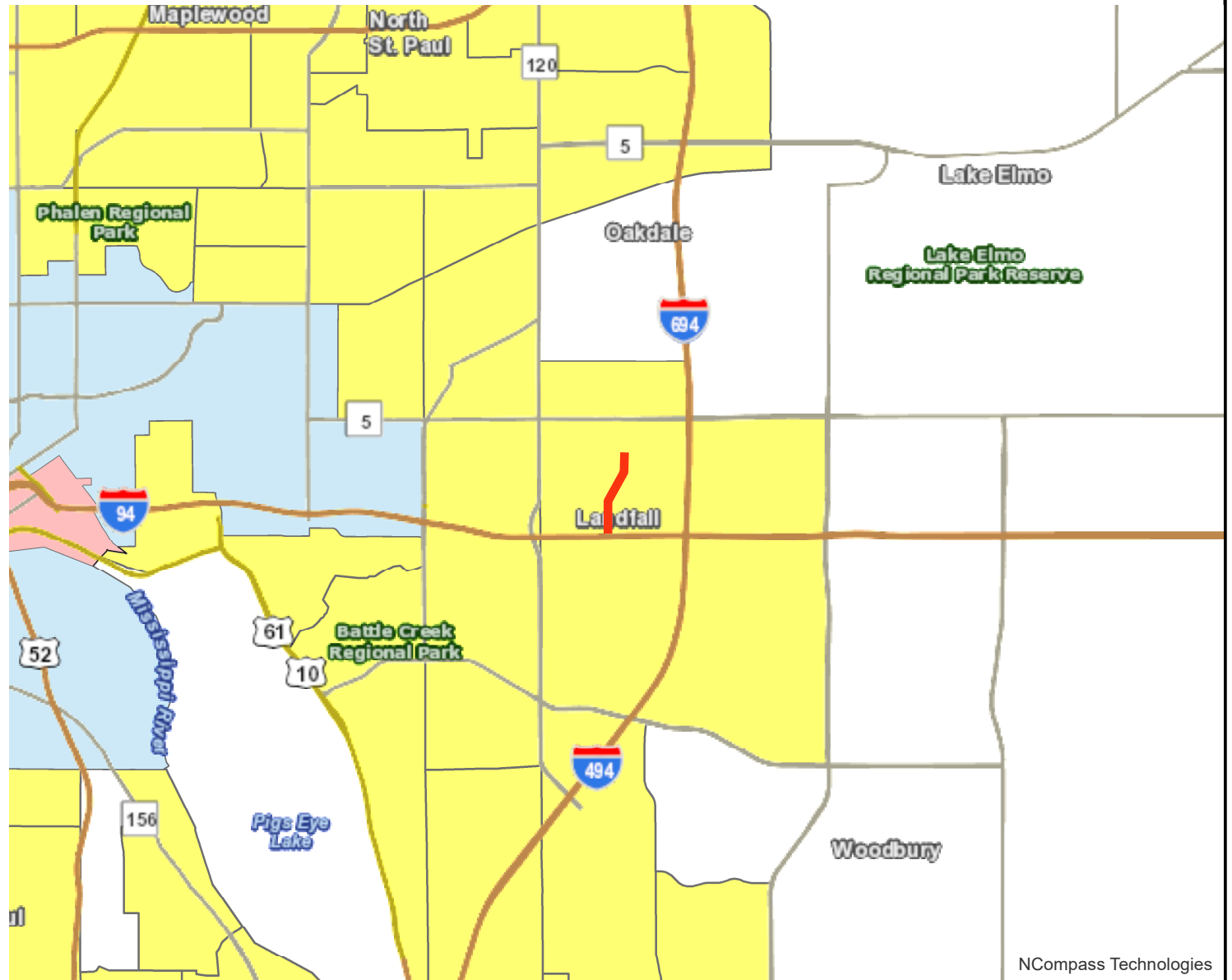
Socio-Economic Conditions

Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 1586284402666

Results

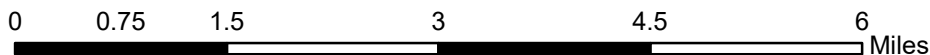
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile: 70910 70912 71001



