



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)  
20201 - Woodbury - Valley Creek Road Trail - Colby Lake Underpass to Dancing Waters  
Parkway Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 2:40 PM

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### Primary Contact

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**Name:** Mr. Chris Edwin Hartzell  
Pronouns First Name Middle Name Last Name

**Title:** Engineering Director

**Department:** Engineering

**Email:** chris.hartzell@woodburymn.gov

**Address:** 8301 Valley Creek Road

**\***

**Phone:** Woodbury Minnesota 55125  
City State/Province Postal Code/Zip

651-714-3593  
Phone Ext.

**Fax:**

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

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### Organization Information

**Name:** WOODBURY, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City

**Organization Website:**

**Address:** 8301 VALLEY CREEK RD

**\***

**County:** WASHINGTON

**Phone:** WOODBURY Minnesota 55125  
City State/Province Postal Code/Zip

612-739-5972  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000021013A1

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### Project Information

**Project Name** Valley Creek Road Trail Gap

**Primary County where the Project is Located** Washington

**Cities or Townships where the Project is Located:** Woodbury

**Jurisdictional Agency (If Different than the Applicant):**

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

The Woodbury Valley Creek Road Safe Routes to School (SRTS) Project will construct 1.25 miles of shared-use trail to fill a gap in the pedestrian, bicycle, and multimodal network along Valley Creek Road between the Colby Lake Park underpass of Valley Creek Road (County Road 16) and the trail connection east of Dancing Waters Parkway. The underpass at Colby Lake Park allows for direct access to Valley Crossing Elementary School without having to interact with traffic on Valley Creek Road, a 4-lane minor arterial carrying over 17,400 vehicles at a posted speed of 50 mph. The shared use trail will mirror the existing trail on the south side of Valley Creek Road and will connect to existing trails at both the western and eastern project extents.

The project will address and eliminate the existing pedestrian, bicycle, and multimodal gap that exists on the north side of Valley Creek Road. This project will increase accessibility and connectivity for residents, particularly youth, north of Valley Creek Road to destinations and community amenities such as Valley Crossing Elementary School, Colby Lake Park, and the businesses on the northwest and southeast corners of the Valley Creek Road and Woodbury Drive intersection. Currently, residents north of Valley Creek Road have limited access to east-west pedestrian and bicycle facilities, making it extremely difficult to safely walk or bike to school, the park, or to the shops along the project corridor. Pedestrians and bicyclists must cross the divided 4-lane Valley Creek Road to access the existing shared use path, a difficult task due to the existing traffic volumes and speeds seen on Valley Creek Road.

*(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.**

Valley Creek Road Trail Gap Safe Routes to School (SRTS) Improvements along Valley Creek Road between pedestrian underpass 400 Feet West of Spinaker Drive and trail connection 1,200 feet east of Dancing Waters Parkway.

*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)**

1.3

*to the nearest one-tenth of a mile*

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## 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**

\$963,200.00

**Match Amount**

\$240,800.00

*Minimum of 20% of project total*

**Project Total**

\$1,204,000.00

*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**

Local 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

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

**Additional Program Years:**

2027

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

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## 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 WOODBURY

**Name of Trail/Ped Facility:**

VALLEY CREEK ROAD TRAIL

*(example; CEDAR LAKE TRAIL)*

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

<b>Road System</b> <i>(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)</i>	COUNTY ROAD
<b>Road/Route No.</b> <i>(Example: 53 for CSAH 53)</i>	16
<b>Name of Road</b> <i>(Example: 1st ST., Main Ave.)</i>	VALLEY CREEK ROAD
<b>TERMINI: Termini listed must be within 0.3 miles of any work</b>	
<b>From:</b>	
<b>Road System</b> <i>(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)</i>	CITY STREET
<b>Road/Route No.</b> <i>(Example: 53 for CSAH 53)</i>	
<b>Name of Road</b> <i>(Example: 1st ST., Main Ave.)</i>	SPINAKEE DRIVE
<b>To:</b>	
<b>Road System</b> <i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	CITY STREET
<b>Road/Route No.</b> <i>(Example: 53 for CSAH 53)</i>	
<b>Name of Road</b> <i>(Example: 1st ST., Main Ave.)</i>	DANCING WATERS PARKWAY
<b>In the City/Cities of:</b> <i>(List all cities within project limits)</i>	WOODBURY
<b>IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:</b>	
<b>Termini: Termini listed must be within 0.3 miles of any work</b>	
<b>From:</b>	
<b>To:</b>	
<b>Or</b>	
<b>At:</b>	
<b>In the City/Cities of:</b> <i>(List all cities within project limits)</i>	
<b>Primary Types of Work (Check all that apply)</b>	
Multi-Use Trail	Yes
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	Yes
Concrete Walk	
Pedestrian Bridge	
Signal Revision	
Landscaping	Yes
<b>Other (do not include incidental items)</b>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
<b>Old Bridge/Culvert No.:</b>	
<b>New Bridge/Culvert No.:</b>	
<b>Structure is Over/Under</b> <b>(Bridge or culvert name):</b>	
<b>Zip Code where Majority of Work is Being Performed</b>	55125
<b><u>Approximate</u> Begin Construction Date (MO/YR)</b>	05/01/2027
<b><u>Approximate</u> End Construction Date (MO/YR)</b>	08/31/2027
<b>Miles of Pedestrian Facility/Trail (nearest 0.1 miles):</b>	1.3
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	1.3
<b>Is this a new trail?</b>	Yes

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## 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:**

The project aligns with the 2040 Transportation Policy Plan (2020 Version) by prioritizing the following goals and strategies:

Goal: Safety and Security (p. 2.5) Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (p. 2.5)

Strategies: B6)

Goal: Access to Destinations (p. 2.10) Objectives: D) Increase the number and share of trips taken using transit, carpools, bicycling, and walking; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (p. 2.10)

Strategies: C15); C16); C17)

Goal: Competitive Economy (p. 2.26) Objective: B) Invest in a multimodal transportation system to attract and retain businesses and residents (p. 2.26)

Strategies: D1); D3)

Goal: Healthy and Equitable Communities (p. 2.30) Objectives: A) Reduce transportation-related air emissions; C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities, particularly for historically under-represented populations (p. 2.30)

Strategies: E3)

Goal: Leveraging Transportation Investment to Guide Land Use (p.2.35) Objectives: A) Focus regional growth in areas that support the full range of multimodal travel; C) Encourage local land use design that integrates highways, streets, transit, walking, and bicycling (p.2.35)

Strategies: F5)

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

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. City of Woodbury 2040 Comprehensive Plan Update (2019): p. 112, 113, 169

Woodbury Bicycle and Pedestrian Plan (2022): p. 40, 41, 43, 45, 47, 49, 51,

Washington County Move - Bicycle and Pedestrian Plan (2020): p. 3-2

(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: 02/12/2014

Link to plan:

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 1702590898828\_ADA Transition Plan.pdf

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.  Yes

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.  Yes

## Requirements - Bicycle and Pedestrian Facilities Projects

### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$56,000.00
Removals (approx. 5% of total cost)	\$126,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$41,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$18,000.00
Traffic Control	\$13,000.00
Striping	\$0.00
Signing	\$18,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$241,000.00
Bridge	\$0.00
Retaining Walls	\$153,000.00
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
<b>Totals</b>	<b>\$666,000.00</b>

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$482,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00

Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$22,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$34,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$538,000.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## PROTECT Funds Eligibility

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

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

**Response:** This project includes eligible storm sewer, turf-erosion and landscaping, and retaining wall improvements for a total PROTECT eligible amount of \$435,000.

## Totals

Total Cost	\$1,204,000.00
Construction Cost Total	\$1,204,000.00
Transit Operating Cost Total	\$0.00

## Measure 1A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	1014
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	20201 Regional Economy map.pdf

Please upload attachment in PDF form

## Measure 2A: Population Summary

Existing Population Within One-Half Mile	23658
Upload Map	20201 Population Employment map.pdf

Please upload attachment in PDF form

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan\*

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school Yes

The school(s) in question do not have Safe Routes to School plan(s)

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## Measure 3A: 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 project area is a Regional Environmental Justice area, and has a higher percentage of Black, Indigenous, and People of Color populations compared to the City of Woodbury as a whole. In the 7 census tracts within a half mile of the project area, the population was approximately 78% White, 4% Black, and 14% Asian, compared to the citywide percentages of approximately 90% White, 2% Black, and 5% Asian.

The project was identified as part of the Woodbury Bike and Pedestrian Plan (2022). Equity is emphasized throughout the Plan as a central theme and need. This is illustrated by the Equity Goal stated (Page 8) as "Provide the best public trail system possible to people of all backgrounds and abilities". This planning effort included a comprehensive public engagement effort that was conducted in collaboration with the Woodbury Gold Line Station Area Planning project. A community survey effort was conducted that received 400 responses with race and ethnicities of survey participants closely reflecting the current demographics of Woodbury. 31% of survey respondents indicated that the biggest barriers to walking and biking was "There are no trails or sidewalks where I want to go," reflecting the gaps in the existing trail and sidewalk network. Under the "Most important concerns or issues identified" question the "Need for safe roads for all roadway users" was a common theme, which reflects existing conditions that sometimes exclude bicycle and pedestrian facilities. An interactive online mapping tool was used to generate 261 online comments to identify areas in the city where there are gaps in the bikeway and/or sidewalk network and where people feel unsafe while trying to cross the road as a bicyclist or pedestrian. Additional Plan engagement included targeted meetings with bicycle and pedestrian advocacy representatives during the planning process to discuss ideas for accessibility, bicycle and pedestrian improvements, and understanding the culture of biking and walking in Woodbury today. The proposed project on Valley Creek Road was identified as an outcome of this public engagement and planning effort.

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

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**Measure 3B: 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:**

This project will construct a bicycle and pedestrian trail on the north side of Valley Creek Road between the Colby Lake Park underpass and Dancing Waters Parkway. There is an existing trail on the south side of the road, however due to the wide width, high traffic volume, 50 mile per hour posted speed limit, and infrequent safe crossing opportunities, residents north of Valley Creek Road have difficulty safely accessing the existing infrastructure. The new shared-use trail would connect to the pedestrian underpass at Colby Lake Park, allowing pedestrian and bicyclists to access the park and Valley Crossing Elementary School without having to cross Valley Creek Road at grade. Today, these locations are only safely accessible via vehicle for residents north of Valley Creek Road.

There are multiple disadvantaged groups that will benefit from the completion of this project. The project area is a Regional Environmental Justice area, and has a higher percentage of Black, Indigenous, and People of Color populations compared to the City of Woodbury as a whole. In the 7 census tracts within a half mile of the project area, the population was approximately 78% White, 4% Black, and 14% Asian, compared to the citywide percentages of approximately 90% White, 2% Black, and 5% Asian. Completion of the trail will provide public health benefits by giving residents a place to safely walk and bike, increase access the shared-use trail system, and provide direct access to shopping, dining, health care, and other destinations located at the intersection of Valley Creek Road and Woodbury Drive. A major benefactor of this project will be the students of Valley Crossing Elementary School. Most of the school's attendance area is north of Valley Creek Road and east of Woodbury Drive, practically eliminating walking and biking to school as an option. The new shared-use trail will serve this whole portion of the attendance area, increasing the appeal, comfort, and safety of biking or walking to school.

The shared use trail will be fully ADA compatible, including pedestrian ramps. This project will grant safe access for people with disabilities, the elderly, and young children without requiring the use of a motor vehicle for the first time for areas north of Valley Creek Road.

A potential negative effect due to this project is the alteration of landscaping along the route. This would be mitigated by new landscaping installation throughout the project area. The project would also increase the amount of impermeable surface along Valley Creek Road; however, storm sewer and retaining wall solutions would be implemented. There are no expected barriers or reductions in access for bicycles, pedestrians, or vehicles associated with this project.

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

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 area surrounding the project is primarily zoned as "R4 Urban Residential District" and consists of low-density residential development. Two areas of "NC Neighborhood Commercial" zoned land are at the intersection of Valley Creek Road and Woodbury Drive, directly connecting to the shared use trail this project proposes. Within one mile of the project area, there are two affordable housing developments and 44 total units. 3 units are available for 30% of AMI, while the other 41 are 60% AMI. Sienna Ridge Townhomes are located 0.66 miles from the east end of the project area and is a group of 41 affordable housing units. 20 are 2-bedroom units, while 21 are 3-bedroom units. There are three additional units of public housing located close to the project area on Wimbledon Bay, located 0.5 miles from the western end of the project area. These three units, which are available at 30% AMI, are part of a 55 unit scattered site public housing development, located across the cities of Woodbury, Oakdale, St. Paul Park, Cottage Grove, and St. Paul.

Residents of Sienna Ridge Townhomes will greatly benefit from the new shared use trail, as it will allow residents to better access the neighborhood commercial district, Colby Lake Park, and Valley Crossing Elementary School by foot or bike. These destinations are a 10-minute bike ride away, and the path will make getting to school, a job, a health care appointment, or just running an errand easier without needing to take a motor vehicle. The increase in access can make life easier and less stressful, especially for people with unreliable or limited vehicle access. Having the option to use alternative modes of transportation is important to increasing access and limiting stress concerning mobility.

The increase in accessibility is especially helpful for students of Valley Crossing Elementary School who live at Sienna Ridge Townhomes. The new shared use path is a direct access route to Valley Crossing Elementary School and Colby Lake Park, and it increases connectivity and the number of modal options for students to travel to and from school. The shared use path will also increase connectivity to the community for residents. Residents in affordable housing have a higher chance of having unreliable transportation or limited access to vehicles, and the new path increases accessibility to important community destinations, which can increase how much the residents feel connected to their local community.

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

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### Measure 3D: 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.

1702591580222\_Socio-Economic Map - Valley Creek Road SRTS.pdf

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### Measure 4A: Gaps, Barriers, and Continuity/Connections

**Response:**

This project will fill a significant gap in the City of Woodbury active transportation system. The trail gap being addressed by this project is 1.3 miles long and is along the north side of Valley Creek Road, a road functionally classified as a minor arterial and denoted as a RBTN Tier 1 Alignment. For residents north of Valley Creek Road to access the existing shared use trail on the south side of the road, pedestrians and bicyclists must cross Valley Creek Road at grade. There are two opportunities to cross Valley Creek Road for pedestrians and bicyclists at marked crosswalks, at Dancing Waters Pkwy and Woodbury Drive. These are the only two locations along the project corridor where traffic stops (at the signal at Woodbury Drive and the all-way stop at Dancing Waters Pkwy) and would allow them to safely cross the road. These locations are wide, with crossings of 116 and 106 feet, respectively, and pedestrians and bicyclists must cross 6 lanes of traffic and a median. Unfortunately, there are no connections to these intersections along the north side of the road. Those who live north off of a road that doesn't connect to either intersection have a choice of not crossing and walking or biking along the shoulder, or crossing at a location where traffic does not stop and there are no pedestrian markings. Each unmarked intersection has at least 5 lanes a pedestrian or bicyclists must cross, and they range in width from 67 feet to 93 feet wide.

If pedestrians want to cross Valley Creek Drive at any other intersection, they must navigate the significant speeds and traffic of Valley Creek Drive, a daunting and unsafe barrier. The posted speed of Valley Creek Drive is 50 mph, and the ADT as of 2022 was 17,427. This makes Valley Creek Road a significant barrier for students wanting to walk or bike to school, and since the majority of the school attendance area lives north of Valley Creek Road (See attachment--School Boundary Area), it severely limits walking and biking to school as an option. The shared-use trail, once completed, allows those who live north of Valley Creek Road to cross the road at one of the safe locations--the all-way stop at Dancing Water Parkway, the signal at Woodbury Drive, or, safest of all, the Colby Lake Park underpass west of Spinaker Drive.

