



Application

17073 - 2022 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

17657 - City of Victoria 78th Street Pedestrian Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Organization Information

Name: VICTORIA, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: PO BOX 36

* VICTORIA Minnesota 55386
City State/Province Postal Code/Zip
County: Carver
Phone:* 952-443-4210
Ext.
Fax:
PeopleSoft Vendor Number 0000021007A2

Project Information

Project Name 78th Street Pedestrian Overpass
Primary County where the Project is Located Carver
Cities or Townships where the Project is Located: City of Victoria
Jurisdictional Agency (If Different than the Applicant):

The City of Victoria is seeking funding to construct a pedestrian overpass across Highway 5 at 78th Street. The bridge will provide a 12' wide paved and ADA accessible connection between 78th Street, Stieger Lake Lane, the Lake Minnetonka Regional Trail, and ultimately downtown Victoria. MN Highway 5 is a minor arterial (A-Minor Expander) that currently serves about 15,200 vehicles per day (2019 data) and is expected to serve around 24,000 vehicles per day by 2040. Highway 5 is a high speed and high volume barrier to pedestrians with no pedestrian crossing facilities within 0.5 miles of the project location.

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

The proposed improvement will enable the expanding local trail network to achieve its full potential by effectively linking disconnected neighborhoods to the regional system through a grade separated crossing. The 78th Street Pedestrian Bridge will connect to two Tier 1 Bicycle and Trail Network alignments - the Lake Minnetonka Regional Trail and MN Highway 5 - and a regional park - the Carver Park Reserve. Pedestrian crossing facilities do not currently exist within half a mile of either direction on Highway 5. The nearest crosswalk north of the project area is approximately one mile northeast, at CSAH 13, or Bavaria Road/Rolling Acres Road. The nearest crosswalk south of the project area is approximately 0.5 miles southwest, at CSAH 11, or Victoria Drive. The proposed bridge is needed to connect growing residential areas and Holy Family Catholic High School to downtown Victoria - home to the Victoria Public Library, City Hall, restaurants, shopping centers, new housing developments, and many daily service needs.

The proposed project is part of the larger Arboretum Area Transportation Plan, a multi-city

and multi-corridor study aimed at identifying and developing transportation improvements that address traffic management, safety, and project phasing. The plan included a multifaceted engagement effort to identify and build support for each of the project identified, including the 78th Street Pedestrian Bridge. Four open houses, engaging over 400 residents, were hosted during the study. Agencies involved are now beginning the process of funding and implementing projects identified through the planning process, including the grade separation at 78th Street. This includes the design and construction of an expansion project to the east of this location partially funded through the prior round of the Regional Solicitation. The proposed bridge will be designed to work with the future expansion of Highway 5.

(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 new pedestrian bridge over TH 5 at 78th St

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) 0.2

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$2,000,000.00

Match Amount \$1,204,000.00

Minimum of 20% of project total

Project Total \$3,204,000.00

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

Match Percentage 37.58%

Minimum of 20%

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

Source of Match Funds Local

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: 2025

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

Project Information

County, City, or Lead Agency	City of Victoria
Zip Code where Majority of Work is Being Performed	55386
(Approximate) Begin Construction Date	04/01/2026
(Approximate) End Construction Date	10/30/2026
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	N/A
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	78th Street and Marigold Circle
To: (Intersection or Address)	Lake Minnetonka Regional Trail
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	0.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes
Primary Types of Work	Grading, retaining wall, shared use path, bridge, pedestrian ramps
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	TBD
Structure is Over/Under (Bridge or culvert name):	Over TH 5

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 overall goal of this project is to provide a safer pedestrian/bicycle crossing at a critical point along the important Highway 5 corridor. In this sense this project can relate to most major goals and objectives described in the 2040 Transportation Policy Plan. However, this project will specifically contribute to the following goals:

GOAL: SAFETY and SECURITY (p.44-45): This project will provide safe crossing for pedestrians/bicycles, which will also improve safety for motorists on Highway 5. This new crossing will also contribute to this goal by encouraging increased pedestrian and bicycle commuting and therefore have a positive impact on climate change concerns.

GOAL: ACCESS TO DESTINATIONS (p.46-47): This project will certainly work to improve the availability and quality of multimodal travel options, by providing an easy pedestrian/bicycle corridor from the residential neighborhoods east of downtown Vitoria to the Steiger Lake Lane trail leading directly downtown.

GOAL: HEALTHY AND EQUITABLE COMMUNITIES (p.50-52): Finally, this project also engages the goal to promote the health of communities. The main objectives and strategies of this goal revolve around lowering human impact on the environment and existing cultural features of a community and increasing all community members access to these same resources. This project, in providing increased access of residential communities to both business and recreational resources, certainly follows these strategies.

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

(Limit 2,800 characters; approximately 400 words)

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

This project is referenced directly in the Arboretum Area Transportation Plan and meets local city, regional, and even state-wide goals as described in the City of Victoria's Comprehensive Plan. The plan was adopted by the City of Victoria and Carver County, in partnership with MnDOT.

The Comprehensive Plan for the City of Victoria (<https://www.ci.victoria.mn.us/DocumentCenter/View/4398/Our-Victoria-Tomorrow-2040-Comprehensive-Plan--PDF>), lays out extensive plans for the future of their community. Many goals and objectives are broad, but some specific goals that this project addresses include making Steiger Lake Lane more pedestrian and bicycle friendly (p.33) and to develop gateway corridors to connect commerce of downtown to residential areas (p. 34). More generally a number of specifically listed goals (e.g. Goal LU-4.7 (p.50) and Goal T-4.7 (p.101)) touch on and one general goal (Goal T-8 (p.103-104)) focuses on, the priority of increasing pedestrian/bicycle access and connectivity.

However, this specific project is directly referenced in the Carver County Arboretum Area Transportation Plan (<https://www.co.carver.mn.us/departments/public-works/projects-studies/arboretum-area-transportation-plan>). The Full Implementation Plan for the project references the plan for the 78th/Hwy 5 crossing directly (p. 15). The project is also described in more detail in the Interactive Story Map of the broader project as part of the broader Highway 5 Vision (<https://bmi.maps.arcgis.com/apps/MapSeries/index.html?appid=179cfee78337400aaa37f8f8b31d208b>).

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

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).

Multiuse 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: 05/13/2019

Link to plan: <https://www.ci.victoria.mn.us/DocumentCenter/View/3641/City-of-Victoria-ADA-Transition-Plan-PDF?bidId=>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

[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	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$2,629,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$50,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$525,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$3,204,000.00

Specific Transit and TDM Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

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

Transit Operating Costs

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

Totals

Total Cost	\$3,204,000.00
Construction Cost Total	\$3,204,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	934
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1649888817677_004C_Regional Economy Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	2320
Upload Map	1649888853540_004A_Population Employment Summary 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:

A full corridor study, led by Carver County and MnDOT, (Arboretum Area Transportation Plan) was recently completed for this area, with a multifaceted engagement effort to identify and build support for each of the projects identified in the larger plan. Need for the 78th Street Pedestrian Bridge was identified through technical analysis and using information gathered through engagement. Engagement began early to understand the issues of the project area.

Efforts to reach equity populations during this study focused on neighborhood-specific and general public meetings which were held at the Arboretum. Participants received free Arboretum access for attending, which helped generate wide participation in corridor issue identification and concept development/evaluation. About 400 people attended in-person and online 16 events.

Response:

Persons aged 65 or older represent around 11 percent of the population in Victoria, greater than that of neighboring cities and the overall Twin Cities metro area. Victoria also has a higher percentage of residents below age 15 than Chanhassen, Chaska, Carver County, and the overall Twin Cities area. On September 4, 2019, the project team held a community pop-up event at the Victoria Classic Car Night as part of the Arboretum Area Transportation Plan. This event was widely attended with seniors and children provided many comments about the need for the project. In spring of 2020, outreach to students occurred online to gather feedback from the youth.

While the COVID-19 pandemic suspended in-person engagement opportunities, it allowed for creativity in the engagement process that led to

increased participation and more accessible meeting formats. Beginning in March 2020, public input was gathered through online surveys and web-based mapping interfaces. This shift allowed all persons to provide feedback at any time of day. Moving engagement efforts online improved accessibility for equity populations by allowing residents with non-traditional schedules, residents from single-vehicle or no vehicle households, and residents with disabilities to participate in stakeholder engagement. More than 300 online surveys were completed with 100+ comments on the interactive map.

The feedback offered so far has provided the project team with insight on the state of pedestrian safety, accessibility, and connectedness in Victoria. Past engagement, as well as future engagement during the project's design phase, will directly influence the outcome of the project. The City of Victoria will continue to seek out and prioritize input from People of Color, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing.

(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.

The proposed pedestrian overpass will provide direct benefits to people of color, low-income, disabled, youth and elderly populations by closing gaps in pedestrian and bicycle facilities, positively impacting public health, and providing access to downtown Victoria - an employment and education center for the city.

Equity populations often rely on non-motorized transportation for connections to daily needs, employment, transit, and educational services. The proposed pedestrian bridge will provide a safe and direct ADA accessible crossing of Highway 5, a high speed and high volume pedestrian barrier, where one does not exist today. Census data states 5 percent of Victoria's population lives with a disability. Without the proposed bridge, disabled residents must travel over half a mile to get to the next pedestrian crossing of Highway 5 to access the downtown area. This adds approximately 20 minutes to a walking trip, resulting in attempts to cross the highway with no aid or warning to drivers.

