



Application

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

14363 - CSAH 12 Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/12/2020 2:55 PM

Primary Contact

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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 12 Pedestrian Facility

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Grant

Jurisdictional Agency (If Different than the Applicant):

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

The proposed pedestrian facility is located along CSAH 12 (75th St) between Ideal Avenue and the Mahtomedi school campus entrance, on the border of the cities of Mahtomedi and Grant. The project area is immediately adjacent to the Mahtomedi Public schools campus, which includes Mahtomedi High and Middle school and associated athletic facilities, as well as Wildwood Elementary. Throughout the project area CSAH 12 is 60 feet in width and has one lane in both directions, a center turn lane, and shoulders on both sides; a posted speed of 45 MPH; and an average daily traffic volume of 10,800 vehicles expected to grow to 13,800 by 2040.

The Mahtomedi school campus and athletic facilities, the regional trail system, and other community resources are located on the north side of CSAH 12. However, there is no existing sidewalk or trail along the south side of CSAH 12, nor is there a designated crossing to safely connect community members to the south of CSAH 12 to those resources. Children, students, and other community members from the neighborhoods to the south of CSAH 12 - who can see the school campus and trail facilities from their front yards - must either drive or illegally and unsafely cross a high-volume, high-speed county road without any pedestrian or bicycle accommodations whatsoever. The proposed project adds a pedestrian facility along the south side of CSAH 12, a signalized crossing with a pedestrian refuge, and a connection into the school grounds. This critical pedestrian infrastructure ensures that all community members - particularly children - have safe access by foot and bike to resources like the school campus, athletic facilities, and the regional trail system - including the nearby Gateway State Trail.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

CSAH 12 FROM IDEAL AVENUE TO MAHTOMEDI MIDDLE SCHOOL, CONSTRUCTION OF BIKE TRAIL

Project Length (Miles) 0.2

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 \$256,800.00

Match Amount \$64,200.00

Minimum of 20% of project total

Project Total \$321,000.00

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: 2022, 2023

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

Project Information

County, City, or Lead Agency Washington

Zip Code where Majority of Work is Being Performed 55115

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 06/30/2025

Name of Trail/Ped Facility: CSAH 12 (75th Street)

(i.e., CEDAR LAKE TRAIL)

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

From: CSAH 12 at Ideal Ave
(Intersection or Address)

To: Mathomedi School Entrance at CSAH 12
(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): 0.2

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles): 0.2

Is this a new trail? Yes

Primary Types of Work GRADE, AGG BASE, BIT BASE, BIT SURF, SIGNALS, BIKE
PATH, PED RAMPS

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

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

Goal: Transportation System Stewardship, pg 58
Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives

- A. Efficiently preserve and maintain the regional transportation system in a state of good repair.
- B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies:

? Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

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

Goal: Safety and Security, pg 60

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

Objectives

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

Strategies

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

Goal: Access to Destinations, pg 62

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation

system that connects them to destinations throughout the region and beyond.

Objectives

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

Strategies

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

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

Goal: Healthy Environment, pg 66

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

Objectives

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

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

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

Policies:

- ? Coordinate transportation mobility and choice to meet a diversity of needs while considering appropriate system levels of service.
- ? Work with partners to identify and coordinate transportation system improvements to accommodate new growth and development.
- ? Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.

List the applicable documents and pages:

Strategies:

- ? Support levels and types of transit service that match specific needs of the community based on ridership forecasts, development patterns, and mobility needs.
- ? Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.
- ? Strategically apply for funding to offset county investment needed for transportation system.

- ? Identify opportunities to collaborate with intra-county and local partners to achieve Washington County 2040 Comprehensive Plan goals through investments in the transportation system.

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

- ? Coordinate with Metropolitan Council, MnDOT,

and municipalities through project development, engineering, and construction of METRO Gold Line to improve transit access and multimodal networks.
? Implement recommendations from county-led transportation and transit studies.

Goal: Preserve safety and efficiency for all users
Pg 3-10

Policies:

? Support ongoing safety review process that promotes both proactive and reactive treatments to reduce crashes.

? Use traffic management techniques to improve operations, safety, and useful life of the roadways.

Strategies:

? Coordinate with partners to improve safety and usability of county roadways when developing safe, effective, and implementable strategies in key locations like near schools and at non-motorized crossings.

? Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users.

Goal: Promote positive environmental and health outcomes Pg 3-11

Policies:

? Explore opportunities to improve the environment and encourage physical activity.

Strategies:

? Work with local partners to promote land use patterns that enable alternative modes of travel and reduce reliance on the private automobile.

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

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 09/30/2015

Link to plan: Attached

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link 1589310473242_12 ADA Transition Pan - CSAH12.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.

[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)	\$12,000.00
Removals (approx. 5% of total cost)	\$14,000.00
Roadway (grading, borrow, etc.)	\$6,000.00
Roadway (aggregates and paving)	\$16,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$104,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$35,000.00
Traffic Control	\$6,000.00
Striping	\$500.00
Signing	\$500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$7,000.00
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	\$32,000.00
Other Roadway Elements	\$0.00
Totals	\$233,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$42,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$6,000.00
Pedestrian Curb Ramps (ADA)	\$25,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$15,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$88,000.00

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	\$321,000.00
Construction Cost Total	\$321,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	634
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1589310833743_08 Regional Economy Map - CSAH12.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	4027
Upload Map	1589310858901_09 Population Employment Map - CSAH12.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.

The proposed project arose out of a larger CSAH 12 reconstruction and design process, which featured a robust public outreach initiative. In addition to eight city council workshops across three communities and three business focus group meetings, the project team held three open houses at the adjacent Mahtomedi High School with around 150 members of the surrounding communities including students and parents of students.

Meeting participants had the opportunity to submit comments for consideration. A reoccurring request across all three open houses was for the addition of bike/ped facilities along the south side of and across CSAH 12 to allow those from the neighborhoods to the south - particularly children - safe access by foot and bike to the school campus, athletic facilities, and the regional trail network - including the Gateway State Trail. In response to these requests, staff identified this as a future project to be pursued.

The proposed pedestrian and bicycling connection is also identified in the ongoing engagement for the Washington County Bicycle and Pedestrian Plan, which has used in-person and online forums to engage the community to help establish a common vision, develop priorities, and identify the necessary steps that will result in project implementation.

