Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20045 - Lake Johanna Boulevard Regional Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/02/2023 10:39 AM

Primary Contact

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

Name:* He/him/his (Pronouns) | Scott (First Name) | Michael (Middle Name) | Mareck (Last Name)

Title: Senior Transportation Planner
Department: Ramsey County
Email: scott.mareck@co.ramsey.mn.us
Address: 1425 Paul Kirkwold Drive

* Arden Hills (City) | Minnesota (State/Province) | 55112 (Postal Code/Zip)

Phone:* 651-266-7140 (Phone) Ext.

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

* ARDEN HILLS (City) | Minnesota (State/Province) | 55112 (Postal Code/Zip)

County: Ramsey
Phone:* 651-266-7100 Ext.

Fax:
PeopleSoft Vendor Number 0000023983A30

Project Information

Project Name Lake Johanna Boulevard Regional Trail, City of Arden Hills, Ramsey County
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Arden Hills
Jurisdictional Agency (If Different than the Applicant):

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

The Lake Johanna Boulevard Regional Trail project will construct a separated 10 foot multiuse trail with buffered boulevard along Lake Johanna Boulevard (Ramsey County CSAH 149) extending approximately 1.5 miles from County Road D to Old Snelling Avenue North in the City of Arden Hills, 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)

1.5

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$4,399,933.00

Match Amount

$1,099,983.00

Minimum of 20% of project total

Project Total

$5,499,916.00

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:

Lake Johanna Boulevard 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.

149

(Example: 53 for CSAH 53)

Name of Road

Lake Johanna Boulevard

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

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

From:
Road System

CSAH

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

Road/Route No.

19

(Example: 53 for CSAH 53)

Name of Road

County Road D

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

To:
Road System

CSAH

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

Road/Route No.

76

(Example: 53 for CSAH 53)

Name of Road

Old Snelling Avenue North

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

In the City/Cities of:	Arden Hills
(List all cities within project limits)	
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:	Arden Hills
(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	55112
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):	1.5
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.5
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)

Ramsey County 2023-2027 Transportation Improvement Program (TIP) - Page 17

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.

Upload Agreement PDF

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$508,800.00
Removals (approx. 5% of total cost)	$280,370.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$954,000.00
Ponds	$265,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$53,000.00
Signing	$53,000.00
Lighting	$106,000.00
Turf - Erosion & Landscaping	$374,180.00
Bridge	$0.00
Retaining Walls	$26,500.00
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	$667,800.00
Other Roadway Elements	$0.00
Totals	**$3,288,650.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$552,260.00
Sidewalk Construction	$947,110.00
On-Street Bicycle Facility Construction	$0.00

Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$44,096.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$667,800.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$2,211,266.00**

Specific Transit and TDM Elements

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

Transit Operating Costs

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

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:

Storm Sewer $954,00, Ponds $265,000, Retaining Wall $26,500, Erosion Control/Landscaping $374,180

Totals

Total Cost	$5,499,916.00
Construction Cost Total	$5,499,916.00
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	Yes
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	
Direct connection to an RBTN Tier 1 corridor or alignment	
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	1697128243762_RBTN Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	27815
Existing Employment Within One Mile (Integer Only)	33454
Upload the "Population Summary" map	1697204548415_Population Employment Map.pdf

Please upload attachment in PDF form

Measure A: Engagement

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

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

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

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 of 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 2,656 persons 65 years or older, 2,999 persons 17 or younger, 3,167 BIPOC, 1,481 persons with a disability and 1,259 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 Lake Johanna Boulevard 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/lake-johanna-boulevard-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 Lake Johanna Boulevard Trail project, disadvantaged communities will enjoy improved access to Johanna Shores Retirement Community, Tony Schmidt Regional Park, Arden Hills Beach Park and Lake Johanna, the University of Northwestern - St. Paul and Bethel University which all are located either directly adjacent to or within 1/2 mile of the Lake Johanna Boulevard Trail project.

Additionally, the Lake Johanna Boulevard Trail project east termini will connect to an existing trail on the south side of County Road E that begins at Old Snelling Avenue and continues east over Snelling Avenue to a large retail area with various shops, restaurants and New Perspective Senior Living of Arden Hills just 1/2 mile east of the project.

The project will also provide public health and safety benefits by providing a multiuse trail with a boulevard buffering bikers and pedestrians from vehicular traffic. This will greatly reduce the risk of serious or fatal bicycle and pedestrian crashes and encourage active and healthy lifestyles.

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):

Measure C: Affordable Housing Access

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

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

- *? 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 681 publicly subsidized housing units in census tracts within 1/2 mile of the project based on Met Council produced mapping. As a result of the Lake Johanna Boulevard Trail project, affordable housing residents will enjoy improved access to Johanna Shores Retirement Community, Tony Schmidt Regional Park, Arden Hills Beach Park and Lake Johanna, the University of Northwestern - St. Paul and Bethel University which all are located either directly adjacent to or within 1/2 mile of the Lake Johanna Boulevard Trail project.

Additionally, the Lake Johanna Boulevard Trail project east termini will connect to an existing trail on the south side of County Road E that begins at Old Snelling Avenue and continues east over Snelling Avenue to a large retail area with various shops, restaurants and New Perspective Senior Living of Arden Hills just 1/2 mile east of the project.

Supplementary affordable housing mapping prepared by the City of Arden Hills is also included on the other attachments.

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

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.	1697208795269_Socioeconomic Map.pdf

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:

Lake Johanna Boulevard is located along a Met Council Tier 1 RBTN. Bikers and walkers currently utilize a paved shoulder along Lake Johanna Boulevard that offers no protection from vehicles that regularly drive at speeds far exceeding the posted speed limits. Inattentive driving is also a significant problem in this corridor with drivers regularly veering out of the through travel lane onto the adjacent paved shoulder where bikers and walkers are vulnerable with no protection from being struck. The separated trail project will mitigate the speeding vehicle and inattentive driving issues that are currently prevalent.

The project also provides a critical regional connection to the Tony Schmidt Regional Park, Lake Johanna and Arden Hills Beach Park. The project also provides connections to the Elmer Anderson Trail that runs through Tony Schmidt Park and an existing separated trail on along the south side of County Road E that extends from Lake Johanna Boulevard to a retail area with various restaurants and shops east of Trunk Highway 51 (Snelling Avenue).

(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

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 38 total crashes along Lake Johanna Boulevard from County Road D to Old Snelling Avenue. Crash types included 1 pedestrian, 8 single vehicle run off road, 3 sideswipe same direction, 10 rear end, 1 head on, 1 left turn, 8 angle and 6 other. The severity of these crash types included 3 serious injury, 3 minor injury, 4 possible injury and 28 property damage only (see attached crash analysis).

The Critical Crash Rate (CCR) along the Lake Johanna Boulevard corridor during the analysis period was 2.51. This means that despite their being only 1 documented pedestrian crash along Lake Johanna Boulevard during the 10 year analysis period, this corridor still experienced total crashes during this period at more than twice the rate of other similar roadways in Minnesota (see attached crash analysis).

Many bikers and pedestrians along Lake Johanna Boulevard 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 Lake Johanna Boulevard Trail Study. More information about this study analysis and the public concerns received about Lake Johanna Boulevard can be found on the project website located at:

https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/future-road-construction-projects/lake-johanna-boulevard-trail-design

The separated trail project will provide a buffer along Lake Johanna Boulevard 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. There are no existing or planned transit routes along the Lake Johanna Boulevard project segment. The separated trail project establishes important bicycle and pedestrian connections to key regional attractions such as Tony Schmidt Park, the Elmer L. Anderson Trail, Lake Johanna/Arden Hills Beach Park, Bethel University and University of Northwestern - St. Paul and Johanna Shores Retirement Community. The 6 foot boulevard will also provide needed separation between high speed vehicle traffic and bikers and pedestrians on the new trail compared to the current condition where bikers and pedestrians must navigate the corridor in a high stress environment along an unprotected paved shoulder.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1697643570271_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 Lake Johanna Boulevard 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/lake-johanna-boulevard-trail-design

(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.	
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	1697644696553_Conceptual Layout.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)	Yes
100%	
Signature Page	
Please upload attachment in PDF form	
Railroad Right-of-Way Agreement required; negotiations have begun	
50%	
Railroad Right-of-Way Agreement required; negotiations have not begun.	
0%	

Measure A: Cost Effectiveness

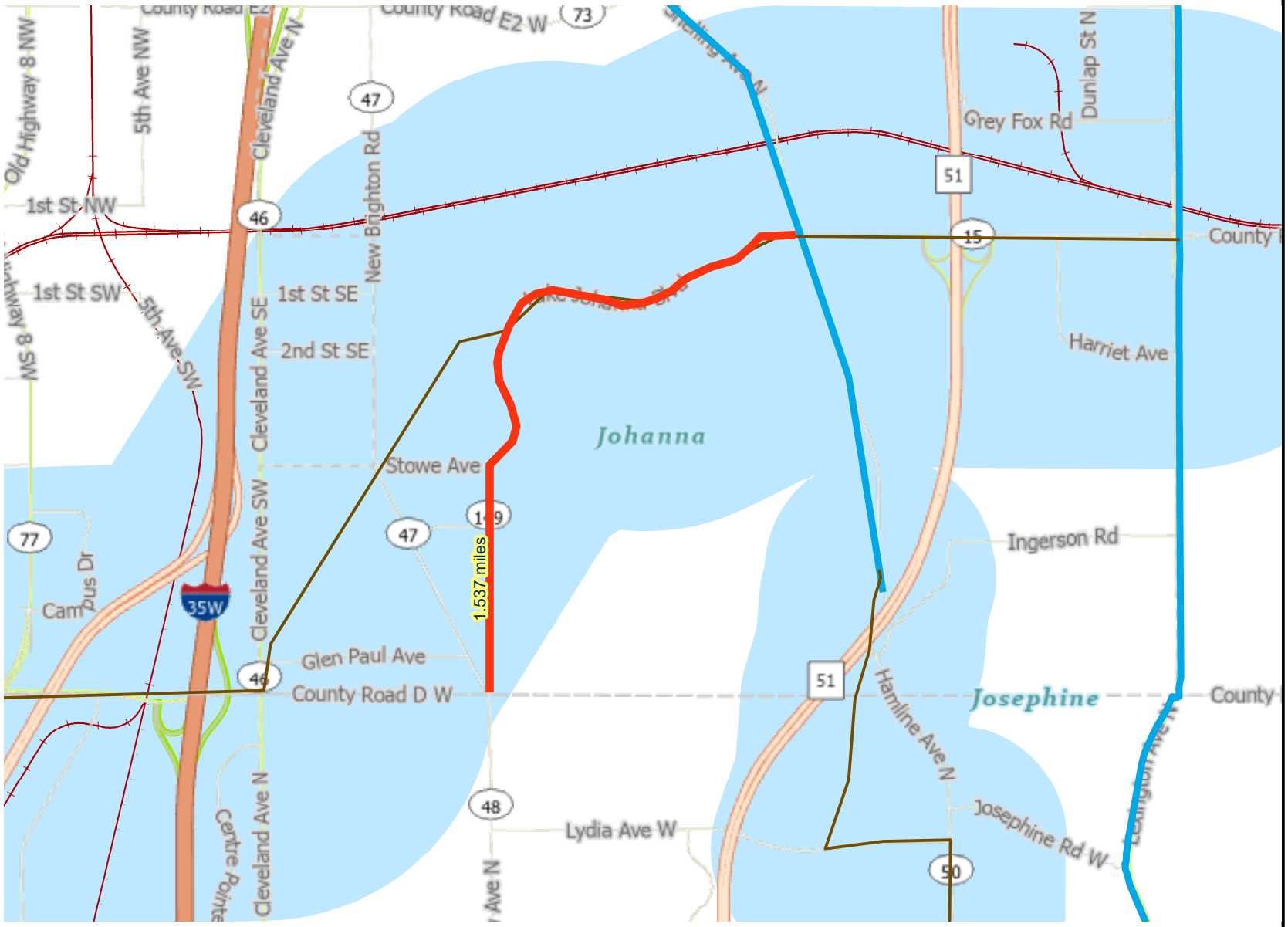
Total Project Cost (entered in Project Cost Form):	$5,499,916.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$5,499,916.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2023 Cost Estimate Lake Johanna Blvd Trail - North_West Alternative.pdf	Engineer's 2023 Cost Estimate	91 KB
Arden Hills Signed Local Match Resolution.pdf	Arden Hills Resolution of Support	1.1 MB
Connected Ramsey County communities bicycle network_24x36.pdf	Connected Ramsey County Communities Bicycle Network	4.7 MB
Lake Johana Blvd.-CR D to Old Snelling Ave. - Crash Analysis.pdf	Crash Analysis	321 KB
Lake Johanna Blvd Regional Trail One Pager.pdf	Lake Johanna Boulevard Regional Trail One-Pager	674 KB
Lake Johanna Trail Map - Affordable Owner Occupied Housing.pdf	City of Arden Hills Prepared Affordable and Senior Housing Map	373 KB
Project Location Map.pdf	Project Location Map	2.7 MB
Snow and Ice Removal Letter - Lake Johanna Blvd Trail.pdf	Snow and Ice Removal Letter	21 KB
US Census Demographic Profile.pdf	US Census Demographic Profile	2.2 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Johanna Boulevard Regional Trail | Map ID: 1697127830534



