



Application

13871 - 2020 Transit Expansion

14365 - I-494 Park & Ride Structure Transit Expansion

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 05/13/2020 9:43 AM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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11660 Myeron Rd  
\* Stillwater Minnesota 55082  
City State/Province Postal Code/Zip

**Phone:\*** 651-430-4338  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** 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**

I-494 Park & Ride Structure Transit Expansion

**Primary County where the Project is Located**

Washington

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

Woodbury

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

Metro Transit

The proposed I-494 parking structure is located at the intersection of Woodlane Drive and Guider Drive near the I-494/Valley Creek Road interchange in Woodbury, and is co-located with the planned Woodbury 494 Park & Ride Station at the eastern terminus of the METRO Gold Line BRT. The METRO Gold Line is expected to begin service in 2024, and offers a package of transit enhancements that combine to create a faster trip and an improved experience compared to regular route or express service. It will connect people across the region to job centers, housing options, transit stations and key destinations in the I-94 corridor. The proposed parking structure is a critical element of the Woodbury 494 Park & Ride Station, and was added to the Gold Line project based on close, ongoing coordination and strong recommendations from the Federal Transit Administration and the City of Woodbury to address increased parking capacity needs.

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

The two-level, 144,000 sf parking structure will expand the Woodbury 494 Park & Ride Station's parking capacity by approximately 380 parking stalls, and reduce the land use impact of surface parking - both ensuring greater access to transit for those beyond walking and biking distance of a station and optimizing adjacent land for future transit-oriented development and people-oriented uses. The structure leverages the considerable multimodal investments that local and federal agencies have already put into the METRO Gold Line BRT project, and capitalizes on the synergy between the park-and-ride and neighboring Woodbury Village shopping center, connecting more commuters and transit riders to the goods and services that they need. While existing bike/ped facilities in the project area are limited to a trail on the south side of Guider Dr, connections between adjacent multifamily housing, Woodbury Village, and the Woodbury 494 Park & Ride Station will be strengthened as the planned bike/ped trails

associated with the METRO Gold Line project begin to be implemented. Once complete, the proposed parking structure at the Woodbury 494 Park & Ride Station will operate as a true mobility hub, leveraging the robust amenities of a BRT transitway with additional transit connections and bike/ped accommodations including comfortable walk-up service, bike parking, pedestrian lighting, and connections to local and regional trails as well as adjacent housing and commercial centers.

*(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.](#)**

Approximately 380 stall parking structure and access roads at the intersection of Woodlane Dr and Guider Dr.

**Project Length (Miles)**

0.1

*to the nearest one-tenth of a mile*

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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**

\$7,000,000.00

**Match Amount**

\$8,170,946.00

*Minimum of 20% of project total*

**Project Total**

\$15,170,946.00

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

**Match Percentage**

53.86%

*Minimum of 20%*

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

**Source of Match Funds**

County Funds

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

## Preferred Program Year

**Select one:**

2024

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

**Additional Program Years:**

2022, 2023

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

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## For All Projects

Identify the Transit Market Areas that the project serves: III, Emerging II, II, and I

See the "Transit Connections" map generated at the beginning of the application process.

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## For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Washington County is leading with the support of Metro Transit

Zip Code where Majority of Work is Being Performed 55125

(Approximate) Begin Construction Date 03/01/2022

(Approximate) End Construction Date 02/29/2024

Name of Park and Ride or Transit Station: Woodbury 494 Park and Ride Station

*e.g., MAPLE GROVE TRANSIT STATION*

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

From:  
(Intersection or Address)

To:  
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION*

Or At: Southwest quadrant of Woodlane Drive and Guider Drive intersection  
(Intersection or Address)

Primary Types of Work GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, LIGHTING, PED RAMPS, PARK AND RIDE STRUCTURE

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

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

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

Objectives

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

Strategies:

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

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

Goal: Safety and Security, pg 60

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

Objectives

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

Strategies

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

Goal: Access to Destinations, pg 62

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

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

Objectives

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

Strategies

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

Goal: Healthy Environment, pg 66

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

Objectives

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

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

*Limit 2,800 characters; approximately 400 words*

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

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

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

Policies:

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

Strategies:

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

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

Policies:

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

Strategies:

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

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

Policies:

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

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

? Advocate and promote long-term investments in

List the applicable documents and pages:



transit including METRO Gold Line, Red Rock Corridor, Rush Line Corridor Extension, and TH 36 Corridor to provide reliable and efficient transit services.

#### Strategies

? Support levels and types of transit service that match specific needs of the community based on ridership forecasts, development patterns, and mobility needs.

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

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

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

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

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

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

*Limit 2,800 characters, approximately 400 words*

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

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

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

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

*6. Applicants must not submit an application for the same project 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.*

**Transit Expansion:** \$500,000 to \$7,000,000

**Transit Modernization:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$100,000 to \$500,000

**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.** 1589315677693\_12 ADA Transition Pan - 494P&R.pdf

*Upload as PDF*

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

*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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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service.

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

### Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$556,462.70
Removals (approx. 5% of total cost)	\$556,462.70
Roadway (grading, borrow, etc.)	\$2,500.00
Roadway (aggregates and paving)	\$12,337.50
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$3,241.50
Traffic Control	\$222,585.00
Striping	\$0.00
Signing	\$400.00
Lighting	\$4,700.00
Turf - Erosion & Landscaping	\$111,667.60
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	\$367,589.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,837,946.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$6,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,800.00
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	\$1,950.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$9,750.00</b>

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## 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	\$11,097,900.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$2,225,350.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$13,323,250.00</b>

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## 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

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## Totals

Total Cost	\$15,170,946.00
Construction Cost Total	\$15,170,946.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	14498
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	0
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment"	
<i>Please upload attachment in PDF form.</i>	
Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0

**Upload the "Letter of Commitment"**

*Please upload attachment in PDF form.*

**Explanation of last-mile service, if necessary:**

*(Limit 1,400 characters; approximately 200 words)*

**Upload Map**

1589316028354\_08 PopEmployment Map - 494P&R.pdf

*Please upload attachment in PDF form.*

**Measure B: Transit Ridership**

**Existing transit routes directly connected to the project**

351, 353, 355

*Select all routes that apply.*

**Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)**

METRO Gold Line (Gateway Dedicated BRT)

*Select all transitways that apply.*

**Upload Map**

1589316069792\_09 Transit Connections Map - 494P&R.pdf

*Please upload attachment in PDF form.*

**Response**

*Met Council Staff Data Entry Only*

**Average number of weekday trips**

0

**A Measure: Usage**

**Service Type**

Express Routes, Transitways

**New Annual Ridership (Integer Only)**

769

**Assumptions Used:**

Gold Line BRT FTA STOPS Model

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

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated**

Gold Line BRT FTA STOPS Model

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

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

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

**Response:**

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

The structured parking element of the Woodbury 494 Park & Ride Station emerged through close coordination and strong recommendations from the FTA and the City of Woodbury to address increased parking capacity needs. It is also identified as part of the future vision for the station in the Woodbury Gold Line BRTOD station area planning process, which included in-person and online outreach, work sessions with partner agencies, stakeholder meetings, surveys, and community open houses.

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

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

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



The proposed parking structure is a critical element of the METRO Gold Line terminus at the Woodbury 494 Park & Ride Station, and was added to the Gold Line project based on close, ongoing coordination and strong recommendations from the Federal Transit Administration and the City of Woodbury to address increased parking capacity needs. The two-level, 144,000 sf parking structure will have approximately 380 parking stalls, and combine with significant multimodal connections to form a mobility hub at the eastern terminus of the METRO Gold Line BRT.

**Response:**

The METRO Gold Line BRT, which will begin service in 2024, will connect people across the region to job centers, housing options, transit stations and key destinations in the I-94 corridor. It helps address the spatial mismatch between jobs and housing, and will connect communities and commuters to employment opportunities and the larger Metro Transit network. It will also support a more concentrated land use development pattern in some primarily auto-centric east metro communities, allowing for more car-free or car-light lifestyle choices. This is complemented by planned bikeways parallel to the transitway as well as many connecting local trails. The Gold Line BRT and associated regional and local trails ensure that people of all ages, incomes, and abilities have comfortable and reliable multimodal transportation options that address their needs.

The proposed parking structure expands the Woodbury 494 Park & Ride Station's parking capacity and reduces the land use impact of surface parking, both ensuring greater access to transit for those beyond walking and biking distance of a station and optimizing adjacent land for more transit-oriented development and people-oriented uses. The structure leverages the considerable multimodal investments that local and federal

agencies have already put into the METRO Gold Line BRT project, and capitalizes on the synergy between the park-and-ride and adjacent commercial center, connecting more commuters and transit riders to the goods and services that they need.

*(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:**

Due to its location in a vacant lot adjacent to I-494, construction impacts associated with the proposed parking structure will be minimal and alternative routes are readily available should the road need to be closed temporarily. Once complete, Woodlane Dr and Guider Dr will experience an increase in traffic associated with the METRO Gold Line BRT and the Woodbury Theatre and Woodbury 494 Park & Ride Stations. The Gold Line project office has been working diligently with the City of Woodbury, the Met Council, and the FTA to design a roadway that mitigates any negative impacts associated with the increase in traffic.

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

**Select one:**

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

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

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

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

*d. 10 points for all other areas*

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

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score )

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

Upload Map 1589316416700\_10 SocioEconomic Conditions Map - 494P&R.pdf

### Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Woodbury	1.0	1.0	85.0	85.0
				<b>85</b>

### Total Transit Stops

Total Transit Stops 1.0

### Housing Performance Score

Total Housing Score 85.0

### Housing Performance Score

### Part 2: Affordable Housing Access

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

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

The METRO Gold Line BRT will connect people across the region to job centers, housing options, transit stations and key destinations in the I-94 corridor - home to several concentrations of jobs ranging from service and manufacturing to research and development. In many cases these employment centers have been out of reach to those living elsewhere in the metro area without access to a car. This contributes to a spatial mismatch of housing and jobs, as areas with high concentrations of jobs are often inaccessible to areas with high concentrations of affordable housing. The METRO Gold Line BRT will not only serve suburban commuters looking to access the city, it will also bridge the housing/job spatial mismatch to connect families, employees, and customers elsewhere in the region to employment, recreational, and commercial opportunities in the east metro. 20% of housing within METRO Gold Line station areas is legally binding affordability restricted. However, the Gold Line project also benefits residents of affordable housing beyond its footprint due to its connectivity to the broader transit network.

**Response:**

The proposed parking structure will expand the Woodbury 494 Park & Ride Station's parking capacity by approximately 380 parking stalls, and reduce the land use impact of surface parking - both ensuring greater access to transit for those beyond walking and biking distance of a station and optimizing adjacent land for future transit-oriented development and people-oriented uses.

Woodbury's BRTOD station area plan suggests that, should the parking structure be built, the existing park-and-ride service at the Woodbury Theatre could be consolidated at the Woodbury 494 Park & Ride Station, and the Woodbury Theatre site would be targeted for future TOD around the Woodbury Theatre Station. When that site develops, the city has a suite of tools to incentivize developing affordable units that would

be directly adjacent to the METRO Gold Line, connecting residents to a major regional transitway as well as multimodal trail connections and a nearby regional commercial center.

*(Limit 2,100 characters; approximately 300 words)*

Upload map:

---

## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	769
Distance from Terminal to Terminal (Miles)	10.0
VMT Reduction	7690.0
CO Reduced	18379.1
NOx Reduced	1230.4
CO2e Reduced	2819154.0
PM2.5 Reduced	38.45
VOCs Reduced	230.7
Total Emissions Reduced	2839033.0

---

## Measure A: Roadway, Bicycle, and Pedestrian Improvements

**Response**

The proposed two-level, 144,000 sf parking structure is a critical element of the METRO Gold Line terminus at the Woodbury 494 Park & Ride Station, and was added to the Gold Line project based on close, ongoing coordination and strong recommendations from the Federal Transit Administration and the City of Woodbury to address increased parking capacity needs. The METRO Gold Line BRT project will begin service in 2024, and offers a package of transit enhancements that combine to create a faster trip and an improved experience compared to regular route or express service. Within the Gold Line project, park-and-ride spaces offer transit access to residents beyond walking and biking distance to transit stations, and this parking structure is designed to minimize the land use impacts of parking while comfortably accommodating standard park-and-ride and drop-off service. However, the parking structure will go beyond the standard park-and-ride to function as a true mobility hub, leveraging the robust amenities of a BRT transitway with additional transit connections and bike/ped accommodations including comfortable walk-up service, bike parking, pedestrian lighting, and connections to local and regional trails as well as adjacent housing and commercial centers.