Response:

Downtown Victoria is adjacent to multiple schools, including Holy Family Catholic High School, and the site of livable wage jobs for many in the community. It is the main economic center within the City of Victoria and houses the Victoria Public Library, Victoria City Hall and Fire Department, and the City's commercial corridors. Improving nonmotorized access into downtown via the proposed pedestrian bridge will benefit youth, elderly, and low-income populations travelling across Highway 5 to access these amenities. The encouragement of walking and biking to these destinations will also improve public health for all Victoria residents.

The project area is also located a mile and a half of the Minnesota Landscape Arboretum. The Arboretum is a significant cultural resource to the Twin Cities and Minnesota. The resource serves low-income, disabled, youth and elderly populations through targeted programs aimed at increasing public awareness and accessibility to the natural world and offering a complementary membership program for economically disadvantaged Carver County residents. The campus is accessed from Highway 5, east of the project area. The proposed pedestrian bridge will provide a safe crossing to the Lake Minnetonka Regional Trail that leads to the Landscape Arboretum to the east. The proposed bridge is also a part of the greater Arboretum Area Transportation Plan that will serve over 15,000 residents within half a mile of the project area, is near three manufacturing and distribution centers, and connects to two Tier 1 Regional Bike and Trail Network Alignments, per Met Council data.

(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 project's 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 half-mile zone near the project area includes 15 subsidized rental housing units. The City of Victoria has 457 naturally-occurring affordable housing units within two miles of the project area. The Carver County Community Development Agency authorized the purchase of 760 Arboretum Blvd to be used as affordable housing in April 2022.

Based on estimates from the Metropolitan Council, approximately 21% of the housing units in Victoria are affordable at some level. Because there are few publicly subsidized affordable housing units, naturally occurring affordable housing in the community make up the majority housing stock of affordable units. Within two miles of the project area, 216 units are affordable at or below 50% AMI and 422 units are affordable between 50% and 80% AMI. The Metropolitan Council estimates that there are 394 cost burdened households in Victoria that are earning less than 80% of the area median income. Victoria is committed to providing enough affordable housing to serve all residents and has designated available vacant land as High Density Residential to meet their allocation of affordable housing per Metropolitan Council guidelines. A full list of Victoria's housing goals and policies is included in the 2040 Comprehensive Plan.

Response:

In 2020, the city partnered with Bethesda Cornerstore Village to construct a senior housing development approximately 0.5 miles south of the project. 11 of 52 units are affordable at or below 50% of AMI. This site includes independent living for adults with developmental/intellectual disabilities. The proposed pedestrian bridge will provide access for pedestrians walking from Bethesda to the Lake Minnetonka Regional Trail and the Carver Park Reserve.

The Carver County CDA recently purchased a property on the 800 block of Arboretum Blvd, approximately 0.5 miles from the project area, which will be rented at 60% of AMI. There are three scattered site public housing units where residents pay 30% of their income - one each on Marigold Circle, Fieldcreek Circle, and Victoria Dr. There are also Housing Choice Vouchers accepted by private landlords throughout near the project area.

This project will improve access and safety while crossing Highway 5 for pedestrians from all mentioned affordable housing units. The bridge will eliminate all conflict points between vehicles and pedestrians at the 78th Street intersection. Bicyclists and pedestrians will benefit from an expanded network and a direct connection to Lake Minnetonka Regional Trail - a Tier 1 Regional Bike and Trail Network alignment. Students and employees living in affordable housing units will benefit from more direct access to Holy Family Catholic Highschool and the downtown Victoria business center.

(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):

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

Yes

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

1649889934595_004D_Socio Economic Conditions Map.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Highway 5 is a physical barrier in the City of Victoria that limits access to two Tier 1 Bicycle and Trail Network alignments - the Lake Minnetonka Regional Trail and MN Highway 5, downtown Victoria, growing residential neighborhoods in the east part of the city, and Holy Family Catholic High School. There are currently no at-grade pedestrian or bicycle crossing facilities within the half-mile walk shed of the project area. The nearest crosswalk north of the project area is approximately one mile northeast, at CSAH 13. The nearest crosswalk south of the project area is approximately 0.5 miles southwest, at CSAH 11. Residents currently have no alternative other than to use the highway shoulder or cross Highway 5 at uncontrolled locations. The proposed bridge will link disconnected neighborhoods downtown through a grade separated crossing.

Response:

MN Highway 5 is a minor arterial, or a A-Minor Expander, that currently serves about 15,200 vehicles per day (2019 data) and is expected to serve around 24,000 vehicles per day by 2040. According to Met Council data, free flow traffic speeds are 53 mph in this location. High vehicle speeds and limited visibility due to curves in the roadway make this intersection challenging and dangerous to cross. The high speeds increase the risk of severe injury, should a crash occur. Congestion along the roadway contributes to pedestrian crossing delays due peak hours and increases the potential for risk taking.

Highway 5 experiences congestion during peak periods today and is expected to require expansion to a 4-lane roadway in the future to accommodate growth in the county to the west. A residential development south of 78th Street and north of Holy Family Catholic High School will add approximately

130 additional single-family homes to the area, increasing the need for expanded roadway and pedestrian facilities. A portion of this expansion to the east has been funded through Regional Solicitation and will be constructed in the coming years. The expansion will qualify the project area as a regional bicycle barrier. The proposed pedestrian bridge will be designed to work with the future expansion of Highway 5.

This project will enhance walking facilities at a heavily used intersection by constructing a pedestrian overpass. The bridge will eliminate all conflict points between vehicles and pedestrians at Highway 5 and 78th Street. The horizontal curvatures of the highway north and south of the project area limit visibility and increase the risk of pedestrian-related crashes. Pedestrian infrastructure will be ADA accessible and will be permitted for use by bicyclists as well. These improvements will allow safe crossings of the Highway 5 corridor to and from downtown Victoria and other regional destinations.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Highway 5, around the project area, lacks pedestrian crossing facilities. The MnDOT Traffic Engineering Manual indicates this type of crossing should include a hybrid beacon, a pedestrian signal, or grade separation. The proximity of the regional trail system, high school, residential areas, and downtown business district, the high volumes and speeds of Highway 5, and the horizontal curvature of the roadway make a strong case for a safe and accessible pedestrian bridge at the intersection with 78th Street.

Response:

In the project area, Highway 5 operates at 55 mph and is a two-lane undivided roadway with an additional eastbound right turn lane. This highway configuration, including the lack of a marked crosswalk or landing space on the north side of Highway 5, creates significant difficulty for pedestrians attempting to cross. Pedestrians crossing Highway 5 on the east leg of the intersection face two to four conflict points, depending on crossing location. The two through lane conflict points are made more dangerous due to the high speeds of vehicles travelling on Highway 5. The other two conflict points occur at turn lanes.

Vehicles traveling towards the project area from the north experience a curve in the highway approximately 500 feet north of the proposed bridge. Vehicles traveling towards the project area from the south experience a curve in the highway approximately 1,500 feet south of the project area. Horizontal curvatures limit sight distance and reduce the amount of reaction time a driver has to see a pedestrian. The curvatures also create additional challenges for pedestrians attempting to cross by limiting non-motorized visibility. To safely cross a roadway, a pedestrian shall be able to see

the length of the roadway a car would travel during the time they are in the roadway. Because this crossing is about 52 feet across, pedestrians need to see approximately 1,200 feet in either direction. This is not possible with the horizontal curvature of the roadway. The proposed pedestrian overpass would eliminate pedestrian conflict points and create a safer intersection in a rapidly growing part of the city.

From 2019 to 2021, two crashes have been reported at this intersection. One resulted in minor personal injury, and the other was property damage only. In the last ten years, no pedestrian or bicycle crashes have been reported. While this is the case, the risk of pedestrian crash at this location is high due to the linked land uses on both sides of the highway, the desire to reach the regional trail system, and the high volume and speeds on the highway. The horizontal curvature of the roadway, with high traffic speeds, creates an environment where roadway drivers are not able to anticipate and react within a timely manner to avoid collision.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The 78th Street Pedestrian Bridge will connect to two Tier 1 Bicycle and Trail Network alignments - the Lake Minnetonka Regional Trail and MN Highway 5 - and a regional park - the Carver Park Reserve. Bicycle connections are a priority of this project, given the intersection's proximity to these two regional destinations. The project is also adjacent to a RBTN Tier 2 corridor.

The proposed project will provide a 12' wide paved and ADA accessible connection across the highway in a location that is already widely used by pedestrians and bicyclists attempting to cross Highway 5. Currently, there are no at-grade pedestrian or bicycle crossing facilities within the half-mile walk shed of the project area. The nearest crosswalk north of the project area is approximately one mile northeast, at CSAH 13, or Bavaria Road/Rolling Acres Road. The nearest crosswalk south of the project area is approximately 0.5 miles southwest, at CSAH 11, or Victoria Drive.