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

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 10/12/2023
LandscapeRSA6

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

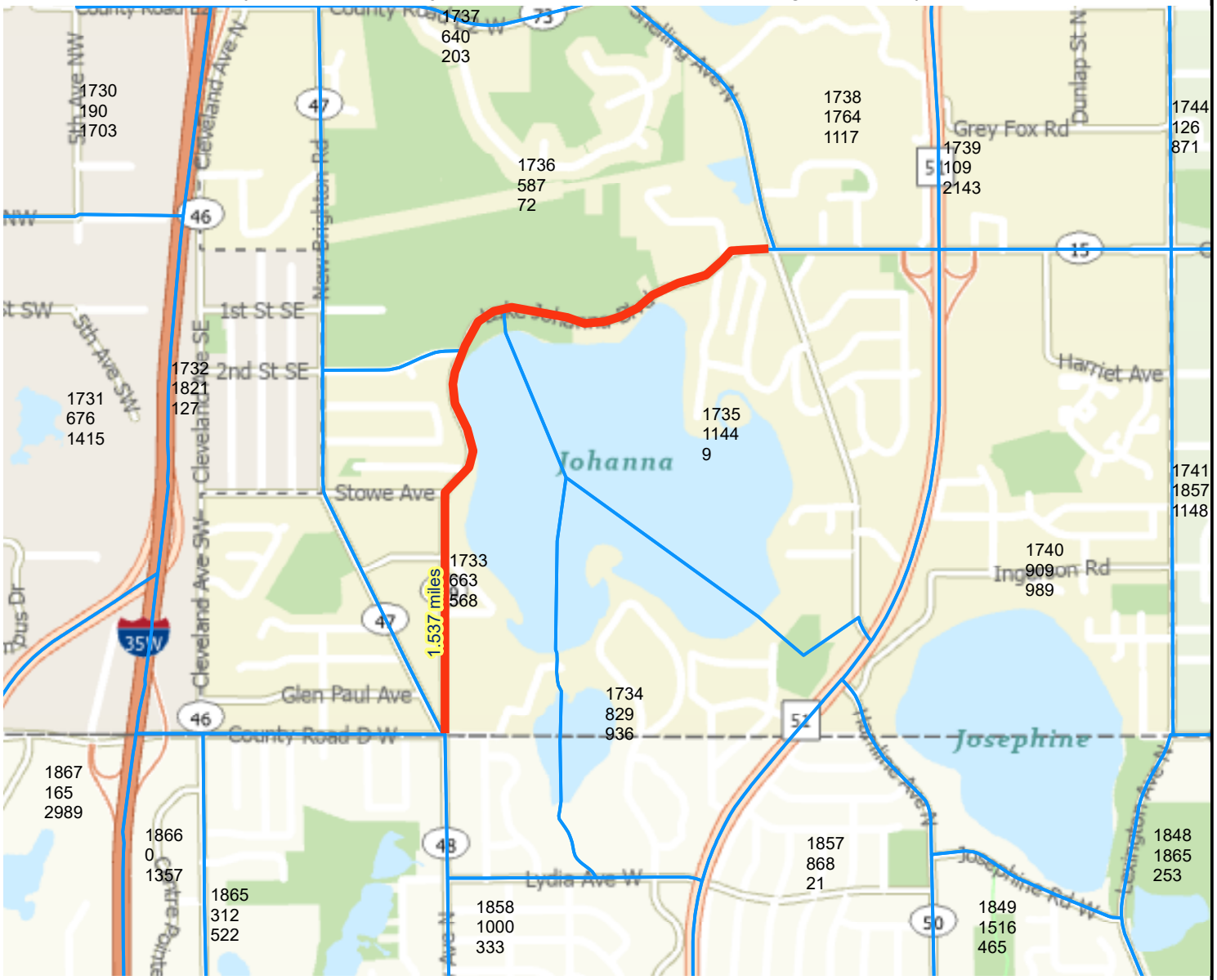
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Lake Johanna Boulevard Regional Trail | Map ID: 1697127830534

Results

Within ONE Mile of project:
Total Population: 27815
Total Employment: 33454



Project Points
Project
Project Area
2016 TAZ

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 10/12/2023
LandscapeRSA4

METROPOLITAN COUNCIL

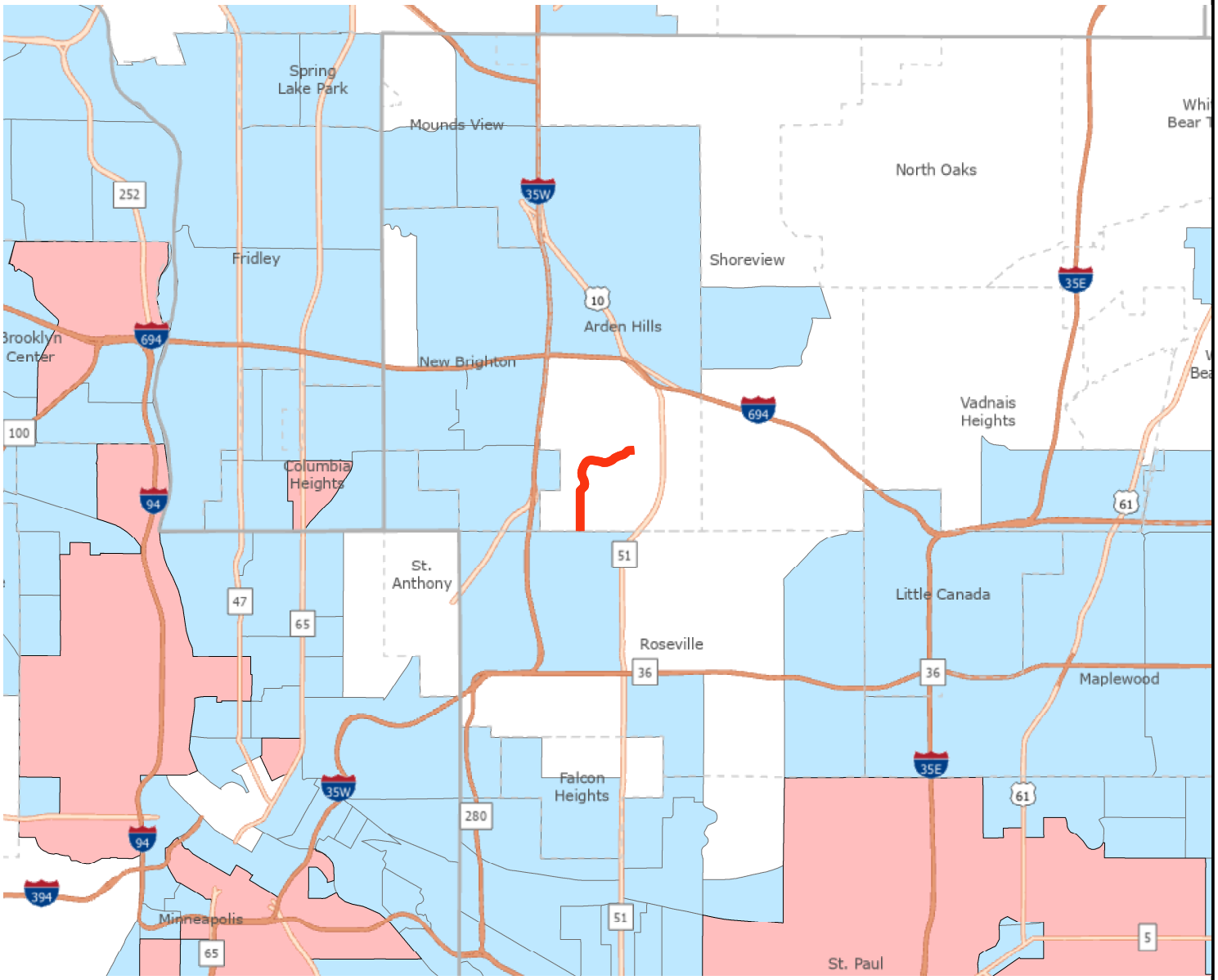
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Lake Johanna Boulevard Regional Trail | Map ID: 1697127830534

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 681

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

0 1 2 4 6 8 Miles

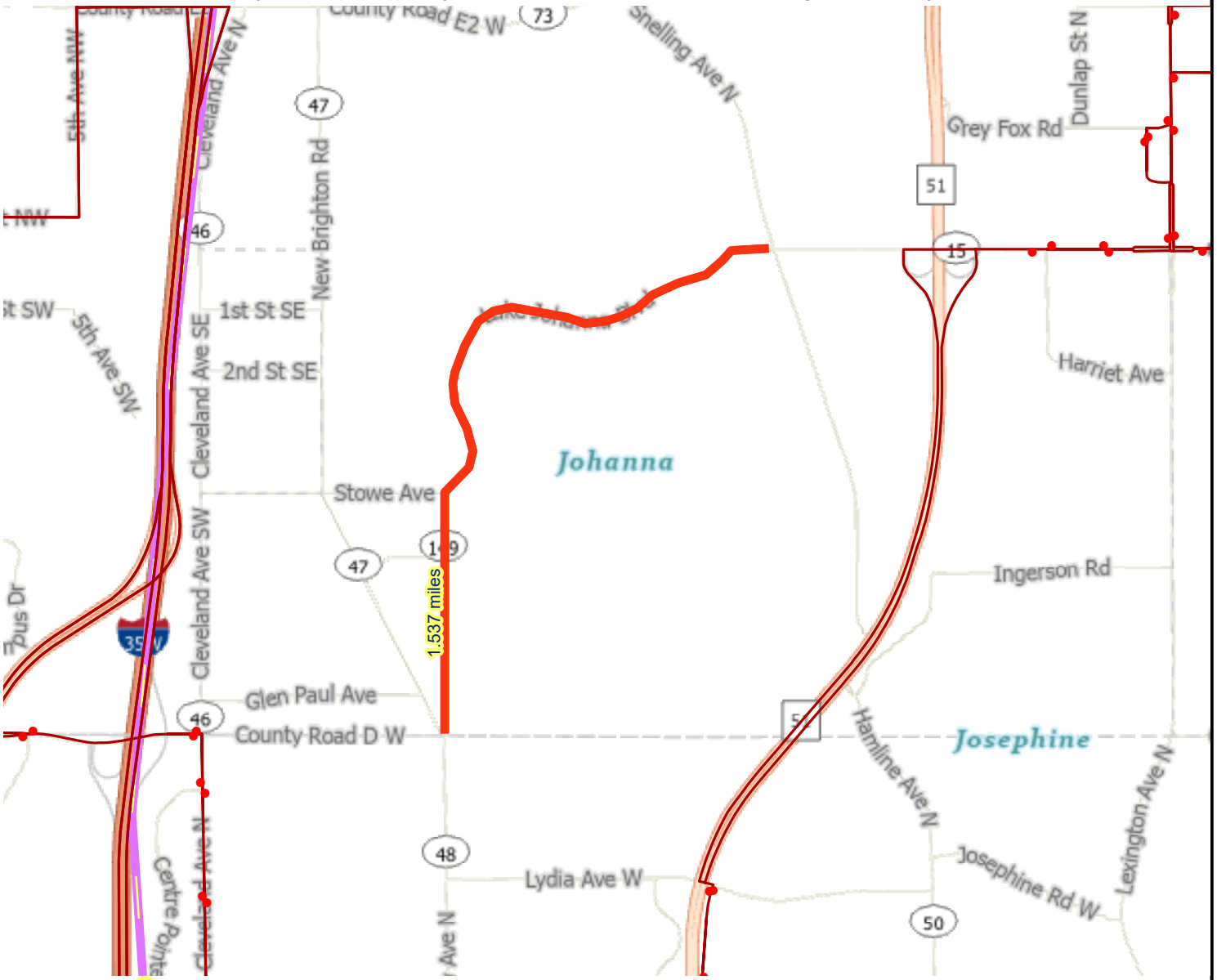
Created: 10/12/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Lake Johanna Boulevard Regional Trail | Map ID: 1697127830534



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 3

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

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 10/12/2023
LandscapeRSA3

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

METROPOLITAN COUNCIL

Figure 27: North Side Concept – Tony Schmidt Regional Park Area

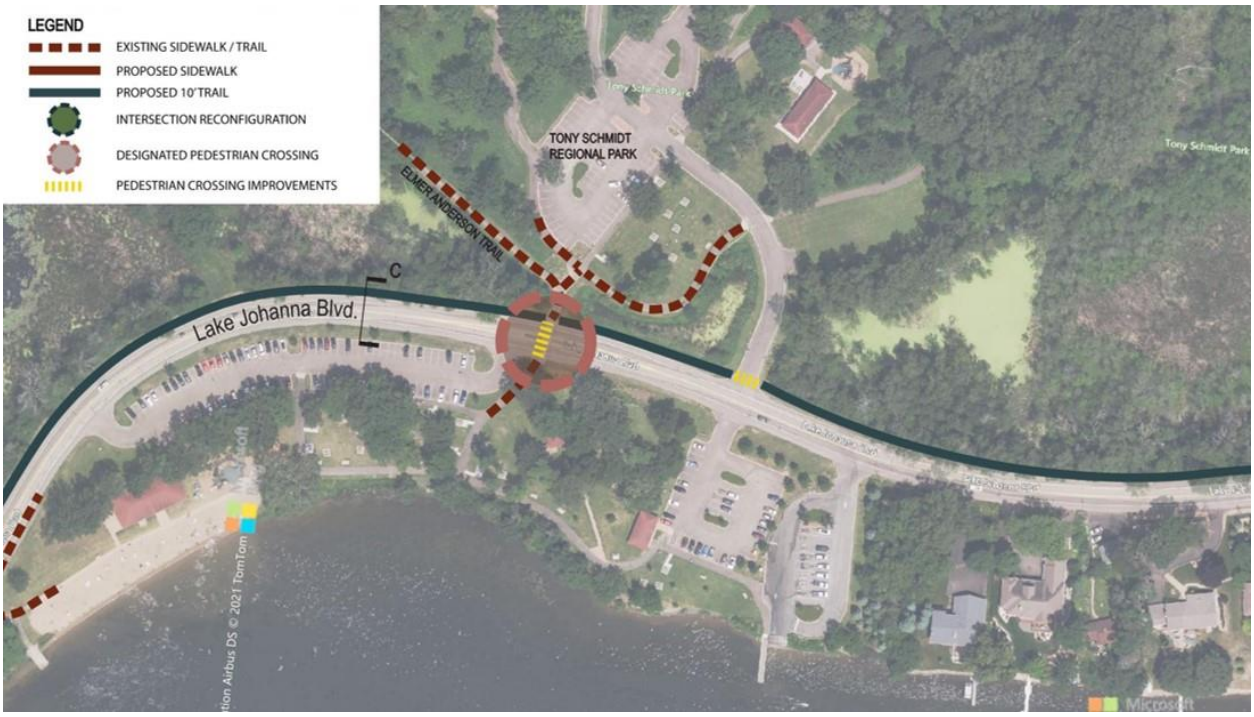


Figure 28: Typical Section C – Tony Schmidt Regional Park Area North Side Concept – Constrained Condition

