



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17720 - Tamarack Road Trail Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

Name:* Mr. Tony Kutzke
Pronouns First Name Middle Name Last Name

Title: City Engineer

Department: Engineering

Email: tony.kutzke@woodburymn.gov

Address: 8301 Valley Creek Road

***** Woodbury Minnesota 55125
City State/Province Postal Code/Zip

Phone:* 651-714-3597
Phone Ext.

Fax:

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

Organization Information

Name: WOODBURY, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

8301 VALLEY CREEK RD

*

WOODBURY

Minnesota

55125

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

612-739-5972

Ext.

Fax:

PeopleSoft Vendor Number

000021013A1

Project Information

Project Name

Woodbury Gold Line Station Trail & Pedestrian Connection

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Woodbury

Jurisdictional Agency (If Different than the Applicant):

The City of Woodbury is requesting Regional Solicitation funds to fill a significant trail gap along the north side of Tamarack Road between Bielenberg Drive and Radio Drive. This trail link will fill the last significant gap in a system connecting large residential neighborhoods and the city's core commercial area to the near future BRT stations along Bielenberg Drive. As part of the METRO Gold Line BRT Project to be completed by 2025, Bielenberg Drive through Woodbury will be completely reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. This proposed trail segment will contribute to achieve Metro Transit's goals of connecting people across the region to job centers, housing options, transit stations and key destinations.

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

Current and planned development and land use surrounding the future BRT (Bielenberg Drive) corridor and stations also supports Metro Transit's Bus Rapid Transit-Oriented Development (BRTOD) goals. Within half-mile to one-mile walking and biking distances from the three Woodbury Gold Line stations are several of the city's largest employers, and two regional commercial and service destinations. The Woodbury Tamarack Station, to be located just north of the Tamarack Road intersection with Bielenberg Drive, is an employment station intended for short access to family-waged job opportunities and is already anchored by existing major employers such as 3M and Assurant. The proposed Tamarack Road trail will link into trails to be built with the reconstruction of Bielenberg Drive and tie this project directly to the Woodbury Theatre Station and I-494 Park-and-Ride Station, which are commerce stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center

outside Downtown St Paul.

The City of Woodbury has been committed to working with Metro Transit and Washington County to coordinate all components towards a cohesive, optimized transit service. This includes strategic station locations, supporting infrastructure such as multi-use trails and access to park and ride lots within the city. This trail connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale for safe and convenient access to a high frequency transit network link for Woodbury residents and regional employers to Downtown St. Paul and the Metro Green Line.

(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.**

Construct Multiuse Trail Connection on north side of Tamarack Road between Bielenberg Drive and Radio Drive in Woodbury.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 1.0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$963,920.00

Match Amount \$240,980.00

Minimum of 20% of project total

Project Total \$1,204,900.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City 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: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2024, 2025

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

Project Information

County, City, or Lead Agency City of Woodbury

Zip Code where Majority of Work is Being Performed 55125

(Approximate) Begin Construction Date 05/01/2025

(Approximate) End Construction Date 10/31/2025

Name of Trail/Ped Facility: Tamarack Road

(i.e., CEDAR LAKE TRAIL)

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

From: Radio Drive
(Intersection or Address)

To: Bielenberg Drive
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.0

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles): 0

Is this a new trail? Yes

Primary Types of Work Earthwork, grading, agg base, bit surf, concrete surf, ped
ramp, striping, signal upgrades

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

The project aligns with the 2040 Transportation Policy Plan by prioritizing the following goals and strategies:

Goal: Safety and Security (p. 44) Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (p. 44)

Strategies: B6)

Goal: Access to Destinations (p. 46) Objectives: D) Increase the number and share of trips taken using transit, carpools, bicycling, and walking; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (p. 46)

Strategies: C15); C16); C17)

Goal: Competitive Economy (p. 48) Objective: B) Invest in a multimodal transportation system to attract and retain businesses and residents (p. 48)

Strategies: D1); D3)

Goal: Healthy and Equitable Communities (p. 50) Objectives: A) Reduce transportation-related air emissions; C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities, particularly for historically under-represented populations (p. 50)

Strategies: E3)

Goal: Leveraging Transportation Investment to Guide Land Use (p.53) Objectives: A) Focus regional growth in areas that support the full range of multimodal travel; C) Encourage local land use design that integrates highways, streets, transit,

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

walking, and bicycling (p.53)

Strategies: F5)

(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.

a. Woodbury Stations BRTOD Plan: p.9, 11, 17, 18, 19

b. Gold Line BRTOD Plan Summary: p. 11, 20, 21, 89, 90, 95, 96

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

c. City of Woodbury 2040 Comprehensive Plan Update (2019): p. 23, 36, 38, 49, 55, 57, 87, 110, 112, 113, 118, 169

d. City of Woodbury Capital Improvement Plan Roadway Projects 2022-2026 (2021)

e. Washington County 2030 Comprehensive Plan (2010): p. 4-1, 4-39, 4-49, 4-64, 4-87, 4-119

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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

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

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

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

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

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

Date plan completed: 02/14/2014

Link to plan: see attachment

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 1649865273924_9_ ADA Transition Plan.pdf

Upload as PDF

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00

Striping	\$6,300.00
Signing	\$3,500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$328,200.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$59,700.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$397,700.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$781,400.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$25,800.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$807,200.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00

Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$1,204,900.00
Construction Cost Total	\$1,204,900.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1649865625429_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	26030
Existing Employment Within One Mile (Integer Only)	17255
Upload the "Population Summary" map	1649865670945_Population and Employment Map.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Gold Line BRT project staff hosted over fifty engagement activities from Summer 2018 through Summer 2021 as a part of multiple planning efforts to shaped the project. Outreach in Woodbury included six in-person events, a mix of pop-ups and community meetings, as well as door-to-door outreach and mailers. Online engagement included multi-lingual surveys, project video, and regular email updates. The project aligns with the City's 2040 Comp Plan's goals for the Gold Line BRT and was strengthened and refined through following planning efforts. Engagement has shown strong community and agency support for the proposed project and influenced prioritization of trail connections. Much of the recent engagement was conducted alongside the Gold Line construction planning and was heavily guided by NEPA and Title VI regulations.

Response:

The City of Woodbury's Gold Line Station Area Master Plan process started January, 2020. Project engagement included in-person and online events coinciding with the Woodbury Bicycle and Pedestrian Plan. The city created a project website and informative video, issued a community-wide digital and print survey, and provided a mapping utility to collect community feedback. Over 400 people responded to the survey or provided comments. Nine targeted feedback sessions were held with priority groups including disability advocates, multi-family housing advocates, transit/TOD advocates, and nearby residents. The project team held four open houses for nearby businesses and residents.

The City of Woodbury's engagement campaign for the 2040 Comprehensive Plan included surveys and meeting with area businesses, schools, and faith and civic groups comprised of diverse populations. The city appointed a community representative task force. Engagement reiterated

the need for greater multi-modal connectivity to transit, particularly for populations without regular access to a private automobile.

The Woodbury Stations Bus Rapid Transit Oriented Development (BRTOD) Masterplan included public meetings and online outreach, and utilized a local church to host an event and distribute project information. Feedback reiterated the public's preference for a complete pedestrian network around Woodbury's planned BRT stations and BRTOD development.

Project engagement for all studies prioritized engagement with groups traditionally not included in planning efforts. This was done by providing materials in multiple languages, hosting multiple in-person events at varied times to allow for more community participation, and tabling at community events. Efforts were advertised via mailers, press releases, and through email and social media. Specific efforts were made to engage with disability advocate groups and transit dependent populations living near the project sites.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

This project will benefit low-income populations, the elderly, children, persons with disabilities, and persons of color by creating an ADA-accessible route to the non-motorized transportation network and increased access to transit and multi-modal transportation options. Engagement with these priority populations has been an ongoing process that preceded the project design process, and project partners have remained committed to reaching these populations despite the challenges brought on by the ongoing COVID-19 pandemic. The proposed Gold Line Trail & Pedestrian Connections align with the Metropolitan Council's Thrive MSP 2040 Equity outcomes of promoting regional economic development and competitiveness by improving access to businesses, creating more active transportation choices for residents, and increasing the quality of life for residents who rely on non-vehicle transportation. The need for the project established and developed from public comments expressing greater need for multi-modal connections that were collected during the Woodbury's 2040 Comprehensive Plan outreach and reaffirmed by the Gold Line Station Area Master Plan and Woodbury Bicycle and Pedestrian Plan engagement processes.

Woodbury takes great pride in its growing diversity. The number of minority populations that call Woodbury home has doubled to over 20 percent since 2000, placing it among the most diverse communities in the twin cities. 27% of households near the project site are cost burdened and 10% of the household residents have a disability (mncompass.org). These populations are likely to rely on walking/biking and public transportation to access employment and services. This proposed project addresses a major existing gap in the non-motorized network connecting to the near future Tamarack BRT station and surrounding BRTOD

development.

The near-term BRT stations are located within a mile of several large employers, such as 3M and Assurant, as well as two regional commercial and service hubs. Bolstering the bicycle and pedestrian network that links to BRT stations benefits disadvantaged populations through removing barriers to accessing transit, thus providing crucial connections to employment opportunities and services in Woodbury, Downtown St. Paul, and beyond via the Green Line LRT.

The city does not anticipate any negative impacts, outside of minimal construction disturbances, associated with the proposed trail project, nor significant impacts on the surrounding natural environment. Best practices will be followed for signage and route updates, ensuring that travelers understand the scope of construction, and the anticipated construction timeline. Since this is a new link there will be no need for detour routes and as result no impact to existing travel routes.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

The project area includes three affordable housing developments with a total of 77 units affordable at or below 80% AMI:

Pondview Townhomes: 35 units at 30% & 50% AMI; 2-4 BR units; affordability guaranteed until 7/1/2032 through LIHTC 9%, Housing Tax Credits, LMIR & EDHC

The Glen at Valley Creek: Elderly independent living; 37 units at 50% and 5 units at 30% AMI; affordability guaranteed until 7/31/2033 through LIHTC 4%, AHTF, LHIA & EDHC

Woodbury is committed to providing continuous and efficient access to multimodal transportation options, employment centers, and educational facilities to all residents including low-income households. The Gold Line BRT will serve as a vital connection between Woodbury and one of the region's largest employment centers, downtown St. Paul. Heavy traffic along Bielenberg Drive causes safety concerns for residents living in the affordable housing units near the project site attempting to travel to transit connections. Increased safety and efficiency as a result of the proposed trail facilities will allow residents to safely arrive at the BRT stations. By filling pedestrian and bicycle trail connection gaps, this project will minimize travel time while increasing safety for bicyclist and pedestrians from single-vehicle or car-free households.

The Woodbury Stations BRTOD Masterplan promotes the development of employment opportunities and housing for mixed-income residents. The proposed improvements to bicycle and pedestrian facilities around the stations will increase the ability of transit-dependent residents to

Response:

access the Woodbury Gold Line stations.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649867019044_Socio-Economic Map.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
- *Providing a safer, more protected on-street facility or off-road trail;*
- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

This project is a vital piece in a multimodal transportation system that addresses all of this section's criteria. This project closes a major transportation network gap in the multiuse trail system where this void currently separates Woodbury residents from the planned Gold Line BRT stations, specifically the Tamarack station, and surrounding BRTOD jobs and amenities. The filled trail gap will also connect BRT riders traveling to Woodbury with access to the city's vast employment options, activity centers, amenities, and entertainment. This Project also provides enhanced trail connection and roadway crossings of Tamarack Road local system intersections and by completely reconstructing Bielenberg Drive into a multimodal BRT corridor. Cohesively these improvements address the existing and future physical barriers that remain present and unfunded within the BRT station areas. Today, the 80' wide roadway provides unsafe crossing conditions for residents and employees trying to access the existing commercial, eatery, and park-and-ride destinations in the project area. The demand to access and cross Bielenberg Drive and access amenities, jobs, and transit will dramatically increase with implementation of the BRT route and transit stations.

Response:

Bielenberg Drive is a Municipal State Aid Roadway, designated as an A-Minor Arterial "Reliever", and is part of the Regional Bike and Trail Network Tier 1 Alignment. The proposed trail will cumulatively close just over one mile of bike and pedestrian network gap connecting to the regional multi-modal corridor, while providing direct access to the Woodbury Gold Line BRT stations. Currently, due to the lack of continuous pedestrian connections, drivers have minimal awareness of pedestrian activity, and bicyclists and pedestrians must often travel extended distances to reach destinations along Bielenberg and Tamarack Drive, or risk

dangerous travel within unmarked locations alongside high-speed vehicles.

The proposed new multi-use trail connection will be incorporated into existing right-of-way. This trail will provide a much-needed connector from Wooduck Drive on which affordable units are present and the Pondview Park trail system connects the units to several commercial and service destinations within Tamarack Village shopping center. The proposed project will also stitch together access gaps between jurisdictions. By directly connecting residents and businesses to a major regional transit line, the Project opens up access to Downtown St. Paul and locations along the Green Line LRT including Minneapolis, and the western suburbs.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

Several intersections within the project area are recognized as being higher crash locations within the City of Woodbury. These intersections include Bielenberg Drive and Tamarack Road, Tamarack Road and Woodduck Drive, Tamarack Road and Seasons Parkway, and Tamarack Road and Radio Drive.

Within the project area there was two crashes involving a pedestrian between 2019-2021 and there were four crashes involving a pedestrian between 2012-2021. As crash data shows, severe safety concerns exist along the proposed route, and crossing Bielenberg Drive causes transportation issues for bicyclists and pedestrians attempting to travel in the area. Today non-motorized users north of Tamarack Road are forced too cross the four-lane divided section to the south side trail or onto unmarked footpaths or roadway shoulders where trails or sidewalks do not currently exist increasing exposure to high-speed vehicles. Additionally, risk of pedestrian crashes will reduce at crossings where they are not normally recognized by motorists. As marked trails and sidewalks are added to the network and pedestrians become more frequently seen, motorists will be able to identify and react properly.

Response:

In coordination with the Gold Line BRT project, this project will provide a continuous and visible system of multiuse trails along an A-minor Arterial and along and connecting to a RBTN Tier 1 alignment. The Gold Line BRT project will reconstruct Bielenberg Drive providing dedicated bus-only lanes down the center of the corridor. The prominent presence of transit and continuous pedestrian and bicycle facilities within the corridor connecting to the planned transit stations will highly increase the visibility and safety of all users in the multi-modal corridor. New traffic signals at intersections along Bielenberg Drive will prioritize

timing for buses and non-motorized crossings.

