



Application

13861 - 2020 Roadway Modernization

14069 - CSAH 15 Reconstruction - Manning Phase 4

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 05/12/2020 9:41 AM

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## Primary Contact

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

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## 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

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## Project Information

**Project Name**

CSAH 15 Reconstruction - Manning Phase 4

**Primary County where the Project is Located**

Washington

**Cities or Townships where the Project is Located:**

Lake Elmo, West Lakeland

**Jurisdictional Agency (If Different than the Applicant):**

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

The Manning Avenue (CSAH 15) Reconstruction Project provides improvements along the existing section of Manning Ave from I-94 ramps to 1300 feet south of County State Aid Highway 10, or the Oak-Land Middle School entrance driveway in Lake Elmo and West Lakeland Township for a length of 0.7 miles as illustrated in the attached layout. Manning Avenue is classified as an A-Minor Arterial that functions as an expander. The project objectives are to replace aging assets, improve safety and operations, access management, and facilitate vehicle, freight, transit, bicycle, and pedestrian movements through the area. Photos depicting the roadway's current condition are in the existing conditions attachment. The proposed cross section will maintain a four lane divided section with left and right turn lanes at intersections, bicycle facilities, boulevards, and sidewalks. The project will include, but is not limited to, the following elements (wherever feasible):

- Roadway improvements such as the replacement of the drainage elements, and pavement substructure, adding curb and gutter in urban areas.
- Pedestrian improvements, such as ADA compliant ramps and sidewalks and raised concrete medians
- Bicycle improvements, such as constructing a separated multiuse trail to be used as bicycle facility.

*(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.](#)**

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

County State Aid Highway 15 (manning ave) from 1300 feet south of CSAH 10 to I94 Westbound ramps

0.7

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## **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** \$5,011,952.00

**Match Amount** \$1,252,988.00

*Minimum of 20% of project total*

**Project Total** \$6,264,940.00

*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:** 2025

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

**Additional Program Years:**

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

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## Project Information-Roadways

**County, City, or Lead Agency** Washington County

**Functional Class of Road** A-Minor Arterial

**Road System** CSAH

*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*

**Road/Route No.** 15

*i.e., 53 for CSAH 53*

**Name of Road** Manning Avenue

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55082

**(Approximate) Begin Construction Date** 05/15/2025

**(Approximate) End Construction Date** 11/28/2025

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

**From:**  
**(Intersection or Address)** 1300 ft south of CSAH 10 (10th St N)

**To:**  
**(Intersection or Address)** I-94 Westbound Ramps

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles)	0
Miles of Trail (nearest 0.1 miles)	1.4
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	1.4

Primary Types of Work

GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, CURB AND GUTTER, LIGHTING, BIKE PATH, PED RAMPS, DRAINAGE, STRIPING

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## Requirements - All Projects

### All Projects

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

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

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

This project aligns with many aspects of the 2040 Transportation Policy Plan including the following goals & strategies:

Goal: Safety and Security (pg 60)

Objective: Reduce crashes & improve safety & security for all modes of passenger travel & freight transport(pg 60)

Strategy: B1) Regional transportation partners will incorporate safety and security considerations for all modes & users throughout the processes of planning, funding, construction, and operation(pg 2.7)

(B4) Regional transportation partners will support the state's vision of moving toward zero traffic fatalities & serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility and safe behavior(pg 2.7)

Goal: Access to Destinations (pg 62)

Objectives: A) Increase the availability of multimodal travel options, especially in congested highway corridors; B) Increase travel time reliability & predictability for travel on highway and transit systems; E) Improve multimodal travel options for people of all ages & abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations(pg 62)

Strategy: (C9) The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system & support access to the region's job, activity, and industrial & manufacturing concentrations(pg 2.9)

(C16) Regional transportation partners should fund projects that provide for bicycle & pedestrian travel across/around physical barriers and/or improve continuity between jurisdictions(pg 2.10)

Goal: Competitive Economy(pg 64)

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

Objectives: C)Support the region's economic competitiveness through the efficient movement of freight(pg 64)

Strategy: D2)The Council will coordinate with other agencies planning & pursuing transportation investments that strengthen connections to other regions in Minnesota, the Upper Midwest, nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure (pg 2.11)

(D5)The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight & identify costeffective mitigation(pg 2.11)

*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.*

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: Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network. Plan, build, and maintain roadways to accommodate existing and future traffic growth.  
Strategies: Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations. Balance existing and planned land uses with county goals through transportation planning. Identify gaps in trail network and prioritize investments to improve non-motorized access to destinations  
Goal: Improve safety and efficient for all users. Pg 3-10

**List the applicable documents and pages:**

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: Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users. Promote access from local roadways to develop and implement corridor-specific access management plans for county roadways to minimize access points on county roadways 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 nonmotorized crossings.  
This project also meets related goals in the Lake Elmo 2040 Comprehensive Plan and the West Lakeland Township 2040 Comprehensive Plan.

*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 elements in more than one funding application 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.

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

**Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$250,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

**Bridges Rehabilitation/Replacement:** \$1,000,000 to \$7,000,000

**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** 1589288642702\_Washington County ADA TRANSITION PLAN 9-30-2015.pdf

Upload as PDF

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

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## Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

### Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

### Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

### Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

### Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$222,000.00
Removals (approx. 5% of total cost)	\$133,000.00
Roadway (grading, borrow, etc.)	\$1,738,500.00
Roadway (aggregates and paving)	\$1,305,420.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$77,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$550,340.00
Traffic Control	\$222,000.00
Striping	\$3,300.00
Signing	\$23,100.00
Lighting	\$100,000.00
Turf - Erosion & Landscaping	\$384,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$818,000.00
Other Roadway Elements	\$443,000.00
<b>Totals</b>	<b>\$6,019,660.00</b>

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### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$245,280.00

Sidewalk Construction	\$0.00
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
<b>Totals</b>	<b>\$245,280.00</b>

### Specific Transit and TDM Elements

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

### Transit Operating Costs

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

### Totals

<b>Total Cost</b>	<b>\$6,264,940.00</b>
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Construction Cost Total	\$6,264,940.00
Transit Operating Cost Total	\$0.00

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## Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	503
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	149
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589288985464_08 Regional Economy Manning Phase 4.pdf

Please upload attachment in PDF form.

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## Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

### Along Tier 1:

Miles: 0  
(to the nearest 0.1 miles)

### Along Tier 2:

Miles: 0  
(to the nearest 0.1 miles)

Along Tier 3: Yes

Miles: 0.7  
(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

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## Measure A: Current Daily Person Throughput

Location	CSAH 15
Current AADT Volume	16400
Existing Transit Routes on the Project	N/A
Upload Transit Connections Map	1589289177594_09 Transit Connections Manning Phase 4.pdf

Please upload attachment in PDF form.

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	21320.0

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## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume Washington County Model

Forecast (2040) ADT volume 20000

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

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

Washington County completed the Manning Avenue (CSAH 15) Corridor Management and Safety Improvement Project Study in 2014. The recommended corridor improvements were placed into phases to right size the projects and make them reflective of community needs. This reconstruction project was one of the recommendations from that study as what is now called Phase 4. During the study process there was online engagement, city council meetings, and three open houses held between October 2013 and June 2014, see attachment. Comments were recorded and responses were posted. The open houses were held to inform the public of the study, listen to concerns, and begin a dialogue about the future of the Manning Avenue Corridor. Moving forward, engagement for Phase 4 will follow a public engagement plan based off the previous phases with open houses, online and social media presence, and city council presentations. Previous phases have had great success using neighborhood discussions to inform the design discussion and implementation concerns. Phase 4 will likely use trusted advocates and neighborhood discussions to engage with the Cimarron Mobile Home Park and Oak-Land Middle School communities and ensure that their needs and concerns are addressed.

**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.*

**Response:**

This reconstruction project is located in a census tract that is below the regional average for underrepresented populations. This is largely due because there is very little housing in the immediate project area as it mostly serves institutional and agricultural uses with planned commercial and retail uses. This project is designed to bring safety and efficiency improvements to the roadway through the reconstruction of the road and the addition of multiuse trail on both sides. There are two groups that will benefit from the addition of the multiuse trails from the perspective of equity, the Oak-Land Middle School (OLMS) community and the Cimarron Mobile Home Park community. OLMS is located in the project area at the south west corner of CSAH 10 and CSAH 15 in Lake Elmo. This middle school serves just under 1,000 students in grades 6-8. The OLMS campus has a small sidewalk segment that connects the campus to CSAH 10 to the north. There is currently no facility for bikes or pedestrians to travel along CSAH 15 south of OLMS. The addition of the trails on both sides of CSAH 15 will greatly enhance multimodal options for students and staff. The Cimarron Mobile Home Park is located on CSAH 10 at CSAH 17, the entrance to the community is about 1 mile away from the project area, although the community itself is adjacent to the OLMS campus. Foot paths from Cimarron onto the OLMS property are visible via aerial (attached). According to the Metropolitan Council's 2016 Manufactured Home Park Preservation Project (attached), Cimarron Park is the fourth largest manufactured housing park in the seven-county area. Information on affordability can be found in the application section 3B part 2. In 2016, there were over 300 school age kids in the Cimarron community and about 30% of those children qualified for reduced or free school lunch. This project will bring safer multimodal access to the OLMS community and the Cimarron Park

community. This project will be the first step in bringing multimodal access to this area. The reconstruction and addition of trails will provide safe multimodal travel along CSAH 15 to the proposed Lake Elmo Park-and-Ride and associated developments at I-94 and Hudson Boulevard. Multimodal access on CSAH 15 to the future Lake Elmo Park-and-Ride will be critical as the planned park-and-ride will serve as the only transit access for 5 miles in any direction.

*(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:**

It is anticipated that there would be a delay on Manning Avenue and to the communities of Lake Elmo and West Lakeland during the construction of the road improvements. While these delays are not permanent the goal would be to keep delays on Manning Avenue as minimal as possible by keeping Manning Avenue open as much as possible.

*(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 1589289339374\_13 Socio Economic Conditions Manning Phase 4.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
Lake Elmo	0.7	0.5	18.5	9.25
West Lakeland Township	0.7	0.5	7.0	3.5

### Total Project Length

Total Project Length 0.7

Project length entered on the Project Information - General form.

### Housing Performance Score

Total Project Length (Miles) or Population 1.4

Total Housing Score 12.75

### 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:**

This reconstruction project is located in a census tract that is below the regional average for underrepresented populations. This is largely due because there is very little housing in the immediate project area as it mostly serves Oakland Middle School (OLMS), agricultural uses with planned commercial and retail uses in the future. However, within a mile to the west is the entrance to the Cimarron Mobile Home Park. Cimarron's property is adjacent to OLMS. According to the Metropolitan Council's 2016 Manufactured Home Park Preservation Project, Cimarron Park is the fourth largest manufactured housing park in the seven-county area. The park has 505 lots and 428 manufactured homes, only 12 of which are unoccupied. Only 9% of these homes (39) are rental properties. In Lake Elmo, 19% of the housing stock is affordable to families who make 50% or less of the Area Median Income. Manufactured housing units located in Cimarron Park constitute 77% of Lake Elmo's affordable housing stock. In 2016, there were over 300 school age kids and about 30% of those children qualified for reduced or free school lunch.

This project will bring safer multimodal access to the OLMS community and the Cimarron Park community. Currently there is a small segment of sidewalk connecting OLMS to CSAH 10. Beyond that segment, there is no connection to a broader multimodal network on the roadways that border OLMS and Cimarron Park. This project will be the first step in bringing multimodal access to this area. The reconstruction and addition of trails will provide safe multimodal travel along CSAH 15 and the proposed Lake Elmo Park-and-Ride and associated developments at I-94 and Hudson Boulevard. Multimodal access to the future Lake Elmo Park-and-Ride will be critical as the planned park-and-ride will serve as the only transit access for 5 miles in any direction.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589314908831\_Manning Phase 4 Housing.pdf

---

## Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1984	0.7	1388.8	1984.0
	1	1389	1984

---

## Total Project Length

Total Project Length (as entered in "Project Information" form) 0.7

---

## Average Construction Year

Weighted Year 1984

---

## Total Segment Length (Miles)

Total Segment Length 0.7

---

## Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

This corridor is a State Aid Highway, and will follow State Aid Highway design standards per Minnesota Rule Chapter 8820, and all Washington County highways are designated trucking routes. The roadway surface and subbase will be designed, and constructed to accommodate and support the transport of freight by truck. Improving access management will also ease the accommodation of freight on this corridor.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Improved roadway geometrics:**

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Access management enhancements:**

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Vertical/horizontal alignment improvements:**

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Improved stormwater mitigation:**

This corridor is a State Aid Highway, and will follow State Aid Highway design standards per Minnesota Rule Chapter 8820, Clear zones will be implemented dependent on ADT and speed limit. Minimum in-slopes will be designed to minimize any use of guardrail or obstructing objects.

Yes

This corridor is a State Aid Highway, and will follow State Aid Highway design standards per Minnesota Rule Chapter 8820, which require geometric and structural design standards.

Yes

Access management will be implemented through the new design with limiting driveway access points. With the realignment of Hudson Blvd with 2nd St N this intersection will continue to be improved to enhance access management. The proposed 5th street 2 way stop intersection will increase safety for those turning onto CSAH 15 and will be utilized for future development that may enter this corridor.

Yes

CSAH 15 is a straight and flat existing roadway, so there are no major sight line obstructions due to vertical or horizontal alignments. The new layout will keep the vertical alignment flat to continue to improve sight distance. No horizontal curves are planned to be added.

Yes

Response:

Washington County and Valley Branch Watershed will work together to address these existing stormwater issues along the corridor during design. New storm sewer will be updated. Preliminary drainage reports were completed and once in final design, drainage calculations will be run and BMP's will be implemented along the corridor as needed.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Cost estimates show \$100,000 at replacing lighting throughout the corridor. Intersection lighting will be upgraded as well as corridor lighting as needed around multimodal improvements and signs.

Response:

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Washington County will be replacing all of the signage along the corridor during this project. This will ensure night time visibility of signage for the next 12-16 years. The project will provide multimodal enhancements, including an 8-10ft trail along both sides of CSAH 15. This will provide multimodal access to Oak-Land Middle School and Cimarron Mobile Home Park. This will also fill a gap in trail connection.

Response:

(Limit 700 characters; approximately 100 words)

## Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
---	--	--	--	--	---	---	--	------------------------



Emissions Reduced on Parallel Roadways 0

### Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

---

## New Roadway Portion:

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons: 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

---

## Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project: 0

Vehicle miles traveled without the project: 0

Total delay in hours without the project: 0

Total stops in vehicles per hour without the project: 0

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons (F1) 0

Fuel consumption in gallons (F2) 0

Fuel consumption in gallons (F3) 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

---

## Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

**Crash Modification Factor Used:**

*(Limit 700 Characters; approximately 100 words)*

Crash Modifications Used: Increase Pavement Skid Resistance

**Rationale for Crash Modification Selected:**

*(Limit 1400 Characters; approximately 200 words)*

With the reconstruction of the roadway, it is expected that the improved pavement condition will allow for improved skid resistance for vehicles and improve braking procedures.

**Project Benefit (\$) from B/C Ratio** \$232,155.00

**Total Fatal (K) Crashes:** 0

**Total Serious Injury (A) Crashes:** 0

**Total Non-Motorized Fatal and Serious Injury Crashes:** 0

**Total Crashes:** 9

**Total Fatal (K) Crashes Reduced by Project:** 0

**Total Serious Injury (A) Crashes Reduced by Project:** 0

**Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:** 0

**Total Crashes Reduced by Project:** 3

**Worksheet Attachment** 1589290340406\_15 BC Analysis Manning Phase 4.pdf

*Please upload attachment in PDF form.*

---

**Roadway projects that include railroad grade-separation elements:**

**Current AADT volume:** 0

**Average daily trains:** 0

**Crash Risk Exposure eliminated:** 0

---

**Measure A: Multimodal Elements and Existing Connections**

**Response:**

Manning Avenue has a posted speed limit of 55 mph through the project area with an average daily traffic volume of 16,400. Currently, there are no pedestrian facilities along Manning south of Oak-Land Middle School. Pedestrians traveling along Manning must choose to use the shoulder/ditch, re-route their trip to a less efficient route, or choose not to walk. The existing conditions severely limit non-motorized travel for the Oak-Land Middle School community where 980 students and 90 staff access the campus daily. This segment of Manning has been identified by the community as a priority for needing pedestrian and cycling improvements as evidenced in Washington County Bicycle and Pedestrian Plan engagement, the Lake Elmo 2040 Comprehensive Plan. This project is particularly timely as development is planned in the southern area of the project area. The future Lake Elmo park-and-ride is planned to be constructed at Manning and Hudson Boulevard. Safe pedestrian infrastructure will be critical as the planned park-and-ride will serve as the only transit access for 5 miles in any direction. The proposed reconstruction will greatly improve safety for pedestrians for the extent of the project area. The project will include new, ADA compliant, 10-foot multiuse trails on both sides of Manning. The new trails will connect to the existing sidewalks, signal and crosswalk at the Oak-Land Middle School Campus. The trail facilities will be accessible to all users and limit conflicts between traffic and non-motorized users of all ages and abilities. FHWA Proven Safety Countermeasures indicates that sidewalks provide a 65-89 percent reduction in crashes involving pedestrians walking along roadways. Additionally, the proposed reconstruction also include raised medians for the length of the project which FHWA Proven Safety Countermeasures indicates provides a 46 percent reduction in pedestrian crashes. The proposed reconstruction will increase safe and efficient travel along Manning for all modes of

transportation. The multiuse trails will extend the multimodal network from CSAH 10 to I-94.

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

---

## **Measure A: Multimodal Elements and Existing Connections**

The reconstruction of Manning Avenue will include a new 10 foot, ADA compliant, trail on both sides for the length of the project. Currently, there is no bicycle or pedestrian infrastructure on Manning Avenue south of Oakland Middle School. Cyclists and pedestrians are forced to walk on the road with a posted speed limit of 55 mph and a free flow speed of 57mph. Stillwater Area Public Schools is particularly supportive of this project as 980 students and 90 faculty and staff access the Oakland Middle School campus every day and traffic is expected to increase by 22 percent in 2040. This project will create safe, off-road facilities for multimodal users and connect users to CSAH 10 to the north as well as the Midwest Trail to the south on the east side of CSAH 15, north of I-94. Manning Avenue is a critical north-south corridor for movement within and through Washington County. This segment of CSAH 15 is identified as important to the multimodal network in multiple plans. The Metropolitan Council has identified this section of Manning Avenue as a Tier 2 alignment in the RBTN. Most recently, engagement and preliminary analysis for the ongoing Washington Bicycle and Pedestrian Plan identified this segment of Manning Avenue as a high priority for an off-road facility. The City of Lake Elmo identified this section of CSAH 15 as necessitating an off-road facility in the Lake Elmo 2040 Comprehensive Plan. This project will also be the first step in addressing the I-94 barrier identified as W038 in the RBBS. Metro Transit does not currently provide transit service to this project area. However, the trails associated with this project will provide a direct connection to the planned, future Lake Elmo Park-and-Ride at Hudson Blvd and CSAH 15. The future park-and-ride will provide the only transit access for 5 miles in any direction.

**Response:**

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

---

## Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.  
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

---

### Measure A: Risk Assessment - Construction Projects

#### 1)Layout (25 Percent of Points)

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

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

100%

Attach Layout

1589291240592\_03 Layout Manning Phase 4.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

03/02/2020

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

**Project is located on an identified historic bridge**

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

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

100%

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

50%

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

25%

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

0%

**Anticipated date or date of acquisition** 10/31/2024

**4)Railroad Involvement (15 Percent of Points)**

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

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

**Anticipated date or date of executed Agreement**

**5) Public Involvement (20 percent of points)**

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

**Meeting with general public:**

**Meeting with partner agencies:** 04/22/2020

**Targeted online/mail outreach:**

**Number of respondents:**

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

100%

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

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%

Yes

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

This project originated out of the Manning Avenue (County Highway 15) Corridor Management and Safety Improvement Project study which was completed in 2014. During the study engagement was conducted through open houses, neighborhood meetings and online tools (see engagement summary attached) for the Manning Avenue corridor from I-94 to CSAH 14. This project is the fourth of four phases recommended by the corridor study. Washington County staff have had multiple meetings with the key partner agencies of City of Lake Elmo and West Lakeland Township staff to ensure that the design of the reconstruction meets the needs of each community. Both municipalities have provided a letter of support for this project. Oak-Land Middle School is part of the Stillwater Area School District and located at the northern terminus of the project. Staff have been communicating with the Stillwater Area School District and have received support from the school district. They have noted their enthusiasm for the project is linked to the addition of multiuse trails on both sides of Manning Avenue. Public engagement for this project will commence as the other Manning Avenue phases are completed.