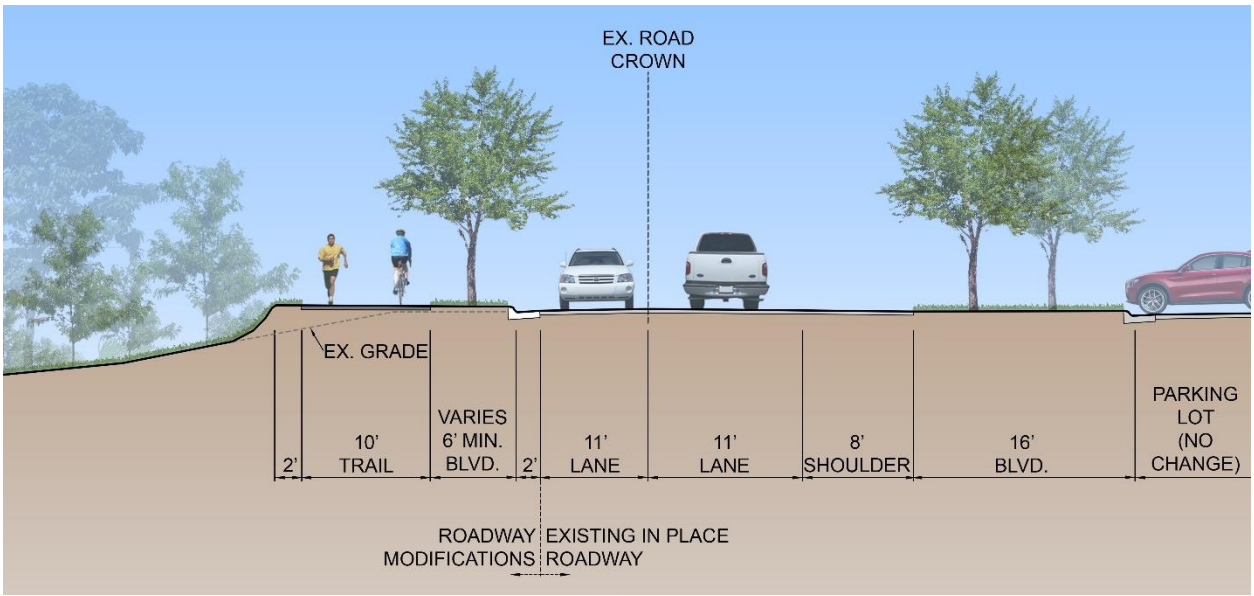


Figure 29: South Concept – Tony Schmidt Regional Park to Siems Court

Figure 30: Typical Section D – Tony Schmidt Regional Park to Siems Court South Side Concept

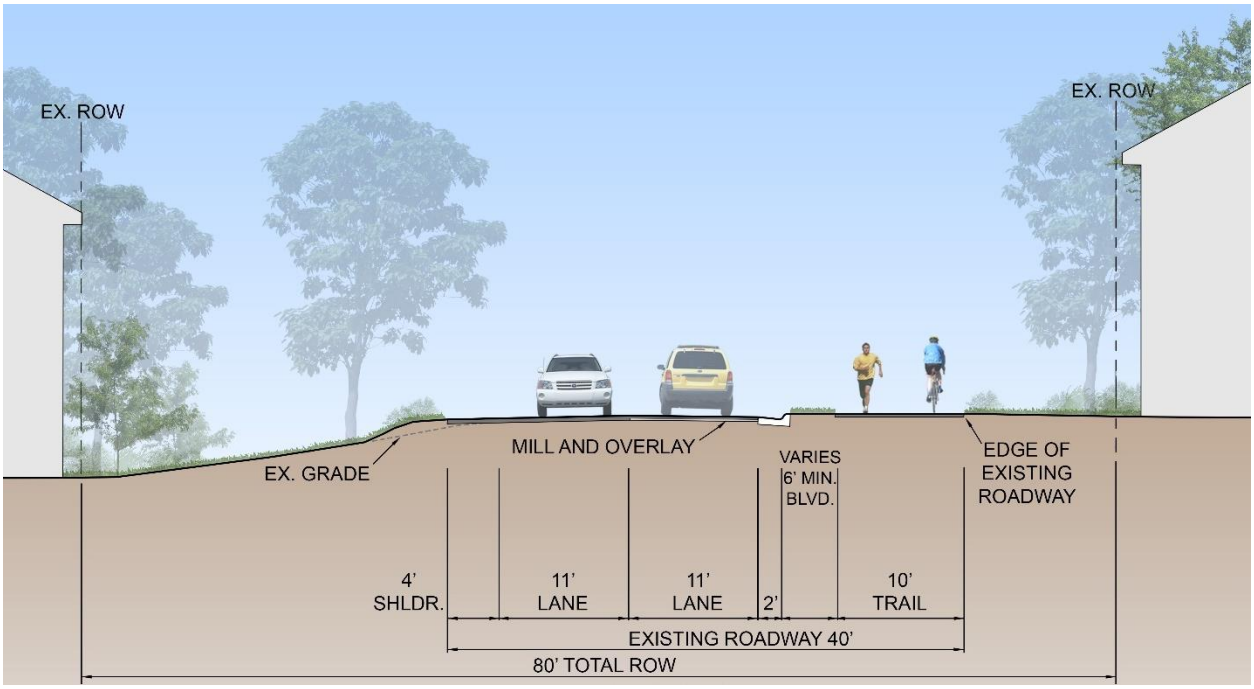


Figure 31: North Concept – Tony Schmidt Regional Park to Siems Court

Figure 32: Typical Section D – Tony Schmidt Regional Park to Siems Court North Side Concept

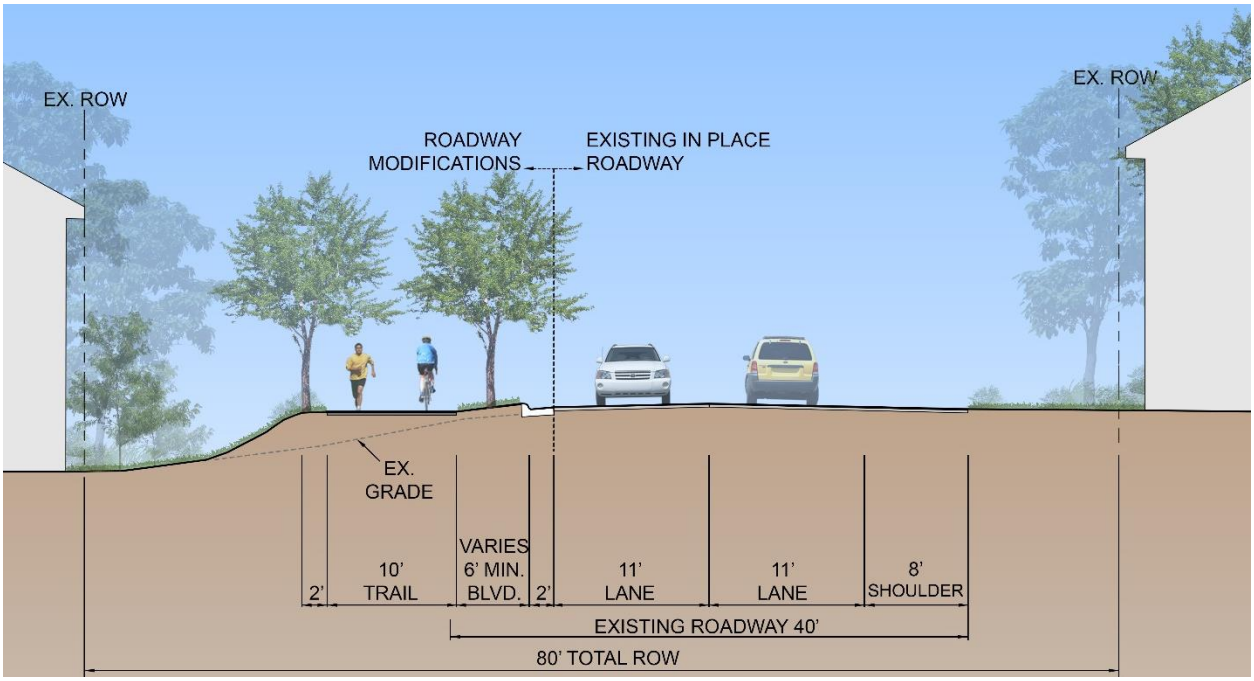


Figure 33: South Concept – Siems Court to Old Snelling Avenue

Figure 34: Typical Section E – Siems Court to Old Snelling Avenue South Side Concept

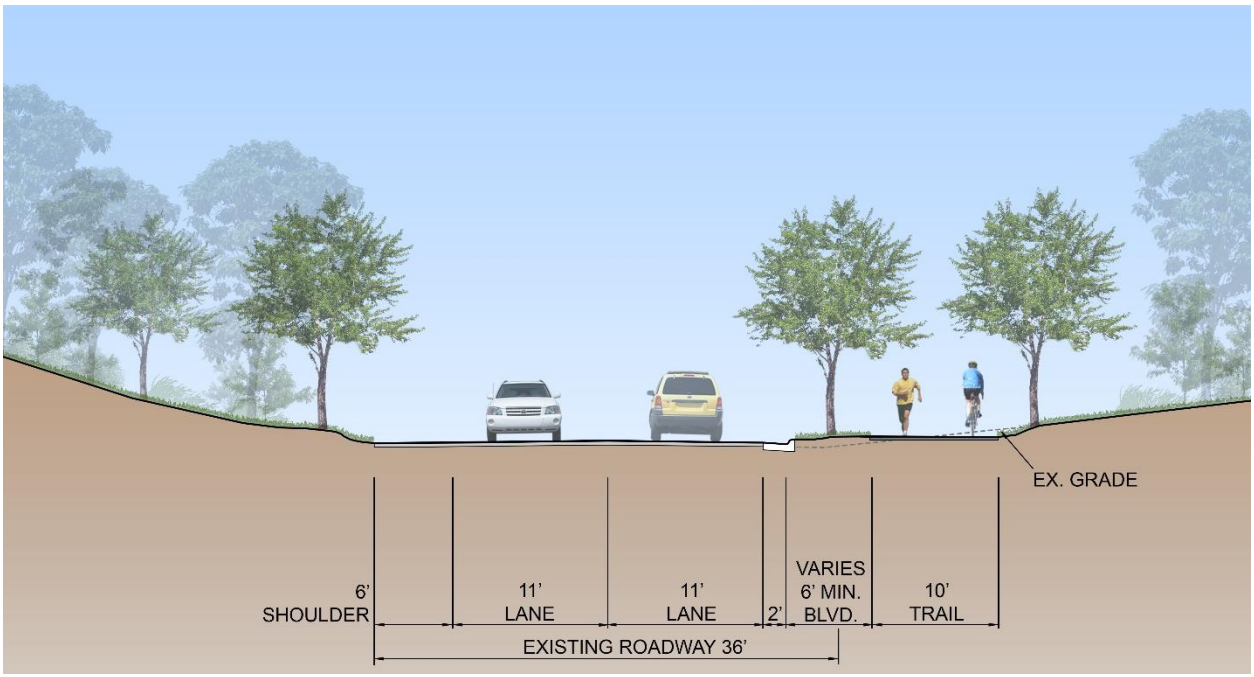


Figure 35: North Concept – Siems Court to Old Snelling Avenue

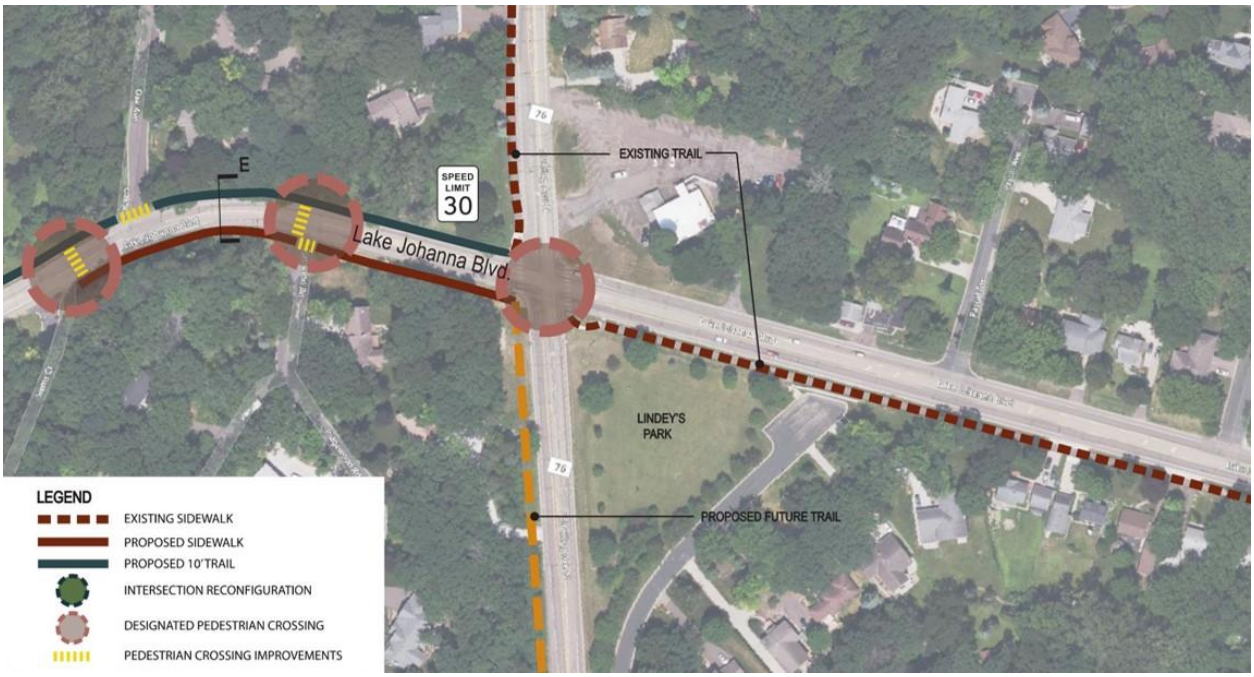
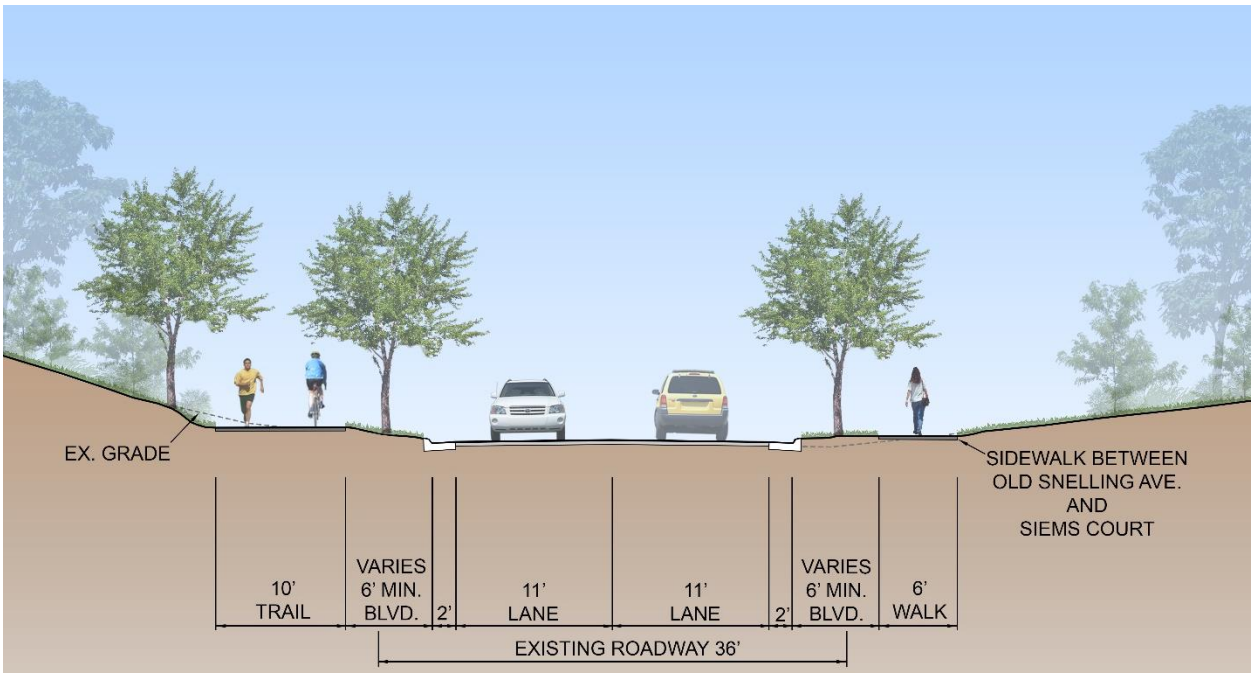


