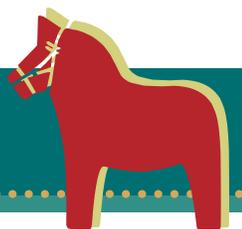




SCANDIA CITY CENTER STUDY

CITY OF SCANDIA, MINNESOTA

November 2024



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VI·SION

noun

The ability to think about or plan the future with imagination or wisdom

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RESIDENTS OF SCANDIA







PROCESS

PROJECT PURPOSE

The City of Scandia, along with Washington County, conducted a study to identify ways to make downtown Scandia more connected for people of all ages and abilities for walking, biking, and generally getting around. Taking into account the future Gateway State Trail extension and trailhead (to be located behind Meister's Bar off of Oakhill Rd), along with the planned Water Tower Barn Scandia project, the study identified how to make Scandia destinations (such as Scandia Elementary, Gammelgarden, City Hall Park, and Scandia Plaza) more accessible through intersection improvements, new or upgraded sidewalks or trails, wayfinding, and more.

Ultimately, the purpose of the study is to develop a multi-modal vision for the Scandia City Center, with implementable projects outlined.

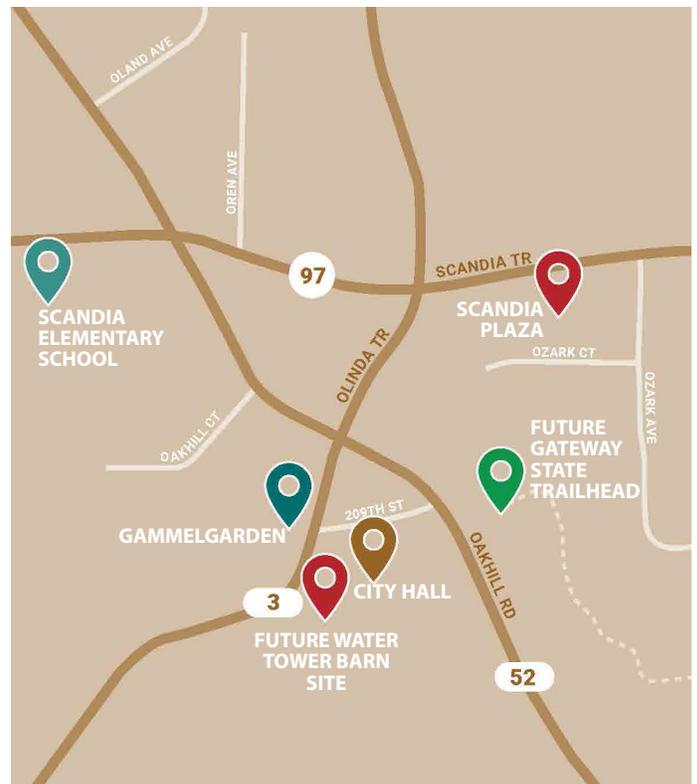


Figure 1.1 Map Diagram of Scandia City Center Study Area



STUDY AREA

The study area is focused around multi-modal connectivity surrounding the commercial areas of Oakhill Rd (CR52), Scandia Tr (TH97), and Olinda Trail (CSAH 3), in addition to the areas around Scandia Elementary School, 209th Street, Scandia City Hall and Community Center, the future trailhead for the Gateway State Trail, and the future Water Tower Barn Scandia Arts and Heritage Center project. The Scandia City Council delineated the study area prior to project commencement. For the purposes of this report, county roadways are generally referenced using the common terms used by community members (Olinda Tr, Oakhill Rd, for example). Scandia Tr is generally referenced as TH97, to avoid confusion with narrative related to trails intended for non-motorized users (bicyclists and pedestrians).



Figure 1.2 Detailed Study Area Map

PROJECT MANAGEMENT TEAM

The study was initiated through a joint effort and funding between Washington County and the City of Scandia. A Project Management Team (PMT) was formed for the duration of the study. The PMT consisted of members of the consultant team, representatives from Washington County, the City of Scandia, the Minnesota Department of Transportation (MnDOT), and the Minnesota Department of Natural Resources (MnDNR). The PMT met (6) times over the course of the project; the group provided guidance for community engagement approach and reviewed draft concepts and the final report.



Project Management Team touring the study area.

PROJECT TIMELINE

The study commenced in October of 2023, with a kick-off meeting and site tour with the Project Management Team. The project timeline was organized into (6) major tasks. Public and Agency Involvement (Task 2) occurred in two phases (see Chapter 2: Context and Vision). The final study was finalized in November of 2023. **The project concluded with a presentation to the Scandia City Council on November 19, 2024.**



Figure 1.3 Project Timeline





CONTEXT AND VISION

INTRODUCTION

The City of Scandia is known for its rural setting and history as the site of the first Swedish settlement in Minnesota in 1850. Smaller settlements grew up around the area that is today known as the City Center, where Elim Lutheran Church is located. The formal government of Scandia was first formed in 1893 when New Scandia Township was organized as a separate entity from Marine Township. The Township was led by an elected town board of supervisors, and the township remained in control until 1972 when Scandia adopted the Washington County zoning code by reference. On January 1st, 2007, New Scandia Township was incorporated as the City of Scandia.

This history is important, as it sets the scene for the relatively new City (as a governmental structure) within the context of a community that has strong ties to the historic Swedish settlers of the past. Today, the historic village center remains, as does Elim Church and Cemetery, along with Gammelgarden Museum, which hosts many community events in conjunction with City Hall Park. The future Water Tower Barn project, which will be located just southwest of City Hall Park, will also tie into the programming and events of this tight-knit community.



Barn quilts found on barns throughout Scandia hint at the Swedish history of the area.



CONTEXT INFORMATION



Gateway State Trail

GATEWAY STATE TRAIL

The Gateway State Trail is one of the most used trails in the Minnesota State Trail system, owing to its scenic landscape and location near major concentrations of people. The Minnesota DNR has been working to acquire land and funding to extend the Gateway Trail from its current end point at Pine Point Regional Park to Scandia. Long-term, there is a vision to extend the Gateway State Trail further north and west. Currently, the plan is to extend the trail north into William O'Brien State Park and then on to Scandia. A representative with the MnDNR served on the Project Management Team (PMT) for this study to provide guidance and communication about this project as it relates to Scandia.

The future trail extension will accommodate bicyclists, pedestrians and equestrians and the future trailhead will be accessed by Oakhill Rd, via City-owned property just north of Meister's Bar. Signage, wayfinding, and other supportive amenities for trail users are up for consideration as part of this study.

THE SCANDIA HERITAGE ALLIANCE

The Scandia Heritage Alliance (SHA) was formed in late 2016 by a group of Scandia residents with a common interest in restoring Scandia's historic Water Tower Barn. SHA aims to strengthen community bonds through the celebration of Scandia's history and cultural heritage. One of the SHA's projects include the development of the Scandia Heritage Trail, an interpretive walking trail that links historic sites and tells the story of Scandia's history.



Spelmansstamman celebration

WATER TOWER BARN ARTS AND HERITAGE CENTER

The SHA envisions returning the historic Water Tower Barn as an Arts & Heritage Center and telling the important story of its role in the early 20th century economy. As the state's only remaining tankhouse, this unique barn stood behind the Scandia Mercantile and provided water to early businesses and residents. In 2014, the barn was dismantled and the components were put into storage. In May 2023, the Minnesota Legislature included \$2.2 million for the Water Tower Barn Arts and Heritage Center in a statewide capital investment bill.

Plans for the Water Town Barn Arts and Heritage Center include design for historical displays, demonstration of the tankhouse and windmill, an indoor stage, an outdoor amphitheater, a water play area, wetland overlook and trails, and a café with summer hours. The site for the future Water Tower Barn Arts and Heritage Center is located just south of City Hall Park with access from Olinda Tr. SHA has worked with the City of Scandia to develop a plan for a future sidewalk connection along Olinda Tr to the new facility, along with trails connecting through adjacent properties to Oakhill Rd.



Historic image of Water Tower Barn captured in 1989 by Melvin E. Wolff



Rendering of the Water Tower Barn Arts and Heritage Center

SELECTED HISTORIC SITES IN SCANDIA REPORT (2021)

The Selected Historic Sites in Scandia Report was developed as a result of the 2019 Scandia Comprehensive Plan Update, which identified the importance of heritage tourism with an overarching goal to “maintain and promote the City’s cultural character and history.” In 2020 the SHA was awarded a Minnesota Historical and Cultural Heritage grant to research the history of this area in order to support a future outdoor heritage trail. This research report is a project of that grant. The goals of this report were to identify local historic sites that would be appropriate for inclusion in a future heritage trail, and to conduct initial research on those sites.



Top: Scandia Heritage Map
Bottom: Image from Scandia Historic Sites Report



Scandia Elementary School

SCANDIA ELEMENTARY SCHOOL

Scandia Elementary School is located on TH97 (Scandia Trail), just west of the intersection of CR52 within the study area, and is part of the Forest Lake School District. The school had an enrollment of 327 students in fall of 2023. Per the most recent school policy, students are allowed to walk or bike to school if they are accompanied by a guardian or older sibling, or if their guardians provide a written note of permission. The majority (75%) of students bus to and from school every day, while about 15% of the students arrive and leave via parent drop-off and pick-up. As of Fall 2023, there are only 2-4 students that have been given permission to walk or bike to school.

Through conversations with community members and stakeholders, it is apparent that safety and traffic concerns have hindered the number of students who walk and bike to school over the last decade. Many long-time residents recall safely walking and biking to school as children, but are not comfortable sending their own children on the same routes. The primary concerns are the high speed of travel along TH97 (the posted limit is 55mph), and a lack of sidewalk and trail connections along TH97. There is a mid-block marked crosswalk near CR52, however it is rarely used and does not connect on the north side to a sidewalk or trail.

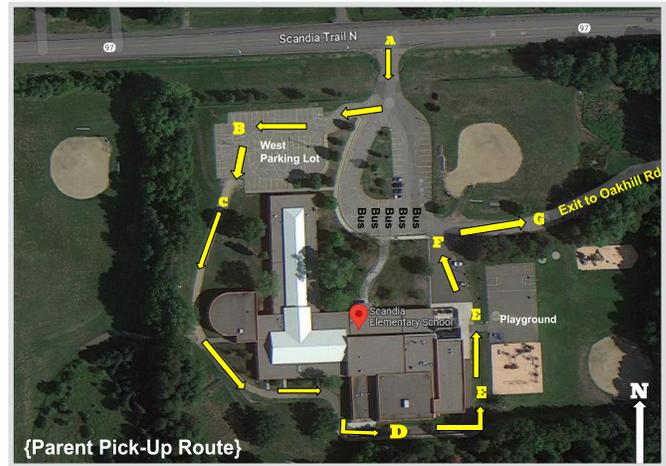


Diagram of updated parent drop-off/pick-up circulation at Scandia Elementary School

In the last year, the drop-off and pick-up protocol was updated to direct vehicles around the building, by providing additional queuing space within the school site, eliminating queuing along TH97 at busy times (see the diagram). Bus and vehicle drop-off and pick up locations are now located north and east of the main entry to the school building, and vehicles are directed to exit the campus via the access drive east to Oakhill Rd. This update has been a successful upgrade.

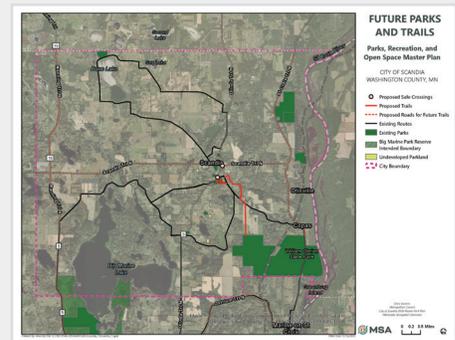
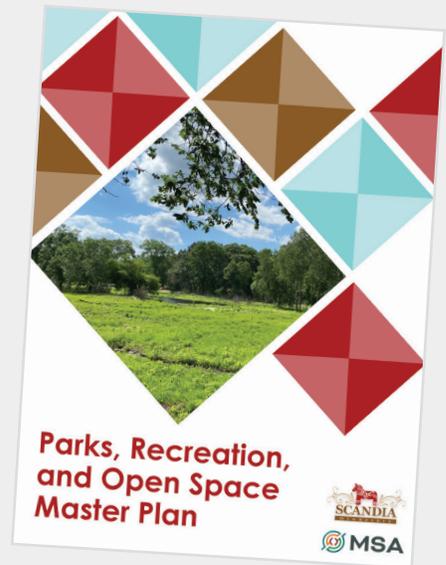
Often, teachers and staff bring students on walking field trips to nearby destinations within the Scandia City Center, such as City Hall Park, Gammelgarden, Elim Cemetery, and Lilleskogen Park. These destinations are also popular on good weather days for students to travel to after school is let out. There is a sidewalk along the west side of Oakhill Rd, however there is no sidewalk along Olinda Tr at the cemetery, and crossing of Olinda Tr at 209th Street to access the park or Gammelgarden has been reported and observed as challenging for visibility when vehicles are parked near the driveway entrance.

PARKS, RECREATION, AND OPEN SPACE MASTER PLAN (ADOPTED 2023)

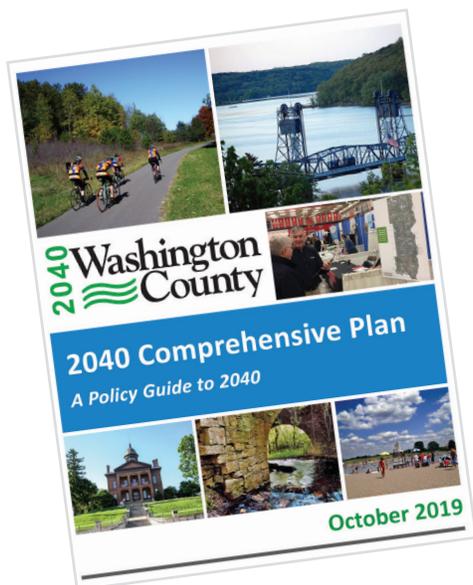
The Parks, Recreation, and Open Space Master Plan replaces the policies highlighted in the “Parks and Recreation” Chapter of Scandia’s 2040 Comprehensive Plan. This plan is intended to provide City officials with the most up-to-date recreational priorities for making budgeting and implementation decision. The plan analyzes current and projected population changes, community feedback, geographical data, and existing conditions to generate overarching goals and objectives. Park and trail-specific recommendations break these goals into actionable steps, bolstered by lists of funding opportunities and potential partnerships. Engagement for this plan showed a strong interest in additional separated trails.

This plan has many components specifically relevant to the Scandia City Center Study:

- There is a strong focus on connections between destinations in downtown Scandia, the Gateway Trail, the rest of Scandia, and neighboring communities.
- Specific locations and intersections where sidewalks or crossings could be improved to address safety are called out.
- Locations where additional wayfinding and other tourism related amenities could be added or updated are identified.
- The plan contains a specific recommendation to connect the Gateway Trail to downtown Scandia and a recommendation for a designated path leading from downtown to this new trailhead.

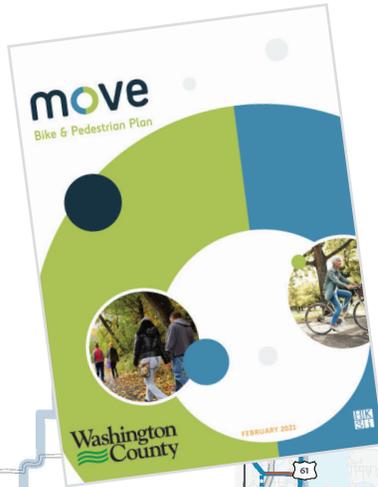


Future Parks and Trails map from 2023 Master Plan



WASHINGTON COUNTY 2040 COMPREHENSIVE PLAN (ADOPTED 2020)

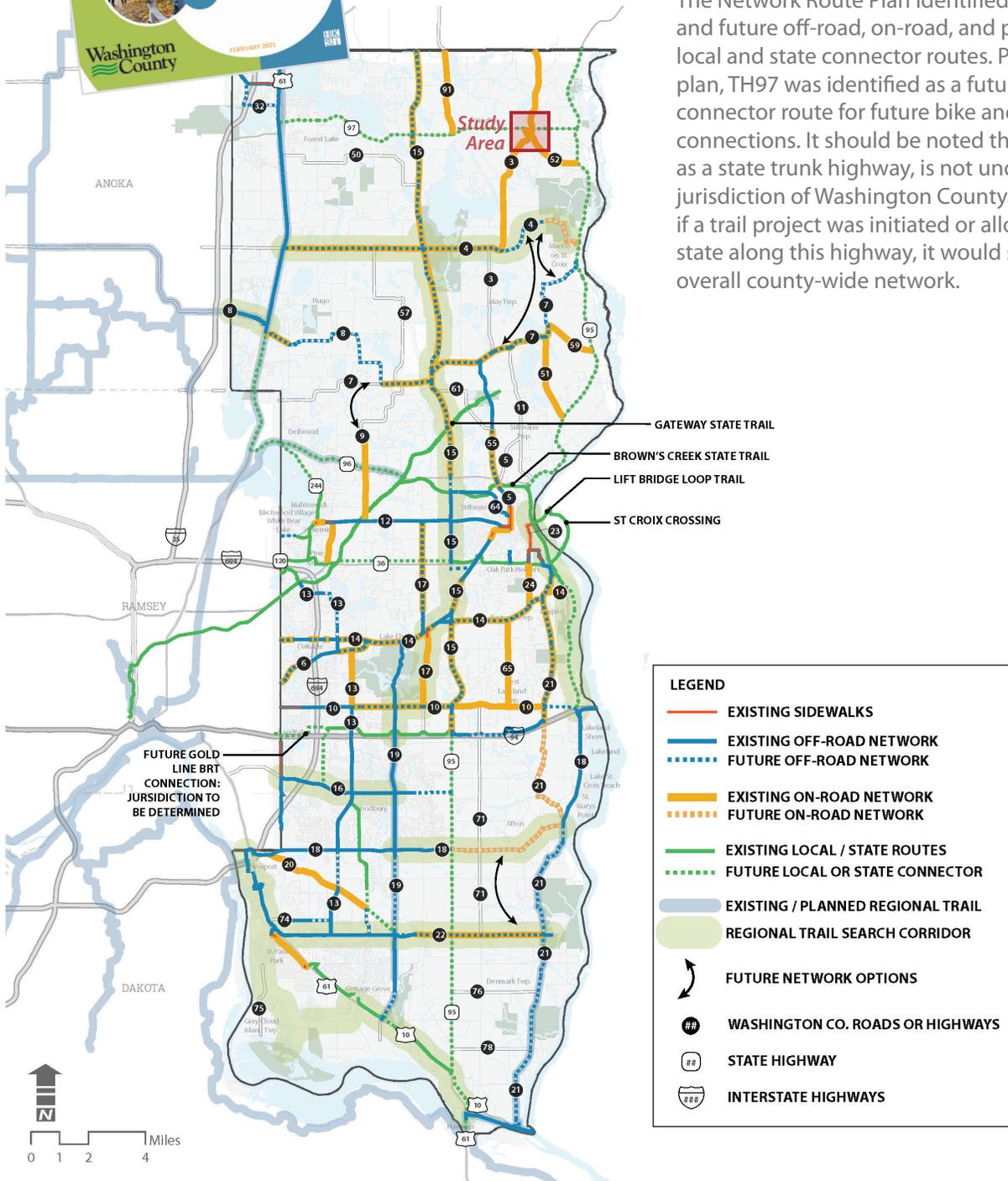
The Washington County Comprehensive Plan primarily focuses on county and regional trails, especially as they relate to the Metropolitan Council’s Regional Bicycle Transportation Network (RBTN), which is identified as part of the Metropolitan Council’s 2040 Transportation Policy Plan (TPP). The RBTN helps to define the region’s on-street bikeways and off-street trail connections, and how the system works together to serve regional transportation trips by bicycle. This plan supports growing the trail network and providing increased opportunities for all people to access the outdoors.



MOVE: WASHINGTON COUNTY BIKE AND PEDESTRIAN PLAN (ADOPTED 2020)

In 2019 and 2020, Washington County developed a county-wide bicycle and pedestrian plan, which was a recommendation from the County's 2040 Comprehensive Plan. The purpose of this plan was to create a future bicycle and pedestrian network, identify barriers, gather broad community feedback to inform network investments, and to guide policy and priorities for biking and walking into the future.

The Network Route Plan identified existing and future off-road, on-road, and potential local and state connector routes. Per the plan, TH97 was identified as a future state connector route for future bike and pedestrian connections. It should be noted that TH97, as a state trunk highway, is not under the jurisdiction of Washington County. However, if a trail project was initiated or allowed by the state along this highway, it would support the overall county-wide network.



Washington County MOVE: Network Route Plan

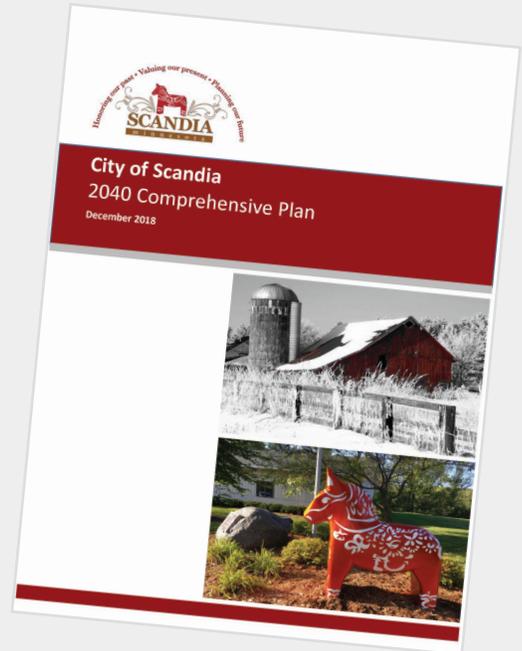
CITY OF SCANDIA 2040 COMPREHENSIVE PLAN (ADOPTED 2019)

The City's current comprehensive plan advocates for a strong and responsive parks and trails network. The plan states that parks and recreation amenities and programs are a critical element to sustaining the community and that "park, recreation, and open space goals need to be integrated with Scandia's land use, transportation, and economic goals."