During Woodbury's Gold Line BRTOD planning process, the Woodbury 494 Park & Ride Station was envisioned as a commerce station, as it is immediately adjacent to the Woodbury Shopping Center anchored by Lunds & Byerlys, Target, Marshalls, Kohls, with access to many more additional restaurants and retail locations. As such, the park-and-ride parking structure will not only serve suburban commuters into the city, it is a destination in its own right and will facilitate multimodal users traveling to shop and recreate. While existing bike/ped facilities in the project area are limited to a trail on the south side of Guider Dr, connections between nearby housing and

commercial centers and the Woodbury 494 Park & Ride Station will be strengthened as bike/ped trails associated with the Gold Line project begin to be implemented.

Integral to Woodbury's BRTOD plan is the Station Area Circulation Plan, which identifies Woodbury I-494 Park & Ride Station connections to both the Gold Line Corridor Trail along Guider Dr as well as two local collector trail routes on Woodlane Dr and Queens Dr. The Gold Line Corridor Trail is classified as a RBTN Tier 1 Alignment, and all three of these trail connections will connect users to the METRO transit network and ensure safe and comfortable bike/ped circulation in and around the project area.

*(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**

1589317060525\_03 Concept Layout - 494P&R.pdf

*Please upload attachment in PDF form.*

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

50%

**Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

Anticipated date or date of completion

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

Yes

50%

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

25%

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

0%

Anticipated date or date of acquisition

03/05/2021

## 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:** 03/10/2020

**Meeting with partner agencies:** 03/31/2020

**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.** Yes

100%

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

75%

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

50%

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

50%

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

25%

**No outreach has led to the selection of this project.**

0%

Washington County, Metro Transit, the Gold Line Corridor Management Committee, and the Gold Line Partners have added the Woodbury 494 park-and-ride to the Gold Line BRT project based on close, ongoing coordination and strong recommendations from the Federal Transit Administration and the City of Woodbury.

Public input has been central throughout the Gold Line planning process. Elected officials, business stakeholders, and residents along the corridor have had opportunities to participate on policy and community advisory committees; Gold Line project staff have held dozens of pop-ups and open houses in corridor communities; each stage of design is subject to public review and comment; and project materials and surveys are translated into several languages representing the constituents along the corridor.

The Woodbury Gold Line BRTOD station area planning process included a variety of strategies to involve and get input from community stakeholders including in-person and online outreach, work sessions with partner agencies, stakeholder meetings, surveys, and community open houses. The structured parking element of the Woodbury 494 Park & Ride Station is identified in the station area plan as part of the future vision for the station as it will help address parking needs and consolidate express bus and Gold Line park-and-ride services, as well as reduce the land use impacts of surface parking.

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

---

## Measure: Cost Effectiveness

Total Annual Operating Cost:	\$0.00
Total Annual Capital Cost of Project	\$303,420.00
Total Annual Project Cost	\$303,420.00

**Assumption Used:**

Assumed 50-year useful service life. Did not include operating cost; project is not a transit service project. Did not include full Gold Line project cost; project has independent utility.

\$303,420 (=\$15,171,000/50)

*(Limit 1400 Characters; approximately 200 words)*

**Points Awarded in Previous Criteria**

**Cost Effectiveness**

\$0.00

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## Other Attachments

File Name	Description	File Size
01 Summary Sheet - 494P&R.pdf	494 Park & Ride Summary Sheet	737 KB
02 Existing Conditions - 494P&R.pdf	Existing Conditions 494 Park & Ride	392 KB
04 County Board Resolution - 494P&R.pdf	Washington County Board of Commissioners Resolution	131 KB
05 Woodbury LOS - 494P&R.pdf	City of Woodbury Letter of Support	686 KB
06 Metro Transit LOS - 494P&R.pdf	Metro Transit Letter of Support	349 KB
13 Woodbury BRTOD Station Area Plan - 494P&R.pdf	Woodbury BRTOD Station Area Plan	6.1 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**

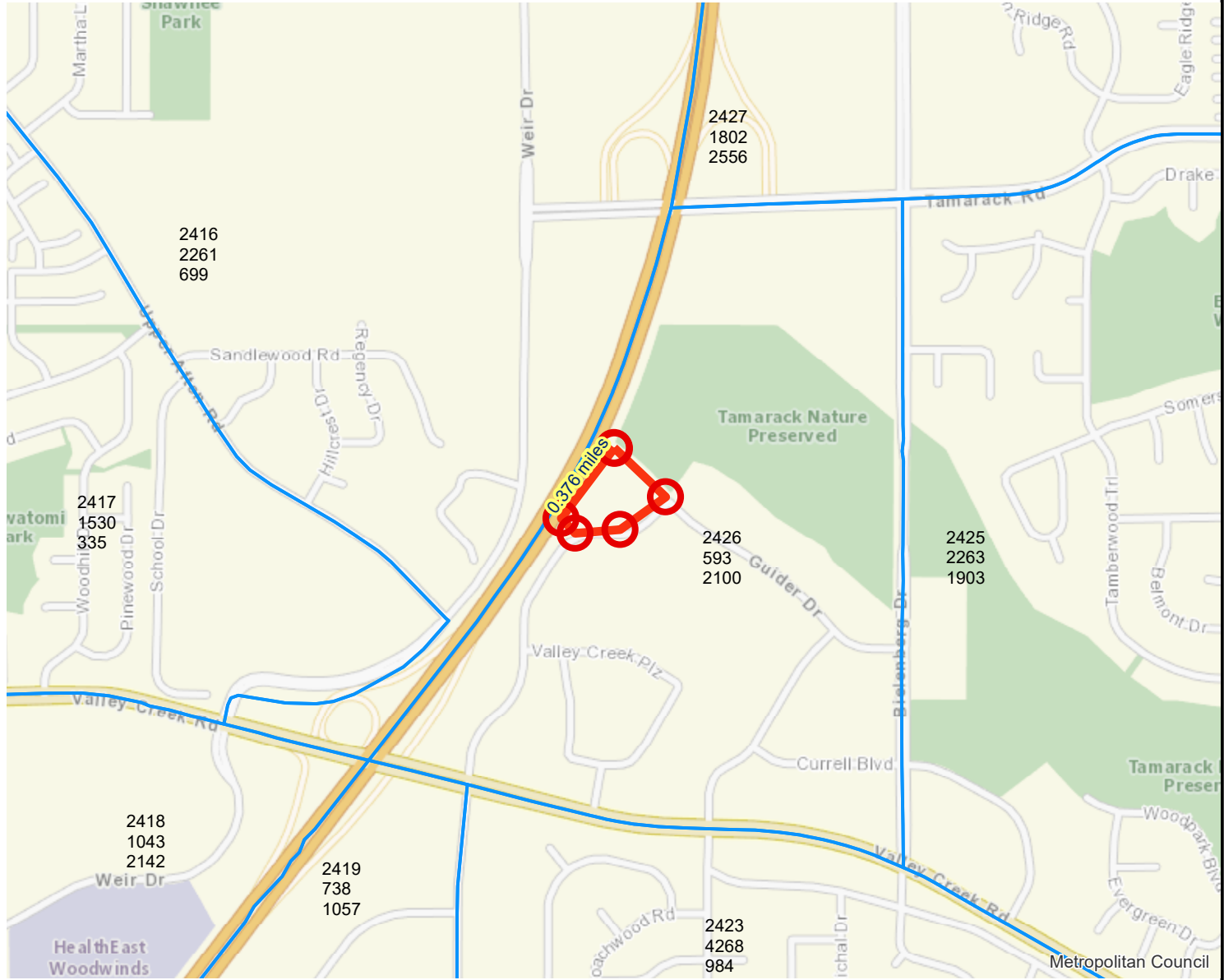
### **G. Glossary of Terms**

### **H. Washington County Previous ADA Planning Efforts**



# Population/Employment Summary

Transit Expansion Project: I-494 Park and Ride | Map ID: 1585073634673



## Results

Within QTR Mile of project:  
 Total Population: 4384  
 Total Employment: 3134  
 Postsecondary Students: 0

Within HALF Mile of project:  
 Total Population: 14498  
 Total Employment: 11776  
 Postsecondary Students: 0

Within ONE Mile of project:  
 Total Population: 14498  
 Total Employment: 11776

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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





# Transit Connections







Transit Expansion Project: I-494 Park and Ride | Map ID: 1585073634673

## Results

Transit with a Direct Connection to project:  
351 353 355  
\*Gold Line

\*indicates Planned Alignments

Transit Market areas: 3

-  Project Points
  -  Active Stop
  -  Transit Routes
  -  Project Area
  -  Gold Line
  -  Gold Line
- Planned Transitway Stations**



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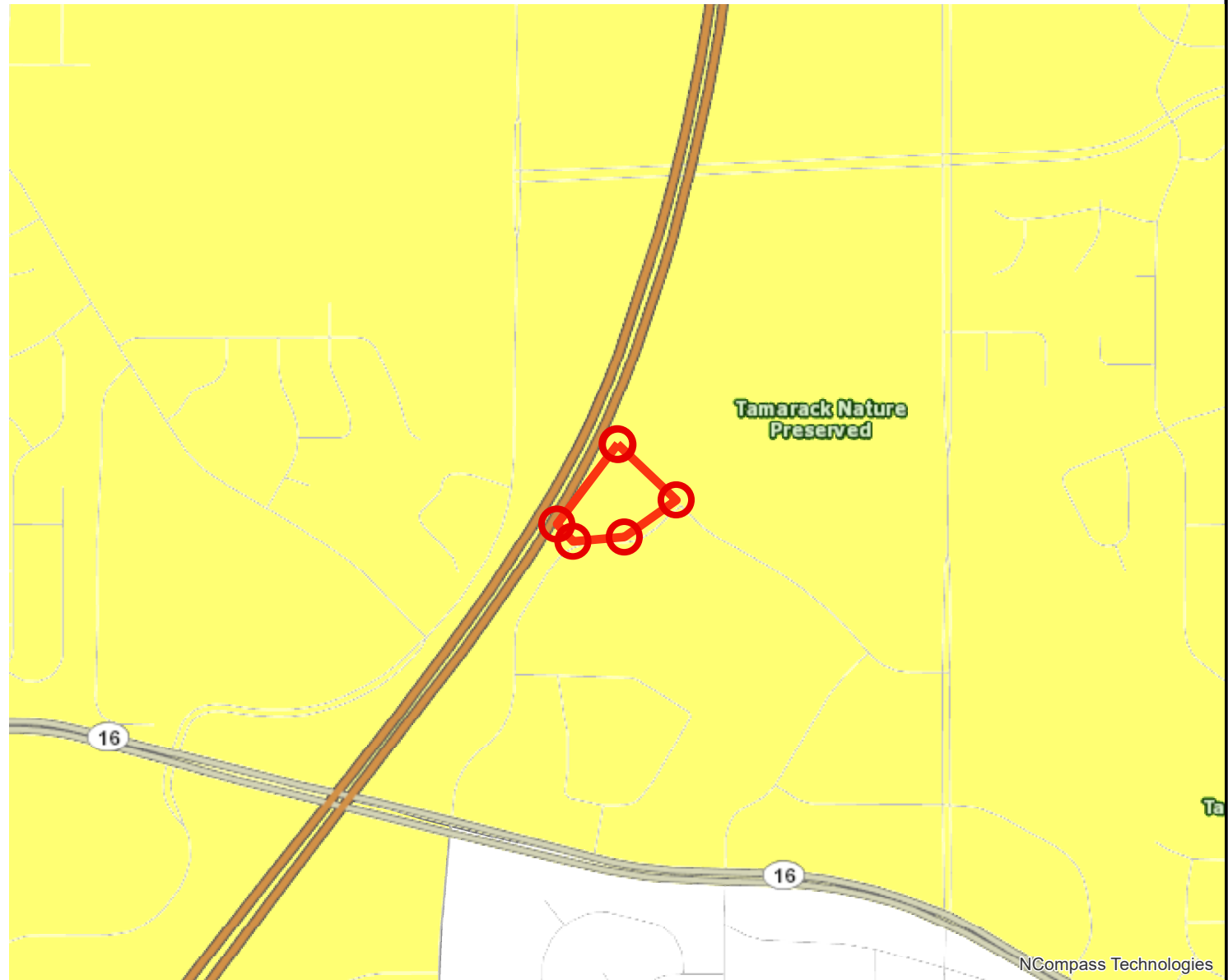
# Socio-Economic Conditions

