

**Bikeways and Walkways STP Funding Application for
Nine Mile Creek Regional Trail:
East Segment**

**Three Rivers Park District
Edina, Minnesota**

August 22, 2011



Three Rivers
Park District
Board of
Commissioners

August 22, 2011

Sara Wyatt
District 1

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

Marilynn Corcoran,
District 2

RE: 2011 SAFETEA-LU Regional Solicitation
Surface Transportation Program (STP)
Bikeways/Walkways
Nine Mile Creek Regional Trail: East Segment

Joan Peters
District 3

Dear Mr. Roggenbuck:

Dale Woodbeck,
Vice Chair
District 4

Three Rivers Park District is requesting consideration of the above referenced project for the 2011 Solicitation for the Federal SAFETEA-LU STP Funding Program.

As part of this application and solicitation, Three Rivers Park District guarantees the local match amount of \$4.7 million. In addition, as the agency with ultimate jurisdiction over the project, Three Rivers Park District agrees to operate and maintain the Nine Mile Creek: East Segment project for its useful life.

John Gibbs
District 5

Thank you for your consideration of this submittal.

Sincerely,

Cris Gears
Superintendent

Larry Blackstad, Chair
Appointed

Enclosure

Barbara Kinsey
Appointed

C: Don DeVeau, Director
Department of Planning and Development

Cris Gears
Superintendent

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Federal STP-UG 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 Regional Solicitation website for instructions. Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.	Office Use Only
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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: Donald J. DeVeau	TITLE: Director, Department of Planning and Development	PHONE NO. (763)559-6759	
CONTACT E-MAIL ADDRESS: ddeveau@threeriversparkdistrict.org			

II. PROJECT INFORMATION

6. PROJECT NAME: Nine Mile Creek Regional Trail: East Segment
7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to fill a critical gap in the 11 mile Nine Mile Creek Regional Trail in the City of Edina between Tracy Avenue and the Edina Promenade (France Avenue). This project includes a new pedestrian bridge over TH 100 and new underpass of the CP Railroad north of 70 th Street. The Nine Mile Creek Regional Trail: East Segment will connect neighborhoods and residential areas to transit, retail, commercial, employment, schools, and parks, ultimately fulfilling a critical component of the multimodal transportation system. The Nine Mile Creek Regional Trail: East Segment project will connect to a 3.0 mile trail segment currently under construction to create a contiguous 6.75 mile unified regional route in an area underserved by regional trails. Future trail construction will extend 3.0 miles west and connect to a 1.25 mile trail segment planned for fall 2014 construction. When complete the regional trail will connect the communities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington and to the planned Intercity Regional Trail in Richfield, four existing regional trails in Hopkins, and LRT and bus transit systems (Hiawatha LRT, SWLRT, and numerous bus routes). The trail will serve multiple users including bicyclists, walkers and skaters and support both commuters and recreational users.
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. <div style="text-align: center; margin-top: 5px;"> "A" Minor Arterials: </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"> <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 type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$5,500,000	13. MATCH % OF PROJECT TOTAL: 46 percent
11. MATCH AMOUNT: \$4,700,000	14. SOURCE OF MATCH FUNDS: Three Rivers Park District
12.* PROJECT TOTAL: \$10,200,000	15. REQUESTED PROGRAM YEAR (CIRCLE): <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016
16. SIGNATURE	17. TITLE: Director, Department of Planning and Development

*Figure should match the subtotal on the Project Elements and Construction Cost table

Form 2: PROJECT INFORMATION

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY **Three Rivers Park District in Hennepin County**

FUNCTIONAL CLASS OF ROAD

Principal Arterial (TH 100), **Minor Arterial** (Tracy Avenue, France Ave (CSAH 17)), **Collector** (70th Street W, Valley View Road), **Local Road** (Parklawn Avenue, Gallagher Drive, Metro Boulevard)

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

City Street (Tracy Avenue, Parklawn Avenue, Gallagher Drive, Metro Boulevard, Valley View Road), **TH** (100), **CSAH** (17 - France Avenue),

NAME OF ROAD (Example; 1st ST., MAIN AVE)

Crosses: **France Ave, 70th Street SW, 72nd Street SW, Metro Boulevard, TH 100, Parklawn Avenue**

Parallel to: **Valley View Road, Metro Boulevard, Gallagher Drive, France Ave (CSAH 17)**