Figure 36: Typical Section E – Siems Court to Old Snelling Ave North Concept



RAMSEY COUNTY

Appendix F: West/North Trail Design Layout

Figure 37. County Road D to Sandeen Road

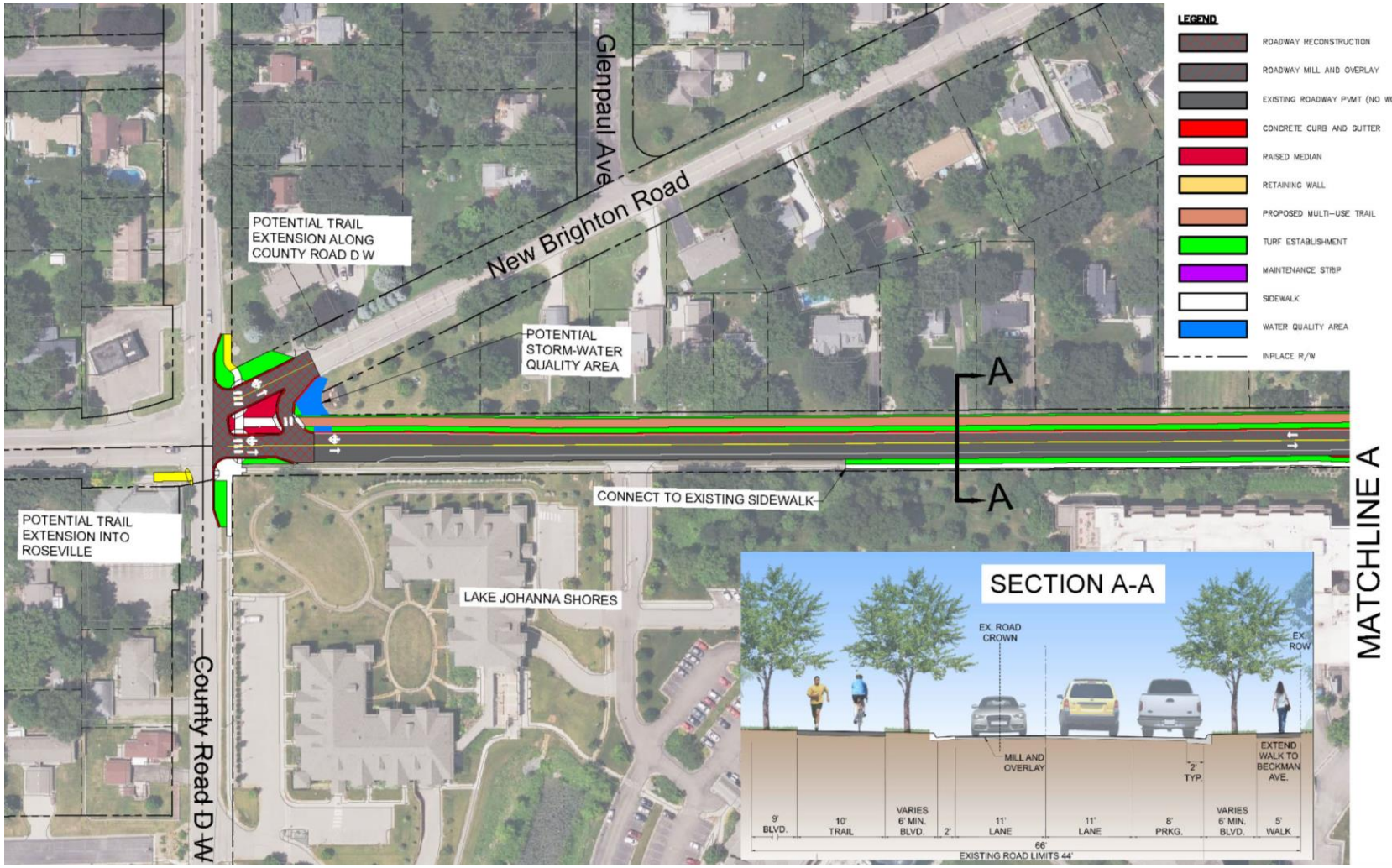


Figure 38. Sandeen Road to Stowe Avenue

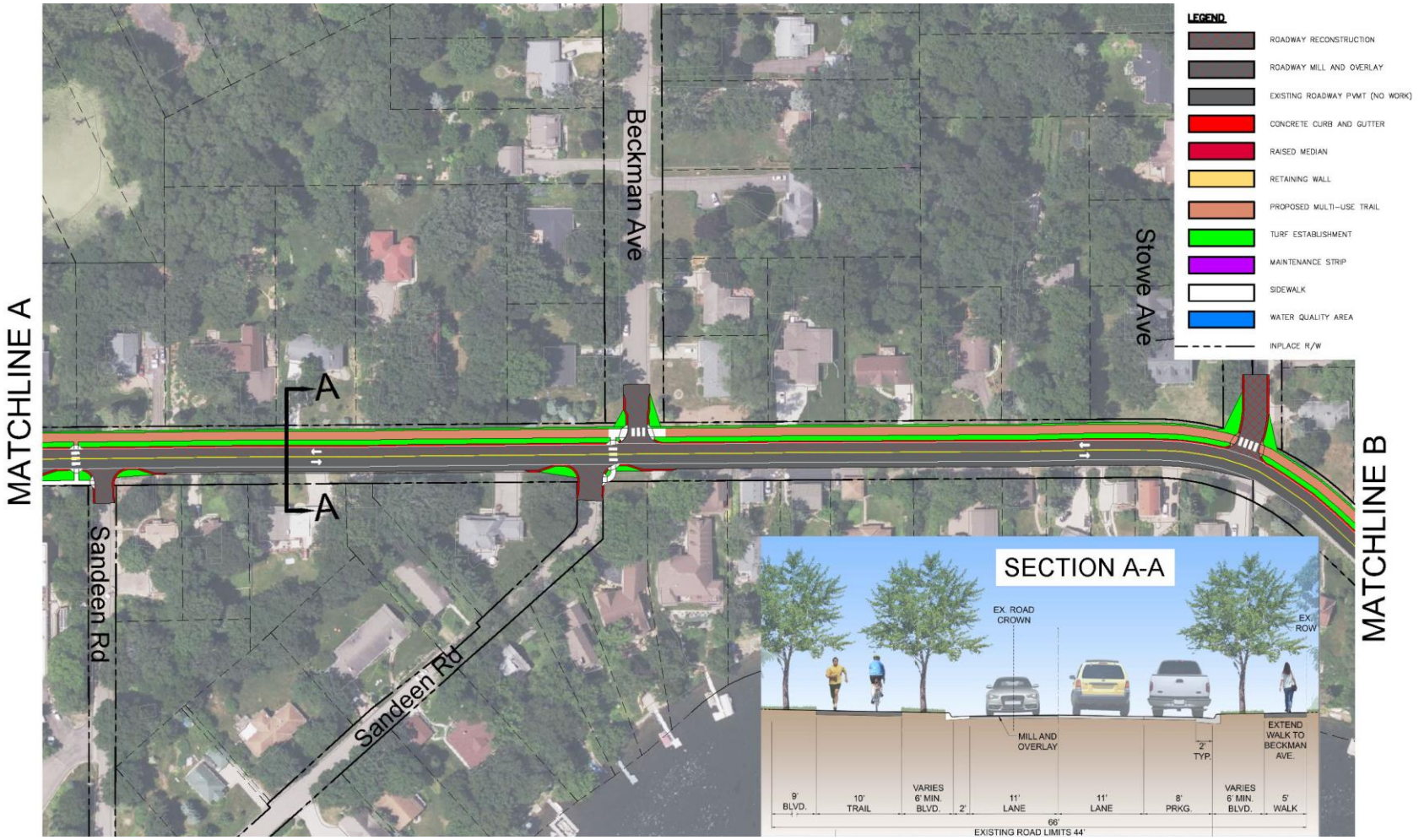


Figure 39. Stowe Avenue to County Road E