Transit Expansion Project: I-494 Park and Ride | Map ID: 1585073634673

## Results

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

Tracts within half-mile:  
71001 71006 71012  
71013



○ Points

— Lines

□ Area of Concentrated Poverty > 50% residents of color

□ Area of Concentrated Poverty

□ Above reg'l avg conc of race/poverty

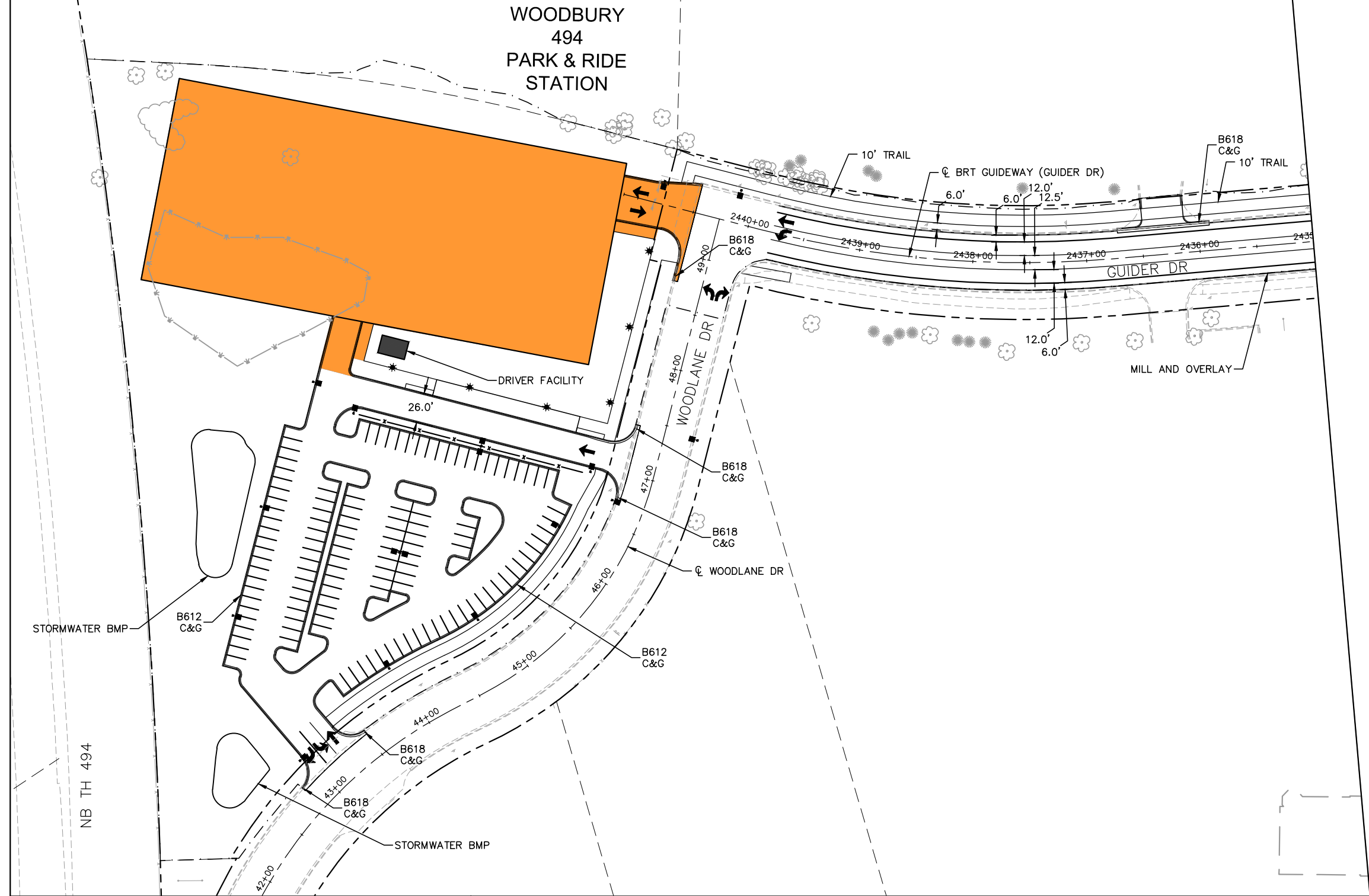
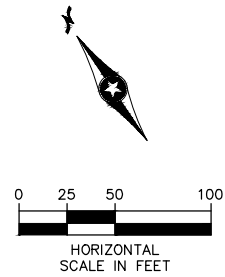


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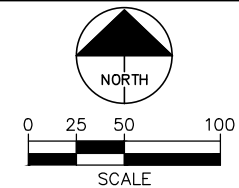


DRAFT-WORK IN PROCESS



**GOLD LINE BRT**  
 REGIONAL SOLICITATION  
 WOODBURY 494 PARK & RIDE PARKING STRUCTURE

Rev 1  
 04/27/2020



Apr. 27 2020 01:26 pm C:\caddlib\pw\erickowski\greatlakes\d0234839\SEG4-CIV-PLN-494\_PNR.dwg By: Erin.Clarkowski

# METRO Gold Line

## I-494 Park & Ride Structure



### Project Location

The I-494 Park & Ride structure will be located adjacent to I-494 in Woodbury at the intersection of Woodlane Drive and Guider Drive at the I-494 Park & Ride Station of the METRO Gold Line

### Funding Request

Federal: \$ 7,000,000  
 Local Match: \$ 8,170,946  
 Project Total: \$ 15,170,946

### Project Goals

- » Creation of a safe, comfortable, and active station environment
- » Encourage ridership and remove barriers to transit
- » Optimizing adjacent land uses

### Project Summary

The METRO Gold Line is expected to begin service in 2024 and serve as a great connector for the East Metro community to the greater metropolitan transit system. I-494 Park & Ride structure project was born out of the BRTOD planning process for METRO Gold Line stations. Structured parking at this location will support local land use goals and transit project needs. The 144,000 SF structure will have 2 levels with approximately 380 parking stalls. The structure is designed with a space for drop-off riders. Additionally, this project includes sidewalk to access the structure which will connect to existing trails and those to be built as part of the Gold Line BRT project. The BRT will operate in mixed traffic on Guider Drive from the Woodbury Theater Station to the I-494 Park & Ride Station.

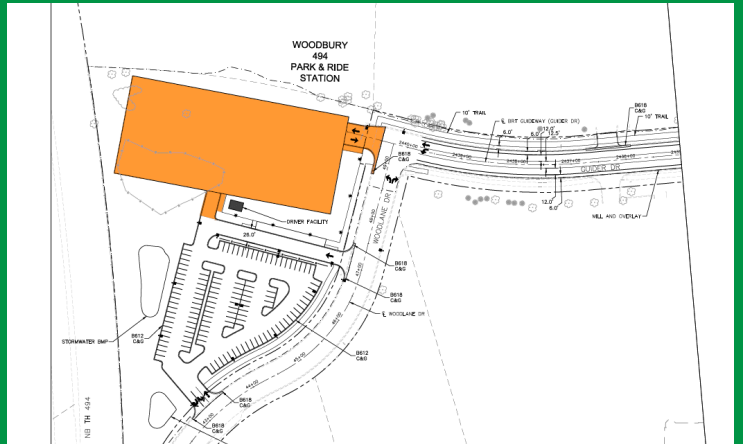
### Summary of Benefits

- » Leverage the significant federal and local investments in the area
- » The I-494 Station has direct pedestrian, bicycle, and transit connections to commercial areas and future transit-oriented development
- » Expanded Park & Ride capabilities to facilitate mode choice changes for single occupancy vehicle commuters
- » Optimizing adjacent land use development opportunities

Gold Line BRT Station Types



I-494 Parking Structure Layout



# I-494 Park & Ride Transit Expansion

Existing Conditions

*Image 1. Site Location at corner of Woodlane Dr and Guider Dr*

- Currently an empty lot
- Terminus of planned METRO Gold Line BRT
- Planned Park & Ride



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: *Karen J Corbid*

COUNTY ADMINISTRATOR

*Sam Hain*

COUNTY BOARD CHAIR

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

**Resolution 20 –90**

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

**Municipal Support for Washington County’s 2020 Solicitation of Federal Funds through  
the Metropolitan Council’s Regional Solicitation Program for a parking structure at the  
METRO Gold Line I-494 Park and Ride Station**

WHEREAS, Washington County intends to apply for funds to construct a parking structure at the METRO Gold Line I-494 Bus Rapid Transit (BRT) Park and Ride Station; and

WHEREAS, the proposed project includes the construction of a new parking structure at the METRO Gold Line BRT station near Woodlane Drive and Guider Drive; and

WHEREAS, this improvement will provide an important opportunity for increased METRO Gold Line BRT rider parking at this constrained station site; and

WHEREAS, these improvements are consistent with both the City’s and the County’s 2040 comprehensive plans; and

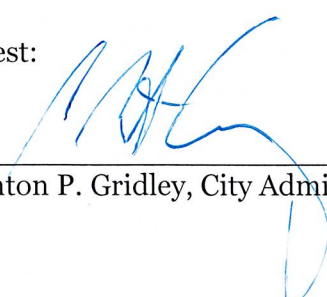
WHEREAS, the City will work with County staff and Gold Line Project Office to develop the design and plans for the parking structure with a deliberate focus on integrating the station and parking structure within a single structure; and

WHEREAS, the required local match for the parking structure would be made through the funding commitment between Ramsey and Washington Counties, and maintenance of the parking structure would be the responsibility of Metro Transit.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodbury, Washington County, Minnesota, that the City Administrator shall execute a letter of support for the application by Washington County for the 2020 Solicitation of Federal Funds through the Metropolitan Council’s Regional Solicitation program for a parking structure at the METRO Gold Line I-494 Park and Ride Station.

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

Attest:

  
\_\_\_\_\_  
Clinton P. Gridley, City Administrator

  
\_\_\_\_\_  
Anne W. Burt, Mayor

(SEAL)



March 2019

# WOODBURY STATIONS BRTOD PLAN

Tamarack Station . Woodbury Theatre Station .

Woodbury I-494 Park & Ride Station

**GOLD LINE**  
PARTNERS



# Acknowledgements

## **Gold Line Partners**

Stan Karwoski, (Chair) Washington County Regional Railroad Authority

Rafael Ortega, (Vice-Chair) Ramsey County Regional Railroad Authority

Tami Fahey, City of Lakeland

Bryan Smith, City of Maplewood

Paul Reinke, City of Oakdale

Jane Prince, City of Saint Paul

Mary Giuliani Stephens, City of Woodbury

## **Ramsey County**

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Frank Alarcon, Planning Specialist, Public Works Department

Scott Yonke, Director of Planning & Development, Parks and Recreation Department

Josh Olson, Planning Specialist, Community and Economic Development

## **Washington County Regional Railroad Authority**

Jan Lucke, Planning Division Director

Hally Turner

Sara Allen

## **City of Woodbury**

Janelle Schmitz, Assistant Community Development Director

Eric Searles, City Planner

Gina Gore, Planner I

## **Consultants**

Crandall Arambula, Lead Consultant

Carroll, Franck Associates

Sambatek

Maxfield Research & Consulting

WSB & Associates

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# INTRODUCTION

The Gold Line Partners (the Partners) brings together local elected officials from the five cities and two counties along the corridor, including business and community leaders, to support the METRO Gold Line Bus Rapid Transit (Gold Line BRT) project. As part of the support for the Gold Line, the Partners commissioned the Metro Gold Line BRTOD Plan project (BRTOD Planning Project) on behalf of the Metropolitan Council and is funded by a grant from the Federal Transit Administration's Pilot Program for Transit-Oriented Development Planning with match from Ramsey and Washington Counties. Washington County Regional Railroad Authority (WCRRA) is the fiscal agent and administrative coordinator for the BRTOD Planning Project and collaborates directly with the cities along the corridor.

