



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20493 - Stagecoach Rd Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

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

Organization Information

Name: SHAKOPEE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 485 GORMAN ST

County: SHAKOPEE Minnesota 55379
City State/Province Postal Code/Zip

Phone: Scott 952-233-9300
Ext.

Fax:

PeopleSoft Vendor Number 0000020995A5

Project Information

Project Name Stagecoach Rd Trail

Primary County where the Project is Located Scott

Cities or Townships where the Project is Located: Shakopee

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The City of Shakopee is proposing to fill a gap in their walking and biking network by constructing a new 10-ft wide shared use path on the south/east side of Stagecoach Rd between the roundabout at the intersection of CR 101 and then heading east and south approximately 950 feet south of 13th Avenue, connecting to the Minnesota Valley Transit Authority (MVTA) Station. The project includes new curb and gutter on the roadway, a 6-ft boulevard space between the curb and the trail, an improved crossing over the railroad located just north of US 169, and new ADA pedestrian ramps at all street and commercial drive intersections. The trail connects to the existing trail on the south side of Stagecoach Rd near the new roundabout on the northern end of the corridor. The trail is located on an RBTN Tier 2 alignment.

(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. Multi-use trail (1.2 mi.) in the City of Shakopee from CR101 to the Minnesota Valley Transit Station

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) 1.2
to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$600,000.00

Match Amount \$150,000.00

Minimum of 20% of project total

Project Total \$750,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Shakopee Capital Improvement Fund

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: 2025, 2026, 2027

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 City of Shakopee

Name of Trail/Ped Facility: Stagecoach Rd Trail

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System Stagecoach Road (MSAS 126)

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

Road/Route No. 126

(Example: 53 for CSAH 53)

Name of Road Stagecoach Road

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

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

From: CSAH 101

Road System

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

Road/Route No. 101

(Example: 53 for CSAH 53)

Name of Road	CSAH 101
<i>(Example: 1st ST., Main Ave.)</i>	
To:	13th Avenue (MSAS 115)
Road System	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Road/Route No.	115
<i>(Example: 53 for CSAH 53)</i>	
Name of Road	13th Avenue
<i>(Example: 1st ST., Main Ave.)</i>	
In the City/Cities of:	Shakopee
<i>(List all cities within project limits)</i>	
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:	
<i>(List all cities within project limits)</i>	
Primary Types of Work (Check all that apply)	
Multi-Use Trail	Yes
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	
Concrete Walk	
Pedestrian Bridge	
Signal Revision	
Landscaping	
Other (do not include incidental items)	Pedestrian Curb Ramps, Crosswalks
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	55379
Approximate Begin Construction Date (MO/YR)	04/01/2025
Approximate End Construction Date (MO/YR)	10/31/2025
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	1.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.2
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: The regional transportation system is safe and secure for all users. (Chapter 2, Page 2.5)

o Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

-Goal C. Access to Destinations: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

o Objectives D: Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

o Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

o Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

o C2. Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

o C15. Regional transportation partners should focus investments on completing Regional Bicycle Transportation Network alignments and their direct connections with local bicycle networks.

-Goal D. Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

o Objective B. Invest in a multimodal transportation system to attract and retain businesses and residents.

o Strategy D3. The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

-Goal E. Healthy and Equitable Communities: The regional transportation system advances equity and contributes to community's livability and sustainability while protecting the natural, cultural, and developed environments.

o Objective A. Reduce transportation-related air emissions.

o Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

(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 ? City of Shakopee 2040 Comprehensive Plan (Envision Shakopee), Figure 4.49 from this qualifying requirement because of their innovative nature. on p. 267

o <https://cld.bz/6lkEdse>

(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: 06/19/2018

Link to plan: <https://cld.bz/H3fw1xw>

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$225,000.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$225,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$495,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$30,000.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00

Totals

\$525,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

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

Transit Operating Costs

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

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:

Totals

Total Cost	\$750,000.00
Construction Cost Total	\$750,000.00
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 Yes

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

1702503669862_Project to RBTN Orientation_Stagecoach Rd Trail.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 14902

Existing Employment Within One Mile (Integer Only) 7944

Upload the "Population Summary" map

1702501717211_Population-Employment Summary_Stagecoach Rd Trail.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 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:

The neighborhoods around the proposed project are diverse. According to census data, of the three census tracts within half a mile of the project corridor, 37 percent of residents are Black, Indigenous, and People of Color (9% Hispanic or Latino, 12% Black, and 11% Asian), with one tract containing 44 percent BIPOC residents. Almost 30 percent of residents in one of the census tracts that would include the proposed trail are within 185 percent of the Federal poverty level, with 18 percent total in all three tracts. Children under 18 years of age make up 26 percent of the population. Older adults, 65 and up, make up eight percent of the population. Eight percent of residents have a disability.

Red Oak Elementary School is less than a mile from the southern extent of the project corridor. Out of all students, 27 percent are Black or African American, 17 percent are Hispanic or Latino, and 12 percent are Asian. Almost 60 percent of students qualify for free or reduced-price meals, about 30 percent are English learners, and 17 percent are in special education.

The city uses public engagement to ensure all residents can participate in community planning activities. The Stagecoach Rd trail is identified in the City of Shakopee's 2040 Comprehensive Plan (Envision Shakopee) as one of only five "prominent gaps" in the City's trail network, and the plan recommends a future bicycle and pedestrian trail project for this corridor (see Attachment F). The Southbridge area is geographically and physically separated from the rest of Shakopee, which was identified as issue of concern during public engagement for the Comprehensive Plan. Stagecoach Rd would be the only walking and biking connection across US 169 on the east side of Shakopee. Engagement suggested a desire for a high-quality facility here. Although it serves as a vital transportation link between Savage and the Minnesota River trail crossing near US 169, Stagecoach Rd is one of very few major streets in the city without an adjacent trail.

The planning process behind Envision Shakopee included a significant community engagement process aimed at ensuring representation of community aspirations. In December 2022, an open house for this project was held at Shakopee City Hall to hear from community members. Most attendees were in support of the project and all who completed a questionnaire were in support of an off-street option. Respondents reported they would use the trail for walking, biking, and snowmobiling. In addition to the open house, the city used several tools and strategies to broaden community input for this plan, including hosting public input meetings, using plain language communication, developing videos, using various locations for meetings and events, and building partnerships.