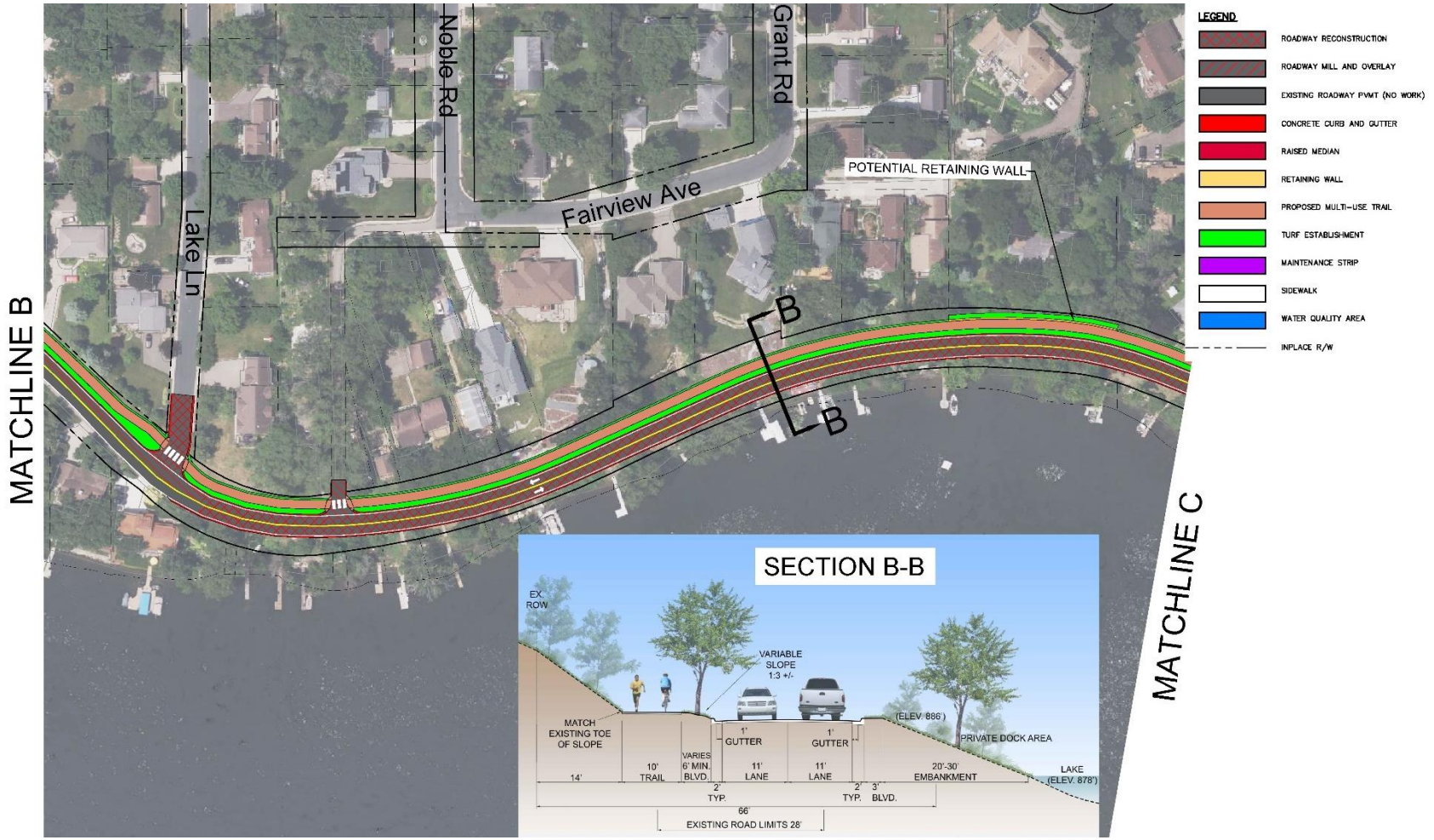


Figure 40. Tony Schmidt Regional Park Area – Unconstrained

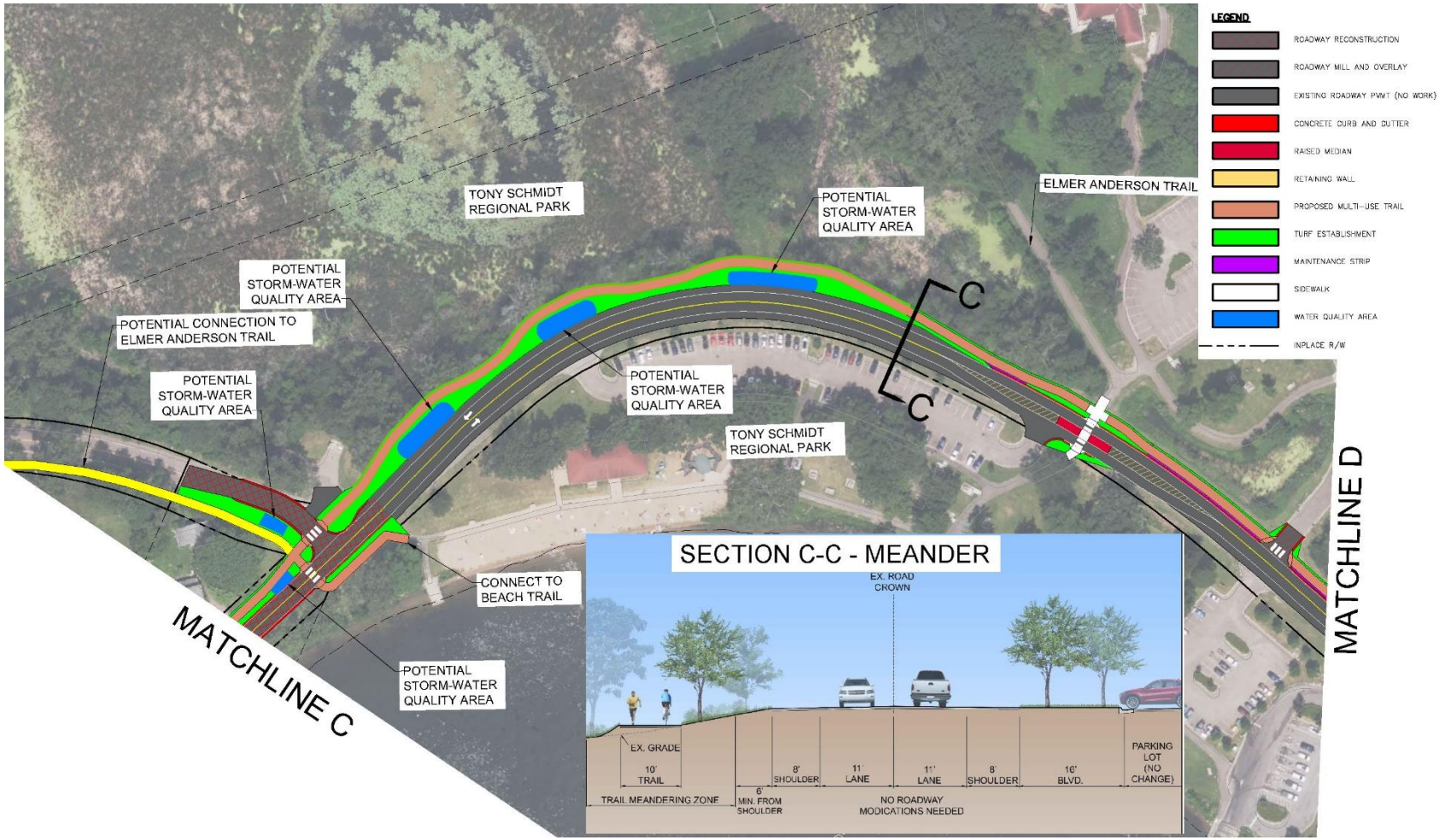


Figure 41. Tony Schmidt Regional Park Area - Constrained

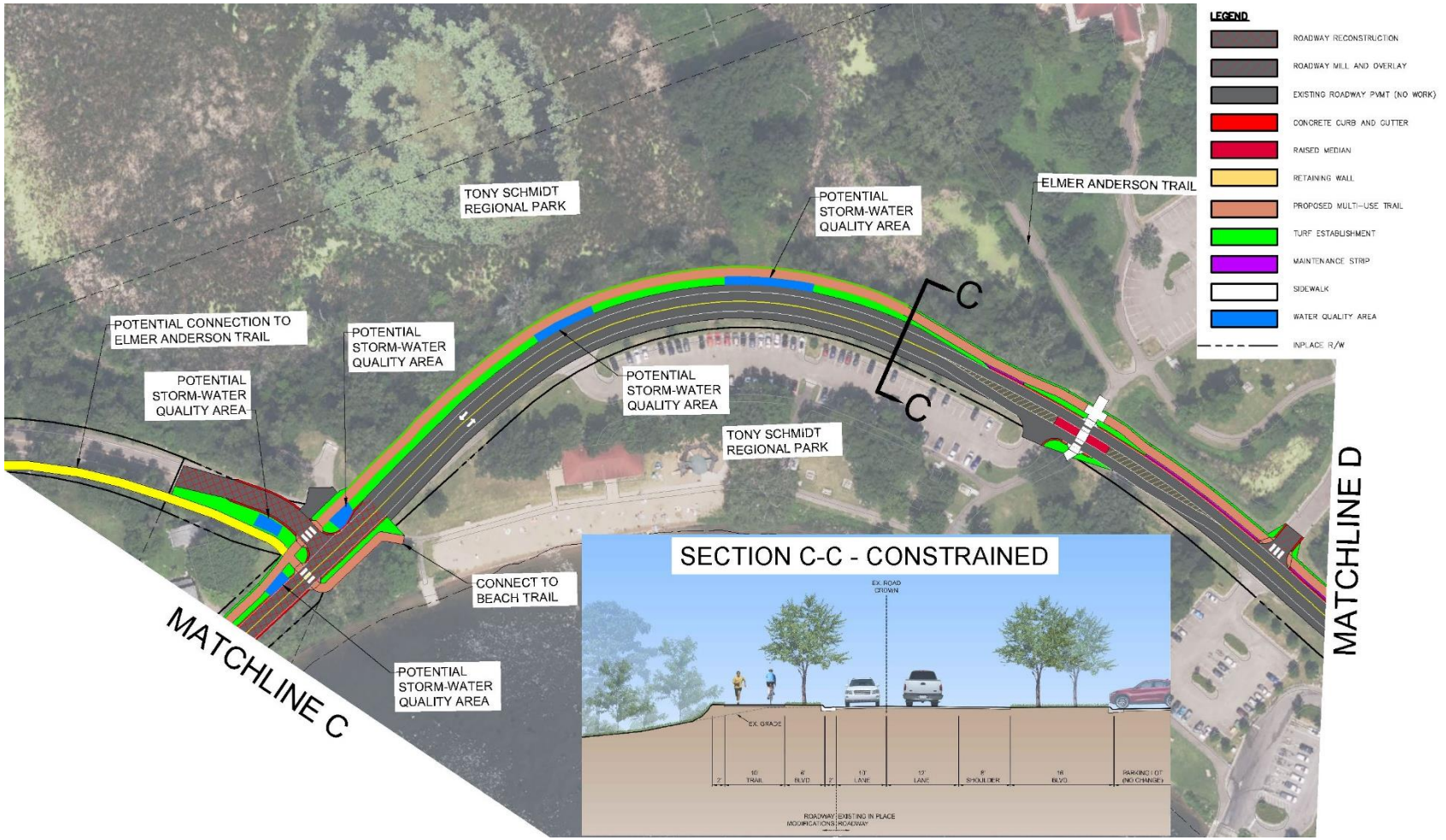
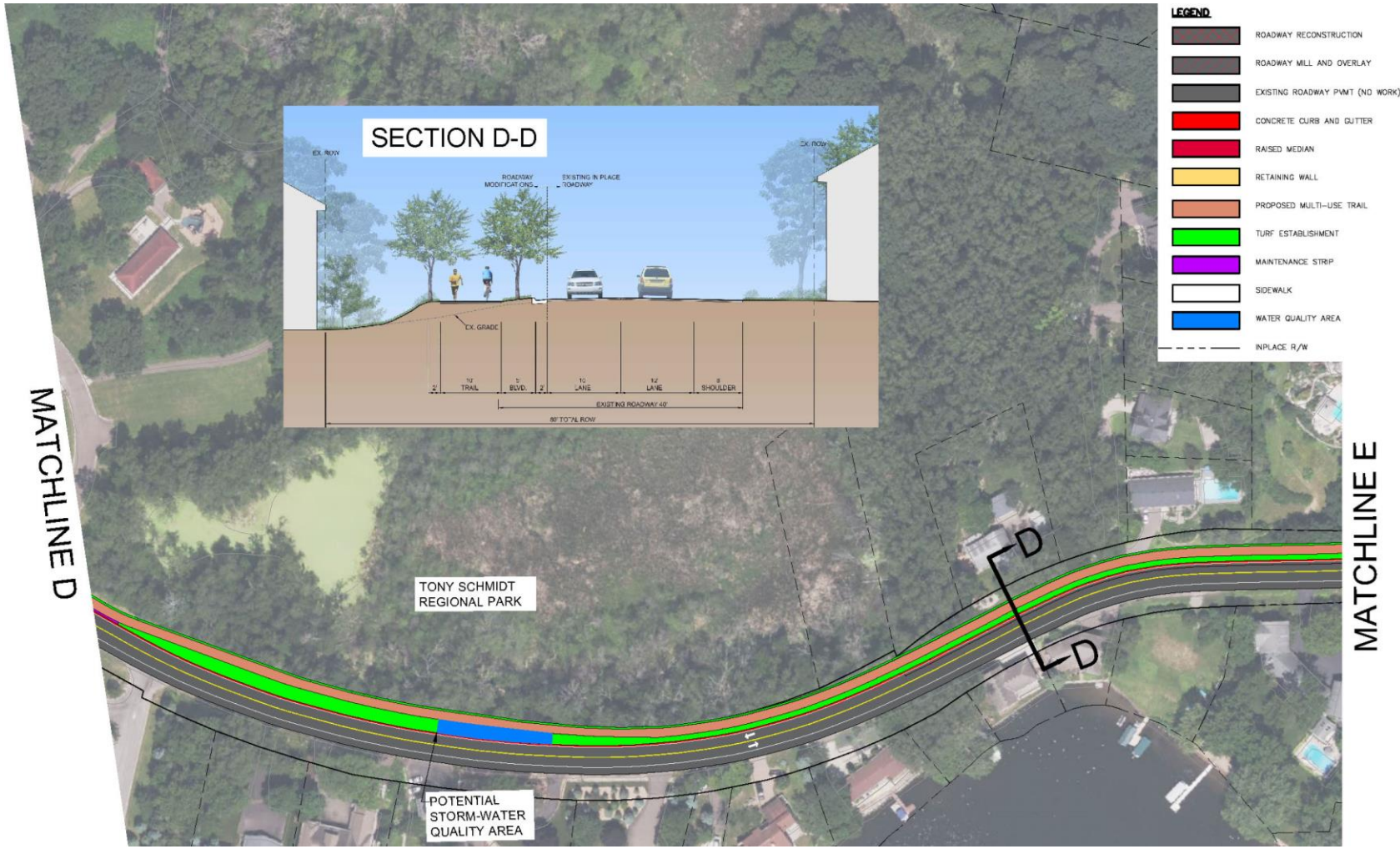
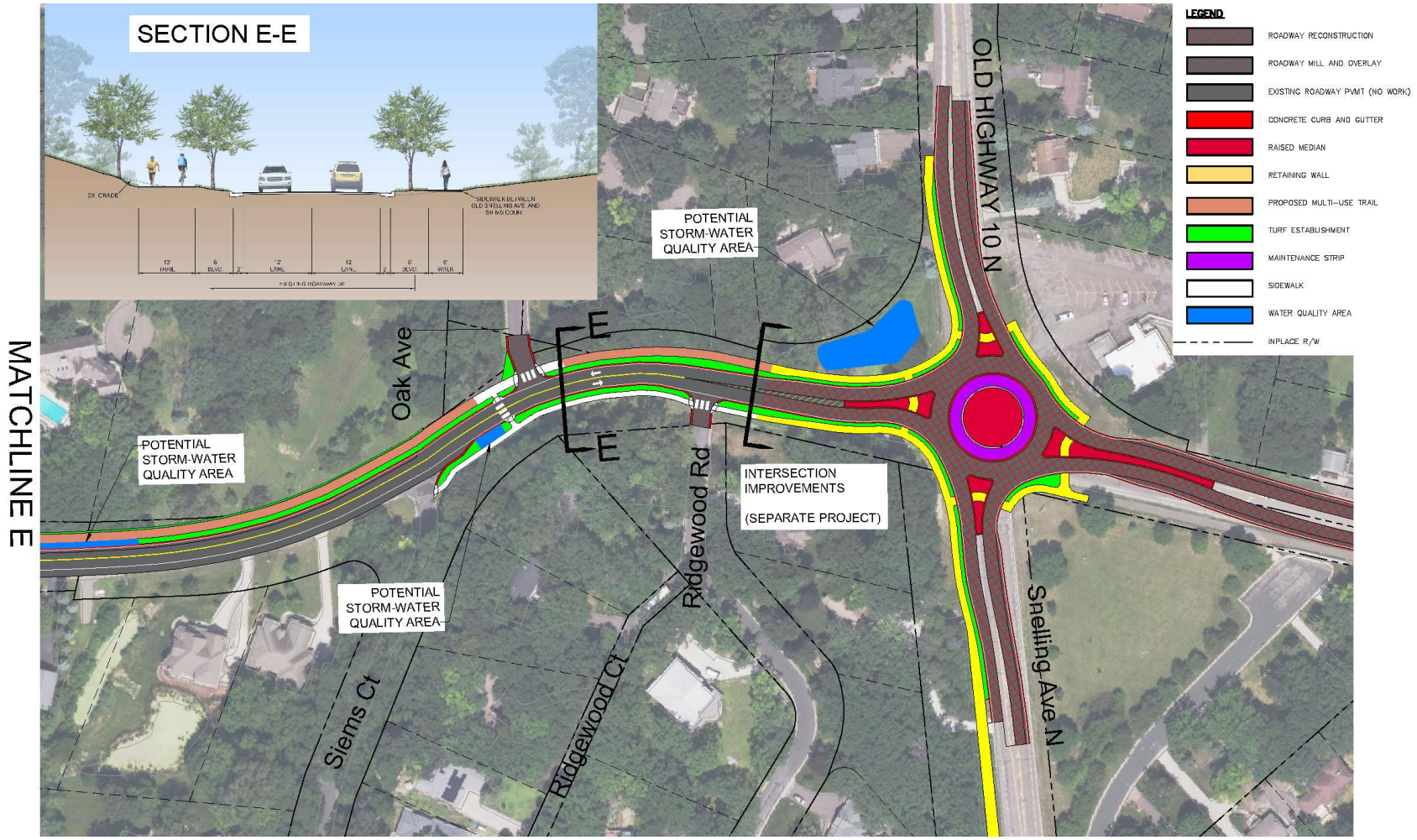


