



Application

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

17726 - CSAH 5 Pedestrian Facility

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/13/2022 10:54 AM

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

Organization Information

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

PUBLIC WORKS

11660 MYERON RD

*

STILLWATER

Minnesota

55082

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number

0000028637A10

Project Information

Project Name

CSAH 5 Pedestrian Facility

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Stillwater

Jurisdictional Agency (If Different than the Applicant):

The proposed project is for pedestrian facilities in the city of Stillwater along CSAH 5 between Pine Tree Trail and Owens Street. CSAH 5 is an A-Minor Expander with no pedestrian facilities. The ADA compliant sidewalk will begin by connecting with the newly built CSAH 5/Stillwater Blvd trail, continuing along the north side of CSAH 5 until just before Seeley Street. There, a pedestrian island will be added to facilitate safe crossing, and the sidewalk will continue along the south side of CSAH 5 until Owens Street, where it connects with the rest of the Stillwater pedestrian network. This project would leverage simultaneous roadway improvements.

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

There is currently no sidewalk on this section of CSAH 5. A sidewalk would close a serious gap in the pedestrian network and enable pedestrians to travel safely to Lakeview Hospital, Lily Lake Elementary, multiple preschools, several churches, a local grocery store, and other local retail. This section of CSAH 5 also has multiple stops for the only public transit route in the area, Route 294. Since transit riders would no longer need to walk unsafely in the street to reach the bus stop and would no longer get dropped off in the street, this project would improve access to downtown St. Paul workplace, recreational, and medical destinations.

This project arose out of a larger CSAH 5 road design study of pedestrian and traffic improvements, in which community members expressed the need for a sidewalk along this section of CSAH 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.

CSAH 5 FROM OWENS TO PINE TREE TRAIL,
CONSTRUCTION OF SIDEWALK

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) 0.5

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 \$400,000.00

Match Amount \$100,000.00

Minimum of 20% of project total

Project Total \$500,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds County Funds

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

Preferred Program Year

Select one: 2026, 2027

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency Washington County

Zip Code where Majority of Work is Being Performed 55082

(Approximate) Begin Construction Date 05/01/2026

(Approximate) End Construction Date 09/30/2026

Name of Trail/Ped Facility: CSAH 5 Pedestrian Facility

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Owens St

To:
(Intersection or Address) Pine Tree Trail

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

Or At:

Miles of trail (nearest 0.1 miles): 0.5

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

Is this a new trail? Yes

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

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

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

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

Objectives A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

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

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

Goal: Safety and Security, pg 60
The regional transportation system is safe and secure for all users.

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

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

Goal: Access to Destinations, pg 62
People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

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

Strategies: Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Goal: Healthy Environment, pg 66 The regional transportation system advances equity and contributes to communities? livability and sustainability while protecting the natural, cultural, and developed environments.

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

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

(Limit 2,800 characters; approximately 400 words)

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

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

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

Policies:

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

Work with partners to identify and coordinate transportation system improvements to accommodate new growth and development.

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

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

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

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

Strategically apply for funding to offset county investment needed for transportation system.

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

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

Implement recommendations from county-led transportation and transit studies. Goal: Preserve safety and efficiency for all users Pg 3-10

Policies: Support ongoing safety review process that promotes both proactive and reactive

treatments to reduce crashes.

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

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

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

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

Policies: Explore opportunities to improve the environment and encourage physical activity.

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

This project is compliant with the related goals, policies, and strategies in the Stillwater 2040 Comprehensive Plan that were not included due to character limits.

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. 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: 06/16/2016

Link to plan:

<https://www.co.washington.mn.us/DocumentCenter/View/8045/Washington-County-Transition-Plan-Draft-20150616?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)

\$25,000.00

Removals (approx. 5% of total cost)

\$45,000.00

Roadway (grading, borrow, etc.)	\$40,000.00
Roadway (aggregates and paving)	\$60,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$40,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$80,000.00
Traffic Control	\$20,000.00
Striping	\$5,000.00
Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$30,000.00
Other Roadway Elements	\$0.00
Totals	\$360,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$80,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$30,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$15,000.00

Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$140,000.00

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	\$500,000.00
Construction Cost Total	\$500,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	3530
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1649864025891_07 Regional Economy Map - CSAH 5.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile

12901

Upload Map

1649864043712_08 Population Summary Map - CSAH 5.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:

There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street; the proposed project would add an ADA compliant sidewalk and pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

The most recent demographic data from MN Compass (2015-2019) indicates that seniors (65+) compose a higher proportion of the project area than the twin cities regional average, and this data was prior to the opening of the new 48-home senior co-op community just off CSAH 5 on Brick Street. The project area has an above-average percent of the population with a disability compared to the twin cities region. Additionally, the project area has a higher proportion of low-income people, people with income below the poverty line, households in renter-occupied units, and households with no vehicles than the average for Washington County. The project area also has a lower average rent than both the County and the Twin Cities region.

Response:

The proposed sidewalk project would connect disadvantaged communities to the extensive Stillwater pedestrian facilities network, connecting youth to the nearby Lily Lake Elementary and connecting adults to commercial areas of Stillwater for work and recreation. The only transit in the area, Route 294, has multiple stops along this section of CSAH 5. This proposed project would make riding transit safer and more accessible, as riders would not need to walk in the street to reach the bus stop or get dropped off in the street. This improves access to downtown St. Paul workplace, recreational, and medical center destinations.

The proposed project arose out of a larger CSAH 5 road design study of pedestrian and traffic improvements. Community members along and near the sections of CSAH 5 being studied were sent several mailings informing them of the study and soliciting their input, giving them multiple opportunities to engage by open house participation, by phone, or by email. An initial public open house gathered input from the community on the existing conditions of the corridor. Concepts from this open house were developed for consideration and presented at a subsequent open house and posted on the project website for review and comment. Members of the project team met with Lily Lake Elementary School staff to discuss their operations and concerns. Through this engagement, the study found substantial support for building a sidewalk along this section of CSAH 5. Public engagement for this project is ongoing. Washington County is also actively developing a Title VI plan, which will guide continuing engagement.

Please note that the MN Compass data for the project area uses a 0.615-mile buffer due to technical limitations of the web map.

(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.

This project will provide a direct benefit to all in the community. The above-average proportion of people with disabilities and of older adults in the project area will be able to safely enjoy the neighborhood and access local destinations with the ADA compliant sidewalk. The pedestrian refuge island near Seeley Street will make crossing the wide roadway safer. There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street, so these additions would mark a major improvement in pedestrian access.

The project will close a gap in the pedestrian network and allow safe travel to local destinations, connecting to the newly built trail along CSAH 5/Stillwater Blvd N to the east and to the rest of the Stillwater pedestrian network to the west. It also will enable residents to make active living a part of their lifestyle by making it safe for both children and adults to walk around the neighborhood for recreation and transportation.

Response:

This project will be especially important to low-income households and those without a car. With easy pedestrian connections to Lakeview Hospital, Lily Lake Elementary, preschools, churches, a local grocery store, and other retail, this pedestrian facility would enable community members to travel to these destinations car-free. For the more ambitious pedestrians, this facility connects by sidewalk/trail to downtown Stillwater. It also provides pedestrian connections to stores like Cub Foods, Target, CVS, and more along Stillwater Blvd N near TH 36, providing safe access to even more shopping and employment opportunities. See local connections and housing map attached.

This section of CSAH 5 has multiple stops for the

only public transit route in the area, Route 294. The pedestrian facilities project would enhance the safety and attractiveness of riding transit, as riders would no longer need to walk in the street to reach their stop or be dropped off in the street. This improves access to downtown St. Paul workplace, recreational, and medical care destinations.

The project leverages road improvements on this section of CSAH 5, including resurfacing, adding fog lines, and adding turn lanes. These will contribute to enhanced safety for all modes of travel and foster an even safer environment for pedestrians.

Delays and closures within the project area are anticipated during the construction of the pedestrian facilities. Washington County aims to keep these temporary delays as minimal as possible. No negative impacts specific to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, or older adults are anticipated for this project. The increased multi-modal connections brought about by this project will instead provide a direct benefit to all.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments 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.