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

**Upload Map**

*Please upload attachment in PDF form*

1702591695568\_Project to RBTN Orientation - Valley Creek Road.pdf

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**Measure 4B: Deficiencies corrected or safety or security addressed**

**Response:**

Currently, walking or biking to school is not a feasible option for the majority of students at Valley Crossing Elementary School. Most of the school attendance is north of Valley Creek Road, directly north of the project area. If students and their parents want to walk or bike to school, they must either travel along the shoulder to a safe crossing location or attempt to cross at an unmarked crossing location. With a posted speed of 50 miles per hour, and an ADT of 17,427, finding a large enough gap in traffic to safely cross is infeasible. With such limited options, walking or biking to Valley Crossing Elementary School is infeasible, which is reflected in the number of students who currently go to school this way (about 1%).

This project will eliminate the need to cross Valley Creek Road at grade. The connection to the underpass at Colby Lake Park allows pedestrians and bicyclists to avoid crossing Valley Creek Road, which will eliminate 8 conflict points. The project also eliminates the need to unsafely cross at an unmarked location or use the shoulder of the road, reducing an additional 8 conflict points at Spinaker Drive, and additional 7 conflict points from the Bridgewater Parkway and St. Johns Drive intersections, and 6 conflict points from the Catalina Drive intersection. All conflict points being eliminated are both bicyclist/vehicle and pedestrian/vehicle conflict points.

Crash data was obtained for the project corridor using MnCMAT2. In the past three years of available crash data (2020-2022), the project corridor has seen 42 crashes. Of the 42 crashes, one involved serious injury (Injury A), 9 were Injury B, and 9 were Injury C--Possible Injury. There were no fatal crashes. Two intersections saw the majority of the crashes, which were Valley Creek Road and Woodbury Drive with 22, and Eagle Creek Lane, with 12. Over the entire project corridor, two types of crashes accounted for nearly three fourths of all crashes, angle (45% of crashes) and rear end (26% of crashes).

Over the past 10 years of available crash data, there have been 3 pedestrian or bicyclist crashes along the project area. Two crashes (one pedestrian, one bicycle crash) occurred crossing Valley Creek Road at Woodbury Drive, while the other bicycle crash happened at Spinaker Drive. All three crashes resulted in minor injuries (Injury B) to the bicyclist or pedestrian, and all three involved a turning vehicle hitting them. With the resulting improvements, all three pedestrian and bicyclist-involved crashes could have been avoided by having the connection to the underpass, and everyone would have had the chance to avoid crossing Valley Creek Road at grade. With the completion of this project, the potential for additional pedestrian or bicycle crashes is reduced.

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

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## Measure 5A: Multimodal Elements and Connections

### Response:

The main purpose of the project is to fill gaps in the multimodal network and increase bicycle and pedestrian access for residents who are currently unable to access existing facilities. The project will install a shared use trail on the north side of Valley Creek Road where there is currently no facility, which will provide safe and reliable access for non-motorized travelers to important community destinations, including the commercial nodes at the intersection of Valley Creek Road and Woodbury Drive, Colby Lake Park, and Valley Crossing Elementary School. Currently, residents north of Valley Creek Road attempting to access these destinations only have one safe option: driving their car. The lack of infrastructure severely limits mobility for all other transportation modes.

Valley Creek Road (17,427 ADT, 50 MPH) is a 4-lane divided minor arterial roadway. Within the project area, only one intersection is signalized, at Valley Creek Road and Woodbury Drive (22,225 ADT, 55 MPH) while one intersection is all-way stop controlled, at Valley Creek Road and Dancing Waters Parkway/Woodcrest Drive. Both intersections have crossing distances of over 100 feet. At all other project area intersections, there is no traffic control stopping Valley Creek Road and no crosswalks or other pedestrian facilities. To use the existing bicycle and pedestrian trail, residents north of Valley Creek Road must cross to the south side, which can include up to 6 lanes of 50 MPH traffic. With no existing infrastructure on the north side, bicycles and pedestrians must either travel along the shoulder or attempt to cross at unmarked intersections. The new facilities will provide multimodal options for residents on the north side of Valley Creek Road and increase the mobility of those with limited or no access to a motor vehicle. The facility will also mitigate any safety risks pedestrians take while attempting to access the existing infrastructure, increasing the walkability and bikeability of the neighborhood. The project expands and connects the pedestrian system to provide safe access for non-motorized travelers to and from existing transit service and the planned Gold Line Bus Rapid Transit Tamarack station approximately two miles west of the project area. This includes existing routes 353 and 355, which currently provide service to the Valley Creek Road and Bielenberg Drive area.

The new facility increases safety for all road users. The primary benefit is for bicyclists and pedestrians, who will have an off-street, grade separated facility. Drivers on Valley Creek Road will also benefit, as the facility separates recreational bicyclists and pedestrians from the shoulder of the road, removing any potential conflicts between vehicles and these non-motorized users.

## 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 6A: Risk Assessment - Construction Projects

### 1. Public Involvement (48 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:

To help engage the local community for this project, a neighborhood open house/informational meeting was held on July 31st, 2018. This open house was advertised by sending a letter to nearby property owners. The letter described the project in detail, noted the minor impacts to private property and landscaping expected, and provided a map showing the exact location of the project. If recipients of the letter were not able to attend the open house but wanted further information about the project, contact information for the project manager and the Park & Recreation director was provided in the notice. Letters were sent to 30 property owners who have property directly abutting the project location.

The neighborhood informational meeting was held at Woodbury City Hall on July 31st, 2018, between 5-7 pm. At least 11 of the 30 property owners who were notified of the meeting were in attendance. At the informational meeting, detailed plans showing the proposed project layout, as well as details about the temporary and permanent easements and landscaping alterations were shared.

(Limit 2,800 characters; approximately 400 words)

## 2. Layout (16 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

1702591977475\_VCR ppfl 10-3-2018.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

## 3. Review of Section 106 Historic Resources (10 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 (16 Percent of Points)

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

Yes

100%

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

50%

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

25%

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

0%

#### 5. Railroad Involvement (10 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

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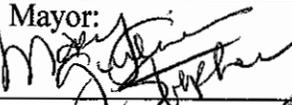
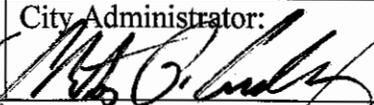
### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,204,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,204,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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### Other Attachments

File Name	Description	File Size
Affordable Housing Streams HousingLink supplemental info.pdf	Affordable Housing Supplemental Info	3.3 MB
Affordable_Housing_Valley_Creek_8X11L.pdf	Affordable Housing Exhibit	1.8 MB
Combined Letters of Support.pdf	Letters of Support	1.9 MB
Pages from Woodbury Bike Ped Plan_Planned-Proposed Network Plan.pdf	Woodbury Pedestrian and Bicycle Plan	2.1 MB
Project_Location_Valley_Creek_8X11L.pdf	Project Location Map	1.6 MB
Resolution Valley Creek Road SRTS Application.pdf	Applicant Resolution	997 KB
Valley Creek - Open House Exhibit.pdf	Project Layout	2.2 MB
Valley Creek Road Existing Conditions.pdf	Existing Conditions Photos	1020 KB
Woodbury Valley Creek Road Application One Pager.pdf	One Page Description	463 KB

  <b>COUNCIL DIRECTIVE</b>	Adopted: 1/24/1996 Revised: 2/12/14	Number: CD-ADMIN-1.7
	Mayor: 	City Administrator: 
	For: <b>All Employees and Community Members</b>	
	Subject: <b>City of Woodbury ADA Transition Plan</b>	

**PURPOSE**

The Americans with Disabilities Act was enacted in 1990 to provide a national mandate to eliminate discrimination against individuals with disabilities. Under the Act, all state and local government entities or agencies are required to perform self-evaluations of their current facilities, programs and activities. Agencies are then required to develop a plan outlining ways to accommodate those with disabilities and addressing any deficiencies in current operations. This directive addresses how the City of Woodbury complies with the applicable portions of this Act. The plan is required to be updated periodically.

**POLICY**

**A. Coordination**

The City of Woodbury has more than 50 employees; therefore, it is required that the City appoint an ADA Coordinator. The Assistant to the City Administrator(s) will act as the City's ADA Coordinator. This individual will educate the organization on ADA regulations, ensure the City acts upon all ADA accommodation requests, and coordinate City efforts to be compliant.

**B. Statement of Non-Discrimination on the Basis of Disability**

The City of Woodbury does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs, activities and services. The City will not use eligibility criteria that discriminate on the basis of disability. The ADA Coordinator will coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the U.S. Department of Justice Regulations. Information concerning the provisions of ADA, and the rights there under, are available from the ADA Coordinator. Notice of this policy shall be published in the City's legal newspaper to inform the public of the rights and protection afforded by ADA.

**C. Public Involvement**

The City solicited public input from multiple community agencies when the ADA Transition Plan was created in 1996. As the City continues to update its ADA Transition Plan, the City invites the public to address any ADA compliance concerns with the ADA Coordinator and/or City staff.

#### **D. Programs, Activities and Services**

The City of Woodbury provides a broad range of programs, activities, and services to its residents. The City will make reasonable accommodation efforts to make these programs accessible whenever possible. When possible, these programs will be provided in an integrated setting. In cases where access is not feasible, the City will make reasonable efforts to provide like opportunities. These programs include, but are not limited to the following:

- Dissemination of information in various forms
- Public meetings (City Council and Advisory Commissions)
- Inspections, permits, and licenses
- Planning and Community Development services
- Utility services and billing
- Elections
- Street maintenance
- Public education including printed and online materials
- Park and Recreation programs and facilities
- Police and Fire services
- Employment
- Cable television (broadcast of public information)
- Recycling and sustainability programs
- Contracting of services

Access to these programs may be through telephone contacts, in person contacts at a City facility, at a private home or business, or at a facility owned by another. The City of Woodbury will reasonably accommodate access to these programs as set forth in the Evaluation for Non-Structural Changes for Programmatic Barriers (Appendix I).

#### **E. Self-Evaluation Process**

Staff conducted an initial self-evaluation of City owned facilities open to the public in 1996. This evaluation was conducted using forms provided by the Minnesota State Council on Disability. The survey forms used were designed to reflect the most restrictive requirements of either the Minnesota State Building Code or the Americans with Disabilities Act Accessibility Guidelines as they existed at the time the facilities were evaluated. Staff also evaluated the City's programs, services, and activities to determine potential barriers. A copy of the transition plan will be kept in the administration office of the City of Woodbury.

#### **F. Structural Barriers Identified**

A list of the structural barriers that staff identified is included in Appendix II, Transition Plan for Structural Barriers. Structural barriers listed will also include curb ramps. Barriers in employee areas will be addressed as the need arises.

#### **G. New Construction**

The City of Woodbury will comply with all current ADA standards for new construction in city facilities, public right-of-way, and public parks and trails.

**H. Maintenance of City Facilities and Infrastructure**

The City of Woodbury will comply with all current ADA standards for maintenance projects and when updating city facilities, public right-of-way, and public parks and trails.

**I. Employment**

The City of Woodbury must meet the requirements of Title I of ADA concerning employment. The City's employment compliance actions are set forth in Appendix IV, Employee Compliance Plan.

**J. Grievance Procedure**

Appendix V outlines the grievance procedure for investigating ADA alleged violations.

**K. Curb Ramps**

The City's compliance actions regarding curb ramps are set forth in Appendix II.

**L. Training**

The City will educate all employees who have regular contact with the public in the provision of the City's programs, activities, and services on ADA requirements as well as sensitize employees to the needs of the disabled community.

**M. Emergency Evacuation**

The City will provide audible and visual alarm systems as required by ADA compliance laws. Employees will address the needs of disabled persons who may be in City facilities when an emergency situation occurs.

**N. Undue Financial or Administrative Burdens**

The City Council will make the final determination in instances where compliance with ADA creates an undue financial or administrative burden. In making its determination, the City Council will consider the following factors:

1. Nature and cost of the accommodations needed.
2. Overall financial resources involved in providing reasonable accommodations, the number of individuals affected, and the effect on expenses and resources.
3. Impact of the accommodation upon the operation of the facility, including the impact on the ability of employees to perform their duties and the impact on the facility's ability to conduct business.

**O. ADA Review**

To prevent creation of new barriers, the ADA Coordinator may request staff to submit plans for new programs, services, activities, remodeling or construction of new City facilities. The

ADA Coordinator will review these plans with the appropriate staff to ensure compliance with ADA compliance laws.

**P. Areas Not Specifically Addressed**

It is neither possible nor feasible for this policy to specifically address accommodations for all of the disabilities covered by ADA. Upon notice of situations not addressed by this policy, the ADA Coordinator will meet with the party to determine if any accommodation can be made which is both suitable and reasonable.

**APPENDIX I**

TRANSITION PLAN FOR NON STRUCTURAL CHANGES TO ELIMINATE  
PROGRAMMATIC BARRIERS

- 1. To accommodate the needs of individuals whose mobility is otherwise impaired due to a disability, the City will:**
  - a. Accommodate the needs of individuals who are not able to leave their homes. For example, an employee may go to a resident's home to complete a job application.
  - b. Schedule programs at locations for which the access meets the needs of the scheduled event.
  - c. Wheelchairs (and other devices designed for use by people with mobility impairments) will be permitted in all areas open to pedestrian use. Other power-driven mobility devices are permitted to use unless safety concerns are present in a given public facility or area.
  
- 2. To accommodate the needs of individuals who are deaf or who have hearing impairments, the City will:**
  - a. Give notice that an interpreter will be provided at public meetings if the City receives notice within 72 hours before the meeting. This notice will be incorporated with the general meeting notice. The City will make a good effort to accommodate emergency requests which do not meet the length of notice requirement.
  - b. Provide assistive listening devices for public meetings.
  - c. Instruct employees on the use of note writing for communication in unscheduled situations.
  - d. Provide telephone devices for the deaf. The City's 911 system already provides TDD access. The City Hall TDD number is 731-5796.
  - e. Utilize the services of state agencies for the deaf to improve communications.
  
- 3. To accommodate the needs of individuals who are blind or who are visually impaired, the City will:**
  - a. Provide notice on printed materials which states that the material may also be provided in other forms including Braille, large print, electronic copy, or audio recordings. The City may use discretion in providing alternative forms of materials so that the form suits the document size.

- b. Utilize the services of state agencies for the blind to improve communications.
- c. Provide readers the public, as needed.
- d. Permit use of a service animal in a public facility or area. A service animal is defined as a dog that has been individually trained to do work or perform tasks for the benefit of an individual with a disability. ADA states that dogs used purely for emotional support are not service animals.

#### **4. Miscellaneous Program Issues**

- a. The City of Woodbury Park and Recreation Department offers many programs. In regards to these programs, the City will:
  - 1. Accommodate requests for reasonable accommodations.
  - 2. For more complicated accommodation requests, the City may utilize the services of an integration specialist. The specialist will determine if integration is feasible in a manner that will not compromise the safety of other program participants.
- b. The City of Woodbury strives to ensure its published information, printed and electronic, is accessible to people with disabilities. When resources are not available to meet this goal in a timely fashion, items are prioritized using the following criteria:
  - 1. Emergency/crisis information (top priority).
  - 2. Important/meaningful information with the longest shelf-life – the content is not expected to change or expire over time.
- c. The City will not discriminate against the use of service animals in City facilities or while an individual is participating in a City program.
- d. As requested, staff will review the City's policies and ordinances to ensure that they are not discriminatory.

