Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20044 - Victoria Street Regional Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/14/2023 12:56 PM

Primary Contact

Feel free to edit your profile anytime your information changes. Create your own personal alerts using My Alerts.

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Pronouns First Name Middle Name Last Name

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Phone:* 651-266-7140
Fax: 651-266-7110

What Grant Programs are you most interested in?
Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: RAMSEY COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: DEPT OF PUBLIC WORKS
1425 PAUL KIRKWOOD DR

County: Ramsey
Phone:* 651-266-7100
Fax:
PeopleSoft Vendor Number 0000023983A30

Project Information

Project Name
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located:
City of Roseville and City of Shoreview
Jurisdictional Agency (If Different than the Applicant):
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Construction of a multiuse 10 foot bituminous trail and 6 foot boulevard along Victoria Street (CSAH 52) extending approximately 2 miles from County Road C in the City of Roseville to Harriet Avenue in the City of Shoreview, Ramsey County.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT’s TIP description guidance.

Project Length (Miles) 2.0

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 $2,391,812.00
Match Amount $597,953.00

Minimum of 20% of project total

Project Total $2,989,765.00

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

Match Percentage 20.0%

Minimum 20%

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

Source of Match Funds CSAH and 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: 2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP) Please indicate here SAP/SP#.

Location

County, City, or Lead Agency Ramsey County

Name of Trail/Ped Facility: Victoria Street Regional Trail

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH

Road/Route No. 52

Name of Road Victoria Street

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

From:

Road System CSAH

Road/Route No. 23

Name of Road County Road C

To:

Road System

Road/Route No. N/A

Name of Road Harriet Avenue
In the City/Cities of: Roseville and Shoreview

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:
Termini: Termini listed must be within 0.3 miles of any work
From:
To:
Or
At:
In the City/Cities of:
(List all cities within project limits)

Primary Types of Work (Check all that apply)
Multi-Use Trail Yes
Reconstruct Trail
Resurface Trail Yes
Bituminous Pavement
Concrete Walk Yes
Pedestrian Bridge
Signal Revision
Landscaping Yes
Other (do not include incidental items) Stormwater/drainage

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)
Old Bridge/Culvert No.:
New Bridge/Culvert No.:
Structure is Over/Under
(Bridge or culvert name):
Zip Code where Majority of Work is Being Performed 55113

Approximate Begin Construction Date (MO/yr) 05/01/2028
Approximate End Construction Date (MO/yr) 11/01/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 2.0
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0.6
Is this a new trail? Yes

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

Goal B: Safety and Security (Page 2.5), Objective A.

Strategies B1 (Page 2.5), B6 (Page 2.6)

Goal C: Access to Destinations (Page 2.10), Objectives A, D and E

Strategies C1 (Page 2.10), C2 (Page 2.11), C15 (Page 2.22), C16 (Page 2.23), C17 (Page 2.24)

Goal D: Competitive Economy (Page 2.26), Objective B

Strategy D3 (Page 2.27)

Goal E: Healthy Environment (Page 2.30), Objective C

Strategy E3 (Page 2.31)

Goal F: Leveraging Transportation Investments to Guide Land Use, Objective C

Strategy F6 (Page 2.38)

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.
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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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.

Date plan completed: 06/02/1997

Link to plan: pdf provided below.

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

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 9/27/2008 and updated 4/15/2019. 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. Yes

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization (approx. 5% of total cost)</td>
<td>$106,000.00</td>
</tr>
<tr>
<td>Removals (approx. 5% of total cost)</td>
<td>$128,848.00</td>
</tr>
<tr>
<td>Roadway (grading, borrow, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway (aggregates and paving)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subgrade Correction (muck)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Storm Sewer</td>
<td>$356,838.00</td>
</tr>
<tr>
<td>Ponds</td>
<td>$556,076.00</td>
</tr>
<tr>
<td>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$19,133.00</td>
</tr>
<tr>
<td>Striping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Signing</td>
<td>$11,480.00</td>
</tr>
<tr>
<td>Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Turf - Erosion &amp; Landscaping</td>
<td>$53,573.00</td>
</tr>
<tr>
<td>Bridge</td>
<td>$0.00</td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>$83,475.00</td>
</tr>
<tr>
<td>Noise Wall (not calculated in cost effectiveness measure)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Wetland Mitigation</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Natural and Cultural Resource Protection</td>
<td>$0.00</td>
</tr>
<tr>
<td>RR Crossing</td>
<td>$0.00</td>
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<tr>
<td>Roadway Contingencies</td>
<td>$344,973.00</td>
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<tr>
<td>Other Roadway Elements</td>
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<tr>
<td>Totals</td>
<td>$1,660,396.00</td>
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</table>