There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street; the proposed project would add an ADA compliant sidewalk and pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

There are 554 publicly subsidized rental housing units in census tracts within half a mile of this project, and all these units have pedestrian facilities connecting to the project area. Based on HousingLink data (see STREAMS profiles attached), at least 79 of these units are 3+ bedrooms, providing low-income families with housing options that work for them. South of the project are the developments of Ann Bodlovick Apartments, Brick Pond Apartments, Charter Oaks Townhomes, Cottages of Stillwater III, Curve Crest Villas, Hillcrest Apartments, Home Free in Washington County, Orleans Homes One, Saint Croix Village Townhomes, Saint Croix Village, and Victoria Villa. Northeast of the project (downtown Stillwater) is the Rivertown Commons development.

Response:

Additionally, there is significant senior housing within a quarter mile of the project area including Zvago Stillwater and Golden LivingCenter - Greeley.

This project would close a significant gap in the pedestrian network, allowing older adults to safely walk the neighborhood and allowing affordable housing residents to safely access preschools and childcare centers, churches, local retail, and downtown Stillwater by foot. This is particularly important for households with zero or one vehicles; by expanding pedestrian safety on a major roadway, residents will no longer need to rely on a vehicle to access these local destinations.

Another benefit for affordable housing residents and seniors is that this section of CSAH 5 has multiple stops for the only public transit route in the area, Route 294. This pedestrian facilities project would enhance the attractiveness and safety of riding transit, as pedestrians would no longer need to unsafely walk in the street to reach the bus stop or be dropped off in the street. This improves access to downtown St. Paul workplace, recreational, and medical destinations.

(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.

1649864231896_09 Socio-Economic Conditions Map - CSAH 5.pdf

Measure A: Gaps, Barriers and Continuity/Connections

There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street. This poses a significant barrier for pedestrians, as they currently must walk in the street to access local destinations.

The proposed project would fill this gap with an ADA compliant sidewalk. In the current layout, the sidewalk will run along the south side of CSAH 5 for most of the segment and then will run along the north side at Seeley Street on the western end to connect to the newly built CSAH 5/Stillwater Blvd trail. To improve safety of pedestrians crossing the roadway, there will be a pedestrian island just west of Seeley Street.

Another serious gap this project addresses is the lack of pedestrian facilities around the numerous bus stops along the project area for Route 294, the only public transit route in the area. This pedestrian facilities project would seriously improve the attractiveness and safety of riding transit, as riders would no longer need to unsafely walk in the street to reach the bus stop or get dropped off in the street. This improves access to downtown St. Paul workplace, recreational, and medical destinations.

Response:

With easy pedestrian connections to Lakeview Hospital, Lily Lake Elementary, multiple preschools, several churches, a local grocery store, and other retail, this pedestrian facility would enable community members to travel to these destinations car-free. For the more ambitious pedestrians, this facility connects to existing pedestrian facilities leading to downtown Stillwater, about 0.8 miles away. It also provides connections to many other stores like Cub Foods, Target, CVS, and more along Stillwater Blvd N near TH36, providing safe access and even more shopping and employment

opportunities.

The Washington County ADA Transition Plan states that our goal is to continue to provide accessible pedestrian design features as a part of County capital improvement projects. By leveraging simultaneous road improvements for this section of CSAH 5 (including resurfacing, adding fog lines, and adding turn lanes at Brick Street), this project would advance ADA needs while keeping costs low.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street. This means that pedestrians must unsafely walk in a street with AADT of 8,900 that's forecasted to grow and a posted speed limit of 30mph. There have been 24 recorded crashes along this segment of CSAH 5 in the last 10 years, including one crash involving a bicyclist.

The proposed project would add an ADA compliant sidewalk and pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network. Building a sidewalk and a pedestrian refuge island for crossing at Seeley Street dramatically reduces the potential for pedestrian/vehicle and bicyclist/vehicle conflicts, since they will no longer be occupying the same space. This is especially important for the seniors living in the two nearby senior housing facilities/developments (Zvago Stillwater and Golden LivingCenter - Greeley) and for children walking to Lily Lake Elementary. A pedestrian facility would make it significantly safer for these populations to walk the neighborhood, improving walkability and quality of life.

Relatedly, transit riders on Route 294, the only public transit route in the area, currently walk in the street to get to the bus stop and get dropped off in the street when they return. This pedestrian facilities project would seriously improve the safety of riding transit and access to downtown St. Paul workplace, recreational, and medical destinations.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street; the proposed project would add an ADA compliant sidewalk and pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

Route 294, the only public transit route in the area, has numerous stops along the project area. Without a sidewalk, however, would-be transit riders must walk in the street to get to the stop and get dropped off in the street when they return. By adding a sidewalk, this pedestrian facilities project would seriously improve the attractiveness and safety of riding transit to downtown St. Paul workplace, recreational, and medical destinations, supporting transit through walkable infrastructure.

Response:

Pedestrian travel experience, safety, and security will be improved significantly by this project. By having their own facility separate from where vehicles go, pedestrians will be able to feel safe and secure while walking, drastically improving their travel experience. The pedestrian island just west of Seeley St will also enhance pedestrian travel experience and safety by allowing pedestrians to cross only one lane of traffic at a time. This more positive travel experience will encourage more people to become pedestrians, both for traveling to local destinations and for recreation. This project supports safe routes to schools by providing a safe area for children to walk to commute to Lily Lake Elementary. And this project supports nearby senior living communities (Zvago Stillwater and Golden LivingCenter - Greeley) by enabling older adults to safely explore and enjoy the neighborhood.

There is currently an on-road bike facility, which will remain.

(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.

There is currently no sidewalk along CSAH 5 between Pine Tree Trail and Owens Street; the proposed project would add an ADA compliant sidewalk and pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

The proposed project arose out of a larger CSAH 5 road design study of pedestrian and traffic improvements. Washington County sent mailers to community members in the study area explaining the goals of the study and seeking input, either at the open houses or directly to a staff member through email or phone. An initial public open house gathered input from the community on the existing conditions of the corridor. Concepts from this open house were developed for consideration and presented at a subsequent open house and posted on the project website for review and comment. Members of the project team met with Lily Lake Elementary School staff to discuss their operations and concerns. Through these engagement efforts, the community made it clear that they were in support of adding a sidewalk along this section of CSAH 5. Public engagement for this project is ongoing, and there is a page on the Washington County website with project and public involvement information.

Response:

The Stillwater Trails Master Plan, led by the Stillwater Planning Commission, went through a public engagement process separately from the Washington County study. Through that process, adding a sidewalk to this section of CSAH 5 was identified as a priority improvement. It is notable that this specific segment was identified as an important pedestrian network improvement by both the Stillwater and the Washington County studies.

Relatedly, public engagement surrounding the Washington County Bicycle and Pedestrian Plan took the form of pop-up community events and online interactive tools. One of the key themes and findings from this process is that there is a strong desire to provide safer connections between neighborhoods, schools, and commercial/retail centers; the CSAH 5 pedestrian facilities project certainly supports this need. With easy pedestrian connections to Lakeview Hospital, Lily Lake Elementary, multiple preschools, several churches, a local grocery store, and other retail, this pedestrian facility would enable community members to travel to these destinations car-free. For the more ambitious pedestrians, this facility connects to existing pedestrian facilities leading to downtown Stillwater, about 0.8 miles away. It also provides connections to many other stores like Cub Foods, Target, CVS, and more along Stillwater Blvd N near TH36, providing safe access and even more shopping and employment opportunities.

(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

1649864473472_03 Concept Layout - CSAH 5 - CSAH 5.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):	\$500,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$500,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
01 2022 Fact Sheet CSAH 5 Ped Facility.pdf	CSAH 5 Summary Sheet	322 KB
02 Existing Conditions - CSAH 5.pdf	CSAH 5 Existing Conditions	1.4 MB
04 Local Connections and Housing Map - CSAH 5.pdf	CSAH 5 Local Connections & Housing Map	4.0 MB
04 Washington County Board Resolution 2022-023 Regional Solicitation Grant.pdf	Washington County Board of Commissioners Resolution	239 KB
05 HousingLink Maps and Data - CSAH 5.pdf	CSAH 5 Housing Link & STREAMS Profiles	6.7 MB
06 Stillwater LOS - CSAH 5.pdf	City of Stillwater Letter of Support	57 KB
10 RBTN Orientation Map - CSAH 5.pdf	CSAH 5 RBTN Orientation Map	3.0 MB