## APPENDIX II

### TRANSITION PLAN TO ELIMINATE STRUCTURAL BARRIERS

#### CURB RAMPS

All curb ramps that have been constructed after January 26, 1992 have been designed and constructed to meet ADA regulations at the time of installation. The City will review and update curb ramps when there is a need for reconstruction.

1. Identification. In 1992 a field survey of the entire City was taken to identify locations where curb ramps were required to be constructed. The results of the field survey indicated there were approximately 145 locations where existing curb and sidewalk should be removed and replaced with a curb ramp. These locations of proposed curb ramp improvements have all been addressed to meet curb ramp regulations at the time of reconstruction.
2. Design. In addition to the field survey, design and construction standards for the proposed curb ramps were researched. Based on this research, the City adopted the design endorsed by the Minnesota Department of Transportation. Exposed aggregate was used for the surface texture for the proposed curb ramps. Exposed aggregate provides a detectable warning surface and provides a relatively stable foundation under Minnesota's snow and ice conditions.
3. Schedule of self-evaluation. In 1992, the City dedicated \$25,000 of funding annually for curb ramp installation. This level of funding helped to maintain and install all curb ramps across the City. The City will ensure all newly installed curb ramps follow the current ADA requirements at the time of reconstruction. In addition, the City will listen to requests and concerns from disabled residents in the community if a curb ramp is damaged or needs to be maintained. Any curb ramp needing to be repaired and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

#### EXTERIOR & INTERIOR PUBLIC ACCESS

The City completed an evaluation of all the public access facilities constructed before 1992 and identified areas that did not meet ADA requirements. These areas have all been addressed since the implementation of the transition plan and meet ADA requirements at the time of reconstruction. All buildings constructed after 1992 meet ADA requirements at the time of construction. Barriers in the original self-evaluation include (but not limited to) restrooms, water fountains, public telephones, walkways, parking, stairs, corridors and entrances. The City will continue to ensure newly constructed buildings meet ADA requirements at the time of construction and will update any non-compliant matters when a reconstruction project is needed. The City will listen to requests and concerns from disabled residents in the community if there is an issue of concern in a publicly accessible building. Any building or curb ramp having a

maintenance concern and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

### **APPENDIX III**

#### **PARK AND RECREATION DIVISION ACCESSIBILITY SELF-EVALUATION**

1. Parking lots have been provided with the necessary numbers of accessible parking spaces. These spaces have been properly signed and marked.
2. Public information regarding the parks and trails system will include accessibility information.
3. Amenities in the parks and trails system will be made accessible for all new construction. Existing facilities will be made accessible and the modification phased.
4. Trail intersections at streets and parking lots will have proper ramps according to accessibility standards for all new construction. For existing construction, existing ramps that intersect with public streets and public parking lots shall meet ADA requirements.
5. Recreation programs will be conducted in accessible buildings and spaces. If participants require an accommodation, support services such as an interpreter or a mobility aide can be arranged by calling or registering in person at least two weeks in advance of the program start date. This information will be placed in all recreation program materials.

## **APPENDIX IV**

### EMPLOYMENT COMPLIANCE PLAN

The City of Woodbury does not discriminate against persons with disabilities in the various areas of employment including: recruitment, hiring, transfers, promotions and terminations. To this end, the City's employment practices will include the following actions:

#### **Recruitment**

When a vacancy occurs, the Administrative Services Director will require the job description to include the physical requirements and essential job functions for the position.

#### **Job Advertisements**

Job notices and advertisements for vacancies will state that the City of Woodbury does not discriminate on the basis of disability. Further, the cover letter which accompanies each application will state that reasonable accommodations will be made upon request throughout the recruitment process. The City's application form will not ask for information related to an individual's disabilities. Advertisements will be submitted to appropriate agencies to ensure that a broad range of individual with disabilities will be reached.

#### **Testing / Interviews**

The ADA Coordinator will work with the candidate(s) requesting reasonable accommodations.

#### **Accommodations for New and Existing Employees**

Newly hired employees and existing employees who acquire disabilities shall work with the ADA Coordinator to achieve reasonable and appropriate accommodations.

#### **Miscellaneous**

The City requires a physical examination after making a contingent offer of employment to a qualified applicant to ensure that they can perform the essential job functions of the position for which they are being considered. This medical examination is required of all regular full-time and part-time employees, and the offer of employment is conditioned on the results of the examination. Social and recreational activities which are provided for employees will be accessible.

## APPENDIX V

### GRIEVANCE PROCEDURE

#### INVESTIGATING ALLEGED VIOLATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA)

The purpose of this grievance procedure is to provide prompt and equitable resolution of complaints alleging any action prohibited by the U.S. Department of Justice regulations implementing Title II of the Americans with Disabilities Act. Title II of the ADA states, in part, that "no otherwise qualified disabled individual shall, solely by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination" in programs or activities sponsored by a public entity.

### GRIEVANCE PROCEDURE

#### **1. Filing a complaint**

ADA complaints shall be filed with the administration office of the City of Woodbury, 8301 Valley Creek Road, Woodbury MN 55125. All complaints shall be filed in writing or verbally; shall contain the name, address and phone number of the complainant; and describe the alleged violation. A complaint shall be filed within 180 days after the complainant becomes aware of the alleged violation.

#### **2. Investigation and ADA Coordinator Determination**

Upon receipt of the complaint, the ADA Coordinator or a person designated by the ADA Coordinator shall conduct such investigation as may be necessary to determine the facts of the alleged violation. The investigator shall also (a) determine whether or not the complaint is governed by Title II of the ADA; and (b) if Title II is applicable, attempt to devise a plan, if practical, which will address necessary modifications to City programs or activities covered by Title II.

The ADA Coordinator or a person designated by the ADA Coordinator shall then meet with the complainant and attempt to resolve the complaint.

The determination of the ADA Coordinator shall be issued within thirty (30) working days of receipt of the complaint and shall be in written form or other appropriate media of communication. A copy of the ADA Coordinator's determination shall be sent by certified mail to the complainant. Arrangements for sending the ADA Coordinator's determination to a visually impaired complainant shall be made. The City Administrator will be informed and provided a copy of the ADA Coordinator's determination.

#### **3. Appeal to City's Selected Impartial Hearing Examiner**

Within twenty (20) working days of the receipt by the complainant of the ADA Coordinator's determination, the complainant may request a hearing in front of the City's selected impartial

examiner. The request for appeal shall be filed with the City Administrator. If a hearing before the City's selected impartial examiner is requested, the City Administrator shall set the matter for hearing before the City's impartial hearing examiner within 20 days from the date of the request for hearing. The complainant and a representative of the City Administrator may be present at the hearing, may be represented by counsel, may present evidence and witnesses, and may cross-examine witnesses. An audio or visual recording, whichever is appropriate, of the proceeding shall be made. Within thirty (30) working days of the completion of the hearing, the City's impartial hearing examiner shall issue a written decision, which shall be sent to the complainant. Arrangements for submission of the City's impartial hearing examiner's decisions to a visually impaired complainant shall be made.

All determinations throughout this grievance process shall be rendered in a form additional to writing, if necessary, to the understanding of the complainant. An advocate may be appointed to aid a complainant in the filing of a complaint.

This grievance procedure will involve thorough investigations, affording all interested persons and their representatives, if any, an opportunity to submit evidence relevant to a complaint.

The rights of a person to a prompt and equitable resolution of the complaint filed hereunder shall not be impaired by the person's pursuit of other remedies such as the filing of a complaint with the responsible federal department or agency. The use of this grievance procedure is not a prerequisite to the pursuit of other remedies.

This grievance procedure shall be construed to protect the substantive rights of interested persons to meet appropriate due process standards and to assure that the City of Woodbury complies with the ADA.

**Adopted by the Woodbury City Council on February 12, 2014, Resolution No. 14-27**

# Regional Economy

Pedestrian Facilities Project: 20201 Woodbury Valley Creek Rd | Map ID: 1706026372793

## Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 23658  
Total Employment: 1014  
Mfg and Dist Employment: 33



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 1/23/2024  
LandscapeRSA5



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

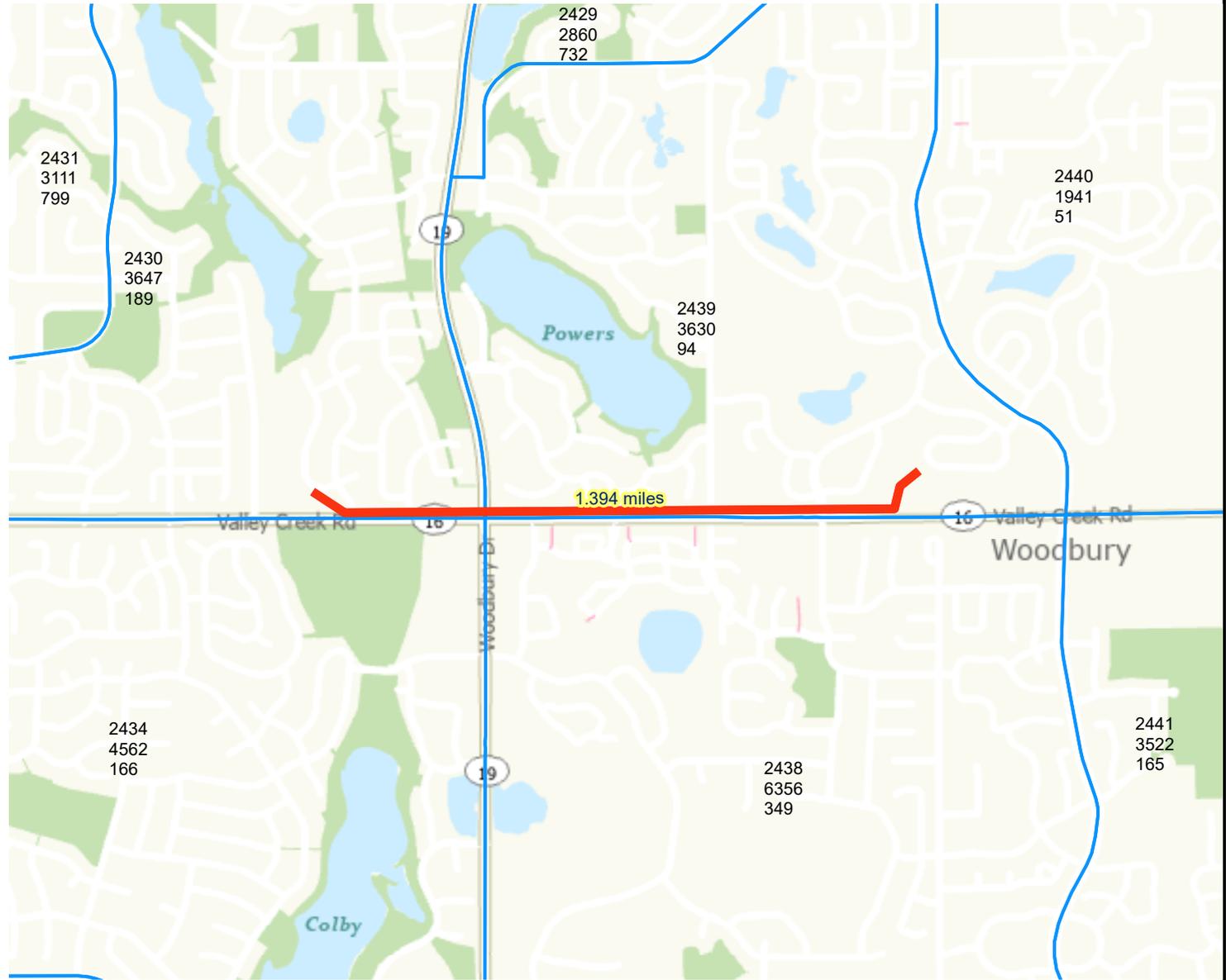


# Population/Employment Summary

Pedestrian Facilities Project: 20201 Woodbury Valley Creek Rd | Map ID: 1706026372793

## Results

Within HALF Mile of project:  
Total Population: 23658



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 1/23/2024  
LandscapeRSA4



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



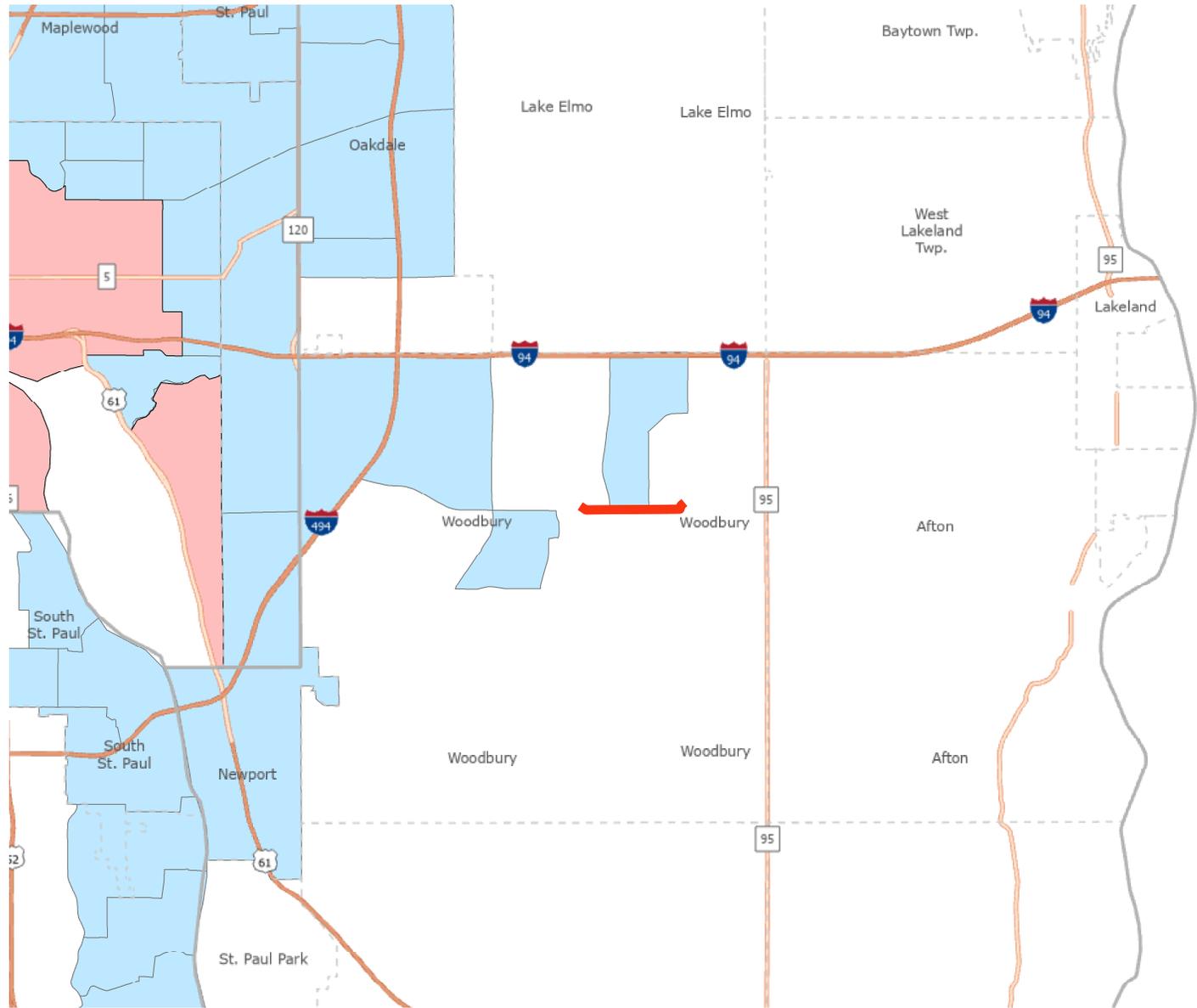
# Socio-Economic Conditions

Pedestrian Facilities Project: 20201 Woodbury Valley Creek Rd | Map ID: 1706026372793

