



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14092 - Bruce Vento Regional Trail Extension -Buerkle Road to the intersection of Highway 61 and Hoffmann Road

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/15/2020 2:29 PM

Primary Contact

Name:*

Mr.

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First Name

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Title:

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*

Maplewood

Minnesota

55109

City

State/Province

Postal Code/Zip

Phone:*

651-363-3786

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Parks Legacy Fund

Organization Information

Name:

RAMSEY COUNTY

Jurisdictional Agency (if different):

Organization Type:	County Government		
Organization Website:	PARKS AND RECREATION		
Address:	PARKS AND RECREATION		
	2015 N VAN DYKE ST		
	MAPLEWOOD	Minnesota	55109
	City	State/Province	Postal Code/Zip
County:	Ramsey		
Phone:*	651-748-2500		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000023983A2		

Project Information

Project Name	Bruce Vento Regional Trail Extension
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township
Jurisdictional Agency (If Different than the Applicant):	

Since the development of the Bruce Vento Trail Master Plan in 1993, the Bruce Vento Trail has been a highly popular multi-use trail regional trail corridor in Ramsey County. The overall trail corridor is thirteen miles in length and extends from the east side of downtown St. Paul to the north County line in White Bear Township. The southern seven-mile segment of the regional trail was completed in 2005 from downtown St. Paul to Buerkle Rd in White Bear Lake on former Burlington Northern Santa Fe (BNSF) railway, however the remaining six-miles of the trail was originally planned to be constructed on BNSF railway up to the County line but has remained undeveloped because this section of railway has remained active.

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

This trail project will provide a 2.7-mile extension to the Bruce Vento Regional Trail from Buerkle Road to the intersection of Hoffman Road/U.S. Highway 61/White Bear Avenue in White Bear Lake. This trail project provides an alternate trail alignment in an active railway corridor, complete approximately one-half of a major gap in both the Regional Bike Transportation Network and National US Bike Route 41, and extends through the cities White Bear Lake, White Bear Township, and Vadnais Heights. This project is the first of two steps to provide a multi-use trail facility for pedestrians and bicycles that currently does not exist today, and will also set the stage for future connections north of Highway 96 to County Road J. In addition, the project will provide critical bicycle and pedestrian connection to the proposed Rush Line Bus Rapid Transit (BRT) through the project corridor.

The trail project provides benefits for low-income populations, people of color, people with disabilities and the elderly by providing a safe route to and from shopping, schools, jobs, services, and Rush

Line BRT stations. The trail alignment traverses two areas of population with above average race and poverty constituencies in White Bear Lake

The trail will also provide critical connections to other regional and local trails such as the Highway 96 Regional Trail, Lakes Links Regional Trail, Gateway Regional Trail, planned South Shore Trail, and connect populations south of the trail project for the southern St. Paul segment of the existing Bruce Vento Trail which extends through highly urban and concentrated poverty areas making it a regionally important connection that will directly benefit diverse populations more distant than those directly adjacent to the corridor area.

(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.](#)

Bruce Vento Regional Trail extension from Buerkle Rd to int of Hoffmann Road/US 61 - Construct 12-foot wide trail, underpasses at County Rd E and US 61, at-grade trail crossings, concrete, retaining walls, landscaping, restoration, signage, and amenities

Project Length (Miles) 2.7

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$4,688,000.00

Match Amount \$1,172,000.00

Minimum of 20% of project total

Project Total \$5,860,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Ramsey County Capital Improvement Project funds

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

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information

County, City, or Lead Agency Ramsey County

Zip Code where Majority of Work is Being Performed 55110

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 11/29/2024

Name of Trail/Ped Facility: Bruce Vento Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Buerkle Road and BNSF railway
(Intersection or Address)

To: Intersection of Hoffmann Road and US Highway 61; White
(Intersection or Address) Bear Ave & Lake Ave

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

Or At:

Miles of trail (nearest 0.1 miles): 2.7

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles): 2.7

Is this a new trail? Yes

Primary Types of Work

GRADING, AGG. BASE, RET. WALLS, BRIDGE, STORM
SEWER, BITUMINOUS BIKE PATH, CONCRETE CURB &
GUTTER BITUMINOUS PAVEMENT, FENCING,
LANDSCAPING, SEEDING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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.

The project is consistent with several goals, objectives and strategies for Ch 2 of the 2040 TP.

Goal(A):Transportation Stewardship

Obj.(B): Operate a regional trans. system to efficiently & cost-effectively connect people to destinations.

Strategy: A1, A2, A3 (pgs. 2.2-2.4)

Goal(B):Safety & security

Obj.(B):Reduce the trans. system vulnerability to natural & man-made incidents & threats.

Strategy: B1,B6 (pgs. 2.5, 2.8)

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

Goal(C):Access to Destination

Obj:(A)Increase the avail. of multi-modal travel options especially in hwy corridors, (D) Increase transit ridership & the share trips taken using transit/bicycling/walking, (E)Improve multi-modal travel options for people of all ages & abilities to connect with jobs & other opportunities particularly in underrepresented areas.

Strategy: C1,C15,C17 (pgs. 2.10, 2.22-2.24)

Goal(D):Competitive Economy

Obj:(A) Improve multi-modal access to regional job concentrations,(D)Invest in a multi-modal trans. system to attract & retain business/residents.

Strategy: D1,D3 (pgs. 2.26-2.28)

Goal(E):Healthy Env.

Obj:(C)Increase the avail.& attractiveness of transit/bicycling/walking to encourage healthy communities/active care-free lifestyles,(D) Provide a trans. system that promotes community cohesion/connectivity for people of all ages/abilities particularly in underrepresented areas.

Strategy: E3,E7 (pgs. 2.31-2.32, 2.34)

(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.

Thrive 2040:Regional Parks Plan (Chapter 3, pg 43-50,73-76)(Chapter 7, pg 7.11-7.16,7.22-7.24)

Ramsey County Parks System Plan - Bruce Vento Section (pg 216-220)

Ramsey County Ped. & Bike Plan - Executive summary (pg iii-vii)

Lakes Links Network Master Plan - Bruce Vento section (pg 3.0-3.4)

Ramsey County Comp Plan Rush Line/Vento - Transportation section (pg 67,70)

List the applicable documents and pages:

White Bear Lake Comp Plan - Transportation section (pg 12,22,27,31)

White Bear Township Comp Plan - Trails section (pg 108,117,121)

Vadnais Heights Comp Plan - Parks/Trails section (pg 59,60), and Transportation Section (pg 103)

Master Plan for Burlington Northern Regional Trail Corridor, 1993 (amendment in process for completion 2020) (pg 1-26)

(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.

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

5.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.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

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 the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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: 05/02/2016

Link to plan:

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link 1589464801974_RC Parks - ADA Plan Summary.pdf

Upload as PDF

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Mobilization (approx. 5% of total cost)	\$500,000.00
Removals (approx. 5% of total cost)	\$250,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$210,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$420,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$250,000.00
Traffic Control	\$40,000.00
Striping	\$20,000.00
Signing	\$30,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$250,000.00
Bridge	\$350,000.00
Retaining Walls	\$1,080,000.00
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	\$550,000.00
Other Roadway Elements	\$40,000.00
Totals	\$3,990,000.00

Specific Bicycle and Pedestrian Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Path/Trail Construction	\$950,000.00
Sidewalk Construction	\$20,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$30,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$25,000.00

Pedestrian-scale Lighting	\$0.00
Streetscaping	\$20,000.00
Wayfinding	\$25,000.00
Bicycle and Pedestrian Contingencies	\$400,000.00
Other Bicycle and Pedestrian Elements	\$400,000.00
Totals	\$1,870,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$5,860,000.00
Construction Cost Total	\$5,860,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1589465151514_BVT_RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

25819

Existing Employment Within One Mile (Integer Only)

21832

Upload the "Population Summary" map

1589465376710_BVT_PopulationSummary.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

1.Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Populations are shown in the Population Summary attachment. At the south end of the project area, there is a high concentration of youth, minority, and low-income populations, and a high concentration of job and activity centers. To the north, there is a high concentration of elderly. These populations were engaged multiple times from 2015-2019.

The Bruce Vento Trail was a significant part of the County's 2015 Bike and Pedestrian Plan which actively engaged project area communities. In 2016, two trail project-specific open houses invited residents and businesses along the route to provide input on the alignment. The connection to St. Paul employment and activity centers was frequently mentioned as a major advantage of the trail extension, making the trail extension a priority for Ramsey County. Three interactive workshops were held in 2018 and 2019 to allow the community to influence details of the trail project. Engagement for the Rush Line BRT project also addressed the trail and included several on-trail activities that allowed trail users to provide input.

Engagement tactics included open houses, web site, social media, and fliers provided to schools, churches, libraries and local businesses and organizations. Focused engagement sessions connected with people of color, elders, or with disabilities.

Response:

(Limit 2,800 characters; approximately 400 words)

2.Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. 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. Note that this is not an exhaustive list.

Response:

The Bruce Vento Regional Trail benefits people with low-incomes, minority populations, populations with disabilities, youth, and elders by providing a safe, multiuse trail between housing, shopping, schools, jobs, services, and Rush Line BRT stations. The trail alignment includes two areas in White Bear Lake with higher than average shares of the population that are people of color and low-income. Several senior housing properties located within a half mile of the trail will have more safe and direct access. The project directly serves a high number of persons with a disability in White Bear Lake census tract 404.01, where 15% of residents have a disability. There are 3 subsidized affordable housing developments within a half mile, who are more likely to make trips on foot, by bicycle, or using transit and will benefit from direct and convenient access to both a multiuse trail and transit. At its northern terminus, the project provides a connection for a substantial population of children in White Bear Township census tract 405.04, where 20% of residents are under age 15. The project provides a safe walking/biking route to students within a half-mile of Willow Lane Elementary and Frassati Catholic Academy, and within one mile of the White Bear Lake Area middle and high north school campus.

In addition to providing an ADA-accessible, off-road multiuse trail where none exists today, the trail will complete a segment of national US Bike Route 41 between St. Paul and Duluth. The trail extension will provide new connections to regional and local trails such as the Highway 96 Regional Trail, Lakes Links Regional Trail, Gateway Regional Trail, and the planned South Shore Trail. These regionally significant connections will allow diverse populations to access the project area, including people living in the area of concentrated poverty at the existing southern/St. Paul segment of the Bruce

Vento Trail. The trail's planned connections to Rush Line BRT and to the existing Metro Transit bus route 265 will provide safe and comfortable bicycle and pedestrian network for transit riders in the project area, which will benefit populations more likely to rely on foot, bike, or transit to reach their destinations.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, 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.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

Anticipated negative externalities created by the trail project include temporary construction inconveniences such as dust, noise, and temporary detours. As the proposed trail will be constructed where there is none today, detours are only anticipated in the locations where the trail crosses an existing roadway. Construction in these areas is anticipated to be limited in duration and scope and will not result in significant impact to the traveling public. Any detours or other temporary roadway/trail/sidewalk impacts will be established safely, communicated in advance, and signed appropriately consistent with or exceeding control measures required by cities and townships regulating construction activity within their jurisdiction.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color: Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589465548991_BVT_Socioeconomic cond-combined.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
White Bear Lake	2.0	0.74	100.0	74.074
Vadnais Heights	0.25	0.09	36.0	3.333
White Bear Township	0.45	0.17	17.0	2.833

Total Project Length

Total Project Length 2.7

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	2.7
Total Housing Score	80.24

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are 12 existing affordable housing developments within ½ mile of the project corridor, as shown in BVT_AffordableHousing.pdf. There are no planned developments near the project corridor. Of those identified, three developments guarantee affordability through some form of subsidy - Hoffman Place and Willow Wood Apartments in White Bear Lake and Wyngate Townhomes in Maplewood. The remaining nine developments are naturally occurring affordable housing identified by Ramsey County because they fall within the AMI monthly rental cost as established by the Metropolitan Council.

Response:

The Bruce Vento Trail extension project will directly improve multimodal access for residents of these housing locations by providing a multimodal trail where none exists today. It will improve access for the residents to the regional bike transportation network by extending a safe, dedicated trail facility from Maplewood and St. Paul with connections to the Highway 96 Regional Trail, Lake Links Regional Trail, and the planned South Shore Regional Trail.

The proposed trail extension will also greatly improve access for people in affordable housing to the Rush Line BRT and to the existing Metro Transit bus route 265. Four proposed Rush Line BRT station locations are directly adjacent to the Bruce Vento Trail. Two are on the southern, built segments of the trail and two will be directly on the proposed trail extension at Cedar Lake Road and Hwy 96. The trail project will support people who rely on public transit in accessing areas in White Bear Lake and St. Paul outside the Rush Line station areas. Filling this gap in the regional bicycle and pedestrian network benefits residents of affordable housing or with low incomes by providing more safe and convenient multimodal transportation and recreational opportunities.

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
- *Providing a safer, more protected on-street facility or off-road trail;*
- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed project will complete a 2.7 mile gap in the Tier 1 RBTN regional and national bike USBR 41 and pedestrian network, improve bikability/walkability, and expand local access to four planned Rush Line BRT stations. The Bruce Vento Trail is a Tier 1 RBTN between Saint Paul and White Bear Lake. The existing trail intersects the Gateway State Trail (Tier 2 RBTN alignment) and a series of other local trails south of Buerkle Road. The proposed trail extension to White Bear Ave will add additional regional connections like the Highway 96 Regional Trail, Lake Links Regional Trail, and the planned South Shore Regional Trail, making the proposed trail extension regionally significant for filling gaps in the RBTN. Bruce Vento Trail is also part of USBR 41 between St. Paul and Duluth, MN, but separated or even marked facilities do not exist for the entire length of USBR 41. The proposed trail extension will fill a 2.7-mile gap in both regional and national networks.