The current safety issues and gaps in trail facilities connecting residential neighborhoods to Bielenberg Drive and the BRT stations could deter usage of the Gold Line for residents. This project will provide all residents, especially those without access to a private vehicle, with a safer route to the BRT stations and the region's greater transportation network. There is already visible demand for trail connections in this area and major safety issues associated with the current gaps. Demand for bicycle and pedestrian trails and associated safety concerns will dramatically increase with the completion of the Gold Line BRT Stations at Tamarack Road, Woodbury Theater and I-494 Park and Ride. The City of Woodbury recognizes the need to fill this trail gap before opening of the BRT service in 2025 and the demand increase to ensure transportation safety and equity for non-motorized users in the area.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

This project will provide direct connection to the Gold Line BRT corridor and three planned BRT stations in Woodbury starting construction in 2022 and providing full service by 2025. This project plays a significant role in providing vital community connections to a regional investment in improved travel experience and safety for transit users. This BRT line that will operate primarily within bus-only lanes providing a 30-minute or less commute to Downtown St Paul and other economic and job centers along the I-94 corridor. BRT buses provide more rider capacity and are easier to get on and off than a traditional bus. The stations have more seating and features than a traditional bus station. This project will fill voids in a network of trails and sidewalks providing Woodbury residents with safe and convenient access to this regional transportation amenity.

Response:

This project also directly connects to a Regional Bike and Trail Network Tier 1 Alignment. This project will fill approximately one mile of gap in the existing multi-use trail network while providing continuous access for bicyclists and pedestrians to existing and planned commercial activity and job centers surrounding the planned Gold Line BRT Woodbury stations.

The location of the proposed trail segment, informed by the Woodbury Bicycle and Pedestrian Plan, and several other planning efforts, support principles of the Thrive MSP 2040 Equity Plan by establishing a multi-modal transportation corridor, increasing potential ridership, and enabling station areas to achieve their development potential. Without continuous pedestrian and bicycle trails to BRT stations, ridership in Woodbury will not reach its full potential due to the limited accessibility options for residents, especially residents from single-vehicle or vehicle-free households.

Improving access to the stations directly supports the significant BRT mobility investments by Metro

Transit and local agencies. These connections recognize the many years of engagement and the many millions of anticipated dollars allocated for route construction. Ensuring strong, connective non-motorized infrastructure will ensure easy access and ridership, particularly for those who rely most on transit. Improved access and financial assistance will allow Woodbury to progress in meeting goals stated in several planning documents, while positively impacting the regional multi-modal transportation system.

The multiuse trail section will:

Be highly visible from the street and surrounding buildings to reduce the potential for crime;

Be ADA accessible to ensure access for all residents;

Comply with regional design standards that create a safer and more vibrant environment.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

The proposed project was identified as a community need early in the Gold Line planning process and in several other parallel planning efforts done by the City of Woodbury.

The Woodbury Bicycle and Pedestrian Plan created a project website and informative video, issued a community-wide survey online and in print, and published interactive mapping to collect feedback. A total of 400 people responded to the survey or provided comments directly to staff. There were nine targeted feedback sessions with priority groups including disability advocates, multi-family housing advocates, transit and TOD advocates, and nearby residents. The project team also held four open houses specifically targeting nearby business owners and residents.

<https://www.woodburymn.gov/233/Bicycle-and-Pedestrian-Plan>

Response:

Gold Line BRT project staff hosted meetings in Summer 2018 through Spring 2021. A series of focus groups and open houses were held along the route to identify opportunities, challenges, and concerns. Over fifty events were held over a 10-month period, including six in-person events in Woodbury and three virtual events. Outreach in Woodbury included pop-up events, community meetings, door-to-door outreach, and a digital and paper copy survey. Online engagement continues for the project, including a multi-lingual survey, project video, and email update signup. Woodbury residents are invested in the success of the Gold Line BRT project as 59% of survey respondents for the station-specific outreach completed by Metro Transit were Woodbury residents. 38% of respondents ranked sidewalk and trail connections to stations as either the most important or second most important feature. 54% of survey respondents reported that they plan on walking to biking to Woodbury stations.

<https://www.metrotransit.org/gold-line-project>

For the 2040 Comprehensive Plan, staff conducted surveys and meetings to engage businesses, schools, faith groups and civic groups, diverse populations, and appointed a community representative resident task force. Feedback continually noted need for multi-modal connectivity, particularly for those without access to a vehicle highlighting the importance of this project and access to transit.

<https://www.woodburymn.gov/487/2040-Comprehensive-Plan>

The Woodbury Stations BRTOD Masterplan included in-person meetings and online outreach. An open house was held at a local church including information on this project. Online information and opportunity for feedback was available throughout the process. Multi-modal station access was a reoccurring theme. There was clear and expressed public understanding that creating connections would result in greater use of the BRT service and BRTOD development.

<https://www.woodburymn.gov/529/Woodbury-Gold-Line-Master-Plan>

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649937799198_001_Proposed Trail Connections.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,204,900.00

Enter Amount of the Noise Walls: \$0.00


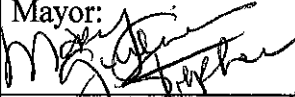

Total Project Cost subtract the amount of the noise walls: \$1,204,900.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
000_Tamarack Trail One Pager_2022.pdf	Tamarack Trail Project One Pager_2022	454 KB
001_Proposed Trail Connections.pdf	Proposed Layout	13.6 MB
002_Tamarack Road Trail Existing Conditions_2022.pdf	Existing Conditions Photos	433 KB
003_Affordable Housing Developments.pdf	Affordable Housing Map	1.1 MB
005_City Letters of Support.pdf	City LOS/Public Works Letter	501 KB
006__MetroTransit_SupportLetter_Beck withtoKutzke_20200512.pdf	Metro Transit Letter of Support	340 KB
007_All Public and Agency Meetings.pdf	All public and agency meetings	79 KB
Met C Maps.pdf	Met C Maps	8.7 MB

 COUNCIL DIRECTIVE	Adopted: 1/24/1996 Revised: 2/12/14	Number: CD-ADMIN-1.7
	Mayor: 	City Administrator: 
	For: All Employees and Community Members	
	Subject: City of Woodbury ADA Transition Plan	

PURPOSE

The Americans with Disabilities Act was enacted in 1990 to provide a national mandate to eliminate discrimination against individuals with disabilities. Under the Act, all state and local government entities or agencies are required to perform self-evaluations of their current facilities, programs and activities. Agencies are then required to develop a plan outlining ways to accommodate those with disabilities and addressing any deficiencies in current operations. This directive addresses how the City of Woodbury complies with the applicable portions of this Act. The plan is required to be updated periodically.

POLICY

A. Coordination

The City of Woodbury has more than 50 employees; therefore, it is required that the City appoint an ADA Coordinator. The Assistant to the City Administrator(s) will act as the City's ADA Coordinator. This individual will educate the organization on ADA regulations, ensure the City acts upon all ADA accommodation requests, and coordinate City efforts to be compliant.

B. Statement of Non-Discrimination on the Basis of Disability

The City of Woodbury does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs, activities and services. The City will not use eligibility criteria that discriminate on the basis of disability. The ADA Coordinator will coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the U.S. Department of Justice Regulations. Information concerning the provisions of ADA, and the rights there under, are available from the ADA Coordinator. Notice of this policy shall be published in the City's legal newspaper to inform the public of the rights and protection afforded by ADA.

C. Public Involvement

The City solicited public input from multiple community agencies when the ADA Transition Plan was created in 1996. As the City continues to update its ADA Transition Plan, the City invites the public to address any ADA compliance concerns with the ADA Coordinator and/or City staff.

D. Programs, Activities and Services

The City of Woodbury provides a broad range of programs, activities, and services to its residents. The City will make reasonable accommodation efforts to make these programs accessible whenever possible. When possible, these programs will be provided in an integrated setting. In cases where access is not feasible, the City will make reasonable efforts to provide like opportunities. These programs include, but are not limited to the following:

- Dissemination of information in various forms
- Public meetings (City Council and Advisory Commissions)
- Inspections, permits, and licenses
- Planning and Community Development services
- Utility services and billing
- Elections
- Street maintenance
- Public education including printed and online materials
- Park and Recreation programs and facilities
- Police and Fire services
- Employment
- Cable television (broadcast of public information)
- Recycling and sustainability programs
- Contracting of services

Access to these programs may be through telephone contacts, in person contacts at a City facility, at a private home or business, or at a facility owned by another. The City of Woodbury will reasonably accommodate access to these programs as set forth in the Evaluation for Non-Structural Changes for Programmatic Barriers (Appendix I).

E. Self-Evaluation Process

Staff conducted an initial self-evaluation of City owned facilities open to the public in 1996. This evaluation was conducted using forms provided by the Minnesota State Council on Disability. The survey forms used were designed to reflect the most restrictive requirements of either the Minnesota State Building Code or the Americans with Disabilities Act Accessibility Guidelines as they existed at the time the facilities were evaluated. Staff also evaluated the City's programs, services, and activities to determine potential barriers. A copy of the transition plan will be kept in the administration office of the City of Woodbury.

F. Structural Barriers Identified

A list of the structural barriers that staff identified is included in Appendix II, Transition Plan for Structural Barriers. Structural barriers listed will also include curb ramps. Barriers in employee areas will be addressed as the need arises.

G. New Construction

The City of Woodbury will comply with all current ADA standards for new construction in city facilities, public right-of-way, and public parks and trails.

H. Maintenance of City Facilities and Infrastructure

The City of Woodbury will comply with all current ADA standards for maintenance projects and when updating city facilities, public right-of-way, and public parks and trails.

I. Employment

The City of Woodbury must meet the requirements of Title I of ADA concerning employment. The City's employment compliance actions are set forth in Appendix IV, Employee Compliance Plan.

J. Grievance Procedure

Appendix V outlines the grievance procedure for investigating ADA alleged violations.

K. Curb Ramps

The City's compliance actions regarding curb ramps are set forth in Appendix II.

L. Training

The City will educate all employees who have regular contact with the public in the provision of the City's programs, activities, and services on ADA requirements as well as sensitize employees to the needs of the disabled community.

M. Emergency Evacuation

The City will provide audible and visual alarm systems as required by ADA compliance laws. Employees will address the needs of disabled persons who may be in City facilities when an emergency situation occurs.

N. Undue Financial or Administrative Burdens

The City Council will make the final determination in instances where compliance with ADA creates an undue financial or administrative burden. In making its determination, the City Council will consider the following factors:

1. Nature and cost of the accommodations needed.
2. Overall financial resources involved in providing reasonable accommodations, the number of individuals affected, and the effect on expenses and resources.
3. Impact of the accommodation upon the operation of the facility, including the impact on the ability of employees to perform their duties and the impact on the facility's ability to conduct business.

O. ADA Review

To prevent creation of new barriers, the ADA Coordinator may request staff to submit plans for new programs, services, activities, remodeling or construction of new City facilities. The

ADA Coordinator will review these plans with the appropriate staff to ensure compliance with ADA compliance laws.

P. Areas Not Specifically Addressed

It is neither possible nor feasible for this policy to specifically address accommodations for all of the disabilities covered by ADA. Upon notice of situations not addressed by this policy, the ADA Coordinator will meet with the party to determine if any accommodation can be made which is both suitable and reasonable.

APPENDIX I

TRANSITION PLAN FOR NON STRUCTURAL CHANGES TO ELIMINATE
PROGRAMMATIC BARRIERS

- 1. To accommodate the needs of individuals whose mobility is otherwise impaired due to a disability, the City will:**
 - a. Accommodate the needs of individuals who are not able to leave their homes. For example, an employee may go to a resident's home to complete a job application.
 - b. Schedule programs at locations for which the access meets the needs of the scheduled event.
 - c. Wheelchairs (and other devices designed for use by people with mobility impairments) will be permitted in all areas open to pedestrian use. Other power-driven mobility devices are permitted to use unless safety concerns are present in a given public facility or area.

- 2. To accommodate the needs of individuals who are deaf or who have hearing impairments, the City will:**
 - a. Give notice that an interpreter will be provided at public meetings if the City receives notice within 72 hours before the meeting. This notice will be incorporated with the general meeting notice. The City will make a good effort to accommodate emergency requests which do not meet the length of notice requirement.
 - b. Provide assistive listening devices for public meetings.
 - c. Instruct employees on the use of note writing for communication in unscheduled situations.
 - d. Provide telephone devices for the deaf. The City's 911 system already provides TDD access. The City Hall TDD number is 731-5796.
 - e. Utilize the services of state agencies for the deaf to improve communications.

- 3. To accommodate the needs of individuals who are blind or who are visually impaired, the City will:**
 - a. Provide notice on printed materials which states that the material may also be provided in other forms including Braille, large print, electronic copy, or audio recordings. The City may use discretion in providing alternative forms of materials so that the form suits the document size.

- b. Utilize the services of state agencies for the blind to improve communications.
- c. Provide readers the public, as needed.
- d. Permit use of a service animal in a public facility or area. A service animal is defined as a dog that has been individually trained to do work or perform tasks for the benefit of an individual with a disability. ADA states that dogs used purely for emotional support are not service animals.

4. Miscellaneous Program Issues

- a. The City of Woodbury Park and Recreation Department offers many programs. In regards to these programs, the City will:
 - 1. Accommodate requests for reasonable accommodations.
 - 2. For more complicated accommodation requests, the City may utilize the services of an integration specialist. The specialist will determine if integration is feasible in a manner that will not compromise the safety of other program participants.
- b. The City of Woodbury strives to ensure its published information, printed and electronic, is accessible to people with disabilities. When resources are not available to meet this goal in a timely fashion, items are prioritized using the following criteria:
 - 1. Emergency/crisis information (top priority).
 - 2. Important/meaningful information with the longest shelf-life – the content is not expected to change or expire over time.
- c. The City will not discriminate against the use of service animals in City facilities or while an individual is participating in a City program.
- d. As requested, staff will review the City's policies and ordinances to ensure that they are not discriminatory.

APPENDIX II

TRANSITION PLAN TO ELIMINATE STRUCTURAL BARRIERS

CURB RAMPS

All curb ramps that have been constructed after January 26, 1992 have been designed and constructed to meet ADA regulations at the time of installation. The City will review and update curb ramps when there is a need for reconstruction.