Response:

The grade-separation above Highway 5 (minor arterial with 55 mph speed limit, 13,000 vehicles/day) will link growing south Victoria neighborhoods to the Highway 5 Regional Trail, Lake Minnetonka Regional Trail, Carver Park Reserve and downtown Victoria. It also gives neighborhoods north of Highway 5 access to Holy Family Catholic High School. The proposed bridge will improve Victoria's local network of trails and crossings, enabling access to local and regional destinations, providing better continuity, connecting existing dead-end trail segments, improving crossings on Highway 5, and creating more connectivity to the regional trail network. It will also improve dial-a-ride and SW Prime transit service removing pedestrians and bicyclists from the roadway.

Highway 5 is not designated as a Regional Bicycle Barrier in this location; however, Highway 5 east of this location is a 4-lane divided expressway identified as a Tier 2 Regional Bicycle Barrier. The Arboretum Area Transportation Plan recommends expansion of Highway 5 in the project area to a 4-lane roadway in the future to accommodate projected congestion and growth in the county to the west. The 78th Street Pedestrian Bridge will be designed to work with the existing Highway 5 infrastructure as well as a future, expanded Highway 5. There will not be need to rebuild the proposed bridge. With this expansion, Highway 5 will likely become a bicycle barrier in the future.

(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 78th Street Pedestrian Bridge is part of the larger Arboretum Area Transportation Plan. This multi-corridor study included a multifaceted engagement plan aimed to identify and build support for each project along the corridors. The purpose and need of the proposed project were identified through technical analysis and using feedback gathered through engagement. Engagement efforts included neighborhood meetings, a Stakeholder Advisory Committee made up of residents, business outreach, online surveys and interactive mapping tools, and general public open houses. Overall, approximately 400 people participated in interactive in-person meetings (dates: 6/19/19, 6/25/19, 6/27/19, 7/16/19, 9/4/19, 11/6/19, 11/20/19, 12/4/19, 12/17/19, 3/11/20).

Response:

In response to the COVID-19 public health emergency, additional Stakeholder Advisory Committee meetings, public open houses, and neighborhood meetings were hosted online (dates: 3/15/20-4/15/20, 5/13/20-5/28/20, 6/17/20-7/12/20, 7/20/20-8/7/20, 7/29/20, 11/10/20, 11/19/20-12/4/20). The two online open houses were attended by nearly 200 additional residents.

Online surveys and a web-based mapping interface served as additional outreach tools to allow feedback, generating more than 800 online survey responses with 100+ comments on the interactive map and more than 150 emails and calls to the project team. The project also engaged the public through regular email e-bulletin updates, reaching nearly 600 e-bulletin subscribers.

The public was engaged early in the planning process to provide insight on existing issues. Further engagement occurred further in the process

to share and receive feedback on preliminary design and implementation timing. Feedback from all engagement opportunities was summarized and shared with elected officials, stakeholder and technical advisory committees, and with project management staff. Public input was directly used to identify the project purpose and need, alter potential physical interventions, and gauge support for transportation options on Highway 5 and adjacent roadways. The 78th Street Pedestrian Bridge project is a direct result of safety concerns within the project area shared during engagement opportunities.

The proposed connection is included in Victoria's 2040 Comprehensive Plan. The City held four public open houses, 12 neighborhood meetings, four stakeholder advisory committee meetings, met one-on-one with property owners, presented to city councils, and emailed out regular project updates to over 660 subscribers. In total, more than 800 online comments and survey responses were received. The City hosted an online mapping tool, in which participants were able to make location-specific comments for various areas in Victoria.

(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.

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.

Yes

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

1649890357761_003_Concept Drawing.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

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 Yes

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):	\$3,204,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,204,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
001_One Page Description.pdf	One Page Project Description	484 KB
002_Existing Condition Photos.pdf	Existing Conditions	449 KB
003_Concept Drawing.pdf	Layout Concept	272 KB
004_Letters of Support.pdf	Letters of Support	881 KB
005_Met Council Maps.pdf	Metropolitan Council Generated Maps	6.2 MB
006_City Resolution for 78th Street Ped Overpass.pdf	City Resolution	196 KB
007_Arboretum Area Transportation Plan.pdf	Arboretum Area Transportation Plan	2.2 MB
008_Victoria Comprehensive Plan.pdf	Victoria Comprehensive Plan	1.5 MB

Regional Economy

Pedestrian Facilities Project: 78th Street Pedestrian Overpass | Map ID: 1646922558987

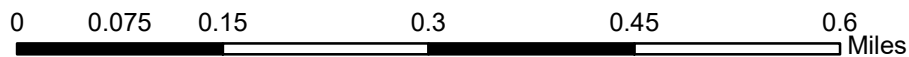
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 2320
Total Employment: 934
Mfg and Dist Employment: 103



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 3/10/2022
LandscapeRSA5



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

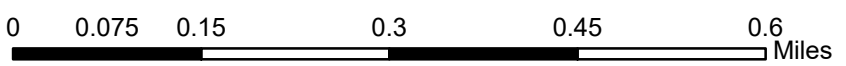
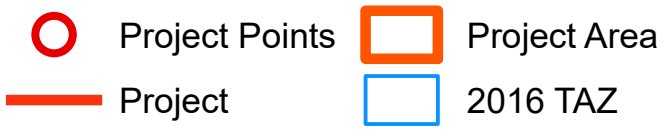


Population/Employment Summary

Pedestrian Facilities Project: 78th Street Pedestrian Overpass | Map ID: 1646922558987

Results

Within HALF Mile of project:
Total Population: 2320



Created: 3/10/2022
LandscapeRSA4



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



Results

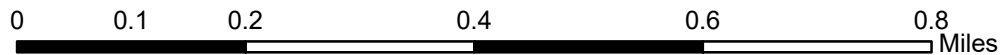
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 15

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

■ Area of Concentrated Poverty



Created: 3/10/2022
LandscapeRSA2



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

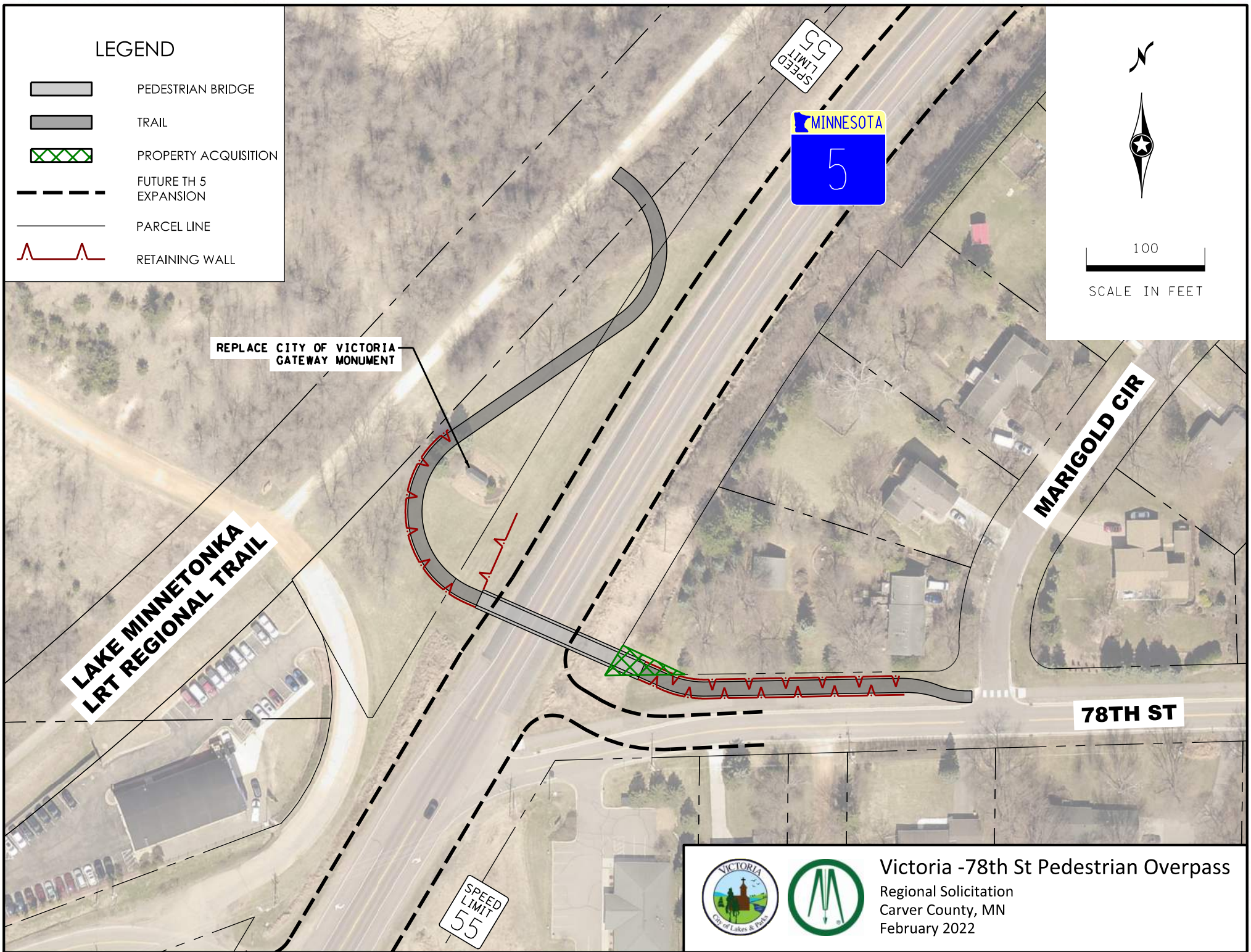


LEGEND

- PEDESTRIAN BRIDGE
- TRAIL
- PROPERTY ACQUISITION
- FUTURE TH 5 EXPANSION
- PARCEL LINE
- RETAINING WALL



100
SCALE IN FEET



Victoria -78th St Pedestrian Overpass
Regional Solicitation
Carver County, MN
February 2022



Project Name: 78th Street Pedestrian Bridge

Applicant: City of Victoria

Primary Contact:

Cara Geheren

City Engineer

City of Victoria

1670 Stieger Lake Lane

Victoria, MN 55386

952-443-4222

Cara.Geheren@focusengineeringinc.com



Location & Route:

MN Highway 5 at 78th Street



Application Category:

Pedestrian Facilities



Funding Information:

Requested Award Amount: \$2,000,000

Local Match: \$1,200,000

Project Total: \$3,200,000



Corridor Fast Facts:

- Identified in the larger Arboretum Area Transportation Plan
- Connect growing residential neighborhood and Holy Catholic Family High School to Downtown Victoria
- Connect to two Tier 1 Bicycle and Trail Network alignments – the Lake Minnetonka Regional Trail and MN Highway 5



*Design time frame will depend on construction year.