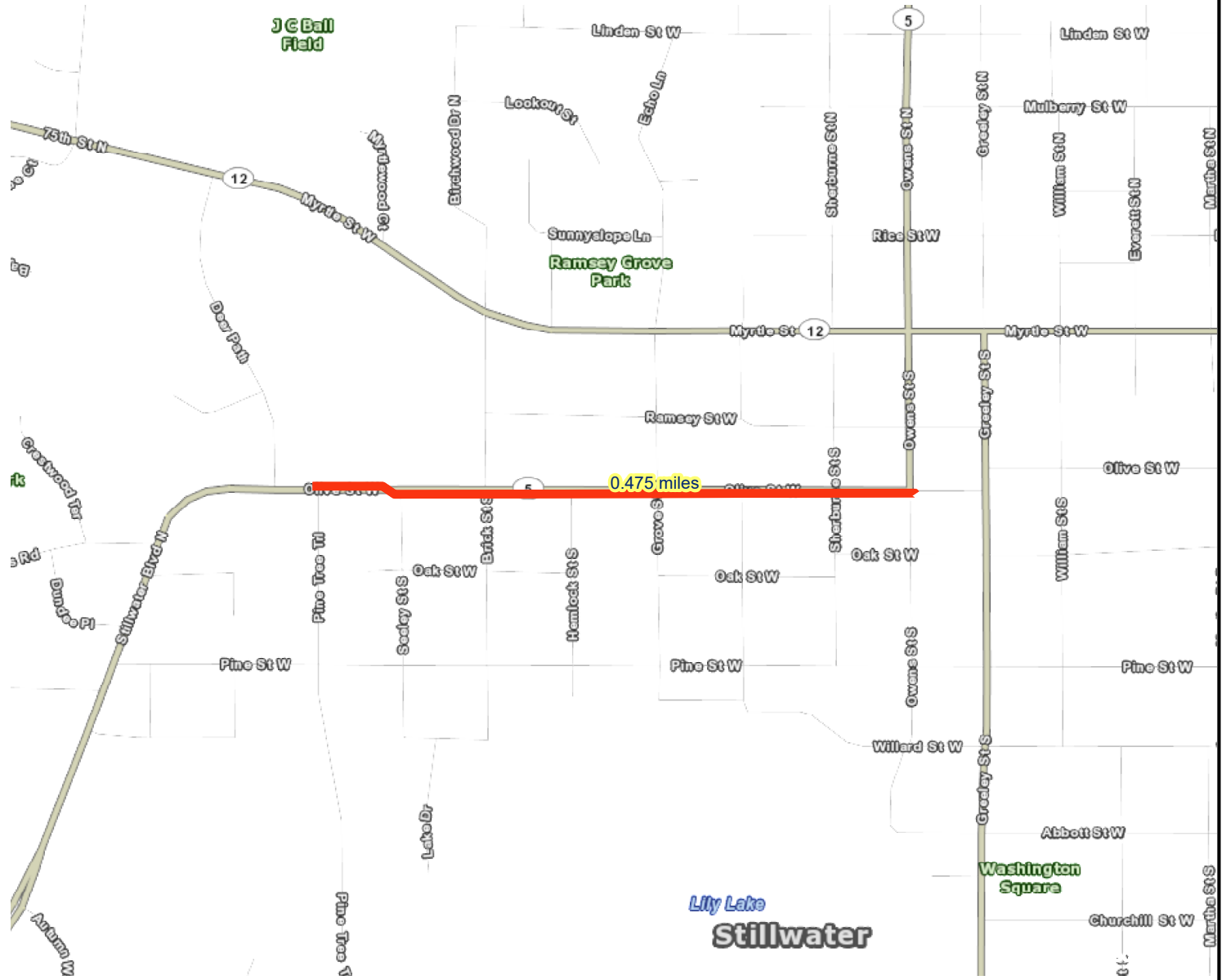
Regional Economy




Pedestrian Facilities Project: CSAH5 | Map ID: 1648758784010

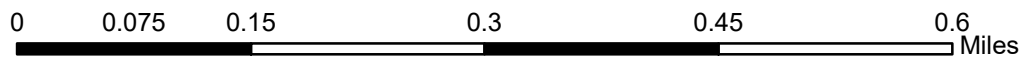
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 12901
Total Employment: 3530
Mfg and Dist Employment: 141



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 3/31/2022
LandscapeRSA5



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

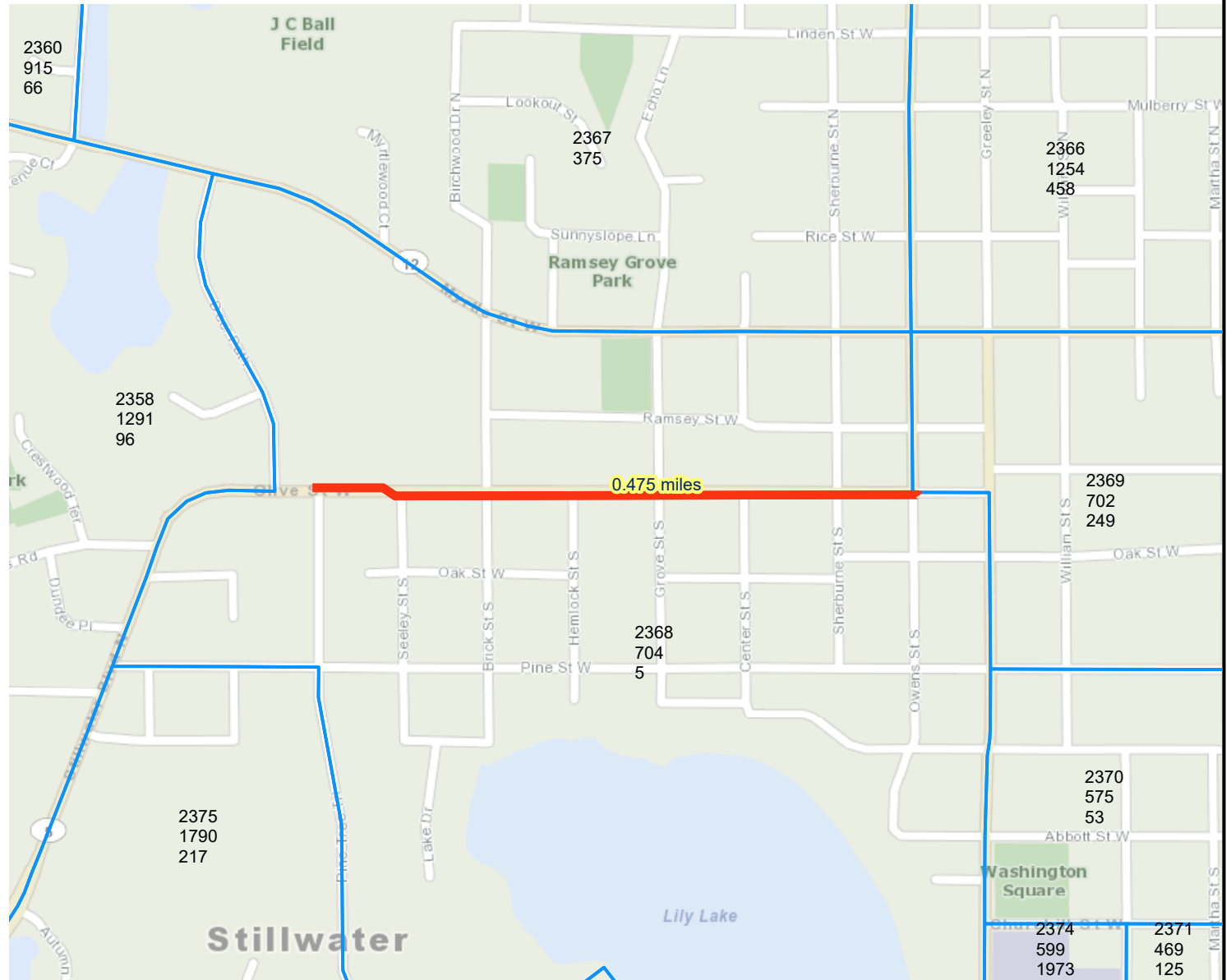


Population/Employment Summary

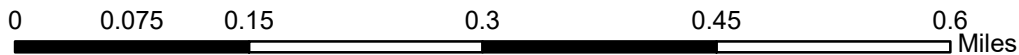
Pedestrian Facilities Project: CSAH5 | Map ID: 1648758784010