In the 2040 Comprehensive Plan Update Community Survey, 13% of survey respondents identified walking, biking and horse trails as one of their top three development priorities for the City of Scandia. It should be noted that this is the second highest ranking after commercial growth as a top priority. Focus groups also expressed a desire for sidewalks and bike paths in the city.

The Goals and Objectives in this plan that directly relate to the Scandia City Center Study

- **Goal:** Support a network of parks and trails to provide community -wide connections to serve the health and welfare of the City's residents.
- **Objective:** Emphasize the importance of making connections to regional trails, including the Gateway Trail, the Immigrant Trail, and the Hardwood Trail.



13%

of survey respondents identified walking, biking and horse trails as one of their top three development priorities

DEMOGRAPHIC PROFILE

SCANDIA, MINNESOTA

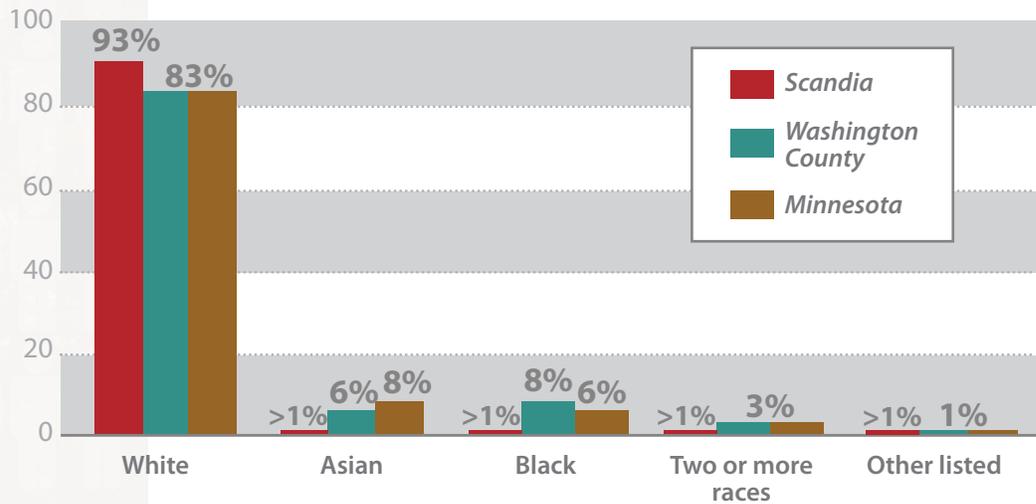
OVERVIEW

Scandia is home to nearly 4,000 residents as of 2023 ACS Estimate. Scandia has a rich Scandinavian heritage and is the site of what is believed to have been Minnesota's first Swedish immigrant settlement.



RACE & ETHNICITY

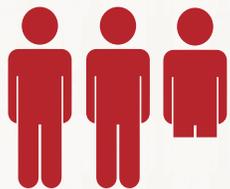
The reported race of today's population in **Scandia** is majority white (93%) with 5% of the population reporting as two or more races. Less than 1% of people identify as each of the following: Black, American Indian, Asian, Pacific Islander, or some other race. Overall Scandia's population is less racially diverse than Washington County or the state of Minnesota as a whole.



Washington County is about 83% white, 8% Asian, 6% Black, 3% two or more races, and less than 1% each of the following: American Indian and Alaska Native, Native Hawaiian and other Pacific Islander; additionally, 5% of the population identified their ethnicity as Hispanic or Latino.

In the **State of Minnesota** 83% of the population is white, 8% is Black, 6% is Asian, 3% two or more races, 1% American Indian and Alaska Native, and less than 1% Native Hawaiian and other Pacific Islander; additionally, 6% of the population identified their ethnicity as Hispanic or Latino.

HOUSEHOLDS



Average 2.6 Persons Per Household in Scandia



Washington County - Avg. 2.6 Persons Per Household



Minnesota - Avg. 2.4 Persons Per Household

Average persons per household is 2.6. This is on par with the rest of Washington County which is also at 2.6, and slightly higher than the state of Minnesota average at 2.4 persons per household.

PERSONS WITH A DISABILITY



25%
Scandia

8%

Minnesota

6%

Washington County

Households with one or more persons with a disability is 25% in Scandia, which is about 3x higher than the state of Minnesota at 8% of households, and about 4x higher compared to Washington County at 6%.

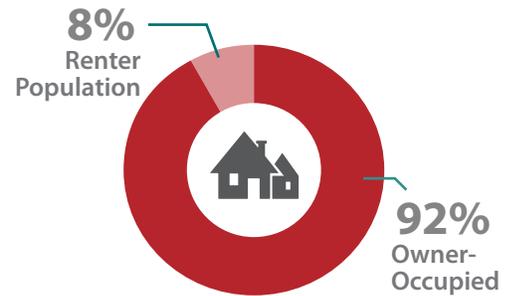
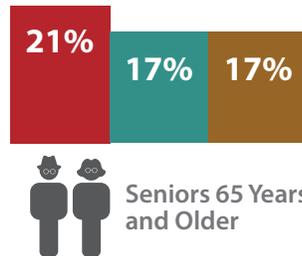
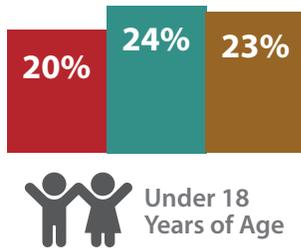
HOUSEHOLD INCOME



Household income is lower in Scandia with a median income of \$103,004 per household compared to Washington County where the median is \$110,829, but higher than State of Minnesota where the median is \$84,313.

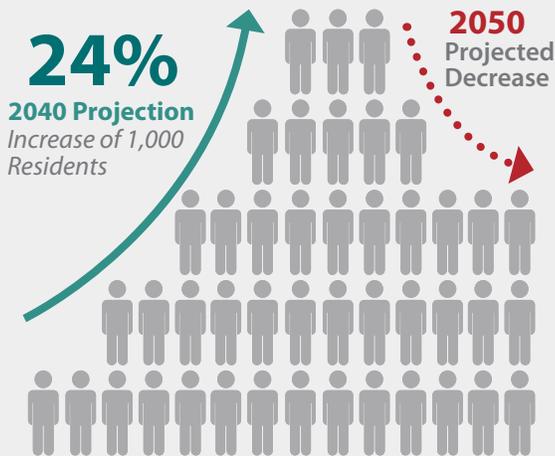
POPULATION BY AGE

About 20% of the population in **Scandia** consists of children under 18 years; and 21% of the population is seniors 65 years and older. Scandia's population skews slightly older, but is similar to **Washington County** where 24% of the population is under 18, and 17% is 65 or older, and to the **state of Minnesota** where 23% of the population is under 18, and 17% is 65 and older.



OWNER-OCCUPIED HOUSEHOLDS

Most people in Scandia live in owner-occupied households (92%); the renter population is around 8%.



POPULATION GROWTH

Scandia has experienced population growth throughout its history, although the rate of growth has fluctuated significantly over time. This growth has primarily been the result of the roadway construction and expansion, inexpensive land, conversion of seasonal cabins to year-round homes, and an influx of urbanities seeking a rural lifestyle. Based on the Metropolitan Council's Thrive 2040 projections, Scandia is projected to add roughly 1,000 more residents over the next 15 years, a 24% increase from current population levels. However, recently released preliminary population forecasts from Imagine 2050, projections show much lower rate of growth and a trend toward eventual population decline in Scandia.



EMPLOYMENT PROJECTIONS

Employment projections through 2040 show an average growth rate of 11% per decade; preliminary forecast adjustments do not suggest that this will change significantly from previous projections.

PUBLIC INVOLVEMENT – PHASE 1

In order to build a successful study, engagement with residents, visitors, and businesses is key. Insights provided by the local experts provided guidance for the recommendations and direction of this study. To understand what is most important, where barriers exist, and to generate ideas, a number of events and tools were created to engage the Scandia community in this study. Engagement included in-person and virtual events, an online mapping tool, and meetings with select stakeholder groups. Washington County hosted a project website, which served as the main hub of information for the study, as well as provided opportunities for public involvement. [Click here](#) to visit the webpage.

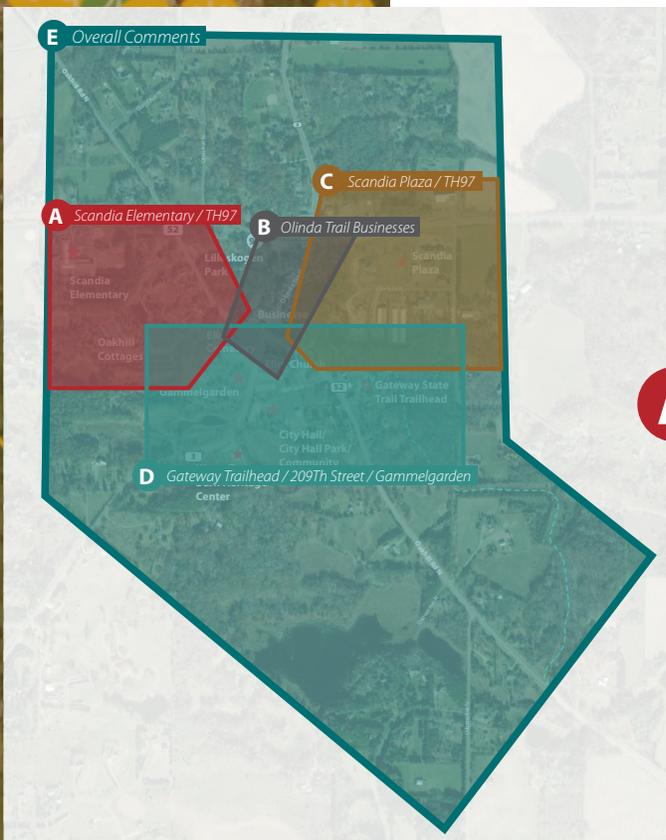
Phase 1 of Public Involvement focused on gathering initial ideas and concerns about biking, walking, and connections throughout the study area.

VINTERFEST AND WALK ABOUT

Scandia’s 19th Annual Vinterfest occurred on January 26th and 27th 2024. This event is two days of family friendly events celebrating winter and Scandia’s rich cultural heritage. Events included a Pancake Breakfast, a snow sculpture contest, the Pleasant Valley Cloggers, a Kubb Tournament, kid friendly food and crafts, a chili cook-off, and Fireworks.

The project team hosted a booth at the entry of the Lion’s Club pancake breakfast on Saturday, January 27th, 2024. The materials provided introductory information about the project and study area, and visitors were encouraged to speak with the project team about ideas and concerns within the study area.

Following the pancake breakfast, the project team led a Walk About (walking tour) around the City Center Study area to discuss and identify issues and opportunities on-site. The resulting conversation was very successful in connecting ideas to actual places within the study area. Observations and suggestions collected are listed below, grouped by the geographic areas keyed to the map shown in Figure 2.1.



A SCANDIA ELEMENTARY / TH 97: WHAT WE HEARD

- There is potential for paved trail connection to a park trail (through Lilleskogen Park connecting to Oakhill Rd)
- A crossing is needed at TH97
- People drive too fast on TH97
- There is a safety concern crossing TH97 to get to Oakhill Rd for people walking, getting to the park
- Scandia Elementary students walk from school to Gammelgarden after school
- Popular destinations are Scandia Elementary and Lilleskogen Park

Figure 2.1 Key map for comments collected at Vinterfest and the Walk

B OLINDA TRAIL BUSINESSES: WHAT WE HEARD

- Install EV charging stations!
- Would love to see bike trails to Scandia Café
- Bike Racks! Throughout town, people bike to yoga, other services

C SCANDIA PLAZA / TH 97: WHAT WE HEARD

- I live north of town and would love to have a way to bike down to town
- Walkers along TH97 would like to connect to commercial district
- Scandia Pizza has ice cream, which draws a lot of kids
- The strip mall (Scandia Plaza) is disconnected; we need a sidewalk to Olinda Tr
- Would like to find a way to walk along TH97 to reach the school
- Concern with the idea of connecting Scandia Plaza with walkway; there is a need for a bridge over the creek to connect with the futrue Gateway Trailhead or to Olinda Tr
- "I thought there was a connection from the commercial district to Scandia Plaza?"
- Would like to see trail through TH97 cornfield (east of gas station) and other trails generally to connect to Scandia Center



The project team met with residents at the 2024 Scandia Vinterfest and conducted a walk about to discuss ideas within the study area

D GATEWAY TRALHEAD / 209TH STREET / GAMMELGARDEN: WHAT WE HEARD

- Add a bridge and crossing light [to cross Oakhill Rd at 209th St]
- Meisters, City Hall Park, and Gammelgarden are big destinations
- My kids bike to the school playground along this route (future Gateway Trail extension)
- A boardwalk should be planned through the Heritage Improvements
- There is an old idea to connect a roadway to CR 52 from east of the Gateway Trailhead
- We need a connection to Water Tower Barn Site
- The intersection of Olinda Tr and 209th St is difficult to cross
- We want a bike trail on Olinda Tr to Downtown Scandia
- We want safe crossings downtown at Gammelgarden and at the Heritgace Center and Olinda Tr. The cemetery area is historically sensitive.
- We'd like a way go connect the community center to Gammelgarden that is safe for kids
- We'd like a path from the community center to Old Historic Hay Lake Erickson school site so we can bike there, then around Oxboro back to Oakhill
- Idea for a new sidewalk along cemetery
- The trailhead will need more than parking - ideas for a kiosk and/or benches

E GENERAL COMMENTS: WHAT WE HEARD

- We would like to continue biking from south of town but choose not to due to safety concerns on road shoulder
- More people are riding fat tire bikes around here
- There are lots more bikers are coming here, more every day
- A lot of folks live close enough to walk or bike downtown (1-3 miles), but don't think of it
- Create a loop walking trail through downtown
- Scandia is really active; people work together to get things done
- See the Old Marine Trail as a good example
- Target and Walmart Store [are needed]
- We need a path to William O'Brien to avoid TH95
- Make a place to go bowling
- More walking trails
- Many people mentioned they don't have access to internet



Digital whiteboard used for the Virtual Listening Session

VIRTUAL OPEN HOUSE

A virtual public meeting was held on Thursday, February 1st, 2024 from 4-6pm to discuss ideas for how to improve safety and connections for walking, biking, and generally getting around the city center of Scandia. The meeting was facilitated using Zoom and Mural, a platform for sharing content where participants are able to move around the information shared as they wish and leave virtual sticky-note comments. The meeting was facilitated similarly to an open house or pop-up event. While attendance was low, the conversation was very insightful.

VISION

The following vision ideas were expressed by residents throughout the first phase of engagement events.

SOCIAL PINPOINT

Social Pinpoint is a map-based online engagement tool that allows community members to leave comments on specific areas of the city via a map. Commenters are able to interact with each other, by upvoting or downvoting other comments.

The Social Pinpoint map was open for comment from December 2023 through March 2024. In that time, 64 unique users left 54 total comments on the map to share ideas, safety concerns, destinations, and to share things they like about Scandia’s City Center. The top three comments with the most upvotes (indicating agreement by other community members) were in regards to pedestrian safety. All of the verbatim comments are listed on pages 18 - 20, and keyed to the map shown in Figure 2.2.

KEY THEMES

- Lots of concern for safety at the intersections of Oakhill Rd/TH 97 and Olinda Tr/TH97
- Concern for speed of traffic, safety for pedestrians along TH97
- Comments related to desired park improvements at Erickson Ballfield, Johnson Memorial Park
- Ideas for crosswalk markings at Olinda Tr and 209th St, as well as a sidewalk along 209th St
- Ideas for completing the sidewalk network on Olinda Tr and Oakhill Rd
- Ideas for horse-related facilities at the future Gateway Trailhead
- Ideas for roundabouts at Olinda Tr and Oakhill Rd [at TH97]
- Positive support for local businesses
- Idea for local bus service to transport seniors and people with mobility challenges to Stillwater, Forest Lake, etc.

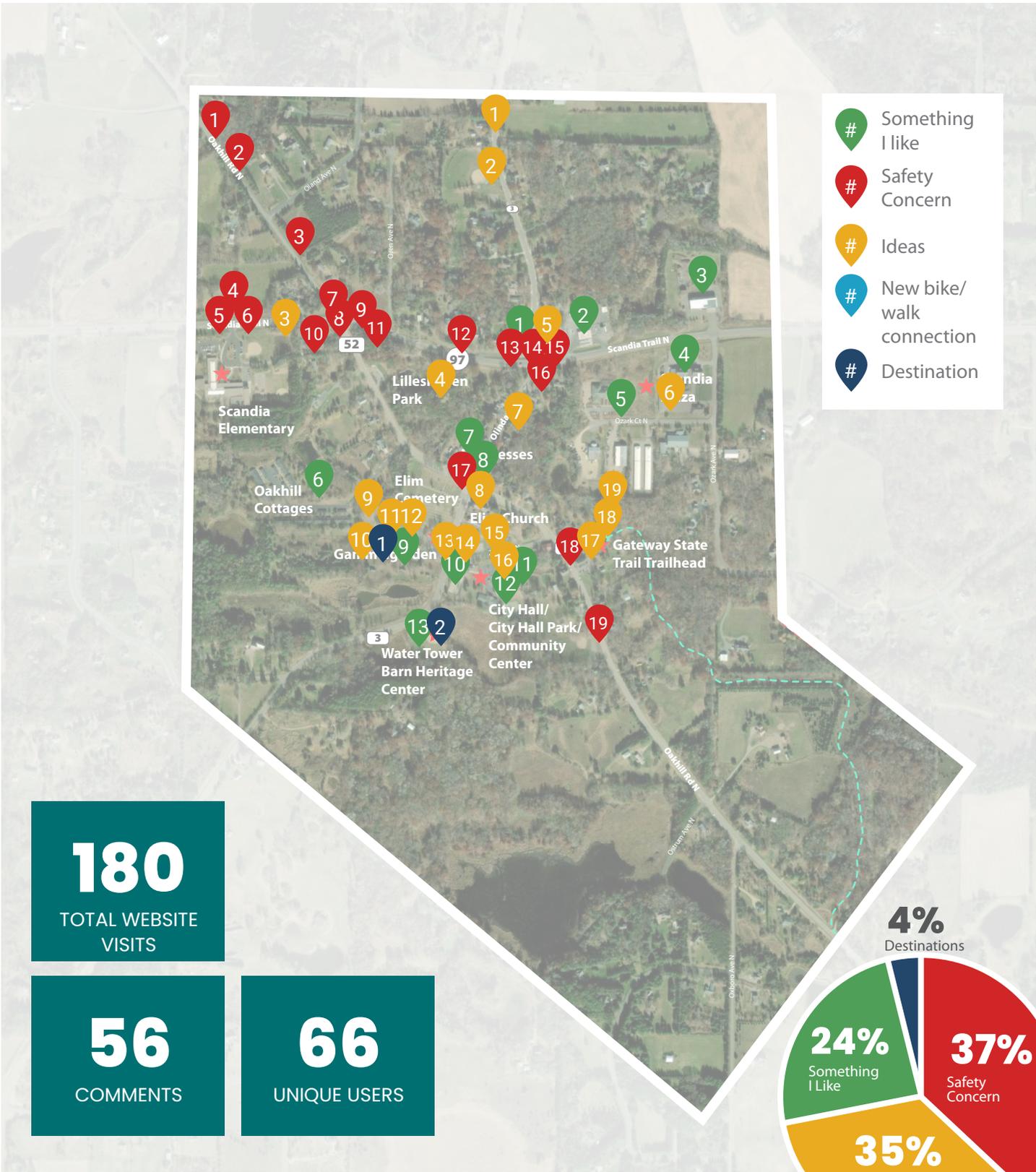
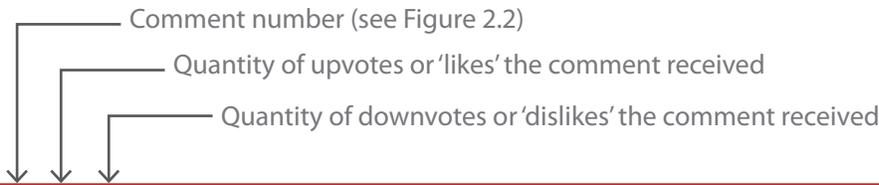


Figure 2.2 Key map for comments collected through Social Pinpoint

SOCIAL PINPOINT COMMENTS



#	👍	👎	COMMENTS RELATED TO SAFETY CONCERNS
1	5	-	Make this safer for pedestrians living in these neighborhoods to walk along Oakhill. People drive very fast on this road. Perhaps lower the speed limit, add speed bumps, or add a walking path.
2	4	-	No speed limit signs! I think the speed limit on Oakhill from 97 to Oldfield Ave (at least) is actually 30 mph, that's what Google/Apple Maps say at least, but there are no speed limit signs facing either direction through this whole stretch! And of course people treat this section as if the limit is 55. Adding speed limit signs (and a radar "your speed" sign or two) should be the bare minimum for this road.
3	5	-	Residents along Oakhill and turnoffs north of 97 are effectively cut off from pedestrian access to town. There are many current and future children and families in these neighborhoods, yet walking to school, town center businesses, parks, etc, is very unsafe due to the speeds people drive on Oak hill and the very dangerous crossing at 97.
4	6	-	My kids biked to Scandia Elem. in the early 2000s from the opposite side of Hwy 97 (we live on Pomroy Ave). At the time, kids needed permission from to bike to school, and they were 2 of only 6 kids who biked to school. It is extremely dangerous crossing Hwy 97, and I worried about them every day. They would bike the shoulder of 97 from Pomroy and then cross at the 4-way stop sign at Olinda. Our community would benefit immensely from off-road trails that feed into Scandia Elem and downtown.
5	4	-	Dangerous intersection
6	6	-	Why is there no school zone speed limit? Seems like other communities throughout the state of Minnesota have a slower speed limits around the school zones. Its very dangerous entering and leaving the school on 97 and even from oakhill. Why not a 35 mph zone from west of the school to the fire department?
7	8	-	This is a very dangerous intersection for pedestrians and vehicles. Left turns from EB 97 to NB Oak Hill are particularly dangerous due to lack of bypass lane, the high speeds people drive on EB 97, the hill limiting visibility, the fact that people accelerate very fast on WB 97 from Olinda stop sign, etc. The speed limit through the whole area from west of elementary school until east of fire station should be reduced. Roundabouts at school, Oak Hill, and Olinda perhaps would be a good idea.
8	3	-	The angle makes it so hard to see when going south on Oakhill.
9	5	-	This is a very dangerous intersection. Drivers are coming up the hill very fast, and there is limited visibility. Concern about the school children walking/parents and bus transportation.
10	1	-	Unsafe for pedestrians and students to cross.
11	7	-	This is a challenging intersection - especially if you are making a left turn onto Highway 97. Not sure what could be done. It also would be good to somehow make this safer for pedestrians to cross here.
12	6	-	Walking along 97 in area of school, Oak hill, and Olinda is very dangerous largely due to lacking paths or sidewalks on either side of 97. This really limits the feeling of a connected and walkable community despite the actual distances being very short and certainly what should be walkable.
13	5	-	Traffic is unaware pedestrians cross this area. No signage or roadway markings despite sidewalks along west side of Olinda connecting over 97.
14	2	-	Need better traffic controls and monitoring to mitigate the accidents, and lack of adherence to the 4 way stop.
15	2	-	Add pedestrian flashers please.
16	7	-	Make this a safer place for pedestrians to cross.
17	3	3	A roundabout is the only solution at this intersection. It would make it safer on Hwy 97 by the school as traffic would be naturally slowed. Make the speed limit on Hwy 97 40 mph until past the bottom of the hill (Odell) and then increase it to 50 until the top of the hill.
18	3	-	Parking on both sides of the street makes driving through on a busy day at Meisters difficult.
19	1	-	People pick up speed here before it turns to 55- especially around the ball field.