Response:

The existing trail terminates at Buerkle Rd where it transitions to on-street bike lanes ending at White Bear Ave and does not connect with other dedicated bike or pedestrian facilities. By extending the trail north to White Bear Lake, Bruce Vento Trail will provide users from multiple communities new, separated trail facilities where today there are none, and connect them better to additional regional trails. The proposed trail extension will provide a more logical trail terminus and fill a gap while connecting to other regional trails and transit facilities, providing a more safe and comfortable experience for travelers of all ages and abilities.

In addition to filling a network gap and providing safe, separated facilities, the proposed trail will serve a dual purpose of providing access to the Rush Line BRT corridor. Two proposed station

locations for the Rush Line BRT corridor are directly adjacent to the proposed trail extension. Multimodal access provided by the trail will improve access for all modes, including transit users. Therefore, the Bruce Vento Trail extension will provide a unique synergy between transit, pedestrian, and bicycle modes that will enhance usage, safety and convenience for all modes.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Yes

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The proposed trail extension will provide a safe off-road trail in a location where one currently does not exist. Pedestrian and bicyclists intending to travel north near the project area must utilize Buerkle Rd and Hwy 61, two high-ADT corridors with only city sidewalks and no separated bike facilities. They must also cross high-volume roads at-grade including County Rd E and Hwy 61. Approximately 40% of the alignment is an off-road trail design outside of road right-of way with no vehicular conflict potential. The project design includes underpasses to avoid at-grade pedestrian/bicycle conflicts with major vehicular corridors such as County Rd E (18,300 ADT) and Hwy 61 (30,500 ADT). Safety improvements will be gained throughout the project through minimization of at-grade crossings (two signalized, one stop controlled proposed along entire 2.7-mile corridor). The design also includes curb separated facility when adjacent to Hoffman Rd (2,000 ADT).

Response:

Several design measures will support safe travel on the trail. The Buerkle Rd crossing improvements will be coordinated with the Rush Line BRT project and include a new signalized crossing. Ramsey County will also assess potential curb bump outs, signage, striping, and high visibility markings/beacons at the Schueneman Road at-grade crossing. The project has been designed to complement Rush Line BRT improvements, including its Hoffman Rd/Hwy 61/White Bear Ave intersection reconstruction which will include ADA safety improvements for pedestrians and cyclists utilizing this intersection and crossing to connect to trails to the east. The trail project and Rush Line improvements for Buerkle Rd and Hoffman Rd/Hwy 61 intersections are scheduled to be constructed in 2024-2026.

These trail improvements are critical to the project

corridor for many reasons. In the last 10 years, there have been 10 pedestrian and bike crashes on or near Hwy 61, showing a need for safe, separated pedestrian and bike facilities where there are none. 2 crashes involved serious injuries, 7 involved minor or suspected injuries, and 1 was property damage only. Crash data is included as an attachment to this application. By providing a separated, off-road trail, the project will reduce pedestrians and bicyclists travelling on high ADT roadways. Rates of injury and death to people walking and biking in Ramsey County are notably higher than other parts of Minnesota. Ramsey County has the highest estimated pedestrian fatality rate, and the second highest serious injury rate of bicyclists. 40% of all crash fatalities are pedestrians, which is four times the state average.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This trail project will provide critical multimodal connections between existing Metro Transit bus Route 265, the proposed Rush Line BRT stations, and adjacent neighborhoods. The Bruce Vento Trail extension will provide a multimodal facility that does not exist today and fills a gap in regional and national bike networks. The project will extend the trail (RBTN Tier 1; 384,600 trail users in 2017) 2.7 miles and provide connections to the Highway 96 Regional Trail (RBTN Tier 1; 333,600 trail users in 2017), the Lakes Link Regional Trail (RBTN Tier 2; 323,600 trail users in 2017), and the planned South Shore Trail (RBTN Tier 1 alignment). The existing southern segment of the trail between St. Paul and Buerkle Rd intersects with multiple trail facilities downtown as well as the Gateway State Trail to the edge of White Bear Lake, making this project an essential step in completing a major gap in both the RBTN and USBR 41 networks. The project is designed to provide access to adjacent communities that do not have access to regional trail systems as well as provide a wider role in multimodal access throughout the region. The project has identified two trailhead locations which include vehicular parking to facilitate use of the trail by disabled population and others that are unable or uncomfortable accessing the trail by foot or bike. Future phases of the trail have been coordinated with community plans to eventually connect to the north to County Road J and Hardwood Creek Trail in Washington County.

The project provides connections to multiple activity centers via existing trails, including: large commercial/office areas along Buerkle Rd; Maplewood Mall Transit Center via the highly used existing segment of the Bruce Vento Trail; Vadnais Sports Center; and terminates within a ½ mile of the Hwy 96 Regional Trail, acting as a north-south access point for this regionally important east-west

corridor. By providing connection to the Rush Line BRT, residents within northern communities of Ramsey County will be able to access downtown St. Paul via a combination of the Bruce Vento Trail and the Rush Line BRT. Trail users be able to utilize the Bruce Vento Regional Trail to Rush Line BRT station stops that are planned directly adjacent to the planned trail at Buerkle Rd, Co Rd E & Hwy 61, Cedar Ave & Hwy 61, and Whitaker St. By providing this critical bike/pedestrian connection, the linked multimodal corridors of Rush Line and Bruce Vento Trail will have safety and access improvements that benefits all users - directly within the project area and regionally.

(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)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1589570490617_BVT_Layouts-fullsize.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

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

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

12/01/2022

4)Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

Yes

50%

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

0%

Anticipated date or date of executed Agreement 12/01/2022

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 11/19/2019

Meeting with partner agencies: 12/04/2019

Targeted online/mail outreach: 11/01/2019

Number of respondents: 42

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

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

50%

At least one meeting specific to this project with key partner agencies 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%

As part of the 2014-2016 preliminary design study, two open houses specific to the Bruce Vento Trail extension were offered inviting residents and businesses along the route. A second round of three open houses for the northern extension were held in 2018-2019. The latest project open house was held November 19, 2019. Open houses were advertised online through posts by Ramsey County and were shared by cities, local advocacy groups, and community organizations. Local businesses including schools and libraries near the trail were directly engaged and provided flyers. During the open house staff were available at the open houses to provide one-on-one discussion on the trail and its impact on the local community. Layouts were provided for attendees to directly provide comments about the future trail alignment. In addition to public open houses, Ramsey County convened 5 meetings of stakeholder agencies related to the project including the City of White Bear Lake, Vadnais Heights, and White Bear Township.

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

As part of Rush Line BRT, a series of engagement events were held on the Bruce Vento Trail to educate and solicit feedback on the future relationship between the transit corridor and the multimodal trail. Engagement during the summer of 2019 helped develop a Visioning Framework to guide the design of Ramsey County rail ROW and the Bruce Vento trail area. The design outcomes of this visioning framework will impact the look and feel of both the part of Bruce Vento Trail that will be completed as part of Rush Line and this extension.

Due to the proposed use of railroad ROW along several segments of the project including the County Road E and US 61 bridge underpasses, Ramsey County has conducted several meetings

with BNSF and Minnesota Commercial staff to discuss the project, review details of the layout and obtain feedback on railroad criteria in order to obtain the necessary permits to construct and operate the trail. The current layout incorporates design criteria and feedback from railroad engagement process, including location of the trail at least 50 feet from track centerline.

Comments from engagement were supportive of the trail and its potential to connect to other existing and proposed trail facilities, informing the trial alignment in addition for providing connection to the Rush Line BRT. Engagement also established the desire to eventually connect the length of the trail all the way to Co Rd J and the Hardwood Creek Trail in Washington County. The overall connection to the greater St. Paul was frequently mentioned by stakeholders as a major advantage of the trail extension. In Rush Line BRT engagement, the community identified a high priority for right-of-way elements that ensured safety and security.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,860,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,860,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
BVT_10-yr Crashes.pdf	4. Other - 10-Year Pedestrian/Bike Crash Summary	63 KB
BVT_Existing Conditions.pdf	1. Summary - Existing Conditions Photo	2.2 MB
BVT_Layouts-8.5x11.pdf	2. Maps - Concept Drawing / Layout	9.8 MB
CD553009-Sections.pdf	4. Other - Typical Sections	1.2 MB
Letter of support - RC-ParkRec Agency.pdf	3.Coordination - Letter of Support - RC-Parks Agency	260 KB
Letter of support - Rush Line.pdf	3.Coordination - Letter of Support - Rush Line	99 KB
Letter of support-Vadnais.pdf	3.Coordination - Letter of Support - Vadnais Heights	735 KB
Letter of support-WBL-combined.pdf	3.Coordination - Letter of Support-White Bear Lake	85 KB
Letter of support-WBT.pdf	3.Coordination - Letter of Support-White Bear Township	521 KB
One-Page_REGSOL-FINAL-reduced2.pdf	1. Summary - One-Page Summary	1.5 MB
Standard Maintenance LOS for Regional Trails-2020.pdf	3. Coordination - Maintenance Agreement	192 KB

Ramsey County Parks and Recreation Department

Transition Plan



November 30, 2015

Scott Yonke
Director of Planning and Development
Ramsey County Parks and Recreation Department
2015 North Van Dyke Street
Maplewood, MN 55109-3796

Dear Scott:

Please accept this letter as the introduction to our final report to the Ramsey County Parks and Recreation Department, in regard to our access audit of Department buildings and sites.

Authority

Title II of the Americans with Disabilities Act (42 USC 12131) prohibits more than 89,000 units of state and local government, such as the Ramsey County Parks and Recreation Department from discrimination on the basis of disability in the delivery of programs and services. The definition of programs and services is broad and includes public parks, recreation programs, and the many opportunities made available for the enjoyment of your residents by the Department.

The Department of Justice (DOJ) issued an amended implementing regulation for title II, which became effective on March 15, 2011. This supplemented the regulation issued January 26, 1992. The DOJ regulation is integral to this audit and can be found at 28 CFR Part 35. The amended regulations were anticipated for quite a few years.

Title II requirements that come into play in our work for the Department include:

- section 35.105 self evaluation;
- the section 35.133 maintenance requirement;
- the section 35.150 program access test regarding existing sites;
- the section 35.151 requirements for new facilities and alterations to old facilities, and
- the section 35.163 requirements regarding building signage.

Final and Enforceable Regulations...and Final Guidelines

Regarding parks and recreation site and facility design, two sets of federal guidelines were applied to the Department access audit. One is the Americans with Disabilities Act Accessibility Guidelines, also known as ADAAG.

Published by the US Department of Justice (DOJ) on July 26, 1991 as Appendix A to 28 CFR Part 36, this final and enforceable regulation is now known as the 1991 Standards. This older Standard adequately addresses entries, showers, curb cuts, doors, service counters, ramps, decks, and other typical building elements.

On September 14, 2010 the DOJ published the 2010 Standards for Accessible Design. As these Standards were already available as a final guideline, we have long used this as our guide for an access audit. It addresses many recreation environments.

The US Access Board developed the 2010 Standards, which include requirements for playgrounds, fishing areas, boating areas, and more. This process started in 1993 and lasted for almost 20 years.

It is important to know that there is ***not yet a final standard*** for some Ramsey County assets. Still pending are standards for trails, picnic areas, campsites, viewing areas, and outdoor constructed elements such as grills. Where we encountered those assets we used the most recent work of the US Access Board to guide our evaluation. The Access Board, a federal agency, develops ***all*** access guidelines.

We cite to the 2010 Standards in our work. Where Minnesota access standards are more stringent, we cite to those. Additionally, as a smart practice we cite to the work of the US Access Board.

Approach and Analysis

Section 35.150 of the DOJ regulation implementing the ADA makes it clear that not necessarily every facility or site of the same type must be made accessible. We interpret this requirement to mean that with similar sites, such as play areas, the Department has some flexibility in determining which site it will make accessible.

However, for unique sites, such as Battle Creek Water Works, the Department has no choice with regard to which site it will make accessible, as there is only one such site. Where we know the Department plans work at certain sites, we have tried to incorporate that in our phased retrofit recommendations.

In an access audit, it is critical to measure each feature of each element of each site, as we have done here. Where we found a variance from access requirements or a smart practice variance, we have digital images so that the Department will better understand the variance.

**Ramsey County Parks and Recreation Department Access Audit & Transition Plan
Final Report Cover Letter
November 30, 2015 page 3**

Our scope of work for the Department also included the identification of a severity rating for retrofit work, as well as facility diagrams. The diagrams don't address every deficit, but do illustrate the correction to be made.

An additional issue is whether a building has been altered since 1992. If so, there is little flexibility in how access requirements are applied to that site. That site or building should have fully complied with the 1991 Standards.

Settlement agreements by federal agencies (Justice, Interior, and Education) adhere to what are now the 2010 Standards. While these were effective for new construction on March 15, 2012, ***the 2010 Standards are to be used in evaluating recreation sites now in existence.***

Report Format

Our audit included an examination of 41 facilities or parks. Each facility or park has its own section in our final report. Our Conclusion section is found at the end of the site reports.

Here is an order of the reports:

1. This cover letter;
2. 41 site reports from the Aldrich Arena to White Bear Lake County Park;
3. Conclusion report with summarized recommendations;
4. A phased transition plan with cost references as well as severity rating; and
5. Program access grid and maps for playgrounds, ball fields, sports fields and picnic areas.