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 605

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: 1/23/2024  
LandscapeRSA2



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



# Project to RBTN Orientation

Pedestrian Facilities Project: 20201 Woodbury Valley Creek Rd | Map ID: 1706026372793



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



Created: 1/23/2024  
LandscapeRSA6

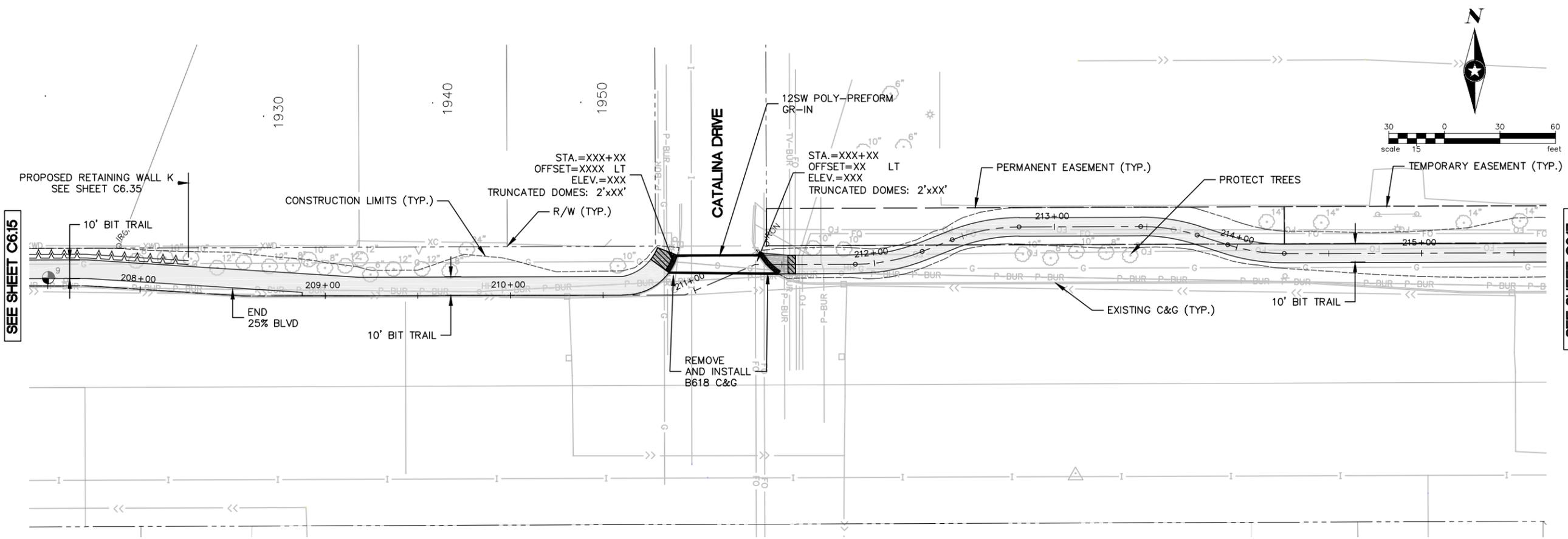


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

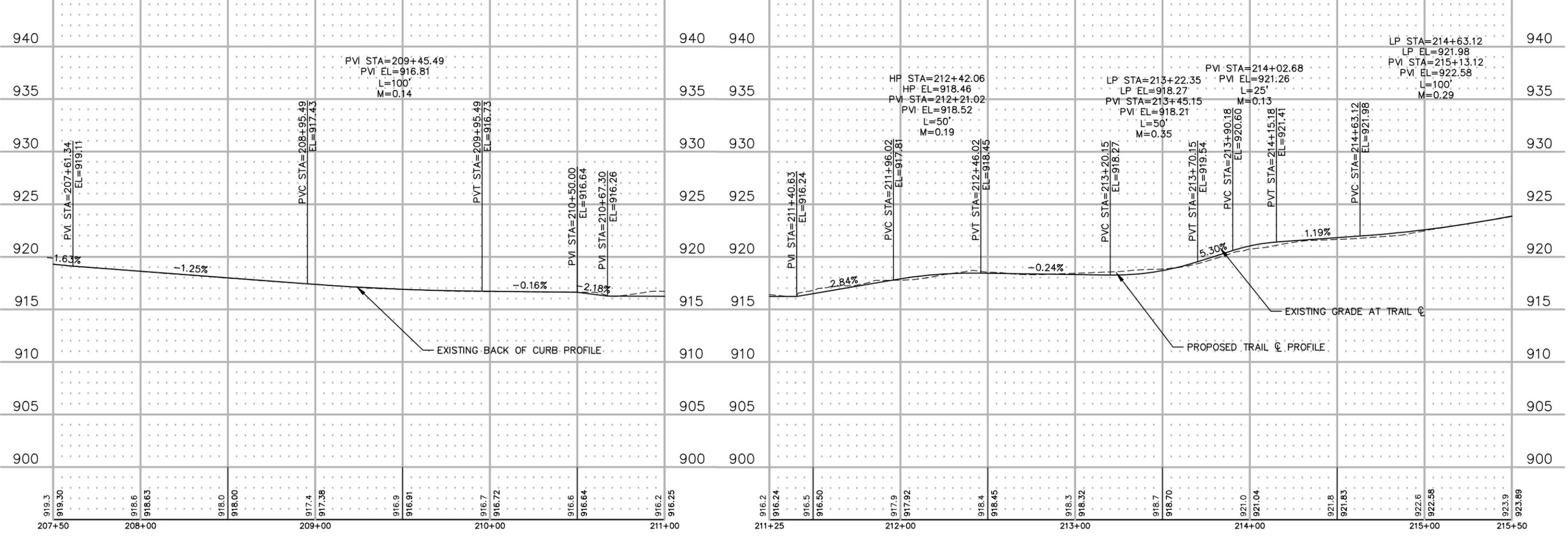




S:\JZ\Woodb\143630\5-final-dsgn\51-drawings\10-Civil\cadd\dwg\planshts\Valley Creek Rd-2.dwg 10/11/2018 9:56 AM zstafelien



# VALLEY CREEK ROAD



PHONE: 651.490.2000  
3535 VADNAIS CENTER DR.  
ST. PAUL, MN 55110-5196  
www.sehinc.com

**SEH**

2019

EVERY COPY OF THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CHAD LETTERHOLM, P.E.  
SIGNATURE: \_\_\_\_\_  
DATE: XX/XX/2019 LIC. NO. 40913

**WOODBURY, MINNESOTA**  
2019 TRAIL IMPROVEMENTS  
VALLEY CREEK ROAD

CITY PROJECT NUMBER: XX-XXX-XX

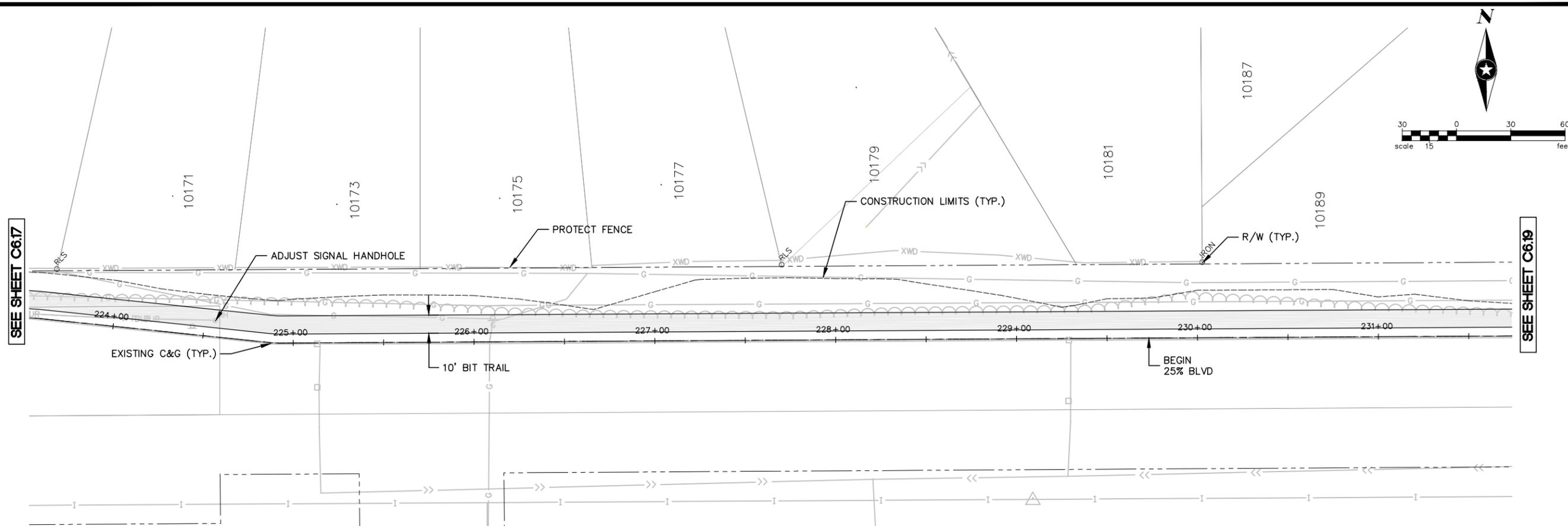
NO.	REVISION	DATE

SURVEY PH  
DRAWN ZTS  
DESIGNED ZTS  
APPROVED CES  
PROJ. NO. WOODB 143630

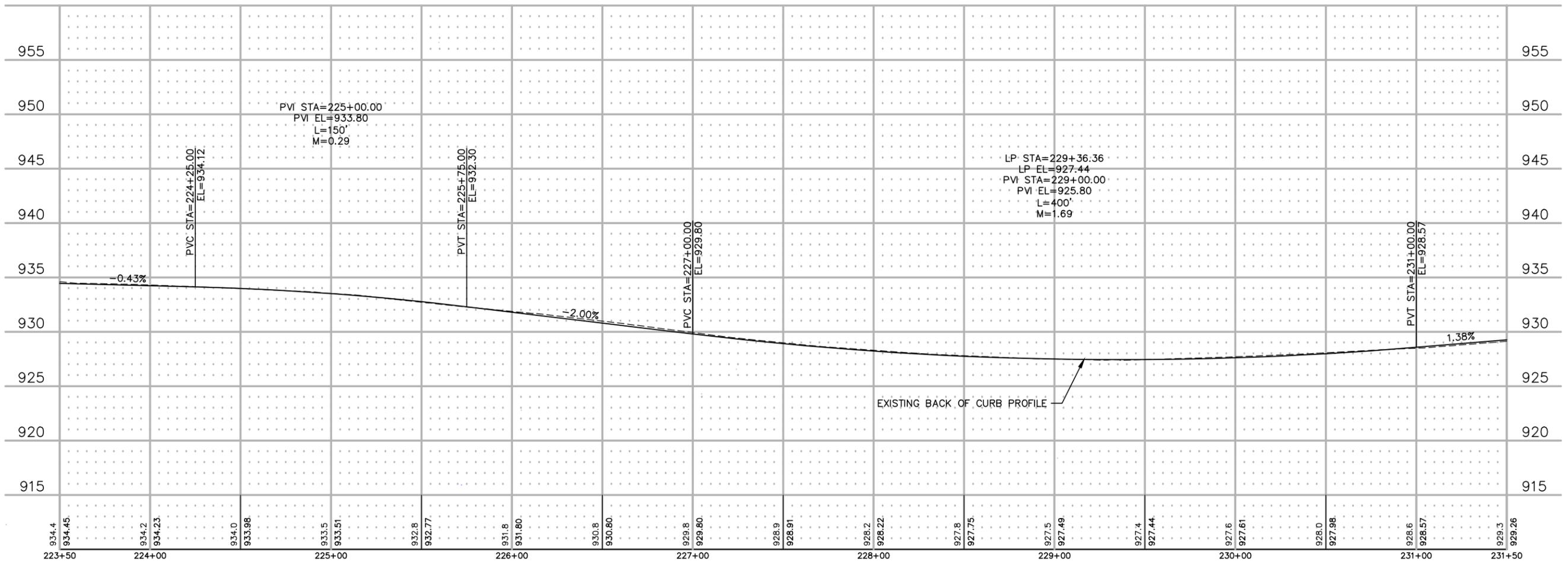
SHEET NUMBER  
**C6.16**



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# VALLEY CREEK ROAD



PHONE: 651.490.2000  
3535 VADNAIS CENTER, DR.  
ST. PAUL, MN 55110-5196  
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**SEH**