Response:

(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 project area is immediately adjacent to the Mahtomedi Public schools campus, which includes Mahtomedi High and Middle school and associated athletic facilities, as well as Wildwood Elementary. Mahtomedi High and Middle school combine for around 2,200 students, approximately 18% of which are students of color and approximately 9% of which receive free or reduced school lunch.

Response:

The proposed project addresses an acute need for the communities to the south of CSAH 12 to have a safe walking and bicycling connection to the school campus, athletic facilities, and regional trail network. CSAH 12 is a minor arterial with a posted speed limit of 45 MPH and traffic volumes averaging 10,800 vehicles per day. Community members along Ideal Avenue and beyond ? particularly children - currently have no designated way to safely walk along or across CSAH 12 in order to access community resources and connections on the other side. The benefits of the proposed project include safe pedestrian and bicycle connections and improved access for community members of all ages and abilities to the Mahtomedi school campus, athletic facilities, community amenities or the regional trail network ? including the nearby Gateway State Trail.

(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:

There are no known negative impacts to low-income populations, people of color, children, people with disabilities, or the elderly associated with adding this ADA accessible pedestrian and bicycle connection to the local school campus, athletic facilities, community resources, and regional trail network.

(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:

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:

Yes

(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

1589311227424_10 Socio Economic Conditions Map - CSAH12.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
Grant	0.2	1.0	7.0	7.0

Total Project Length

Total Project Length 0.2

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.2

Total Housing Score 7.0

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 project area is within a quarter-mile of Lincoln Place (Sec 8 NC; fair housing plan in place), an affordable housing development with 46 units affordable at 30% AMI; within one-third of a mile of Briarcliff (LIHTC; HCV accepted; fair housing plan in place) with another 56 housing units affordable at 60% AMI; and within three-quarters of a mile of Piccadilly Square (LIHTC; HCV accepted; fair housing plan in place), an additional affordable housing development with 79 units affordable at 60% AMI. It is also adjacent to St. Andrew's Community Resource Center, which helps connect community members in need to food, clothing, shelter, and educational resources. Nearby, St. Andrews Village is a senior community that offers independent living, assisted living, and memory care. Additionally, the project area is immediately adjacent to the Mahtomedi Public schools campus, which includes Mahtomedi High and Middle school and associated athletic facilities, as well as Wildwood Elementary. Mahtomedi High and Middle school combine for around 2,200 students, approximately 18% of which are students of color and approximately 9% of which receive free or reduced school lunch.

This project advances an affordable and safe alternative to driving, ensures broader access to bike/ped facilities in the area for children, residents of the aforementioned affordable housing, and the broader community, and connects community members to the south of CSAH 12 to resources like the school campus, athletic facilities, St. Andrews Church and Community Resource Center, the regional trail system ? including the nearby Gateway State Trail ? and activity centers to the west including downtown Mahtomedi.

Response:

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589313038609_CSAH 12 Housing Map.jpg

Measure A: Gaps, Barriers and Continuity/Connections

The proposed pedestrian facility addresses an existing gap in the pedestrian network and connects a neighborhood to the south of CSAH 12 to the community resources to the north, east, and west.

The project area is immediately adjacent to the Mahtomedi Public schools campus, which includes Mahtomedi High and Middle school and associated athletic facilities, as well as Wildwood Elementary. Throughout the project area CSAH 12 is 60 feet in width and has one lane in both directions, a center turn lane, and shoulders on both sides; a posted speed of 45 MPH; and an average daily traffic volume of 10,800 vehicles expected to grow to 13,800 by 2040.

Existing bicycle and pedestrian facilities include a multiuse, bituminous trail along the north side of CSAH 12 spanning the project area. However, no dedicated bicycle or pedestrian facilities exist along the south side of CSAH 12, nor is there a designated crosswalk or pedestrian signal to allow for safe crossing to access the school campus, athletic facilities, or existing trail network. Children, students, and other community members from the neighborhoods to the south of CSAH 12 - who can see the school campus and trail facilities from their front yards - must either drive or illegally and unsafely cross a high-volume, high-speed county road without any pedestrian or bicycle accommodations whatsoever in order to access those community resources. There is no nearby parallel crossing safely accessible by bike or foot.

Response:

The proposed project adds a pedestrian facility along the south side of CSAH 12, a signalized crossing with a pedestrian refuge, and a connection into the school grounds, athletic facilities, and existing trail network. These improvements were identified and supported during the public outreach initiatives associated with both the CSAH 12 reconstruction and design process as well as the

ongoing Washington County Bicycle and Pedestrian Plan. The dedicated pedestrian facilities reduce incentive to dash illegally across CSAH 12, and ensure community members of all ages and abilities ? particularly children ? have safe access by foot and bike to the school campus, athletic facilities, and the existing regional trail network - including the Gateway State Trail.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Throughout the project area CSAH 12 is 60 feet in width and has one lane in both directions, a center turn lane, and shoulders on both sides; a posted speed of 45 MPH; and an average daily traffic volume of 10,800 vehicles expected to grow to 13,800 by 2040. The Mahtomedi school campus and athletic facilities as well as the regional trail system ? including the nearby Gateway State Trail ? and other important community resources are located on the north side of CSAH 12. However, there is no existing bicycle or pedestrian facilities along the south side of CSAH 12, nor is there a designated crosswalk or pedestrian signal to safely connect community members to the south of CSAH 12 to those resources. Children, students, and other community members from the neighborhoods to the south of CSAH 12 - who can see the school campus and trail facilities from their front yards - must either drive or illegally and unsafely cross a high-volume, high-speed county road without any pedestrian or bicycle accommodations whatsoever in order to access the school, trail network, or other community resources. There is no nearby crossing safely accessible by bike or foot.

Response:

The proposed project addresses these deficiencies by adding a pedestrian facility along the south side of CSAH 12, a signalized crossing with a pedestrian refuge, and a connection into the school grounds and athletic facilities. This critical pedestrian infrastructure ensures that all community members ? particularly children ? have safe access by foot and bike to resources like the school campus, athletic facilities, and the regional trail system ? including the nearby Gateway State Trail.