The Department is receiving one hard copy in six binders. The first and second binders have all the final site reports, the program access grid and maps, and the transition plan grid. The remaining four binders have all of the checklists.

Finally, you'll receive a user name and password to our FTP site, where all reports, checklists, and images are available for Department employees and contractors as you wish. Once downloaded; on your screen, the text in the reports section includes a hyperlink to the checklist and the photo being referenced. The checklists also have a hyperlink to the same access deficit images

Title II Program Access

As mentioned above, the title II program access test in 35.150(b) gives the Department great flexibility in making existing facilities and sites ***that have similar features*** accessible. For example, we counted 20, 5 to 12 play areas. Not all of those sites must be accessible.

**Ramsey County Parks and Recreation Department Access Audit & Transition Plan
Final Report Cover Letter
November 30, 2015 page 4**

The program access test requires the Department to make the “program of play areas” accessible to all Department residents. Our goal was then to have at least 1 of every 3 five to twelve play areas accessible, or able to be made accessible. Here is a summary of the results.

There are 20 playgrounds for children aged 5 to 12. Three are currently accessible. The Department could create access to four more without much difficulty and leave the remaining 13 playgrounds “as is” and inaccessible, until those are renovated due to age or for other purposes.

This exceeds the ratio we recommend of 1 of every 3 recurring sites.

Where we believe a site should be made accessible to comply with the program access test, leading into the recommended corrective work our reports will use language like that below:

“Recommendations (Long Lake Regional Park is designated with an accessible 5 to 12 play area so 1.4.1 through 1.4.6 is integral to compliance with title II program access test):”

Conversely, where we believe a site need not be made accessible, leading into the recommended corrective work our reports will use language like that below:

“Recommendations (in the alternative to 1.3.1, leave as is and designate other Department play areas as accessible):”

We applied this concept to the duplicated elements of volleyball, tennis, basketball, baseball, athletic fields and picnic areas. We believe our recommendations to you make these “programs” accessible to Department residents.

How to Use this Information

First, read this final report cover letter to Scott Yonke. It describes the concepts and requirements invoked throughout the reports.

Second, read the Conclusion section. This is a big picture review of the issues and solutions we recommend.

Third, read the 41 site reports. Use your computer and you’ll have instant access to the report for that site, the images of access deficits, and the checklists. Resist the urge to visit these first...do so at the risk of being buried in detail.

Fourth, use your knowledge of the sites and of your staffs’ expertise. You know Ramsey County Parks and Recreation Department sites very well, and you know the staff better than we do. Blend in what you know with what we recommend in the report. There is always another way to solve an access problem...perhaps you’ll be the one to see that solution.

Conclusion

The final reports identify, we believe, every access deficit at the sites, as required by section 35.105 of title II. We have, in our approach to program access, made recommendations so that not every access deficit needs to be corrected.

Our recommendations are flexible enough that later modifications, should your own plans change, can occur. We worked well with all Ramsey County Parks and Recreation Department staff, but owe a special thanks to you, Scott, for your assistance.

The Ramsey County Parks and Recreation Department has shown its commitment to making parks and recreation available for all in the community, including people with disabilities. Addressing our recommendations will assure that those services are available to Ramsey County residents, including those with disabilities.

If there are any questions, please call me at 224/293-6451 or on my cell at 847/363-9384.

Sincerely,

John N. McGovern, J.D.
President

JNM/RCPRD COVER LETTER 201501

**RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT
TRANSITION PLAN SUMMARY
December 16, 2015**

Summary	Phase				
	1	2	3	CO	Grand Total
Site Name					
Aldrich Arena	\$ 279,888.50				\$ 279,888.50
Bald Eagle-Otter Lakes Regional Park		\$ 33,219.75	\$ 21,035.00		\$ 54,254.75
Battle Creek Regional Park		\$ 115,722.50	\$ 39,901.25	\$ -	\$ 155,623.75
Battle Creek Waterworks			\$ 54,126.75	\$ 9,100.00	\$ 63,226.75
Beaver Lake County Park	\$ 11,152.50	\$ 1,695.00	\$ 1,792.50	\$ 65,425.00	\$ 80,065.00
Birch Lake Regional Trail			\$ 3,892.50		\$ 3,892.50
Bruce Vento Regional Trail			\$ 10,631.25		\$ 10,631.25
Charles M. Schultz - Highland Arena	\$ 155,652.50				\$ 155,652.50
Goodrich Golf Course				\$ 68,146.50	\$ 68,146.50
Gustafson-Phalen Arena				\$ 125,808.50	\$ 125,808.50
Harding Arena				\$ 125,958.75	\$ 125,958.75
Highway 96 Regional Trail			\$ 5,092.50		\$ 5,092.50
Island Lake County Park	\$ 67,214.25	\$ 27,006.25	\$ 7,400.00	\$ 14,400.00	\$ 116,020.50
Island Lake Golf Course				\$ 34,274.75	\$ 34,274.75
Keller Golf Course	\$ 121,099.50		\$ 49,161.25		\$ 170,260.75
Keller Regional Park		\$ 155,291.25	\$ 30,250.00	\$ 20,425.00	\$ 205,966.25
Ken Yachel - West Side Arena				\$ 78,631.00	\$ 78,631.00
Lake Gervais County Park	\$ 46,695.00	\$ 4,985.00	\$ 7,472.50	\$ 56,618.75	\$ 115,771.25
Lake Josephine County Park	\$ 36,243.50	\$ 15,652.50	\$ 6,687.50		\$ 58,583.50
Lake McCarrons County Park	\$ 28,845.00	\$ 9,217.50	\$ 9,072.50	\$ 10,700.00	\$ 57,835.00
Lake Owasso County Park	\$ 17,472.50	\$ 32,850.00		\$ 25,637.50	\$ 75,960.00
Long Lake Regional Park		\$ 182,118.25	\$ 20,218.75	\$ 1,460.00	\$ 203,797.00

**RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT
TRANSITION PLAN SUMMARY
December 16, 2015**

Summary	Phase				
	1	2	3	CO	Grand Total
Site Name					
Manitou Ridge Golf Course	\$ 68,263.25		\$ 30,089.50		\$ 98,352.75
Oscar Johnson Arena				\$ 87,325.00	\$ 87,325.00
Parks and Recreation HQ			\$ 266,283.75		\$ 266,283.75
Pleasant Arena				\$ 83,005.75	\$ 83,005.75
Poplar Lake County Park				\$ -	\$ -
Rice Creek North Regional Trail			\$ 13,472.50	\$ 6,068.75	\$ 19,541.25
Rice Creek Water Trail				\$ 8,335.00	\$ 8,335.00
Rice Creek West Regional Trail			\$ 8,081.25		\$ 8,081.25
Shoreview Arena	\$ 92,440.25				\$ 92,440.25
Tamarack Nature Center Regional Park		\$ 111,836.75	\$ 57,348.75	\$ 13,597.50	\$ 182,783.00
The Ponds at Battle Creek Golf Course				\$ 58,107.75	\$ 58,107.75
Tony Schmidt Regional Park		\$ 95,066.50	\$ 28,708.00	\$ 174,968.75	\$ 298,743.25
Trout Brook Regional Trail			\$ 13,935.00		\$ 13,935.00
Turtle Lake County Park	\$ 24,580.00	\$ 800.00		\$ 27,825.00	\$ 53,205.00
Vadnais Sports Center	\$ 199,460.75				\$ 199,460.75
Vadnais-Snail Lakes Regional Park		\$ 96,787.75	\$ 19,676.25	\$ 8,168.75	\$ 124,632.75
Vadnais-Sucker Lakes Regional Park		\$ 53,192.50	\$ 13,560.00	\$ 17,400.00	\$ 84,152.50
White Bear Arena				\$ 87,522.25	\$ 87,522.25
White Bear Lake County Park				\$ 83,335.49	\$ 83,335.49
Grand Total	\$ 1,149,007.50	\$ 935,441.50	\$ 717,889.25	\$ 1,292,245.74	\$ 4,094,583.99

August 2018



ADA IMPLEMENTATION PLAN

INTRODUCTION

In 2015, the Ramsey County Parks and Recreation department contracted with Recreation Accessibility Consultants, LLC (RAC) to assess compliancy with the American Disability Act (ADA) across Parks & Recreation areas and facilities. RAC identified items across all Parks & Recreation facilities that do not comply with the 2010 ADA Standards, and compiled this information into an extensive Transition Plan for Parks & Recreation. The Transition Plan details all the noncompliant items in each Parks & Recreation site, with the corrective action required, recommended priority level, and estimated repair costs.

Due to the magnitude and estimated cost of the required repairs (over 5,000 noncompliant items were listed, with a total estimated repair cost of nearly \$5 million), Parks & Recreation created an ADA Implementation Team (ADAIT) to assist the department in developing a medium-term plan to implement the ADA corrections. The ADAIT, consists of Parks & Recreation staff, a Parks & Recreation Commission member, and individuals from various local ADA advocacy groups and organizations. This Implementation Plan is the product of that group's work.

ASSESSING PROGRESS

Overall, this ADA Implementation Plan strives to:

- Provide direction on the utilization of available 2018-19 ADA funding
- Lay out medium-term plan for funding and implementing corrections not included in 2018-19 plan
- Support the department's efforts in requesting funding in future budget cycles
- Provide a concise document for residents to reference to understand the department's goals and strategies for this project

Currently, the ADA Implementation Plan provides a general guide for Parks & Recreation as they address ADA items. There will be quarterly meetings to update the ADAIT and important stakeholders on the progress of ADA implementation, and maintain Parks & Recreation's accountability. The plan will also be updated every two years to reflect progress of the implementation plan, and any changes to funding and ADA standards in the future that may affect this plan.

SOURCES OF FUNDING

Maintenance of County parks, ice arenas, and golf courses is funded through the County, through its Comprehensive Asset Management Preservation Program (CCAMP) and Capital Improvement Program (CIP). Regional park maintenance is funded through the Metropolitan Council. For the 2018-2019 budget cycle, Parks and Recreation has requested and received \$100,000 per year from both the CIP program and the Metropolitan County for ADA implementation. Parks and Recreation will continue to request this funding for future budget cycles, but this funding is not guaranteed to continue beyond 2019. The implementation of this Transition Plan will require significant funding to complete. Parks and Recreation will make every attempt to secure this funding, in addition to other project/grant opportunities that may become available, but the priorities set forth in this Plan may need to be adjusted based on availability of funding.

FACILITY CATEGORIES

Parks & Recreation facilities can be broken down into the following four categories:

1. Ice Arenas

- The County ice arena system is in the midst of a medium-term capital plan to modernize the facilities in compliance with current and future codes and regulation.
 - ADA items will be addressed as part of these larger projects.
 - Three projects are funded for the 2018-19 budget cycle: Aldrich Arena, Shoreview Arena, and White Bear arena. These projects include funding to address ADA issues
2. Golf Courses
- Recommendations regarding golf courses will be on hold until a golf study is released in late 2018.
 - The report will guide the capital improvement plan for golf courses and guide ADA priorities.
3. Administrative Buildings
- ADA items will be addressed when buildings receive funding for improvement/redevelopment projects.
 - Parks and Recreation requested CIP funding for 2018-19 for a significant remodel of the Parks administration building, which included budget for ADA items. This project was not funded. Parks and Recreation will request funding again for the 2020-21 cycle.
 - Tamarack Nature Center is in the midst of a multi-phase 15-year campus buildout project. The final phase of construction is anticipated to begin in 2020-21 and will include funding for ADA items
4. County and Regional Parks
- Parks scheduled to be redeveloped or re-master planned by 2020 will incorporate ADA corrections into project plans and budgets
 - For parks or areas that are not planned to be addressed for two years or more, the implementation plan will detail the strategy for corrections.

IMPLEMENTATION PROCESS & TIMELINE

The implementation process consists of two phases:

- Phase 1: ADA implementation of physical aspects.
- Phase 2: ADA implementation of programing aspects.

Phase 1 of the implementation process is designed to make the built environment at Parks & Recreation facilities accessible. This would include areas such as parking lots, sidewalks, entrances, vertical transportation (elevators), restrooms, spectator areas, recreation areas, and others.

Phase 2 will focus on improving the accessibility of the programs and recreation services those offered by Parks & Recreation, such as summer camps or sport recreational activities. As Phase 1 items are completed, Phase 2 programming will be addressed when practical. Parks & Rec will not wait for all of Phase 1 or for all ADA items, regardless of priority tier, to be fully completed because we understand that this process will span several years. Phase 2 programming will be rolled in as Phase 1 items are addressed, to ensure that some programming aspects are also ADA compliant throughout the implementation process.

The following are current or future projects that will include ADA corrections:

- Lake Owasso
- Aldrich Ice Arena
- Keller Golf Course Driving Range
- Shoreview Ice Arena
- White Bear Lake Ice Arena

- Tamarack Nature Center expansion/remodel
- Beaver Lake County Park
- Snail Lake Beach Building

As an example, Lake Owasso is scheduled to be 100% ADA compliant by the end of September, 2018. This park will begin Phase 2 programming that will serve to model Phase 2 implementation at other parks.

For facilities not included in current or upcoming projects, the ADAIT recommends prioritizing county and regional parks for utilizing existing ADA specific funding. The other facility categories can be addressed through current and future projects (arenas, administration) or once long-term plans become clearer (golf).

