



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20502 - Hardwood Creek Regional Trail Extension
Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

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

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

Organization Information

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: PUBLIC WORKS
11660 MYERON RD

County: STILLWATER Minnesota 55082
City State/Province Postal Code/Zip

Phone: Washington 651-430-4325
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PeopleSoft Vendor Number 0000028637A10

Project Information

Project Name Hardwood Creek Regional Trail Extension

Primary County where the Project is Located Washington

Cities or Townships where the Project is Located: City of Hugo

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The Hardwood Creek Regional Trail is a north-south multiuse trail in northwestern Washington County. The trail connects to the Sunrise Prairie Regional Trail in Chisago County to the north and will link with the Bruce Vento Regional Trail in Ramsey County to the south, meaning trail users will one day be able to travel 40+ miles between Downtown Saint Paul and Downtown North Branch on a dedicated trail.

Within Washington County, the Hardwood Creek Regional Trail traverses residential areas, natural areas, and commercial areas along the west side of Highway 61. The existing trail is constructed primarily on 11 miles of former railroad right-of-way, extending from the Washington/Chisago County Line in Forest Lake to 130th Street in Hugo. A one-mile gap in the trail exists due to the rail line remaining active between 130th Street and Fenway Boulevard and the Washington-Ramsey County line at 120th Street.

Washington County's proposed project will address the Hardwood Creek Regional Trail gap by extending the trail 0.6 miles, from 130th Street to 125th Street. In order to accommodate the trail, the project also proposes a minor reduction in width of Falcon Court Falcon Avenue. A future second phase will address the remaining gap segment, 125th Street to 120th Street.

With the implementation of the proposed project, Washington County will provide a safe, accessible, and continuous trail that will serve as a key link in the region's trail network.

(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. FROM 130TH ST AND FENWAY BLVD TO 125TH ST AND FALCON CT, CONSTRUCT HARDWOOD CREEK REGIONAL TRAIL FOR PEDS AND BIKES

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.6
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 \$580,238.00

Match Amount \$503,525.00

Minimum of 20% of project total

Project Total \$1,083,763.00

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

Match Percentage 46.46%

Minimum of 20%

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

Source of Match Funds County Funds

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

Preferred Program Year

Select one: 2028, 2029

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

Additional Program Years: 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

Washington County

Name of Trail/Ped Facility:

Hardwood Creek Regional Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

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

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

From:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

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

To:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

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

In the City/Cities of:

(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:

130th Street North and Fenway Boulevard North

To:

125th Street North and Falcon Court North

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Yes

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Yes

Other (do not include incidental items)

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

55038

Approximate Begin Construction Date (MO/YR)

04/01/2026

Approximate End Construction Date (MO/YR)

11/30/2026

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

0.6

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

0.6

Is this a new trail?

Yes

Requirements - All Projects

All Projects

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

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

Yes

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

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

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

Goal A: Transportation System Stewardship (Page 2.2). Objective A (Page 2.2), Objective B (Page 2.2), Strategy A1 (Page 2.2).

Goal B: Safety and Security (Page 2.5). Objective A (Page 2.5), Strategy B1 (Page 2.5).

Goal C: Access to Destinations (Page 2.10), Objective A (Page 2.10), Objective E (Page 2.10), Strategy C2 (Page 2.11), Strategy C4 (Page 2.14).

Goal D: Competitive Economy (Page 2.26), Objective B (Page 2.26), Strategy D1 (Page 2.26), Strategy D3 (Page 2.27).

Goal E: Healthy and Equitable Communities (Page 2.30). Objective C (Page 2.30), Objective D (Page 2.30), Strategy E3 (Page 2.31), Strategy E6 (Page 2.34).

Goal F: Leveraging Transportation Investment to Guide Land Use (Page 2.35). Objective C (Page 2.35), Strategy F7 (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 - City of Hugo 2040 Comprehensive Plan (2019) (p.136, p.147, p.304)

- Washington County 2040 Comprehensive Plan (2020) (p. 7-42)

- Hardwood Creek Regional Trail Master Plan (2013)

- Washington County 2024-2028 Capital Improvement Plan (p.51)

- Washington County Bike and Pedestrian Plan (2021) (p.4-9)

- Metropolitan Council Regional Parks Policy Plan (2018) (p.47)

(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: 06/18/2015

Link to plan: <https://www.co.washington.mn.us/DocumentCenter/View/7981/Cover-page?bidId=>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$4,497.00
Removals (approx. 5% of total cost)	\$6,702.00
Roadway (grading, borrow, etc.)	\$7,143.00
Roadway (aggregates and paving)	\$42,856.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$25,661.00
Traffic Control	\$4,410.00
Striping	\$0.00
Signing	\$2,205.00
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	\$28,218.00
Other Roadway Elements	\$0.00
Totals	\$121,692.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$352,728.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
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	\$105,818.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$458,546.00

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: Potential eligible items include erosion control/landscaping related to the turf excavation and embankment and turf restoration. Together, these items are estimated to constitute \$50,000 to \$75,000 in PROTECT-eligible costs.

Totals

Total Cost	\$580,238.00
Construction Cost Total	\$580,238.00
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 1702563391764_Attachment E_Make-a-Map Project to RBTN Orientation.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 10224

Existing Employment Within One Mile (Integer Only) 2197

Upload the "Population Summary" map 1702563459352_Attachment D_Make-a-Map Population_Employment Summary.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 proposed Hardwood Creek Regional Trail (HWCRT) extension project area consists of populations relevant to Metropolitan Council's equity goals. According to U.S DOT's Screening Tool for Equity Analysis of Projects (STEAP), within ½ mile of the project nearly 10% of residents identify as people of color, 13% are aged 65 and older, 8% have a disability, and 20% of households have access to one or less cars. These characteristics are associated with higher transportation burdens, which are reduced with access to safe and accessible multimodal facilities.

Within the regional context, it is vital that multimodal networks serve elderly and mobility-restricted populations. Between the aging of the baby-boomer generation and longer life expectancies, much more of the region's population will be 65+ by 2050, at 22% (up from 15% in 2020). This trend will be more pronounced in the project area, with Washington County projected to double its 65+ population from 2015 to 2040.

