



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

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### Primary Contact

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**\***  
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651-266-7140 Phone    Ext.  
**Fax:** 651-266-7110  
**What Grant Programs are you most interested in?** Regional Solicitation - Roadways Including Multimodal Elements

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### 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:** ARDEN HILLS City    Minnesota State/Province    55112 Postal Code/Zip  
**Phone:** Ramsey    651-266-7100    Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000023983A30

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### Project Information

**Project Name** Victoria Street Regional Trail  
**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.

*(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.** Trail

*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)** 2.0  
*to the nearest one-tenth of a mile*

## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$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 of 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

*(example: CEDAR LAKE TRAIL)*

**IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:**

**Road System** CSAH

*(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)*

**Road/Route No.** 52

*(Example: 53 for CSAH 53)*

**Name of Road** Victoria Street

*(Example: 1st ST., Main Ave.)*

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

**From:** CSAH

**Road System**

*(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)*

**Road/Route No.** 23

*(Example: 53 for CSAH 53)*

**Name of Road** County Road C

*(Example: 1st ST., Main Ave.)*

**To:** City Street

**Road System**

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY*

*IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

**Road/Route No.** N/A

*(Example: 53 for CSAH 53)*

**Name of Road** Harriet Avenue

*(Example: 1st ST., Main Ave.)*



In the City/Cities of:

Roseville and Shoreview

(List all cities within project limits)

**IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:**

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	
Bituminous Pavement	Yes
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)

*(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.*

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. Connected Ramsey Communities Bicycle Network (attached)

<https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/transportation-improvement-program>

(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 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. Yes

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

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 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

[Upload Agreement PDF](#)

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

### Multiuse Trails and Bicycle Facilities projects only:

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

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

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

### Safe Routes to School projects only:

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

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

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

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

## Requirements - Bicycle and Pedestrian Facilities Projects

### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$106,000.00
Removals (approx. 5% of total cost)	\$128,848.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$356,838.00
Ponds	\$556,076.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$19,133.00
Striping	\$0.00
Signing	\$11,480.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$53,573.00
Bridge	\$0.00
Retaining Walls	\$83,475.00
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	\$344,973.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,660,396.00</b>

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$769,502.00
Sidewalk Construction	\$58,321.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$25,376.00

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
<b>Totals</b>	<b>\$1,329,369.00</b>

### 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
<b>Totals</b>	<b>\$0.00</b>

### 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

### 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

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:

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 will 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:

<https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/future-road-construction-projects/victoria-street-trail-design>

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

## 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.

**Response:**

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 Murial 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.

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

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### **Measure C: Affordable Housing Access**

*Describe any affordable housing developments?existing, under construction, or planned?within 1/2 mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project?s benefits to current and future affordable housing residents within 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

*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.*

**Response:**

There are 436 publicly subsidized rental housing units in census tracts located within 1/2 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.

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

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### **Measure D: BONUS POINTS**

**Project is located in an Area of Concentrated Poverty:**

**Project?s 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. 1698085204012\_Socioeconomic Map.pdf

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## 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).

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

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

**DEFINITIONS:**

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

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

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

**Tier 1** Yes

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

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

*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 & MRBCCs)*

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## 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:

<https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/future-road-construction-projects/victoria-street-trail-design>

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.

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

---

## 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.

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

**Upload Transit map**

1698168887831\_Transit Map.pdf

---

## 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.

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:

<https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/future-road-construction-projects/victoria-street-trail-design>

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

(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 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

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](mailto: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**

1698169890278\_Concept Layout\_West Alignment.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

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)

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.

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

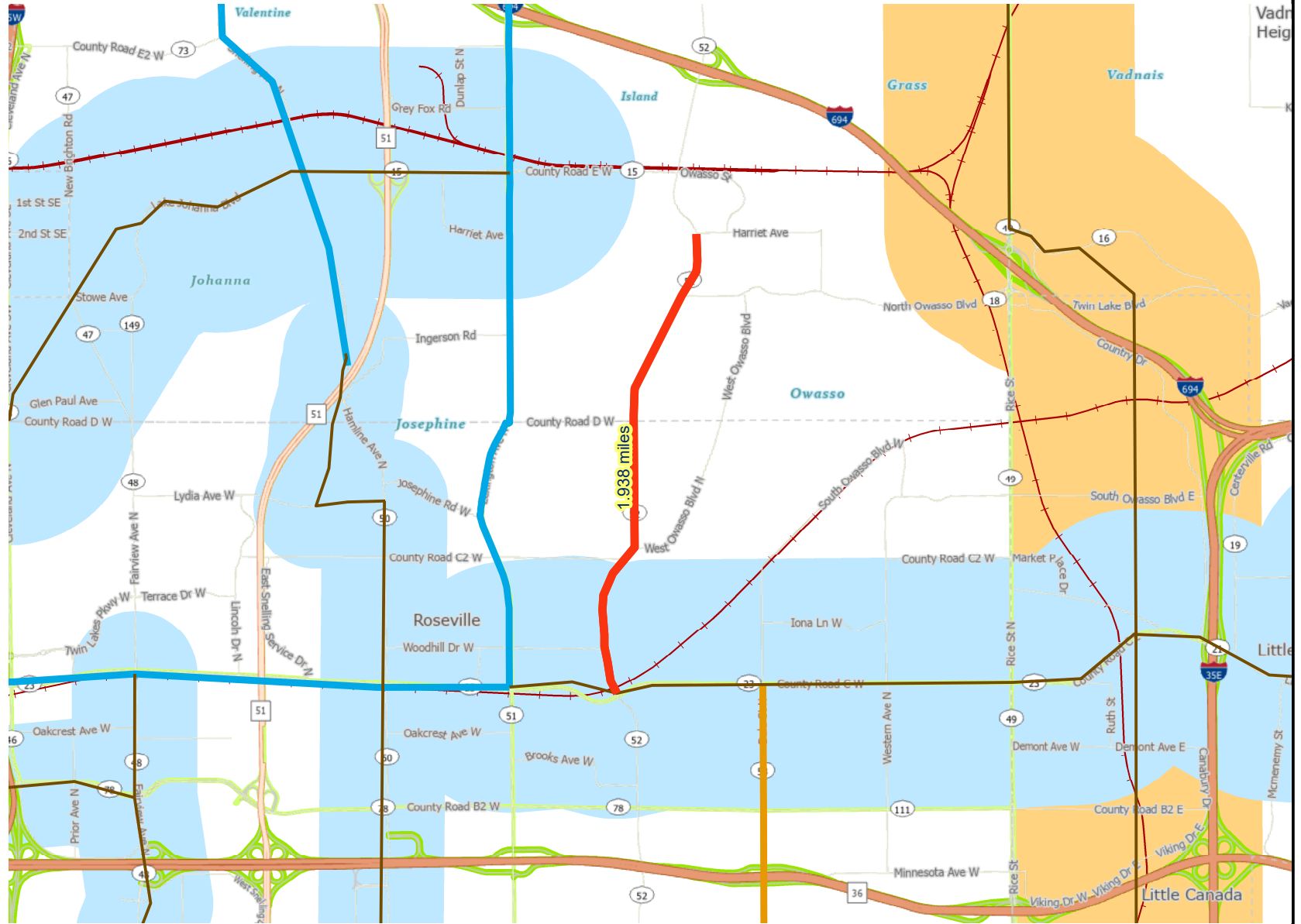
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**Other Attachments**

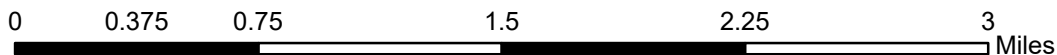
File Name	Description	File Size
Connected Ramsey County communities bicycle network_24x36.pdf	Connected Ramsey Communities Bicycle Network	4.5 MB
Cost Estimate_West Alignment 2023\$.pdf	Engineer's 2023 Cost Estimate	109 KB
Lake Johana Blvd.-CR D to Old Snelling Ave. - Crash Analysis.pdf	Crash Analysis	321 KB
Mounds View School District Letter of Support.pdf	Mounds View Public Schools Letter of Support	63 KB
Project Location Map.pdf	Project Location Map	3.2 MB
Roseville_Resolution.pdf	Roseville Resolution of Support	198 KB
Shoreview - Victoria Street Housing Affordability.pdf	City of Shoreview Prepared Affordable Housing Map	639 KB
Shoreview snow and ice letter 11-07-2023_.pdf	Shoreview Snow and Ice Removal Letter	144 KB
Shoreview_Resolution.pdf	Shoreview Resolution of Support	675 KB
US Census Demographic Profile.pdf	U.S. Census Demographic Profile	2.2 MB
Victoria Street Regional Trail One-Pager.pdf	Victoria Street Regional Trail One-Pager	594 KB
VictoriaSt_PathwayMaintenanceRV_23_1019.pdf	Roseville Snow and Ice Removal Letter	128 KB
Victoria_AffordableHousing - Roseville.pdf	City of Roseville Prepared Affordable Housing Map	933 KB
Victoria_SeniorHousing - Roseville.pdf	City of Roseville Prepared Senior Housing Map	1.2 MB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Victoria Street Regional Trail | Map ID: 1697829046845