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$6,264,940.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,264,940.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments

File Name	Description	File Size
01 Manning Phase 4 Cover Sheet Updated.pdf	Project Summary Sheet	1.0 MB
02 Existing Conditions Manning Phase 4.pdf	Manning Phase 4 Project Existing Conditions	481 KB
04 Wash Co Board Resolution.pdf	Washington County Board of Commissioners Resolution	125 KB
05 Lake Elmo LOS Manning Phase 4.pdf	City of Lake Elmo Letter of Support	28 KB
06 West Lakeland LOS Manning Phase 4.pdf	West Lakeland Township Letter of Support	321 KB
07 SADS LOS Phase 4.pdf	Stillwater Area School District Letter of Support	311 KB
10 Manning Avenue Comments and Answers 3 Open Houses.pdf	Manning Avenue Corridor Management and Safety Improvement Project Study Engagement	184 KB
11 Aerial Cimarron OLMS Manning Phase 4.pdf	Cimarron Mobile Home Park & Oakland Middle School Aerial	642 KB
12 Met Council Mobile Home Perservation Project Report.pdf	Metropolitan council Mobile Home Preservation Project Report	1.1 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. 62<sup>nd</sup> 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**



# Regional Economy

Roadway Reconstruction/Modernization Project: Manning Phase 4 | Map ID: 1583169019873

## Results

**WITHIN ONE MI of project:**  
 Postsecondary Students: 0

Totals by City:

**Afton**

Population: 271  
 Employment: 57  
 Mfg and Dist Employment: 38

**Lake Elmo**

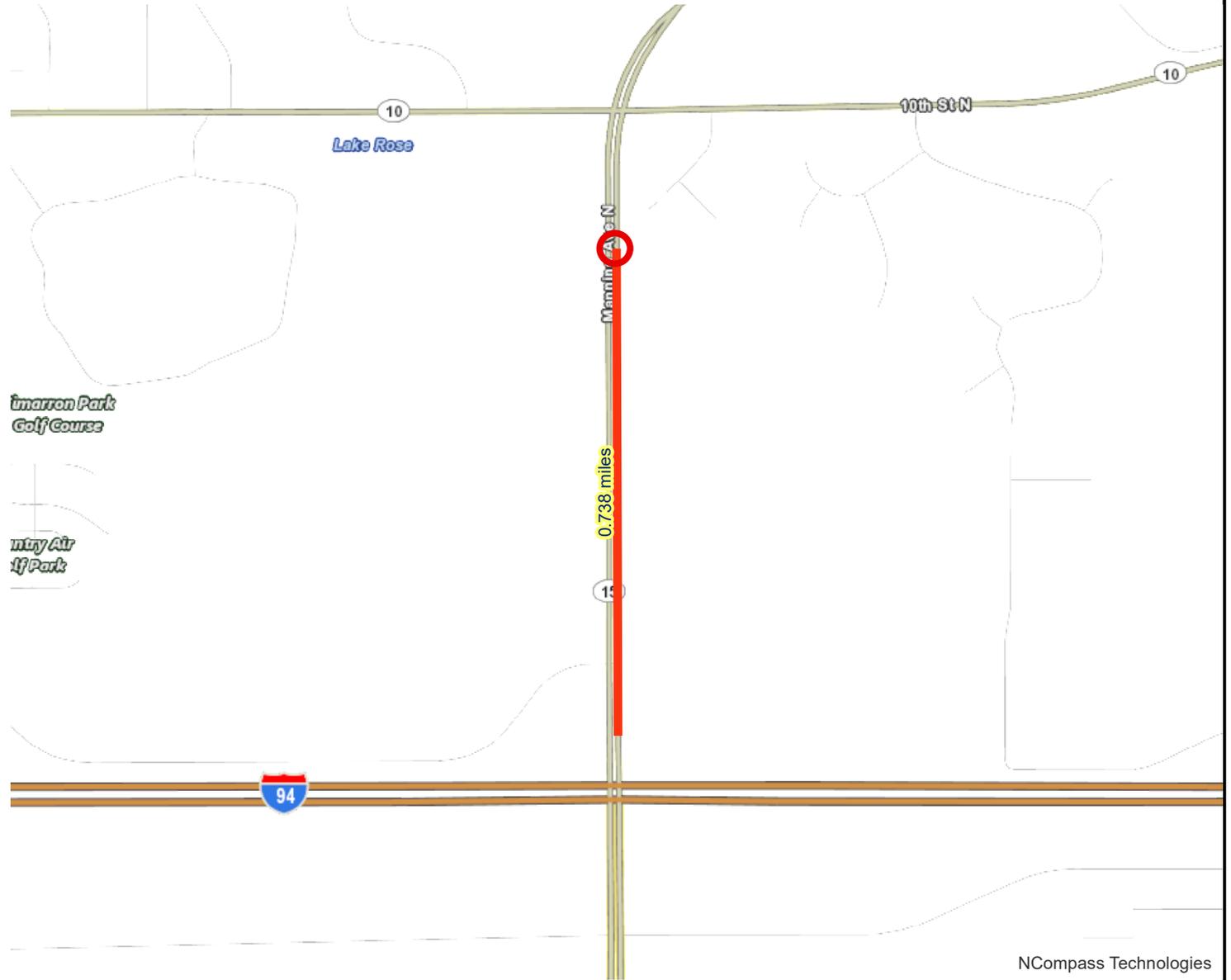
Population: 1598  
 Employment: 129  
 Mfg and Dist Employment: 26

**West Lakeland Twp.**

Population: 1585  
 Employment: 209  
 Mfg and Dist Employment: 47

**Woodbury**

Population: 549  
 Employment: 108  
 Mfg and Dist Employment: 38



NCompass Technologies

-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 3/2/2020  
 LandscapeRSA5

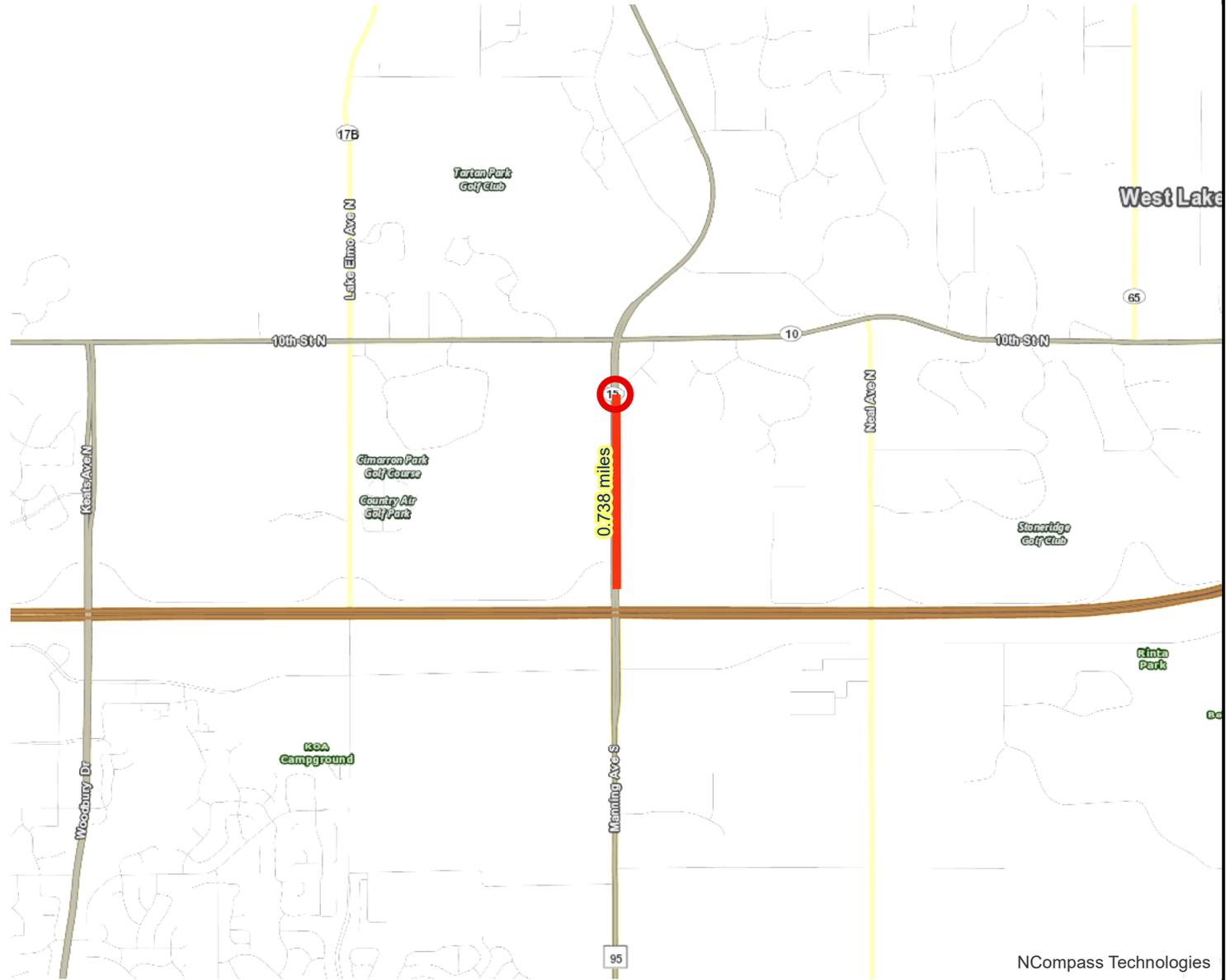


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Transit Connections

Roadway Reconstruction/Modernization Project: Manning Phase 4 | Map ID: 1583169019873



## Results

Transit with a Direct Connection to project:  
-- NONE --

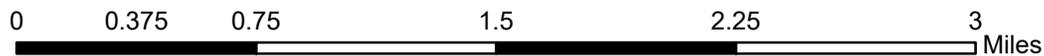
*\*indicates Planned Alignments*

Transit Market areas: 5

 Project Points

 Project

 Project Area



Created: 3/2/2020  
LandscapeRSA3



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

NCompass Technologies



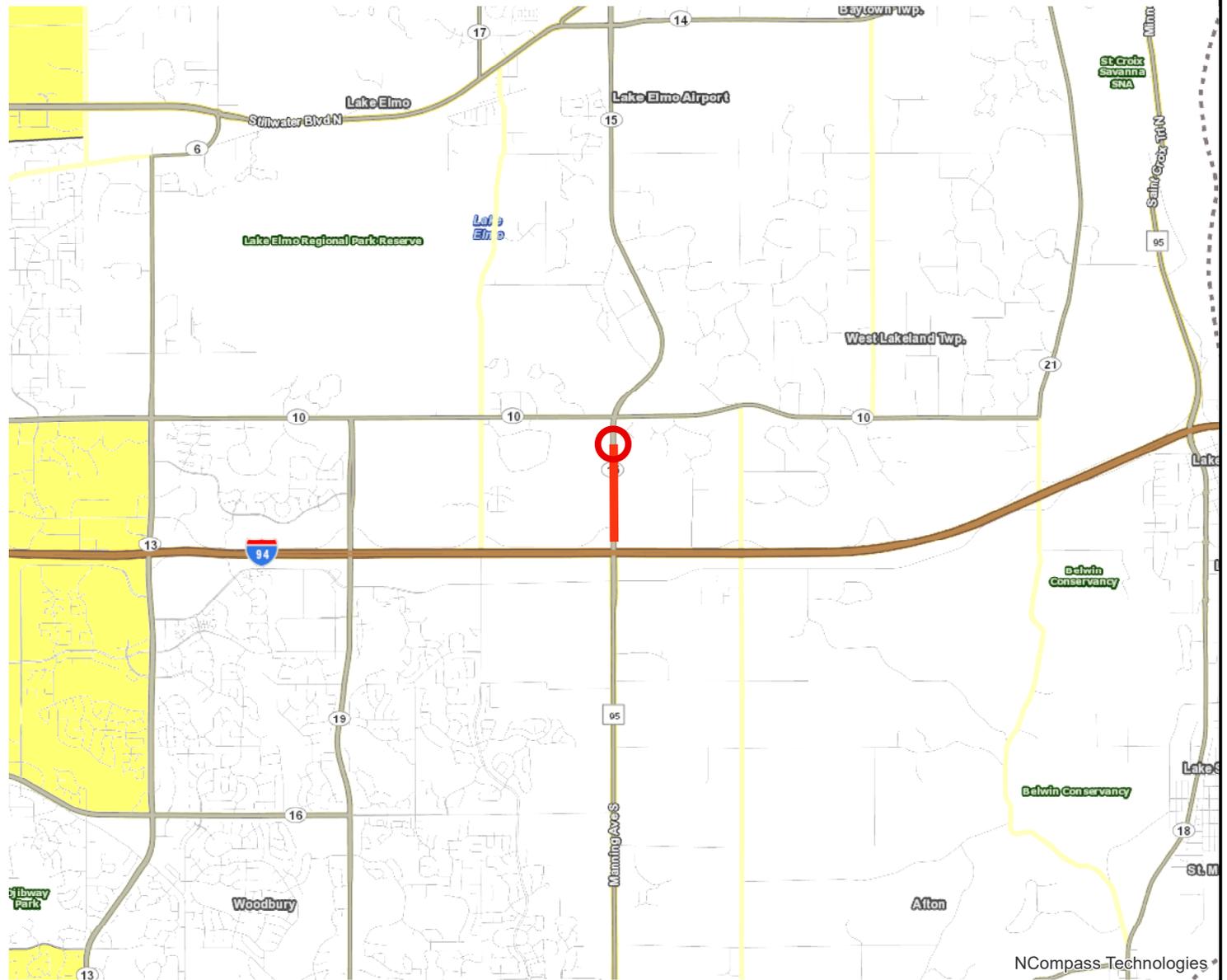
# Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Manning Phase 4 | Map ID: 1583169019873

## 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:  
70406 70701 71017  
71102



-  Points
-  Lines
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty

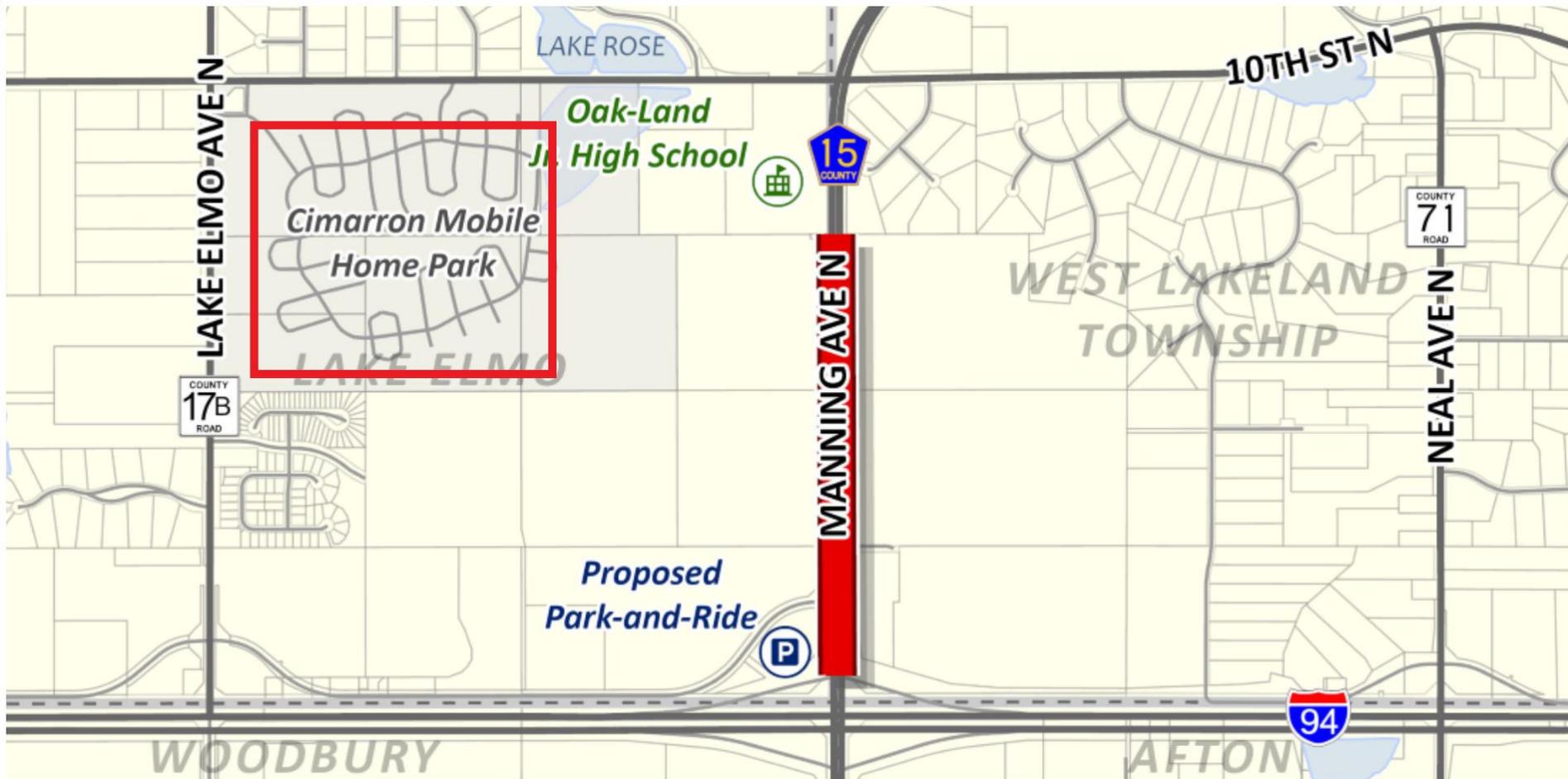


Created: 3/2/2020  
LandscapeRSA2



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





LAKE-ELMO-AVE-N

COUNTY  
17B  
ROAD

LAKE ROSE

Oak-Land  
Jr. High School

15  
COUNTY

10TH-ST-N

COUNTY  
71  
ROAD

Cimarron Mobile  
Home Park

WEST LAKE LAND  
TOWNSHIP

NEAL-AVE-N

Proposed  
Park-and-Ride

P

MANNING AVENUE

94

WOODBURY

AFTON

---

103: Manning Ave N & Hudson Blvd N

---

Direction	All
Future Volume (vph)	1433
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.45
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.11

---

113: Manning Ave N & 2nd St N

---

Direction	All
Future Volume (vph)	1456
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.71
NOx Emissions (kg)	0.14
VOC Emissions (kg)	0.16

---

120: Manning Ave N & Access

---

Direction	All
Future Volume (vph)	1282
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.79
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.41

---

113: Manning Ave N & Old Hudson Rd/2nd St N

---

Direction	All
Future Volume (vph)	1504
Total Delay / Veh (s/v)	2
CO Emissions (kg)	1.00
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.23

---

120: Manning Ave N & Access

---

Direction	All
Future Volume (vph)	1292
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.80
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

**Manning Avenue South**

Delay

Hudson Rd	
Existing Volume	1433 vehicles
Existing Delay	0 sec/veh
Existing Total Delay	0 seconds
Future Volume	0 vehicles
Future Delay	0 sec/veh
Future Total Delay	0 seconds
Total Delay Reduction	0 seconds

2nd St N	
Existing Volume	1456 vehicles
Existing Delay	2 sec/veh
Existing Total Delay	2912 seconds
Future Volume	1504 vehicles
Future Delay	2 sec/veh
Future Total Delay	3008 seconds
Total Delay Reduction	-96 seconds

Sod Access	
Existing Volume	1292 vehicles
Existing Delay	0 sec/veh
Existing Total Delay	0 seconds
Future Volume	1292 vehicles
Future Delay	0 sec/veh
Future Total Delay	0 seconds
Total Delay Reduction	0 seconds

<b>Total Network Delay Reduction</b>	<b>-96 seconds</b>
--------------------------------------	--------------------

Emissions

Existing	Hudson rd	2nd St N	Sod Access	Total
CO	0.45	0.71	1.79	2.95
NO	0.09	0.14	0.35	0.58
VOC	0.11	0.16	0.41	0.68
		Network Total		4.21

Build	Hudson/2r	Sod Access	Total
CO	1	1.8	2.8
NO	0.19	0.35	0.54
VOC	0.23	0.42	0.65
		Network Total	3.99

<b>Reduction</b>	<b>0.22</b>
------------------	-------------

---

103: Manning Ave N & Hudson Blvd N

---

Direction	All
Future Volume (vph)	1433
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.45
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.11

---

113: Manning Ave N & 2nd St N

---

Direction	All
Future Volume (vph)	1456
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.71
NOx Emissions (kg)	0.14
VOC Emissions (kg)	0.16

---

120: Manning Ave N & Access

---

Direction	All
Future Volume (vph)	1282
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.79
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.41

---

113: Manning Ave N & Old Hudson Rd/2nd St N

---

Direction	All
Future Volume (vph)	1504
Total Delay / Veh (s/v)	2
CO Emissions (kg)	1.00
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.23

---

120: Manning Ave N & Access

---

Direction	All
Future Volume (vph)	1292
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.80
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

**Manning Avenue South**

Delay

Hudson Rd	
Existing Volume	1433 vehicles
Existing Delay	0 sec/veh
Existing Total Delay	0 seconds
Future Volume	0 vehicles
Future Delay	0 sec/veh
Future Total Delay	0 seconds
Total Delay Reduction	0 seconds

2nd St N	
Existing Volume	1456 vehicles
Existing Delay	2 sec/veh
Existing Total Delay	2912 seconds
Future Volume	1504 vehicles
Future Delay	2 sec/veh
Future Total Delay	3008 seconds
Total Delay Reduction	-96 seconds

Sod Access	
Existing Volume	1292 vehicles
Existing Delay	0 sec/veh
Existing Total Delay	0 seconds
Future Volume	1292 vehicles
Future Delay	0 sec/veh
Future Total Delay	0 seconds
Total Delay Reduction	0 seconds

<b>Total Network Delay Reduction</b>	<b>-96 seconds</b>
--------------------------------------	--------------------

Emissions

Existing	Hudson rd	2nd St N	Sod Access	Total
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VOC	0.11	0.16	0.41	0.68
		Network Total		4.21

Build	Hudson/2r	Sod Access	Total
CO	1	1.8	2.8
NO	0.19	0.35	0.54
VOC	0.23	0.42	0.65
		Network Total	3.99

<b>Reduction</b>	<b>0.22</b>
------------------	-------------

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project



**A. Roadway Description**

Route	Manning Avenue	District		County	Washington
Begin RP		End RP		Miles	
Location	Manning Ave from South of Jr High to Old Hudson Rd				

**B. Project Description**

Proposed Work	Improve pavement friction (increase skid resistance)				
Project Cost*	\$6,264,940	Installation Year	2024		
Project Service Life	20 years	Traffic Growth Factor	2.0%		

\* exclude Right of Way from Project Cost

**C. Crash Modification Factor**

0.59	Fatal (K) Crashes	Reference	CMF Clearinghouse		
0.59	Serious Injury (A) Crashes				
0.59	Moderate Injury (B) Crashes	Crash Type	All		
0.59	Possible Injury (C) Crashes				
0.59	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>		

**D. Crash Modification Factor (optional second CMF)**

0.79	Fatal (K) Crashes	Reference	CMF Clearinghouse		
0.79	Serious Injury (A) Crashes				
0.79	Moderate Injury (B) Crashes	Crash Type	Angle		
0.79	Possible Injury (C) Crashes				
0.79	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>		

**E. Crash Data**

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnDOT			
	<b>Crash Severity</b>	<b>All</b>	<b>Angle</b>	
	K crashes	0	0	
	A crashes	0	0	
	B crashes	0	0	
	C crashes	0	0	
	PDO crashes	4	5	

**F. Benefit-Cost Calculation**

\$232,155	Benefit (present value)	<b>B/C Ratio = 0.04</b>
\$6,264,940	Cost	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

### F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 1.2%  
 Traffic Growth Rate 2.0%  
 Project Service Life 20 years

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.00	0.00	\$0
C crashes	0.00	0.00	\$0
PDO crashes	2.69	0.90	\$10,760

**\$10,760**

### H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	\$10,760	\$10,760
2025	\$10,975	\$10,845
2026	\$11,195	\$10,931
2027	\$11,419	\$11,017
2028	\$11,647	\$11,104
2029	\$11,880	\$11,192
2030	\$12,118	\$11,281
2031	\$12,360	\$11,370
2032	\$12,607	\$11,460
2033	\$12,859	\$11,550
2034	\$13,116	\$11,641
2035	\$13,379	\$11,734
2036	\$13,646	\$11,826
2037	\$13,919	\$11,920
2038	\$14,198	\$12,014
2039	\$14,482	\$12,109
2040	\$14,771	\$12,205
2041	\$15,067	\$12,301
2042	\$15,368	\$12,398
2043	\$15,675	\$12,496
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

**Total = \$232,155**

▪ Countermeasure: Improve pavement friction (increase skid resistance)

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.799	20.1	★★★★★	All	All	All	Lyon and Persaud, 2008	

▪

0.667	33.3	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	------	-------	-----	-----	-----	------------------------	--

▪

0.819	18.1	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	------	-------	-----	-----	-----	------------------------	--

▪

0.797	20.3	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	------	-------	-----	-----	-----	------------------------	--

▪

1.271	- 27.1	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	-----------	-------	-----	-----	-----	------------------------	--

▪

0.426	57.4	★★★★★	Wet road	All	All	Lyon and Persaud, 2008	
-------	------	-------	----------	-----	-----	------------------------	--

▪

0.372	62.8	★★★★★	Wet road	All	All	Lyon and Persaud,	
-------	------	-------	----------	-----	-----	-------------------	--