The proposed project is a result of the 2013 HWCRT master plan. As part of this planning process, the general public, community organizations, and nearby residents had opportunities to provide input. As a requirement through the Regional Parks Policy Plan, master plan outreach included engagement to underserved populations.

The proposed project is identified as a key gap within multiple planning documents, all of which included extensive public engagement that sought to minimize barriers to underserved populations. These plans include the 2040 Hugo Comprehensive Plan (2019) and the Washington County 2040 Comprehensive Plan (2018) and Bicycle and Pedestrian Plan (2020).

In 2021, Washington County partnered with the City of Hugo to complete a feasibility study to detail and address the design challenges associated with extending the trail south. This included targeted engagement with Bald Eagle Estate Townhomes, an impacted senior townhome community.

The outlined engagement leveraged a variety of tools to provide frequent, accessible, and inclusive input opportunities to diverse populations. These strategies included ArcGIS StoryMaps, open houses, in-person meetups, onsite reviews, and commission meetings. The most common feedback received was regarding the impact of the trail on the existing vegetation that serves as a buffer between residences, the railroad, and Highway 61. This led to a design that minimizes impacts, especially to high value (large, old growth) trees. The responsiveness to these concerns were received positively at follow-up meetings.

Washington County is committed to ongoing engagement throughout the future final design and construction phase on this project.

(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:

The Hardwood Creek Regional Trail (HWCRT) extension will provide benefits to the community by addressing a key gap in the larger regional multimodal network. Once fully developed, the 43-mile corridor will be one of the longest, most well-connected trails in the metropolitan area, allowing trail users to travel from downtown Saint Paul to downtown North Branch, and the many destinations in between.

Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and senior populations live along the entire corridor and are most common south of the project area, in Ramsey County. By addressing this trail gap, more people, including the underserved populations mentioned above, will be able to access destinations in Washington County and beyond. This will become increasingly important as suburban communities, such as Hugo, continue to diversify.

The HWCRT extension will enhance access to a variety of key destinations. The trail will connect people to living wage jobs at Hugo's significant and growing employment hub consisting of Xcel Energy training facility, Schwieters Companies construction, and Wilson Tool International manufacturing. Additionally, the trail will connect to park and recreation destinations such as Oak Shore Park, Bald Eagle-Otter Lake Regional Park, Clearwater Creek Preserve, and Watertower Park. Finally, the Transition Education Center and the New Creation Child Care & Learning Center will be accessible by trail for more households.

Nearly 400 Washington County residents participated in a survey as part of the county's Bicycle and Pedestrian Plan (2020), which gathered information about community preferences for active transportation. Approximately 27% of respondents self-identified as "Interested Yet Concerned" when it comes to feeling comfortable using a trail facility. Data also shows that underserved communities are more likely to identify with this designation. The filling of gaps in the separated off-road trail network significantly improves the chances that the "Interested Yet Concerned" population will use the trail facility and eventually grow in their confidence and ability. Building more comfortable trails will lead to cascading benefits. Increased activity and time spent on trails leads to better health outcomes, less vehicle miles driven, less pollution, and better overall livability and resilience for the region.

It is anticipated that there would be limited delays and closures within the project area during construction of the proposed improvements. While delays that do occur will be temporary, the county understands their impact and aims to keep them as minimal as possible.

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:

The Hardwood Creek Regional Trail (HWCRT) extension project will serve the area's naturally-occurring affordable housing (NOAH). There is medium density residential housing along Europa Court that demonstrates an accessible and affordable aging-in-place design. Only 1% of homes in the United States are conducive to aging in place, but more than 75% of older Americans want to stay in their own communities for as long as possible (AARP). This style of development is popular for aging community members who have limited income because the simple one-floor and easy-to-maintain designs make cost of ownership relatively more affordable. Furthermore, this neighborhood features modest townhomes that provide options for households who may not be able to afford single-family houses.

The proposed HWCRT extension will allow residents of these homes to access more destinations by foot or bicycle, lowering transportation cost burdens on households. Nearby destinations include living-wage jobs at the Xcel Energy training facility, Schwieters Companies construction, Wilson Tool International manufacturing, and other firms within the Bald Eagle Industrial Park. Additionally, the trail will link to park and recreation destinations such as Oak Shore Park, Bald Eagle-Otter Lake Regional Park, Clearwater Creek Preserve, and Watertower Park. Finally, addressing the trail gap will increase access to educational facilities including the Transition Education Center and the New Creation Child Care & Learning Center. These destinations are shown in the attached map.

There is one instance of affordable housing outside of the area identified on the Socio-Economic map but near enough that residents would benefit from the new trail connection: Muller Manor, which is located 1.4 miles to the north in Hugo and has 28 subsidized housing units. Today, there is a trail access within 1 block of the building and this project extends the distance they can travel on the HWCRT farther to the south, providing access to more destinations and options for recreation.

(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.

1702563768930_Attachment C_Make-a-Map Socio-Economic Conditions.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 Hardwood Creek Regional Trail (HWCRT) extension is designated as Tier 2 alignment on the RBTN and as a regional trail in the Regional Parks Policy Plan because of the vital role it plays in the larger active transportation network. To the north, the HWCRT connects to the Sunrise Prairie Regional Trail in Chisago County. To the south, it connects to the future Bruce Vento Regional Trail extension in Ramsey County. Once fully developed, the entire 43-mile corridor will be one of the longest, most well-connected trails in the metropolitan area, allowing trail users to travel from downtown Saint Paul to downtown North Branch, and the many destinations in between.

In Washington County, the existing 10 miles of the HWCRT was constructed mostly along an abandoned rail corridor in Forest Lake and Hugo. A gap in the trail exists due to the rail line remaining active between 140th St and the County line at 120th St in the City of Hugo. This rail line is expected to remain active for the foreseeable future, preventing its ability to be repurposed as a regional trail. Washington County's proposed project will address the HWCRT gap by extending the existing trail from 130th St N and Fenway Blvd to 125th St and Falcon Ave. A future second phase will address the remaining gap segment, to 120th and Falcon Ave, where it connects to Bald Eagle-Otter Lake Regional Park in Ramsey County. Together, these segments will complete the entire HWCRT through Washington County.