2019

WOODBURY, MINNESOTA  
2019 TRAIL IMPROVEMENTS  
VALLEY CREEK ROAD

CITY PROJECT NUMBER: XX-XXX-XX

NO. REVISION DATE

SURVEY PH  
DRAWN ZTS  
DESIGNED ZTS  
APPROVED CES

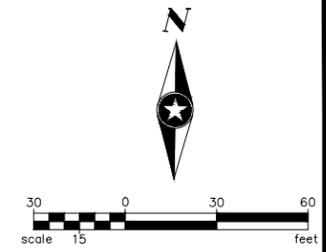
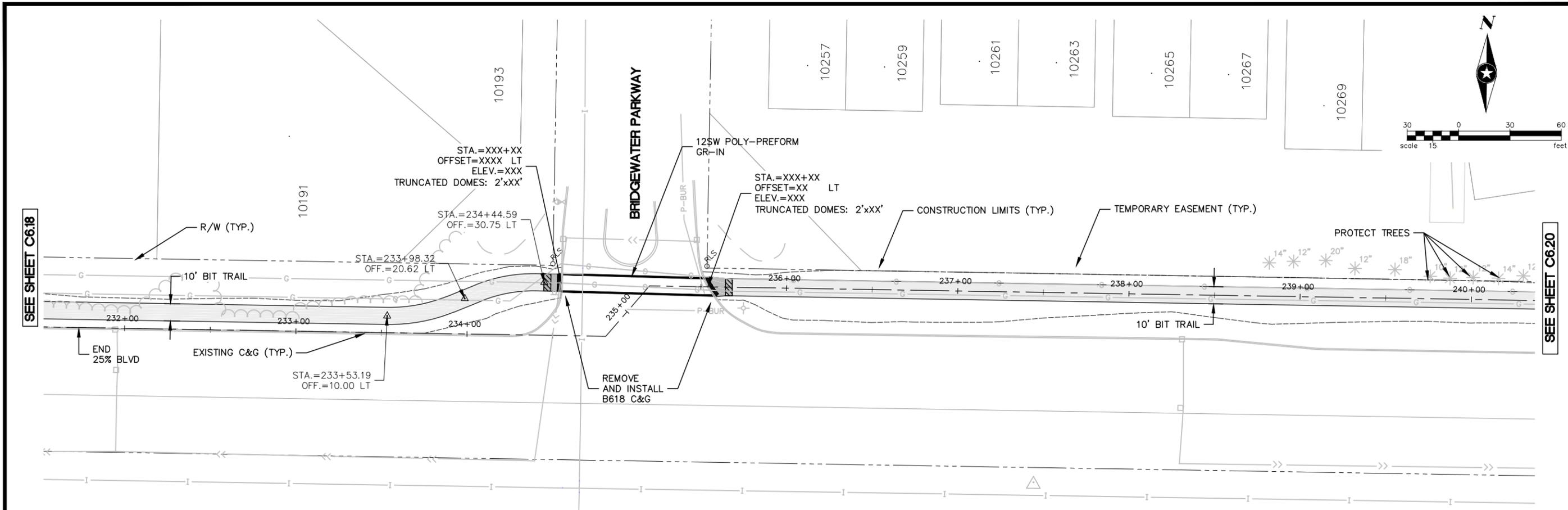
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SHEET NUMBER  
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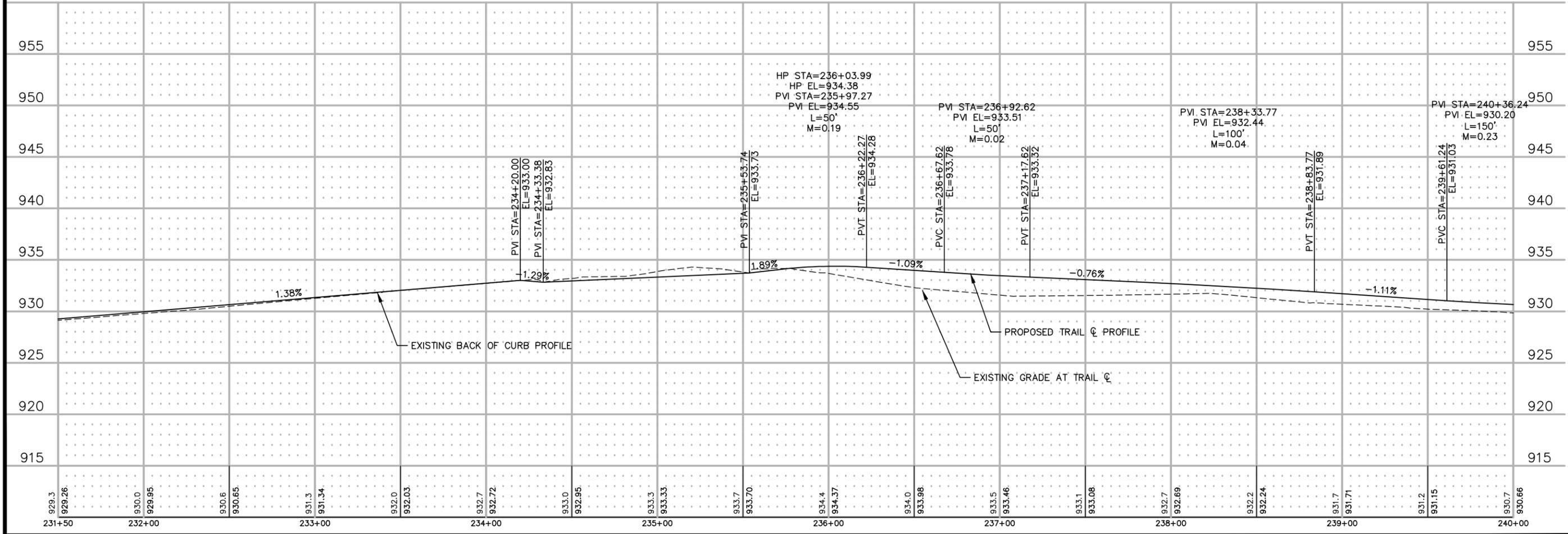
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CHAD SETTERHOLM, P.E.  
SIGNATURE: \_\_\_\_\_  
DATE: XX/XX/2019 LIC. NO. 40913

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# VALLEY CREEK ROAD



PHONE: 651.490.2000
   
 3535 VADNAIS CENTER, DR.
   
 ST. PAUL, MN 55110-5196
   
 www.sehinc.com

2019
   
 SIGNATURE: CHAD SETTERHOLM, P.E.
   
 DATE: XX/XX/2019 LIC. NO. 40913

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**WOODBURY, MINNESOTA**
  
**2019 TRAIL IMPROVEMENTS**
  
 VALLEY CREEK ROAD

CITY PROJECT NUMBER: XX-XXX-XX

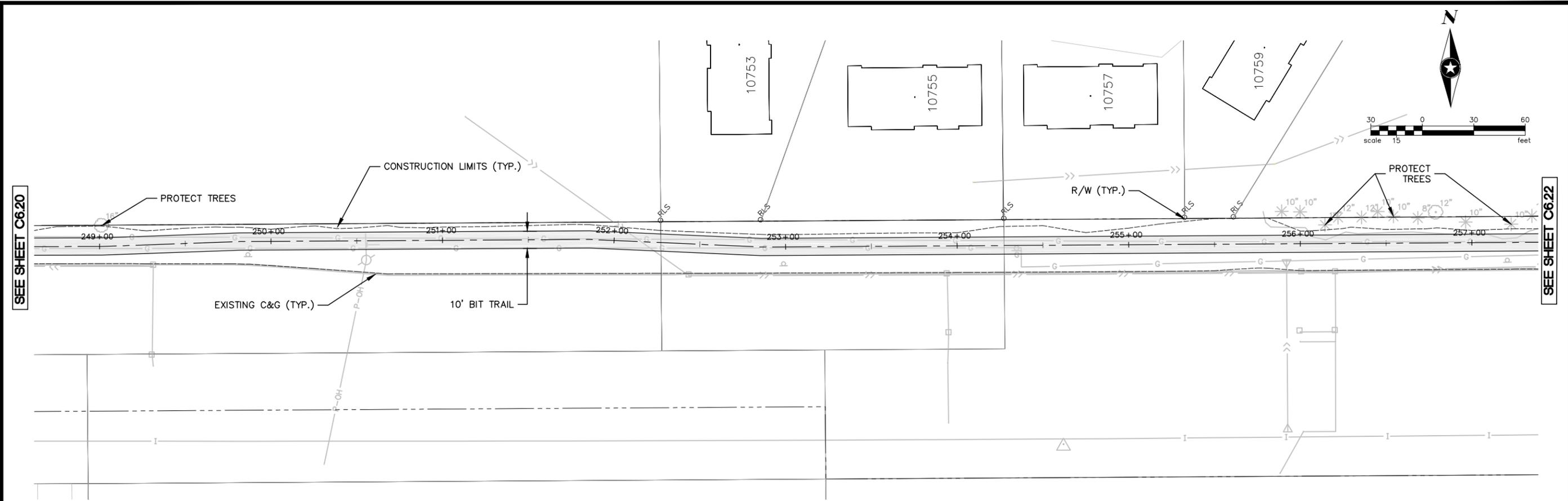
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SURVEY: PH
   
 DRAWN: ZTS
   
 DESIGNED: ZTS
   
 APPROVED: CES

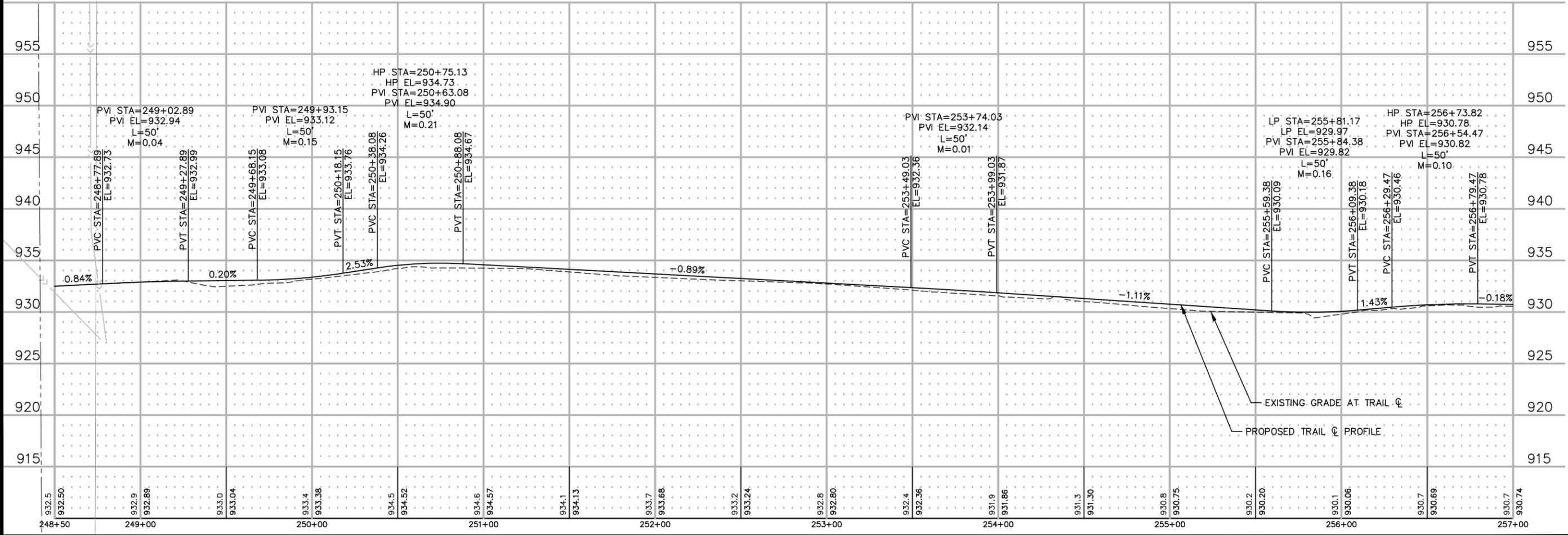
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 SHEET NUMBER:
   
**C6.19**



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# VALLEY CREEK ROAD



SEE SHEET C6.20

SEE SHEET C6.22

WOODBURY, MINNESOTA  
2019 TRAIL IMPROVEMENTS  
VALLEY CREEK ROAD

CITY PROJECT NUMBER: XX-XXXX-XX

NO. REVISION DATE


SURVEY PH  
DRAWN ZTS  
DESIGNED ZTS  
APPROVED CES

PROJ. NO. WOODB 143630

SHEET NUMBER  
**C6.21**

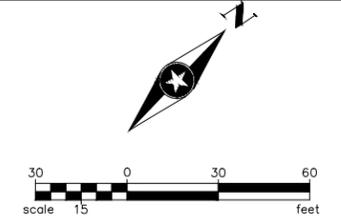
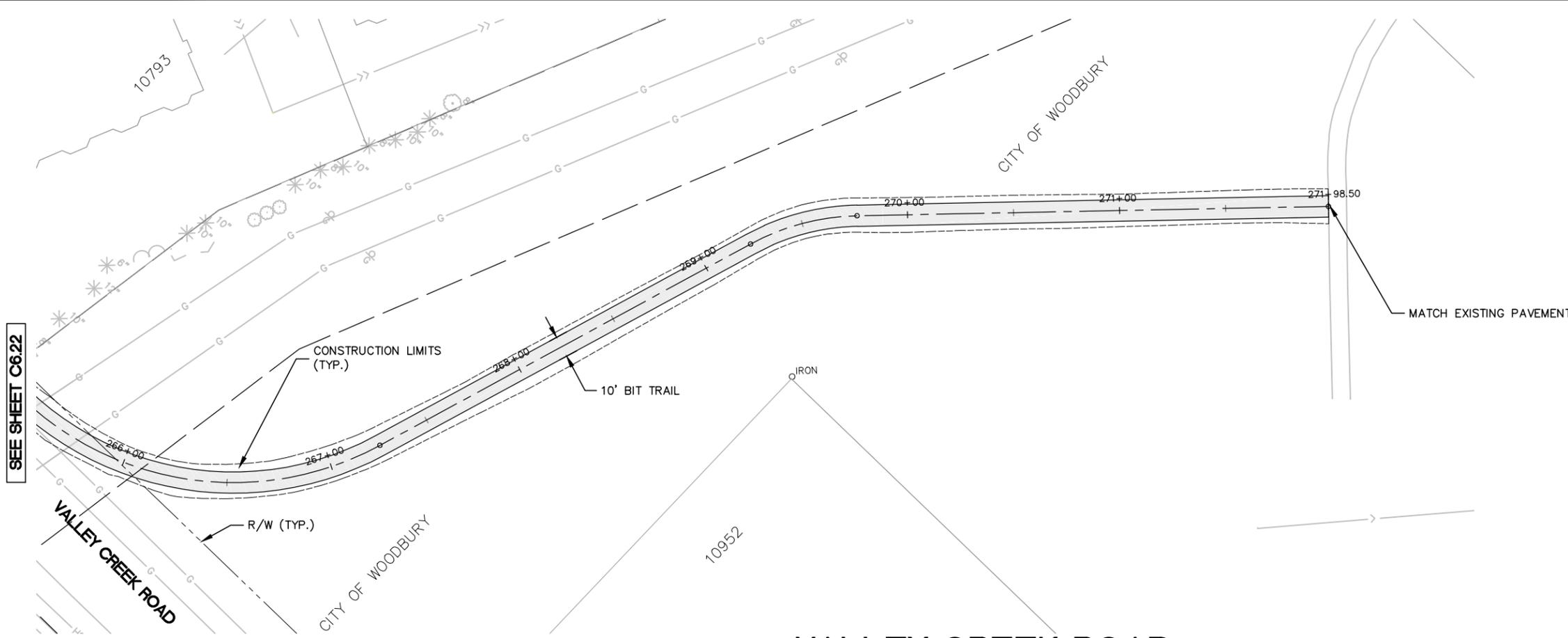
PHONE: 651.490.2000  
3535 VADNAIS CENTER DR.  
ST. PAUL, MN 55110-5196  
www.sehinc.com

SEH

1989 I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.  
PRINT NAME: CHAD SETTERHOLM, P.E.  
SIGNATURE: \_\_\_\_\_  
DATE: XX/XX/2019 LIC. NO. 40913



S:\JZ\W\Woodb\143630\5-final-dsgn\51-drawings\10-Civil\cadd\dwg\planshts\Valley Creek Rd-9.dwg 10/11/2018 10:19 AM zstastisien