Within individual parks, the ADAIT determined that the department's focus in implementing ADA corrections should mirror the experience of a user who has disabilities— i.e. from the parking lot to sidewalks/access routes to the shelter/restroom to the picnic areas to recreational areas such as beaches, playgrounds, fishing piers. Three tiers will be used to prioritize ADA corrections within individual parks:

- Tier 1: Parking and access/routes
- Tier 2: Bathrooms and picnic areas
- Tier 3: Recreation areas

There is an additional fourth tier noted in the ADA Transition Plan. Tier 4 items are considered best practices, and will not be considered for the time being.

Following the tiers of priority, the ADAIT decided to begin addressing ADA items at the following facilities:

1. Lake Gervais County Park
2. Lake Josephine County Park
3. Turtle Lake County Park
4. White Bear County Park
5. Bald Eagle-Otter Lake Regional Park
6. Vadnais-Snail Lakes Regional Park
7. Vadnais-Sucker Lakes Regional Park

The four County Parks were selected since there are no immediate plans to re-develop or re-master plan this spaces in the near future. The selected Regional Parks were selected because there is existing funding to allocate to them, and are areas that are not currently being re-master planned.

Within each park, it will be a good rule to follow the tier 1, 2 and 3 timeline. If it makes economical and/or logistical sense, some tier 2 or 3 aspects might be completed at a particular park or across all parks.

Appendix A contains a general implementation strategy for each Parks & Recreation facility. The end goal is to have all Ramsey County Parks & Recreations facilities to be 100% accessible. The implementation process will require years of planning and collaboration across various organizations and agencies, as well as whether the County receives adequate funding to fold in all the changes and ADA items we would like to implement. Parks & Recreation will continue to address ADA items at Parks facilities, following the three-tier approach, and we will roll in additional ADA items as Parks & Recreation facilities are subject to re-master planning/redevelopment, or makes economical/logistical sense to address some tiers at the same time.

If ADA standards change, Parks & Recreation will continue to update this plan accordingly and adapt to such changes, given the budgets and resources available.

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bruce Vento Trail | Map ID: 1584630090704

Results

Project IN TIER 1
Bicycle Transport Corridor.



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

0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 3/19/2020
LandscapeRSA6



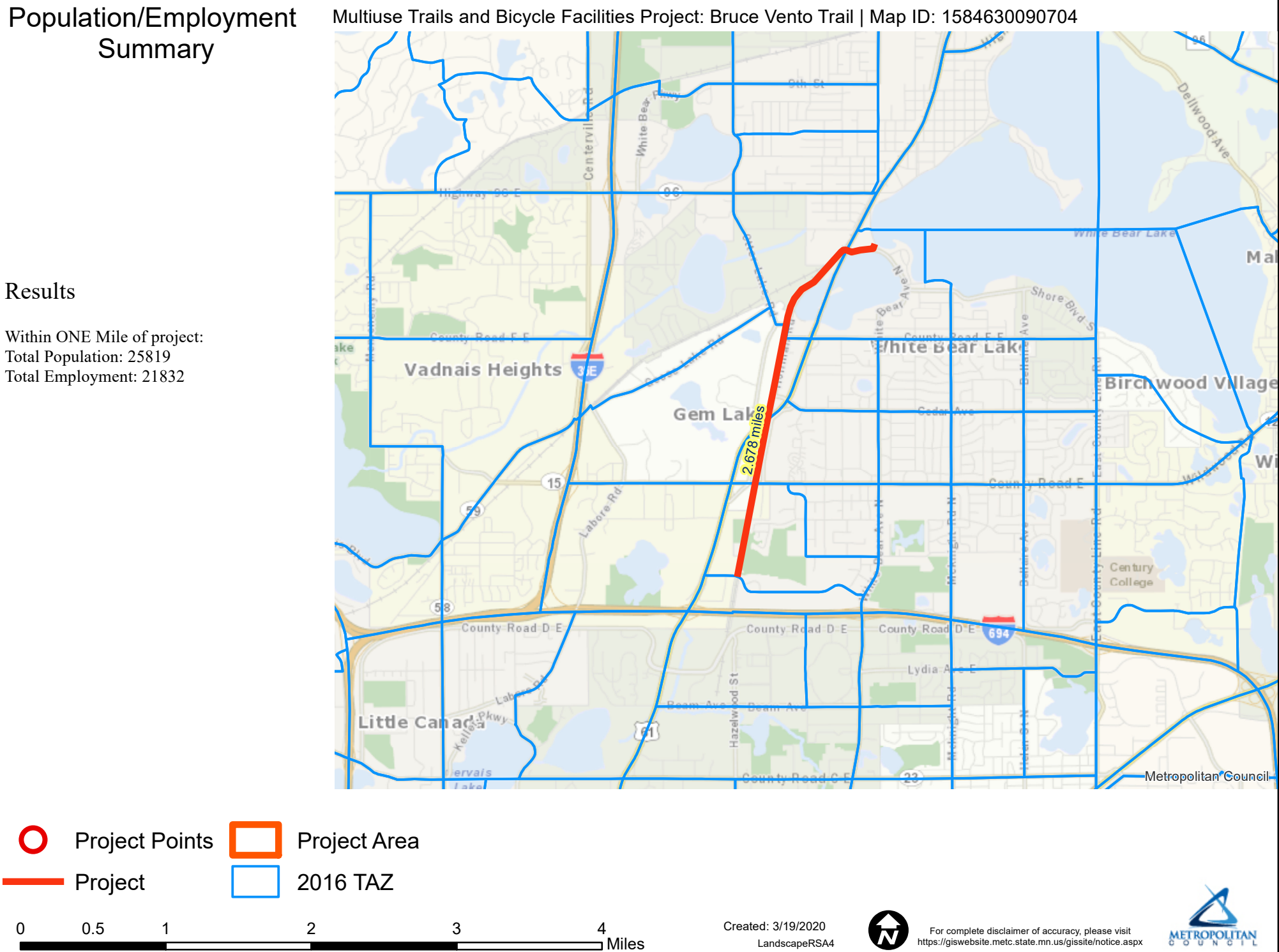
For complete disclaimer of accuracy, please visit
<https://gisweb.site.metc.state.mn.us/gissite/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 25819
Total Employment: 21832



Socio-Economic Conditions

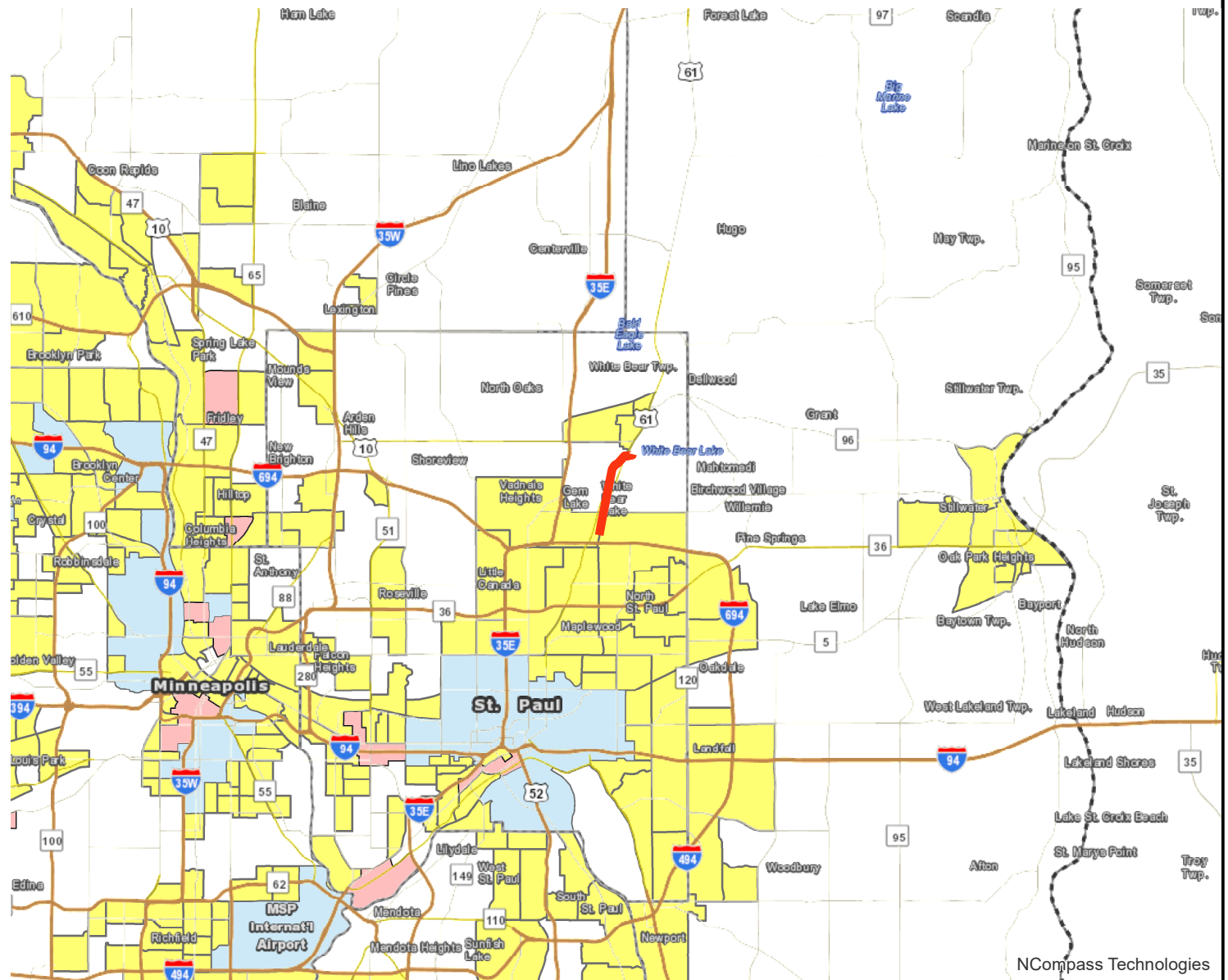
Multiuse Trails and Bicycle Facilities Project: Bruce Vento Trail | Map ID: 1584630090704

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:

40200 40301 40302
40401 40402 40502
40503 40504 40604
42301 42401



NCompass Technologies

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

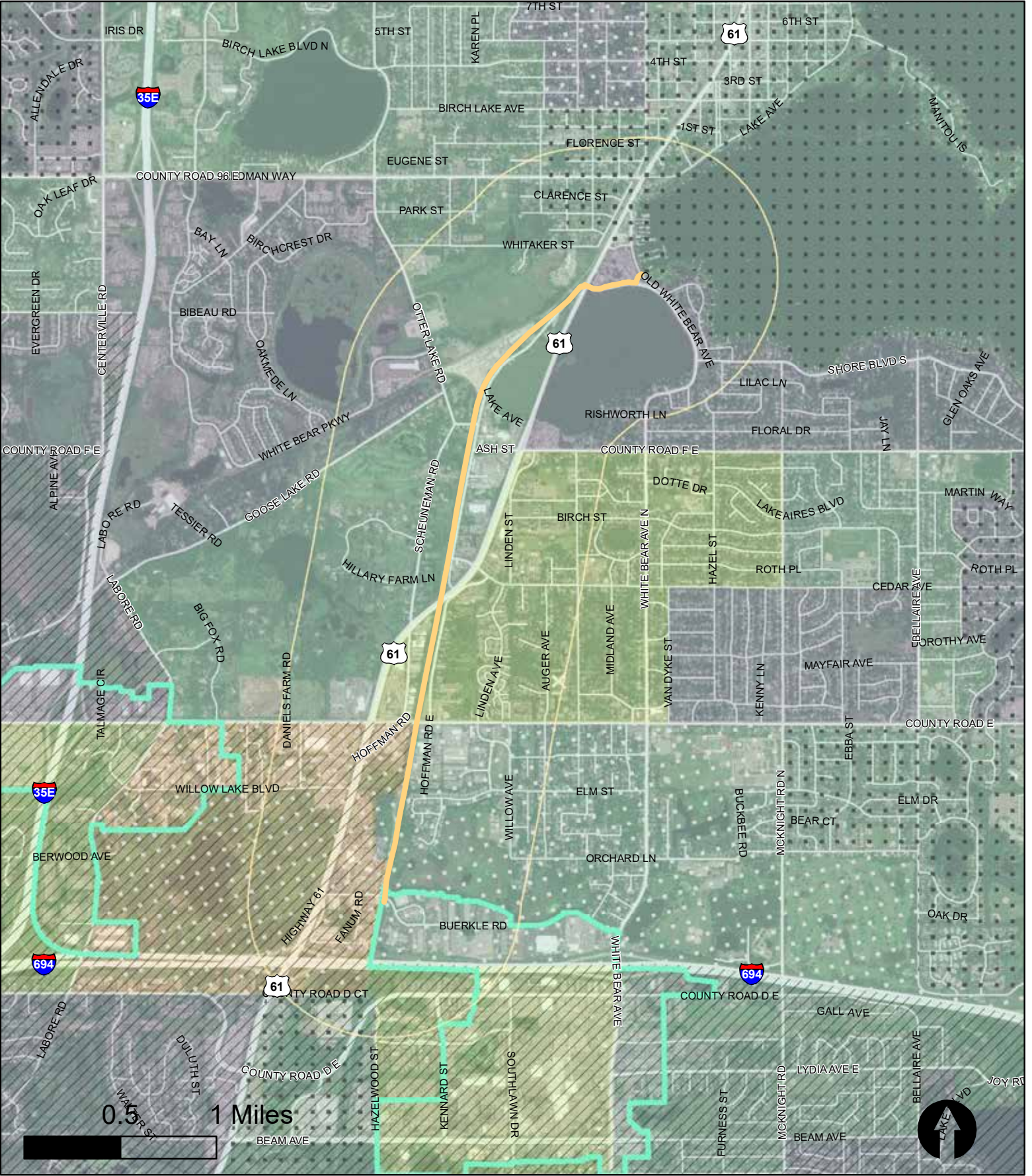
0 2.75 5.5 11 16.5 22 Miles

Created: 3/19/2020
LandscapeRSA2



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





- Bruce Vento Trail Extension
- .5 Mi Radius
- Job & Activity Centers

% Youth and Elderly Population

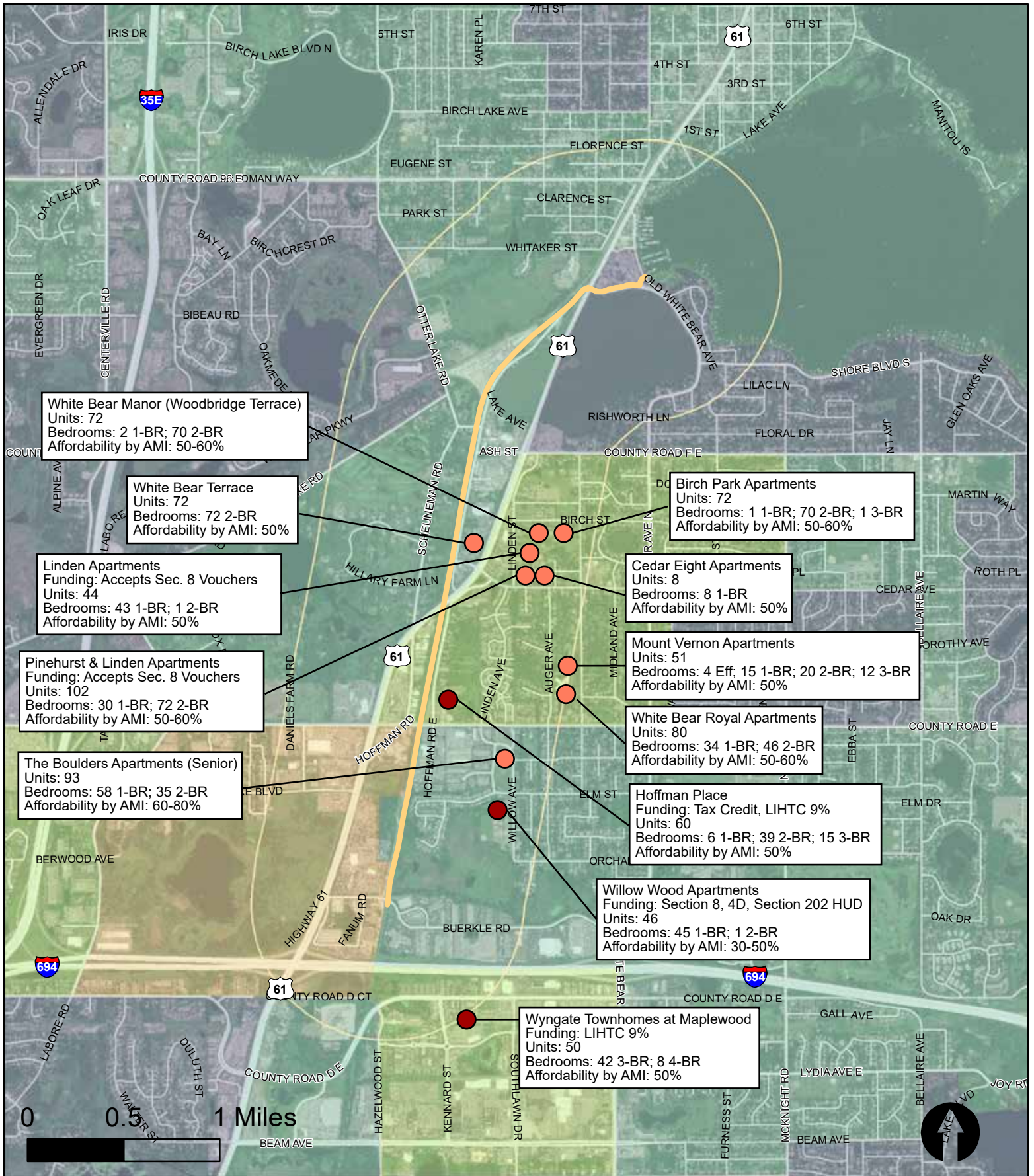
- >25% Age 18 or Under
- >20% Age 65+

% Minority Population

- >20% Minority Population

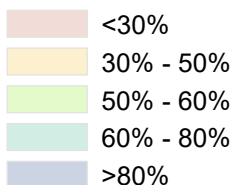
% Area Median Income

- <30%
- 30% - 50%
- 50% - 60%
- 60% - 80%
- >80%



Bruce Vento Trail Extension % AMI

.5 Mi Radius



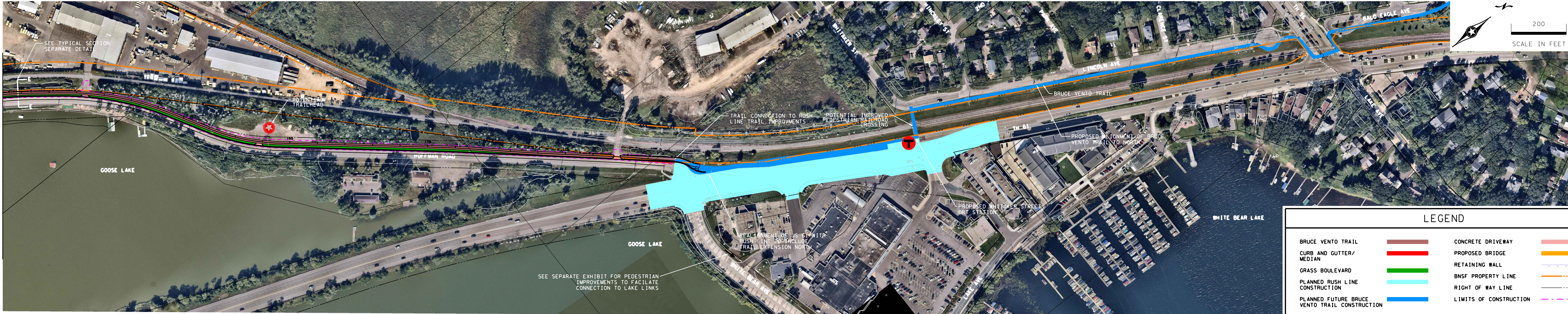
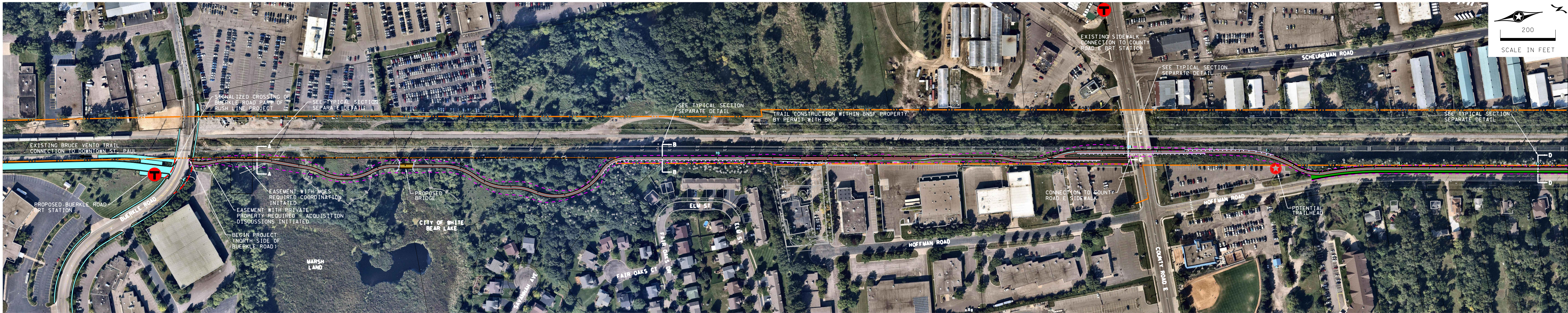
Affordable Housing Developments within .5 Mi*

● Subsidized

● Unsubsidized/Naturally Occuring

*All developments shown are built and occupied as of May 2020. No planned developments are within the project area.

03/04/2020 10:00 AM K:\TDC\City\County\Bicycle_Vento_Trail\CAD\Draw_Sheet\Layout\BRT_Layout_2020-05-13.dwg 1/15/2020



LEGEND			
BRUCE VENTO TRAIL		CONCRETE DRIVEWAY	
CURB AND GUTTER/MEDIAN		PROPOSED BRIDGE	
GRASS BOULEVARD		RETAINING WALL	
PLANNED RUSH LINE CONSTRUCTION		BNSF PROPERTY LINE	
PLANNED FUTURE BRUCE VENTO TRAIL CONSTRUCTION		RIGHT OF WAY LINE	
		LIMITS OF CONSTRUCTION	



BRUCE VENTO TRAIL

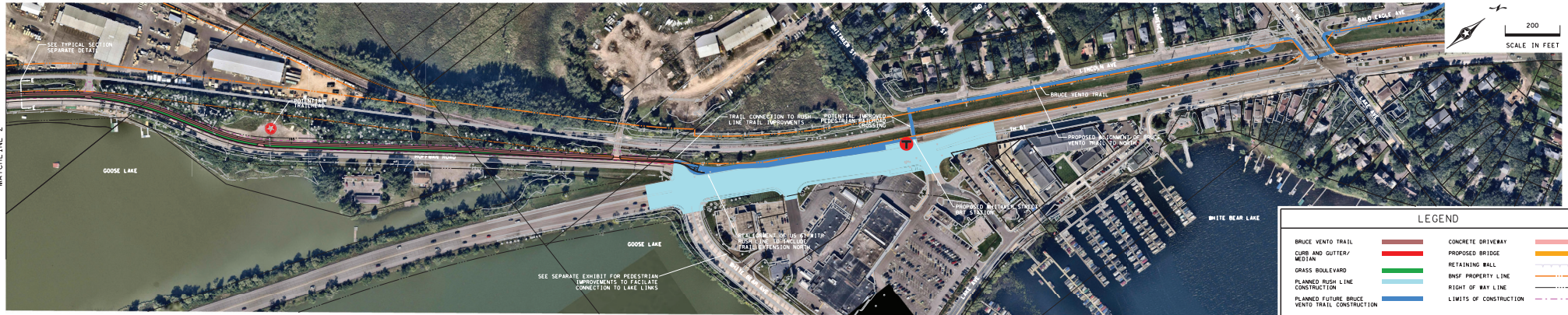
Crash_Iden	Date	Time	Year	Street_On	Intersect_With	ContributingFactor_Vehicle1	ContributingFactor_Vehicle2
11058469	6/8/2015	22:34	2015	Highway 61	County Road E	No Clear Contributing Action	Failure to Yield Right-of-Way
10738938	7/19/2011	22:49	2011	Highway 61	County Road F	No Clear Contributing Action	Failure to Yield Right-of-Way
10896119	8/17/2013	13:35	2013	Highway 61	County Road F	No Clear Contributing Action	
10906359	11/12/2013	16:33	2013	Highway 61	Whitaker St	Failure to Yield Right-of-Way	NON-MOTRST ERROR
10736705	6/21/2011	22:32	2011	Highway 61	Whitaker St	Inattentive/Distracted	No Clear Contributing Action
10681018	7/19/2010	12:03	2010	County Road E East	Highway 61	Inattentive/Distracted	
455999	5/26/2017	17:26	2017	County Road E East		Operated Motor Vehicle: Careless	No Improper Action
10733616	4/24/2011	20:21	2011	Hinkley Street	3rd Avenue		
725157	6/6/2019	15:57	2019	Whitaker Street		Other Contributing Action	Failure to Yield Right-of-Way
11067616	9/17/2015	14:45	2015	Highway 61	Whitaker St	Failure to Yield Right-of-Way	No Clear Contributing Action

Crash_Iden	PreCrash_Maneuver_1	PreCrash_Maneuver_2	Vehicle_1	Vehicle_2	Crash_Type
11058469	Moving Forward		Motor Vehicle in Transport	Bicycle	Bike
10738938	Moving Forward		Motor Vehicle in Transport	Bicycle	Bike
10896119	Moving Forward		Motor Vehicle in Transport	Bicycle	Bike
10906359	Moving Forward		Motor Vehicle in Transport	Bicycle	Bike
10736705	Moving Forward		Motor Vehicle in Transport	Pedestrian	Pedestrian
10681018	Moving Forward	Wrong Way into Opposing Traffic	Motor Vehicle in Transport	Bicycle	Bike
455999	Moving Forward		Motor Vehicle in Transport	Other Personal Conveyance	Pedestrian
10733616	Backing	Other	Motor Vehicle in Transport	Pedestrian	Pedestrian
725157		Moving Forward	Pedestrian	Motor Vehicle in Transport	Pedestrian
11067616	Moving Forward		Motor Vehicle in Transport	Pedestrian	Pedestrian