1. Identification. In 1992 a field survey of the entire City was taken to identify locations where curb ramps were required to be constructed. The results of the field survey indicated there were approximately 145 locations where existing curb and sidewalk should be removed and replaced with a curb ramp. These locations of proposed curb ramp improvements have all been addressed to meet curb ramp regulations at the time of reconstruction.
2. Design. In addition to the field survey, design and construction standards for the proposed curb ramps were researched. Based on this research, the City adopted the design endorsed by the Minnesota Department of Transportation. Exposed aggregate was used for the surface texture for the proposed curb ramps. Exposed aggregate provides a detectable warning surface and provides a relatively stable foundation under Minnesota's snow and ice conditions.
3. Schedule of self-evaluation. In 1992, the City dedicated \$25,000 of funding annually for curb ramp installation. This level of funding helped to maintain and install all curb ramps across the City. The City will ensure all newly installed curb ramps follow the current ADA requirements at the time of reconstruction. In addition, the City will listen to requests and concerns from disabled residents in the community if a curb ramp is damaged or needs to be maintained. Any curb ramp needing to be repaired and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

EXTERIOR & INTERIOR PUBLIC ACCESS

The City completed an evaluation of all the public access facilities constructed before 1992 and identified areas that did not meet ADA requirements. These areas have all been addressed since the implementation of the transition plan and meet ADA requirements at the time of reconstruction. All buildings constructed after 1992 meet ADA requirements at the time of construction. Barriers in the original self-evaluation include (but not limited to) restrooms, water fountains, public telephones, walkways, parking, stairs, corridors and entrances. The City will continue to ensure newly constructed buildings meet ADA requirements at the time of construction and will update any non-compliant matters when a reconstruction project is needed. The City will listen to requests and concerns from disabled residents in the community if there is an issue of concern in a publicly accessible building. Any building or curb ramp having a

maintenance concern and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

APPENDIX III

PARK AND RECREATION DIVISION ACCESSIBILITY SELF-EVALUATION

1. Parking lots have been provided with the necessary numbers of accessible parking spaces. These spaces have been properly signed and marked.
2. Public information regarding the parks and trails system will include accessibility information.
3. Amenities in the parks and trails system will be made accessible for all new construction. Existing facilities will be made accessible and the modification phased.
4. Trail intersections at streets and parking lots will have proper ramps according to accessibility standards for all new construction. For existing construction, existing ramps that intersect with public streets and public parking lots shall meet ADA requirements.
5. Recreation programs will be conducted in accessible buildings and spaces. If participants require an accommodation, support services such as an interpreter or a mobility aide can be arranged by calling or registering in person at least two weeks in advance of the program start date. This information will be placed in all recreation program materials.

APPENDIX IV

EMPLOYMENT COMPLIANCE PLAN

The City of Woodbury does not discriminate against persons with disabilities in the various areas of employment including: recruitment, hiring, transfers, promotions and terminations. To this end, the City's employment practices will include the following actions:

Recruitment

When a vacancy occurs, the Administrative Services Director will require the job description to include the physical requirements and essential job functions for the position.

Job Advertisements

Job notices and advertisements for vacancies will state that the City of Woodbury does not discriminate on the basis of disability. Further, the cover letter which accompanies each application will state that reasonable accommodations will be made upon request throughout the recruitment process. The City's application form will not ask for information related to an individual's disabilities. Advertisements will be submitted to appropriate agencies to ensure that a broad range of individual with disabilities will be reached.

Testing / Interviews

The ADA Coordinator will work with the candidate(s) requesting reasonable accommodations.

Accommodations for New and Existing Employees

Newly hired employees and existing employees who acquire disabilities shall work with the ADA Coordinator to achieve reasonable and appropriate accommodations.

Miscellaneous

The City requires a physical examination after making a contingent offer of employment to a qualified applicant to ensure that they can perform the essential job functions of the position for which they are being considered. This medical examination is required of all regular full-time and part-time employees, and the offer of employment is conditioned on the results of the examination. Social and recreational activities which are provided for employees will be accessible.

APPENDIX V

GRIEVANCE PROCEDURE

INVESTIGATING ALLEGED VIOLATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA)

The purpose of this grievance procedure is to provide prompt and equitable resolution of complaints alleging any action prohibited by the U.S. Department of Justice regulations implementing Title II of the Americans with Disabilities Act. Title II of the ADA states, in part, that "no otherwise qualified disabled individual shall, solely by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination" in programs or activities sponsored by a public entity.

GRIEVANCE PROCEDURE

1. Filing a complaint

ADA complaints shall be filed with the administration office of the City of Woodbury, 8301 Valley Creek Road, Woodbury MN 55125. All complaints shall be filed in writing or verbally; shall contain the name, address and phone number of the complainant; and describe the alleged violation. A complaint shall be filed within 180 days after the complainant becomes aware of the alleged violation.

2. Investigation and ADA Coordinator Determination

Upon receipt of the complaint, the ADA Coordinator or a person designated by the ADA Coordinator shall conduct such investigation as may be necessary to determine the facts of the alleged violation. The investigator shall also (a) determine whether or not the complaint is governed by Title II of the ADA; and (b) if Title II is applicable, attempt to devise a plan, if practical, which will address necessary modifications to City programs or activities covered by Title II.

The ADA Coordinator or a person designated by the ADA Coordinator shall then meet with the complainant and attempt to resolve the complaint.

The determination of the ADA Coordinator shall be issued within thirty (30) working days of receipt of the complaint and shall be in written form or other appropriate media of communication. A copy of the ADA Coordinator's determination shall be sent by certified mail to the complainant. Arrangements for sending the ADA Coordinator's determination to a visually impaired complainant shall be made. The City Administrator will be informed and provided a copy of the ADA Coordinator's determination.

3. Appeal to City's Selected Impartial Hearing Examiner

Within twenty (20) working days of the receipt by the complainant of the ADA Coordinator's determination, the complainant may request a hearing in front of the City's selected impartial

examiner. The request for appeal shall be filed with the City Administrator. If a hearing before the City's selected impartial examiner is requested, the City Administrator shall set the matter for hearing before the City's impartial hearing examiner within 20 days from the date of the request for hearing. The complainant and a representative of the City Administrator may be present at the hearing, may be represented by counsel, may present evidence and witnesses, and may cross-examine witnesses. An audio or visual recording, whichever is appropriate, of the proceeding shall be made. Within thirty (30) working days of the completion of the hearing, the City's impartial hearing examiner shall issue a written decision, which shall be sent to the complainant. Arrangements for submission of the City's impartial hearing examiner's decisions to a visually impaired complainant shall be made.

All determinations throughout this grievance process shall be rendered in a form additional to writing, if necessary, to the understanding of the complainant. An advocate may be appointed to aid a complainant in the filing of a complaint.

This grievance procedure will involve thorough investigations, affording all interested persons and their representatives, if any, an opportunity to submit evidence relevant to a complaint.

The rights of a person to a prompt and equitable resolution of the complaint filed hereunder shall not be impaired by the person's pursuit of other remedies such as the filing of a complaint with the responsible federal department or agency. The use of this grievance procedure is not a prerequisite to the pursuit of other remedies.

This grievance procedure shall be construed to protect the substantive rights of interested persons to meet appropriate due process standards and to assure that the City of Woodbury complies with the ADA.

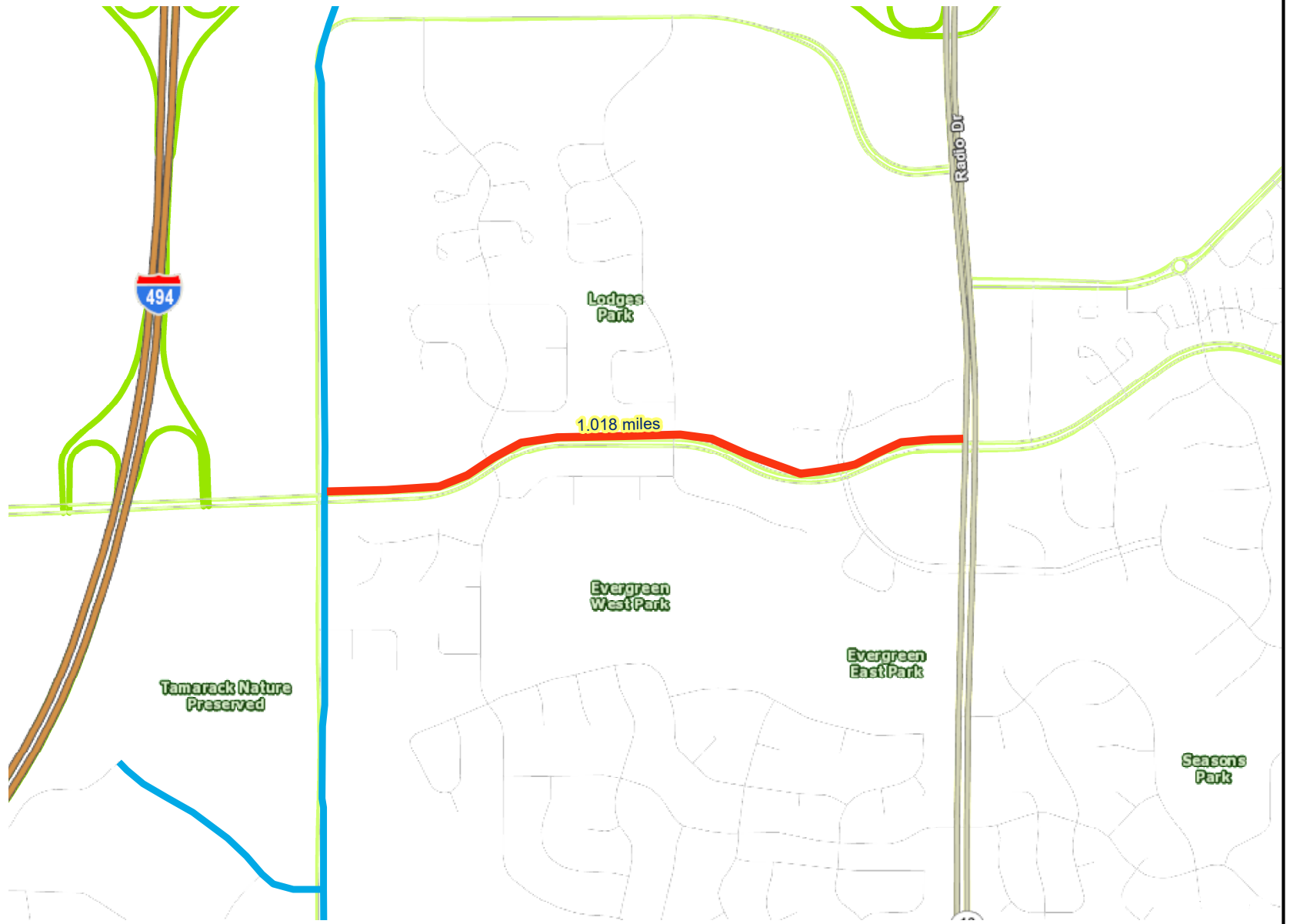
Adopted by the Woodbury City Council on February 12, 2014, Resolution No. 14-27

Project to RBTN Orientation

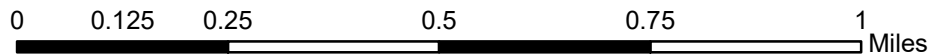
Multituse Trails and Bicycle Facilities Project: Tamarack Road Trail Project | Map ID: 1649683434931

Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



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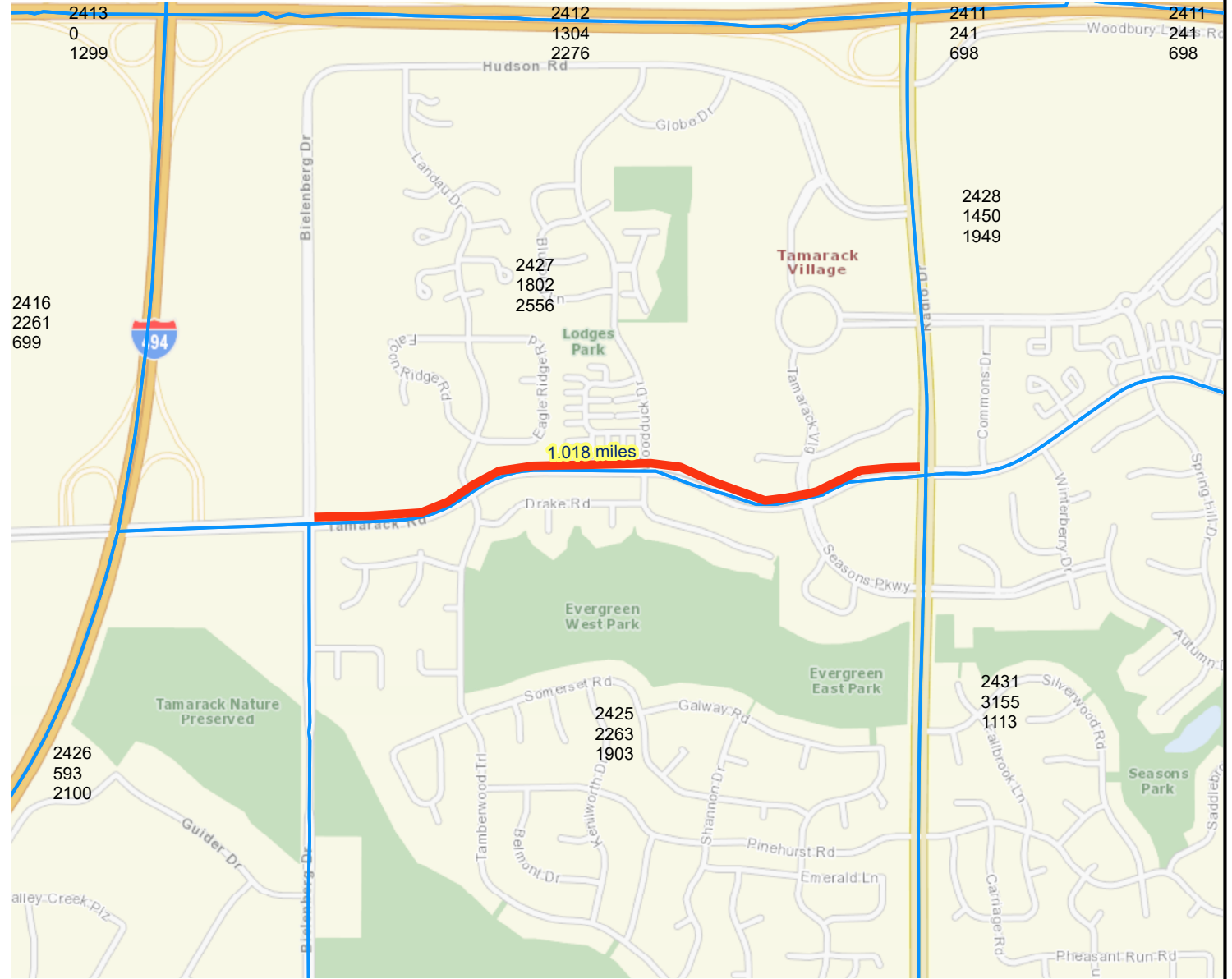


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Tamarack Road Trail Project | Map ID: 1649683434931

Results

Within ONE Mile of project:
 Total Population: 26030
 Total Employment: 17255



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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