The proposed project was designed specifically to close a transportation network gap on the RBNT and provide a facility that circumvents the active railroad. There is currently no north-south trail in the area, leaving bicyclists and pedestrians to share the road with traffic on Falcon Ct (a private road) and Falcon Ave or Highway 61.

In 2022, Washington County conducted a feasibility study to identify an alternative location for the HWCRT to close the trail gap. The study identified solutions to key barriers in the project area. This process produced a proposed project layout that reflects an accessible, direct, grade separated route.

The proposed project improves the area's bikeability to better serve all ability and experience levels by providing a wide, gentle grade trail facility with no driveway conflicts. This will provide a more comfortable and safe experience for users of all abilities and experience levels.

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

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

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:

The Hardwood Creek Regional Trail (HWCRT) extension will address existing safety and security deficiencies within the project area. The proposed project demonstrates that Washington County is proactive in reducing user conflict and crash potential.

Crash data from the most recent 10 years showed one crash event near the project area, at 130th St and Highway 61 in the City of Hugo. It is important to note that the public engagement that was conducted as part of the project highlighted the concerns of residents who experienced "close calls" as bicyclists and pedestrians. These cases are not accounted for in the crash data. Bicycle and pedestrians currently share the road with vehicles within the project area and a grade separated trail facility would improve safety and reduce conflicts and near-crashes.

The public engagement demonstrated that many potential bicyclists and pedestrians avoid the project area entirely due to safety concerns. Many are uncomfortable sharing the road with vehicles, especially during peak travel times when cars attempt to bypass traffic on Highway 61. Furthermore, the proposed project will provide a significantly safer option for those who do bike on the shoulders of Highway 61 because of the absence of safer north-south arterial trail options. Highway 61 is an A-Minor Arterial Roadway, characterized by high-volume, high-speed vehicle and freight traffic.

Security concerns within the project area will also be addressed with the proposed improvements. Currently, bicyclists and pedestrians illegally trespass on the private property of Wilson Tool International and Bald Eagle Townhomes Estate to navigate the existing road and trail gap between 130th St and Fenway Blvd and Falcon Ct cul-de-sac. A track behind Wilson Tool International has been used to the point that a desire-path carves through thick vegetation that is intended to serve as a buffer and deterrent between Wilson Tool and the residential areas along Falcon Ct. Furthermore, the BNSF Railway Company has security concerns with people trespassing within their right-of-way, which runs parallel to Falcon Ct and Falcon Ave. A dedicated trail facility will deter people traveling on the railroad tracks or adjacent drainage ditch from sharing the existing road with vehicles. In the engagement conducted for this project, Wilson Tool International, Bald Eagle Estates, and BNSF Railway all recognized the community's need for a safer and more accessible connection for bicyclists and pedestrians at this location. All groups support the proposed project as a responsible and sensible solution.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Hardwood Creek Regional Trail (HWCRT) extension will provide access to existing key pedestrian connections in the area. To the north, the HWCRT connects to the Sunrise Prairie Regional Trail in Chisago County. To the south, it connects to the future Bruce Vento Regional Trail extension in Ramsey County. Both connections serve as primary north-south routes for their respective communities. In Hugo, the HWCRT connects to many local trails, including County Road 8 that provides access to a commercial area and grocery stores, 148th St that links to Hugo Elementary School, and 159th St that links to Oneka Elementary School and hundreds of housing units.

The HWCRT extension will safely integrate all modes of transportation. By providing an off-road, grade separated facility, trail users will have a dedicated space. Bicyclists and pedestrians will no longer have to share the road with vehicles on Falcon Ct and Falcon Avenue. Moreover, the trail will be built to regional trail standards, providing an accessible width and grade. The trail will provide enough space for bidirectional traffic and for multiple users to safely share the trail.

Although there is no transit service in the immediate project area, the proposed trail will provide connections to transit service along the HWCRT and Bruce Vento Regional Trail. The Headwaters Transit Center in Forest Lake is along the HWCRT route and within biking distance of the project area. The proposed project is also linked to the Interstate 35E & County Road 14 park and ride in Lino Lakes, which is served by the Metro 275 Express Route and can be accessed entirely by trail.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702564466573_Attachment F_Make-a-Map Transit Connections.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:

The engagement for the Hardwood Creek Regional Trail (HWCRT) began with a master planning process in 2013. As part of this planning process, the general public, community organizations, and nearby residents had opportunities to provide input and help determine the route that is the proposed project Washington County is seeking funding for.

As part of the 2022 feasibility study to determine a route for the HWCRT extension, Washington County undertook additional public engagement to inform local residents and business owners about the study and collect feedback on design options. This included in-person meetups, onsite reviews, commission meetings, listening sessions, and an online engagement opportunity.

The online engagement was hosted on a dedicated website created using ArcGIS StoryMaps (<https://arcg.is/1WXOi90>). A postcard was sent out to the residents of the project area with information on the project and a link to the online engagement. The content of the engagement event included a summary of the overall HWCRT corridor and previous planning efforts, key project goals, proposed layouts for trail concepts, and comment fields for public input. The website had 170 views for the 12-day period it was open.

Feedback gathered from these public engagement opportunities informed the design of the proposed project. Washington County will continue communication with the public as this project moves forward into final design and construction.