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



Created: 10/20/2023  
LandscapeRSA6



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

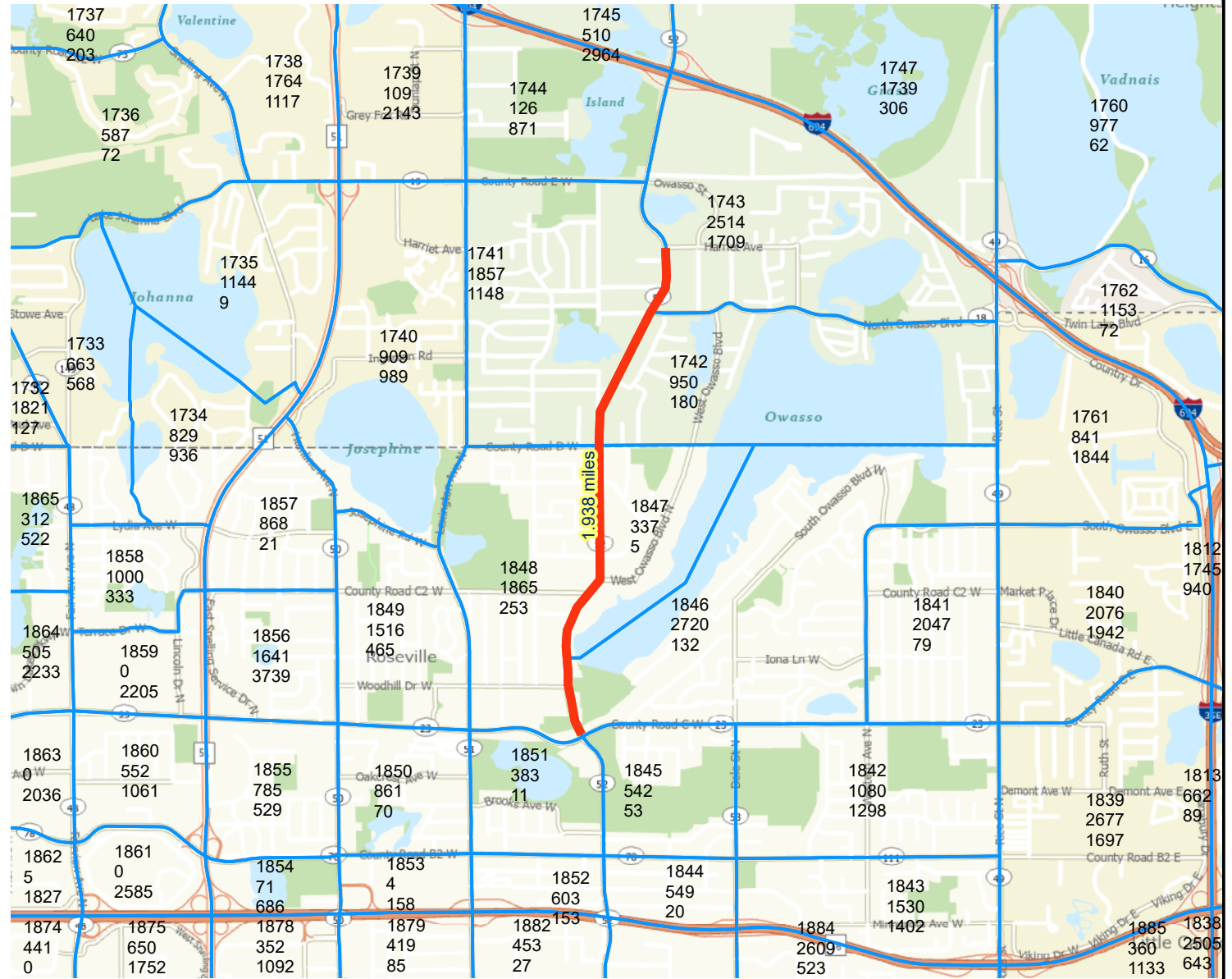


# Population/Employment Summary

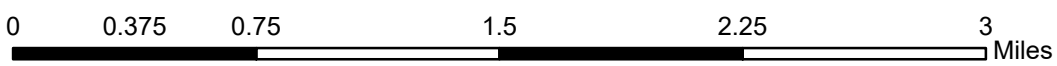
Multiuse Trails and Bicycle Facilities Project: Victoria Street Regional Trail | Map ID: 1697829046845

## Results

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



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 10/20/2023  
 LandscapeRSA4



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



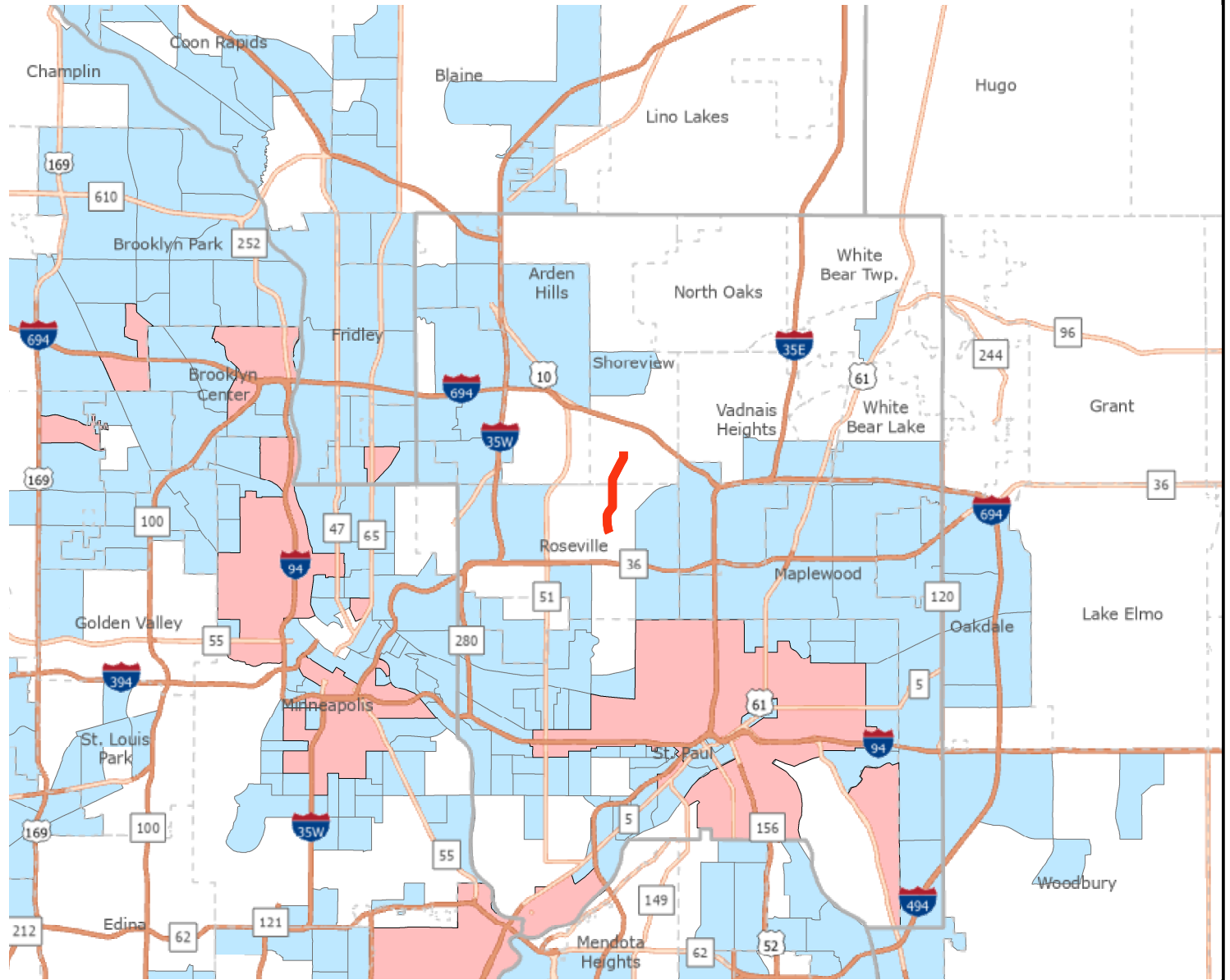


# Socio-Economic Conditions

## Results

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

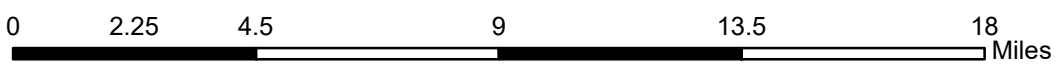
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 10/20/2023  
LandscapeRSA2

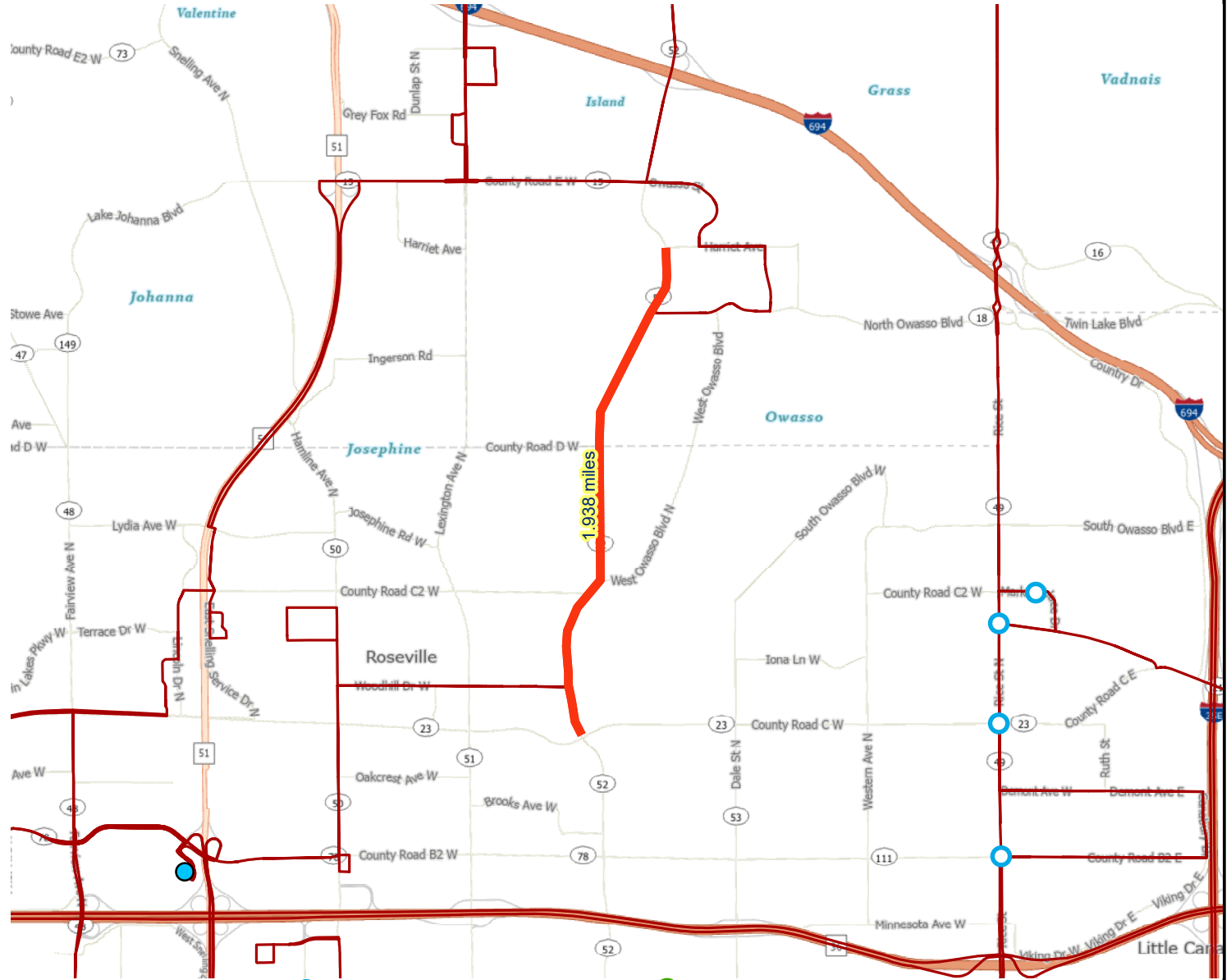


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Victoria Street Regional Trail | Map ID: 1697829046845