Results

Within HALF Mile of project:
Total Population: 12901



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/31/2022
LandscapeRSA4



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



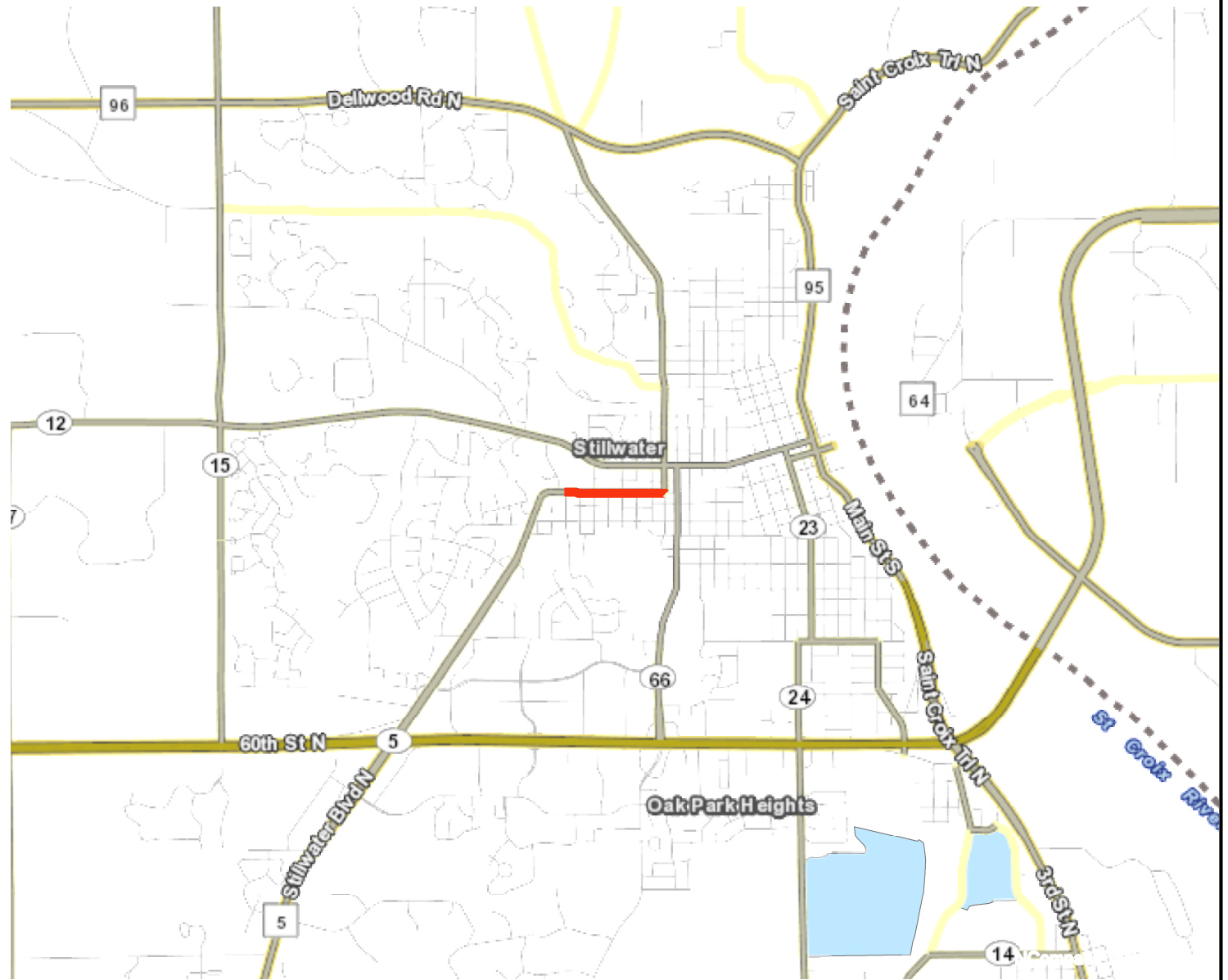
Socio-Economic Conditions

Pedestrian Facilities Project: CSAH5 | Map ID: 1648758784010

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 554

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

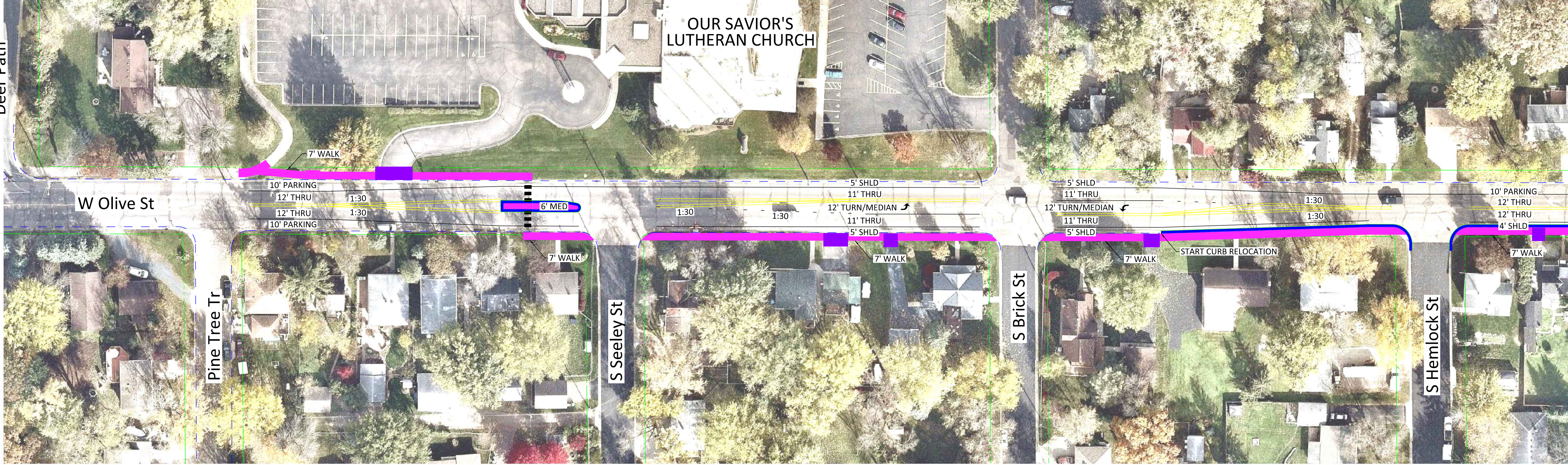
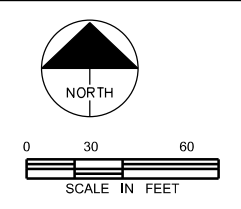


Created: 3/31/2022
LandscapeRSA2

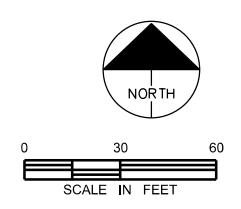


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





- RIGHT OF WAY
- LANE LINE
- CENTER LINE
- EXISTING CURB
- PROPOSED SIDEWALK
- PROPOSED DRIVEWAY
- PROPOSED CURB RELOCATION



CSAH 5 Pedestrian Facility



Project Location

The pedestrian improvements will be along CSAH 5 between Owens Street and Pine Tree Trail in the City of Stillwater.



Funding Request

Federal: \$ 400,000

Local Match: \$ 100,000

Project Total: \$ 500,000



Project Goals

- ◆ Make pedestrian travel safer with ADA compliant sidewalk and pedestrian island
- ◆ Connect pedestrians to preschools, churches, Lily Lake Elementary, and the rest of the Stillwater pedestrian network
- ◆ Improve transit accessibility through pedestrian infrastructure

