



Application

19835 - 2024 Safe Routes to School Infrastructure
20258 - CSAH 82 (Mill St) SRTS Project
Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

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

Organization Information

Name: HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS
1600 PRAIRIE DR

***** MEDINA Minnesota 55340
City State/Province Postal Code/Zip

County: Hennepin

Phone: 763-745-7600
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PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 82 (Mill St) SRTS Project

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Excelsior and Shorewood

Jurisdictional Agency (If Different than the Applicant):

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

The CSAH 82 (Mill St) Safe Routes to School Project will respond to a need identified by community members more than 20 years ago to connect residents south of TH 7 to the destinations on the north side, including the Lake Minnetonka LRT Regional Trail, downtown Excelsior, Lake Minnetonka and Excelsior Elementary. The most recent community effort is represented by a Safe Routes to School Plan for Excelsior Elementary in Shorewood, which was completed in 2022. The plan identified the CSAH 82 (Mill St) corridor as an important connection to students, staff, and parents walking and biking to Excelsior Elementary (excelsiormn.org/DocumentCenter/View/2367/Safe-Routes-to-School-Study) and has directly informed project goals, purpose and need.

CSAH 82 (Mill St) currently serves north/south trips between Carver County and Hennepin County and provides direct access to both TH 5 and TH 7. The roadway includes one vehicle lane in each direction with paved shoulders that provide space for on-road biking. This current configuration was introduced as part of a paving project completed in 2018 that included solid white pavement markings to better define the shoulder area. However, this current environment does not provide a comfortable experience for users of all ages and abilities, especially for people walking and rolling, as they are required to travel immediately adjacent to vehicle lanes since no sidewalk facilities exist. CSAH 82 (Mill St) is a priority alignment for multimodal accommodations as there is an existing grade separated crossing at TH 7, thus eliminating potential conflicts with motorists along a high-speed principal arterial. The project limits along CSAH 82 (Mill St) begin at Holly Ln and end at 2nd St in the cities of Chanhassen, Shorewood, and Excelsior. A map illustrating the project location is included in Attachment 02 and photos showing the existing conditions along the roadway are included in Attachment 03.

This project will include, but is not limited to, the following elements. The specific locations and types of improvements will be determined as part of the design process based on additional community input, data analysis, and environmental review. Attachment 04 includes a potential typical section for the corridor and Attachment 05 includes a potential concept for the corridor.

- Multimodal improvements; such as the introduction of a multi-use trail, ADA compliant pedestrian ramps, and intersection improvements to facilitate safe crossings.

- Streetscaping improvements; such as the introduction of greening and boulevard space

(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. CSAH 82 (Mill St) from Holly Ln to 2nd St in Chanhassen, Excelsior, and Shorewood

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) 1.0

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$1,000,000.00

Match Amount \$2,170,000.00

Minimum of 20% of project total

Project Total \$3,170,000.00

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

Match Percentage 68.45%

Minimum of 20%

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

Source of Match Funds Hennepin County

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: 2026

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

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency Hennepin County

Name of Trail/Ped Facility: CSAH 82 (Mill St) SRTS Project

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH

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

Road/Route No. 82

(Example: 53 for CSAH 53)

Name of Road Mill St

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

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

From: Local Street

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road 2nd St

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

To: Local St

Road System

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY

IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road Holly Lane

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

In the City/Cities of: Shorewood, Excelsior and Charhassen

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

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

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

ADA, pavement, off-road trail or sidewalk, and retaining walls

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Zip Code where Majority of Work is Being Performed

55331

Approximate Begin Construction Date (MO/YR)

05/01/2026

Approximate End Construction Date (MO/YR)

10/31/2026

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

1.0

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

0

Is this a new trail?

Yes

Requirements - All Projects

All Projects

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

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

Yes

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

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

A) Transportation System Stewardship (p 2.2-2.4)

Objectives A & B; Strategies A1 & A2

The project will add a dedicated facility for people walking and biking to improve the transportation system in a cost-effective manner. The shared-use facility may decrease vehicle traffic as more people walk or bike, which will increase the useful life of the roadway.

B) Safety and security (p 2.5-2.9)

Objectives A & B; Strategies B1, B3, B4 & B6

The project will result in safer outcomes for all modes. The roadway is currently configured with 2-lanes of vehicle traffic with inconsistent sidewalks and people biking must use existing shoulders of varying width. Adding off-road facility and boulevards where feasible will increase separation between modes, adding to the safety and comfortability of all users.

C) Access to destinations (p 2.10-2.25)

Objectives A, B, C, D & E; Strategies C1, C2, C3, C4, C8, C9, C15, C16 & C17

The project will provide a dedicated off-street facility that is for all ages and abilities walking, biking and rolling. The project will provide safe access to Excelsior Elementary and St. John the Baptist Catholic Montessori School. The project will also eliminate a Tier 1 Regional Bicycle expressway barrier crossing Highway 7.

D) Competitive economy (p 2.26-2.29)

Objectives A, B & C; Strategies D1, D3 & D4

CSAH 82 (Mill St) is an A-minor expander that connects Hennepin and Carver counties. The project will enhance multimodal access for residential and commercial locations along the corridor. The dedicated facility will contribute to a multimodal corridor and will make the area more attractive to retain and attract businesses and residents.

E) Healthy and equitable communities (p 2.30-2.34)

Objectives A, B, C & D; Strategies E1, E2, E3, E4, E5, E6 & E7

The project will encourage people to bike, walk and roll in the area. The corridor has higher volumes of younger and older people walking or biking in the area. The dedicated off-street facility will make it safer for this more vulnerable population to access the schools safely.

F) Leveraging transportation investments to guide land use (p 2.35-2.41)

Objectives A & C; Strategies F1, F2, F3, F5, F6, F7

The project will update CSAH 82 (Mill St) to a Complete Streets design that is appropriate for the suburban area. The multimodal enhancements complement the adjacent land use, making it safer and more convenient to access the schools, adjacent residences and businesses along the corridor.

(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.

1) Hennepin County 2040 Transportation Plan (pages 2-11 - 2-18)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/2040-comprehensive-plan-full.pdf

2) Hennepin County Climate Action Plan (pages 50-54)

URL: hennepin.us/climate-action/-/media/climate-action/hennepin-county-climate-action-plan-final.pdf

3) Hennepin County Complete and Green Streets Policy (pages 10-11)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/complete-streets/Complete-and-Green-Streets-Policy_Oct2023.pdf

4) Hennepin County Pedestrian Plan (page 8)

URL: hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf

5) Hennepin County 2024-2028 Transportation CIP (Attachment 06)

6) Excelsior 2040 Comprehensive Plan (page 88 (96 or 708))

URL: ci.excelsior.mn.us/DocumentCenter/View/1459/Comp-Plan-v19-final-with-East-Side-Plan

7) Shorewood 2040 Comprehensive Plan (page 271)

URL: cms7files.revize.com/shorewoodmn/Final%20Comprehensive%20Plan%202021%20-%20Compressed%20-%20Revision.pdf

8) City of Shorewood Mill Street Trail Feasibility Study

URL: cms7files.revize.com/shorewoodmn/Mill%20Street%20Trail%20Feasibility%20report.pdf

9) Shorewood Safe Routes to School Plan

URL: excelsiormn.org/DocumentCenter/View/2367/Safe-Routes-to-School-Study

(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: 08/31/2015

Link to plan: hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-transition-plan.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

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

Yes

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$173,000.00
Removals (approx. 5% of total cost)	\$201,000.00
Roadway (grading, borrow, etc.)	\$133,880.00
Roadway (aggregates and paving)	\$68,310.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$412,520.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$223,090.00
Traffic Control	\$160,000.00
Striping	\$21,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$49,000.00
Bridge	\$0.00
Retaining Walls	\$500,000.00
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	\$588,040.00
Other Roadway Elements	\$13,040.00
Totals	\$2,552,880.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$415,800.00
Sidewalk Construction	\$9,430.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$49,480.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$142,410.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$617,120.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

PROTECT Funds Eligibility

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

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

Response: Based on a planning level review of the proposed scope of work that's primarily focused on constructing an off-street facility, county staff did not identify any project elements that were obviously eligible for the PROTECT Program.

Totals

Total Cost	\$3,170,000.00
Construction Cost Total	\$3,170,000.00
Transit Operating Cost Total	\$0.00

Measure 1A: Relationship Between Safe Routes to School Program Elements

Response:

The CSAH 82 (Mill Street) Safe Routes to School Project will fulfill a need identified by community members more than 20 years ago to connect the community south of TH 7 with the destinations on the north side, including a regional trail, downtown Excelsior, Lake Minnetonka and Excelsior Elementary. Part of that effort includes an SRTS planning effort for Excelsior Elementary in Shorewood, completed in 2022. The plan covers in more detail the six E's and includes the improvements for which funding is sought in this application.

Evaluation: Hennepin County in 2018 conducted pedestrian and bicycle studies on the corridor to identify where people were biking and walking across CSAH 82 (Mill St), identifying 3rd Street as a preferred crossing location, especially for school-age children.

Education: The SRTS plan includes the implementation step of establishing the Walk! Bike! Fun! curriculum at Excelsior Elementary in the next two to three years.

Encouragement: Excelsior Elementary participates in Walk and Bike to School Day each year and has a running club.

Equity: Covered in the equity section. Of particular note is the accessibility improvements so all students and community members will be able to use the corridor, not just the able-bodied and those who drive a car.

Engagement: Excelsior Elementary conducted a caregiver survey in preparation for its 2022 SRTS plan. At least 80 people completed at least one question on the survey. The student population is 800. Hennepin County, Excelsior and Shorewood undertook two feasibility studies to identify potential SRTS improvements in the corridor, including field walks with parents, open houses and online engagement.

Engineering: This project would be an implementation of the infrastructure improvements called for in the 2022 SRTS plan. Hennepin County already has committed to the project in its capital improvement program.

(Limit 2,800 characters; approximately 400 words)

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* Yes

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

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

Measure A: Average share of student population that bikes or walks

Average Percent of Student Population

Documentation Attachment

Please upload attachment in PDF form

Measure B: Student Population

Student population within one mile of the school

287.0

Measure A: Engagement

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

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

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

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

Within 0.5 miles of the CSAH 82 (Mill St) project corridor, 8% of the population are Black, Indigenous and People of Color (BIPOC), and 7% have a disability of any kind. In addition, 12% of the population within 0.5 miles of the project have an income under 200% of the federal poverty line. The corridor also has a significant number of users who are less likely to drive, as 23% of the population within 0.5 miles of the project is under the age of 18 and 15% are over the age of 65. These demographic profiles are from the 2017 - 2021 5-Year ACS estimates.

Another community of note are children attending Excelsior Elementary as well as students at three private schools within a half mile of the project. Student enrollment at Excelsior Elementary is 0.8 percent American Indian / Alaska Native; 12.6 percent Asian; 2 percent black; 5 percent Hispanic and 79.4 percent white. The school offers a Chinese language immersion project, which may influence its racial makeup.

The project area is also home to several facilities which serve residents who may have limited mobility including South Shore Park, a Common Bond affordable senior housing complex with 67 one-bedroom units and the Estates at Excelsior, a skilled nursing facility with 56 beds.

The CSAH 82 (Mill St) Safe Routes to School Project is rooted in public engagement that has been ongoing since 2013, including two feasibility studies as well as public engagement as a part of the ongoing design process (see Attachment 07 for a summary from the recent SRTS plan). The current round of engagement has reached about 800 community members (with some overlap among pop-up events, open house and Web site). Methods for input included interactive in-person workshops, an online map commenting tool and direct conversations with stakeholders. Community members directly affected by the project were contacted directly to seek their input and to ensure the project would be workable for them.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The CSAH 82 (Mill Street) Safe Routes to School Project will benefit BIPOC populations, low-income households, youth, older adults, and disadvantaged communities by creating a pedestrian and bicycle path across TH 7, connecting Excelsior, Shorewood and Chanhassen as well as Hennepin and Carver Counties. The proposed facility will connect people of all ages and abilities south of the highway with Lake Minnetonka and the Lake Minnetonka LRT Regional Trail, expanding access for these regional attractions. Overcoming the barrier in TH 7 will improve community connections and cohesion as people who walk, roll, and cycle as their primary mode of transportation will be able to safely travel along the corridor. Attachment 08 provides an overview of key community resources throughout the corridor which will benefit from improved multimodal access as a result of the proposed project.

The CSAH 82 (Mill Street) Safe Routes to School Project will tighten the radius of the ramp onto TH 7, reducing motor vehicle speeds and shortening crossing distance for people walking along Mill Street, which is still used by people walking and rolling despite the lack of existing facilities.

The trail will create opportunities for people to be physically active through promoting walking and biking, both for accessing daily needs as well as for recreation. The improved crossing of CSAH 82 (Mill St) at Third St will create a connection to the Lake Minnetonka LRT Regional Trail, a 15-mile route, creating further benefits to public health through physical activity and mode shift that reduces negative environmental impacts. It will also promote independence and modal choice for families with children and seniors living within the project area who may not have reliable access to a vehicle.

Construction of a multiuse trail along CSAH 82 (Mill St) will also create a regional connection with the Lake Minnetonka LRT Regional Trail, which connects directly to the Green Line Extension LRT in Downtown Hopkins entirely by multiuse trails. The station is about 9.5 miles away, which may be a feasible cycling trip for those with moderate ability.

Potential negative impacts to disadvantaged communities may include private property impacts and temporary easements, but these impacts are not thought to disproportionately affect disadvantaged groups. Increased noise and impacts to the roadway and sidewalks are anticipated during construction. The contractor will be required to follow temporary traffic control plans which provide instructions on detour routes for all people traveling through the corridor. Access to adjacent buildings will be critical, and staff will seek out opportunities to ensure that nearby businesses and services are not negatively impacted during construction.

Measure C: Affordable Housing Access

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

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

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

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

The CSAH 82 (Mill St) Safe Routes to School Project has 67 subsidized housing units that are affordable at 60 percent of the area median income within ½ mile of it represented by the Common Bond's South Shore Park senior housing development. Attachment 09 provides additional detail on the location of this development as well as unit sizes. The project will improve bicycle and pedestrian connections to downtown Excelsior, including the post office, banking, restaurants, retail, and the Minnesota Streetcar Museum.

A majority of Excelsior's multifamily housing and naturally occurring affordable housing is within half a mile of the Mill Street pathway, separated from downtown and Lake Minnetonka by TH 7. The project will overcome this barrier with a multiuse trail and crossing improvements.

The project will construct facilities that accommodate biking, walking and rolling (using a wheelchair or other assistive device) as new modal options in a corridor that today does not offer dedicated facilities.

The CSAH 82 (Mill St) Safe Routes to School Project will improve connections to four schools - one public in Excelsior Elementary and three private in St. John the Baptist, Minnetonka Montessori and Mount Calvary.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

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

Yes

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

1702398406886_2024 RS Map 01 - CSAH 082 Mill St - Socio Economic Conditions.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

Response:

The CSAH 82 (Mill St) SRTS Project will overcome two barriers: TH 7 and CSAH 82 (Mill St). The project will improve connections to the bridge crossing of TH 7 and connect residents south of TH 7 to the RBTN Tier 1 Route Lake Minnetonka LRT Regional Trail. People walking and biking can utilize the existing off-street facility to cross the bridge. The crossing is a Tier 1 Expressway Barrier Crossing Area in the Metropolitan Council's regional bicycle barriers study. The project will also tighten the radius of the eastbound ramp from CSAH 82 (Mill St), mitigating any remaining barrier. It should be noted that MnDOT has tentatively programmed a project along TH 7 that is anticipated to impact Bridge #9122 at CSAH 82 (Mill St) in PY 2029 as part of its 2024-2033 CHIP. Hennepin County staff will participate in the project development process for this project in order to coordinate permanent improvements that complement the CSAH 82 (Mill St) SRTS Project for people walking and biking.

TH 7 is a four-lane divided highway carrying 33,000 AADT with a posted speed limit of 55 mph. The nearest crossing to the east is 0.56 miles at Christmas Lake Rd. There are not pedestrian or dedicated bicycling facilities on the south side of the intersection, limiting access to the potential crossing. The area's topography, lakes/wetlands, suburban street pattern, center barrier and lack of biking and walking infrastructure combine to create a 3.1-mile effective gap in crossings to the east.

To the west, the nearest crossing of TH 7 is 1.1 mile away at Hazeltine Blvd, though this crossing is of limited use as the trail on the north side extends less than 100 feet to a drive lane and has no connection to the school, downtown or the regional trail. There is a nearer pedestrian crossing at Oak St 0.3 mile west of CSAH 82 (Mill St), but it serves a limited number of people.

CSAH 82 (Mill St) is an A-minor expander carrying 9,275 AADT with a posted speed limit of 30 mph. Vertical and horizontal curves limit visibility for pedestrian crossings and residents have reported difficulty in finding gaps in traffic or motor vehicle operators who properly yield. This is particularly relevant at 3rd St, where a crossing improvement is proposed, as the bridge limits sightlines for shorter people, e.g. children. Perceived speeds are higher than 30 mph, especially at the southern end where the landscape opens up. The nearest controlled intersection crossing of CSAH 82 (Mill St) to the north is 475' from the proposed 3rd St crossing. The nearest improved crossing with pedestrian facilities south of the proposed St. John crossing is 1 mile away at Lake Lucy Rd. A 2018 study counted 122 people walking at the intersection of 3rd St and CSAH 82 (Mill St).

(Limit 2,800 characters; approximately 400 words)

Upload Map

Please upload attachment in PDF form

1702399208787_2024 RS Map 02 - CSAH 082 Mill St - RBTN Orientation.pdf

Measure B: Deficiencies corrected or safety or security addressed

Response:

The CSAH 82 (Mill St) Safe Routes to School Project corridor experienced two reported pedestrian or bicycle involved crashes from 2013 to 2022, all within 1 mile of Excelsior Elementary School (See Attachment 10). One of the crashes involved a 14-year-old on a bike.

The project will include construction of a multiuse trail, installation of two enhanced pedestrian crossings and a reduction in curb radius at the TH 7 eastbound ramp and will provide important multimodal connections to the Lake Minnetonka LRT Regional Trail as highlighted in Attachment 11.

The following Crash Reduction Reference from MnDOT's Minnesota's Best Practices for Pedestrian and Bicycle Safety is anticipated to reduce crashes along the CSAH 82 (Mill St) corridor (Attachment 12):

- Shared-Use Path: Crash reduction undetermined.

A caregiver survey conducted for Excelsior Elementary's 2022 SRTS plan identified the following improvements that would help children walk or bike to or from school more often: safer intersections or crossings (77.6 percent of respondents) and better or more sidewalks or pathways (65.7 percent of respondents). Caregivers in the same survey said lack of sidewalks or pathways (60.3 percent of respondents) and poor safety at intersections and crossings (75 percent) are current barriers to walking and biking to school.

The 2022 SRTS plan includes the project improvements as high-priority infrastructure improvements.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (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:

The CSAH 82 (Mill St) Safe Routes to School Project is rooted in public engagement that has been ongoing since 2013, including two feasibility studies as well as public engagement as a part of the ongoing design process. The current round of engagement has reached about 800 community members (with some overlap among pop-up events, open house and web site). Methods for input included interactive in-person workshops, an online map commenting tool and direct conversations with stakeholders. Community members directly affected by the project were contacted directly to seek their input and to ensure the project would be workable for them.