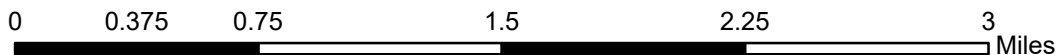
## Results

Transit with a Direct Connection to project: 227

\*indicates Planned Alignments

Transit Market areas: 3

- Project Points
- ▭ Project Area
- Arterial Bus Rapid Transit
- Light Rail
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Highway Bus Rapid Transit
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Transit Routes



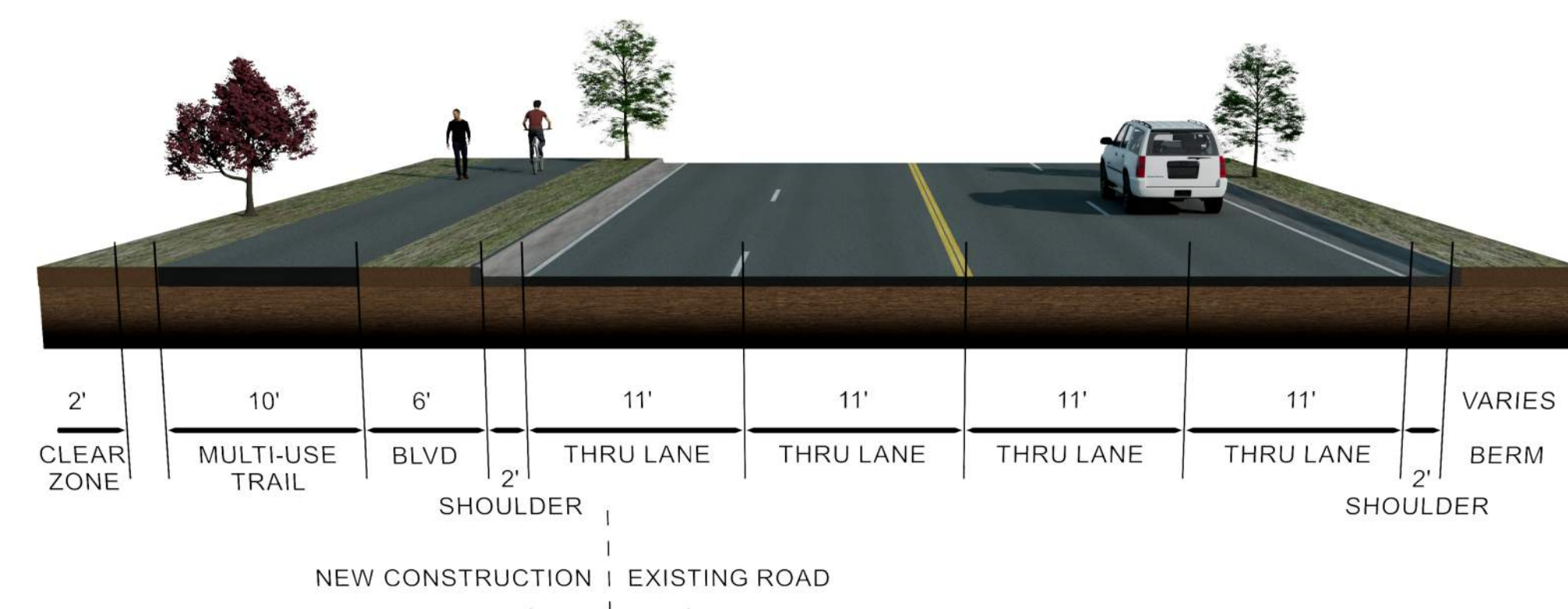
Created: 10/20/2023  
LandscapeRSA3



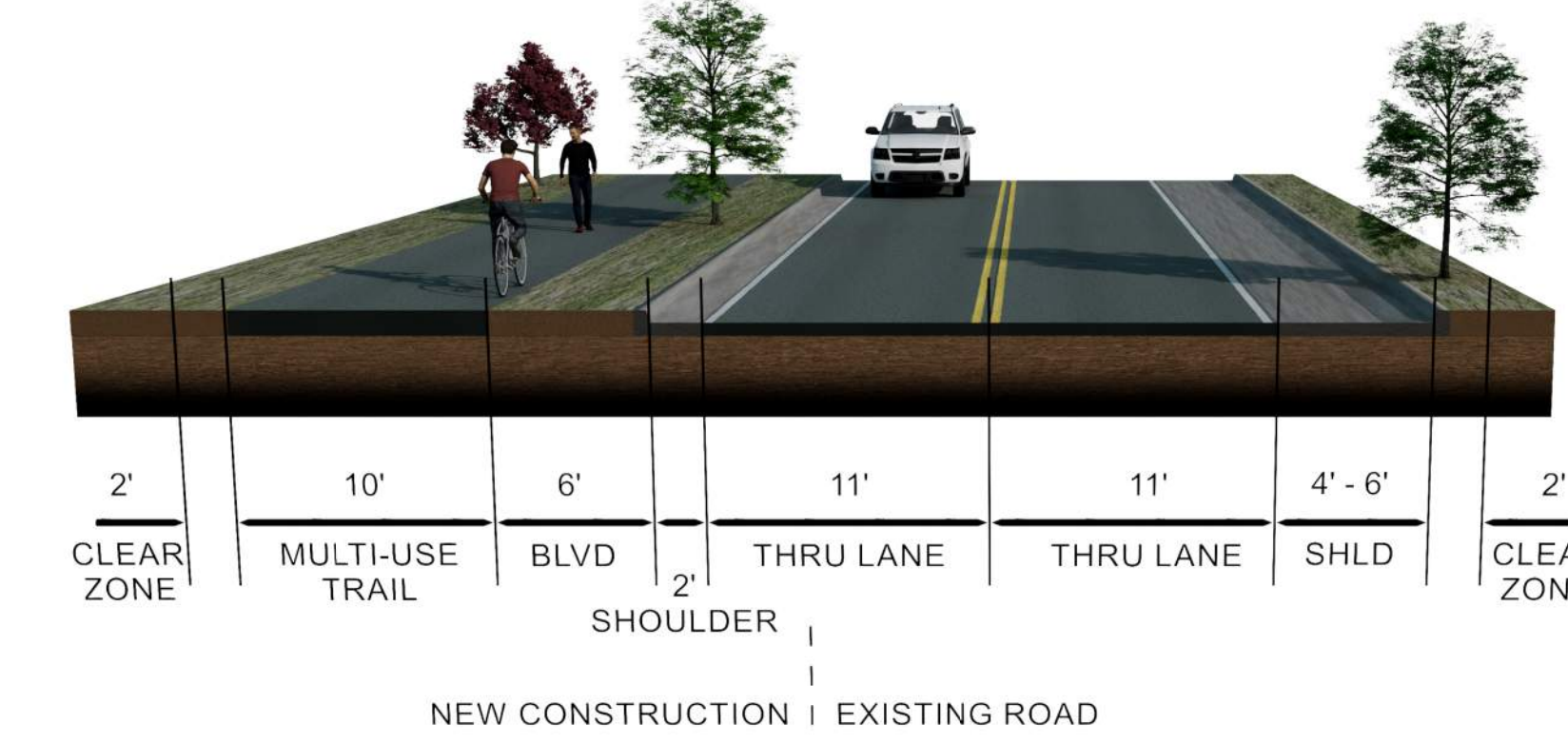
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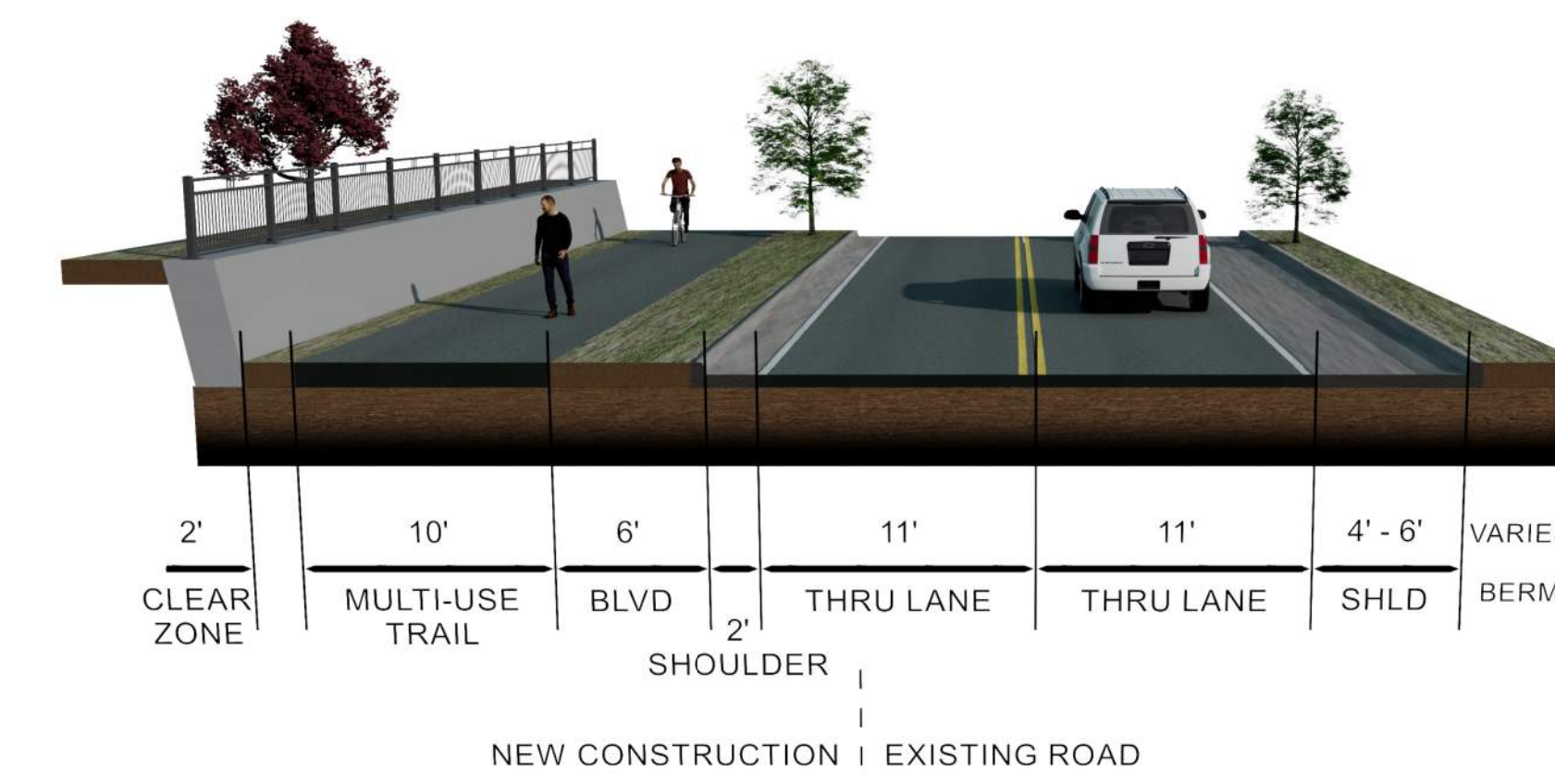




