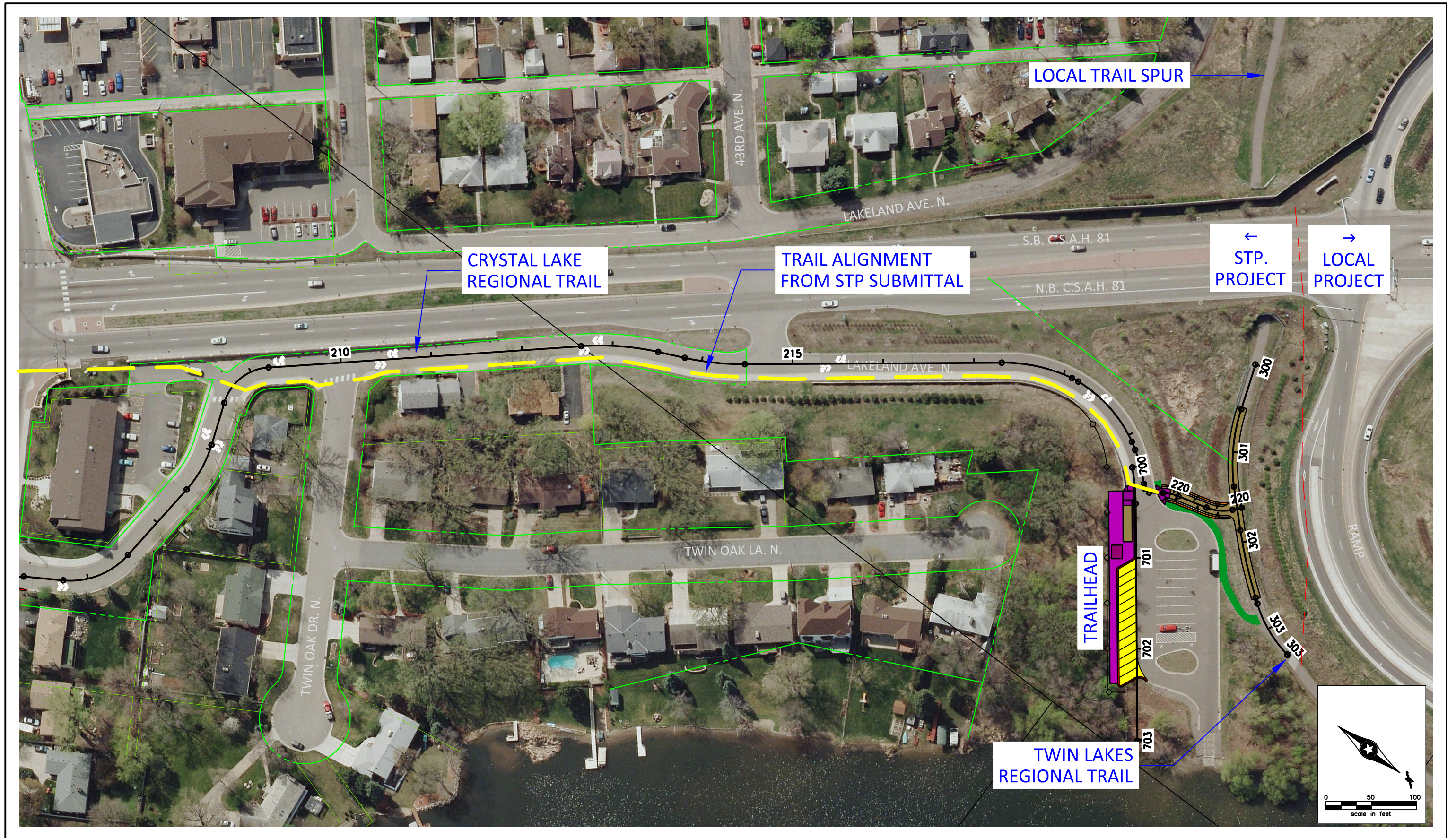




CRYSTAL LAKE
REGIONAL TRAIL

TRAIL ALIGNMENT
FROM STP SUBMITTAL









June 15, 2009

Three Rivers
Park District
Board of
Commissioners

Mr. Kevin Roggenbuck, Transportation Coordinator
Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

Sara Wyatt
District 1

RE: 2009 SAFETEA-LU
Surface Transportation Program (STP)
Bikeways/Walkways
Crystal Lake Regional Trail, Robbinsdale, MN

Marilynn Corcoran,
Vice Chair
District 2

Dear Mr. Roggenbuck:

Three Rivers Park District is requesting consideration of the above referenced project for the 2009 Solicitation for the Federal SAFETEA-LU STP Funding Program.

Mark Haggerty
District 3

As part of this application and solicitation, Three Rivers Park District guarantees the local match amount in the amount of \$520,000.

Dale Woodbeck
District 4

Thank you for your consideration of this submittal.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cris Gears".

Rosemary Franzese
District 5

Cris Gears
Superintendent

Larry Blackstad, Chair
Appointed

C: Don DeVeau, Director
Department of Planning and Development

Barbara Kinsey
Appointed

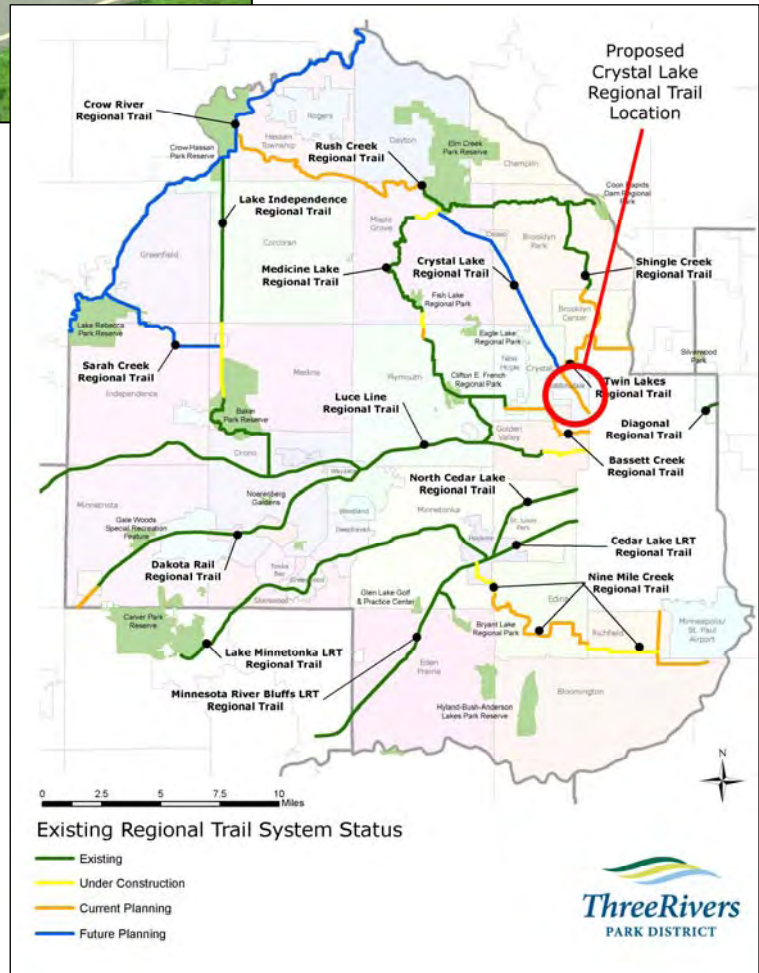
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Cris Gears
Superintendent

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Crystal Lake Regional Trail Robbinsdale, MN

2009 SAFETEA-LU Surface Transportation Program – Bikeways/Walkways



Submitted by
Three Rivers Park District
June 15, 2009



Crystal Lake Regional Trail

Federal STP Funding Application

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Federal STP Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. Applications must be received by 5:00 PM or postmarked on June 15, 2009. *Be sure to complete and attach the Project Information form. (Form 2)	Office Use Only
--	-----------------


I. GENERAL INFORMATION

1. APPLICANT: Three Rivers Park District			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 3000 Xenium Lane North			
CITY: Plymouth	STATE: MN	ZIP CODE: 55441	4. COUNTY: Hennepin
5. CONTACT PERSON: Don DeVeau	TITLE: Director of Planning and Development		PHONE NO. (763)559-6759
CONTACT E-MAIL ADDRESS: ddeveau@threeriversparkdistrict.org			

II. PROJECT INFORMATION

6. PROJECT NAME: Crystal Lake Regional Trail
7. BRIEF PROJECT DESCRIPTION : Three Rivers Park District will construct the Crystal Lake Regional Trail to create two new miles of off-road regional trail within the City of Robbinsdale, connecting the existing Minneapolis Grand Rounds regional trail network at the southern project terminus to the existing Twin Lakes Regional Trail tunnel under State Highway 100 at the northern project terminus. The project also includes development of a regional trailhead and three bridges in Lakeview Terrace Park; two rest area/pull-outs; trail kiosks providing signage and shelter; bicycle parking; natural vegetation restoration; and intermodal facilities along a regional transitway. This bicycle and pedestrian facility will fill a key gap in the regional multimodal transportation network and support critical transit commuting in a high-density area. The Crystal Lake Regional Trail will improve safety, speed, and attractiveness of bicycle commuting by connecting to the regional trail system in Minneapolis north to the Twin Lakes Regional Trail into Crystal and Brooklyn Center.
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p style="text-align: center;">"A" Minor Arterials:</p> <input type="checkbox"/> Reliever <input type="checkbox"/> Connector </div> <div style="width: 30%;"> <input type="checkbox"/> Expander <input type="checkbox"/> Augmenter </div> <div style="width: 30%;"> <input type="checkbox"/> Non-Fwy. Principal Arterial <input checked="" type="checkbox"/> Bikeway/Walkway </div> </div>

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If yes, please identify the source(s): Metropolitan Council	
10. FEDERAL AMOUNT: \$2,080,000	13. MATCH % OF PROJECT TOTAL: 20%
11. MATCH AMOUNT: \$520,000	14. SOURCE OF MATCH FUNDS: Three Rivers Park District
12. PROJECT TOTAL: \$2,600,000	15. REQUESTED PROGRAM YEAR (CIRCLE): <input type="checkbox"/> 2013 <input checked="" type="checkbox"/> 2014
16. SIGNATURE 	17. TITLE: Director of Planning and Development

PROJECT INFORMATION (Form 2)

COUNTY, CITY, OR LEAD AGENCY: Three Rivers Park District

COUNTY OR CITY NO.: Hennepin

FUNCTIONAL CLASS OF ROAD: N/A

ROAD SYSTEM: City and County Streets

ROAD NO.: N/A

NAME OF ROAD:

The Crystal Lake Regional Trail will parallel or cross the following roads: York Avenue North, Zenith Avenue North, Abbott Avenue North, Beard Avenue North, 36th Avenue North, Lakeland Avenue, Lake Curve, 40th Avenue North, 41st Avenue North, Lake Road, Lake Drive, County State Aid Highway 81 (CSAH 81), Twin Oaks, Lakeview Avenue, State Highway 100 (SH 100).

LOCATION:

From: Minneapolis Grand Rounds National Scenic Byway near York, Lowry Avenue, and 33rd Avenue North

To: Existing SH 100 pedestrian underpass that connects directly to Twin Lakes Regional Trail and Brookdale Mall.

SECTION-TOWNSHIP-RANGE OF ONE END OF PROJECT:

Beginning: 029-24-08

End: 118-21-10

TYPE OF WORK: Off-road Bikeway/Walkway

(Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, ETC.)

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. N/A NEW BRIDGE/CULVERT NO. N/A