0.575

42.5



Rear end, Wet road

All

Lyon and Persaud, 2008

0.59

41



All

All

All

Lyon and Persaud, 2008

0.589

41.1



All

All

All

Lyon and Persaud, 2008

0.361

63.9



Wet road

All

All

Lyon and Persaud, 2008

0.304

69.6



Rear end

All

All

Lyon and Persaud, 2008

0.943

5.7



Rear end

All

All

Lyon and Persaud, 2008

0.504

49.6



Rear end

All

All

Lyon and Persaud, 2008

0.221

77.9



Rear end,Wet road

All

All

Lyon and Persaud, 2008

0.787

21.3



Angle

All

All

Lyon and Persaud, 2008

0.828

17.2



Angle

All

All

Lyon and Persaud, 2008

0.898

10.2



Angle

All

All

Lyon and Persaud, 2008

0.799

20.1



Angle,Wet road

All

All

Lyon and Persaud, 2008

0.47

53



Angle,Wet road

All

All

Lyon and Persaud, 2008

0.828

17.2



Angle,Wet road

All

All

Lyon and Persaud, 2008

## Manning Ave sod entrance

objectid	Incident ID	Date and Time	Year	Hour	Crash Severity	Number Killed	Number of Officers	Narrative	Constructive	County
2074013	358580	6/22/2016,	2016		16 Property Damage Only Crash	0	1	Unit 1 was M		WASHINGTON

## Manning Ave and Holiday Gas Station Access

objectid	Incident ID	Date and Time	Year	Hour	Crash Severity	Number Killed	Number of Officers	Narrative	Constructive	County
1888030	396839	11/22/2016	2016		9 Property Damage Only Crash	0	3	Vehicle 1 w M		WASHINGTON
2238444	366096	7/20/2016,	2016		14 Property Damage Only Crash	0	2	Driver of V M		WASHINGTON
2478431	526539	12/19/2017	2017		21 Property Damage Only Crash	0	2	two vehicle M		WASHINGTON

## Manning Avenue And Old Hudson Blvd

objectid	Incident ID	Date and Time	Year	Hour	Crash Severity	Number Killed	Number of Officers	Narrative	Constructive	County
2293332	491540	8/3/2017,	2017		19 Property Damage Only Crash	0	2	Unit 1 was M		WASHINGTON
2453699	389969	10/27/2016	2016		3 Property Damage Only Crash	0	1	Located ve M		WASHINGTON

## Manning Ave non intersection crashes

objectid	Incident ID	Date and Time	Year	Hour	Crash Severity	Number Killed	Number of Officers	Narrative	Constructive	County
<del>2050619</del>	<del>389145</del>	<del>10/24/2016</del>	<del>2016</del>		<del>16 Property Damage Only Crash</del>	<del>0</del>	<del>1</del>	<del>Unit 1 was M</del>		<del>WASHINGTON</del>
2238444	366096	7/20/2016,	2016		14 Property Damage Only Crash	0	2	Driver of V M		WASHINGTON
2410166	445813	4/14/2017,	2017		18 Property Damage Only Crash	0	2	VEHICLES V M		Washington
2478431	526539	12/19/2017	2017		21 Property Damage Only Crash	0	2	two vehicle M		WASHINGTON

City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of Collision	First Harmf	Relative Tr	Lighting Co
ON	West Lakel	County Sta	040000659	0.54	MANNING	South			Roadway S	On Roadw	Daylight

ON	West Lakel	County Sta	040000659	0.28	MANNING AVE N			Angle	Motor Veh	On Roadw	Daylight
Lake Elmo		County Sta	040000659	0.35	MANNING	North		Angle	Motor Veh	On Roadw	Daylight
ON	West Lakel	County Sta	040000659	0.33	MANNING AVE N			Front to Front	Motor Veh	On Roadw	Dark (No St

ON	West Lakel	County Sta	040000659	0.21	MANNING	North		Angle	Motor Veh	On Roadw	Daylight
ON	West Lakel	County Sta	040000659	0.18	MANNING	North			Other - No	Off Roadw	Dark (No St

<del>Lake Elmo</del>		<del>County Sta</del>	<del>040000659</del>	<del>0.76</del>	<del>MANNING</del>	<del>North</del>			<del>Deer</del>	<del>On Roadw</del>	<del>Daylight</del>
Lake Elmo		County Sta	040000659	0.35	MANNING	North		Angle	Motor Veh	On Roadw	Daylight
n	West Lakel	County Sta	040000659	0.44	MANNING AVE N			Angle	Motor Veh	On Roadw	Daylight
ON	West Lakel	County Sta	040000659	0.33	MANNING AVE N			Front to Front	Motor Veh	On Roadw	Dark (No St

Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr
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			510863.8	4977771				44.95	-92.86		4	-10337381.8

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# CSAH 15 Reconstruction

## Manning Avenue Phase 4



### Project Location

CSAH 15 will be reconstructed between I-94 and the Oak-Land Middle School entrance in the City of Lake Elmo and West Lakeland Township



### Funding Request

Federal: \$ 5,011,952

Local Match: \$ 1,252,988

Project Total: \$ 6,264,940



### Project Goals

»Accommodate existing and growing traffic volumes

»Creates a multi-modal corridor

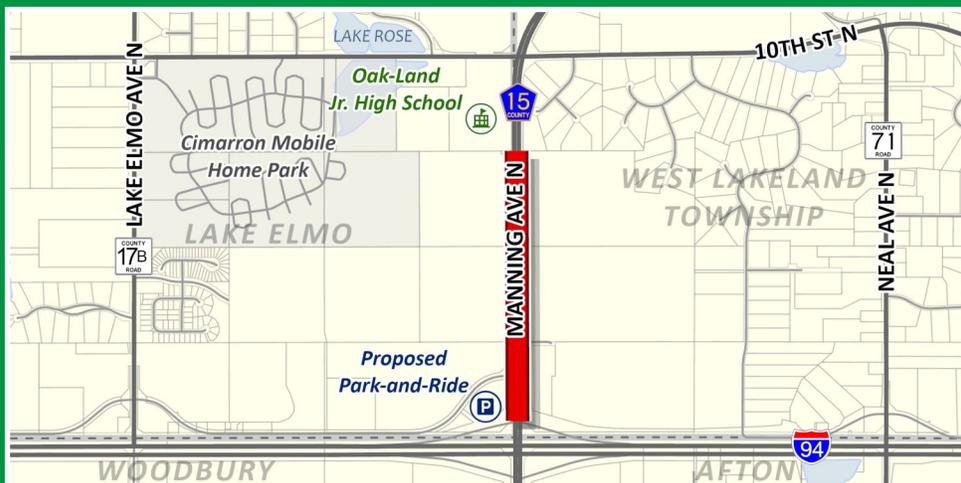
»Appropriately manage access in a safe and efficient manner

### Project Summary

The reconstruction of Manning Avenue presents an opportunity to modernize the major north-south corridor in the heart of Washington County. Manning Avenue, an A-Minor Expander, will be reconstructed between the Oak-Land Middle School South Entrance and the I-94 ramps. Improvements include but are not limited to new pavement, 10 foot multiuse trails on both sides, access management, intersection control improvements, and surface water management.

### Summary of Benefits

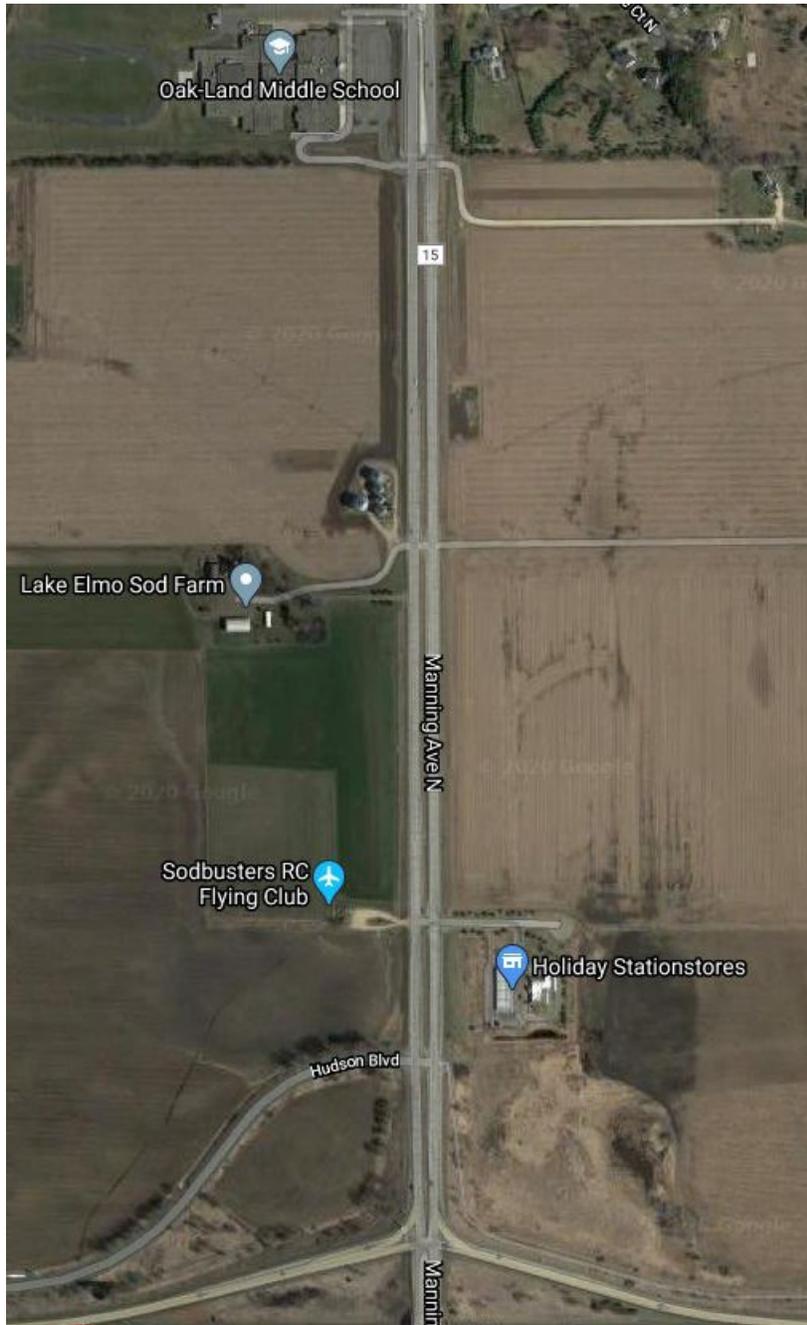
- » Preservation and modernization of existing infrastructure
- » Improved user safety and efficiency through the corridor
- » Addition of multiuse trails will extend the local multimodal network and construct a Tier 2 RBTN alignment
- » Improved access to active transportation, benefitting physical and mental health
- » Maintain the viability of commercial and residential growth in the area
- » This project will provide better access to the future Lake Elmo Park-and-Ride for all modes



# *Manning Ave (CSAH 15) Phase 4*

## Roadway Reconstruction/Modernization

### Existing Conditions



Aerial of project area



Manning Avenue at Oak-Land Middle School entrance facing south



Manning Avenue at Oak-Land Middle School entrance facing north



Manning Avenue facing south towards I-94 ramps



Manning Avenue facing north

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 58<sup>th</sup> 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: 

COUNTY ADMINISTRATOR



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>	___



March 6, 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 proposed roadway reconstruction on County State Aid Highway (CSAH) 15 on in the City of Lake Elmo.**

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Lake Elmo's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the proposed reconstruction of CSAH 15 between CSAH 10 and Interstate 94.

The proposed project includes the access management, roadway drainage and surface water management, intersection control improvements and separated multi-use trails.

The City of Lake Elmo will continue to support Washington County's efforts to improve the County road network as identified with the Lake Elmo 2040 Comprehensive Plan update and Washington County's 2040 Comprehensive Plan.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely,

Kristina Handt  
Administrator, City of Lake Elmo

March 2, 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 proposed roadway reconstruction on County State Aid Highway (CSAH) 15 in West Lakeland Township.**

Dear Mr. Sandberg,

The purpose of this letter is to express West Lakeland Township's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the proposed reconstruction of CSAH 15 between CSAH 10 and Interstate 94.

The proposed project includes the access management, roadway drainage and surface water management, intersection control improvements and separated multi-use trails.

West Lakeland Township will continue to support Washington County's efforts to improve the County road network as identified with the West Lakeland Township 2040 Comprehensive Plan update and Washington County's 2040 Comprehensive Plan.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,



Chairman



# Stillwater

AREA PUBLIC SCHOOLS

Independent School District 834  
1875 South Greeley Street | Stillwater, Minnesota 55082  
Tel: 651.351.8340 | fax: 651.351.8380  
[www.stillwaterschools.org](http://www.stillwaterschools.org)

WASHINGTON COUNTY

March 17, 2020

MAR 19 2020

PUBLIC WORKS

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 proposed roadway reconstruction on County State Aid Highway (CSAH) 15 on in the City of Lake Elmo and West Lakeland Township.**

Dear Mr. Sandberg,

The purpose of this letter is to express Stillwater Area Public School District's support for Washington County's 2020 solicitation of federal funds through the Metropolitan Council's Regional Solicitation program for the proposed reconstruction of CSAH 15 between CSAH 10 and Interstate 94. The proposed project includes the access management, roadway drainage and surface water management, intersection control improvements and separated multi-use trails.

Oak-Land Middle School is located on CSAH 15 at the northern end of the project limits. Every day about 90 staff members and 980 students access the Oak-Land campus. The improved access management and intersection control improvements will bolster efficiency and roadway safety. Currently, there are no pedestrian or bicycle facilities south of Oak-Land. This creates a safety concern for students and staff who are currently forced to travel along the shoulder. This project is supported by Stillwater Area Public School District as it will improve roadway safety and bring trail facilities to both sides of CSAH 15.

Stillwater Area Public School District will continue to support Washington County's efforts to improve the County road network as identified in the Washington County's 2040 Comprehensive Plan.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Respectfully,

Kristen Hoheisel  
Executive Director of Finance and Operations

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #1**

**10/24/13**

1. Left turns at 30th street are dangerous. Going south cars can use a passing lane at the airport, so they think the turn lane at 30th is a passing lane too. (I was almost rear-ended there.)
2. 10th Street: going east/west is dangerous as those going north/south don't always pay attention as intersection is large and "hilly."
3. 40th Street: turning left from 40th onto Manning during rush hour or the county fair is really difficult.

Thank you for having the info meeting.

**Response: The project team is analyzing traffic control needs at each intersection and will be addressing safety and mobility issues along the corridor.**

1. Please consider a committee of residents to be "at the table" as the planning happens. These residents can represent ideas/concerns of others, they also can aid in helping others accept the ideas of the planners. It will make residents feel their input is valued.
2. Please design this project with aesthetics in mind. We want our property values to stay the same.
  - The corridor should look planned and reflect the charm and beauty that exists there.
  - Noise concerns – we would like noise mitigation – tree line? A berm? Sound walls?

**Response: Washington County will be hosting a series of Neighborhood Meetings in mid-September (2014) where an open dialogue can take place. Berms can be considered as grades permit but often require additional impacts to private property. Sound walls can be considered but would probably not be effective given the number of breaks needed to accommodate private driveways. See also FAQ #13 and #14.**

Close 22nd Street access onto Manning, make it a cul-de-sac. Safer to access Manning from 24th/20th/30th/10th.

**Response: The project team will look into this request.**

1. Has a three-lane (center turn) or turn lanes at intersections been considered?
2. A 2.5% increase in traffic volume in 15 years seems unrealistic. Has the traffic model been compared to past estimates, which haven't necessarily born out? (ADM on Manning has been fairly level over ten years, perhaps a 20-25% increase. Why would it jump so dramatically, considering existing build-out?)
3. Does a four-way intersection reduce traffic accidents any more than a "T"? (why would realignment do anything?)

**Response: Please see FAQ #2, #3, #8 and the Draft Sub-Area Study Report in the Sub-Area Study section of the project website for Traffic Forecast Considerations ([www.co.washington.mn.us/manningcorridor](http://www.co.washington.mn.us/manningcorridor)).**

Corner of Manning and 94

Move Frontage Road to the North

Keep right out approximately where Frontage Road is existing. Working with Brian Zellar

**Response: A realignment of the Frontage Road is being considered to improve access spacing. See also FAQ #4.**

My concern is on 18th Street and 30th entering onto Manning this a race track in rush hour, it is very hard to enter Manning from 18th when they are flying over that hill 60 to 65 mph, need to slow speed of traffic at that point. Thank you.

**Response: Please see FAQ #6.**

Our concern: we access Manning Avenue from 18th Street SE. Taking a left on Manning during rush hour is a long wait and dangerous. There is no break in the traffic with current traffic stop at 10th Street.

**Response: Please see FAQ #2, #4 and #6.**

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #1**

**10/24/13**

We want to be in touch before decisions are made that affect our property and property value which is directly on Manning.

**Response: The public will be kept informed of project progress/updates through public meetings, neighborhood meetings, website updates, e-mails, phone calls, or one-on-one meetings as needed. Please see FAQ #14.**

It is unfair to Manning Avenue property owners to pick Manning as the part of the "system" that should absorb traffic to make the other system roads you've charted more pleasant environments for those property owners. I did not buy property to lose value in the interest of improving somebody else's property value.

**Response: Please see FAQ #1, and #2.**

Traffic on Manning will continue increasing. By making it a 4-lane we will attract even more traffic. Need \$ improve other North/South roads to provide better flow through the area. Hook up of Stagecoach Lane at 94 at Weigh Station. Hwy 95 to be improved to unload Stillwater traffic from Manning. Improve 5 and 36 flow to 694 so it's faster to go west.

**Response: Please see FAQ #1, and #2.**

We are 22nd and Manning – concern is the use of current right-lane turn lane used as a go-around lane – dangerous! Add Center Turn lane option instead. Get rid of snowmobile trail! Direct traffic or commercial traffic to Stage Coach.

**Response: Please see FAQ #1, #2 and #3.**

Good to have open house to explain thinking to community. Keep it up.

**Response: Open Houses and neighborhood meetings will continue throughout the process.**

Has a berm been considered as a noise deterrent? Has consideration been put towards decreased property value? Lower speeds? Preserve rural characters of area? Noise, pollution?

**Response: Berms can be considered as grades permit but often require additional impacts to private property. Please see also FAQ #6, #12 and #13.**

Option #2 is best option for our continued operation. Option #3 will severely constrict access to our location, making continued feasibility limited.

**Response: Please see FAQ #8.**

I would like to see a panel presentation so that I can hear the comments and questions of other people. Then, perhaps break up so individuals can ask staff questions. Maybe consider this for the Dec. meeting?

**Response: Washington County will be hosting a series of Neighborhood Meetings in mid-September (2014) where an open dialogue can take place.**

1.What are L. Elmo's long-term plans for streets, surface water, trails, etc.? Make sure this project includes their plans.

2.There are still a few farms that require large machinery make sure roadways accommodate this equipment.

3.Must provide access to property that is not occupied. We own open land on the East Side of the Heritage Farms Development.

4.Roundabouts instead of lights for intersections!

5.I like the realignment at 5, 14 and 15.

**Response: The project team includes representatives from Washington County, Lake Elmo, Baytown Twsp, West Lakeland Twsp and MnDOT. Farm equipment will be considered during the design process. Please see also FAQ #4, #7 and 8.**

Our convenience store at Manning Avenue and Highway 5 supports Alternative 2, but we'd go out of business with Alternative 3.

**Response: Please see FAQ #8.**

## Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #1

10/24/13

I want to address this gathering today because the Manning/10th Street intersection was scheduled to have a traffic light installed 5 years ago, but it fell off the radar when it was discovered that additional work was needed to regrade the road. I don't want this to happen again, so I'd like to thank this committee for inviting the public to express their opinion/experience.

I live one block from this intersection at Leeward and 10th Street, and travel through it several times a day. In my opinion, this intersection brings out the worst in people. Why is that?

There are several reasons:

1. There are 12 lanes of traffic meeting at this intersection. With these many lanes, it is very difficult to monitor everyone's place in the queue. With one slight distraction, you can mess up your turn and confuse everyone. During rush hour, this place is a mess.
2. People create their own "unwritten" interpretation on what 4-way stop means to suit their own needs. For example:
  - The North-South lanes on Manning have the right of way over the East-West lanes on 10th Street as long as they are traveling straight on Manning. When coast is clear, they travel through the intersection regardless if it is their turn or not. This is a very common occurrence.
  - People making left-hand turns have it the hardest. One gentleman coming from the opposite direction (traveling west on 10th Street) who also wanted to make a left-hand turn to go south on Manning tried to train me to make simultaneous left-hand turns. Unfortunately, I was confused by his hand motions and got him mad.
  - I also realized that there are 2 variations of the 10th Street simultaneous left-hand turn depending on whether you travel straight into the intersection, pass the opposing car, then turn left or vice versa.
3. There have been several times during this past year that I have almost been hit in this intersection, even when I try to be careful as possible. Now, I frequently take other routes to reach my destination just to avoid this intersection.

Is it any wonder why this intersection brings out the worst in people??

In summary, I'd like to ensure that this intersection receives the long, overdue attention that it deserves and is redesigned to avoid confusion and promote better safety so that it no longer brings out the worst in people... Please make this intersection a TOP PRIORITY in the Manning Avenue Corridor Management Safety Improvement Project and don't let it fall off the radar again.

**Response: A robust analysis of this intersection has been performed by the project team. A roundabout has been identified as the most appropriate form of traffic control at this location. The first phase of this project starting in 2015 will be at this intersection. Please see also FAQ #7.**

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #1**

**10/24/13**

Good morning. I'm a homeowner along Manning Avenue and I was at the first public open house. This is a topic that has caused me great concern since learning that the "plan" is to put in a four-lane highway in place of the current two-lane county highway. My hope is that someone on the decision-making team is taking into consideration a number of concerns that we property owners have regarding this project, the first concern being that most of us do NOT want a four-lane highway running through our rural community. When I say most, I'm including those at the first public open house who were stressing the same concerns I, myself, have; trust me, it was almost unanimous that we do NOT want a four-lane highway running through our community.

My first comment is about what a four-lane highway will do to destroy the rural character of our community, when we should be doing our best to preserve that character. It will not only remove the charm that brought most of the property owners to West Lakeland Township, it will encourage increased traffic, noise, pollution, crime and at the same time it will reduce the value of our properties, which will in turn reduce revenue to the township. We chose West Lakeland Township because of its quaint appeal; a four-lane highway will destroy that appeal.

Second, the theme of the meeting centered around the "long-term benefits." What benefits will those be? The benefits of encouraging increased traffic and moving it faster to Highway 5, which is itself a two-lane highway? What's the big rush to get to Highway 5 faster, when we just need to slow down once there? It doesn't seem practical.

Third, if anything, adding a four-lane highway will most likely "encourage" increased traffic on Manning. This points to my second point—Why do we want to increase traffic only to move that traffic as far as Highway 5, a two-lane highway, which will then become a bottleneck? Why do we want to encourage increased traffic, period?

Has anyone considered the cost benefits of simply reducing the speed on Manning? Rather than spending millions of dollars putting in a four-lane highway that we don't want, why not consider first reducing the speed. That simple change is very cost effective and adds a measure of safety to the area, which was one of the topics at the public meeting. Another suggestion could be to add a center turn lane (like Highway 5), which is far more practical cost-wise and would move traffic along at an appropriate speed to connect to Highway 5, which is where Manning ends up. I just don't understand what the big rush is to increase the amount of traffic that will end up at Highway 5 in a bottleneck.