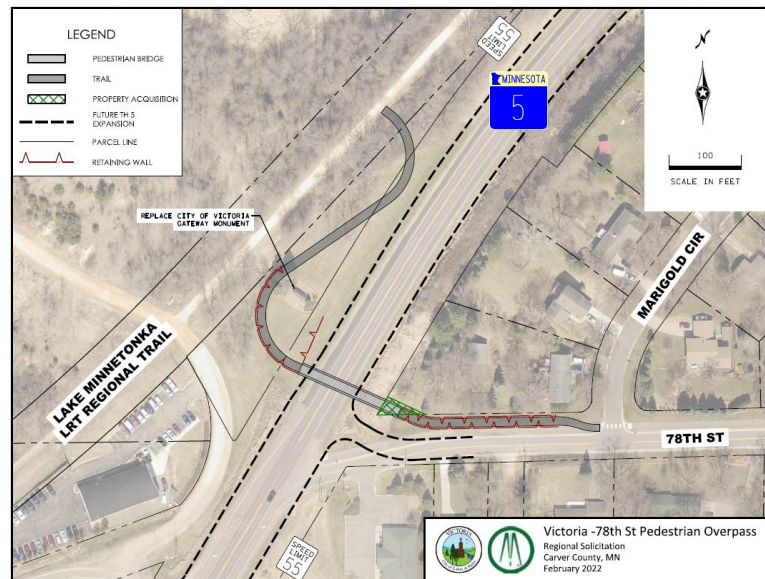


Project Description

The City of Victoria is seeking funding to construct a pedestrian overpass across Highway 5 at 78th Street. The bridge will provide a 12' wide paved and ADA accessible connection between 78th Street, the Lake Minnetonka Regional Trail, and downtown Victoria. Highway 5 is a high speed and high-volume barrier to pedestrians.

Project Benefits/Regional Significance

The 78th Street Pedestrian Bridge is needed to connect growing residential areas and Holy Family Catholic High School to downtown Victoria – home to the Victoria Public Library, City Hall, restaurants, shopping centers, new housing developments, and many daily service needs. Pedestrian crossing facilities do not currently exist within half a mile of either direction on Highway 5. The bridge provides facilities to connect pedestrians to two Tier 1 Bicycle and Trail Network alignments and the Carver Park Reserve.



Project Development and Status

The proposed project is part of the larger Arboretum Area Transportation Plan, a multi-city and multi-corridor study aimed at identifying and developing transportation improvements that address traffic management, safety, and project phasing. Four open houses, engaging over 400 residents, were hosted during the project. Agencies involved are now beginning the process of funding and implementing projects identified through the planning process, including the grade separation at 78th Street. This includes the design and construction of an expansion project to the east of this location partially funded through the prior round of the Regional Solicitation.

For more information email:

Cara.Geheren@focusengineeringinc.com

View of Project Location from the South on Highway 5



View of Project Location from the North of Highway 5



View of Project Location from the East on 78th Street



LEGEND

- PEDESTRIAN BRIDGE
- TRAIL
- PROPERTY ACQUISITION
- FUTURE TH 5 EXPANSION
- PARCEL LINE
- RETAINING WALL



100
SCALE IN FEET

LAKE MINNETONKA
LRT REGIONAL TRAIL

REPLACE CITY OF VICTORIA
GATEWAY MONUMENT

MARIGOLD CIR

78TH ST

SPEED
LIMIT
55



SPEED
LIMIT
55



Victoria - 78th St Pedestrian Overpass
Regional Solicitation
Carver County, MN
February 2022



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

April 4, 2022

Cara Geheren, PE
City Engineer, City of Victoria
1670 Stieger Lake Lane
Victoria, MN 55386

RE: Letter of Support for City of Victoria Highway 5 Pedestrian Crossing 2022 Regional Solicitation Application

Dear Ms. Geheren,

Carver County supports the City of Victoria's application for a Pedestrian Facilities Project to the Metropolitan Council's 2022 Regional Solicitation. The proposed project is a separated grade pedestrian crossing of Highway 5 using an overpass to connect 78th Street to Stieger Lake Lane, the Lake Minnetonka LRT Regional Trail, and ultimately downtown Victoria. This project will greatly improve the pedestrian crossing safety of Highway 5, which is a high speed, regional freight corridor in this location.

Carver County partnered with the City of Victoria, the Minnesota Department of Transportation (MnDOT), the City of Chanhassen, the City of Chaska, and the MN Landscape Arboretum on the Arboretum Area Transportation Plan corridor study to identify coordinated multimodal transportation improvements to address significant existing transportation mobility, safety, and access issues on the Highway 5 corridor. The Arboretum Area Transportation Plan corridor study included a robust technical analysis, concept development, concept evaluation, and a diversified and broad public engagement strategy to identify and build consensus for short and long-term roadway concepts and recommendations. The proposed project was identified as part of the study process, and the project is consistent with the adopted study.

This pedestrian improvement will provide a regional benefit by connecting to two Tier 1 Alignments on the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) on Highway 5 and the Lake Minnetonka LRT Regional Trail. Carver County appreciates and supports the City of Victoria's application to secure funding for the Highway 5 Pedestrian Crossing project to advance necessary improvements for Highway 5 pedestrian safety and multimodal connectivity.

Sincerely,

Lyndon Robjent, P.E.
Public Works Director/County Engineer

CARVER COUNTY



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

April 12, 2022

Ross Tillman
Bolton & Menk, Inc, on behalf of,
City of Victoria

**Re: MnDOT Letter for City of Victoria's Metropolitan Council/Transportation Advisory Board
2022 Regional Solicitation Funding Request for the 78th Street Pedestrian Grade Separation project**

Ross Tillman,

This letter documents MnDOT Metro District's recognition for City of Victoria to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the 78th Street Pedestrian Grade Separation project.

As proposed, this project impacts MnDOT right-of-way on TH 5 Victoria. As the agency with jurisdiction over TH 5, MnDOT will allow the City to seek improvements proposed in the application. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

There is no funding from MnDOT currently planned or programmed for this improvement. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Victoria as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to South Area Manager Ryan Wilson at Ryan.wilson@state.mn.us.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director

City of Victoria

March 10, 2022

Cara Geheren
City Engineer
City of Victoria
1670 Stieger Lake Lane
Victoria, MN 55386

RE: Letter of Support for City of Victoria's 2022 Regional Solicitation Application

Dear Cara Geheren,

We are supplying this letter as a written commitment that our city Public Works staff will continuously plan and provide for the year-round maintenance and care for sidewalk, trail, and streetscaping facilities and elements for which Regional Solicitation funding is being requested. This letter also verifies that Public Works is aware of the City of Victoria's 2022 Regional Solicitation application as it relates to these specific proposed pedestrian facilities, connecting 78th Street and Stieger Lake Lane as part of the broader Arboretum Area Transportation Plan's broader Highway 5 vision.

Sincerely,

David Shoger

[Dave Shoger | Public Works Director | City of Victoria](#)
1670 Stieger Lake Lane, PO Box 36 | Victoria, MN 55386
dshoger@ci.victoria.mn.us | P: 952-443-4237

March 9, 2022

Cara Geheren
City Engineer
City of Victoria
1670 Stieger Lake Lane
Victoria, MN 55386

RE: Letter of Support for City of Victoria's 2022 Regional Solicitation Application

Dear Ms. Geheren,

Holy Family Catholic High School is aware that the City of Victoria is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project, a pedestrian bridge over Highway 5, is part of the broader Arboretum Area Transportation Plan.

This project will provide a pedestrian crossing of Highway 5, using an overpass to connect 78th Street to Stieger Lake Lane, the Lake Minnetonka LRT Regional Trail, and ultimately downtown Victoria. This project will greatly improve the safety of crossing this increasingly high traffic transportation corridor, which connects the City of Victoria to the rest of Carver County. Specifically, this new crossing could provide students who may reside in downtown Victoria an expedient and safe route to walk to school, where one does not exist today.

Holy Family Catholic High School supports this funding application and acknowledges that the project aligns with our goal of providing a safe community for our students and staff. We look forward to working with the City of Victoria to improve safety measures for students, parents, and staff of our school.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Brennan", with a long horizontal flourish extending to the right.