STRUCTURE IS OVER N/A

NAME OF TWP.: N/A

Project Location Maps: Crystal Lake Regional Trail

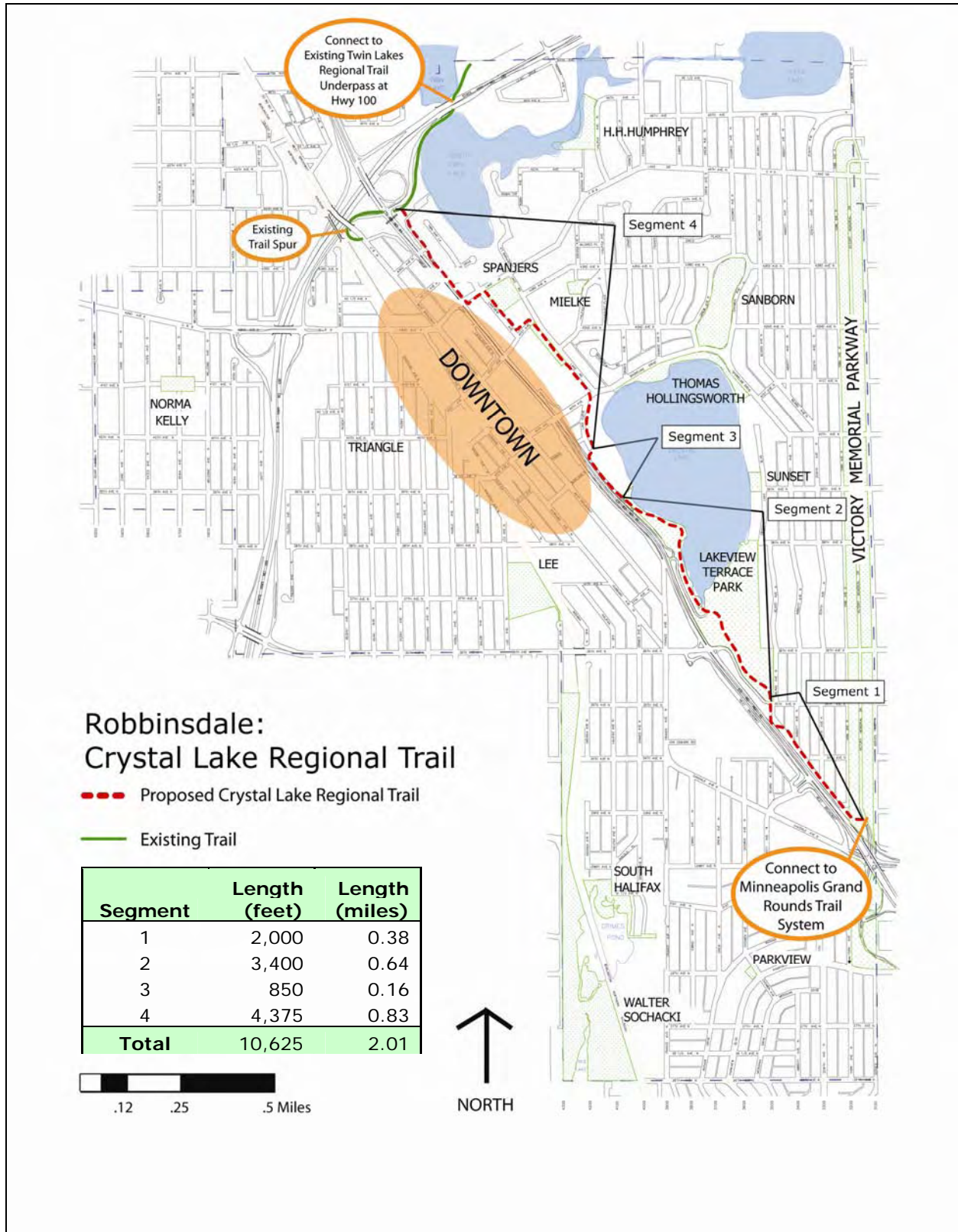


Figure 1: Project location within City of Robbinsdale

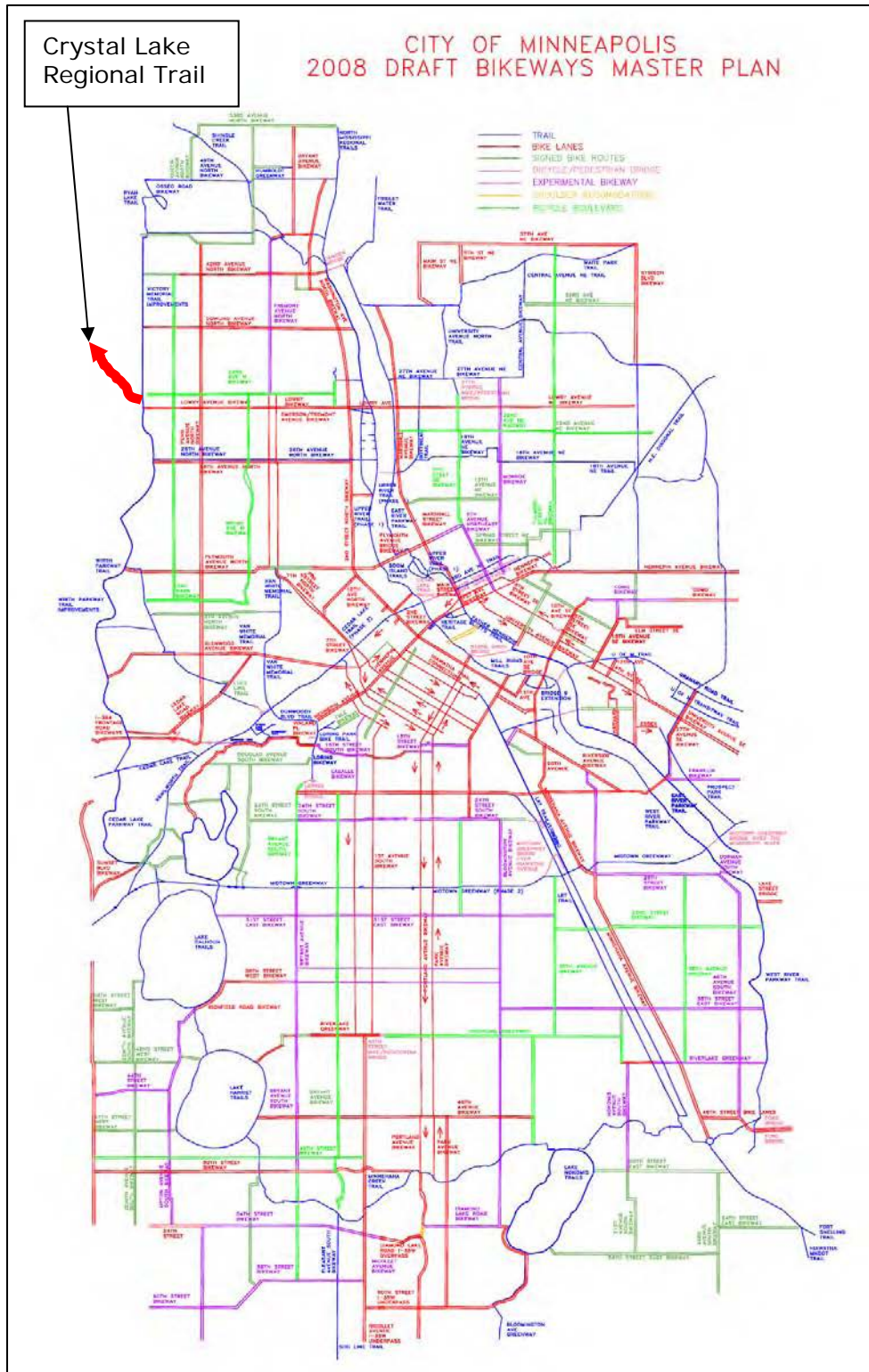


Figure 2: Project location and connection to Minneapolis Bikeways System

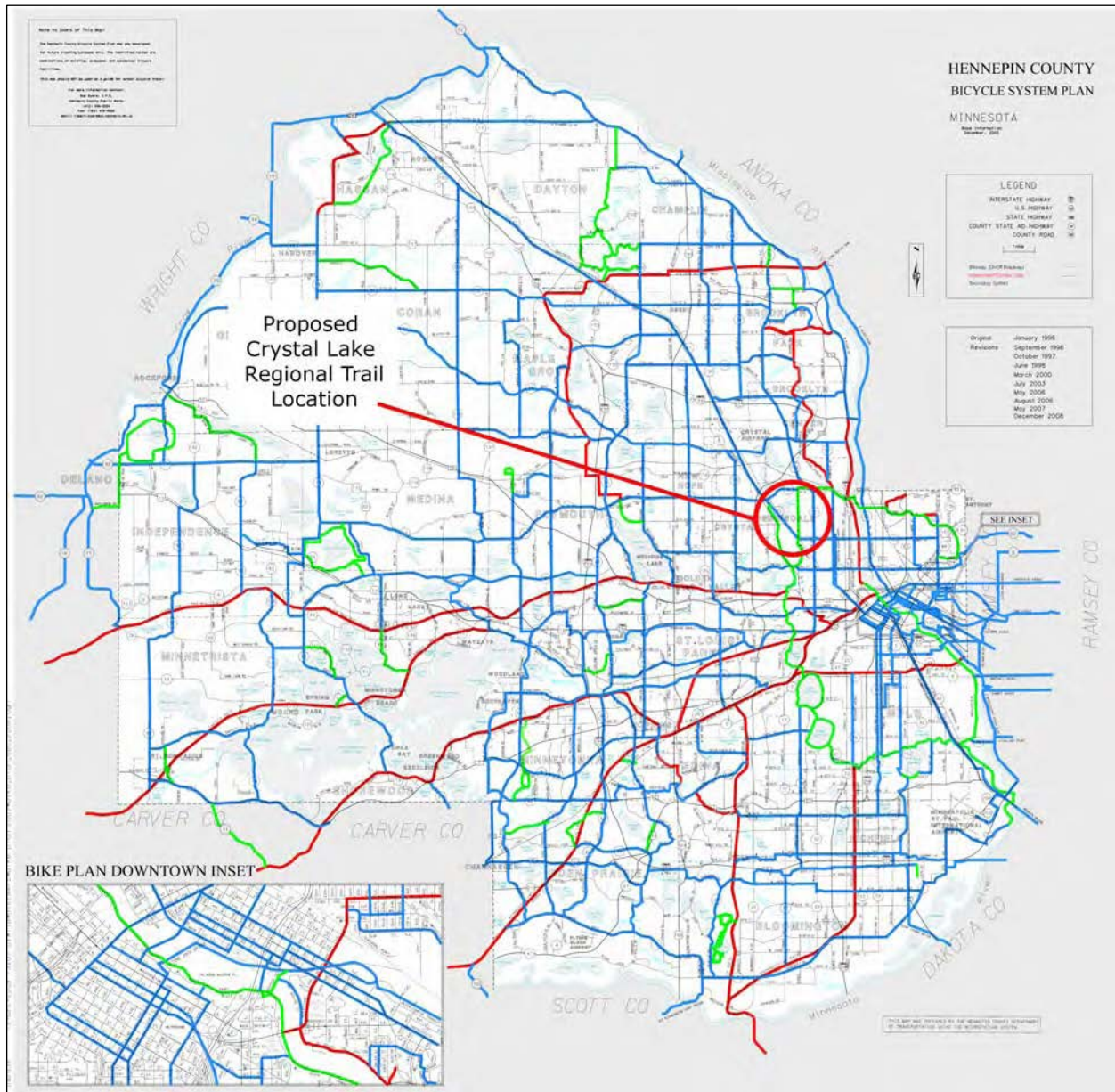


Figure 3: Project location within context of Hennepin County Bicycle Plan

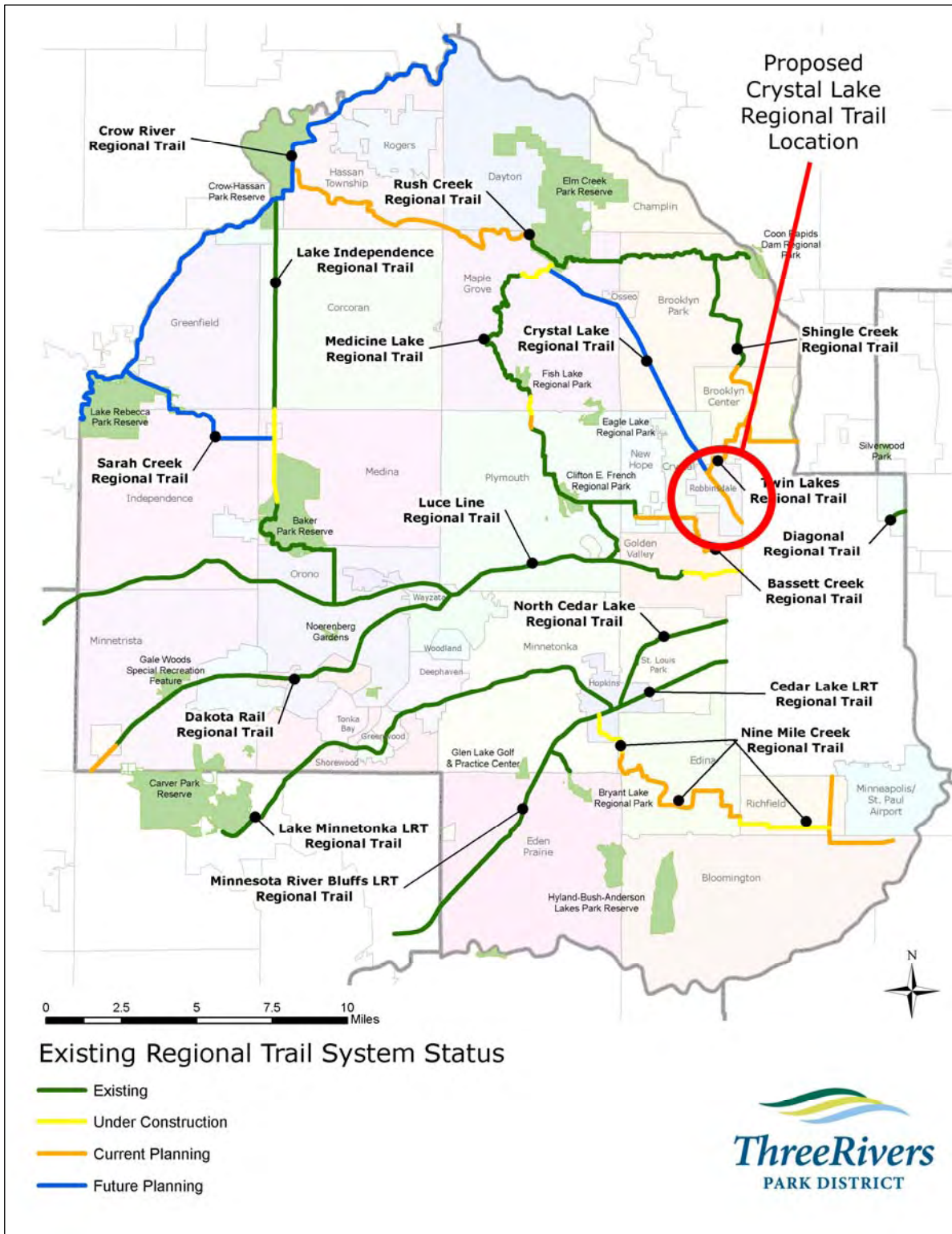


Figure 4: Project location within Three Rivers Park District Regional Trail Network

Metropolitan Regional Parks and Trails System

January 2005

Regional Parks, Regional Park Reserves and Special Use Facilities

- Existing, open to the public
- Planned

Regional Trails

- Existing, open to the public
- Interim trail use subject to shared use or displacement with transit uses of this right-of-way in the future
- Under acquisition, planned, or proposed