Crash_Iden	Crash_Seve	Latitude	Longitude
11058469	B - Minor Injury	45.0503	-93.0359
10738938	A - Serious Injury	45.0648	-93.0247
10896119	C - Possible Injury	45.0648	-93.0247
10906359	B - Minor Injury	45.0754	-93.0182
10736705	B - Minor Injury	45.0757	-93.018
10681018	B - Minor Injury	45.0503	-93.0315
455999	N - Prop Damage Only	45.0648	-93.0283
10733616	B - Minor Injury	45.0764	-93.0194
725157	C - Possible Injury	45.0755	-93.0183
11067616	A - Serious Injury	45.0755	-93.0182

Existing Conditions - Terminus
of existing Bruce Vento Trail at
Buerkle Rd



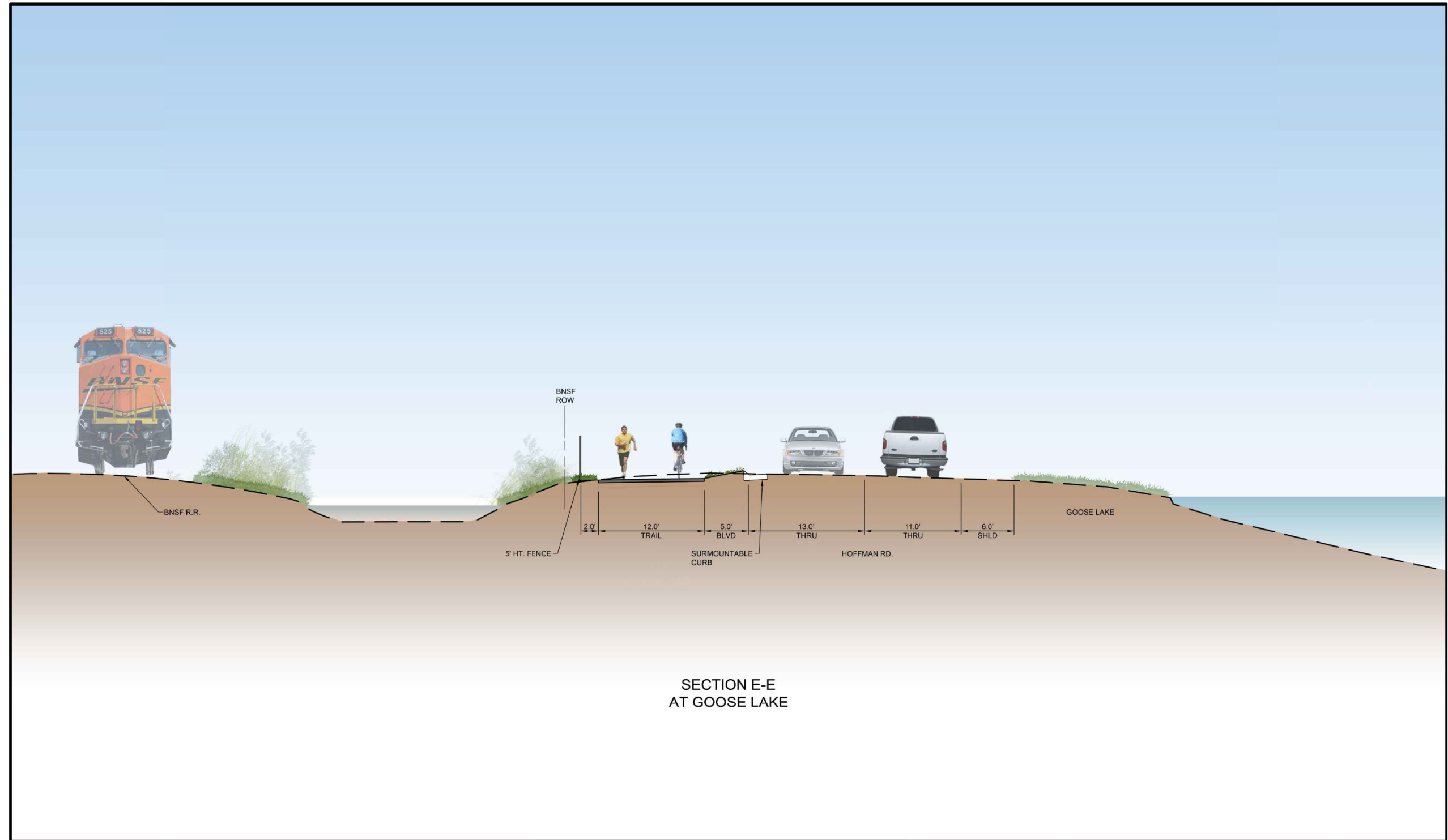


LEGEND			
BRUCE VENTO TRAIL	CONCRETE DRIVEWAY	RETAINING WALL	
CURB AND GUTTER/MEDIAN	PROPOSED BRIDGE	BUS PROPERTY LINE	
GRASS BOULEVARD		RIGHT OF WAY LINE	
PLANNED RUSH LINE CONSTRUCTION		LIMITS OF CONSTRUCTION	
PLANNED FUTURE BRUCE VENTO TRAIL CONSTRUCTION			