It saddens me that those who are making the decisions are not considering the long-term negative effects on the community, and my hope is that someone on the decision-making team will stand up for community as a whole. We need leaders to help us preserve our community, not negatively impact it.

Please consider some of my suggestions as possible alternatives to the proposed four-lane highway and please take into consideration this heartfelt plea to preserve our rural community.

**Response: The goals for this corridor are aimed at improving safely, capacity, and mobility; while preserving the rural character. This is a very difficult balance but we at the County have the responsibility to listen and engage our citizens, and to use the input we receive to develop a plan that reflects the values of the local community, while serving the regional mobility needs of Washington County. Your points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.**

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2**

**02/20/14**

Love (!) the closing-off 18th Street – thank you for listening!

**Response: One of the goals of the project is to better manage access along the corridor in an effort to improve operations and safety. See also FAQ #4.**

No walking path!

**Response: Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. Please see also FAQ #11 and the Spring 2014 newsletter for more information.**

Opposed to bike paths, want dirt berms along road to reduce noise. Don't like U-turn lanes on 55 mph roads, don't think center ditch needs to be 18 feet wide if bike path on west side.

**Response: Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. Berms can be considered where grades allow but often create additional impacts to private property. Making U-turns is a legal turning maneuver unless otherwise marked restricted. There is no center ditch being proposed at this time. One design option proposes a raised median (curb height) in the center of the road that varies between 6' to 18' wide that will provide operational and safety benefits. Please see also FAQ #5, #11, #13 and the Spring 2014 newsletter for more information.**

Reference – bike trails on both sides of Manning Ave sounds nice but consider the typical riders on this route. You will probably have more casual riders beside this very busy road because the route doesn't connect with major bike trails like Gateway, where long distance riders would be riding. I am opposed to these tracks because of type of traffic (big trucks) and fast travel! Who will maintain the surfaces, the weeds and overall appearance? I think the paths better serve the public residents, businesses, and general public using Manning Ave, to be made into frontage roads, maybe on alternate sides.

**Response: Shared use trails are being considered because they provide a safe alternative for non-motorized users of the roadway of any skill level. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from the neighborhoods to Oak Land Jr High School and Stillwater Area High School. The proposed roadway will also have paved shoulders if more experienced bike riders choose to "share the road". The local governments will be responsible for trail plowing and maintenance.**

As discussed with Brian Johnson, instead of these open meetings – maybe consider a feedback presentation letting public know what suggestions that have been made to date are being considered. NOT a newsletter! If the public is interested enough to come out, then talk to them in person, not in little groups, answering the same questions over and over. Let us know what are the most frequently asked questions and concerns driving your current plans. Try to get people nodding yes or small issues to get public positive momentum! Promote communication – not everyone has or uses the internet or even a computer. Not everyone wants another piece of mail.

**Response: Washington County strives to provide outstanding project communication using multiple platforms and media. Our next steps include scheduling several neighborhood meetings in manageable sized groups (20 to 30 people) along the corridor in an effort to keep project communications open.**

I do not feel bike trails for local traffic are compatible with U-turns on a high-volume road. There has been land dedicated in new subdivisions for this local bike traffic. If the purpose of bike trails is connectivity to existing more traveled bike ways, it would seem to me it would be more appropriate to use Lake Elmo Ave or Stage Coach trail for better connectivity to the Gateway or St. Croix bikeways.

**Response: Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from the neighborhoods to Oak Land Jr High School and Stillwater Area High School. Please see also FAQ #11 and the Spring 2014 newsletter for more information.**

I do not like the proposed U-turns at the intersections. Seems to be trading one danger (turning left from driveway or road) to a U-turn. Is a median really necessary? One County official stated that the road would be similar to Woodbury Drive from Sams to Bailey → this does not have a median.

**Response: U-turns can be designed as a safe and legal turning maneuver. One design option proposes a raised median (6" high) in the center of the road to provide additional operational and safety benefits. Please see also FAQ #5 and the Spring 2014 newsletter for more information.**

4-lanes definitely needed.

Concerns: 10th Street North near Jr. High School – roundabout safer walking from East side of Manning across to school. Hwy 5 realignment is excellent idea.

**Response: A roundabout is one option being proposed at 10<sup>th</sup> Street and Manning Ave. Please see also FAQ #7.**

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2**

**02/20/14**

Manning @ 10th:

- Stoplight highly preferred. Allow students to safely cross to Oakland JHS.
- Could have flashing yellow left-turn arrows during non-school hours.
- Roundabout (opposed) for not-as-safe crossing for students and may create reactionary stoppage of cars – more accidents (?) and my experience with roundabouts is people have poorer decision management than with current 4-way. Already difficult to get out of Mark Ave in morning because people cannot decide when to proceed at 4 way! Bring on the lights!!! (Please!)

Will the “red” areas on map be pavement medians or landscaped? Landscaped medians require up-keep and will be more cost than they are worth! Please – no plants. Please keep our expenses down!

Thank you for taking our comments!

**Response: The results of our traffic analysis indicate that a roundabout is the most appropriate form of intersection control at 10<sup>th</sup> Street and Manning Ave. Studies show that roundabouts reduce the severity of crashes and reduce overall delay, which is consistent with existing roundabouts in Washington County. However, it is important for motorists and pedestrians to learn how to properly use them. The Washington County website includes a page dedicated to this subject (see Roundabout U). The “red” areas on the map are proposed to be concrete surfaces, however, low maintenance plants or grasses could be considered in wider median areas. See also FAQ #7.**

We are adjacent property owners on east side of Manning between 10th and 18th. Comments:

1. Owner opposed to bike trails on either side of road. Too much loss of property, no need to bike or walk on this busy road.
2. Owner opposed to existing curve in our section of Manning and straighten it out to make traffic safer for all the U-turns you’re adding, especially on this escalated curve.
3. Too many places for U-turns on the road. We need 1-2 more places for traffic light to reduce accidents. Examples include at 30th Street and 24th Street. This would create a few spaces in traffic flow so residents can turn onto the road and make U-turns.

**Response: Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from the neighborhoods to Oak Land Jr High School and Stillwater High School. The existing curve on Manning cannot be straightened out without causing significant impacts to the adjacent properties. U-turns can be designed as a safe and legal turning maneuver. Larger intersections, like 30<sup>th</sup> Street, can be designed to be “signal ready” when traffic demands justify the need. Please see also FAQ #11 and the Spring 2014 newsletter for more information.**

- We are in favor of a roundabout at 10th & Manning.
- In favor of connection of 5th St N from Manning to west

**Response: A roundabout is one option being analyzed at 10<sup>th</sup> Street and Manning Ave. The proposed 5<sup>th</sup> St connection is being led by the City of Lake Elmo.**

10th & Manning:

- Signal light – yes
- Roundabout – no, no, no. Drivers can’t handle the decisions needed to navigate.

I think they can handle red/green decision!

**Response: The results of our traffic analysis indicate that a roundabout is the most appropriate form of intersection control at 10<sup>th</sup> Street and Manning Ave. Studies show that roundabouts reduce the severity of crashes and reduce overall delay, which is consistent with existing roundabouts in Washington County. However, it is important for motorists and pedestrians to learn how to properly use them. The Washington County website includes a page dedicated to this subject (see Roundabout U). See also FAQ #7.**

4-lane freeway on Manning is too dangerous. 55 mph not enforced on 3-lane with middle for turning, traffic circles on 30th and at 40th on Manning. Consider the residents on Manning, not the masses using Manning to get from 94 to 36.

**Response: Washington County strives to balance the needs of all users of the roadway and adjacent property owners. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September. Please see also FAQ #1, #2, #3, and #6.**

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2**

**02/20/14**

- Noise mitigation – tall berm to help disrupt sound and view of road. Trees would help remove view of Manning traffic while we try to enjoy our property.
- Oppose bike path on both sides of the road.
- Snowmobiles (if possible) should be on bike path.
- Still opposed to 55 mph – consider 35 mph. Leaving 4-lanes will give drivers the opportunity to drive at higher speeds because they won't be worried about vehicles turning in front of them.

**Response:** Berms can be considered where grades allow but often create additional impacts to private property. Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from neighborhoods to Oak Land Jr High School and Stillwater Area High School. The state is responsible for establishing speed limits. A speed study can be performed when the project is complete. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September. Please see also FAQ #1, #2, #6, #11, #13 and the Spring 2014 newsletter for more information.

Requesting berm at 18th Street and Manning Avenue to lessen noise levels and remove the view of Manning traffic from our property.

\* Written on behalf of Pat Malley, homeowner. He is currently working in Germany, but his home is here.

**Response:** Berms can be considered where grades allow but often create additional impacts to private property. Please see also FAQ #13 for more information.

Why am I opposed? Many reasons. I already live close to Manning Ave. This proposed "improvement" does no improvement. Half of my driveway will be taken for these "improvements." I already have a short driveway and put in a driveway that allows me to turn in my driveway so I don't need to back up into Manning. That turning part of the driveway will be taken and there's no room for me to add another because my house is right there and the new Manning will be on the other side of me. Once out of my driveway and I travel south on Manning, how do I turn left into my driveway? There will be a divider between the lanes, how do I turn left into my home? In other words how do I get through the dividers to turn the direction I wish to go? You're putting the road super close to my home, and making it super difficult for me to get out. What about the noise, more traffic, faster moving traffic, more noise. What about my privacy with a trail system super close to my front door? No trails! I would like to request that you buy my property.

**Response:** You have listed several items that are specific to your property, so an in-person discussion would seem to be more appropriate to respond to your concerns. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.

- While I respect the need for safety, landowners without access from both directions will have difficulty and safety issues, making U-turns across two lanes at 55 mph. Please maintain access.
- This plan seems to benefit those passing through but not those living on it.
- Please send copy of the traffic study used to determine 2030 estimates. Thank you!

**Response:** U-turns can be designed as a safe and legal turning maneuver. The recommended design proposes a raised median (6" high) in the center of the road that varies between 6' to 18' wide that will provide operational and safety benefits. The sub-area study for Manning Ave has been posted on the website. Please see also FAQ #1, #2, #4 and the Spring 2014 newsletter for more information.

We agree with the widening of Manning but totally disagree with the trail proposed and right of way.

**Response:** Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from neighborhoods to Oak Land Jr High School and Stillwater Area High School. Please see also FAQ #11 and the Spring 2014 newsletter for more information.

Fields of St. Croix has a strong safety concern if TH 5 is kept as the major thoroughfare. There is a safety issue presently accessing the developments off Highway 5. We prefer the proposed extension of 40th Street west onto highway 5.

**Response:** The proposed design includes the realignment of TH 5 to 40<sup>th</sup> Street. Please see also FAQ #8 for more information.

No need for 2 bike trails

**Response:** Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from neighborhoods to Oak Land Jr High School and Stillwater

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**Area High School. Please see also FAQ #11 and the Spring 2014 newsletter for more information.**

1. Damage done to existing yard and dwelling by heavy equipment and future heavy traffic. Windows, walls, etc. that can crack or break due to the vibrations. Not going to stress homeowners insurance to cover this.
2. Danger of trying to leave yard and distance needed to go south from driveway. Not to mention the speed and quantity of traffic. This will encourage.
3. Privacy – path in front yard – anyone can stop.
4. Need to cross lanes (4) to access south from my driveway in a very short distance. There would be stop sign on 18th but nothing to slow traffic on Manning.
5. Taxes increased.
6. Property value will go down.

**Response: You have listed several items that are specific to your property, so an in-person discussion would seem to be more appropriate to respond to your concerns. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.**

I am vehemently opposed to 2-lanes each way and turn lanes. Roundabouts would be far better. Traffic is way too fast now. What about the speed and volume – SLOW IT DOWN. Cul-de-sac on 18th is going to put more traffic on Manning Trl. N. Bad idea – there has to be a better option. Single lane each way with a turn lane – no cul-de-sac. Bike path or a 55 mph where folks go 65-70 is ludicrous/ridiculous.

**Response: A roundabout is being proposed at 10<sup>th</sup> Street and Manning Ave. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September. Please see also FAQ #1, 2, 6, 7, 11 and the Spring 2014 newsletter for more information.**

I am opposed to the cul-de-sac on 18th, we have enough traffic with Tarten Park on Manning trail No four-lanes – center turn-lane like Hwy 5. We need to slow traffic down – roundabouts. We are a rural community – let’s stay that way! No walking path or bike path.

**Response: Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design. It would seem that there could also be a community benefit if there were a trail system that could ultimately provide connectivity from neighborhoods to Oak Land Jr High School and Stillwater Area High School. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September. Please see also FAQ #7, 11 and the Spring 2014 newsletter for more information.**

We would like to have a stop light at one end or the other of Manning trail as there needs to be a “gap” in traffic in order to get onto Manning – especially when the new proposition you will be crossing several lanes of traffic.

**Response: The project team is analyzing traffic control needs at each intersection. Several of the intersections could be designed to be “signal ready”, meaning a traffic signal can be installed when certain “warrants” (standard signal justification criteria) are met and funds are available.**

Support need for traffic lights to create gaps for crossing Manning. Definitely provide a trail system. Heavy bike traffic that needs some place to travel. If trail system is put in, enforce the use of it. Bikes should not be on heavy traveled roads. This project is needed. Don’t wait until the traffic overwhelms Manning. Don’t plant trees in the median or in roundabouts. No one cares for them and it ends up looking like hell!!!

**Response: The project team is analyzing traffic control needs at each intersection. Shared use trails are also being considered with the proposed design. Your points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.**

Owner in favor of trail on West side of Manning – opposed to trail on east side of Manning.

**Response: Shared use trails are being considered with the proposed design. This topic is certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.**

1. Totally opposed 4-lane – would get ok with 3-lane
2. Get rid of snowmobile trail, tired of property damage
3. If no way to eliminate snowmobile trail – put on both sides of Manning!
4. No biking/hiking trail!
5. Manning is loud now from traffic – 4-lane will significantly increase noise – what’s your plan for that?

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2**

**02/20/14**

6. Why can't Stage Coach take more volume as well?

**Response: Washington County strives to balance the needs of all users of the roadway. Your points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September. Please see also FAQ #1, #2, #3, and #11.**

Bike trails on both sides of Manning are not needed.

**Response: Manning Ave currently lacks safe accommodations for non-motorized users, so shared use trails are being considered with the proposed design.**

I live on Manning Ave and have concerns as to the consideration of trees and tree lines as an alignment is decided upon. I and my neighbors (east side of Manning) have mature tree lines in front of our houses that need to be preserved.

Also, with a state snowmobile trail already designated on the west side of the road, it makes no sense to me to not use the space for the bike path, not the east side.

**Response: The design team has been analyzing various alternatives to minimize impacts to trees as one of our project goals. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.**

Need lights at 30th and 24th! This would cause a few gaps in traffic so other cars have time to turn onto the road. Also would reduce accidents at those 2 busy intersections.

**Response: The project team is analyzing traffic control needs at each intersection. Several of the intersections could be designed to be "signal ready", meaning a traffic signal can be installed when certain warrants are met and funds are available.**

No raised medians – pavement and paint is fine. Don't close-off portions of the road with a raised median! Costly, unnecessary, frustration to navigate.

**Response: Raised medians provide significant safety benefits to a roadway of this type. Please see also FAQ #5.**

## Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2

02/20/14

1. We are the only house with a driveway for quite a length of the road. I worry about the need to make 'u-turns' whenever we leave / arrive at home at the next intersection. I also would have an awful time making a 'u-turn' when pulling either of our boats or other trailers. And we do tow a lot. A break in the median for driveway access would be greatly appreciated.
2. Are the medians just a chunk of cement like on Radio, or will they have some plantings like on Valley Creek?
3. Are there going to be street lights?
4. Does your plan have any projections yet as to the timing of the various phases of the projects? And if so, where does the stretch in front of our house fall?
5. I would like to push for the walking trail to be on the west side of the road where the snowmobile trail current exists. If the new walking trail is on our side of the road, then it seems natural for the snowmobile trail to be atop of it which then opens up our property to that many more snowmobile trespassers. The snowmobilers really do get that bad out here.
6. It does seem prudent to perform an analysis of traffic patterns given a 4 lane road at varying speeds. For example, one of the bottle necks that occurs many times every day is when a bus or certain trucks must stop at the RR tracks thus stopping traffic. Given a 4 lane road, only 1 lane is stopped vs both.

**Response: U-turns can be designed as a safe and legal turning maneuver. The U-turn design can account for small truck/trailer maneuvers. The recommended design proposes a raised median (6"high) in the center of the road that varies between 6' to 18' wide that will provide operational and safety benefits. Plantings could be considered here but the City/Twsp would be required to maintain them. Street lighting will be provided at major intersections. Please refer to the project website regarding the planned project schedule as well as FAQ #2, #5, #11 and the Spring 2014 newsletter for more information.**

I attended the above referenced project's informational meeting on Thursday February 20th. Even though I was unable to speak with you, I did have conversations with several of your team's members regarding the two design options under consideration for Highway 5.

The Fields of St Croix (FoSC) Homeowners currently experience difficulties safely accessing Highway 5, especially during peak morning and afternoon traffic periods. Therefore, we believe, the proposed design option that routes additional traffic down Highway 5 does not meet the project's criteria for improving safety. Unfortunately, many FoSC homeowners were not able to attend the informational meeting. Therefore, to facilitate communications with numerous home owners that will be affected by this project, I am inviting you to attend the FoSC Homeowners meeting already scheduled for Sunday afternoon April 13th. We can schedule you either before or after our regular FoSC meeting, so you can present the project options to the homeowners, answer questions, and receive their feedback.

Hopefully, your schedule will allow you to make this April 13th. Please let me know if you can attend, so we can have the proper presentation equipment available.

P.S. Mr. Ticknor, the FoSC Community Association has 115 homeowners.

**Response: The FoSC Community has been invited to the upcoming Neighborhood Meetings in mid-September.**

I strongly support the realignment. It was first suggested by Sandy Cullen, formerly of the County Dept. of Public Works maybe 15 years or more ago and I have kept the light on in Lake Elmo in the intervening years.

For many, many years, the Comp Plans for Lake Elmo and for Washington County showed Manning Ave as a future 4 lane "Parkway." While the designation "parkway," has never fully materialized in 30 years on the Keats Ave Parkway, past City Councils, past County Commissioners and the Met Council all supported this designation.

I fear the designation is being dropped and that Manning Ave. is now being proposed to resemble Hwy 36, in about 2005.

There is no need for this prominent highway not to reflect what Washington County is all about – open spaces with farmland, woods and water. What we are not is barren stretches of highway one might expect in Montana. Hwy 36 has been a scar on Lake Elmo for 50 or more years. Manning does not have to be.

Please follow the standards by the highway departments of Virginia, Connecticut, California, Vermont and put sustainable design, local area beautification, and a bike trail ahead of high speed commuting for the benefit of land speculators in the annexed parts of Stillwater, and the bankers in Somerset and New Richmond who lobbied for the high speed bridge for 30 years. They won on the bridge issue, but that should not mean that the residents of Lake Elmo must be trampled by long distance commuters on Hwy 36, Hwy 5, Hwy 15 and I-94. Our City's image and livability index have been substantially reduced by County and State Highways, as well as the older urban design city roads, which have been replaced with narrower, people and environmentally friendly design standards.

I'm sure you have dozens of examples of parkways that work and parkways that are "attractive" in the best meanings of this word. There needs to be a balance between roads designed for use by responsible residents and irresponsible, gas guzzling commuters. To date the balance has been almost 100% in favor of the non-residents, who drive faster than the law allows, text while driving, drink while driving and do not wear their seat belts. Time to show some concern for people breathing the dirty highway fine soot particles, listening to the high speed highway noise, endangering their kids and pets and wildlife trying to get from field to field.

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**02/20/14**

Thanks very much for recognizing why Manning Ave was expected for many years to be a positive feature of life in Washington County instead of another (noisy scar on the land.

**Response:** The goals for this corridor are aimed at improving safety, capacity, and mobility; while preserving the rural character. This is a very difficult balance but we at the County have the responsibility to listen and engage our citizens, and to use the input we receive to develop a plan that reflects the values of the local community, while serving the regional mobility needs of Washington County. Your points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.

## Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2

02/20/14

You asked for feedback, so I've included my past communication with you onto this string to remind you of my concerns that are now more concerning than ever after the last town hall meeting on Thursday February 20, 2014. As I mentioned in my first communication, we were hoping that those of you in leadership positions would actually positively represent the community as a whole and be a voice for those who oppose this project, but that apparently is not happening. During the last town hall meeting, I did not come across one single person (that is anyone not wearing a name badge) who was in agreement for this project. Apparently my neighbors have stressed the same concerns that I've stressed, in writing, to no avail. One resident asked if the suggestion box was in fact a shredder—that should give you an idea of how we feel about the way this project is being handled or should I say mishandled. You asked for our opinions, but you didn't listen to those opinions. WE DON'T WANT FOUR LANES OF HIGHWAY RUNNING THROUGH OUR RURAL COMMUNITY!

Let's go back to the idea that Manning "needs" to be improved because of the numerous accidents that have taken place along the corridor—that was the main topic at the first town hall meeting in October 2013. Now let's throw in the next subject, which was Lake Elmo's pending growth, which will supposedly make Manning more dangerous if we leave it as it now sits.

- Do anyone REALLY believe, that by adding more lanes at a speed of 55 mph and then creating U-turns no less, that people who will "try" to get onto or across Manning from the side streets will actually have "increased" safety? I'd like to see the study that proves the proposed design will be safer than it is now. I'd like to see the study that shows crossing six lanes of 55 mph traffic is in the least bit safe, because that's what you have designed.
- Has ANYONE considered that people who will be pulling boats, trailers, tandem vehicles, etc., and will be carrying children no less, will have to cross four lanes of traffic that is traveling 55 mph and then try to merge onto traffic that is also traveling 55 mph?
- Has ANYONE considered the impact to the school busses, which are carrying our children and grandchildren, that will also have to merge onto traffic that will be traveling at high speeds?
- Has ANYONE thought of the negative impact to this rural community, to those of us who bought our property in West Lakeland Township for the rural aspect of that community?? Do any of the "planning committee" live in the area (I think not)?
- What is the purpose of incurring such a large expense to change ~six miles of County Road 15 to end up at a bottleneck at Highway 5, which has a simple center-turn lane and moves traffic along nicely? What's wrong with adding a center turn lane to Manning? We're talking ~six whole miles; it doesn't seem worth the time or expense being put into this project. And, who ends up paying for this unwanted project? Residents? If not residents, where are the funds coming from to push this change down the throats of those of us who don't want this change? (General feeling at the town hall meeting was that someone must be getting a monetary kickback for pushing something so undesirable through against so much opposition. And, I'm just repeating what I heard, so if people are talking...)
- I'd like to see a list of all of the comments from those who are for this project and from those who are against this project. I was told at the meeting last Thursday that there are comments "for" this project and that those comments wash out my opposition. Based on the anger I heard at the last meeting (just about every stakeholder opposed the proposed changes), I don't believe any stakeholder is for this ridiculous project; I want to see all of the comments made available to the entire community.

You previously mentioned that this design works in Woodbury, well, WE ARE NOT WOODBURY, nor do we want to be another Woodbury. And, you are incorrect, this is NOT the same design as Woodbury. Woodbury doesn't have driveways that have to get out onto several lanes of 55 mph traffic. Woodbury also has traffic lights, which are a total nuisance, to allow residents to safely exit their communities. The traffic lights prevent traffic from ever getting up to a full 55 mph or HIGHER. The traffic lights slow traffic down! Hmmm, that brings us back to my comment below about just reducing the speed on Manning—I know other members of the community suggested the same change. Did you REALLY want our input?