Over the coming years, WCRRA will periodically review the BRTOD plans developed for the Gold Line stations with each of the cities to evaluate plan effectiveness, coordinate improvements outside each city's jurisdiction, and partner with Ramsey County and the Metropolitan Council on projects of significant regional benefit. Washington County and Ramsey will partner with the cities to administer housing and economic development programs that support affordable housing and employment opportunities and investment in the station areas. The WCRRA will monitor and identify transit ridership increases resulting from implementation of the projects.

Prior to the initiation of the BRTOD Planning Project, the City of Saint Paul completed station area plans for all of the city's stations. For stations in Saint Paul, the BRTOD Planning Project builds upon the adopted City of Saint Paul Gold Line Station Area Plans (Station Area Plans) report. BRTOD Plans for stations in the cities of Maplewood, Landfall, and Oakdale include full development and circulation plans, which capitalize on all available opportunities to improve transit access and transit-oriented development while creating conditions that ensure that transit-dependent residents will remain in the area.



**The Gold Line will connect people across the region to job centers, neighborhoods, shopping, recreation, and other key destinations in the Interstate 94 corridor.**

**The METRO Gold Line Bus Rapid Transit (Gold Line BRT) project is a separate project dedicated to design and engineering of the Gold Line BRT alignment, guideway, stations, and some access improvements.**

**The Metro Gold Line BRTOD Plan project (BRTOD Planning Project) plans for transit-oriented development around the Gold Line stations.**

**BRTOD combines BRT with traditional TOD strategies to create walkable and bikeable communities with housing, shopping, and employment uses concentrated within a half mile of a BRT station.**

**The BRTOD Planning Project  
includes ten stations in  
five cities and two counties.**

## THE WOODBURY STATIONS BRTOD PLAN

The Woodbury Stations BRTOD Plan is advisory only. At the start of the BRTOD planning process, two stations were identified in Woodbury, with the end-of-line station being located at the Woodbury Theatre site. The City of Woodbury requested that a third station be added, with the end-of-line station being moved to a location adjacent to I-494 to facilitate the eventual consolidation of park and ride lots for both BRT and express bus service. As part of the BRTOD Plan, this new station location was evaluated, and the I-494 Station was officially added to the LPA.

The City of Woodbury utilized the 2040 Comprehensive Plan process to identify the goals and policies that the City will ultimately use to generate master plans that are intended to deliver BRTOD to capitalize on the proposed transit investments made for the Gold Line. The City has made a strategic decision to delay station area plans until closer to implementation of the line to ensure the proposed uses and patterns reflect the times.

## THE GOLD LINE CORRIDOR

The Gold Line corridor is the mile-wide transit-shed centered along the Gold Line BRT route, generally following Interstate 94 (I-94). The existing potential for creating BRTOD varies in each station area. Planning for a successful Gold Line corridor requires increasing the potential ridership base of the entire corridor while enabling each station area to achieve its transit-oriented, market-driven development potential.

Along the corridor, older areas are concentrated to the west—toward Saint Paul, Maplewood, Landfall and portions of Oakdale—where early 20<sup>th</sup> century development patterns include a fine-grain street grid with predominantly single-family residences mixed with multi-family housing and commercial uses. These areas are largely fully built-out with few opportunities for new development. Residents come from highly diverse ethnicities, are typically less affluent, and are more transit dependent than in other areas of the corridor.

To the east, in Oakdale and Woodbury, the corridor transitions into newer communities characterized by auto-oriented commercial centers and undeveloped land. These areas present both greater opportunity and greater need for transit-oriented development and walking and biking infrastructure improvements. Residents in these areas tend to be less ethnically diverse, more affluent, and exposure to existing transit is limited.



When planned together these stations assemble into a unified, diverse, and complementary corridor in which transit ridership is maximized, desirable development infrastructure and improvements are built, and vibrant and active station areas are realized.

Together, the BRTOD Plans describe a corridor-wide vision that:

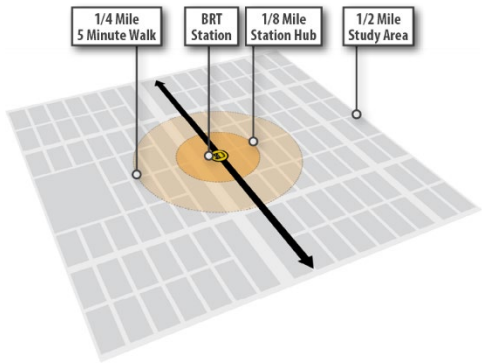
- **Establishes a multi-modal transportation corridor** by linking stations with a continuous biking and walking trail parallel to the BRT guideway.
- **Increases potential ridership** by providing direct access to transit-oriented uses along the corridor through strategic biking and walking improvements along existing, planned, or newly identified routes.
- **Enables station areas to achieve their development potential** by identifying substantial new transit-oriented infill or redevelopment opportunities for people to live and businesses to thrive near transit.

**Each Gold Line BRTOD station is located within a distinct and unique context that presents both opportunities and constraints for achieving BRTOD.**

Figure 1. The Gold Line BRTOD Planning Project Stations



**While no single station will result in complete BRTOD, each of the eleven stations plays a role in maximizing transit ridership and achieving the corridor's BRTOD potential.**



**Land use patterns and intensities should support the day-to-day needs of BRTOD residents. Intensities and diversities are greatest near the station, gradually decreasing away from the station.**

## WHY PLAN FOR BRTOD?

BRTOD links a mix of trip-generating destinations with multi-modal transportation choices to increase transit ridership, provide economic benefits, support active & healthy lifestyles, and significantly reduce greenhouse gas emissions. A BRTOD Plan establishes an ambitious but realistic vision for transforming the area around the station based on the specific existing character and features of each station.

BRTOD locates trip-generating uses at the station, allowing surrounding residents, employees, and visitors to shorten or eliminate auto-based trips and providing a platform for local entrepreneurship and small business development. Walkable and bikeable station areas offer residents a variety of services and job opportunities and a diversity of housing and transportation choices.

## Development Plans

In typical urban BRTOD, the area within an eighth-mile of the station is home to the highest intensity of trip-generating retail and employment uses and dense residential types, such as multi-family apartments, condos, or townhomes.

Within the Gold Line BRTOD Planning Project corridor, the areas within a quarter-mile of the station include the greatest development and redevelopment opportunity for commerce and employment uses as well as housing, which may include a mix of rental and ownership properties to support a mix of income levels.

In developing BRTOD, existing stable and desirable uses should be preserved and strengthened, with new development and redevelopment targeted to vacant and underutilized sites and to sites with long-term redevelopment potential. Targeted development and redevelopment will allow for land uses and density appropriate to address market demand, meet gaps in housing, employment, or commercial uses and support an equitable and vital station area.

## Circulation Plans

The area within a quarter-mile of the station is typically accessible within a five-minute walk. A five-minute bike ride can typically access the station from the area within one mile of the station. These five-minute areas are the 'rider-shed', the source of 80% of the station's transit riders.

'First- and last-mile trips' are the trips that transit users must take between their starting or ending destination and a BRT station. When transit users have difficulty making the first- or last-mile connection due to distance, unsafe conditions, or other barriers, BRT use may be less practical.

Great station area streets are interesting, livable, and safe places. An interconnected network of streets and trails ensures that all trips to or from a transit station are as short as possible.

## Station Environment

Conditions in the area directly adjacent to the station play an essential role in establishing BRTOD. The station environment is an opportunity to define the neighborhood character through the creation of a sense of arrival and departure. A focus on establishing a sense of place means that the station environment is inviting for commuters and promotes transit use.

- **Safe** stations are highly visible—eyes on the station ensure that transit riders are seen from the street and surrounding buildings, reducing the potential for crime.
- **Comfortable** stations are accessible for people young and old, ensuring a pleasant experience at the station.
- **Active** stations are vibrant throughout 18 hours of the day, creating a special place of arrival and departure for transit users.

BRTOD plans provide implementable design strategies for future station or street-oriented development and redevelopment as well as, station access improvements that will result in safer and more vibrant stations. In turn, this will result in more BRT riders and reduce the potential for crime during all times of day and year.

**First- and last-mile trip connections are particularly important in the Gold Line Corridor where many jobs and residences are along unsafe routes or are outside of a comfortable walking distance from a station.**

**The Gold Line Corridor BRTOD Plans emphasize the creation of safe, comfortable, and active station environments.**







# GOLD LINE CORRIDOR

To ensure that the BRTOD Plans for each station are integrated and complementary, corridor-wide approaches to development and access have been applied. In Woodbury the station areas do not necessarily have all the station typologies or station access routes hierarchy.

## Station Typologies

Station typologies provide a common vocabulary for describing the development vision for each station area and the relationships between stations along the corridor.



## Station Access Route Hierarchy

A hierarchy of walking and biking routes connect stations along the corridor and provide direct access between the station and destinations within each station area.



## STATION TYPOLOGIES

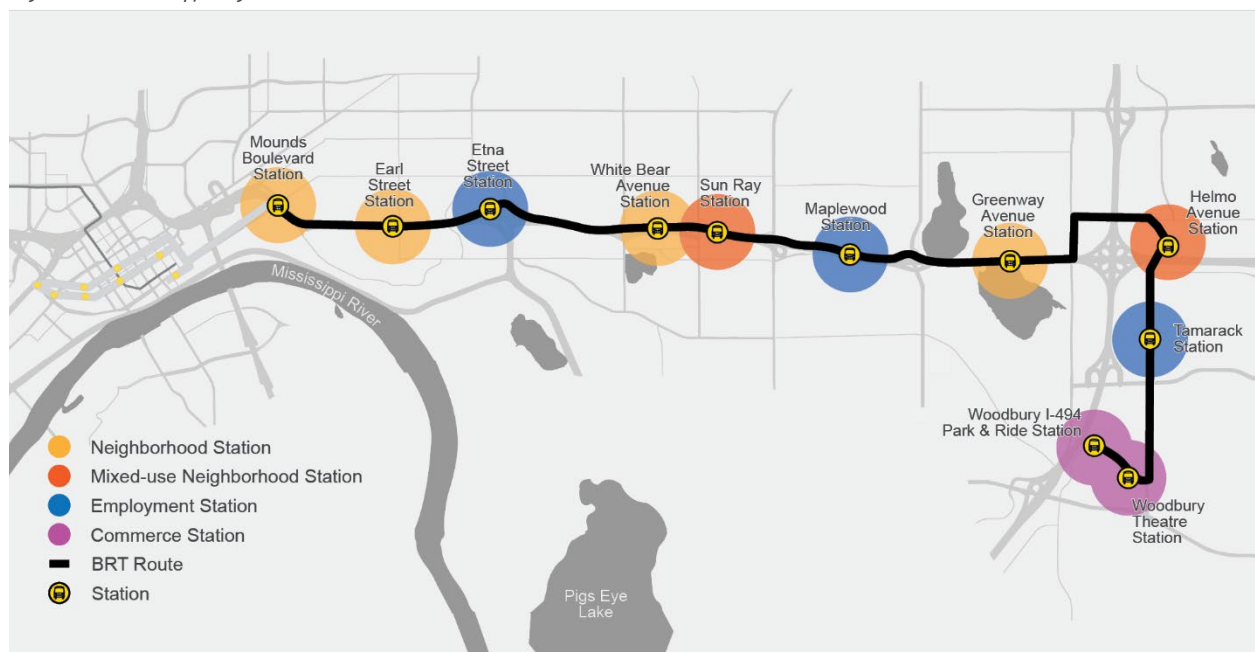
Each of the BRTOD Planning Project stations were assigned a typology:

**Neighborhood,  
Mixed-Use Neighborhood,  
Employment, or  
Commerce.**

Station typologies reflect the complementary roles of the stations along the corridor and inform the type and intensity of transit-oriented development that is emphasized in each station's development plan.

Station typologies respond to station-specific community desires and adopted policies and plans while being consistent with best practices for transit-oriented development. Site conditions, market conditions, potential development opportunities and demographics were considered in assigning typologies to each station.

Figure 2. Station Typologies



## NEIGHBORHOOD STATIONS

In Neighborhood Station areas, strategic improvements to key multi-modal transportation routes are emphasized in order to provide safe, direct, and convenient BRT access for current residents. Where development opportunities are present, affordable and market-rate neighborhood-compatible, moderate-density apartment, condominium, and townhome development is appropriate. Policies, programs and strategies that discourage displacement of current residents and businesses ensure that transit-dependent residents receive the benefits of the Gold Line service.