BRUCE VENTO TRAIL

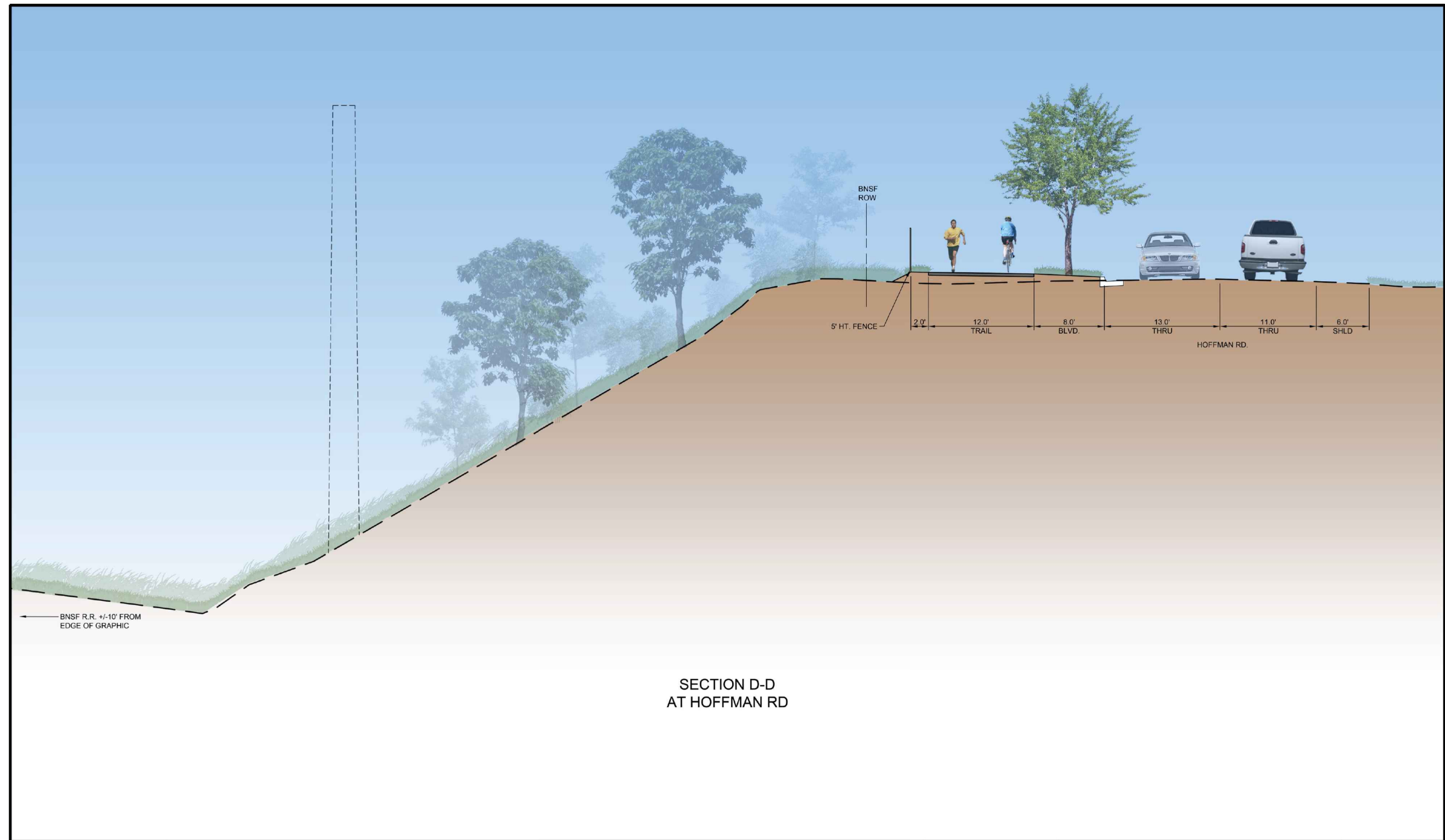


BRUCE VENTO TRAIL

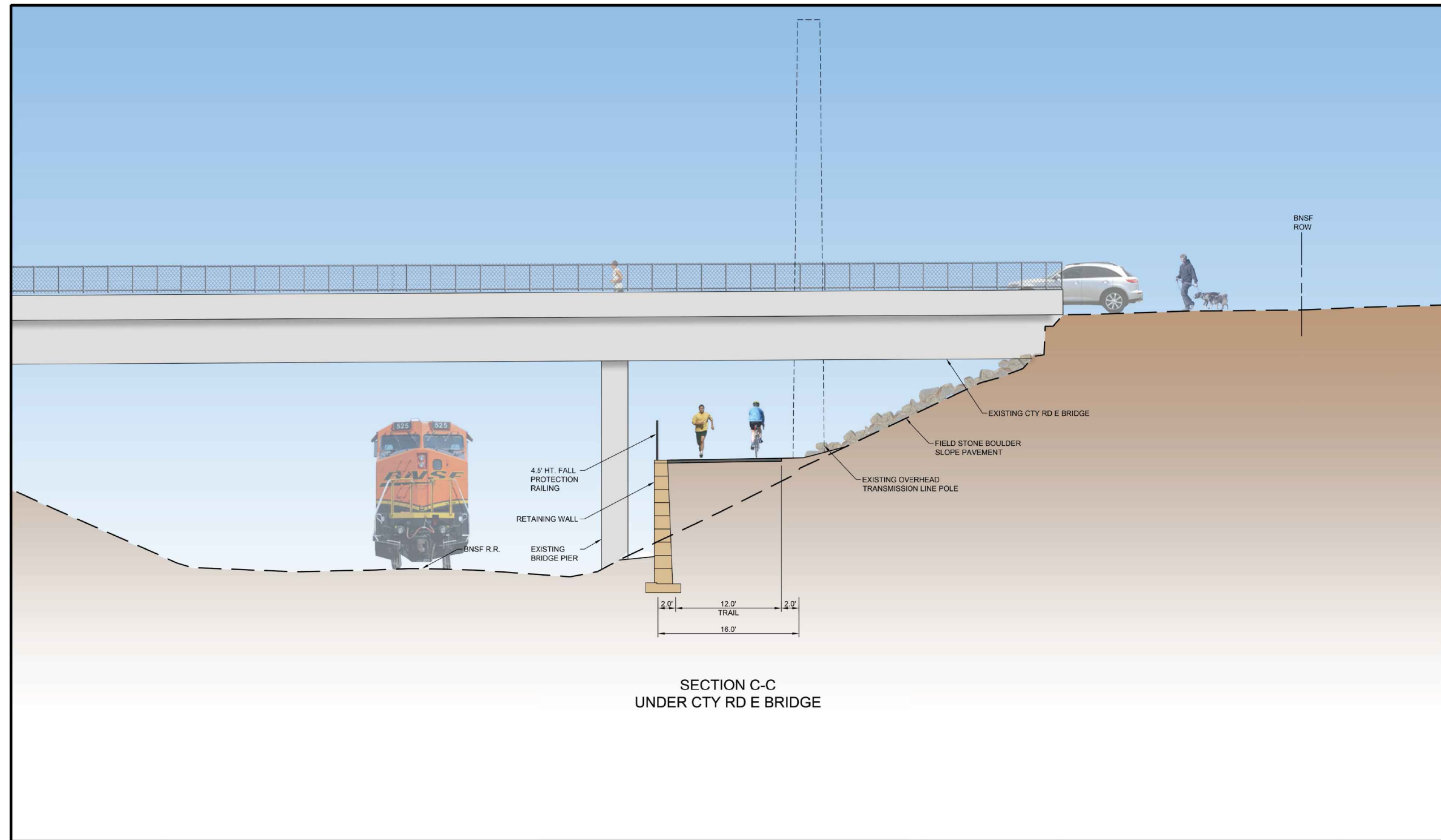


SECTION E-E
AT GOOSE LAKE

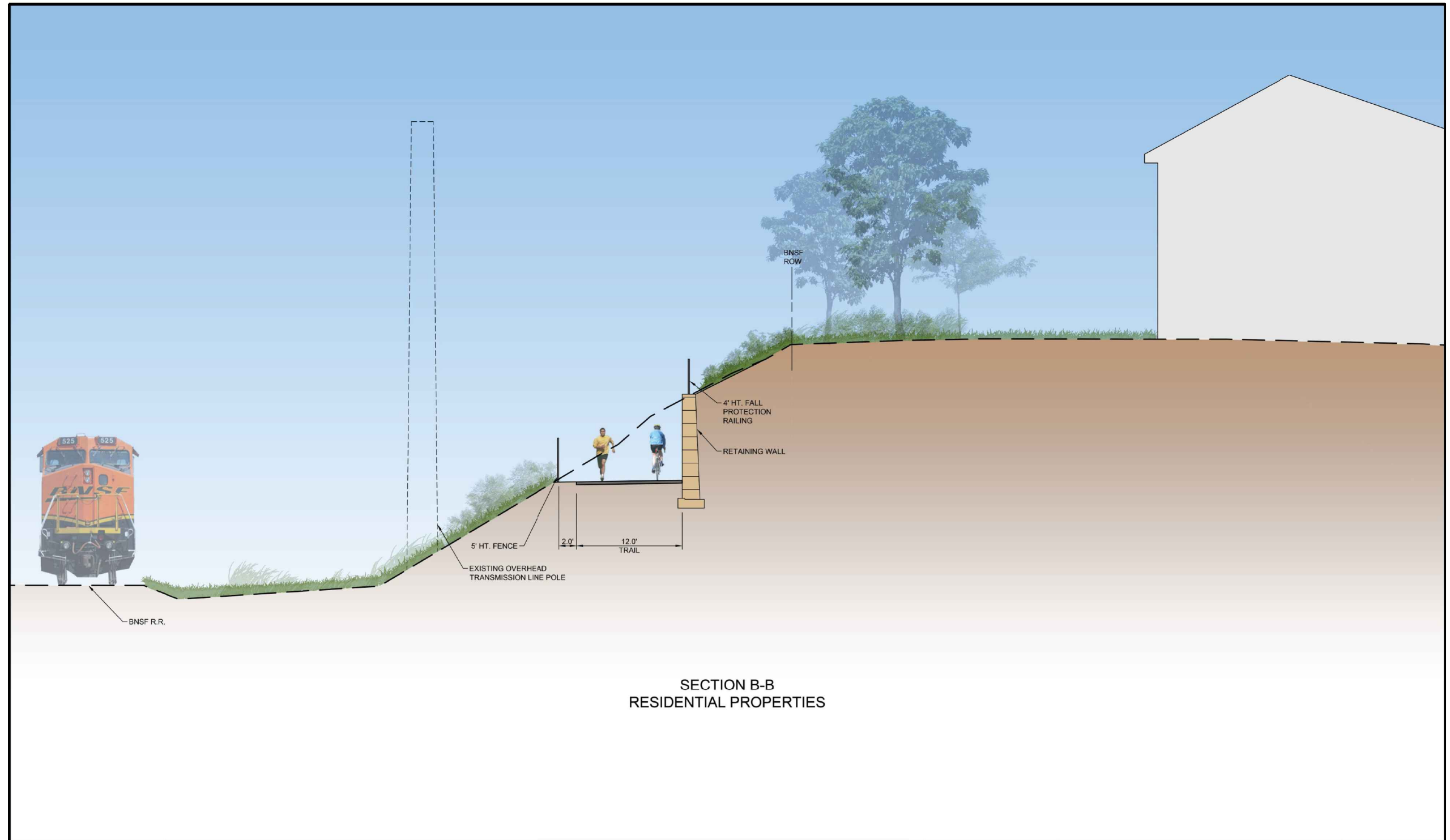
SECTION E-E



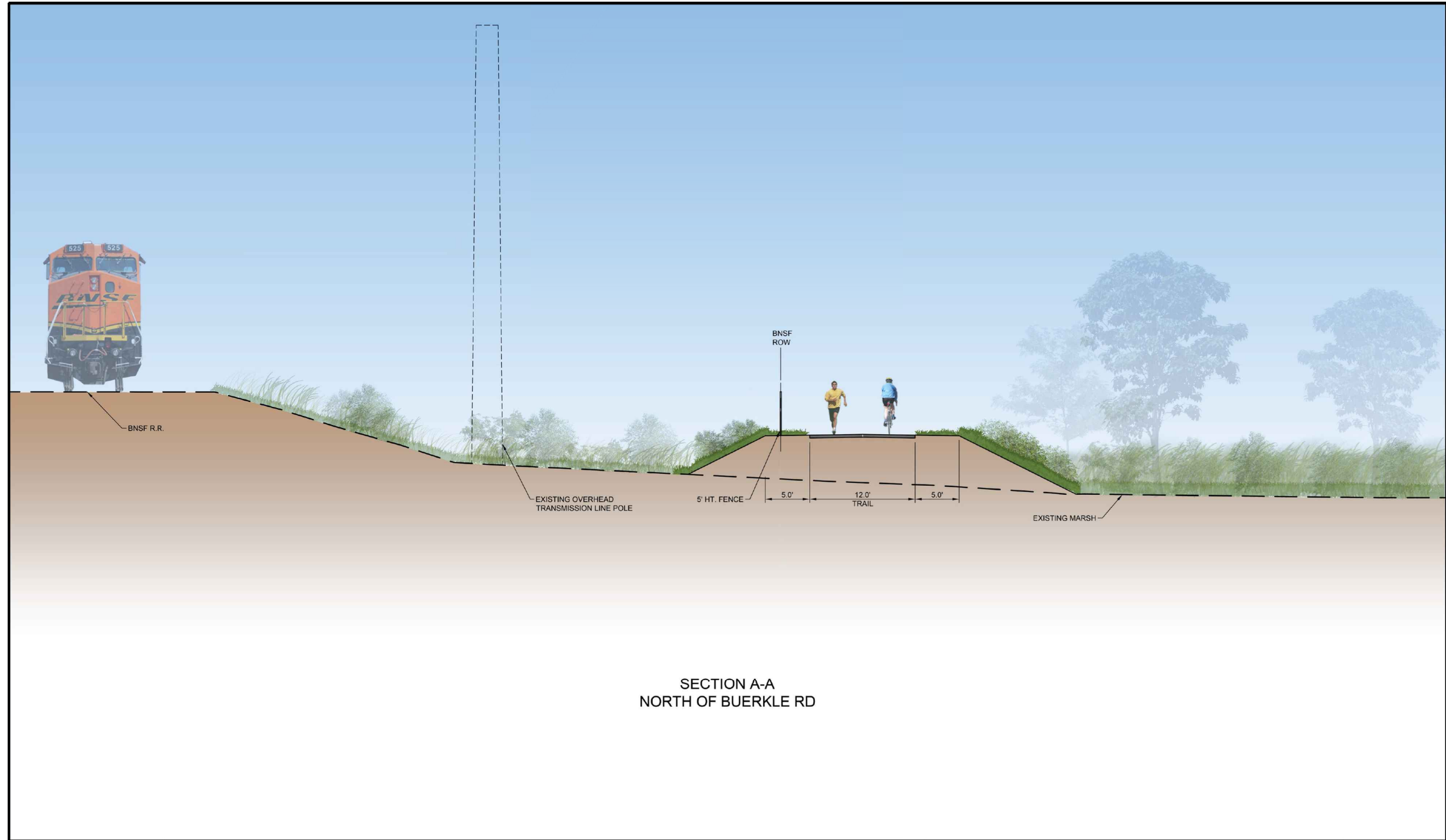
SECTION D-D



SECTION C-C



SECTION B-B



SECTION A-A
NORTH OF BUERKLE RD

SECTION A-A



May 14, 2020

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Roberts St
St. Paul, MN 55101

RE: 2020 Regional Solicitation for Multi-Use Trail and Bicycle Facilities - Bruce Vento Regional Trail

Dear Ms. Koutsoukos:

Ramsey County is excited about the opportunity to submit the 2020 Regional Solicitation Application for the extension of the Bruce Vento Regional Trail in the Multi-Use Trails and Bicycle Facilities Category. Ramsey County is committed to providing the local match, and operation/maintenance of the Bruce Vento Regional Trail for this trail project. Local match funds are anticipated to be provided by Ramsey County to start construction in 2024.

This trail project will provide a 2.7-mile extension to the Bruce Vento Regional Trail from Buerkle Road to the intersection of Hoffman Road/U.S. Highway 61/White Bear Avenue in White Bear Lake. This trail project provides an alternate trail alignment in an active railway corridor, complete approximately one-half of a major gap in both the Regional Bike Transportation Network and National US Bike Route 41, and extends through the cities White Bear Lake, White Bear Township, and Vadnais Heights. This project is the first of two steps to provide a multiuse trail facility for pedestrians and bicycles that currently does not exist today, and will also set the stage for future connections north of Highway 96 to County Road J. In addition, the project will provide critical bicycle and pedestrian connection to the proposed Rush Line Bus Rapid Transit (BRT) through the project corridor.

The trail project provides benefits for low-income populations, people of color, people with disabilities and the elderly by providing a safe route to and from shopping, schools, jobs, services, and Rush Line BRT stations. The trail alignment traverses two areas of population with above average race and poverty constituencies in White Bear Lake. The trail will also provide critical connections to other regional and local trails such as the Highway 96 Regional Trail, Lakes Links Regional Trail, Gateway Regional Trail, planned South Shore Trail, and connect populations south of the trail project for the southern St. Paul segment of the existing Bruce Vento Trail which extends through highly urban and concentrated poverty areas making it a regionally important connection that will directly benefit diverse populations more distant than those directly adjacent to the corridor area.

Enclosed are the required materials for the 2020 Regional Solicitation Application. If you have any questions or require additional information, please do not hesitate to call me at 651-266-0370 or email to scott.yonke@co.ramsey.mn.us.

A handwritten signature in black ink, appearing to read "Scott Yonke".

Scott Yonke, PLA | Director of Planning and Development
Ramsey County Parks and Recreation Department
2015 Van Dyke Street
Maplewood, MN 55109-3796
651-363-3786, www.co.ramsey.mn.us



5/13/2020

Support for Bruce Vento Trail Extension Project

To whom it may concern,

This letter is to share our support for funding for Ramsey County Parks and Recreation's plan to extend the Bruce Vento Regional Trail from Buerkle Road to the intersection of Hoffmann Road/ US Highway 61 in the City of White Bear Lake.

The Task Force is a joint powers board of city, county and township elected officials, which is planning transportation improvements to enhance mobility, promote economic development and preserve community assets within the 80-mile transportation corridor between Saint Paul and Hinckley. The Task Force provides technical and policy guidance to transportation agencies, raises public awareness, builds support and advocates for improved transportation service in the corridor

The current Bruce Vento Trail and the extension will complement the planned 14 mile Rush Line BRT transit route by adding additional multi-modal transportation options to the Rush Line Corridor. In addition, the proposed extension project will not impact the ability of Minnesota Commercial Railway to continue to provide service in the corridor and bring economic benefits to the communities it serves.

Sincerely,

A handwritten signature in blue ink that reads "Victoria A. Reinhardt".

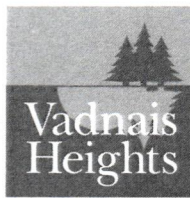
Victoria Reinhardt
Chair, Rush Line Corridor Task Force

Centerville
Chisago County
Forest Lake
Harris
Hinckley
Hugo
Little Canada
Maplewood
North Branch
Pine City
Pine County
Ramsey County
Rock Creek
Rush City
Saint Paul
Sandstone
Stacy
Washington County
White Bear Lake
White Bear Township
Wyoming

214 4th St. E.
Suite 200
St. Paul, MN 55101
651-266-2760

Kevin P. Watson
City Administrator

651.204.6010 Phone
651.204.6100 Fax
kevin.watson@cityvadnaisheights.com



The City of Vadnais Heights
800 East County Road E
Vadnais Heights, MN 55127

March 19, 2020

Mr. Scott Yonke, Director of Planning and Development
Ramsey County Parks and Recreation
2015 Van Dyke Street
Maplewood, MN 55109

RE: 2020 Regional Solicitation – Multiuse Trail and Bicycle Facilities
Bruce Vento Regional Trail – Buerkle Road to intersection of Hoffmann/Highway 61

Dear Mr. Yonke:

This letter is to share our support for Ramsey County Parks and Recreation's plan to extend the Bruce Vento Regional Trail from Buerkle Road to the intersection of Hoffmann Road/ US Highway 61 in the City of White Bear Lake.

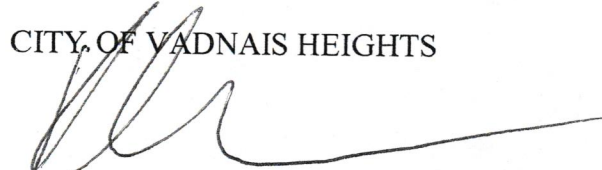
The 13-mile planned regional trail corridor extends from the east side of downtown St. Paul to the north County line in White Bear Township spanning through the cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake and White Bear Township. The Ramsey County portion of the regional trail between Larpenteur Avenue to County Road J has approximately 6 miles of undeveloped trail north of Buerkle Road. This undeveloped section is a critical trail gap for the northern communities of Ramsey County.

This project is the first of two steps to eliminate half of the six-mile trail gap in the regional and national trail system. This project will set the stage for future connections north of Highway 96 to County Road J, provide connections to the Highway 96 Regional Trail, Lakes Line Regional Trail, South Shore Trail, and will provide a future connection to the Hardwood Creek Trail at County Road J. This project will also complete a major gap in the National US Bike Route 41 (USBR 41) for connections north of Ramsey County to the Canadian border, since the Bruce Vento Regional Trail is the designated USBR 41 route through Ramsey County. Another important aspect for this project is providing critical pedestrian connections and removing significant barriers to the proposed Rush Line Bus Rapid Transit (BRT) between Buerkle Road and Highway 96. The Bruce Vento Trail will provide pedestrian access to these station stops

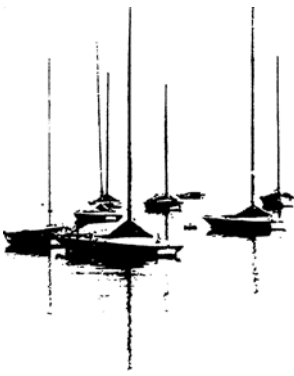
The trail improvement project is extremely important to the County and Regional system and helps create a connected bicycle and pedestrian transportation system throughout Ramsey County.