Specific Bicycle and Pedestrian Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path/Trail Construction</td>
<td>$769,502.00</td>
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<tr>
<td>Sidewalk Construction</td>
<td>$58,321.00</td>
</tr>
<tr>
<td>On-Street Bicycle Facility Construction</td>
<td>$0.00</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian Curb Ramps (ADA)</td>
<td>$25,376.00</td>
</tr>
</tbody>
</table>
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) $0.00
Pedestrian-scale Lighting $0.00
Streetscaping $131,197.00
Wayfinding $0.00
Bicycle and Pedestrian Contingencies $344,973.00
Other Bicycle and Pedestrian Elements $0.00
**Totals** $1,329,369.00

### Specific Transit and TDM Elements

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

### Transit Operating Costs

<table>
<thead>
<tr>
<th>Number of Platform hours</th>
<th>Cost Per Platform hour (full loaded Cost)</th>
<th>Subtotal</th>
<th>Other Costs - Administration, Overhead, etc.</th>
<th>$0.00</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

### PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

**INFORMATION:** Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

**Response:**
- Ponding - $556,076
- Retaining Walls - $83,475
- Storm Sewer - $356,838
- Erosion Control/Landscaping - $53,573

### Totals

**Total Cost** $2,989,765.00
**Construction Cost Total** $2,989,765.00
**Transit Operating Cost Total** $0.00

### Measure A: Project Location Relative to the RBTN

Select one:
- Tier 1, Priority RBTN Corridor
- Tier 1, RBTN Alignment
- Tier 2, RBTN Corridor
- Tier 2, RBTN Alignment

- **Direct connection to an RBTN Tier 1 corridor or alignment** Yes
- **Direct connection to an RBTN Tier 2 corridor or alignment**

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

**Upload Map**

1697829468314_RBTN Map.pdf

Please upload attachment in PDF form

### Measure A: Population Summary

**Existing Population Within One Mile (Integer Only)** 31240
**Existing Employment Within One Mile (Integer Only)** 19668
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:
   1. What engagement methods and tools were used?
   2. How did you engage specific communities and populations likely to be directly impacted by the project?
   3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
   4. How were the project’s purpose and need identified?
   5. How was the community engaged as the project was developed and designed?
   6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
   7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
   8. If applicable, how will NEPA or Title VI regulations guide engagement activities?

Response:

A U.S. Census demographic profile analysis within 1/2 mile of the project indicates 1,992 persons 65 years or older, 1,491 persons 17 or younger, 1,600 BIPOC, 7,675 persons with a disability and 342 persons with income below the poverty level (see attached).

These individuals as well as the general public were engaged in purpose and need and project scope decisions regarding the project through a 18 month trail feasibility planning study of the Victoria Street project area completed in 2022. This study included a variety of engagement methods including in-person and virtual open house meetings, a project website with an interactive project comment map, online project surveys and social media outreach. See this project website link for more information about the public engagement process and input received:


Measure B: Disadvantaged Communities Benefits and Impacts

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

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Increased speed and/or cut-through traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
As a result of the Victoria Street Trail project, young children, elderly, disabled, BIPOC and other disadvantaged communities will enjoy improved access to the 225 acre Central Park Complex, which includes Lake Bennett, the Harriet Nature Center, the Muriel Sahlin Arboretum, the Frank Rog Amphitheater, picnic grounds, play structures, the Owasso Athletic Fields and open space.

The project will also greatly enhance the ability of young children to safely bike or walk to four elementary schools located directly along Victoria Street in the cities of Roseville and Shoreview. These schools include Island Lake Elementary School, Saint Odilia School, Emmet Williams Elementary School and Kinderhaus Montessori School. The project will provide public health and safety benefits to children biking and walking to these schools by providing a multiuse trail with a boulevard buffering these vulnerable users from vehicular traffic.

The presence of this separated trail will greatly reduce the level of stress and overall safety of bikers and walkers compared to the current condition along Victoria Street where bikers and walkers must travel along the unprotected adjacent wide shoulder in harms way of frequently speeding and inattentive drivers.

Other than a temporary disturbance to adjacent property owners and bikers and walkers during construction, there are no expected negative impacts of the project.

There are 436 publicly subsidized rental housing units in census tracts located within ½ mile of the project according to attached Met Council socioeconomic mapping. As a result of the Victoria Street Trail project, affordable housing residents will enjoy improved access to the Central Park Complex at the south end of Victoria Street along County Road C. Affordable housing residents will also have improved and much safer access to Island Lake Elementary School, Saint Odilia School, Emmet Williams Elementary School and Kinderhaus Montessori School; all located directly along Victoria Street.

Additional affordable housing and senior housing mapping prepared by City of Shoreview and City of Roseville staff can also be found in the other attachments.
Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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

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

Bike system gap improvements include the following:

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

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

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

Response:

The Victoria Street Regional Trail project connects on its south termini to County Road C, a Tier 1 RBTN. The buffer area of the Tier 1 RBTN along County Road C encompasses approximately 1/2 mile of the Victoria Street project segment. The new Victoria Street Regional Trail connection to County Road C is also important because Ramsey County has a 2026 HSIP project programmed along County Road C from Lexington Avenue to Little Canada Road that will also include bicycle and pedestrian improvements.