These improvements enhance safety across modes by limiting potential conflicts between pedestrians/bicyclists and vehicles. Currently, motorists have no reason to expect pedestrians or bicyclists to be crossing here, as there are no

bike/ped facilities and it is illegal to cross. However, despite lack of dedicated facilities, the close proximity of residential areas to recreational and educational facilities incentives pedestrians to risk a quick dash across CSAH 12 to access the school, ballfields, trail, or other resources. By adding the dedicated pedestrian facility on the south side of CSAH 12 as well as a signalized crossing, the project not only incentives safe, controlled pedestrian crossing across CSAH 12 but also signals to drivers that bike/ped crossing is something to be expected in this corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

This project addresses an existing gap in the pedestrian network and connects a neighborhood to the south of CSAH 12 to the community resources to the north, east, and west.

CSAH 12 is a minor arterial with a posted speed limit of 45 MPH and average daily traffic volumes of 9,900 vehicles expected to grow to 11,600 by 2040. The project area is immediately adjacent to the Mahtomedi Public schools campus, which includes Mahtomedi High and Middle school and associated athletic facilities, as well as Wildwood Elementary. Mahtomedi High and Middle school combine for around 2,200 students, approximately 18% of which are students of color and approximately 9% of which receive free or reduced school lunch. Existing bicycle and pedestrian facilities include a multiuse, bituminous trail along the north side of CSAH 12 spanning the project area. However, no dedicated bicycle or pedestrian facilities exist along the south side of CSAH 12, nor is there a designated crosswalk or pedestrian signal to allow for safe crossing to access the school campus, athletic facilities, or existing trail network. Children, students, and other community members from the neighborhoods to the south of CSAH 12 - who can see the school campus and trail facilities from their front yards - must either drive or illegally and unsafely cross a high-volume, high-speed county road without any pedestrian or bicycle accommodations whatsoever in order to access those community resources. There is no nearby parallel crossing safely accessible by bike or foot.

Response:

The proposed project adds a pedestrian facility along the south side of CSAH 12, a signalized crossing with a pedestrian refuge, and a connection into the school grounds, athletic facilities, and existing trail network. These improvements were identified and supported during the public outreach initiatives associated with both the CSAH 12 reconstruction and design process as well as the

current Washington County Bicycle and Pedestrian Plan. The dedicated pedestrian facilities reduce incentive to dash illegally across CSAH 12, and ensure community members of all ages and abilities ? particularly children ? have safe access by foot and bike to the school campus, athletic facilities, and the existing regional trail network - including the Gateway State Trail.

There is no existing or planned transit service in the project area. However, adding this pedestrian facility ensures a safe connection to the regional trail system by which one can access Route 219 along Century Avenue to the west.

(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

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. Yes

50%

Attach Layout

1589312347161_03 Layout - CSAH12.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

12/31/2021

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

Yes

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

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: 04/18/2019

Meeting with partner agencies: 01/15/2019

Targeted online/mail outreach: 02/15/2019

Number of respondents: 126

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

100%

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

75%

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

50%

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

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

The Stillwater Road/75th Street Safety and Management Project solidified the community vision for the project area. During each step of the project, Washington County, along with local community representatives sought public input through four public open houses and multiple focus group and business and property owner meetings. Public Open Houses were held at Mahtomedi High School, located directly adjacent this proposed trail connection and will significantly benefit from this project. Many written public comments gathered from each Open House showed support for continuous trail and pedestrian connections between the downtown and the Gateway State Trail and desire to fill this gap between Ideal Avenue and the school entrance, which this project will achieve.

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

Early in the project process the Washington County Stillwater Rd/75th St project team held several meetings with groups with specific interests in the project corridor. These focus group meetings were organized to focus on specific interests and needs of each stakeholder. This included the School District and St. Andrews Church, emergency services, snowmobile and bicycle trail representatives, DNR and Gateway Trail staff, and 9 members of the downtown business community. The bicycle trail representatives communicated several strong desires that support building out the CSAH 12 trail network including; desire for a continuous trail connection on the south side between the Gateway Trail and the downtown, the number of bicycle commuters from Wisconsin is growing, and almost all students walking to school come from the west (and meet this existing trail gap).

The need for the Stillwater Road/75th Street Safety and Management 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. Phase two provided opportunity to provide feedback on initial findings and strategies. Phase three provided opportunity to provide feedback on 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.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$321,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$321,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
01 Summary Sheet - CSAH12.pdf	CSAH 12 Pedestrian Facility Summary	1.0 MB
02 Existing Conditions - CSAH12.pdf	CSAH 12 Pedestrian Facilities Existing Conditions	615 KB
04 County Board Resolution - CSAH12.pdf	Washington County Board of Commissioners Resolution	131 KB
05 Mahtomedi LOS - CSAH12.pdf	City of Mahtomedi CSAH 12 Letter of Support	341 KB
06 Grant LOS - CSAH12.pdf	City of Grant Letter of Support	225 KB
07 Mahtomedi Public Schools LOS - CSAH12.pdf	Mahtomedi Public Schools Letter of Support	199 KB
11 RBTN Map - CSAH12.pdf	CSAH 12 RBTN Map	1.6 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