SOCIAL PINPOINT COMMENTS (CONTINUED)

#	👍	💬	COMMENTS RELATED TO DESTINATIONS
1	-	-	The tennis courts are great but need updating
2	2	-	The location of the future Arts & Heritage Center is missing from this map. The Water Tower Barn will set at home plate on this baseball field. Please call Susan Rodsjo, Scandia Heritage Alliance, at 651-233-0267 to obtain a copy of the trail and sidewalk plan associated with the Arts & Heritage Center.

#	👍	💬	COMMENTS RELATED TO THINGS PEOPLE LIKE
1	1	-	Longstanding businesses in the community.
2	-	-	Convenient place to fill up the car and get a snack.
3	-	-	Outstanding Fire & Rescue volunteers!
4	1	-	It's great to have a bank, post office, and local businesses so close to home.
5	1	-	Beautiful prairie next to Prairie Restorations! The plants and colors change almost every couple of weeks. Wish there were more areas like this around Scandia!
6	3	-	There's a community garden for those in the Cottages. Great idea! It would be nice to see more of these around town.
7	-	-	Good variety of small, local businesses!
8	-	-	Nice to be able to get groceries without having to drive a far distance!
9	1	-	Gammalgården Museum offers free community events from May-December; hosts field trips with students from local schools; has classes for people of all ages; beautiful grounds (flowers, native prairie, pond, heritage vegetable garden, and bluebird trail); free music during the summer; and brings in tourists (from MN, U.S., and world) who also support local businesses.
10	1	-	Hockey, skating and skate park is great for youth.
11	1	-	Accessible resource for organizations to use for events. Provides a place for the community to gather when there are events.
12	-	-	New playground is amazing!
13	-	-	Like it!

SOCIAL PINPOINT COMMENTS (CONTINUED)

#	👍	🗨️	COMMENTS RELATED TO IDEAS
1	2	-	Provide benches along sidewalks and trails so those who are walking have places to sit, if needed.
2	2	-	This playground could use improvement. Perhaps consider fitness equipment for teens and adults since there is none in Scandia.
3	1	-	Put clear highway signs w speed limit posted
4	1	-	Plant more native plants - flowers, grasses, shrubs, and trees - around this park to further develop it. Provide seating so that people can sit and rest, if needed.
5	2	-	At minimum, crosswalk road markings for increased awareness.
6	1	-	This could be a senior center with quality, engaging programming. See Community Thread for a good model. It would support those 55+ living Scandia with having enriching programs without having to drive to other communities.
7	1	1	It would be nice to have sidewalk on BOTH sides of Olinda Trail, from where the new arts center will be all the way north to at least the Creamery.
8	-	-	Have some type of sign that is near the corner that lets the community know about upcoming events and activities. It needs to be easily visible so people at the intersection can glance at it quickly and be aware of upcoming programs in the community.
9	2	-	Create a paved shortcut for those living in the Cottages to visit Gammelgården, the Scandia Community Center, and other businesses and organizations in Scandia.
10	3	-	If this ballfield is not being used, it would be nice to see it changed to a restored prairie to support pollinators and wildlife.
11	3	-	It would be great to have this playground upgraded with more modern equipment for youth, teens, and adults. There are no fitness areas with equipment for teens and adults anywhere in Scandia.
12	1	-	The tennis court needs to be refurbished in some way. There are cracks in the tar and no net for playing tennis.
13	6	-	Add a cross walk here and add side walks on olinda trail.
14	2	-	Add a light to show when pedestrians are crossing.
15	4	-	Could we add a sidewalk/path from town center to community center?
16	2	-	Look into having some type of bus or mini-bus/van transportation using the Community Center parking lot as a pick-up/drop-off location. Add other points around Scandia for pick-up/drop-off points too. See Forest Lake and Stillwater - both have great transportation systems for seniors and those with mobility challenges. We have nothing like that here. We want people who have lived here to stay here rather than having to move elsewhere when they no longer can drive.
17	-	-	Assuming this is a trailhead for horse trailers and vehicle(s). Need enough room to pull in and turn around and park a long trailer. Need porta potty or a building with restrooms and handwashing. Horses are tied to the side of the trailer and thus need space between trailers to accommodate a horse(s). Sample of what is needed Pine Point Park Trailhead.
18	-	-	Please add water bottle filling station for cyclists and hikers.
19	3	-	It would be helpful to have a trail connection from the trailhead to Scandia Trail - bank area. Better than people having to walk up Olinda then along 97 to get to the bank etc.

STAKEHOLDER MEETINGS

Key stakeholder groups were engaged through one-on-one meetings during this phase of the project, in order to better understand their unique perspectives.



SCANDIA HERITAGE ALLIANCE

The project team met with Susan Rodsjo, Founder and Board President of the Scandia Heritage Alliance (SHA) to discuss the Water Tower Barn Arts and Heritage Center project, as well as to learn about the collaboration between the Scandia Heritage Alliance and the City of Scandia to achieve shared goals. The project team reviewed the schematic trail plan for the future Water Tower Barn project, along with the proposed trail and network connections in the adjacent areas that will connect pedestrians and bicyclists to City Hall Park, Oakhill Rd, and to the Arts and Heritage Center. There are also planned trails that will circle around the wetland area adjacent to the Water Tower Barn site.

As part of the redevelopment agreement between SHA and the City, the City has agreed to build a trail along Olinda Tr to connect to the new facility. Discussions have also been underway regarding improvements at the crossing of Olinda Tr at 209th St, as this would support programming partnerships between SHA and Gammelgarden.

For more information about the Water Tower Barn Arts and Heritage Center Project, visit: <https://scandiaheritage.org/water-tower-barn-project>



SCANDIA ELEMENTARY

The project team met with Shannon Carufel, Principal of Scandia Elementary School to discuss safety and ideas for improvements that could impact the school. This meeting offered insight into the issues and opportunities for improved circulation for students to and from Scandia Elementary through the City Center Study Area.

Ideas for improvements that were discussed in this meeting included:

- Reduction of the speed limit (preferably down to 30mph) along the entire stretch of TH97 from the school to Scandia Plaza
- Installation of sidewalks or a separated trail along TH97 to connect to Scandia Elementary
- Installation of a user-actuated signals to cross TH97 near or at Oakhill Rd
- Continuous sidewalks along Olinda Tr to Gammelgarden and to City Hall Park
- An improved crosswalk at 209th St and Olinda Tr

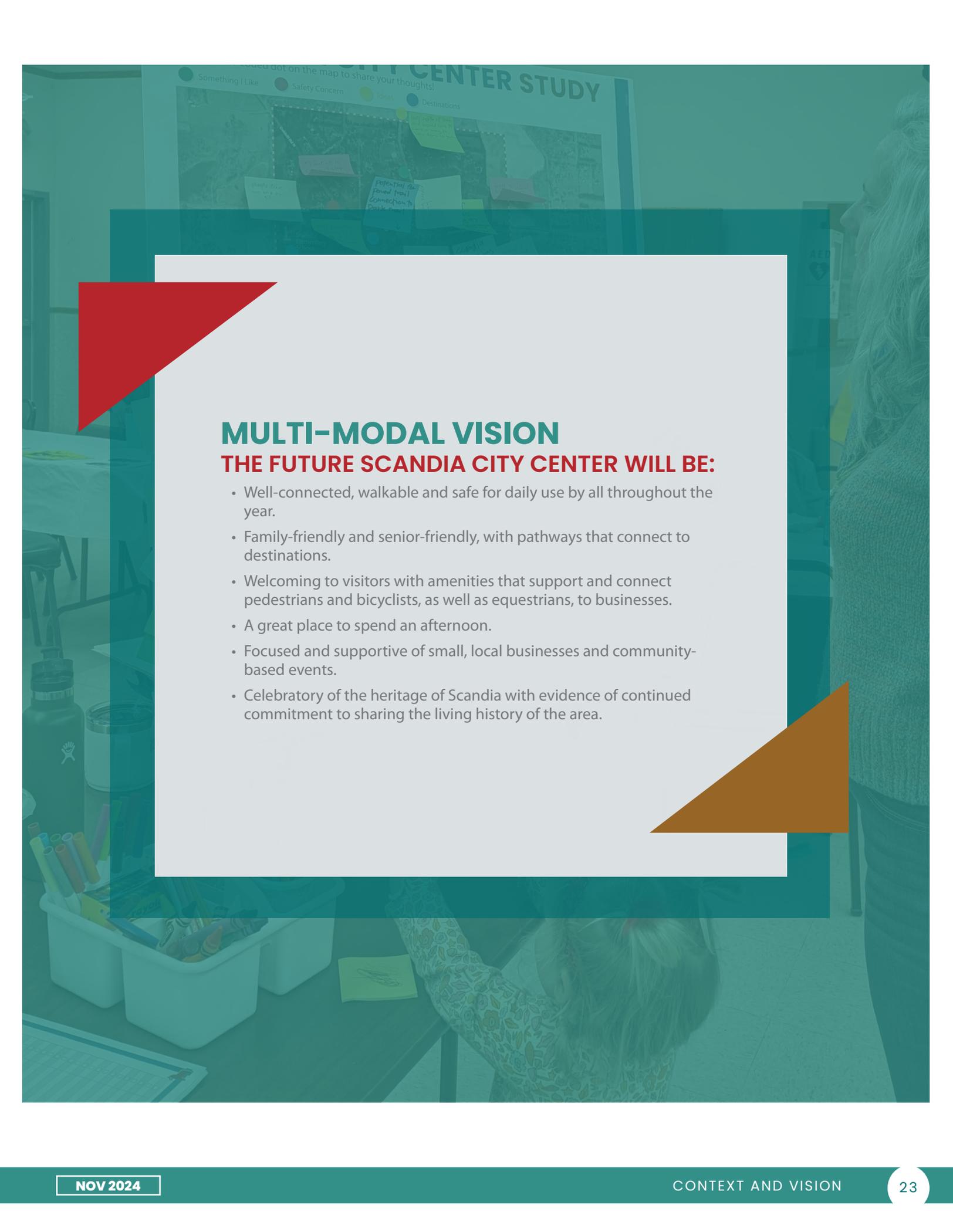


ISSUES AND OPPORTUNITIES

Through engagement with stakeholders, input provided by the broader community, and through observations and insights gathered through background research, the following are issues and opportunities were identified as areas of exploration for the study:

- Traffic calming, streetscape and safety improvements along TH97 to aid in pedestrian comfort
- Improvements at Oakhill Rd and TH97 at Scandia Elementary
- Future downtown trail and sidewalk network to include:
 - Connection from Scandia Plaza to Olinda Tr and Oakhill Rd
 - Connection from Oakhill Cottages to City Hall Park
 - Connection from the Heritage Trail to the Gateway Trail Trailhead
 - Connection from downtown businesses to the future Gateway Trail
 - Overall walking loop connections throughout downtown
 - Filling of gaps in the sidewalk network along Oakhill Rd and Olinda Tr
- Improvements along 209th St to focus on pedestrian connectivity, event space, and placemaking
- Wayfinding plan and design concept (throughout the study area)
- Gateway State Trail Trailhead amenities and design





MULTI-MODAL VISION

THE FUTURE SCANDIA CITY CENTER WILL BE:

- Well-connected, walkable and safe for daily use by all throughout the year.
- Family-friendly and senior-friendly, with pathways that connect to destinations.
- Welcoming to visitors with amenities that support and connect pedestrians and bicyclists, as well as equestrians, to businesses.
- A great place to spend an afternoon.
- Focused and supportive of small, local businesses and community-based events.
- Celebratory of the heritage of Scandia with evidence of continued commitment to sharing the living history of the area.

PUBLIC INVOLVEMENT – PHASE 2

Phase 2 of Public Involvement focused on gathering community response and feedback to the concepts that were developed at the mid-way point in the study. Preliminary concept explorations for the network improvements, focus areas, and wayfinding ideas were presented to the community in a variety of in-person and internet-based methods. Feedback was collected, documented, and ultimately provided insight to refine the ideas that are presented in Chapter 4 and Chapter 5 of this document. Feedback also helped to inform priority projects as listed in Chapter 6.

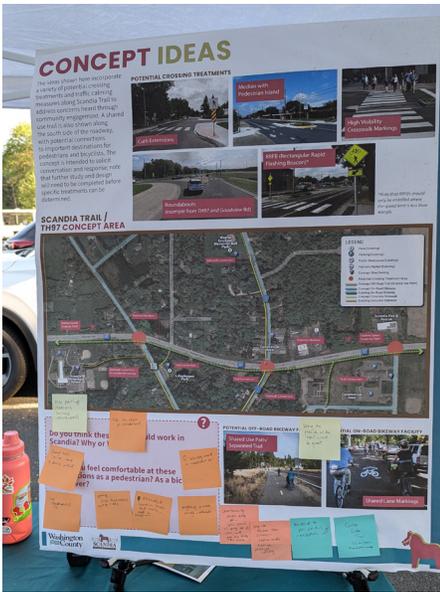
POP-UP EVENTS

GAMMELGARDEN SPELMANNSTAMMEN

County staff and the project team presented the preliminary concepts to festival attendees at the Gammelgarden Spelmannstammen event on August 17th, 2024. Approximately 75 people stopped by the booth to learn about the project and discuss ideas and feedback with the project team.

SCANDIA FARMERS MARKET

City staff, County staff and the project team presented the preliminary concepts to farmers market attendees at the Scandia Farmers Market on August 21st, 2024. Approximately 65 people interacted with the project team to learn about the project and discuss their ideas.



Washington County staff speaking with residents at the Scandia Farmers Market (above).

A spinning wheel with trivia questions and color materials were used as conversation starters with visitors (right).

Presentation boards with concept drawings, maps, and precedent images (left top, middle, and bottom). Visitors provided feedback via conversation and sticky notes.



PUBLIC REVIEW OF CONCEPTS

PROJECT WEBSITE

The project website hosted a link to allow visitors to view and provide comments on the same presentation boards and materials that were shared at the pop-up events. The project website was advertised through handouts provided at the pop-up events, as well as through the City's email list service and through Scandia Elementary's weekly newsletter to parents during the month of September, 2024.

Over the course of 7 weeks (August 15th - October 1st, 2024), the project concepts received 1,268 views, and 12 comments were provided by community members. It should be noted that a technical issue prohibited visitors from leaving comments during the first few weeks that the site was available.

SUMMARY OF COMMENTS RECEIVED VIA WEBSITE

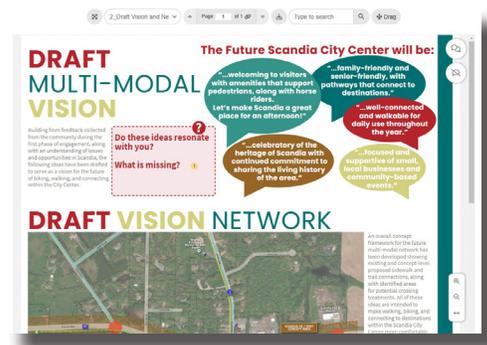
The following is a summary of the comments received via the project website on the preliminary concepts.

- Need to include more emphasis on safety as part of the vision.
- Safety improvements should be prioritized over wayfinding.
- Support for roundabouts and marked crosswalks along TH97.
- Would like to see a lowered speed limit near Scandia Elementary.
- Would like to see more improvements proposed north of TH97 for sidewalk and trail improvements.
- Idea for dala horse shaped roof over the ice rink to save energy and serve as a placemaking feature.
- Concern that there aren't enough parking spaces shown as part of the trailhead concept. The issue was raised that the trailhead parking lot will potentially be filled with Meister's patrons.

STAKEHOLDER MEETINGS, PRESENTATIONS + REVIEWS

The project team presented concepts to the following stakeholder groups and gathered feedback to inform the study during Phase 2 of Public Involvement:

- Scandia Elementary School (Sept. 5, 2024)
- Scandia Parks and Recreation Commission (Sept. 5, 2024)
- Gammelgarden Museum (Sept. 18, 2024)
- Scandia Heritage Alliance (Sept. 18, 2024)
- Scandia Tourism Committee (Sept. 24, 2024)
- Elim Church (pending)
- MnDOT Bicycle and Pedestrian Group (Reviewed July 2024)
- City of Scandia Public Works (Reviewed July 2024)
- City of Scandia Fire Department (Reviewed July 2024)



Screen capture of the project website platform for collecting community feedback.





TRANSPORTATION MODE ANALYSIS

A planning-level assessment was conducted to understand travel patterns and operations within the Scandia City Center Study area. This assessment included a review of pedestrian/bicycle trips, traffic volumes, turning movement counts, and crashes. The analysis work was also informed by conversations and information gathered from community members through each phase of community engagement, which provided a snapshot of concerns and issues to explore for this study.

Findings from this assessment will help inform future investments to improve the transportation system for all users.



View of Oakhill Rd. north from 209th St.

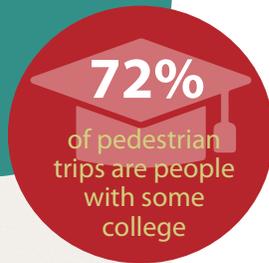
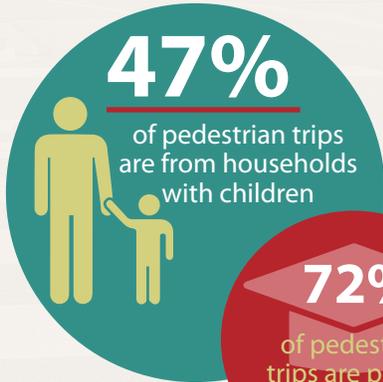


PEDESTRIAN AND BICYCLE TRIPS OVERVIEW

A review of pedestrian and bicycle trip data was analyzed. Trip estimates were derived from a location-based services data set and represent estimates. This data helps us determine an “order of magnitude” for the number of people walking and biking in an area.

PEDESTRIANS

On average, there are over 500 pedestrian trips occurring throughout the day within the study area. These trips may include someone taking a casual stroll in their neighborhood or parking their car and walking to a business. The fall months (September - October) and weekends generate the highest number of people walking in the study area. Socioeconomic data associated with those trips are summarized below:



- 47% of pedestrian trips are from households with children.
- 74% of pedestrian trips are from owner-occupied households. 26% are renters.
- 72% of pedestrian trips are people with some college or college degree.
- 31% of pedestrian trips are individuals who are not working or unemployed.
- 14% of pedestrians are people employed in the education, health care, or social assistance sector.
- 84% of pedestrian trips are people who identify as white, with 5% as Hispanic or Latino, and 10% as multiple races.
- 11% of pedestrian trips are people who have a disability.



BICYCLISTS

On average, there are approximately 6 bicycle trips occurring during weekdays and 17 trips on average on a weekend day within the study area. Bikers are typically non-residents traveling greater distances (13+ miles) to visit the community via existing on-road routes, in combination with the existing Gateway State Trail. Today, the Gateway State Trail connects from Saint Paul to Washington County's Pine Point Regional Park (Stillwater Township). This state trail has generated over 158,000 users in 2021, with most trips occurring in Washington County. Over the years, there has been a steady increase in Gateway State Trail users, and it is assumed that the future extension of the trail will generate a higher number of bicycle trips to and from Scandia.