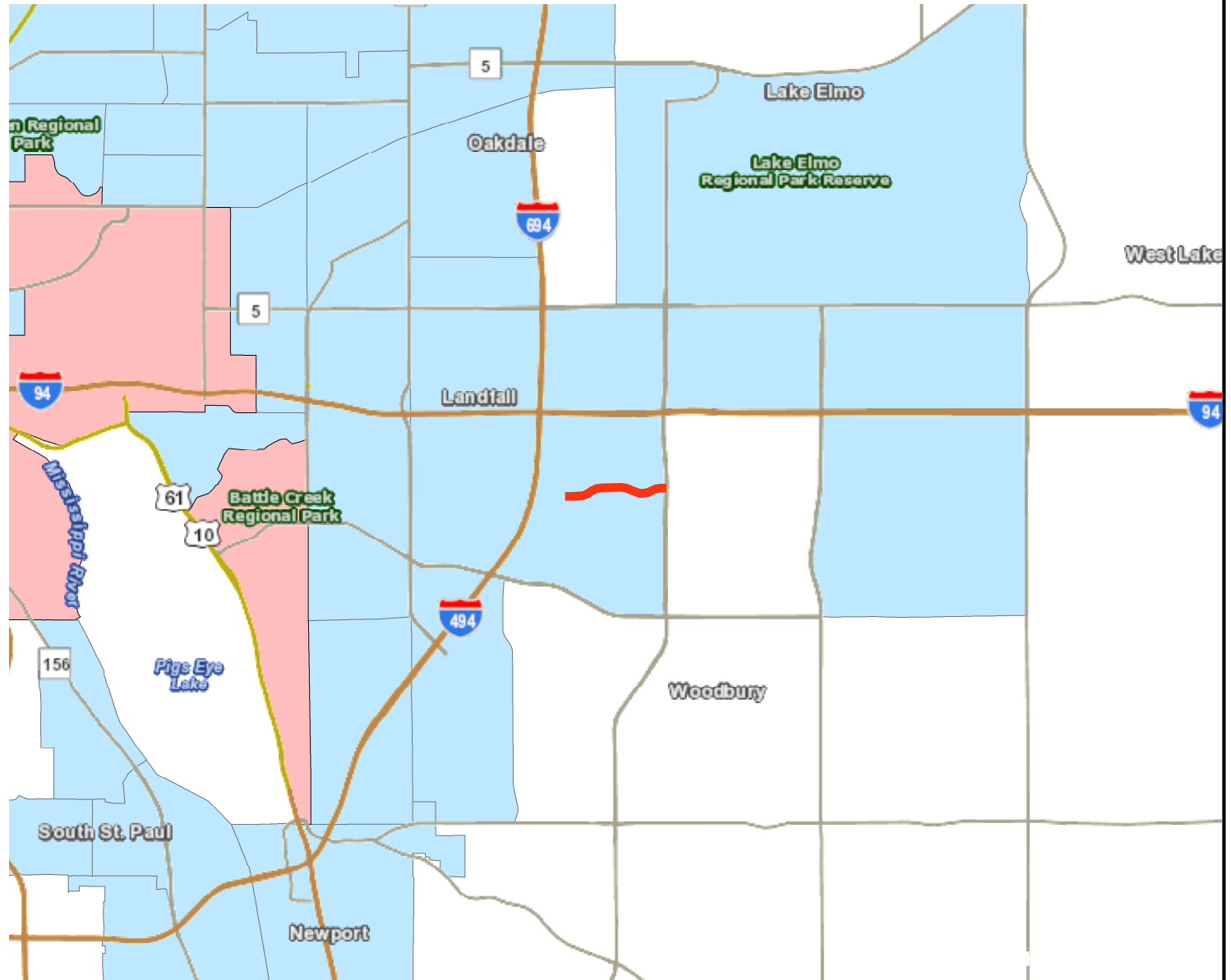


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 77

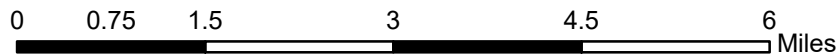
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.