Results

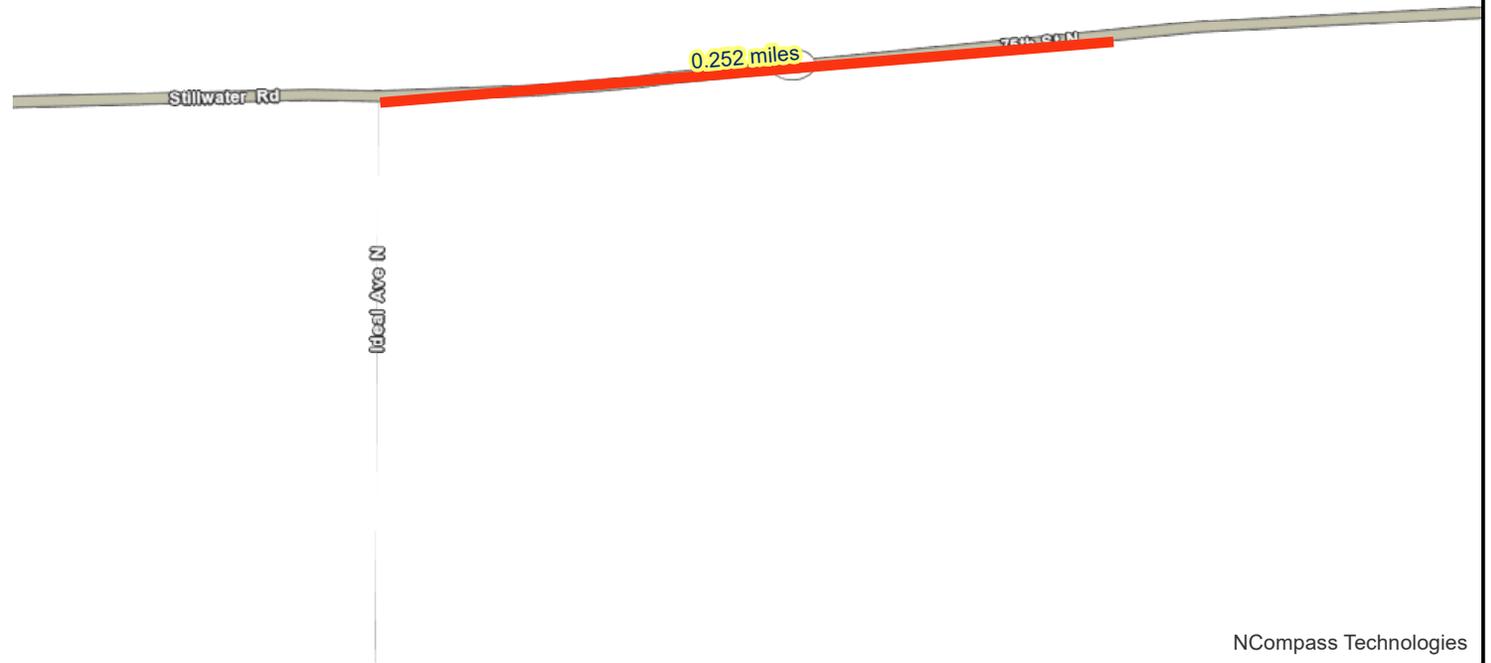
Within HALF Mi of project:

Postsecondary Students: 0

Total Population: 4027

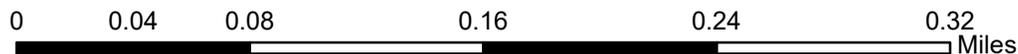
Total Employment: 634

Mfg and Dist Employment: 74



NCompass Technologies

-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 3/23/2020
LandscapeRSA5



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

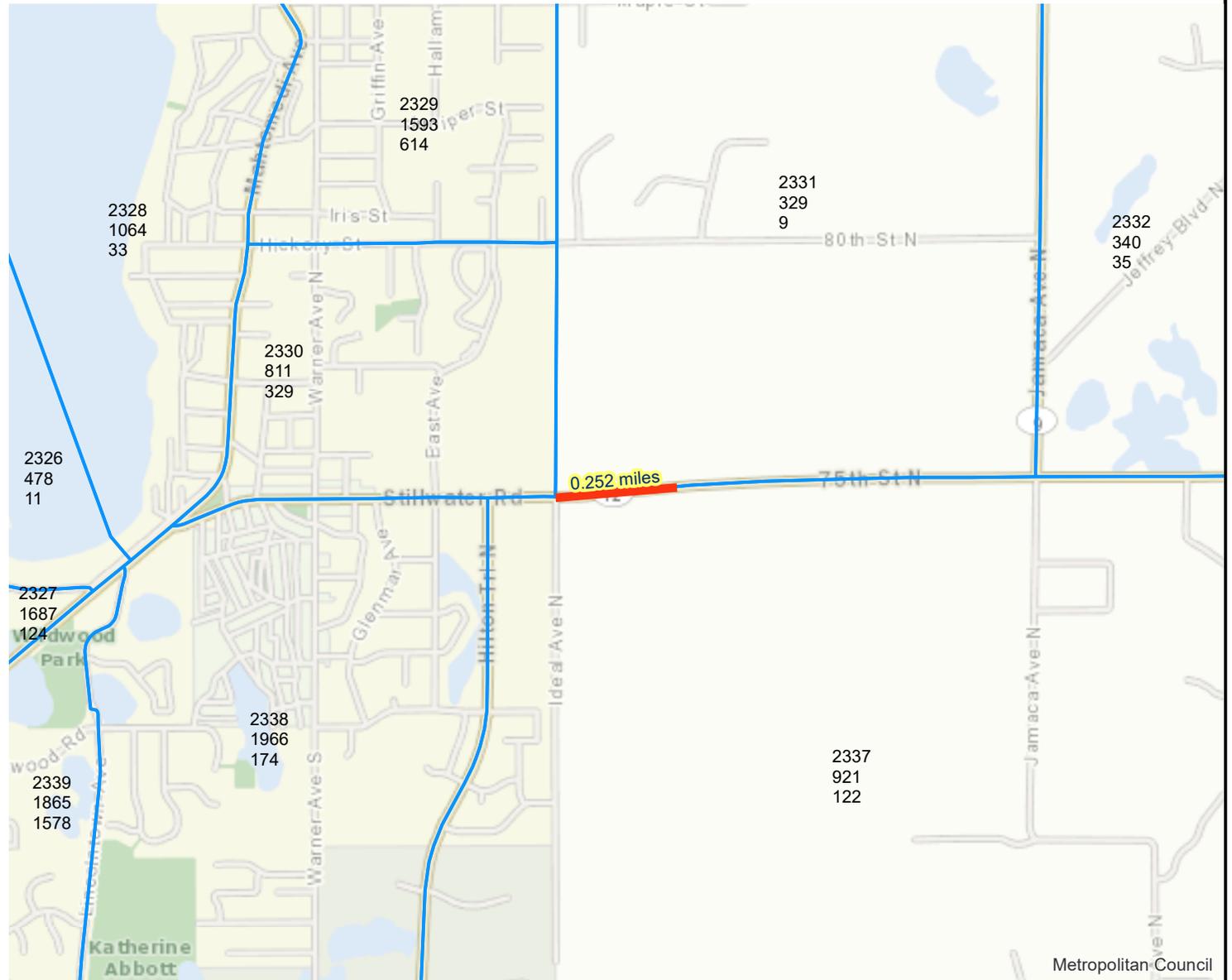


Population/Employment Summary

Pedestrian Facilities Project: CSAH 12 | Map ID: 1585001542581

Results

Within HALF Mile of project:
Total Population: 4027



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/23/2020
LandscapeRSA4



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



Metropolitan Council

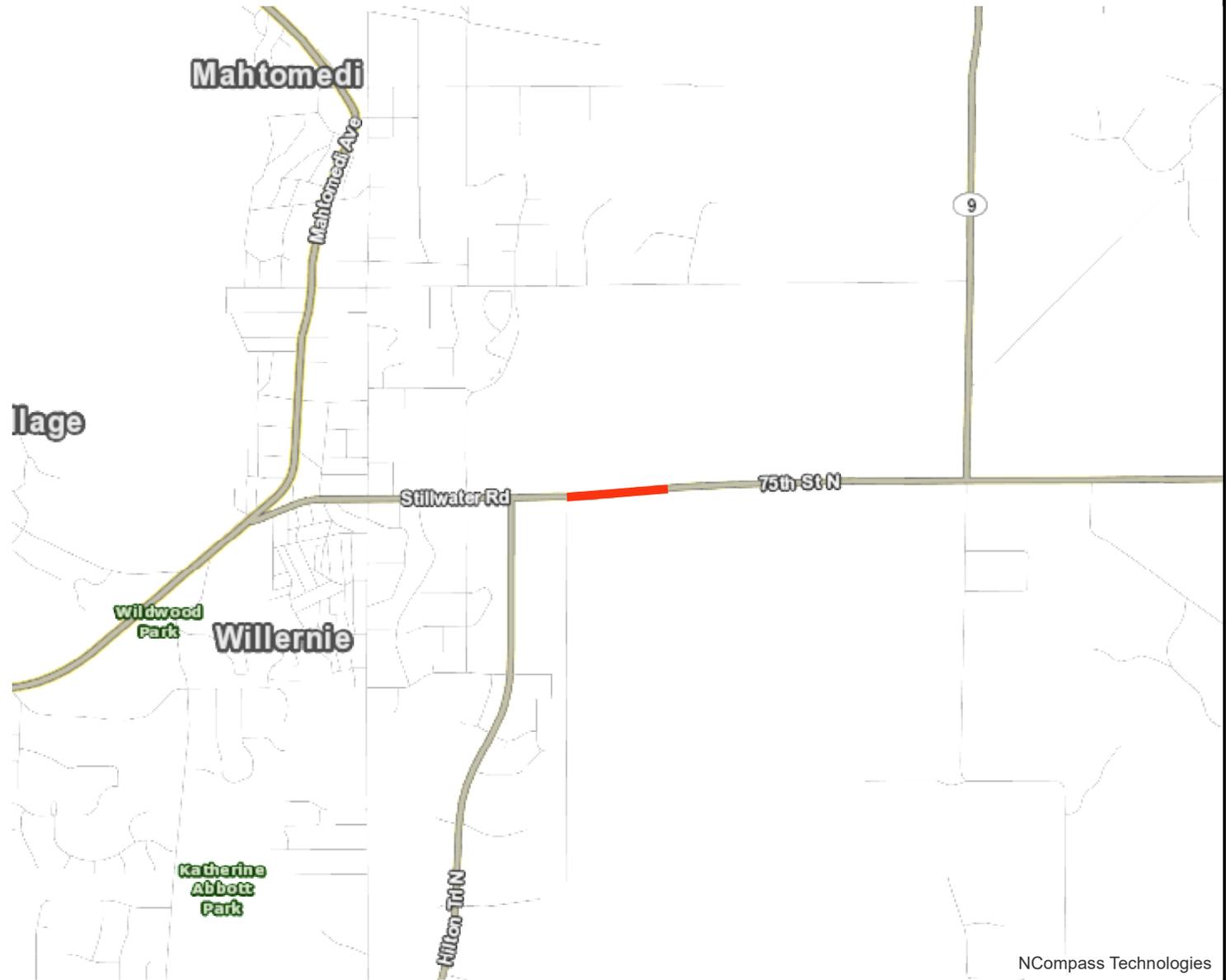
Socio-Economic Conditions

Pedestrian Facilities Project: CSAH 12 | Map ID: 1585001542581

Results

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:
(0 to 12 Points)

Tracts within half-mile:
70304 70403



NCompass Technologies

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



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LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