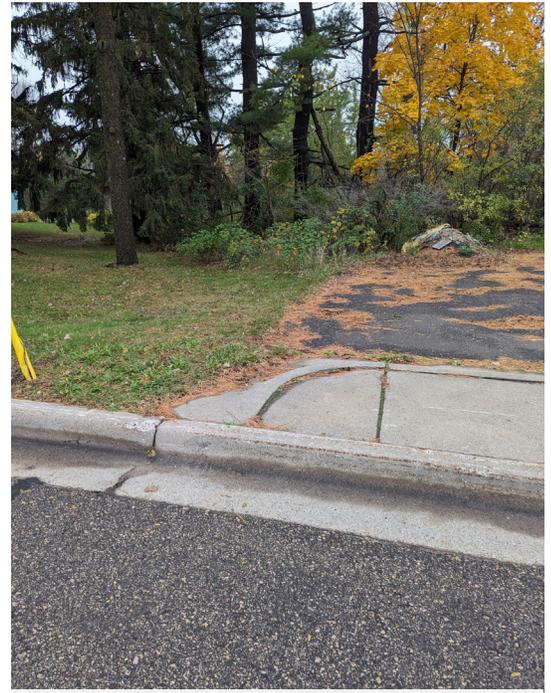


On-road bike network wayfinding in Scandia

EXISTING CONDITIONS



Existing pedestrian crosswalks at Olinda Tr and Oakhill Rd



Incomplete sidewalk connection lacking a pedestrian ramp on Olinda Tr

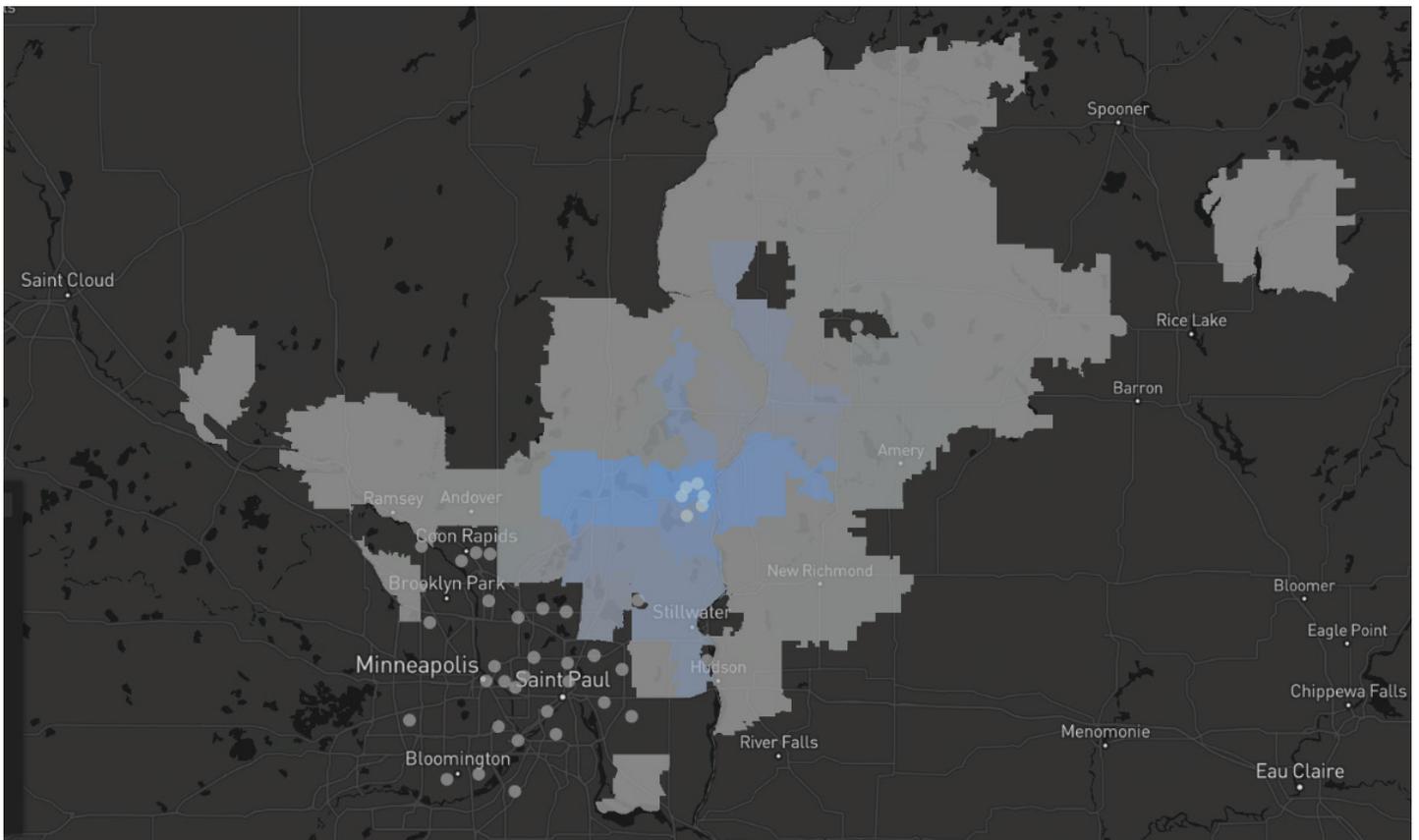


Figure 3.3 Streetlight Analysis Map showing origin and destination data for bicyclists traveling to Scandia. Origins of visitors are primarily from the immediate area, within 3-5 miles, with some visitors coming from as far as Stone Lake, WI or Becker, MN.

TRAFFIC ANALYSIS OVERVIEW

To understand how traffic moves, the study analyzed traffic volumes and patterns over the last two years. This helps to determine if the roads and intersections are designed to handle traffic properly. Analysis shows that traffic volumes are at their highest during the morning (6:15 a.m. - 8:15 a.m.) and evening (3:30 p.m. - 5:15 p.m.) hours. During these times, roads and intersections in the study area are operating at acceptable levels. However, there are traffic operations and safety issues at Scandia Elementary school during pick-up and drop-off hours. In 2023, a severe accident occurred near the school involving a student. Traffic also has the tendency to back-up on Trunk Highway 97 when parents and buses are accessing the site. The school has adjusted their internal pick-up/drop-off route to mitigate those issues. There are still opportunities to improve traffic circulation and safety for buses, students, and families.

There are also opportunities to consider low-cost/high-benefit solutions that will improve intersections and pedestrian crossings. Potential projects may include enhanced lighting, improved signage and pavement markings, traffic calming measures, and reconfiguring intersections to address site lines or skews in the road. Other traffic findings are noted below.

- Traffic volumes on TH97 are generally higher during the week when school is in session (east of Oakhill Rd).
- Traffic volumes on TH97 are generally higher on the weekends east of Olinda Tr.
- Approximately 2/3 of the traffic throughout the day passes through the study area on TH97.
- The intersection of TH97 and Olinda Tr experiences the heaviest amount of traffic.
- Olinda Tr experiences a higher number of vehicles vs. Oakhill Rd.
- People are traveling from other parts of the region to visit or work in the area (see Streetlight diagram on page 29).

EXISTING CONDITIONS PHOTOS



Olinda Tr



TH97 / Scandia Tr

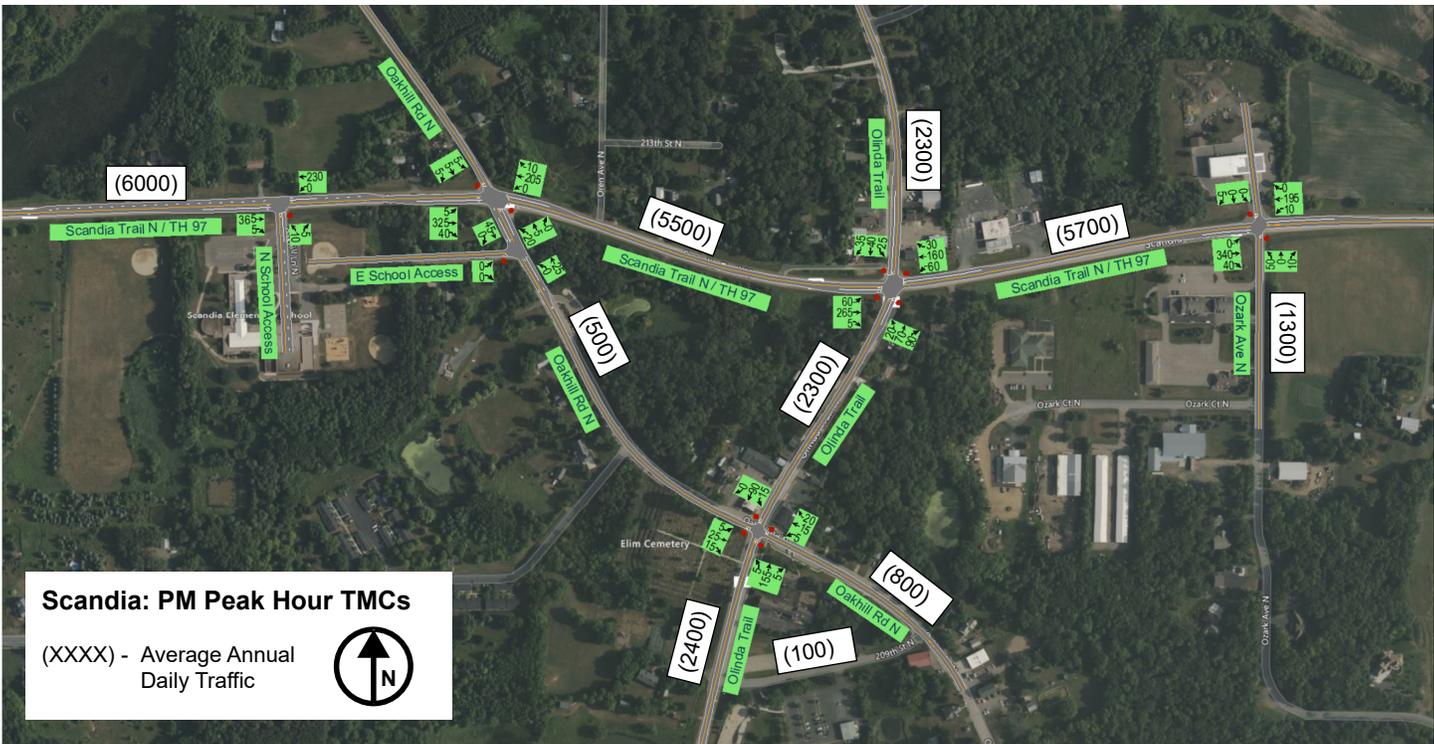
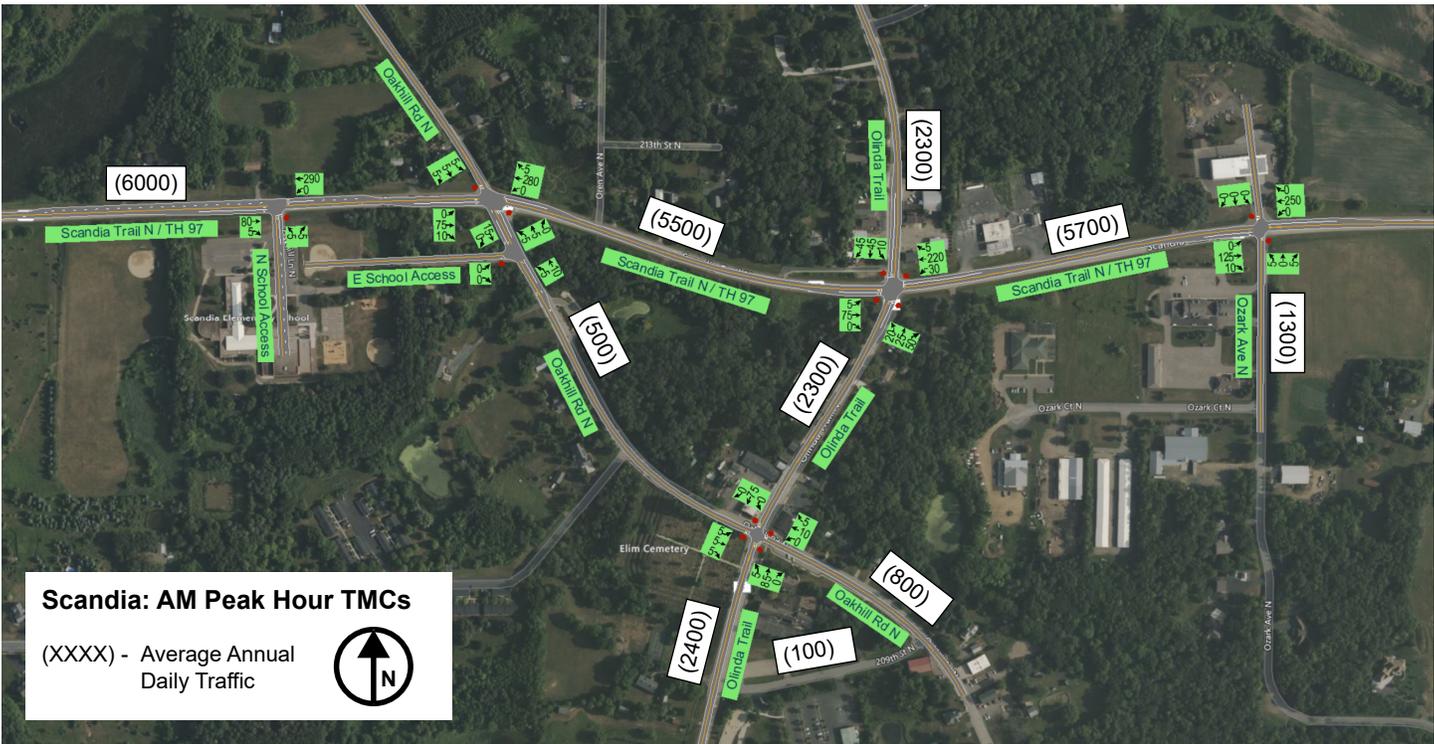


Figure 3.4 Turning Movement Counts (TMCs) and Average Annual Daily Traffic (AADT) in the study area

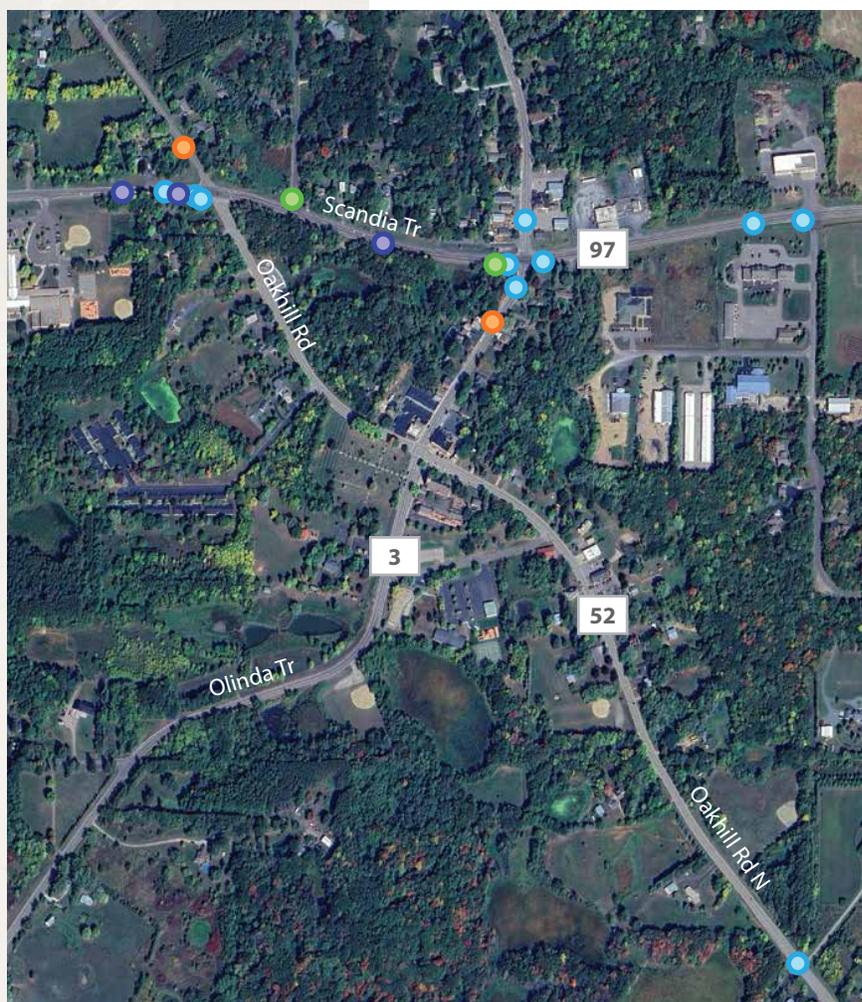
CRASH ANALYSIS OVERVIEW

Past crash data that has been reported to law enforcement was reviewed for the study. MnDOT provides this data on a yearly basis, which includes crash locations, circumstances, and severity rates. To understand how the system is currently operating, this analysis examined the last five years of full data available (2019 – 2023). Crash data is one type of data that helps to determine if safety improvements are needed at specific locations. The crash data within the study area does not indicate a significant quantity of incidents that would trigger immediate action. However, community feedback gathered throughout this study does indicate that there is a priority amongst residents to address comfort for pedestrians near the elementary school. There are opportunities to consider proactive treatments such as signage, lighting, sidewalks, access modifications, and pavement markings that could improve the comfort of users all modes of transportation in the area.

Below is a summary of reported crashes from 2019 - 2023:

- 17 reported crashes occurred within the study area
- No fatal accidents occurred in the study area
- No pedestrian or bicycle crashes were reported in the study area
- 60% of crashes in the study area resulted in property damage only
- Several crashes resulted in injuries
- Most of the crashes occurred along TH97

This assessment also considered the community's perception of safety. Input collected shows that many people do not feel comfortable walking along or crossing TH97. People also perceive there to be speed violations on TH97 and throughout the study area, which also contributes to uncomfortable experiences when walking or biking in the area.



●	Fatal (0)
●	Serious Injury (2)
●	Minor Injury (3)
●	Possible Injury (2)
●	Property Damage Only (10)

Figure 3.6 Crash data in the Study Area (2019 - 2023)



CONCEPT EXPLORATION

VISION NETWORK NETWORK PLAN

An overall concept framework for the future multi-modal network has been developed, showing the existing and concept-level proposed sidewalk and paved trail network, along with identified areas for intersection improvements to address safety. The Network Plan also includes recommended future locations for bike parking and EV charging stations. References to already planned trail networks, such as the future Water Tower Barn trails, along with the Gateway State Trail, are included as well. Finally, the Network Plan takes into account the planned and partially completed on-street bikeway network; additions to this network are noted.

The purpose of the Network Plan is to set the stage for a complete network for biking and walking in the Scandia City Center, with reasonable accommodations for connecting to community and commercial destinations. Where possible, loops and avoidance of 'dead-end' trails have been shown. The recommendations shown were derived from feedback collected from the Scandia community, along with guidance by the Project Management Team. Locations for future electric vehicle (EV) charging stations have been identified. A well-connected pedestrian network will support this amenity, as drivers can park their vehicle and take advantage of the trail or sidewalk network to visit community destinations or local businesses while their vehicle charges.



Within the full Network Plan, three concept areas have been identified with more focused recommended improvements described on the following pages:

- Scandia Tr /TH97 Concept Area
- 209th St / City Hall Park Concept Area
- Gateway State Trailhead Concept Area

Trail Routing on Private Property

Trail routing through privately owned property as shown on the map is purely for concept exploration purposes. Further study is needed to determine route alignments and a process of acquisition or easement will need to be negotiated with property owners before any plans are complete.

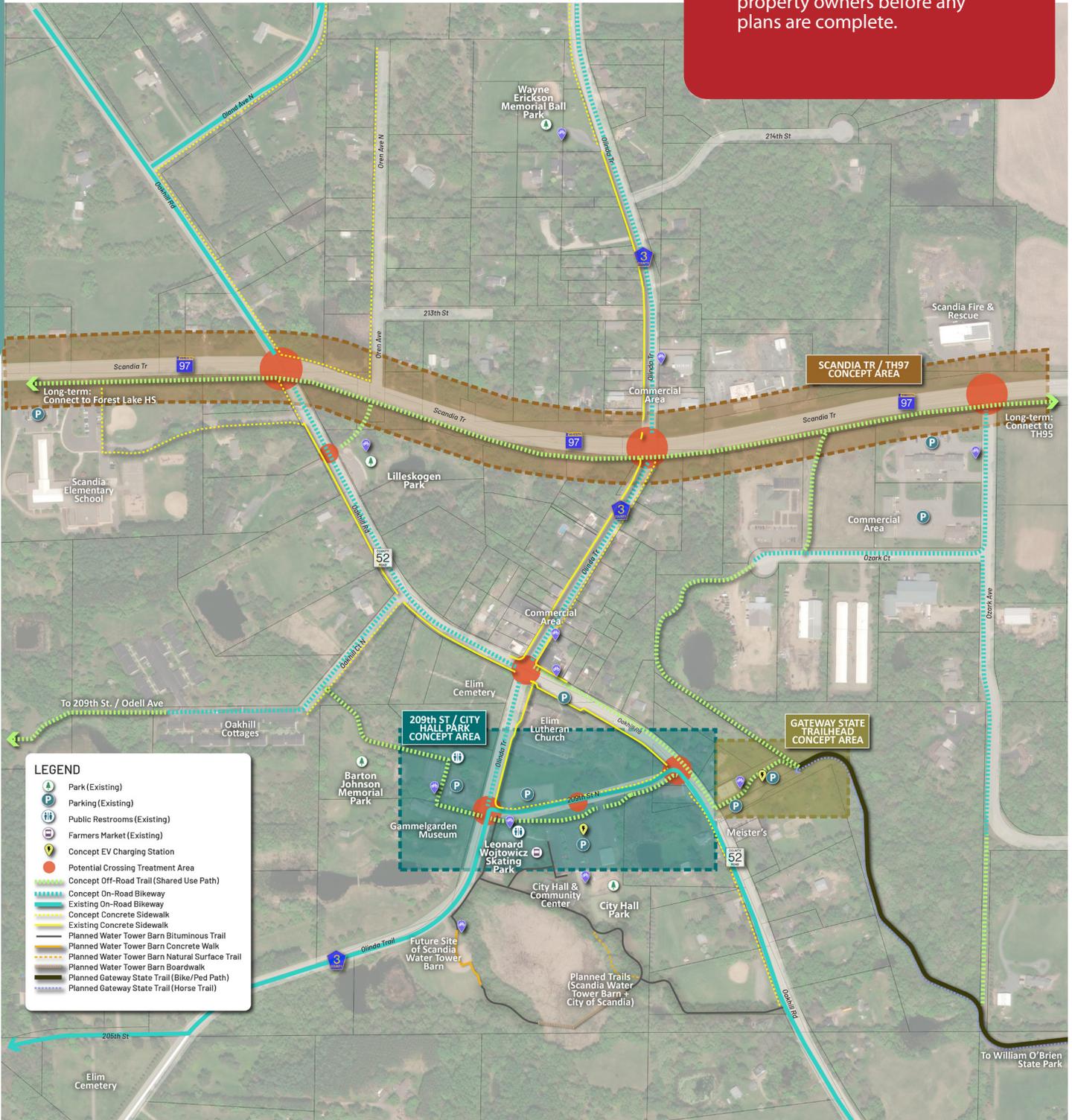


Figure 4.1 Scandia City Center Network Plan



Example image of a shared use trail alongside a roadway.