Michael C. Brennan
President
Holy Family Catholic High School

March 14, 2022

Cara Geheren
City Engineer
City of Victoria
1670 Stieger Lake Lane
Victoria, MN 55386

RE: Letter of Support for City of Victoria's 2022 Regional Solicitation Application

Dear Geheren,

The Victoria Business Association would like to demonstrate our support of the City of Victoria's application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. We are aware of the proposal to construct a pedestrian bridge over Highway 5, as part of the broader Arboretum Area Transportation Plan.

This project will provide pedestrian crossing of Highway 5, using an overpass to connect 78th Street to Stieger Lake Lane, the Lake Minnetonka LRT Regional Trail, and ultimately downtown Victoria. Our hope is that this project will greatly improve the safety of crossing on this increasingly high traffic transportation corridor, which connects the City of Victoria to the rest of Carver County. Specifically, this new crossing would provide the ever-increasing residents of Victoria's eastern neighborhoods expedient and safe pedestrian access to the many restaurants, shops, and other businesses that comprise Victoria's vibrant downtown.

The Victoria Business Association supports this funding application and acknowledges that the project aligns with our associations goal of working to improve access to Victoria's important businesses while improving the safety of the broader community. The project is in line with the goals of our organization and we are looking forward to its completion.

Sincerely,



Victoria Business Association

President: Nathan Servey




Population/Employment Summary

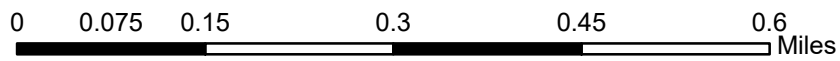
Pedestrian Facilities Project: 78th Street Pedestrian Overpass | Map ID: 1646922558987

Results

Within HALF Mile of project:
Total Population: 2320



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/10/2022
LandscapeRSA4



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



Regional Economy

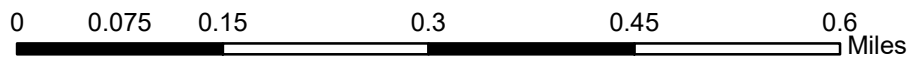
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 2320
Total Employment: 934
Mfg and Dist Employment: 103



- Project
- Job Concentration Centers
- Manufacturing/Distribution Centers



Created: 3/10/2022
LandscapeRSA5



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



Results

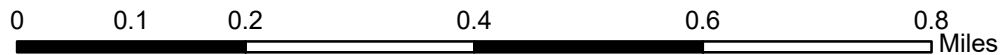
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 15

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

■ Area of Concentrated Poverty



Created: 3/10/2022
LandscapeRSA2



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

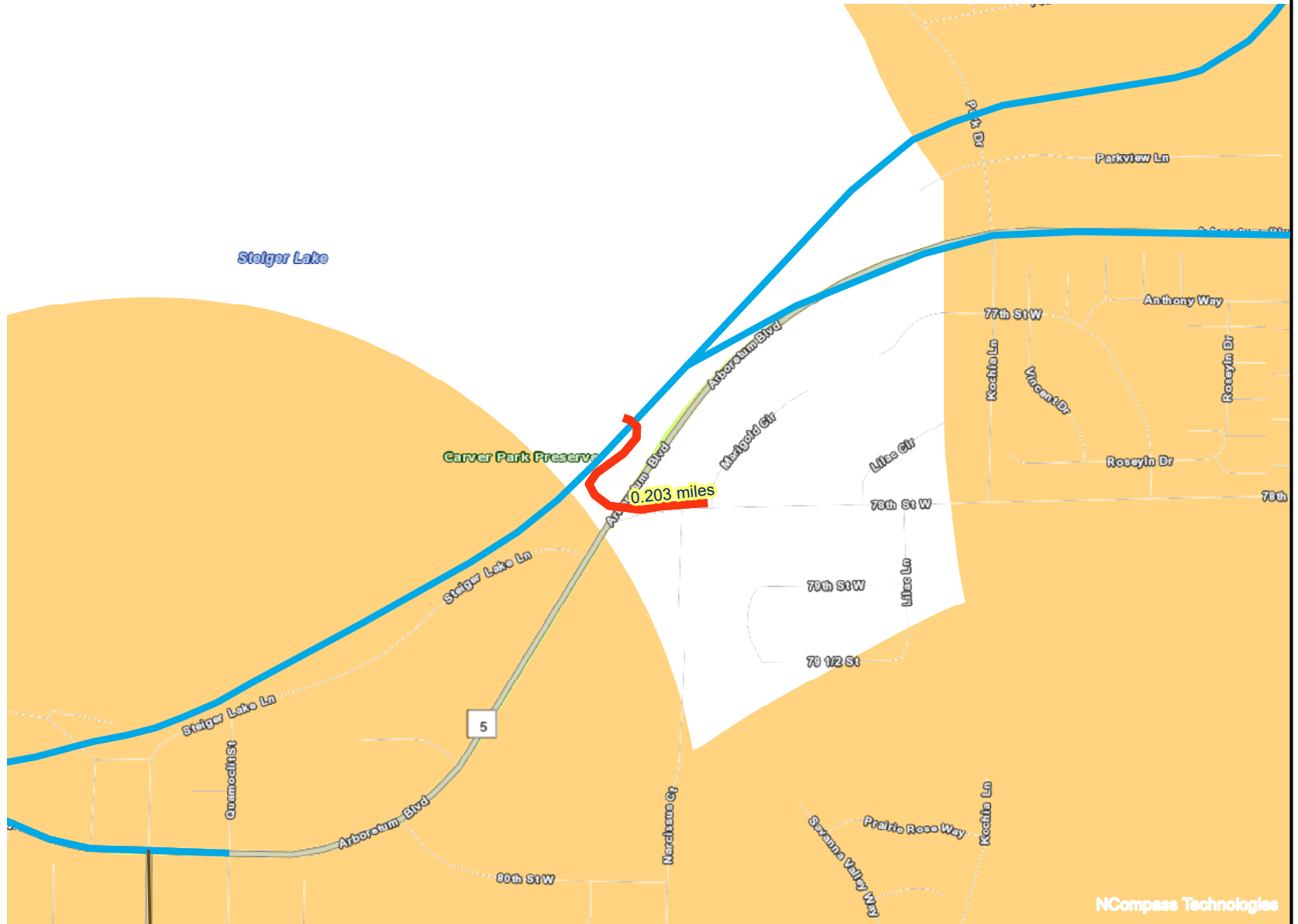


Project to RBTN Orientation

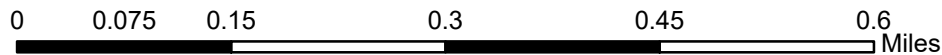
Pedestrian Facilities Project: 78th Street Pedestrian Overpass | Map ID: 1646922558987

Results

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



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



Created: 3/10/2022
LandscapeRSA6



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



NCompass Technologies



Highway 5

(County Road 11 to Highway 41)

To review previously presented information about Highway 5, check out information presented in the [Highway 5 informational boards from Open House #2](#) (December 2019). You'll find more information about Highway 5 in the [Additional Information](#) section of the project webpage.

Improvement Needs

Highway 5 is an A Minor Arterial roadway that connects neighborhoods, cities, job centers, and regional destinations. Its primary purpose is to move traffic safely and efficiently. Delay, crash issues, and projected area growth contribute to the need for improvements on this corridor.