(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

1702564697500_Attachment B_Layout_Packet.pdf

Please upload attachment in PDF form

Additional Attachments

1702564769465_Attachment J2_2023.11.20 LOS from Hugo_v1.pdf

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

Yes

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

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

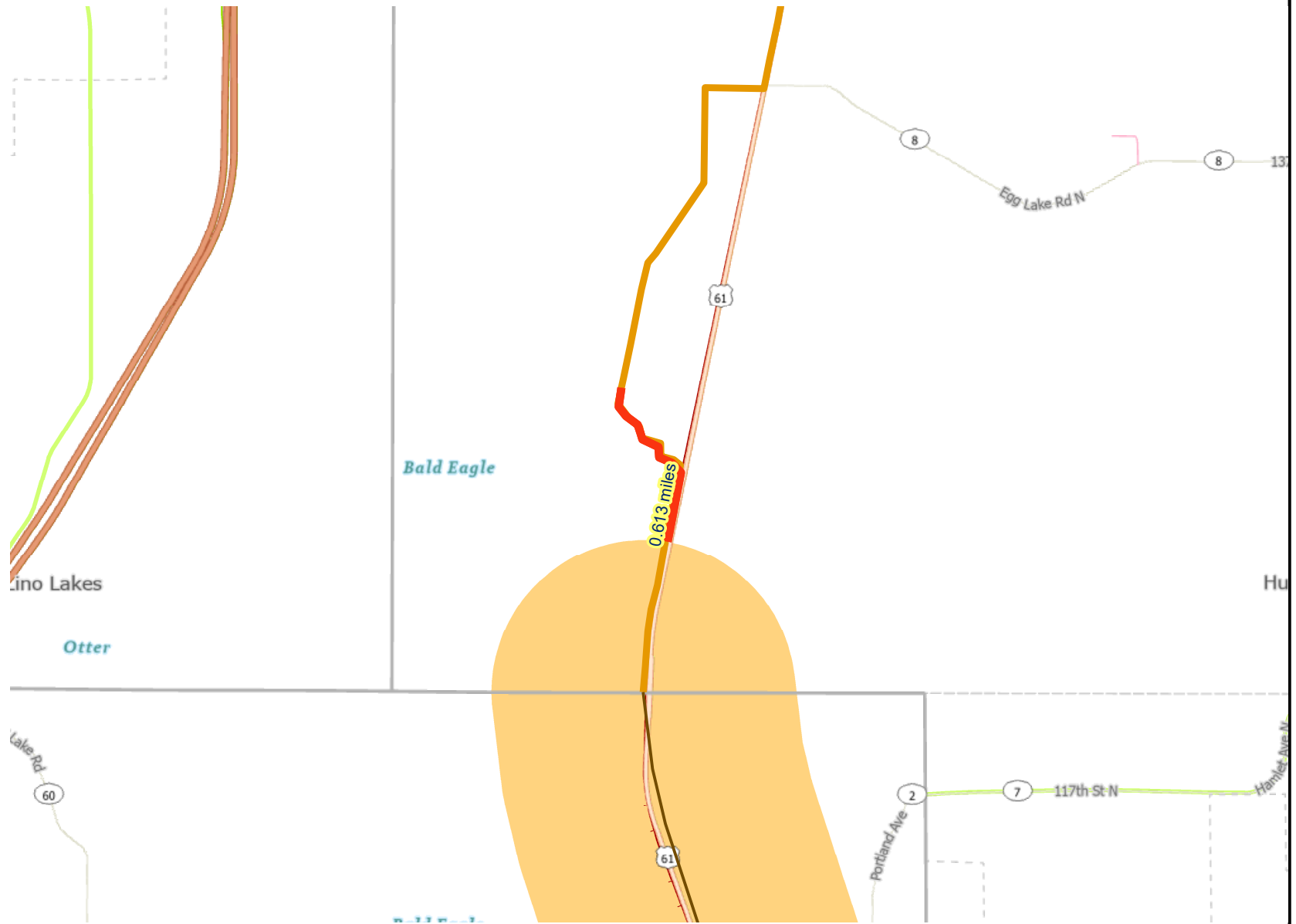
Total Project Cost (entered in Project Cost Form):	\$580,238.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$580,238.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

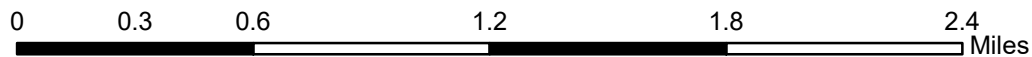
File Name	Description	File Size
Attachment A_One-Pager.pdf	One Page Project Summary	373 KB
Attachment G_Self-Generated Affordable Housing Map.pdf	Affordable Housing Map (Self-generated)	1.0 MB
Attachment H_Crash Summary.pdf	2020 - 2022 Crash Summary	162 KB
Attachment I_BNSF Letter of Support_v1.pdf	Letter of Support from BNSF	2.6 MB
Attachment J1_2023-141 Reg Sol_Wash Co Resolution of Support SIGNED_v1.pdf	Resolution of Support from Washington County	2.7 MB
Attachment J2_2023.11.20 LOS from Hugo_v1.pdf	Letter of Support from City of Hugo	3.0 MB
Attachment K_Existing Conditions_HWCRT.pdf	Existing Conditions Photos	1.5 MB

Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Hardwood Creek Regional Trail Extension | Map ID: 1698847175246