Incomplete sidewalk segment along Olinda Trail. The Network Plan proposes extending this sidewalk north to Scandia Tr / TH97.



Example image of an on-road bikeway in Portland, OR.

LOCAL TRAIL AND SIDEWALK CONNECTIONS

Proposed trail connections as shown on the Network Plan are intended to be separated, shared use paved (bituminous) trails for walking and biking. The example image shows a trail alongside an existing roadway, which would be a similar condition for the proposed trail along the south side of TH97, as well as the trail as shown along the south side of 209th St and Oakhill Rd. Where possible, trails located alongside roadways would be built within the right-of-way, initiated by the roadway owner (the City of Scandia, Washington County, or MnDOT). Other trail connections shown on the map are not in alignment with an existing road, and provide an alternate method for traveling to Gammelgarden, residential, commercial and educational areas. These local connections will require land acquisition or easement provided by private property owners.

Sidewalks are generally intended for use by pedestrians, and are paved with a concrete surface. There are a number of locations where no sidewalk exists today, or there is an incomplete sidewalk that ends in the middle of a block. The most important sidewalk gaps to address are located on Olinda Tr (south of TH97) and near Scandia Elementary School. Preferably, new sidewalks would be constructed with a boulevard separating the edge of the sidewalk with the curb, to provide a buffer between moving vehicles and pedestrians, while also providing snow storage in the winter.

Many of the same proposed sidewalk and trail connections were included in the 2011 Scandia Trails Master Plan.

ON-ROAD BIKEWAYS

A network of on-road bike routes throughout Scandia have been planned and adopted as part of the Scandia Trails Master Plan in 2011. Some of these routes are signed today (for instance, there is signage along 209th St for the Sand Lake Trail), however most routes are not signed. Although bicyclists are lawful users of all roadways, on-road bike markings or other treatments are sometimes provided on roadways to help guide cyclists to the appropriate position (such as away from the doors of parked cars), or to provide wayfinding for bicyclists, or to remind motorists that bicyclists are asked to use the roadway rather than sidewalks. The example image depicts a shared lane marking (also known as sharrows).

On-road bikeways are generally located along roadways with lower volume traffic and lowered speed limits (less than 35mph) but may also include shoulders of higher speed rural roadways. Within the Scandia City Center Study area, the majority of City and County roadways have already been planned as on-road bikeways as part of the 2011 Scandia Trail Master Plan. It is the recommendation of this study to continue to upgrade the facilities along these routes with pavement markings and wayfinding signage where feasible (see next chapter).

CONCEPT AREAS

SCANDIA TR / TH97 CONCEPT AREA

Concerns related to vehicle speeds near Scandia Elementary school, and a lack of pedestrian and bicycle facilities along Scandia Tr/TH97 were among the most prevalent comments heard through community engagement for this study. A number of ideas have been explored to address safety, comfort, and traffic calming along this corridor; Figure 4.2 demonstrates one combination of possibilities for future feasibility analysis.

SEPARATED TRAIL

A separated, shared use trail is shown along the south side of TH97, linking Scandia Elementary School from the west to Olinda Tr, and continuing to Ozark Ave. Preferably, this trail would be separated from the roadway with a vegetated buffer (minimum of 10' from the edge of the roadway). A trail would provide pedestrians and bicyclists a means to comfortably move east-west along this important corridor. The proposed trail would link to north-south trails, sidewalks, and bikeway connections that exist today and that are proposed as future improvements. The south side of the road was shown as a preferred location for the trail (as opposed to the north side), due to less interference with existing driveways, and potential for shade provided by the existing tree canopy between Oakhill Rd and Olinda Tr. However, locating the trail along the south side results in an important need and consideration for safety at intersections and crossings. Community feedback showed consistent and nearly universal support for a separated trail in this location. Future expansion of a trail to connect to Forest Lake High School (to the west) and to TH95 (to the east) was also strongly supported.

TRAFFIC CALMING AND SAFETY MEASURES

The concept exploration shows a variety of traffic calming measures at the three major intersections of Oakhill Rd, Olinda Tr, and Ozark Ave along the study area corridor.

- Roundabouts are shown located on Scandia Tr / TH97 and Oakhill Rd and Ozark Ave, serving as gateways or bookends to the City Center from the east and the west. These roundabouts incorporate pedestrian crossings with high visibility crosswalks, pedestrian islands and center medians. The roundabouts would serve as a traffic calming measure, as vehicles approaching are given many design cues to slow down as they approach, as well as emphasize the pedestrian crossings. Visibility at the intersection of TH97 and Oakhill Rd would be improved as well. Overwhelmingly, community feedback showed support for the idea of roundabouts along TH97.
- Due to the context and surrounding land use of the proposed roundabout at Oakhill Rd, MnDOT would be supportive of exploring the use of a Pedestrian Actuated Crossing at TH97. It should be noted that Washington County does not support the use of Pedestrian Actuated Crossings at single-lane roundabouts; future study to determine the best treatment at intersections of County and State roadways will require collaboration.
- Center medians are shown throughout the study area, with left turn lanes where necessary for access to driveways. At Olinda Tr, the concept shows removing access to the unnecessary driveway northwest of the intersection.
- At Olinda Trail, the concept shows intersection treatments to decrease the crossing distances for pedestrians and bicyclists through reduced curb radii, curb extensions at the pedestrian ramps, as well as integration of medians to provide additional cover. Other potential treatments could include raised crosswalks (also known as tabletop crosswalks). This intersection is today a four-way stop-controlled intersection and would remain as such.

ADDITIONAL CONSIDERATIONS

- Lane widths and turning radii will require further study to ensure that emergency vehicles and large trucks can continue to safely travel along TH97, especially at the entrance to the Scandia Fire and Rescue facility at Ozark Ln. A flashing light to signal fire trucks are entering the intersection was a suggestion posed by the City's fire chief.
- Community input gathered through this planning process showed consensus that vehicle speeds are a big concern for residents. City Public Works has suggested lowering the speed limit to 40mph (or lower) within the study area. Dynamic Speed Feedback Signs or Dynamic Speed Display Signs in the near term could be a possible consideration, in combination with elevated levels of enforcement of the current speed limit. The addition of the proposed separated trail and traffic calming measures are intended to address this concern while providing amenity to pedestrians and non-motorized travellers.
- It is the preference (expressed by multiple stakeholder groups) that medians and roundabout central islands should be landscaped with native plants to provide a welcoming gateway into the heart of Scandia. Hardy and salt-tolerant native grasses, such as Little bluestem and Switchgrass, are recommended. With proximity to Prairie Restorations, a local installer, supplier, and expert in native plant establishment, there is an opportunity for a public-private partnership to achieve multiple goals with the corridor project.

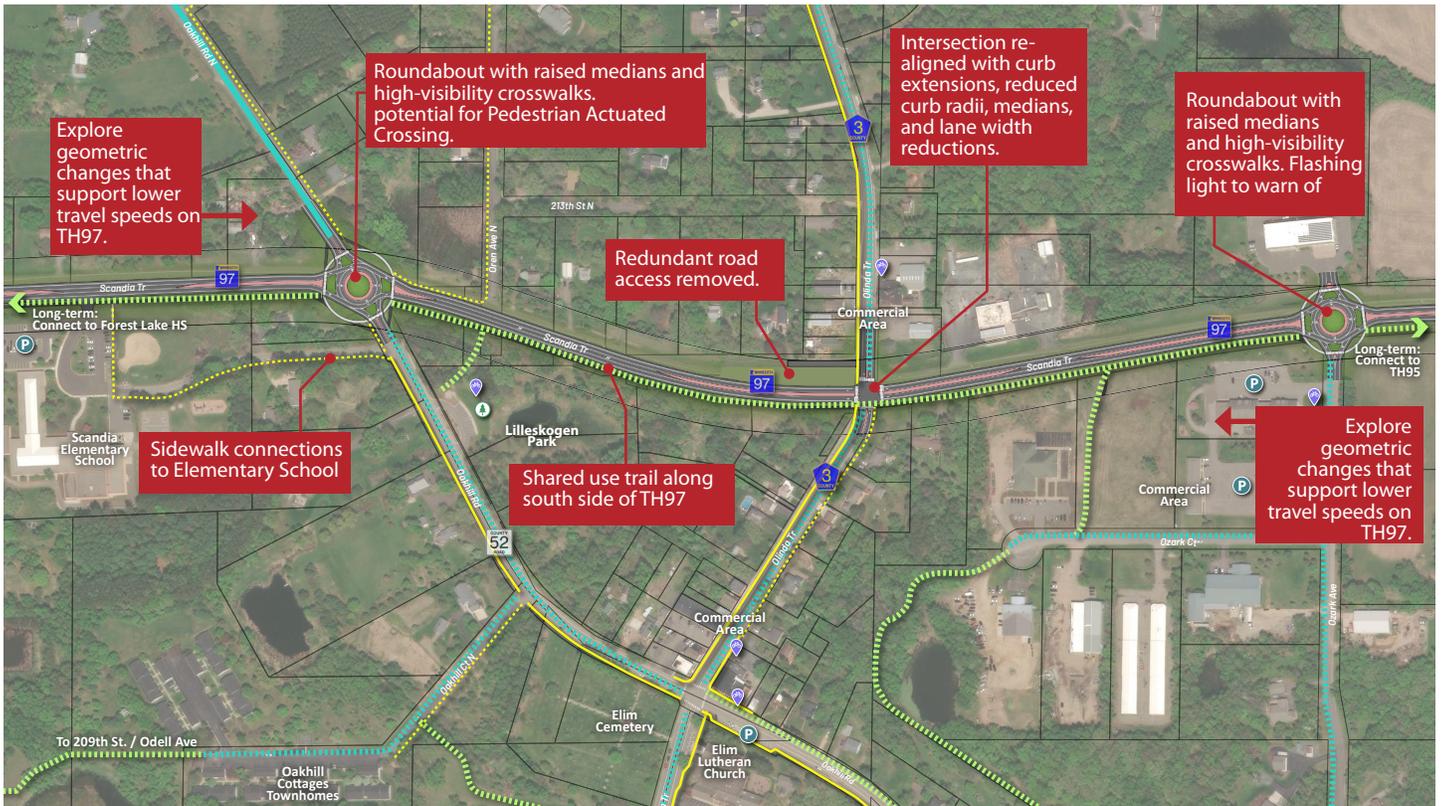


Figure 4.2 Scandia Tr / TH97 Concept Area



Example image of a curb extension with high-visibility crosswalk markings



Example image of a pedestrian refuge island at a crosswalk



Example image of a high-visibility crosswalk with a curb as a pedestrian refuge island



Example image of a roundabout with pedestrian crosswalks and surmountable curb at center (located at Forest Lake HS)



Example image of a Pedestrian Actuated Crossing

209TH ST / CITY HALL PARK CONCEPT

Today, 209th St, City Hall and City Hall Park serve as a very important location for community events and gatherings, as well as providing year-round recreation and play. With Gammelgarden to the west, Elim Lutheran Church to the north, the future Scandia Water Tower Barn project to the south, and the future Gateway Trailhead to the east, this area is a hub for community activity. Pedestrians are often travelling between all of these sites within an afternoon or a day to participate in events or to connect to community destinations. Today, there are no pedestrian facilities along 209th St, and the crossing of Olinda Tr at the Gammelgarden entrance can be challenging for pedestrians when vehicles are parked along the roadway during special events. The concept exploration shows a multi-faceted approach to linking destinations while improving the area for placemaking and further identity for the City of Scandia.

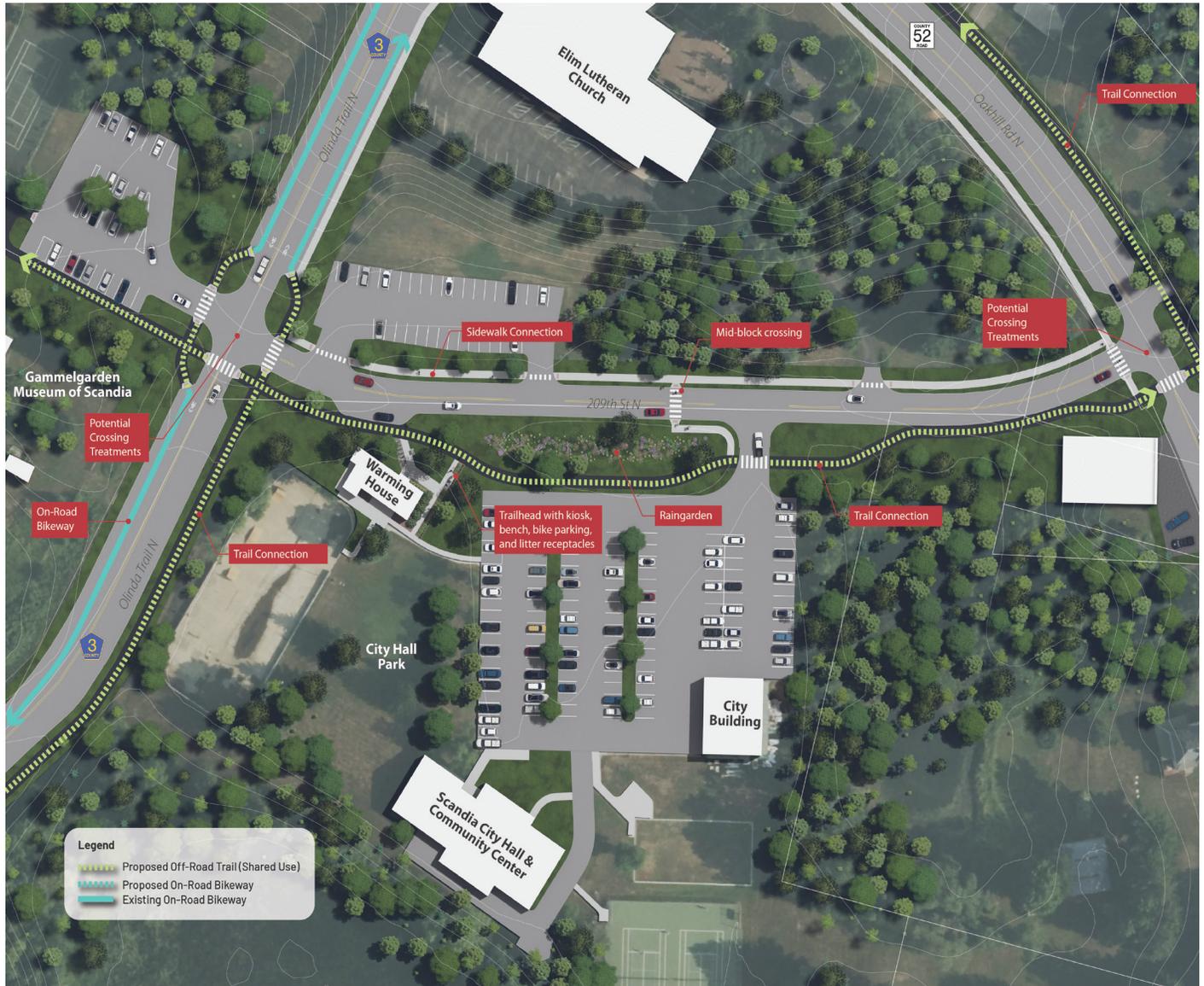


Figure 4.3 209th St / City Hall Park Concept Area

TRAIL AND CROSSING AT OLINDA TRAIL

The primary improvement shown on the concept is the proposed trail linking east-west from Gammelgarden to Oakhill Rd, along the south side of 209th St. The trail could continue further northwest through Johnson Park to connect with Oakhill Cottages. Along 209th St, the trail could be routed to meander through the existing tree canopy.

From the entrance at Gammelgarden's visitor's center, the trail would cross Olinda Tr with an improved crosswalk and intersection treatments such as curb extensions at the driveway and T-intersection. The curb extensions would open up visibility for pedestrians crossing, pushing on-street parking away from the intersection. The curb extensions would also decrease the crossing distance for pedestrians at this intersection. Crosswalk markings would improve driver awareness of the crosswalk. The concept also shows how bicyclists using the on-road bikeway could also utilize the curb extensions to cross the driveway to Gammelgarden and 209th St. Improvements at this intersection will require coordination with Washington County.

Further reinforcing this corridor as a pedestrian thoroughfare, the concept also shows a sidewalk connection along the north side of 209th St., connecting to the Elim Church parking lot (which is used as overflow for events at Gammelgarden and City Hall). A mid-block crossing is shown at the City Hall drive entry.



Figure 4.4 Concept rendering view from the trail crossing of Olinda Trail at 209th St.

PARK ENTRY AND LANDSCAPE IMPROVEMENTS

The proposed trail along 209th St provides an opportunity to create a welcoming location for visitors and residents to the park and to the heart of Scandia events. The concept explores the upgrade of bicycle parking, wayfinding, seating, and landscaping at the warming house entry, as well as native planting along the existing drainage ditch north of the existing City Hall parking lot. Pedestrian-scaled lighting along the 209th St trail would also further reinforce this area as a welcoming path throughout the seasons.

Similar improvements could be considered for the intersection of Olinda Tr and Oakhill Rd, with a concurrent project by Scandia Heritage Alliance to integrate more native, blooming plants into the streetscape as a beautification effort.



Figure 4.5 Concept rendering view from the proposed trail at the warming house, showing upgraded bike racks, wayfinding, and landscaping

ADDITIONAL CONSIDERATIONS

- Trail and sidewalk construction along 209th St will require careful planning and design to accommodate stormwater treatment. Today, this road does not have curb and gutter; future improvements should consider upgrading to an urban cross-section.
- The sidewalk connection and a small portion of the trail connection as shown will require additional right-of-way, land acquisition or easement from private property owners to construct.
- Artistic crosswalk markings could be considered for the mid-block crossing or driveway crossings along 209th St. Taking the idea even further could entail pavement painting along all of 209th St.
- Recent improvements along Olinda Tr by Washington County make timing of additional improvements at 209th St and Olinda Tr challenging from a budget perspective. There is potentially an opportunity to approach the improvements here with temporary or interim solutions such as flexible bollards (rather than full curb extensions) or limiting parking within 50' of the intersection through signage.



Figure 4.6 Concept rendering view of the proposed seating area with kiosk and landscaping



Figure 4.7 Concept rendering view of the proposed mid-block crossing of 209th St

GATEWAY STATE TRAILHEAD CONCEPT

The future Gateway State Trail extension will bring trail users (bicyclists, pedestrians, and equestrians) into the Scandia City Center. The trailhead, which is planned to be built behind a City-owned storage building on Oakhill Rd, will be the northern-most terminal point for the state trail, which will connect south to William O'Brien State Park. A future grade-separated crossing of Oakhill Rd south of the study area will further support the trail user's experience.

As the entryway to Scandia for many future trail users, the Gateway State Trailhead concept exploration aims to provide a welcoming amenity for multiple user groups, while integrating the wayfinding and placemaking elements found in the other concept areas.

PARKING DESIGN

The concept explores a combination of parking styles to serve multiple user groups. Feedback provided by the MnDNR indicated that oftentimes trailhead parking is designed with angled or 90-degree parking stalls. This typical arrangement, while efficient from a space allocation perspective, can be problematic, as most trail users gather their equipment or prepare for their trip by unloading items from their trunk or gathering at the rear of their parked car. In busy locations, this creates a situation where pedestrians and moving vehicles in the drive aisles are in conflict. Creating a concept with parallel parking alleviates some of this conflict and provides an opportunity for a new arrangement.

Horse trailer parking is not often considered for trailhead parking design. At this location, it is anticipated that horse-trailer parking will be a popular amenity with a dedicated horse trail planned for the Gateway State Trail. The parking concept shows a circular turnaround so that vehicles hauling trailers can enter, circle around, and then back into angled horse trailer spots. A designated area for horses to tie up and is designed to have shade and a split rail fence for separation from the bicycle and pedestrian trail.

The parking design concept also includes two large raingarden areas, where stormwater runoff from the parking lot can be managed with native plants and soil amendments.