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED **55424**

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) **05/2016**

APPROXIMATE END CONSTRUCTION DATE (MO/YR) **10/2019**

To: **Edina Promenade (~France Avenue/CSAH 17)**

From: **Tracy Avenue**

(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK **Off-Road Walkway/Bikeway Including: Pedestrian/Bicycle Bridge, Pedestrian/Bicycle Underpass, Grading, Aggregate Base, Bituminous Surface, Pedestrian Ramps, Boardwalks, Signage, and Site Restoration**

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

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. N/A

NEW BRIDGE/CULVERT NO. N/A

NEW STRUCTURE OVER **TH 100 (Pedestrian Bridge)**

NEW STRUCTURE UNDER **CP Rail (north of 70th Street and west of Abercrombie Park)**

SURFACE TRANSPORTATION PROGRAM: BIKEWAYS AND WALKWAYS
NINE MILE CREEK REGIONAL TRAIL: EAST SEGMENT
 From Tracy Avenue to the Edina Promenade in the City of Edina

PROJECT DESCRIPTION

Three Rivers Park District and the City of Edina are proposing to construct a 3.75-mile segment of the Nine Mile Creek Regional Trail in the City of Edina. Of the 11-mile Nine Mile Creek Regional Trail corridor, over 4 miles of trail are under construction or planned for construction in fall 2011. The remaining 6.75 miles are located solely in the City of Edina and are broken into a 3.0 mile West Segment (TH 169 to Tracy Avenue) and 3.75 mile East Segment (Tracy Avenue to Edina Promenade/France Avenue). This project, Nine Mile Creek Regional Trail: East Segment, will be a multi-use off-road bikeway facility that directly connects to the 3 mile segment of Nine Mile Creek Regional Trail (under construction) and the future Intercity Regional Trail (3.8 miles funded in FY2014) in Richfield and to four regional trails (Cedar Lake LRT Regional Trail, North Cedar Lake Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail) by way of the planned Nine Mile Creek Regional Trail: West Segment and 1.25 mile trail segment planned and funded for fall 2011 construction in Hopkins.

From the Intercity Regional Trail, trail users can reach the Minnesota Valley National Wildlife Refuge, Mall of America, and I-494/American Boulevard employment node in Bloomington and National Grand Rounds Trail System and Scenic Byway at Lake Nokomis in Minneapolis. Future expansion of the Nine Mile Creek Regional Trail and the Intercity Regional Trail will also connect trail users to the Minnesota River and associated future Minnesota River State Trail, future Dakota County Minnesota River Greenway, Minneapolis International Airport, and Fort Snelling State Park.

From the Cedar Lake LRT Regional Trail, North Cedar Lake Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail in Hopkins trail users will have safe access to 100 miles of existing Park District regional trails and direct connection to the National Grand Rounds Trail System and Scenic Byway, Target Field, Downtown Minneapolis, various transit options (buses, future SWLRT, Northstar Rail, Hiawatha LRT, Central LRT, and Proposed Bottineau LRT), Carver Park Reserve, and many other local and regional destinations.

The proposed trail project will utilize a combination of the Nine Mile Creek corridor, local street boulevards and parkland as it winds through the City of Edina. The land surrounding Nine Mile Creek contains wetland and upland habitat. To minimize impacts, the trail will follow uplands where possible and utilize boardwalks for trail segments through wetland areas. Sections of the proposed trail that follow City streets will be maintained as an off-road trail in the boulevard at all times. It is anticipated that some minor roadway reconstruction may be necessary to provide adequate space to maintain the trail off-road. The trail will be designed to State Aid and AASHTO Standards and will be ADA compliant.

The existing Edina Promenade trails and the 3-mile segment of Nine Mile Creek Regional Trail currently under construction in Richfield will serve as the effective eastern project trail connection and terminus. The western project connection and terminus for this trail project is located at Tracy Avenue in the City of Edina and the start of the future Nine Mile Creek Regional Trail: West Segment, within two blocks of the Edina Middle and High School complex and Bredesen Park. The Park District is requesting construction funding for the Nine Mile Creek Regional Trail: West Segment under a separate grant application.

This project, Nine Mile Creek Regional Trail: East Segment in the City of Edina, is broken down into the following key segments for description and implementation purposes:

Tracy Avenue to 70th Street

This trail segment begins at Tracy Avenue and ends at 70th Street. From Tracy Avenue the trail continues east through undeveloped parkland along Nine Mile Creek. The trail will provide a critical connection

through Heights Park, Abercrombie Park, and natural areas containing wetlands and wooded uplands located between residential neighborhoods. The creek based trail alignment will utilize a new pedestrian/bicycle underpass at Canadian-Pacific railroad thus eliminating a potential dangerous trail/railroad crossing and barrier to pedestrian and bicycle mobility.