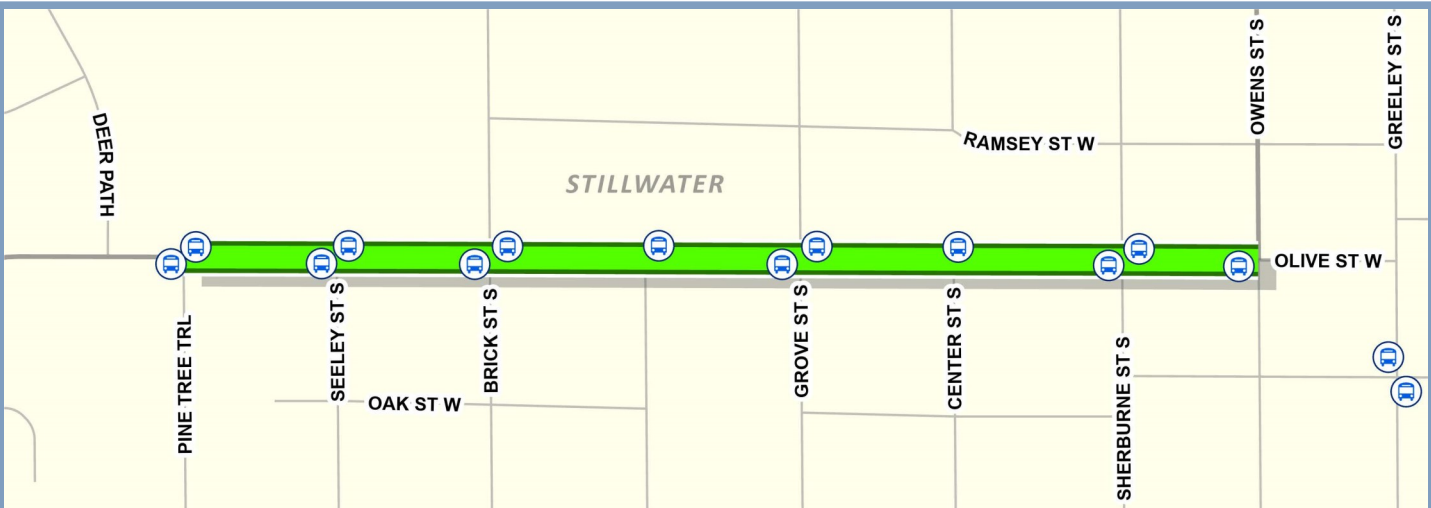
Project Summary

There is currently no sidewalk along this segment of CSAH 5, meaning pedestrians must walk in a roadway with 8,900 AADT, a 30mph speed limit, and 24 recorded crashes in the last 10 years. This project would add an ADA compliant sidewalk and a pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

Closing this gap in the pedestrian network will allow easy pedestrian connections to a local grocery store, Lakeview Hospital, Lily Lake Elementary, preschools, churches, and more. This project also makes pedestrian connections to downtown Stillwater and the shopping center along Stillwater Blvd near TH36. Route 294 has numerous stops along the project area; this project would enhance the attractiveness and safety of riding transit, improving access to downtown St. Paul workplace, recreational, and medical destinations. The project area has a relatively high proportion of elderly adults and people with disabilities, especially with the new senior housing on Brick Street. These residents would especially benefit from the safety and access improvements this project would bring.

Summary of Benefits

- ⇒ Safer pedestrian travel
- ⇒ Connects to existing pedestrian network and local destinations
- ⇒ Leverages simultaneous roadway improvements



CSAH 5 Pedestrian Facilities

Existing Conditions Photographs

Image 1. Aerial of project area

- Project starts at Pine Tree Trail and ends at Owens Street
- Construction behind Our Savior's Lutheran Church is a senior living community, now open
- Numerous connections just beyond Owens Street, accessible with existing pedestrian network

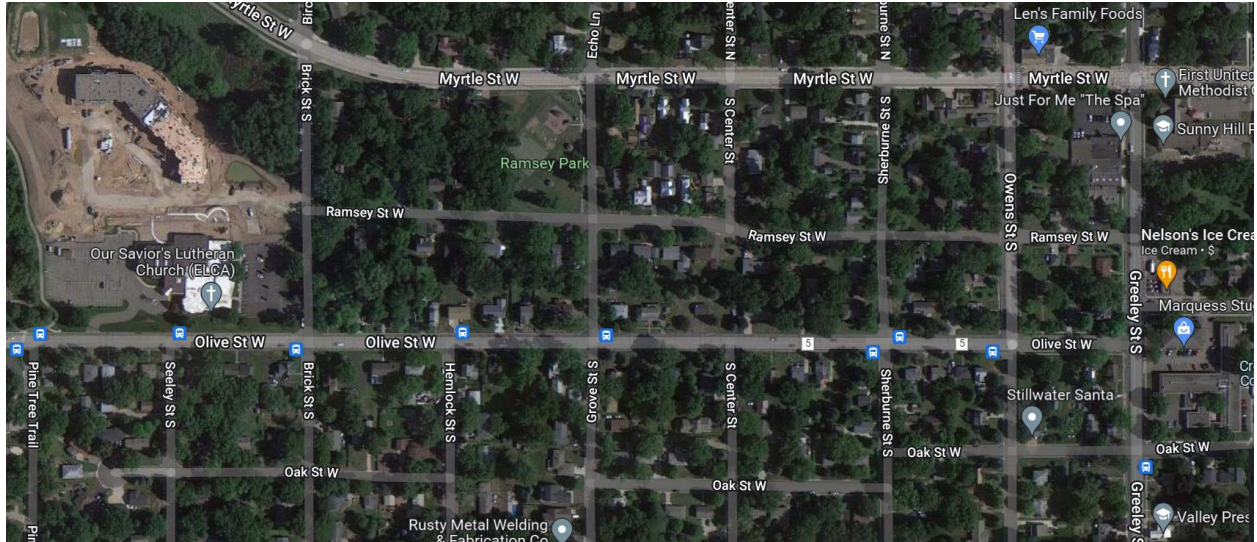


Image 2. CSAH 5 at Pine Tree Trail, facing east

- County trail ends here
- Sidewalk would connect with existing trail on the north side (left), then cross to south side with a pedestrian island before the next intersection (Seeley Street)



Image 3. CSAH 5 just past Hemlock Street, facing west

- Sidewalk would be on the south side (left), where there is less slope
- Currently, pedestrians must walk in the roadway



Image 4. CSAH 5 at Owens Street, facing west

- Sidewalk would go on the south side (left)







Image 5. CSAH 5 at Owens Street, facing east

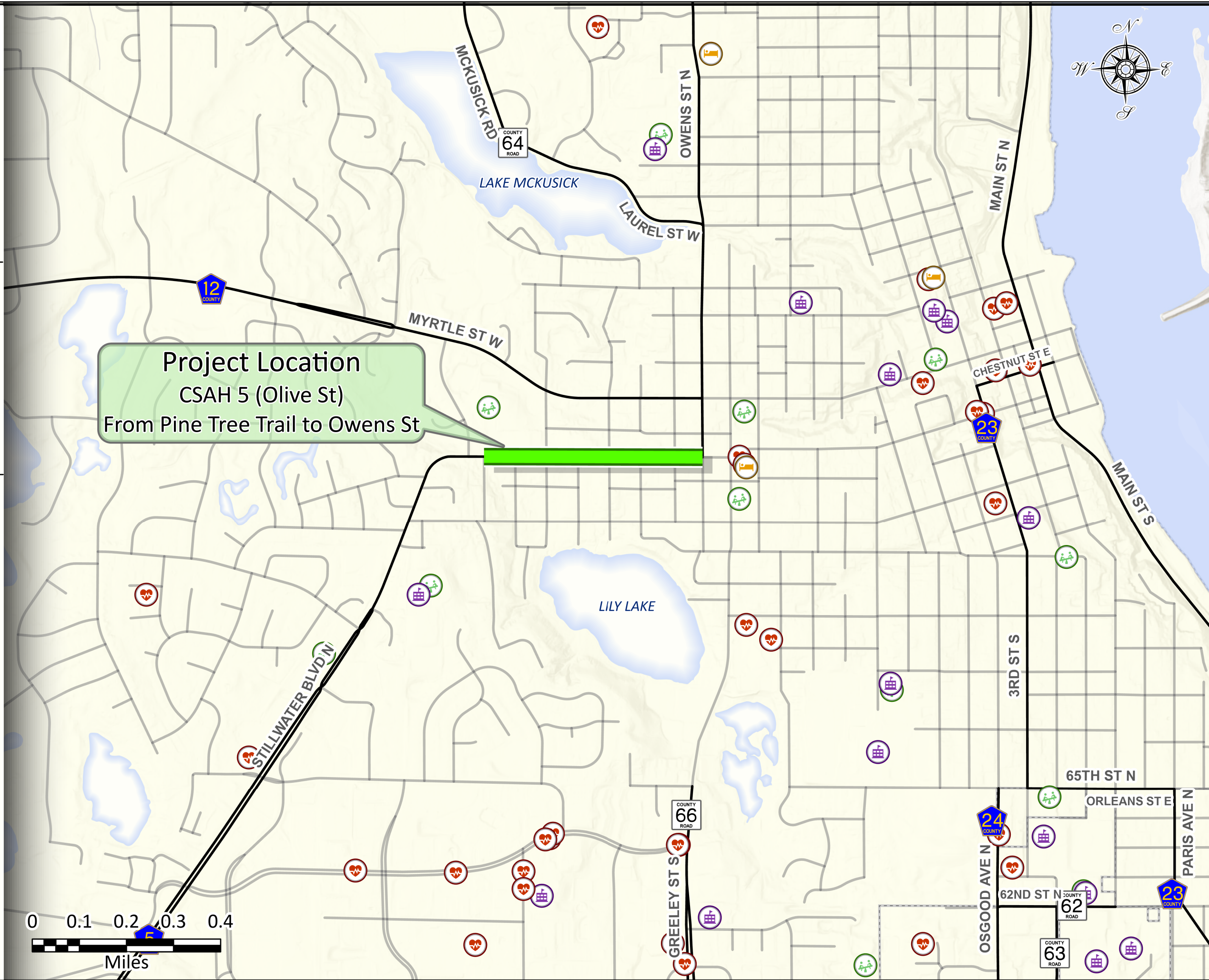
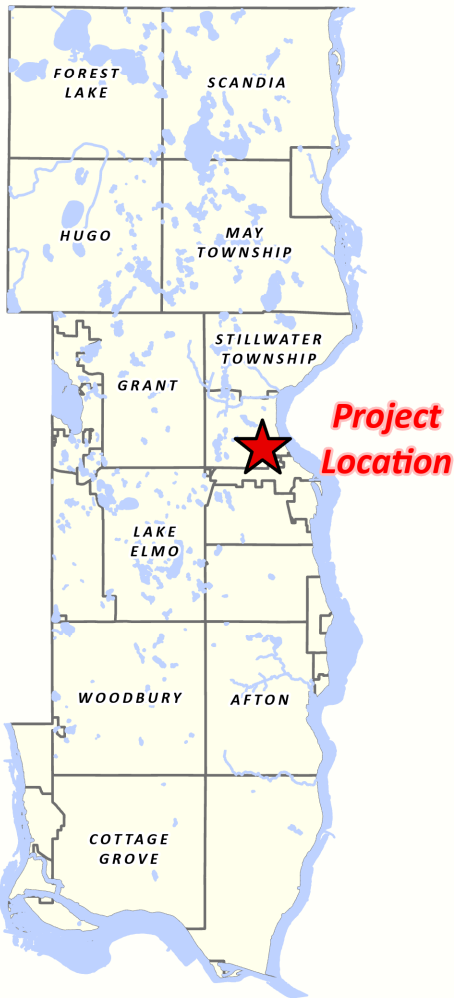
- Sidewalk connections to the north (left) and east (ahead); connections to the south at Greeley Street (next block east, not shown)