(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.

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. Yes

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

1702399852810_Attachment 05 - Potential Concept.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

100%

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

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

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,170,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,170,000.00

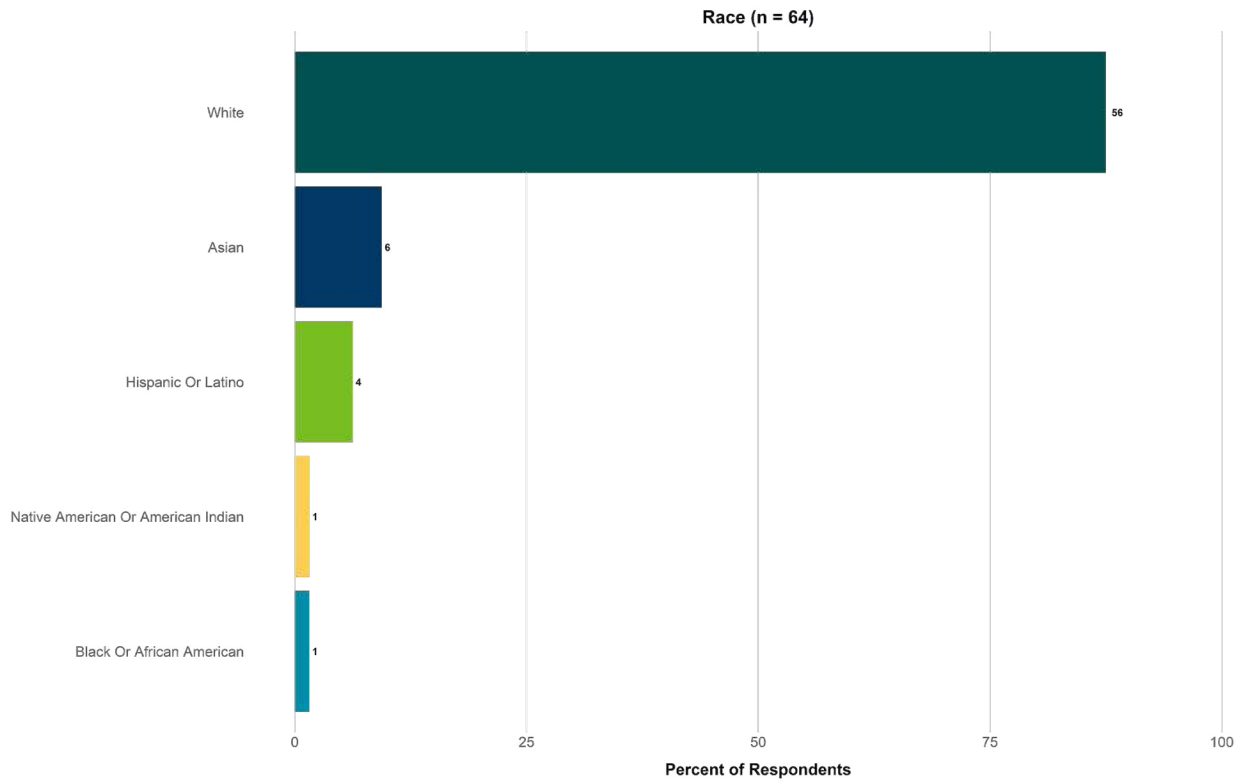
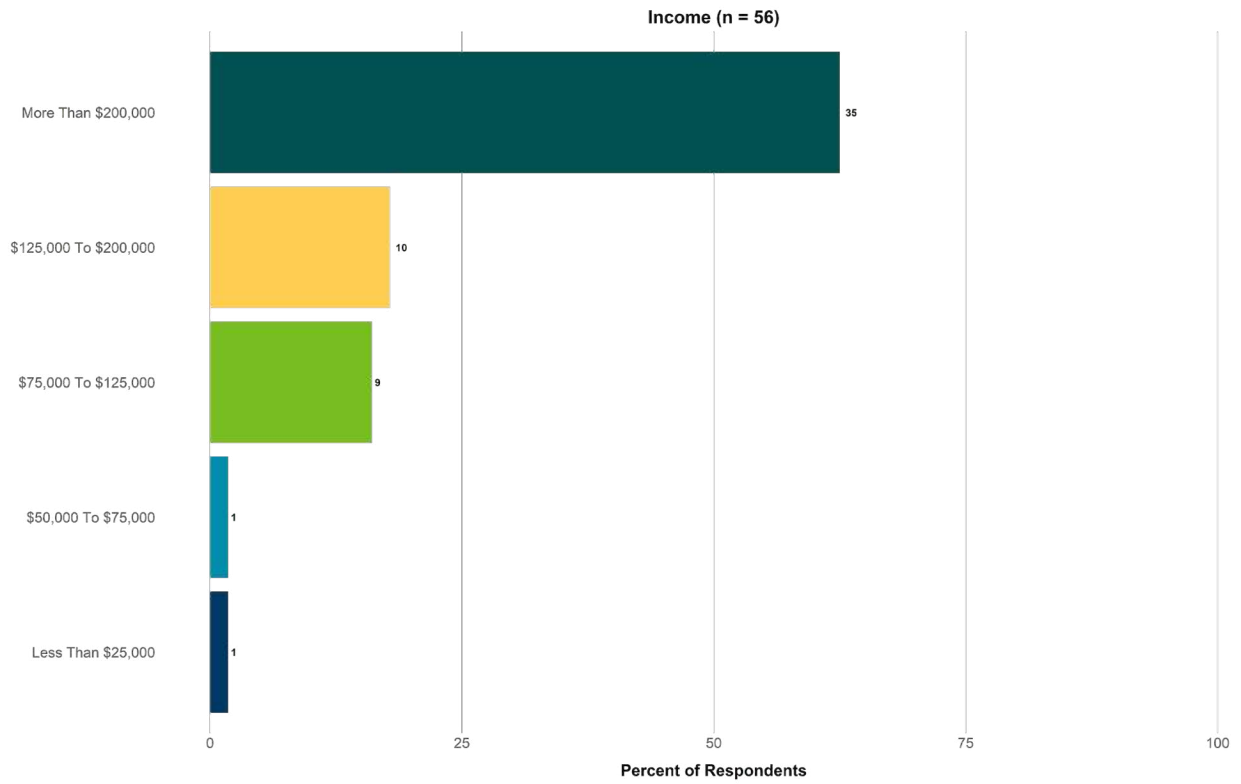
Points Awarded in Previous Criteria

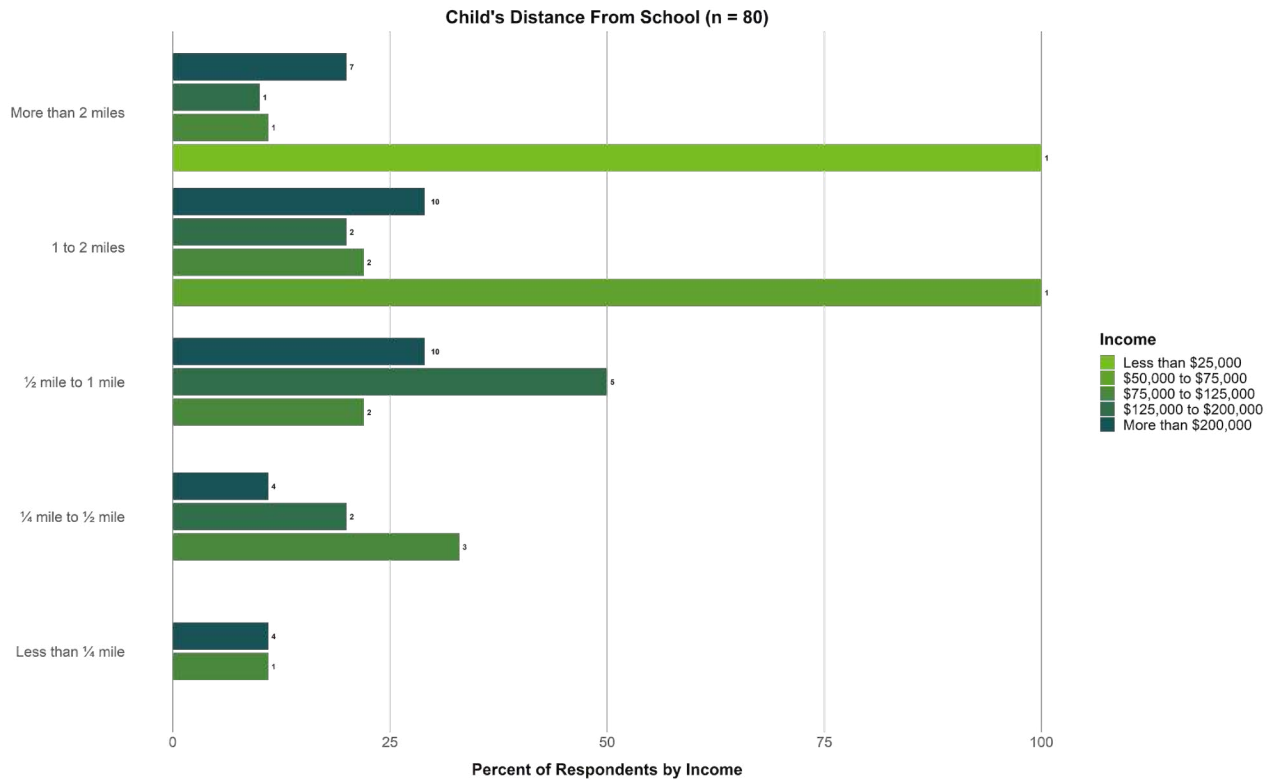
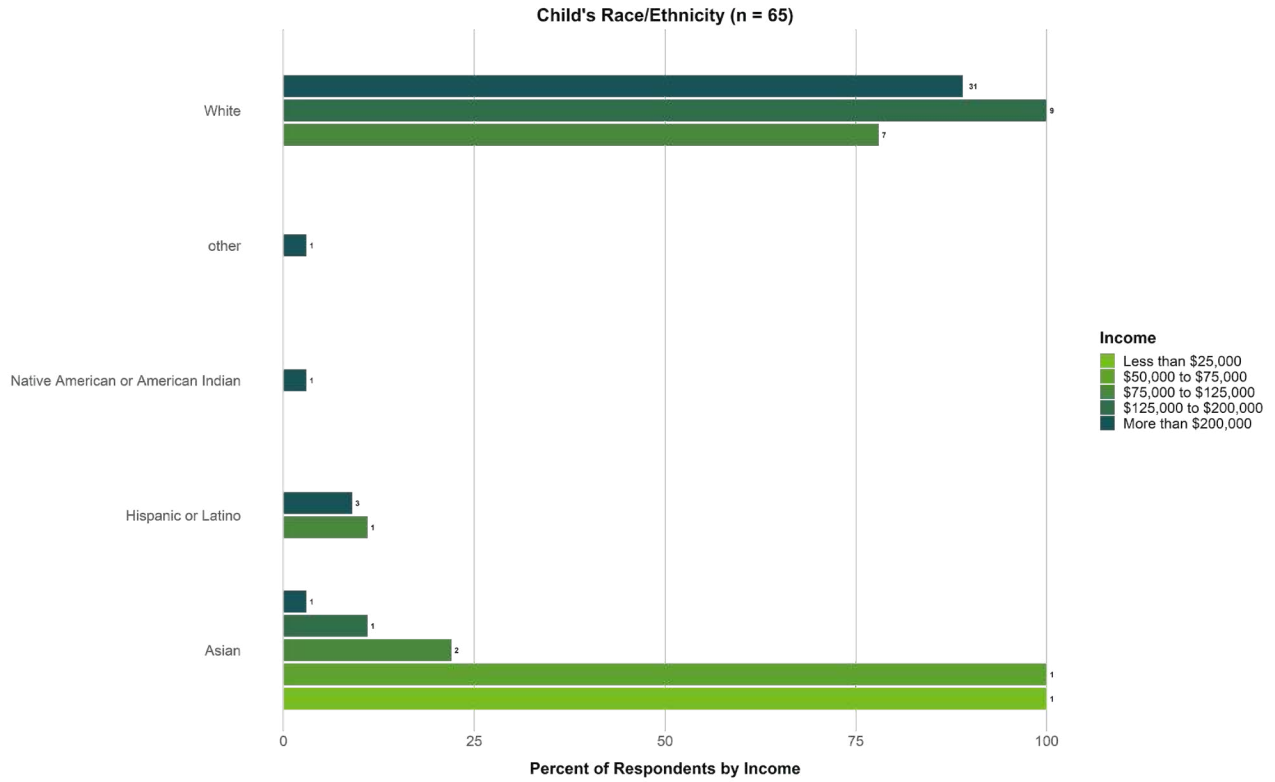
Cost Effectiveness \$0.00

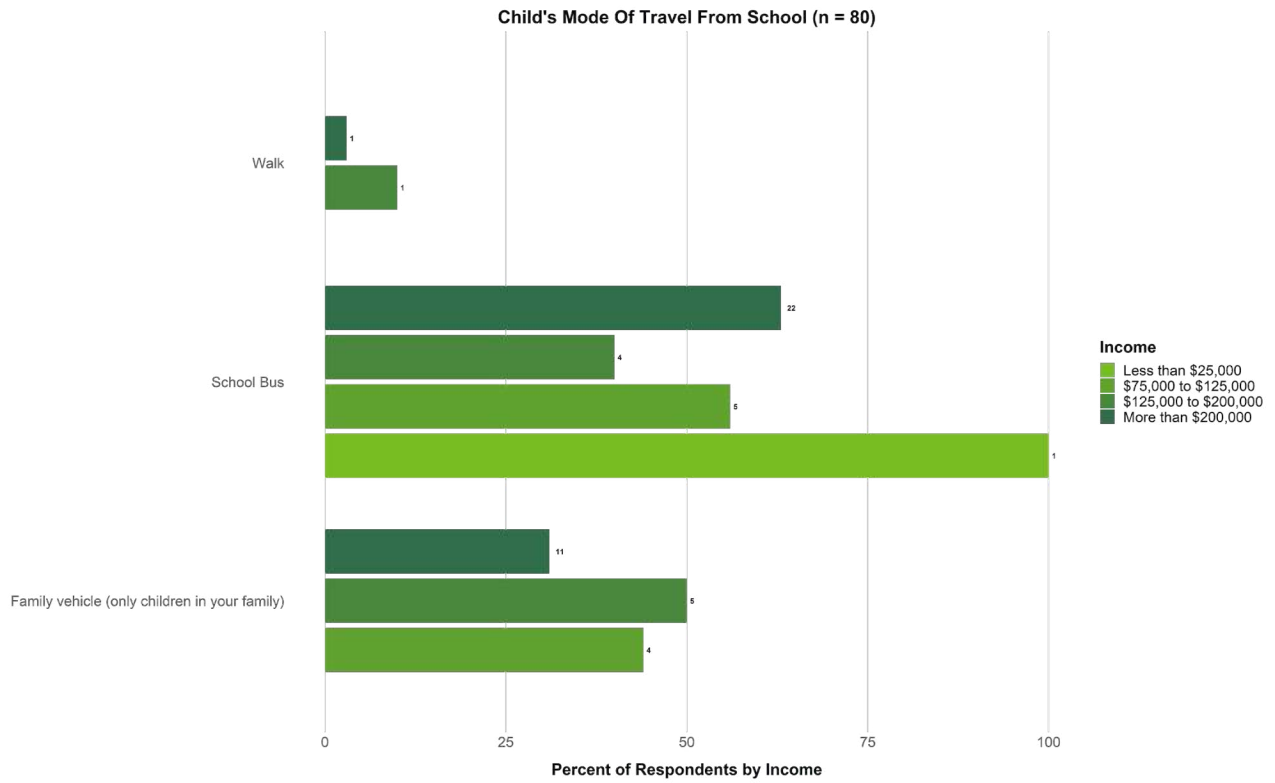
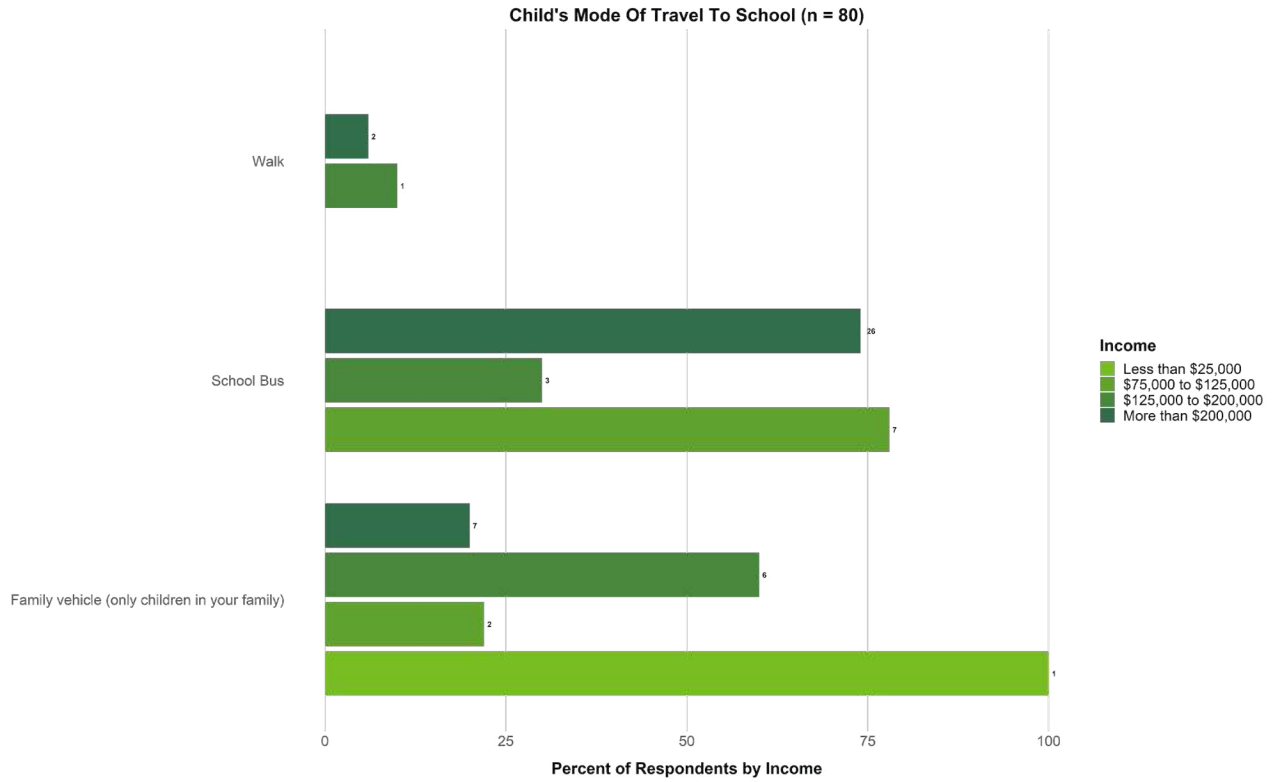
Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	76 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	271 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	1.2 MB
Attachment 03 - Existing Condition Photos.pdf	Attachment 03 - Existing Condition Photos	353 KB
Attachment 04 - Potential Typical Sections.pdf	Attachment 04 - Potential Typical Sections	425 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	1.1 MB
Attachment 06 - Hennepin County 2024-2028 Transportation CIP.pdf	Attachment 06 - Hennepin County 2024-2028 Transportation CIP	204 KB
Attachment 07 - Community Engagement Summary.pdf	Attachment 07 - Community Engagement Summary	512 KB
Attachment 08 - Disadvantaged Communities and Resources.pdf	Attachment 08 - Disadvantaged Communities and Resources	1.8 MB
Attachment 09 - Affordable Housing Access Map and Detail Summary.pdf	Attachment 09 - Affordable Housing Access Map and Detail Summary	869 KB
Attachment 10 - Crash Data Summary.pdf	Attachment 10 - Crash Data Summary	183 KB
Attachment 11 - Crash Reduction Reference.pdf	Attachment 11 - Crash Reduction Reference	471 KB
Attachment 12 - Multimodal Connections Map.pdf	Attachment 12 - Multimodal Connections Map	792 KB
Attachment 13 - City of Excelsior Support Letter.pdf	Attachment 13 - City of Excelsior Support Letter	213 KB
Attachment 14 - City of Shorewood Support Letter.pdf	Attachment 14 - City of Shorewood Support Letter	123 KB
Attachment 15 - City of Chanhassen Support Letter.pdf	Attachment 15 - City of Chanhassen Support Letter	141 KB
Attachment 16 - Carver County Support Letter.pdf	Attachment 16 - Carver County Support Letter	345 KB
Attachment 17 - MnDOT Support Letter.pdf	Attachment 17 - MnDOT Support Letter	131 KB