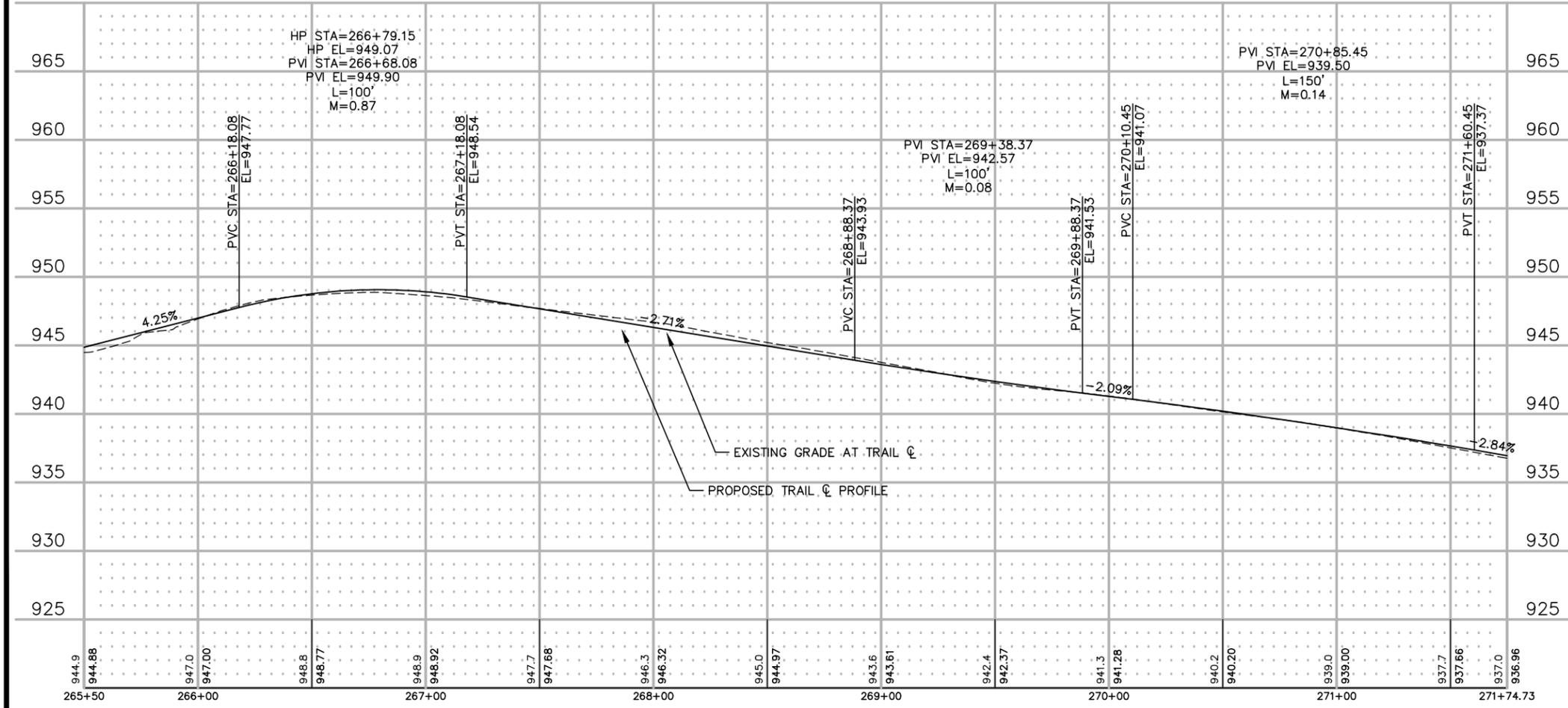
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PRINT NAME: CHAD SETTERHOLM, P.E.  
SIGNATURE: \_\_\_\_\_ LIC. NO. 40913  
DATE: XX/XX/2019

# VALLEY CREEK ROAD



WOODBURY, MINNESOTA  
2019 TRAIL IMPROVEMENTS  
VALLEY CREEK ROAD

CITY PROJECT NUMBER: XX-XXX-XX

NO.	REVISION	DATE

SHEET NUMBER  
**C6.23**

[Return to main site](#)

## Streams (Data through 12/31/2022)

### About Streams

Search by Property Name or Address

Or Search by HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID

Or filter by:

#### Funding Source

- Federal
- State
- Local
- Philanthropic

#### Funding Categories

- Project-Based Subsidy
- Public Housing
- Tax Credit
- Tax Credit (LIHTC 4%)
- Tax Credit (LIHTC 9%)
- Subsidized-Other
- Local 4d

#### Groups Served

- Family
- Elderly
- Disabled

#### Obligation End Year

- Start Year
- End Year

#### Last Finance Year

- Start Year
- End Year

#### First Finance Year

- Start Year
- End Year

- New Construction
- Other

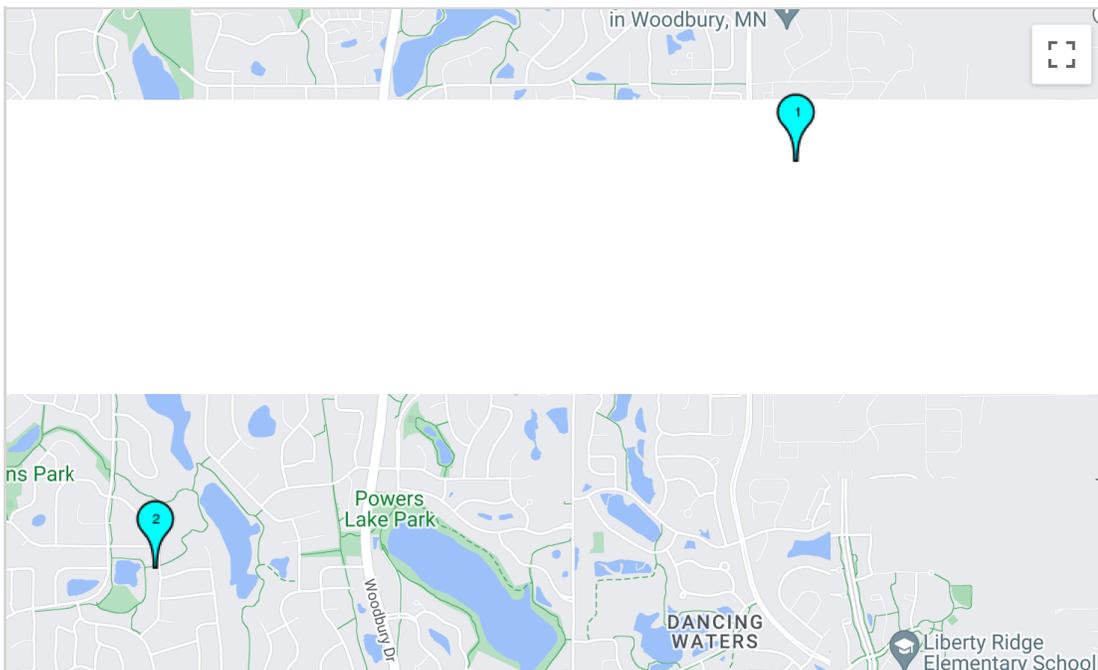
Show Results

[Clear All](#)

Map Search

City Search

Greater MN





[Send us feedback](#)

Properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
2	97	56	0	41	0	97

\* AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.

\*\* Obligation expiration dates are estimated based on program definition if not provided.

\*\*\* There may be other funders. This funder provided for reference.

Property Detail (click on property row for additional detail)

Sort By: 1st Name  A-Z  2nd Name  A-Z  3rd Name  A-Z

[Click here](#) to export these search results to a csv file. (Use indicates acceptance of our [Data Use Agreement](#).)

Ref Name	Address	City	Address Primary Count	Primary Funder***	Property ID	Total Units	30% AMI	50% AMI	60% AMI	80% AMI	Total Afford. Units*	1st Est Close	Last Funding	Earliest Release**	Est
2	Scattered Site	Woodbury	55	HUDPH	MN212000001	56	56				56	03/31/2001	11/30/2001		
1	Sienna Ridge Townhomes	Woodbury	18	MHFA	D4063	41			41		41 *	01/01/2006	01/01/2008	09/20/2007	

## Property Detail

### About Streams

**Scattered Site**

Multiple addresses listed at bottom of page

**Funding Categories**

Public Housing

**Property Information**

Year Built: 2001

Building Type:

Groups Served:

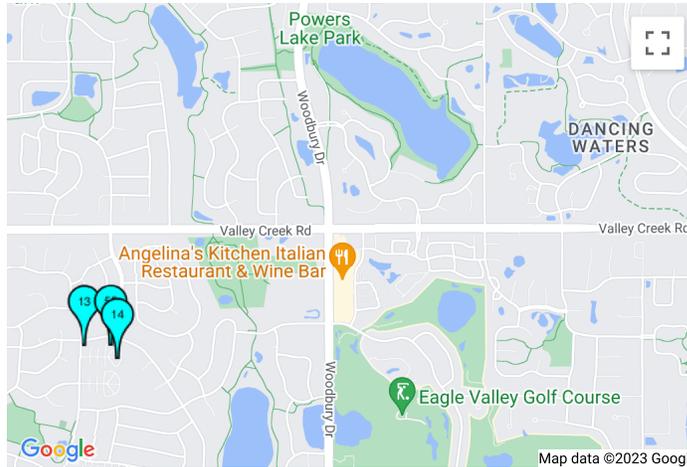
Total Units: 56

Affordable Units: 56

**Affordable Units by Bedroom**

**Units by Area Median Income**

30%: 56



**Funding Dates & Programs**

First known closing: 3/31/2001

Most recent closing: 11/30/2001

Earliest expiration:

Last Activity: Preservation

HUDPH: Public Housing

Close Date: 3/31/2001

**Known Property Identifiers**

HousingLink: 11338

HUDPH: MN21200001

[Housing+Transit Cost](#)

[Walk Score®: 17](#)

[Report a problem](#)

**Listing Summary**

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	03/15/2021	07/07/2023	\$1,158	\$1,158	\$1,200
3	02/15/2021	10/11/2023	\$1,626	\$1,626	\$1,704
4	04/01/2023	04/01/2023	\$1,912	None	\$1,912

\* A listing is currently open for this property in hList

**Known Property Addresses**

1	441 Lakeview Alcove	Woodbury
2	1770 Donegal Dr	Woodbury
3	8606 Quarry Ridge Ln	Woodbury
4	1312 Chicago Ave	St Paul Park
5	1450 Granada Ave N	Oakdale
6	1492 Granada Ave N	Oakdale
7	1501 Goodwin Ave N	Oakdale
8	1750 Donegal Dr	Woodbury
9	1865 Donegal Dr	Woodbury
10	2217 Hallmark Ave N	Oakdale
11	2218 Tower Ct	Woodbury
12	2231 Hallmark Ave N	Oakdale
13	2399 Wimbledon Dr	Woodbury
14	2439 Wimbledon Bay	Woodbury
15	2834 Mallard Dr	Woodbury
16	339 Leeward Trail	Woodbury
17	3576 York Dr	Woodbury
18	372 Leeward Trail	Woodbury
19	392 Leeward Trail	Woodbury
20	4744 Hayward Rd N	Oakdale
21	514 Mariner Way	Woodbury
22	6317 Alderwood Bay	Woodbury
23	6354 Aspenwood Plaza	Woodbury
24	6361 Alderwood Plaza	Woodbury
25	6557 Chamberlain Cir	Woodbury
26	6831 MacBeth Cir	Woodbury
27	6836 MacBeth Cir	Woodbury
28	6965 MacBeth Cir	Woodbury
29	7001 Homestead Ave S	Cottage Grove

30	7008 Homestead Ave S	Cottage Grove
31	7011 49th St N	Oakdale
32	7018 19th St N	Oakdale
33	7203 Robinwood Trail	Woodbury
34	7648 Dunmore Road	Woodbury
35	7657 Afton Ct	Woodbury
36	7884 Rimbly Rd	Woodbury
37	7900 Forest Blvd	Woodbury
38	8127 Jasmine Ave S	Cottage Grove
39	8151 Homestead Ave S	Cottage Grove
40	8204 Grange Blvd	Cottage Grove
41	8457 Grafton Ave S	Cottage Grove
42	8534 Imperial Ave S	Cottage Grove
43	8630 Quarry Ridge Ln	Woodbury
44	8639 Quarry Ridge Ln	Woodbury
45	8807 Ironwood Ave S	Cottage Grove
46	8901 Ironwood Ave S	Cottage Grove
47	8923 Greystone Ave S	Cottage Grove
48	9311 Turnberry Alcove	Woodbury
49	8555 Imperial Ave S	Cottage Grove
50	2490 Cobble Hill Alcove	St Paul
51	4882 Greenwich Trail N	St Paul
52	4884 Helena Ln N	St Paul
53	6313 Alderwood Bay	Woodbury
54	8614 Quarry Ridge Ln	Woodbury
55	2429 Wimbledon Bay	Woodbury

[Return to main site](#)

## Property Detail

### About Streams

#### Sienna Ridge Townhomes

Multiple addresses listed at bottom of page

#### Funding Categories

- Tax Credit
- Subsidized-Other
- Tax Credit (LIHTC 9%)

#### Property Information

- Year Built: 2007
- Building Type: Townhome
- Groups Served:
- Total Units: 41
- Affordable Units: 41

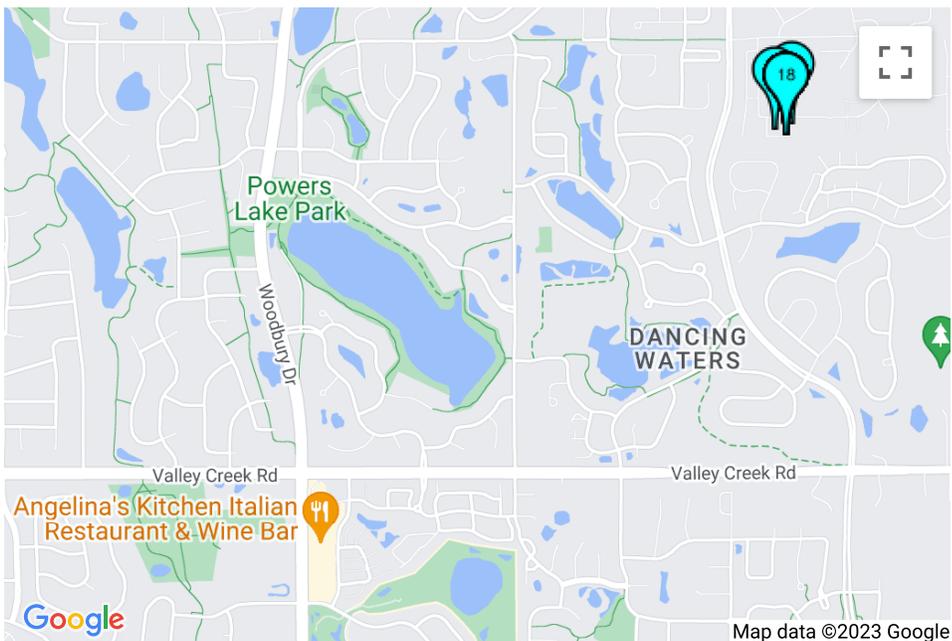
#### Affordable Units by Bedroom

- 2 BR: 20
- 3 BR: 21

#### Units by Area Median Income \*

60%: 41

\* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



[Housing+Transit Cost](#)

[Walk Score®: 4](#)

[Report a problem](#)

#### Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	03/21/2008	03/21/2008	\$760	None	\$760
3	03/21/2008	10/01/2018	\$870	None	\$1,115

#### Known Property Addresses

1	11109 Cresthaven Trail	Woodbury
2	11121 Cresthaven Trail	Woodbury
3	11129 Cresthaven Trail	Woodbury
4	11117 Cresthaven Trail	Woodbury
5	11077 Cresthaven Trail	Woodbury
6	11085 Cresthaven Trail	Woodbury
7	11089 Cresthaven Trail	Woodbury
8	11097 Cresthaven Trail	Woodbury
9	11134 Cresthaven Trail	Woodbury
10	11138 Cresthaven Trail	Woodbury
11	11076 Cresthaven Trail	Woodbury
12	11133 Cresthaven Trail	Woodbury
13	11139 Cresthaven Trail	Woodbury
14	11108 Cresthaven Trail	Woodbury

15	11116 Cresthaven Trail	Woodbury
16	11101 Cresthaven Trail	Woodbury
17	11086 Cresthaven Trail	Woodbury
18	11111 Cresthaven Trail	Woodbury