If this ludicrous plan continues, then I suggest putting in an all-way stop at 18th Street and Manning and another at the next intersections to allow the residents of the community to "safely" enter and exit Manning. All-way stop signs will remove the necessity of two of the proposed lanes of traffic at intersections by removing the need for left and right turn lanes and it will keep the speeds down. Remove the center dividers, which are just wasting precious land. WE DON'T WANT A WALKING PATH in our community—STRIKE that from your wish list!! It's very apparent to me and to my neighbors that you are NOT listening to ANY of the oppositions of those who are directly affected by the proposed changes because NONE of our oppositions made it to the "new" drawing board.

I suggest you all take this project back to the drawing board and actually come up with a new plan that we residents can stomach, not the same plan with pretty new pictures. You say you want feedback from the community, but it seems that was just talk—you don't really want feedback or you would have changed the plans from the first meeting. The pretty new pictures showed exactly what you discussed at that first meeting, which proves that you took NONE of the communities' comments to heart. You decision-makers need to walk your talk.

Please provide me with a list of email addresses of the others members of the decision-making team so I can share my comments with all parties. Since yours is the only email address I have, you are the only person I've been in contact with. I want to make sure my objections are heard loud and clear by ALL of the decision-makers.

**Response: The goals for this corridor are aimed at improving safety, capacity, and mobility; while preserving the rural character. This is a very difficult balance but we at the**

**Public and Business Owner Comments from Manning Avenue (CSAH 15) Open House #2**

**02/20/14**

County have the responsibility to listen and engage our citizens, and to use the input we receive to develop a plan that reflects the values of the local community, while serving the regional mobility needs of Washington County. Your points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.

**Public and Business Owner Comments and Responses from Manning Avenue (CSAH 15) Open House #3**

**06/26/14**

Change the lane widths to 11' wide. Increase the width of a natural grass area median to allow cross traffic a greater opportunity to not be in an accident. Assuming a 600' safe distance to past traffic and a 1000' foot distance to oncoming traffic, on 4-lanes it will generally be impossible to cross Manning or get on Manning if crossing one direction. When at a signalized intersection a red light never turns green until all traffic is either stopped or has gone about 600' from the intersection.

**Response:** Reduced lane widths can be considered on Manning Ave, however the state recommended minimum width is 12' for this type of facility. Proposed median widths could be widened but this would result in a wider overall roadway dimension and more impacts to private property. An alternative maneuver might be to turn right into the stream of traffic and perform a left turn or U-turn at the next intersection. Your other points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.

We are interested in seeing the grade of the road and trails by our home as we have a hill now from the ditch up to our yard and septic system.

**Response:** We can produce a graphic that shows the preliminary plan and associated grades along your property and would be more than willing to meet with you to discuss.

Due to the dangerous intersection of 30th/Manning, please consider including this area in the early stage (Phase 2) of the project. Thank you.

**Response:** The limits of Phase 2 construction have not been determined yet but we will take your concern under advisement.

We need a street light at 30th St N. and Co 15 (Manning Ave) like yesterday.

**Response:** The recommended intersection design includes turn lanes and a raised center median which will greatly improve traffic operations. It could also be designed to be "signal-ready", meaning a traffic signal can easily be installed in the future as the need arises. In both cases, intersection lighting will be included with the design.

Given the 2040 Met Council numbers are out, and show a reduction in households for the area, and substantial decline in retail/non-retail employment, (<25% study numbers) it seems prudent to reevaluate the traffic predictions.

**Response:** Please see the Draft Sub-Area Study Report in the Sub-Area Study section of the project website for Traffic Forecast Considerations ([www.co.washington.mn.us/manningcorridor](http://www.co.washington.mn.us/manningcorridor)).

Please work with snowmobile/motorcycle associations to ensure at the City level that "old" Highway 5 doesn't turn into an all-terrain vehicle trail. ☹

**Response:** We will take this comment under advisement and alert City staff of the concern.

I would like my trees to be considered as a sound barrier, and if at all possible, be left. I think that the expansion can occur without the trees removed. Please consider this – since a sound barrier would not be provided.

**Response:** We continue to look at alternatives that will minimize impacts to trees and would be happy to work with you regarding the specifics at your property.

We feel it would be beneficial to have street lighting at the 24th St and Manning intersection. It is currently very dark at night in that area.

**Response:** The County policy is to add street lights at full access intersection in conjunction with traffic signals and 24<sup>th</sup> Street is being considered for a traffic signal.

Do not want – you are not listening to residents there are alternatives but you don't care about the residents.

**Response: We heard from many residents at the last open house that certain aspects of the design we presented did not meet expectations. As a result the County Engineer has decided we need to take a step back and reengage the public. The plans that you saw at the June 26th open house will change based on input and feedback gathered from further public engagement. Your point is certainly open for discussion at the upcoming Neighborhood Meetings in mid-September.**

Hi, Frank,

Thanks for answering questions at the most recent "Manning" meeting. A number of people are still questioning the need/desire for two bike paths, let alone one. I recently traveled north of Hwy 36 on Manning and noticed what appears to be what the new section will look like. The main difference was that there was a bike path on the east side only. Why the push for two on our end of town?

In addition, will there be a study for speed on the new section? Who is responsible for its completion? When will it take place? Who makes recommendations to the commissioner per the results of that study?

I would also like to see more information on speeds and school bus stops.

Thanks for taking the time to address these questions. I will be sure to share your answers with my concerned neighbors. Enjoy your long weekend!

**Response: We heard from many residents at the last open house that certain aspects of the design we presented did not meet expectations. As a result the County Engineer has decided we need to take a step back and reengage the public. The plans that you saw at the June 26th open house will change based on input and feedback gathered from further public engagement. Your points are certainly open for discussion at the upcoming Neighborhood Meetings in mid-September**

Frank,

Finally, thanks for being honest last evening and admitting that these meetings were nothing but courtesy meetings and that the plan that was originally designed is in fact moving forward, unwanted walking paths and all. I sure wish you would have been honest in October so we could have put our house on the market in the spring of 2014. It would have been appreciated to have been able to take advantage of the spring housing market. Based on what I found out last night, it's apparent that you don't really care about what anyone really wants—This is all about what you and the planning committee consider to be the best thing for the community, isn't it? It's not at all what the community wants.

What irritates me the most about this process is your arrogant attitude at each of the meetings and your total disregard of the community as a whole; perhaps you could try honesty in your future endeavors. Of the ~100 people at that meeting last night, ONE person said he was in agreement of the project. Yet you continue to insist that you have a lot of people interested. Hmm, who? Where? Stillwater? Afton? People who are not part of this community? I hope your superiors are aware of your less-than-honest approach to this unwanted project. Appearances don't seem to be pointing to what's best for or wanted in the community. Heck, the proposed plan, or should I just now start calling it THE PLAN, is less safe than the current state. Do you honestly believe U-Turns across oncoming traffic increases safety?

What about the question you refused to answer about the funding for this project? Are you being dishonest yet again? Please let me know—Is the plan to make the residents pay for THE PLAN that the residents don't want? Is it your goal to have us pay for unwanted improvements, improvements we obviously haven't had a say in? I smell another avoidance of the truth in your lack of response to that posed question.

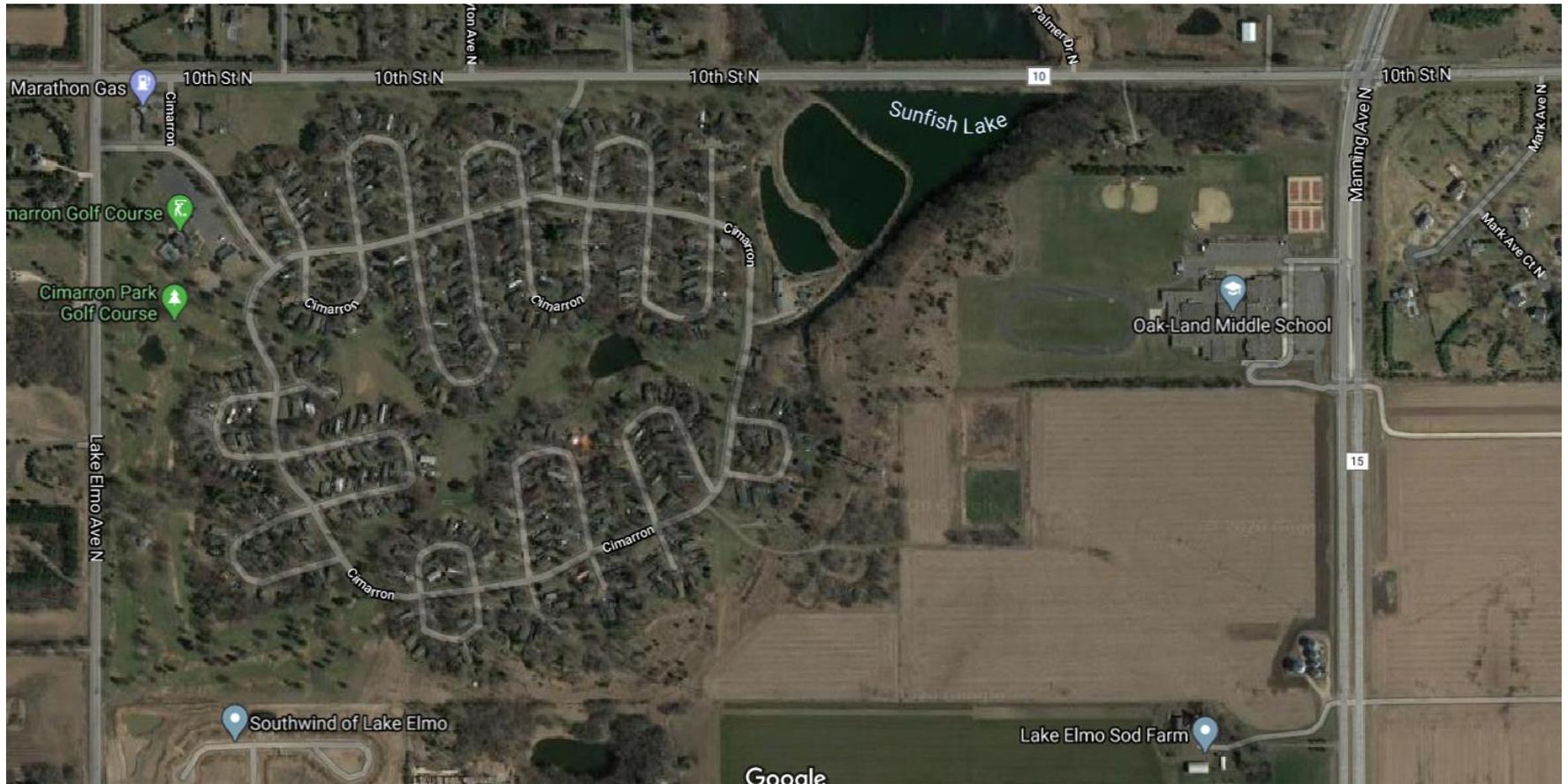
While we are saddened to know that we will not be happy living in the monstrosity you are pushing down the community's throat, we also understand that it may take a long time to "now" sell our property with the other communities currently aware of the changes that will be coming to the neighborhood. If we cannot sell, at least sell profitably, I'd like Washington County to have my home valued (not assessed) by a realtor of my choice before and after the construction. It is only fair that Washington County pay for the inconvenience of getting appraisals, before and after construction, and that they pay us for the difference in our value reduction. What are the plans compensate us for our losses?

Also, please plan to add markers to our property (you have the address), so we can see how much of our acreage THE PLAN will take. It's unfortunate that responsible tax payers like those of us who live in our community are getting the shaft for the convenience of those who don't contribute to that community.

Please respond to my questions and let me know how to proceed with gaining compensation for my upcoming losses. I also expect my comments to be posted and available to the public, because I know my community shares my sentiments.

**Response: This preliminary design process is still not complete. The project team has determined that more work on the design and the public involvement is necessary. We will be working closely with all the community leaders associated with this project this coming week to determine the next steps. Project funding is still yet to be determined for phases other than the two described at the last open house. The County will compensate you for the right-of-way necessary for the final approved plans which will be determined at a later date.**

Aerial of Cimarron Mobile Home Park and Oak-Land Middle School properties



Aerial of footpaths between Cimarron Mobile Home Park and Oak-Land Middle School properties



# MANUFACTURED HOME PARK PRESERVATION PROJECT

*AN EQUITY INITIATIVE GRANT PROJECT*



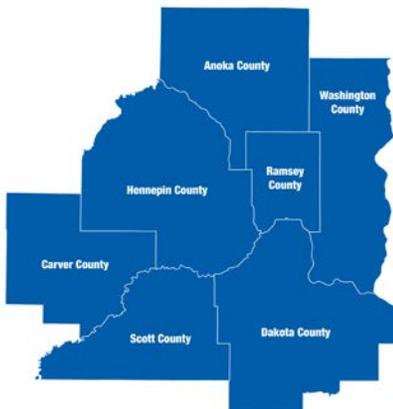
# The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region.

Cover Photo: Metropolitan Design Center Image Bank

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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## About This Report

Equity is one of the five outcomes of [Thrive MSP 2040](#), the Metropolitan Council's long-term regional plan. It means connecting all of the region's residents to opportunity regardless of their race, ethnicity, income, and ability. With *Thrive MSP 2040*, the Council has committed to using equity as a lens to evaluate its operations, planning, and investments. It has pledged to explore how the Council's resources and core functions can mitigate the place-based dimensions of disparities by race, ethnicity, income, and ability.

As part of its commitment to equity, the Council dedicated \$1 million of its 2015 budget to fund competitive Equity Initiative Grants. The purpose of these grants is to identify and test new ways of advancing equity within the Council and throughout the region. The Council allocated \$250,000 of these grant funds to the Manufactured Home Park Preservation Project, a multi-divisional project involving housing policy, manufactured home park connection to the regional wastewater treatment system, and environmental and water quality considerations. The first part of this two-part project involves the creation of this baseline report, which evaluates the current state of the region's manufactured home parks and examines the policy levers that the Council could use to help preserve them. The second part involves a pilot grant program to defray the costs of connecting one manufactured home park to the regional wastewater treatment system by using a 50/50 match structure (up to \$250,000) to cover assessed regional Sewer Availability Charges (SAC).

This report intends to inform future Council decisions and foster a larger dialogue concerning the importance of manufactured home parks and collective means to preserve them. Manufactured homes are an important source of unsubsidized affordable housing for low-income residents and residents of color (especially Latino residents) in Suburban, Suburban Edge, and Emerging Suburban Edge communities. Surveys show that park closures disproportionately displace households of color. Loss of these parks would undermine equity by disconnecting low-income households and residents of color from the unique opportunities offered by suburban communities.

## SECTION 1: Why do Manufactured Home Parks Matter?

### *Significant Form of Affordable Housing*

As stated in *Thrive MSP 2040* and the [2040 Housing Policy Plan](#), the Council is committed to being a good steward of the region's limited housing resources by preserving the region's existing housing stock. Manufactured home parks are an often overlooked source of unsubsidized affordable housing that offer expanded housing choices to low-income residents. For some households, manufactured housing also offers the only realistic opportunity to become homeowners. In 2015, the seven-county region had 14,229 manufactured housing units in 83 parks.<sup>1</sup>

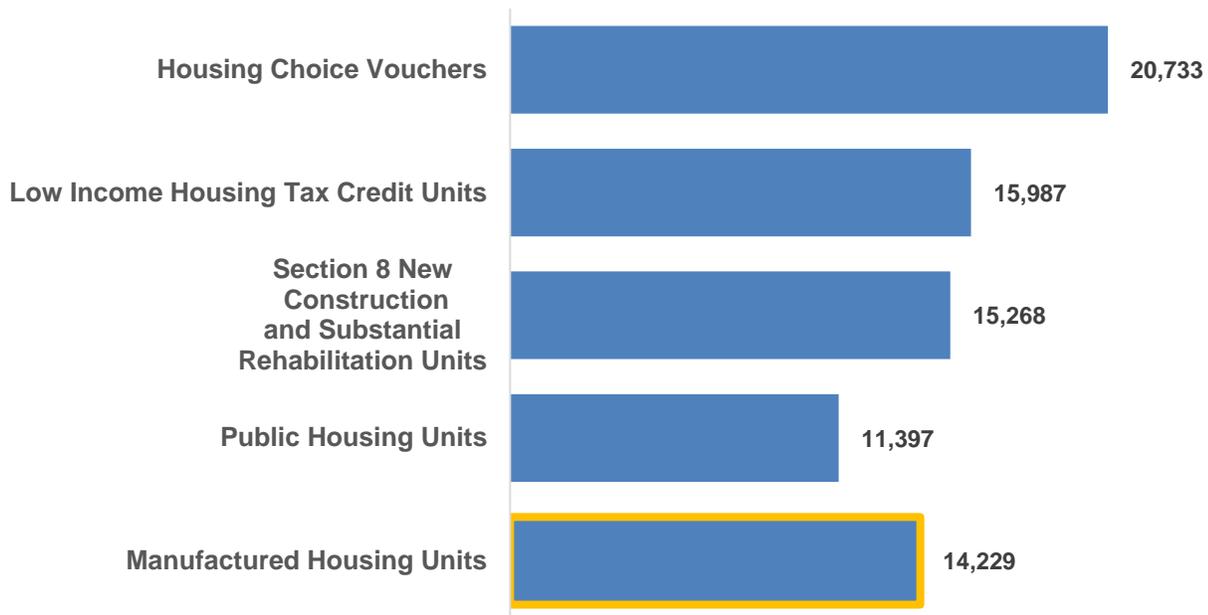
While manufactured housing is generally considered affordable, purchasers often cannot access traditional mortgage financing and may be forced to pay higher interest rates similar to a car loan. This is the case because, in Minnesota, manufactured homes are classified as private property rather than real estate. For many park residents, living in a manufactured home park entails both payments on a mortgage and rental expenses. The region's manufactured homes are located in manufactured home parks where homeowners lease a pad from the park owner to connect to utilities. Park owners can be individuals, many living locally, or larger investor owners, and the cost of leasing space and the quality of operation can vary. In some cases, manufactured home parks have been converted into resident-owned cooperative communities.

Contrary to the perception that most of the manufactured home units are 'mobile,' moving these units from one location to another is sometimes very difficult, if not impossible. In some cases, where the units are fairly old, physically moving them is simply not possible because the structural integrity of the units cannot withstand relocation. In other cases, where moving costs are almost as high as the market value of the unit, it is prohibitively expensive. Often, residents who decide to move just leave their units behind, transferring ownership to park owners for a nominal fee. Due to all of these complications and costs, when parks close, many residents lose their homes rather than relocate to another park.

The preservation of manufactured home parks promotes equity by keeping park residents connected to the opportunities offered by the communities in which the parks are located. It gives residents of the region, regardless of their race, ethnicity, income, and ability, viable housing options to live in communities of their choice. This is especially important in suburban communities where housing diversity is relatively limited.

The Twin Cities region is seriously behind in terms of meeting the affordable housing needs of its residents.<sup>2</sup> Without significant public resources dedicated to housing, it is especially hard to provide affordable housing to the region's very low- and extremely low-income residents. Given shrinking public resources for affordable housing, manufactured housing units stand out as an especially important source of housing affordable to some of the region's most economically vulnerable residents (See Figure 1). The parks are also an important source of affordable housing for the region's residents with disabilities: 14% of the park residents have disabilities, compared to 9% of the remaining residents of the region.<sup>3</sup>

Figure 1: Affordable Housing Resources that Serve Very Low-Income and Extremely Low-Income Households



Source: U.S. Department of Housing and Urban Development Picture of Subsidized Households, 2015 and National Housing Preservation Database; Metropolitan Council Manufactured Housing Park Survey.

Since 2000, manufactured home parks have been an increasingly underutilized resource. While the number of pads in the region’s parks—park capacity—remained fairly constant, the number of occupied and unoccupied manufactured homes declined noticeably over the last decade and a half. As a result of this trend, the region had 1,408 empty pads and 460 unoccupied manufactured homes in 2015.

A number of factors contributed to these vacancies. During the housing boom, easy access to credit enabled many manufactured home residents to buy ‘stick built’ homes, reducing the demand for manufactured homes. The financial crisis that followed the housing boom hurt low-income residents of the region especially hard; the resultant job losses may have caused many manufactured home owners to lose their homes. Most of these vacant homes were purchased and moved to North Dakota, where the oil boom created a severe housing shortage. Finally, the limited credit available for the purchase of manufactured homes has made it harder to buy manufactured homes in the region.

This unused manufactured home park capacity presents an opportunity for the region to expand its affordable housing stock. If all of the empty pads had a double-wide home placed on them and a family moved into each unoccupied home, the region could provide affordable housing to 1,164 additional families. If each empty pad had a single-wide home on it and a family rented or owned all of the unoccupied homes, this would mean 1,868 more affordable homes in the region. To put this number in context, in 2014, the region added 777 units that were affordable to households who made 60% or less than the Area Median Income.

## *A Resource at Risk*

Redevelopment pressures, aging infrastructure, and locations near major transportation infrastructures slated for new investments put this valuable source of affordable housing at risk. The threat is real; no new parks have been built since 1991 but ten parks have closed since then.

**Redevelopment.** In locations where land prices are relatively high, redevelopment pressures often put manufactured home parks out of business. For instance, Collins Mobile Home Park in Bloomington was closed in 1994 to make room for Wal-Mart, Shady Lane Court in Bloomington was bought out by a condo developer in 2006, and Spring Lake Park's Mobile Home Park closed in 2014 as the owners sold the land for redevelopment. Another park in Saint Anthony, Lowry Grove, is currently in the process of closing due to the sale of the property to a developer.

**Aging Infrastructure.** Aging infrastructure is another significant threat to the region's manufactured home parks. Water and sewer systems that are typically privately owned by park owners require costly repairs as they approach the end of their expected useful life—usually 40 to 50 years. Of the 83 parks that existed in the region in 2015, 90% were at least 40 years old.<sup>4</sup> This suggests that in the coming decades water and sewer system problems are likely to burden park owners, at times threatening the financial viability of parks across the region. There are already examples of closures due to infrastructure problems. For instance, in 2007, growing local infrastructure problems prompted the Washington County Housing and Redevelopment Authority, the land owner, to close Whispering Oaks in Oakdale for a new mixed-income development. Woodlyn Court in Anoka closed in 2008 because the owners decided that it would be too expensive to repair the park's aging septic system. The Park of Four Seasons in Blaine, the region's largest manufactured home park, has been experiencing problems with its water system, making it vulnerable to closure.

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*Redevelopment, aging infrastructure, and road improvements put manufactured home parks at risk of closure.*

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**Road Improvement Projects.** In some instances, road expansions make manufactured home parks vulnerable to closures since many parks tend to be located along major highways. For instance, the Mounds View Mobile Home Park is currently facing the risk of losing a number of manufactured home units due to right-of-way issues related to the building of a sound barrier along I-35W. Losses in units in Colonial Village, another park along I-35W in Mounds View, may happen due to similar right-of-way issues. Similarly, road improvements projected to take place in Jackson Township at the intersection of Highway 41 and Highway 169 are likely to affect two parks: Jackson Heights Trailer Park and Mobile Manor Court.