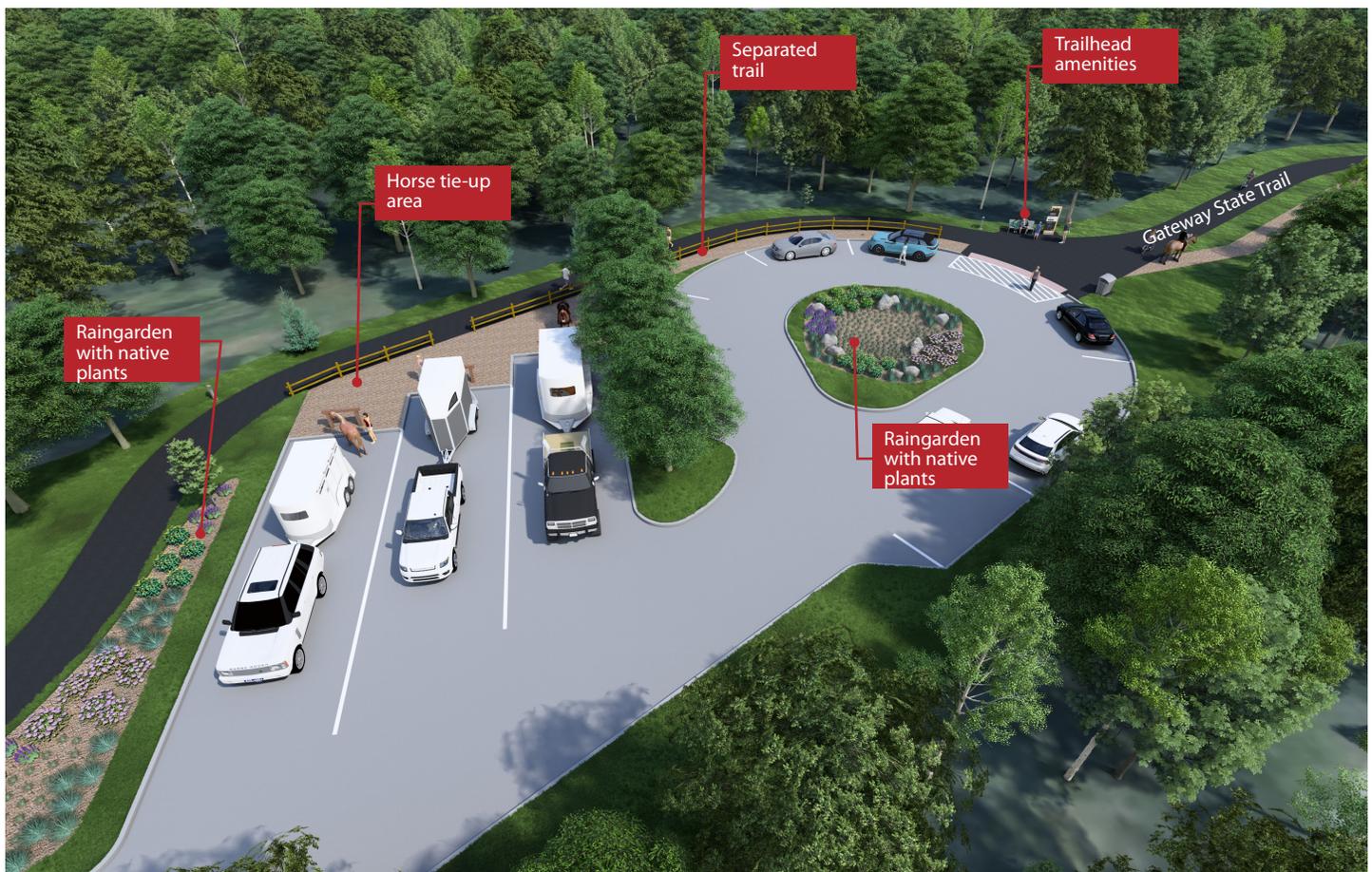


Figure 4.8 Gateway State Trailhead Concept Area

TRAILHEAD AMENITIES

The trailhead concept includes an entry on to the Gateway State Trail with seating, directional wayfinding, an information kiosk, and trash receptacles. Mile-markers are also included along the trail at half-mile intervals. The concept also recommends installation of an EV charging station at the trailhead parking lot.

ADJACENT IMPROVEMENTS

Per the concept and Network Plan, trail users arriving at the Gateway State Trailhead will be able to continue on a future local trail north to the center of the Scandia City Center commercial area at Oakhill Rd and Olinda Dr. Alternatively, per the 209th St /City Hall Park Concept, trail users will also have the option to continue west to City Hall Park and Gammelgarden via a new trail connection. The Gateway State Trailhead concept also recommends intersection treatments at 209th St and Oakhill Rd to raise visibility for pedestrians and bicyclists at the crosswalk with curb extensions and high-visibility crosswalk markings.

ADDITIONAL CONSIDERATIONS

- Further input from horseback riding groups and other trail user groups may help to refine the parking count and overall design.
- The raingarden and stormwater design will depend on how well the existing soil can infiltrate. Locally-sourced native plants that are drought and flood tolerant, along with salt tolerant are preferred. There is an opportunity for a public-private partnership with locally-owned Prairie Restorations to collaborate on materials and installation.
- Meister's Bar and Grill is a popular local restaurant. On typical weekends, Meister's parking is beyond capacity, and local patrons are used to parking in the City-owned lot and the existing gravel parking area. Management of the future trailhead for trail users will likely be a challenge.
- Similarly, the existing gravel parking area serves as an informal meeting spot for snowmobilers in the wintertime. The future Gateway State Trail will not be open for snowmobile use.
- A local trail connection from the Gateway State Trailhead north to connect to the Scandia Plaza and Ozark Ct area will provide a welcomed connection to local businesses.



Figure 4.9 Concept rendering of proposed intersection treatments at 209th St and Oakhill Rd



WAYFINDING + PLACEMAKING

WHAT IS WAYFINDING?

Wayfinding is a term to describe signage that directs people to destinations, and serves as a way to creatively include placemaking throughout an area. A variety of sign types serve different purposes:

- Kiosks typically are upright, larger vertical structures that are intended to be viewed from a pedestrian's perspective. Kiosks generally have maps and also serve as a landmark.
- Directional blades or signage are typically upright, pole-mounted signs that direct pedestrians, bicyclists, and sometimes drivers to nearby community destinations.
- Trail markers are typically smaller, vertical structures that are located at consistent intervals (e.g. half-mile or one-mile intervals) along a dedicated trail.
- Interpretive panels are intended to provide educational information about a place's culture, history, or natural landscape. Interpretive panels can be free-standing signs, integrated into a larger architectural feature, or mounted on a wall. In Scandia, the existing Scandia Heritage Trail has already identified ten historic sites within the Scandia City Center. Each of these sites are prime candidates for future interpretive panels.



Bike rest stop 'fix it' station wayfinding



WAYFINDING FRAMEWORK PLAN

In coordination with the Network Plan, a Wayfinding Plan has been developed as part of this study. The intention of this plan is to show recommended locations for future kiosks, directional blade signage, interpretive panels, and trail markers. Additionally, bike rack locations are included in this plan, as bike racks can also serve as a type of wayfinding or destination marker.

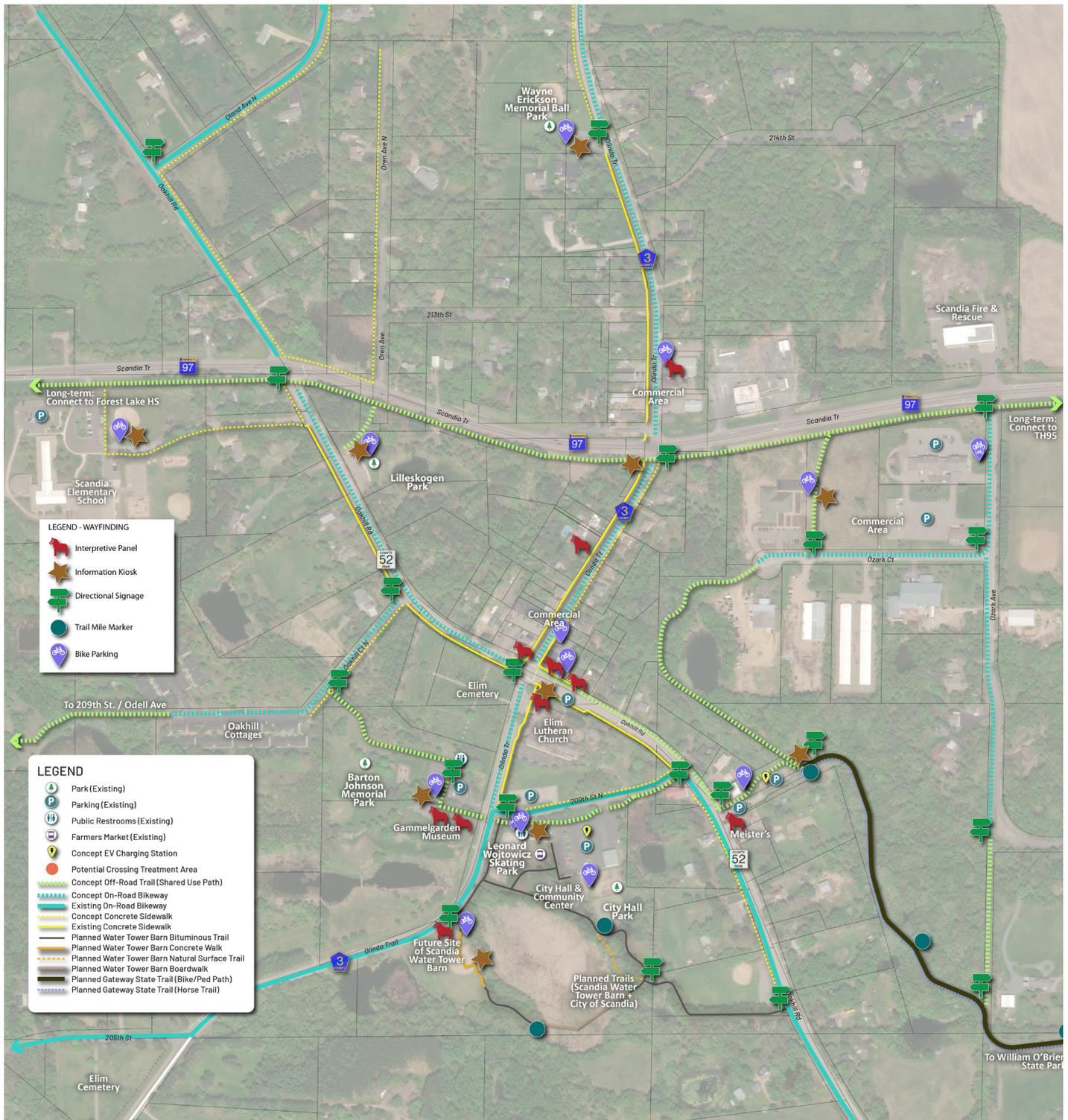


Figure 5.1 Wayfinding Framework Plan

PLACEMAKING THEME EXPLORATION

Wayfinding provides a means for enforcing and elevating the identity of a community through consistency in colors, fonts, and style to contribute to placemaking efforts. As part of this study, the project team explored three different themes for wayfinding as a means to solicit conversation during Phase 2 of the community engagement phase. Community members and stakeholders provided feedback to the project team, and themes were refined. It should be noted that the community responded fairly positively to the themes, and there was not a clear “winner” or most popular style. However, there is consensus that a consistent and legible wayfinding design is preferred.

THEME 1: COLORFUL

Theme 1: Colorful Signage is a wayfinding concept exploration that takes inspiration from modern and Scandinavian aesthetics, coupled with contemporary exhibits one might find in a museum. The colorful signage, sans serif fonts, and light wood accents are intended to convey information in a welcoming manner, with clean lines, minimal iconography, and bright, punchy colors. An interpretive panel design for the Scandia Cooperative Creamery Heritage Site.

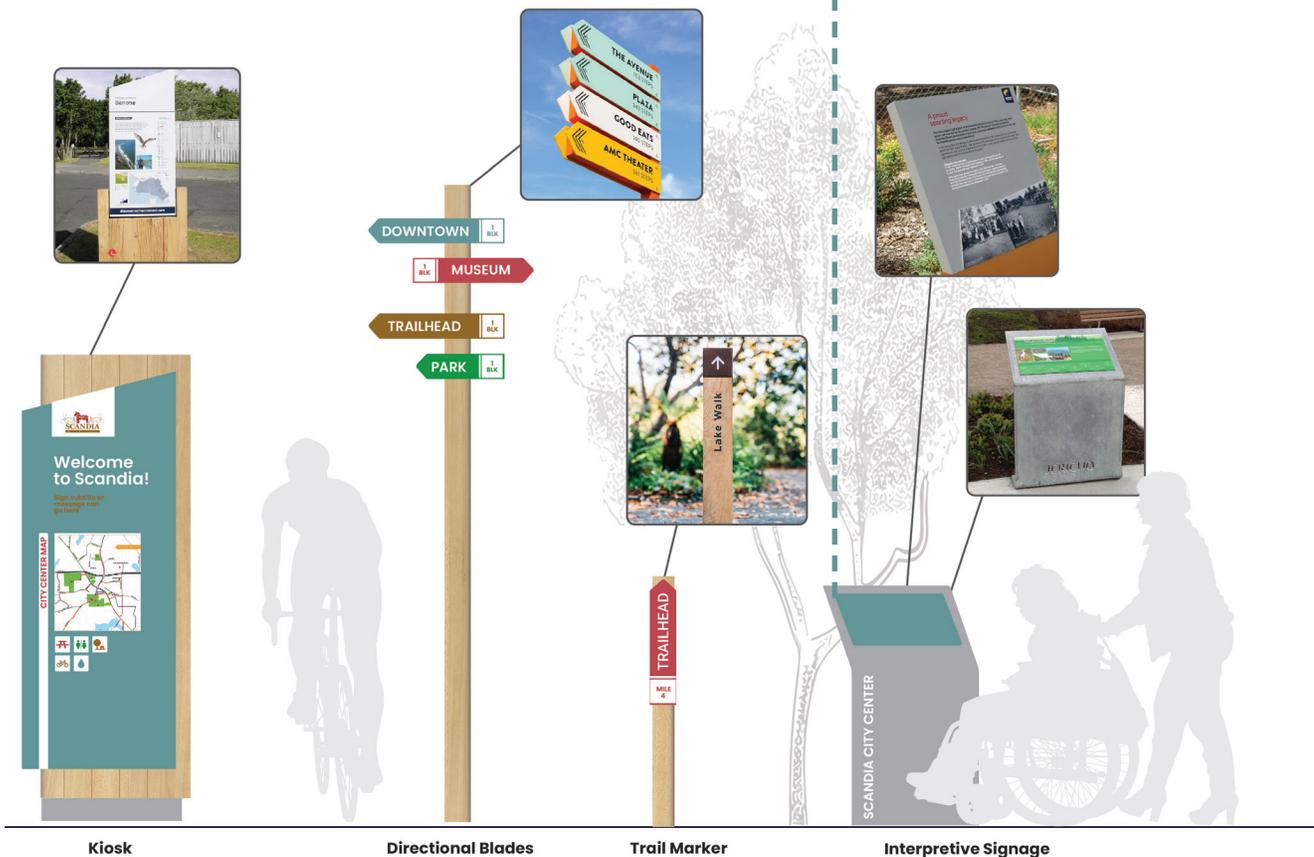
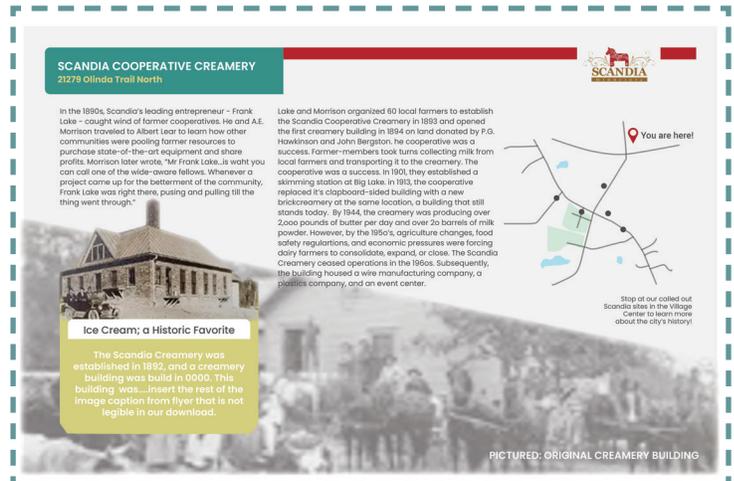


Figure 5.2 Wayfinding Theme 1: Colorful

THEME 2: TRADITIONAL

Theme 2: Traditional is a wayfinding concept exploration that takes inspiration from a more traditional, “Main Street” aesthetic. The emphasis is on the color red (matched to the red used in Scandia’s city logo) and uses Garamond font (found in the Scandia Park Signage standards). The recognizable city icon of a dala horse is also used throughout. An exploration of an interpretive panel with information about the Frank and Ida Lake Home was completed.

This type of style was preferred by the Scandia Tourism Committee, as well as the Scandia Heritage Alliance and Gammalgarden representatives.

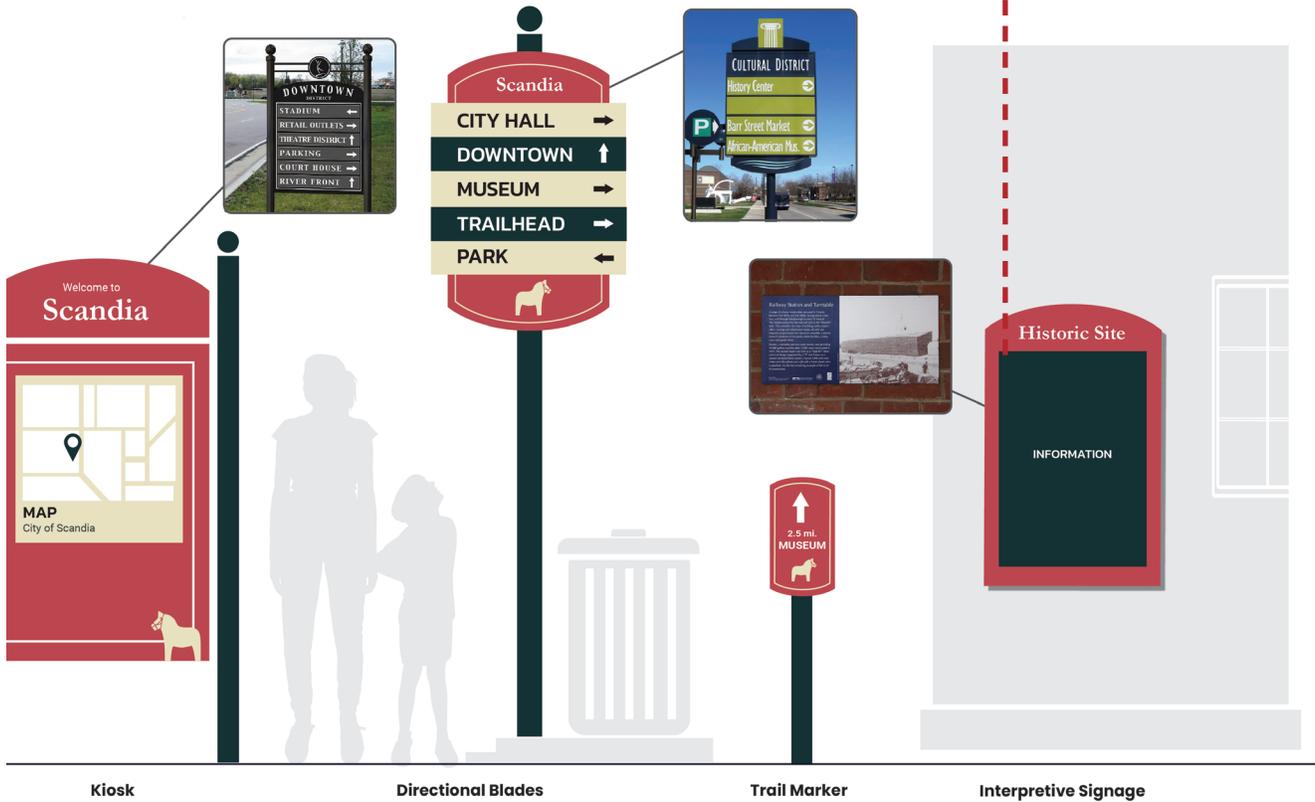
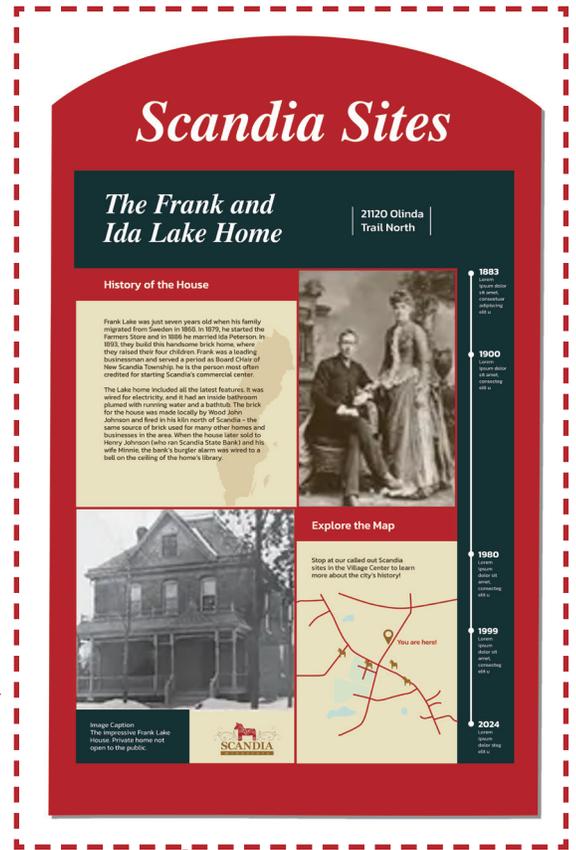


Figure 5.3 Wayfinding Theme 2: Traditional

THEME 3: RUSTIC

Theme 3: Rustic is a wayfinding concept exploration that takes inspiration from both modern, minimalist aesthetics along with rustic, rural themes. The materials rely on stained wood components, matched with wrought iron or painted black metal accents. The directional blades sign, as well as the kiosk, explore using punched - cut metal forms for icons and words.