**MAHTOMEDI
HIGH SCHOOL**

PARCEL LINE

**MAHTOMEDI
GRANT**

**EXISTING
RIGHT-OF-WAY**

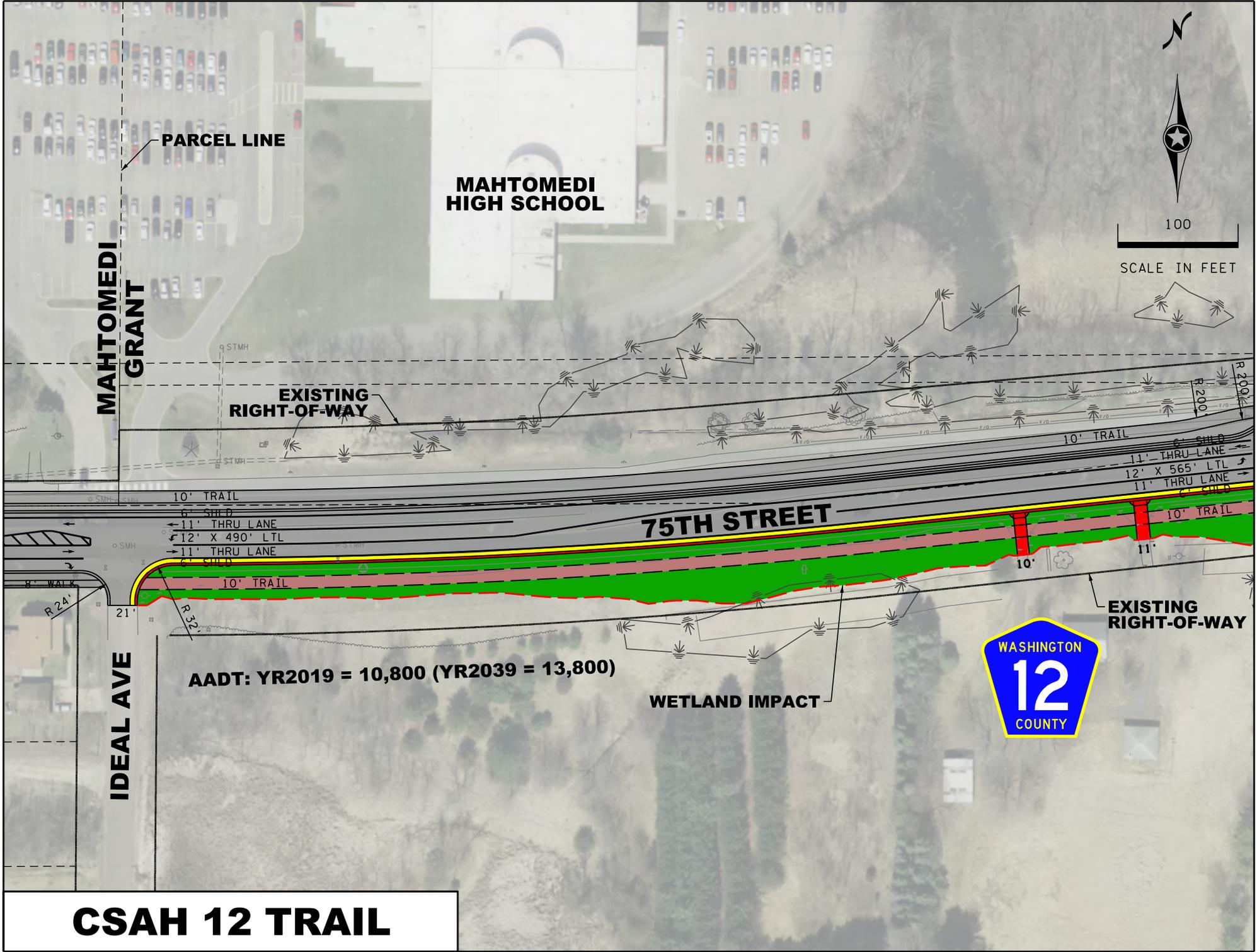
75TH STREET

IDEAL AVE

AADT: YR2019 = 10,800 (YR2039 = 13,800)

WETLAND IMPACT

**EXISTING
RIGHT-OF-WAY**



CSAH 12 TRAIL

**SCHOOL
ENTRANCE**

PARCEL LINE

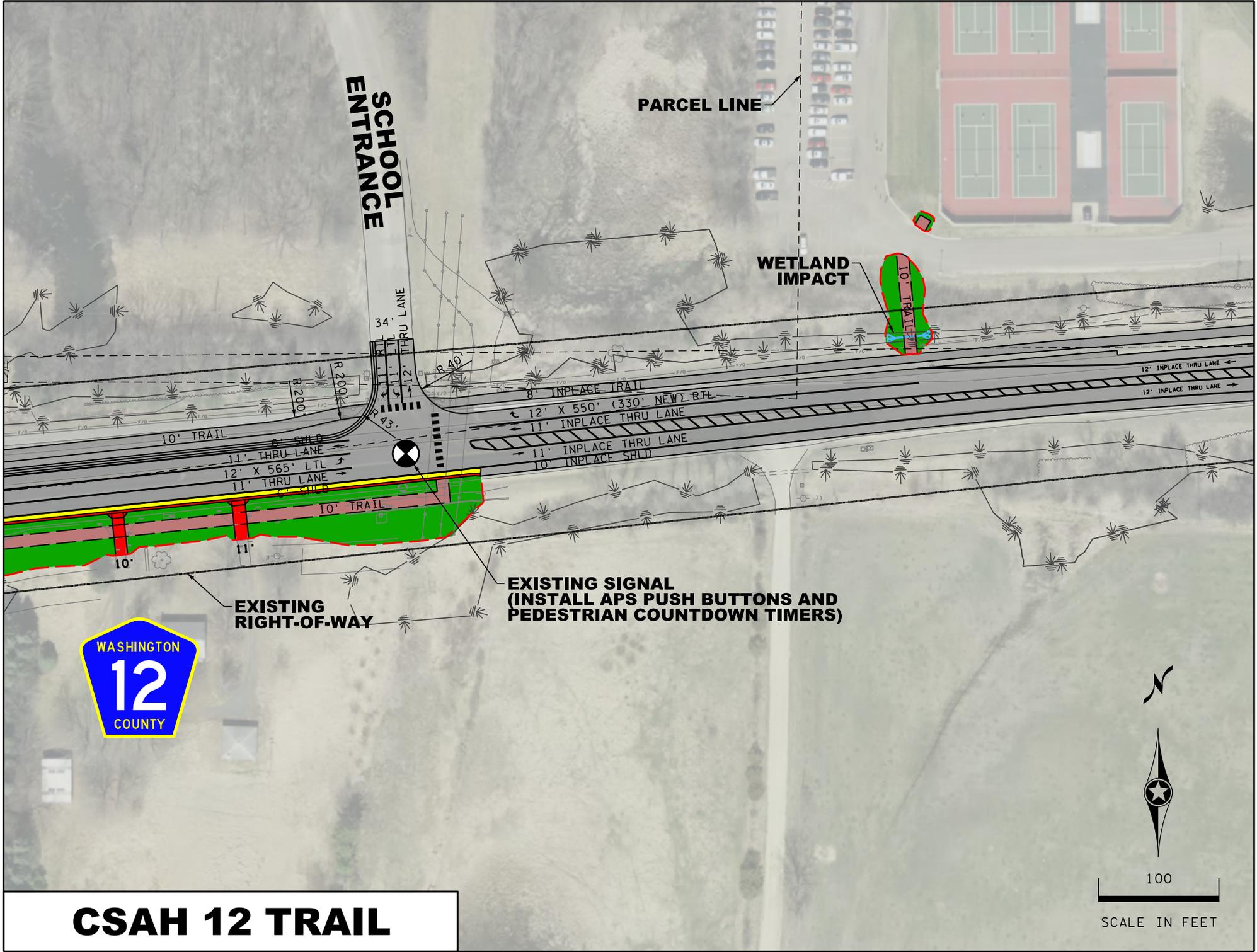
**WETLAND
IMPACT**

**EXISTING
RIGHT-OF-WAY**

**EXISTING SIGNAL
(INSTALL APS PUSH BUTTONS AND
PEDESTRIAN COUNTDOWN TIMERS)**



CSAH 12 TRAIL



CSAH 12 Sidewalk Pedestrian Facilities



Project Location

CSAH 12 (75th St) between Ideal Avenue and the Mahtomedi school campus entrance, on the border of the cities of Mahtomedi and Grant.