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



Created: 11/1/2023
LandscapeRSA6



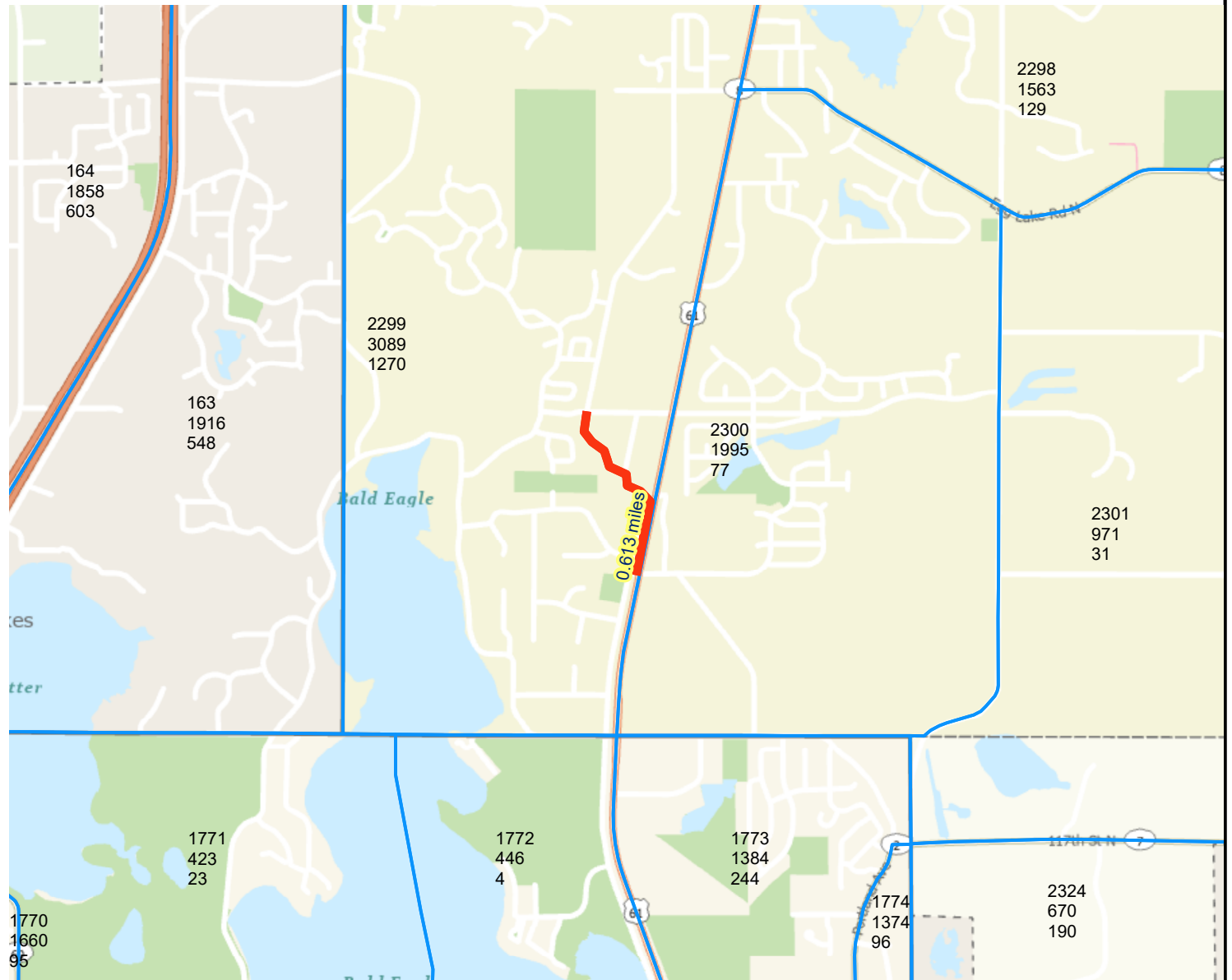
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/notice.aspx>



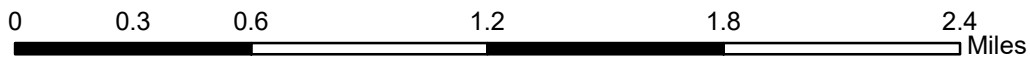
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 10224
 Total Employment: 2197



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/1/2023
 LandscapeRSA4



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

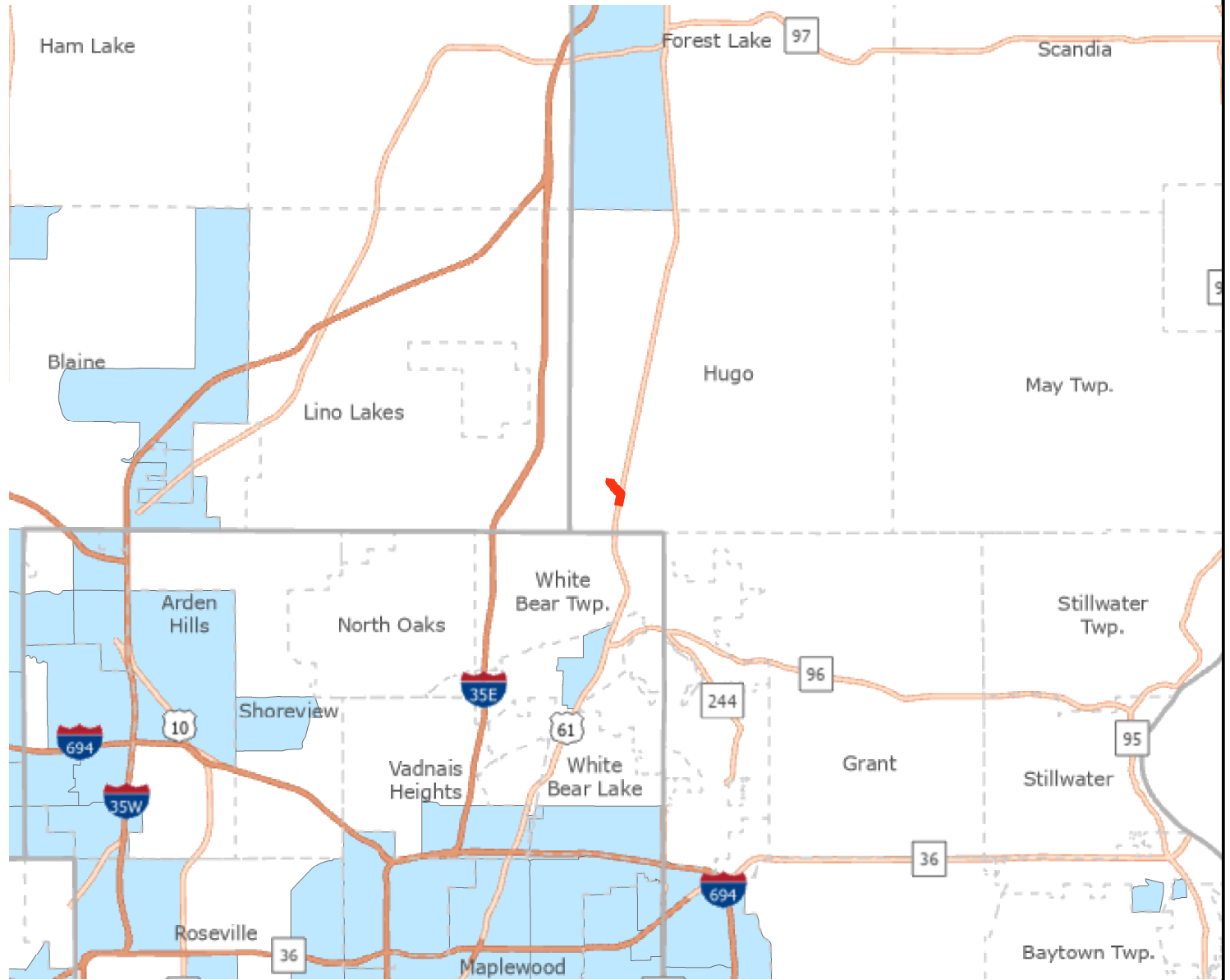


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 11/1/2023
LandscapeRSA2



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Transit Connections

Results

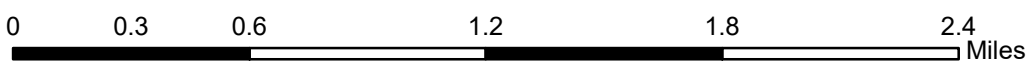
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 4