## *Affordable Housing for the Most Economically Disadvantaged*

Manufactured home parks are especially important for the region's very low- and extremely low-income residents. Income and poverty levels of park residents show that these parks serve some of the most economically disadvantaged families in the region. The median income for owners of manufactured housing units (\$40,000) is less than half of the median income of the homeowners of the region (\$86,000).<sup>5</sup> Similarly, 44% of residents are below 185% of federal poverty level, compared to 22% of all residents.<sup>6</sup>

In a region where the affordable housing stock is far from meeting the demand, there is an especially acute shortage of housing units affordable to people with very low- and extremely low-incomes.<sup>7</sup> Construction of new affordable units typically requires significant public subsidies to make it

economically feasible for developers to build them. Given the overall decline in public resources dedicated to housing production, such subsidies are harder to come by.<sup>8</sup>

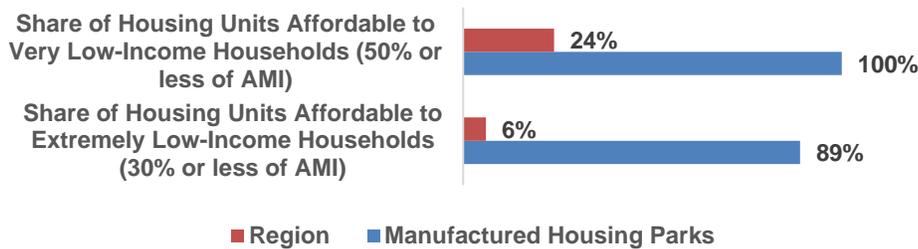
Manufactured home parks help ameliorate the shortage of housing affordable to low- and extremely low-income residents and do so without public subsidies. Figure 2 shows that compared to the region’s share of housing units that are affordable to people who make 30% and 50% of Area Median Income, a much higher portion of the manufactured housing units are affordable to residents in these income levels. Manufactured home parks are distinctive as a housing option for many economically disadvantaged residents.

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*Manufactured housing provides an affordable source of housing for very low- and extremely low-income residents and enables homeownership for economically disadvantaged families.*

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**Figure 2: Affordability of Manufactured Housing Units vs Region's Overall Housing Stock**



*Source: Metropolitan Council Estimates from MetroGIS Regional Parcel Datasets for 2014/2015; U.S. Department of Housing and Urban Development, 2008-2012 Comprehensive Housing Affordability Strategy (CHAS) data; 2009-2013 American Community Survey Public Use Microdata Sample (PUMS) data.*

Manufactured housing units also offer homeownership opportunities to families for whom ownership is otherwise difficult or not possible. In fact, the homeownership rate among manufactured home residents (90%) is higher than the rate for the residents who live in other types of homes (74%).<sup>9</sup> Moreover, as Figure 3 shows, manufactured units house families at costs that are much lower than other types of housing with median monthly housing costs for manufactured home owners only 55% of the median monthly housing costs of homeowners in the region.

**Figure 3: Median Monthly Housing Costs**



*Source: American Housing Survey 2013 data for the 16-County Metropolitan Statistical Area*

## More Housing Choices for Low-Income Residents

As mentioned, preserving manufactured home parks contributes to equitable outcomes by giving low-income residents viable housing options in communities and neighborhoods that they cannot easily access otherwise. The region's parks are primarily located in suburban communities where land prices can be relatively low: 59% of the parks in the region are located in Suburban, Suburban Edge, or Emerging Suburban Edge communities.<sup>10</sup>

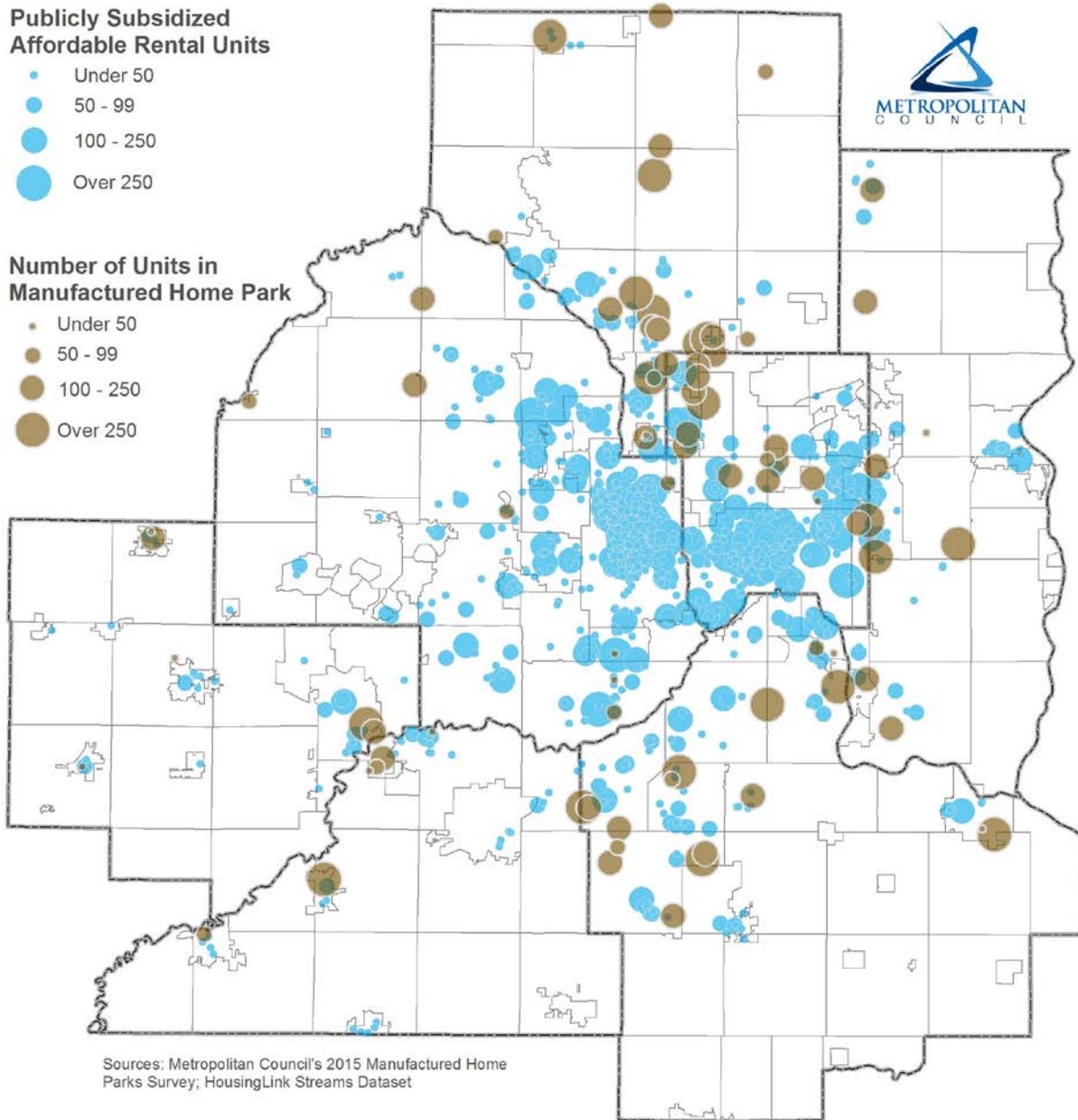
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*Manufactured housing units expand the housing choices available to low-income residents, especially in locations where publicly subsidized affordable housing units are scarce.*

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Overall, these communities offer relatively few publicly subsidized housing options to low-income residents (see Figure 4). In many instances, manufactured housing units constitute a significant portion of the existing affordable housing stock in these communities. Preserving these units is especially important so as not to disconnect low-income residents from the unique set of opportunities these communities offer.

Figure 4: Number of Units in Manufactured Home Parks and Publicly Subsidized Affordable Rental Housing



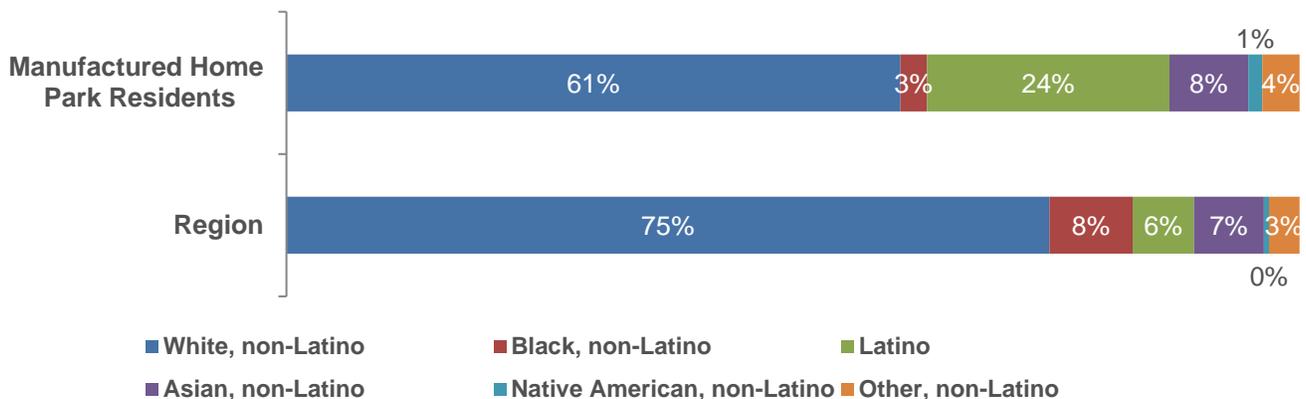
## Disproportionate Impact of Park Closures on Residents of Color

Preventing manufactured home park closures is also important from a racial and ethnic equity standpoint. Overall, the region’s parks are more racially and ethnically diverse than the region as a whole. Among residents of color, Latinos are specifically overrepresented in the parks. Nearly a quarter (24%) of manufactured home residents are Latino, compared to only 6% in the region (Figure 5). This demographic composition suggests that closure of parks can have a disproportionate impact on residents of color.

In fact, a 2007 survey of park closures in Minnesota showed that these closures disproportionately displaced people of color.<sup>11</sup> The survey found that while households of color represented only 10% of the manufactured home park residents in Minnesota, they represented 54% of the residents displaced by park closures. Within the seven-county region, a survey of residents living in two manufactured housing parks—St. Paul Cabins and Shady Lane—showed that 66% of the residents displaced by the closure of these parks were people of color.<sup>12</sup> Similarly, road improvements that are currently in early stages of planning could disproportionately affect Latino residents living in two manufactured home parks—Jackson Heights Park (96% Latino) and Mobile Manor Court (over 50% Latino)—in Jackson Township.<sup>13</sup>

*Households of color represented 10% of manufactured home park residents in Minnesota, but they represented 54% of residents displaced by park closures.*

Figure 5: Racial and Ethnic Composition of Manufactured Home Park Residents versus the Region

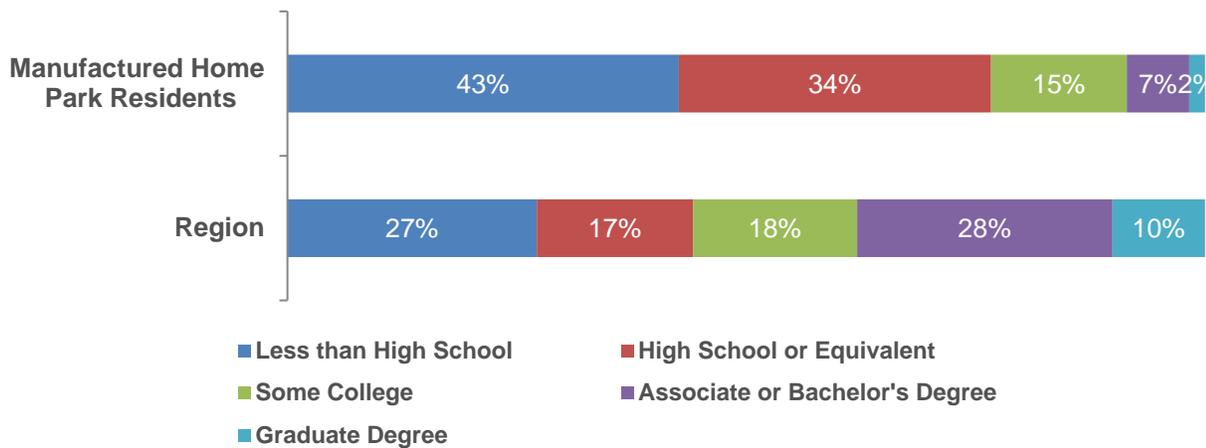


Source: 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

## Access to Opportunities—High-Performing Schools

Residents of manufactured home parks have access to a number of opportunities such as high-performing schools. Educational attainment levels of park residents are lower than those of the region’s residents. Overall, around three-quarters (76%) of the adult park residents do not have education beyond high school, compared to 45% of residents in the region (Figure 6). School-age residents of the parks, who represent nearly a quarter (23%) of park residents, are well positioned to take advantage of good educational resources that can raise their overall educational attainment levels.<sup>14</sup>

Figure 6: Educational Attainment of Manufactured Home Park Residents versus the Region



Source: 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

Manufactured home parks offer affordable housing options in high-performing school districts (see Figure 7). In fact, 87% of the students living in parks live in areas that offer educational opportunities that are above the regional average.<sup>15</sup> Connecting school-age children to high-performing schools helps enhance their social and economic mobility and is crucial for breaking inter-generational poverty and increasing educational attainment. Manufactured home parks are home to 8,400 school-age children.<sup>16</sup> If these children lose access to these educational opportunities, this could erode their chances to have good incomes and jobs in the future and further exacerbate many of the disparities the region currently faces.

*Manufactured home parks offer affordable housing in high-performing school districts. Of the 8,400 students living in parks, 87% live in areas which offer educational opportunities that are above the regional average.*

### Convenient Access to Social Services

Providing social services to low-income suburban residents is challenging mostly because suburban poverty is geographically dispersed. Manufactured home parks provide a unique opportunity for effective social service delivery because a subset of the people who need such services are clustered in a relatively small area. Many nonprofits and even some governmental entities increasingly see the potential of parks for extending social services to low-income people living in suburbs.

*Manufactured home parks provide convenient access to social services in suburban areas where service delivery is challenging.*

Some parks partner with cities and nonprofits to start community centers that offer a range of social services. Maple Hill Estates, a manufactured home park in the City of Corcoran, is a good example of such civic partnerships. The Maple Hill Estates Hope Center was made possible through Community Development Block Grant resources from the State of Minnesota, funds from the City of Corcoran, donated land from the park owner, as well as staff time from Mobile Hope, a nonprofit service provider. The center currently offers after-school homework help, English as a Second Language classes, food distribution, legal assistance, summer camps for kids, and computers to park residents, about 40% of whom do not otherwise have access to the Internet.

The \$1.2 million Cimarron Youth Center in Cimarron Park—a park located in Lake Elmo—is another example. Family Means, a nonprofit service agency from Stillwater, constructed the youth center, which currently offers children and teen enrichment programs, community and school programs, and homework help. It provides a safe place to socialize for teens and offers healthy snacks. In addition, the center offers counseling and mental health services, financial counseling, caregiver support services, and employee assistance programs to park residents. Cimarron Park also serves as a convenient location for the efficient delivery of some of the services offered by Washington County. For instance, the Washington County WorkForce Center sponsors a teen employment program in the Cimarron Youth Center. Easy access to a host of social services like this can make a big difference in the lives of park residents who might not have otherwise taken advantage of such opportunities.

## *Access to Jobs*

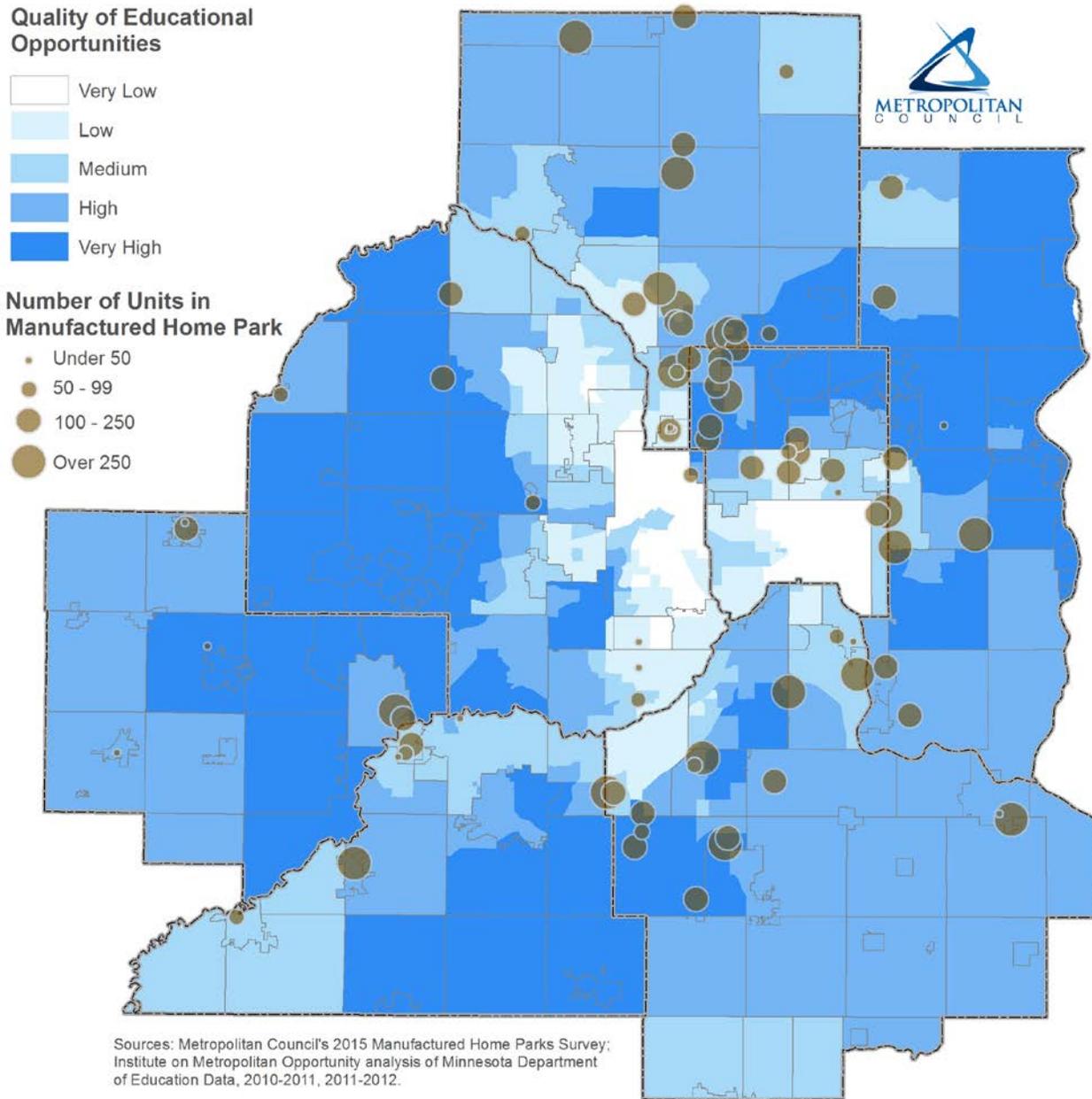
A range of commuting options connect manufactured home parks to job centers in the two central cities and the suburbs. Seventy of the 83 manufactured home parks in the region are within 5 miles of a Job and Activity Center.<sup>17</sup> Many manufactured home parks have rush-hour transit access to employment centers in Saint Paul and Minneapolis. In fact, 70% of the parks are located within one mile of a transit stop.<sup>18</sup> In addition to transit access, car ownership among park residents is very high; 96% of the households living in a park own at least one car while nearly two-thirds (65%) own two or more.<sup>19</sup> Finally, bicycling is another option available to park residents as 93% of the manufactured home parks are within one mile of the Regional Bicycle Transportation Network.<sup>20</sup>

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*Seventy percent of manufactured home parks are located within 1 mile of a bus stop.*

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Figure 7: Quality of Educational Opportunities in Relation to Manufactured Home Parks



Note: School performance is measured by a composite index that combines 3<sup>rd</sup> grade reading (2011-2012 academic year) and 8<sup>th</sup> grade math scores (2011-2012 academic year) and high-school graduation rates (2010-2011 academic year). If the index value of a school falls within the top quintile, the school is classified as a very high performance school. In contrast, if the index value of a school falls within the bottom quintile, the school is classified as a very low performance school and so on. For details of how the composite index was calculated, see Metropolitan Council, *Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region*, Appendix, p. A44.

## **SECTION 2: Policy Considerations for Manufactured Home Park Preservation**

Manufactured home parks promote equity and facilitate good stewardship of the region's resources in a number of ways. They expand the housing choices available to low-income residents, connecting them to opportunities in locations where publicly-subsidized affordable housing units are scarce. They do so in a cost effective way, offering the lowest-cost housing and homeownership options to residents who might otherwise not afford a home. Preserving manufactured home parks is also important from a racial and ethnic equity point of view since park closures tend to disproportionately displace the region's residents of color.

The Council can consider a number of policies to help preserve this valuable yet at-risk source of affordable housing and improve the region's environment and water quality. While the resources that the Council could provide are far from sufficient in ensuring the preservation of all parks in the region, these resources can play a significant role in preventing many park closures especially if part of a public/private partnership. Described below are Council policies that intersect with manufactured housing as well as some potential policy considerations that can help in preserving manufactured housing in the region.

### *Water Resources Policy Plan—an Integrated Strategy for Water Resources*

The Council's [2040 Water Resources Policy Plan](#) (WRPP) is a framework for building strategies that integrate wastewater, water supply, and surface water into a comprehensive water plan. The WRPP's theme is to move further toward integrating planning for wastewater, water supply, and surface water management. The WRPP indicates that the challenges of water supply, water quality issues, and environmental stewardship need strategies that look at the whole water picture and consider how efforts in one area could benefit the others.

An integrated approach moves beyond treating wastewater primarily to meet regulatory compliance to intentionally combine related activities to achieve more effective results, using multiple policy tools to address complex regional challenges and opportunities. In addition, the Council uses a watershed management approach to support sustainable outcomes. The Council's activities supporting watershed assessment and management provide value in a number of ways. These activities include targeting efforts to protect the region's natural environment, protecting and improving recreational opportunities, offsetting impacts of wastewater treatment plant discharges, and protecting drinking water.

Described below are some considerations related to connecting manufactured home parks to the regional wastewater system that would have potential stewardship benefits with improvements to the surrounding environment.

### **Connecting to the Regional Wastewater System—Sewer Availability Charge**

Planning for and facilitating connection to the regional sewer system and treating the region's wastewater are among the Council's most important functions. When individual users of the system connect to the regional infrastructure, the Council assesses a regional Sewer Availability Charge (SAC) representing the *maximum* potential wastewater capacity the system may use on any given day. The regional SAC, which is currently \$2,485 for a residential unit, is a one-time fee charged by the Council to local governments for each new connection or increase in capacity demand of the regional sewer system.

Local governments typically pass the regional SAC fee along with associated local connection fees to the property owners. The Council assesses the SAC fee when a building permit is issued for either a new building or when a connection permit is issued for an existing building connecting to the regional sewer system for the first time. One SAC unit equals 274 gallons of maximum potential daily wastewater flow capacity. The Council charges a single-family residence one SAC unit. Other types of buildings or connections pay a SAC fee based on the estimated equivalent residential unit wastewater capacity need.