Funding Request

Federal: \$ 256,800

Local Match: \$ 64,200

Project Total: \$ 321,000



Project Goals

- » Complete gap in bike/ped network
- » Ensure safe path along and across CSAH 12
- » Connect community to school, trail network, and other resources

Project Summary

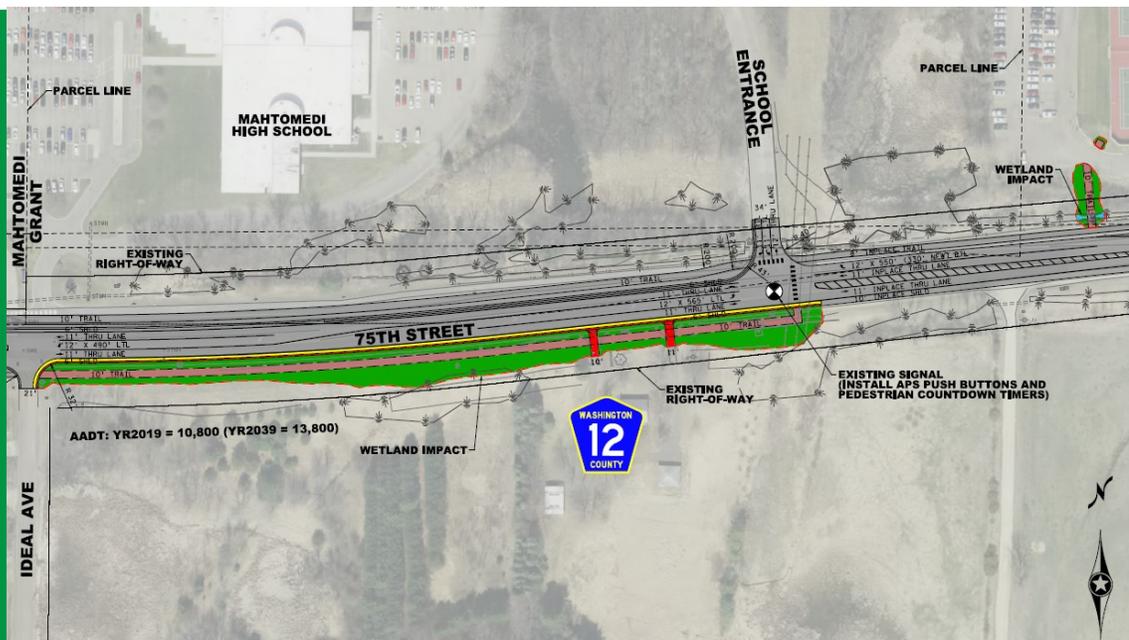
The Mahtomedi school campus and athletic facilities, the regional trail system, and other community resources are located on the north side of CSAH 12. However, there is no existing sidewalk or trail along the south side of CSAH 12, nor is there a designated crossing to safely connect community members to the south of CSAH 12 to those resources. **The proposed project adds a pedestrian facility along the south side of CSAH 12, a signalized crossing with a pedestrian refuge, and a connection into the school grounds.** This critical pedestrian infrastructure ensures that all community members – particularly children – have safe access by foot and bike to resources like the school campus, athletic facilities, and the regional trail system – including the nearby Gateway State Trail.

Summary of Benefits

- » Connects neighborhoods to the south of CSAH 12 to community resources to the north of CSAH 12
- » Ensures pedestrians and bicyclists have a safe, dedicated route to travel along and cross a busy county road
- » Completes gap in the regional bike/ped network
- » Responds to a community-identified need

Adjacent Resources

- » Mahtomedi High School
- » Mahtomedi Middle School
- » Wildwood Elementary
- » MPS Athletic Facilities
- » Gateway State Trail
- » Other regional trail facilities
- » St. Andrew's church and community resource center



CSAH 12 Pedestrian Facilities

Existing Conditions Photographs

Image 1. CSAH 12 at Ideal Avenue

- No pedestrian facilities on south side of CSAH 12
- Small shoulder
- Homes directly across road from school



Image 2. CSAH 12 at Mahtomedi School Entrance.

- No pedestrian facilities on south side of CSAH 12
- No crosswalk



DATE March 24, 2020
MOTION
BY COMMISSIONER Weik

DEPARTMENT Public Works
SECONDED BY
COMMISSIONER Kriesel

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

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

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

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

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

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

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

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

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

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

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

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

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

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

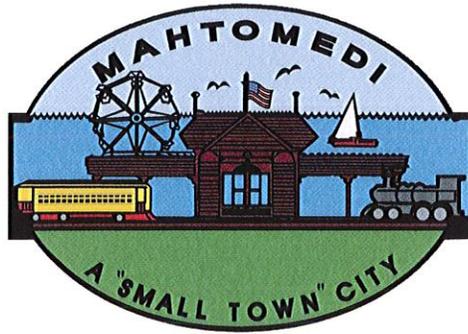
ATTEST: *Karen J Corbid*

COUNTY ADMINISTRATOR

Sam Hain

COUNTY BOARD CHAIR

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



WASHINGTON COUNTY

MAR 11 2020

PUBLIC WORKS

March 9, 2020

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

RE: Support for Washington County's Regional Solicitation application for the addition of pedestrian facilities in the Cities of Grant and Mahtomedi on the south side of CSAH 12 between Ideal Avenue and the entrance for Mahtomedi High and Middle School campus, as well as the addition of a path from the trail on the north side of CSAH 12 to the school tennis courts.

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Mahtomedi's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the addition of pedestrian facilities on the south side of CSAH 12 between Ideal Avenue and the entrance for Mahtomedi High and Middle School campus, as well as the addition of a path from the trail on the north side of CSAH 12 to the school tennis courts.

The proposed project is critical for pedestrian safety around the school and ensures safe access to and from Mahtomedi High and middle schools for the communities to the south of the school. These improvements are consistent with the 2040 Comprehensive Plans of both the Cities of Mahtomedi and Grant as well as Washington County.

Thank you for your consideration. If you have any questions, please contact me at 651-426-3344 or at sneilson@ci.mahtomedi.mn.us.

Sincerely,

Scott Neilson
City Administrator



City of Grant Minnesota

March 17, 2020

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

RE: Support for Washington County's Regional Solicitation application for the addition of pedestrian facilities in the Cities of Grant and Mahtomedi on the south side of CSAH 12 between Ideal Ave and the entrance for Mahtomedi High and Middle School campus, as well as the addition of a path from the trail on the north side of CSAH 12 to the school tennis courts.