The route is an efficient alternative to walking and biking on local streets as many of the adjacent and parallel streets are circuitous in nature, fragmented, and do not provide direct connections to local and regional connections. In addition, the desirability of the route through parkland is anticipated to generate more use than providing a similar facility within local, fully developed road right-of way.

70th Street to TH 100

From 70th Street the trail route is proposed along Metro Boulevard and through parkland adjacent to Nine Mile Creek. This area of Edina is comprised of high density residential condos, Gramercy Coop, and light industry/office uses thus providing regional trail access to both residential and employment nodes. In addition, this area of Edina offers limited sidewalks and on-street bike routes making safe pedestrian and bicycle access challenging to the local residents and employees. The trail route includes a new bridge over TH 100 and connecting to Lake Edina and adjacent parkland.

TH 100 is a four-lane, state trunk highway carrying 69,000 vehicles a day (2009 Mn/DOT volumes). This project will construct a new pedestrian bridge over TH 100, eliminating a large barrier for walkers, bikers and joggers traveling east/west through the City of Edina.

TH 100 to France Avenue/Edina Promenade

East of TH 100, the trail follows the TH 100 northbound entrance ramp to Burgundy Place Condominiums. From there, the trail will follow along the south side of Fred Richards Golf Course to local roads and eventually connecting to existing trails within Edina Promenade and the 3 miles segment of Nine Mile Creek Regional Trail in Richfield currently under construction. The area south of Fred Richards Golf Course is proposed for future mixed use (high density residential and office/commercial) redevelopment (referred to as the Edina Gateway: Pentagon Park Redevelopment) and provides a wonderful opportunity to incorporate the trail into the new redevelopment plans and improve pedestrian and bicycle access from this area to the greater community including significant employment, commercial, shopping, residential, and restaurant nodes along the France Avenue corridor.

This project will construct a regional trail through an area underserved by local and regional trails as well as sidewalks and on-street bike routes. This project, as a stand alone project and in conjunction with the greater Nine Mile Creek Regional Trail corridor, provides non-motorized transportation connections between residential neighborhoods, significant areas of employment, transit facilities, schools, and retail/commercial destinations in Hopkins, Minnetonka, Edina, Richfield and Bloomington, as well as through other regional trails to Minneapolis and beyond. The Nine Mile Creek Regional Trail: East Segment also affords users access to publicly owned natural areas along Nine Mile Creek that are currently not easily accessible to the public and connections to several local parks and trails.

The City of Edina and Three Rivers Park District are the primary project participants. The Edina City Council has approved the proposed trail alignment and supports the effort of the Three Rivers Park District in development of the Nine Mile Creek Regional Trail system. The Nine Mile Creek Watershed District is planning a creek restoration project in the City of Edina and would be interested in coordinating this trail construction with the restoration efforts along the Nine Mile Creek corridor to minimize impacts to the creek corridor during construction and maximize the cost savings during construction.

A significant amount of work has been done on this project. To date, the following tasks/milestones have been accomplished:

1. Project scoping has been completed

2. Significant public involvement has occurred
3. A preliminary alignment has been determined
4. The Nine Mile Creek Regional Trail Community Assessment Team Analysis was completed
5. An EAW was completed for this project (Negative Declaration issued, August 2010)

The majority of the 3.75-mile trail will be constructed on public right of way; therefore only minor trail easements are needed. The Three Rivers Park District will begin working with property owners to attain the necessary easements if and when the Park District is successful in securing construction funding. The next step in the project includes final design, which will begin in 2013 if successful in this grant application. Construction of the trail is estimated to begin in 2016.