Figure 42: Tony Schmidt Regional Park to Siems Court



RAMSEY COUNTY

Figure 43: Siems Court to Old Snelling Avenue



Appendix G. Detailed Cost Estimate

West/North Alignment

Item No.	Item Description	Unit	Unit Cost	Total Estimated Quantitie	Total Estimated Cost (2022$$)	Total Estimated Cost (2023$$) 1.06 Increase
2021.501	MOBILIZATION	LUMP SUM	$360,000.00	1	$360,000	$381,600
2021.601	CONSTRUCTION SURVEYING	LUMP SUM	$60,000.00	1	$60,000	$63,600
2031.502	FIELD OFFICE TYPE D	EACH	$40,000.00	1	$40,000	$42,400
2101.524	CLEARING AND GRUBBING ALLOWANCE	LUMP SUM	$20,000.00	1	$20,000	$21,200
2104.503	REMOVE SEWER PIPE/CULVERT	LIN FT	$10.00	500	$5,000	$5,300
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	$8.00	6600	$52,800	$55,968
2104.503	REMOVE CURB & GUTTER	LIN FT	$8.00	400	$3,200	$3,392
2104.504	REMOVE PAVEMENT	SQ YD	$15.00	10000	$150,000	$159,000
2104.504	REMOVE DRIVEWAY PAVEMENT	SQ YD	$25.00	1600	$40,000	$42,400
2104.518	REMOVE CONCRETE SIDEWALK	SQ FT	$3.50	1000	$3,500	$3,710
2104.601	MISCELLANEOUS REMOVALS ALLOWANCE	LUMP SUM	$10,000.00	1	$10,000	$10,600
2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	$35.00	1800	$63,000	$66,780
2106.507	EXCAVATION - COMMON	CU YD	$30.00	1500	$45,000	$47,700
2106.507	COMMON EMBANKMENT (CV)	CU YD	$15.00	1000	$15,000	$15,900
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	$50.00	3000	$150,000	$159,000
2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	$10.00	5000	$50,000	$53,000
2360.509	TYPE SP 12.5 WEARING COURSE MIX (5+L)	TON	$95.00	1200	$114,000	$120,840
2360.509	TYPE SP 12.5 BIT PATCHING MIX (4+L)	SY	$60.00	1400	$84,000	$89,040
2411.603	RETAINING WALL	SQ FT	$50.00	500	$25,000	$26,500
2503.503	STORM SEWER PIPE	LIN FT	$90.00	8000	$720,000	$763,200
2506.502	STORM SEWER STRUCTURE	EACH	$4,500.00	40	$180,000	$190,800
2506.601	WATER QUALITY ALLOWANCE	LUMP SUM	$250,000.00	1	$250,000	$265,000
2521.518	4" CONCRETE WALK	SQ FT	$8.00	9500	$76,000	$80,560
2521.518	6" CONCRETE WALK	SQ FT	$12.00	2500	$30,000	$31,800
2521.518	3" BITUMINOUS WALK	SQ FT	$4.00	78000	$312,000	$330,720
2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	$35.00	10500	$367,500	$389,550
2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	$90.00	1200	$108,000	$114,480
2531.504	TRAIL LIGHTING ALLOWANCE	LUMP SUM	$100,000.00	1	$100,000	$106,000
2531.618	TRUNCATED DOMES	SQ FT	$65.00	640	$41,600	$44,096
2563.601	TRAFFIC CONTROL ALLOWANCE	LUMP SUM	$60,000.00	1	$60,000	$63,600
2571.524	LANDSCAPING ALLOWANCE	LUMP SUM	$100,000.00	1	$100,000	$106,000
2573.601	EROSION CONTROL ALLOWANCE	LUMP SUM	$50,000.00	1	$50,000	$53,000
2574.507	BOULEVARD TOPSOIL BORROW	CU YD	$35.00	1800	$63,000	$66,780
2575.504	SODDING TYPE SALT TOLERANT	SQ YD	$10.00	14000	$140,000	$148,400
2582.501	SIGNING AND STRIPING ALLOWANCE	LUMP SUM	$100,000.00	1	$100,000	$106,000
	CONTINGENCY (30%)	**LUMP SUM**	**$1,200,000**	1	**$1,200,000**	$1,272,000
	SUBTOTAL ROADWAY AND TRAIL CONSTRUCTION				**$5,188,600**	**$5,499,916**

ARDEN HILLS

CITY OF ARDEN HILLS
COUNTY OF RAMSEY
STATE OF MINNESOTA

RESOLUTION NO. 2023-023

A Resolution Relating to Local Match Commitment for Lake Johanna Boulevard Trail Project: 2024 Met Council Regional Solicitation

WHEREAS; Ramsey County and the City of Arden Hills have recently completed a planning process in 2022 to evaluate the feasibility of constructing a separated multimodal trail improvement along Lake Johanna Boulevard extending from County Road D to Old Snelling Avenue in the City of Arden Hills, and

WHEREAS; public input and technical analysis from this planning process led to identification of two feasible trail design concepts along the north and south sides of Lake Johanna Boulevard, and

WHEREAS; to defer estimated costs associated with construction of this project, Ramsey County is planning to submit a $5.5 million grant request to Metropolitan Council for 2028/2029 federal Regional Solicitation funding for the Lake Johanna Boulevard Trail project, and

WHEREAS; based on a preliminary planning level estimate remaining local project costs for the Lake Johanna Boulevard Trail project above the $5.5 million federal grant request are estimated at $4 million; and

WHEREAS; Ramsey County's cost participation policy requires the City of Arden Hills and Ramsey County to share equally in the $4 million of local estimated costs.

NOW, THEREFORE, BE IT RESOLVED, that the Arden Hills City Council does hereby commit to its 50 percent share, or $2 million, of these local estimated project costs as part of Ramsey County's 2024 Regional Solicitation federal grant application for the Lake Johanna Trail project.

NOW, THERFORE, BE IT ALSO RESOLVED, that the Arden Hills City Council does hereby also acknowledge that this $2 million local match commitment is an estimate based on a preliminary planning level cost estimate of total project costs that will be updated during the final design process if a federal grant from Met Council is secured.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF ARDEN HILLS THIS 8TH DAY OF MAY, 2023.

David Grant

David Grant, Mayor

ATTEST:

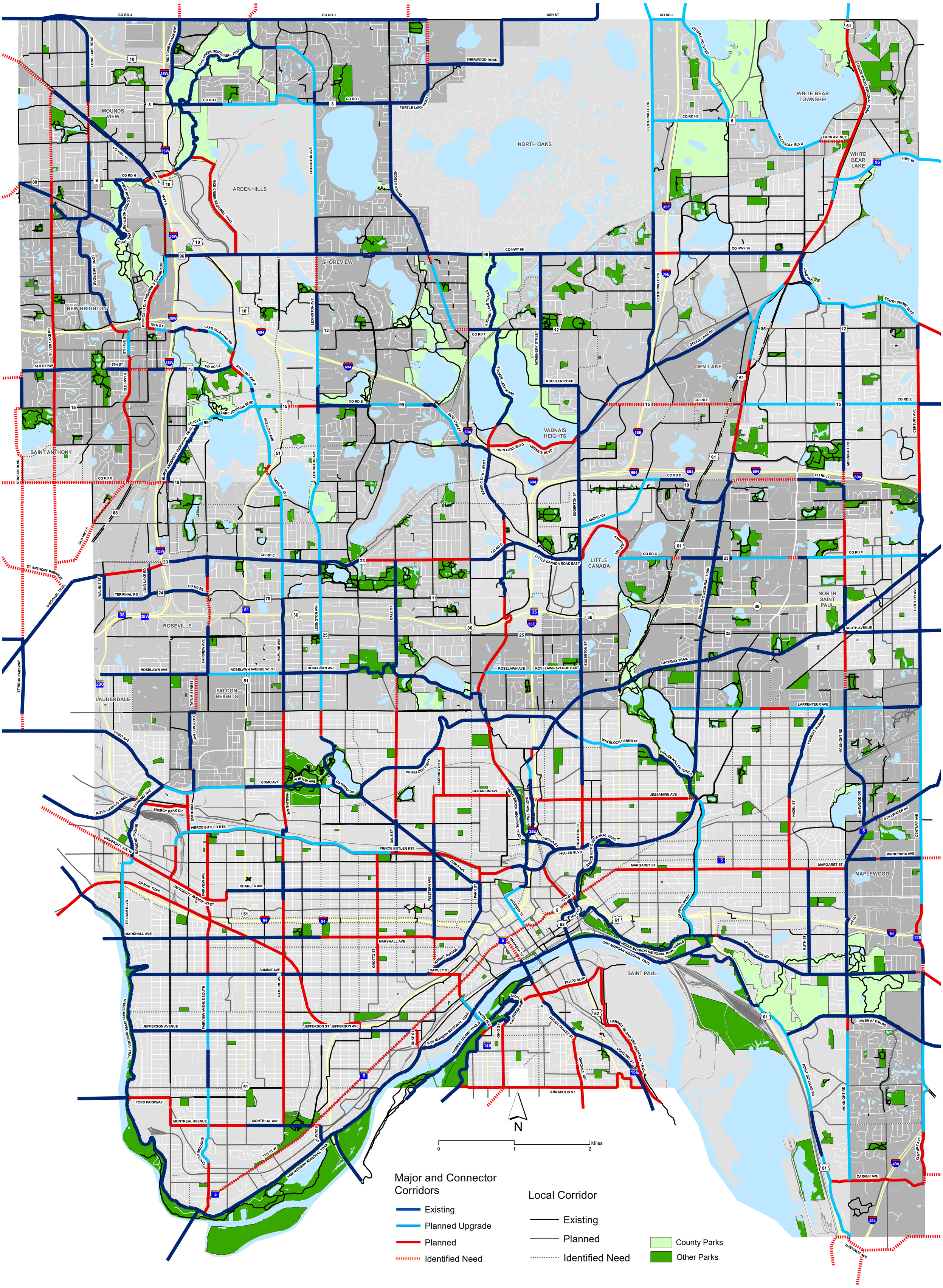
Julie Hansen

Julie Hanson, City Clerk

To view the final document, access adopted Resolutions via Arden Hills Public Laserfiche Weblink by visiting cityofardenhills.org and clicking on Archived Documents under Helpful Links on our main webpage.

12231574v1

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

RAMSEY COUNTY
Working with you to enhance our quality of life

Prepared by Active Living Ramsey Communities | ALRC@Co.Ramsey.MN.US
NEW2_Connected Ramsey Communities Bicycle Network_24x36 9/28/2020

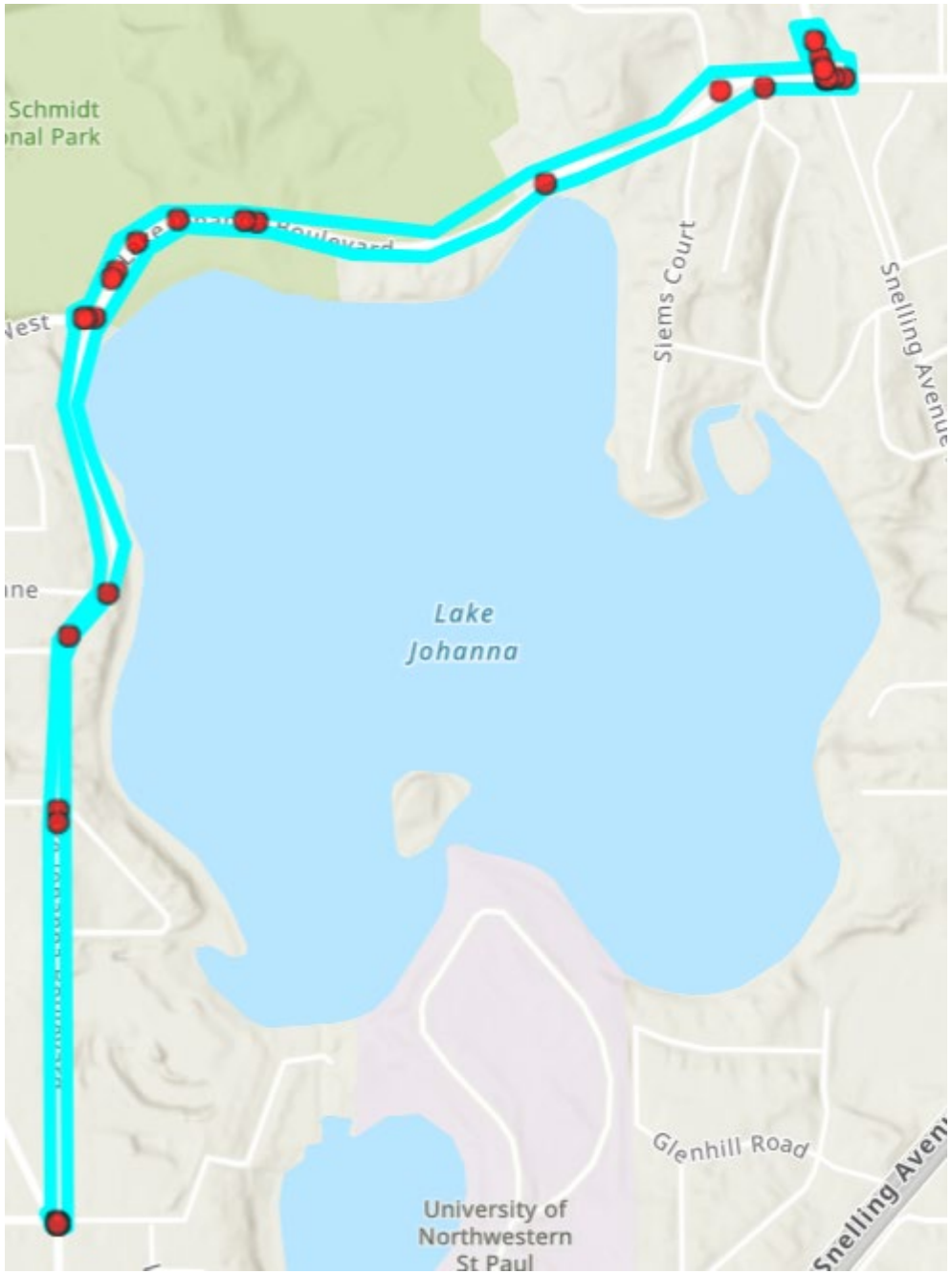
Active Living Ramsey Communities

Segment: Lake Johanna Blvd. (CSAH 149): County Road D (CSAH 19) to Old Snelling Ave. (CSAH 76)
Period: 2013-2022 (10 yrs)