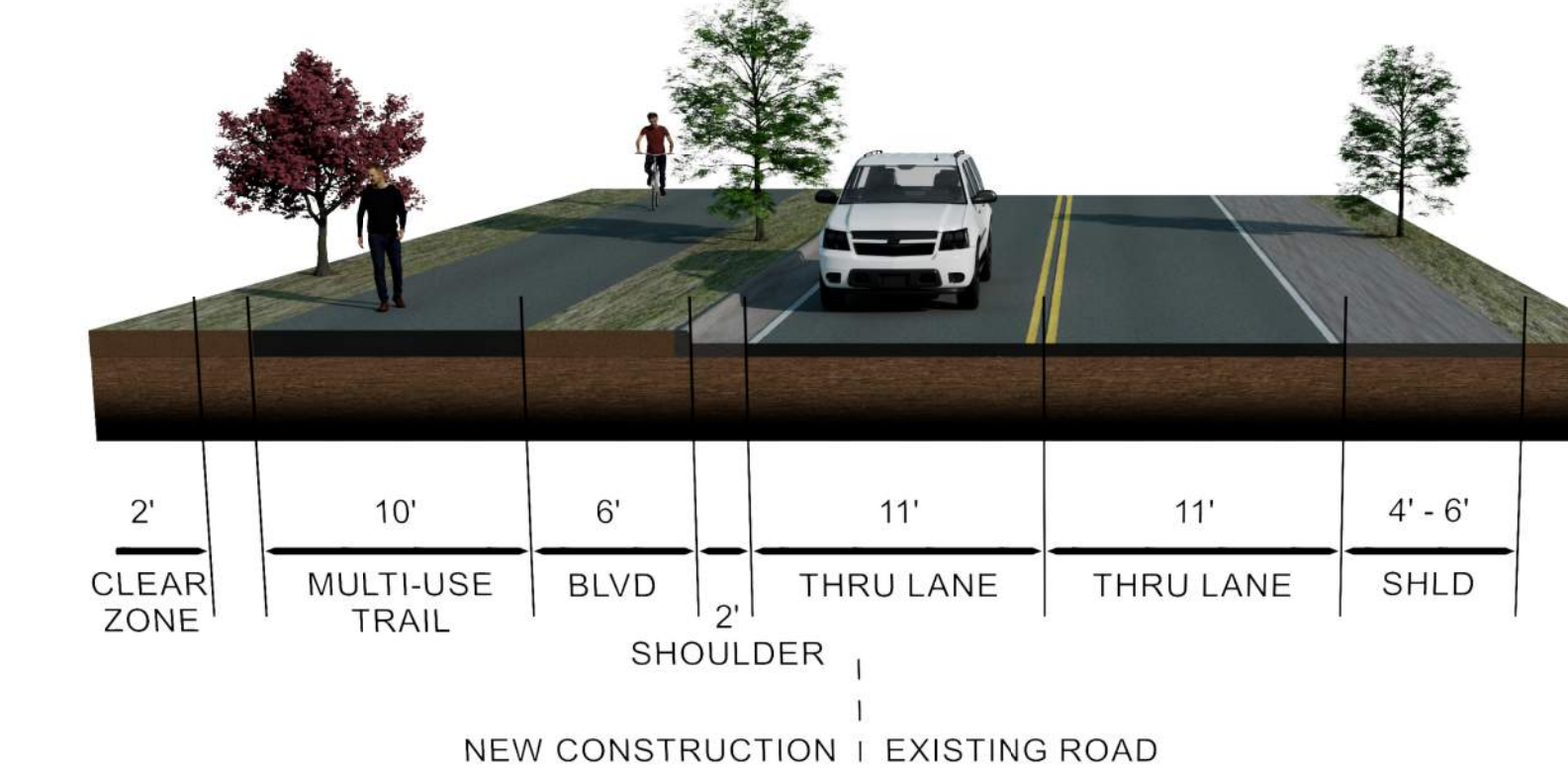
VICTORIA STREET WEST SIDE CONCEPT, TYPICAL SECTION A - A



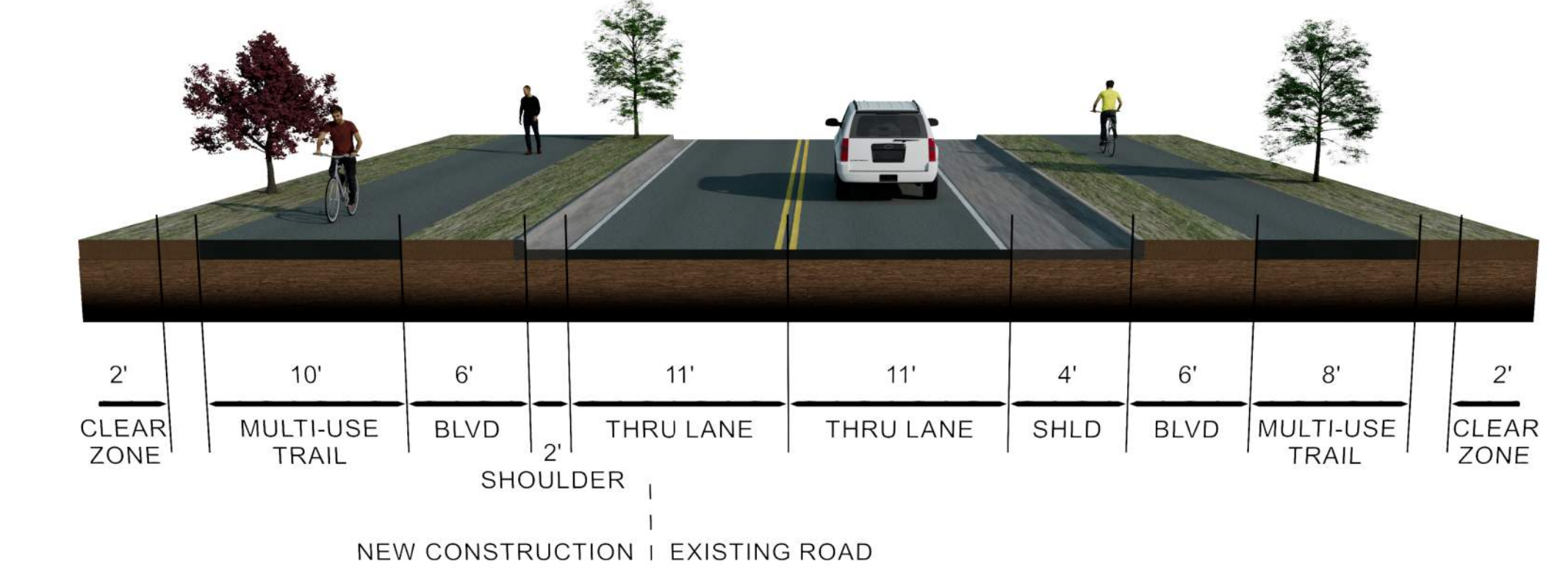
VICTORIA STREET WEST SIDE CONCEPT, TYPICAL SECTION B - B



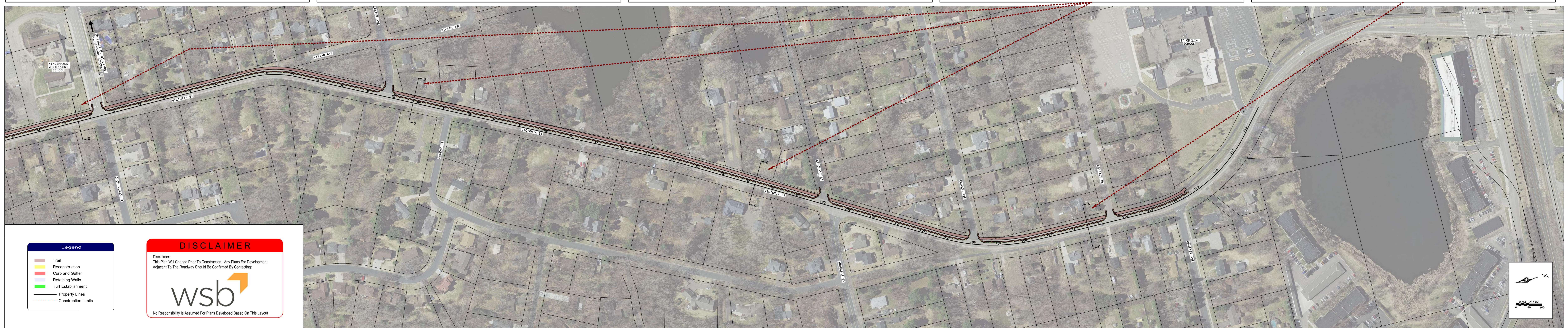
VICTORIA STREET WEST SIDE CONCEPT, TYPICAL SECTION C - C