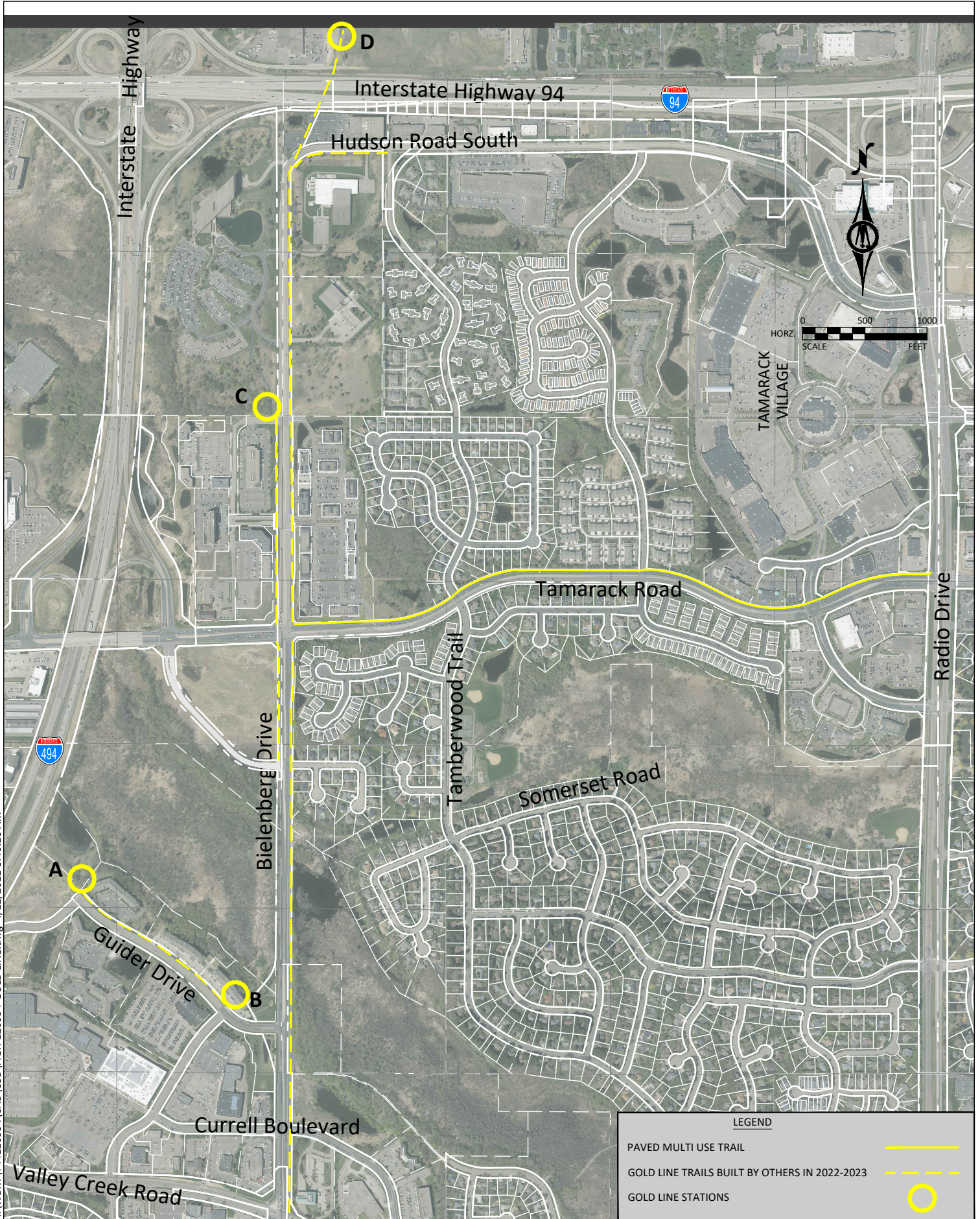


— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

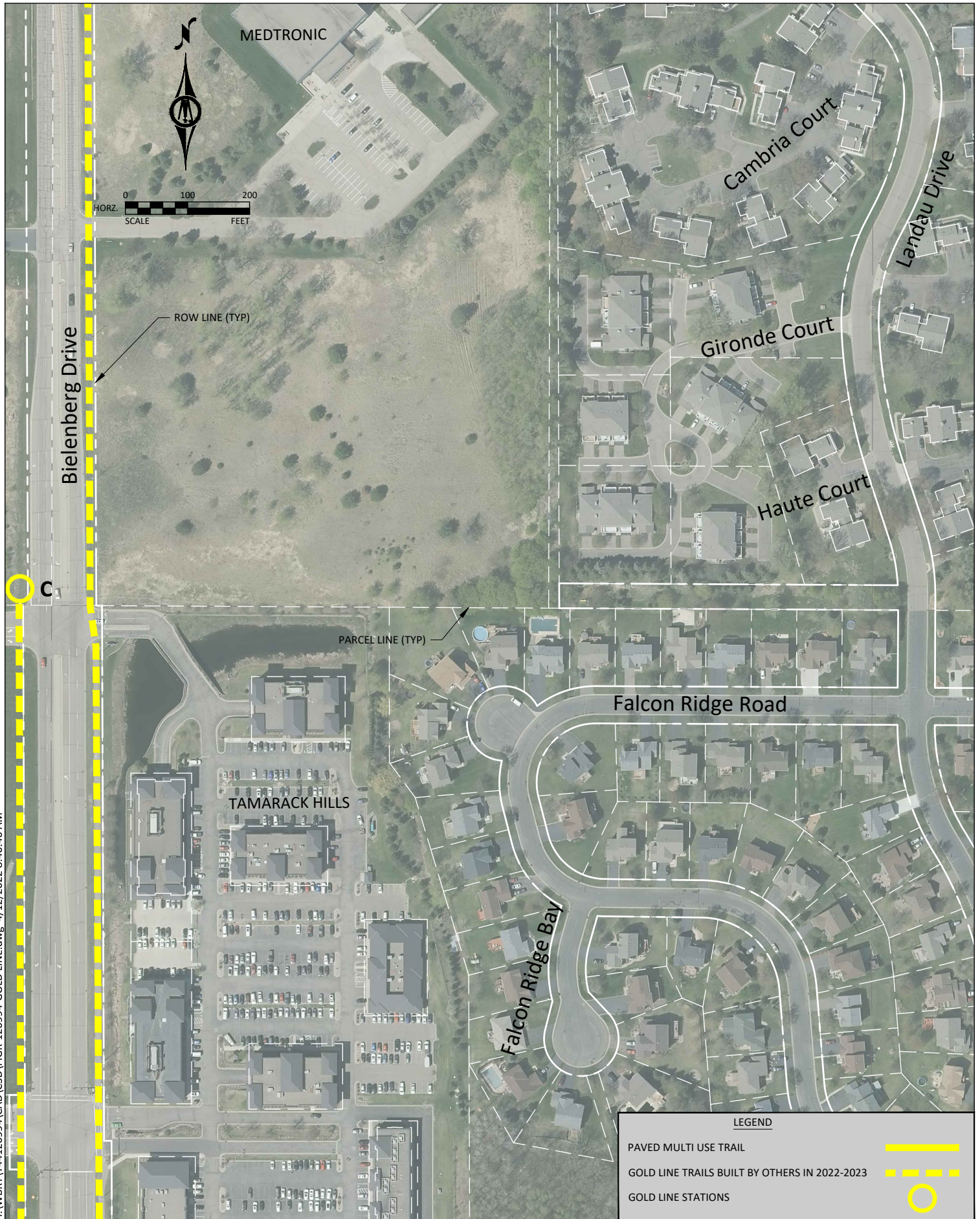




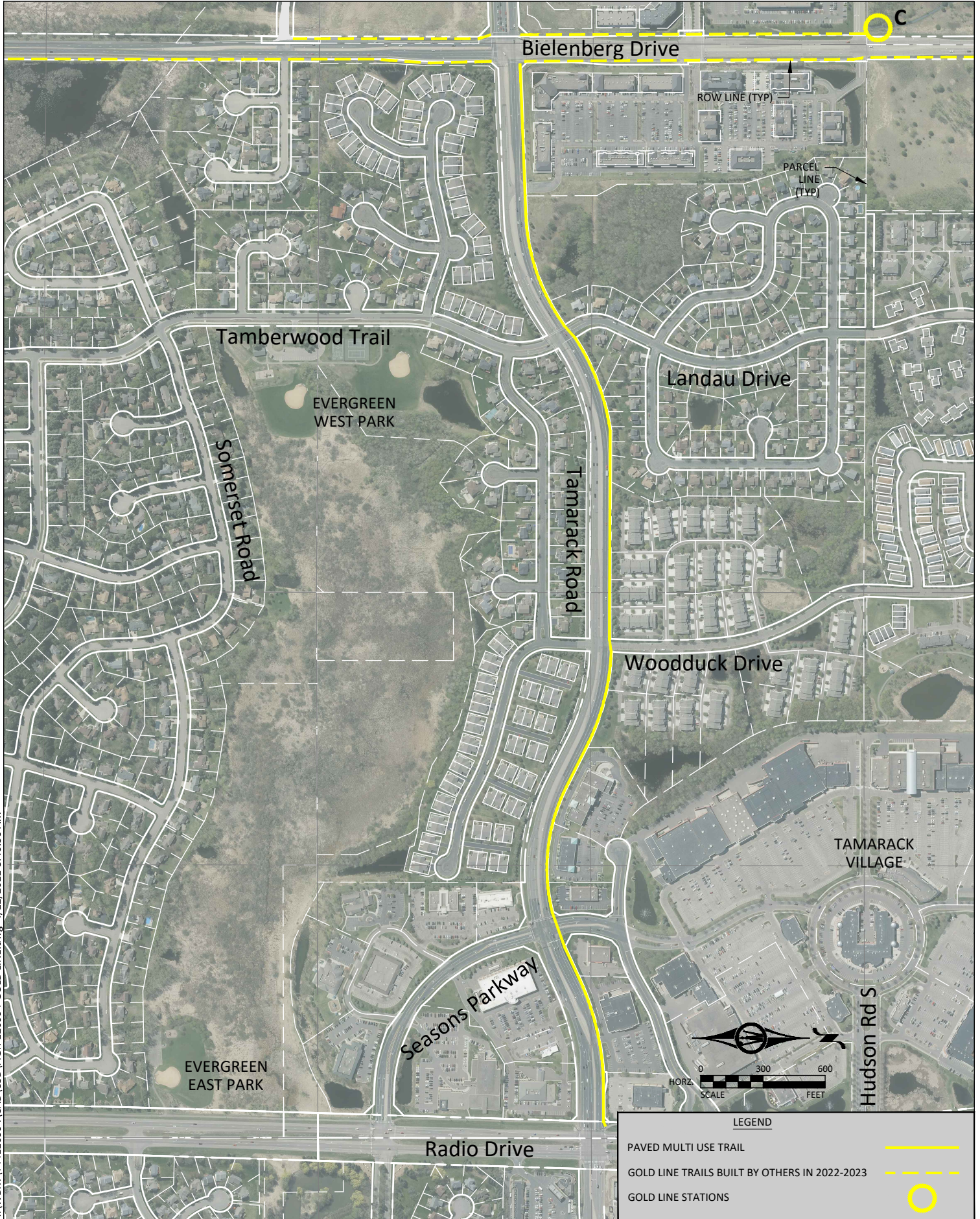
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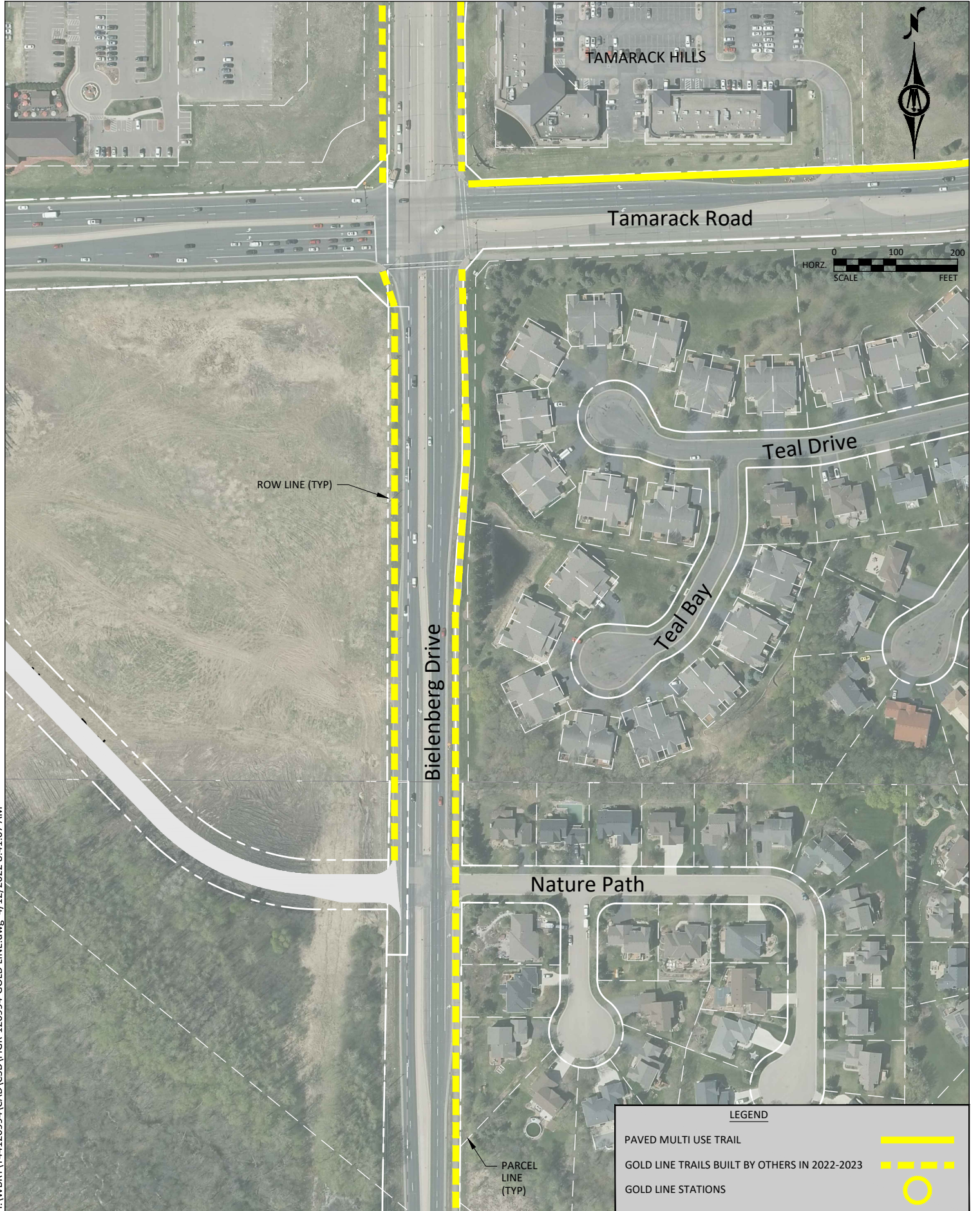
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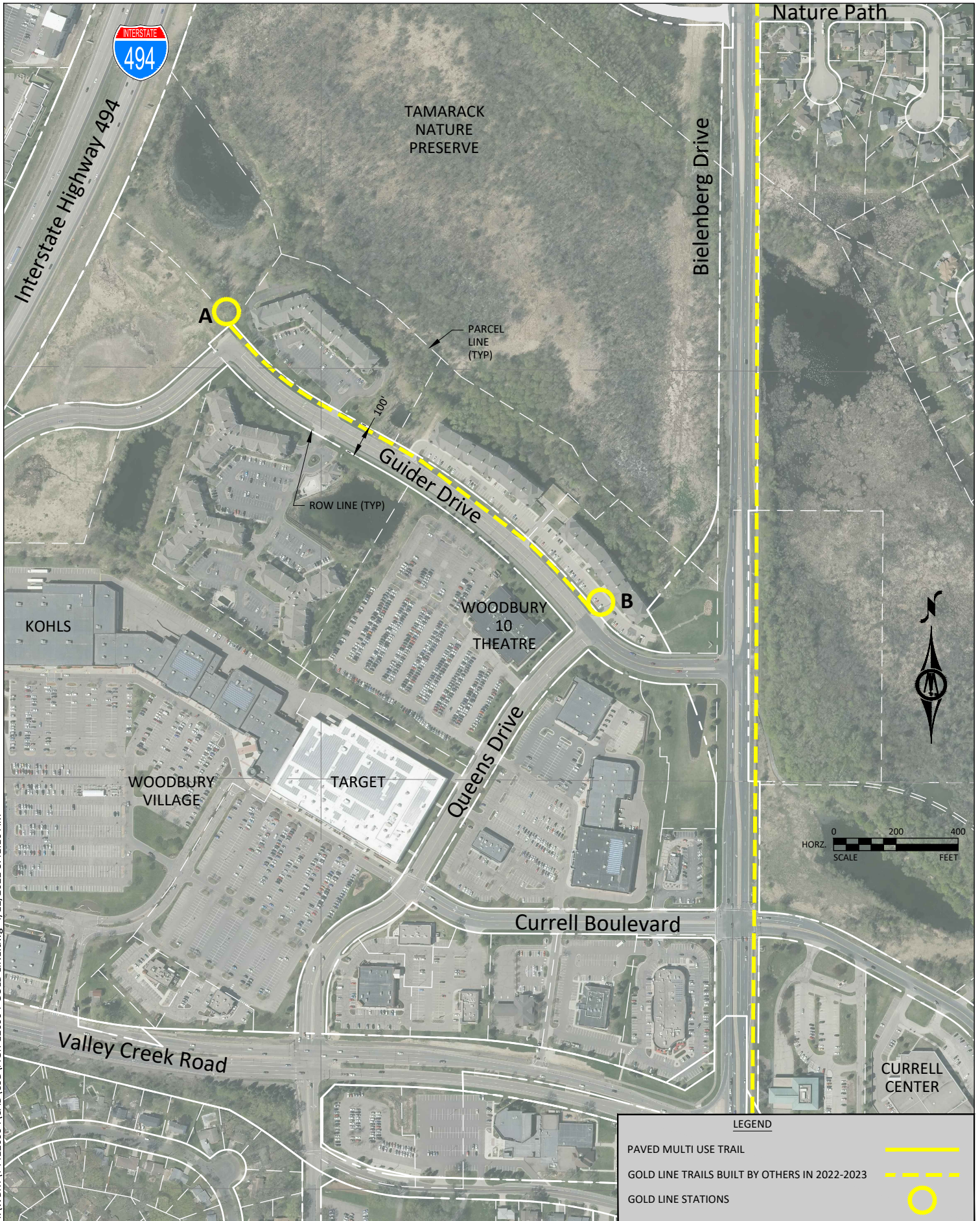
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LEGEND

- PAVED MULTI USE TRAIL
- GOLD LINE TRAILS BUILT BY OTHERS IN 2022-2023
- GOLD LINE STATIONS



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Tamarack Road Trail Project

City of Woodbury



The City of Woodbury is requesting Regional Solicitation Funds to fill a significant trail gap along the north side of Tamarack Road between Bielenberg Drive and Radio Drive. This trail link will fill the last significant gap in a system connecting large residential neighborhoods and the city’s core commercial area to the near future BRT stations along Bielenberg Drive. As part of the METRO Gold Line BRT Project to be completed by 2025, Bielenberg Drive through Woodbury will be completely reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. This proposed trail segment will contribute to achieving Metro Transit’s goals of connecting people across the region to job centers, housing options, transit stations and key destinations.



Tamarack Rd north trail void at Bielenberg Dr

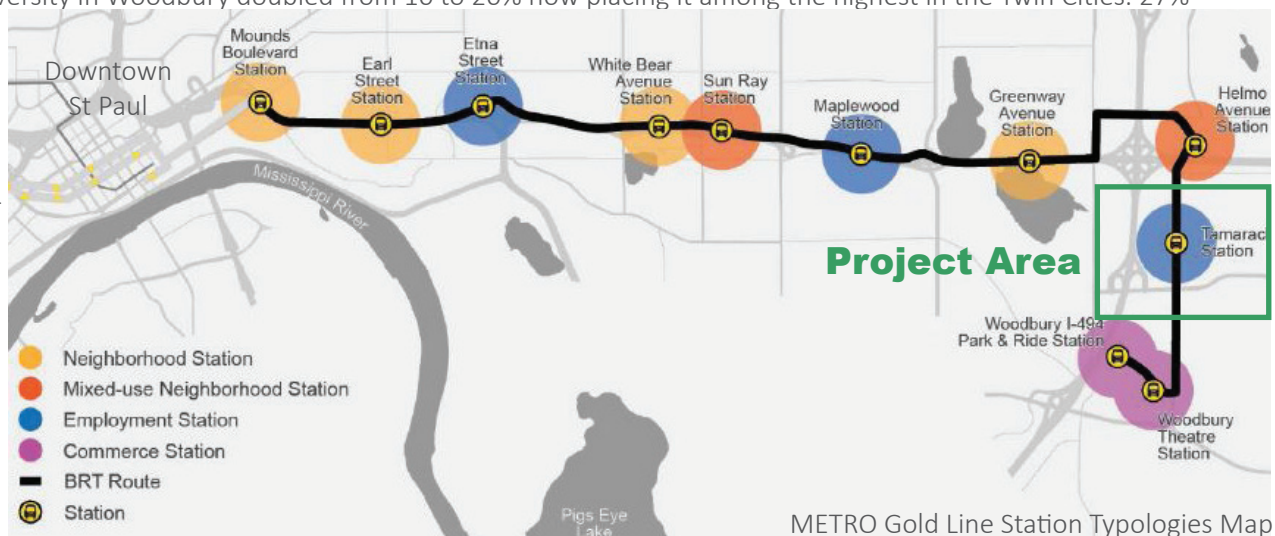
Current and planned development and land use surrounding the future BRT (Bielenberg Drive) corridor and stations also supports Metro Transit’s Bus Rapid Transit-Oriented Development (BRTOD) goals. Within half-mile to one-mile walking and biking distances from the three Woodbury Gold Line stations are several of the city’s largest employers, and two regional commercial and service destinations. The Woodbury Tamarack Station, to be located at the Tamarack Road intersection with Bielenberg Drive, is an employment station intended for short access to family-waged job opportunities and is already anchored by existing major employers such as 3M and Assurant. The proposed Tamarack Road trail will link into trails to be built with the reconstruction of Bielenberg Drive and tie this project directly to the Woodbury Theatre Station and I-494 Park-and-Ride Station, which are commerce stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center outside Downtown St Paul.

The City of Woodbury has been committed to working with Metro Transit and Washington County to coordinate all components towards a cohesive, optimized transit service. This includes strategic station locations, supporting infrastructure such as multi-use trails and access to park and ride lots within the city. This trail connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale for safe and convenient access to a high frequency transit network link for Woodbury residents and regional employers to Downtown St. Paul and the Metro Green Line.

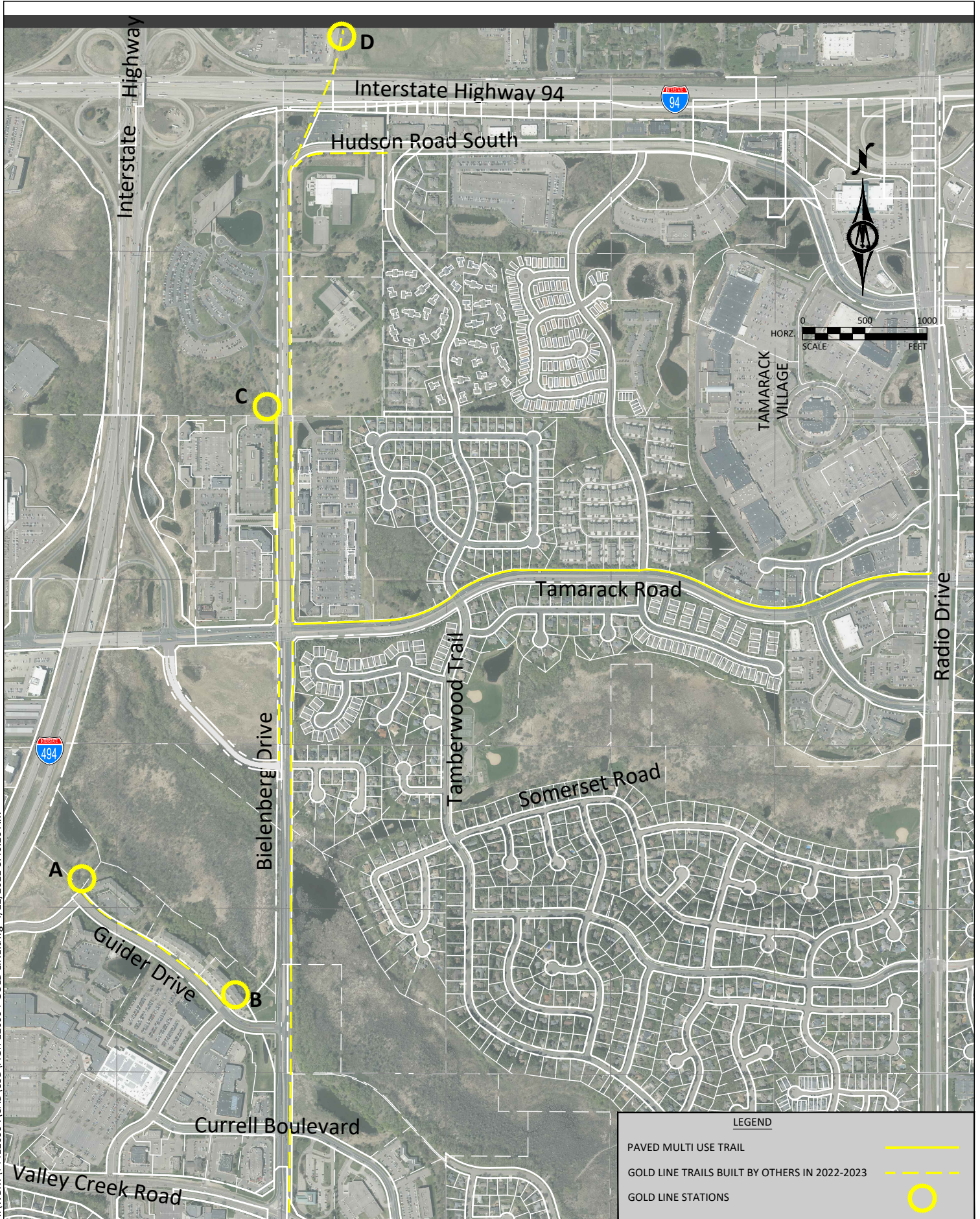
This project will benefit low-income populations, elderly, children, persons with disabilities, and persons of color. In the past two decades, racial diversity in Woodbury doubled from 10 to 20% now placing it among the highest in the Twin Cities. 27% of households near the project are cost burdened and 10% of residents have a disability requiring accessible facilities for equitable access to transit.