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*Regional SAC is a one-time fee based on 274 gallons of maximum daily wastewater flow capacity. It is currently \$2,485 for a residential unit.*

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The SAC structure is complex and has been the subject of periodic review. The Council's regional SAC policy currently offers several discounts for multifamily housing that account for differences in water usage, including whether there is a connection to in-unit laundry, garbage disposal, or dishwasher. The discounts range from 20-40%.

## **Sewer Availability Charge for Manufactured Housing**

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### ***Policy Consideration***

Offer a SAC discount for manufactured home parks based on existing discounts on regional SAC and an evaluation of additional available daily flow data maximums from manufactured home parks.

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When connecting manufactured home parks to the regional sewer system, the Council charges the parks a SAC fee based on the number of lots in the park. A manufactured home is charged the full cost of a SAC unit even though it might have lower water usage and smaller building footprint than conventional single family homes. Historically, the Council took into account that manufactured housing units are likely to use less water for a number of reasons. Acknowledging the fact that many manufactured homes did not have in-unit laundry facilities, the Council offered manufactured home parks a 20% discount between 1972 and 1979. The Council eliminated the 20% reduction, however, in 1980 in light of the growing presence of laundry units in manufactured homes. At present manufactured home parks do not receive a discount based on potentially lower water usage.

However, anecdotal evidence suggests that in some parks manufactured housing units currently use lower amounts of water. For instance, in an interview with Council staff, the owner of Maple Hill Estates in Corcoran indicated that the park's daily maximum flow was well below the SAC maximum potential daily flow of 274 gallons for a single family residence. Maple Hill Estates manufactured home park has a private wastewater treatment system. The system has continuous surface discharges, which means that daily flow data are recorded and submitted to the Minnesota Pollution Control Agency (MPCA) as part of the permit requirement. Council staff acquired historic daily records from the MPCA for Maple Hill Estates, which revealed that the park's maximum daily flow was 143 gallons per unit, approximately 48% lower than the 274 gallon maximum used for SAC. The MPCA also provided historic data from five similar manufactured home park treatment systems, which showed a range of variable maximum daily flows, including values both above and below the 274 gallon maximum. In order to determine if manufactured home parks typically have a lower maximum daily flow, additional analysis would need to be completed with a larger sample size.

## Sewer Availability Charge Deferral Program

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### ***Policy Consideration***

Assess the potential of expanding the SAC Deferral Program so that manufactured home parks are eligible to participate in the program.

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The Council offers jurisdictions the option of participating in the SAC Deferral Program. The Program offers a deferral of up to 80% of SAC charges to support small business development. Communities are required to pass on the benefits of deferred SAC payments to participating businesses. At present, this program applies to businesses that owe fees for 25 or less SAC units and excludes any residential development. Businesses can defer payments for up to a maximum of 10 years.

Currently, manufactured home parks cannot participate in the program because of the maximum 25 unit threshold and the specific residential exclusion clause. The Council currently charges the same \$2,485 SAC fee for a newly developed residential unit, which costs upwards of \$250,000 on average, and an existing manufactured home unit, which costs anywhere from \$10,000 to \$20,000.<sup>21</sup> Clearly, this implies a higher impact for manufactured home residents than other residents. The impact of the regional SAC fee would likely lead to potential rent increases for some of the region's most economically vulnerable residents and could also potentially affect the viability of the park.

Revising the SAC deferral program to make manufactured home parks eligible and potentially extending the deferral time could help facilitate park connections to the regional sewer system in a way that alleviates short-term cost burden and helps with the preservation of affordable housing. The potential consideration of a SAC deferral for manufactured housing would follow the existing model for businesses. Such a revision may require review by a future SAC task force.

## Other Wastewater Policy, Procedure, and Program Considerations Related to Manufactured Housing

### *Inflow and Infiltration Grant—an Option for Already Sewered Manufactured Home Parks*

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### ***Policy Consideration***

Continue allowing manufactured housing to be eligible for Inflow and Infiltration grants and to promote the benefits of the Inflow and Infiltration Program.

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Older manufactured home parks, sewered and unsewered alike, often need costly repairs for their aging water and sewer systems. In most cases, these systems are privately owned so the financial burden of maintaining these systems falls entirely on park owners, who often pass at least a portion of this burden onto tenants in the form of rent increases. In the case of smaller, independently owned parks, costly repairs can put a strain on the park's financial viability. In the case of larger, investor-owned parks, owners often postpone costly repairs because these parks change ownership frequently. Rather than undertaking expensive infrastructural investments—the costs of which will not be recouped within a 5- to 10-year timeline—investors focus on maximizing profits and cash flow in the short term and then sell the properties before deferred maintenance catches up with them.

Aging water systems often create inflow and infiltration (I/I) problems, which arise when clean water from leaky pipes mixes with wastewater, taking up valuable sewer pipe capacity. This not only limits the treatment capacity that is available for future households in the region but also costs cities money since they are charged by volume. Recognizing that it is more cost effective to reduce or eliminate I/I than build additional infrastructure, the Council created the I/I Surcharge Program. This program provides financial incentives to prevent excessive I/I created by public and private sources from entering into the regional wastewater treatment system. Over the last several years, the State Legislature has provided funding for grants to local municipalities for private property I/I reduction, though in relatively modest amounts (\$1/2 million in 2013 and \$1/2 million in 2014). Future grant funding that could reduce I/I problems is dependent on the State Legislature.

When it comes to the impact of I/I grant funds, even small amounts matter, as demonstrated by the Park Plaza Resident Cooperative effort in Fridley. Assisted by ROC-USA and Northcountry Cooperative Foundation (nonprofit organizations engaged in helping convert parks from owner- or investor-owned to resident-owned communities), homeowners living in Park Plaza voted to pursue collective ownership of the park. This was a complex financial undertaking, which involved numerous funding sources. The \$80,000 I/I grant that the Metropolitan Council extended to the City of Fridley through the Clean Water Legacy Funds was a critical component of this undertaking.

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### ***Policy Consideration***

Explore investing in a Manufactured Home Park Infrastructure Fund to help improve water quality, reduce inflow and infiltration, and preserve manufactured parks by addressing their capital needs.

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Manufactured home parks often have deteriorating sewer and water infrastructures. Park owners privately own and maintain their parks' infrastructure. Since the owners pay for the cost of maintenance privately, the park's infrastructure often does not benefit from the same level of upkeep and investments that municipal governments provide. Substandard infrastructure can create a number of problems that have a collective impact on the region's water resources, such as poor water quality and inflow and infiltration problems.

Addressing on-site infrastructure issues is not only important for residents, ecology, and reducing inflow and infiltration but because it directly impacts efforts to preserve parks, especially when combined with a lack of connection to a municipal or regional wastewater treatment systems. As a senior Minnesota Housing underwriter put it, even mission-oriented financiers who are interested in park preservation "want to see the hook-ups" in addition to attention paid to capital needs. In other words, if capital repairs have been deferred and an on-site treatment facility is in use, the low-cost financing necessary to address these is unlikely to be made available, fueling the potential of park closure and redevelopment. As a steward of the region's water resources and the direct bearer of the costs of inflow and infiltration problems, the Council has an interest in finding solutions to this infrastructure problem as well as preserving this valuable source of affordable housing in the region.

Over the last five months, a number of state agencies, such as Minnesota Housing and the Metropolitan Council, and nonprofit organizations, such as Minnesota Housing Partnership, Family Housing Fund, Greater Minnesota Housing Fund, have had a series of conversations concerning possible means to create a dedicated infrastructure fund that could provide low-cost financing to cover the cost of infrastructure repairs. As part of the ongoing conversations, the group is also working to identify potential sources of funds and looking into how these funds would be administered.

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### ***Policy Consideration***

Continue collaborating with agency partners like Minnesota Housing on preserving manufactured housing.

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The preservation of manufactured home parks is difficult. Unlike other forms of affordable housing, manufactured housing and manufactured home parks do not have dedicated programs. The question then becomes whether to develop new and specialized products or programs, such as the Infrastructure Fund described above, or try to fit manufactured home and park transactions into existing programs and using more ‘mainstream’ funding sources. Through the work of this grant and as part of the research conducted for this report, Council staff has consulted with key agency partners such as Minnesota Housing and the Minnesota Pollution Control Agency. These conversations made it clear that the uniqueness of this housing type and ownership model requires a collaborative preservation strategy that involves shared knowledge, resources, and risk.

### ***Housing Policy and the Livable Communities Act (LCA) Programs***

The Council’s *2040 Housing Policy Plan* (HPP) presents strategies that advance the Metropolitan Council’s overall housing policy priority—to create housing options that give people in all stages of life and of all economic means viable choices for safe, stable and affordable homes. The preservation of existing affordable housing is a vital and cost-effective component of accommodating both current and future need for affordable housing in the region. Among the Council roles identified in the *2040 Housing Policy Plan*, two are especially relevant to manufactured home parks: providing technical assistance and tools to local governments for preserving affordable housing and acknowledging programs that maintain or preserve unsubsidized affordable housing through Housing Performance Scores. Each community’s Housing Performance Score includes the volume of manufactured housing as a component of community affordability, and the methodology provides significant points for park preservation. The Council also takes into account each community’s Housing Performance Score when distributing Livable Communities Act (LCA) grants and in ranking transportation projects in the Regional Solicitation process.

### **Livable Communities Act**

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#### ***Policy Consideration***

Explore and communicate eligible activities that manufactured home parks could include in a successful LCA grant application.

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The Livable Communities Act (LCA), passed in 1995, is the Council’s primary vehicle for investments in housing and in particular, affordable housing. The LCA programs include the Livable Communities Demonstration Account (LCDA), the Tax Base Revitalization Account (TBRA), and the Local Housing Incentives Account (LHIA). Creating incentives for all participating communities to include a full range of housing choices through preservation, rehabilitation, and new construction is a key component of the LCA programs. Of the 51 communities that have manufactured housing parks in their jurisdictions, 40 participate in the LCA program. As participants, they are well positioned to take advantage of these funds by implementing innovative strategies for park preservation and improvement.

The Local Housing Incentives Account program is the most relevant LCA program for the preservation of manufactured home parks. This program funds the expansion and preservation of affordable housing for owners and renters. A competitive LHIA project preserves existing affordable housing and increases homeownership opportunities for the region's workforce and underserved populations, has strong implementation partnerships, identifies leveraged resources, and demonstrates readiness. Projects that aim to preserve manufactured home parks would clearly fulfill the intent of LHIA grants.

In the past, the Council awarded LHIA funds to a manufactured home park as an affordable housing option. In 2008, the Council granted \$100,000 to the City of Lexington, which partnered with the Anoka County Community Action Program to assist up to 20 low- and moderate-income families. The City contributed \$75,000 in Community Development Block Grant funds to match the LHIA grant and the local Housing and Redevelopment Authority provided an additional \$25,000. The LHIA funds were allocated (but ultimately not executed) to acquire up to 6 new manufactured homes.<sup>22</sup>

The LCDA is another LCA program that could potentially be used for serving manufactured home parks. For instance, LCDA dollars could potentially be applicable for an innovative manufactured home park expansion. The LCDA program funds innovative development and redevelopment projects that efficiently link housing, jobs, services, and transit. The programs supports projects that demonstrate a variety of housing densities and promote environmentally sensitive development and compact land use. Successful LCDA projects catalyze developments that use land and infrastructure efficiently and support vibrant, diverse communities.

## Metropolitan Land Planning Act

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### *Policy Consideration*

Encourage comprehensive plan updates to include discussion of manufactured housing and associated preservation policies.

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The Metropolitan Land Planning Act (MLPA) requires communities to submit an updated comprehensive plan to the Metropolitan Council for review every 10 years. The Act requires that these comprehensive plans include a housing element, which needs to acknowledge the community's share of the region's affordable housing need and specify implementation tools and programs that the community will use to promote opportunities to address its share of the region's housing need. Currently, the minimum requirements for the housing element of the comprehensive plan updates do not include specific information on manufactured home parks. Jurisdictions can choose to address manufactured home communities in their housing elements at their discretion.

The Council can encourage communities to include in their comprehensive plan updates a discussion of manufactured home parks and their specific plans to preserve them. It can do so by offering technical assistance and additional information in the [Local Planning Handbook](#). For instance, the Council could develop specific information on manufactured home parks for the Local Planning Handbook, including fact sheets and additional materials on how the parks contribute to addressing the affordable housing needs of communities. The Handbook could also provide information on best practices and approaches to improve existing parks and discuss available funding tools for their preservation. It could additionally offer plan examples or sample text from the comprehensive plans of communities that have thorough discussions of manufactured home parks in the housing element of their plan updates.

## *Manufactured Home Park Preservation Pilot*

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### ***Policy Consideration***

Consider the expansion of the Manufactured Home Park Preservation Pilot and offer other incentives to help manufactured home parks connect to regional system.

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The second part of the Manufactured Home Park Preservation grant includes a 50/50 match on the regional SAC fee for one manufactured home park that can connect to the regional system within a few years. Currently, there are three parks that have local infrastructure in place for potential connection within this time frame. The communities in which these parks are located are eligible to apply for the SAC match. The scoring criteria strongly relies on the park's readiness with additional scoring criteria for equity components such as rent protections for residents, park preservation and improvement/revitalization efforts, and programs that connect residents to opportunity.

Across the region, there are 1,376 units in six unsewered manufactured home parks, many of which are anticipated to connect to the regional wastewater system by 2030. If the pilot program was expanded to provide a similar 50/50 SAC match to these parks, it could potentially preserve affordable housing, improve the local environment, and maximize infrastructure resources. The regional SAC fee for these 1,376 units would be approximately \$3.67 million (in today's dollars). If there was a 50/50 SAC match, the maximum cost to the Council of expanding the pilot to the remaining unsewered parks in the region would be approximately \$1.8 million. There are other manufactured home parks in the region that are outside the long-term sewer service area and currently not anticipated to connect to the regional wastewater treatment system.

Connecting manufactured parks to the regional wastewater treatment system is an expensive process, in which the regional SAC fee is only one of the costs incurred. Other connection costs include decommissioning expenses for the existing private treatment system, one-time local sewer and water availability charges, and on-site infrastructure repair costs. In research for this report, staff spoke with local officials, park owners, and manufactured home park advocacy organizations who described costs ranging from \$150,000 to \$200,000 for decommissioning, potential related infrastructure charges of \$200,000 to \$700,000, and local SAC and water availability charges (WAC) ranging from \$1,000 to \$6,000 per unit, all in addition to the Council's SAC. For a 250-unit park, these costs conservatively approach \$1 million or more.

Owners of parks pay for these expenses either by exhausting capital reserves or through loans, the costs of which are spread over multiple years. As these costs reduce the park owners' profits, they pass at least some of the financial burden to tenants in the form of rent increases. Depending on the terms of the loan or the time needed to replenish reserves, the rent burden for tenants can be quite onerous. Recouping these expenses through reasonable rent increases may prove difficult in cases where the loans need to be paid back within a five to ten year period—the typical timeframe investors are willing to commit to manufactured home park investments. Faced with either burdening the residents with large, unsustainable rent increases or bearing the brunt themselves, park owners may see closure and sale of the park for another competing land use as the most viable option.

In an ideal situation, owners would plan for connecting to the regional system. In some cases, connecting the park can be accomplished without adding to the costs residents pay for rent and in most cases their mortgage. When costs imply a choice between continued operation and significant rent increases, however, a strong case can be made for public intervention. Yet, such public investments

should be conditioned on a public return on the investment, be it in the form park improvements, caps on lot rent increases, and/or a commitment to continue to operate as a manufactured home park for a specified period of time.

## SECTION 3: Manufactured Housing Park Profiles

This Manufactured Home Park Preservation Pilot includes a 50/50 match on the regional SAC fee for one manufactured home park that could connect to the regional system in the near future. Currently, there are three parks that have the needed local infrastructure in place for potential future connection. This section presents detailed profiles of the three eligible parks: Maple Hill Estates in Corcoran, Cimarron Park in Lake Elmo, and Village Green North in East Bethel.

### *Corcoran: Maple Hill Estates*

Located in Corcoran, Maple Hill Estates is the second largest manufactured home park in Hennepin County. The park, which offers 189 lots for homes, has 180 manufactured homes, 9 of which are currently unoccupied.<sup>23</sup> None of the units in the park are rentals.

These units are an important source of affordable housing to low-income residents and residents of color in the area. In the city of Corcoran, 12% of the housing stock is affordable to families who make 50% or less of the Area Median Income, and manufactured housing units constitute 78% of the city's affordable housing stock at this income level.<sup>24</sup>

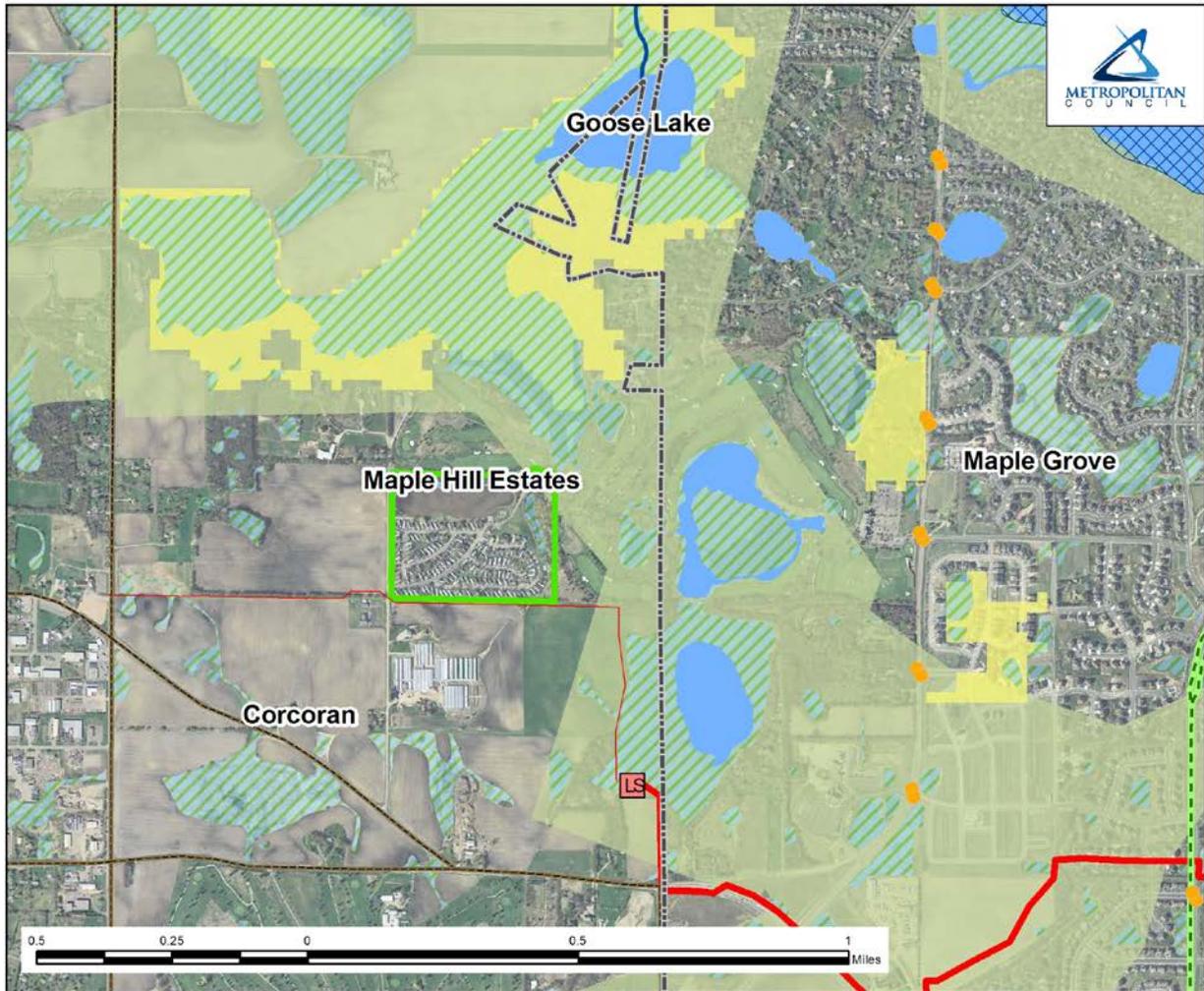
Racially, ethnically, and linguistically, the population of Maple Hill Estates is far more diverse than the overall population of Corcoran. Residents of color make up 40% of the park, compared to 8% in Corcoran.<sup>25</sup> While the share of Latino residents in Corcoran is 3%, the share for the park is 23%. Of the park's residents, 69% speak English, 21% speak Spanish and 8% speak Lao.<sup>26</sup> The park is home to 117 school-age children, 80% of whom attend the Rockford School District.

Maple Hill Estates is seven miles away from the Arbor Lakes job center in Maple Grove. It is 0.8 mile away from a bus stop on Maple Grove Transit's Route 783, which provides one-way transit service to and from Minneapolis during weekday morning and evening rush hours. The park is also located four miles away from the Fish Lake Regional Park.

Located in Corcoran, an Emerging Suburban Edge community by *Thrive MSP 2040* designation, Maple Hill Estates has a net residential density of 6.3 units per acre. This area is guided Medium Density Residential (6-8 units per acre) in Corcoran's 2030 Comprehensive Plan. The City currently charges a SAC fee of \$1,061 for single family and \$849 for multi-family dwellings in addition to the Council's fee of \$2,485.

Hay Holding Company privately owns and maintains the water and sewer infrastructure of the park, including an on-site septic facility. The facility discharges effluent to a Department of Natural Resources (DNR) wetland complex, which is less than ¼ mile away from the park. This wetland complex has been designated a high-quality Regionally Significant Ecological Area by the DNR and the Council. Elimination of effluent flow into the wetland complex would reduce phosphorus levels in this complex and improve water transparency in Goose Lake.

Figure 8: Maple Hill Estates



**Manufactured Housing Park**

Maple Hill Estates

**Transportation-Transit**

- Transit Stops
- Bikeway - Paved Trail
- Bikeway - Road
- City and Township Boundaries

**Environmental Considerations**

- Impaired Steams
- Lakes and Rivers
- Wetlands
- Impaired Lakes
- Regionally Significant Ecological Areas
- Metro Conservation Corridors

**Wastewater Treatment**

- MCES Lift Stations (Proposed)
- Local Wastewater Infrastructure
- MCES Interceptors

## *Lake Elmo: Cimarron Park*

Cimarron Park is the fourth largest manufactured housing park in the seven-county area. The park has 505 lots and 428 manufactured homes, only 12 of which are unoccupied. Only 9% of these homes (39) are rental properties. In Lake Elmo, 19% of the housing stock is affordable to families who make 50% or less of the Area Median Income. Manufactured housing units located in Cimarron Park constitute 77% of Lake Elmo's affordable housing stock.