(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:

Residents that live in census tracts adjacent to the corridor - which include 37 percent of residents that identify as Black, Indigenous, and People of Color - will greatly benefit from the proposed project. Currently, people walking or bicycling must travel along the shoulder of Stagecoach Rd. The proposed trail would provide a dedicated space for pedestrians and bicyclists that would be separated from the motor vehicle traffic by 12 feet. The trail would also include updated crossings and ADA compliant curb ramps at every intersection and commercial drive along the trail corridor. This will greatly improve pedestrian and bicycle safety and mobility. The trail will be especially beneficial to users in the wintertime when the existing roadway shoulders are often narrowed due to snow windrows and pedestrians are forced to walk closer to the travel lanes.

The trail will allow nearby residents who cannot drive a personal motor vehicle due to age, disability, or costs - including low-income populations, children, people with disabilities, youth, and older adults - to more easily walk or bike to the transit service. The Southbridge Crossings MMTA Park & Ride location provides an express service to downtown Minneapolis and a connection to the Marschall Road transit station. Both of those routes provide residents with transit access to jobs and other important destinations.

The trail would also provide a safe connection to other existing sidewalks and trails which could also improve public health for BIPOC residents of this area by connecting more homes and more people to recreational amenities. Providing an additional modal option would allow more people to choose to walk along this corridor rather than drive for short trips.

This project would improve connections to nearby destinations such as jobs, schools, parks, trails, health care, and more. The Stagecoach Rd corridor connects residents in the City of Shakopee to several community destinations and employment centers, including the Minnesota Valley Transit Authority (MNTA) park and ride. The project will fill a trail gap on the corridor that was identified in the City of Shakopee 2040 Comprehensive Plan (Envision Shakopee) as a "prominent gap" (see Attachment F). The new trail will benefit disadvantaged communities, particularly those who rely on transit, walking, or biking for transportation by making it easier and safer to walk or bike along the corridor and reach jobs and other destinations such as the industrial businesses south of Highway 169 and the Minnesota Valley State Trail.

There are no expected negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults.

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 297 publicly subsidized rental housing units in census tracts within half a mile. Additionally, there are naturally-occurring affordable housing (NOAH) developments in this area.

The Stagecoach Road Corridor is adjacent to the desirable Southbridge area where ongoing commercial and residential development is occurring. A new affordable apartment community (Core Crossings) is located directly on the project corridor. The trail will allow low-income residents of Core Crossing to easily walk or bike directly to the Southbridge Crossings MTA Park & Ride location at the corner of Stagecoach Road and Crossings Blvd. This station provides access to an express service to downtown Minneapolis and a connection to the Marschall Road transit station. Both of those routes provide residents with transit access to jobs and other important destinations. Residents of Core Crossings will also have easy access to the industrial area north of US 169 and the regional and state trails that connect near the northern terminus of the proposed trail such as the Canadian Pacific Rail Regional Trail, Minnesota Valley State Trail, and the Minnesota River Bottoms Trail.

The aging industrial and warehouse uses east of Stagecoach Road have potential for long-term redevelopment as part of a mixed-use employment center, for which that area is zoned. West of Stagecoach Rd south of US 169 is zoned for mixed residential and mixed-use center, which could result in increased housing opportunities. Redevelopment of these areas would benefit from the proposed trail and the proximity to the Southbridge Crossings Park & Ride.

(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): Yes

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

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

1702502214491_Socio-Economic Conditions_Stagecoach Rd Trail.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:

The project improves regional bicycle system connectivity and safety in several ways. First, the proposed trail along Stagecoach Rd fills a gap in the regional bicycle system, which is identified as a Tier 2 RBTN alignment. The route also connects to a RBTN Tier 1 alignment on the north side of CSAH 101. In addition, the project is located within two separate Tier 2 Expressway Barrier Crossing Areas - one centered on CSAH 101, and the other centered on CSAH 21. The project also makes improvements to the Stagecoach Rd bridge over US 169, which is the sole walking and biking connection across US 169 on the eastern end of Shakopee. The proposed trail will provide a crucial non-motorized link between Shakopee and the trail crossing of the Minnesota River to the Tier 1 RBTN corridor in Bloomington.

Completing this trail gap will connect the east end of Shakopee to the Minnesota Valley State Trail, as well as major employers, allowing residents to walk or bike to work. Valleyfair, a popular regional destination for recreation and employment, is located just 1.5 miles to the west of the project area. There is an existing trail (the Minnesota River Bottoms Trail) on the north side of CSAH 101 that connects Valleyfair and the project area. Developing the proposed trail along Stagecoach Rd will create a seamless trail connection and allow more Shakopee residents that live south of US 169 to walk or bike to Valleyfair.

In addition to crossing two highway barriers (CSAH 101 and US 169) the proposed trail also crosses a railroad barrier located under US 169. There are currently no pedestrian crossing facilities at the railroad, nor do the gate arms offer the appropriate signage or protection for pedestrians in the event of a train. The proposed project includes an enhanced railroad crossing, which includes the dedicated 10-foot-wide trail and an extended crossing surface over the railroad tracks. The project will also make improvements to the transit depot site to better define the driveway entry, which will help reduce conflicts with trail users.

(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

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

Tier 2

Yes

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)

Measure B: Deficiencies corrected or safety problems addressed

Response:

There are several horizontal curves on this stretch of Stagecoach Road that do not meet the 45-mph design speed and create challenging sightlines and poor visibility for motorists, pedestrians, and bicyclists. When people walk or bike on the shoulder of Stagecoach Rd, it can be difficult for motorists to see as they come around corners, particularly where the corridor shifts from east-west to south-north near Hwy 101 / US 169. The corridor does not have any marked crossings, so pedestrians may cross the roadway at any point on the corridor which is unexpected for drivers. The corridor also does not have roadway lighting, further decreasing safety for pedestrians.

The existing roadway has a rural section with shoulders of varying widths, a 45-mph speed limit, and both railroad and bridge crossings (see Attachment E for existing conditions photos). There are no dedicated walking or biking facilities on the corridor, forcing pedestrians to walk on the shoulder (shoulder width varies) or on the grass/gravel on the edge of the roadway. Heavy industrial land use in the area generate considerable heavy vehicle traffic. This contributes to the uncomfortable environment for people walking and biking. Walking conditions are particularly challenging in the winter when snow and ice accumulates on the roadway shoulder.

The proposed off-road bituminous path with upgraded crossings will improve user safety and comfort. According to the FHWA, shared use paths improve safety and mobility for pedestrians and are a proven safety countermeasure, reducing crashes involving pedestrians walking along roadways by 65-89% (<https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>). The path will provide pedestrians and bicyclists approximately 12 feet of separation from car and truck traffic (6-ft boulevard plus 6-ft shoulder), reducing the safety concerns associated with the horizontal curves, narrow shoulders, truck traffic, and high speeds.