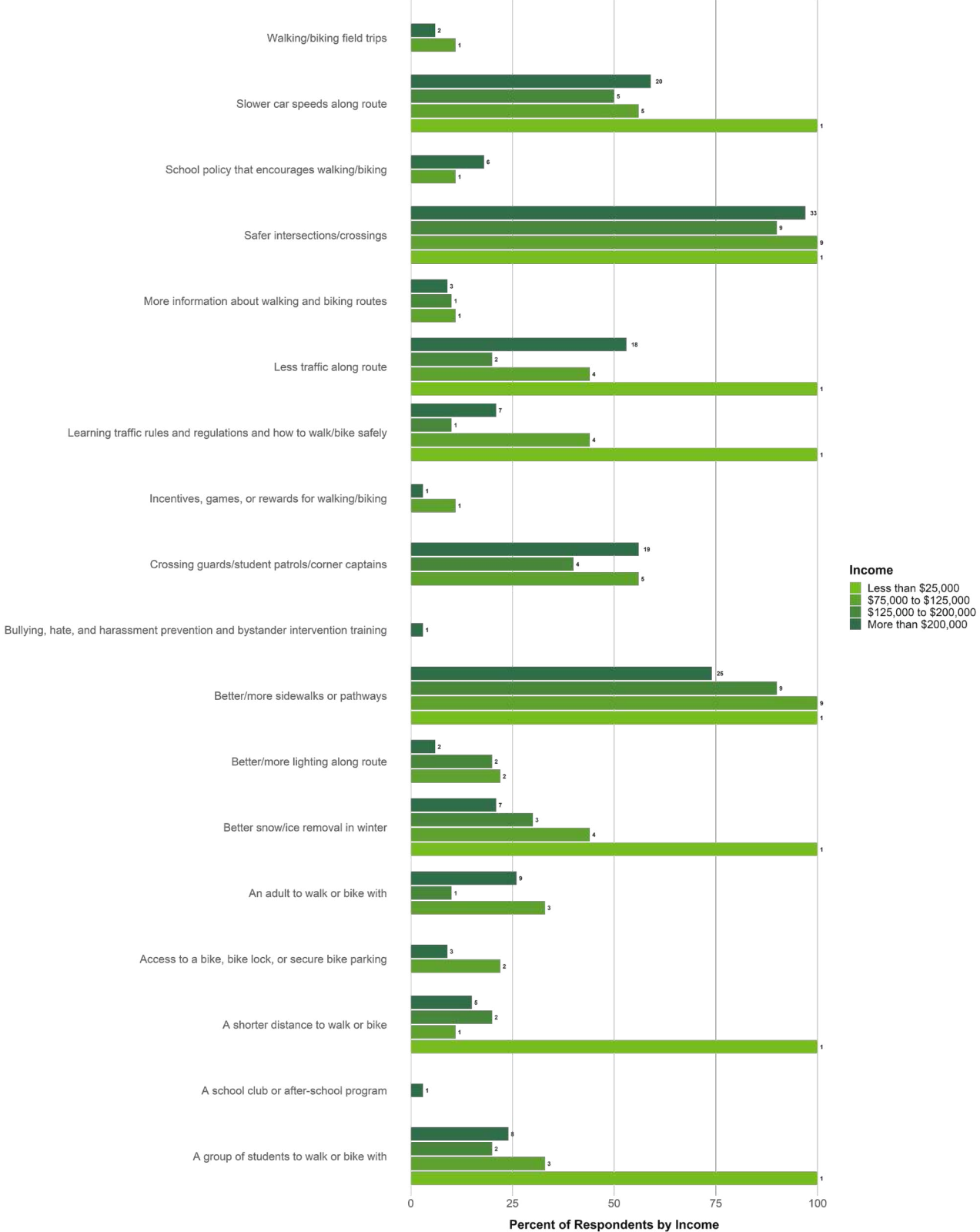
Appendix D: Caregiver Survey Results



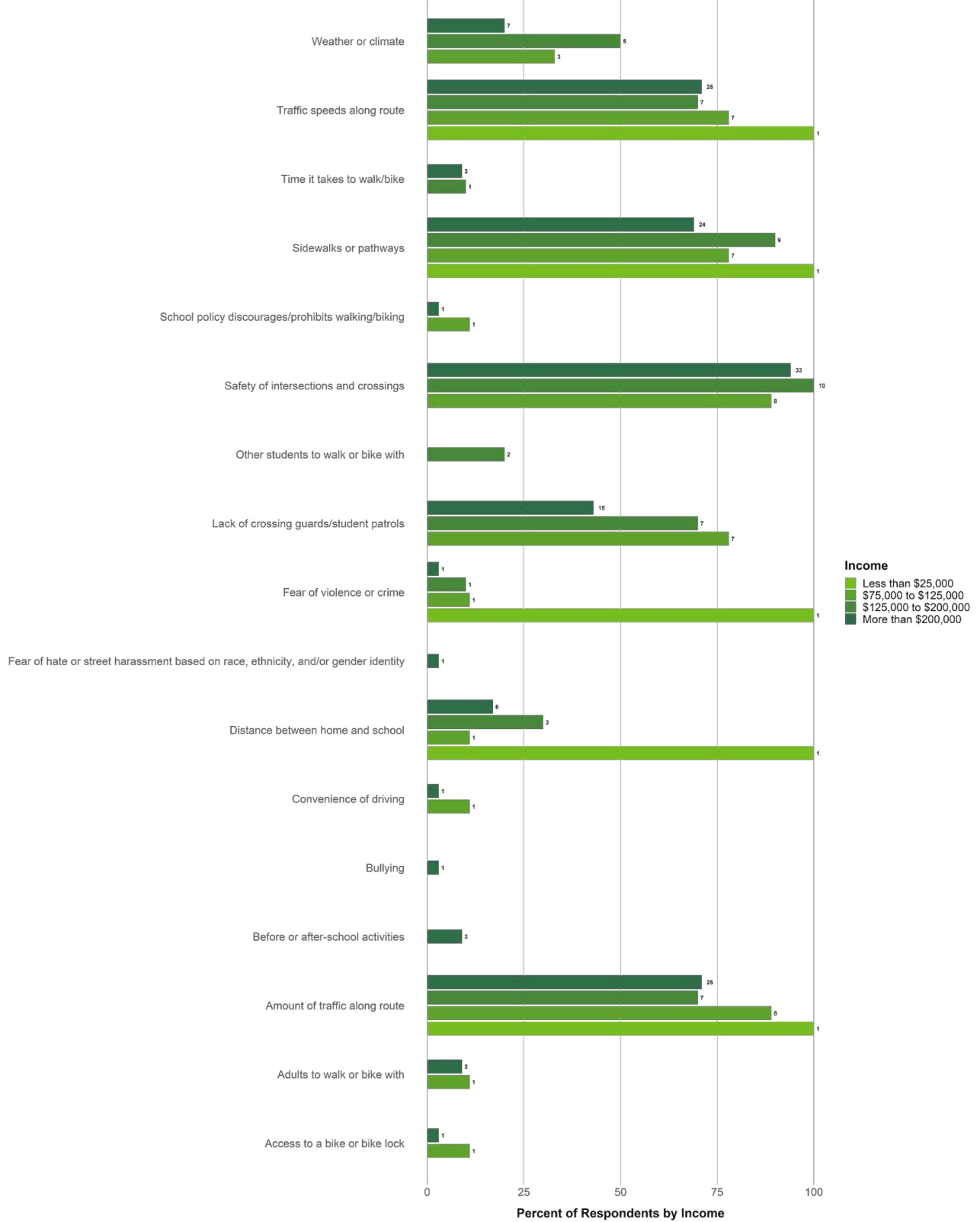




What Would Help Your Child Walk Or Bike To/From/At School More Often? (n = 67)



Which Of The Following Issues Prevent Your Child From Walking Or Biking To/From School? (n = 68)



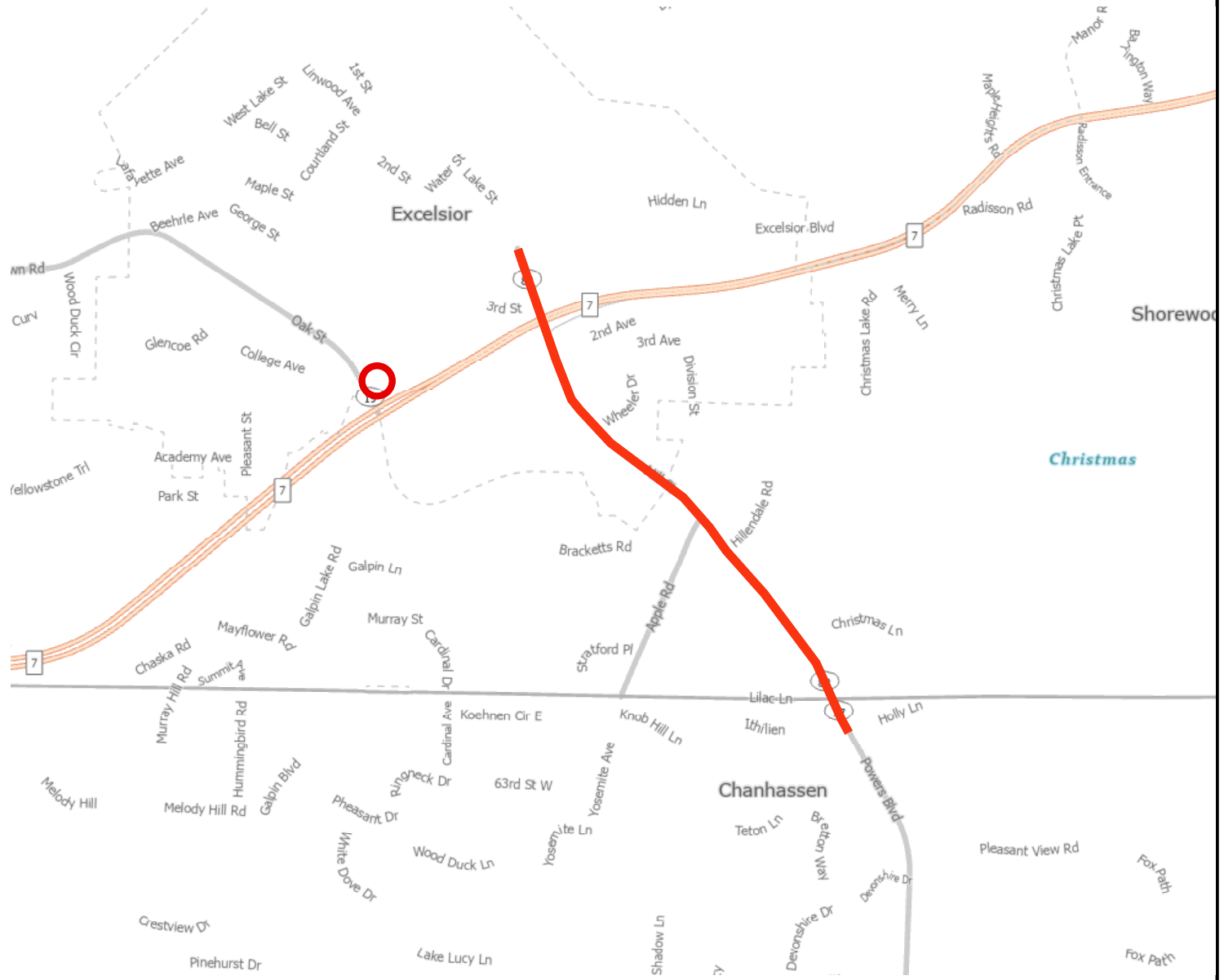
Socio-Economic Conditions



Safe Routes to Schools Project: CSAH 82 (Mill St) SRTS Project | Map ID: 1702398256906

Results

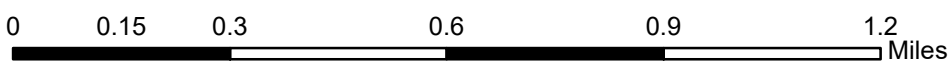
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 69

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



 Points  Area of Concentrated Poverty

 Lines



Created: 12/12/2023
LandscapeRSA2

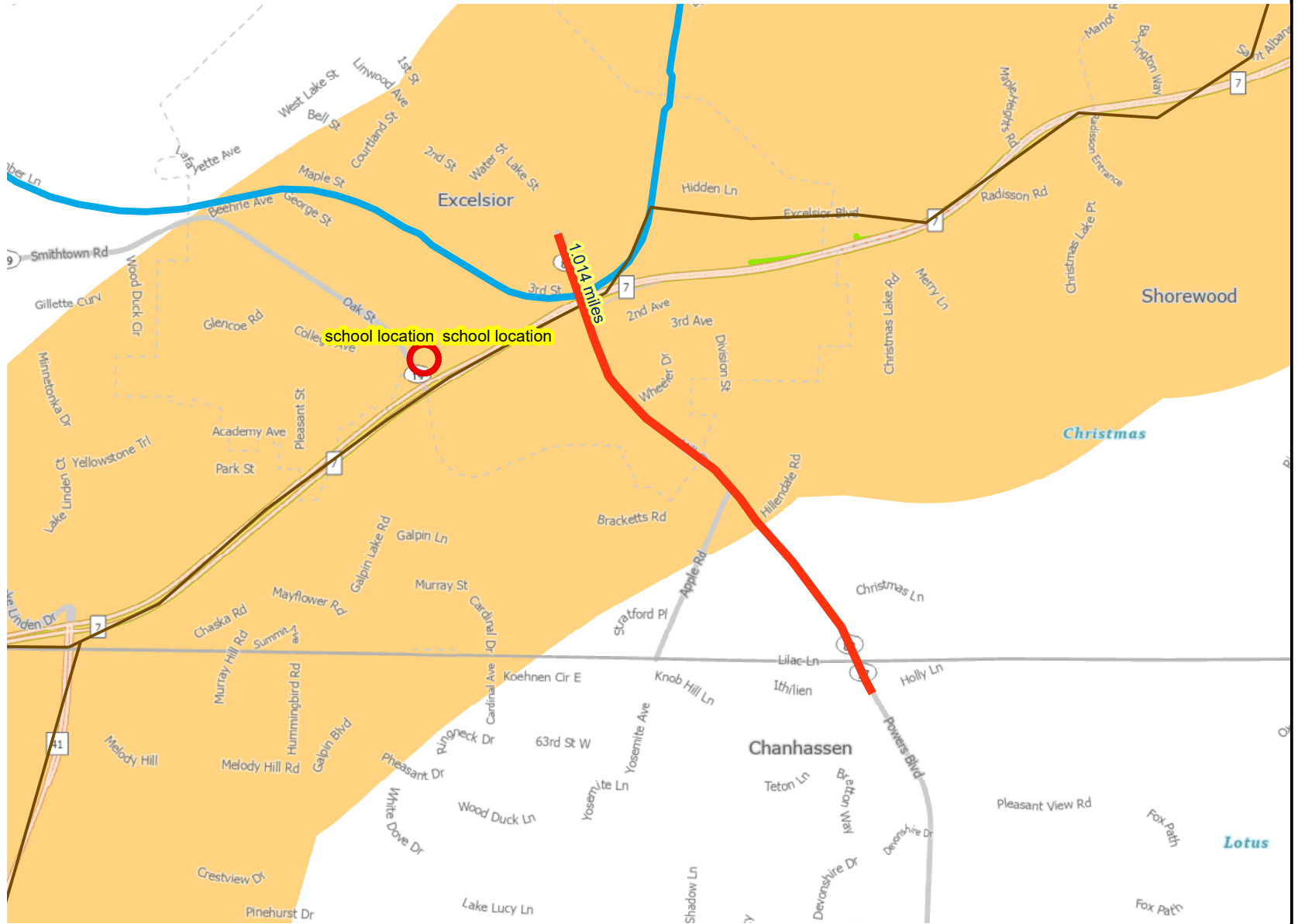


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>

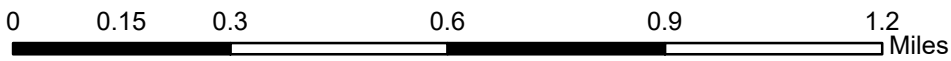


Project to RBTN Orientation

Safe Routes to Schools Project: CSAH 82 (Mill St) SRTS Project | Map ID: 1702398256906