VICTORIA STREET WEST SIDE CONCEPT, TYPICAL SECTION D - D

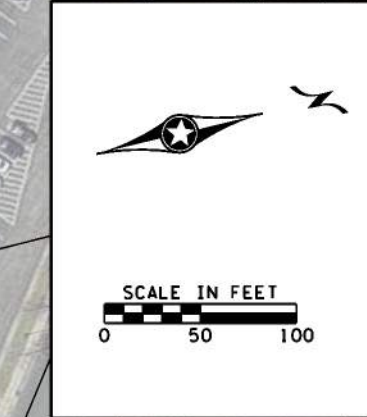


VICTORIA STREET WEST SIDE CONCEPT, TYPICAL SECTION E - E



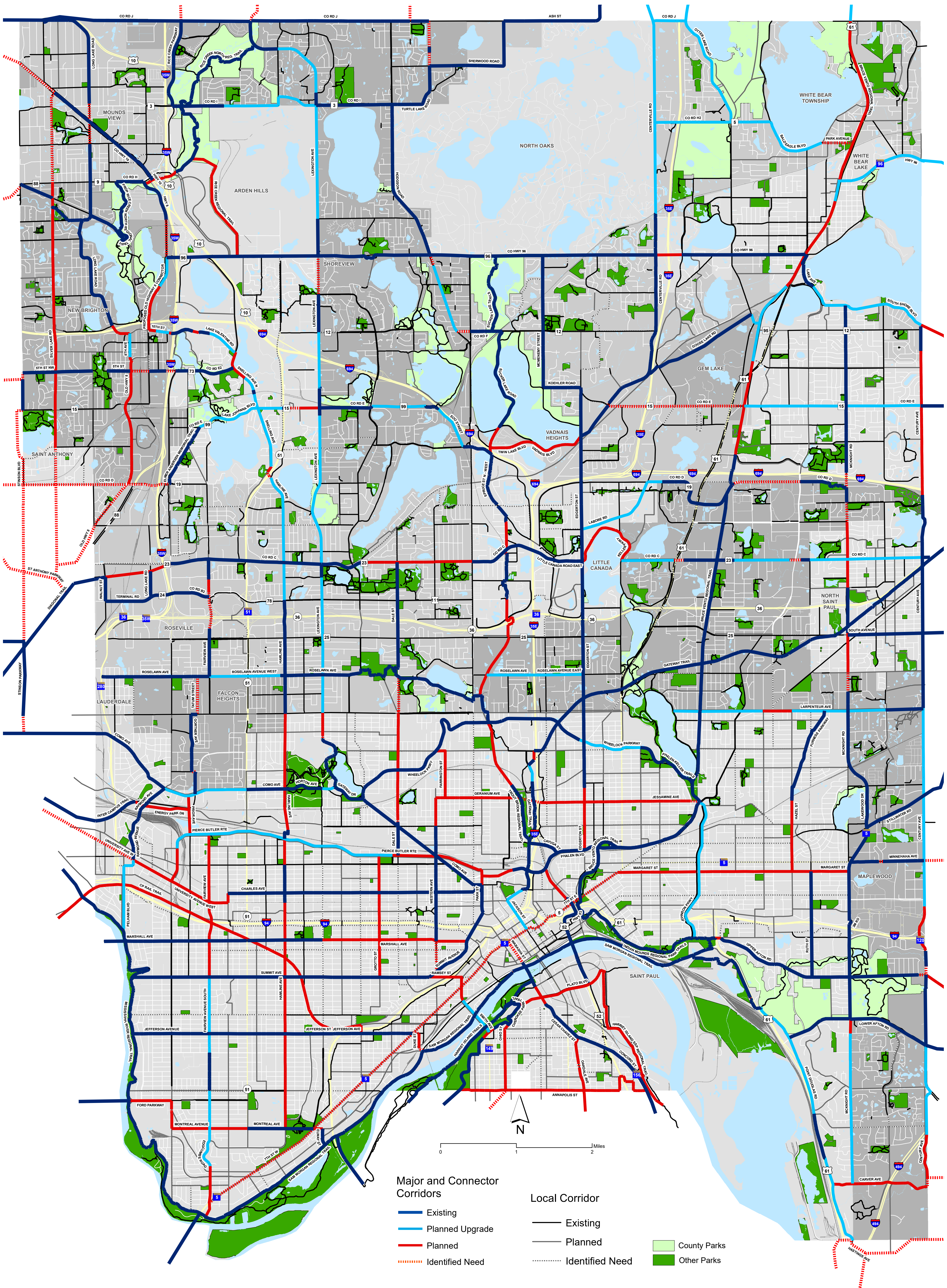
- Legend**
- Trail
  - Reconstruction
  - Curb and Gutter
  - Retaining Walls
  - Turf Establishment
  - Property Lines
  - Construction Limits

**DISCLAIMER**  
 Disclaimer: This Plan Will Change Prior To Construction. Any Plans For Development Adjacent To The Roadway Should Be Confirmed By Contacting:  
  
 No Responsibility is Assumed For Plans Developed Based On This Layout





# Connected Ramsey Communities Bicycle Network



## Major and Connector Corridors

- Existing
- Planned Upgrade
- Planned
- Identified Need

## Local Corridor

- Existing
- Planned
- Identified Need

- County Parks
- Other Parks



VICTORIA STREET REGIONAL TRAIL PRELIMINARY ENGINEER'S COST ESTIMATE

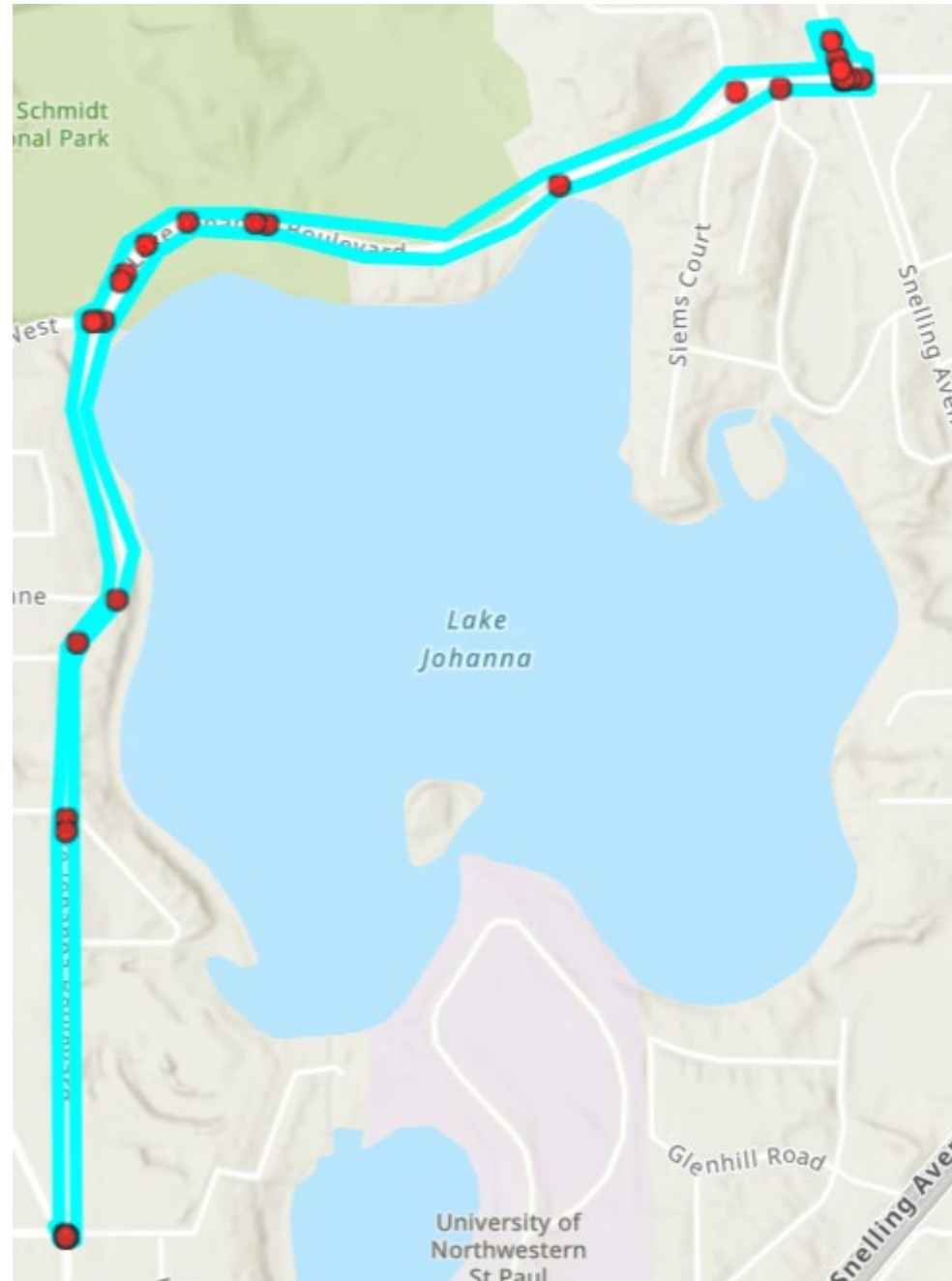
VICTORIA STREET REGIONAL TRAIL PRELIMINARY ENGINEER'S COST ESTIMATE							Project Total
Item Number	Description	Unit	Notes	Unit Price	Estimated Quantity	Estimated Cost (2022\$)	Estimated Cost (2023\$) 1.06 x 2022
2021.001	MOBILIZATION	LUMP SUM		\$100,000.00	1	\$100,000.00	\$106,000
2104.003	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT		\$2.25	10695	\$24,063.75	\$25,508
2104.003	REMOVE CURB AND GUTTER	LIN FT		\$5.00	448	\$2,240.00	\$2,374
2104.003	REMOVE BITUMINOUS CURB	LIN FT		\$4.50	2460	\$11,070.00	\$11,734
2104.004	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD		\$4.50	600	\$2,700.00	\$2,862
2104.004	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD		\$3.50	1600	\$5,600.00	\$5,936
2104.004	REMOVE BITUMINOUS PAVEMENT	SQ YD		\$4.00	5752	\$23,008.89	\$24,389
2104.004	REMOVE BITUMINOUS SHOULDER PAVEMENT	SQ YD		\$2.75	3451	\$9,491.17	\$10,061
2104.018	REMOVE CONCRETE WALK	SQ FT		\$2.00	7250	\$14,500.00	\$15,370
	REMOVALS	LUMP SUM	1	\$28,880.00	1	\$28,880.00	\$30,613
2106.007	EXCAVATION - COMMON	CU YD	(P)	\$8.00	10923	\$87,380.33	\$92,623
2106.007	EXCAVATION - SUBGRADE	CU YD	(P)	\$10.00	2988	\$29,882.26	\$31,675
2106.007	SELECT GRANULAR EMBANKMENT (CV)	CU YD	(P)	\$14.00	2988	\$41,835.16	\$44,345
2106.007	COMMON EMBANKMENT (CV)	CU YD	(P)	\$7.00	7920	\$55,438.06	\$58,764
2211.007	AGGREGATE BASE (CV) CLASS 5	CU YD	(P)	\$40.00	3625	\$145,000.00	\$153,700
2360.009	TYPE SP 9.5 WEARING COURSE MIXTURE (3.C)	TON	2	\$85.00	895	\$76,075.00	\$80,640
2411.018	PREFABRICATED MODULAR BLOCK WALL	SQ FT		\$75.00	1050	\$78,750.00	\$83,475
2521.018	4" CONCRETE WALK	SQ FT		\$8.00	840	\$6,720.00	\$7,123
2521.018	6" CONCRETE WALK	SQ FT		\$11.50	4200	\$48,300.00	\$51,198
2521.018	3" BITUMINOUS WALK	SQ FT		\$2.50	99334	\$248,335.00	\$263,235
2531.003	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT		\$32.00	10520	\$336,640.00	\$356,838
2531.004	7" CONCRETE DRIVEWAY PAVEMENT	SQ YD		\$70.00	600	\$42,000.00	\$44,520
2531.018	TRUNCATED DOMES	SQ FT		\$57.00	420	\$23,940.00	\$25,376
	DRAINAGE	LUMP SUM		\$524,600.00	1	\$524,600.00	\$556,076
2563.001	TRAFFIC CONTROL	LUMP SUM		\$18,050.00	1	\$18,050.00	\$19,133
	SIGNING	LUMP SUM		\$10,830.00	1	\$10,830.00	\$11,480
	EROSION CONTROL	LUMP SUM	1	\$21,660.00	1	\$21,660.00	\$22,960
	TURF ESTABLISHMENT	LUMP SUM		\$28,880.00	1	\$28,880.00	\$30,613
2582.003	4" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT		\$0.75	20708	\$15,531.00	\$16,463
2582.003	24" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT		\$15.00	48	\$720.00	\$763
2582.003	4" BROKEN LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT		\$85.00	600	\$51,000.00	\$54,060
2582.003	4" DOUBLE SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT		\$1.75	10354	\$18,119.50	\$19,207
2582.018	CROSSWALK PREFORM TAPE GROUND IN (WR)	SQ FT		\$20.00	1920	\$38,400.00	\$40,704
TOTAL ESTIMATED COST WITH MOBILIZATION						\$2,170,000.00	\$2,299,819
CONTINGENCY (+30%)						\$651,000.00	\$689,946
TOTAL ESTIMATE COST + CONTINGENCY						\$2,821,000.00	<b>\$2,989,765</b>