The change from a rural roadway to an urban roadway with curb and gutter will also increase safety and comfort for users, providing vertical separation from the roadway. The trail will be especially beneficial to users in the wintertime when the existing roadway shoulders are often narrowed due to snow windrows and people walking are forced to walk closer to the travel lanes. Additional project improvements include new curb ramps at all street and commercial drive intersections, and an enhanced railroad crossing.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The proposed design incorporates a Complete Streets design philosophy by balancing the modes of all users on Stagecoach Rd - people walking, bicycling, driving, and riding MVTAs buses. The proposed trail provides a critical connection to MVTAs Southbridge Crossing Station on the south end of the corridor, serving MVTAs Route 490. This new connection will make it easier for Shakopee residents to walk or bike to the transit station and ride the bus to downtown Minneapolis. The corridor design will continue to accommodate motor vehicle traffic while making much needed improvements for pedestrians and bicyclists and increasing connectivity for transit riders to access the MVTAs Station. In addition, the project includes new ADA-compliant curb ramps at every intersection and commercial drive along the trail corridor.

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

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

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:

The City of Shakopee held an open house in December 2022 at their City Hall to present project information, gather feedback from stakeholders and community members, and answer questions. City staff discussed project details, trail and road accommodations, current project layouts and more. Postcards were sent to over 370 addresses near the project corridor. A total of ten community members attended the open house and seven filled out questionnaires. Most attendees were in support of the project. Staff presented two design options - one option with on-street bike lanes, and one with an off-street trail. All community members who completed a questionnaire supported the off-street option. Respondents reported they would use the trail for walking, and biking. There were a variety of responses for questions pertaining to trail use and experiences for living directly next to Stagecoach Road. The responses from community members at this event influenced the City's decision to move forward with the off-street trail option.

In addition, the trail is specifically identified in the City of Shakopee 2040 Comprehensive Plan (Envision Shakopee) as a trail gap corridor and recommends a future bicycle and pedestrian trail project for this corridor (See Attachment F, Figure 4.49). The proposed trail project is identified as one of only five "prominent gaps" in the City's trail network (see second page of Attachment F). The planning process behind Envision Shakopee included a significant community engagement process to ensure the plan represents the community's aspirations. The proposed trail is also identified as a Tier 2 alignment in the Regional Bicycle Transportation Network (RBTN) in the adopted Met Council 2040 Transportation Policy Plan.

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

1702502784495_Attachment A - Preliminary Project 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/archeological properties in the project area.

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun Yes

50%

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

0%

Measure A: Cost Effectiveness

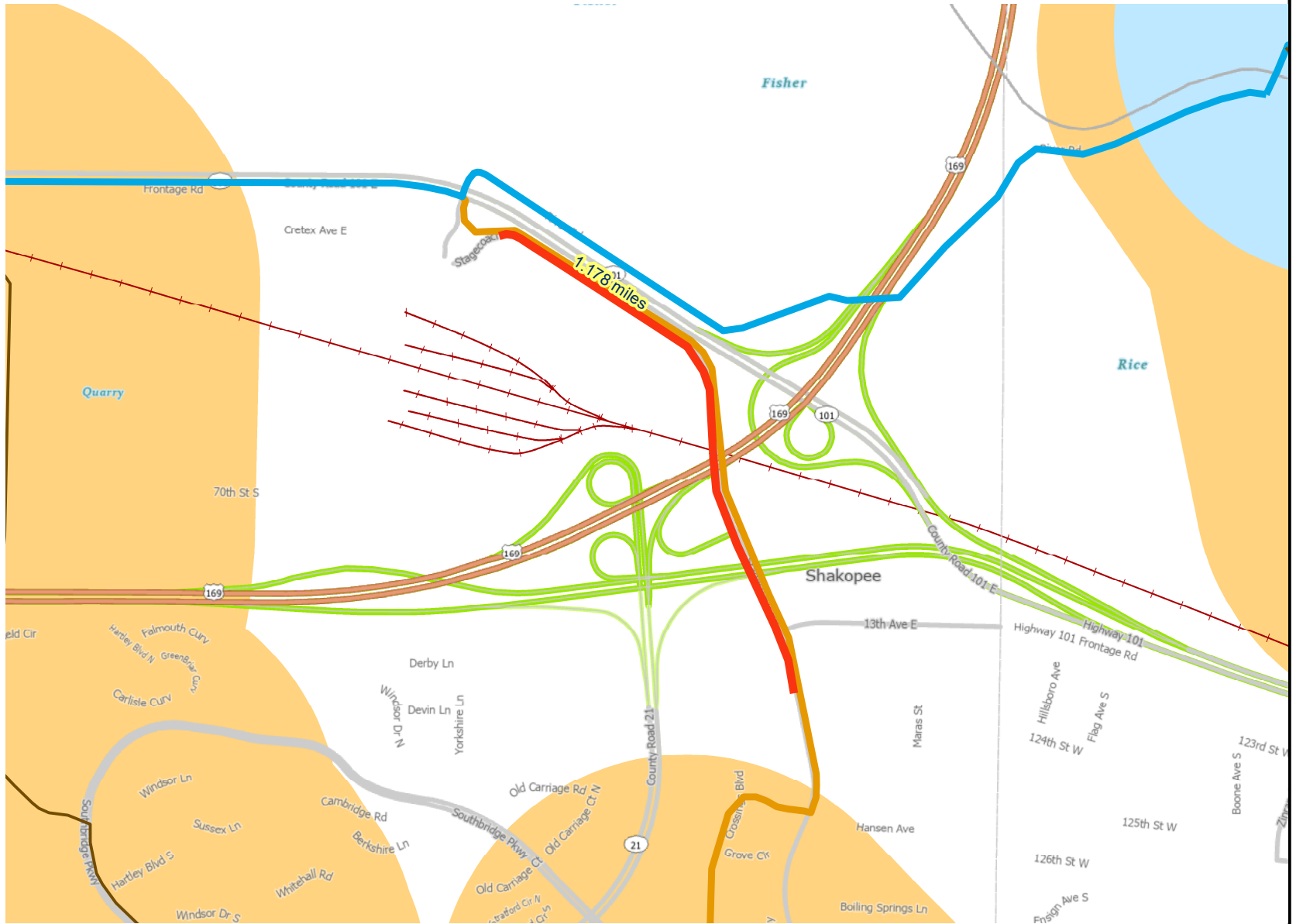
Total Project Cost (entered in Project Cost Form):	\$750,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$750,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00