The Neighborhood Stations are Mounds Boulevard Station, Earl Street Station, White Bear Avenue Station, and Greenway Avenue Station.

**Neighborhood Stations are predominantly residential areas with few opportunities for transit-oriented infill or redevelopment.**



## MIXED-USE NEIGHBORHOOD STATIONS

Mixed-Use Neighborhood Station areas most closely resemble ideal transit-oriented development. Higher-density affordable and market-rate apartment, condominium, and townhome development is achievable. Street-oriented retail shops, commercial uses, and neighborhood-scaled employment is fostered to create a complete and balanced station area. Neighborhood-scaled employment includes professional offices and services, which may occupy standalone buildings or the floors above ground-floor retail. These station areas should include a rich mix of urban parks, a connected street grid, and safe, direct and convenient walking and biking connections to the station.

The Mixed-Use Neighborhood Stations are Helmo Avenue Station and Sun Ray Station.

**Mixed-Use Neighborhood Stations provide the most opportunity for transit-oriented development.**



**Employment Stations draw transit riders from within and outside the corridor.**



## EMPLOYMENT STATIONS

In Employment Station areas, land use policies and plans should maintain and promote existing and new uses that provide employment opportunities for Gold Line corridor residents and for commuters from outside of the corridor study area. Businesses with a high number of jobs per acre, such as medical, financial, technology, and corporate headquarters, should be fostered. These types of businesses require high levels of visibility to succeed and are most successful when located on prominent high-traffic streets, adjacent to other employment uses, and where medium to large parcels are available to accommodate buildings with larger floor areas. Development of new low-intensity uses such as manufacturing, warehousing, or other similar industrial uses should be discouraged. While these station areas have an emphasis on employment uses, residential and employee-serving commercial uses are also appropriate.

The Employment Stations are Etna Street Station, Maplewood Station, and Tamarack Road Station.

**Commerce Stations include BRT-trip-generating destinations used on a daily or weekly basis.**



## COMMERCE STATIONS

Commerce Station areas include substantial employment, entertainment, retail, and dining uses. This station type is an opportunity to establish or strengthen an activity center that serves daily and weekly shopping needs of residents along the corridor. While these station areas have an emphasis on commercial uses, high density residential uses may also be appropriate. Amenities may include a plaza or other urban gathering place. Locating park-and-ride ramps in this station area is also appropriate, though they should be sited and designed for shared use if possible. While this station type may initially have greater auto orientation, long-term planning should identify a framework for biking and walking connections to the station and park-and-ride.

The Commerce Station is Woodbury Theatre Station.



# STATION ACCESS HIERARCHY

A hierarchy of complementary access route types address the need for connections between stations and within each station area. This complete and connected network serves walkers and bicyclists, along with other users who arrive on wheels—whether by wheelchair or by an emerging transportation option such as electric scooters.

Walking and biking improvements to existing public rights-of-way close gaps in existing routes and provide new routes to complete networks identified in the pedestrian and bicycle planning documents of local jurisdictions.

The Corridor Trail links all of the stations along the Gold Line BRTOD Planning Project Corridor and is supported by a network of access routes within each station area.

Figure 3. Corridor Trail Concept



**The Corridor Trail is a continuous walking and biking link between the ten BRTOD Planning Project stations.**



## CORRIDOR TRAIL

The Corridor Trail serves as the primary station access route within each station area and:

- Links stations via a car-free safe, direct, and convenient walking and biking route.
- Links numerous existing destinations and proposed new transit-oriented development sites.
- Serves as both a transportation facility and a recreation amenity, connecting existing parks and civic uses to the stations.

The Corridor Trail is an asphalt or concrete walking and biking facility. The trail includes both existing and new trails and runs generally parallel to the BRT guideway from the Woodbury I-494 Station to Ruth Avenue and then adjacent to existing streets south of I-94 to the Mounds Boulevard Station.

**Collector Trails provide access into station areas from neighborhoods and destinations outside the mile-wide study area corridor.**



## COLLECTOR TRAILS

Collector Trails include existing and planned local, regional, and Minnesota Department of Transportation (MnDOT) facilities that feed into and through each station area. The Collector Trails:

- Are typically separated from auto traffic to provide a safe car-free walking and biking pathway.
- Link existing destinations and new transit-oriented development sites.
- Serve as a recreation amenity, connecting existing parks and civic uses to the stations.

Collector Trails are designed to meet regional and local jurisdiction design standards and are typically a 10- to 12-foot wide asphalt surface that is separated from the street. Collector Trails generally run perpendicular to the BRT guideway and Corridor Trail. Existing Collector Trails are located on Swede Hollow, Century Avenue, McKnight Avenue, Valley Creek Road and Hadley Avenue. Planned Collector Trails include the Johnson Parkway Trail.

## STATION ACCESS ROUTES

Station Access Routes are the primary walking and biking connections between stations and station area neighborhoods. These routes are typically sidewalk, trails and bike lane improvements that take advantage of limited space.

- Link existing destinations and new transit-oriented development sites.
- Incorporate designated bike lane routes identified in the bicycle plans of local jurisdictions.
- Incorporate existing bike lanes or are upgraded shared-shoulder routes.
- Incorporate existing sidewalks and trails

The design of Station Access Routes is dependent on local right-of-way-conditions.

## NEIGHBORHOOD ACCESS ROUTES

Neighborhood Access Routes provide low-stress connections to station area neighborhoods. In many instances, these routes are preferred by inexperienced riders who are not comfortable riding on busy collector or arterial streets.

Neighborhood Access Routes feed into the station area along streets with existing sidewalks and designated bike routes identified in the pedestrian and bicycle plans of local jurisdictions. These routes are typically located on low traffic streets and link existing lower density residential areas to the stations.

Where Neighborhood Access Routes intersect busy streets, diverters, barriers, or other traffic-control devices may be necessary to provide safe crossings or to discourage through auto traffic. Wayfinding signs or other unifying elements, such as ornamental streetlighting, will help walkers and bikers navigate these routes.

**Station Access Routes provide linkages between the Corridor Trail and stations.**



**Neighborhood Access Routes complete the station area network by providing connections between Station Access, Collector Trail, and Corridor Trail routes.**







# WOODBURY STATION AREAS

Three Gold Line BRTOD Planning Project stations are located within the City of Woodbury.

## Tamarack Station

The Tamarack Station is located at the intersection of Bielenberg Drive and the northernmost entry drives to the Tamarack Hills I and II developments. The Tamarack Station includes a center-running BRT guideway from I-94 to just south of Nature Path. A Corridor Trail is located along the east side of Bielenberg Drive from I-94 to Valley Creek Road.

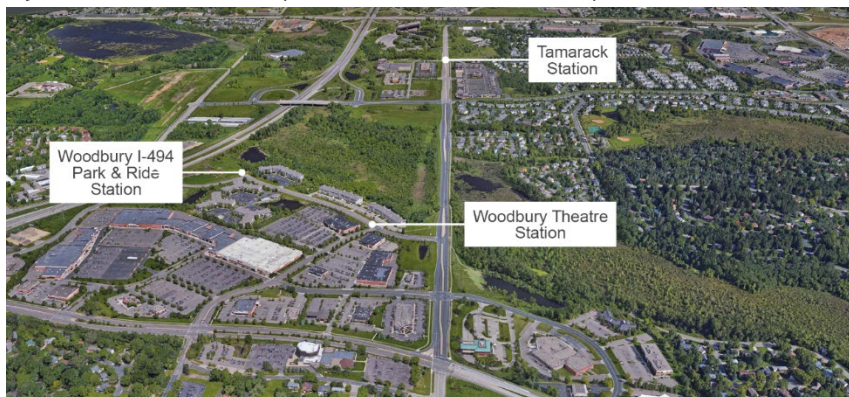
## Woodbury Theatre Station

The Woodbury Theatre Station is located behind the Woodbury 10 Theatre on Guider Drive at the intersection with Queens Drive. The Woodbury Theatre Station includes BRT in mixed traffic on Bielenberg Road south of Nature Path to the intersection at Guider Drive and continuing along Guider Drive to the station platform west of Queens Drive.

## Woodbury I-494 Park and Ride Station

The Woodbury I-494 Park and Ride Station was added as a result of the BRTOD planning process. It is located at the intersection of Woodlane Drive and Guider Drive and would include a surface park and ride that can accommodate 200 cars. The BRT would run in mixed traffic on Guider Drive from the Woodbury Theatre Station to the Woodbury I-494 Park and Ride Station. As an end-of-line station, driver facilities would be located at this station. Ultimately the Woodbury I-494 Park and Ride Station is envisioned to be converted to a parking structure that would allow for the consolidation of the existing express bus park and rides with the BRT park and ride. This ultimate plan is not currently funded and is not part of the Gold Line project.

Figure 4. Tamarack, Woodbury I-494 Park & Ride and Woodbury Theatre Stations



## TAMARACK STATION AREA

Figure 5. Tamarack Hills I



The Tamarack Station area consists of commercial properties, such as office, medical office, retail, and hotels, mostly developed within the past 10 years. Older single-family and townhome developments exist to the east of the station.

Tamarack Hills I, a center built in 2006, is located immediately southeast of the proposed station. Businesses include healthcare, finance and real estate as well as some retail and restaurants. Southwest of the station is Tamarack Hills II, which includes several office buildings, Sheraton and La Quinta hotels, and a restaurant.

Figure 6. Tamarack Road Barrier



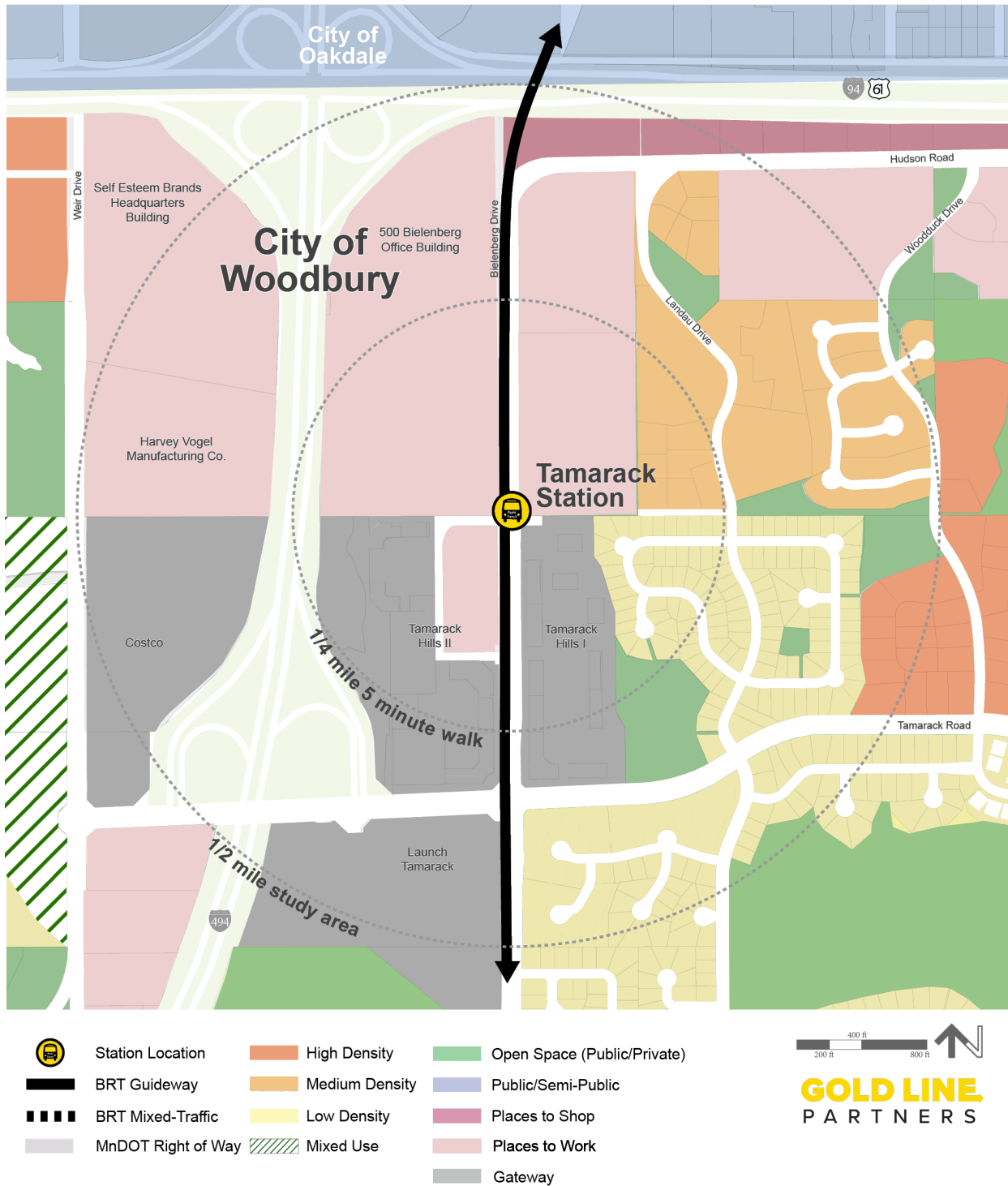
There are two larger undeveloped parcels located to the northeast and northwest of the Tamarack Station. These parcels offer good visibility and easy access to I-494 and being located next to a BRT station will strengthen the City's ability to attract future employment uses to the sites.