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

Input Analysis Period (in years)	<input type="text" value="10"/>
Input # of Fatal Crashes on Segment (Not # of Persons Killed)	<input type="text" value="0"/>
Input # of 'A' Severity Crashes on Segment	<input type="text" value="3"/>
Input # of 'B' Severity Crashes on Segment	<input type="text" value="3"/>
Input # of 'C' Severity Crashes on Segment	<input type="text" value="4"/>
Input # of Property Damage Crashes on Segment	<input type="text" value="28"/>
Input Segment Length (in miles)	<input type="text" value="1.5"/>
Input Average Daily Traffic for Segment	<input type="text" value="4600"/>

Calculate

Segment Crash Rate =  per million vehicle-miles

Segment Severity Rate =

Segment Crash Density =  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

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*

## Lake Johanna Blvd. (CSAH 149) & Old Snelling Ave. (CSAH 76)

### Basic intersection crash performance

Input Analysis Period (in years)	<input type="text" value="10"/>
Input # of Fatal Crashes at Intersection (Not # of Persons Killed)	<input type="text" value="0"/>
Input # of 'A' Severity Crashes at Intersection	<input type="text" value="0"/>
Input # of 'B' Severity Crashes at Intersection	<input type="text" value="0"/>
Input # of 'C' Severity Crashes at Intersection	<input type="text" value="1"/>
Input # of Property Damage Crashes at Intersection	<input type="text" value="8"/>
Input Average # of Vehicles Entering Intersection Daily *	<input type="text" value="10040"/>

*\*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50.*

Calculate

Intersection Crash Rate =  per million entering vehicles  
Intersection Severity Rate =   
Intersection Crash Density =  crashes per year

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

### Basic intersection crash performance

Input Analysis Period (in years)	<input type="text" value="10"/>
Input # of Fatal Crashes at Intersection (Not # of Persons Killed)	<input type="text" value="0"/>
Input # of 'A' Severity Crashes at Intersection	<input type="text" value="0"/>
Input # of 'B' Severity Crashes at Intersection	<input type="text" value="0"/>
Input # of 'C' Severity Crashes at Intersection	<input type="text" value="1"/>
Input # of Property Damage Crashes at Intersection	<input type="text" value="8"/>
Input Average # of Vehicles Entering Intersection Daily *	<input type="text" value="9110"/>

*\*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50.*

Calculate

Intersection Crash Rate =  per million entering vehicles  
Intersection Severity Rate =   
Intersection Crash Density =  crashes per year

*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 Harriett (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.

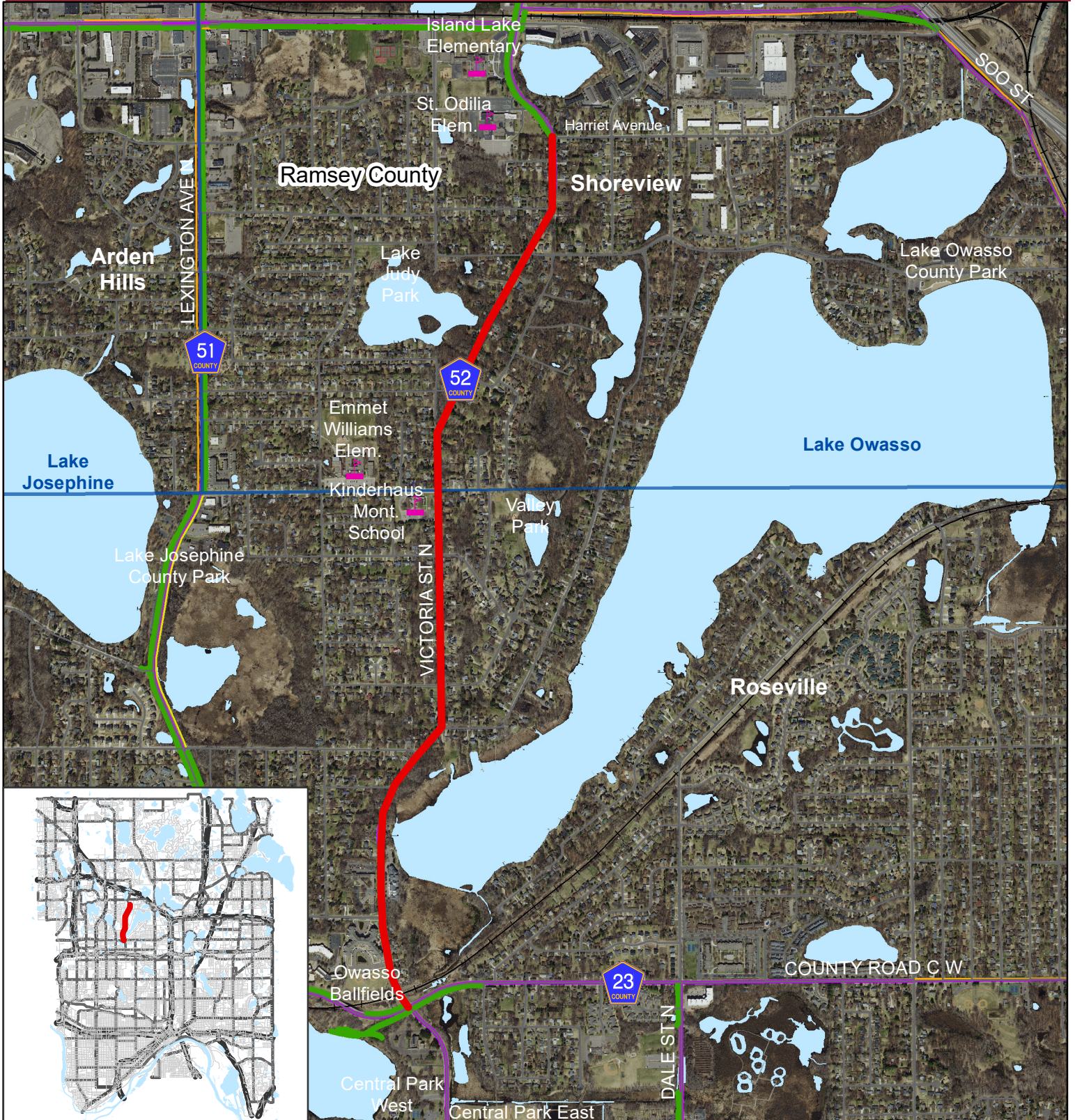
Sincerely,

Darin Johnson  
Executive Director of School Management  
651-621-6015  
Darin.johnson@moundsvIEWSchools.org



# 2024 Regional Solicitation Multiuse Trail Project

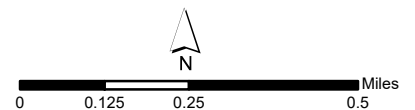
Project Location Map: Victoria Street (CSAH 52) County Road C to Harriet Avenue



- █ Project Location
- █ Existing Trails



Produced: October 24, 2023 by Ramsey County Public Works





**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 20<sup>th</sup> 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.