Proposed Crystal Lake Regional Trail Location

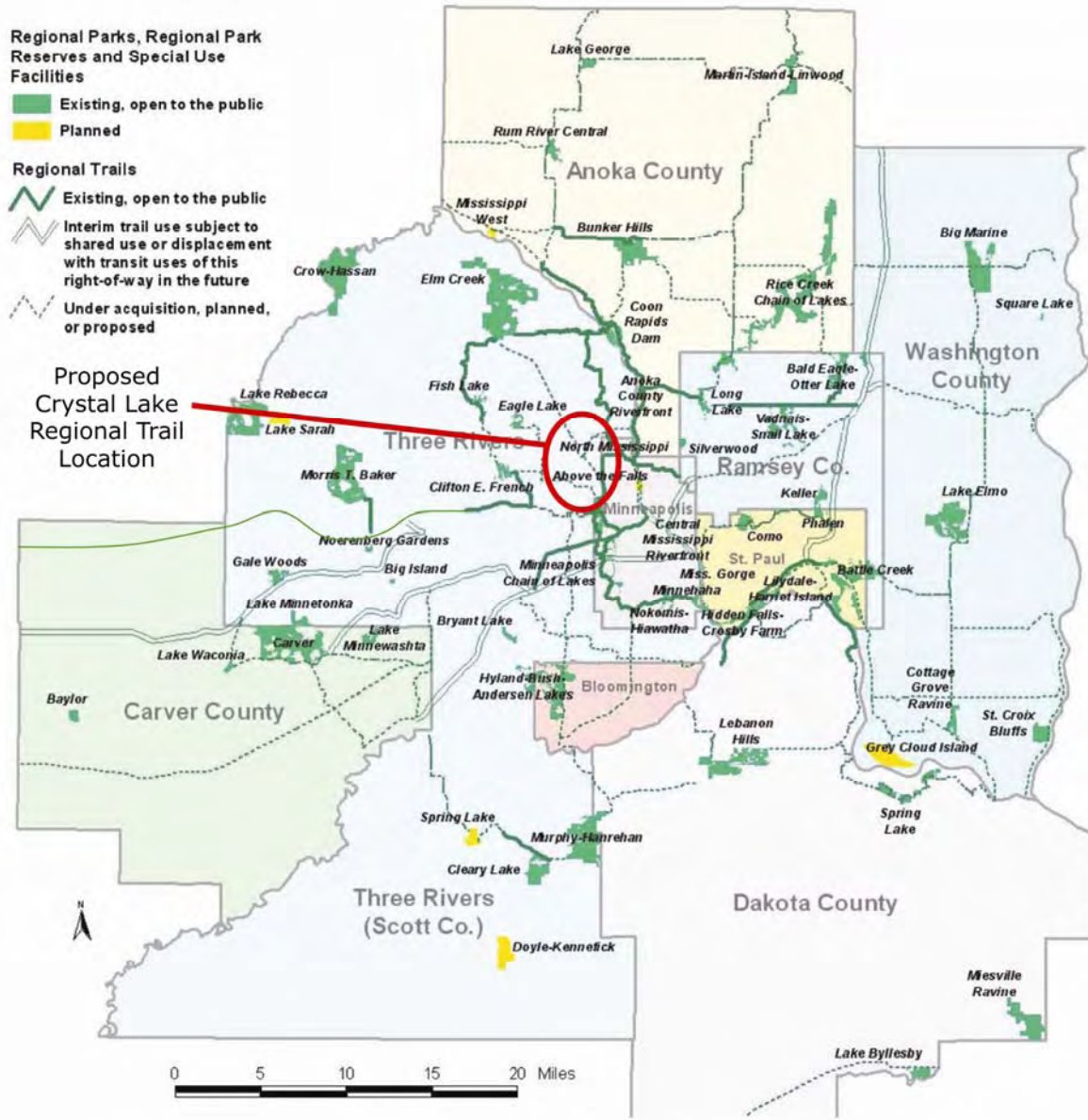


Figure 5: Project location within Metropolitan Area



Figure 6: Project location within the State of Minnesota

Project Description: Typical Trail Cross-Sections

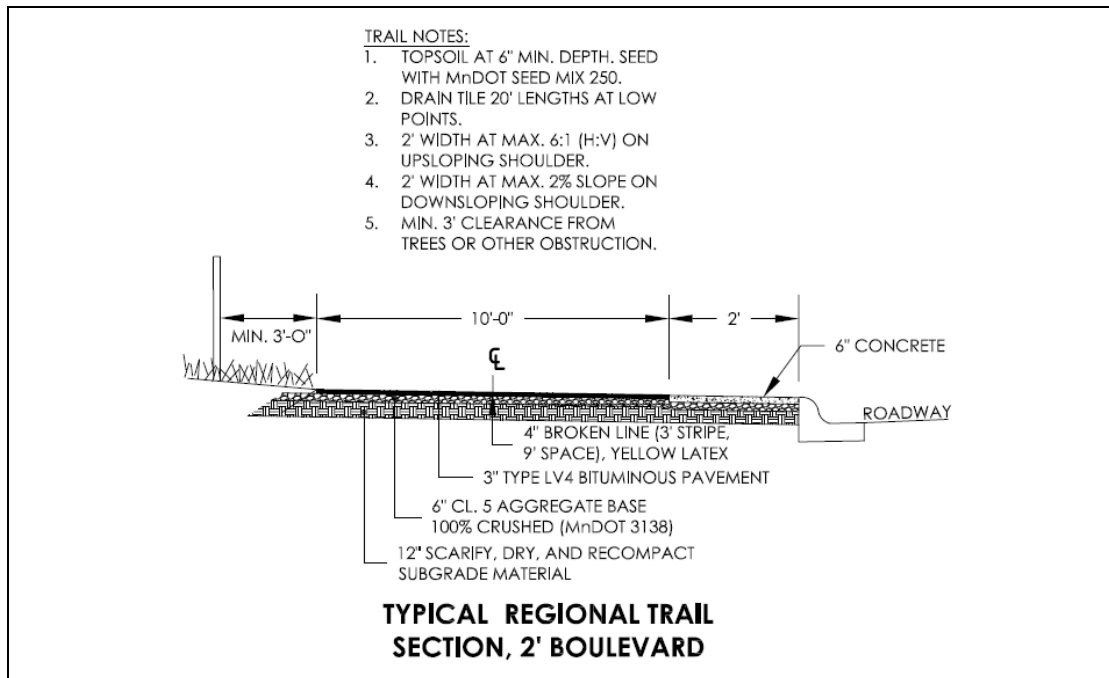


Figure 7: Trail Cross-section: 2-foot boulevard

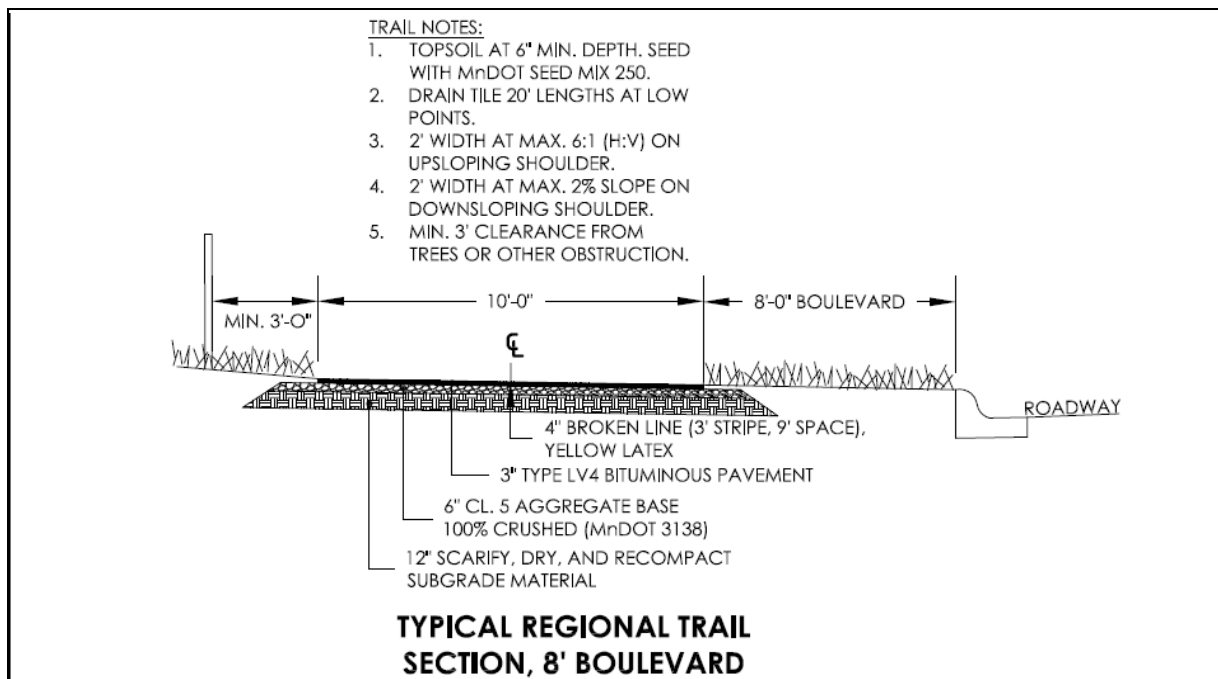


Figure 8: Trail Cross-section: 8-foot boulevard

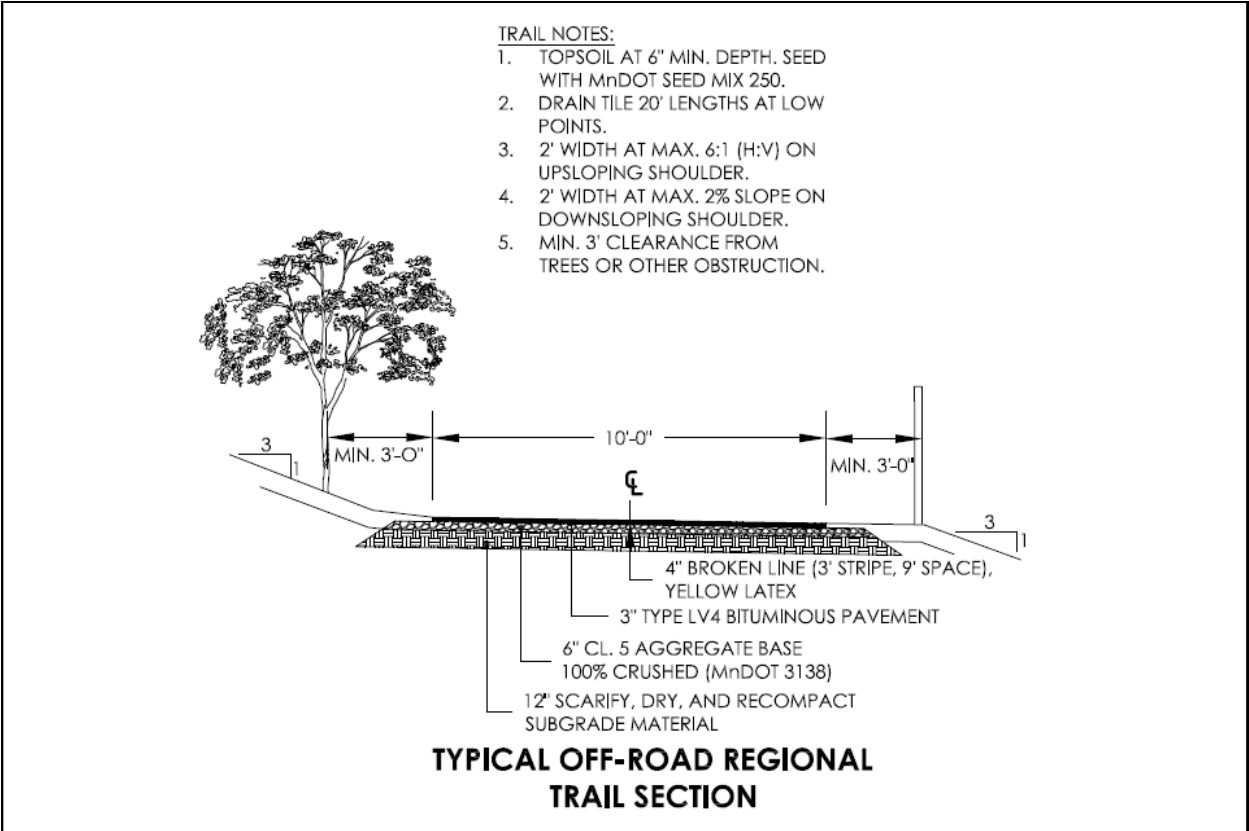


Figure 9: Trail Cross-section: Off-road areas

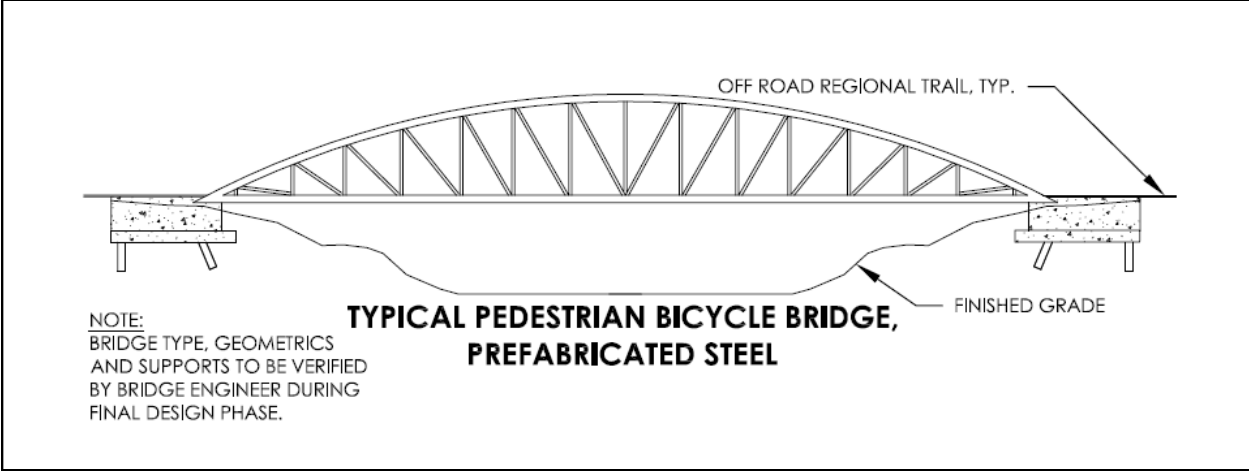


Figure 10: Typical regional trail prefabricated bridge

Project Need and Summary: Crystal Lake Regional Trail

Project Need:

The Crystal Lake Regional Trail will fill a Gap in the Multi-modal Transportation System with Safe, Accessible and Pleasant Non-motorized Transportation Options

Currently, metro area residents traveling to and from Robbinsdale do not have access to the safe, convenient, and attractive off-road regional trail network that supports bicycle and pedestrian mobility and connects with existing and planned transit facilities. The Crystal Lake Regional Trail will expand non-motorized commuting and recreational access to vital employment, retail and recreational sites in the Metropolitan Region, providing safety, economic development, mobility and environmental benefits. By providing this surface transportation option, the Crystal Lake Regional Trail can help reduce congestion and increase efficiency.

Project Summary:

Three Rivers Park District will construct the Crystal Lake Regional Trail to create two new miles of off-road regional trail; regional trailhead and three bridges in Lakeview Terrace Park; two rest area/pull-outs; traffic control devices; kiosks providing signage and shelter; bicycle parking; and intermodal facilities that will compliment and promote the planned Bottineau Boulevard transit corridor.

Segment 1 of the Crystal Lake Regional Trail will start at Victory Memorial Parkway near Lowry Avenue North, which has a direct trail connection to a major employer: North Memorial Medical Center. An information map kiosk will provide orientation to the transit and trail connections as well as cultural and natural resources. At 33rd Avenue North and York Avenue North, the regional trail will follow Lakeland Avenue North to Lakeview Terrace Park, adjacent but off-road, located on the northeast side of the existing road right-of-way (ROW).

Segment 2 will begin as the trail enters Lakeview Terrace Park. Within the park, the trail will complement planned water quality and natural area improvements and a trailhead will provide recreational and commuter trail users a place to park and access the regional trail network. The trail will incorporate continental bridges to provide access over planned Stormwater improvements, and to provide greater access to the shoreline of Crystal Lake. Lake viewing areas/rest areas will also be provided. Segment 2 of the trail is located entirely on public park land.

Segment 3 begins where the trail will leave Lakeview Terrace Park, and will have an interim location directly on a two-block stretch of dead-end road. The trail will be relocated adjacent, but off-road when that road is reconstructed in the future.