By Segment

<u>38 Crashes (by severity)</u>

- 3 A (Serious Injury)
- 3 B (Minor Injury)
- 4 C (Possible Injury)
- 28 PDO (Property Damage Only)



<u>38 Crashes (by type)</u>

- 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)	10
Input # of Fatal Crashes on Segment (Not # of Persons Killed)	0
Input # of 'A' Severity Crashes on Segment	3
Input # of 'B' Severity Crashes on Segment	3
Input # of 'C' Severity Crashes on Segment	4
Input # of Property Damage Crashes on Segment	28
Input Segment Length (in miles)	1.5
Input Average Daily Traffic for Segment	4600

Calculate

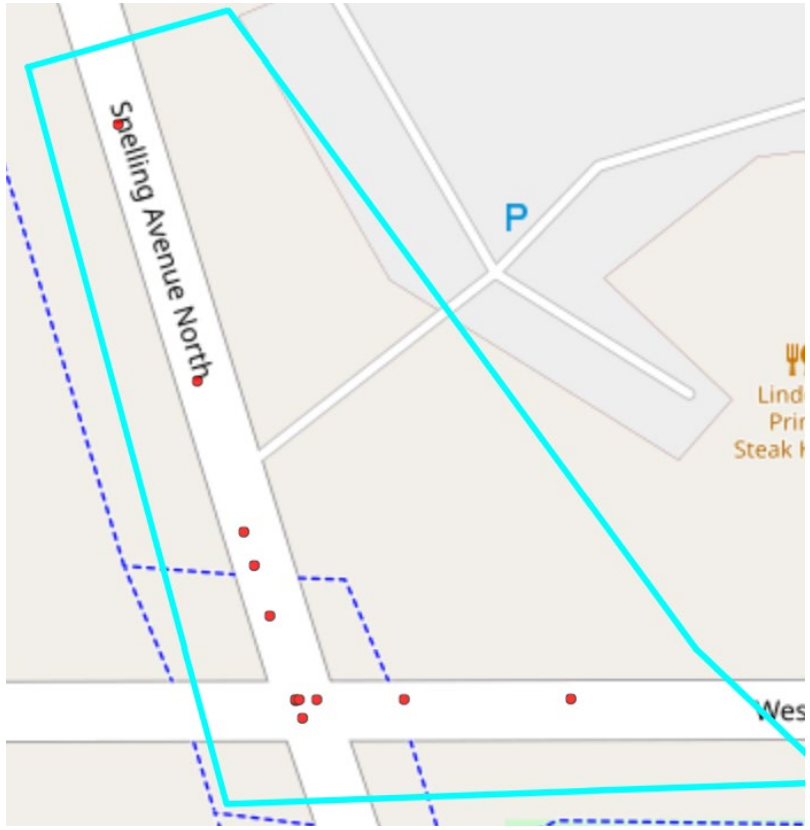
Segment Crash Rate = 1.51 per million vehicle-miles

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)



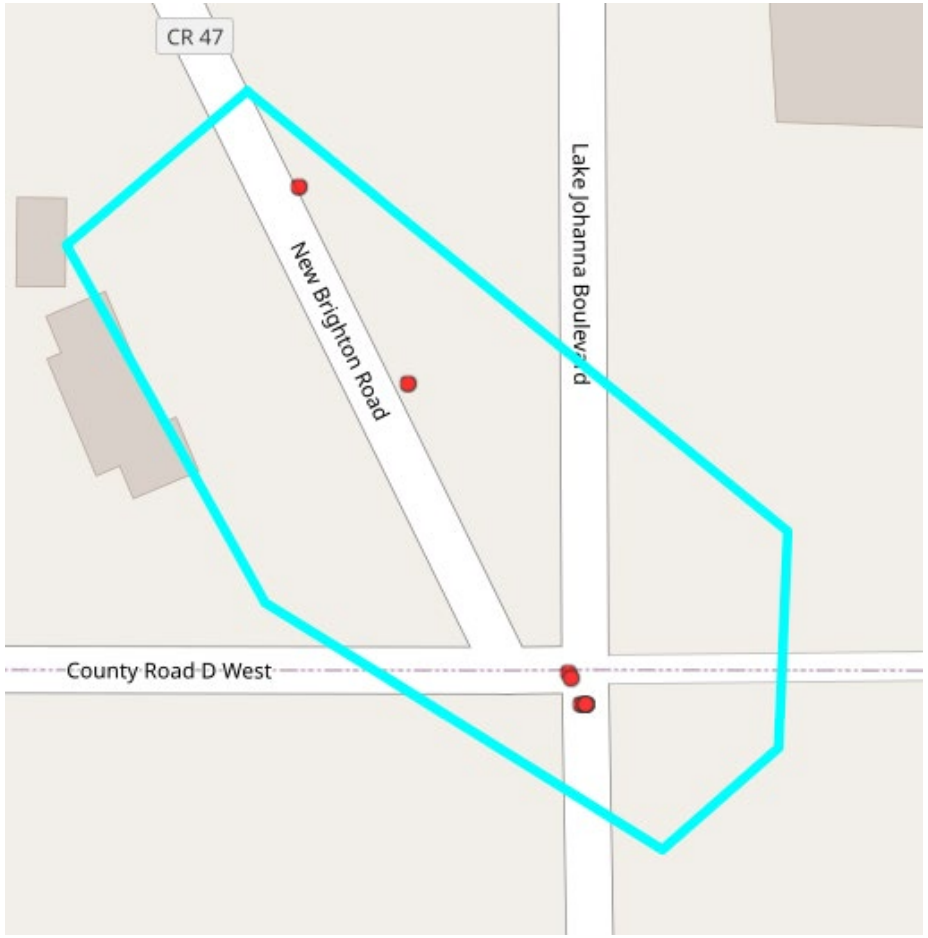
<u>13 Crashes (by severity)</u>

- 3 C (Possible Injury)
- 10 PDO (Property Damage Only)

<u>13 Crashes (by type)</u>

- 2 Sideswipe Same Direction
- 5 Rear End
- 3 Angle
- 3 Other

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



<u>9 Crashes (by severity)</u>

- 1 C (Possible Injury)
- 8 PDO (Property Damage Only)

<u>9 Crashes (by type)</u>

- 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)	10
Input # of Fatal Crashes at Intersection (Not # of Persons Killed)	0
Input # of 'A' Severity Crashes at Intersection	0
Input # of 'B' Severity Crashes at Intersection	0
Input # of 'C' Severity Crashes at Intersection	1
Input # of Property Damage Crashes at Intersection	8
Input Average # of Vehicles Entering Intersection Daily *	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 = 0.25 per million entering vehicles
Intersection Severity Rate = 0.27
Intersection Crash Density = 0.9 crashes per year

All other intersections have three or less crashes

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

Basic intersection crash performance

Input Analysis Period (in years)	10
Input # of Fatal Crashes at Intersection (Not # of Persons Killed)	0
Input # of 'A' Severity Crashes at Intersection	0
Input # of 'B' Severity Crashes at Intersection	0
Input # of 'C' Severity Crashes at Intersection	1
Input # of Property Damage Crashes at Intersection	8
Input Average # of Vehicles Entering Intersection Daily *	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 = 0.27 per million entering vehicles
Intersection Severity Rate = 0.3
Intersection Crash Density = 0.9 crashes per year

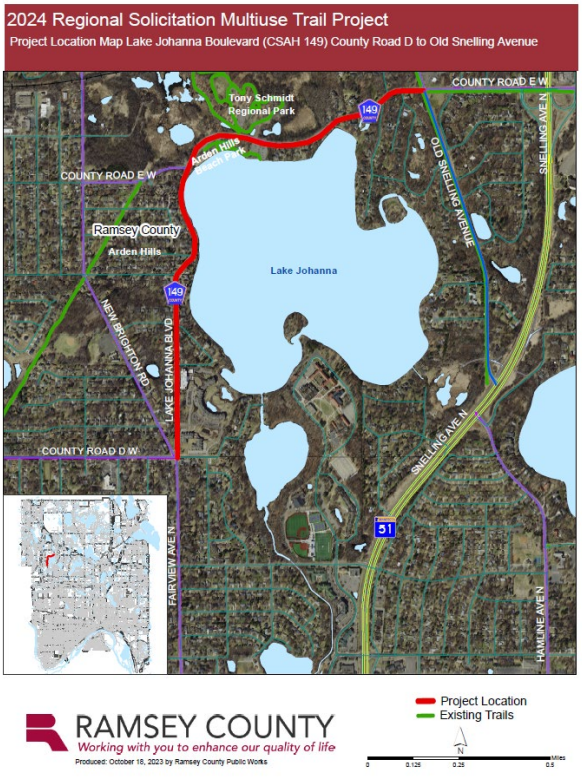
RAMSEY COUNTY
Public Works

Lake Johanna Boulevard Regional Trail - Multiuse Trail and Bicycle Facilities Application

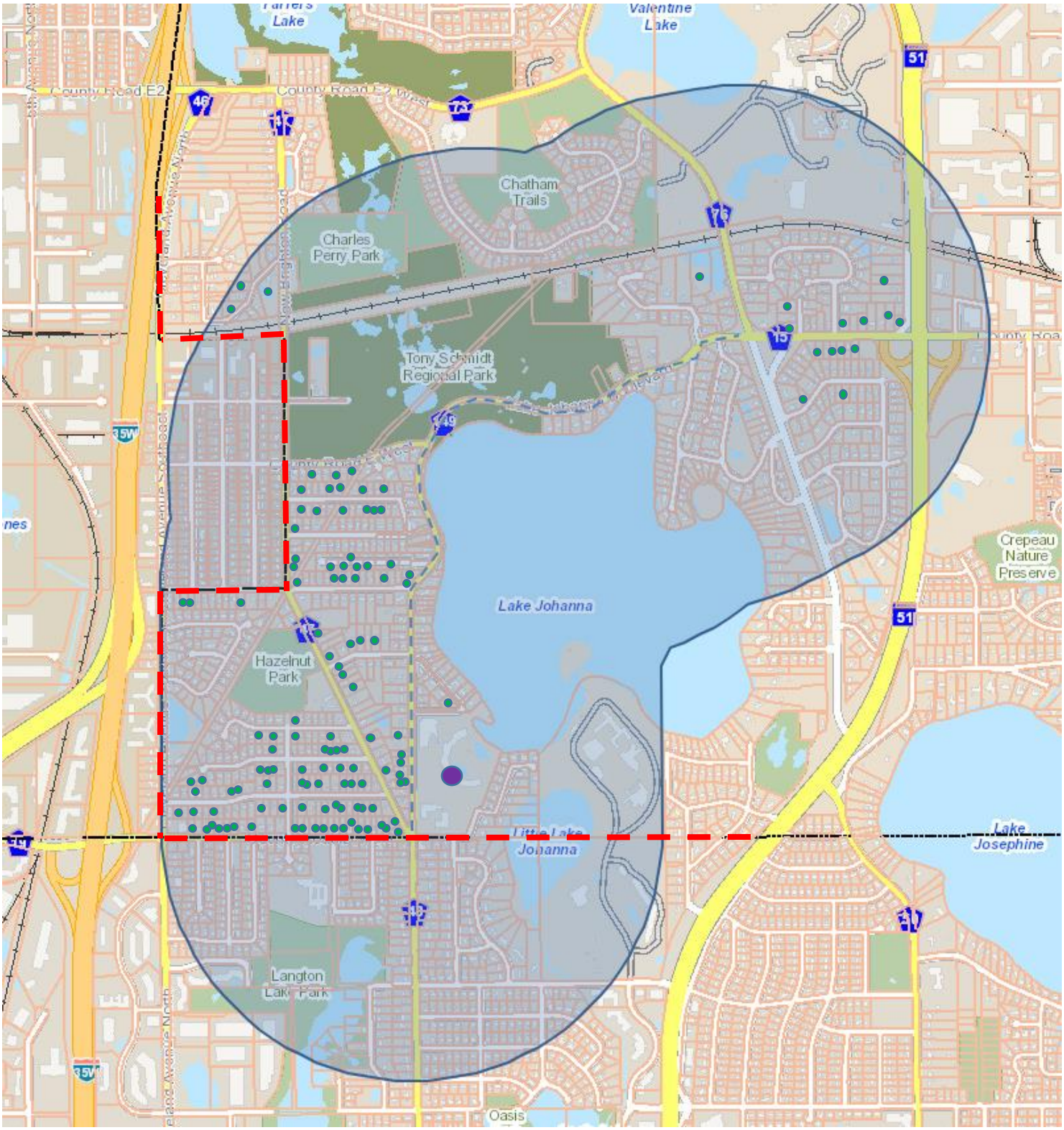
Applicant:	Ramsey County
Project Location:	Lake Johanna Blvd. (CSAH 149): CR D to Old Snelling Avenue
Total Project Cost:	$5,499,916
Requested Federal Dollars:	$4,399,933
Local Match Dollars:	$1,099,983

Project Description:
Construction of a1.5 mile 10 foot wide bituminous multiuse trail and 6 foot boulevard along Lake Johanna Boulevard (CSAH 149) extending from County Road D to Old Snelling Avenue in the City of Arden Hills, Ramsey County.