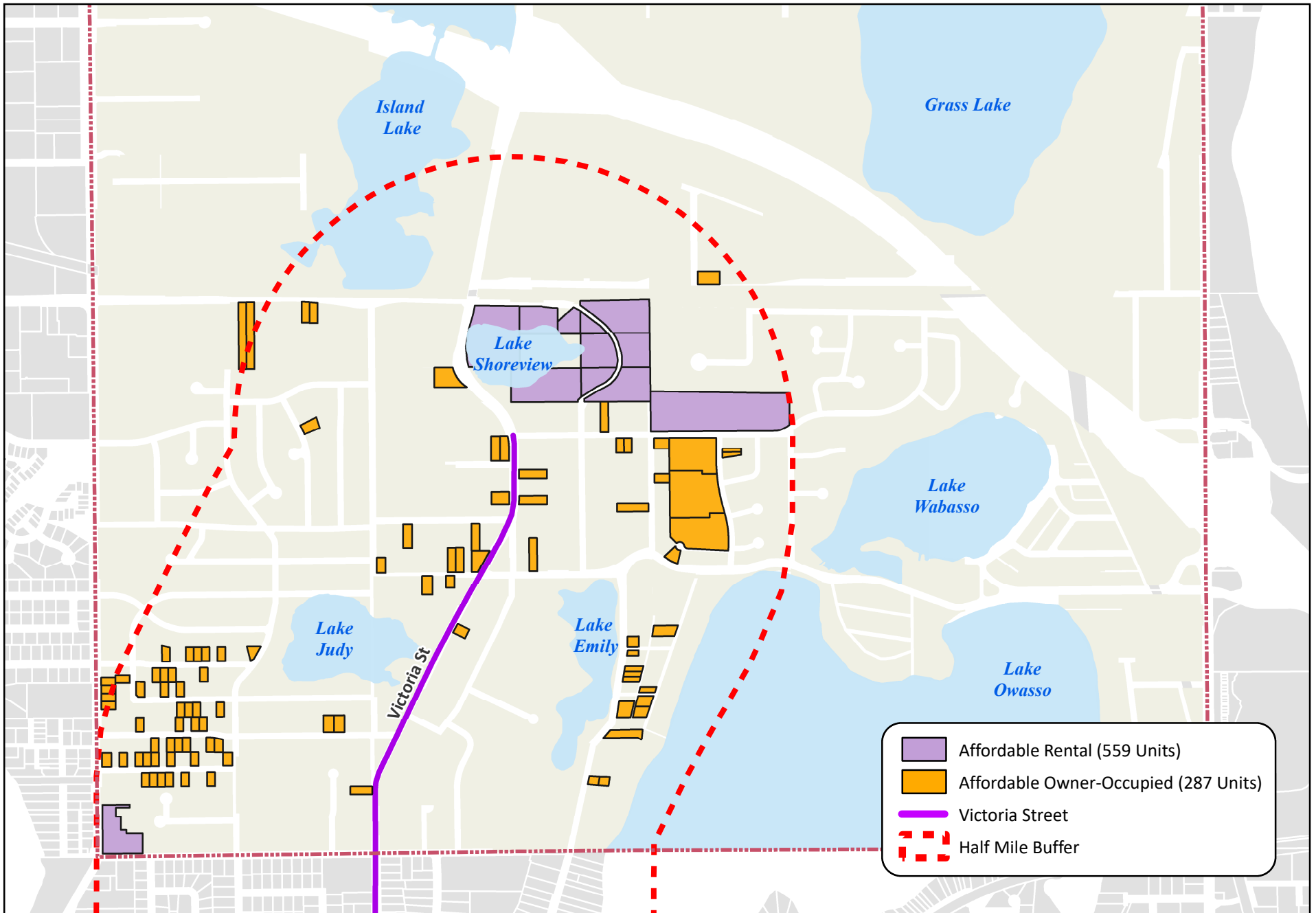
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville, Minnesota:

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.





## Affordable Housing within 1/2 Mile of Victoria St





4600 VICTORIA STREET NORTH  
SHOREVIEW, MINNESOTA 55126  
651.490.4600 | shoreviewmn.gov

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,

A handwritten signature in blue ink that reads "Tom Wesolowski".

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 5<sup>th</sup> day of June, 2023.

  
\_\_\_\_\_  
Sue Denking, 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 5<sup>th</sup> 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 6<sup>th</sup> day of June, 2023.

  
\_\_\_\_\_  
Brad Martens, City Manager

SEAL

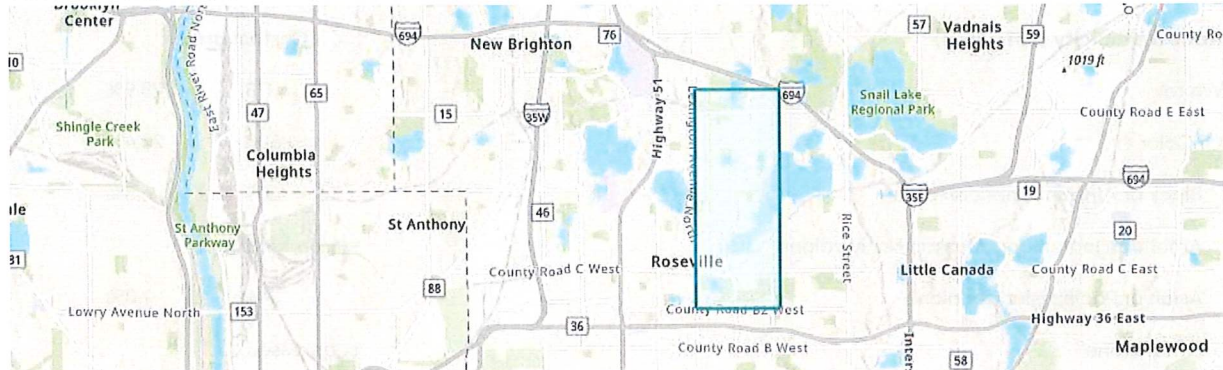


# Saved Profile

## 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



Esri, NASA, NGA, USGS | Metropolitan Council, MetroGIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA Powered by Esri

### Population

**Decennial Census**

2020

**Custom area**

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%

85 years and older	332	4.2%
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## Sex

<b>Sex (2017-2021)</b>	<b>Custom area</b>	
Male	4,053	51.8%
Female	3,778	48.2%

## Race & Ethnicity

<b>Race &amp; Ethnicity (2017-2021)</b>	<b>Custom area</b>	
White	6,178	78.9%
Of Color	1,600	20.4%
Black or African American alone	509	6.5%
American Indian and Alaskan Native alone	suppressed	
Asian or Pacific Islander alone	546	7.0%
Other alone	suppressed	
Two or more races alone	suppressed	
Hispanic or Latino (of any race)	324	4.1%

## Language

<b>Language spoken (2017-2021)</b>	<b>Custom area</b>	
Population (5 years and older)	7,328	100.0%
English only	6,273	85.6%
Language other than English	suppressed	
Speaks English less than "very well"	395	5.4%

## Disability

<b>Disability status (2017-2021)</b>	<b>Custom area</b>	
Total population for whom disability status is determined	7,675	100.0%
Population with a disability	905	11.8%

## Nativity

<b>Nativity (2017-2021)</b>	<b>Custom area</b>	
-----------------------------	--------------------	--

Foreign-born residents	731	9.3%
------------------------	-----	------

## Residency

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

### Custom area

Population (1 year and over in US)	7,746	100.0%
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)

### Custom area

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)

### Custom area

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

**Custom area**

5,823 75.9%

Population 65 and under without health insurance coverage

219 3.8%

**Housing****Total housing units (2017-2021)**

Total housing units

**Custom area**

3,597 100.0%

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

Vacant housing units (seasonal units included)

**Custom area**

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

**Custom area**

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

**Custom area**

3,424 100.0%

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

Family households

**Custom area**

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)**

**Custom area**

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)**

**Custom area**

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)**

**Custom area**

Households paying rent	860	100.0%
Median rent paid (2021 dollars)	\$ 1,159	100.0%

**Transportation**

**Vehicles per household (2017-2021)**

**Custom area**

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)**

**Custom area**

Workers (16 years and older)	3,857	100.0%
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)**

**Custom area**

Total workers age 16+ (not home based)	3,447	100.0%
Less than 10 minutes	268	7.8%
10-19 minutes	1,251	36.3%

20-29 minutes	897	26.0%
30 minutes or longer	1,032	29.9%

## Workforce

### Educational attainment (2017-2021)

	Custom area	
Population (25 years and older)	5,754	100.0%
Less than high school	suppressed	
High school diploma or GED	1,035	18.0%
Some college or associate's degree	1,240	21.6%
Bachelor's Degree	1,844	32.1%
Graduate or professional degree	1,544	26.8%
High school graduate or higher	5,663	98.4%
Bachelor's degree or higher	3,388	58.9%

### Working Adults (2017-2021)

	Custom area	
Total civilian non-institutionalized population, age 18-64	4,332	100.0%
Working age adults who are employed	3,643	84.1%
Civilian labor force	3,746	100.0%
Unemployed	suppressed	

### Total employed workers (LEHD) (2020)

	Custom area	
Total employed workers	2,994	100.0%

### Worker age (2020)

	Custom area	
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)

	Custom area	
\$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)

	Custom area	
Accommodation and food services	168	5.6%
Administration & support, waste management, and remediation	suppressed	
Agriculture, forestry, fishing and hunting	169	5.6%
Arts, entertainment, and recreation	47	1.6%

Construction	132	4.4%
Educational services	119	4.0%
Finance and insurance	241	8.0%
Health care and social assistance	541	18.1%
Information	70	2.3%
Management of companies and enterprises	192	6.4%
Manufacturing	350	11.7%
Mining, quarrying, and oil and gas extraction	suppressed	
Other services (excluding public administration)	119	4.0%
Professional, scientific, and technical services	270	9.0%
Public administration	suppressed	
Real estate and rental and leasing	49	1.7%
Retail trade	261	8.7%
Transportation and warehousing	89	3.0%
Utilities	suppressed	
Wholesale trade	161	5.4%