Sincerely,

CITY OF VADNAIS HEIGHTS



Kevin Watson
City Administrator



City of White Bear Lake

4701 Highway 61 • White Bear Lake, Minnesota 55110

Phone (651) 429-8526 • Fax (651) 429-8500

www.whitebearlake.org

April 29, 2020

Scott Yonke, Director of Planning and Development
Ramsey County Parks and Recreation
2015 Van Dyke Street
Maplewood, MN 55109

RE: 2020 Regional Solicitation – Multiuse Trail and Bicycle Facilities
Bruce Vento Regional Trail – Buerkle Road to intersection of Hoffmann/Highway 61

Dear Mr. Yonke:

This letter is to share our support for Ramsey County Parks and Recreation's plan to extend the Bruce Vento Regional Trail from Buerkle Road to the intersection of Hoffmann Road/ US Highway 61 in the City of White Bear Lake.

The 13-mile planned regional trail corridor extends from the east side of downtown St. Paul to the north County line in White Bear Township spanning through the cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake and White Bear Township. The Ramsey County portion of the regional trail between Larpentuer Avenue to County Road J has approximately 6 miles of undeveloped trail north of Buerkle Road. This undeveloped section is a critical trail gap for the northern communities of Ramsey County.

This project is the first of two steps to eliminate half of the six-mile trail gap in the regional and national trail system. This project will set the stage for future connections north of Highway 96 to County Road J, provide connections to the Highway 96 Regional Trail, Lakes Line Regional Trail, South Shore Trail, and will provide a future connection to the Hardwood Creek Trail at County Road J. This project will also complete a major gap in the National US Bike Route 41 (USBR 41) for connections north of Ramsey County to the Canadian border, since the Bruce Vento Regional Trail is the designated USBR 41 route through Ramsey County. Another important aspect for this project is providing critical pedestrian connections and removing significant barriers to the proposed Rush Line Bus Rapid Transit (BRT) between Buerkle Road and Highway 96. The Bruce Vento Trail will provide pedestrian access to these station stops

The trail improvement project is extremely important to the County and Regional system and helps create a connected bicycle and pedestrian transportation system throughout Ramsey County.

Sincerely,

Ellen Hiniker
City Manager

RESOLUTION NO. 12576

RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A LETTER OF SUPPORT FOR RAMSEY COUNTY'S 2020 REGIONAL SOLICITATION FUNDING APPLICATION FOR THE BRUCE VENTO REGIONAL TRAIL EXTENSION

WHEREAS, Ramsey County has requested a letter of support from the City for its 2020 Regional Solicitation Application to extend the Bruce Vento Regional Trail from its current terminus at Buerkle Road; and

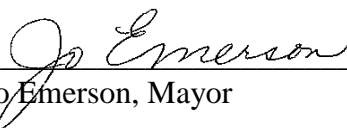
WHEREAS, Ramsey County had submitted its preliminary design study in 2018, but was not selected for funding and is therefore hopeful the 2020 application will be funded; and

WHEREAS, the proposed trail improvement project will be of tremendous benefit to the community and will help create a connected and safe regional recreation and transportation system that serves all modes of transit.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake hereby authorizes the City Manager to submit a letter of support to Ramsey County for its 2020 Regional Solicitation Application to extend the Bruce Vento Regional Trail from its current terminus at Buerkle Road.

The foregoing resolution, offered by Councilmember **Walsh** and supported by Councilmember **Jones**, was declared carried on the following vote:

Ayes:	Biehn, Edberg, Engstran, Jones, Walsh
Nays:	None
Passed:	April 28, 2020


Jo Emerson, Mayor

ATTEST:


Kara Coustry, City Clerk



WHITE BEAR TOWNSHIP

1858
RAMSEY COUNTY
MINNESOTA

1281 HAMMOND ROAD
WHITE BEAR TOWNSHIP, MN 55110

651-747-2750

FAX 651-426-2258

Email: wbt@whitebeartownship.org

Board of Supervisors
ED M. PRUDHON, *Chair*
STEVEN A. RUZEK
SCOTT E. MCCUNE

April 8, 2020

Scott Yonke, Director of Planning and Development
Ramsey County Parks and Recreation
2015 Van Dyke Street
Maplewood, MN 55109

RE: 2020 Regional Solicitation – Multiuse Trail and Bicycle Facilities
Bruce Vento Regional Trail – Buerkle Road to intersection of Hoffmann/Highway 61

Dear Mr. Yonke:

This letter is to share our support for Ramsey County Parks and Recreation's plan to extend the Bruce Vento Regional Trail from Buerkle Road to the intersection of Hoffmann Road/ US Highway 61 in the City of White Bear Lake.

The 13-mile planned regional trail corridor extends from the east side of downtown St. Paul to the north County line in White Bear Township spanning through the cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake and White Bear Township. The Ramsey County portion of the regional trail between Larpentuer Avenue to County Road J has approximately 6 miles of undeveloped trail north of Buerkle Road. This undeveloped section is a critical trail gap for the northern communities of Ramsey County.

This project is the first of two steps to eliminate half of the six-mile trail gap in the regional and national trail system. This project will set the stage for future connections north of Highway 96 to County Road J, provide connections to the Highway 96 Regional Trail, Lakes Line Regional Trail, South Shore Trail, and will provide a future connection to the Hardwood Creek Trail at County Road J. This project will also complete a major gap in the National US Bike Route 41 (USBR 41) for connections north of Ramsey County to the Canadian border, since the Bruce Vento Regional Trail is the designated USBR 41 route through Ramsey County. Another important aspect for this project is providing critical pedestrian connections and removing significant barriers to the proposed Rush Line Bus Rapid Transit (BRT) between Buerkle Road and Highway 96. The Bruce Vento Trail will provide pedestrian access to these station stops

The trail improvement project is extremely important to the County and Regional system and helps create a connected bicycle and pedestrian transportation system throughout Ramsey County.

Sincerely,

Patrick Christopherson
Town Clerk-Treasurer



Bruce Vento Trail Extension: Buerkle Road to White Bear Avenue

Project Overview

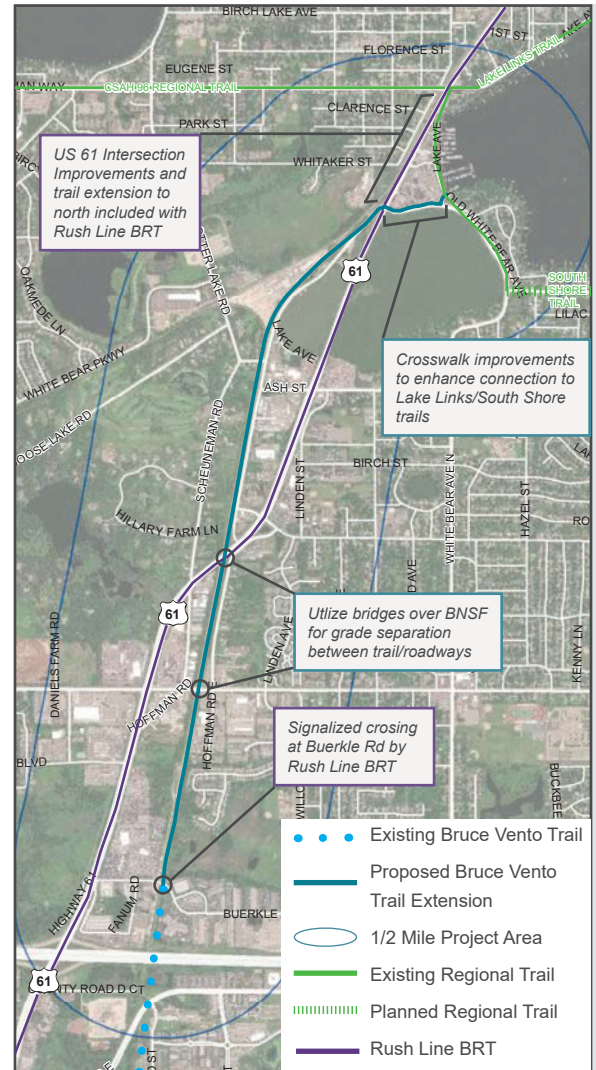
The Bruce Vento Regional Trail corridor extends from the east side of downtown Saint Paul to the north County line in White Bear Township. The southern seven-mile segment of the regional trail was completed in 2005 from downtown Saint Paul to Buerkle Road on former Burlington Northern Santa Fe railway, the remaining six miles of the trail is still undeveloped due to active rail use. This project proposes to complete 3 miles of the trail gap from Buerkle Road to White Bear Avenue.

This project provides an alternate regional trail alignment and will complete a major gap in both the Regional Bike Transportation Network (RBTN) and National US Bike Route 41 (USBR 41). This project is the first of two steps to eliminate half of the six mile trail gap in the regional and national trail, and will provide a multiuse trail for pedestrian and bicycles that currently does not exist today for northern communities within Ramsey County. In addition to creating new multimodal facilities, the project will provide critical bicycle and pedestrian connections to the proposed Rush Line Bus Rapid Transit (BRT) between Buerkle Road and Highway 96 and may include connections to other regional trails.

Project Benefits

The benefits to completing this project include:

- Completes three miles of a six mile gap in the regional and national trail system (USBR 41 and RBTN)
- Provides a north-south multiuse trail and pedestrian facilities in an area that does not have separated facilities
- Connects to the Highway 96 Regional Trail, Lake Links Trail, planned South Shore Trail, and sets the stage for future connections to the Hardwood Creek Regional Trail at County Road J
- Connects to several planned Rush Line BRT stations
- Reduces the risk of crashes and conflicts between ped/bikes and vehicles
- Provides safe access to jobs and recreation opportunities for residents within northern Ramsey County
- Adds safe multimodal access to northern Ramsey County communities for populations of youth, elderly, and areas of concentrated poverty living in or near existing trail segments in St. Paul and Maplewood



Project Area and Context

Project Summary

Project Name:

Bruce Vento Regional Trail Extension - Buerkle Road to White Bear Avenue

Applicant & Contact:

Ramsey County Parks and Recreation
Scott Yonke, Director of Planning and Development

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Project Cost:

\$5,860,000

Requested Federal Amount:

\$4,688,000

Project Schedule:

- 2016-2019 - Preliminary design (complete)
- 2020 - Award
- 2020-2024 - Final design
- 2024-2026 - Construction



Existing Conditions

Regional Trails – Standard Maintenance Level of Service

Ramsey County Parks and Recreation strives to provide the highest quality park and recreation amenities. Below is a summary of standard maintenance level of service operations for regional trails.

Standard Regional Trail Maintenance Activities: (Daily or Weekly Maintenance)

Spring maintenance

- *Damaged Areas* – After frost thaw, access trail corridor for damaged pavement and adjacent turf areas along trail. Complete repairs as needed.
- *General Cleanup* - Remove any downed trees or branches. Blow the trails off.

Summer – Fall Maintenance

- *Mowing* – Weekly or as needed if rain lessons during the mowing season.
- *Tree and Brush Trimming* – As needed, cut back vegetation overgrowth adjacent to trails. If further action is needed beyond general trimming, determine if removal is required. All vegetation either removed or cut back will be disposed of offsite.
- *Trash / recycling* – Conduct trash and recycling by emptying of receptacles weekly or twice a week depending on use
- *Site Amenities* – Access site amenities such as benches, wayfinding signs, trail crossing infrastructure, fencing, etc. for damage, graffiti, or general repair. Repair or replace site amenities as needed. Remove any graffiti as needed.

Winter Maintenance (Snow Removal) -

- *Snow removal* – Access regional trails weekly for snow buildup. Plow regional trails when snowfall is two inches or greater.
- *Salting* – Access regional trails weekly for ice buildup on trails. Regional trails are typically not salted, but limited salting may be required for freezing rain conditions or ice buildup.

Standard Pavement Schedule for Regional Trails:

Below is a summary of standard pavement maintenance schedule for regional trails. Pavement maintenance conditions are identified in a Park and Trails Bituminous Management Report and is updated every 4-5 years.

Regional Trailhead Parking Lots: Trailhead parking lots are set up on 5-year increments for pavement maintenance. This would start out from new construction and set every 5-years following.

- Parking lot development or redevelopment
- Year 5 – Crack seal joints
- Year 10 – Crack seal joints and chip seal pavement
- Year 15 – Crack seal joints and various chip seal if needed
- Year 20 – Mill/overlay with selective concrete curb replacement, etc.
- Year 25 – Crack seal joints
- Year 30 – Crack seal joints and chip seal pavement
- Year 35 - Crack seal joints and various chip seal if needed
- Year 40 - Assess for either mill/overlay or determine if reconstruct is needed

Regional Trails: Regional trails are set up on 6-year increments for pavement maintenance. This would start out from new construction and set every 6-years following.

- Trail development or redevelopment
- Year 6 – Crack seal joints
- Year 12 – Crack seal joints and seal coat pavement
- Year 18 – Crack seal joints and various seal coat if needed, determine if trail sections need to have replacement where cracks are bad.
- Year 24 – Trail reconstruction