Project Details

- 1 mile of new paved bike and pedestrian trails connections
- Direct connection to near future BRT stations (2025) and Bus Rapid Transit Oriented Development (BRTOD)
- In 2012, a fatal pedestrian crash and a severe injury pedestrian crash occurred in the project area
- Federal Request: \$963,920+ Local Match: \$240,980 = Total project cost: \$1,204,900
- Application category: Multi-use Trails and Bicycle Facilities (resubmit of 2020 application)



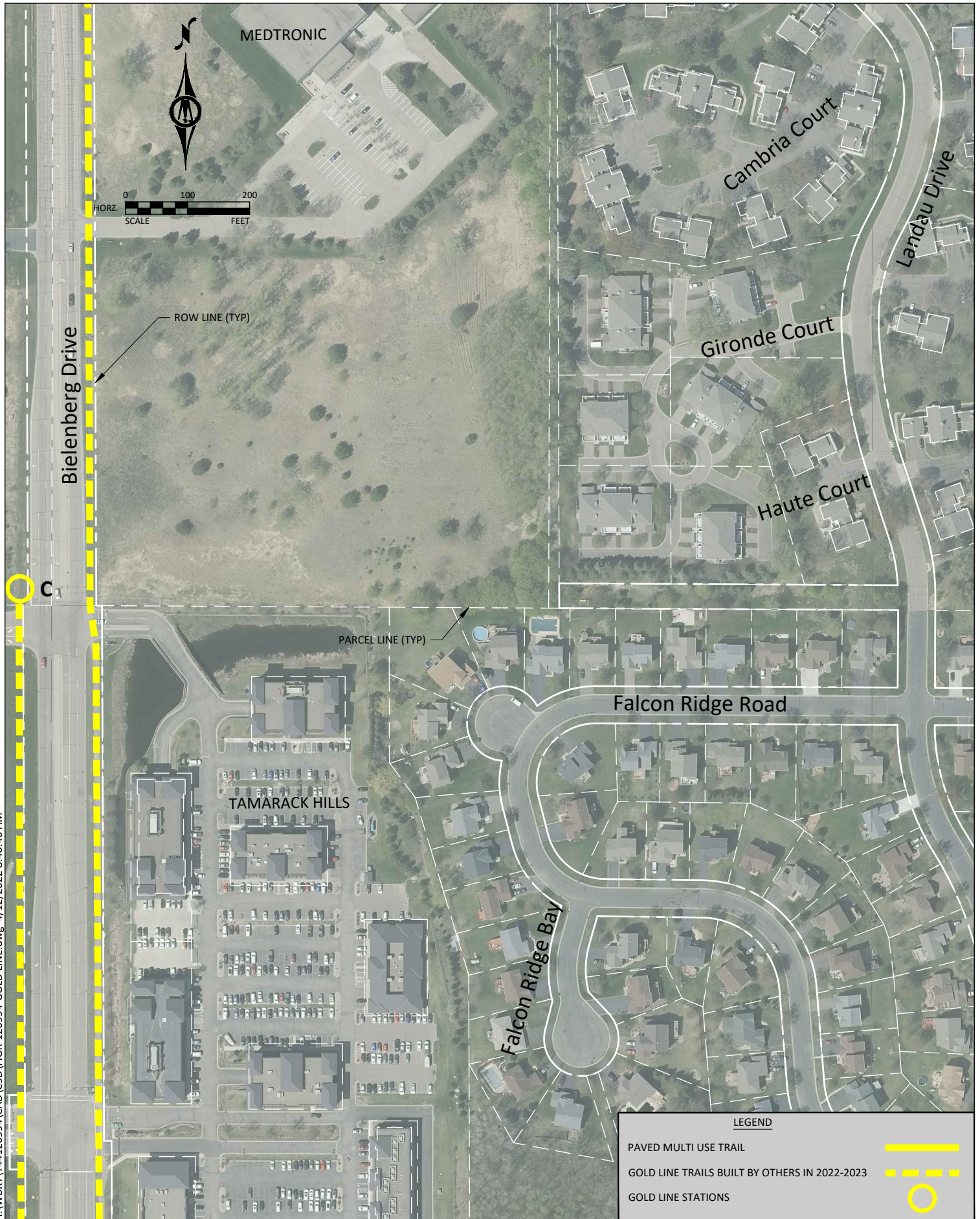
METRO Gold Line Station Typologies Map



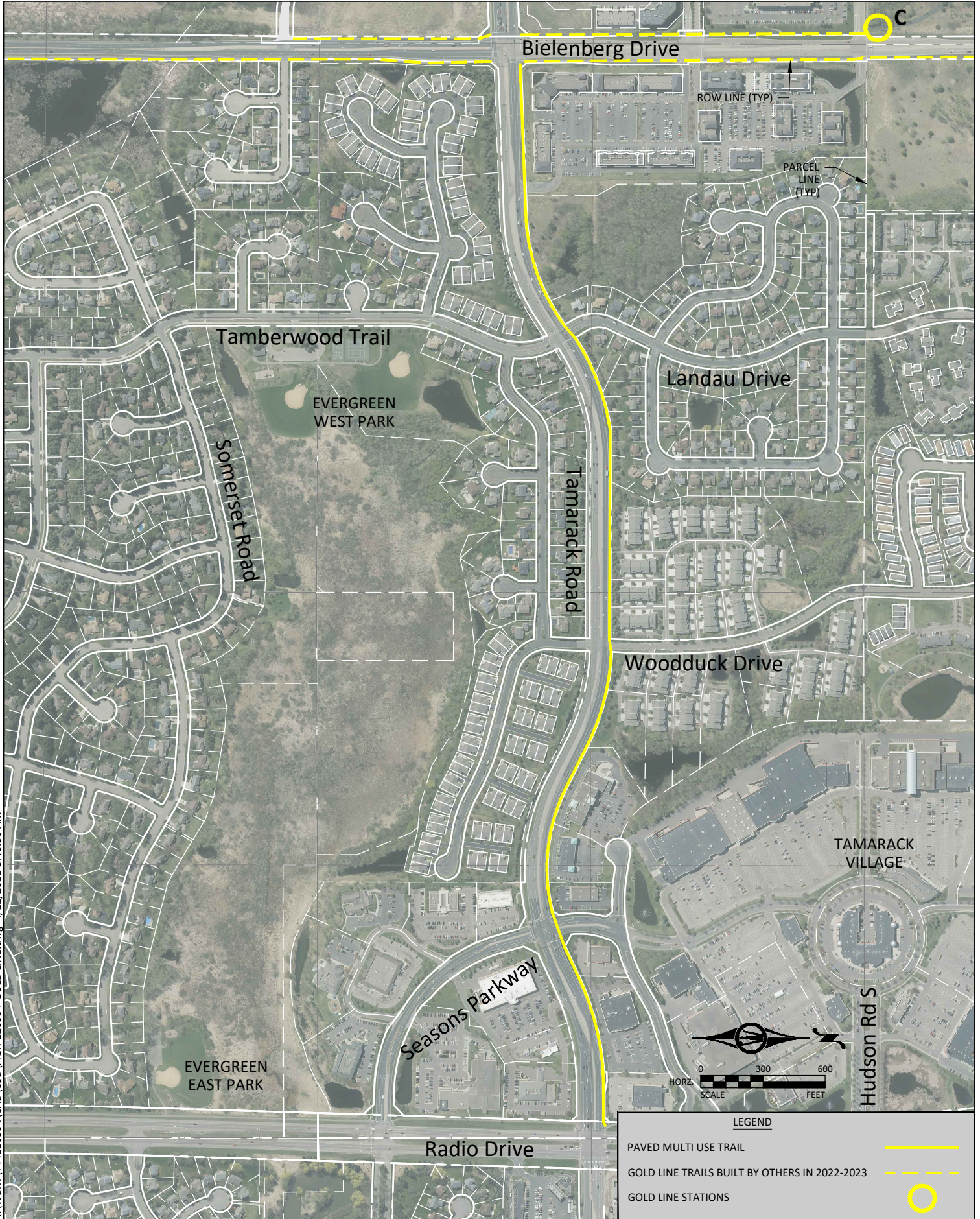
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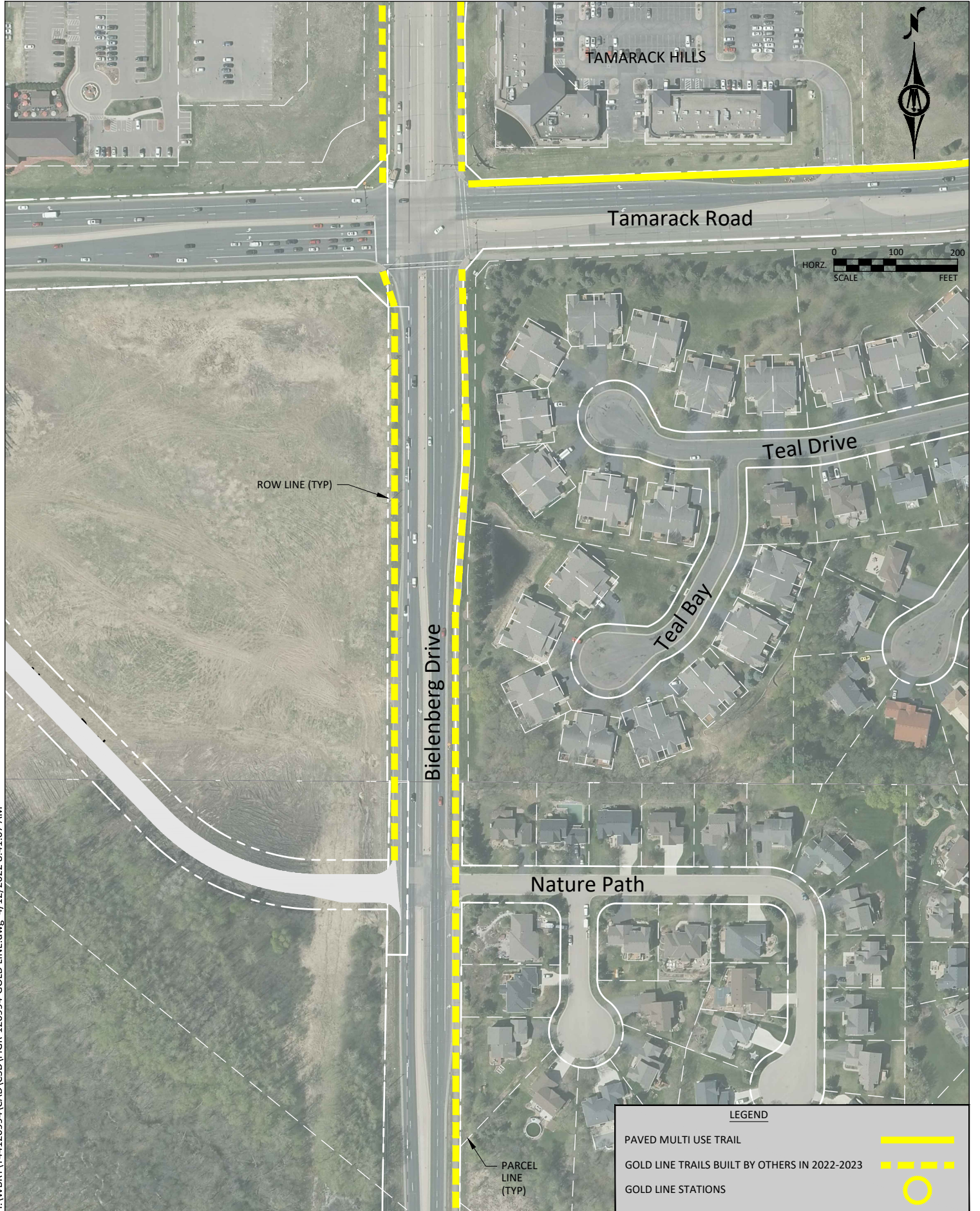
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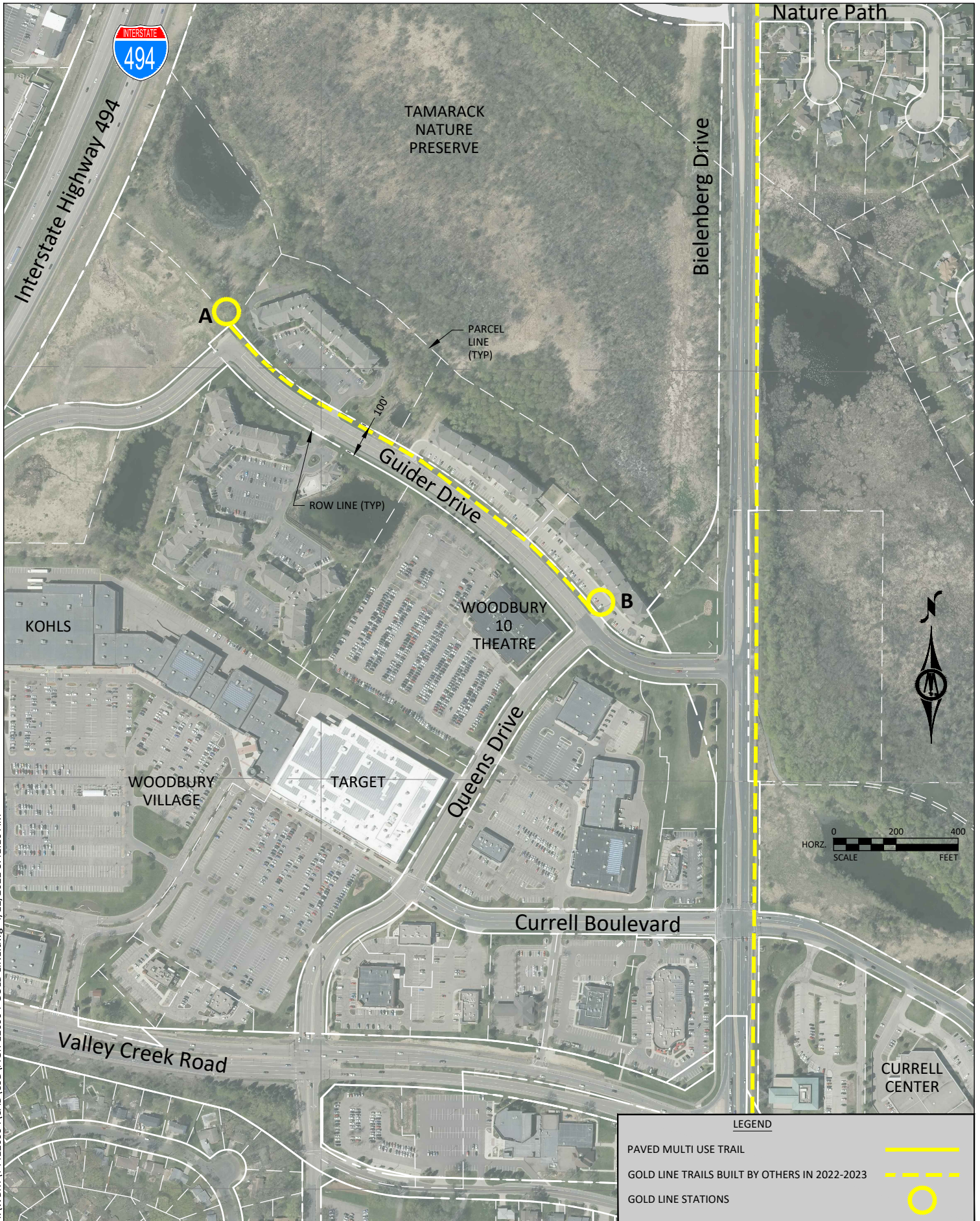
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LEGEND