CSAH 5 (Olive St)
Pine Tree Trl to Owens St
Stillwater, MN

April 2022

-  Nursing/Boarding Homes
-  Medical Facilities
-  Minnesota School Programs 2022
-  Child Care Center



**BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2022-023

DATE March 15, 2022

DEPARTMENT

Public Works

MOTION

SECONDED BY

BY COMMISSIONER Karwoski

COMMISSIONER

Miron

**RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN
COUNCIL FOR FUNDING UNDER THE 2022 REGIONAL SOLICITATION PROGRAM**

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

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

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

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2026 and 2027; and

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

WHEREAS, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2022 Regional Solicitation for the following projects:

1. Reconstruction of Trunk Highway (TH) 120 with multimodal improvements between Interstate 694 and TH 244 in the City of Mahtomedi.
2. County Road 19A/100th Street realignment between Innovation Road and Jamaica Avenue in the City of Cottage Grove.
3. Hardwood Creek Regional Trail Extension from Falcon Court to 130th Street in the City of Hugo.
4. County State Aid Highway (CSAH) 5 Pedestrian Facility: Addition of a pedestrian facility along CSAH 5 between Owens Avenue and Pine Tree Trail in the City of Stillwater.
5. I-494 Park and Ride Parking Structure: Construction of shared parking structure west of the Woodbury Theatre in the City of Woodbury.

WHEREAS, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County, and the cities of Cottage Grove, Hugo, Mahtomedi, Stillwater, and Woodbury; and

WHEREAS, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2022 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2022 Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council’s 2022 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

ATTEST:

Kevin Corbid

COUNTY ADMINISTRATOR

Wayne A. Johnson

COUNTY BOARD CHAIR

YES NO

MIRON	<u>X</u> _____	_____
KARWOSKI	<u>X</u> _____	_____
KRIESEL	<u>X</u> _____	_____
JOHNSON	<u>X</u> _____	_____
WEIK	<u>X</u> _____	_____

[Return to main site](#)

Property Detail

About Streams

Ann Bodlovick Apts

2400 Orleans St W
Stillwater, MN 55082

Funding Categories

Subsidized-Other

Property Information

Year Built: 1991

Building Type:

Groups Served: Elderly

Total Units: 50

Affordable Units: 50

Affordable Units by Bedroom

1 BR: 32

2 BR: 18

Units by Area Median Income

80%: 50



[Housing+Transit Cost](#)

[Walk Score®: 62](#)

[Send us feedback](#)

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	02/12/2021	02/12/2021	\$747	\$786	\$747
2	02/12/2021	03/23/2022	\$899	\$908	\$899

Known Property Addresses

ID	Address	City
1	2400 Orleans St W	Stillwater

Funding Dates & Programs

First known closing: 3/20/2012

Most recent closing: 3/20/2012

Earliest expiration: 2/1/2031

Last Activity: Preservation

MHFA: Bonds

Close Date: 3/20/2012

Expiration: 2/1/2031

Known Property Identifiers

HousingLink: 10948

Wash Cnty: Ann Bodlovick Apartments

[Return to main site](#)

Property Detail

About Streams

Brick Pond Apts
 1635 Greeley St S
 Stillwater, MN 55082

Funding Categories
 Subsidized-Other

Property Information

Year Built:
Building Type:
Groups Served: Family
Total Units: 40
Affordable Units: 40

Affordable Units by Bedroom

0 BR: 10
 1 BR: 4
 2 BR: 26

Units by Area Median Income

80%: 40



[Housing+Transit Cost](#)

[Walk Score®: 45](#)

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Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
0	02/12/2021	02/12/2021	\$643	None	\$643
1	04/01/2011	03/31/2021	\$678	None	\$768
2	03/20/2009	03/31/2021	\$786	None	\$889

Known Property Addresses

1	1635 Greeley St S	Stillwater
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Funding Dates & Programs

First known closing: 10/23/2012
Most recent closing: 10/23/2012
Earliest expiration: 2/1/2031
Last Activity: Preservation

MHFA: Bonds
 Close Date: 10/23/2012
 Expiration: 2/1/2031

Known Property Identifiers

HousingLink: 10950
Wash Cnty: Brick Pond Apartments

[Return to main site](#)

Property Detail

About Streams

Charter Oaks Townhomes

Multiple addresses listed at bottom of page

Funding Categories

- Project-Based Subsidy
- Tax Credit
- Subsidized-Other
- Tax Credit (LIHTC 9%)

Property Information

- Year Built:** 2012
- Building Type:** Townhome
- Groups Served:** Family
- Total Units:** 60
- Affordable Units:** 60

Affordable Units by Bedroom

- 1 BR: 3
- 2 BR: 35
- 3 BR: 20
- 4 BR: 2

Units by Area Median Income

50%: 60



[Housing+Transit Cost](#)

[Walk Score®: 49](#)

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Known Property Addresses

1	1120 Curve Crest Blvd	Stillwater
2	1122 Curve Crest Blvd	Stillwater
3	1124 Curve Crest Blvd	Stillwater
4	1134 Curve Crest Blvd	Stillwater
5	1136 Curve Crest Blvd	Stillwater
6	1146 Curve Crest Blvd	Stillwater
7	1150 Curve Crest Blvd	Stillwater
8	1164 Curve Crest Blvd	Stillwater
9	1166 Curve Crest Blvd	Stillwater
10	1180 Curve Crest Blvd	Stillwater
11	1182 Curve Crest Blvd	Stillwater
12	1198 Curve Crest Blvd	Stillwater
13	1200 Curve Crest Blvd	Stillwater
14	1214 Curve Crest Blvd	Stillwater
15	1216 Curve Crest Blvd	Stillwater
16	1226 Curve Crest Blvd	Stillwater

17	1228 Curve Crest Blvd	Stillwater
18	1242 Curve Crest Blvd	Stillwater

Funding Dates & Programs

First known closing: 1/1/2012

Most recent closing: 1/1/2013

Earliest expiration: 12/31/2027

Last Activity: New Construction

HUD: Section 8 (PBA)