NCompass Technologies

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



Created: 4/7/2020
LandscapeRSA2



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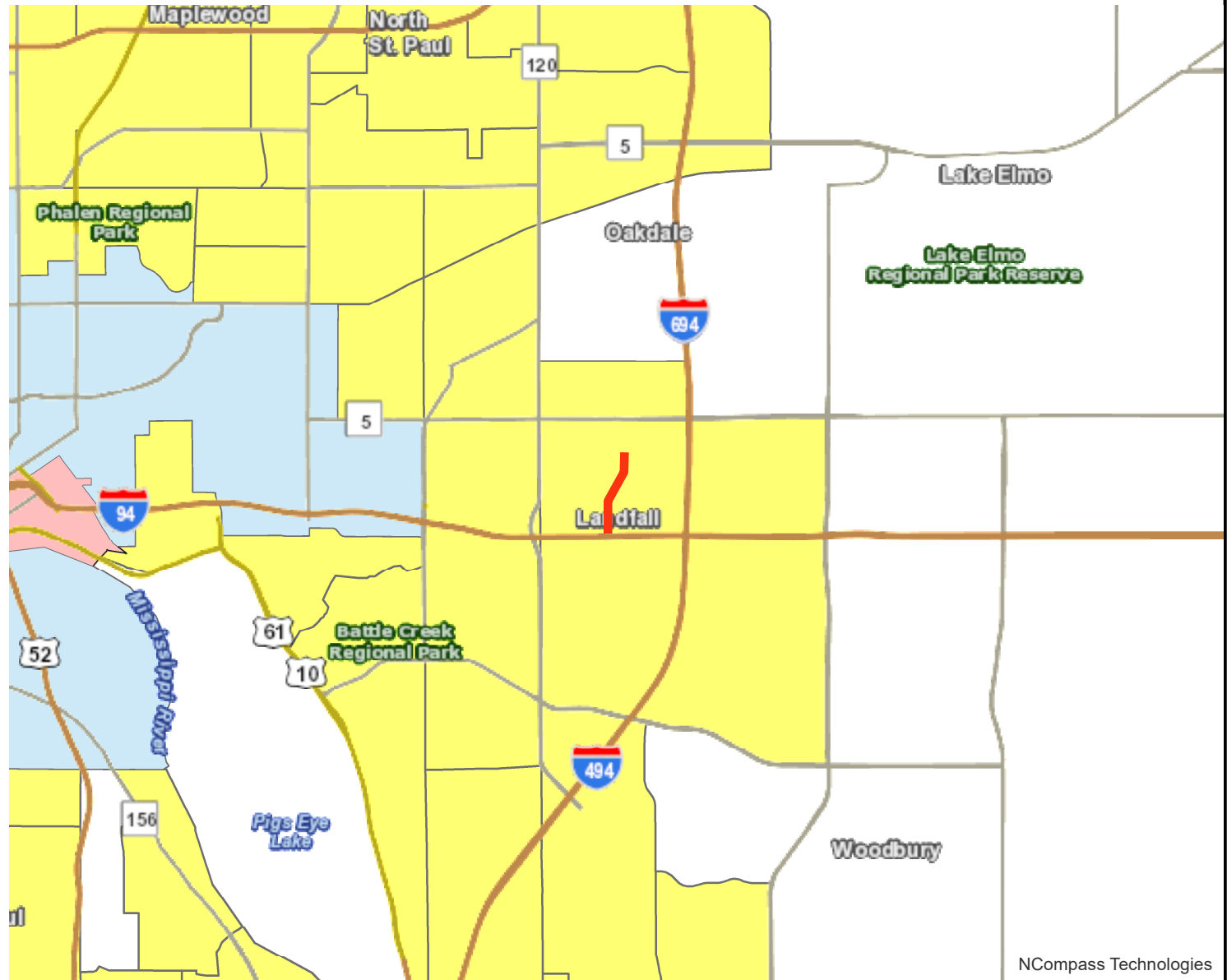
Socio-Economic Conditions

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Results

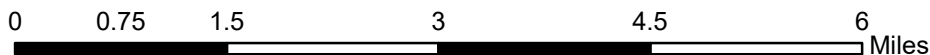
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NCompass Technologies

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-  Area of Concentrated Poverty
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Created: 4/7/2020
LandscapeRSA2



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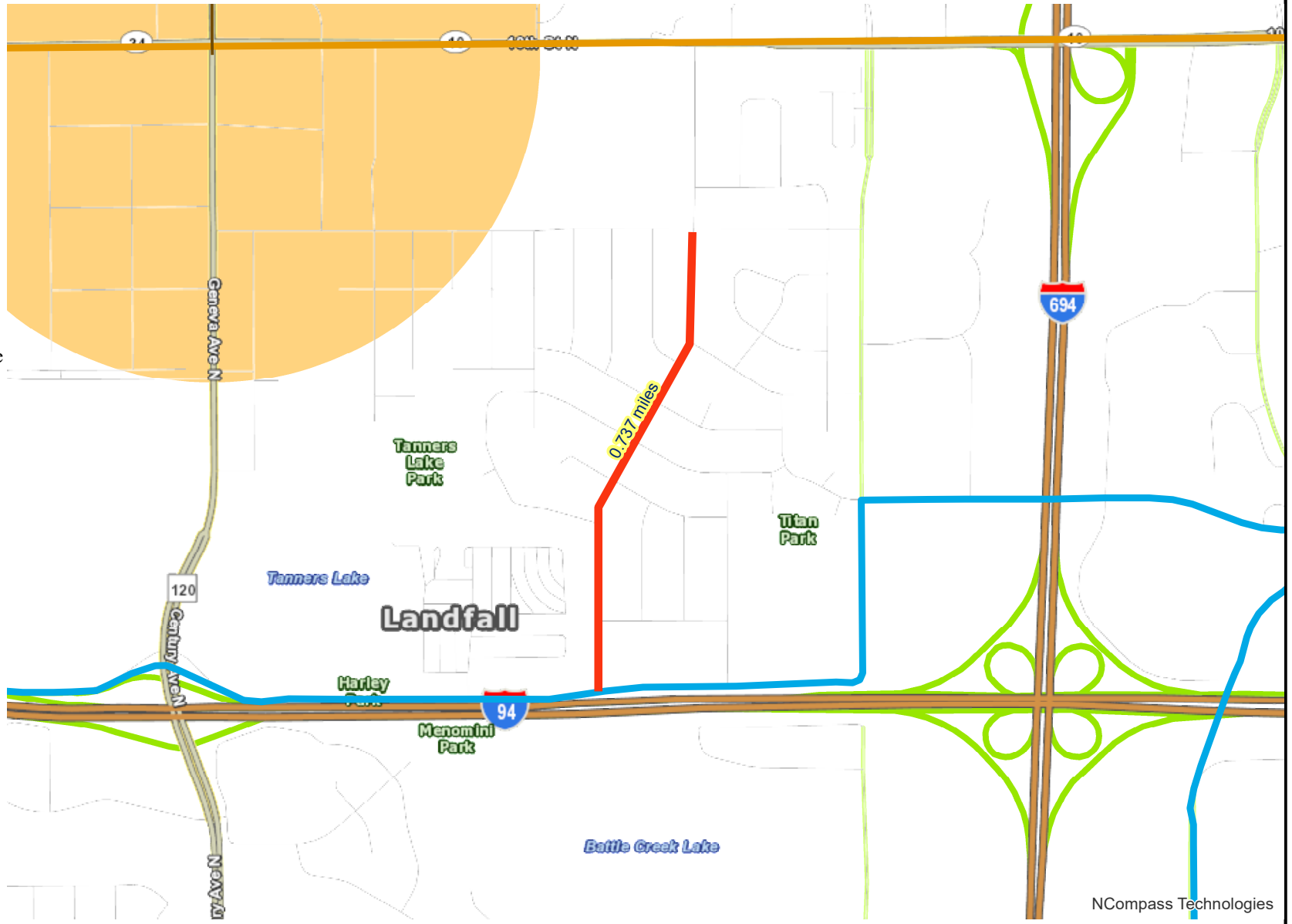