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



Created: 12/12/2023
LandscapeRSA6



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



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



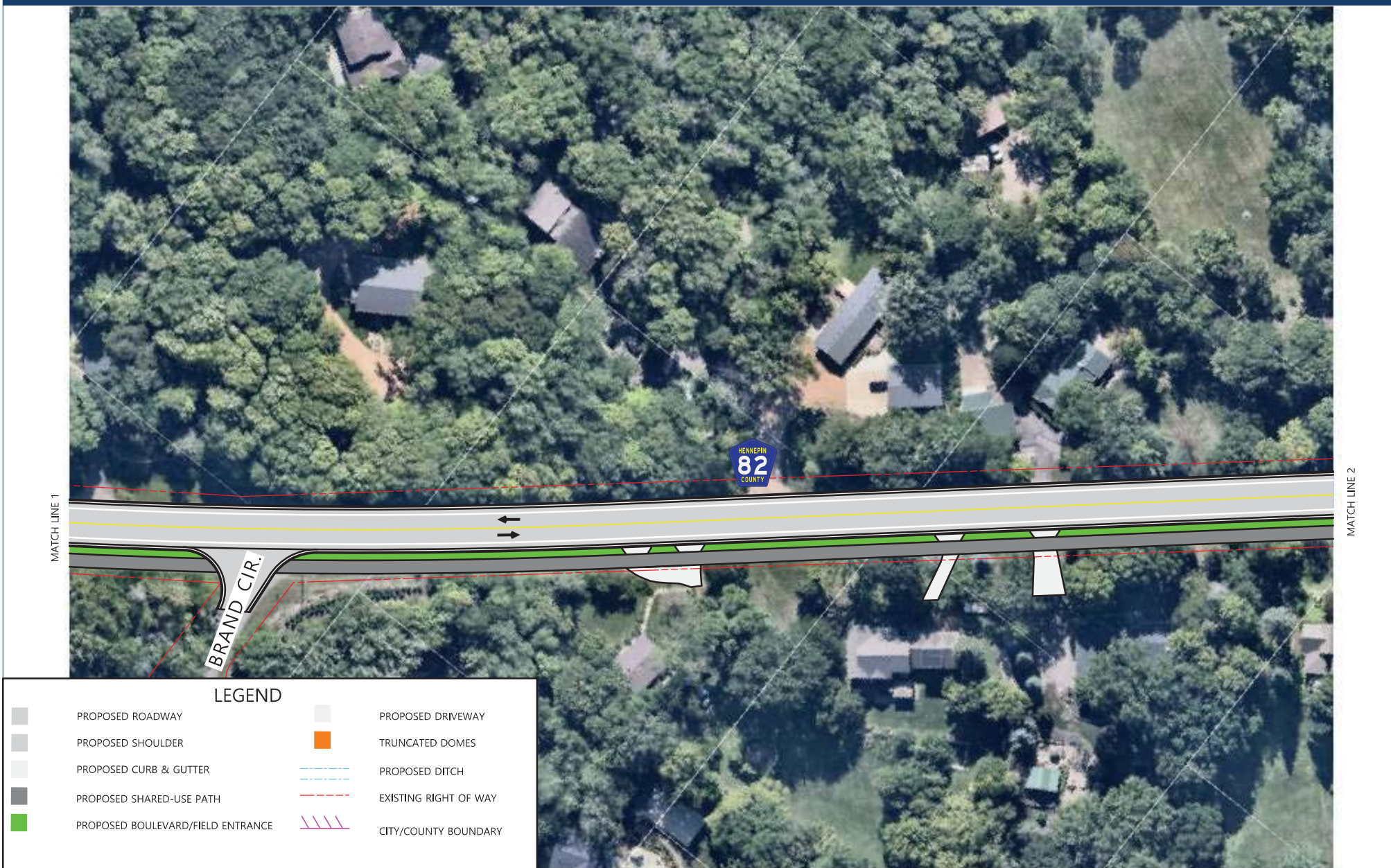
MATCH LINE 1













CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



LEGEND

- | | | | |
|---|-----------------------------------|---|-----------------------|
|  | PROPOSED ROADWAY |  | PROPOSED DRIVEWAY |
|  | PROPOSED SHOULDER |  | TRUNCATED DOMES |
|  | PROPOSED CURB & GUTTER |  | PROPOSED DITCH |
|  | PROPOSED SHARED-USE PATH |  | EXISTING RIGHT OF WAY |
|  | PROPOSED BOULEVARD/FIELD ENTRANCE |  | CITY/COUNTY BOUNDARY |



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



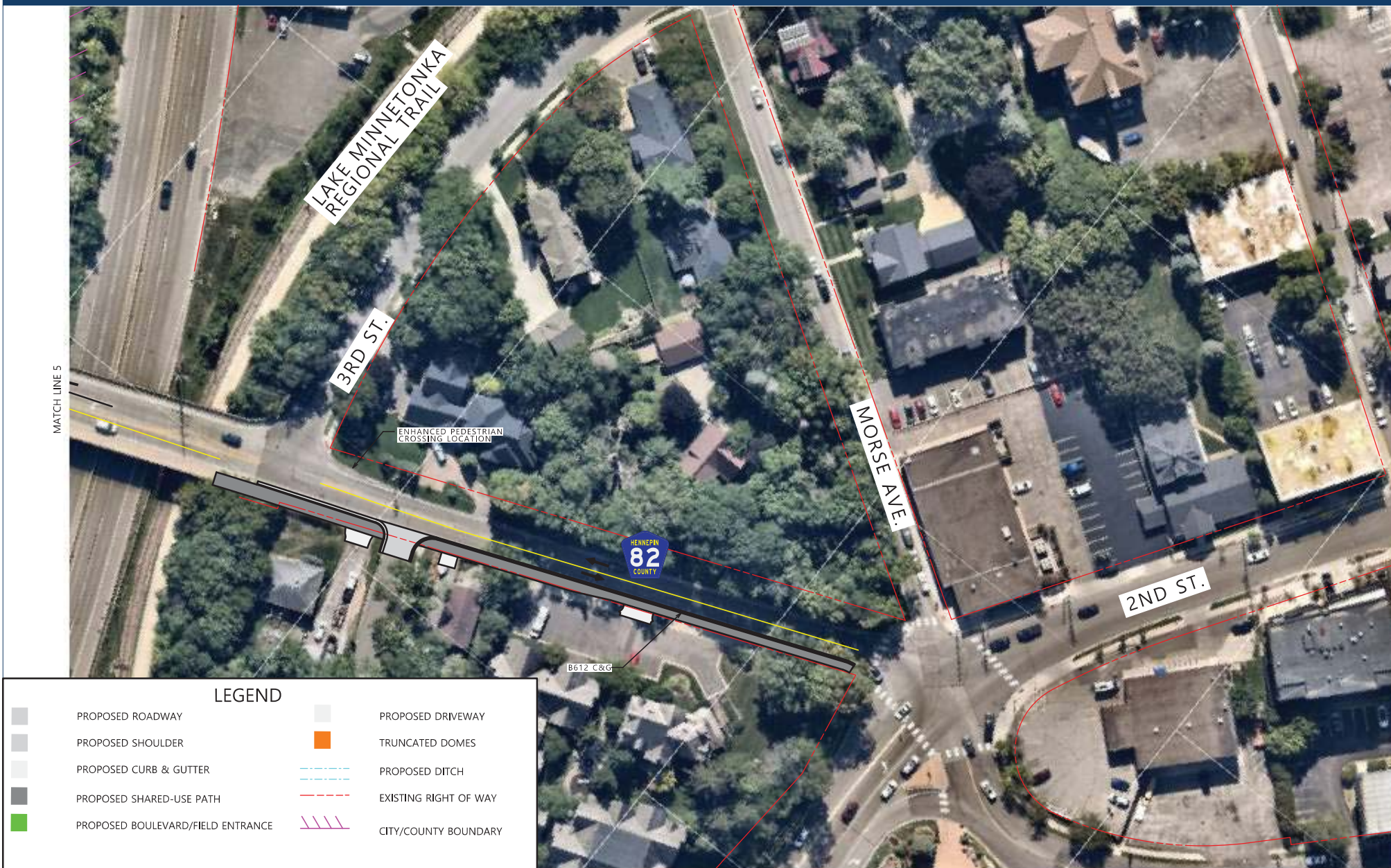
LEGEND			
	PROPOSED ROADWAY		PROPOSED DRIVEWAY
	PROPOSED SHOULDER		TRUNCATED DOMES
	PROPOSED CURB & GUTTER		PROPOSED DITCH
	PROPOSED SHARED-USE PATH		EXISTING RIGHT OF WAY
	PROPOSED BOULEVARD/FIELD ENTRANCE		CITY/COUNTY BOUNDARY



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 82 (Mill St) SRTS Project

Attachment 00 | List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Condition Photos
4. Potential Typical Sections
5. Potential Concept
6. Hennepin County 2024-2028 Transportation CIP
7. Community Engagement Summary
8. Disadvantaged Communities and Resources Map
9. Affordable Housing Map and Detail Summary
10. Crash Data Summary
11. Crash Reduction Reference
12. Multimodal Connections Map
13. City of Excelsior Support Letter
14. City of Shorewood Support Letter
15. City of Chanhassen Support Letter
16. Carver County Support Letter
17. MnDOT Support Letter

CSAH 82 (Mill St) SRTS Project

Attachment 01 | Project Narrative

Project Name

CSAH 82 (Mill St) Safe Routes to School Project

City(ies)

Chanhassen Excelsior Shorewood

Commissioner District(s)

6

Capital Project Number

2182300

Project Category

Multimodal Safety (Corridor)

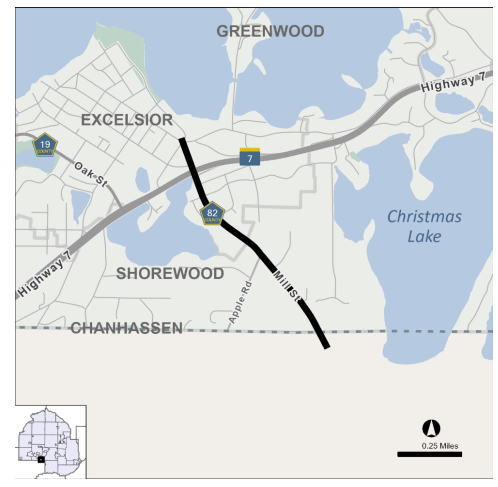
Scoping Manager

Tim Bruers

Scoping Form Revision Dates

12/6/2023

Project Map



Project Summary

Multimodal improvements along Mill Street (CSAH 82) from Holly Lane to 2nd Street in the Cities of Chanhassen, Excelsior, and Shorewood.

Roadway History

Mill Street (CSAH 82) currently serves north/south trips between Carver County and Hennepin County as direct access is available to both TH 6 and TH 7. The roadway includes one vehicle lane in each direction with paved shoulders that provide space for on-road biking. This current configuration was introduced as part of a paving project completed in 2018 that included solid white pavement markings to better define the shoulder area. However, this current environment is relatively uncomfortable for multimodal users, especially people walking, as they are required to travel immediately adjacent to vehicle lanes since no sidewalk facilities exist. Mill Street (CSAH 82) is a priority alignment for multimodal accommodations as there is an existing grade separated crossing at TH 7, thus eliminating potential conflicts with people driving on the highway.

Initial Project Timeline

Scoping:	2012 - 2021
Design:	Q1 2022 - Q4 2024
R/W Acquisition:	Q1 2024 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q3 2026

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Hennepin County
Construction Services:	Consultant

Project Description and Benefits

The proposed project includes the construction of a multi-use trail along Mill Street (CSAH 82) to provide a dedicated facility for people walking and biking. It is anticipated that the proposed design of the multi-use trail will be adjusted throughout the project limits to accommodate the surrounding topography. In addition, the relocation of existing overhead utilities may be required to ensure an obstruction-free facility for users. The new multi-use trail will connect users from Chanhassen, Shorewood, and Excelsior to the Downtown Excelsior Area that includes numerous places of interest. In addition, this project will provide an indirect connection to the Lake Minnetonka Regional Trail that extends from Victoria to Hopkins. This project will also benefit students, staff, and parents walking and biking to Excelsior Elementary School as identified in the City of Shorewood's Safe Routes to School Plan.

Project Budget -	Project Level
Construction:	\$ 2,440,000
Cost Estimate Year:	2023
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 2,590,000
Design Services:	\$ 510,000
R/W Acquisition:	\$ 510,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 260,000
Contingency:	\$ 780,000
Total Project Budget:	\$ 4,650,000

Project Risks & Uncertainties

No significant project risks or uncertainties identified at the time of application submittal.

Funding Notes

This project is a candidate for federal funding through the Metropolitan Council's Regional Solicitation in recognition of the completed SRTS Plan for Excelsior Elementary School.

CSAH 82 (Mill St) SRTS Project

Attachment 02 | Project Location Map



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 10/17/2023

Data sources (if applicable):



CSAH 82 (Mill St) SRTS Project

Attachment 03 | Existing Condition Photos



The corridor lacks consistent ADA compliant pedestrian ramps as shown in the example above in the intersection of Mill St (CSAH 82) and Brand Circle.



This bikeway project will include a multi-use trail to allow people to walk, bike, and roll safely.



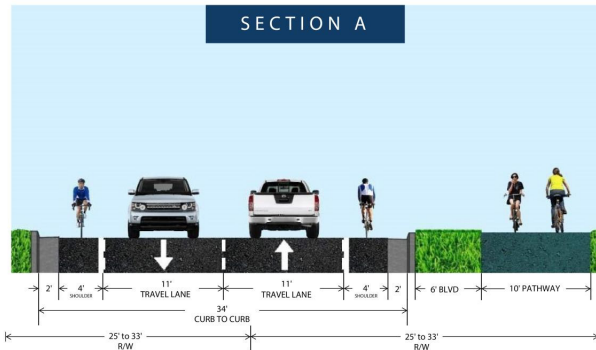
The corridor lacks an all ages & abilities bike way that separates people walking, biking, and rolling from people driving as pictured above.

Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us

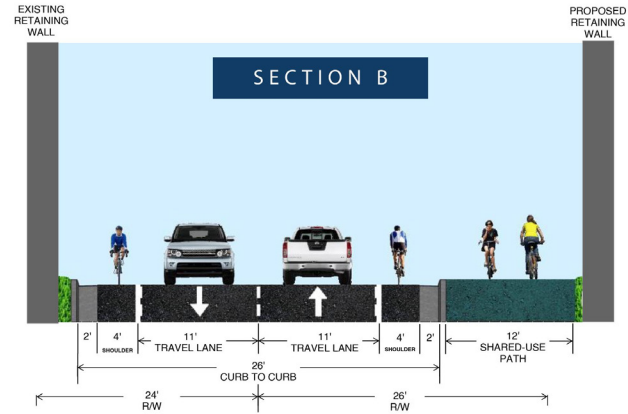


CSAH 82 (Mill St) SRTS Project

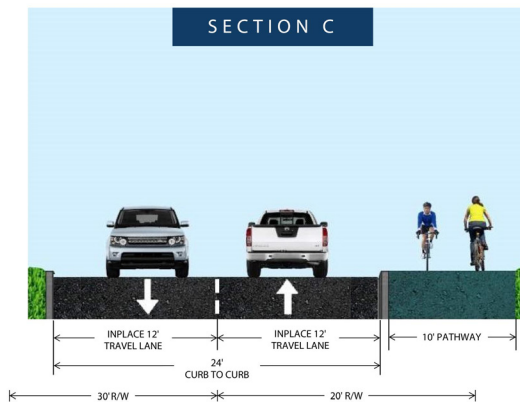
Attachment 04 | Potential Typical Sections



Above: Potential typical section from Holly Ln to Hwy 7 bridge



Above: Potential typical section from Wheeler Dr to 3rd Ave



Above: Potential typical section from Hwy 7 bridge to 2nd St

CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



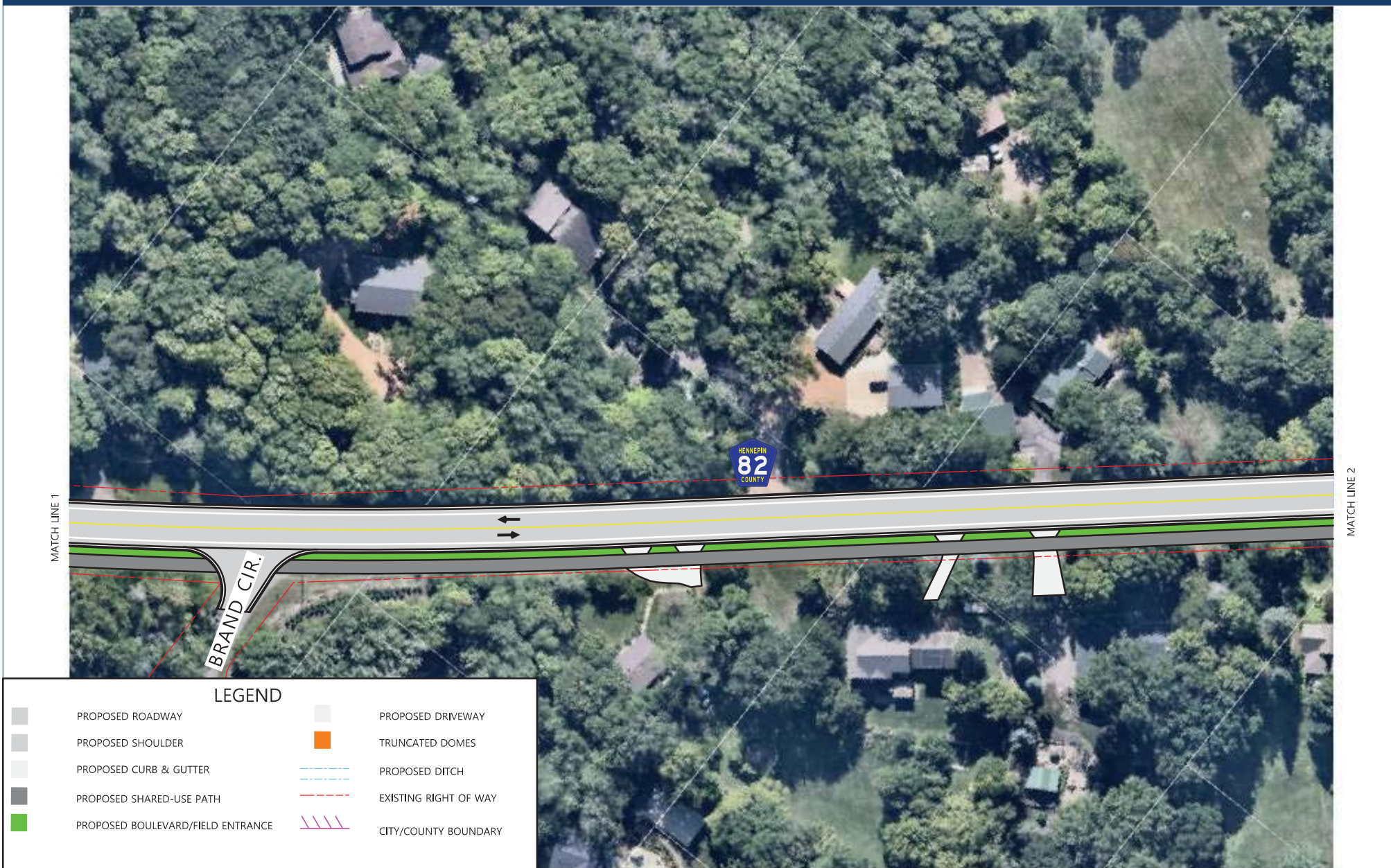
MATCH LINE 1



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



LEGEND

	PROPOSED ROADWAY		PROPOSED DRIVEWAY
	PROPOSED SHOULDER		TRUNCATED DOMES
	PROPOSED CURB & GUTTER		PROPOSED DITCH
	PROPOSED SHARED-USE PATH		EXISTING RIGHT OF WAY
	PROPOSED BOULEVARD/FIELD ENTRANCE		CITY/COUNTY BOUNDARY