**Workers by race (2020)**

**Custom area**

White alone	2,458	82.1%
Black or African American alone	186	6.2%
American Indian or Alaska Native alone	12	0.4%
Asian alone	269	9.0%
Native Hawaiian or Other Pacific Islander alone	suppressed	
Two or more race groups	65	2.2%
Hispanic or Latino (of any race)	113	3.8%

**Workers by educational attainment (2020)**

**Custom area**

Less than high school	191	6.4%
High school or equivalent, no college	511	17.1%
Some college or associate degree	745	24.9%
Bachelor's degree or advanced degree	824	27.5%



## Victoria Street Regional Trail - Multiuse Trail and Bicycle Facilities Application

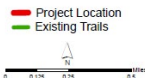
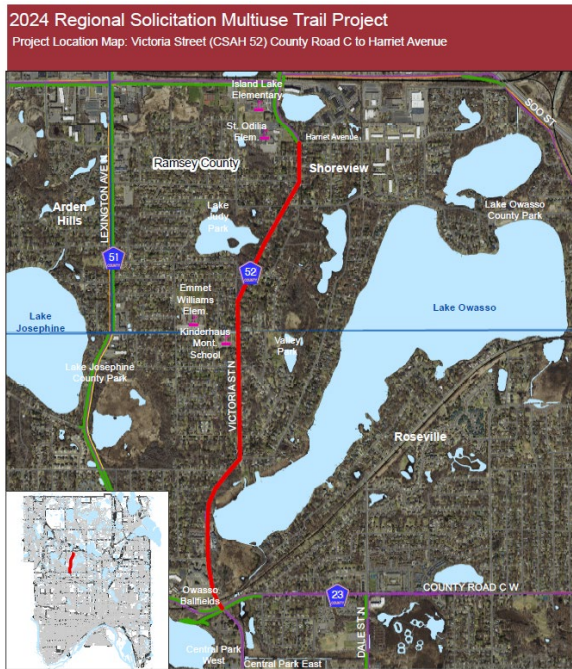
**Applicant:** Ramsey County  
**Project Location:** Victoria Street (CSAH 52): CR C to Harriet Avenue  
**Total Project Cost:** \$2,989,765  
**Requested Federal Dollars:** \$2,391,812  
**Local Match Dollars:** \$597,953

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

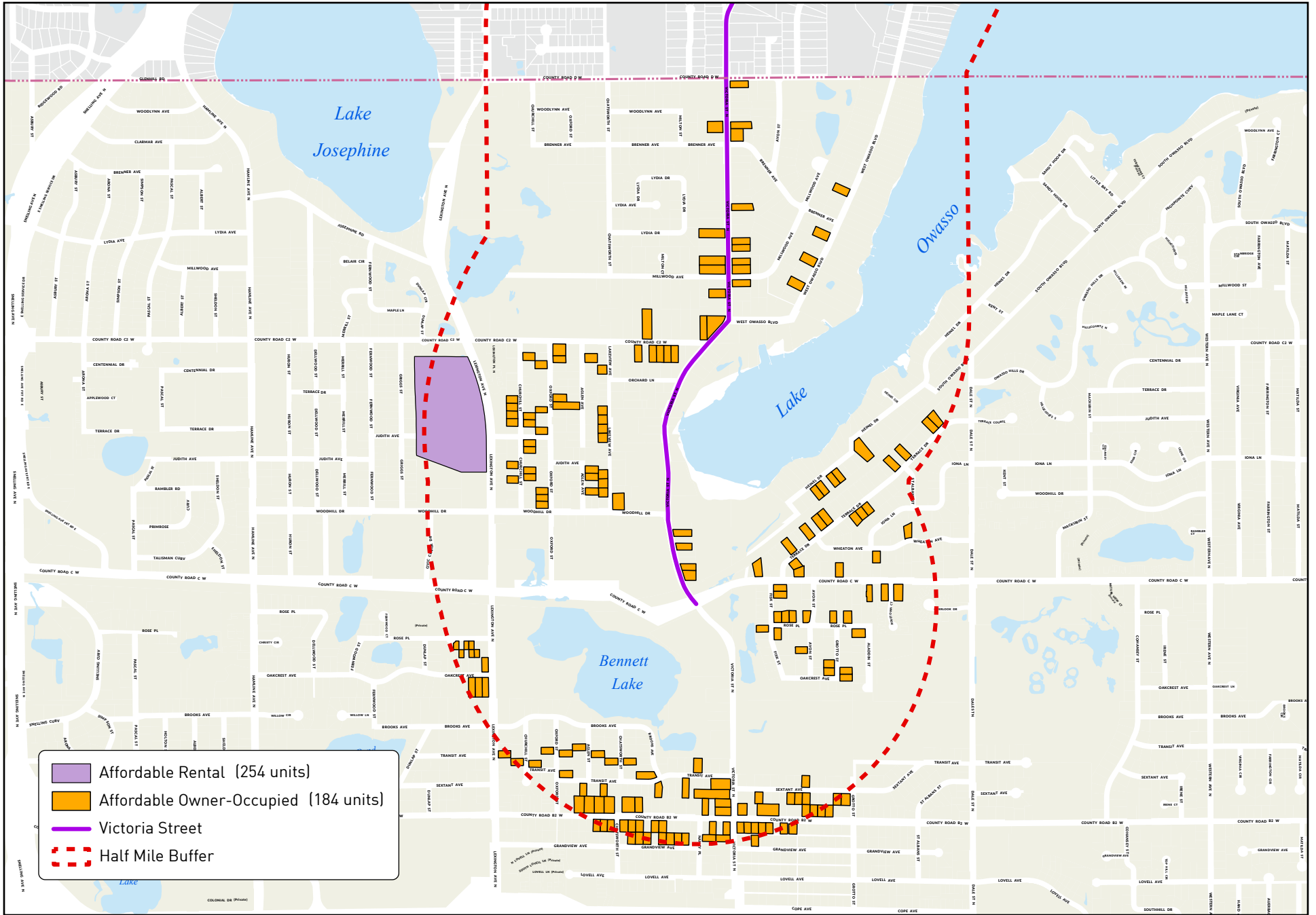
Subject: Victoria Street Regional Trail – Snow and Ice Removal

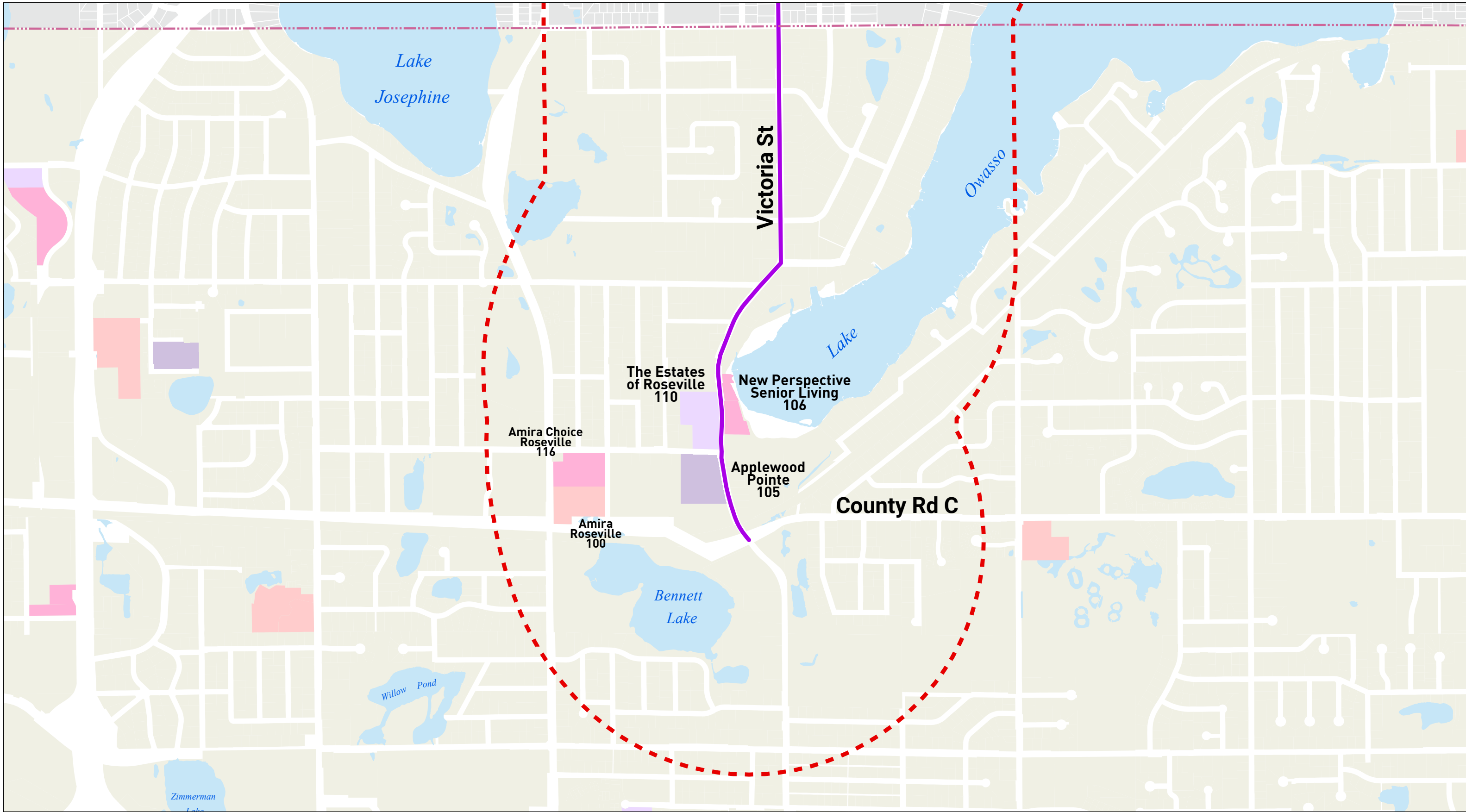
Ms. Koutsoukos,

The purpose of this letter is to confirm that the City of 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





# Victoria St: Senior Housing within 1/2 Mile

- Senior Apartment
- Senior Cooperative
- Assisted Living
- Nursing Home

**Data Sources**  
 \* Ramsey County GIS Base Map (9/6/2023)  
 \* City of Roseville Community Development