Project to RBTN Orientation

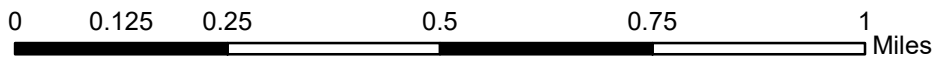
Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 1586284402666

Results

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



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



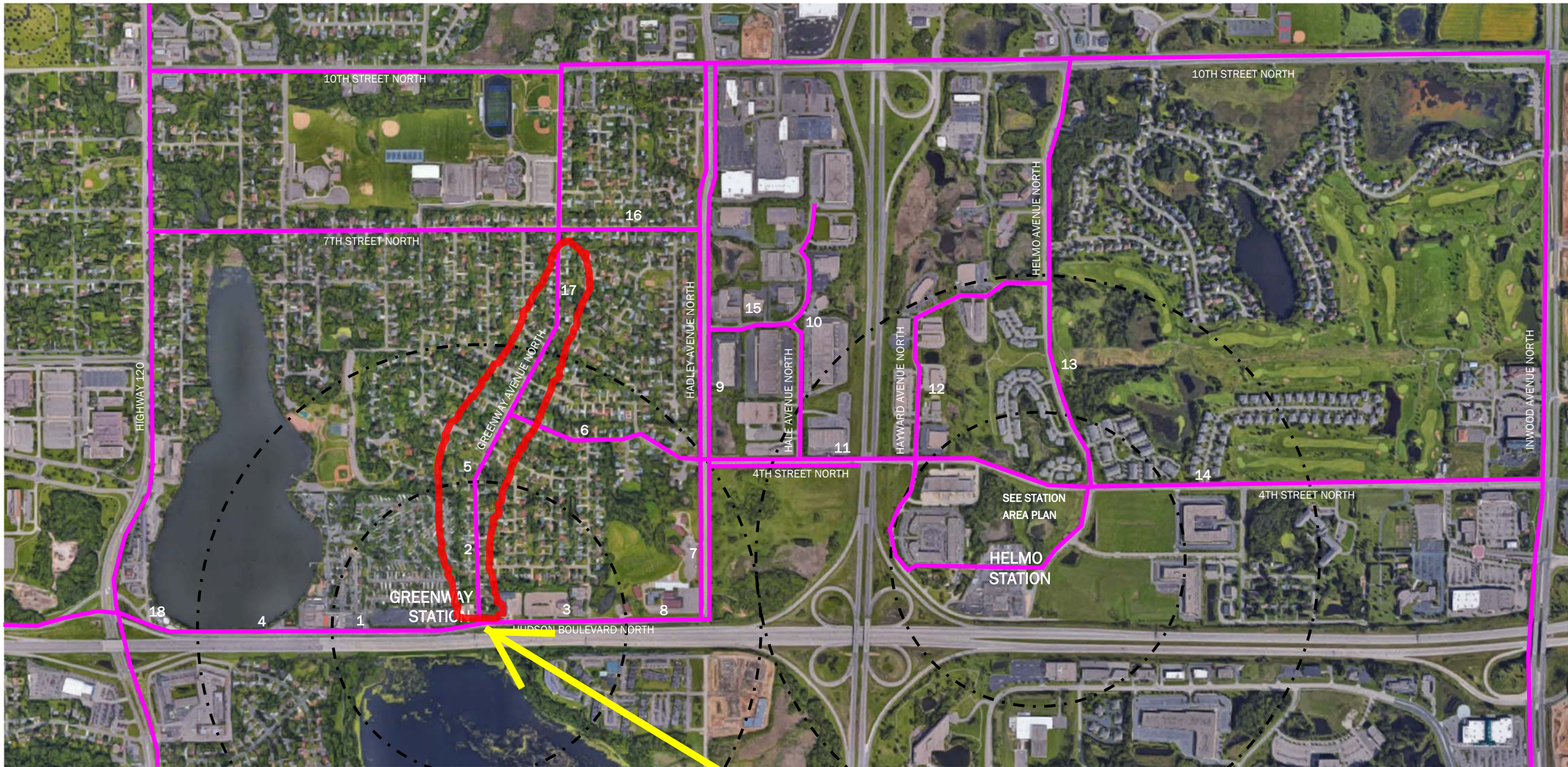
Created: 4/7/2020
LandscapeRSA6



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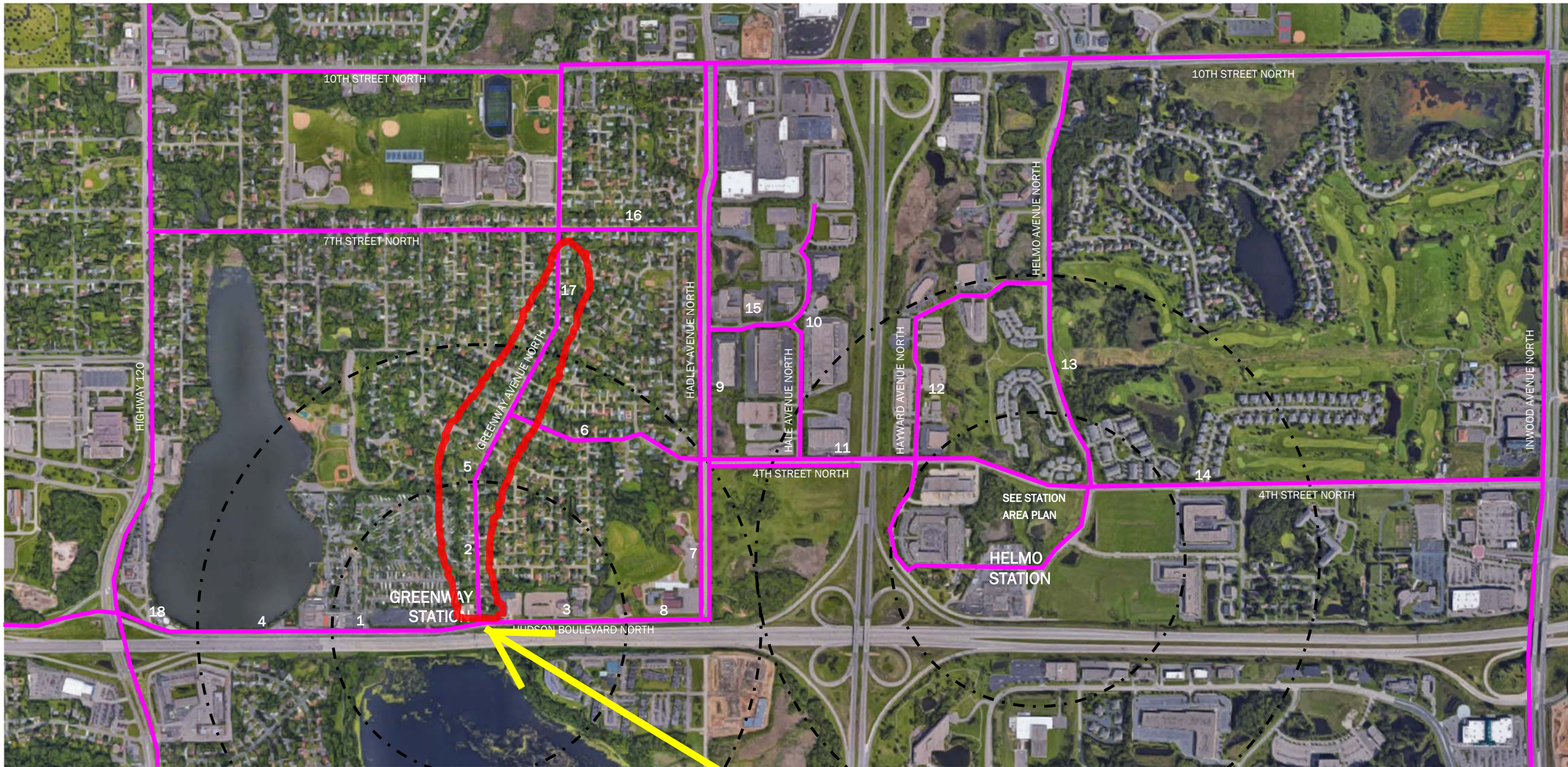
NCompass Technologies





Greenway Avenue Sidewalk Application Area

GOLD LINE BICYCLE AND PEDESTRIAN NETWORK



Greenway Avenue Sidewalk Application Area

GOLD LINE BICYCLE AND PEDESTRIAN NETWORK

April 15, 2020

Brian Bachmeier
Public Works Director/City Engineer
1584 Hadley Avenue North
Oakdale, MN 55128

RE: Support for Oakdale's Solicitation Application for a pedestrian sidewalk from 7th Street North to Hudson Boulevard along the west side of Greenway Avenue in the City of Oakdale.

Dear Mr. Bachmeier:

The purpose of this letter is to express School District 622's support for Oakdale's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for a pedestrian sidewalk on the west side of Greenway Avenue between 7th Street and Hudson Boulevard.

This project will fill in an existing safety concern, providing a much-needed sidewalk for our Tartan High School students who walk to school. It also will fill in an existing gap in the trail network and connect important community assets.

These improvements are consistent with School District 622's long-term facilities plan and both the City's and the County's 2040 comprehensive plans. School District 622 will continue to support Oakdale's efforts to improve the City trail system as identified in the 2040 Oakdale Comprehensive Plan.

If you have any questions, please contact me at 651-748-7511 or at randerson@ISD622.org.