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below or attach the worksheet Appendix U and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the Mn/DOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project. Please use 2011 cost estimates, the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$424,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$159,800
<input checked="" type="checkbox"/>	Roadway (grading, borrow, etc.)	\$20,400
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$124,000
<input checked="" type="checkbox"/>	Subgrade Correction (muck)	\$9,700
<input checked="" type="checkbox"/>	Storm Sewer	\$55,900
<input type="checkbox"/>	Ponds	\$
<input checked="" type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$397,600
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$36,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$962,500
<input checked="" type="checkbox"/>	Traffic Control	\$54,000
<input checked="" type="checkbox"/>	Striping	\$21,400
<input checked="" type="checkbox"/>	Signing	\$103,400
<input type="checkbox"/>	Lighting	\$
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$202,300
<input checked="" type="checkbox"/>	Bridge	\$3,583,800
<input checked="" type="checkbox"/>	Retaining Walls	\$72,500
<input type="checkbox"/>	Noise Wall	
<input type="checkbox"/>	Traffic Signals	\$
<input checked="" type="checkbox"/>	Wetland Mitigation	\$15,500
<input checked="" type="checkbox"/>	Other Natural and Cultural Resource Protection	\$9,900
<input checked="" type="checkbox"/>	RR Crossing	\$268,800
<input checked="" type="checkbox"/>	Boardwalks for Wetland Impact Avoidance	\$2,222,500
<input checked="" type="checkbox"/>	Privacy Wall	\$135,000
<input checked="" type="checkbox"/>	Traffic Signal Revisions	\$54,000
<input checked="" type="checkbox"/>	Contingencies	\$1,267,000
	TOTAL CONSTRUCTION COST	\$10,200,000

Maps and Photos

All applications must include the following:

1. A map of the project limits. If it is a road project, highlight the segment of road to be constructed on a city or county roadway map. If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways or roadways. Applicants may include more than one map if the project impacts both a roadway and trail system.
2. An aerial photograph or photographs that show(s) the location of the project as it is today **OR** a plan view of the existing roadway that shows the roadway geometry and any bicycle, pedestrian and transit components.
3. A concept drawing of the proposed improvements that shows the roadway geometry and any bicycle, pedestrian and transit components upon completion of the project.
4. A 2030 Land Use Map(s) for all cities included within the project limits with TAZs identified. These can be obtained from the city's local comprehensive plan.

II. SURFACE TRANSPORTATION PROGRAM

PURPOSE: To provide a source of flexible federal funds to states and local governments to build highways, bridges, and pedestrian and bicycle facilities, improve transit systems and construct intermodal projects. The Surface Transportation Program also includes 10 percent set-asides for safety construction projects and Transportation Enhancements.

GENERAL INFORMATION AND RESTRICTIONS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, (SAFETEA-LU) was passed in 2005. The Act provides a record level of federal investment while reaffirming the priorities and funding flexibility established in the Intermodal Surface Transportation Efficiency Act (ISTEA). Title I, Federal Aid Highways, addresses highway funding (as opposed to Title III, Federal Transit Act Amendments that focus on transit). Title I includes, among others, the Surface Transportation Program (STP), which provides federal funds on a reimbursable basis. Transit capital projects and travel demand and system management programs and projects are also eligible under this program, however in this solicitation all applications for those types of projects should be submitted using the appropriate CMAQ forms and criteria. Under the federal program, STP funds can be used to accommodate other modes, and transportation planning, research and development are eligible activities. SAFETEA-LU expands and clarifies STP eligibility, such as environmental provisions (natural habitat mitigation, stormwater retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modification of sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities. Regional policies, outlined beginning page 8, may limit the use of STP funds more strictly than federal guidelines.

The Twin Cities Metropolitan Area is allocated the urban area guaranteed portion of the STP funds described here. The region has programmed more than \$638 million in STP Urban Guarantee funds for projects since the ISTEA was passed in December of 1991. SAFETEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for STP-UG project eligibility or funding. Therefore, the region is unable to provide a target amount of STP-UG funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

Applicants need to be aware of the time required to process projects using STP funds through MN/DOT's Office of State Aid for Local Transportation (SALT) process. Please review Appendix C before requesting a program year on the STP application form. Applicants may suggest a program year, but the final decision is up to the Transportation Advisory Board. The TAB intends to accommodate applicants' program year requests to the extent possible, but the decision will depend upon the amount of funds available for programming and the total amount requested.

The Transportation Advisory Board is responsible for the selection of projects that are to be financed in part with STP funds made available to the seven-county region. To implement this responsibility, the TAB has developed criteria and a transparent process to define eligibility and prioritize eligible projects. The region solicits for projects in six different STP categories: "A" Minor Arterial Relievers, Expanders, Augmenters and Connectors, Non-Freeway Principal Arterials, and Bikeway/Walkway. Transit Capital Expansion projects also may be funded by TAB through the STP program, but must be

submitted under the appropriate CMAQ program criteria. The solicitation package contains separate qualifying and prioritizing criteria for each of these categories. Applicants may not submit the same project in more than one STP category.

The TAB has requested that the Technical Advisory Committee develop recommendations for defining project eligibility for STP Urban Guarantee funding and establish a process to prioritize the eligible projects. The overall guidance for this process is provided by the following policies adopted by the TAB.