Additionally, the Victoria Street Regional Trail project will connect on its north termini to Harriet Avenue where an existing trail continues north to County Road E, also a Tier 1 RBTN. So, as a result of the new Victoria Street Regional Trail project a new continuous separated trail connection will be provided to both County Road C (a Tier 1 RBTN) and County Road E (a Tier 1 RBTN).

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

DEFINITIONS:

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

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

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

<table>
<thead>
<tr>
<th>Tier 1</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments &amp; any Major River Bicycle Barrier Crossings</td>
<td></td>
</tr>
<tr>
<td>Tier 2</td>
<td></td>
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<tr>
<td>Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments</td>
<td></td>
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<tr>
<td>Tier 3</td>
<td></td>
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<tr>
<td>Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments</td>
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<tr>
<td>Non-tiered</td>
<td></td>
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<tr>
<td>Crossings of non-tiered Regional Bicycle Barrier segments</td>
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<tr>
<td>No improvements</td>
<td></td>
</tr>
<tr>
<td>No Improvements to barrier crossings</td>
<td></td>
</tr>
</tbody>
</table>

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

Multiple     Yes

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)
Measure B: Deficiencies corrected or safety problems addressed

Response:

An analysis of crash data from 2013 to 2022 indicates 59 total crashes along Victoria Street from County Road C to Harriet Avenue. There were no bicycle or pedestrian related crashes reported. Vehicular related crash types included 8 single vehicle run-off-road, 1 single vehicle other, 2 sideswipe same direction, 2 sideswipe opposing, 14 rear end, 2 head on, 1 left turn, 22 angle and 7 other. Severity of these crashes included 1 fatality, 8 minor injury, 8 possible injury and 42 property damage only (see attached crash analysis).

The Critical Crash Rate (CCR) for the Victoria Street corridor during the 10 year analysis period was 2.36. This means that despite their not being a history of bike and pedestrian crashes along Victoria Street, the Victoria Street corridor experienced total crashes during the analysis period at more than twice the rate of other similar roadways in Minnesota (see attached crash analysis).

Many bikers and pedestrians along Victoria Street have experienced near miss collisions with vehicles due to the lack of a separated trail facility and the need to utilize an existing paved shoulder that offers no protection from speeding vehicles and inattentive drivers who regularly veer onto the unprotected paved shoulder. These concerns are well documented in public outreach associated with the 2022 Victoria Street Trail Study. More information about this study analysis and the public concerns received about Victoria Street can be found on the project website located at:


The separated trail project will provide a buffer along Victoria Street protecting bicyclists and pedestrians from the prevalence of speeding vehicles and inattentive drivers currently present. The separated trail facility is expected to dramatically improve bicycle and pedestrian safety and significantly lower the level of stress for bikers and pedestrians. This expectation is based on a Texas Transportation Institute study finding that a separated bike lane or separated bike trail can improve safety by 41 to 53 percent. The Crash Modification Factor (CMF) Clearinghouse also indicates that a separated bike lane or separated bike trail can reduce bike and pedestrian crashes by up to 45 percent.

Measure A: Multimodal Elements

Response:

The project is located in Transit Market Area #3. Metro Transit Route 227 serves the Victoria Street Regional Trail project corridor from North Owasso Boulevard to Woodhill Drive West with 8 stop locations northbound and 8 stop locations southbound. Coordination will occur with Metro Transit, Ramsey County, the City of Roseville and the City of Shoreview to ensure that all possible efforts are made as part of the trail project to connect these transit stops to the new trail whenever possible. Additionally, the 6 foot boulevard provided between the new trail and through traffic lanes will provide needed separation for a low stress and safe environment for bikers, walkers and transit users compared to current conditions where a paved wide shoulder unprotected from vehicular traffic must be traversed by these vulnerable non-motorized users. The safer and lower street trail environment will be cherished and used frequently by bikers, walkers and transit users visiting nearby attractions such as Lake Owasso, Central Park, Owasso Ballfields, New Perspective Senior Living Retirement Community and the four elementary schools located directly along the project corridor.

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

- At least one meeting specific to this project with the general public has been used to help identify the project need. 100%
- At least one meeting 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%

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.

Response:

Identification of the project purpose, need and scope was the result of extensive public input from the 2022 Victoria Street Trail Study. This study included a variety of engagement methods including four in-person and virtual open house meetings, a project website with an interactive project comment map, online project surveys and social media outreach. Direct postcard mailings were used to notify project area residents of the in-person meetings which were well attended. Public engagement summaries, presentation slides, recordings of meetings and other details about this public engagement process can be found at this project website link:


Additionally, a letter of support for the project from Mounds View Public Schools is also attached under the "Other Attachments".