Sincerely,



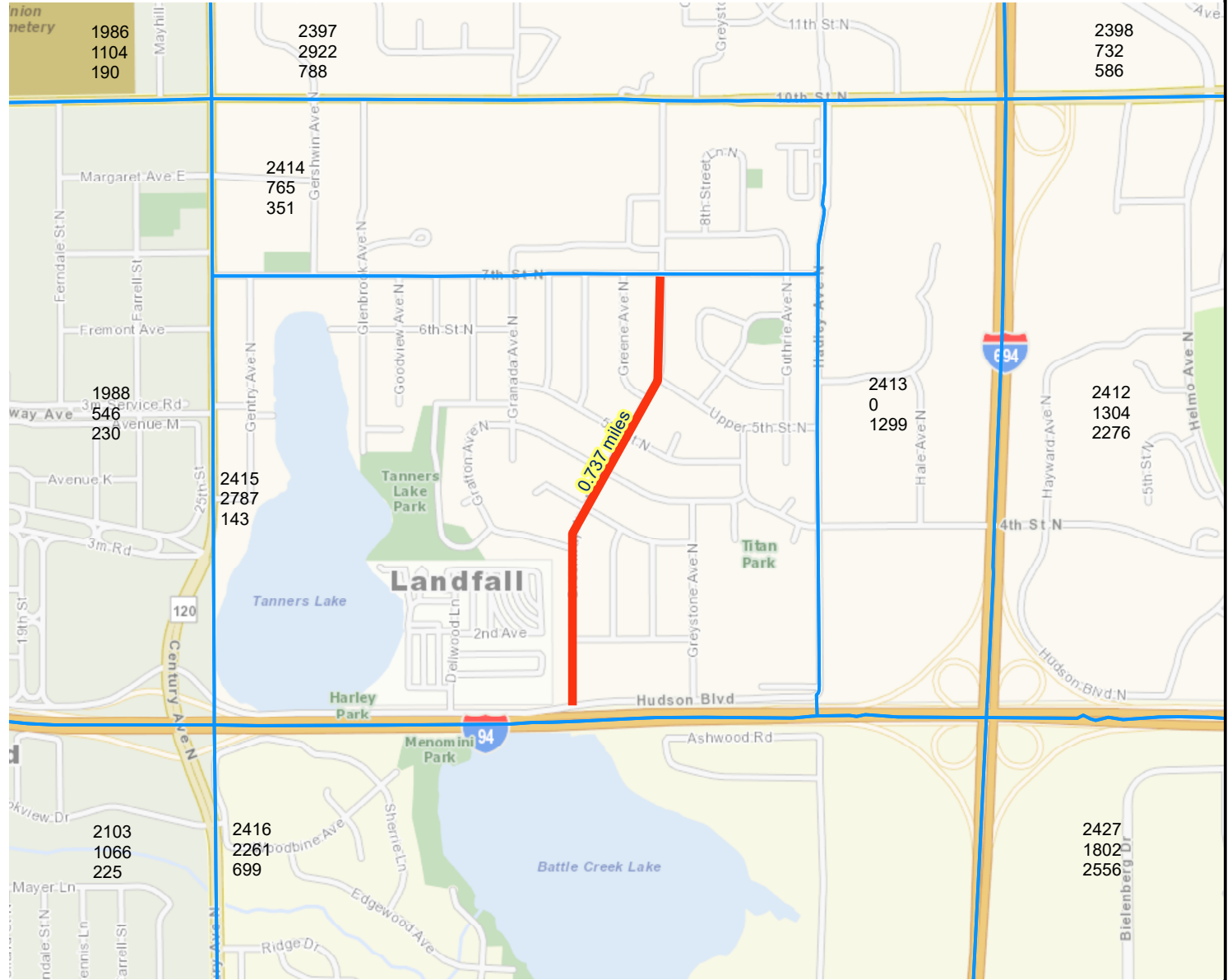
Randy Anderson
Director of Business Services

Population/Employment Summary

Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 158628440266

Results

Within HALF Mile of project:
Total Population: 8735



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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LandscapeRSA4



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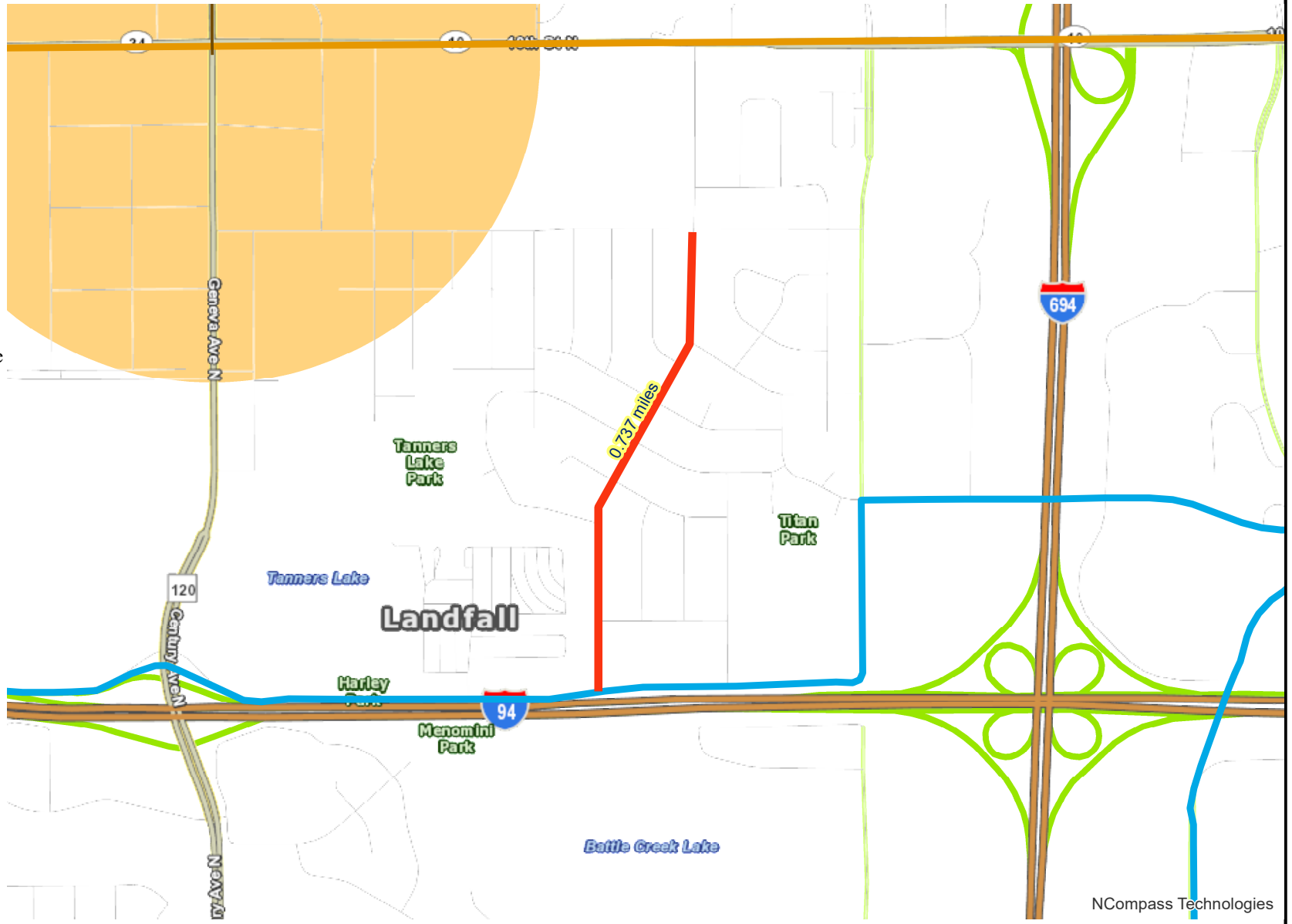