Barriers to station access include I-94 to the north and I-494 to the west. I-494 is a barrier to walking and biking access between the station and several major employers (Costco, Harvey Vogel Manufacturing and Self Esteem Brands corporate headquarters). The busy Tamarack Road is a barrier to walking and biking access between the station and neighborhoods to the south.

Figure 7. 500 Bielenberg Office Building



Figure 8. Tamarack Station Area



## WOODBURY THEATRE AND WOODBURY, I-494 PARK AND RIDE STATION AREA

Figure 9. Woodbury Village Target



The Woodbury Theatre and Woodbury I-494 Park and Ride Station area includes a mix of retail, apartments and open space. Immediately adjacent to the station are a 550-space Metro Transit Park-and-Ride lot, the Woodbury 10 Theatre, Woodbury Village Shopping Center, and two large apartment complexes totaling 408 units.

The Woodbury 10 Theatre site is owned by Metro Transit and provides a unique opportunity to support redevelopment opportunities in the station area using BRTOD principles while balancing the traditional retail strengths of the site. The Woodbury Theatre station location near Woodbury Village, a regional shopping destination, provides future opportunities to improve pedestrian connections. Access to transit will also position the center for future enhancements and upgrades to respond to changes in the retail market over time.

Figure 10. Metro Transit Park-and-Ride



The outer edges of the planning area consist of single-family neighborhoods east and south of the station and retail and commercial uses to the south and southwest at the intersection of Valley Creek road and I-494.

Neighborhood access to the station is limited to a few high-traffic roadways and intersections: I-494 to the west, Valley Creek Road to the south, Tamarack Road to the north, and Bielenberg Drive to the east; and some lower traffic roads that lead to the station: Woodlane Drive, Guider Drive, and Currell Boulevard.

Figure 11. Bielenberg and Valley Creek Roads

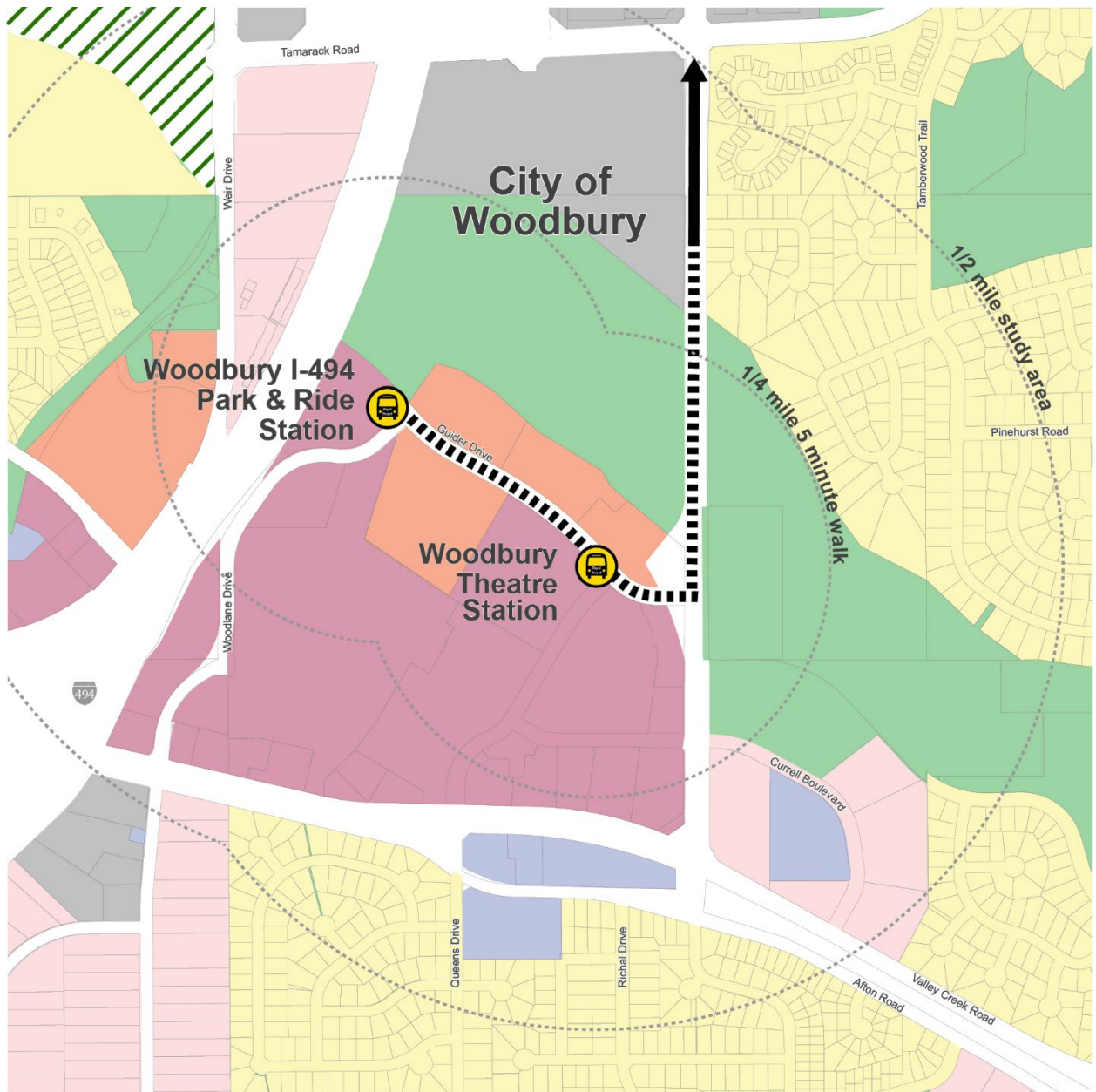


### Woodbury Village Shopping Center

The Woodbury Theatre station is identified as a commerce station, primarily due to its proximity to Woodbury Village, a regional shopping destination. Located north of Valley Creek Road, between I-494 and Bielenberg Drive, the center includes retail, service, and restaurant uses and is anchored by Lunds & Byerlys, Target, Marshalls, and Kohls, serving the daily and weekly shopping needs of residents along the corridor.



Figure 12. Woodbury Theatre and Woodbury I-494 Park and Ride Station Area



	Station Location		High Density		Open Space (Public/Private)
	BRT Guideway		Medium Density		Public/Semi-Public
	BRT Mixed-Traffic		Low Density		Places to Shop
	MnDOT Right of Way		Mixed Use		Places to Work
			Gateway		

  
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# STAKEHOLDER INVOLVEMENT

Public outreach and engagement consisted of work sessions with City staff, WCRRA, and the BRTOD Plans consultant, a stakeholder meeting, and an open house to garner direction for BRTOD Planning in Woodbury.

The stakeholder involvement included in-person meetings and online outreach:

- **City of Woodbury staff work sessions** held at the Woodbury City Hall.
- **Stakeholder meeting** with a local developer and consultant team facilitated by the City of Woodbury.
- **Transit-oriented joint development opportunities meeting** between the Metro Transit TOD office, WCRRA, and Woodbury city staff.
- **A corridor-wide open house** for the BRTOD Planning Project and the Gold Line BRT project held at Guardian Angels Catholic Church in Oakdale. Circulation concepts were presented with surveys to gather feedback.
- **Online project information** through the Gold Line Partners website included an overview of the BRTOD Plans project and links to the City of Woodbury Community Development Department.
- **The 2040 Comprehensive Plan Task Force** reviewed the Gold Line station areas and BRTOD principles, identifying goals and policies that the City will ultimately use to guide and inform future master planning efforts.
- **Future public outreach** will be robust as part of the master planning process for these station areas.

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# STATION AREA ASSESSMENTS

Existing policies, plans, traffic data, and physical conditions relevant to the Tamarack Road, Woodbury Theatre and I-494 Park and Ride stations were reviewed. Assessments of the reviewed materials inform the station area visions, development and circulation plans.

## CIRCULATION AUDIT ASSESSMENT

The pedestrian, bicycle, transit, and street network audit included a field survey and mapping of existing conditions and planned walk, bike, and roadway improvements affecting universal accessibility and safe access to and from the stations. The audit also identified bus routes and stops, average daily (auto) traffic counts, high crash areas, roadway segments with traffic speeds greater than 25 miles per hour, and locations of traffic control devices such as traffic signals and stops signs.

### Key Findings

Significant impediments to access at the Tamarack Station, the Woodbury Theatre and I-494 Park and Ride Station include:

- I-94 and I-494 are major barriers to walking and biking between potential transit destinations and the station, limiting ridership.
- Multi-lane high-speed roadways with few crossing opportunities create walking and biking safety concerns at intersections on Tamarack Road and Bielenberg Drive in the Tamarack Road Station area and on Valley Creek Road and Bielenberg Drive in the Woodbury Theatre Station area.
- Incomplete or missing sidewalks and bicycle lanes within nearby neighborhoods and commercial centers reduce access between these transit-supportive uses and the stations.
- Route 351 Express Bus provides daily peak-hour service between Woodbury and Saint Paul, with stops along Bielenberg Drive and Guider Drive in both station areas.

**The Circulation Audit identified transportation conditions that impact safe and direct walking and biking access the station.**

Figure 13. I-494 Station Access Barrier



Figure 14. Tamarack Station Access Barrier



**At the Tamarack Station, demand exists for retail and office uses.**

Figure 15. Prestige Management Building



## MARKET AND DEMOGRAPHIC ASSESSMENT

Real estate market conditions and demographics affecting development both for the corridor and within a half-mile radius around each station were identified.

The Tamarack Station area includes:

- 108-room La Quinta Inn and Suites; 150-room Sheraton Hotel.
- Approximately 600,000 square feet of Class A and B offices, including medical, financial, real estate and banking.
- Dining.
- 284 single-family and townhome residences east and south of the station. There are no apartments in the station area.
- Vacant and future development land is present northwest and northeast of the station.

The Woodbury I-494 Park & Ride and Woodbury Theatre Station area includes:

- 450,000-square-foot Woodbury Village shopping center anchored by Lunds & Byerlys, Target, Marshall's and Kohls.
- 120,000 square feet of commercial and retail at the Shoppes and Village Green shopping center.
- 30,000-square-foot, ten-screen Woodbury Theatre.
- Approximately 60,000 square feet of Class B and Class C offices.
- Approximately 400 apartments units at the Barrington and Crown Villa Apartments.

Figure 16. Woodduck Drive Townhomes



## Findings

### Tamarack Station Area

- Auto access from I-494 and high traffic counts on Tamarack Road create visibility and expand the market area for existing and future development.

### Woodbury Theatre Station/ I-494 Park and Ride Station Area

- Long-term demand for affordable and market-rate multi-family residential units exists, especially as the Woodbury Theatre site redevelops in the future.
- Demand for retail could be met as part of Woodbury Village redevelopment or new mixed-use development.
- Auto access from I-494 and high traffic counts on adjacent arterial roads create visibility and expand the market area for existing and future commercial development.

## GAP ASSESSMENT

The Housing, Education, and Employment Gap Assessment addresses the redevelopment potential of the stations. It identifies missing development types and strengths and weaknesses for housing and commercial development within one-half-mile of the stations.

The gap assessment identified ten-year demand for transit-oriented uses based on station area demographic needs and site strengths and challenges.

### Demand

Tamarack Road Station area development potential includes:

- 20,000 square feet of retail.
- 350,000 square feet of office and commercial.