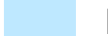



Other Attachments

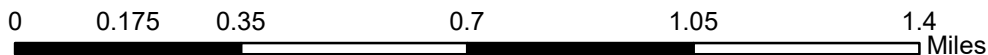
File Name	Description	File Size
Attachment B - Project Location Map.pdf	Project Location Map	1.1 MB
Attachment C - Regional Bicycle Transportation Network Map.pdf	Regional Bicycle Transportation Network	4.6 MB
Attachment D - Typical Section and Graphics.pdf	Typical Sections and Graphics	450 KB
Attachment E - Existing Conditions Photos.pdf	Existing conditions photographs	697 KB
Attachment F -Shakopee Comprehensive Plan_p. 267 and p. 276.pdf	Shakopee Comprehensive Plan	885 KB
City of Shakopee - Snow Removal Commitment.pdf	City of Shakopee - Snow Removal Commitment	173 KB
City resolution_Signed R2023-143.pdf	Shakopee City Council Resolution Approving Grant Application	298 KB
MnDOT Letter of Support_2024 Regional Solicitation_Shakopee_169.pdf	MnDOT Letter of Support	208 KB
Stagecoach Rd Trail_One-page Summary.pdf	One-page project summary	308 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Stagecoach Rd Trail | Map ID: 1701725715344



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



Created: 12/4/2023
LandscapeRSA6



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



Population/Employment Summary

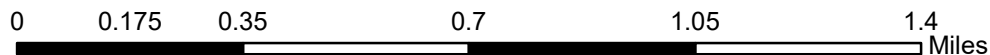
Multiuse Trails and Bicycle Facilities Project: Stagecoach Rd Trail | Map ID: 1701725715344

Results

Within ONE Mile of project:
 Total Population: 14902
 Total Employment: 7944



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 12/4/2023
 LandscapeRSA4



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



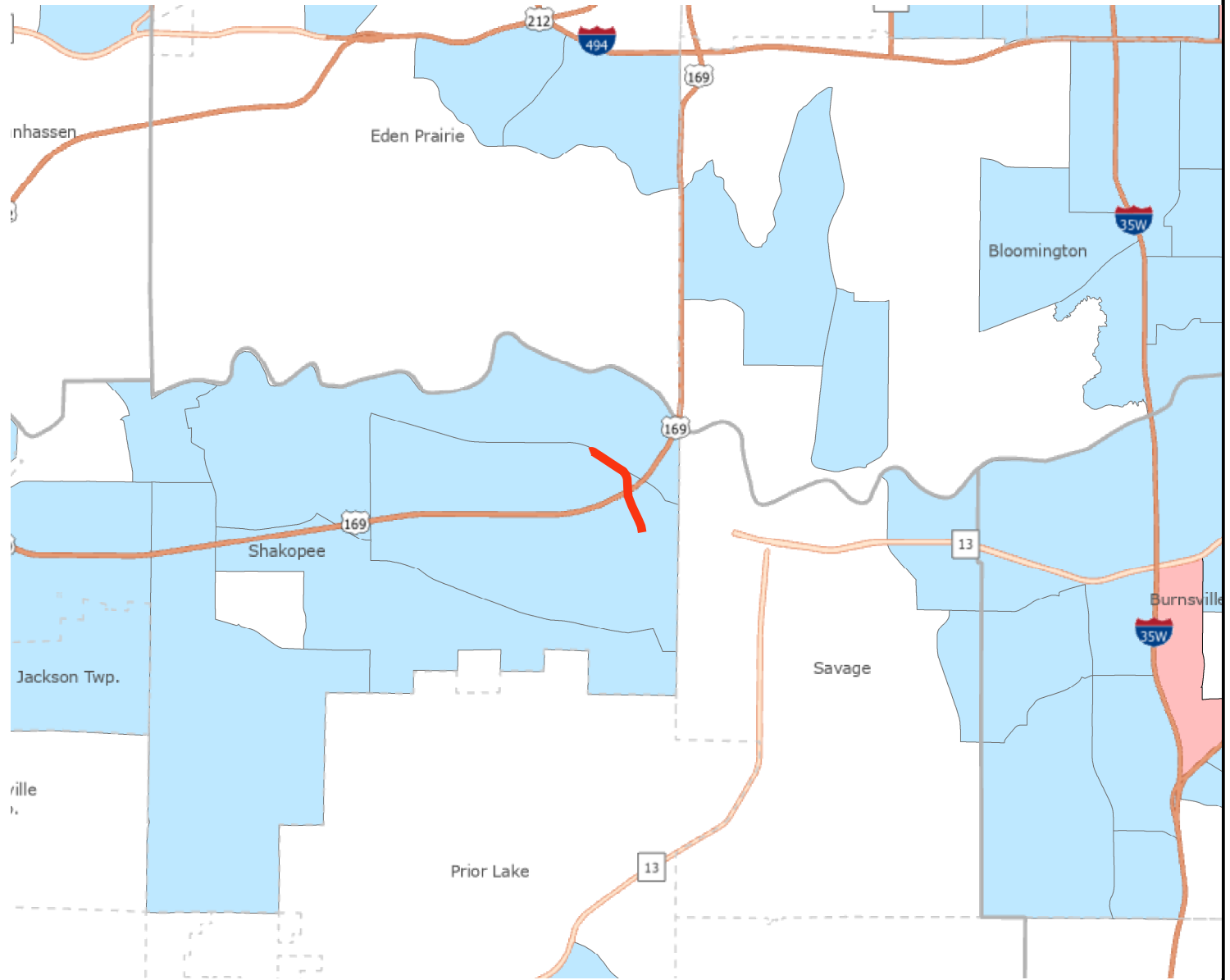
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Stagecoach Rd Trail | Map ID: 1701725715344

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 297

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 12/4/2023
LandscapeRSA2



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



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Stagecoach Rd Trail | Map ID: 1701725715344



Results

Transit with a Direct Connection to project:

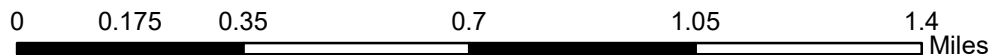
490 493 495 498

*Highway 169

*indicates Planned Alignments

Transit Market areas: 3, 4

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | 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 | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 12/4/2023
LandscapeRSA3