Project to RBTN Orientation

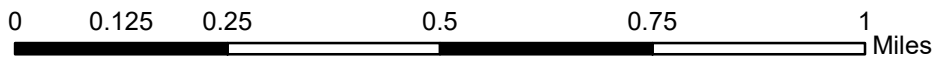
Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 1586284402666

Results

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



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



Created: 4/7/2020
LandscapeRSA6



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NCompass Technologies



Public Works Department
Policy No. PW-07
Snowplowing Policy
Updated 2/11/2013

I. Introduction:

The Twin Cities metropolitan area averages 56” of snow per season. We have a trace or more of snow an average of 74 times each season and 1” or more an average of 9 times. Snowfalls of 3” and up occur about 4 times, and 6” or more of snowfall once per season.

The City of Oakdale believes that it is in the best interest of the residents for the City to assume basic responsibility for control of snow and ice on city streets. Reasonable snow and ice control is necessary for routine travel and emergency services. The City will provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel and environmental concerns. The City will use City employees, equipment and/or private contractors to provide this service.

The City of Oakdale has 96 centerline miles of roadway under its jurisdiction. The City also maintains 187 Cul-de-sacs, 41.23 miles of trails and sidewalks and 8 parking lots at various city facilities. Providing snow and ice control is a monumental task. Operators use 33,000-pound trucks with 12’ snowplows and 10’ wings to move tons of snow. The obstacles and hazards as seen by snowplow operators are parked cars, garbage cans, recycle bins, vehicles traveling too fast and close to the plow, and especially important, children sliding and building snow forts too close to streets. At any given time during the winter months, there can be equipment plowing or applying ice control material on streets or parking lots. Following are the procedures explaining our purpose and operations for winter snow removal and ice control.

II. Policy:

Each year the Public Works Department, prepares a map of the City showing the City maintained street system. The City is divided into routes, in which ice control and snow removal will be performed. The routes are periodically revised to correspond to: budgetary, equipment and personnel resources. Within each route, the major streets are designated as well as areas of steep grades (hazardous areas) that require extra care. Equipment is assigned for the control of snow and ice.

The start of snow and ice control operations for any storm is dependent upon immediate and forecasted weather conditions. The most critical time periods are weekday mornings and evening rush hours. When feasible, the City will attempt to remove snow and ice from City’s major streets prior to the rush hour periods. Major streets and hazardous areas are the first priority. Once the priority areas are plowed and opened, the remaining streets and cul-de-sacs in the residential, commercial and industrial areas will be plowed and sanded.

III. Procedures:

- **When The City Will Start Snow or Ice Control Operations:**

The Public Works Street/Fleet Superintendent with the assistance of the Oakdale Police Department will decide when to begin snow or ice control operations. The criteria for that decision are:

- Snow accumulation of 2 inches or more;
- Drifting of snow that causes problems for travel;
- Icy conditions which seriously affect travel; and
- Time of snowfall in relationship to heavy use of streets.

Snow and ice control operations are expensive and involves using the majority of our limited personnel and equipment. Consequently, snowplowing operations will not generally be conducted for a snowfall of less than 2 inches. However, an accumulation of nuisance snowfalls (less than 2") may constitute initiation of snowplowing operations. Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of city employees and equipment.

- **How The Snow Will Be Plowed:**

Snow will be plowed in a manner so as to minimize any traffic obstructions. The center of the roadway will be plowed first. The snow will then be pushed from left to right. The discharge will go onto the boulevard area of the street and driveway entrances. When a plow goes on a bridge, the driver will slow down so that snow does not go over the bridge, if practical. In times of extreme snowfall, streets will not be able to be completely cleared of snow immediately.

- **Snow Plowing in Cul-de-sacs and Eyebrows:**

The truck route snow plow operators may enter a Cul-de-sac, prior to a Cul-de-sac front end loader snow removal operator, and attempt to plow the snow clock wise around perimeter of Cul-de-sac. Heavy and wet snow accumulations restrict the truck route operators' ability to turn while plowing snow. In such cases the truck route operator will not be able to plow the Cul-de-sac prior to the front-end loader snow removal operator.