Close Date: 1/1/2013

Expiration: 12/31/2027

MHFA: Housing Tax Credits 9%

Close Date: 1/1/2012

Estimated Expiration: 1/1/2042

MHFA: Housing Tax Credits

Close Date: 1/1/2012

Estimated Expiration: 1/1/2042

MHFA: PARIF

Close Date: 5/22/2012

Expiration: 5/2/2042

MHFA: ARIF

Close Date: 5/22/2012

Expiration: 5/2/2042

MHFA: LMIR

Close Date: 5/22/2012

Expiration: 3/1/2043

Known Property Identifiers

HousingLink: 3223

HUD: 800010829

MHFA: D1646

HUDLIHTC9: MNA2012804

[Return to main site](#)

Property Detail

About Streams

Cottages Of Stillwater III

Multiple addresses listed at bottom of page

Funding Categories

- Tax Credit
- Tax Credit (LIHTC 4%)

Property Information

- Year Built:
- Building Type:
- Groups Served:
- Total Units: 56
- Affordable Units: 33

Affordable Units by Bedroom

- 1 BR: 14
- 2 BR: 19

Units by Area Median Income *

- 60%: 33

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



[Housing+Transit Cost](#)

[Walk Score®: 63](#)

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Known Property Addresses

1	2204 Cottage Dr	Stillwater
2	2242 Cottage Dr	Stillwater
3	2244 Cottage Dr	Stillwater
4	2258 Cottage Dr	Stillwater
5	2304 Cottage Dr	Stillwater
6	2342 Cottage Dr	Stillwater
7	2344 Cottage Dr	Stillwater
8	2358 Cottage Dr	Stillwater

Funding Dates & Programs

- First known closing: 1/1/1990
- Most recent closing: 1/1/1991
- Earliest expiration: 1/1/2020
- Last Activity: Preservation

- MHFA: Housing Tax Credits
- Close Date: 1/1/1990
- Estimated Expiration: 1/1/2020

MHFA: Housing Tax Credits 4%
Close Date: 1/1/1991
Estimated Expiration: 1/1/2021

Known Property Identifiers

HousingLink: 6064
MHFATC4: D3766
HUDLIHTC4: MNB19919002

[Return to main site](#)

Property Detail

About Streams

Curve Crest Villas

Multiple addresses listed at bottom of page

Funding Categories

Tax Credit (LIHTC 4%)

Property Information

Year Built: 2002

Building Type:

Groups Served: Family

Total Units: 90

Affordable Units: 69

Affordable Units by Bedroom

1 BR: 29

2 BR: 23

3 BR: 17

Units by Area Median Income

60%: 69



[Housing+Transit Cost](#)

[Walk Score®: 63](#)

[Send us feedback](#)

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	02/27/2007	07/09/2021	\$750	\$1,550	\$1,058
2	02/27/2007	04/15/2021	\$900	\$1,450	\$1,308

Known Property Addresses

1	2150 Orleans St W	Stillwater
2	2225 Orleans St W	Stillwater

Funding Dates & Programs

First known closing: 1/1/2002

Most recent closing: 1/1/2002

Earliest expiration: 1/1/2032

Last Activity: New Construction

MHFA: Housing Tax Credits 4%

Close Date: 1/1/2002

Estimated Expiration: 1/1/2032

Known Property Identifiers

HousingLink: 10499

MHFATC4: D3596

HUDLIHTC4: MNA2003035

[Return to main site](#)

Property Detail

About Streams

Hillcrest Apts Aka Asl Stillwater, Inc

1370 Curve Crest Blvd
Stillwater, MN 55082

Funding Categories

Project-Based Subsidy

Property Information

Year Built: 1995

Building Type: Apartment

Groups Served: Disabled

Total Units: 24

Affordable Units: 24

Affordable Units by Bedroom

1 BR: 21

2 BR: 3

Units by Area Median Income

50%: 24



[Housing+Transit Cost](#)

[Walk Score®: 56](#)

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Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	01/22/2016	01/22/2016*	Subsidized	Subsidized	Subsidized

* A listing is currently open for this property in hList

Known Property Addresses

1	1370 Curve Crest Blvd	Stillwater
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Funding Dates & Programs

First known closing: 6/21/2020

Most recent closing: 6/21/2020

Earliest expiration: 6/20/2035

Last Activity: Preservation

HUD: Section 811

Close Date: 6/21/2020

Expiration: 6/20/2035

Known Property Identifiers

HousingLink: 9460

HUD: 800010977

[Return to main site](#)

Property Detail

About Streams

Home Free In Washington County, Llc

6450 Panama Ave N
Stillwater, MN 55082

Funding Categories

Subsidized-Other

Property Information

Year Built: 2004

Building Type:

Groups Served:

Total Units: 6

Affordable Units: 5

Affordable Units by Bedroom

0 BR: 5

Units by Area Median Income

30%: 5



[Housing+Transit Cost](#)

[Walk Score®: 40](#)

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Known Property Addresses

1	6450 Panama Ave N	Stillwater
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Funding Dates & Programs

First known closing: 12/30/2004

Most recent closing: 12/30/2004

Earliest expiration: 12/30/2034

Last Activity: New Construction

County: County

MHFA: LHIA

Close Date: 12/30/2004

City: City

MHFA: HTF

Close Date: 12/30/2004

Expiration: 12/30/2034

Known Property Identifiers

HousingLink: 4353

MHFA: D3851

[Return to main site](#)

Property Detail

About Streams

Orleans Homes One (fka Cottages Of Stillwater I)

Multiple addresses listed at bottom of page

Funding Categories

Tax Credit (LIHTC 4%)

Property Information

Year Built: 1987

Building Type:

Groups Served:

Total Units: 124

Affordable Units: 93

Affordable Units by Bedroom

1 BR: 52

2 BR: 41

Units by Area Median Income

60%: 93



[Housing+Transit Cost](#)

[Walk Score®: 63](#)

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Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	11/07/2007	11/07/2007	\$799	None	\$799

Known Property Addresses

1	1201 Cottage Dr	Stillwater
2	1225 Cottage Dr	Stillwater
3	1241 Cottage Dr	Stillwater
4	1301 Cottage Dr	Stillwater
5	1333 Cottage Dr	Stillwater
6	1401 Cottage Dr	Stillwater
7	1457 Cottage Dr	Stillwater
8	1501 Cottage Dr	Stillwater

Funding Dates & Programs

First known closing: 1/1/2007

Most recent closing: 1/1/2007

Earliest expiration: 1/1/2037

Last Activity: Preservation

MHFA: Housing Tax Credits 4%

Close Date: 1/1/2007

Estimated Expiration: 1/1/2037

Known Property Identifiers

HousingLink: 10229

MHFATC4: D3768

HUDLIHTC4: MNA2007075

[Return to main site](#)

Property Detail

About Streams

Rivertown Commons

212 2nd St N
Stillwater, MN 55082

Funding Categories

Project-Based Subsidy
Tax Credit
Subsidized-Other
Tax Credit (LIHTC 4%)

Property Information

Year Built: 1980
Building Type: Apartment
Groups Served: Elderly
Total Units: 96
Affordable Units: 96

Affordable Units by Bedroom

1 BR: 90
2 BR: 6

Units by Area Median Income

60%: 96



[Housing+Transit Cost](#)

[Walk Score®: 83](#)

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Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	01/08/2018	01/08/2018	Subsidized	Subsidized	Subsidized
2	01/08/2018	01/08/2018	Subsidized	Subsidized	Subsidized

Known Property Addresses

ID	Address	City
1	212 2nd St N	Stillwater

Funding Dates & Programs

First known closing: 1/1/2007
Most recent closing: 4/3/2020
Earliest expiration: 1/1/2020
Last Activity: Preservation

MHFA: MN Housing
Close Date: 3/21/2007
Expiration: 1/1/2020

MHFA: Housing Tax Credits 4%
Close Date: 1/1/2007
Estimated Expiration: 1/1/2037

MHFA: Housing Tax Credits
Close Date: 1/1/2008
Expiration: 1/1/2038

MHFA: ARIF

Close Date: 3/21/2007

Expiration: 3/1/2038

MHFA: LMIR

Close Date: 3/21/2007

Expiration: 3/1/2038

HUD: Section 8 (PBA)

Close Date: 4/3/2020

Expiration: 4/30/2040

Known Property Identifiers

HousingLink: 9462

HUD: 800011221

MHFA: D1651

HUDLIHTC: MNA2008927

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Property Detail

About Streams

Saint Croix Village Townhomes

1620 Orleans St W
Stillwater, MN 55082

Funding Categories

Tax Credit
Tax Credit (LIHTC 9%)