### Funding Dates & Programs

**First known closing:** 1/1/2006

**Most recent closing:** 1/1/2008

**Earliest expiration:** 9/20/2007

**Last Activity:** New Construction

**City:** Housing Authority

**MHFA:** LHIA

Close Date: 9/20/2007

Expiration: 9/20/2007

**MHFA:** Housing Tax Credits 9%

Close Date: 1/1/2006

Estimated Expiration: 1/1/2036

**MHFA:** Housing Tax Credits

Close Date: 1/1/2008

Expiration: 1/1/2038

**MHFA:** LMIR

Close Date: 9/20/2007

Expiration: 12/1/2038

### Known Property Identifiers

**HousingLink:** 4096

**MHFA:** D4063

**HUDLIHTC:** MNA2008928



[Return to main site](#)

## Property Detail

### About Streams

#### Scattered Site

Multiple addresses listed at bottom of page

#### Funding Categories

Public Housing

#### Property Information

Year Built: 2001

Building Type:

Groups Served:

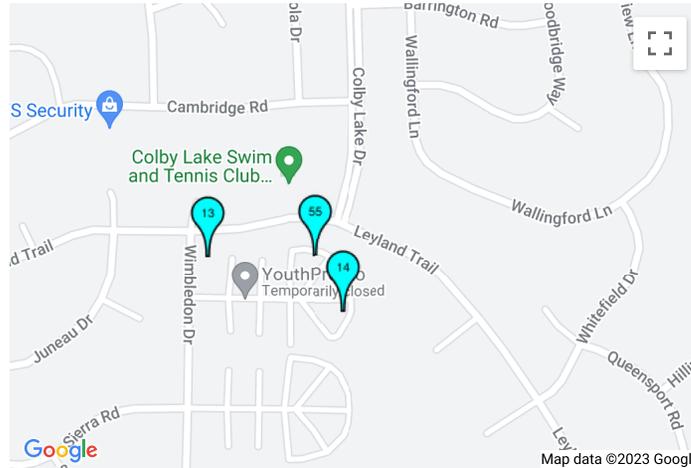
Total Units: 56

Affordable Units: 56

#### Affordable Units by Bedroom

Units by Area Median Income

30%: 56



#### Funding Dates & Programs

First known closing: 3/31/2001

Most recent closing: 11/30/2001

Earliest expiration:

Last Activity: Preservation

HUDPH: Public Housing

Close Date: 3/31/2001

#### Known Property Identifiers

HousingLink: 11338

HUDPH: MN212000001

[Housing+Transit Cost](#)

[Walk Score®: 17](#)

[Report a problem](#)

### Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	03/15/2021	07/07/2023	\$1,158	\$1,158	\$1,200
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4	04/01/2023	04/01/2023	\$1,912	None	\$1,912

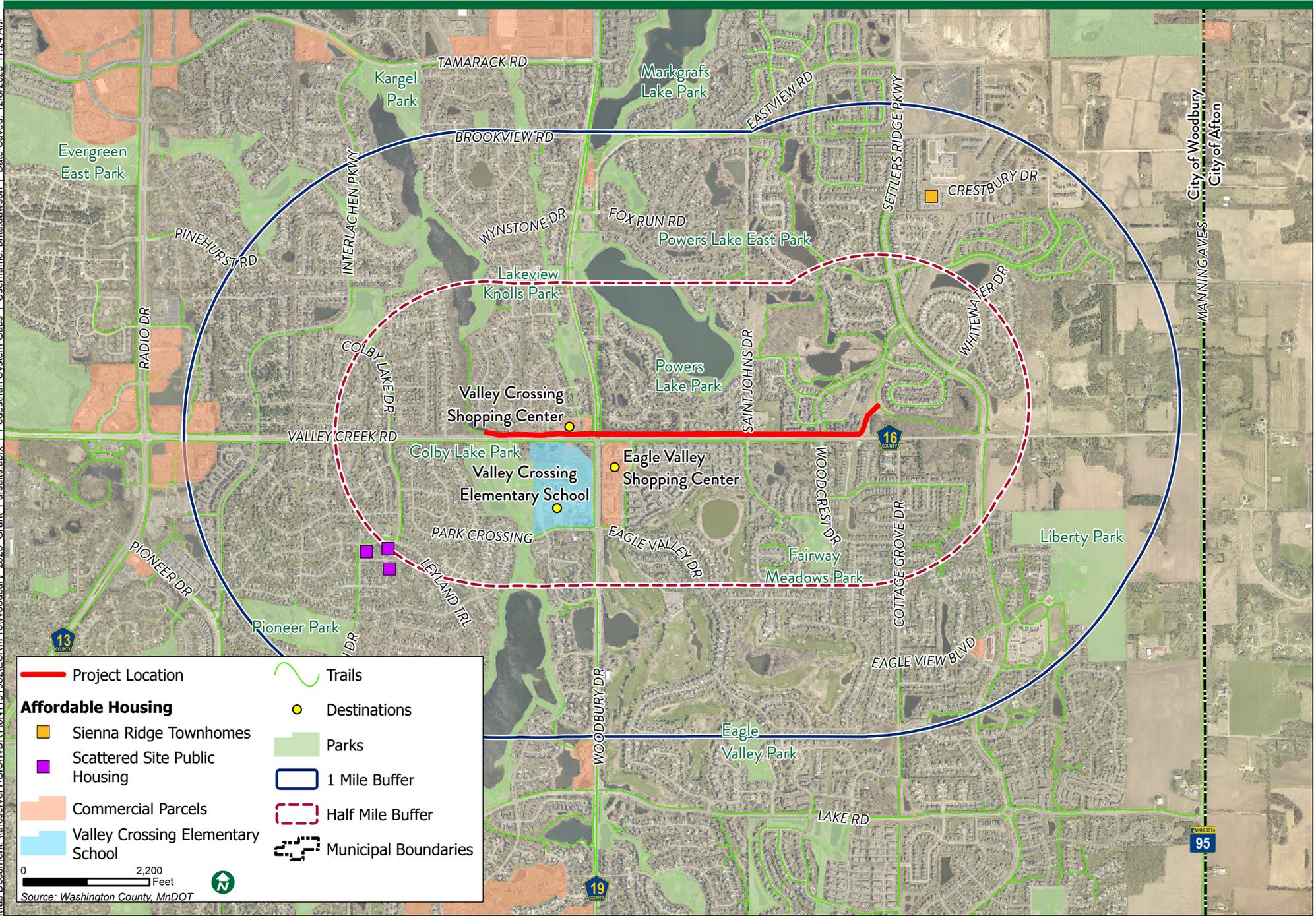
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9	1865 Donegal Dr	Woodbury
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11	2218 Tower Ct	Woodbury
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13	2399 Wimbledon Dr	Woodbury
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15	2834 Mallard Dr	Woodbury

16	339 Leeward Trail	Woodbury
17	3576 York Dr	Woodbury
18	372 Leeward Trail	Woodbury
19	392 Leeward Trail	Woodbury
20	4744 Hayward Rd N	Oakdale
21	514 Mariner Way	Woodbury
22	6317 Alderwood Bay	Woodbury
23	6354 Aspenwood Plaza	Woodbury
24	6361 Alderwood Plaza	Woodbury
25	6557 Chamberlain Cir	Woodbury
26	6831 MacBeth Cir	Woodbury
27	6836 MacBeth Cir	Woodbury
28	6965 MacBeth Cir	Woodbury
29	7001 Homestead Ave S	Cottage Grove
30	7008 Homestead Ave S	Cottage Grove
31	7011 49th St N	Oakdale
32	7018 19th St N	Oakdale
33	7203 Robinwood Trail	Woodbury
34	7648 Dunmore Road	Woodbury
35	7657 Afton Ct	Woodbury
36	7884 Ribley Rd	Woodbury
37	7900 Forest Blvd	Woodbury
38	8127 Jasmine Ave S	Cottage Grove
39	8151 Homestead Ave S	Cottage Grove
40	8204 Grange Blvd	Cottage Grove
41	8457 Grafton Ave S	Cottage Grove
42	8534 Imperial Ave S	Cottage Grove
43	8630 Quarry Ridge Ln	Woodbury
44	8639 Quarry Ridge Ln	Woodbury
45	8807 Ironwood Ave S	Cottage Grove
46	8901 Ironwood Ave S	Cottage Grove
47	8923 Greystone Ave S	Cottage Grove
48	9311 Turnberry Alcove	Woodbury
49	8555 Imperial Ave S	Cottage Grove
50	2490 Cobble Hill Alcove	St Paul
51	4882 Greenwich Trail N	St Paul
52	4884 Helena Ln N	St Paul
53	6313 Alderwood Bay	Woodbury
54	8614 Quarry Ridge Ln	Woodbury
55	2429 Wimbledon Bay	Woodbury



Map Document: \\arcserver1\GIS\SWBRY\0N1131992\ESR\IPro\Woodbury\_2023\_Grant\_Pursuits.aprx | Pedestrian System Gaps | User: brita.dawson | Date Saved: 12/8/2023 11:24 AM



	Project Location		Trails
<b>Affordable Housing</b>			Destinations
	Sienna Ridge Townhomes		Parks
	Scattered Site Public Housing		1 Mile Buffer
	Commercial Parcels		Half Mile Buffer
	Valley Crossing Elementary School		Municipal Boundaries

0 2,200 Feet

Source: Washington County, MnDOT



**PUBLIC WORKS**

Wayne Sandberg, P.E., Director, County Engineer  
Frank D. Ticknor, P.E., Deputy Director

November 13, 2023

Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
390 Robert Street North  
Saint Paul, MN 55101  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)

Re: Support for City of Woodbury Valley Creek Road Trail Gap Project

Washington County is pleased to support the City of Woodbury's Valley Creek Road Trail Gap Project, which eliminates a trail gap along the north side of Valley Creek Road between the Colby Lake Park pedestrian underpass and Dancing Waters Parkway.

The proposed project will connect the existing trail along the north side of Valley Creek Road, which ends west of Spinaker Drive, to an existing trail along Dancing Waters Parkway. This trail will directly connect multiple neighborhoods into the existing trail system and will connect to Colby Lake Park and Valley Crossing Elementary School via the pedestrian underpass under Valley Creek Road, allowing bicyclists and pedestrians to cross the road without having to cross at grade.

This project is in accordance with the County's Bicycle and Pedestrian Plan, which promotes constructing accessible, interconnected, safe, multimodal trail systems.

Washington County supports the city of Woodbury's project to close the trail gap on Valley Creek Road. Thank you for your time and consideration of this project.

Sincerely,

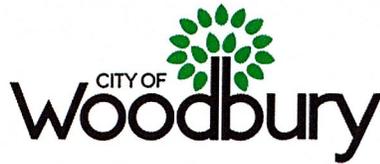
A handwritten signature in cursive script that reads "Wayne Sandberg".

Wayne Sandberg, P.E.  
Public Works Director, County Engineer  
Washington County Public Works

*A great place to live, work and play...today and tomorrow*

North Shop | 11660 Myeron Road North | Stillwater, MN 55082-9537  
P: 651-430-4300 | F: 651-430-4350 | TTY: 651-430-6246  
[www.co.washington.mn.us](http://www.co.washington.mn.us)

*Washington County is an equal opportunity organization and employer*



8301 Valley Creek Road • Woodbury, MN 55125-3330 • woodburymn.gov  
651-714-3500 • TYY 651-714-3568 • FAX 651-714-3501

November 30, 2023

Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
390 Robert Street North  
Saint Paul, MN 55101  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)

Re: Support for City of Woodbury Valley Creek Road Trail Gap Project

Dear Ms. Koutsoukos,

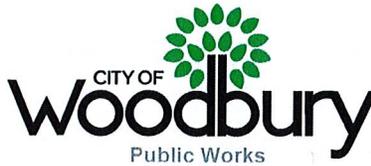
The City of Woodbury Parks and Recreation Department is proud to support the City of Woodbury's Valley Creek Road Trail Gap Project funding application; a project that will close an existing trail gap between the Colby Lake Park pedestrian underpass and an existing trail east of Dancing Waters Parkway.

The proposed project will close an approximately 1.3 mile trail gap on the north side of Valley Creek Road. The project will connect large and fully developed residential areas to Valley Crossing Elementary School, recreation resources at Colby Lake Park, and adjacent commercial districts. Improving safety and increasing accessibility to recreation resources are top priorities of the Parks and Recreation Department, and this project accomplishes both objectives. With a direct connection to the underpass by Colby Lake Park, pedestrians and bicyclists are no longer required to cross the busy and wide Valley Creek Road at-grade, reducing the potential for conflicts and crashes between pedestrians and vehicles.

The Woodbury Parks and Recreation Department supports the Valley Creek Road Trail Gap Project, and strongly encourages funding this important project. Thank you for your time and effort in reviewing this application.

Sincerely,

Michelle Okada  
Parks and Recreation Director  
City of Woodbury



2301 Tower Drive • Woodbury, MN 55125-1642 • woodburymn.gov  
651-714-3720 • TTY 651-714-3568 • FAX 651-714-3721

November 29, 2023

Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
390 Robert Street North  
Saint Paul, MN 55101  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)

Re: Support for Valley Creek Road Safe Routes to School Funding Application

Dear Ms. Koutsoukos,

On behalf of the City of Woodbury Public Works Department, I express my support for the City of Woodbury's Safe Routes to School funding application for Valley Creek Road Trail Gap Project. This letter is to provide confirmation that Public Works is committed to maintaining the proposed trail connection and providing snow and ice removal year-round along Valley Creek Road between the Colby Lake Park pedestrian underpass east to Dancing Waters Parkway.

The purpose of the proposed project is to expand the City's existing multimodal network and increase connectivity within the City's multi-use, off-street trail system. This project will greatly increase connectivity, and safety for pedestrians and bicyclists on the north side of Valley Creek Road. The project also connects to Valley Crossing Elementary School located just south of the project area.

Thank you for your time and effort in reviewing this application. We strongly encourage that the Valley Creek Trail Gap Project be funded due to its positive impact in improving the City's multimodal network and increased access to Valley Crossing Elementary School.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mary Van Milligen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mary Van Milligen  
Public Works Director  
City of Woodbury





**VALLEY CROSSING ELEMENTARY SCHOOL**

9900 Park Crossing  
Woodbury, MN 55125  
vces.sowashco.org | 651-425-7500

December 6, 2023

Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
390 Robert Street North  
Saint Paul, MN 55101  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)

Re: Support for City of Woodbury Valley Creek Road Trail Gap Project

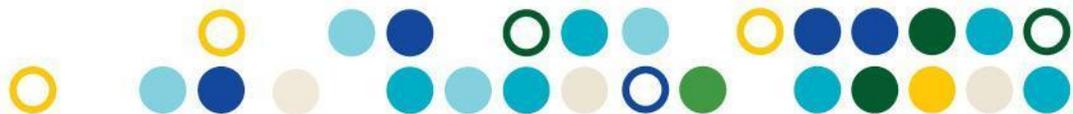
I am writing this letter on behalf of Valley Crossing Elementary School to express our support for the City of Woodbury's Valley Creek Road Trail Gap Project funding request. This project will directly benefit students at Valley Crossing Elementary School by closing an existing trail gap along Valley Creek Road between the Colby Lake Pedestrian Underpass and Dancing Waters Parkway.