Segment 4 begins where the trail turns to the north on Lake Curve Road and will be located adjacent but off-road using existing road ROW. The trail passes a major senior residential facility, a shopping center (Robin Center) and Robbinsdale City Hall before it reaches Spanjers Park. Near this residential, commercial and public node, a kiosk/shelter and/or bench will provide support and transportation network information for pedestrians and other trail users. Continuing north, the trail crosses 42nd Avenue North/Lake Drive/CSAH 9, which crosses CSAH 81 to the Robbinsdale Transit Center. To the north, the regional trail will follow Lakeland Drive to Twin Lake Park, where a Minnesota Department of Natural Resources boat launch accesses Twin Lake. The proposed trail will terminate at the boat ramp, where it will connect to the existing Twin Lakes Regional Trail, which travels under SH 100 and connects with Brookdale Mall at CSAH 152, CSAH 10, and SH 100, and with Shingle Creek Regional Trail. The trail will also connect to a second existing trail spur from the boat

ramp area. That trail spur has grade-separated crossings (tunnels) under CSAH 81 and West Broadway Avenue, and provides another means for trail users to access downtown Robbinsdale. Segment 4 will be located entirely within road ROW and other public lands.

The proposed trail will provide trail users with access to Robbinsdale's historic downtown area, the Transit Center (5 bus routes) and other retail and residential on the west of CSAH 81 via several east-west avenues: 36th Avenue North (major collector), which leads to Terrace Mall; 40th Avenue North (major collector); 41st Avenue North (major collector); 42nd Avenue North (minor arterial); and an existing regional trail spur that has a pedestrian tunnel passing under CSAH 81 and West Broadway, and which provides additional safe passage for bicyclists to the downtown area in the City of Robbinsdale.

The proposed two-mile trail route will incorporate one pedestrian/cyclist activated crossing of CSAH 9/Lake Drive, and three stop sign (controlled) intersections. Three Rivers Park District will implement safety and security measures consistent with the Mn/DOT Bicycle Manual and other state and federal design documents. In addition, Three Rivers Park District has regularly scheduled trail patrol by Park District Police Officers and Public Safety Officers.

Connecting High-Density Communities with Jobs, Transit and Parks:

The Crystal Lake Regional Trail will connect high-density residential neighborhoods with a regional employment center, a historic downtown, two shopping centers, two city parks, a Metro Transit center, future Bus Rapid Transit (Figure 11), Robbinsdale City Hall, the greater suburban network of regional trails, and the Minneapolis Grand Rounds trail network, with connections to downtown Minneapolis. This bicycle and pedestrian facility will fill a key gap in the regional multi-modal transportation network and support transit commuting in a high-density area. The Crystal Lake Regional Trail will improve safety, speed, and attractiveness of bicycle commuting by connecting on the south to the 43-mile Minneapolis Grand Rounds regional trail system, which provides direct access to downtown Minneapolis; and on the north to the 2.2-mile Twin Lakes Regional Trail, which connects directly to the Brookdale Mall retail area and another major Transit Center within Brooklyn Center. As shown in Figures 4 and 5, the Crystal Lake Regional Trail is planned to extend an additional 7 miles to the northwest, passing through the Cities of Crystal, Brooklyn Park, Osseo, and Maple Grove. That extension will be completed in conjunction with future transit development along Bottineau Blvd/CSAH 81. The current project will provide the critical link for the overall vision of the Crystal Lake Regional Trail, providing the linkage through the most densely developed area along the entire trail corridor. In addition to these regional trail connections, the Crystal Lake Regional Trail will expand pedestrian and bicycle access on local and county bikeways, both on and off-street.

Crystal Lake – a centerpiece of the community – has suffered from extremely poor water quality. However, The City has recently secured local, state and federal grants to perform major renovation and restoration work on the lake and surrounding park lands. The proposed regional trail was a significant consideration for securing the needed restoration funding. When completed, the City will enjoy a significant improvement in water quality of Crystal Lake, revitalized park lands, and a much improved non-motorized transportation network due to the combined improvement projects, including this regional trail.



Reducing Motor Vehicle Use:

In 2008, Three Rivers Park District conducted an extensive trail user survey on all regional trails within its jurisdiction and included an expanded sampling time frame from 6 AM to 8 PM to incorporate commuter use in the morning. The proposed project will serve an area similar in density and development to that area served by the Cedar Lake LRT Regional Trail in St. Louis Park. The 2008 trail study found that 32 percent of all trips on the Cedar Lake LRT Regional Trail were for commuting purposes and the Metropolitan Council 2008 Annual Use Estimate of regional parks and trails indicates that the Cedar Lake LRT Regional Trail had approximately 365,000 trips in 2008. Similar numbers are expected for the Crystal Lake Regional Trail segment within the City of Robbinsdale, which translates to approximately 117,000 non-motorized commuter trips provided by the proposed trail on an annual basis.

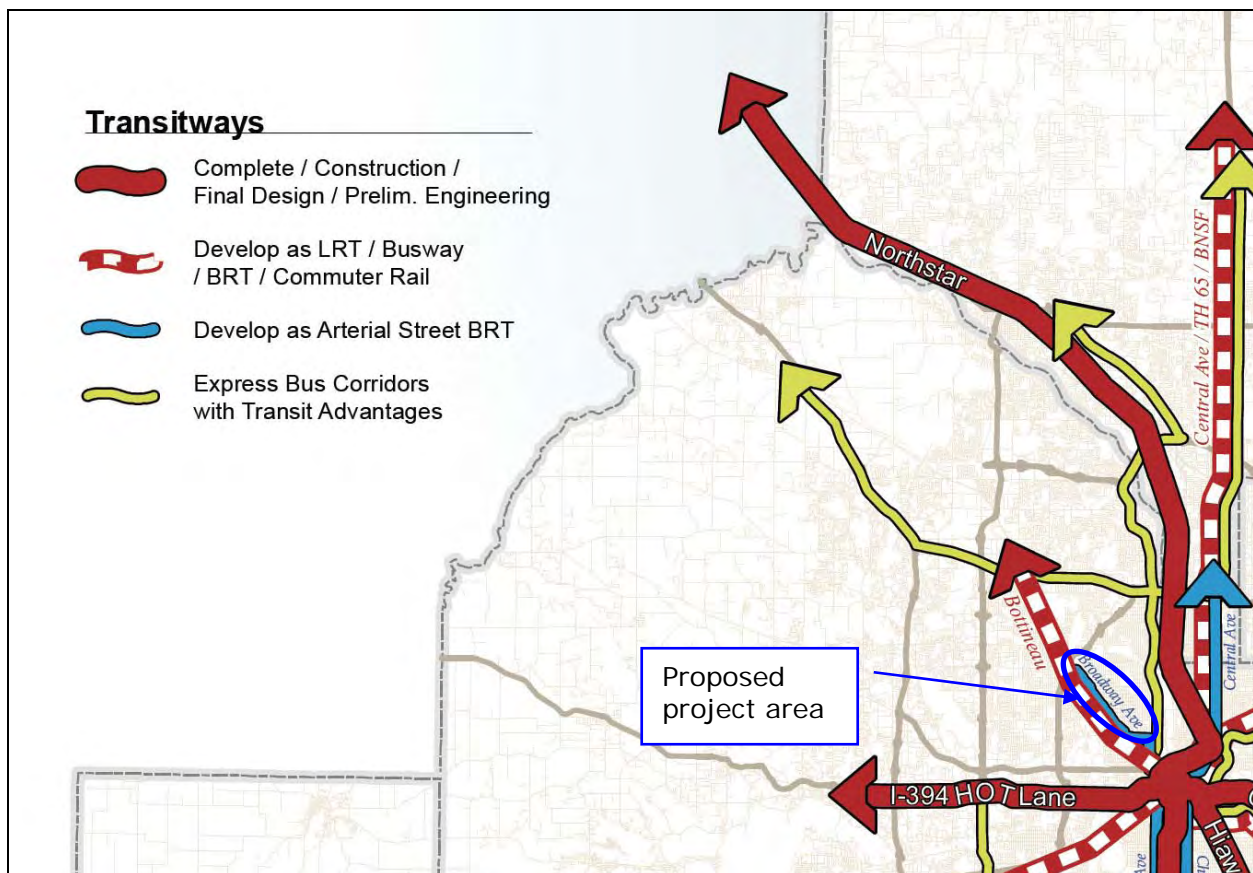


Figure 11: Metropolitan Council Planned Transitway along Bottineau Boulevard

Regional and National Significance:

The Crystal Lake Regional Trail will extend the regional non-motorized transportation system into a poorly served, high-density area, accommodating growth in a flexible, connected, and efficient manner. The regional trail will improve mobility and support safe, attractive access to transit facilities and destinations of regional and national significance, while enhancing the region's vital natural resources.

Many state, regional, and local plans stress its importance: The Hennepin County Transportation Plan, Metropolitan Council 2030 Transportation Policy Plan, Metropolitan Council 2030 Regional Parks and Open Space Policy Plan, Three Rivers Park District Regional Trail System, and the City of Robbinsdale Comprehensive Plan. By connecting to the

Minneapolis Grand Rounds National Scenic Byway and the Twin Lakes Regional Trail, the Crystal Lake Regional Trail will support access to the Mississippi National River and Recreation Area, a unit of the National Park Service.

Completing the Crystal Lake Regional Trail sets the stage for expanding alternative transportation options to serve the whole region.

GENERAL INFORMATION AND RESTRICTIONS

BIKEWAYS and WALKWAYS - QUALIFYING CRITERIA

1. The applicant must demonstrate that the bikeway or walkway project is consistent with adopted regional plans; namely, the Metropolitan Council's Development Guide, including the Transportation Policy Plan and the Regional Development Framework. The applicant must identify how the project is consistent with the adopted plans, and cite which specific plans, policies, and/or sections of text are applicable, and on which pages they can be found.

RESPONSE:

The Crystal Lake Regional Trail project is consistent with the Metropolitan Council's Development Guide, including the Council's 2030 Regional Parks and Open Space Policy Plan, the 2030 Transportation Policy Plan (2009) and the 2030 Regional Development Framework (2009).

Consistency with the 2030 Metropolitan Parks and Open Space Policy Plan

- The Crystal Lake Regional Trail is consistent with and is recognized as a planned and approved regional trail in the **Regional Parks and Trails System Map (page 53)** of the policy plan. The extension of the Crystal Lake Regional Trail from State Highway 100 northeast through the Cities of Crystal, Osseo, Brooklyn Park and Maple Grove is recognized as a planned and approved regional in the **Master Plan Boundary Adjustments Map (page 60)**, and is also recognized in the **Summary of Category A: Master Plan Boundary Adjustments Table (page 62)**. The proposed trail is also recognized in the overall **All Recommended Changes and Additions Map (page iii)**.
- The Crystal Lake Regional Trail is consistent with the 2030 Parks Policy Plan's standards for **regional trail status** as a "*Linking Regional Trail: link two or more units of the regional recreation open space system,*" and "*serv[ing] a regional audience based on visitor origin and service-area research on regional trails.*" **Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails (page 10)**.
- The Crystal Regional Trail is consistent with 2030 Parks Policy Plan goal of locating Linking Regional Trails: "*reasonably maximize inclusion of high-quality natural resources and connections to local trails, areas of lifecycle and affordable housing, and areas of infill and redevelopment.*" (**Page 10**).
- The Crystal Lake Regional Trail is consistent with the 2030 Parks Policy Plan recognition of use of regional trails for commuting purposes. The Park Policy Plan addresses the relationship to the Metropolitan Council's bicycle transportation plan (**Strategy 3(d): Relationship to bicycle transportation plan, page 31**), noting that regional trails may serve a transportation function for bicycle commuting: "*Safe, high-quality, continuous, barrier-free bicycle and pedestrian systems shall be developed, maintained, and improved to function as integral parts of the region's transportation and recreation systems.*"
- The Crystal Lake Regional Trail is consistent with the 2030 Parks Policy Plan and Metropolitan Council's intent that regional trail projects qualify for Federal transportation funding: "*Regional trail projects that would serve transportation needs qualify for additional funding with TEA-21 grants and are given priority for funding in the Regional Parks Capital Improvement Program.*" (**page 32**)
- The 2030 Metropolitan Parks and Open Space Policy Plan is an integrated part of the Metropolitan Council's Regional Development Framework and Development Guide. Consequently, the proposed project is recognized in these overarching Metropolitan Council plans through its recognition in the 2030 Parks Plan.

Consistency with the 2030 Transportation Policy Plan (TPP)

- The proposed project is consistent with **TPP Policy 2 “Prioritizing Regional Transportation Investments” Strategy 2d “Bicycle and Pedestrian Investments” (page 8) and strategy 2e “Multimodal Investments” (page 8)**. The proposed project will follow and will connect to existing and planned transit routes, creating additional multi-modal opportunities. The TPP specifically directly references Bottineau Boulevard (CSAH 81), connecting downtown Minneapolis with the northwest suburbs, as a potential dedicated busway or light rail corridor. (**The Transit Contribution, page 4**). The proposed regional trail will connect directly to CSAH 81 and will provide regional trail network access to existing and potential transit connections in that area.
- The proposed project is consistent with **TPP Policy 3 “Investments on Regional Mobility” Strategy 3f “Promoting Alternatives” (page 9)**. The proposed project will provide alternative transportation choices of bicycling and walking.
- The proposed project is consistent with **TPP Policy 4 “Coordination of Transportation Investments and Land Use” Strategy 4b “alternative Modes” (page 9) and Strategy 4f “Local Transportation Planning (page 10)**. The Crystal Lake Regional Trail serves investment policies related to mobility and land use by “creat[ing] an environment supportive of travel by modes other than the automobile” in a high-density residential area with a major regional employment center (North Memorial Medical Center), a regional retail destination, and a business district close to the facility.
- The proposed project is consistent with **TPP Policy 8 “Energy and Environmental Considerations in Transportation Investments” Strategy 8a “Reduction of Transportation Emissions” (page 12), strategy 8b “Compliance with Federal Standards” (page 12), and strategy 8e “Reduction of Greenhouse Gas Emissions.”** The Crystal Lake Regional Trail will provide a non-motorized transportation alternative that will improve air quality, reduce transportation emissions of pollutants, and reduce greenhouse gas emissions.
- The proposed project is consistent with **TPP Policy 16 “Transit for People with Disabilities” Strategy 16c “Access to Transit Stops and Stations” (page 19)**. The Crystal Lake Regional Trail will parallel or intersect numerous bus routes and will provide access to a major transit center and BRT/LRT route along CSAH 81, if that route is developed. The proposed trail will provide compliant ADA access to bus stops for both pedestrians and bicyclists. Electric wheelchairs and other mobility-assistance devices are allowed on regional trails.
- The proposed project is consistent with **TPP Policy 18 “Providing Pedestrian and Bicycle Travel Systems” strategy 18a “Bicycle and Pedestrian Regional Investment Priorities” (page 19), Strategy 18b “Connectivity to Transit” (page 19), Strategy 18c “Local Planning for Bicycling and Walking” (page 20), Strategy 18d “Interjurisdictional Coordination” (page 19), and Strategy 18e “Multimodal Roadway design” (page 20)**. The completed Crystal Lake Regional Trail will be a coordinated, multi-jurisdictional (Three Rivers Park District and City of Robbinsdale) effort that will improve pedestrian and bicycle mobility. The trail will provide safe and convenient access to employment and retail destinations, as well as the Robbinsdale Transit Station. The proposed project will close a key segment of identified gaps in the regional trail network.