- PAVED MULTI USE TRAIL
- GOLD LINE TRAILS BUILT BY OTHERS IN 2022-2023
- GOLD LINE STATIONS

Tamarack Road Trail Project

Existing Conditions Photos

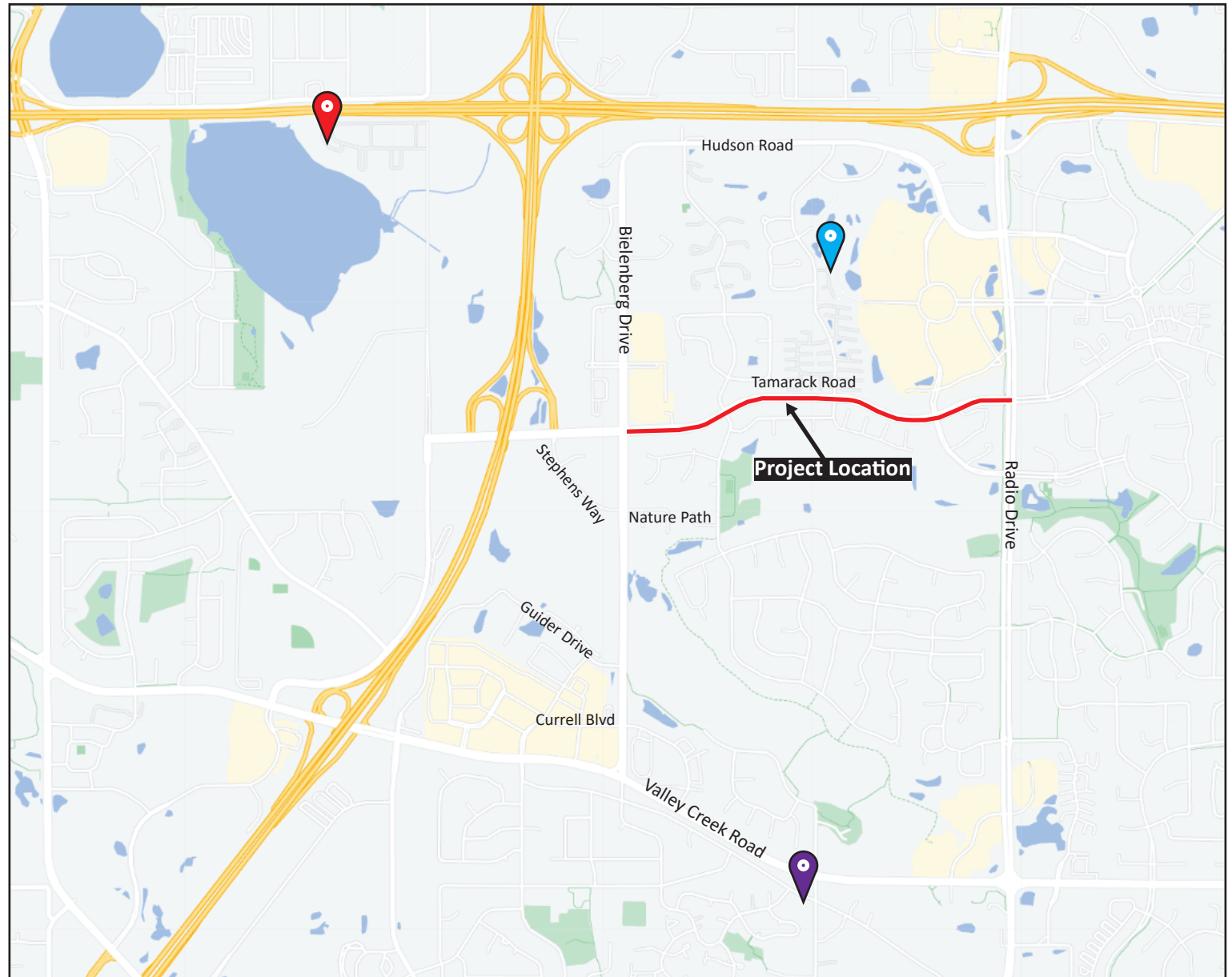


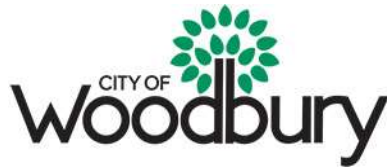
Location from top: Looking west from Tamarack Village Center to north side trail gap along Tamarack Road; the Tamarack Road intersection with Woodduck Drive and affordable housing units that lacks not only a northside trail connection to the near-term BRT station but also lacks any marked crossings to the existing trail on the south side; North side of Tamarack Rd from Bielenberg Dr to Landau Drive.

Affordable Housing Developments

Legend

- Project Location
- Affordable Housing Developments*
- Ashwood Ponds Apartments
- Pondview Townhomes
- The Glen at Valley Creek





8301 Valley Creek Road • Woodbury, MN 55125-3330 • woodburymn.gov
(651) 714-3500 • TDD (651) 714-3568 • FAX (651) 714-3501

April 6, 2022

RE: City of Woodbury Approval for the Tamarack Road Trail Project Layout

Dear Review Committee,

This is written confirmation that the City of Woodbury has approved the layout proposed for the Tamarack Road Trail Project. City Council approval of the Regional Solicitation application and proposed improvements is evident in the attached signed resolution. The City Council recognizes the local and regional importance of the proposed trails and is dedicated to implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Kutzke".

Tony Kutzke
Assistant Engineering Director/City Engineer
City of Woodbury



8301 Valley Creek Road • Woodbury, MN 55125-3330 • woodburymn.gov
(651) 714-3500 • TDD (651) 714-3568 • FAX (651) 714-3501

April 4, 2022

Tony Kutzke
City Engineer
City of Woodbury
8301 Valley Creek Road
Woodbury, MN 55125

RE: Commitment to year-round maintenance for City of Woodbury Tamarack Road Trail Improvements

Dear Tony Kutzke,

This is written confirmation that the City of Woodbury Public Works Department is committed to maintaining the pedestrian facilities proposed by the Tamarack Road Trail Project year-round per the City's Snow and Ice Control Policy. The Public Works Department recognizes the local and regional importance of the proposed trails and is dedicated to keeping them accessible year-round throughout their lifespan.

The proposed project will provide access to the planned Gold Line BRT stations within the City of Woodbury by developing and connecting into trail and pedestrian facilities along the following roadways:

- Westside Bielenberg Drive from Tamarack Road to Stephens Way,
- Tamarack Road North side from Bielenberg Drive to Radio Drive,
- Trails along Guider Drive,
- and all other pedestrian connections identified in station area master planning process.

The applications have been approved by the Woodbury City Council and are supported by the Public Works Department. We appreciate the City's dedication to improving the region's transportation system and look forward to doing our part to maintain it.

Sincerely,

A handwritten signature in blue ink that reads "Mary Hurliman". The signature is fluid and cursive.

Mary Hurliman
Public Works Director
City of Woodbury

May 12, 2020

Tony Kutzke
City Engineer
City of Woodbury
8301 Valley Creek Road
Woodbury, MN 55125

RE: Support for City of Woodbury Gold Line Local Trail Improvements

Dear Tony Kutzke,

Thank you for your dedication to providing diverse transportation options for the City of Woodbury and Twin Cities residents. Metro Transit fully supports the Gold Line BRT Station trail and pedestrian connections proposed by the City of Woodbury because it aligns with our vision of a healthy, active, and connected Twin Cities region. Metro Transit is committed to bringing alternative forms of transportation to our cities and towns, and we commend the City of Woodbury for assisting us in this mission.

As you know, the City of Woodbury's Gold Line Station trail and pedestrian connections project will provide residents and employees in the area with direct trail and pedestrian connections to the Gold Line BRT. The Tamarack Station and Woodbury Theater station currently serve two million sq. ft. of existing commercial uses and thousands of homes in the area. This project will provide each these businesses, employees, and residents with continuous access to the region's greater transportation network provided by Metro Transit. It will also increase ridership in the area and allow us to expand the transportation network in the future.

For the reasons above, Metro Transit is excited to support the Gold Line Station trail and pedestrian connections project proposed by the City of Woodbury. Providing comprehensive access to efficient transportation options for all Twin Cities residents is a collective effort that cannot be completed by one city or agency. We are thankful for the City of Woodbury's support in this mission.

Sincerely,



Christine Beckwith
Assistant Director of BRT Projects
Gold Line Project Director
Metro Transit

List Dates of most recent meetings and outreach specific to this project:

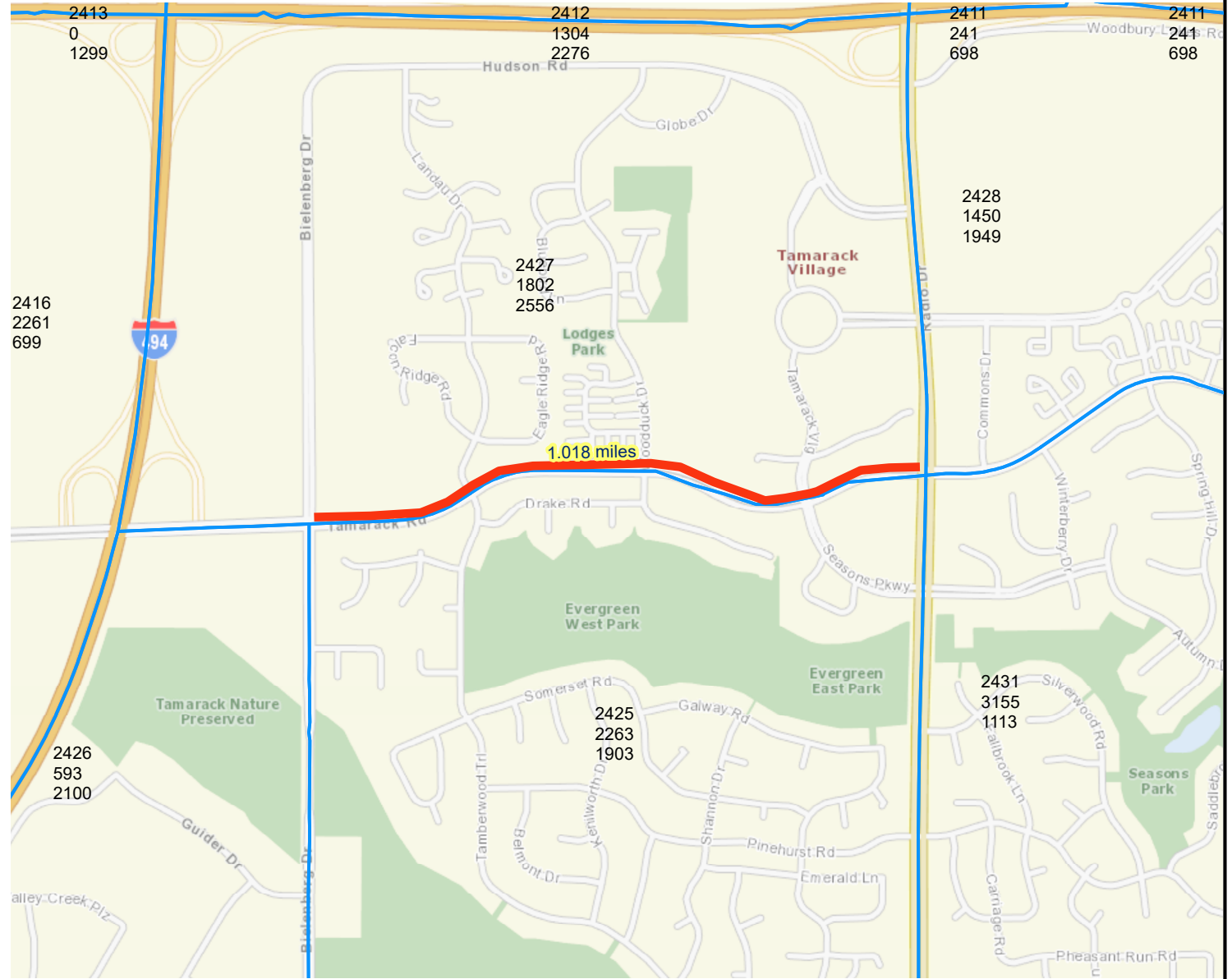
- Meeting with general public: 15
 - Woodbury Theatre Park & Ride pop-up, July 12, 2018
 - Washington County Fair, Aug 1-5, 2018
 - National Night Out (4 Woodbury neighborhoods), Aug 7, 2018
 - Woodbury Days at Ojibway Park, Aug 25-26, 2018
 - Washington County RH Stafford Library pop-up, Sept 25, 2018
 - Woodbury Lutheran Church Park & Ride pop-up, Sept 28, 2018
 - Woodbury Community Expo, Mar 30, 2019
 - Washington County Fair, Aug 3-4, 2019
 - National Night Out at the Barrington Apts, Woodbury, Aug 6, 2019
 - Woodbury Days at Ojibway Park, Aug 23-25, 2019
 - Woodbury Farmers' Market, Sept 15, 2019
 - Woodbury Big Truck Day, Sept 28, 2019
 - Woodbury Central Park and Library pop-up, Nov 21, 2019
 - Gold Line Environmental Assessment Open Houses, Oct 22-23, 2019
 - In-Peron pop-up, Woodbury 10 Theatre, Oct 7, 2020
 - Gold Line 60% Design Virtual Open Houses, Oct 8 & 13, 2020
- Meeting with partner agencies: 20
 - Gold Line Project Office Design Advancement Resolution Team meetings with Woodbury Staff – 20 meetings between 9/1/18 and 5/1/20
- Targeted online/mail outreach: 3
 - Flyer Distribution, July 12, 2018
 - Flyer Distribution, Oct 3, 2018
 - Online Survey (various, throughout engagement period)
 - City Webpage: <https://www.woodburymn.gov/529/Woodbury-Gold-Line-Master-Plan>
 - County Webpage: <https://www.co.washington.mn.us/3353/METRO-Gold-Line>
 - Project Webpage: <https://www.metrotransit.org/gold-line-project>
 - Postcard/mailers: sent to nearly 9500 residences and businesses in project corridor
 - Print/Digital Newsletters: sent to nearly 1000 recipients through subscriber list
 - Social Media Ads & Posts: on project Twitter account and Metro Transit Facebook page (posted in English, Spanish, Hmong, Somali and Karen)
 - Direct Email: sent to approx. 50 project partners, advisory committee members, community organizations, businesses, and individuals
 - Dedicated project Email: goldline@metrotransit.org
- Number of respondents: ~1200 across multiple surveys