GENERAL POLICIES – FOR ALL STP CATEGORIES

1. The regional solicitation process is open to all seven metro area counties and all cities and townships within the seven metro area counties, all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, and the ten Regional Park System implementation agencies. Other local nonprofit agencies or parties and special governmental agencies may also apply for funding.

Although many organizations may apply for STP funds through the regional solicitation, only certain ones can enter into an Agency Agreement with and set up an account to spend the STP funds to implement the project. The seven metro area counties, cities with population over 5,000 and state agencies can enter into an Agency Agreement directly with MN/DOT. All other applicants must find an eligible public agency sponsor.

The public agency sponsor is the local unit of government of record and is responsible for working with the applicant to ensure that all project requirements are met. An Agency Agreement is written between MN/DOT and the local unit of government of record. The local unit of government will administer the project using the SALT Delegated Contract Process (DCP) for federal aid projects.

2. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible.
3. STP funds cannot be used for studies, preliminary engineering, design, construction engineering, or other similar costs. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way costs is not eligible as a stand-alone proposal but are eligible when included in a proposal to build transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and bicycle and walkway projects.
4. 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. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.

5. Although the TAB may award STP funds to transit expansion and transportation system management capital projects, the TAB does not solicit for those projects within the STP funding program. Those projects should be submitted under the CMAQ criteria in this solicitation package.
6. All projects must comply with the requirements of the Americans with Disabilities Act at a minimum. Designers of roadway projects should consult the Access Board's Public Rights-of-Way Accessibility guidelines.
7. A roadway improvement project, including staged projects, must be structurally capable of handling all applicable legal load limits; roadway projects must meet statutory load limits. The applicants must design the project to permit operation for all types of vehicles, except multiple trailer types (i.e., a 10-ton road under all conditions is required).
8. Projects on principal arterials that are of freeway design are not eligible for STP funds. Projects on non-freeway type principal arterials are eligible for funding, including projects that upgrade the facility to freeway design.
9. Projects will be added to the TIP only as a result of the TAB approval.
10. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.
11. In the 2011 regional solicitation, the TAB will not fund more than one project in each of the four "A" Minor Arterial categories that are within 3.5 miles of one another on a highway route as defined in Criterion A1 or within 7 miles of one another on a non-freeway principal arterial category route as defined in Criterion A1.
12. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited STP projects for the review and approval of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.
13. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project.
14. The STP federal fund participation for each project will be updated and reported in the Annual Implementation Report on the STP-UG, CMAQ, TEP and BIR programs as the federal cost cap. Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will add a small percentage extra to both the federal award and the non-federal match amount to account for anticipated inflation. The inflated amount in the TIP will not be adjusted further.
15. If a project is added to the STP program, the entire project is included even though a portion of that work may extend beyond the period for which submittals were requested, provided that a significant portion of the work is scheduled for letting within the request period.

16. Projects in the STP element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed 80% of the project costs. The federal amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as plan specification and estimate approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the total project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to SALT and the Transportation Advisory Board. If the project exceeds the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual report at the time of approval.
17. Applicants can request up to a cap of \$7,000,000 in STP funds for a specific "A" Minor Arterial Reliever, Expander, Augmenter project and for Non-Freeway Principal Arterial projects. Applicants can request up to a cap of \$5,500,000 in STP funds for a specific "A" Minor Arterial Connector project or a 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 minimum federal amount for highway projects is \$1,000,000 and \$250,000 for bikeway/walkway projects. The applicant must show the requested federal amount, the non-federal match and total project cost on the cover page.
18. A STP project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the original program year as established by the TAB. Meeting the established sunset date shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

If a project has met the Criteria for Meeting Sunset Date requirements but STP funds are not presently available, that particular project will be placed on a waiting list for funds, in order of date of approval.

If a project has met the sunset date requirements, the project contract should be let as soon as possible since the project will not be included in the next revision of the Transportation Improvement Program (TIP) and, therefore, will not be able to access federal funds.
19. STP projects requiring a grade-separated crossing between an STP project route and principal arterial of freeway design must be limited in STP funds to the federal share of those project costs identified as local (non-MN/DOT) cost responsibility using MN/DOT's Policy/Position Statement 84-2 and MN/DOT Policy Guidelines 6-1 and b-1 and 6.1. In the case of trunk highway STP projects, the policy guidelines should be read as if the trunk highway STP route is under local jurisdiction.
20. Design for all STP "A" Minor Arterial and Principal Arterial projects must meet the requirements of the Mn/DOT State Aid process. Design exceptions (for all federal projects) and variances to the State Aid standards (for projects using State Aid funds) are reviewed and may be granted during final design, **not** through this solicitation process. Depending on the project, more stringent standards may apply.
21. Applicants may not submit the same project proposal under more than one STP category.