Consistency with the 2030 Regional Development Framework:

The proposed project is consistent with policies set forth in the 2030 Regional Development Framework and supports:

- The strategies **“Support land-use patterns that efficiently connect housing, jobs, retail centers, and civic uses within and among neighborhoods”** and **“Encourage growth and reinvestment in adequately sewered urban and rural centers with convenient access to transportation corridors”** as stated under policy 1 **“Work with local communities to accommodate growth in a flexible, connected and efficient manner (page 6)”**. The Crystal Lake Regional Trail will support existing and future high-density mixed-use projects within the City of Robbinsdale. The trail will allow residents to safely access Robbinsdale City Hall, local parks and lakes, several retail nodes, downtown Robbinsdale, a transit center, and the larger regional trail network. The trail will reduce auto dependence and reduce the amount of space dedicated to the movement and storage of automobiles.
- The strategy **“Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways”** as stated in Policy 2 **“Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region’s economic needs” (pages 10-11)”**. The Crystal Lake Regional Trail will be an important component of a planned, interconnected pedestrian and bicycle transportation system.
- The strategy **“Support the production and preservation of lifecycle and affordable housing with links to jobs, services and amenities accessible by auto, transit, biking and walking”** as stated under Policy 3 **“Encourage expanded choices in housing local and types, and improved access to jobs and opportunities” (page 12)”**. The Crystal Lake Regional Trail will provide improved access to employment centers in Robbinsdale, Brooklyn Center, and Minneapolis by providing non-motorized transportation choices and pedestrian and bicycle connections to other transit modes. In addition, studies have shown that regional trails improve home values, resulting in an added preservation benefit to the existing housing stock within the City of Robbinsdale.

2. The project must be **included in, be part of, or relate to a problem, need or direction** discussed in one of the following: 1) a local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study reflected in the local plan; or 4) the official plan or program of the applicant agency. Because all communities in the seven-county Twin Cities region have recently completed or are currently in the process of updating their local comprehensive plans, applications in the 2009 solicitation may be for projects included in the most recent local comprehensive plan or the previous plan that was found to be consistent with Metropolitan Council plans. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2009), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2005/06). The applicant must reference the appropriate comprehensive plan, CIP, corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

City of Robbinsdale Comprehensive Plan (Draft September 2008):

The Crystal Lake Regional Trail appears on the Bikeway/Walkway System Map in the City of Robbinsdale Comprehensive Plan (page 6.15, *see Figure 12 in Appendix B*). Providing an effective choice of transportation modes for the City's residents is part of their Public Facilities Transportation chapter (Objective Two, pages 4.4 - 4.5, *see Figure 12 in Appendix B*). The parks chapter also includes Crystal Lake Regional Trail, with reference to Three Rivers Park District as an implementation partner (pages 6.6 - 6.14, *see Figure 12 in Appendix B*).

Hennepin County Bicycle System Plan:

Hennepin County includes the Crystal Lake Regional Trail as a bicycle corridor on its Bicycle System Plan map (*see Figure 13 in Appendix B*).

Three Rivers Park District:

Crystal Lake Regional Trail is recognized in Three Rivers Park District's **First Tier Trails, Greenways, and Parks Master Plan, April 2000** (pages 22-23 and map, *see Figure 14 in Appendix B*). The Master Plan was developed to address the lack of regional trails and parks within the first-tier suburbs of Hennepin County. The Master Plan recommended development of the Crystal Lake Regional Trail as a method of providing non-motorized access to the regional trail network and the connected system of regional parks and park reserves.

3. A construction project must be a permanent improvement having independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. The applicant must state that the proposed construction project is a **permanent improvement**.

RESPONSE:

The Crystal Lake Regional Trail is a permanent improvement having independent utility.

4. STP funds for bikeways and walkways are intended for facilities that provide an alternative mode of travel for purposeful trips, such as commuting or shopping. The applicant must demonstrate that the proposed facility serves a significant transportation purpose rather than only a recreational purpose.

RESPONSE:

Both the data regarding trail users and the specific location of this trail indicate that this trail will serve significant transportation purposes.

Data: In 2008, Three Rivers Park District conducted an extensive trail user survey on all regional trails within its jurisdiction and included an expanded sampling time frame from 6 AM to 8 PM to include commuter use in the morning. The study provides data on

trail trip purpose and estimates of total commuter use for each of the Park District's regional trails. The proposed project will serve an area similar in density and development to that area served by the Cedar Lake LRT Regional Trail in St. Louis Park. The 2008 Park District trail study found that 32 percent of all trips on the Cedar Lake LRT Regional Trail were for commuting purposes and the Metropolitan Council 2008 Annual Use Estimate of Regional Parks and Trails indicates that the Cedar Lake LRT Regional Trail had approximately 365,000 trips in 2008. Similar numbers are expected for the Crystal Lake Regional Trail segment within the City of Robbinsdale, which translates to approximately 117,000 non-motorized commuter trips provided by the proposed trail on an annual basis.

Location: The Crystal Lake Regional Trail connects existing multi-family, senior, low-income, and other residential areas with commercial, office, education, civic and hospital destinations in Robbinsdale, and with major employment and retail destinations, including Brookdale Mall and downtown Minneapolis. In addition, the proposed trail will provide regional trail network access to a major transit center and the potential regional transitway along CSAH 81. By connecting with a significant and growing transit corridor, the Crystal Lake Regional Trail serves a vital multi-modal transportation purpose.

5. If the project provides a **grade separated crossing over a significant barrier** such as a railroad or trunk highway, the applicant must demonstrate that the project is designed to prevent, discourage or minimize at-grade crossings. The applicant must further demonstrate that the project is designed to prohibit crossing for a reasonable distance in each direction from the crossing so as to maximize the usefulness of the grade separation.

RESPONSE:

Not applicable. The proposed Crystal Lake Regional Trail will connect to an existing grade-separated trail tunnel under SH 100, another tunnel under Broadway Avenue, and the Memorial Parkway trail underpass of CSAH 81; however, this project does not itself create a grade-separated crossing.

6. TAB will not provide funds for normal sidewalk construction or reconstruction adjacent to functionally classified local or collector streets.

RESPONSE:

Not applicable. The Crystal Lake Regional Trail will be an off-road trail with accommodation for pedestrians, bicyclists, and other non-motorized users.

7. STP funds for bikeway and walkway facilities can only be used for project implementation costs, including construction, right of way acquisition, materials, and clean-up. STP funds **cannot** be used for study completion, engineering, design, or other similar costs and should not be included in the total project cost or non-federal match. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects, but are eligible if included as part of a larger otherwise eligible project.

RESPONSE:

The Crystal Lake Regional Trail budget includes only eligible costs.

8. The applicant must demonstrate that the facility will be available to and serve the general public. Skyways that connect two private buildings are not eligible. A skyway must connect to a public building and be open to the public during the same hours as the system of skyways to which the proposed project is linked. Bikeways must also be accessible and available to the general public.

RESPONSE:

The Crystal Lake Regional Trail will be available to and serve the general public.

9. The applicant must include a letter from the agency with jurisdiction over the final project indicating that it is aware of the project and agrees to operate and maintain the project for its useful life. The applicant must assure that it will not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

RESPONSE:

Three Rivers Park District has jurisdiction over this project and the resulting regional trail. The Park District has provided a letter that affirms its agreement to operate and maintain the regional trail for its useful life. The letter also affirms that it will not change the use of any right-of-way acquired without prior approval. The letter is found in Appendix A.

10. Applicants can request up to a cap of \$5,500,000 in STP funds for a specific Bikeway/Walkway project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed \$250,000. The applicant must show the requested federal amount and total project cost on the cover page. One unit of government, such as a county, could "package" more than one small project to meet the minimum level. A project may include separate but related elements and support facilities that are not at the same location.

RESPONSE:

The Crystal Lake Regional Trail funding request is \$2,080,000, between the minimum and maximum funding levels.

11. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project's construction.

RESPONSE:

The total cost of the project is \$2,600,000. Three Rivers Park District will be responsible for providing the local non-federal 20 percent match (\$520,000). The Park District is not dependent on raising funds from other sources to provide this match; however, the Park District will seek other funding partners to help defray the costs of this project, including non-eligible costs.

BIKEWAYS and WALKWAYS - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Implementation of Planned Systems. 175points

Points under this criterion will be assigned based on whether the project implements part of a facility identified in one or more plans.

1. **0-175 points** The applicant must demonstrate that the project implements part of a bicycle system plan(s), walkway plan, state plan, regional plan, county plan, local comprehensive plan, or a capital improvement program formally adopted by one or more of the following:

- a) National or multi-state plan.
- b) State plan.
- c) Legislatively required facility plan.
- d) Metropolitan Parks and Open Space Commission.
- e) One or more of the counties within the region.
- f) One or more of the cities and townships located within the region.

The applicant shall include maps indicating the proposed facility from the applicable plans listed above.

RESPONSE

a) National or Multi-state plan.

While none of the key trail segments are included in a national or multi-state plan, the proposed trail will provide direct access to the Minneapolis Grand Rounds National Scenic Byway and access to the Mississippi National River and Recreation Area.

b) State plan.

Not applicable.

c) Legislatively required facility plan.

The Minnesota Legislature requires the Metropolitan Council to prepare regional plans, which includes the 2030 Regional Parks and Open Space Policy Plan. Within that Policy Plan and related Metropolitan Council plans, the Crystal Lake Regional Trail facility is recognized. Implementation of the proposed project will partially fulfill the vision of the Crystal Lake Regional Trail as identified in those plans.

d) Metropolitan Parks and Open Space Commission.

The Crystal Lake Regional Trail is consistent with and is recognized as a planned and approved regional trail in the Regional Parks and Trails System Map (page 53, **see Figure 15 in Appendix B**) of the 2030 Regional Parks and Open Space Policy Plan of the Metropolitan Council. The extension of the Crystal Lake Regional Trail from State Highway 100 northeast through the Cities of Crystal, Osseo, Brooklyn Park, and Maple Grove is recognized as a planned and approved regional trail in the Master Plan Boundary Adjustments map (page 60, **see Figure 16 in Appendix B**), and is also recognized in the Summary of Category A: Master Plan Boundary Adjustments table (Page 62) of the 2030 Regional Parks and Open Space Policy Plan. Implementation of the proposed project will partially fulfill the vision of the Crystal Lake Regional Trail as identified in the 2030 plan.

e) One or more of the counties within the region.

Hennepin County

The Crystal Lake Regional Trail corridor is recognized in the Hennepin County Bicycle System Plan map (***See Figure 3 in Appendix B***).

Three Rivers Park District

Crystal Lake Regional Trail is recognized in Three Rivers Park District's First Tier Trails, Greenways, and Parks Master Plan (pages 22-23 and map, ***see Figure 14 in Appendix B***). The proposed trail project meets a critical need to provide regional recreational facilities and regional trail network access to residents in the City of Robbinsdale.

Implementation of the proposed project will partially fulfill the vision of the Crystal Lake Regional Trail as identified in the Hennepin County and Three Rivers Park District plans.

f) One or more of the cities and townships located within the region.

City of Robbinsdale

The Crystal Lake Regional Trail is listed on the Bikeway/Walkway System Map in the City of Robbinsdale's current draft Comprehensive Plan (***See Figure 12 in Appendix B***). The parks chapter also includes Crystal Lake Regional Trail, with reference to Three Rivers Park District as an implementation partner.

City of Minneapolis

The Minneapolis 2008 Draft Bikeways Master Plan includes two east-west connections on 33rd Avenue North and Lowry Avenue to Victory Memorial Parkway and the Crystal Lake Regional Trail (***See Figure 2 in Appendix B***).

Implementation of the proposed project will fulfill the vision of the Crystal Lake Regional Trail as identified in these City plans.

B. Facility Type. 200 points

Points under this criterion are assigned in relation to how significant the barrier is that will be crossed and how well the connection will be made. Added points are assigned given the importance of the separate segments to be connected.

The applicant should address either criteria B-1 or B-2, whichever best describes the project being proposed. If the project includes both spot facilities to overcome barriers and system segments, complete both B-1 and B-2, and the average score will be used to award up to 200 points.

B-1. Spot Facilities to Remove Barriers.

- 0-200 points** The applicant must provide the following information describing the barrier to be overcome and the bike/pedestrian facility to be used for this purpose.
- a. Magnitude of barrier, i.e., width, elevation differences; if barrier is a roadway: number of lanes, average daily traffic, posted speed, etc.
 - b. Ease of closing or overcoming the barrier using the proposed project relative to the next easiest alternative remaining after construction of the proposed project, expressed in distance and elevation changes.

RESPONSE:

Not applicable; project provides a system segment.

B-2. System Segments.

- 0-200 points** The applicant must demonstrate how the project contributes to the continuous and connected implementation of a significant element(s) of the system plan(s) as identified in criterion A.1 above, including the following:
- a. Identify the number, location and length of segments and routes of existing and planned bicycle/walkway facilities that will connect to the proposed project.

RESPONSE:

South:

- 1. **Minneapolis Grand Rounds National Scenic Byway:** existing direct connection; length: 43 miles.

North:

- 2. **Twin Lakes Regional Trail:** existing direct connection; length: 2.2 miles.

East:

- 3. **Lowry Avenue Bikeway:** planned direct connection; length: over 3 miles
- 4. **33rd Avenue North Bikeway:** planned direct connection; length: approximately 3 miles.
- 5. **42nd Avenue North Bikeway:** planned in Minneapolis; Class 2 existing in Robbinsdale; length: approximately 4 miles.

West:

6. **Luce Line Regional Trail:** existing connection via Wirth Parkway Trail/Minneapolis Grand Rounds; length: total 75 miles, including Luce Line State Trail.
7. **South Twin Lake – Robbinsdale downtown connector:** existing direct connection under CSAH 81, West Broadway and railroad; length: under 0.25 miles.
8. **Crystal Lake Regional Trail extension** – planned seven-mile regional trail from State Highway 100 northwest to Elm Creek Park Reserve in Maple Grove, to be developed in conjunction with transitway development along CSAH 81. When completed, the proposed project and planned project will connect the Cities of Minneapolis, Robbinsdale, Crystal, Brooklyn Park, Osseo, and Maple Grove.
9. **Medicine Lake Regional Trail** – existing 17-mile north/south regional trail, connecting via the planned Crystal Lake Regional Trail extension. This trail provides the primary north/south non-motorized transportation route through the center of Hennepin County.
10. **CP Rail Regional Trail** – conceptual rail trail running from Crystal south through New Hope, Golden Valley, St. Louis Park, Edina, and Bloomington, terminating at the Minnesota River Valley trail network. The CP Rail Regional Trail is recognized in the Metropolitan Council's 2030 Regional Parks and Open Space Policy Plan. The proposed Crystal Lake Regional Trail will provide a critical link to the CP trail when developed.

b. Maximum grade and length thereof for bicycles/pedestrians.