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Grant's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the addition of pedestrian facilities on the south side of CSAH 12 between Ideal Ave and the entrance for Mahtomedi High and Middle School campus, as well as the addition of a path from the trail on the north side of CSAH 12 to the school tennis courts.

The proposed project is critical for pedestrian safety around the school and ensures safe access to and from Mahtomedi High and Middle schools for the communities to the south of the school. These improvements are consistent with the 2040 Comprehensive Plans of both the Cities of Mahtomedi and Grant as well as Washington County.

Thank you for your consideration. If you have any questions, please contact me at 763-512-5243 or at Breifsteck@wsbeng.com.

Sincerely,

Brad A. Reifsteck, City of Grant Engineer

Cc: Kim Points, City of Grant Administrator



District Office
1520 Mahtomedi Avenue
Mahtomedi, MN 55115-1907
651-407-2000
Fax: 651-407-2025
www.mahtomedi.k12.mn.us

April 16, 2020

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

RE: Support for Washington County's Regional Solicitation application for the addition of pedestrian facilities in the Cities of Grant and Mahtomedi on the south side of CSAH 12 between Ideal Ave and the entrance for Mahtomedi High and Middle School campus, as well as the addition of a path from the trail on the north side of CSAH 12 to the school tennis courts.

Dear Mr. Sandberg,

The purpose of this letter is to express Mahtomedi Public Schools' support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the addition of pedestrian facilities on the south side of CSAH 12 between Ideal Ave and the entrance for Mahtomedi High and Middle School campus, as well as the addition of a path from the trail on the north side of CSAH 12 to the school tennis courts.

The proposed project is critical for pedestrian safety around the school and the proposed improvements ensure safer access to and from Mahtomedi High and Middle schools for the communities to the south of the school, which is consistent with the 2040 Comprehensive Plans of both the Cities of Mahtomedi and Grant as well as Washington County. Mahtomedi Public Schools shares these values and has been a partner in the planning for these improvements.

Thank you for your consideration. If you have any questions, please contact me at 651-407-2002 or at barb.duffrin@isd832.net.

Sincerely,

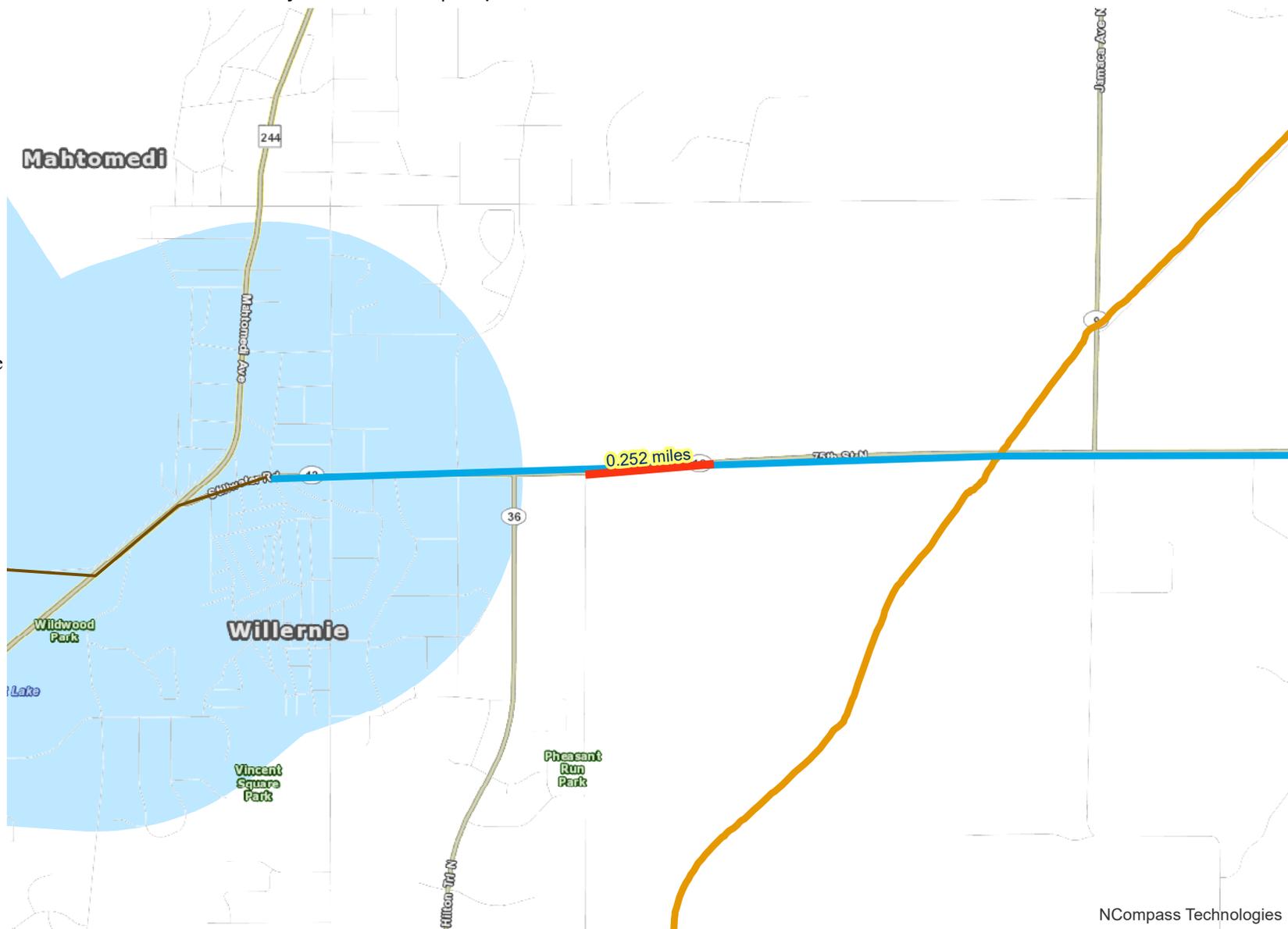
Barbara Duffrin
Superintendent of Schools

Project to RBTN Orientation

Pedestrian Facilities Project: CSAH 12 | Map ID: 1585001542581

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: 3/23/2020
LandscapeRSA6



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NCompass Technologies