BY 2040

Victoria
54%

Chaska
35%

Chanhasen
39%

Carver Co.
49%



BY 2040

**10,700 more
east/west trips
through study area**

LANDSCAPE ARBORETUM VISITORS

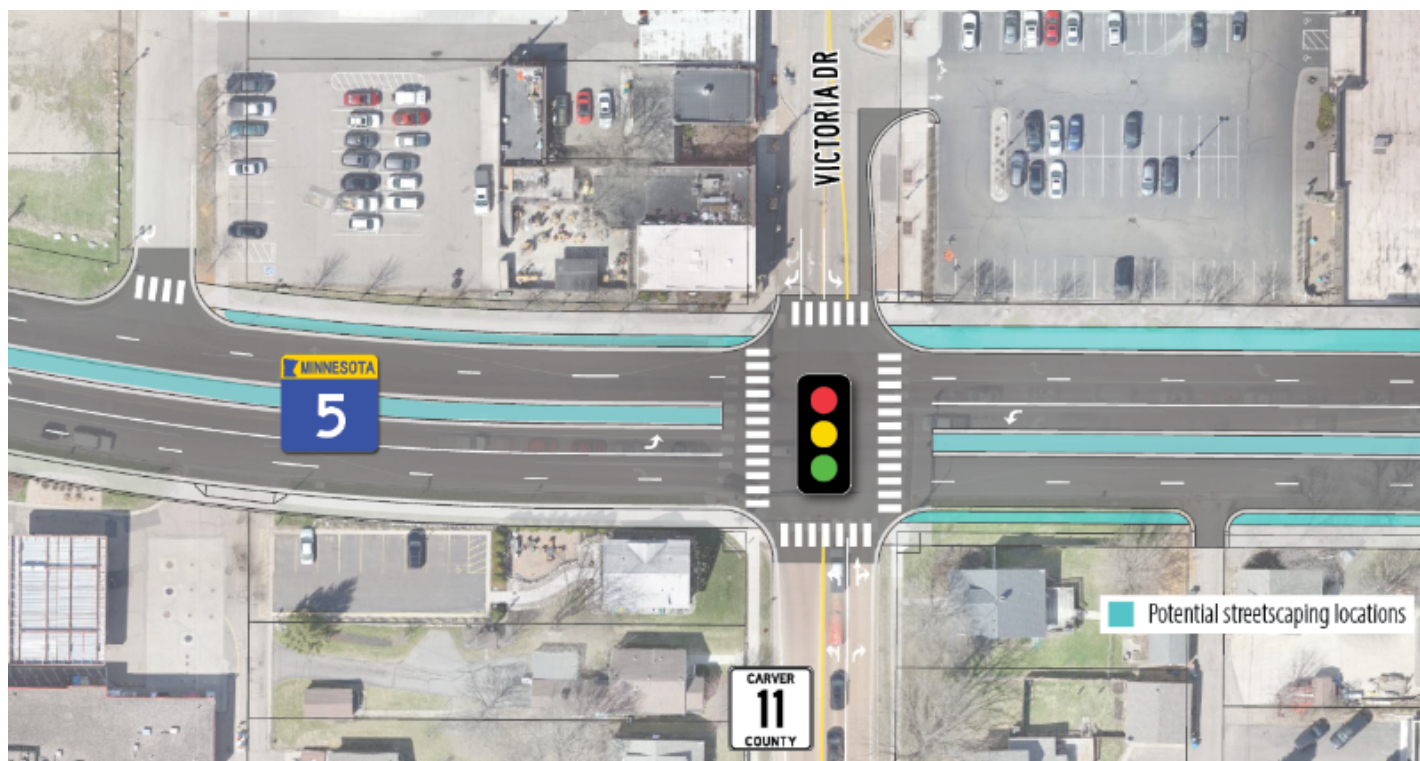


**460,000
annual visitors**

**5-10% growth
over next
10 years**



Minnesota Landscape
ARBORETUM



80th Street

The recommended concept depicts the potential extension of Tower Boulevard from Quamoclit to Highway 5 at the intersection with 80th Street with a connection to Commercial Avenue to improve access management and safety. *For details, see the interactive map at the top of the page.*

East of Downtown Victoria



revealed a strong preference for a signal at Park Drive/Kochia Lane. A signal at this location also made better sense because of operations and cost.

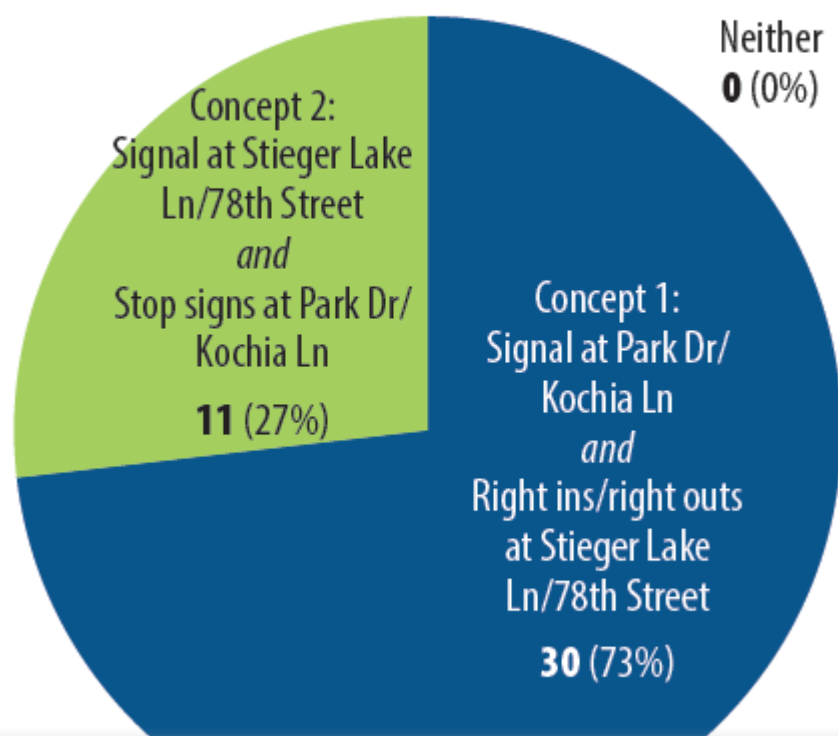
A trade-off is reduced access to right-in/right-out only at Stieger Lake Lane and 78th Street. Benefits include addition of an enhanced pedestrian crossing for access to the Lake Minnetonka LRT Regional Trail and downtown Victoria. The option also remains to build a pedestrian overpass at this location.

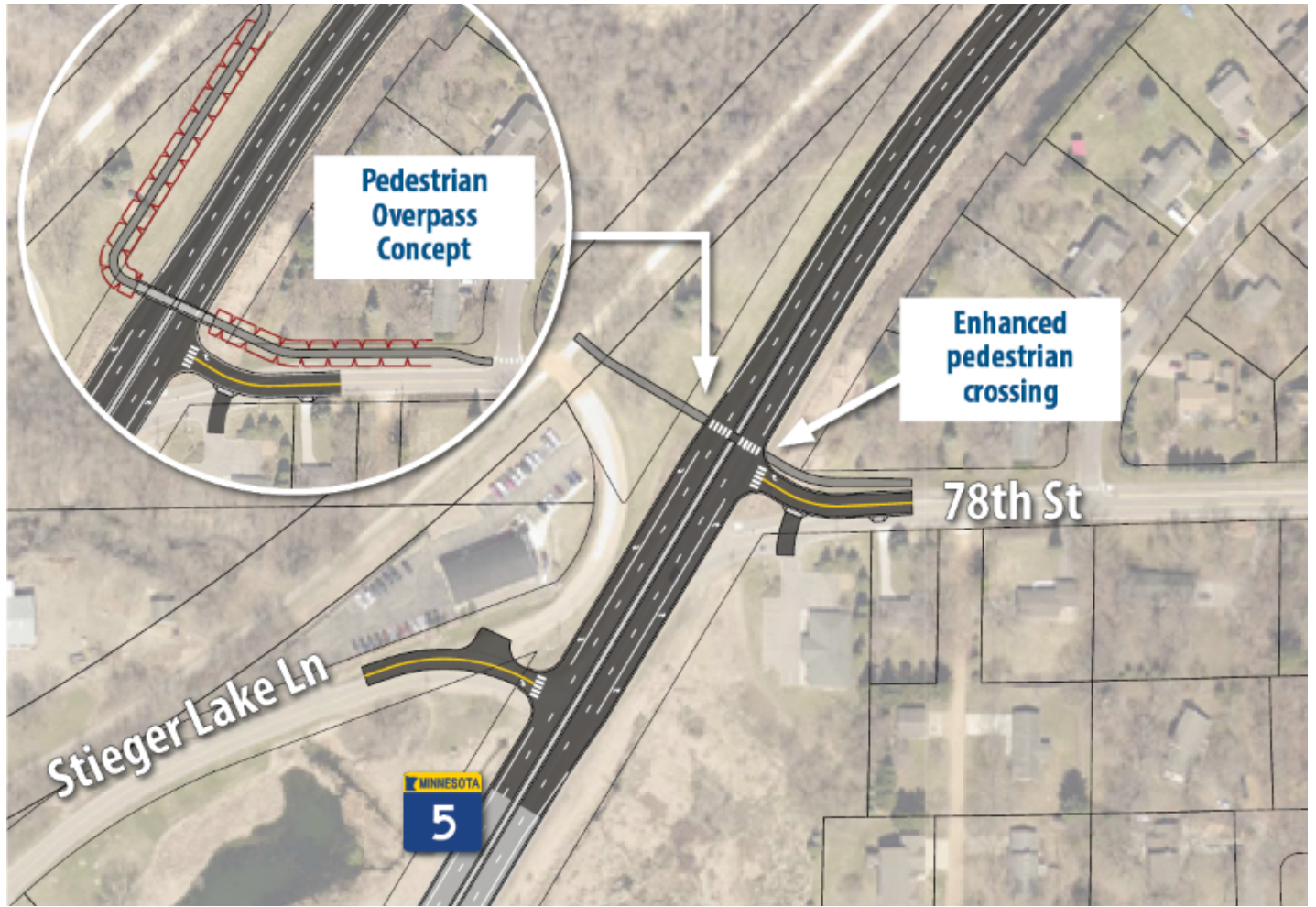
Park Drive/Kochia Lane

A signal at this location would control traffic and create gaps for vehicles entering Highway 5. Adding a signal also allows for a pedestrian crossing at this location.

Park Dr/Kochia Ln & Stieger Lk Ln/78th St

41 respondents





OUR VICTORIA TOMORROW

AUGUST 2019





OUR VICTORIA TOMORROW - THE PLANNING PROCESS

Participation from citizens, stakeholders, and various elected and appointed leaders in Victoria informed the creation of the 2040 Comprehensive Plan. A Steering Committee comprised of representatives from the Victoria community reviewed and provided input concerning information from the project team and City staff at the various stages of the planning process, from the creation of a draft Vision and set of Guiding Principles, through exploration of various plan alternatives, to the creation of a preferred plan and a final version of the Comprehensive Plan document.