Woodbury Theatre Station area development potential includes:

- 150 multi-family residential market-rate apartments.
- 50,000 square feet of retail.
- 120 hotel rooms.

Figure 17. Woodbury Village Shopping Center



Figure 18. Guider Drive Apartments



**At the Woodbury Theatre Station, demand exists for retail, multi-family housing, and hotel uses.**

## INFRASTRUCTURE INVENTORY

The infrastructure inventory identified the type, location, and condition of utilities serving the station area. It serves as a baseline for an infrastructure strategy that supports the potential transit-oriented development.

The existing potable water distribution system—including the source, location and availability of the water supply; existing stormwater management including above ground swales and subsurface storm sewers; and sanitary sewer service to existing uses—was mapped. No electrical, communication, or other municipal infrastructure was assessed.

## GOLD LINE HEALTH IMPACT ASSESSMENT

The 2016 *Gateway Gold Line Bus Rapid Transit: A Closer Look at Health and Land Use Technical Report* identified connectivity, housing, jobs, and safety as the key built-environment factors important to health and influenced by land use decisions.

### Key Findings

- Woodbury’s auto-oriented development pattern impacts walking and biking access.
- The City’s current roadway standards foster walking and biking and promote a separation of these facilities from the roadway. However, there are several areas where existing walking and biking networks are incomplete and lack connections to the Gold Line BRT stations.



## POLICY AND REGULATORY PLANS ASSESSMENT

The policy and regulatory plans assessment identifies key policies, regulations, and implementation tools regarding planning of BRTOD.

### Key Policy Findings

#### City of Woodbury 2040 Comprehensive Plan

- Designates station master plan boundaries of a half mile around each station as areas for future study of the appropriate combination of land uses for BRTOD based on each area's unique development opportunities, market conditions, and ridership potential.
- The City is committed to planning for and providing housing options that are affordable to low-and moderate-income households in a manner that is consistent with the Metropolitan's Council's 2040 Housing Policy Plan.
- New residential development and/or redevelopment within the station areas will be guided at a minimum of 15 units per net developable acre.
- The City's Roadway Design Principles requires that improvements to existing or new major (collector and above) roads provide off-street multi-use trails.

#### City of Woodbury Zoning Regulations

- Following adoption of the 2040 Comprehensive Plan, which will cement the goals and policies of BRTOD for the community, the City will complete the master planning for each station area that will address and facilitate implementation of zoning and policy changes which may be necessary to deliver BRTOD.

#### City of Woodbury Capital Improvement Plan

The following Capital Improvement Projects according to the proposed 2020-2024 CIP include improvements to station access routes at the Tamarack Road Station:

- Pavement Rehabilitation (2022): Addresses deteriorated pavement conditions along with repairs to curb, trails and utilities on the Tamarack Road trail between Weir Drive and Radio Drive.
- Bielenberg Drive (2023): Gold Line Bridge over I-94 will address the local traffic and pedestrian movement along the bus rapid transit way.

**Woodbury utilized the 2040 Comprehensive Plan process to identify goals and polices that the City will use to generate BRTOD master plans.**





# VISION

The City of Woodbury's adopted 2040 Comprehensive Plan envisions the station areas as "places to work" and as "places to shop". The Tamarack Station area should foster high-quality professional "places to work" development and include opportunities for office-supporting retail and service uses. At the Woodbury Theatre Station, attractive, high-quality and convenient retail shopping and commercial uses provide residents, employees and visitors with "places to shop". Access improvements to existing and future roadways will foster walking and biking. Trails will be designed along all major roadways to increase walking and biking mobility and safety.

## Tamarack Station

The Tamarack Station provides opportunities for transit-supportive employment uses along Bielenberg Drive. Improvements to walking and biking routes strengthen connections between the station and existing residential neighborhoods and provide linkages to transit-supportive uses such as the 500 Bielenberg Office Building, and the Tamarack Hills I and II commercial centers.

## Woodbury Theatre Station

The Woodbury Theatre Station provides an opportunity to strengthen the existing Woodbury Village Shopping Center, a regional commerce destination. Improvements to walking and biking routes strengthen connections between the station, neighborhoods south of Valley Creek Road, and transit-supportive uses such as the Target and Lunds & Byerly grocery store.

## Woodbury I-494 Park and Ride Station

The Woodbury I-494 Park and Ride Station provides an opportunity to strengthen the existing Woodbury Village Shopping Center. Metro Transit is exploring the possibility of consolidating their current express bus park and ride facilities with the BRT park and ride, strengthening both ridership models. It's location adjacent to I-494 provides a unique opportunity in the future to provide the express buses with direct access to I-494 via a slip ramp, further enhancing this popular transit service.

**The BRTOD Plans support the City's vision for the Woodbury stations by providing additional detail for land use and for station access routes and types.**

**The Tamarack Station is envisioned as an Employment Station.**

**The Woodbury Theatre Station is envisioned as a Commerce Station.**

**The Woodbury I-494 Park and Ride Station is envisioned as a Commerce Station.**





# CIRCULATION PLAN

The Circulation Plan identifies walking and biking access routes to the Tamarack, Woodbury I-494 Park & Ride, and Woodbury Theatre Stations. The Plan also builds upon the walking and biking improvements provided by the Gold Line BRT project and incorporates the existing and planned trails identified in the City's 2040 Comprehensive Plan.

## KEY CIRCULATION PLAN ELEMENTS

### Corridor Trail

The Gold Line BRT project will construct the Corridor Trail parallel to the BRT guideway along the east side of Bielenberg Drive, providing direct access to the Tamarack Station. Connection to the Woodbury Theatre and Woodbury I-494 Park & Ride Stations is provided by a Corridor Trail along Guider Drive.

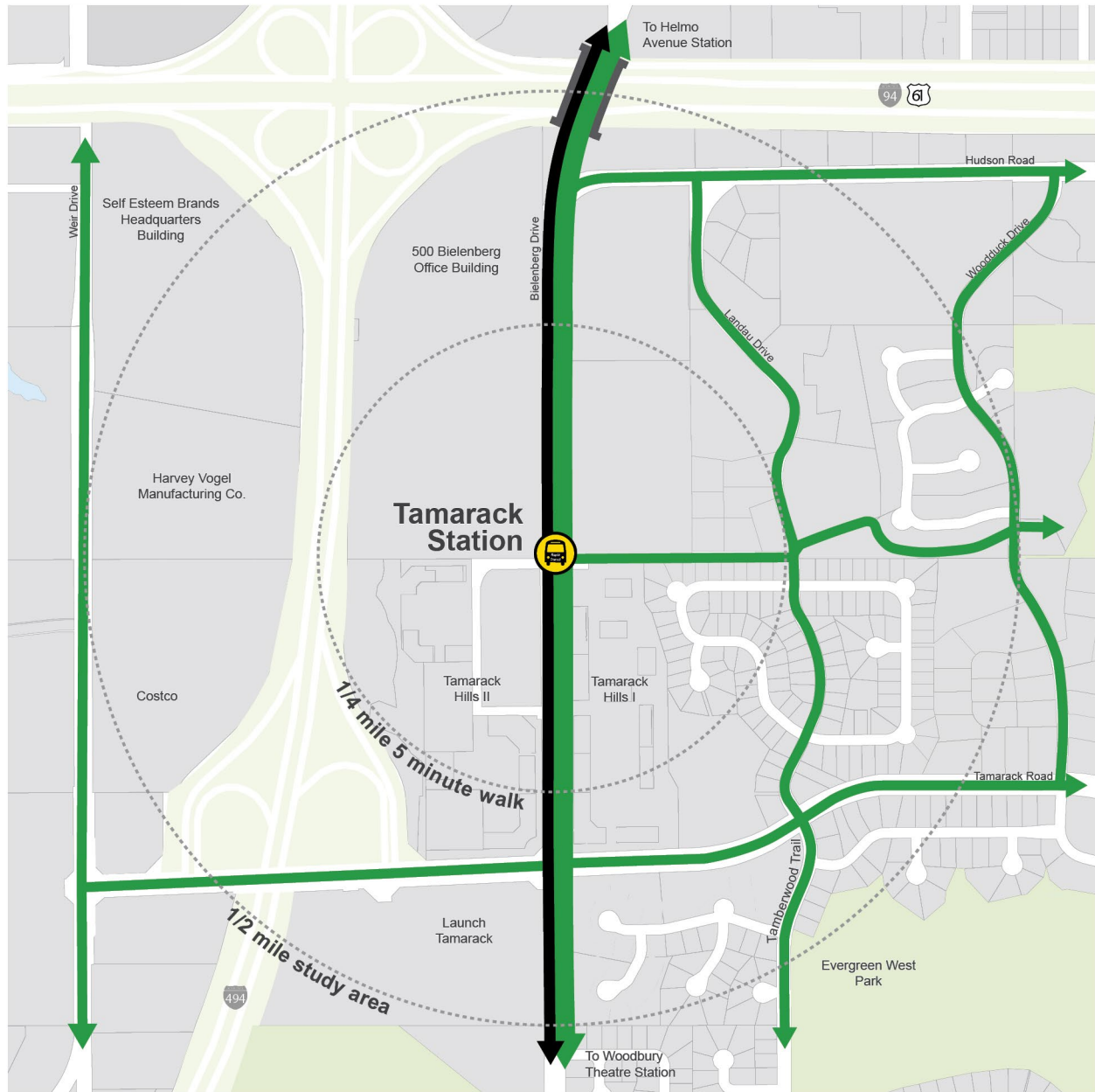
### Collector Trail Routes

Collector Trail Routes include existing and planned City of Woodbury trail connections within the half mile study area.

**Circulation plan improvements provide universal access for all, regardless of age and physical ability.**



Figure 19. Tamarack Station Area Circulation Plan

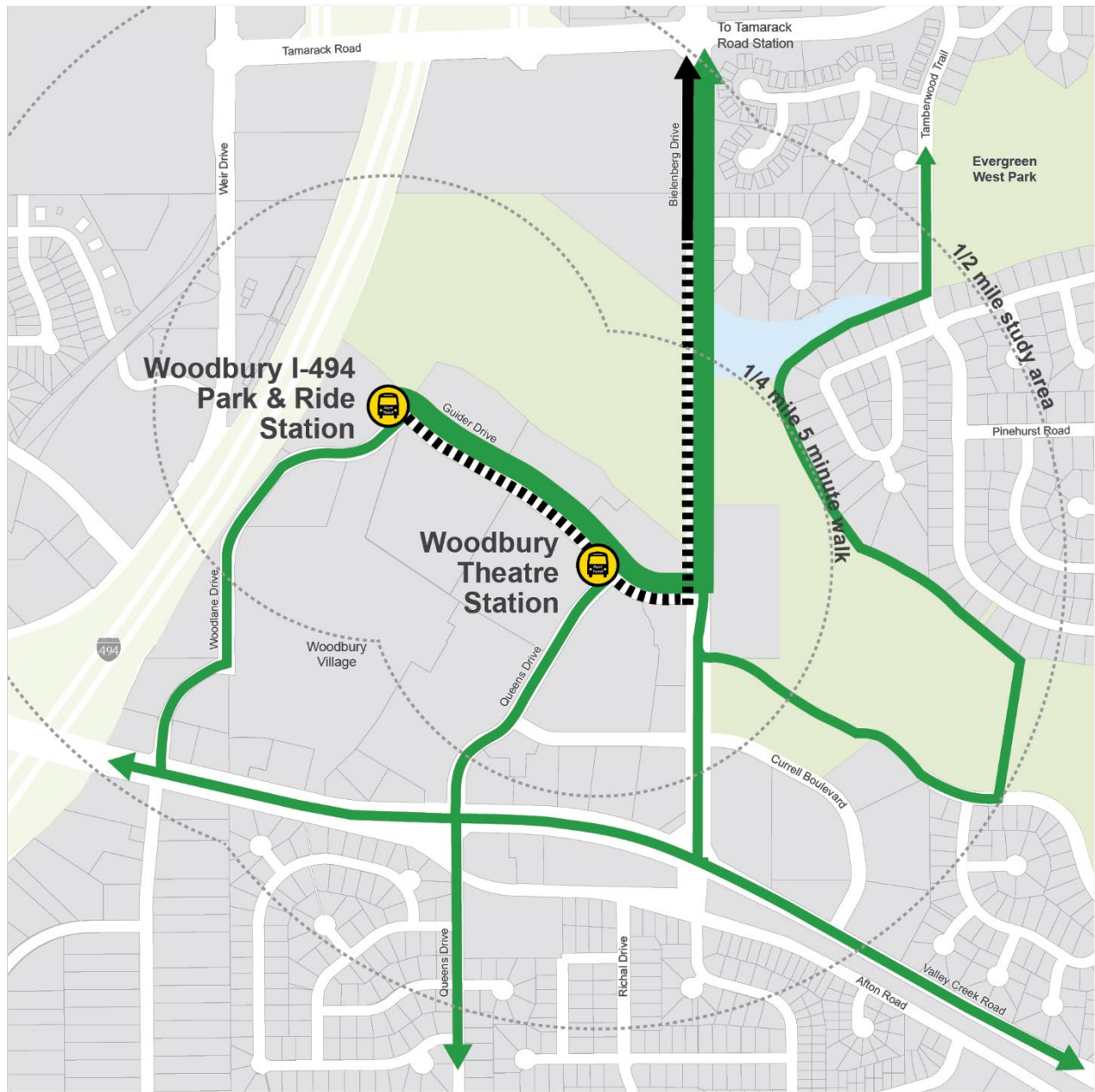











- |  |                  |  |                    |
|--|------------------|--|--------------------|
|  | Station Location |  | MnDOT Right of Way |
|  | BRT Guideway     |  | Open Space         |
|  | Corridor Trail   |  | Water Body         |
|  | Collector Trail  |  | Parcel             |
|  | Bridge           |  |                    |