An exploration of an interpretive panel with information about the Farmers Store and Scandia Mercantile was completed. →

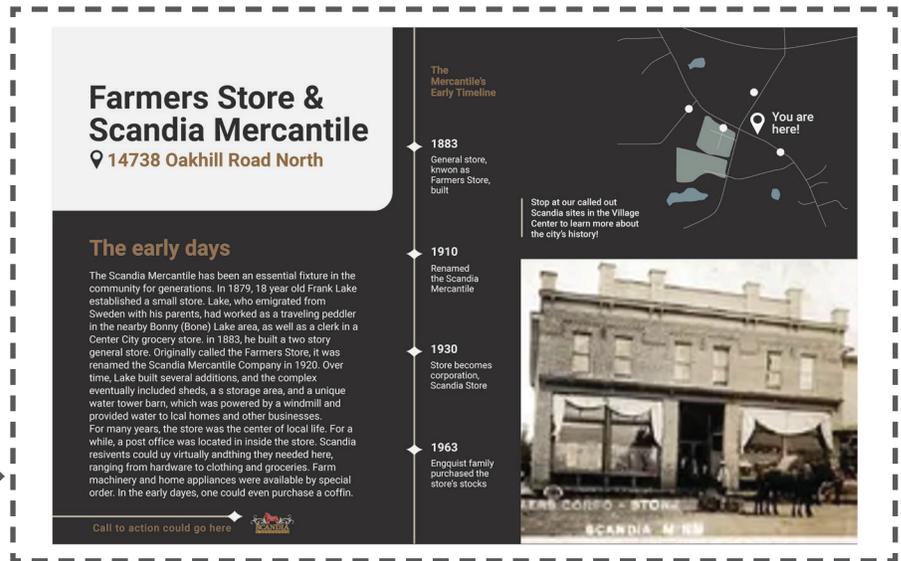


Figure 5.4 Wayfinding Theme 3: Rustic

RECOMMENDATIONS

CITY-WIDE WAYFINDING PLAN

A recommendation of this study is to continue to develop and adopt a city-wide wayfinding plan and signage standards that can be applied to all future installations in Scandia as the Network Plan is implemented. The Scandia Tourism Committee, Scandia Heritage Alliance, Gammelgarden representatives, Friends of Scandia Parks, and local artists should be engaged in a joint effort to develop the final design standards.

SCANDIA PARK SIGNAGE STANDARDS

In 2020, the City of Scandia adopted park signage standards to work towards building a consistent aesthetic for entry signs. The standards have been applied to gateway signs located throughout the community as well. The standards define a specific color, font, and directive regarding use of the dala horse and overall shape of the sign. Where possible, the colors and intent of the park signage standards have been integrated into the theme exploration, and these standards should be revisited and re-evaluated in the future development of a city-wide wayfinding plan.



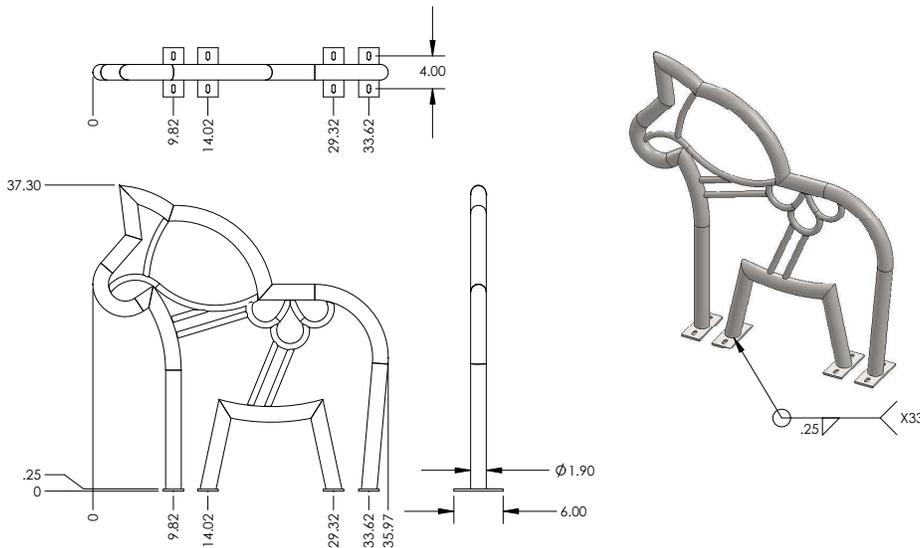
Welcome sign in Scandia demonstrating the Scandia Park Signage Standards.

BIKE RACKS + FURNISHINGS

Parking for bicycles is important both as an amenity for cyclists, but also as another cue to visitors to Scandia that this is an area with a multi-modal focus. Bicycle parking is also another means to integrate placemaking or art into the public realm with customized or creative fixtures. A cost-share program could be explored between the City and local businesses to split the cost of installing custom bike racks in strategic locations around community destinations and businesses. Fix-it stations, which are already installed throughout Scandia, could continue to be paired with bike rack locations.

For bike racks to be useful, they should be located in place that is well-lit and visible from the roadway or trail. Typically, bike racks are surface mounted to a small concrete slab. Space around the rack (3' clear is typical) to maneuver a bicycle is also important. Finally, it is suggested to avoid wave-style bike racks; these are often a less expensive choice, but are very difficult for most adult bicycles to be locked to the rack.

Many site furnishings companies offer City-branded custom bike rack designs. Below is an example from Dero, which has a dala horse custom pipe design that could easily be used in Scandia and painted an appropriate color (likely red).



Custom Dala Horse bike rack design



Other examples of custom bike racks



IMPLEMENTATION

GETTING THERE

This study aimed to develop a community-supported vision for the future of multi-modal connectivity in the Scandia City Center, with concept development to explore a variety of ideas to address safety, comfort, community identity, and beautification. Even with consensus on what should happen in the future, the concepts and ideas cannot become reality overnight. The majority of projects and improvements identified will require a significant amount of collaboration across multiple agencies and local organizations to take the next steps. Funding allocations and grant-seeking will also be necessary to work towards implementation.

The Implementation Projects plan diagram and subsequent tables organize the various projects identified in concept exploration by facility or amenity type. Trail, sidewalk, and bikeway projects are keyed to the plan. Within each category, projects are described, quantified and project partners are identified. High priority projects are noted - these are projects with strong community support and generally are intended to address safety. Some projects have a longer timeline, as they require much more feasibility, analysis, design and engineering, along with significant funding allocations (e.g. improvements on TH97). Other projects are a lighter lift, such as the installation of bike racks. Projects have been identified as being near, mid, or long-term projects. Finally, each project is listed with accompanying notes on site-specific or project-specific considerations.



RECOMMENDED PROJECTS

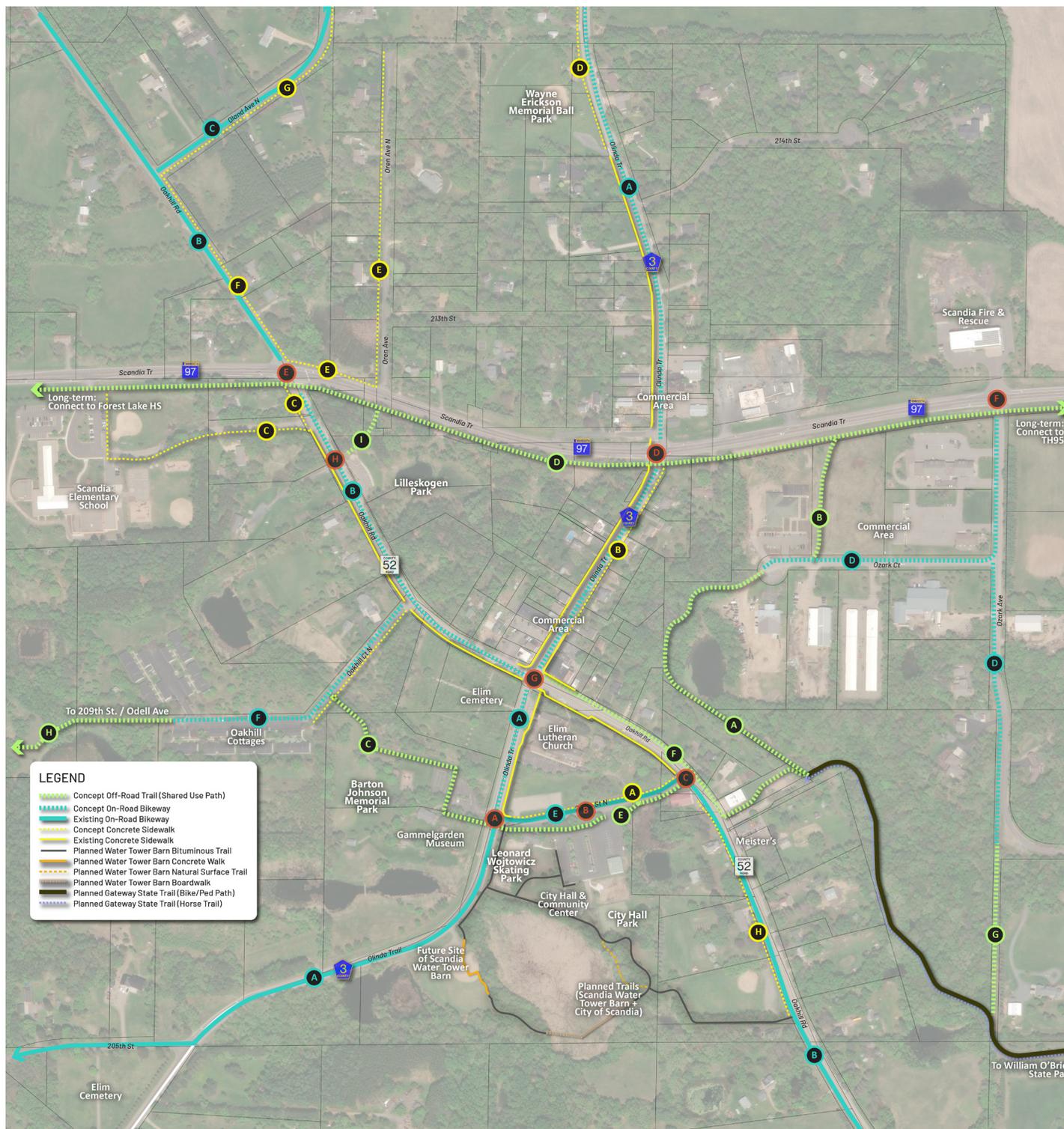


Figure 6.1 Implementation Projects

PROPOSED OFF-ROAD TRAILS	LENGTH (FT)	PROJECT PARTNERS	PRIORITY	NEAR/MID/LONG TERM PROJECT	NOTES
A Gateway State Trail to Ozark Ct	1,227	City of Scandia / MnDNR		Long	(2) Property Owners: Simons, Amundson LLC; follows drainage and utility easement
B Ozark Ct to TH97	543	City of Scandia / Prairie Restorations, Scandia Plaza		Long	Site proposed for future development / expansion. Could connect to Prairie Restorations.
C Gammelgarden to Oakhill Ct	908	City of Scandia		Mid	(2) Property Owners: Elim Church and WCCDA Family Housing
D TH97 (Odell Ave to Ozark Ave)	4,939	MnDOT / Washington Co / City of Scandia	High	Mid	Highway ROW, could be built with a cooperative construction agreement if there is room; would be best to do the trail along with other roadway improvements along TH97; potential for full length of trail east to TH95, west to Forest Lake HS
E 209th St (Oakhill Rd to Olinda Tr)	770	City of Scandia / Elim Church		Mid	(4) Property Owners: City of Scandia, Shalander, Nordinstrom, Elim Church; Include with streetscape improvements such as planting, lighting, site furnishings
F Oakhill Rd to Gateway State Trailhead	1,121	Washington Co		Mid	Washington County ROW; end trail at commercial area sidewalk
G Ozark Ave Extension to Gateway State Trail	725	City of Scandia		Long	City of Scandia / ROW
H Oakhill Ct to 209th St / Odell Ave	820	City of Scandia / Wash Co CDA / ISD 831		Mid	(2) Property Owners: Washington County CDA + ISD 831 Forest Lake
I TH97 to Lilleskogen Park	425	City of Scandia / MnDOT		Mid	To follow existing natural surface trail (length to be verified)

PROPOSED & EXISTING ON-ROAD BIKEWAYS	TYPE	PROJECT PARTNERS	PRIORITY	NEAR/MID/LONG TERM PROJECT	NOTES
A Olinda Tr	Wayfinding	Wash Co / City of Scandia		Near	See wayfinding plan - directional signage
B Oakhill Rd	Wayfinding	Wash Co / City of Scandia		Near	See wayfinding plan - directional signage
C Oland Ave	Wayfinding / Markings	City of Scandia		Near	See wayfinding plan - directional signage
D Ozark Ave and Ozark Ct	Wayfinding / Markings	City of Scandia		Near	See wayfinding plan - directional signage
E 209th St	Wayfinding / Markings	City of Scandia		Near	See wayfinding plan - directional signage
F Oakhill Ct	Wayfinding / Markings	City of Scandia		Near	See wayfinding plan - directional signage

Table 6.1 Recommended Projects

	PROPOSED SIDEWALKS	LENGTH (FT)	PROJECT PARTNERS	PRIORITY	NEAR/MID/ LONG TERM PROJECT	NOTES
A	209th St	700	City of Scandia / Elim Church		Mid	(1) Property Owner: Elim Church
B	Olinda Tr (Oakhill Rd to TH97)	715	Wash Co / City of Scandia / MnDOT		Near	Likely can fit within existing ROW
C	Scandia Elementary School/ Oakhill Rd	1,250	ISD 831 / Wash Co/ City of Scandia/MnDOT	High	Near	Potential SRTS Infrastructure Project. (4) Property owners: Ledo, Cabassa/Schaaf, ISD 831, Washington County
D	Olinda Tr from Erickson Ball Park to Olinda Ln	990	Wash Co / City of Scandia		Near	Need to verify ROW
E	Oren Ave + TH97 to Oakhill Rd	1,675	City of Scandia / MnDOT		Mid	Need to verify ROW
F	Oakhill Rd (TH97 to Oland Ave)	905	Wash Co / City of Scandia		Mid	(3) Property owners: McCarty, Isaacson, Washington County
G	Oland Ave & Olinda Ln	2,670	City of Scandia		Mid	Need to verify ROW
H	Oakhill Rd (south of 209th St)	660	Wash Co / City of Scandia		Mid	(3) Property owners: Shalander, Blomseth, City of Scandia (if does not fit within the ROW)

	PROPOSED CROSSWALK TREATMENTS	DESCRIPTION	PROJECT PARTNERS	PRIORITY	NEAR/MID/ LONG TERM PROJECT	NOTES
A	209th St./ Olinda Tr	High visibility crosswalks, curb extensions	Wash Co / City of Scandia	High	Near / Mid	Flexible bollards, striping could be implemented in the near term ahead of permanent improvements.
B	209th St mid-block crossing	High visibility crosswalk, curb extensions	City of Scandia		Mid	Implement with trail and sidewalk projects on 209th St.
C	209th St / Oakhill Rd crossing	High visibility crosswalks, curb extensions	Wash Co / City of Scandia		Mid	Implement with Gateway Trail and trail project along 209th St and Oakhill Rd.
D	TH97 and Olinda Tr	Intersection re-alignment, curb extensions, high visibility crosswalks, planted medians	MnDOT / Wash Co		Long	Could be implemented as part of larger TH97 Corridor Improvements
E	TH97 and Oakhill Rd	Roundabout, planted medians, pedestrian islands with Pedestrian Actuated Crossing	MnDOT / Wash Co	High	Mid	Could be implemented ahead of larger TH97 Corridor Improvements
F	TH97 at Ozark Ave	Roundabout, planted medians, pedestrian islands, HAWK (with lowered speed limit)	MnDOT / Wash Co		Long	Could be implemented ahead of larger TH97 Corridor Improvements. Will need to consider long-term plan/use of Scandia Plaza and the entryway to the fire station.
G	Olinda Tr and Oakhill Rd	Curb extension with landscaped boulevard	City of Scandia / Wash Co		Mid	Conduct monitoring and further study of volumes at this intersection.
H	Oakhill Rd mid-block crossing at Lilleskogen Park	High visibility crosswalk, curb extensions	City of Scandia / Wash Co		Mid	Implement with sidewalk improvements at Scandia Elementary.

Table 6.1 Recommended Projects (Continued)

PROPOSED WAYFINDING + BIKE RACKS	QUANTITY	PROJECT PARTNERS	PRIORITY	NEAR/MID/ LONG TERM PROJECT	NOTES
Interpretive Panels	10+	City of Scandia, Scandia Heritage Alliance, Friends of Scandia Parks and Trails		Near	Implement with Scandia Heritage Alliance as lead, to be coordinated with the Heritage Trail. Could potentially extend beyond study area to other heritage sites within the area.
Information Kiosks	10	City of Scandia, Scandia Heritage Alliance, Friends of Scandia Parks and Trails		Mid	Work with Tourism Committee, Parks and Rec Commission, Friends of Scandia Parks and Trails, local businesses to determine information to be posted.
Directional Blades/ Signs	20	City of Scandia, Scandia Heritage Alliance, Friends of Scandia Parks and Trails		Near	Implement as trails and sidewalk network is completed. Include directional signage for the on-street bikeway network. Placement outside of ROW may be necessary.
Milemarkers	5	City of Scandia, Scandia Heritage Alliance, Friends of Scandia Parks and Trails, MnDNR		Mid	Implement as trail and sidewalk network is completed. Work with MnDNR for mile markers along the Gateway State Trail. Work with Scandia Heritage Alliance for milemarkers at Future Water Tower Barn Site.
Bike Racks	13	City of Scandia, local civic organizations and businesses		Near	Dala horse custom bike racks could be ordered as part of a cost-share program with the City and local businesses.

Table 6.1 Recommended Projects (Continued)

RECOMMENDED CITY-WIDE INITIATIVES

The following are recommendations for specific initiatives and programs that Scandia can implement that will support achieving the vision of a well-connected community.



UPDATE CITY OF SCANDIA PLANS

Updating City documents to reflect the City Center Plan is a key strategy to ensure that the ideas of this plan are supportable and implementable. Scandia should update the City of Scandia Trail Map to reflect City Center Network Recommendations and should consider including this plan as amendment to City's Comprehensive Plan.

CONTINUE TO DEVELOP A CITY-WIDE WAYFINDING AND SIGNAGE PLAN

Well-crafted wayfinding systems have the power to encourage bicyclists and pedestrians to travel further, and explore more, and can contribute to creating a stronger sense of place. Wayfinding systems make systems of roads, and trail networks, easier to understand and navigate and can make a community more cohesive and appealing.

- A good wayfinding system will allow people to:
- Easily and successfully find their destination
- Understand where they are with respect to other key locations
- Orient themselves in an appropriate direction with little misunderstanding or stress
- Discover new places and services



Existing designs and styles in Scandia could be used to develop a cohesive look and signage could be added to the existing trail network. As trail and sidewalk segments are completed the City can expand and adjust the signage, encouraging the use of the trail network and promoting local landmarks and other key destinations.

Building from the concept designs developed as part of this study, along with the Park Signage Standard developed in 2020, the City should initiate and complete a wayfinding and signage plan, to include a standard design and guidelines for kiosks, directional signage, mile-markers and trail signage, interpretive signage for the Heritage Trail, as well as bike racks and other signs that will be used within parks and public spaces. Coordination with Washington County, MnDOT, and MnDNR will need to occur where wayfinding signage is appropriate within non-City jurisdictions.

OTHER SIGNAGE

Signing, trail etiquette and educational messaging should adopt a strategy that promotes yielding right-of-way to the slower-moving user. For instance, on trails, bicyclists should always yield to pedestrians. Faster-moving bicyclists on trails should always pass on the left, announce their approach to pedestrians or bicyclists ("On your left!") prior to passing, and slow down or switch to the roadway when the trail is in heavy use by pedestrians.



Example images of wayfinding styles



Example of a Complete Streets policy implemented in a small town setting

ADOPT A COMPLETE STREETS POLICY

As roadways in Scandia are updated it is vital that all roadway users, bicyclists, pedestrians, and vehicles are considered. Adopting a complete streets policy would help Scandia ensure that as transportation corridors are updated, they are safe and functional for all potential users.

Complete Streets Policies prioritizes the most vulnerable users: pedestrians, bicyclists, and transit users. The Policy encourages the development of sidewalks, bike facilities, transit amenities, and safe crossings in the building and redevelopment of streets within the city. By redistributing public right-of-way to accommodate all modes of travel, Complete Streets policies have the opportunity to:

- Improve access and safety for those who cannot or choose not to drive motor vehicles
- Provide public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely
- Reduce the amount of pavement, creating a more environmentally friendly street corridor
- Avoid expensive retrofits by including discussions of multi-modal facilities at the very beginning of a project
- Provide safe routes to school for children

A strong Complete Streets policy can transform a community's practices, processes, and plans. The process of adopting a Complete Streets Policy starts with identifying partners and building a coalition to set goals for the policy. The next step is drafting, there are many [resources](#) available that provide model policies and other information to support the drafting and implementation of Complete Streets policies. Finally follow the standard process in Scandia to formally adopt the policy and update procedures and processes to ensure its implementation in future projects.