Members of the community provided information concerning the overall direction of Victoria, that informed the creation of a draft Vision and set of Guiding Principles, in an online survey in Spring and Summer 2017 that received 158 responses. In November 2017, a total of 194 members of the Victoria community completed a second online survey, evaluating a set of alternatives for various aspects of the Comprehensive Plan.

A public open house was held in October 2017 to review alternatives for the components of the Comprehensive Plan and a second public open house in January 2018 to review the preferred direction for the Comprehensive Plan. The City hosted an online mapping tool, in which participants were able to make location-specific comments for various areas in Victoria. The project team used the online mapping tool to gather initial input in Spring and Summer 2017 concerning the comprehensive planning process and to gain input concerning various areas of focus for the community. In Fall 2017 the project team used the online mapping tool to gather input concerning a set of alternatives for land use, transportation, and parks and open space for Victoria.

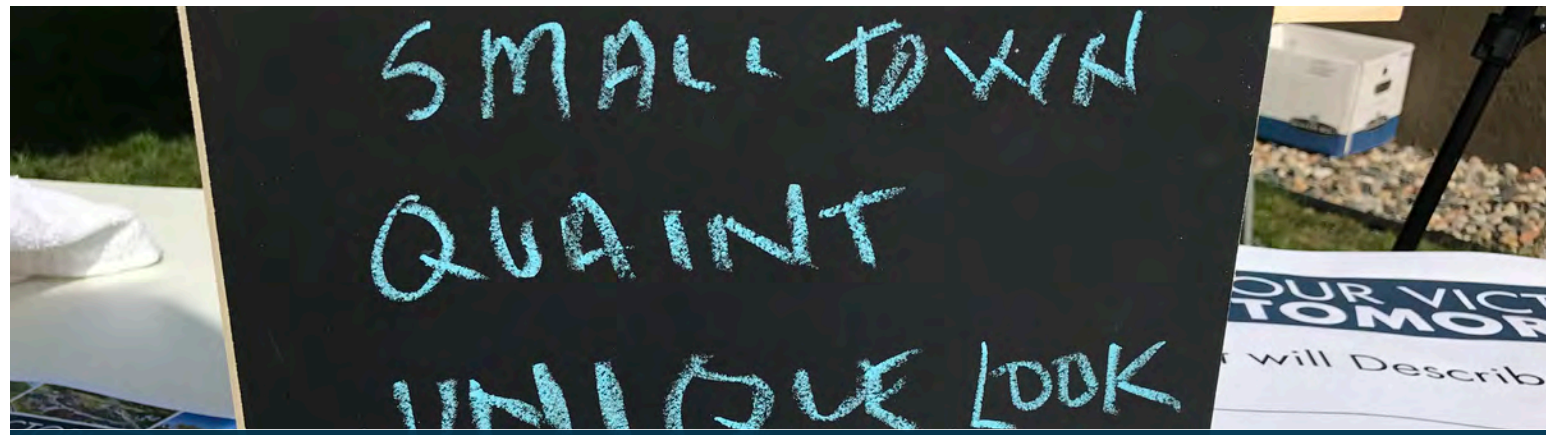


In addition to these community-wide outreach efforts, the project team met with property owners in areas projected for new growth, as well as representatives from Laketown Township, downtown business owners, and other key stakeholders in Victoria throughout the process in order to gain input and feedback concerning key ideas, alternatives, and preferred directions for the Comprehensive Plan. City staff and the project team also briefed the City Council, Planning Commission, and Park Board periodically throughout the process to provide updates and gain feedback concerning the development of the 2040 Comprehensive Plan. A complete summary of the process and community engagement results is available as supporting documentation.



PLANNING GEOGRAPHIES FOR “OUR VICTORIA TOMORROW”

Victoria is classified by the Metropolitan Council as an “Emerging Suburban Edge (see Figure 1.1).” According to the Metropolitan Council’s 2015 System Statement for the City of Victoria, Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized



03. VISION & GUIDING PRINCIPLES

Input provided through a Community Survey in Spring 2017 and discussions with various stakeholders and the Steering Committee contributed to the development of a Vision Statement and associated set of Guiding Principles for the Victoria community.

VISION

Establishing a clear vision for Victoria's future (Our Victoria Tomorrow) is a critical step in the comprehensive planning process. While rooted in the reality of the community's past and present, the vision seeks to describe how the community will look, feel, and function over the next 20 years. It is an over-arching framework that permeates the plan and informs supporting policy and strategy decisions.

Victoria is a high-quality, forward-looking community poised for continued and balanced growth in the 21st Century. It is a multi-generational community with a diverse range of educational, shopping, business, employment, housing, park, trail, and other recreational opportunities that are connected and accessible to all. Victoria actively preserves and enhances the natural features and environmental qualities that make it an attractive place to live, work, and play. Victoria will continue to grow in a high quality manner and will also preserve or enhance existing, older portions of the community. It will evolve in a thoughtful manner in order to preserve the sense of community and the special places that make Victoria a community of distinction in the Twin Cities Metropolitan Area.



GUIDING PRINCIPLES

Supporting the vision, the guiding principles help define the character, values, and priorities of the Victoria community by acting as an ongoing measurement tool for the appropriateness and effectiveness of future initiatives (projects, programs, etc.). The following are key characteristics of guiding principles:

- » Orient the community to the future
- » Require imagination, recognizing that the direction it sets for the community is ambitious and aspirational
- » Look to current conditions and community traditions to inform the appropriate future
- » Identify what the community desires for itself based on shared understandings
- » Serve as a tool for evaluation of proposals, projects, ideas, and future directions
- » Provide an anchor during conflict; a way of finding common ground and shared values
- » Become a basis for coordination and cooperation
- » Offer a source of energy and enthusiasm for maintaining a commitment to the future of Victoria



PRESERVATION OF OPEN SPACE AND NATURAL RESOURCES

Victoria will preserve and value its existing natural areas, including lakes, wetlands, woodlands, steep slopes, and rolling hills. Victoria will ensure that a contiguous network of open space will provide green corridors for outdoor recreation, natural ecosystem function, and a framework for thoughtfully designed development.

COORDINATED AND EFFICIENT GROWTH MANAGEMENT

Victoria will provide infrastructure and services for growth in an efficient manner that balances development with the conservation of the natural environment.

A FOCUS ON QUALITY DESIGN AND PRESERVING THE SENSE OF COMMUNITY

Victoria will promote a high standard of design for new development, renovations, and rehabilitations in order to provide attractive and enduring neighborhoods, public spaces, and commercial areas and to create unique destinations that will preserve the unique sense of community in Victoria.

BALANCING NEW GROWTH WITH PRESERVATION OF THE EXISTING COMMUNITY AND NEIGHBORHOODS

Victoria will provide for the efficient and thoughtful growth of new neighborhoods and districts in the community, but will balance these efforts with initiatives to preserve the qualities of existing areas in Victoria, including the Downtown district and various neighborhoods. Victoria will ensure that the parks, trails, and open spaces, infrastructure, and transportation facilities in older portions of the community continue to receive routine maintenance and periodic upgrades.

EXCELLENT TRAILS, PARKS, AND RECREATIONAL OPPORTUNITIES

Victoria will provide a diverse range of recreational opportunities, including facilities and programming for all ages and varying interests. Trails, parks, open space, and recreational opportunities will be connected and integrated into neighborhoods and other areas of the community. The overall recreational system in Victoria will support the overall slogan of the community as the “City of Lakes and Parks”.

AN EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM

Victoria will provide a safe and efficient transportation system that promotes a sense of community by connecting all areas of town, and accommodates various modes of travel, including walking, biking, and transit. The transportation system will efficiently connect Victoria to the rest of the Twin Cities metropolitan region. It also will provide for aesthetically appealing local streets and corridors and will promote the adaptability of corridors to changing transportation technologies and travel behaviors.





ECONOMIC AND FISCAL STRENGTH

Victoria will actively build its tax base and the diversity of businesses in order to provide fiscal strength to the community and to help fund the high level of services and amenities that the community desires. It will plan in a fiscally sustainable manner for new growth and the management of infrastructure to serve both newer and older parts of the community.

QUALITY OF LIFE IN NEIGHBORHOODS AND DISTRICTS

Victoria will encourage the creation of new and strengthening of existing neighborhoods, community destinations and gathering places (including Downtown, parks, and other civic spaces). It will provide for a diverse range of public art and cultural amenities around the community. It will promote and maintain the quality and character of established and new neighborhoods and ensure that residents have access to the full range of facilities and services that are needed for healthy, livable neighborhoods.



AN ACCESSIBLE, CONNECTED COMMUNITY

Victoria welcomes and is accessible to all people and all generations in its planning, management, and operations. Victoria pursues partnerships that advance the goals of the community, including partnerships with school districts, nearby communities, and the region at large. In addition, Victoria will provide the infrastructure to effectively connect different parts of the community, through a strong system of trails, sidewalks, and street connections between different neighborhoods and sections of Victoria.

DOWNTOWN - MIXED USE

This land use designation, encompassing the existing Downtown Victoria district as well as areas to the east and west, and to the north of Highway 5, includes around 80 acres of land overall. The community envisions a continuation of mixed-use development in the district, including smaller scale retail or office buildings, vertical mixed use buildings with retail or office uses on the ground floor and other uses (including office or residential) on upper floors of buildings. Residential uses will comprise a minimum of 30% residential uses at densities greater than 24.0 dwelling units per acre up to 75.0 units per acre. Future land use in downtown will be guided by the Downtown Planning Vision and Guiding Principles developed in the winter of 2016 (see Figure 4.3). Parking, as an aspect of land use in downtown, was studied by the City in 2018-2019, and further explored in "Downtown Parking" on page 38.