RESPONSE:

Total trail length of the Crystal Lake Regional Trail in this proposal is two miles; the total planned trail length is nine miles. For the proposed project trail, grade will not exceed five percent. Three Rivers Park District consistently applies the design standard of a maximum five percent grade on all regional trail segments, including those connecting with this trail.

c. Number of stops per mile for bicycles/pedestrians.

RESPONSE:

For the two miles of trail proposed in this project, the Crystal Lake Regional Trail will have one signalized intersection crossing, which has a pedestrian/bicyclist activated feature and three stop-sign controlled intersections; or two stops per mile on average. Crosswalk signing and pavement markings will be included in trail design as needed. The proposed trail also connects to existing regional trails which provide grade-separated underpasses of SH 100, CSAH 81, and West Broadway Avenue.

0-125 points

The Transportation Advisory Board staff will perform all calculations in items a., b. and c. for each proposed project as long as the proposal includes a Twin Cities area location map and a detailed scaled map showing the project limits and length. Traffic analysis zones that encompass or abut the proposed project will be valued at 100%. Traffic analysis zones within one mile of the project will be valued at 50%. The applicant must answer item d. below.

- a. 2000 population density of traffic analysis zones within one mile of the proposed project.
- b. 2000 employment density of traffic analysis zones within one mile of the proposed project.
- c. 2000 college/university enrollment of traffic analysis zones within one mile of the proposed project.
- d. Describe how the proposed bikeway/walkway project will provide more direct connections between trip origins and destinations.

RESPONSE:

The Twin Cities Area Map is shown below and is the Appendix B as Figure 5:

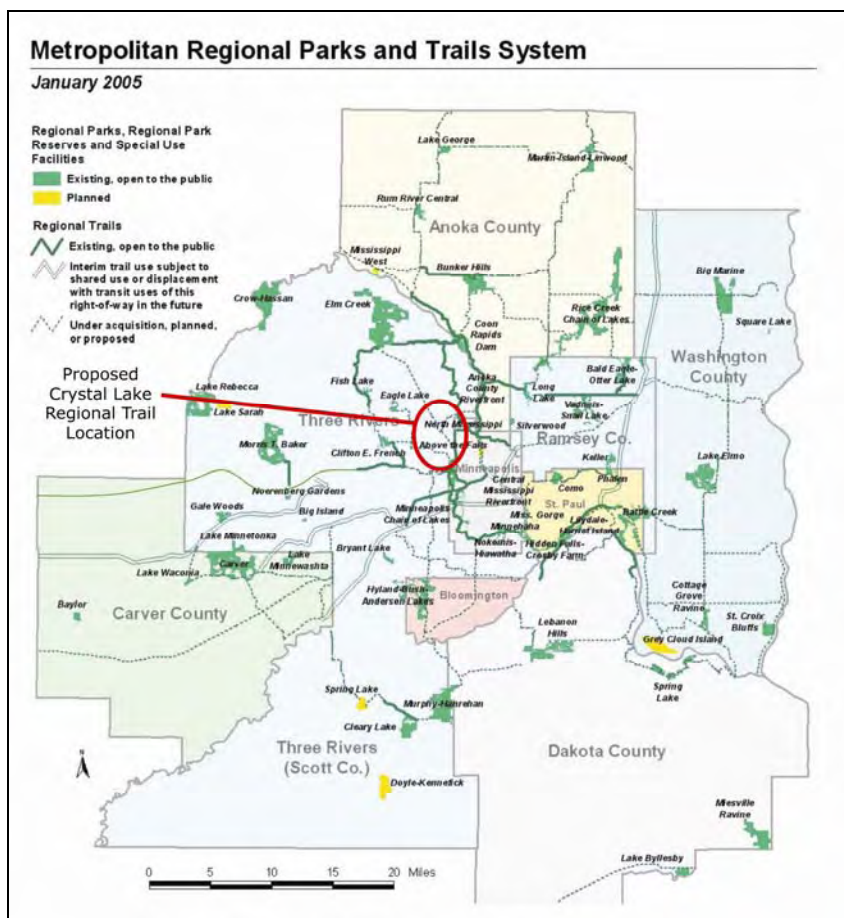


Figure 5: Project location within the Twin Cities Area

The detailed scaled project map for Question C-a-c is shown below and is also in Appendix B as Figure 17:

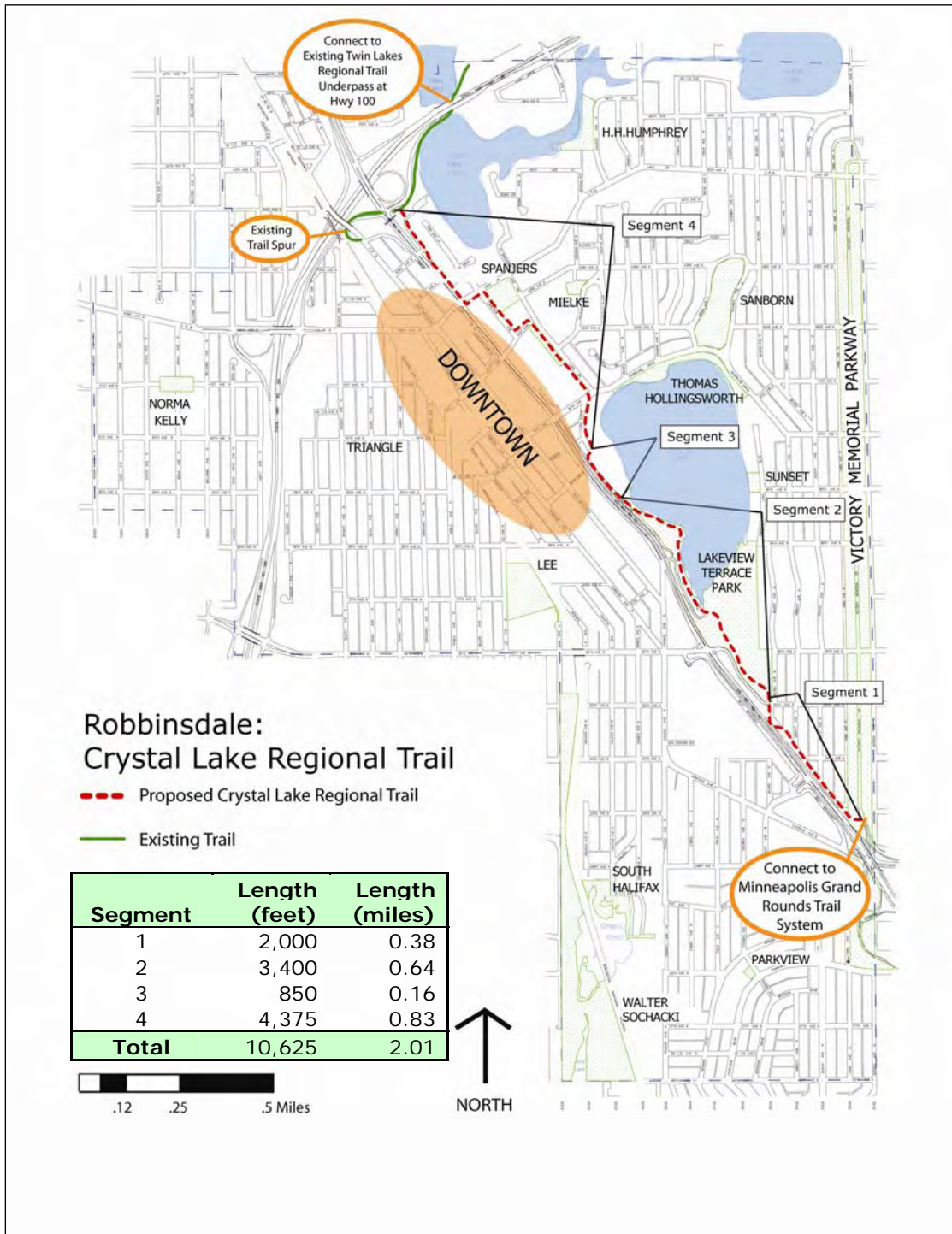


Figure 17: Detailed scaled project map showing project limits and length

Response to Question C-d

The Crystal Lake Regional Trail will provide more direct connections between origins and destinations within the City of Robbinsdale; in adjacent and nearby communities; and in the regional multi-modal transportation system.

Within the City of Robbinsdale:

Robbinsdale does not have a safe, fast, and pleasant bicycle trail suitable for commuting purposes. Sidewalks exist only in some parts of the City and parks have trails serving only the park users. The Crystal Lake Regional Trail will provide more direct connections from multi-family housing and other residential areas on the east side of CSAH 81 to bus stops on 42nd Avenue North and the City's downtown to the west. Walking or bicycling to North Memorial Medical Center, the Robbinsdale Transit Center, and Robbinsdale City Hall is poorly supported now and will be much easier with this trail.

Adjacent and nearby communities:

The Crystal Lake Regional Trail will also provide new, direct connections to adjacent communities, employment centers, and activity areas in Minneapolis and Brooklyn Center. The proposed trail project will connect the existing Twin Lakes Regional Trail in Brooklyn Center and the Minneapolis Grand Rounds Regional Trail network in Minneapolis. Residents from Brooklyn Center, Minneapolis, and Robbinsdale will be able to move freely between the communities, significantly increasing the multi-modal transportation opportunities in this part of the region. Major destinations include the Brookdale Mall retail area in Brooklyn Center via the Twin Lakes Regional Trail, downtown Robbinsdale via the proposed trail, and downtown Minneapolis via the Minneapolis Grand Rounds.

Regional multi-modal transportation:

Regionally, this trail fills a vital connection between developed park and trail systems in the urban core and those in the second and third-tier suburbs. The proposed trail will connect directly into the 95-mile regional trail network operated by Three Rivers Park District and the 175-mile seven-county regional trail network, as well as the hundreds of miles of local trail networks that connect to the arterial regional trail network. A bicyclist will be able to commute over longer distances with safe, fast, and pleasant trails. Connecting to the Mississippi River National River Recreation Area and the Luce Line State Trail provides connections to downtown Minneapolis and St. Paul, Uptown, and the many major employment and activity areas.

Increasing multi-modal opportunity awareness:

The proposed project includes regional trail kiosks. These kiosks are currently being installed on all Three Rivers Park District regional trails. The kiosk system provides an overview map of the regional trail network, a trail-specific map that highlights public parking, drinking water, restrooms, shopping areas, and other amenities, and an aerial photo map of the surrounding four-square mile area that shows all local trails that connect to the regional trail. These kiosks provide the means for trail users and commuters to better comprehend and use the regional trail network as a transportation route to their desired destinations.

Examples of Origins and Destinations within one mile of the project:

Transit Connections:

- Robbinsdale Transit Center: 5 bus routes
- Bus Routes from Minneapolis streets: 3 bus routes
- Park and Ride lot: within one mile of trail, on 42nd Avenue North: 2 bus routes

Business/Commercial/retail Mixed-use districts:

- City of Robbinsdale historic downtown
- Robin Center
- Continuous commercial/retail development along CSAH 81

Major Employment Areas:

- North Memorial Medical Center

Colleges and Universities: 4

- Woodson Institute for Excellence
- North Memorial Home Health
- Islamic University of Minnesota
- North Memorial Medical School of X Ray

Schools: 12

- Robbinsdale Community Education Center
- Sacred Heart Elementary School
- Lakeview Elementary School
- Northbrook Christian Academy
- Robbinsdale Middle School
- Technology and Language Middle School
- Lucy Laney Elementary School
- Park View Montessori Elementary
- Loveworks Academy for the Arts
- Kay Marie and Carol's School of Dance
- Highview Alternative High School
- ALC North Vista Center – Intermediate School

City Halls: 1

- Robbinsdale City Hall

Post Office: 1

- Robbinsdale Post Office at Robin Center

High density residential –

- Senior housing, multi-family housing

Religious Institutions: 7

- Sacred Heart Catholic Church
- Elim Lutheran Church
- Robbinsdale United Church of Christ
- Redeemer Lutheran Church
- Spirit United Interfaith Church
- Missionaries of Charity
- Bethel World Outreach Church

Activity Centers: 1

- Crystal Community Center

Health clinics: 2

- Robbinsdale Clinic
- North Memorial Occupational Health Clinic

Fitness centers: 5 locations

Parks: 26:

- Lee Park, Spanjers Park, Lions Park, HH Humphrey Park, Sanborn Park, Thomas Hollingsworth Park, Twin Lake Beach Park, Cavanaugh Park, Park, Welcome Park, Fair School Park, Triangle Park, Normas Kelly Park, Lakeview Terrace Park, Folwell Park, Cleveland Park, Manor Park, Stockman Park, Walter Sochacki Park, Mary Hills Park, Valley View Park, Cleveland Park, Jordan Park, Rice Lake Park, Glenview Terrace Park

D. Cost Effectiveness.

200 points

The Transportation Advisory Board staff will perform all calculations in item D using Metropolitan Council forecasts as long as the proposal includes a Twin Cities area location map and a detailed, scaled map of the project showing limits and length. Traffic analysis zones that encompass or abut the proposed project will be valued at 100%. Traffic analysis zones within one mile of the project will be valued at 50%. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

- D-1. **0-50 points** Total cost of the project (federal and match) divided by the total population (2000) within traffic analysis zones within one mile of the project limits.
- D-2. **0-50 points** Total cost of the project (federal and match) divided by the total future population (2030) within traffic analysis zones within one mile of the project limits.
- D-3. **0-50 points** Total cost of the project (federal and match) divided by the total employment (2000) within traffic analysis zones within one mile of the project limits.
- D-4. **0-50 points** Total cost of the project (federal and match) divided by the total future employment (2030) within traffic analysis zones within one mile of the project limits.

RESPONSE:

The Twin Cities Area Map (Figure 5) and detailed, scaled map of the project (Figure 17), are located on pages 25 and 26, and are also located in Appendix B.

0-100 points

Points will be given based on how well the project addresses safety issues and aims to eliminate existing or potential safety hazards. Discuss any safety-related issues that will be addressed by the project. Include any available project site-related safety data, e.g., crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle), reduction or elimination of steep grades, provision of signage, etc. The applicant shall provide an evaluation of security needs for the project location and how the project will provide security measures consistent with those needs.

RESPONSE:

Currently, there is no defined bikeway or off-street trail through this section of the metropolitan area. Cyclists must now use the streets and pedestrians can use sidewalks – where they exist, and walk in the street or in yards, where no sidewalks exist. Movement between popular destinations is made difficult by a lack of a recognized trail network, leading bicyclists and pedestrians to choose their own routes and to cross busy roads at multiple locations. Robbinsdale currently lacks the necessary facilities to accommodate the increased demand for non-motorized transportation.