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

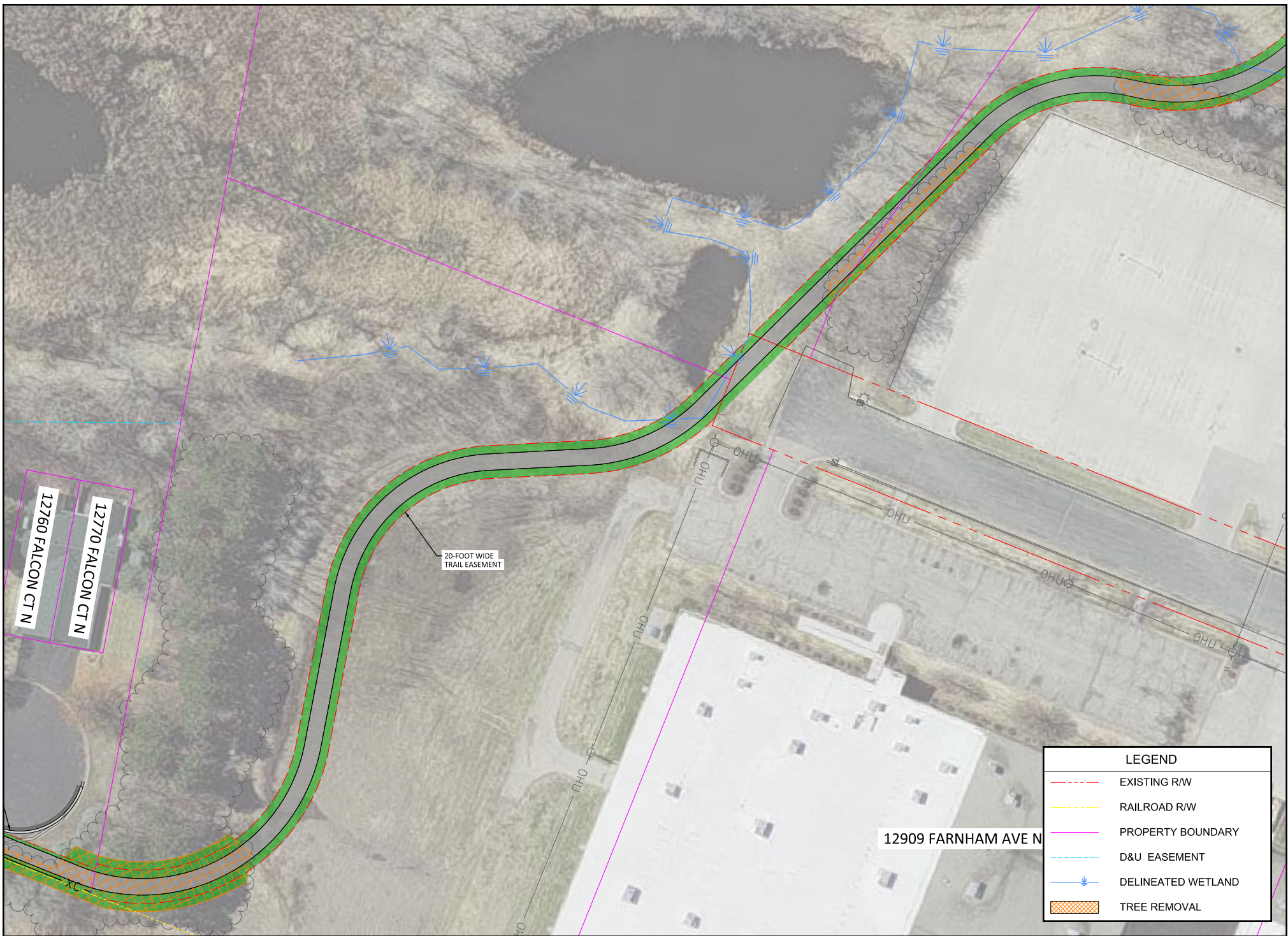


Created: 11/1/2023
LandscapeRSA3

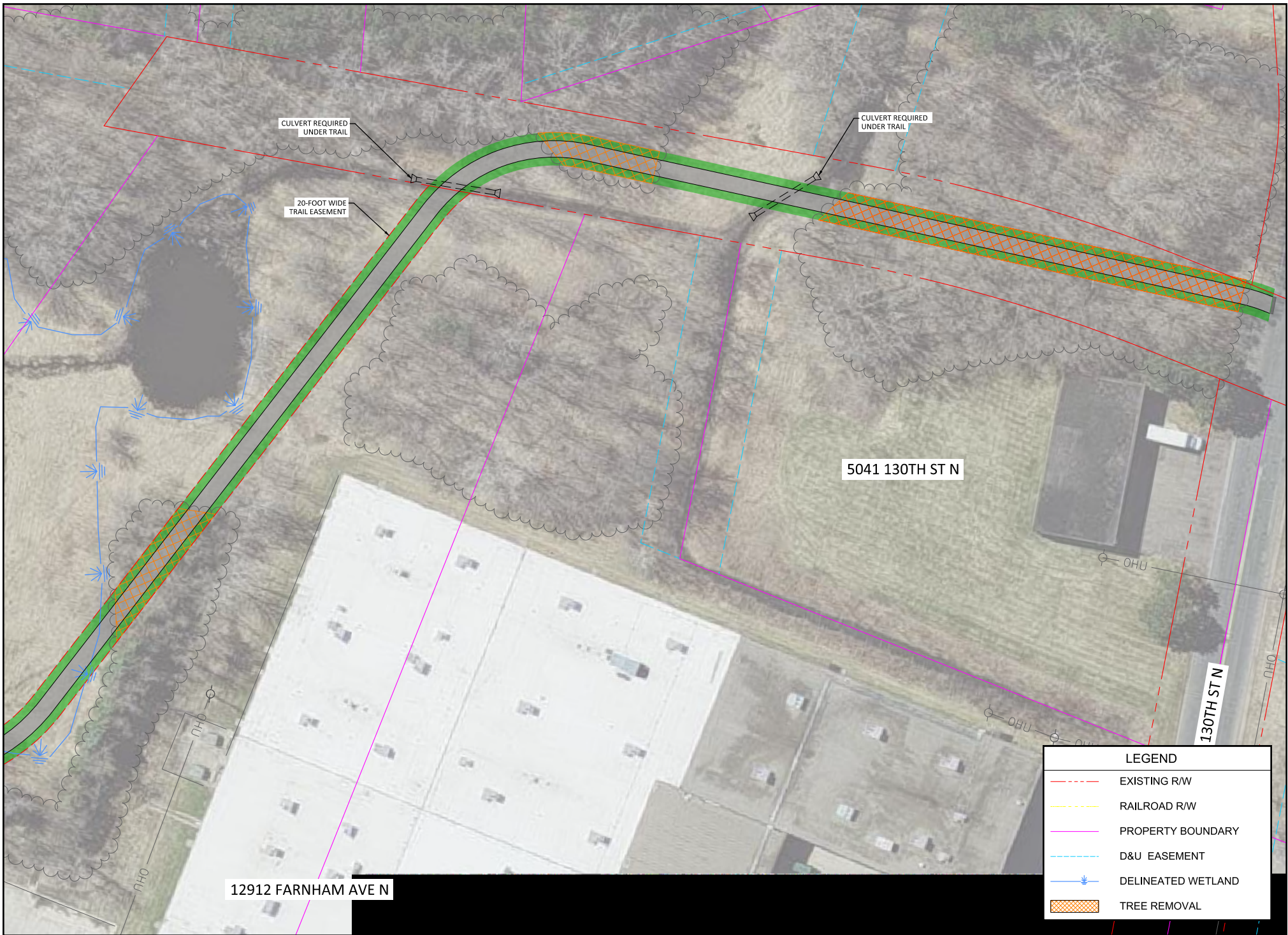


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>





HARDWOOD CREEK REGIONAL TRAIL FEASIBILITY STUDY
 SEGMENT 1 - 130TH STREET TO 125TH STREET
 Concept B - Trail on east side with reduced Falcon Avenue width



HARDWOOD CREEK REGIONAL TRAIL FEASIBILITY STUDY

SEGMENT 1 - 130TH STREET TO 125TH STREET

Concept B - Trail on east side with reduced Falcon Avenue width