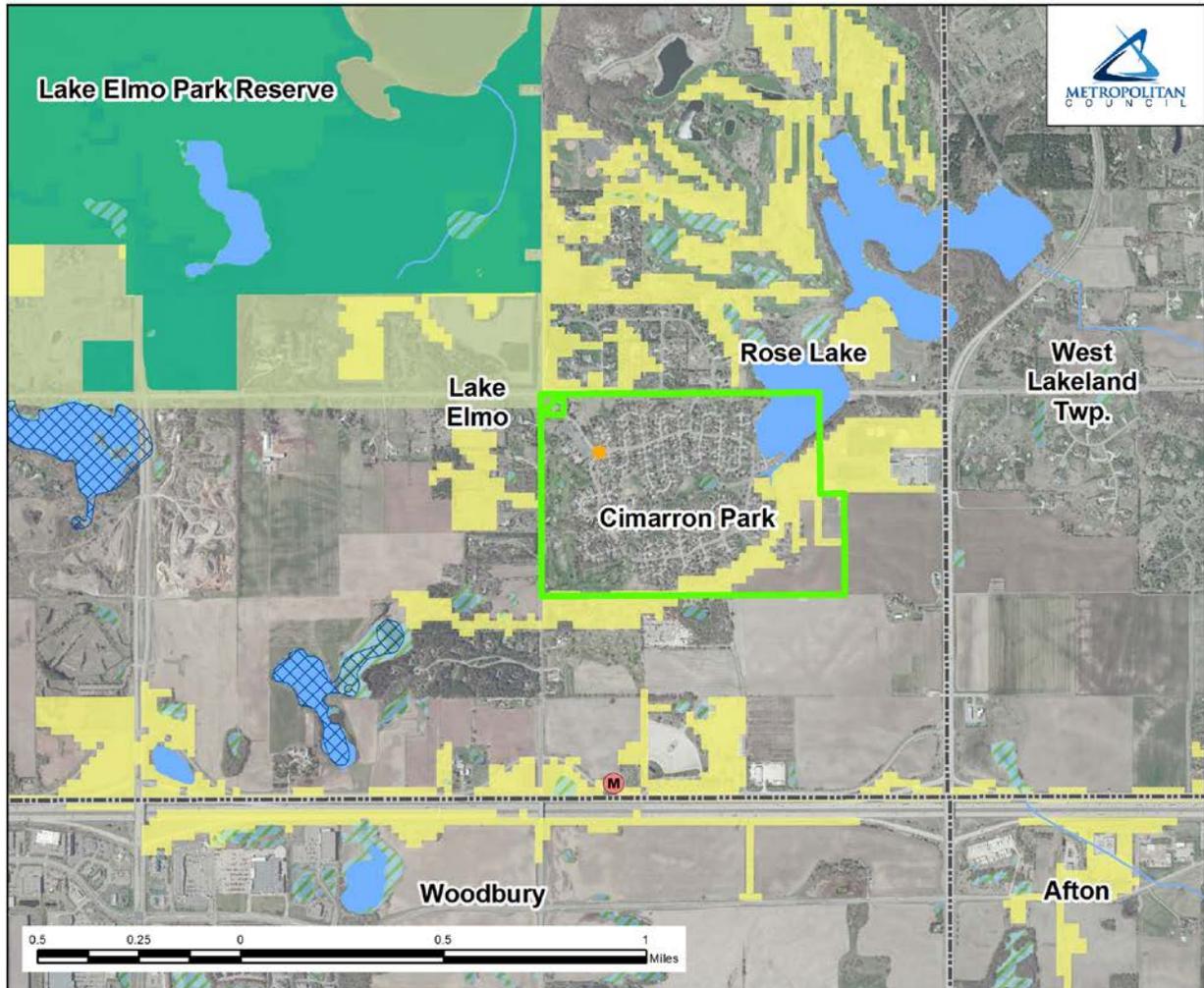
The park is more racially diverse than the rest of Lake Elmo. In Lake Elmo, white and Latino residents constitute 90% and 3% of the population, respectively. In comparison, white residents represent around 80% of the park population while Latinos make up around 10% of park residents.<sup>27</sup> In fact, Latino residents of the park add up to roughly 44% of the city's Latino population.

Cimarron Park is four miles away from a job center located at the intersection of I-94 and Radio Drive in Woodbury. Residents can also access jobs in downtown Saint Paul by taking the Express Bus 294 during rush hours, through the nearest park-and-ride facility which is 2.8 miles from the park. Cimarron Park is two miles away from the Lake Elmo Regional Park Reserve. Home to nearly 300 school-age children, the park is located in the Stillwater School District.

The City of Lake Elmo, an Emerging Suburban Edge community, considers Cimarron Park "an important alternative housing resource" that needs to be preserved through intentional efforts. The City reserved 500 SAC units of regional sewer capacity to serve the park when it embarks on major improvements to the City's wastewater treatment system. These improvements are likely to be needed between 2015 and 2030. The City designates the park as an area with Urban Medium Density (4.5-7 units per acre) in its future land use plan.<sup>28</sup> Currently, the park has a net residential density of over 4.5 units per acre.

In 2015, the City's local SAC charge was \$3,000 per unit in addition to the Council's SAC of \$2,485. The park's wastewater treatment facility currently discharges into Rose Lake. The water quality of the lake has been significantly compromised as a result of decades of phosphorus effluent discharge. Future water quality is unlikely to improve even if the park's wastewater treatment facility ceases to discharge into it.

Figure 9: Cimarron Park



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| <p><b>Manufactured Housing Park</b></p> <ul style="list-style-type: none"> <li><span style="border: 2px solid green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Cimarron Park MHP</li> </ul> <p><b>Transit</b></p> <ul style="list-style-type: none"> <li><span style="color: orange; font-size: 1.2em;">●</span> Transit Stops</li> </ul> <p><b>Wastewater Treatment</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; padding: 2px; font-weight: bold; font-size: 0.8em;">M</span> MCES Meter</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City and Township Boundaries</li> </ul> | <p><b>Environmental Considerations</b></p> <ul style="list-style-type: none"> <li><span style="color: blue; font-size: 1.2em;">—</span> River or Stream</li> <li><span style="background-color: lightblue; border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Lakes and Rivers</li> <li><span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, green 2px, green 4px); border: 1px solid green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Wetlands</li> <li><span style="background: repeating-linear-gradient(-45deg, transparent, transparent 2px, blue 2px, blue 4px); border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Impaired Lakes</li> <li><span style="background-color: yellow; border: 1px solid yellow; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Regionally Significant Ecological Areas</li> <li><span style="background-color: lightgreen; border: 1px solid lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Metro Conservation Corridors</li> </ul> <p><b>Recreation Park</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Lake Elmo Regional Park Reserve</li> </ul> |
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## *East Bethel: Village Green North*

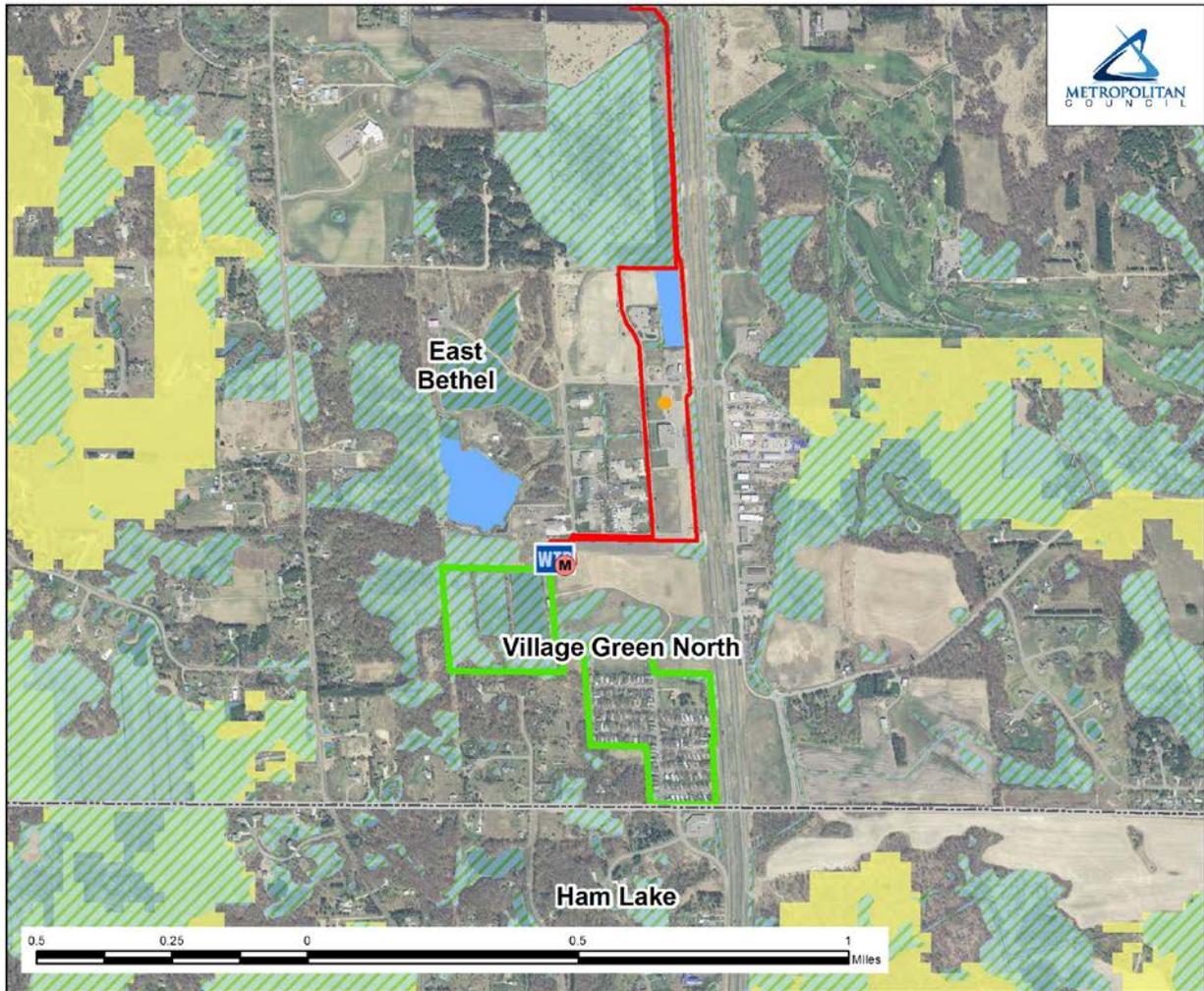
Village Green North is a mid-sized manufactured home park in East Bethel. At a capacity of 174 lots, the park is currently home to 134 manufactured housing units, 5 of which are unoccupied. The park has no rental units. In East Bethel, 14% of the housing stock is affordable to families who make 50% or less of the Area Median Income. Manufactured housing units constitute 42% of this affordable housing stock.

Village Green North is 8.5 miles from a job center at the intersection of Highway 10 and County Road 14 in Maple Grove. The park is located 1.3 miles away from the East Bethel Theater park-and-ride station, where residents can catch the Express Bus 865 to downtown Minneapolis during rush hours. It is also 8.5 miles from the Bunker Hills Regional Park. Residents of Village Green North live within the attendance area of the St. Francis School District.

Located in East Bethel, a community designated as Rural Center, Village Green North has a net residential density of 4.4 units per acre. East Bethel's 2030 Comprehensive Plan Updates designate the area Medium Density Residential (4-6 units per acre). In its latest comprehensive plan, the City anticipates the Village Green North treatment facility to be connected to municipal services before 2030. In fact, the connection to the regional wastewater treatment system was expected to take place between 2010 and 2020; however, implementation has not yet begun.

The City currently charges a SAC fee of \$2,000 in addition to the Council's SAC fee of \$3,185. The facility is located in the Crooked Brook Sub-Watershed, which is on the Minnesota Pollution Control Agency's Impaired Waters list. Connecting the facility to the regional sewer system could be expected to result in incrementally small but long-term improvements in the water quality in Crooked Brook and Cedar Creek.

Figure 10: Village Green North



- Manufactured Housing Park**
- Village Green North
- Transit**
- Transit Stops
  - City and Township Boundaries

- Environmental Considerations**
- Lakes and Rivers
  - Wetlands
  - Regionally Significant Ecological Areas
- Wastewater Treatment**
- Wastewater Treatment Plant
  - MCES Interceptors
  - MCES Meter

## **SECTION 4: Impact of the Manufactured Home Park Preservation Pilot**

This project embraces the two important principles of *Thrive MSP 2040*: integration and collaboration. Integration is the intentional combining of related activities to achieve more effective results, leveraging multiple policy tools to address complex regional challenges and opportunities. Collaboration recognizes that shared efforts advance our region most effectively toward shared outcomes.

The project moves beyond organizational silos within the Council and coordinates the efforts of multiple work units within the organization. At the core of the project is a key collaboration between the Community Development and the Environmental Services divisions. The project team, which includes Sector Representative Freya Thamman, Housing Policy Analyst Jonathan Stanley, and Senior Researcher Baris Gumus-Dawes, met with Environmental Services Manager Kyle Colvin on a regular basis. Along with the project team, Mr. Colvin was present in the meetings Council staff had with the owners of manufactured home parks and the staff of the three cities that are potentially eligible for the pilot project.

The team proactively reached out to staff in several work units within the Community Development division. For instance, project staff met with the Livable Communities Act (LCA) manager Paul Burns to discuss whether manufactured home preservation might be a possible LCA-eligible activity and, if so, under what conditions. The project team also met with environmental engineer Jim Larsen several times to discuss the environmental and water quality benefits of connecting the three manufactured home parks to the regional wastewater treatment system. In addition, the team had discussions with Local Planning Assistance and Regional Policy and Research staff to examine how to incorporate a discussion of manufactured housing into the Local Planning Handbook and Comprehensive Plan Updates.

Manufactured home park preservation is a crucial and complex regional issue that the Council alone cannot tackle. Addressing park preservation at a regional scale goes beyond the capacity or authority of any single jurisdiction or institution and requires the streamlined collaboration of a number of stakeholders. This project raised the profile of park preservation within regional affordable housing discussions. It catalyzed interest and further conversations among key regional actors about addressing the multifaceted challenges that parks face at a regional scale. For instance, the project drew interest from the Corporation for Enterprise Development (CFED), a national 501(c) (3) organization dedicated to empowering low-income home owners to build assets, wealth and human capital. CFED invited Council staff to make presentations in the national I'M HOME Conference which focused on manufactured home parks.

Following presentations by Jonathan Stanley and Regional Policy and Research Manager Libby Starling, project staff participated in a special event concerning policies relating to manufactured housing in Minnesota. Hosted by Northcountry Cooperative Foundation (NCF) and ROC-USA, the event convened multiple stakeholders. Participants of this event included local and federal agencies (Minnesota Housing, the Metropolitan Council, and the U.S. Department of Agriculture), local funders (McKnight Foundation, the Family Housing Fund (FHF), and the Greater Minnesota Housing Fund (GMHF)), national and local advocacy organizations (Corporation for Enterprise Development (CFED), Minnesota Housing Partnership (MHP), All Parks Alliance for Change (APAC), Housing Justice Center), and legislative representatives.

The conference and this special event generated further conversations among regional stakeholders and project staff helped convene a group of interested parties. Jonathan Stanley and Environmental

Services Manager Kyle Colvin met with various housing finance and advocacy organizations to discuss the deteriorated state of private manufactured home park water and sewer infrastructure that undermines investments in park preservation. The conversation included directors and staff from Minnesota Housing; a number of local nonprofit organizations such as MHP, FHF, GMHF, Southwest Minnesota Housing Partnership, NCF and the nationally-operating ROC-USA; planners and service providers from Scott County and northwest Minnesota. Collectively, the group discussed possible legislative approaches to the manufactured home park infrastructure issue, explored existing and possible future programs and resources that can improve infrastructure problems in order to assist park preservation at the regional scale.

Staff have remained active as the issue of manufactured home park closures has come to the forefront at regional and state level conversations. For example, staff from Regional Policy and Research, Local Planning Assistance, and Environmental Services participated in discussions in Scott County, where planned transportation improvements would likely affect two parks located in Jackson Township. These discussions, which involved the Scott County CDA, Scott County Health, Minnesota Housing, and others, addressed issues related to the preservation and improvement of these parks.

More recently, staff was invited to an “emergency” meeting to discuss the impending closure of Lowry Grove in Saint Anthony. Home to approximately 100 families, many of Latino descent, the park is situated near I-35W, local retail services, and a variety of jobs. Organized by the Center for Urban and Regional Affairs (CURA) at the University of Minnesota, the meeting included representatives from NCF, CURA, Minnesota Housing, the Council, Hennepin County, and six park residents struggling to preserve their homes. The park is likely to be redeveloped if residents can’t raise \$1 million in earnest money (approximately one-sixth of the purchase price) in less than 45 days (the time period under state law where residents have a right of first refusal). The discussion revealed the financial difficulties of keeping the park open and participants explored strategies to mitigate the damaging impacts of displacement and loss of community.

Staff has also been in dialogue with NCF leadership to discuss a pilot effort stemming from the recently released “Duty to Serve” rule. Currently, the lack of traditional mortgage products and of a viable secondary market hamper opportunities for both manufactured home buyers and for purchasers of manufactured home parks interested in park improvement and preservation. The “Duty to Serve” rule, promulgated by the Federal Housing Finance Agency, aims to address this issue and instructs Fannie Mae and Freddie Mac to expand their services to manufactured parks along with other types of affordable housing that face this issue.

Project staff will also present the findings of this project at the 30th Annual Minnesota Policy Conference in October 2016. The Conference typically includes 250–300 people from government agencies, academic institutions, nonprofit and for-profit organizations involved in policy, program evaluation, public affairs, and research. Conference organizers dedicated an entire session to this project. The session will once again bring the regional challenges faced by manufactured home parks to the spotlight, giving policy makers another opportunity to focus on collectively addressing these challenges.

## SECTION 5: Next Steps

### *Notice of Funding Availability*

The Council intends to release The Manufactured Home Park Preservation Project 50/50 SAC Match Notice of Funding Availability (NOFA) as the next step in this two-part project. There have been meetings with city staff and available manufactured home park owners in each of the three eligible communities to discuss the Manufactured Home Park Preservation Pilot and the upcoming NOFA. Criteria for the NOFA will evaluate readiness to connect, equity criteria, and manufactured home park best practices.

### *Program Evaluation*

Project Lessons Learned will be included in the final report of the Manufactured Home Park Preservation Project after the grant has been awarded.

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<sup>1</sup> Metropolitan Council Manufactured Home Parks Survey, 2015.

<sup>2</sup> Metropolitan Council, [2040 Housing Policy Plan](#), 2015, p. 17.

<sup>3</sup> 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

<sup>4</sup> Metropolitan Council, Manufactured Home Parks Survey, 2015.

<sup>5</sup> 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

<sup>6</sup> 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data. Typically, poverty is measured at 100% of the federal poverty threshold. However, this is an unrealistically low measure of poverty for the Twin Cities given the region's relatively high median income. This report uses 185% of the federal poverty threshold as its measure of poverty. For a justification of this definition of poverty, see Metropolitan Council, [Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region](#), Appendix, p. A36.

<sup>7</sup> Disproportionately high cost-burden rates for very low- and extremely low-income residents suggests disproportionate shortages. Metropolitan Council, "Falling Further Behind: 2014 Affordable Housing Production in the Twin Cities Region," *MetroStats*, December 2015, p. 5.

<sup>8</sup> Metropolitan Council, [2040 Housing Policy Plan](#), 2015, p. 18.

<sup>9</sup> 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

<sup>10</sup> For a definition of these community designations, see [Thrive MSP 2040](#), pp. 92-110.

<sup>11</sup> All Parks Alliance for Change, "Racial Disparities in Manufactured Home Parks: Latinos' Experiences in Minnesota," April 2007, p. 6.

<sup>12</sup> Ned Moore, "Wave of Metro Area Park Closing Robs Hundreds of their Homes," *The Alliance*, vol. 27, no. 1 (Winter 2007), All Parks Alliance for Change.

<sup>13</sup> Metropolitan Council staff calculations based on the U.S. Census Bureau 2010 Census data and the Council's Generalized Land Use Inventory 2010. The racial and ethnic breakdown of Mobile Manor is a close approximation rather than an exact distribution. Demographic data is available at the census block level; yet, park boundaries and the census blocks do not align perfectly. Some of the census blocks that include Mobile Manor have a few housing units outside these parks. As a result, the demographic data doesn't exactly reflect the demographics of this manufactured home park. The number of units outside Mobile Manor, however, is small enough to make this approximation reasonable.

<sup>14</sup> 2009-2013 American Community Survey Public Use Microdata Sample (PUMS) data.

<sup>15</sup> School performance is measured by a composite index that combines 3rd grade reading (2011-2012 academic year) and 8th grade math scores (2011-2012 academic year) and high-school graduation rates (2010-2011 academic year). If the index value of a school falls within the top quintile, the school is classified as a very high performance school. In contrast, if the index value of a school falls within the bottom quintile, the school is classified as a very low performance school and so on. For details of how the composite index was calculated,

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see Metropolitan Council, [\*Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region\*](#), Appendix, p. A44. The regional average is simply the average of each census tract's composite index value for all the census tracts in the seven-county region.

<sup>16</sup> 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

<sup>17</sup> The Job and Activity Centers describe contiguous areas where there are at least 1,000 jobs and the employment density is at least 10 jobs per net acre. The definition also includes some regionally significant manufacturing and distribution centers that have at least 1,000 jobs but densities less than 10 jobs per acre.

<sup>18</sup> Metropolitan Council staff calculations based on Metro Transit HASTUS dataset.

<sup>19</sup> 2010-2014 American Community Survey Public Use Microdata Sample (PUMS) data.

<sup>20</sup> Metropolitan Council staff calculations based on the Regional Bicycle Transportation Network.

<sup>21</sup> Metrostudy News January 22, 2016, available at <http://www.metrostudy.com/twin-cities-housing-4q15-strong-growth-in-new-home-starts-at-year-end-in-spite-of-continued-rising-prices/> Generalized information on the price of used manufactured home units is not available. The information provided here is a proxy and is based on the Housing Section of the St Anthony 2030 Comprehensive Plan Update. This seems to be consistent with current information posted on craigslist.org.

<sup>22</sup> While the grant was approved, the funds were not dispensed and the grant was not executed for a number of reasons beyond the scope of this discussion.

<sup>23</sup> Metropolitan Council 2015 Manufactured Housing Park Survey.

<sup>24</sup> Council Staff analysis of the 2008-2012 Comprehensive Housing Affordability (CHAS) data from the U.S. Department of Housing and Urban Development and the MetroGIS Parcel Datasets for 2014 and 2015.

<sup>25</sup> Center for Urban and Regional Affairs, "Maple Hill Estates: Community Center Survey Results," University of Minnesota, 2011 and the U.S. Census Bureau 2010 Decennial Census.

<sup>26</sup> Center for Urban and Regional Affairs, "Maple Hill Estates: Community Center Survey Results," University of Minnesota, 2011 and the U.S. Census Bureau 2010 Decennial Census.

<sup>27</sup> Metropolitan Council staff calculations based on the U.S. Census Bureau 2010 Census data and the Council's Generalized Land Use Inventory 2010. The racial and ethnic breakdown of the park is a close approximation rather than an exact distribution. Demographic data is available at the census block level; yet, park boundaries and the census blocks do not align perfectly. In Lake Elmo, one of the census blocks that includes the manufactured housing park has a few housing units outside the park. As a result, the block-level demographic data doesn't exactly reflect the demographics of the park. The number of units outside the park, however, is small enough to make this approximation reasonable.

<sup>28</sup> Lake Elmo Village Land Use Plan Comprehensive Plan Amendment, Metropolitan Council Review File Number 20599-5, Table 3-B.



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