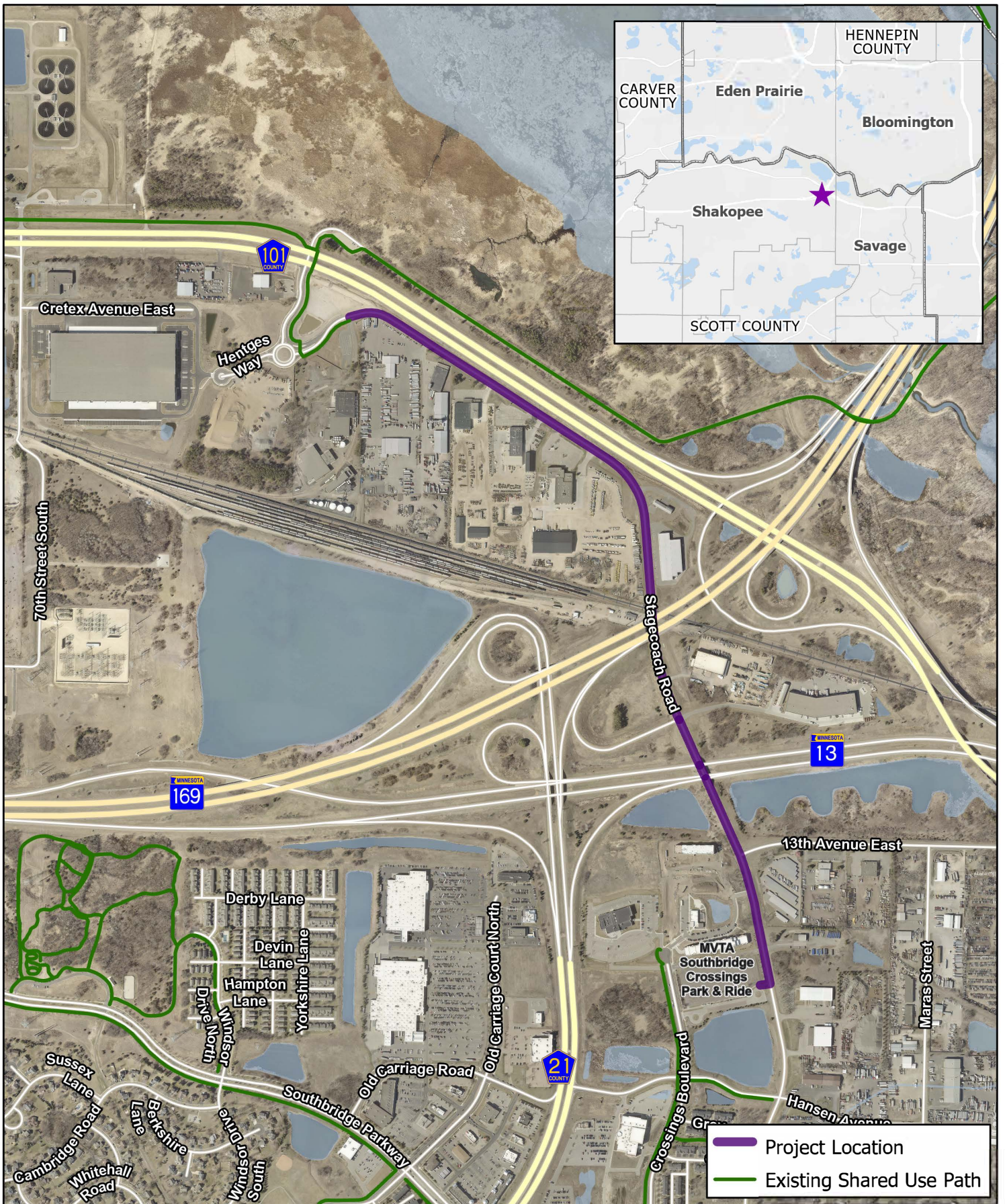


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



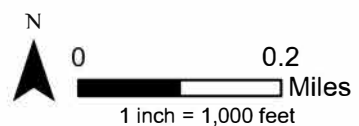
Stagecoach Road Improvements
City of Shakopee, Minnesota