- **Snow Plowing in Cul-de-sacs and Eyebrows, Continued:**

The Cul-de-sac snow plowing will begin after city parking areas are plowed, the Cul-de-sac snow plowing operators will normally begin plow operations one hour prior to the start of the truck routes. The snow will be removed by front-end loaders utilizing 12' snowplows. The Cul-de-sac snow removal operators will plow the Cul-de-sac in a manner that will pile the snow in the center of the Cul-de-sac, not on the boulevards located within the Cul-de-sac. When plowing snow in an Eyebrow the operator will plow the snow and pile in an area or areas deemed most practical. Location of snow pile or piles will be predetermined prior to snow plow removal by the Public Works Director and Street/ Fleet Superintendent. The Cul-de-sac snow plowing operators will plow centerline of streets where Cul-de-sacs are located at the end of street, if the truck route operator has not plowed the street first.

- **Alleys and One Ton Plow Route:**

Alleys and streets too small to accommodate full size snowplow truck will be plowed with a One Ton dump truck and/or pickup truck. The snow removal from alleys and smaller streets will start at the same time as the truck route operators.

- **Sidewalks and Trails and Skating rinks:**

The City will maintain City-owned sidewalks, trails and skating rinks as designated on the maintenance map. During skating season the rinks will be plowed and swept utilizing the personnel assigned to side walks and trail snow removal. Snow removal from skating rinks begins at the same time as the truck route drivers. Once the skating rinks are complete, sidewalk and trail snow removal starts. Sidewalk and trail snow removal starts approximately 2 hours after truck routes start time. The 2-hour delay is to allow the truck route operators to plow streets prior to clearing sidewalks and trails, in order to reduce double snow removal from truck route drivers filling cleared sidewalks and trails.

- **Work Schedule for Snowplow Operators:**

In severe snow emergencies, operators may have to work in excess of twelve-hour shifts. Operators are allowed a fifteen-minute break every two hours with a half-hour meal break after four hours. Except for special emergency situations, the operators will be replaced after a twelve-hour shift if additional qualified personnel are available. Ideally snow removal operations should be conducted during early morning hours to avoid interfering with traffic, and allow property owners the time to clear their driveway approaches before heading to work. We recognize snow removal operations may disrupt a restful nights sleep. Hence, our activities should alert the residents of the need to clear their driveway and apron.

- **Completion Goals:**

It is our goal to have all streets and cul-de-sacs plowed within 12 hours of the end of the snow event. Trails and sidewalks should be cleared within 48 hours of the end of the snow event. Parking lots should be cleared prior to regular business hours.

- **Suspension of Snow Removal Operations/Weather Conditions:**

The Public Works Director or City Administrator may suspend plowing operations. Generally suspension of plowing operations will be considered only when weather conditions endanger the safety of city employees and equipment. Factors that may suspend snow and ice control operations include; severe cold, significant winds and limited visibility, or the weather forecast calls for temperatures of 40 degrees within 12 hours.

- **Use of Sand, Salt and Other Chemicals:**

The Public Works Department will use salt and other chemicals when there are hazardous ice or slippery conditions.