Property Information

Year Built: 1996
Building Type: Townhome
Groups Served:
Total Units: 20
Affordable Units: 20

Affordable Units by Bedroom

3 BR: 19
4 BR: 1

Units by Area Median Income *

60%: 20

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



[Housing+Transit Cost](#)

[Walk Score®: 49](#)

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Known Property Addresses

1	1620 Orleans St W	Stillwater
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Funding Dates & Programs

First known closing: 1/1/1995
Most recent closing: 7/1/1996
Earliest expiration: 1/1/2025
Last Activity: Preservation

MHFA: Housing Tax Credits
Close Date: 1/1/1995
Estimated Expiration: 1/1/2025

MHFA: Housing Tax Credits 9%
Close Date: 7/1/1996
Estimated Expiration: 7/1/2026

Known Property Identifiers

HousingLink: 6453
MHFATC9: D2997

[Return to main site](#)

Property Detail

About Streams

Stcroix Village

1615 Orleans St W
Stillwater, MN 55082

Funding Categories

Tax Credit
Tax Credit (LIHTC 4%)

Property Information

Year Built:
Building Type: Apartment
Groups Served: Family, Elderly
Total Units: 20
Affordable Units: 16

Affordable Units by Bedroom

3 BR: 20

Units by Area Median Income

60%: 16



[Housing+Transit Cost](#)

[Walk Score®: 49](#)

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Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
	07/29/2019	07/29/2019	None	None	None
3	07/01/2014	02/05/2022	\$1,015	\$1,475	\$1,475

Known Property Addresses

1	1615 Orleans St W	Stillwater
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Funding Dates & Programs

First known closing:
Most recent closing: 1/1/1996
Earliest expiration: 1/1/2026
Last Activity: New Construction

MHFA: Housing Tax Credits
Close Date: 1/1/1996
Expiration: 1/1/2026

MHFA: Housing Tax Credits 4%
Close Date: 1/1/1996
Expiration: 1/1/2026

Known Property Identifiers

HousingLink: 13513

HUDLIHTC9: MNB19969007

HUDLIHTC: MNA19969002

HUDLIHTC4: MNB19969007

[Return to main site](#)

Property Detail

About Streams

Victoria Villa

1451 Greeley St S
Stillwater, MN 55082

Funding Categories

Project-Based Subsidy

Property Information

Year Built: 1979

Building Type: Apartment

Groups Served: Family

Total Units: 40

Affordable Units: 40

Affordable Units by Bedroom

1 BR: 13

2 BR: 27

Units by Area Median Income

30%: 40



[Housing+Transit Cost](#)

[Walk Score®: 46](#)

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Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	01/08/2018	01/08/2018*	Subsidized	Subsidized	Subsidized
2	01/08/2018	01/08/2018*	Subsidized	Subsidized	Subsidized

* A listing is currently open for this property in hList

Known Property Addresses

1	1451 Greeley St S	Stillwater
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Funding Dates & Programs

First known closing: 2/22/2000

Most recent closing: 7/16/2019

Earliest expiration: 7/15/2019

Last Activity: Preservation

HUD: Section 8 (PBA)

Close Date: 7/16/2019

Expiration: 7/31/2024

Known Property Identifiers

HousingLink: 9461

HUD: 800011335



March 31, 2022

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

Support for Washington County's Application for Federal Funds through the 2022 Regional Solicitation for the County State Aid Highway 5 Pedestrian Improvements in the City of Stillwater

Dear Mr. Sandberg,

The City of Stillwater supports Washington County's application to the Metropolitan Council's 2022 Regional Solicitation for federal funds for the proposed pedestrian improvements in the City of Stillwater.

Washington County led the CSAH 5 Design Study of Pedestrian and Traffic Improvements with the City of Stillwater from 2014-2016 to analyze this area of Stillwater and evaluate the multimodal uses of the existing corridor. The conclusion of the study identified the goal of providing sidewalk facilities along the segment of CSAH 5 between Pine Tree Trail and Owens Street as pedestrians currently walk in the roadway.

The City of Stillwater will continue to support Washington County's efforts to improve the County's multimodal transportation network. These improvements are consistent with Stillwater's plans and policies.

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

Regards,

A handwritten signature in blue ink that reads "Shawn Sanders".

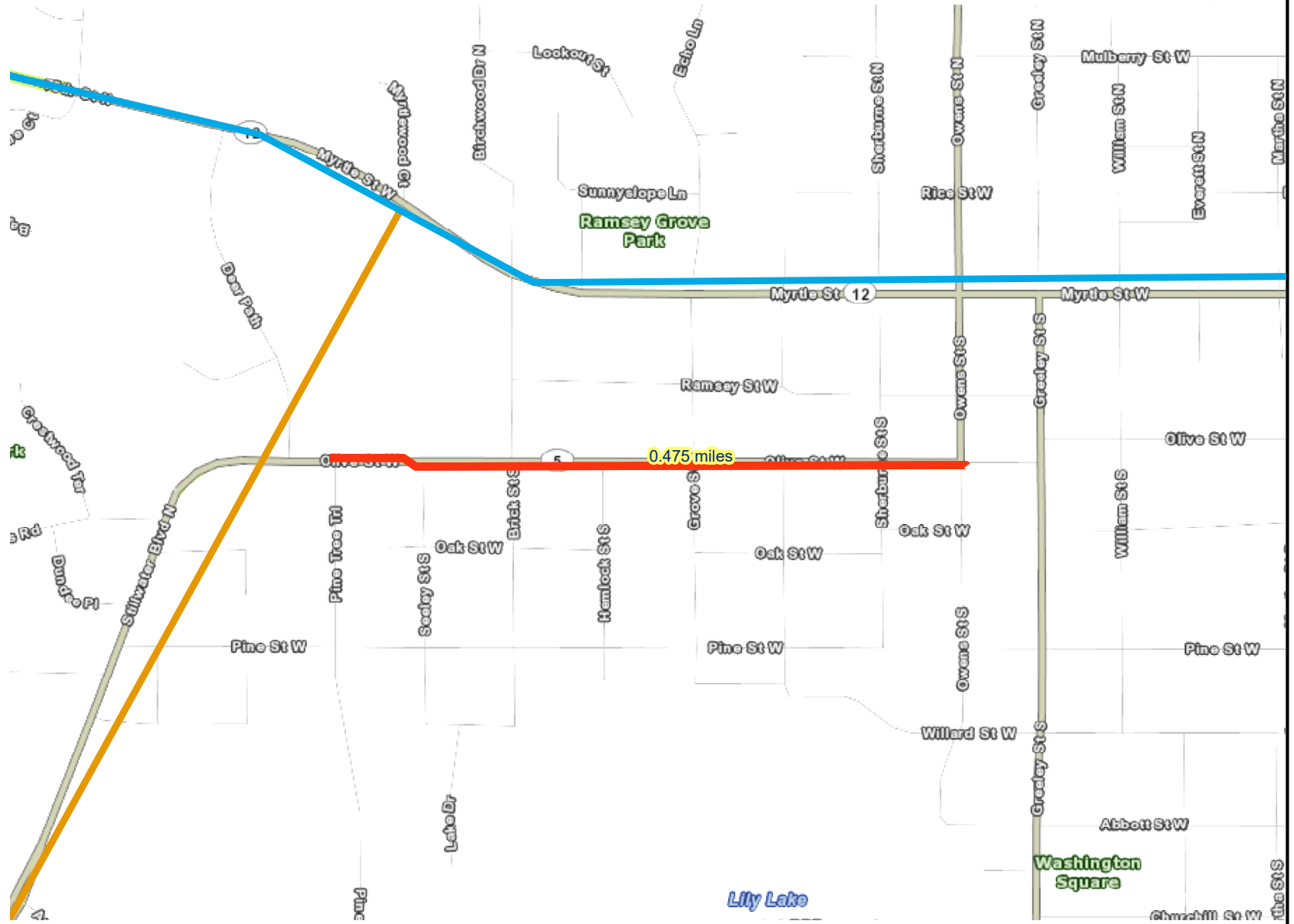
Shawn Sanders,
Director of Public Works

Project to RBTN Orientation

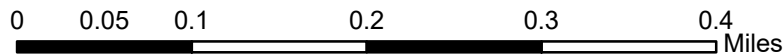
Pedestrian Facilities Project: CSAH5 | Map ID: 1648758784010

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 3/31/2022
LandscapeRSA6



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