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



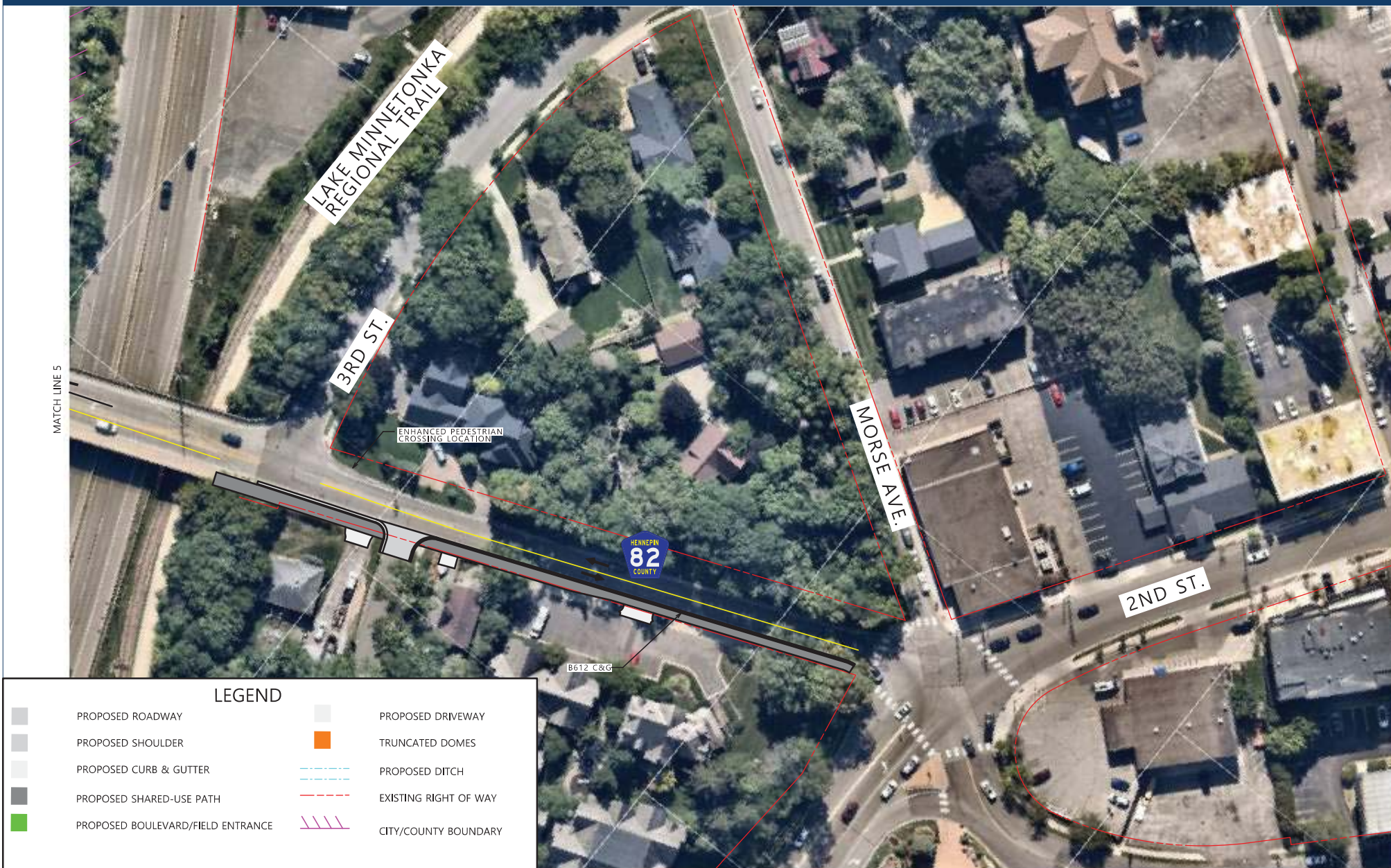
LEGEND			
	PROPOSED ROADWAY		PROPOSED DRIVEWAY
	PROPOSED SHOULDER		TRUNCATED DOMES
	PROPOSED CURB & GUTTER		PROPOSED DITCH
	PROPOSED SHARED-USE PATH		EXISTING RIGHT OF WAY
	PROPOSED BOULEVARD/FIELD ENTRANCE		CITY/COUNTY BOUNDARY



CSAH 82 (Mill St) SRTS Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 82 (Mill St) SRTS Project

Attachment 06 | Hennepin County 2024-2027 Transportation CIP

Project Name: 2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2025

Summary:

Multimodal improvements along Mill Street (CSAH 82) from the South County Line to 2nd Street in the Cities of Shorewood and Excelsior.

Purpose & Description:

Mill Street (CSAH 82) currently serves north/south trips between Carver County and Hennepin County as direct access is available to both TH 5 and TH 7. The roadway includes one vehicle lane in each direction with paved shoulders that provide space for on-road biking. This current configuration was introduced as part of a paving project completed in 2018 that included solid white pavement markings to better define the shoulder area. However, this current environment is relatively uncomfortable for multimodal users, especially people walking, as they are required to travel immediately adjacent to vehicle lanes since no sidewalk facilities exist. Mill Street (CSAH 82) is a priority alignment for multimodal accommodations as there is an existing grade separated crossing at TH 7, thus eliminating potential conflicts with people driving on the highway.

The proposed project includes the construction of a multi-use trail along Mill Street (CSAH 82) to provide a dedicated facility for people walking and biking. It is anticipated that the proposed design of the multi-use trail will be adjusted throughout the project limits to accommodate the surrounding topography. In addition, the relocation of existing overhead utilities may be required to ensure an obstruction-free facility for users. The new multi-use facility will connect users from Chanhassen, Shorewood, and Excelsior to the Downtown Excelsior Area that includes numerous places of interest. In addition, this project will provide an indirect connection to the Lake Minnetonka Regional Trail that extends from Victoria to Hopkins.

This project was requested by the Cities of Shorewood and Excelsior in 2017. The City of Shorewood completed a feasibility study in 2013 that evaluated the potential for a multi-use trail for the segment of CSAH 82 (Mill Street) within their city limits. Subsequently, the City of Excelsior also completed a feasibility study in 2021 for the portion within their city limits. Additionally, county staff are collaborating with the City of Chanhassen and Carver County to address a one-block gap in the multi-use trail system on the southern end of the project that extends beyond the Hennepin County boundary.



REVENUE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Mn/DOT State Aid - Regular	1,050,000		1,050,000		865,000					1,915,000
Mn/DOT State Aid - Municipal					992,000					992,000
Chanhassen					516,000					516,000
Excelsior					133,000					133,000
Shorewood	150,000		150,000		474,000					624,000
Total	1,200,000		1,200,000		2,980,000					4,180,000

EXPENSE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Right of Way	500,000		500,000							500,000
Construction					2,270,000					2,270,000
Consulting	500,000	320,941	179,059		230,000					730,000
Contingency	200,000		200,000		480,000					680,000
Total	1,200,000	320,941	879,059		2,980,000					4,180,000

CSAH 82 (Mill St) SRTS Project

Attachment 06 | Hennepin County 2024-2027 Transportation CIP

Project Name: 2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2024	2025	2026	2027	2028	Future	Total
Department Requested	1,200,000		2,980,000					4,180,000
Administrator Proposed	1,200,000		2,980,000					4,180,000
CBTF Recommended	1,200,000		2,980,000					4,180,000
Board Approved Final	1,200,000		2,980,000					4,180,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2012 - 2021
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q1 2025 - Q3 2025
Completion	Q4 2025

Board Resolutions / Supplemental Information:

Project Budget Notes:

Project's Effect on the Operating Budget:

Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of the new multi-use trail facility are anticipated to be assigned to other agencies as part of cooperative agreements.

Project's Effect on County Priorities:

This project will reduce vehicle miles per capita and disparities in the transportation domain by creating new separated facilities for people biking and walking along Mill Street. This creates connections to the greater regional trail network and to Downtown Excelsior which is home to a variety of economic and community resources.

Changes from Prior CIP:

- Project budget decreased by \$1.3 million from \$5.5 million to \$4.2 million as a result of a revised Engineer's Estimate.
- Consulting activities decreased by \$0.1 million from \$0.8 million to \$0.7 million.
- Construction activities decreased by \$0.9 million from \$3.2 million to \$2.3 million.
- Contingency activities decreased by \$0.3 million from \$1.0 million to \$0.7 million.

Last Year's CIP Process Summary	Budget To-Date	2023	2024	2025	2026	2027	Future	Total
Department Requested	400,000	800,000	4,300,000					5,500,000
Administrator Proposed	400,000	800,000	4,300,000					5,500,000
CBTF Recommended	400,000	800,000	4,300,000					5,500,000
Board Approved Final	400,000	800,000	4,300,000					5,500,000

THE VISION

Walking, biking, and rolling to school is safe, comfortable, and fun for all students at Excelsior Elementary.

THE 6 Es

Safe Routes to School (SRTS) programs rely on six core strategies, called the “Six Es,” to work towards their vision.



EQUITY – THE OVERARCHING E

Prioritizing positive outcomes for students from lower-income households; Black, Indigenous, and other students of color; students with disabilities; and other students who face disproportionate barriers to walking, biking, and rolling to school because of their group membership. This Plan uses the term “priority equity populations” to refer to disproportionately-impacted groups of students and other community members.



ENGAGEMENT

Working with students, families, school staff, and community members and organizations, especially those from priority Equity groups, to create and implement Safe Routes to School initiatives.



EVALUATION

Measuring how Safe Routes to School initiatives are implemented (process evaluation) and what their impacts are (outcome evaluation), especially how initiatives Engage with and support priority Equity groups.



EDUCATION

Providing students and other community members, especially those from priority Equity groups, with skills and knowledge about walking, biking, and rolling.



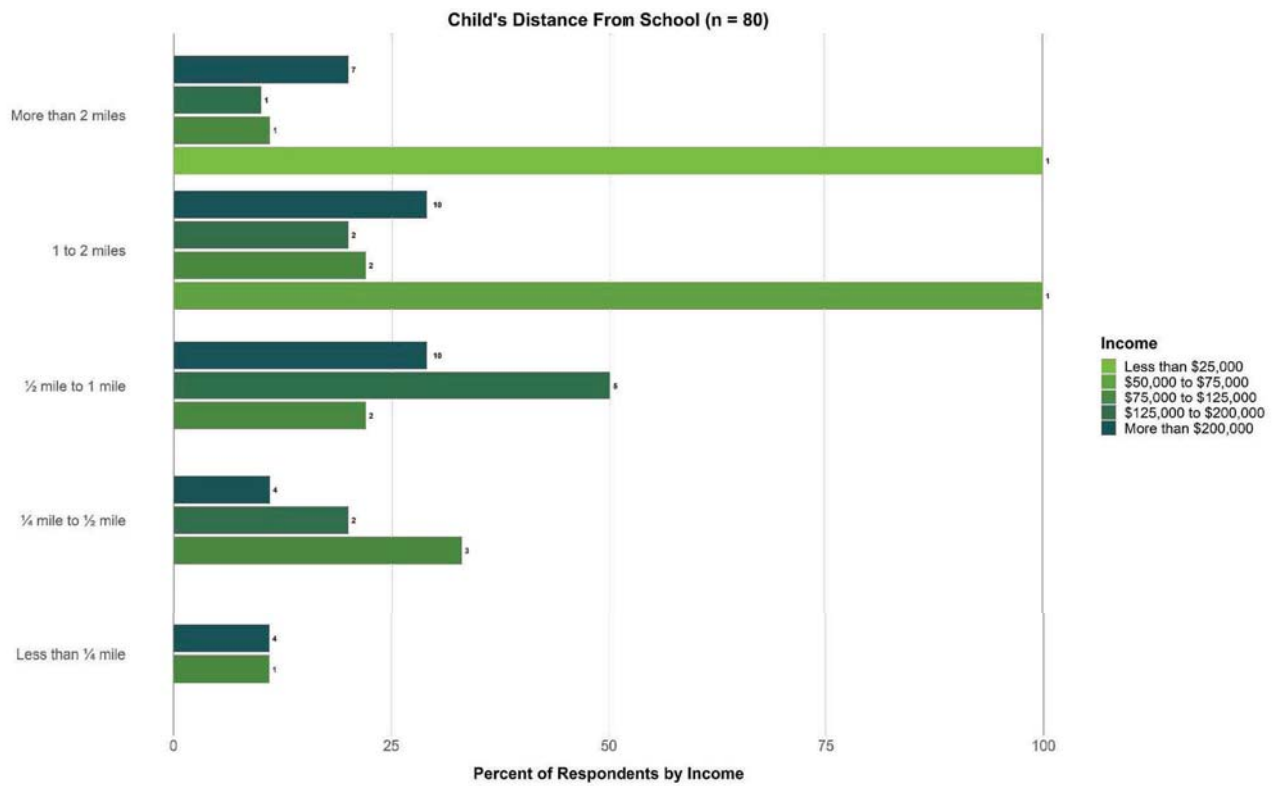
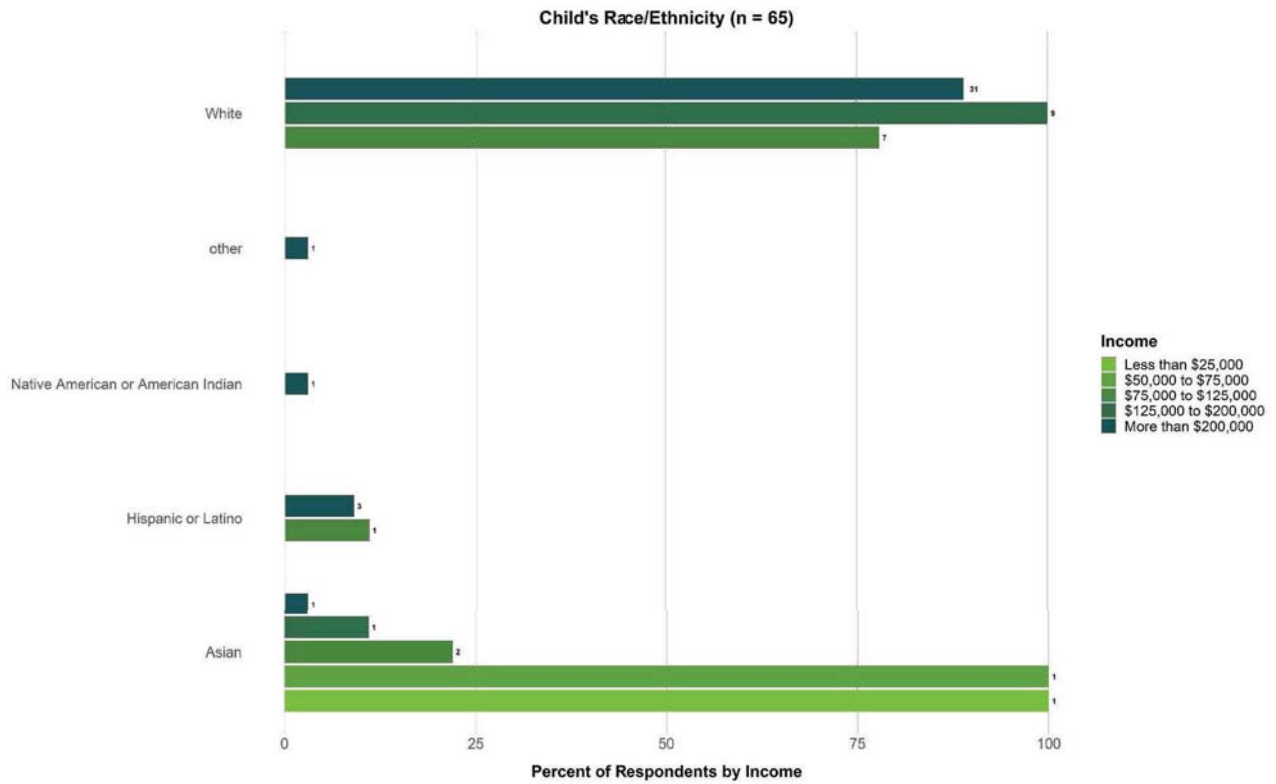
ENCOURAGEMENT

Normalizing a culture of walking, biking, and rolling through incentive programs, events, and activities that center priority Equity groups.



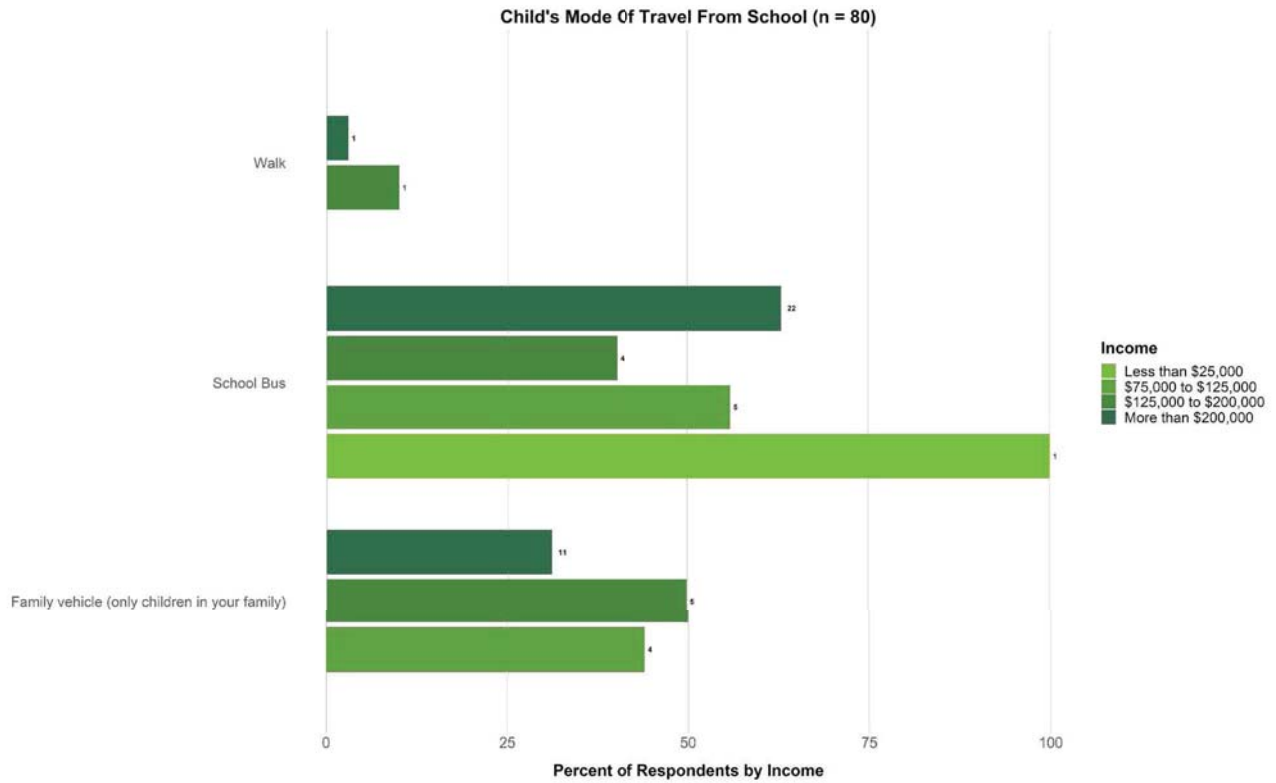
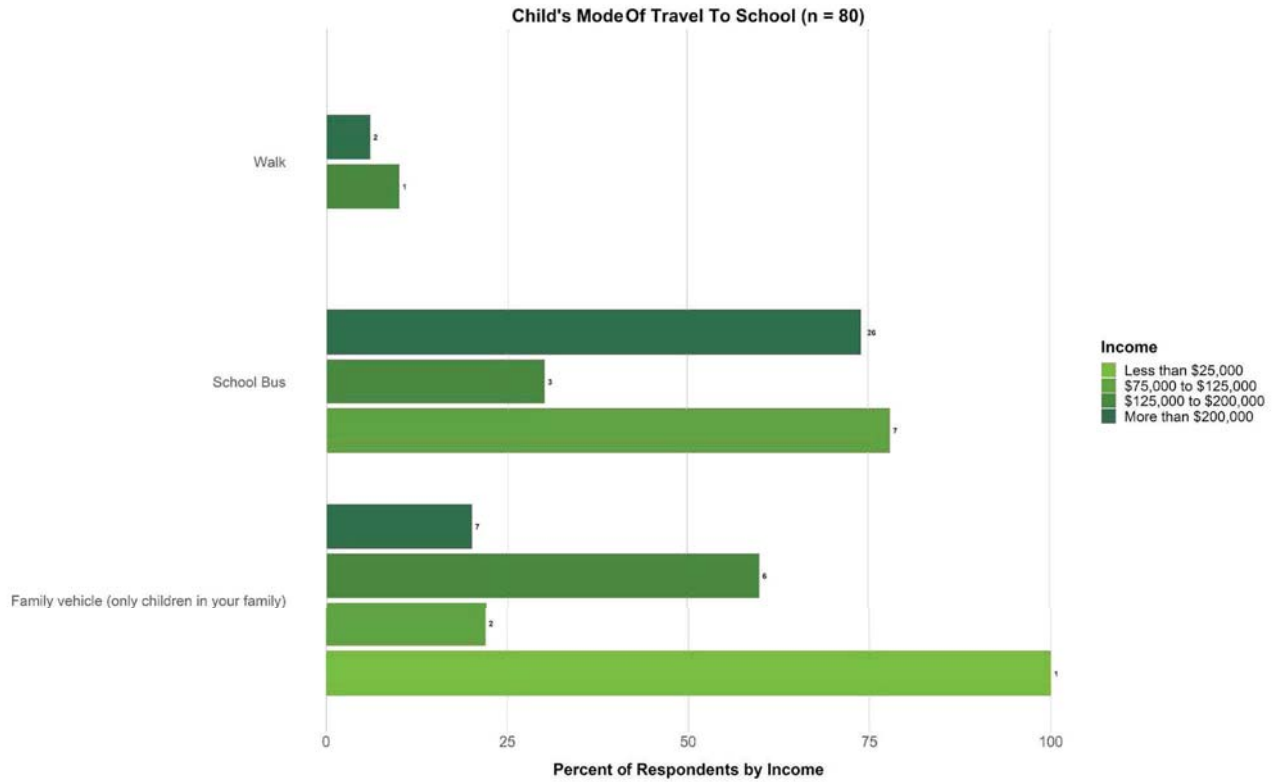
ENGINEERING