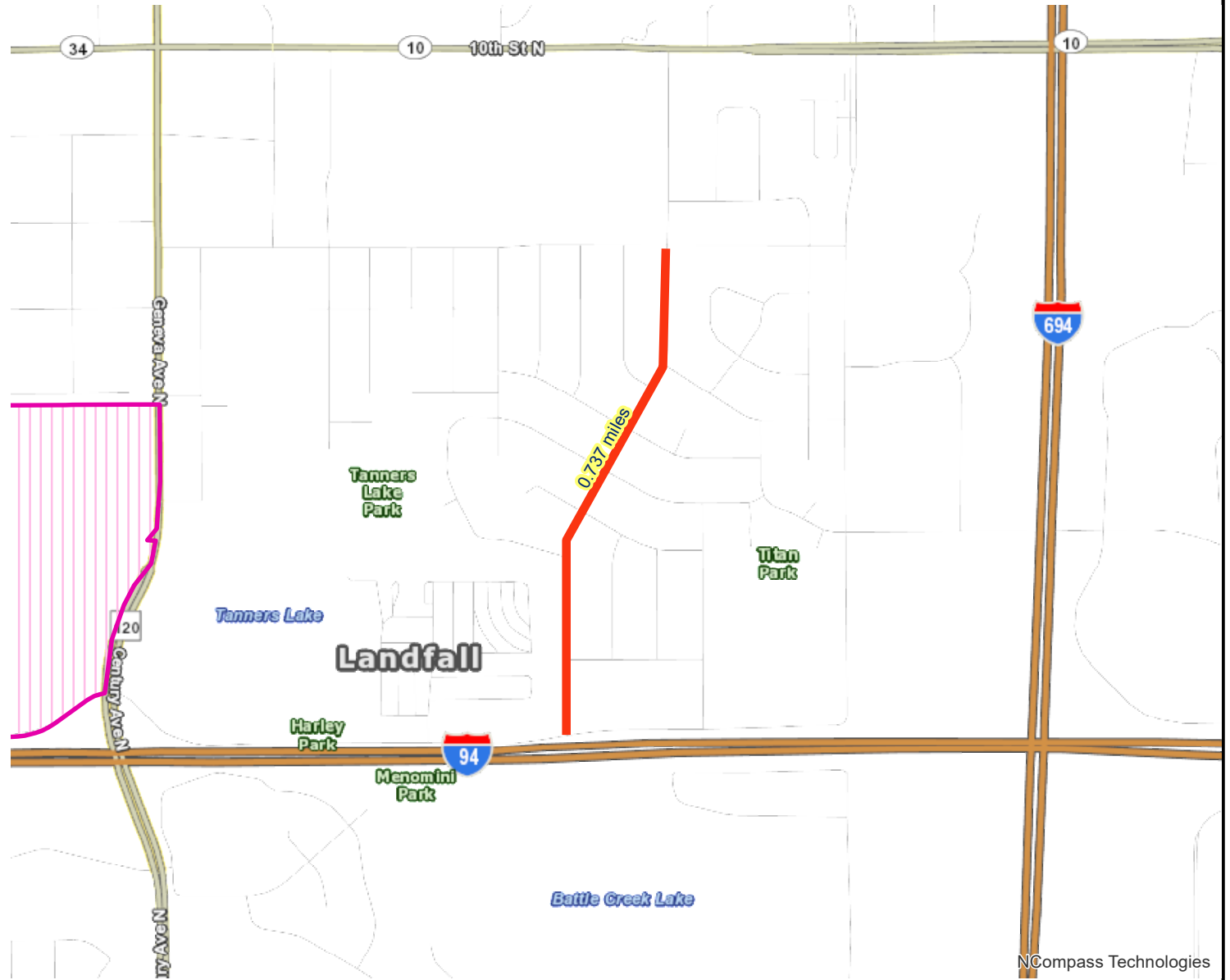
Regional Economy

Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 158628440266

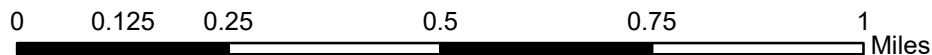
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 8735
Total Employment: 3280
Mfg and Dist Employment: 500



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 4/7/2020
LandscapeRSA5



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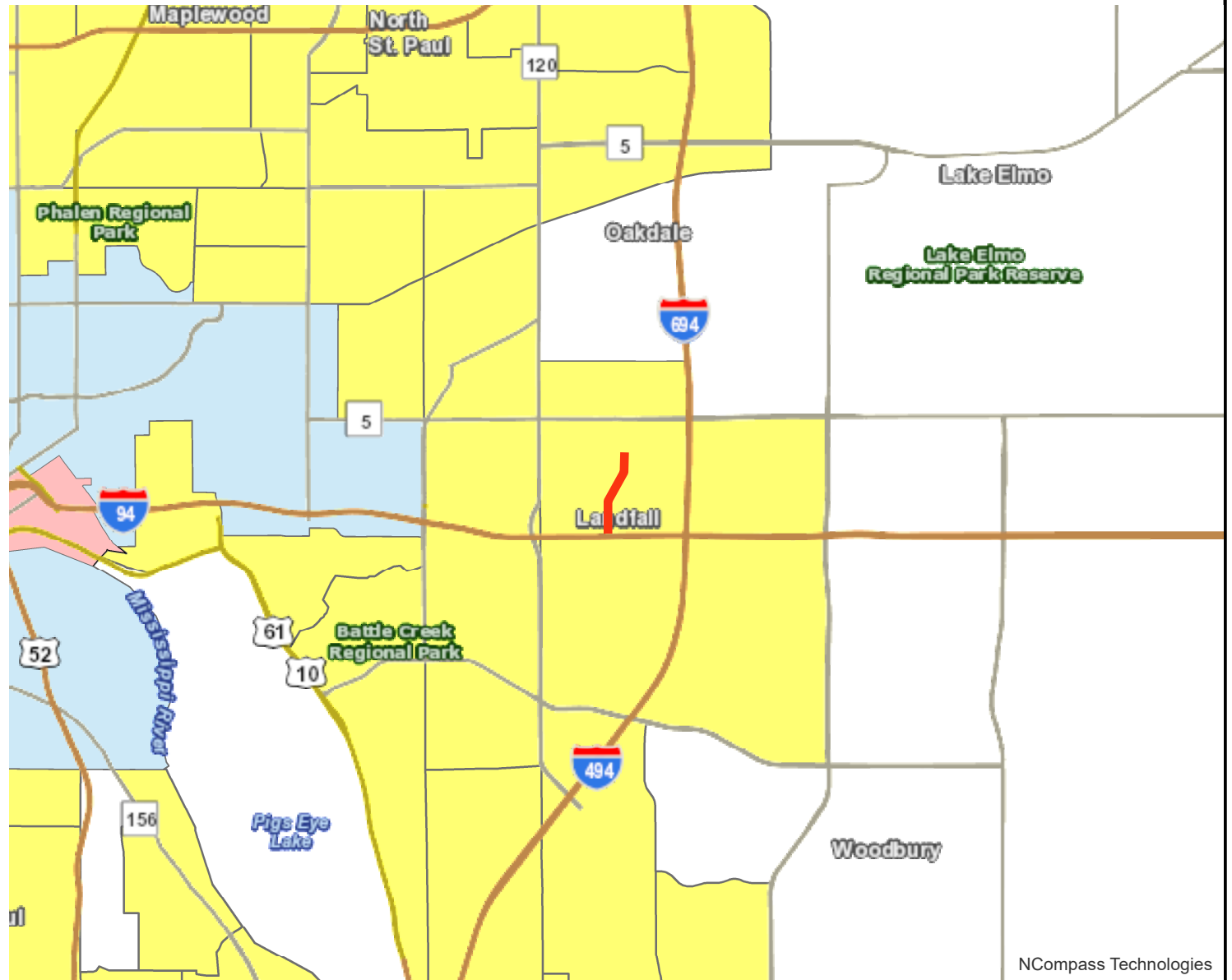
Socio-Economic Conditions

Pedestrian Facilities Project: Sidewalk on west side of Greenway Ave from 7th Street to Hud | Map ID: 1586284402666





Results

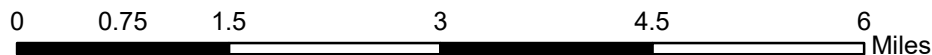
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