committed to completing the projects identified above and providing the county share of the federal government through the Metropolitan Council's 2024 Regional Solicitation. **NOW, THEREFORE, BE IT RESOLVED,** that Washington County is requesting that the projects identified above be included in the 2024 Regional Solicitation provided as part of the 2024 Regional Solicitation.

WHEREAS, Washington County is committed to completing the project, if selected, as part of the 2024 Regional Solicitation; and

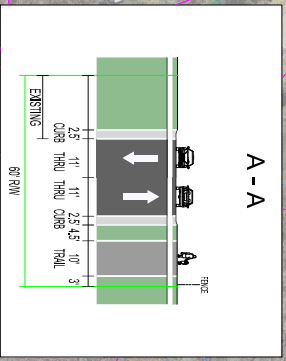
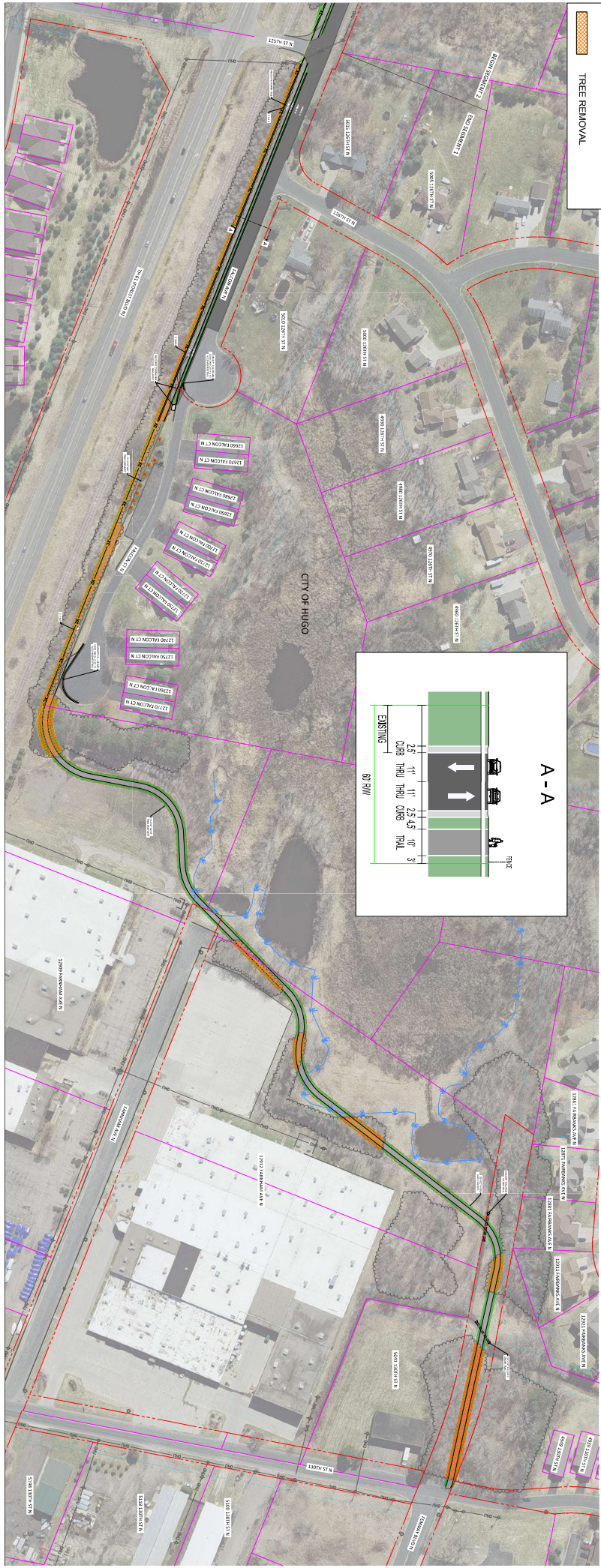