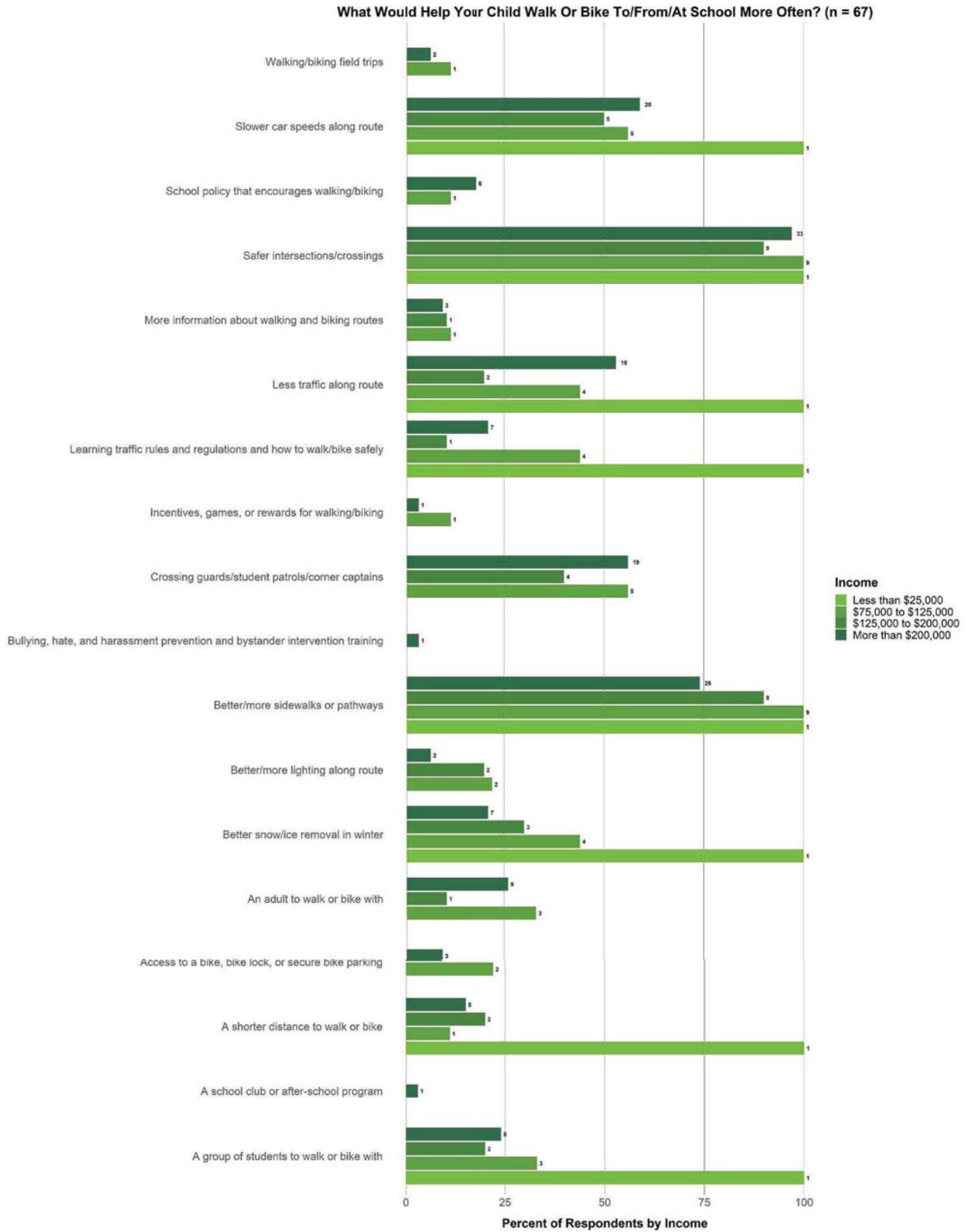
Developing Equity-focused changes to the built environment, designed and prioritized through community Engagement.



CSAH 82 (Mill St) SRTS Project

Attachment 07 | Community Engagement Summary

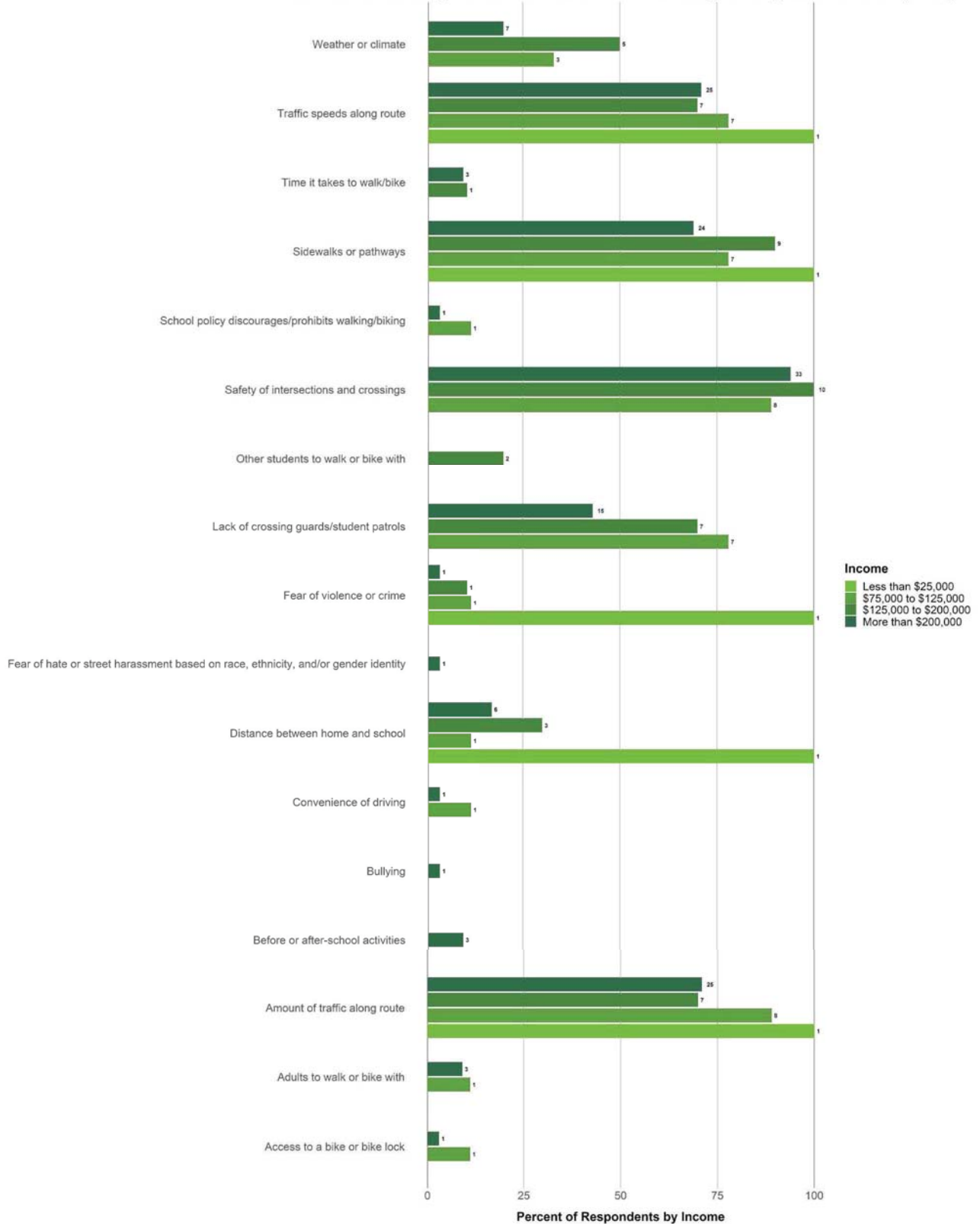




CSAH 82 (Mill St) SRTS Project

Attachment 07 | Community Engagement Summary

Which Of The Following Issues Prevent Your Child From Walking Or Biking To/From School? (n = 68)



Appendix E: Project Process and Timeline

Intro Call: SRTS staff and consultants meet with local SRTS team lead(s), review the timeline of the planning process, talk through the responsibilities of the different stakeholders, and identify short-term next steps, such as scheduling the kick-off meeting and finalizing stakeholders for the SRTS team, including local community members and staff from the school(s), city and county governments, and MnDOT.

Kick-off Meeting: the SRTS team, including SRTS staff and local and county participants, reviews the planning process and talk about high-level goals.

Engagement + Data Collection: SRTS staff and consultants work with the schools, non-profits, and the broader community to build awareness of the planning process, solicit input, and identify opportunities for programs and infrastructure improvements.

Rapid Planning Workshop: the SRTS team discusses past efforts around walking and biking in the community, identifies areas of need, and brainstorming possible resources, collaborations, and opportunities to implement new programs and infrastructure improvements.

Technical Meeting: SRTS staff speak with local, county, and MnDOT staff about existing studies, projects, and other opportunities and constraints relating to pedestrian and bicyclist infrastructure within the planning area.

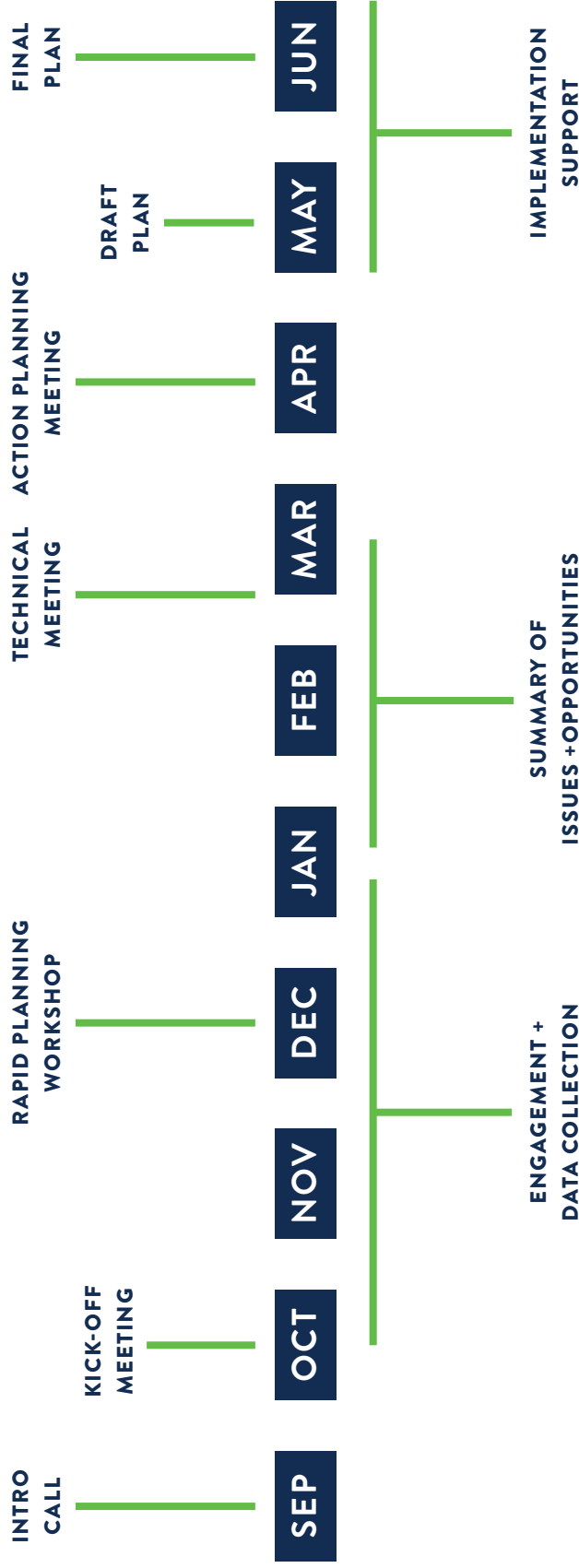
Summarize Issues + Opportunities: building on input from community engagement, data collection, the rapid planning workshop, and the technical meeting, SRTS staff and consultants compile identified program opportunities and locations where infrastructure improvements could support walking and biking to school.

Action Planning Meeting: the SRTS team reviews the summary of issues and opportunities and discusses possible actions to take in response to issues/opportunities.

Draft Plan: the SRTS team reviews and provides feedback on a draft of the full plan.

Implementation Support: SRTS staff and consultants assist the community with short-term actions, such as designing a concept for a demonstration project to test improvements at a problematic intersection near the school.

Final Plan: the completed plan is published online and in print and is formally adopted to guide future SRTS efforts.



Appendix G: Engagement Summary

INTRODUCTION

Safe Routes to School (SRTS) staff provided community engagement support to collect ideas on walking and biking from the Excelsior Elementary community. SRTS staff assisted local Excelsior Elementary staff by using multiple strategies such as: hosting an interactive

engagement website, requesting feedback through caregiver and student surveys, teaching lessons with the student council and afterschool program, and coordinating with a parent liaison to gather feedback from other families on the opportunities and barriers of walking and biking to school.

The purpose of the engagement strategies were to identify walking and biking challenges, to understand where people would like to go, to provide information about walking and biking safety, and to build excitement for the Excelsior Elementary Safe Routes to School Plan. These engagement strategies were chosen to make it easy for the Excelsior Elementary communities to



TABLE 1: ENGAGEMENT STRATEGIES

DATE	STRATEGY	DESCRIPTION	COUNT
Oct 2021 – Spring 2022	Interactive engagement website	Engagement website available in both English and Spanish.	--
Oct 2021 – Spring 2022	Interactive map	Interactive online map provided for residents to leave comments and match them to the exact locations.	21 comments
Oct 2021 – Spring 2022	Caregiver survey	Survey to identify why families walk and bike and what would help make it safer to walk and bike. The survey was available online as well as in paper-pencil upon request and available in English, Spanish, Somali, and Chinese.	70
Jan 2022 – Spring 2022	Student survey	Survey using student-friendly language to help identify why they walk and bike and what would help make it safer to walk and bike. Surveys were distributed during school lessons.	10
Dec 2021 – Mar 2022	Equity scorecard	An equity analysis was completed with the project team during the Rapid Planning Workshop and used to guide engagement strategies.	13

CSAH 82 (Mill St) SRTS Project

Attachment 07 | Community Engagement Summary

DATE	STRATEGY	DESCRIPTION	COUNT
Dec 2021 – Mar 2022	Regular check-in meetings with school leadership	Brainstorming and planning sessions to gather feedback from families.	3
Dec 2021 – Mar 2022	Collaborate with PTO President	Meeting and commitment to put surveys in weekly newsletters.	3+ committee and school families
Jan 2022 – Mar 2022	Student collaboration	Taught lessons to students about walking and biking benefits. Developed a plan to gather more feedback from kids with the student survey. Families were asked to complete surveys afterward.	15

talk to staff and participate while also adhering to social distancing guidelines during the Coronavirus pandemic.

ENGAGEMENT HIGHLIGHTS

OPPORTUNITIES

While many families choose to walk and bike for recreation and some live in walking/biking distance to school, most don't feel comfortable allowing their children to walk or bike to school alone. The main reason is the lack of safe routes over busy roads. One Excelsior parent mentioned in an interview that a walking school bus program from Kowalski's or another location would be a great option to get kids to bike and walk to school.

BARRIERS

There are several roads that appear to be dangerous due to traffic speed, lack of safe crossings, and unsafe/no sidewalks or pathways. The two most commonly mentioned are Highway 7 and Oak Street.

EQUITY FINDINGS

The students living at the apartments on the south side of Highway 7 would like to walk or bike to school but many do not have bikes or families feel it is not safe to cross this

busy road at Mill Street. A bike fleet or rehab program might be a way to supply students with bikes if there were a safe way to cross.

PROGRAM FINDINGS

Building skills for later in life using programs like the Bike Rehab program or the walking school bus were seen as favorable to families.

INFRASTRUCTURE FINDINGS

Families shared that additional ways safely cross Highway 7 would encourage more biking and walking to school. More school zone and speed limit signs on roads adjacent to Excelsior Elementary could encourage drivers to slow down and watch for kids walking and biking to school. Repaired and added sidewalks/bike paths would be an important improvement as well.