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 project’s 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

- 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

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.  
Yes

100%

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

80%

Historic/archeological property impacted; determination of "adverse effect" anticipated  
Yes

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

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  
Yes

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  
Yes

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):  
$2,989,765.00

Enter Amount of the Noise Walls:  
$0.00

Total Project Cost subtract the amount of the noise walls:  
$2,989,765.00

Points Awarded in Previous Criteria

Cost Effectiveness  
$0.00

Other Attachments
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<td>Mounds View Public Schools Letter of Support</td>
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Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 31240
Total Employment: 19668
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 436

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

Transit with a Direct Connection to project: 227

*indicates Planned Alignments

Transit Market areas: 3
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**TOTAL ESTIMATED COST WITH MOBILIZATION**: $2,299,819

**CONTINGENCY (+30%)**: $689,946

**TOTAL ESTIMATE COST + CONTINGENCY**: $2,989,765
Segment: Lake Johanna Blvd. (CSAH 149): County Road D (CSAH 19) to Old Snelling Ave. (CSAH 76)
Period: 2013-2022 (10 yrs)
By Segment
38 Crashes (by severity)
- 3 A (Serious Injury)
- 3 B (Minor Injury)
- 4 C (Possible Injury)
- 28 PDO (Property Damage Only)

38 Crashes (by type)
- 1 Pedestrian
- 8 Single Vehicle Run Off Road
- 3 Sideswipe Same Direction
- 10 Rear End
- 1 Head On
- 1 Left Turn
- 8 Angle
- 6 Other
## Basic segment crash performance

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<td>Input # of B' Severity Crashes on Segment</td>
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**Calculate**

- **Segment Crash Rate** = \[\frac{1.51}{\text{per million vehicle-miles}}\]
- **Segment Severity Rate** = 2.26
- **Segment Crash Density** = 2.5 crashes per mile per year
By Intersection
Lake Johanna Blvd. (CSAH 149) & Old Snelling Ave. (CSAH 76)

13 Crashes (by severity)
- 3 C (Possible Injury)
- 10 PDO (Property Damage Only)

13 Crashes (by type)
- 2 Sideswipe Same Direction
- 5 Rear End
- 3 Angle
- 3 Other

All other intersections have three or less crashes

Lake Johanna Blvd. (CSAH 149) & County Road D (CSAH 19)

9 Crashes (by severity)
- 1 C (Possible Injury)
- 8 PDO (Property Damage Only)

9 Crashes (by type)
- 1 Single Vehicle Run-off Rd
- 3 Rear End
- 1 Left Turn
- 2 Angle
- 2 Other

All other intersections have three or less crashes
All other intersections have three or less crashes.
Ms. Elaine Koutsoukos  
Metropolitan Council  
390 Robert Street  
Saint Paul, Minnesota 55101

November 14, 2023

Dear Ms. Koutsoukos:

Serving in my role as the Executive Director of School Management for the Mounds View Public School District, I am writing to share support for a possible future bicycle/pedestrian trail project along Victoria Street extending from County Road C to Harriet Avenue.

Speaking specifically to this project, the northernmost portion of this trail would positively impact the students and families of Island Lake Elementary School. According to a count taken on Monday, November 6, students in the Island Lake School community use three major crossings to get to school.

- Victoria and Harriet (south of St. Odilia School) - 39 students  
- Vivian and Harriet (behind Island Lake School) - 45 students  
- Victoria and County Road E - 24 students

In total, approximately 100 students use crossing guard services to safely get to Island Lake Elementary School on a daily basis.

The safe transportation of the students and families in our district is a top priority. While current systems, structures, and procedures set forth by the school help to create a safe route to school, the successful completion of this project will increase the mileage of trails accessible to the students and caregivers when utilizing a safe route to school. As a district, we are appreciative of the partnership between Ramsey County and the cities of Roseville and Shoreview in the submission of this federal grant application to the Metropolitan Council. We offer our continued partnership in the care of the Island Lake School community. Please do not hesitate to contact me if I can be of further support of this project.

Sincerely,

Darin Johnson  
Executive Director of School Management  
651-621-6015  
Darin.johnson@moundsviewschools.org
EXTRACT OF MINUTES OF MEETING
OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE

* * * * * * * * * * * * * * * * * *

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was duly held on the 20th day of March, 2023, at 6:00 p.m.