400 ft  
200 ft 800 ft

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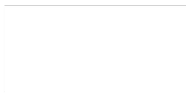
Figure 20. I-494 Park & Ride and Woodbury Theatre Station Area Circulation Plan



-  Station Location
-  BRT Guideway
-  BRT Mixed-Traffic
-  Corridor Trail
-  Collector Trail Route
-  MnDOT Right of Way
-  Open Space
-  Water Body
-  Parcel



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# DEVELOPMENT PLAN

Planning for transit-oriented development within a half mile of the Tamarack, Woodbury Theatre, and Woodbury I-494 Park and Ride stations will be guided by future Station Area Master Plans, coordinated between the City of Woodbury, potential development partners, and property owners. The City will use this process to identify the appropriate combination of land uses based on each station area’s unique development opportunities, market conditions, and ridership potential. This will leverage the investment of the Gold Line and capitalize on the long-term goals of the City.

## Tamarack Station

The Tamarack Station Development Plan is consistent with the City’s 2040 Comprehensive Plan, which identifies the Tamarack Station as “Places to Work”. The Plan identifies the vacant parcels to the northeast and northwest of the station as suitable for transit-oriented development. The site benefits from access and visibility to the BRT station and proximity to I-494, existing office, commercial, and hotel development. The Plan identifies these vacant parcels as a major opportunity for employment growth, perhaps the largest opportunity along the Gold Line corridor to provide additional employment options. When paired with adjacent BRTOD development at the Helmo Station in Oakdale to the north and at the Woodbury Theatre station to the south, strong transit connections will be created.

## Woodbury Theatre/I-494 Park and Ride Stations

The Woodbury Theatre and I-494 Park and Ride Station Development Plans are consistent with the City’s 2040 Comprehensive Plan, which identifies both stations as “Places to Shop”. The Plan identified the Metro Transit-owned theater site as an opportunity for transit-oriented development. Future station master planning should consider transit-oriented infill and redevelopment opportunities and walking and biking improvements for the Woodbury Village Shopping Center, creating a true live, work, play environment.

**The Development Plan identifies opportunity sites for transit-oriented development and BRTOD development that should be explored as part of future station area master planning efforts.**

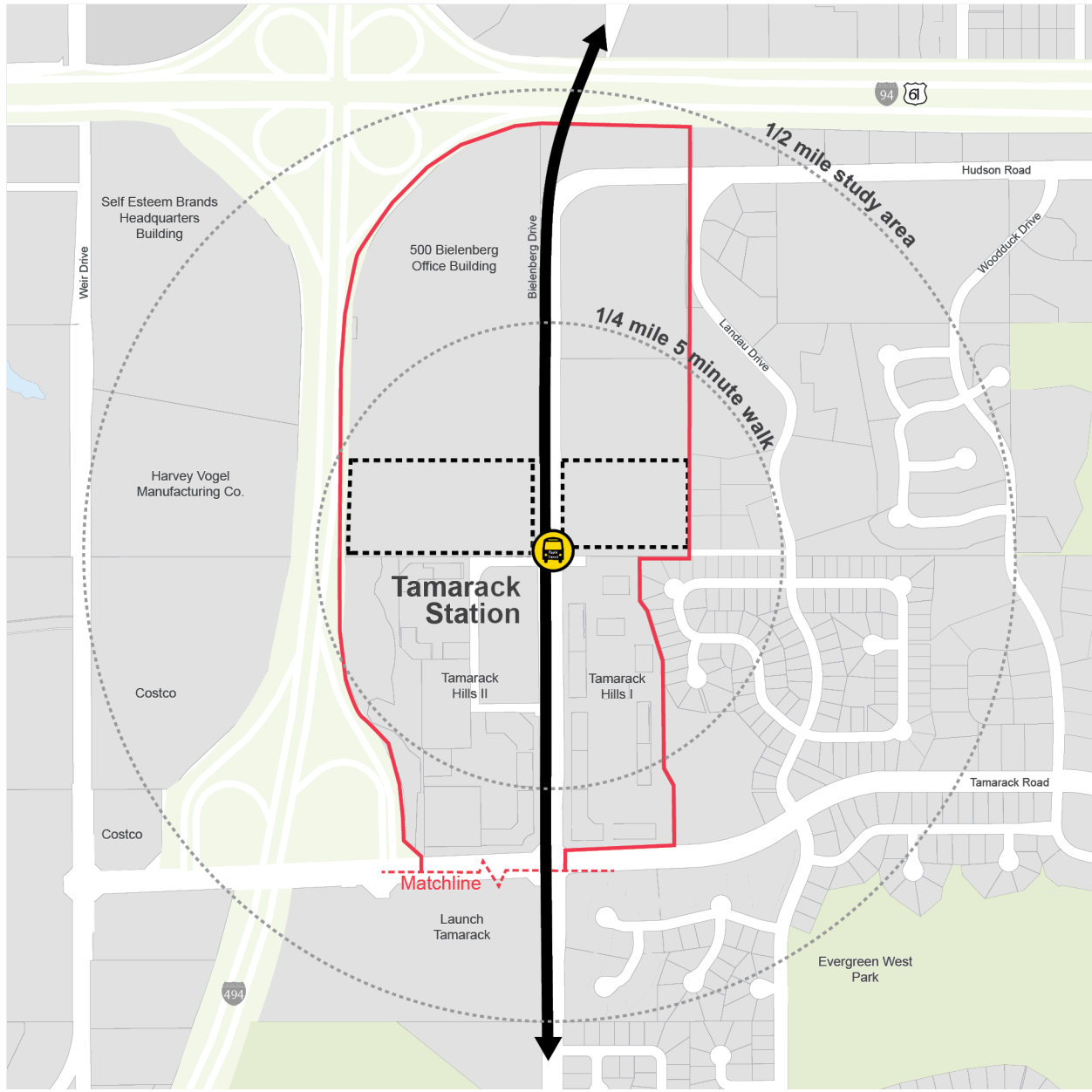
## **The Tamarack Station Gap Assessment identified demand for:**

- 20,000 square feet of retail
- 350,000 square feet of office

## **The Woodbury Theatre/I-494 Park and Ride Station Gap Assessment identified demand for:**

- 50,000 square feet of retail
- 120 hotel rooms
- 150 units of market-rate apartments

Figure 21. Tamarack Station Area Development Plan

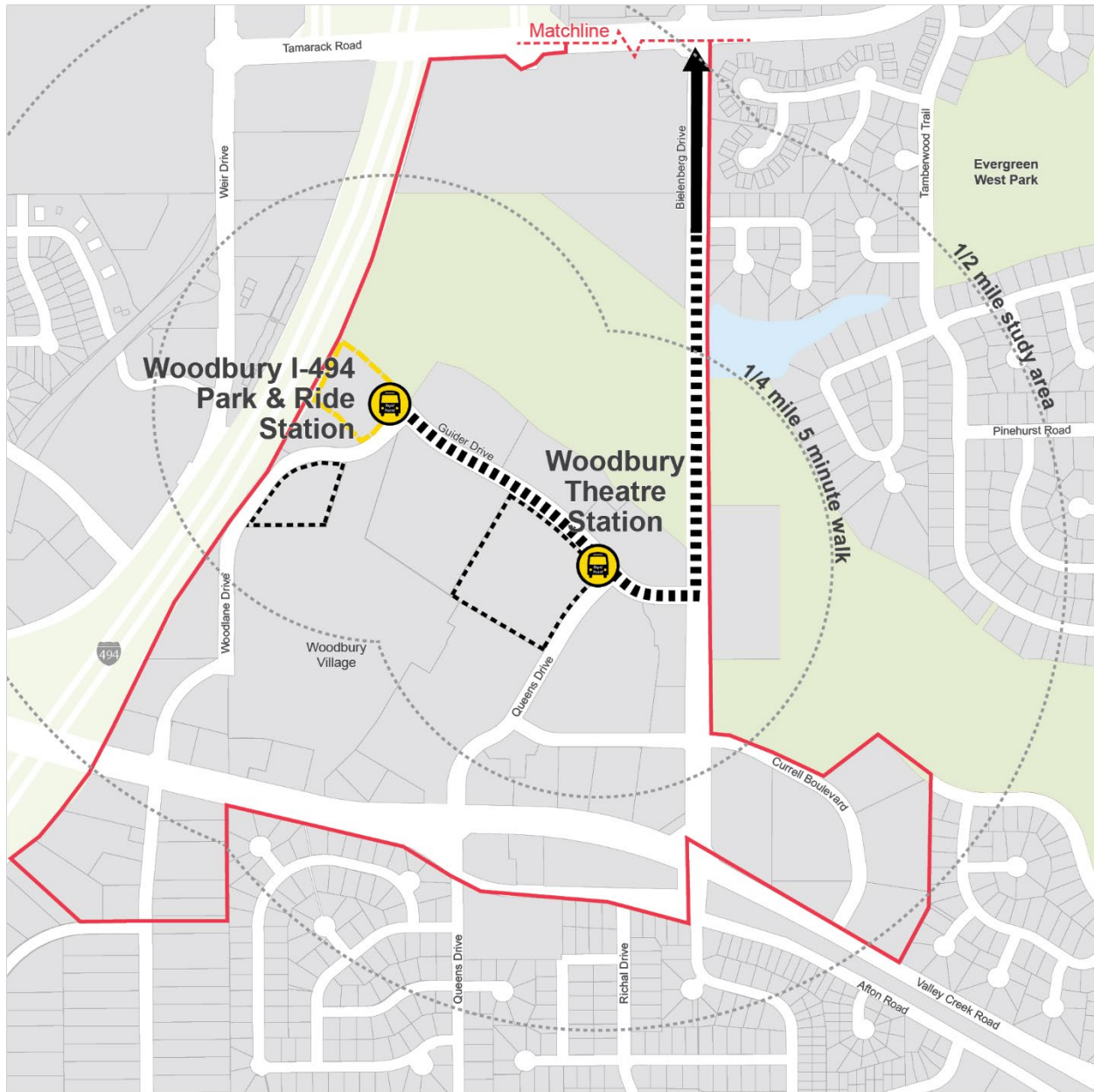












- |  |   |  |                    |
|--|---|--|--------------------|
|  | Station Location                                    |  | MnDOT Right of Way |
|  | BRT Guideway  |  | Open Space         |
|  | BRTOD Employment Opportunity Site                   |  | Water Body         |
|  | Station Master Plan Area (Woodbury Theatre Portion) |  | Parcel             |



400 ft  
200 ft 800 ft

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Figure 22. I-494 Park & Ride and Woodbury Theatre Station Area Development Plan



-  Station Location
-  BRT Guideway
-  BRT Mixed-Traffic
-  BRTOD Commerce Opportunity Site
-  Park-and-Ride Site
-  Station Master Plan Area (Woodbury Theatre Portion)
-  MnDOT Right of Way
-  Open Space
-  Water Body
-  Parcel


  

  
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