Project Benefits:
The Lake Johanna Boulevard Regional Trail is located along a Met Council Tier 1 RBTN and provides important regional connections to Tony Schmidt Regional Park, Lake Johanna, Arden Hills Beach Park, the Elmer A. Anderson Regional Trail, Johanna Shores Retirement Community and a County Road E trail that links to many regional attractions along Snelling Avenue. Bicyclists and pedestrians are expected to enjoy a significantly improved level of safety and reduced level of stress when utilizing the new separated trail compared to the current situation where many near miss vehicular collisions have occurred along the unprotected wide shoulder due to speeding and inattentive driving. Critical Crash Rates along this corridor have been twice that of other similar roadways over the most recent 10 year analysis period.



1425 Paul Kirkwold Drive
Arden Hills, MN 55112
651-266-2760
www.ramseycounty.us



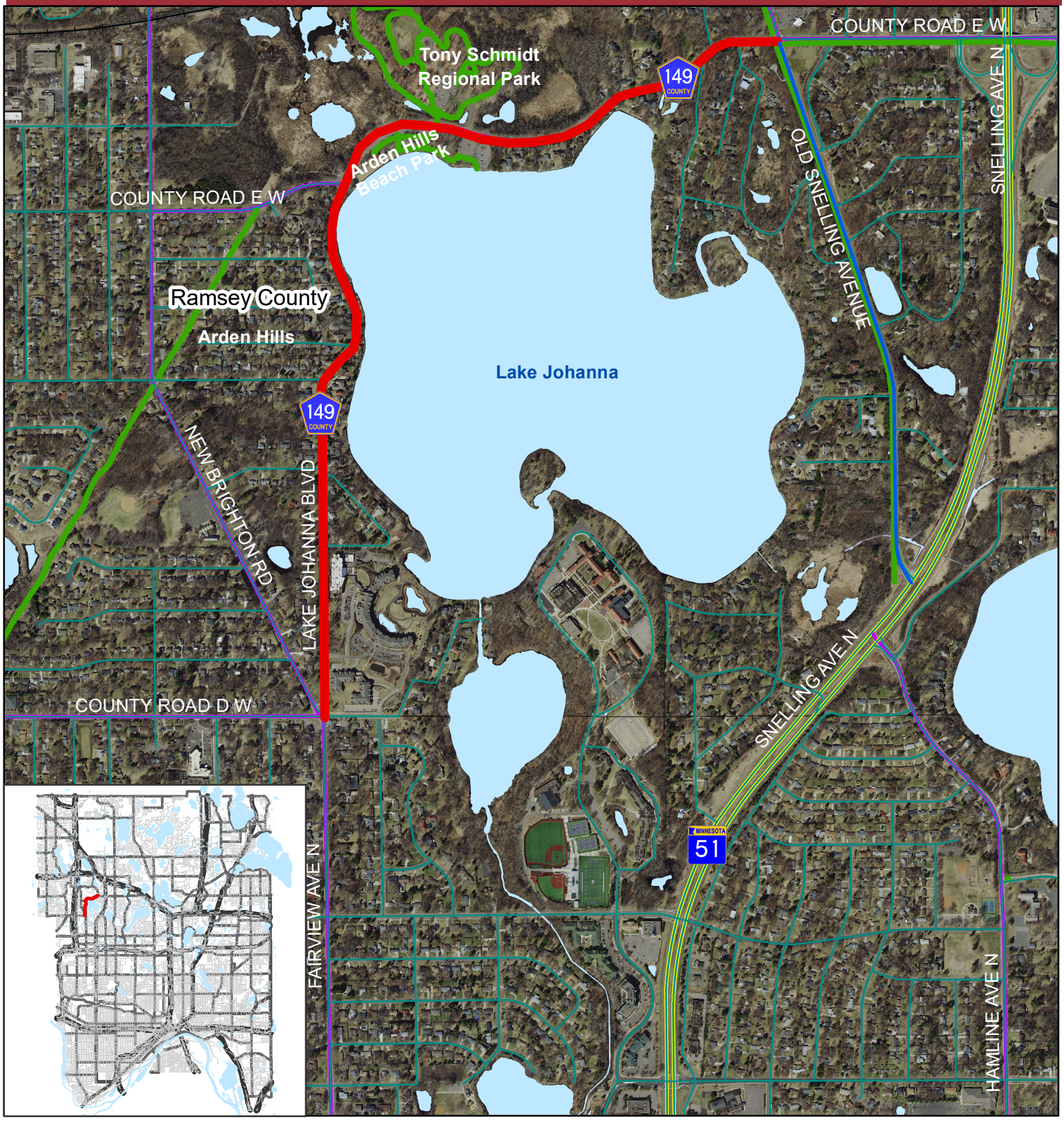
Affordable Housing within ½ Mile of Lake Johanna Boulevard Trail

- Half Mile Buffer
- Affordable Owner Occupied Units (128 units)
- Senior Housing Units (202 units)
- Lake Johanna Trail Project Area

ARDEN HILLS

2024 Regional Solicitation Multiuse Trail Project

Project Location Map Lake Johanna Boulevard (CSAH 149) County Road D to Old Snelling Avenue



Project Location
Existing Trails

N

0 0.125 0.25 0.5 Miles

RAMSEY COUNTY

Working with you to enhance our quality of life

Produced: October 18, 2023 by Ramsey County Public Works

October 17, 2023

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

Subject: Lake Johanna Boulevard Regional Trail – Snow and Ice Removal

Ms. Koutsoukos,

The purpose of this letter is to confirm that the City of Arden Hills accepts full responsibility to remove ice and snow from the proposed Lake Johanna Boulevard Regional Trail extending from County Road D to Old Snelling Avenue to allow for year round bicycle and pedestrian use.

Sincerely,

David Swearingen
Public Works Director

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	Custom area
2020	14,913

Age

Age (2017-2021)	Custom area	
Under 5 years	941	6.2%
5-9 years	798	5.3%
10-14 years	875	5.8%
15-17 years	385	2.6%
18-24 years	3,120	20.7%
25-34 years	2,027	13.4%
35-44 years	1,607	10.6%
45-54 years	1,185	7.8%
55-64 years	1,511	10.0%
65-74 years	1,241	8.2%
75-84 years	699	4.6%

85 years and older	716	4.7%

Sex

Sex (2017-2021)	**Custom area**	
Male	7,206	47.7%
Female	7,900	52.3%

Race & Ethnicity

Race & Ethnicity (2017-2021)	**Custom area**	
White	11,685	77.4%
Of Color	3,167	21.0%
Black or African American alone	1,363	9.0%
American Indian and Alaskan Native alone	suppressed	
Asian or Pacific Islander alone	751	5.0%
Other alone	suppressed	
Two or more races alone	664	4.4%
Hispanic or Latino (of any race)	603	4.0%

Language

Language spoken (2017-2021)	**Custom area**	
Population (5 years and older)	14,164	100.0%
English only	12,498	88.2%
Language other than English	1,667	11.8%
Speaks English less than "very well"	602	4.3%

Disability

Disability status (2017-2021)	**Custom area**	
Total population for whom disability status is determined	14,857	100.0%
Population with a disability	1,481	10.0%

Nativity

Nativity (2017-2021)	**Custom area**

Foreign-born residents	1,364	9.0%

Residency

Residence one year ago (2017-2021)	**Custom area**	
Population (1 year and over in US)	14,898	100.0%
Same residence	12,114	81.3%
Different residence in the U.S.	2,611	17.5%
Different residence outside the U.S.	suppressed	

Income & Poverty

Household income (2021 dollars) (2017-2021)	**Custom area**	
Total households	5,230	100.0%
Less than $35,000	969	18.5%
$35,000-$49,999	700	13.4%
$50,000-$74,999	876	16.8%
$75,000-$99,999	559	10.7%
$100,000 or more	2,126	40.7%
Median household income (2021 dollars)	$ 83,583	100.0%

Poverty (2017-2021)	**Custom area**	
All people for whom poverty status is determined	12,594	100.0%
With income below poverty	1,259	10.0%
With income 100-149 of poverty	725	5.8%
With income 150-199 of poverty	1,038	8.2%
With income 200 of poverty or higher	9,571	76.0%
17 years and younger (percent of people under age 18)	499	17.1%
18-24 (percent of people age 18-24)	suppressed	
25-34 (percent of people age 25-34)	230	11.5%
35-44 (percent of people age 35-44)	183	11.4%
45-54 (percent of people age 45-54)	suppressed	
55-64 (percent of people age 55-64)	86	5.7%
18-64 (percent of people 18-64)	627	8.7%
65 years and older (percent of people age 65+)	132	5.5%

Health Coverage

Health coverage (2017-2021)	Custom area	
Total population age 65 and under for whom health insurance coverage status is determined	12,440	83.7%
Population 65 and under without health insurance coverage	345	2.8%

Housing

Total housing units (2017-2021)	Custom area	
Total housing units	5,365	100.0%

Owned and Rental Housing (2017-2021)	Custom area	
Vacant housing units (seasonal units included)	suppressed	
Occupied housing units	5,230	97.5%
Average household size	1.3	100.0%
Owner-occupied	3,140	58.5%
Average household size	1.4	100.0%
Renter-occupied	2,089	38.9%
Average household size	1.0	100.0%

Year built (2017-2021)	Custom area	
2010 or later	233	4.3%
2000-2009	356	6.6%
1970-1999	2,234	41.6%
1940-1969	2,337	43.6%
1939 or earlier	205	3.8%

Households (2017-2021)	Custom area	
Total households	5,230	100.0%

Households by type (2017-2021)	Custom area	
Family households	3,193	61.1%
With children under 18 years	1,394	26.6%
Married-couple family households	2,675	51.1%
With children under 18 years	1,017	19.5%
Single-person family households	518	9.9%
With children under 18 years	376	7.2%
Nonfamily households	2,037	38.9%
Householder living alone	1,681	32.1%
65 years and over	778	14.9%

Households with one or more children under 18 years	1,426	27.3%
Households with one or more people 65 years and over	1,713	32.8%

Year householder moved into unit (2017-2021)	**Custom area**	
Moved in 2010 or later	3,107	59.4%
Moved in 2000-2009	820	15.7%
Moved in 1990-1999	574	11.0%
Moved in 1989 or earlier	729	13.9%

Cost-burdened households (2017-2021)	**Custom area**	
All households for which cost burden is calculated	5,101	100.0%
Cost-burdened households	1,564	30.7%
Owner households for which cost burden is calculated	3,125	100.0%
Cost-burdened owner households	563	18.0%
Renter households for which cost burden is calculated	1,977	100.0%
Cost-burdened renter households	1,001	50.6%

Rent paid (2017-2021)	**Custom area**	
Households paying rent	2,040	100.0%
Median rent paid (2021 dollars)	$ 1,496	100.0%

Transportation

Vehicles per household (2017-2021)	**Custom area**	
No vehicles	405	7.7%
1 vehicle available	1,637	31.3%
2 vehicles available	2,328	44.5%
3 or more vehicles available	860	16.4%

Transportation to work (2017-2021)	**Custom area**	
Workers (16 years and older)	7,604	100.0%
Car, truck, or van (including passengers)	5,522	72.6%
Public transportation	133	1.8%
Walked, biked, worked at home, or other	1,948	25.6%

Travel time to work (2017-2021)	**Custom area**	
Total workers age 16+ (not home based)	5,999	100.0%
Less than 10 minutes	1,140	19.0%
10-19 minutes	1,654	27.6%

20-29 minutes	1,759	29.3%
30 minutes or longer	1,446	24.1%

Workforce

Educational attainment (2017-2021)	**Custom area**	
Population (25 years and older)	8,986	100.0%
Less than high school	325	3.6%
High school diploma or GED	1,596	17.8%
Some college or associate's degree	2,075	23.1%
Bachelor's Degree	3,198	35.6%
Graduate or professional degree	1,793	19.9%
High school graduate or higher	8,661	96.4%
Bachelor's degree or higher	4,991	55.5%

Working Adults (2017-2021)	**Custom area**	
Total civilian non-institutionalized population, age 18-64	9,440	100.0%
Working age adults who are employed	7,271	77.0%
Civilian labor force	7,768	100.0%
Unemployed	497	6.4%

Total employed workers (LEHD) (2020)	**Custom area**	
Total employed workers	4,762	100.0%

Worker age (2020)	**Custom area**	
Age 29 or younger	1,116	23.4%
Age 30 to 54	2,500	52.5%
Age 55 or older	1,147	24.1%

Workers by earnings (2020)	**Custom area**	
$15,000 per year or less	892	18.7%
$15,001 to $39,999 per year	1,088	22.8%
$40,000 or more per year	2,782	58.4%

Workers by industry of employment (2020)	**Custom area**	
Accommodation and food services	277	5.8%
Administration & support, waste management, and remediation	suppressed	
Agriculture, forestry, fishing and hunting	273	5.7%
Arts, entertainment, and recreation	81	1.7%

Construction	187	3.9%
Educational services	191	4.0%
Finance and insurance	364	7.6%
Health care and social assistance	962	20.2%
Information	94	2.0%
Management of companies and enterprises	277	5.8%
Manufacturing	560	11.8%
Mining, quarrying, and oil and gas extraction	suppressed	
Other services (excluding public administration)	151	3.2%
Professional, scientific, and technical services	451	9.5%
Public administration	suppressed	
Real estate and rental and leasing	85	1.8%
Retail trade	403	8.5%
Transportation and warehousing	140	2.9%
Utilities	13	0.3%
Wholesale trade	245	5.1%

Workers by race (2020)	**Custom area**	
White alone	3,895	81.8%
Black or African American alone	397	8.3%
American Indian or Alaska Native alone	30	0.6%
Asian alone	333	7.0%
Native Hawaiian or Other Pacific Islander alone	suppressed	
Two or more race groups	104	2.2%
Hispanic or Latino (of any race)	224	4.7%

Workers by educational attainment (2020)	**Custom area**	
Less than high school	336	7.0%
High school or equivalent, no college	869	18.2%
Some college or associate degree	1,152	24.2%
Bachelor's degree or advanced degree	1,291	27.1%