EXISTING CONDITIONS

OPPORTUNITIES

Many families said they enjoy walking and biking and would like their student to be able to walk and bike to Excelsior Elementary. Many parents say they live less than a mile away but do not allow their children to walk/bike because the routes are unsafe (see Figure 1).

The most requested improvement was a safe way to cross Highway 7, specifically at Oak Street, Galpin Lake Road and Mill Street. People also said access to safe ways

across Highway 7 would bring more people to Downtown Excelsior, increase business, and lessen the traffic at each stop. One resident noted, “We cross this highway monthly on bikes or on walks with very young children. There is so much to offer in downtown Excelsior and we would love to be able to head there more often and spend more money!.

From the students who completed the online survey or spoke one-on-one with staff during lessons, they shared that more sidewalks and paths would encourage them to walk or bike to school. They also thought more

Figure 1: What would help your child walk or bike to/from/at school more often?

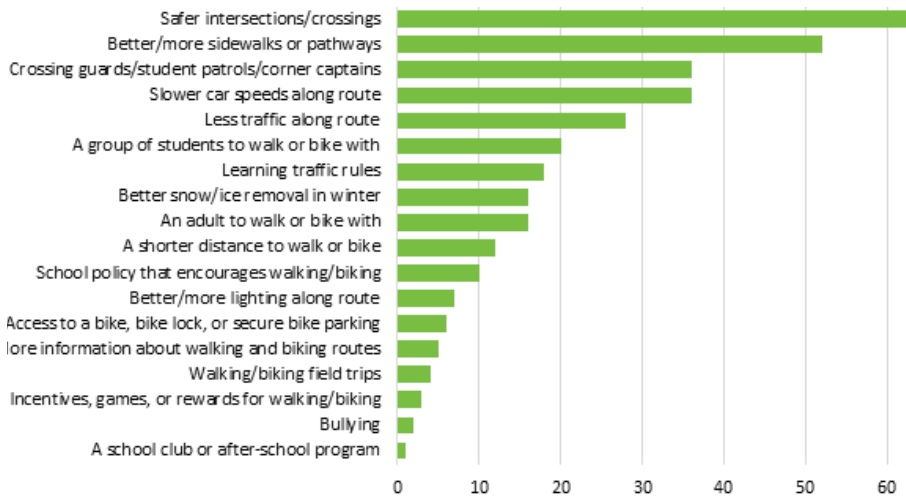
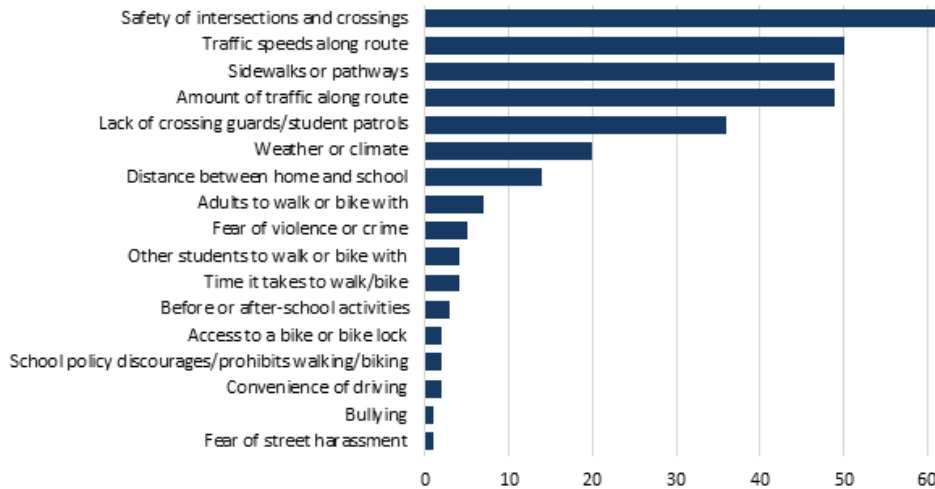


Figure 2: Which of the following issues prevent your child from walking or biking to/from school?



CSAH 82 (Mill St) SRTS Project

Attachment 07 | Community Engagement Summary

crosswalks, stop signs, flashing lights and signals would benefit the area. Several students mentioned bike racks near school as a possible opportunity to encourage biking to school.

BARRIERS

Many parents said their primary concerns for their children walking and biking to school are dangerous intersections near school (see Figure 2). The specific areas to consider for improvement are below.

Highway 7

Throughout engagement, people shared that crossing Highway 7 is dangerous for multiple reasons. First, the speed limit is high along the Highway and there is a lack of shoulder space to walk between the high speed vehicles. Next, there are a lack of safe crossings that require safety improvements, for example at Linden Avenue, Mill Street and Galpin Lake Road. Finally, westbound right-turns-on-red are dangerous for pedestrians since drivers are not coming to a full stop at Oak Street. As a result, most families prefer to drive their students.

Oak Street/Highway 19

Families said that there are no stop lights at some crossings and roads need to be updated for safety, including sidewalks. One parent noted that they have seen students almost run down by drivers at the Water Street intersection.

Galpin Lake Road

It's reported that cars move too fast on Galpin Lake Road and there are a lack of sidewalks, shoulder space and bike paths. It also does not lead to any safe places to cross Highway 7.

Mill Street

People said that Mill Street has no sidewalks and the traffic moves too quickly. A few people mentioned 3rd Street as a dangerous intersection to cross for families. One person said "We'd love to see pedestrian crosswalks

Screenshot from the SRTS website



at the intersection of Mill Street and 3rd Street. Many families cross there to access the bike trail, but it's currently extremely dangerous as there's no signage to alert cars to watch that intersection."

One resident noted that the Mill Street bridge is the only feasible way to cross Highway 7 in that area, but is not safe for walkers. Mill Street is high traffic and lacks dedicated paths. Mill has a stretch of sidewalk on its east side near the bridge, the rest of Mill does not. The east side is poor for school access as it requires crossing an entrance ramp to Highway 7 and then crossing the west side of a very busy Mill at an uncontrolled intersection. A dedicated path along Mill Street, with a connection to the Lake Minnetonka Regional Trail is needed for safe school access. Another resident noted that there is a Hennepin County plan for Mill Street for 2024 to build a trail that ends at 3rd Street, but there is no plan to connect the

CSAH 82 (Mill St) SRTS Project

Attachment 07 | Community Engagement Summary

trail to the school via the lake Minnetonka Regional Trail. A connection would make it way more likely to be used to walk/bike to school.

Lake Street

A few people said traffic moves very quickly on Lake Street and sidewalks are inadequate for safe travel. One resident mentioned online, “Nobody is going to cross Oak/Hwy 19 until there are stop lights at all intersections and Lake Street is FULLY updated. Cars drive too fast on Lake street and the City of Excelsior chose not to put sidewalks in the correct locations. It is too dangerous on Lake Street. And William is super unsafe for small kids alone.”

FINDINGS

EQUITY

While a majority of Excelsior Elementary families fall in the sociodemographic identities of white, upper-middle class, homeowners, and English speakers, there are some families who do not claim those identities. There are families who make less income (below poverty level), rent apartments, speak English less than very well and 9% self-identify as not white. Many of these students live on the southside of Highway 7 in the Christmas Lake Manor Apartments and the Estates at Excelsior. While they are within walking distance of the school, there is not a safe way for them to cross Highway 7. The families who live here speak many primary languages such as Somali, Spanish and Chinese. Working with their English language teacher, the SRTS team was able to teach lessons on the benefits of walking/biking to school. The team learned that many of these students do not have bikes to use.

Additionally, there is an afterschool program at the nearby United Methodist Church that serves English language learners and “backpack” kids. These are students with food insecurities who take home backpacks of food as needed. The food shelf program and the afterschool tutoring program are on the same days. Working with these families, we learned that many would

like students to walk or ride to school when the weather is nice if it is safe.

PROGRAMS

Walking School Bus

Several people said they would allow their child to walk to school with the walking school bus program. Some said that parents and older students informally act as walking leaders for students living near them, and a formal program could help connect them with more students.

Crossing Guard

Parents frequently said that they are concerned about the personal safety of their kids walking and biking to school, and said they would feel a better sense of security if there were trained supervisors or volunteers to assist students near the school. Some suggested temporarily closing roads from 7:45-8:15 and 2:45-3:05 with the help of crossing guards. Safety Resource Officers’ presence has also been a strategy implemented in the past with success.

Drop-off Student Valet

Several families said parent pick-up and drop-off in front of the school causes back up and delays. A valet program of trained teachers, parents, or volunteers to assist with the drop-off and pick-up process could create a more organized and safer environment. The library behind the school could be a good place to start. A variation on this, suggested by a resident, is a remote drop-off between the elementary and middle/high school campuses. This would allow older children to walk with younger children to school then be shuttled back to middle or high school.

Bike Fleet and Bike Rehab

Stakeholders commented that having a bike program instituted to repair donated bikes could eventually turn into a full fleet of available bikes. These bikes could be given to or earned by students to bike to school.

Walk/Bike to School Day

CSAH 82 (Mill St) SRTS Project

Attachment 07 | Community Engagement Summary

Providing training and resources to encourage students to come on a specially appointed day may work as an incentive for biking/walking to school.

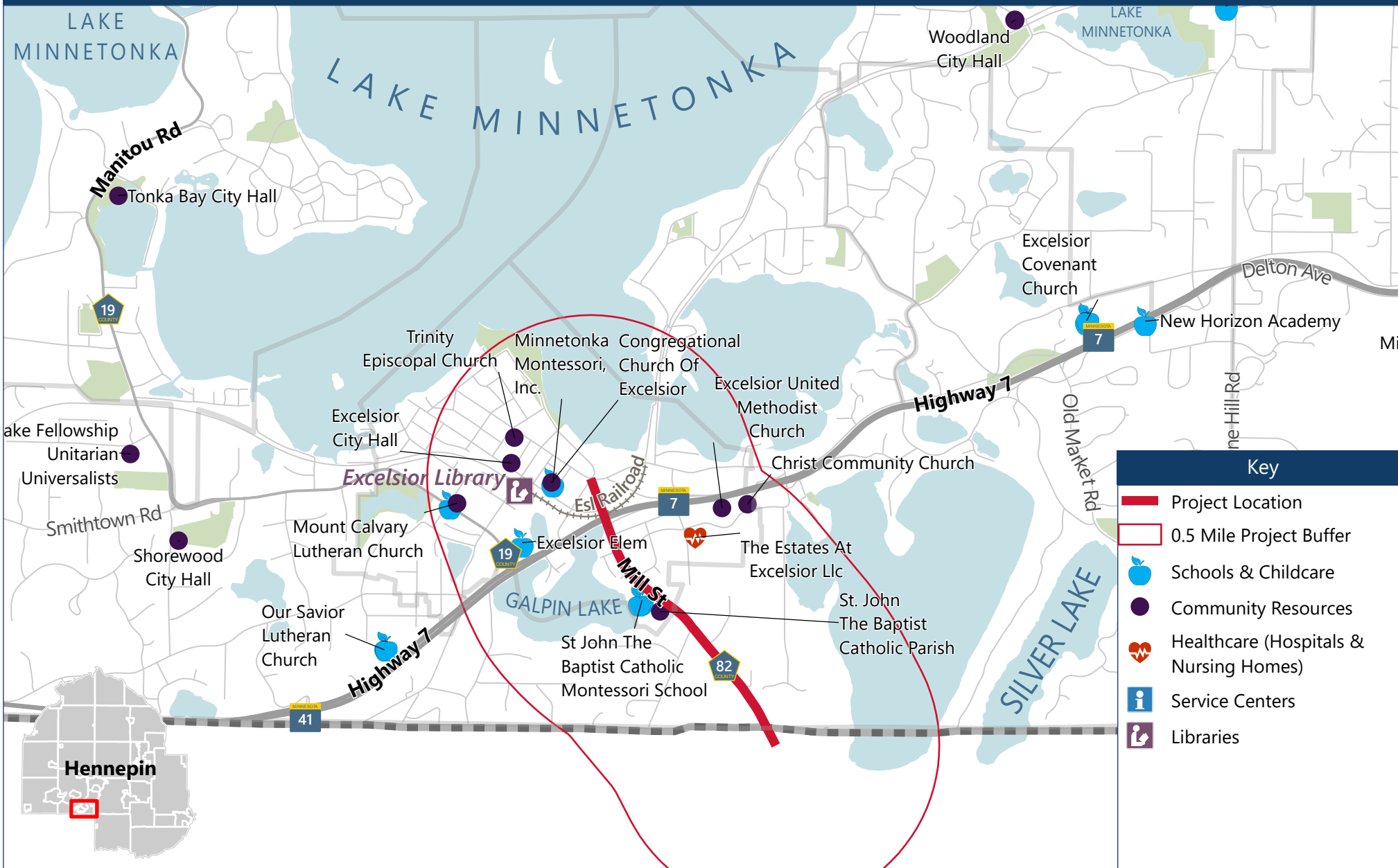
INFRASTRUCTURE

Families and residents have clearly stated that creating a safe way to cross Highway 7 is a must if students south of the highway want to walk or bike to school. Additional safety measures need to be in place for parents to feel comfortable allowing their students to cross Highway 7.

In addition, several parents said that there should be more school zone and speed limit signs, particularly on Highway 7, Oak Street, and Galpin Lake Road. Some people recommended flashing lights and radar speed signs for greater visibility.

CSAH 82 (Mill St) Safe Routes to School Project

Attachment 08 | Disadvantaged Communities and Resources Map



Key	
	Project Location
	0.5 Mile Project Buffer
	Schools & Childcare
	Community Resources
	Healthcare (Hospitals & Nursing Homes)
	Service Centers
	Libraries

Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 12/12/2023

Data sources (if applicable):



CSAH 82 (Mill St) SRTS Project

Attachment 09 | Affordable Housing Access Map and Detail Summary



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.



CSAH 82 (Mill St) SRTS Project

Attachment 09 | Affordable Housing Access Map and Detail Summary

Property ID	Property Name	Total Units	Affordable Housing	30% AMI	50% AMI	60% AMI	0 BR	1 BR	2 BR	3 BR	4 BR
14609	South Shore Park	67	67	0	0	67	0	66	1	0	0

CSAH 82 (Mill St) SRTS Project

Attachment 10 | Crash Data Summary

Table 01 | Pedestrian reported crashes

Year	Total	K	A	B	C	N
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	1	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
Ten Year Totals	0	0	0	1	0	0

Table 02 | Bicycle reported crashes

Year	Total	K	A	B	C	N
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	1	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
Ten Year Totals	0	0	0	1	0	0



CSAH 82 (Mill St) SRTS Project

Attachment 10 | Crash Data Summary

Crash Severity/Crash Year												
Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	1	0	0	0	0	0	1	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	1	0	1	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
Total	1	0	1	0	0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		0	0.0
Four-Way Intersection		0	0.0
T or Y Intersection		1	100.0
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		0	0.0
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Basic Type Summary		Total	%
Pedestrian		1	100.0
Bike		0	0.0
Single Vehicle Run Off Road		0	0.0
Single Vehicle Other		0	0.0
Sideswipe Same Direction		0	0.0
Sideswipe Opposing		0	0.0
Rear End		0	0.0
Head On		0	0.0
Left Turn		0	0.0
Angle		0	0.0
Other		0	0.0
Total		1	100.0

Weather 1 Summary		Total	%
Clear		0	0.0
Cloudy		1	100.0
Rain		0	0.0
Snow		0	0.0
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

First Harmful Event Summary		Total	%
Pedestrian		1	100.0
Bicyclist		0	0.0
Motor Vehicle In Transport		0	0.0
Parked Motor Vehicle		0	0.0
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		0	0.0
Collision Fixed Object		0	0.0
Non-Collision Harmful Events		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Light Condition Summary		Total	%
Daylight		1	100.0
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		0	0.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		1	100.0



CSAH 82 (Mill St) SRTS Project

Attachment 10 | Crash Data Summary

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TUE	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100.0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100.0
%	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	1	0	0	0	1	50.0
30-34	0	0	0	0	0	0.0
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	1	0	0	1	50.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	1	1	0	0	2	100.0
%	50.0	50.0	0.0	0.0	100.0	100.0

Month Summary		Total	%
January		0	0.0
February		0	0.0
March		0	0.0
April		0	0.0
May		0	0.0
June		0	0.0
July		1	100.0
August		0	0.0
September		0	0.0
October		0	0.0
November		0	0.0
December		0	0.0
Total		1	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		2	100.0
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		0	0.0
Not Applicable		0	0.0
Total		2	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: Date('01/01/2013','12/31/2022'), Basic Type('1') - SPATIAL FILTER APPLIED

Analyst:

James Weatherly

Notes:

CSAH 82 Ped Crashes 2013 - 2022



CSAH 82 (Mill St) SRTS Project

Attachment 10 | Crash Data Summary

Crash Severity/Crash Year												
Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	1	0	0	0	0	1	0	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	1	0	1	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
Total	1	0	1	0	0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		0	0.0
Four-Way Intersection		0	0.0
T or Y Intersection		1	100.0
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		0	0.0
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Basic Type Summary		Total	%
Pedestrian		0	0.0
Bike		1	100.0
Single Vehicle Run Off Road		0	0.0
Single Vehicle Other		0	0.0
Sideswipe Same Direction		0	0.0
Sideswipe Opposing		0	0.0
Rear End		0	0.0
Head On		0	0.0
Left Turn		0	0.0
Angle		0	0.0
Other		0	0.0
Total		1	100.0

Weather 1 Summary		Total	%
Clear		1	100.0
Cloudy		0	0.0
Rain		0	0.0
Snow		0	0.0
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

First Harmful Event Summary		Total	%
Pedestrian		0	0.0
Bicyclist		1	100.0
Motor Vehicle In Transport		0	0.0
Parked Motor Vehicle		0	0.0
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		0	0.0
Collision Fixed Object		0	0.0
Non-Collision Harmful Events		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Light Condition Summary		Total	%
Daylight		1	100.0
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		0	0.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		1	100.0



CSAH 82 (Mill St) SRTS Project

Attachment 10 | Crash Data Summary

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	1	0	0	1	100.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	100.0
%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	1	0	0	1	50.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	0	1	0	0	1	50.0
30-34	0	0	0	0	0	0.0
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	0	2	0	0	2	100.0
%	0.0	100.0	0.0	0.0	100.0	100.0

Month Summary		Total	%
January		0	0.0
February		0	0.0
March		0	0.0
April		0	0.0
May		0	0.0
June		1	100.0
July		0	0.0
August		0	0.0
September		0	0.0
October		0	0.0
November		0	0.0
December		0	0.0
Total		1	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		2	100.0
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		0	0.0
Not Applicable		0	0.0
Total		2	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: Date('01/01/2013','12/31/2022'), Basic Type('2') - SPATIAL FILTER APPLIED

Analyst:

James Weatherly

Notes:

CSAH 82 Bike Crashes 2013 - 2022

Shared Use Paths

What is their purpose?

Shared use paths are bicycle facilities that are physically separated from motor vehicle traffic by an open space or barrier. Most shared use paths are designed for two-way travel and can serve a variety of nonmotorized users. They may be located within roadway right-of-way or an independent right-of-way. Shared use paths are sometimes referred to as trails, greenways, and sidepaths. In Minnesota, trails are facilities that may use a variety of surface materials, widths, and other standards, so although a shared use path might be called a trail, not all trails are shared use paths.