Inconsistent behavior is a primary cause of bicycle/vehicle and pedestrian/vehicle accidents and the lack of bicycle/pedestrian facilities increases that inconsistent behavior. The creation of a bikeway, consisting of a separated, off road trail and signage, will reduce conflicts with on-street parking and provide a well-defined and efficient route for pedestrians and bicyclists to use. Bicyclists, traveling on a defined route, will experience fewer distractions associated with navigation; thereby, focusing more of their attention on safe travel and making fewer erratic turns. Definition of the bikeway will increase vehicle driver awareness of the presence of bicyclists and pedestrians, increasing their safety.

Toward Zero Deaths (TZD) is a Minnesota partnership led by the Department of Public Safety, the Department of Transportation, and the Department of Health, in cooperation with the Minnesota State Patrol, the Federal Highway Administration, Minnesota county engineers, and the Center for Transportation Studies at the University of Minnesota. The TZD mission is "*To move the state of Minnesota Toward Zero Deaths on our roads through the multidisciplinary application of education, enforcement, engineering, and emergency medical services driven by data, best practices, and research.*" TZD stresses the importance of the 4 "E"s education, enforcement, engineering and emergency medical services.

The proposed regional trail project encompasses each of the 4 "E"s. The regional trail kiosks provide trail user etiquette and trail riding educational information. Three Rivers Park District regularly patrols all of its regional trails with Park District Police and Public Safety Officers. These patrols also conduct on-site bicycle safety and trail safety seminars. The proposed regional trail will follow all safety-based engineering designs as set forth in the *AASHTO Guide for the Development of Bicycles Facilities* and the *Mn/DOT Bikeway Facility Design Manual*. Park District Officers are also certified as Emergency Medical Technicians, and the presence of North Memorial Medical Center adjacent to the trail will also increase safety.

Evaluation of Security needs

Figure 18 shows the incidence and location for crime within the City of Robbinsdale over the previous 90 days (approximately March 15 – June 14, 2009). As Figure 18 indicates, most crime occurs south of CSAH 81, or north of Crystal Lake, in areas away from the proposed trial project. Three Rivers Park District has found that regional trails have a very low incidence of crimes against persons, due in part to regular patrolling by uniformed officers and by the self-policing that occurs with the heavy use of the trail by trail users. Limited amounts of graffiti-type crimes do occur along regional trails and the Three Rivers Park District maintenance staff works with the Park District Public Safety Office and local Public Safety offices to track and quickly remove graffiti. Three Rivers Park District will apply security measures in the form of regular trail patrols by uniformed officers, on-site education sessions for trail users, and regularly scheduled maintenance and upkeep of the trail and its associated facilities.

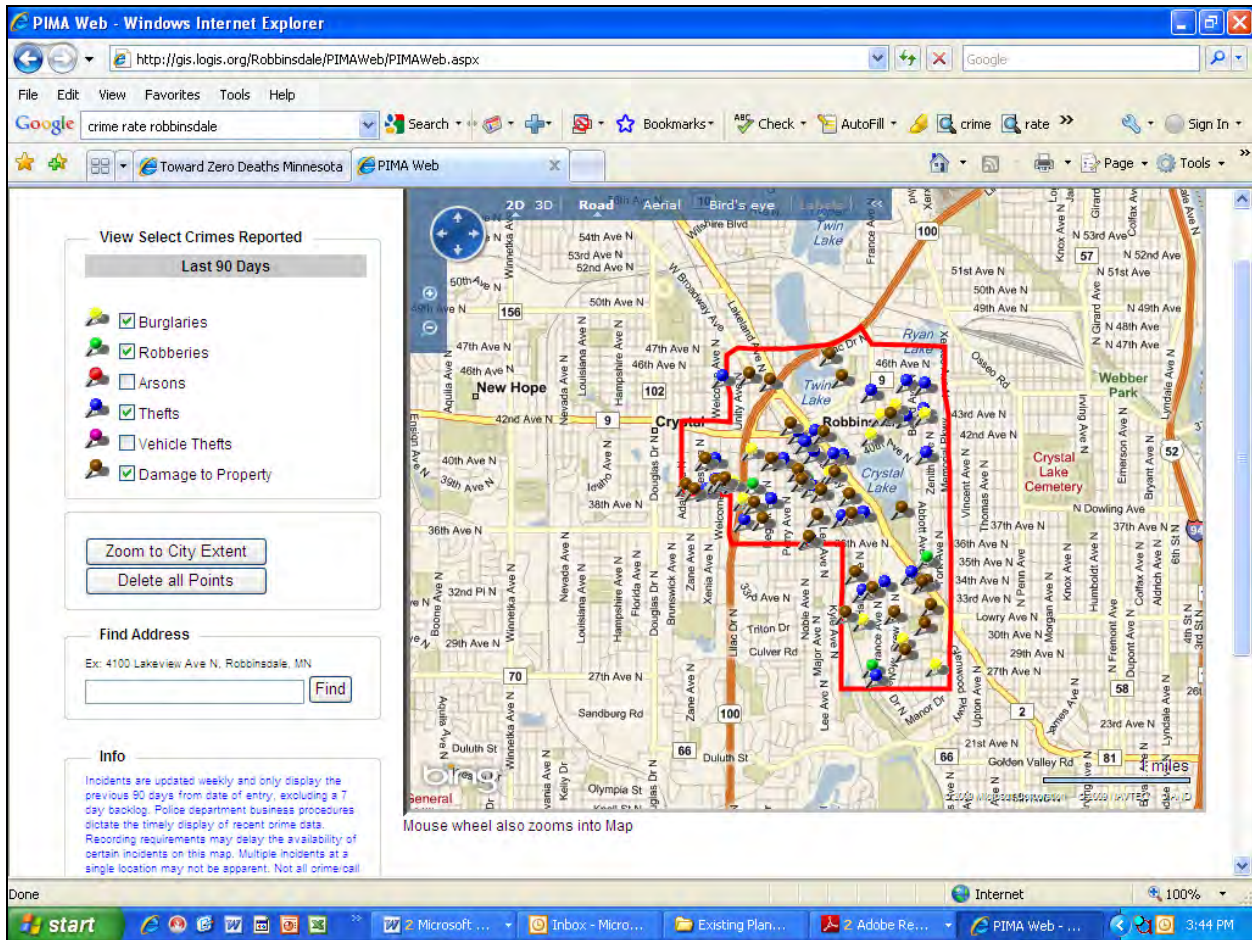


Figure 18: 90-day crime incidence map, Robbinsdale, MN

F. Development Framework Implementation

200 Points

The *2030 Development Framework* is the initial “chapter” and unifying theme of the Council’s metropolitan development guide. Together with the Council’s regional policy plans, the *Framework* is intended to help ensure the orderly, economical development of the seven-county area and the efficient use of four regional systems: transportation, aviation, water resources (including wastewater collection and treatment) and regional parks and open space. The *Framework* was adopted in January 2004, and amended in December 2006.

The Council’s strategies are organized around four policies:

- Accommodating growth in a flexible, connected and efficient manner.
- Slowing the growth in traffic congestion and improving mobility.
- Encouraging expanded choices in housing locations and types.
- Conserving, protecting and enhancing the region’s vital natural resources.

1. Development Framework Planning Area Objectives

0-70 points Higher scores will be attributed to projects that demonstrate that the project supports *Framework Planning Area* policy directions and strategies and 2000-2030 forecasts reflected in local comprehensive plans (2008 update approved by Council or a plan update that is complete for review). Higher scores will also be given for projects that support more intense, mixed-use development (residential, commercial, industrial) in centers along transportation corridors.

Applicant provides:

- a) Project Area Location (The project area comprises the TAZs in which the project is located. Provide a map and identify TAZs in which the project is physically located); Traffic Analysis Zones

Response:

Figure 19 (shown on next page and in Appendix B) provides a detailed, scaled map and the TAZ overlay of TAZs in which the project is adjacent (lighter shade) and in which the trail is physically located (Darker shade). The Crystal Lake Regional Trail project is located within TAZ #709 and #721. Please note that the proposed trail is immediately adjacent to TAZs # 430, #705 and #708. In addition, the proposed trail connects to existing regional trails that are located within and which provide immediate access to TAZ #385, #429, #430, #705, #708, and #722.

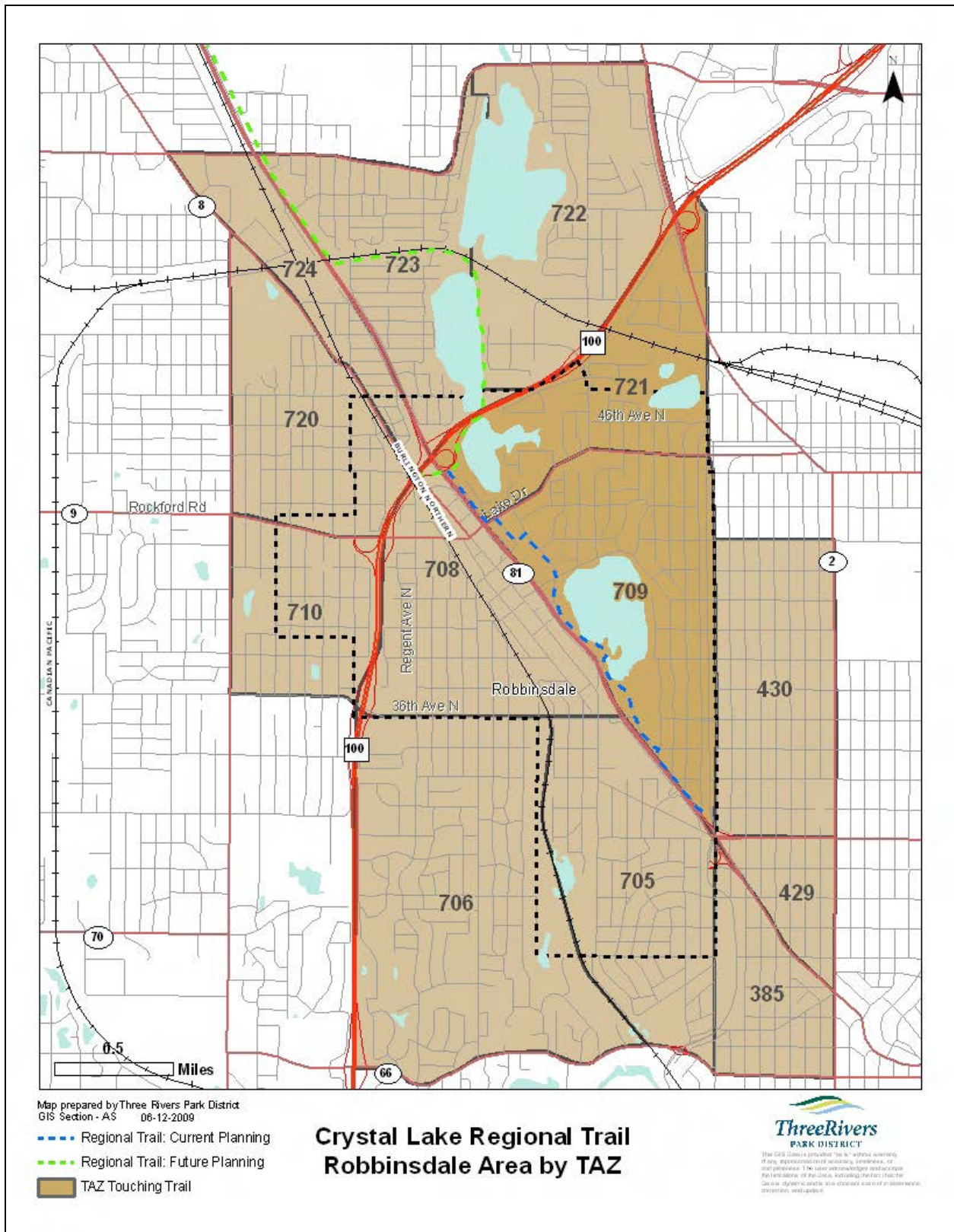


Figure 19: detailed scaled project map showing project area with TAZ overlay

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- b) Identify what the *Framework* Planning Designation for the Project Area and how the project supports *Framework* strategies for the planning area (see *Framework* chapter 3 “Strategies for Geographic Planning Areas – <http://www.metrocouncil.org/planning/framework/documents.htm>.) including the **relationship of the project to community development plans and objectives** e.g. intensification of centers, mixed use development, development staging, and/or redevelopment/infill plans.

RESPONSE:

The Framework Planning Designation for the proposed project area is “Developed Area” (**2030 Regional Development Framework, Page 19**). The project supports the Framework strategies for a developed community (**2030 regional Framework, Table 2, Pages 20 – 21**). For developed communities, the Framework promotes: **“[p]lan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region’s economic needs.”** The Crystal Lake Regional Trail will **“expand[s] the capacity of the regional transportation system to slow the growth of congestion”** by strengthening non-motorized transportation options in a transit corridor, with connections to transit, and will **“expand[ing] the regional trails system.”** Improving land for additional growth along transit corridors and maintaining and expanding existing infrastructure to adequately support reinvestment are two strategies supported in the framework. The Crystal Lake Regional Trail provides an excellent example of **“plan [ning] regional pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities to accommodate growth and reinvestment.”** The complementary community role is making local transportation, transit, pedestrian, and bicycle investments to improve those connections; with support from the City of Robbinsdale, Three Rivers Park District is following that regional framework guidance.

The community development plans of the City of Robbinsdale are consistent with the regional framework goals: **“allow and identify public trails ... along natural areas”** to protect and enhance all scenic assets, and to link all areas of interest by sidewalks and trail systems. The redevelopment plans reflected in the Future Land Use map (*See Figure 20 in Appendix B*) demonstrate a commitment to increasing density from “multi-family” to “high density;” and converting most commercial areas to mixed use close to the regional trail, CSAH 81 and the proposed rapid transit facility. “The City believes that travel demand can be reduced in the future through design, infrastructure improvements, and policy;” the plan speaks to the goal of supporting a downtown accessible “without the use of the automobile.” The City of Robbinsdale plan supports the Crystal Lake Regional Trail as part of its overall travel demand and growth policy (**2008 City of Robbinsdale Comprehensive Plan – Draft**), pp. 4-21, 4-22).

c) Council staff will provide the following information to assist in the evaluation of this criterion:

TAZ Project Area demographic profile:

Population: 2000, 2010, 2020, 2030

Households: 2000, 2010, 2020, 2030

Employment: 2000, 2010, 2020, 2030

Retail Employment: 2000, 2010, 2020, 2030

TAZ Project Area land use profile:

- o Acreage by existing land use category
- o Planned land use (summarized from local comprehensive plans)

RESPONSE:

Metropolitan Council staff to provide data for this section.