The following members were present: Etten, Groff, Strahan, and Roe; and the following members were absent: Schroeder

Councilmember Groff introduced the following resolution and moved its adoption:

RESOLUTION NO. 11973
APPROVING RAMSEY COUNTY TO SUBMIT FOR FEDERAL REGIONAL SOLICITATION FUNDS FOR THE VICTORIA STREET PATHWAY AND COMMITTING THE CITY OF ROSEVILLE TO ITS LOCAL COST SHARE

WHEREAS, Ramsey County, in cooperation with the City of Roseville and the City of Shoreview, studied a trail connection on Victoria Street between County Road C and Harriet Avenue; and

WHEREAS, in 2022 the Victoria Street Roadway and Trail Conceptual Design Study was completed; and

WHEREAS, the City of Roseville has this pathway segment identified in the City’s Pathway Master Plan; and

WHEREAS, the City of Roseville has received petitions in the past to install a pathway for this segment of Victoria Street; and

WHEREAS, Ramsey County intends to apply for Federal Regional Solicitation funds for funding years 2028 and 2029; and

WHEREAS, the project would be funded with grant funds, Ramsey County funds, City of Roseville funds and City of Shoreview funds per Ramsey County’s cost share policy; and

WHEREAS, the City of Roseville has future adequate Municipal State Aid (MSA) funds which the City can use to fund its portion of the project costs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville, Minnesota:
1. Supports Ramsey County submitting for Federal Regional Solicitation Funds to help fund the Victoria Street Pathway project.

2. Commits to the local funding match required as part of the Federal Regional Solicitation funding and Ramsey County’s Cost Share Policy.

The motion was duly seconded by Councilmember Etten and upon vote being taken thereon, the following voted in favor thereof: Etten, Groff, Strahan, and Roe; and the following voted against: None.

WHEREUPON said resolution was declared duly passed and adopted.
Resolution – Victoria Street Parkway

STATE OF MINNESOTA )
 ) ss
COUNTY OF RAMSEY )

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 20th day of March, 2023, with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 20th day of March, 2023.

[Signature]
Patrick Trudgeon, City Manager

(SEAL)
Affordable Housing within 1/2 Mile of Victoria St

Affordable Rental (559 Units)
Affordable Owner-Occupied (287 Units)

Victoria Street
Half Mile Buffer
November 7, 2023

Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Subject: Victoria Street Regional Trail – Snow and Ice Removal

Ms. Koutsoukos,

The purpose of this letter is to confirm that the City of Shoreview accepts full responsibility to remove ice and snow from the portion of the proposed Victoria Street Regional Trail extending from the south City of Shoreview boundary at County Road D to Harriet Avenue to allow for year round bicycle and pedestrian use.

Sincerely,

[Signature]

Tom Wesolowski, P.E.
Public Works Director
EXTRACT OF MINUTES OF MEETING OF THE
CITY COUNCIL OF SHOREVIEW, MINNESOTA
HELD JUNE 5, 2023

Pursuant to due call and notice thereof, a meeting of the city council of the City of Shoreview, Minnesota was duly called and held at the Shoreview City Hall in said City on June 5, 2023 at 7 pm. The following members were present: Mayor Denkinger, Councilmembers Johnson, Myrland, and Springhorn

And the following members were absent: Councilmember Doan

Councilmember Johnson introduced the following resolution and moved its adoption.

* * * * * * * * * * * * * * * *

RESOLUTION NO. 23-30
A RESOLUTION REQUESTING RAMSEY COUNTY TO SUBMIT FOR FEDERAL REGIONAL SOLICITATION FUNDS FOR THE VICTORIA STREET TRAIL AND COMMITTING THE CITY OF SHOREVIEW TO ITS LOCAL COST SHARE

WHEREAS, Ramsey County, in cooperation with the City of Shoreview and the City of Roseville, studied a trail connection on Victoria Street between Harriett Avenue and County Road C; and

WHEREAS, the Victoria Street Roadway and Trail Concept Design Study was completed in 2022; and

WHEREAS, the completion of the trail segment is recommended in the City of Shoreview’s current comprehensive plan and supported by the city’s Bikeways and Trails Committee; and

WHEREAS, Ramsey County intends to apply for Federal Regional Solicitation funds for funding years 2028 and 2029; and

WHEREAS, the project would be funded by a combination of grant funds and Shoreview, Roseville, and Ramsey County funds per Ramsey County’s cost share policy; and

WHEREAS, the City of Shoreview’s local cost share would be funded from the Community Investment Fund
NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHOREVIEW THAT:

1. The City of Shoreview supports Ramsey County submitting for Federal Regional Solicitation Funds to help fund the Victoria Street Trail project.
2. The City of Shoreview commits to the local funding match required as part of the Federal Regional Solicitation funding and Ramsey County’s cost-share policy.

* * * * * * * * * * * * * * * * * *

The motion of the foregoing resolution was duly seconded by Councilmember Myrland and upon a vote being taken thereon, the following voted in favor thereof: All members present.

And the following voted against the same: None.

WHEREUPON, said resolution was declared duly passed and adopted the 5th day of June, 2023.

Sue Denkinger, Mayor

STATE OF MINNESOTA)
COUNTY OF RAMSEY)
CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified city manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said city council on the 5th day of June, 2023, with the original thereof on file in my office and the same is full, true and complete transcript therefrom insofar as the same relates to requesting Ramsey County to submit for federal regional solicitation funds for the Victoria Street Trail and committing the City of Shoreview to its local cost share.