As principal, the health and safety of students is my top priority. This project closes a trail gap on the north side of Valley Creek Road that prevents students from safely walking and biking to school. Currently there is no trail on the north side of Valley Creek Road, and students must cross the wide and busy Valley Creek Road at-grade to get to the trail on the south side, something that discourages students from walking, biking, and rolling to school. Once complete, students can use the underpass located at Colby Lake Park that directly connects to the school, which provides a dedicated, safe connection to students separate from vehicle traffic.

Valley Crossing Elementary School fully supports this project. Thank you for your time and effort in reviewing this application.

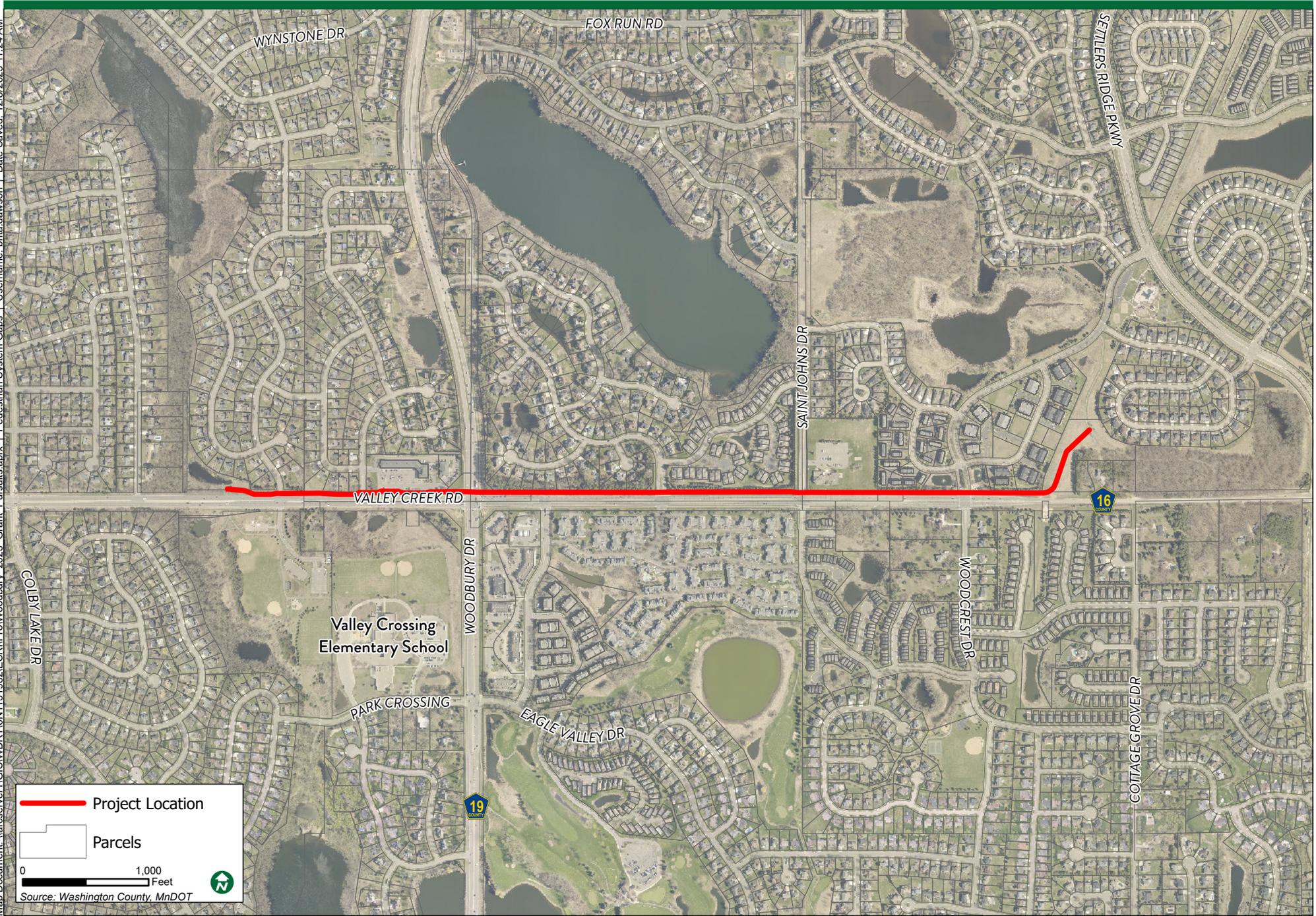
Sincerely,

Conna Classon  
Principal  
Valley Crossing Elementary School





Map Document: \\arcserver1\GIS\WBR\ON1131992\ESRI\Pro\Woodbury\_2023\_Grant\_Pursuits.aprx | Pedestrian System Gaps | User: brita.dawson | Date Saved: 12/8/2023 11:24 AM



 Project Location

 Parcels

0 1,000 Feet

Source: Washington County, MnDOT



STATE OF MINNESOTA            )  
  )  
COUNTY OF WASHINGTON        ) ss  
  )  
CITY OF WOODBURY             )

I, Kimberlee K. Blaeser, being the duly qualified and acting City Clerk of the City of Woodbury, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing **Council Resolution 23-191, “Authorizing 2024 Regional Solicitation Grant Application Submittal for Valley Creek Road Trail from Colby Lake Underpass to Dancing Waters Parkway”** with the original thereof on file in my office, and that the same is a true and complete transcript of the resolution of the City Council of said municipality at a meeting duly called and held on the 29<sup>th</sup> day of November, 2023.

WITNESS my hand and the seal of said City this 30<sup>th</sup> day of November, 2023.



Kimberlee K. Blaeser  
City Clerk

(SEAL)

Attachment: Resolution 23-191

**Resolution 23-191**

**Resolution of the City of Woodbury,  
Washington County, Minnesota**

**Authorizing 2024 Regional Solicitation Grant Application Submittal for  
Valley Creek Road Trail from Colby Lake Underpass to Dancing Waters Parkway**

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to a locally-initiated project to meet regional transportation needs; and

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden to local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, all projects proposed are consistent with the adopted City of Woodbury 2040 Comprehensive Plan; and

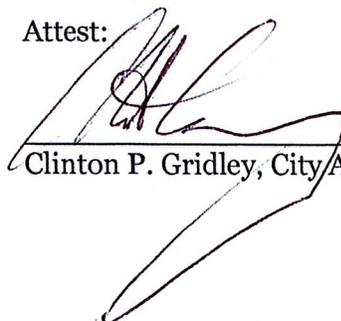
WHEREAS, City staff have been working to determine the various projects within the City of Woodbury that provide most competitive applications; and

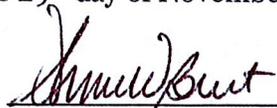
WHEREAS, subject to federal funding award, the City Council would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodbury, Washington County, Minnesota, approves the 2024 Regional Solicitation grant application submittal for the Valley Creek Road Trail from Colby Lake Underpass to Dancing Waters Parkway project.

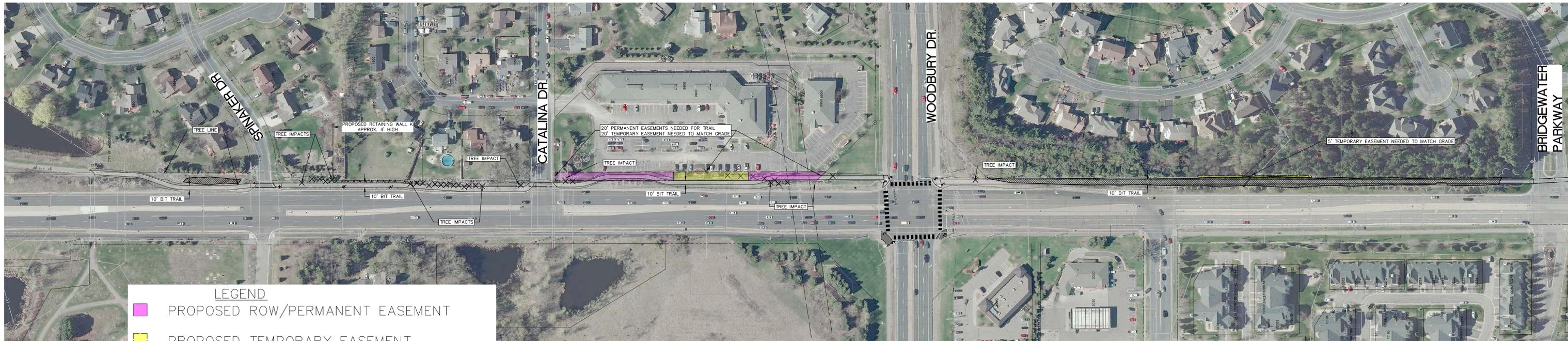
This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 29<sup>th</sup> day of November 2023.

Attest:

  
\_\_\_\_\_  
Clinton P. Gridley, City Administrator

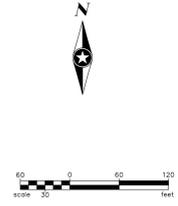
  
\_\_\_\_\_  
Anne W. Burt, Mayor

(SEAL)



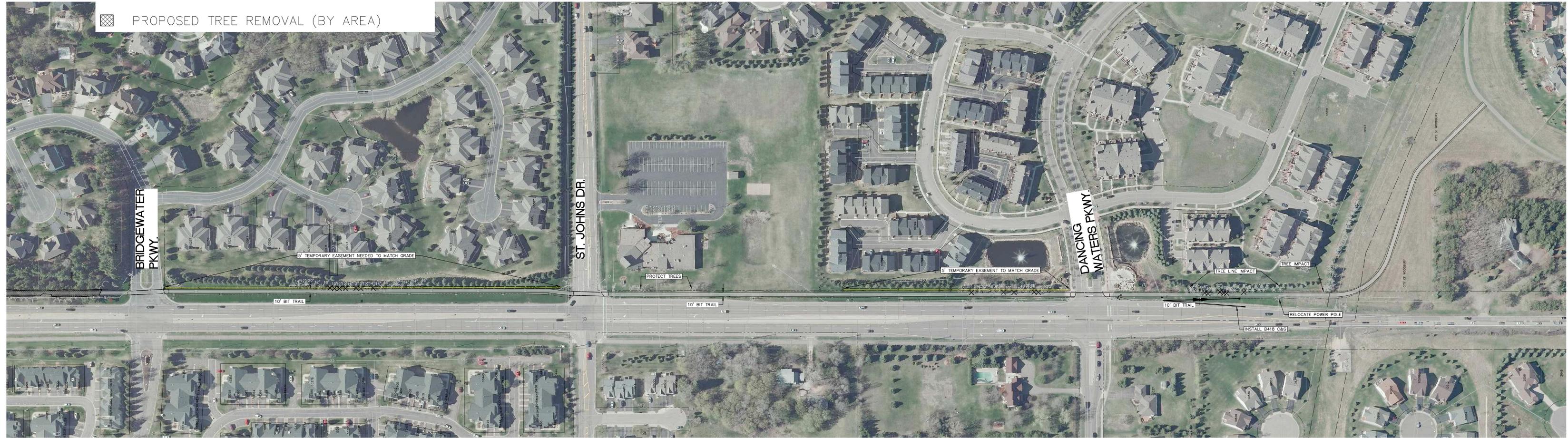
- LEGEND**
- PROPOSED ROW/PERMANENT EASEMENT
  - PROPOSED TEMPORARY EASEMENT
  - x PROPOSED TREE REMOVAL (INDIVIDUAL TREE)
  - PROPOSED TREE REMOVAL (BY AREA)

# VALLEY CREEK ROAD



SEE BELOW

SEE ABOVE



## Existing Conditions – Valley Creek Road



Existing conditions on the north side of Valley Creek Road looking west (upper picture) and looking east (lower picture) from between Woodbury Drive and Catalina Drive. Biking and walking are not feasible along the north side, as there are no bicycle or pedestrian facilities, a thin shoulder, and a 50 mile per hour speed limit on the road.





Existing conditions of the project area looking west (upper photo) and east (lower photo) from St. Johns Drive. No pedestrian or bicycle facilities are currently located on the north side of Valley Creek Road, making accessing the business district, Valley Crossing Elementary School, and Colby Lake Park from the north side of Valley Creek Road difficult without a motor vehicle.



**Project Name:**

Valley Creek Road SRTS Project

**Applicant:**

City of Woodbury

**Primary Contact:**

Chris Hartzell  
 Engineering Director  
 8301 Valley Creek Road  
 Woodbury, MN 55125  
 651-714-3593  
 christopher.hartzell@woodburymn.gov



**Location & Route:**

Valley Creek Road – 1.3 miles of trail along the north side of Valley Creek Road between Colby Lake Park and Dancing Waters Parkway



**Application Category:**

Safe Routes to School



**Funding Information:**

Requested Award Amount: \$963,200  
 Local Match: \$240,800  
 Project Total: \$1,204,000

**Project Timeline:**



**Project Description**

The Woodbury Valley Creek Road Safe Routes to School (SRTS) Project will construct 1.3 miles of shared-use trail to fill a gap in the pedestrian, bicycle, and multimodal network along Valley Creek Road between the Colby Lake Park underpass of Valley Creek Road and the trail connection east of Dancing Waters Parkway. The underpass at Colby Lake Park allows for direct access to Valley Crossing Elementary School without having to cross Valley Creek Road at grade. The proposed shared use trail will mirror the existing trail on the south side of Valley Creek Road.

**Project Benefits/Regional Significance**

The proposed project will address and eliminate the existing pedestrian, bicycle, and multimodal gap that exists on the north side of Valley Creek Road. This project will increase accessibility and connectivity for residents north of Valley Creek Road to destinations and community amenities such as Colby Lake Park, Valley Crossing Elementary School, and the businesses on the northwest and southeast corners of the Valley Creek Road and Woodbury Drive intersection. Currently, residents north of Valley Creek Road have limited access to east-west pedestrian and bicycle facilities, making it extremely difficult to safely walk or bike to school, the park, or to the shops along the project corridor. Pedestrians and bicyclists must cross the divided 4 lane Valley Creek Road to access the existing shared use path, a difficult task due to the existing traffic volumes and speeds seen on Valley Creek Road.

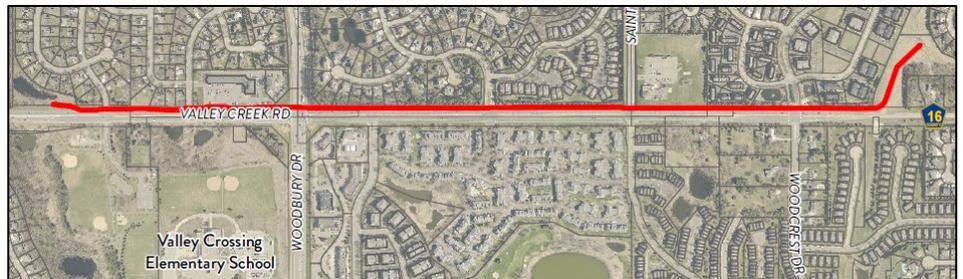


Existing Conditions on Valley Creek Rd, looking west from St. John's Dr

**Project Specifics**

The project includes the following facility benefits:

- Implementation of a shared use trail on the north side of Valley Creek Road (AADT 17,427, 50 MPH, 4-lanes) where today a facility only exists on the south side.
- Ability of students and parents of Valley Crossing Elementary School to safely bike to school without walking or biking along the shoulder of a high-speed roadway without any pedestrian or bicycle infrastructure.
- Increase in the number of residents who have direct access to bicycle infrastructure without having to cross a high-speed corridor at an uncontrolled intersection.



Project Location Map