2. Natural Resources

0-30 points A project will score higher if **sensitive natural resources are avoided** and if **“best management” practices are employed** in project implementation beyond which is minimally required by law. Describe in a **brief narrative how the project relates to identified regional natural resource areas and any local community natural resource inventory and reference attached map(s)**. If the project has potential for assisting restoration or has a potential adverse impact, describe the resource, impact and what implementation practices will be employed. For identified natural resource areas go to (<http://gis.metc.state.mn.us/topics/nrda/index.asp>).

RESPONSE:

Sensitive local community natural resources

The Crystal Lake Regional Trail will complement restoration of degraded natural resources in a densely populated area, contributing to water quality improvements, and providing an excellent education opportunity close to urban populations. Crystal Lake itself is impaired, not suitable for swimming or recreation, and struggling with curlyleaf pondweed, which contributes to high phosphorous levels and poor water quality. While South Twin Lake hosts a DNR boat launch, it is impaired and not safe for swimming or eating fish and suffers from curlyleaf pondweed. With the area urbanized in the mid 20th century, no high-quality natural areas remain in Robbinsdale, and native plant restoration opportunities are more promising than protection of remaining natural areas.

In 2009, Hennepin County and the City of Robbinsdale are launching a major project to improve the water quality and natural areas at Lakeview Terrace Park and Crystal Lake. Alignment of the Crystal Lake Regional Trail is being included in park redevelopment plans, integrating water quality improvement strategies. The trail itself will provide interpretive opportunities, as well as enjoyment of the natural setting. This project will be a model of restoration in a highly visible location.

Relationship to regional natural resource areas

There are no regionally significant natural resource areas within the City of Robbinsdale and the project area; however, the Crystal Lake Regional Trail will eventually extend west to Elm Creek Park Reserve in the communities of Maple Grove, Corcoran, and Dayton. The majority of Elm Creek Park Reserve is

recognized as a regionally significant natural resource area and is known for its extensive trail network for hikers and bicyclists. Consequently, the proposed trail project will provide residents of developed communities with a non-motorized means to access the trails within the interior of Elm Creek Park Reserve and to experience the surroundings of the regionally significant resources.

Best practices

Three Rivers Park District's mission is based upon environmental stewardship and employs Best Practices for trail design, construction and maintenance as found in the **Trail Planning, Design, and Development Guidelines** (2006) developed and published by the Minnesota Department of Natural Resources.

3. Progress Towards Affordable Housing Goals

NOTE: Information and analysis in this section will be provided by Council staff.

4. Integration of Modes

0-70 points The project proposal will receive a higher score under this criterion if it improves another mode of travel or integrates two or more modes. Project proposals that do not break down the costs attributable to the components of integration of modes will score no points in the criterion. Some investment in these components as part of the project is expected to acquire points. Scores will not be based on the amount spent on the modes. Scores will be based on how much and how well the project integrates other modes of travel.

The examples below relate to a specific funding category and are not necessarily transferable. The applicant should show if or how the improvements fit into a planned system for the particular mode. Improvements of this type will receive a higher score.

Bicycle Projects

- Transit shelters if project is parallel to bus route.
- Parallel sidewalks if they do not exist or are in need of repair (within the available or acquired right-of-way for the primary project).
- Additional signal cycles and actuation for both bicyclists and pedestrians.
- Bicycle lockers at bus stops.

Pedestrian Projects

- Transit shelters if project is parallel to bus route.
- Parallel bikeway facilities if they do not exist or are in need of repair (within the available or acquired right-of-way for the primary project).
- Additional signal cycles and actuation for pedestrians and bicyclists.

RESPONSE:

Currently, there is no infrastructure within the project area specifically designed for non-motorized transportation other than the existing sidewalks. The proposed trail results in a developed and identified non-motorized transportation route through the City of Robbinsdale. Without the trail, the City's primary multi-modal transportation options are limited to transit and automobiles. Addition of the trail itself will result in a more fully-integrated multi-modal transportation network.

In addition to the project's significant addition to the multi-modal transportation network, several aspects of the proposed project will improve the integration of

the proposed trail and the other existing transportation system components within the City, specifically:

Trail Kiosks:

Trail kiosks provide an overview map of the regional trail network, a trail-specific map that highlights public parking, drinking water, restrooms, shopping areas, transit centers, and other amenities, and an aerial photo map of the surrounding four-square mile area that shows all local trails that connect to the regional trail. These kiosks provide the means for trail users and commuters to better comprehend and use the regional and local trail network as a transportation route to their desired destinations, and to find safe routes to the Robbinsdale Transit Center or other bus routes. Trail kiosks are designed to also provide shelter from the rain and sun.

The exact site locations of the trail kiosks will be determined in the design development phase of this project and may be located adjacent to designated bus stops, if appropriate. Three trail kiosks are expected for this project, with each kiosk costing approximately \$16,000.

Multi-use trail designation:

The proposed trail will be 10-feet wide, with a minimum of 2-foot safety shoulders, and will be striped down the middle. This design is used to accommodate both bicyclists and pedestrians, integrating two modes of transportation into one facility. The total project cost, which is centered around this multi-modal use, is \$2,600,000.

Trailhead parking:

The proposed project includes a regional trailhead parking component near Crystal Lake. This parking lot will provide opportunities for commuters to drive to the regional trail and then bicycle to their destination using the Crystal Lake Regional Trail. The projected cost of the trailhead parking lot is \$100,000.

Rest stops with benches, trash receptacles, and lockable bicycle parking are typically provided every one to two miles on regional trails. This project will include at least one rest area with those facilities, at an estimated cost of \$3,500.

G. Maturity of Project Concept.

100 points

Projects selected through this solicitation will be programmed for construction in 2013 or 2014. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year create problems. Proposed projects that have already completed some of the work is a plus. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than others that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE:

Three Rivers Park District completed a First Tier Trails, Greenways and Parks Master Plan in 2000, in cooperation with cities and other public agencies interested in the ten communities adjacent to Minneapolis. The Crystal/Robbinsdale Corridor emerged as one of the priority corridors. In 2004, Three Rivers Park District, the City of Crystal, and the City of Robbinsdale completed a corridor study, including alignment alternatives and developed a master plan for the proposed Crystal Lake Regional Trail. The study determined that no right-of-way acquisition is needed to complete this trail and that cooperative agreements would be developed with the City of Robbinsdale, Hennepin County, Mn/DOT, and potentially the City of Minneapolis and/or the Minneapolis Park and Recreation Board.

As Three Rivers Park District subsequently worked with the Metropolitan Council and Hennepin County on regional park system plan updates and county bikeway planning, Crystal Lake Regional Trail was identified as a primary corridor linking Minneapolis to developing communities and complementing regional development strategies. The planned Crystal Lake Regional Trail was formally extended from SH 100 to Elm Creek Park Reserve in the 2005 **Metropolitan Council's 2030 Regional Parks and Open Space Policy Plan.**

The project scope for the proposed project was developed with input from the City of Robbinsdale and other stakeholders through meetings in 2008 and 2009. Design work for the regional trail will likely proceed in 2010 so that the regional trail will compliment the planned water quality project for Crystal Lake and improvements in Lakeview Terrace Park. All right-of-way has been secured.

Project Implementation Schedule - Schedule K

1) Project Scope

- Stake Holders have been identified
- Meetings or contacts with Stake Holders have occurred

2) Layout or Preliminary Plan

- Identified Alternates
 - Selected Alternates
 - Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 2010

3) Environmental Documentation

- EIS EA PM
- Document Status
- Document not started
 - Document in progress; environmental impacts identified
 - Document submitted to State Aid for review (date submitted: _____)
 - Document approved (need copy of signed cover sheet)
- Anticipated date or date of completion/approval: 2011

4) R/W

- No R/W required
 - R/W required, parcels not identified
 - R/W required, parcels identified
 - R/W has been acquired
- Anticipated date or date of acquisition N/A

5) Railroad Involvement

- No railroad involvement on project
- Railroad R/W Agreement required; negotiations not begun
- Railroad R/W Agreement required; negotiations have begun
- Railroad R/W Agreement is complete

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress
- Anticipated date or date of completion: 2013
- Construction plans completed/approved

7) Letting

Anticipated Letting Date: 5/15/14

Appendix A: Letters



City of Robbinsdale

4100 Lakeview Avenue North
Robbinsdale, Minnesota 55422-2280
Phone: (763) 537-4534
Fax: (763) 537-7344
www.robbinsdalemn.com

June 11, 2009

Mr. Don DeVeau, Director
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

RE: Letter of Support for 2009 Metropolitan Council Regional Solicitation for Federal Transportation Funding – **Crystal Lake Regional Trail**

Dear Mr. Don DeVeau:

The City of Robbinsdale supports the request from Three Rivers Park District for Federal Transportation Enhancement and Surface Transportation funds for the following project:

Crystal Lake Regional Trail

Develop an off-road regional trail through the heart of Robbinsdale, from the Minneapolis Grand Rounds at Victory Memorial Parkway, near County Road 81 northwest to Robbinsdale's premier park- Lakeview Terrace Park on Crystal Lake, the historic downtown retail area, the Robbinsdale City Hall, Robin Shopping Center, and another city park, up to an existing highway underpass at State Highway 100. Three Rivers Park District will create two miles of regional trail; a regional trailhead at Lakeview Terrace Park; three continental bridges in Lakeview Terrace Park; and two rest area/pull-outs.

This project is essential to the City's plans to continue developing effective and safe pedestrian off-road access to the heart of Robbinsdale along the high traffic corridor of County Road 81. This project would ensure accomplishment of the City's plans to expand the existing Step To It Challenge community wellness program, assist in the expansion of community groups access to needed clean-up projects along the corridor, and accomplish pedestrian access plans allowing off-road connection to Graeser Park- a historic park of regional significance in the north portion of the heart of Robbinsdale.

Thank you for seeking funding for this regionally significant project.

Sincerely,
City of Robbinsdale

Marcia Glick
City Manager

Tom Marshall
Director of Administrative & Recreation Services



**Department of
Public Works**
Steven A. Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-2352
Fax 612 673-3565
TTY 612 673-2157

June 11, 2009

Mr. Don DeVeau, Director
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

RE: Letter of Support for 2009 Metropolitan Council Regional
Solicitation for Federal Transportation Funding -
Crystal Lake Regional Trail

City of Minneapolis supports the request from Three Rivers Park
District for Federal Transportation Enhancement and Surface
Transportation funds for the following project:

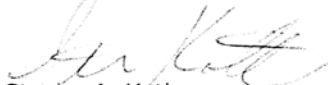
Crystal Lake Regional Trail

Develop an off-road regional trail through the heart of
Robbinsdale, from the Minneapolis Grand Rounds at Victory
Memorial Parkway, near County Road 81 northwest to
Robbinsdale's premier park, Lakeview Terrace City Park on
Crystal Lake, the historic downtown retail area, the
Robbinsdale City Hall, Robin Shopping Center, and another
city park, up to an existing highway underpass at State
Highway 100. Three Rivers Park District will complete
right-of-way acquisition and construction to create two
miles of regional trail; regional trailhead at Lakeview
Terrace Park; three continental bridges in Lakeview Terrace
Park; and two rest area/pull-outs.

**This project is very important to the City of Minneapolis
because it connects to our regional trail system and will
provide important connections for bicyclist and
pedestrians. This project is consistent with our
Comprehensive Plan and Bicycle Plan.**

Thank you for seeking funding for this regionally significant
project.

Sincerely,



Steven A. Kotke
City Engineer, Director of Public Works



www.ci.minneapolis.mn.us
Affirmative Action Employer



**Minneapolis
Park and Recreation
Board**

Administrative Offices
2117 West River Road
Minneapolis, MN 55411-2227
Phone: 612-230-6400
Fax: 612-230-6500

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000
Phone: 612-370-4900
Fax: 612-370-4831

President
Tom Nordyke

Vice President
Mary Merrill Anderson

Commissioners
Walt Dziedzic
Bob Fine
Carol A. Kummer
Tracy Nordstrom
Jon C. Olson
Scott Vreeland
Annie Young

Superintendent
Jon R. Gurban

Secretary to the Board
Don Siggelkow

www.minneapolisparcs.org

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June 5, 2009

Mr. Don DeVeau, Director
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

RE: Letter of Support for 2009 Metropolitan Council Regional
Solicitation for Federal Transportation Funding –
Crystal Lake Regional Trail

Minneapolis Park and Recreation Board supports the request from
Three Rivers Park District for Federal Transportation Enhancement
funds for the following project:

Crystal Lake Regional Trail

Develop an off-road regional trail through the heart of
Robbinsdale, from the Minneapolis Grand Rounds at Victory
Memorial Parkway, near County Road 81 northwest to
Robbinsdale's premier park, Lakeview Terrace City Park on
Crystal Lake, the historic downtown retail area, the
Robbinsdale City Hall, Robin Shopping Center, and another
city park, up to an existing highway underpass at State
Highway 100. Three Rivers Park District will complete right-
of-way acquisition and construction to create two miles of
regional trail; regional trailhead at Lakeview Terrace Park;
three continental bridges in Lakeview Terrace Park; and two
rest area/pull-outs.

The Crystal Lake Regional Trail project will be a great asset to the
regional system and will connect with the Grand Rounds National
Scenic Byway trail network.

Thank you for seeking funding for this regionally significant project.

Sincerely,

Judd Rietkerk
Director
Planning and Project Management



Hennepin County Transportation Department

1600 Prairie Drive
Medina, MN 55340-5421

612-596-0300, Phone
763-478-4000, FAX
763-478-4030, TDD
www.hennepin.us

June 11, 2009

Mr. Don DeVeau, Director
Department of Planning and Development
Three Rivers Regional Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

Re: Statement of Support for Crystal Lake Regional Trail
SAFETEA-LU Transportation Enhancement Application

Dear Mr. DeVeau:

Hennepin County would like to express support for the federal Transportation Enhancement (TE) application for the Crystal Lake Regional Trail project. This project would develop an off-road regional trail through the heart of Robbinsdale, from the Minneapolis Grand Rounds at Victory Memorial Parkway, near County Road 81 northwest to Robbinsdale's premier park, Lakeview Terrace City Park on Crystal Lake, the historic downtown retail area, the Robbinsdale City Hall, Robin Shopping Center, and another city park, up of an existing highway underpass at Trunk Highway 100.

It is our understanding that Three Rivers Regional Park District would complete right-of-way acquisition and construction to create two (2) miles of regional trail; regional trailhead at Lakeview Terrace Park; three continental bridges in Lakeview Terrace Park; and two rest area / pull-outs.

The route is designated as a regional bikeway in the Hennepin County Bicycle Transportation adopted by the Board of Commissioners on December 10, 1996 (Resolution 96-12-761).

We wish you success with the application.

Sincerely,

James N. Grube, P.E.
Director of Transportation and County Engineer