Hardwood Creek Regional Trail Feasibility Study

Segment 1 - 130th Street to 125th Street

Concept B - Trail on east side with reduced Falcon Avenue width

LEGEND	
	EXISTING R/W
	RAILROAD R/W
	PROPERTY BOUNDARY
	D&U EASEMENT
	DELINEATED WETLAND
	TREE REMOVAL





November 20, 2023

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

Support for Washington County's Regional Solicitation application for the extension of the Hardwood Creek Regional Trail in the City of Hugo

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Hugo's support for Washington County's pursuit of Federal funds through the Metropolitan Council's Regional Solicitation program for the extension of the Hardwood Creek Regional Trail. The City of Hugo is committed to snow removal for the proposed segments of trail if Washington County receives Regional Solicitation funding.

Currently, the Hardwood Creek Regional Trail is a north-south multi-use trail running on 11 miles of former railroad right-of-way. A one-mile gap in the trail exists in Hugo where the rail line remains active. The proposed extension project will address this key gap in the trail network; provide improved bike and pedestrian access to important local destinations, such as Bald Eagle-Otter Lake Regional Park and Lions Volunteer Park; and be the missing link in connecting neighboring counties' trail networks. We eagerly anticipate the full completion of the envisioned Hardwood Creek Regional Trail, and local access to the eventual 40 plus miles of continuous dedicated trails connecting Chisago (Sunrise Prairie Regional Trail), Washington (Hardwood Creek Regional Trail), and Ramsey (Bruce Vento Regional Trail) counties.

These improvements are consistent with the City's and County's 2040 comprehensive plans. The City of Hugo will continue to work collaboratively with Washington County to improve the regional pedestrian and bicycle network.

Thank you for the opportunity to send our support for this project and your commitment to its completion. Please do not hesitate to contact me if you have any questions.

Sincerely,

Bryan Bear
City Administrator

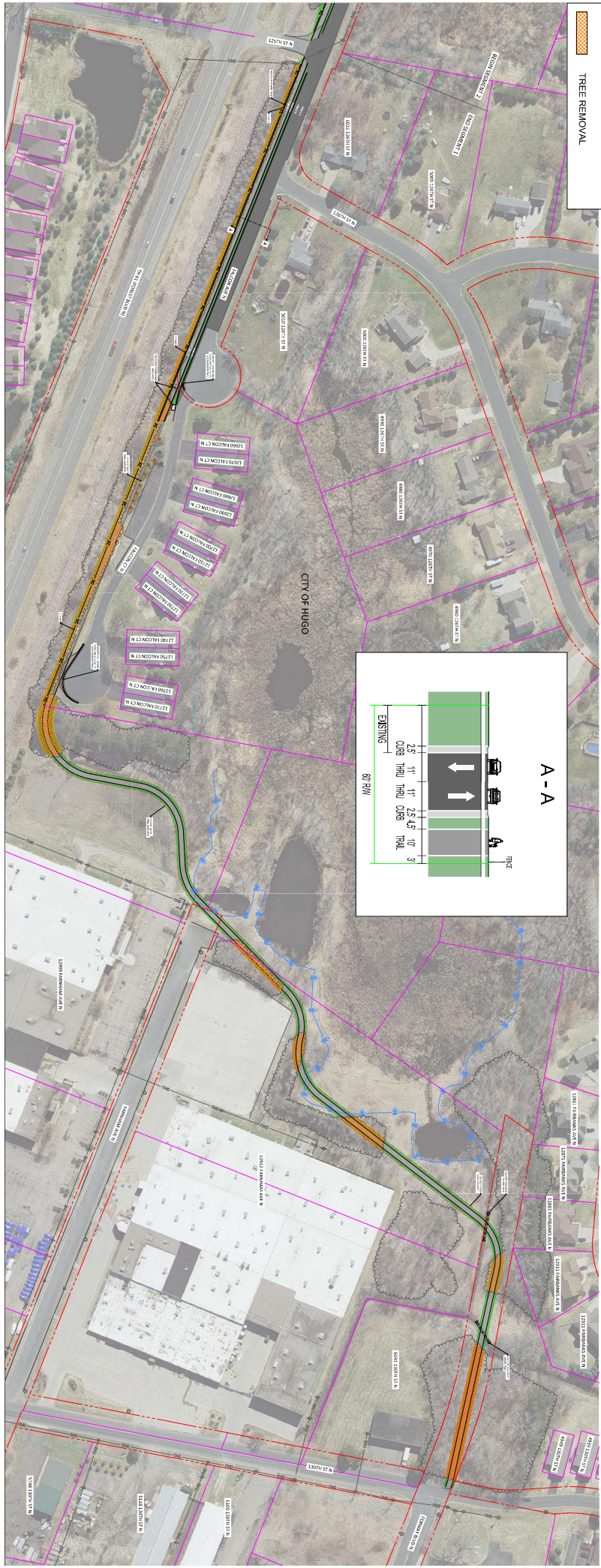


Hardwood Creek Regional Trail Feasibility Study

Segment 1 - 130th Street to 125th Street

Concept B - Trail on east side with reduced Falcon Avenue width

LEGEND	
	EXISTING R/W
	RAILROAD R/W
	PROPERTY BOUNDARY
	D&U EASEMENT
	DELINEATED WETLAND
	TREE REMOVAL



Hardwood Creek Regional Trail Extension

Multituse Trails and Bicycle Facilities

Existing Conditions Photographs



Image 1: Looking south, behind Wilson Tool International



Image 2: Looking west from the end of Farnham Ave (behind Wilson Tool International)



Image 3: Looking north, from where Falcon Ave turns into Falcon Ct



Image 4: Looking south from Falcon Ct cul-de-sac



Image 5: Looking north from 125th St and Falcon Ave