VICTORIA DOWNTOWN DEVELOPMENT PLANNING A Vision & Guide for the Future



The City of Victoria completed a master plan for downtown in anticipation of continued redevelopment and expansion of the downtown area. This directive stemmed from objectives provided in the Strategic Plan adopted by the City Council in February 2015. The plan was completed in winter of 2016.

FIGURE 4.3 DOWNTOWN VISION PLAN





Neighborhood Commercial



Community Commercial



Flex - Employment District

COMMERCIAL

The Commercial designation primarily includes retail (goods and services) land uses, but also may include various forms of office land uses and some development of medium or high density residential uses, as well. This typology includes two different types of Commercial uses distinguished mostly by scale, orientation, and critical mass (total square footages), Neighborhood Commercial and Community Commercial. As new commercial areas become incorporated into the city, the City's Zoning Ordinance should be updated to reflect the difference in scale between Neighborhood Commercial and Community Commercial.

Areas designated as Commercial are anticipated to have an average Floor Area Ratio (FAR) of 0.25. Commercial nodes are typically located along collectors or arterial road corridors, or near key intersections. Proximity to neighborhoods is also an important factor in locating neighborhood commercial nodes. A key function of maintaining vital and resilient commercial nodes is to allow the integration of higher density housing. This approach helps create "place making" features and provides added patronage to maintain economic vitality. Commercial areas are anticipated to develop a minimum of 30 percent of the areas as residential, with densities at a minimum of 24 units per acre and a maximum of 50 units per acre.

GATEWAYS

Often commercial nodes are located along major arterials that offer "gateways" into the community (such as along Highway 5) or at a smaller scale into neighborhoods. As such, these higher profile commercial nodes should be designed with an enduring architectural character, quality landscaping, and site design that presents buildings or site amenities as the focal point. Design considerations should be sensitive to neighborhood aesthetics and transitions through landscape features, pedestrian connections, and strategic lighting that preserves a dark sky and focuses lights on what is intended to be lit.

FLEX - EMPLOYMENT DISTRICT

The primary intent of the Flex - Employment land use designation is to enable and promote development of high paying and high quality jobs within Victoria. The Flex - Employment typology primarily includes office or related uses, either arranged in formal "Business Park" settings or developments, or as individual uses such as a variety of showroom, flex space, data center, and manufacturing space, of varying square footages. The typical project size in this typology ranges from 15,000 to 100,000 square feet. The average Floor Area Ratio for this district ranges from 0.25 to 0.5, and buildings may range from 1 to 4 stories in height. Parking may include either surface parking or structured parking arrangements where market forces support such investments. Proximity to major road corridors is an important locational factor. Site amenities such as trails, open space, and architectural detail are supportive of higher level employment and business opportunities.

GOAL LU-4. New development and redevelopment projects will incorporate creative site design

Policy LU-4.1. Preserve and incorporate outstanding natural (such as woodlands, steep slopes, wetlands), cultural, historical and unique features as part of development projects.

Policy LU-4.2. Ensure that a connected and contiguous network of open space corridors are preserved within new developments in growth areas. Partner with Minnehaha Creek Watershed District to implement tools for preservation of open space.

Policy LU-4.3. Provide pedestrian and bike connectivity to parks, employment areas, businesses/services, and neighborhood institutional uses such as schools and churches.

Policy LU-4.4. Create neighborhood identity and/or unique features that are representative of Victoria.

Policy LU-4.5. Provide for flexibility in land use and design within Planned Unit Developments.

GOAL LU-5. New development and redevelopment will incorporate sustainable site design and construction techniques that promote energy conservation, the recycling of materials, and the cleanup of polluted sites.

Policy LU-5.1. Promote the use of green / sustainable construction practices for public and private sector projects.

Policy LU-5.2. Encourage developers and home owners to develop and remodel utilizing green / sustainable practices, to decrease environmental impacts and increase energy efficiency.

Policy LU-5.3. Protect environmentally sensitive features through preservation, best management practices, and green / sustainable design and construction techniques.

Policy LU-5.4. Reduce the size of impervious surfaces by working with land owners to provide appropriate levels to meet user demand, but not an oversupply of parking.

Policy LU-5.5. Encourage the maintenance and preservation of boulevard trees as an important component of the City's tree canopy

GOAL T-2. An Efficient Roadway System: To provide a street and highway system which, together with other transportation facilities, will meet the needs and interests of the City's residents and businesses in a cost-effective manner.

Policy T-2.1. Work cooperatively with adjacent communities, Carver County, and MnDOT to facilitate timely improvements to TH 5 and TH 7, County roads including 82nd Street (CSAH 18), Marsh Lake Road, and Rolling Acres Road (CSAH 13) to reduce congestion.

Policy T-2.2. The roadway system should accommodate future growth in highway travel and potential mode choices to efficiently move people and goods.

Policy T-2.3. Reserve adequate financial resources for maintenance and renewal of existing roadways to minimize deterioration.

Policy T-2.4. Regulations concerning the use of roadways should be strictly enforced, including those which prevent the deterioration of structures and roadways.

Policy T-2.5. Require that new development provide access in accordance with Carver County and MnDOT guidelines as they apply to county and state highways within the City.

GOAL T-3. Safety: To reduce the potential for traffic crashes and provide for safe transportation throughout the City.

Policy T-3.1. The level of access control should be appropriate to the function of the roadway.

Policy T-3.2. Vehicle conflicts should be reduced through appropriate roadway and intersection design.

Policy T-3.3. Safety regulations should be employed within and around transportation-related construction sites.

GOAL T-4. Minimize Environmental Disruption: To encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.

Policy T-4.1. Care should be taken to protect historic buildings, and scenic, historic, scientific, and cultural sites when constructing new or improving existing transportation facilities.

Policy T-4.2. The location of roadways through environmentally sensitive areas should be minimized; if alternatives exist.

Policy T-4.3. The amount of land used for roadways should be minimized and multiple uses of rights-of-way should be encouraged.

Policy T-4.4. Transportation facilities should be aesthetically pleasing and sensitive to the natural landscape, incorporating such amenities as boulevards, berms, and attractive landscaping on major arterials through the City.

Policy T-6.2. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.

Policy T-6.3. The location of truck and rail access should be determined cooperatively by public and private interests.

Policy T-6.4. Ensure new rail access to industrial properties within the planned Business Park.

Policy T-6.5. Plan to accommodate all truck movements on streets accessing or within the planned Business Park.

Policy T-6.6. Upon annexation of the Southwest Annexation Area in a portion of Laketown Township, plan for and inform affected landowners and potential developers about Pierson Lake as a designated lake for seasonal seaplane activities.

GOAL T-7. Encourage Public Transportation: To facilitate and encourage public transit as a viable alternative transportation mode.

Policy T-7.1. Promote land use patterns and site designs that facilitate efficient public transportation service.

Policy T-7.2. Work with transit authorities to determine future transit service and facilities consistent with the City's transit market area and associated service standards and strategies.

Policy T-7.3. Encourage development of commuter rail service to serve the residents of the City and surrounding communities.

GOAL T-8. Facilitate Bicycle and Pedestrian Travel: To create a physical and cultural environment which encourages travel by foot or bicycle by making these modes of transportation safe, convenient, and attractive alternatives to motorized travel.

Policy T-8.1. A network of suitable on- and off-road routes will be developed which provide linkages between important origins and destinations and interconnect with other transportation modes.

Policy T-8.2. Bicycle and pedestrian related improvements will be integrated into the planning, budgeting, design, and construction of appropriate roadway improvement projects.

Policy T-8.3. Reserve adequate financial resources for maintenance and renewal of existing roadways to minimize deterioration.

Policy T-8.4. Facilities and amenities which complement and make bicycling and walking more attractive alternatives to motor vehicle travel should be provided at destination locations.

Policy T-8.5. Crossings of off-road bicycle or pedestrian routes with roadways will be made as safe as possible, and grade-separated crossings will be encouraged on busy highways such as TH 5.

Policy T-8.6. Actions, activities, and incentives which encourage increased walking and bicycling for transportation purposes should be promoted.

Policy T-8.7. Signage to alert motorists to the presence of bicyclists and pedestrians on designated routes should be provided.

Policy T-8.8. Compact land use, especially in areas with high density residential development and mixed uses, should be encouraged to increase opportunities for bicycling and walking.

Policy T-8.9. New development will be encouraged to integrate bicycle and pedestrian transportation modes.

Policy T-8.10. Preserve bikeways and trails in a smooth, clean, and safe condition.

Policy T-8.11. Establish uniform signage and marking of all bicycle trails and walkways throughout the City.

Policy T-8.12. Enhance connections between pedestrian/bicycle trails and routes to future transit corridors.

Policy T-8.13. Plan for the inclusion of bike lockers at future high-demand rail and bus transit stops.

Policy T-8.14. Ensure destination points are as accessible to pedestrians and bicyclists as they are to motorists by providing safe travel corridors for non-motorists to all schools, parks, and business centers in the City.