22. The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

BIKEWAYS and WALKWAYS

DEFINITION--Bikeway/walkway projects must meet one or both of the following definitions to qualify for further evaluation:

A BICYCLE TRANSPORTATION FACILITY DESIGNED PURSUANT TO AN OVERALL PLAN FOR THE TRANSPORTATION USE OF BICYCLES, OR OTHER VEHICLES PROPELLED BY HUMAN POWER. Specifically, a "bicycle transportation facility" means new or improved lanes, bike paths, marked bike routes or shoulders for use by bicyclists serving major traffic generators. STP funds may be used for traffic control devices, shelters, and parking facilities for bicycles when integrated with a major bicycle facility. Improvements in safety, speed and attractiveness must receive high priority in the design of bicycle facilities to enable bicycling to compete as an alternative mode of transportation.

A PEDESTRIAN TRANSPORTATION FACILITY DESIGNED PURSUANT TO AN OVERALL PLAN AND DESIGNATED FOR THE USE OF PEDESTRIANS. Pedestrian transportation facilities are defined as new or improved paths, skyways, traffic control devices, shelters and other capital improvements designed to accommodate pedestrian needs.

Bicycle/Pedestrian Facilities Purpose/Vision

The region's transportation plan recognizes travel on foot and by bicycle as important elements of transportation. These modes are critical to transit friendly land uses that are denser and mixed in their development patterns. The pedestrian and bicyclist both support and are supported by this development pattern. Facilities provided through this process will support the region's bicycle and pedestrian systems by filling gaps and overcoming barriers, thereby providing additional access and mobility to the region's residents and a cost-effective alternative to driving on congested roadways.

GENERAL INFORMATION AND RESTRICTIONS

Bicycle or walkway projects which fail to meet the definition of a "major bicycle transportation facility" or "pedestrian transportation facility" should consider other forms of funding. One possible source is the Transportation Enhancement Program (TE), found elsewhere in this document. Bicycle and pedestrian facilities are eligible under the TE program and the criteria are less restrictive.

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 attach a map, with scale and north arrow, highlighting the proposed project and all existing and planned bikeways or walkways clearly marked and labeled as to construction type (separate bike/walk path, bike/walk lanes/paved shoulders or signed bike/walk routes). The applicant shall also provide maps showing how the proposed project is connected to or a part of the existing and/or planned system of bicycle/pedestrian facilities, typical cross-sections of the facility for each segment where the design changes, and cross section continuity where the project connects to the existing system.

Proposed designs for projects must meet the requirements of the Mn/DOT State Aid process. Design exceptions (for all federal projects) and variances to the State Aid standards (for projects using State Aid funds) are reviewed and may be granted during final design, **not** through this solicitation process. Depending on the project, more stringent standards may apply. Proposed designs for bikeways should take consideration of MN/DOT Bicycle Transportation Planning and Design Guidelines in the Bikeway Facility Design Manual.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are

programmed, the TAB will increase both the federal amount and the non-federal match amount to account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

BIKEWAYS and WALKWAYS - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

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 Nine Mile Creek Regional Trail: East Segment, construction of a 3.75 off-road multiuse trail between Tracy Avenue and the Edina Promenade (France Avenue) in Edina, is consistent with the Metropolitan Council's Development Guide, including the 2030 Transportation Policy Plan (TPP) (2010) and the 2030 Regional Development Framework (2004), and 2030 Regional Parks Policy Plan (2010).