Link to Resource: Federal Highway Administration- <https://highways.dot.gov/complete-streets/make-complete-streets-default-approach>

Smart Growth America- <https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>



Walking school bus as part of SRTS programming

SAFE ROUTES TO SCHOOL PROGRAMMING

Safe Routes to School (SRTS) programs improve safety, reduce traffic, and improve air quality near schools through a multidisciplinary approach that is structured around the 6 Es: Evaluation, education, encouragement, equity, engagement, and engineering. The vision of the SRTS program is for youth in Minnesota to be able to safely, confidently, and conveniently walk, bike, and roll to school and in daily life.

Developing a Safe Routes to School plan takes planning and engagement but provides benefits that reach far beyond the youth in the community. Grant programs like the SRTS Planning Grant and Regional Solicitation noted in the Grant Opportunities section of this report help to support the planning and implementation of SRTS.

There are several steps that schools can take to be better prepared to start the SRTS planning process:

- Keep reports/counts of how many students walk, bike, and bus to school
- Identify distances students are traveling to school
- Engage parents and guardians through the PTO or other opportunities to understand current challenges to walking and biking

SRTS plans include:

- An analysis of existing conditions
- Public outreach
- Identification of potential infrastructure and non-infrastructure improvements to keep students walking and bicycling to school.
- Completing an online assessment tool, surveying parents and students, helping to arrange and publicize public workshops, and participating in identifying local issues and solutions that will help more children walk and bicycle to school.

Link to Resource: <https://mnsaferoutestoschool.org/>

ADOPT A CITY-WIDE E-BIKE POLICY

E-bikes and e-scooters have become increasingly popular in the past few years. Many cities host, or have their own, bike, e-bike, and e-scooter share programs; and it is becoming more common for individuals to own e-bikes or scooters. The types and capabilities of these e-bikes and scooters are also constantly evolving. Adopting city-wide electric bike and scooter policies can help pedestrians and bicyclists alike stay safe and prevent potential roadway and trail use conflicts down the road.

As Scandia's trail system will overlap and connect with the future Gateway State Trail, implementing policies that align with Minnesota State Trail rules may make policies easier to follow and enforce.

On Minnesota State Trails E-bikes (electric-assist or pedal-assist bicycles) can be used wherever traditional bicycles are allowed, including regional trails, paved in-park trails and singletrack trails, if they meet the state's definition and requirements (sections 47-50), which includes bikes that have:

- Two or three wheels
- A saddle (seat) and fully operable pedals
- An electric motor that is 750 watts or less
- Meet the requirements of a Class 1, Class 2 or Class 3 electric-assist bicycle. Minnesota Statutes 169.011, Subdivision 27
 - **Class 1 electric-assisted** bicycle means an electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
 - **Class 2 electric-assisted** bicycle means an electric-assisted bicycle equipped with an electric motor that is capable of propelling the bicycle without the rider pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.



E-bike use has grown in popularity amongst riders of all ages

- **Class 3 electric-assisted** bicycle means an electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

Similar guidance could be applied for e-scooters, although there is not yet a standardized classification for e-scooters.

- Allow e-scooter use on multi-use trails, with a maximum speed of 20mph.
- Note that e-scooters are not defined as bicycles by MN State Statute.
- Encourage safe, reasonable use of e-scooters, yielding right-of-way to pedestrians on trails.
- Prohibit use of e-scooters on sidewalks.
- Discourage use of e-scooters on roadways, unless there is a marked on-street facility (paved shoulder or bike lane).

IMPLEMENT A BIKE RACK COST-SHARE PROGRAM

Having sufficient bike parking available can encourage more people to bike and can help to keep paths clear and accessible. Many bikers will choose to tie bikes to signs, trees, etc. if a bike rack is not available which can block paths and impede the use of street furniture. To encourage businesses to provide bike parking Scandia may want to consider implementing a bike rack cost-share program for local businesses. Minneapolis for example has a Bike Rack Cost Share program that reimburses eligible businesses 50% of the cost of bike racks.

Bike racks should be installed in visible locations that are easily accessible from trails and roadways, near primary entrances to businesses and other local destinations. Customizable bike racks can add another level of placemaking and identity to the community, signaling a commitment by the community to supporting bicycle use.



Dala horse bike racks

CREATE AN ACTIVE LIVING / BICYCLE AND PEDESTRIAN COMMITTEE

Establishing an active living or Bicycle and Pedestrian Committee in Scandia is a way to grow community buy-in and involvement to implement recommendations in this document, as well as support future initiatives that address safety and accessibility for biking and walking.. An advisory or standing committee could be appointed by the City Council or by city staff to serve one- to two-year terms. The committee should be comprised of a diverse group of residents and advocates for biking, walking, and accessibility, and they should be excited about making the community more welcoming and safe for non-motorized transportation. A useful function of this committee could be to help prioritize and implement other recommendations listed in this chapter, as well as support Safe Routes to School Programming and applying to become a Bicycle Friendly Community.



Bicycle advisory committee members in Portland, OR



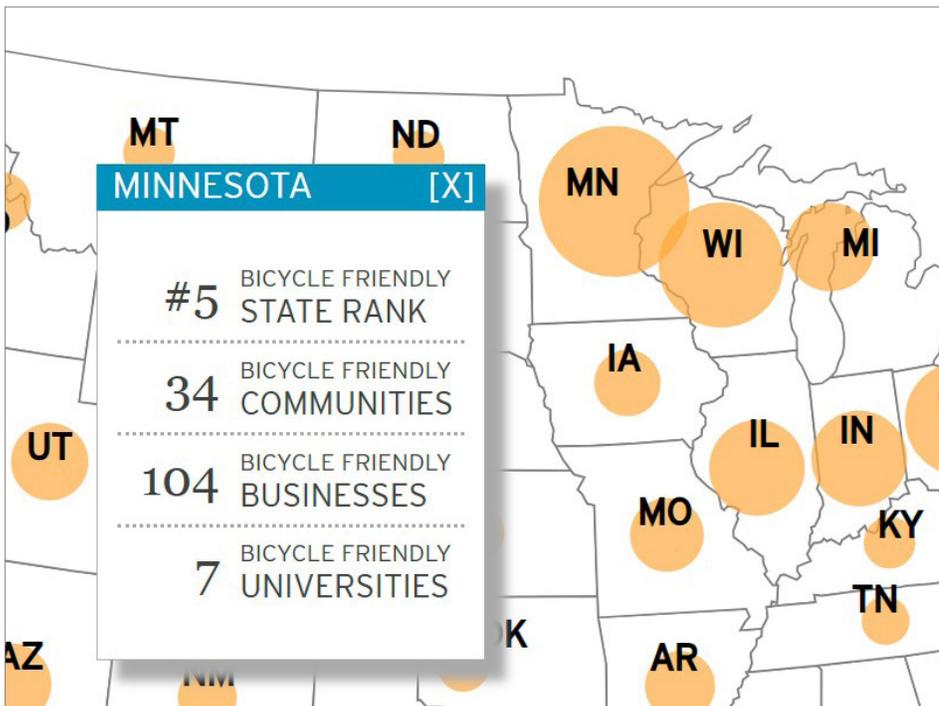
THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

BECOME A BICYCLE-FRIENDLY COMMUNITY

Bicycle-Friendly Communities (BFC) are designated by the League of American Cyclists. This is a national program that identifies, celebrates, and supports communities that demonstrate a committed effort to welcome bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. Making bicycling safe and convenient are keys to improving public health, reducing traffic congestion, improving air quality and improving quality of life. Any municipality, county, census-designated place, military base, regional planning agency, or Indian Country can apply to the BFC program and there are over 500 communities that are part of the program.

BFC is a program of the League of American Bicyclists which is a grassroots movement to create safer roads, stronger communities, and a Bicycle Friendly America for everyone through education, advocacy and promotion. To become a BFC a City needs to apply to the Bike League by the deadline. There are several actions Scandia can take to strengthen its BFC application:

- Adopt the BFC Action Plan Charter.
- Form a Bicycle Advisory Committee or Bicycle and Pedestrian Advisory Committee.
- Conduct a bike parking inventory or audit of the community.
- Encourage local employers (including the City) to apply for the Bicycle Friendly Business designation.
- Host a League Cycling Instructor seminar or sponsor a resident to attend.
- Sponsor a residents attendance at the National Bike Summit
- Create an inventory of the communities bike infrastructure
- Conduct bike counts to measure community ridership
- Organize a local biking event.



Statistics of Bicycle Friendly Communities, Businesses and Universities in Minnesota

Timeline: The next deadline for applying to become a BFC is June 25, 2025. The BFC program runs on four-year cycles. Applying communities will need to re-apply every 4 years to maintain their BFC award status.

Link to Resource: <https://bikeleague.org/bfa/community/>



Participants in a Community Walking Challenge in Balliwick, UK

IMPLEMENT A COMMUNITY WALKING CHALLENGE

Community walking challenges are a fun way to encourage people to be more active and can support charitable causes or just be a form of friendly competition. A walking challenge is a collaborative activity where community members come together to meet a walking goal, or have a friendly competition tracking their daily steps. In goal based walking challenges, a participant may strive to hit a target number of miles, distance covered during the challenge period (usually weekly, or monthly), or simply strive to take a total amount of steps during the challenge period. A community walking challenge can help to change perceptions on safety or comfort concerns about walking in Scandia. As progress on the plan is made it can encourage people to learn about, and take advantage of the improvements happening in their community.

A Walking Challenge can be as simple as creating a step or distance goal for the community or can be more elaborate with interactive elements that appeal to a wide audience. Some examples of ways to make a walking challenge more elaborate include:

- Setting up a photo scavenger hunt or geocaching. Participants can be asked to keep an eye out for hidden items or design features while they walk.
- Using an app. There are various apps available to help keep track and keep participants informed and involved
- Form walking groups and scheduled them at various times of the day, encourage employers and other clubs or groups to help form walking groups and generate enthusiasm for the challenge.
- Hosting walking events that bring the whole community together



Contents of MnDOT's trail counter equipment rental program

MONITOR BICYCLE AND PEDESTRIAN COUNTS

Information gathered on trail and sidewalk use can help inform planning and marketing efforts for projects, as well as provide guidance for future trail expansions and the development of other trail systems. Having access to this information can also help to make the case for additional funding for trail improvements and expansion. Scandia should consider conducting counts of trail users within the City before, during, and after implementing the elements included in this study. Visits to trails can be difficult to count, as people who visit trails travel different distances on trails and may begin and end their trail visit at any number of access points. To address this variation, counts should be taken at various points where the trails cross roadways and users might be entering the trail, as well as at trailhead locations. Manual and automated counting (such as using tube counters or cameras) can provide a measure of traffic and gauge overall trail activity. MnDOT provides a counter-rental program of easy-to-use counters for free to partner agencies. Currently, MnDOT maintains eight sets of portable counter kits located in each of MnDOT's eight districts.

Link to Resource: <https://www.dot.state.mn.us/bike-ped-counting/borrow.html>

Additional resources for conducting bicycle counts can be found at the League of American Cyclists.

Link to Resource: <https://bikeleague.org/making-bikes-count-bike-counts/>



Example of an automatic bike counter

GRANT OPPORTUNITIES

MNDOT SRTS GRANTS

The Minnesota Department of Transportation offers Safe Routes to School (SRTS) Grants to cities, school districts and K-12 schools to fund planning and infrastructure improvements. Programs and grants are funded through the state non-infrastructure program, federal and Safe Routes to School transition funds designated for Safe Routes to School by MnDOT. There are a number of SRTS grant programs but two that Scandia should especially consider are Planning Assistance Grants and State funded SRTS Infrastructure Grants.

Planning Assistance Grants are grants to schools and communities to develop comprehensive SRTS plans. The most successful recipients of Planning Assistance Grants are provided assistance from regional development organizations, metropolitan planning organizations, or consultants to complete a SRTS Plan, which will identify improvements and programs to make biking and walking a viable option for students to travel to and from school. SRTS Plans can be leveraged to seek funding for subsequent Engineering and Infrastructure Grants, which fund construction. There are also a number of smaller grant programs that are offered that provide assistance for pilot programs and demonstration projects that can serve as a catalyst for future larger investments.

The grant application process requires information about the school and community, as well as baseline information about the numbers of students who currently walk or bike to school. Applicants need to be able to demonstrate that they are committed to implementing the plan once it is complete, as well as identify administrators and community leaders who will continue to serve as champions for the planning and improvement projects.

- Solicitation Opens: October 1, 2024
- Deadline: January 17, 2025
- Award Notification: March 2025
- Project Duration: July 2025 – June 30, 2026

State Funded SRTS Infrastructure Grants are available statewide to communities to construct infrastructure that improves access and safety on prioritized routes to and at schools. Past grants have included sidewalks to schools, trails along state highways, and improved crossings on school walking routes.

- Solicitation Opens: October 2024
- Deadline: January 2025
- Award Notification: Spring 2025

It is recommended that the City and Scandia Elementary School work together to develop a strategy for applying for a SRTS Planning Assistance Grant, as well as future Infrastructure Grant Funds. Improvements recommended along TH97 and at the intersection of Oakhill Rd, along with completion of the sidewalk network near the school are all potential projects that could be potentially funded through future SRTS Infrastructure Grant funding applications.

Link to Resources: Planning Assistance Grant- <https://www.dot.state.mn.us/saferoutes/planning-grants.html>

Infrastructure Grant Program- <https://www.dot.state.mn.us/saferoutes/infrastructure-grants.html>

MET COUNCIL REGIONAL SOLICITATION

The Met Council prioritizes and distributes federal allocations for investments in roads, bridges, and transit, as well as biking, walking and accessibility needs in the seven-county metro area through Regional Solicitation. The Regional Solicitation process is currently undergoing a review and may be subject to change in future grant cycles. The information below represents the most recent grant cycle. Regional Solicitation grant cycles open every two years and award approximately \$250 million in federal funds. There are 13 project categories, each with their own application requirements:

- Roadway Reconstruction/Modernization
- Safe Routes to Schools (Infrastructure)
- Bridges
- Spot Mobility and Safety
- Strategic Capacity
- Multi-use Trails and Bicycle Facilities
- Pedestrian Facilities
- Traffic Management Technologies
- Transit Expansion
- Arterial Bus Rapid Transit Project
- Transit Modernization
- Travel Demand Management
- Unique Projects

Proposed projects must align with the goals of the region's Transportation Policy Plan. Evaluation criteria are specific to the application categories. Among the criteria, proposals must address the project's role in the regional transportation system and regional economy, age and condition of the infrastructure, safety, connections, equity, and affordable housing.

The Metro Council is currently in the process of evaluating and redesigning the Regional Solicitation process. The anticipated start of the revised Regional Solicitation process for accepting applications is late January 2026.

The City of Scandia and Washington County should collaborate on determining potential projects for future Regional Solicitation funding applications. Projects identified in the Scandia City Center Study that are potential candidates for this funding include sidewalk and trail improvements, trailhead and pedestrian/bicycle amenities along 209th Street, intersection improvements, and improvements along TH97.

Link to Resource: <https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx>

MNDNR OUTDOOR RECREATION GRANTS

The Outdoor Recreation Grant Program provides matching grants to local units of government (Cities, counties, and townships) for up to 50% of the cost of acquisition, development and/or redevelopment of local parks and recreation areas. Projects are evaluated based on the most recent State Comprehensive Outdoor Recreation Plan.

Projects that are eligible include park acquisition and/or development/redevelopment including, internal park trails, picnic shelters, playgrounds, athletic facilities, boat accesses, fishing piers, swimming beaches and campgrounds. All park projects must be maintained for outdoor recreation into perpetuity. Funding comes from both federal and state funds. Federal funds come from the **Land and Water Conservation Fund (LWCF)**. State funding is a portion of “In Lieu Of” lottery proceeds.

Timeline: The 2025 round of applications for the MNDNR Outdoor Recreation Grant Program will open December 2024.

Improvements identified within City Hall Park, Barton Johnson Memorial Park, and the Gateway State Trailhead are potential projects to consider for future funding applications for MnDNR Outdoor Recreation Grant funding.

Link to Resource: https://www.dnr.state.mn.us/grants/recreation/outdoor_rec.html

LOCAL TRAIL CONNECTIONS GRANT PROGRAM

This program provides grants to local units of government (counties, cities, and townships) to promote relatively short trail connections between where people live and desirable locations. This grant program is not intended to develop significant new trails. Funding for this grant program is from “In Lieu Of” lottery proceeds. Grants are reimbursement based up to 75 percent of the total eligible project costs, and recipients must provide a non-state cash match of at least 25 percent. The minimum grant request is \$5,000, and the maximum grant award is \$250,000.

Eligible projects include acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails). The project sponsor is required to commit to a 20-year maintenance agreement. Projects inside state park boundaries, state recreation areas, on state trail corridors and elements of the Regional Open Space System in the Twin Cities Metro System are not eligible.

Timeline: The timeline for the next round of application is not yet posted but applications will likely be due in the spring of 2025 based on the 2024 schedule.

The trail connection identified along 209th St, through Gammelgarden and connecting to Oakhill Ct are projects to consider for a future funding application for MnDNR Local Trail Connections program. This grant program could also be considered for other trail connections proposed along 209th St and the connection between the Gateway State Trailhead and Ozark Ct.

Link to Resource: https://www.dnr.state.mn.us/grants/recreation/trails_local.html

AARP COMMUNITY CHALLENGE GRANTS

AARP offers grants as part of their Livable Communities initiative, which aims to make communities better places to live for people of all ages. AARP's Community Challenge grant program offers three grants that have ranged from several hundred dollars for smaller, short-term activities to tens of thousands of dollars for larger projects. The three grants are Community Challenge Flagship Grants; Capacity-Building Microgrants; and Demonstration Grants.

These grants all support projects that improve public places; transportation; housing; diversity, equity and inclusion; digital connections; community resilience; civic engagement; and community health and economic empowerment. The Flagship Grant is likely to be of most applicable for age friendly projects in Scandia recommended by this report. Previous projects have demonstrated an ability to garner additional funds or support, encourage innovation, overcome local policy barriers, and generate high levels of awareness and engagement. The grant program is open to 501(c)(3), 501(c)(4) and 501(c)(6) nonprofits and government entities.

Timeline: 2024 grant recipients were recently announced, there is currently no information available on when the next round of grant applications might open

Link to Resource: <https://states.aarp.org/minnesota/grant-opportunity-for-quick-action-community-improvement-projects>

AGE FRIENDLY MINNESOTA COMMUNITY GRANTS

The Minnesota Department of Human Services is offering Community Grants in cooperation with the Age-Friendly Minnesota (AFMN) Council to help communities work on age-friendly projects and become better places for all Minnesotans to grow older. Applicants may apply for funding in up to two of the Funding Areas for a total of \$80,000.

Grant applicants may fall within one of the following categories, among others: 501(c)(3) organization, 501(c)(4) organization, Tribal government, other unit of government, university, public entity, business, or sole proprietor. The project the grant application proposes should promote age-friendly communities and initiatives. Eligible projects include efforts to create, improve, or expand innovative systems, programs, built environments, and other initiatives that contribute to age-friendly communities. Examples of eligible efforts include conducting needs assessments; developing plans; implementing an age-friendly framework; community engagement; improvements to the built environment; and research.

Timeline: Applications are due November 9, 2024 and the term of the initial Community Grant period is anticipated to be from February 12, 2025 through March 31, 2026.

Link to Resource: <https://mn.gov/dhs/partners-and-providers/grants-rfps/open-rfps/#/detail/appld/1/id/647184>

“ECOCONNECTIONS FROM THE GROUND UP” GRANTS PROGRAM

The Ecoconnections from the Ground Up Grants Program is a collaboration between America in Bloom and the CN Railway. This grant encourages communities along the CN Railroad corridor to take environmental action by improving their communities through healthy urban forests, natural landscaping, ground cover improvement, and flower displays. Eligible applicants include municipalities, townships, other local governments and locally active non-profit groups in communities with CN rail lines in the US.

Preference will be given to projects that can demonstrate multiple funding sources. A minimum of 50% matching funding must come from other sources and can include in-kind contributions. Priority will be given to high-profile, significant landscapes that are accessible to the public and are in need of beautification. All grant recipients are required to participate in the America in Bloom Level 3 Program which includes becoming a full member of America in Bloom.

The following components are not eligible for funding under this program:

- Hard landscaping such as paving stones, fencing
- Urban furniture
- Play structures
- Annual maintenance (although plans must show how annual maintenance will be performed)

Timeline: All applications are due by November 1, 2024 and applicants will be notified by November 30 of the status of their application.

Link to Resource: <https://americainbloom.org/programs/cn-grant/>

NEXT STEPS

The following are next steps identified by the primary stakeholder agencies to work towards implementation of recommendations:



CITY OF SCANDIA

- Work with Scandia Elementary School to develop a SRTS grant application and program.
- Finalize a wayfinding and signage plan for the City.
- Continue to collaborate with Washington County, MnDOT and MnDNR to implement the projects identified in the study.



WASHINGTON COUNTY

- Continue to provide support for the vision set forth in this study in collaboration with the City of Scandia.
- Program improvements, in partnership with the City's priorities, into the County's Capital Improvement Plan (CIP).



MN DOT

- Assist the City and the County to secure grant funding for identified projects.
- Assist the City and County with locally delivered projects.
- Explore funding opportunities (like HSIP) for intersection improvements.
- Explore opportunities to make identified improvements with the pavement improvement projects scheduled in 2032.



MN DNR

- Continue to collaborate with the City of Scandia and Washington County to further develop the designs and seek funding to implement the Gateway State Trail Extension in Scandia.