WITNESS MY HAND officially as such city manager and the corporate seal of the City of Shoreview, Minnesota this 6th day of June, 2023.

Brad Martens, City Manager

SEAL
Saved Profile

Custom Geographic Profile

At-a-glance facts about residents, households, and workforce. Data are largely derived from the U.S. Census Bureau. When a data point is missing or considered unreliable, it will not display or be labeled suppressed. See information about geographic profile sources.

Selected Geography (Custom): Custom area

Population

```
Decennial Census                           Custom area
2020                                       8,342
```

Age

```
Age (2017-2021)                           Custom area
Under 5 years                             503  6.4%
5-9 years                                  433  5.5%
10-14 years                                391  5.0%
15-17 years                                164  2.1%
18-24 years                                586  7.5%
25-34 years                                1,141 14.6%
35-44 years                                876 11.2%
45-54 years                                739  9.4%
55-64 years                                1,006 12.8%
65-74 years                                1,112 14.2%
75-84 years                                548  7.0%
```
<table>
<thead>
<tr>
<th>Age Group</th>
<th>Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>85 years and older</td>
<td>332</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

**Sex**

**Sex (2017-2021)**

<table>
<thead>
<tr>
<th>Sex</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>4,053</td>
</tr>
<tr>
<td>Female</td>
<td>3,778</td>
</tr>
</tbody>
</table>

**Race & Ethnicity**

**Race & Ethnicity (2017-2021)**

<table>
<thead>
<tr>
<th>Race</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>6,178</td>
</tr>
<tr>
<td>Of Color</td>
<td>1,600</td>
</tr>
<tr>
<td>Black or African American alone</td>
<td>509</td>
</tr>
<tr>
<td>American Indian and Alaskan Native alone</td>
<td>suppressed</td>
</tr>
<tr>
<td>Asian or Pacific Islander alone</td>
<td>546</td>
</tr>
<tr>
<td>Other alone</td>
<td>suppressed</td>
</tr>
<tr>
<td>Two or more races alone</td>
<td>suppressed</td>
</tr>
<tr>
<td>Hispanic or Latino (of any race)</td>
<td>324</td>
</tr>
</tbody>
</table>

**Language**

**Language spoken (2017-2021)**

<table>
<thead>
<tr>
<th>Language</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (5 years and older)</td>
<td>7,328</td>
</tr>
<tr>
<td>English only</td>
<td>6,273</td>
</tr>
<tr>
<td>Language other than English</td>
<td>suppressed</td>
</tr>
<tr>
<td>Speaks English less than “very well”</td>
<td>395</td>
</tr>
</tbody>
</table>

**Disability**

**Disability status (2017-2021)**

<table>
<thead>
<tr>
<th>Disability status</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population: for whom disability status is determined</td>
<td>7,675</td>
</tr>
<tr>
<td>Population with a disability</td>
<td>905</td>
</tr>
</tbody>
</table>

**Nativity**

**Nativity (2017-2021)**

<table>
<thead>
<tr>
<th>Nativity</th>
<th>Custom area</th>
</tr>
</thead>
</table>
### Residency

**Residence one year ago (2017-2021)**

- **Population (1 year and over in US)**
  - Same residence: 6,621 (85.5%)
  - Different residence in the U.S.: 1,118 (14.4%)
  - Different residence outside the U.S.: suppressed

### Income & Poverty

**Household income (2021 dollars) (2017-2021)**

- **Total households**: 3,424 (100.0%)
  - Less than $35,000: 372 (10.9%)
  - $35,000-$49,999: 414 (12.1%)
  - $50,000-$74,999: 671 (19.6%)
  - $75,000-$99,999: 514 (15.0%)
  - $100,000 or more: 1,453 (42.4%)
  - Median household income (2021 dollars): $81,409 (100.0%)

**Poverty (2017-2021)**

- **All people for whom poverty status is determined**: 7,643 (100.0%)
  - With income below poverty: 342 (4.5%)
  - With income 100-149 of poverty: 256 (3.3%)
  - With income 150-199 of poverty: 247 (3.2%)
  - With income 200 of poverty or higher: 6,799 (89.0%)
  - 17 years and younger (percent of people under age 18): suppressed
  - 18-24 (percent of people age 18-24): suppressed
  - 25-34 (percent of people age 25-34): suppressed
  - 35-44 (percent of people age 35-44): suppressed
  - 45-54 (percent of people age 45-54): suppressed
  - 55-64 (percent of people age 55-64): suppressed
  - 18-64 (percent of people 18-64): 222 (5.1%)
  - 65 years and older (percent of people age 65+): suppressed

### Health Coverage
### Health coverage (2017-2021)

Total population age 65 and under for whom health insurance coverage status is determined

- Population 65 and under without health insurance coverage: 219 (3.8%)

### Housing

#### Total housing units (2017-2021)

- Total housing units: 3,597 (100.0%)