- 1) 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 implement a vital segment of the Nine Mile Creek Regional Trail between the heart of the City of Edina and City of Richfield providing regional pedestrian and bicycle opportunities. The route will also extend 4.25 miles to the west and connect with the City of Hopkins as part of two separate projects: 3.0 mile Nine Mile Regional Trail: West Segment currently under planning and 1.25 mile Hopkins/Minnetonka trail segment planned/funded for fall 2011 construction. The proposed project will provide non-motorized connections to over 15 bus routes and the existing Hiawatha LRT line (via Intercity Regional Trail) and in combination with other existing and planned regional trails/segments: future SWLRT (Hopkins/Minnetonka), Northstar Rail, Central LRT, and Proposed Bottineau LRT (Minneapolis). The project will connect to a greater regional trail system that connects 100 miles of Park District trails and 50 miles of Minneapolis trails.
- 2) The proposed project is consistent with **TPP Policy 3 "Investments in Regional Mobility" Strategy 3f "Promoting Alternatives"** (page 9). The Nine Mile Creek Regional Trail: East Segment will provide alternative transportation choices of bicycling and walking through an area with large employment and retail centers as well as mixed use and higher density residential uses. Currently much of the trail route is vehicular focused and without safe pedestrian and bicycle facilities such as sidewalks, bike lanes, or share the road signage. This project will provide an efficient, direct route with limited road crossings and stop conditions in a fully developed, vehicle orientated community.

- 3) 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 Nine Mile Creek Regional Trail: East Segment is planned to be an important component of an interconnected regional trail system and local trail systems. The trail will facilitate the non-motorized movement of people within the City of Edina and adjacent communities of Hopkins, Minnetonka, Richfield, and Bloomington while also facilitating regional bicycle transportation. The trail is planned to pass through mixed-use residential, mixed-use industrial and mixed use commercial areas in Edina. The proposed project will provide access to employment, retail and recreational destinations. Specific employment nodes along the Nine Mile Creek Regional Trail corridor include the Best Buy World Headquarters (Richfield), Mall of America (Bloomington), Southdale Center and France Avenue Retail/Employment Corridor (Edina), Opus Business Complex (Minnetonka), and downtown Hopkins. Within the City of Edina, 46,900 jobs were available in 2009. Access to these jobs is a concern for employers and the availability of alternative transportation or access to transit is a benefit to the community.

In addition, this project is almost completely proposed within existing public park land and road right-of-way. Very few easements, if any, are expected for this project resulting in a project that complements the adjacent land uses with minimal potential for negative impact.

- 4) The proposed project is consistent with **TPP Policy 6 “Public Participation in Transportation Planning and Investment Decisions” Strategy 6b “Interjurisdictional Coordination and Participation”** (Page 11). The City of Edina and Three Rivers Park District are collaborating to develop the Nine Mile Creek Regional Trail: East Segment. Completion of this trail will require the joint effort of these agencies; along with the Nine Mile Creek Watershed District, MnDOT, and Hennepin County.

A Community Assessment Team (CAT) was formed to study several alternative trail routes and determine the constraints and opportunities associated with each trail route. The CAT included City and Park District Staff as well as several neighborhood representatives, a Bike Edina Task Force member, and Edina Parks Commission member. In addition, the Park District and City of Edina hosted five open houses, some attended by ~250 people, a 30-day public comment period, numerous public presentations, a joint work session between the Park District Board of Commissioners and Edina City Council, and a public hearing. **Letters of support for this application are included in Appendix D.**

In addition, this project is included in the local comprehensive plans in which the Nine Mile Creek Regional Trail project is proposed as well as the 2030 Regional Parks Policy Plan all of which included extensive public engagement processes.

- 5) 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 Nine Mile Creek Regional Trail: East Segment project will provide a non-motorized transportation alternative that will improve air quality, reduce transportation emissions of pollutants and reduce greenhouse gas emissions by increasing the share of biking/walking and decreasing the share of motor vehicle trips. A voluntary Environmental Assessment Worksheet (EAW) was prepared and a Negative Declaration on an EIS was granted for the Nine Mile Creek Regional Trail Project.

- 6) 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 Nine Mile Creek Regional Trail: East Segment parallels or intersects numerous bus routes and connects to the Southdale Transit Center in Edina. The proposed trail will provide ADA-compliant access to bus stops for both pedestrians and bicyclists.

- 7) 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 Nine Mile Creek Regional Trail will be a coordinated, multi-jurisdictional effort that will improve both pedestrian and bicycle mobility. The trail will provide safe and convenient access to employment, retail, and recreational destinations, as well as existing and future bus stops and LRT stations. This trail is consistent with the adopted plans of Hopkins, Edina, Minnetonka, Richfield, Bloomington and Hennepin County and provides a trail through an area of the Twin Cities that is underserved by regional and local trails. In addition, sections of this trail are proposed within public road right-of-way will be designed and constructed to maximize opportunities for multimodal use.