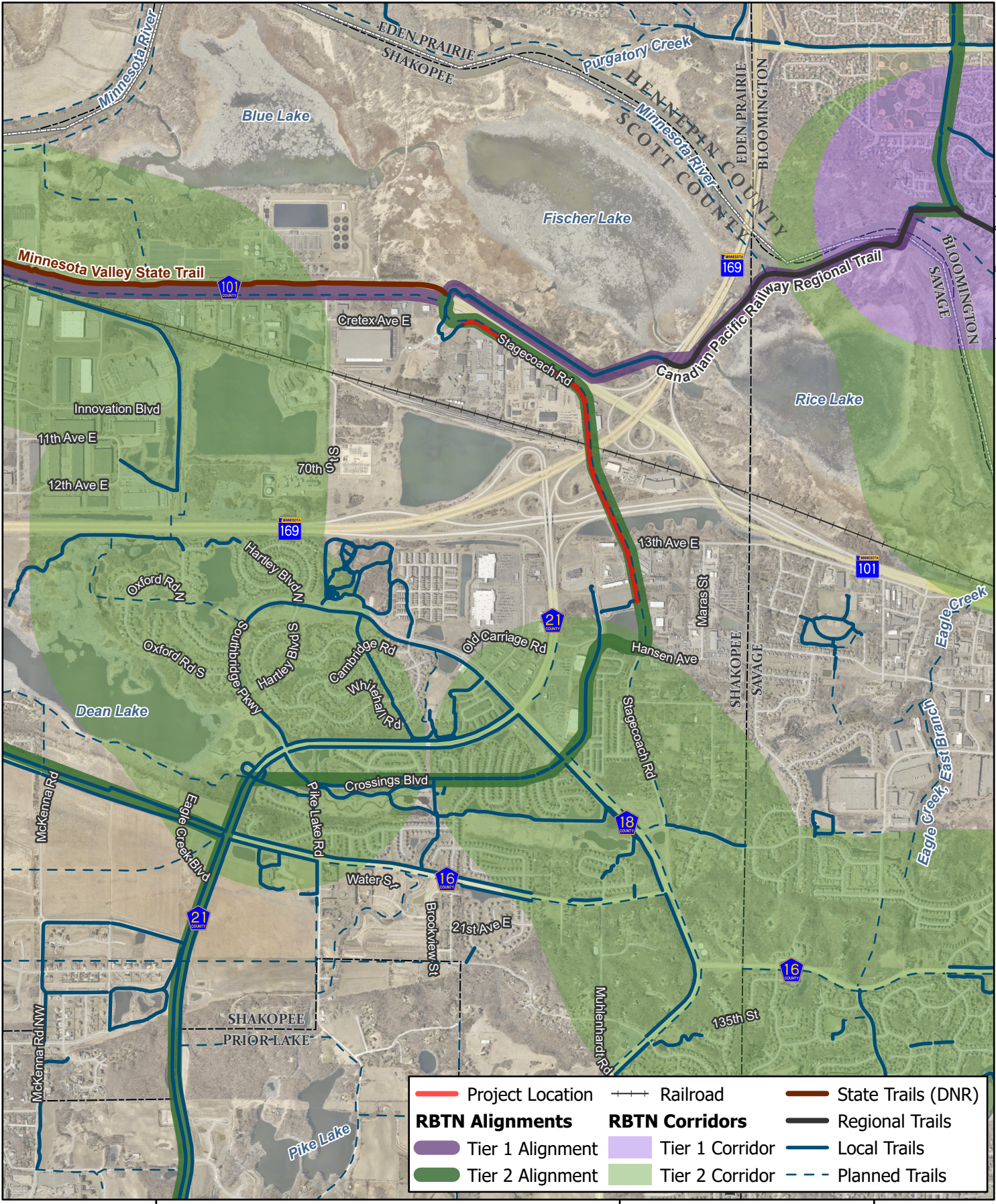




Attachment B - Project Location Map

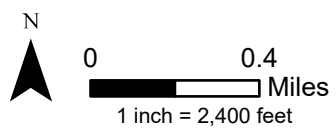
Stagecoach Rd Trail
City of Shakopee





Attachment C: Regional Bicycle Transportation Network Map

2024 Regional Solicitation
City of Shakopee, MN



Attachment D – Typical Section and Graphics

Stagecoach Road Trail Project – City of Shakopee

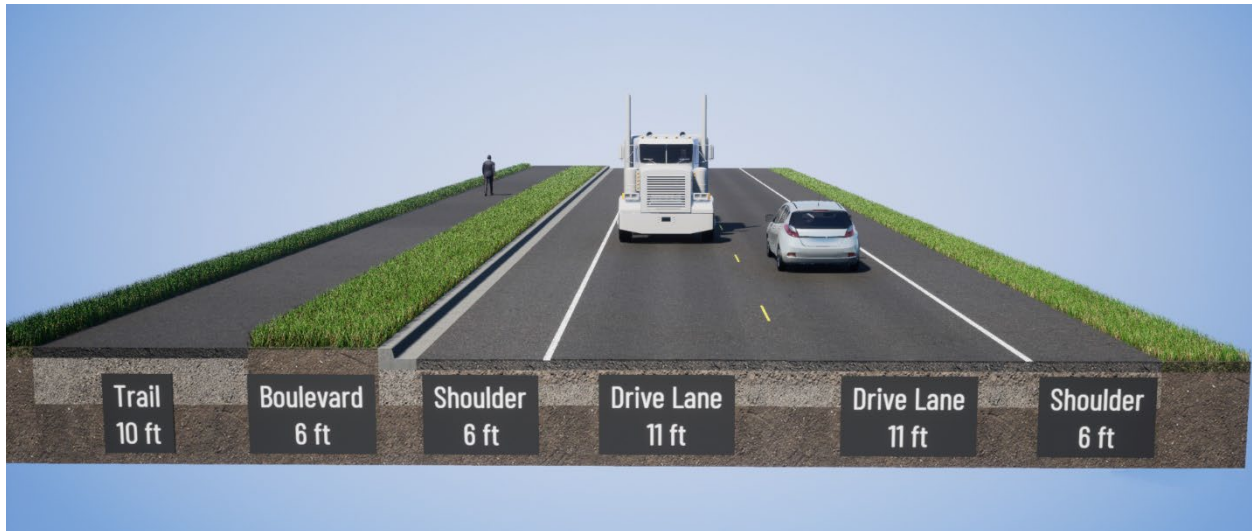


Figure 1: Typical section with trail on west/south side of road. The design meets design guidance outlined in the MnDOT Bicycle Facility Design Manual.



Figure 2: Perspective view of the trail on the east side of the road.