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Tamarack Road Trail Project | Map ID: 1649683434931

Results

Within ONE Mile of project:
 Total Population: 26030
 Total Employment: 17255



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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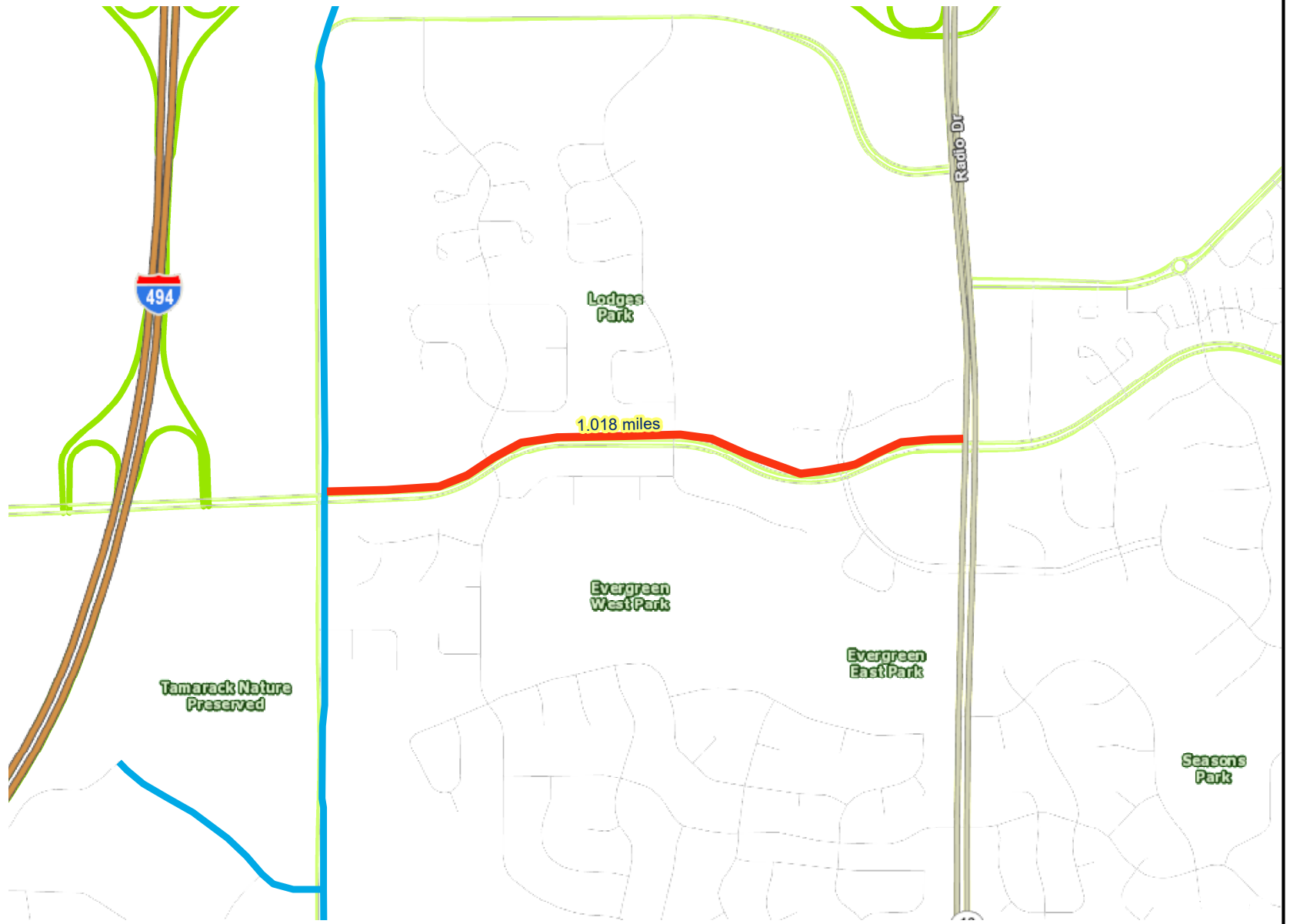


Project to RBTN Orientation

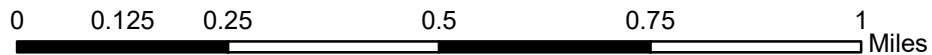
Multiuse Trails and Bicycle Facilities Project: Tamarack Road Trail Project | Map ID: 1649683434931

Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



Created: 4/11/2022
LandscapeRSA6



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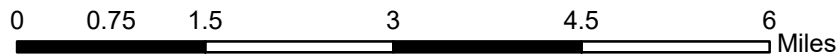
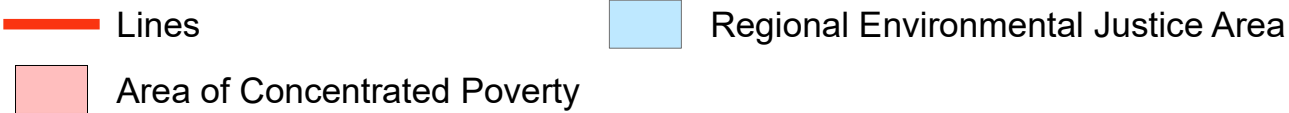
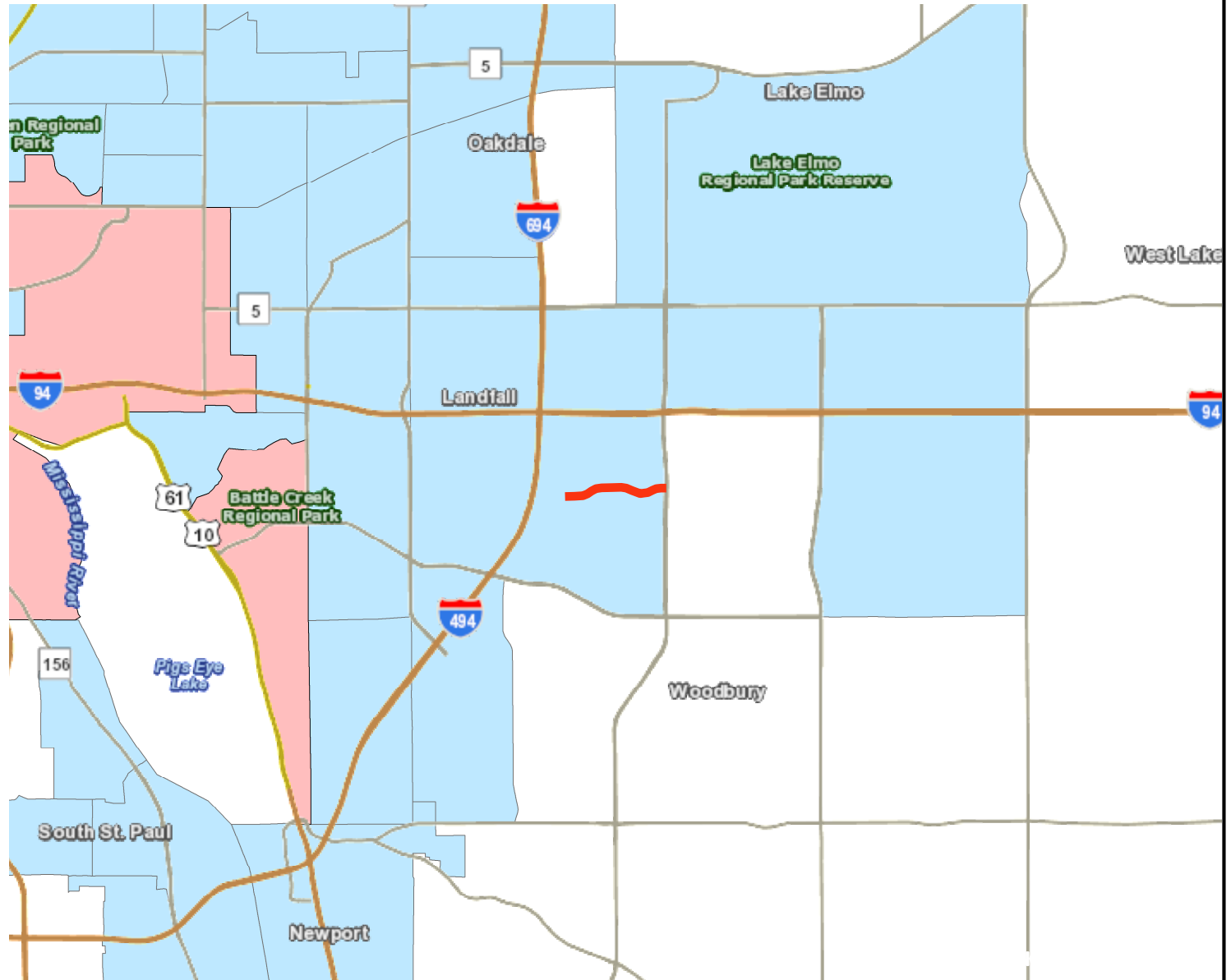


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 77

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Tamarack Road Trail Project | Map ID: 1649683434931

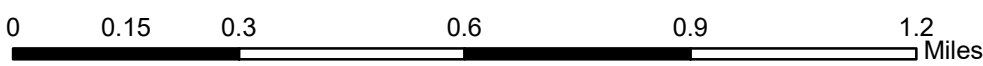
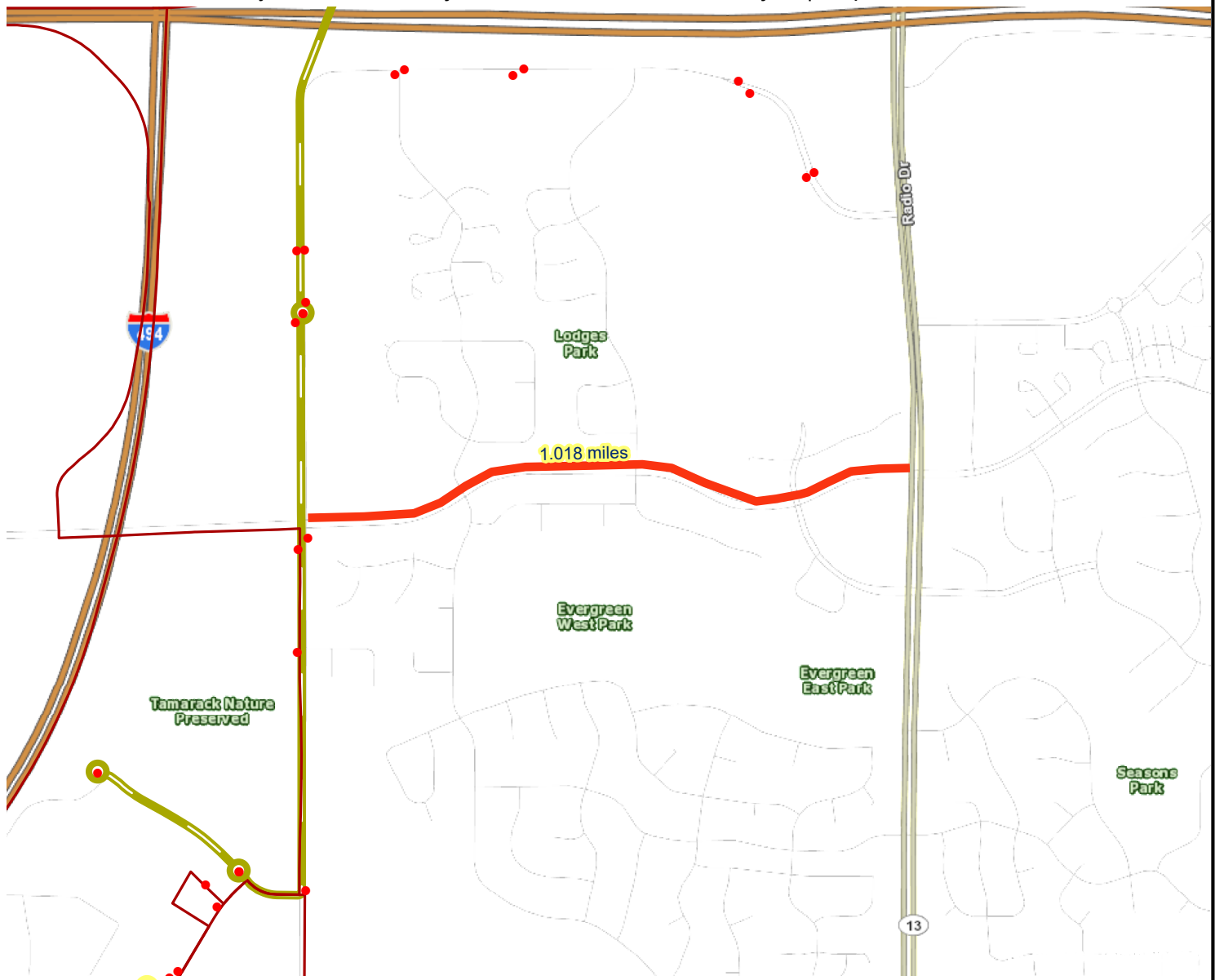
Results

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

*indicates Planned Alignments

Transit Market areas: 3

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Light Rail | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | | | |



Created: 4/11/2022
LandscapeRSA3



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Resolution 22-79

Resolution of the City of Woodbury,
Washington County, Minnesota

Authorizing 2022 Regional Solicitation Grant Application Submittal for
Tamarack Road from Weir Drive to Radio Drive Pavement Rehabilitation

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to locally-initiated project to meet regional transportation needs; and

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden to local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, all projects proposed are consistent with the adopted City of Woodbury 2040 Comprehensive Plan; and

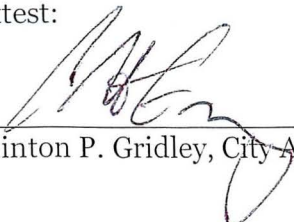
WHEREAS, City staff have been working to determine the various projects within the City of Woodbury that provide most competitive applications; and

WHEREAS, subject to federal funding award, the City Council would be asked to consider authorization to execute a grant agreement at a future meeting.


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodbury, Washington County, Minnesota, approves 2022 Regional Solicitation grant application submittal for the Tamarack Road from Weir Drive to Radio Drive Pavement Rehabilitation.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 13th day of April, 2022.

Attest:



Clinton P. Gridley, City Administrator



Anne W. Burt, Mayor

(SEAL)