Are they a proven strategy?

Shared use paths are considered **PROVEN**. Shared use paths provide separation for pedestrians and bicyclists from motor vehicles. This separation increases road safety for all road users, particularly for pedestrians and bicyclists.

Wider shared use paths provide space to separate pedestrians and bicyclists from each other. Because of the lack of specific data for this measure, it is considered **TRIED**.

Where would we use them?

The [FHWA Bikeway Selection Guide](#) may be used as a reference. In general, shared use paths can be considered at the following locations:

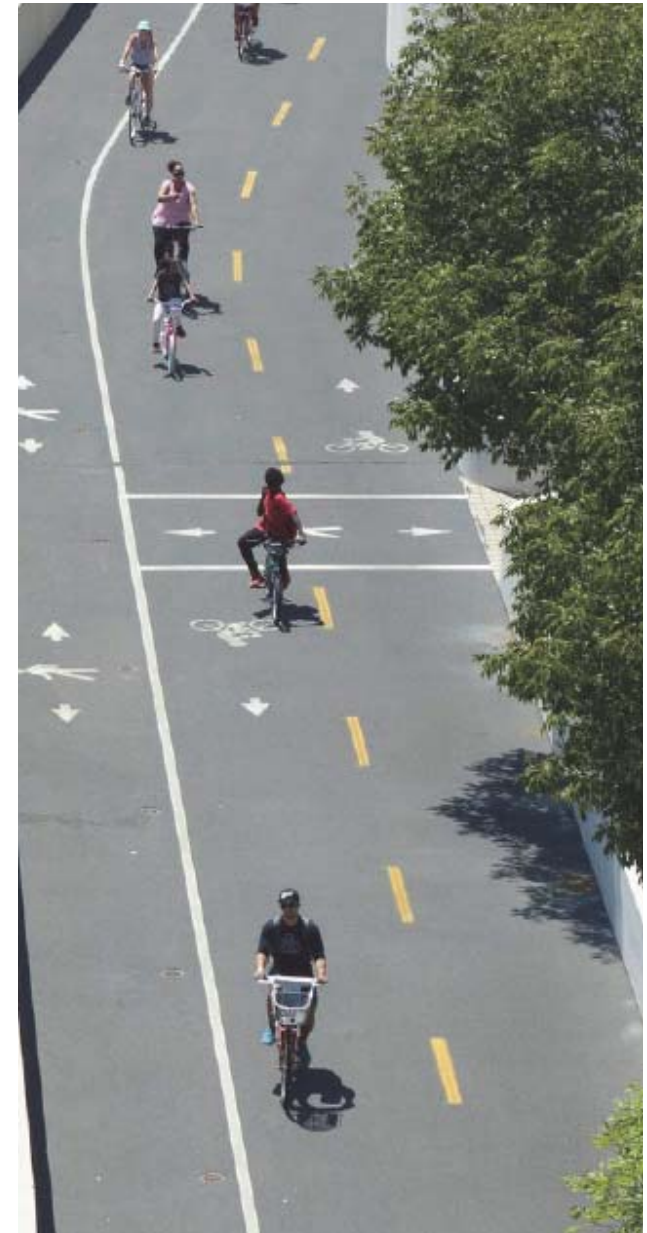
- Where there is a greater mix of users, high user volumes, and a wide range of speeds between shared use path users
- When space is limited, shared use paths can be placed in lieu of separated bike lanes.
- Wider paths may be necessary where there are

either large numbers of people bicycling or large percentages of other nonmotorized users that create frequent and inconsistent passing and meeting events. Crowded paths can result in delay, frustration, and collisions. Wider paths also better accommodate social cycling or walking (i.e. the ability to bike or walk side-by-side with another person)

- Geometric characteristics that may merit a wider shared use path include maintenance vehicle size, steep grades, curves, and stationary activities (such as fishing or scenic overlooks)

What are the maintenance impacts?

Partner with maintenance team members during design development to discuss strategies and issues related to routine path maintenance. For example, a wider shared use path may be necessary to better suit available snow removal equipment. Shared use paths should be clear of debris, snow, and major cracks or potholes to accommodate users year round.



Shared use path with pavement markings separating bicycles and pedestrians

Shared Use Paths

+ What are the advantages?

- Separating bicyclists from motor vehicles is safer and more comfortable than shared lane facilities. Separating pedestrians from motor vehicles is also safer. Shared use paths are also more comfortable as motorist volumes and speeds increase.
- Shared use paths that separate users with a range of speeds (i.e., bicyclists and pedestrians) reduce crashes between shared use path users.
- When designed along corridors with minimal road interactions, such as routes following waterways, linear parks, and railroad or transit facility rights-of-way, shared use paths can increase safety and reduce travel times.

! What are the challenges?

- Widening existing shared use paths may require modifications to existing drainage infrastructure.
- May require additional lighting for safety including for personal safety.
- Activities that create distractions or obstructions may require wider shared use paths to accommodate people standing. Standing areas for scenic overlooks or fishing, or benches and wayfinding kiosks, should be located beyond the functional area of the shared use path.
- The speed differential of users on wheels and walking can present safety challenges, thus the demand and user mix must be carefully considered when selecting a width and the ability to provide separate lanes, or spaces along the path (see [FHWA's Shared Use Path Level of Service Calculator](#)).
- Shared use path intersections should be carefully designed, particularly at intersections with other shared use paths and roadways. Grade separation may be appropriate to eliminate conflicts with railroads or motor vehicle traffic entirely. See Grade-separated Crossings section.
- A limiting factor to consider when widening a shared use path (or constructing a wider shared use path) is the available right-of-way. If necessary, the shared use path may still be widened but with narrower portions provided where right-of-way is constricted.



A shared use path

\$ How much do they cost?

Typical costs for a shared use path range from \$300,000 to \$600,000 per mile.

Shared Use Paths

Shared Use Path Level of Service Look-Up Table, Typical Mode Split*											
Shared Use Path Peak Hour Volume	Shared Use Path Width (ft)										
	8	10	11	12	14	15	16	18	20	22	24
50	B	B	B	B	B	A	A	A	A	A	A
100	D	C	B	B	B	A	A	A	A	A	A
150	D	C	B	B	B	A	B	A	A	A	A
200	D	D	C	B	B	A	B	A	A	A	A
300	E	D	C	C	C	B	B	B	B	A	A
400	F	E	D	D	C	C	C	B	B	A	B
500	F	F	D	D	D	C	C	C	C	B	B
600	F	F	E	E	E	D	D	C	C	C	B
800	F	F	F	F	F	E	E	E	E	D	D
1,000	F	F	F	F	F	E	F	F	F	E	E
1,200	F	F	F	F	F	F	F	F	F	F	F
1,600	F	F	F	F	F	F	F	F	F	F	F
2,000	F	F	F	F	F	F	F	F	F	F	F

*Assumptions:

1. Mode split is 55% adult bicyclists, 20% pedestrians, 10% runners, 10% in-line skaters, and 5% child bicyclists.
2. An equal number of trail users travel in each direction (the model uses a 50% - 50% directional split).
3. Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).
4. Trail has a centerline.



Cedar Lake Trail, Minneapolis, MN

Shared Use Paths

Design Features

FHWA's Shared Use Path Level of Service Calculator can be used to determine whether a shared use path may require additional width to obtain an acceptable level of service. The calculation is based on four inputs: peak hour volumes, mode splits, shared use path width, and the presence of a centerline.

Additional information on how to use the Level of Service Calculator can be found in the FHWA Bikeway Selection Guide. MnDOT-specific design guidelines can be found in Chapter 5 of the MnDOT Bicycle Facility Design Manual. Noteworthy design features include the following:

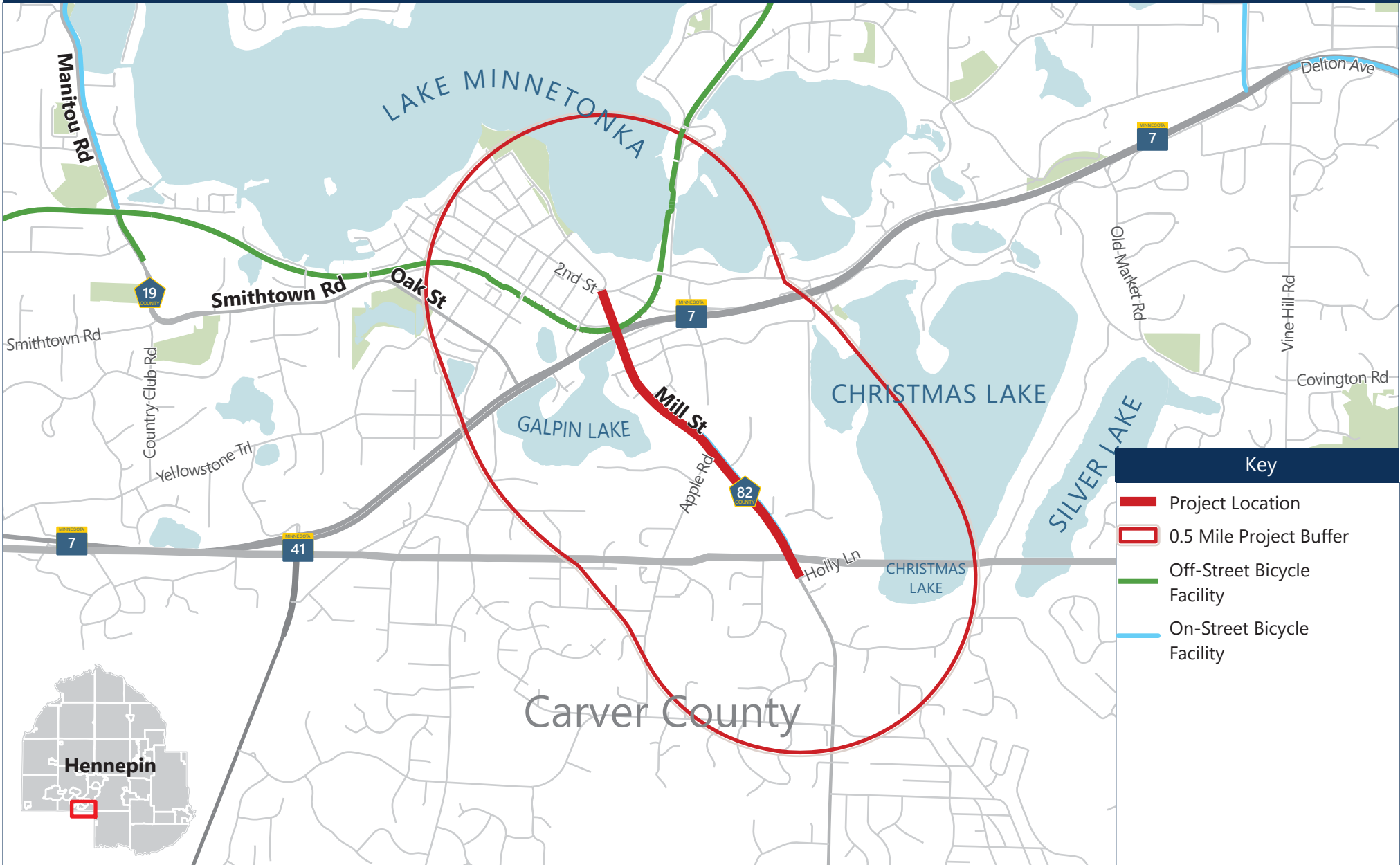
- Typical shared use path widths range from 8' to 15', though they may be wider. A 15' shared use path is effectively a 10' bicycle path and 5' walkway, allowing for the separation of bicyclists and pedestrians.
- Shared use path users include adult bicyclists, child bicyclists, pedestrians, in-line skaters, roller skiers, runners, dog walkers, children in general, and people with disabilities.
- MnDOT requires all shared use paths that are funded by MnDOT, or within MnDOT right-of-way, to be ADA-accessible year-round. Required accessibility features include:
 - Ramps and detectable warnings at every shared use path intersection with a roadway
 - Accessibility to and from a roadway shoulder at the end of the shared use path
 - If the shared use path has a separate designated facility for walking, then it should be separated by a detectable edge.
- Walking and bicycling are inherently social activities. Designers should expect that people bicycling on shared use paths desire to ride side-by-side. Choosing an appropriate shared use path width depends on the mix of users, expected volumes, and land use context. Consider the following when determining a shared use path width:
 - User types (e.g. adult bicyclists, child bicyclists, runners, dog walkers)
 - User volumes and speeds, by type
 - Nearby land use context
 - Scenery
 - Distractions
 - Sight distance obstructions
 - Roadside hazards or conditions (fences, retaining walls, waterways)
 - Right-of-way availability
 - Maintenance, utility, or emergency services vehicle access

Resources

- FHWA Shared Use Path Level of Service Calculator: <https://www.fhwa.dot.gov/publications/research/safety/pedbike/05138/>
- FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
- MnDOT Bicycle Facility Design Manual
- MnDOT Land Use Context Memo: MnDOT Technical Memorandum 18-07-TS-05

CSAH 82 (Mill St) SRTS Project

Attachment 12 | Multimodal Connections Map



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 10/5/2023

Data sources (if applicable):





CSAH 82 (Mill St) SRTS Project

Attachment 13 | City of Excelsior Support Letter

October 17, 2023

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Excelsior hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed Safe Routes to School Project along CSAH 82 (Mill St) from Holly Ln to 2nd St in the Cities of Excelsior, Shorewood, and Chanhassen.

The project for this funding application will involve the construction of a multi-use trail along CSAH 82 (Mill St) to provide a dedicated facility for people walking, rolling, and biking. In addition, this project will provide a key connection to students, faculty, and families traveling to and from Excelsior Elementary School. This project will also improve accessibility, mobility, and safety, as well as provide first and last mile connections to Downtown Excelsior and the Lake Minnetonka Regional Trail; thereby enhancing the livability and quality of life for Carver and Hennepin County residents.

The City of Excelsior acknowledges that the city will likely be required to cost participate in this project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced. Additionally, the City of Excelsior agrees to maintain the multi-use trail facility year-round in accordance with the Hennepin County Cost Participation and Maintenance Policies.

Thank you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Kristi Luger
City Manager

CSAH 82 (Mill St) SRTS Project

Attachment 14 | City of Shorewood Support Letter



October 20, 2023

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Shorewood hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed Safe Routes to School Project along CSAH 82 (Mill St) from Holly Ln to 2nd St in the Cities of Excelsior, Shorewood, and Chanhassen.

The project for this funding application will involve the construction of a multi-use trail along CSAH 82 (Mill St) to provide a dedicated facility for people walking, rolling, and biking. In addition, this project will provide a key connection to students, faculty, and families traveling to and from Excelsior Elementary School. This project will also improve accessibility, mobility, and safety, as well as provide first and last mile connections to downtown Excelsior and the Lake Minnetonka Regional Trail; thereby enhancing the livability and quality of life for Carver and Hennepin County residents.

The City of Shorewood acknowledges that the city will likely be required to cost participate in this project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced. Additionally, the City of Shorewood agrees to maintain the multi-use trail facility year-round in accordance with the Hennepin County Cost Participation and Maintenance Policies.

Thank you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

A handwritten signature in blue ink that reads "Marie Darling". The signature is written in a cursive style and is positioned above the printed name and title.

Marie Darling, AICP
Planning Director

CSAH 82 (Mill St) SRTS Project

Attachment 15 | City of Chanhassen Sport Letter



CITY OF CHANHASSEN

Chanhassen is a Community for Life - Providing for Today and Planning for

October 23, 2023

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Chanhassen hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed Safe Routes to School Project along CSAH 82 (Mill St) from Holly Ln to 2nd St in the Cities of Excelsior, Shorewood, and Chanhassen.

The project for this funding application will involve the construction of a multi-use trail along CSAH 82 (Mill St) to provide a dedicated facility for people walking, rolling, and biking. In addition, this project will provide a key connection to students, faculty, and families traveling to and from Excelsior Elementary School. This project will also improve accessibility, mobility, and safety, as well as provide first and last mile connections to Downtown Excelsior and the Lake Minnetonka Regional Trail; thereby enhancing the livability and quality of life for Carver and Hennepin County residents.

The City of Chanhassen acknowledges that the city may be required to cost participate in this project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced. Additionally, the City of Chanhassen agrees to maintain the multi-use trail facility year-round in accordance with the Carver County Cost Participation Policy.

Thank-you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project.

Charles J. Howley, PE, LEED AP
Public Works Director/City Engineer

Jerry Ruegemer
Parks & Recreation Director



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

November 14, 2023

Carla Stueve, P.E.
Director and County Highway Engineer
HENNEPIN COUNTY TRANSPORTATION PROJECT DELIVERY
1600 Prairie Drive
Medina, MN 55340

SUBJECT: Hennepin CSAH 82 Safe Routes to School Project Letter of Support

Dear Ms. Stueve:

Carver County hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed Safe Routes to School Project along CSAH 82 (Mill Street) from Holly Lane to 2nd Street in the Cities of Excelsior, Shorewood, and Chanhassen.

The project for this funding application will involve the construction of a multi-use trail along CSAH 82 (Mill Street) to provide a dedicated facility for people walking, rolling, and biking. In addition, this project will provide a key connection to students, faculty, and families traveling to and from Excelsior Elementary School. This project will also improve accessibility, mobility, and safety, as well as provide first and last mile connections to Downtown Excelsior and the Lake Minnetonka Regional Trail; thereby enhancing the livability and quality of life for Carver and Hennepin County residents.

Carver County acknowledges that the county may be required to cost participate in this project. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

Thank you for making us aware of this application and project, and the opportunity to provide support. The county looks forward to working with you on this project.

Sincerely,

CARVER COUNTY PUBLIC WORKS

Lyndon Robjent
County Engineer

CARVER COUNTY

CSAH 82 (Mill St) SRTS Project

Attachment 17 | MnDOT Support Letter

11/29/2023

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

**Re: MnDOT Letter for Hennepin County
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for CSAH 82 (Mill Street) Safe Routes to School Project**

Dear Carla Stueve,

This letter documents MnDOT Metro District's recognition for Hennepin County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the CSAH 82 (Mill Street) Safe Routes to School Project.

The proposed project involves the construction of a multi-use trail along CSAH 82 (Mill St) to provide a dedicated facility for people walking, rolling, and biking. In addition, this project will provide a key connection to students, faculty, and families traveling to and from Excelsior Elementary School that's located within the project area. The proposed project is in proximity to Bridge #9122 over TH 7, which is programmed for replacement in MnDOT's CHIP for program year 2029. As the agency with jurisdiction over TH 7, MnDOT will allow Hennepin County to seek funding for these improvements.

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

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

If you have questions or require additional information at this time, please reach out to your Area Manager at Ryan.Wilson@state.mn.us or 651-775-4216.

Sincerely,

**Sheila
Kauppi**  Digitally signed by
Sheila Kauppi
Date: 2023.11.29
13:51:47 -06'00'

Sheila Kauppi, PE
Metro District Engineer

CSAH 82 (Mill St) SRTS Project

Attachment 17 | MnDOT Support Letter

CC:

Ryan Wilson, Area Manager

Aaron Tag, Metro Program Director

Dan Erickson, Metro State Aid Engineer