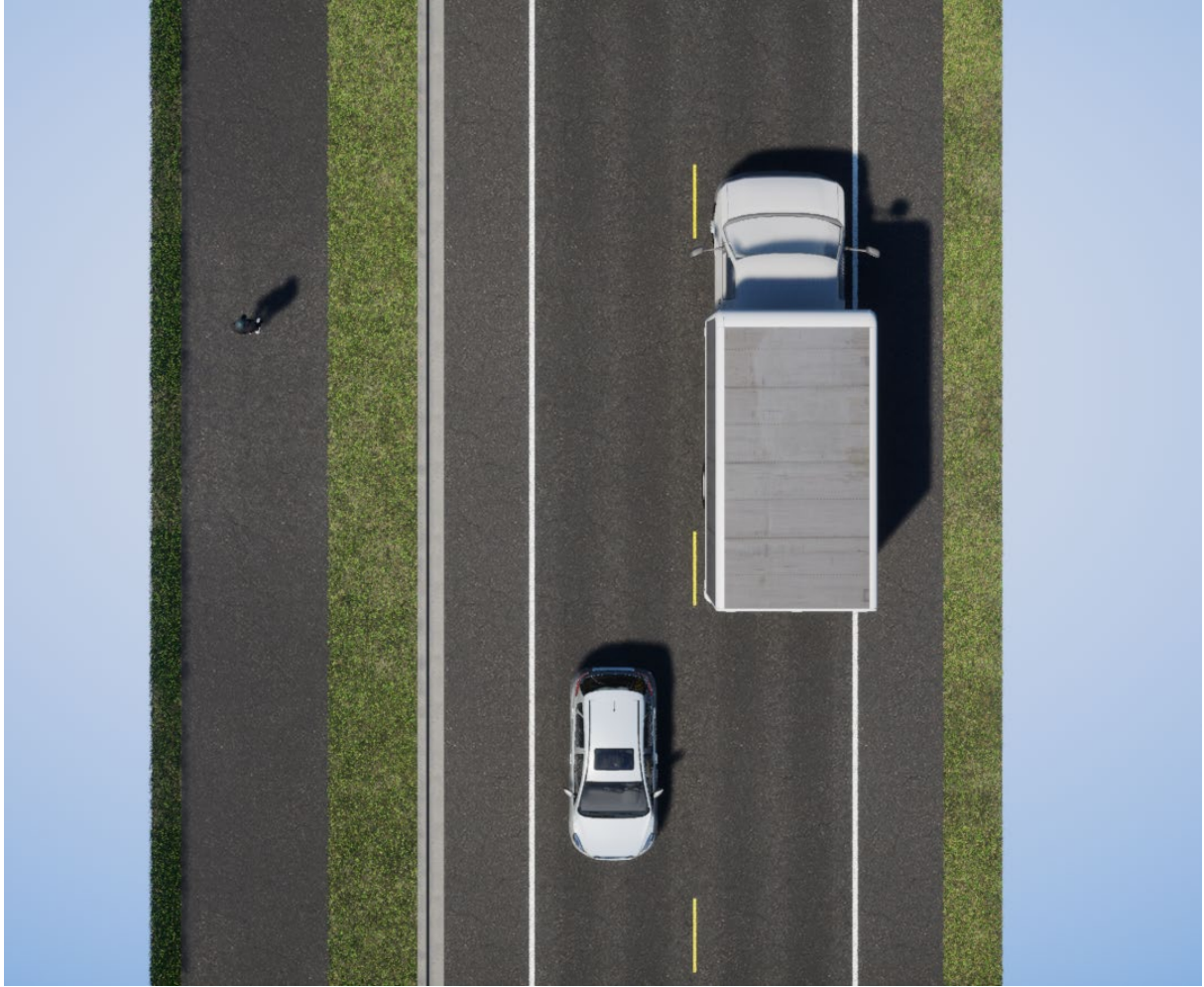


Figure 3: Overhead view of the trail and roadway

Attachment E – Existing Conditions Photos



Figure 1: The horizontal curve in the roadway can create safety and visibility challenges with pedestrians walking on the shoulder.



Figure 2: Location where the existing trail ends and the new trail will begin on the north/west end of the corridor.



Figure 3: Narrow shoulders and drainage ditches along Stagecoach Rd.



Figure 4: Truck and large vehicle traffic along the corridor make walking and bicycling uncomfortable.

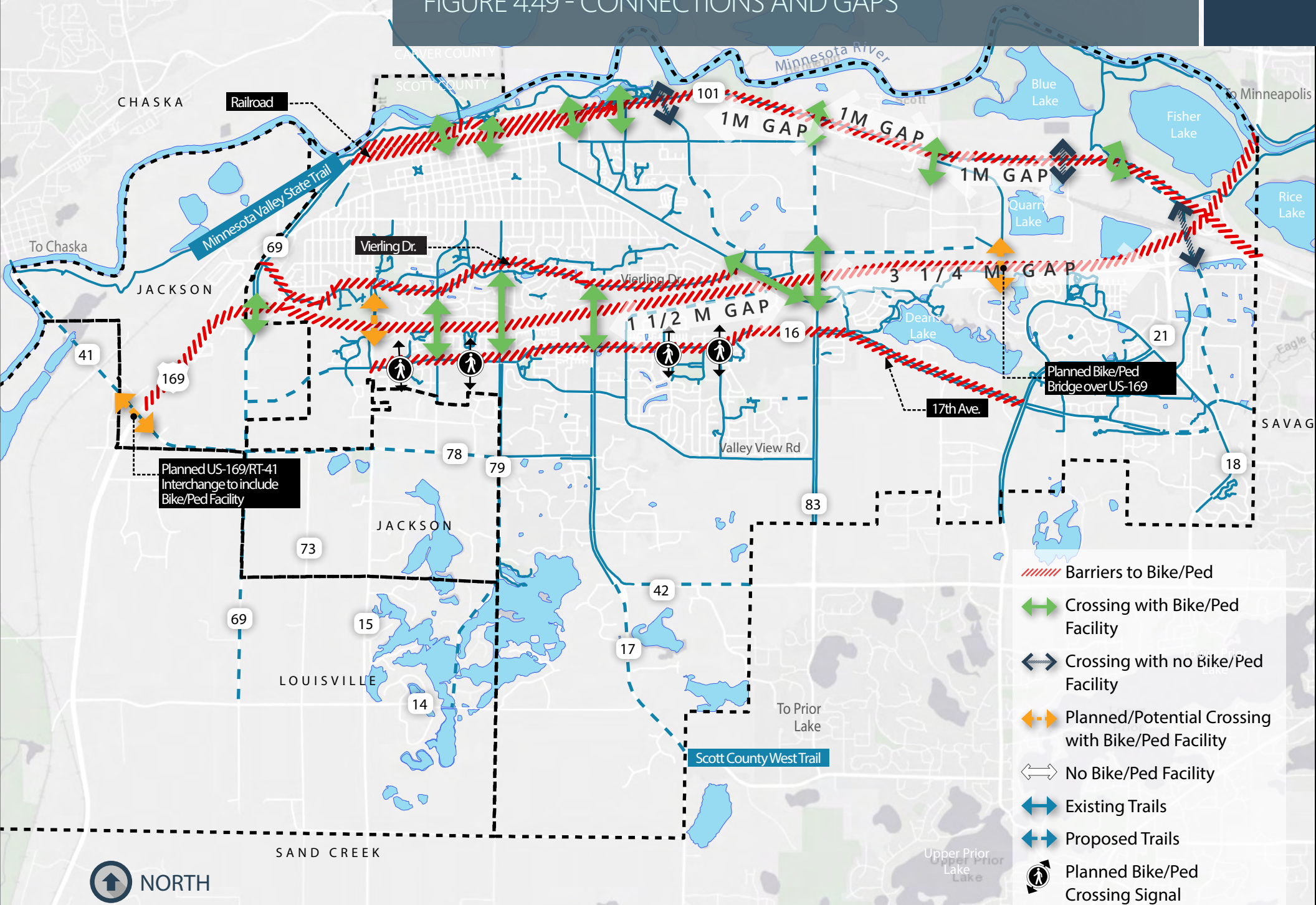


Figure 5: The new trail will provide an improved crossing over the railroad tracks and under Highway 169.



Figure 6: The southern end of the corridor at Stagecoach Rd and 13th Ave.

FIGURE 4.49 - CONNECTIONS AND GAPS



FILL IN TRAIL GAPS

While trail coverage in Shakopee is extensive, a handful of prominent gaps remain. Following is a list of those gaps and potential future improvements:

- » The bridge connecting Memorial Park and the Minnesota Valley State Trail has been closed off for several years. Without this bridge, there is a gap between this trail and the HWY 101 Trail, reducing east/west connectivity for bicyclists.
- » Stagecoach Road is the sole walking and bicycling connection across HWY 169 on the eastern end of Shakopee. It provides a crucial nonmotorized link between Savage and the trail crossing of the Minnesota River near HWY 169; yet it is one of only a handful of major streets in Shakopee without a parallel trail within its right-of-way.
- » A combination of trail segments through neighborhoods provide an east/west route between Marystown Road and Eagle Creek Boulevard. However, the trail ends at Hauer Trail about 300 feet before Eagle Creek Boulevard. The intersection at Hauer Trail/Eagle Creek Boulevard does not provide a comfortable crossing to the trail along Eagle Creek Boulevard.
- » Within Shakopee's historic core, where trail design and construction is made more complicated by frequent intersections and driveway crossings, on-street facilities such as bike lanes or bicycle boulevards could provide an option for people bicycling, with sidewalks accommodating pedestrians.
- » Eagle Creek Blvd on the east side of town, Marystown Road interchange, West side of Marschall Road crossing 169, Canterbury Road between HWY 101 and 12th Avenue.