#### Owned and Rental Housing (2017-2021)

- Vacant housing units (seasonal units included): suppressed
- Occupied housing units: 3,424 (95.2%)
  - Average household size: 2.2 (100.0%)
  - Owner-occupied: 2,532 (70.4%)
    - Average household size: 2.4 (100.0%)
  - Renter-occupied: 892 (24.8%)
    - Average household size: 1.9 (100.0%)

#### Year built (2017-2021)

- 2010 or later: 268 (7.5%)
- 2000-2009: 119 (3.3%)
- 1970-1999: 1,296 (36.0%)
- 1940-1969: 1,803 (50.1%)
- 1939 or earlier: 110 (3.1%)

#### Households (2017-2021)

- Total households: 3,424 (100.0%)

#### Households by type (2017-2021)

- Family households: 2,100 (61.4%)
  - With children under 18 years: 704 (20.6%)
    - Married-couple family households: 1,720 (50.2%)
    - With children under 18 years: 524 (15.3%)
  - Single-person family households: 380 (11.1%)
    - With children under 18 years: 180 (5.2%)
- Nonfamily households: 1,323 (38.6%)
  - Householder living alone: 1,146 (33.5%)
  - 65 years and over: 525 (15.3%)
Households with one or more children under 18 years | 735 | 21.5%
Households with one or more people 65 years and over | 1,273 | 37.2%

**Year householder moved into unit (2017-2021)**
- Moved in 2010 or later | 1,762 | 51.5%
- Moved in 2000-2009 | 425 | 12.4%
- Moved in 1990-1999 | 531 | 15.5%
- Moved in 1989 or earlier | 706 | 20.6%

**Cost-burdened households (2017-2021)**
- All households for which cost burden is calculated | 3,368 | 100.0%
  - Cost-burdened households | 726 | 21.6%
- Owner households for which cost burden is calculated | 2,509 | 100.0%
  - Cost-burdened owner households | 474 | 18.9%
- Renter households for which cost burden is calculated | 859 | 100.0%
  - Cost-burdened renter households | 253 | 29.4%

**Rent paid (2017-2021)**
- Households paying rent | 860 | 100.0%
  - Median rent paid (2021 dollars) | $1,159 | 100.0%

**Transportation**

**Vehicles per household (2017-2021)**
- No vehicles | suppressed
- 1 vehicle available | 1,313 | 38.3%
- 2 vehicles available | 1,436 | 41.9%
- 3 or more vehicles available | 573 | 16.7%

**Transportation to work (2017-2021)**
- Workers (16 years and older)
  - Car, truck, or van (including passengers) | 3,351 | 86.9%
  - Public transportation | suppressed
  - Walked, biked, worked at home, or other | 492 | 12.7%

**Travel time to work (2017-2021)**
- Total workers age 16+ (not home based)
  - Less than 10 minutes | 268 | 7.8%
  - 10-19 minutes | 1,251 | 36.3%
<table>
<thead>
<tr>
<th>Time</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-29 minutes</td>
<td>897</td>
<td>26.0%</td>
</tr>
<tr>
<td>30 minutes or longer</td>
<td>1,032</td>
<td>29.9%</td>
</tr>
</tbody>
</table>

**Workforce**

**Educational attainment (2017-2021)**

<table>
<thead>
<tr>
<th>Population (25 years and older)</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than high school</td>
<td>suppressed</td>
</tr>
<tr>
<td>High school diploma or GED</td>
<td>1,035</td>
</tr>
<tr>
<td>Some college or associate's degree</td>
<td>1,240</td>
</tr>
<tr>
<td>Bachelor's Degree</td>
<td>1,844</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
<td>1,544</td>
</tr>
<tr>
<td>High school graduate or higher</td>
<td>5,663</td>
</tr>
<tr>
<td>Bachelor's degree or higher</td>
<td>3,388</td>
</tr>
</tbody>
</table>

**Working Adults (2017-2021)**

<table>
<thead>
<tr>
<th>Total civilian non-institutionalized population, age 18-64</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working age adults who are employed</td>
<td>3,643</td>
</tr>
<tr>
<td>Civilian labor force</td>
<td>3,746</td>
</tr>
<tr>
<td>Unemployed</td>
<td>suppressed</td>
</tr>
</tbody>
</table>

**Total employed workers (LEHD) (2020)**

<table>
<thead>
<tr>
<th>Total employed workers</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,994</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Worker age (2020)**

| Age 29 or younger | 723 | 24.2% |
| Age 30 to 54 | 1,526 | 51.0% |
| Age 55 or older | 744 | 24.9% |

**Workers by earnings (2020)**

| $15,000 per year or less | 551 | 18.4% |
| $15,001 to $39,999 per year | 646 | 21.6% |
| $40,000 or more per year | 1,798 | 60.0% |

**Workers by industry of employment (2020)**

<p>| Accommodation and food services | 168 | 5.6% |
| Administration &amp; support, waste management, and remediation | suppressed |
| Agriculture, forestry, fishing and hunting | 169 | 5.6% |
| Arts, entertainment, and recreation | 47 | 1.6% |</p>
<table>
<thead>
<tr>
<th>Industry</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>132</td>
<td>4.4%</td>
</tr>
<tr>
<td>Educational services</td>
<td>119</td>
<td>4.0%</td>
</tr>
<tr>
<td>Finance and insurance</td>
<td>241</td>
<td>8.0%</td>
</tr>
<tr>
<td>Health care and social assistance</td>
<td>541</td>
<td>18.1%</td>
</tr>
<tr>
<td>Information</td>
<td>70</td>
<td>2.3%</td>
</tr>
<tr>
<td>Management of companies and enterprises</td>
<td>192</td>
<td>6.4%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>350</td>
<td>11.7%</td>
</tr>
<tr>
<td>Mining, quarrying, and oil and gas extraction</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Other services (excluding public administration)</td>
<td>119</td>
<td>4.0%</td>
</tr>
<tr>
<td>Professional, scientific, and technical services</td>
<td>270</td>
<td>9.0%</td>
</tr>
<tr>
<td>Public administration</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Real estate and rental and leasing</td>
<td>49</td>
<td>1.7%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>261</td>
<td>8.7%</td>
</tr>
<tr>
<td>Transportation and warehousing</td>
<td>89</td>
<td>3.0%</td>
</tr>
<tr>
<td>Utilities</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>161</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

**Workers by race (2020)**

<table>
<thead>
<tr>
<th>Race</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>White alone</td>
<td>2,458</td>
</tr>
<tr>
<td>Black or African American alone</td>
<td>186</td>
</tr>
<tr>
<td>American Indian or Alaska Native alone</td>
<td>12</td>
</tr>
<tr>
<td>Asian alone</td>
<td>269</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander alone</td>
<td>suppressed</td>
</tr>
<tr>
<td>Two or more race groups</td>
<td>65</td>
</tr>
<tr>
<td>Hispanic or Latino (of any race)</td>
<td>113</td>
</tr>
</tbody>
</table>

**Workers by educational attainment (2020)**

<table>
<thead>
<tr>
<th>Educational Attainment</th>
<th>Custom area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than high school</td>
<td>191</td>
</tr>
<tr>
<td>High school or equivalent, no college</td>
<td>511</td>
</tr>
<tr>
<td>Some college or associate degree</td>
<td>745</td>
</tr>
<tr>
<td>Bachelor's degree or advanced degree</td>
<td>824</td>
</tr>
</tbody>
</table>
Victoria Street Regional Trail -
Multiuse Trail and Bicycle Facilities Application

Applicant: Ramsey County
Project Location: Victoria Street (CSAH 52): CR C to Harriet Avenue
Total Project Cost: $2,989,765
Requested Federal Dollars: $2,391,812
Local Match Dollars: $597,953

Project Description:
Construction of a 2.0 mile 10 foot wide bituminous multiuse trail and 6 foot boulevard along Victoria Street (CSAH 52) extending from County Road D C to Harriet Avenue in the City of Roseville and the City of Shoreview, Ramsey County.

Project Benefits:
The Victoria Street Regional Trail will provide new trail connections to Tier 1 RBTNs along County Road C and County Road E. Other important connections include the City of Roseville Central Park, the Owasso Ballfields, Island Lake Elementary School, Emmet Williams Elementary School, Saint Odilia Elementary School and Kinderhaus Monessori School. Bicyclists and pedestrians will enjoy a significantly improved level of safety and reduced level of stress when utilizing the new separated trail compared to the existing unprotected shoulder. Critical Crash Rates in the corridor have been twice that of other similar roadways over the last 10 year analysis period. This trail project will also directly connect to a 2026 HSIP project along County Road C extending from Lexington Avenue to Little Canada Road where bicycle and pedestrian improvements are planned.
October 19, 2023

Elaine Koutoukos
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Subject: Victoria Street Regional Trail – Snow and Ice Removal

Ms. Koutsoukos,

The purpose of this letter is to confirm that the City of Roseville accepts full responsibility to remove ice and snow from its portion of the proposed Victoria Street Regional Trail extending from County Road C to the north City of Roseville boundary (County Road D) to allow for year-round bicycle and pedestrian use.

Sincerely,

Jesse Freihammer, PE
Public Works Director
Affordable Housing within 1/2 Mile of Victoria St

- Affordable Rental (254 units)
- Affordable Owner-Occupied (184 units)
- Victoria Street
- Half Mile Buffer

Lake Josephine
Lake Owasso
Lake Bennett
Pond Willow
Zimmerman Lake

AGLEN AVE
VIRGINIA AVE
COPE AVE
GRIGGS... Owner-Occupied (184 units)
Victoria Street
Half Mile Buffer
Affordable Housing within 1/2 Mile of Victoria St