November 21, 2023

Elaine Koutsoukos
Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

**RE: 2024 Regional Solicitation Multiuse Trails and Bicycle Facilities Application
Year-Round Maintenance Commitment for Proposed Multiuse Trail Along Stagecoach Rd**

Ms. Koutsoukos,

The City of Shakopee is submitting this 2024 Regional Solicitation grant application for a multiuse trail along Stagecoach Road from the roundabout just south of CR 101 to the Southbridge Crossings MVT Station. The off-road bituminous path will provide a much higher level of safety and comfort for people walking, biking, and rolling. The path will provide pedestrians and bicyclists physical separation from car and truck traffic which will help with the safety concerns associated with the horizontal curves, narrow shoulders, truck traffic, and high speeds along the roadway.

If the City is awarded federal funding through the Multiuse Trails and Bicycle Facilities category, the City commits to providing snow and ice removal along the proposed multiuse trail to support year-round bicycle and pedestrian use. Winter maintenance is a high priority for the City of Shakopee to ensure the safe and accessible facilities for users. Beyond this letter of commitment, the City has a detailed snow plowing and ice control policy, which can be viewed online at:

<https://www.shakopeemn.gov/home/showpublisheddocument/414/635224541437230000>

The City also has a Sidewalk/Trail Snow Plowing Map. The proposed Stagecoach Rd trail will be added to this map after it is constructed:

<https://www.shakopeemn.gov/home/showpublisheddocument/6112/638325226399330000>

Sincerely,

Alex Jordan
City Engineer, City of Shakopee
485 Gorman St.
Shakopee MN 55379

INNOVATING. ENTERTAINING. THRIVING.

Department of Engineering | 485 Gorman St., Shakopee, MN 55379 | Phone: 952-233-9300 | Fax: 952-233-3801 | www.ShakopeeMN.gov

RESOLUTION R2023-143
RESOLUTION AUTHORIZING CITY TO SUBMIT APPLICATION TO THE METROPOLITAN COUNCIL FOR 2024
REGIONAL SOLICITATION GRANT APPLICATION

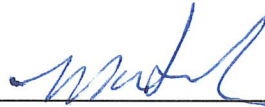
WHEREAS, the City Council of the City of Shakopee supports the application made for the Stagecoach Road Improvement Project to the Metropolitan Council for the 2024 Regional Solicitation Multiuse Trail and Bicycle Facilities Grant.

WHEREAS, the Stagecoach Road Improvement Project is included in the City's adopted Capital Improvement Plan, and

WHEREAS, the grant opportunity will help close the funding gap and allow the City to implement necessary multimodal transportation safety improvements.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA AS FOLLOWS: if the City of Shakopee is awarded a grant by the Metropolitan Council, the City of Shakopee agrees to accept the award and may enter into an agreement with the Metropolitan Council for the above referenced project. The City of Shakopee will comply with all applicable laws, requirements and regulations as stated in the grant agreement.

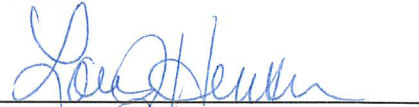
Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 4th day of December 2023.



Mayor of the City of Shakopee

Prepared by:
City of Shakopee
485 Gorman Street
Shakopee, MN 55379

ATTEST:



City Clerk

12/07/2023

Alex Jordan
City Engineer, City of Shakopee
485 Gorman St.
Shakopee MN 55379

**Re: MnDOT Letter for The City of Shakopee
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request construction of a trail on Stagecoach Road**

Dear Alex Jordan,

This letter documents MnDOT Metro District's recognition for The City of Shakopee to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the construction of a trail (including bridge work) on Stagecoach Road.

The proposed project includes construction of a trail on Stagecoach Road from the roundabout just south of CR 101 to the Southbridge Crossings MVTA Station. As proposed, this project impacts MnDOT right-of-way, specifically the Stagecoach Road Bridge over US 169. As the agency with jurisdiction over US 169, MnDOT will allow the City of Shakopee to seek improvements proposed in the application, provided coordination and review by MnDOT's bridge office. If funded, details of any future maintenance agreement with the City of Shakopee will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to South Area Manager Bryant Ficek at bryant.ficek@state.mn.us or 651-443-2564.

Sincerely,

Sheila Kauppi, PE
Metro District Engineer

CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer

Project Name: Stagecoach Rd Trail

Applicant: City of Shakopee

Project Location: 500 ft east of the roundabout located south of the intersection of CR101 to the Minnesota Valley Transit Station

Total Project Cost: \$750,000

Requested Federal Award Amount: \$600,000

Local Match: \$150,000



Project Description

The City of Shakopee is proposing to fill a gap in the local and regional walking and biking network by constructing a new 10' shared use path on the south/east side of Stagecoach Rd between the roundabout at the intersection of CSAH 101 and then heading east and south approximately 950 feet south of 13th Avenue, connecting to the Minnesota Valley Transit Authority (MVTA) Station. The project includes new curb and gutter on the roadway, a 6' boulevard space between the curb and the trail, a 6' shoulder, and new ADA pedestrian ramps at all street and commercial drive intersections. The trail connects to the existing trail on the south side of Stagecoach Rd near the new roundabout on the northern end of the corridor. The trail is located on an RBTN Tier 2 alignment.



Existing conditions along Stagecoach Rd

Project Benefits

- Fills a gap in the regional bicycle transportation network (RBTN): Located on RBTN Tier 2 alignment and connection to Tier 1 RBTN corridor on north side of CSAH 101
- Reduces risk of crashes and conflicts between bike/peds and vehicles
- 12 feet of separation from car and truck traffic (6' boulevard plus 6' shoulder)
- Improves access to a mix of destinations and land uses
- ADA curb ramps at all street and commercial drive intersections
- Boulevard between the curb and trail for snow storage
- Direct connection to MVTA Station
- Connects the east end of Shakopee to the recreational Minnesota Valley State Trail, as well as major employers
- Non-motorized connection to Valleyfair and several commercial businesses
- Improved crossing over the railroad located just north of US 169