Consistency with the **2030 Regional Development Framework Plan** adopted in 2004:

The proposed project is consistent with the policies and strategies for developed communities set forth in the **2030 Regional Development Framework** and supports:

- 1) 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 proposed Nine Mile Creek Regional Trail: East Segment will support mixed-use redevelopment projects within the vicinity of the trail corridor. The trail will allow community residents to safely and efficiently access retail, residential and employment destinations using non-

motorized modes of transportation. The trail will reduce auto dependence and reduce the amount of space dedicated to the movement and storage of automobiles.

- 2) The strategy **“Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways”** as stated under **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 and 11). The Nine Mile Creek Regional Trail will be an important component of a planned, interconnected pedestrian and bicycle transportation system as well as the greater transportation system comprised of all different modes of transportation. Nine Mile Creek Regional Trail: East Segment will serve as the backbone to local pedestrian and bicycle networks and infrastructure similar to how the highway system serves as the backbone to local and regional trail transportation systems.
- 3) 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 location and types, and improved access to jobs and opportunities”** (page 12). The Nine Mile Creek Regional Trail will provide improved access to existing and planned employment centers and areas of affordable housing in Edina, Richfield, Bloomington, Hopkins, and as far as Minneapolis by providing non-motorized transportation choices and by providing pedestrian and bicycle connections to other transit modes such as bus and LRT.

Consistency with the **2030 Parks Policy Plan** adopted in 2010:

The proposed project is consistent with the policies and strategies developed within the **2030 Regional Parks Policy Plan** for local agencies in the management of their parks and trails. Specific strategies supported by this project include:

- 1) **Siting and Acquisition - Strategy 1 “Lands with natural resource features and/or access to water will have priority over other proposed park land”** (page 2-13). The Nine Mile Creek Regional Trail: East Segment follows the Nine Mile Creek for a significant length of the total project and provides users access to the creek corridor and the surrounding natural setting contained within a fully developed area. **Strategy 3 “New trails or trail segments, that serve a regional audience are a significant priority for the regional parks system”** (page 2-15). This 3.75 mile regional trail segment will fill a critical gap in the 11 mile Nine Mile Creek Regional Trail in the City of Edina between Tracy Avenue and the Edina Promenade (France Avenue). The Nine Mile Creek Regional Trail: East Segment serves both a local and regional audience in that it will connect neighborhoods and residential areas to transit, retail, commercial, employment, schools, trails and parks.

This project will connect to a 3.0 mile trail segment currently under construction to create a contiguous 6.75 mile unified regional route in an area underserved by regional trails. Future trail construction will extend 3.0 miles west and connect to a 1.5 mile trail segment planned for fall 2014 construction. When complete the regional

trail will connect the communities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington and to the planned Intercity Regional Trail in Richfield, four existing regional trails (Cedar Lake LRT Regional Trail, North Cedar Lake Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail) in Hopkins, and regional transit systems. The trail will serve multiple users including bicyclists, walkers and skaters and support both commuters and recreational users.

- 2) **Recreation Activities and Facilities - Strategy 4 "Bicycle and pedestrian access and trails must be part of the regional parks system"** (page 2-43). The Nine Mile Creek Regional Trail: East Segment connects to the Minnesota Valley National Wildlife Refuge in Bloomington and National Grand Rounds Trail System and Scenic Byway at Lake Nokomis in Minneapolis, Carver Park Reserve, and many other local and regional parks and trail systems.

- 2 The project must be included in, be part of, or address a transportation problem or need identified in one of the following: 1) an approved 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 (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

The Nine Mile Creek Regional Trail: East Segment project which includes construction of a 3.75 off-road multiuse trail between Tracy Avenue and the Edina Promenade (France Avenue) in Edina, addresses the primary transportation need of providing and improving opportunities for safe, alternative transportation options in the form of walking and biking and is included in various approved planning documents and capital improvement programs.

City of Edina

This project is included and identified as a high priority in the 2007 City of Edina Comprehensive Bicycle Plan. The Comprehensive Bicycle Plan is a City Council approved plan and is included by reference to the approved 2009 City of Edina comprehensive Plan. This project fulfills the following principles and policies: : 1) Connecting to Local and Regional Destinations, 2) Bicycling as a Useful Transportation Option in Edina, and 3) Regional Routes and Transit Integration. This project also meets the Comprehensive Bicycle Plan's goals and guiding principles 1-7:

1. Increase safety and convenience for Edina cyclists
2. Increase opportunities for bicycling as a transportation option
3. Create a network of routes that is within reasonable distance of the greatest number of Edina residents and workers
4. Provide safe and convenient bicycle access to major destinations within Edina, including commercial and entertainment areas, employment centers, and civic institutions; provide safe and convenient connections between Edina quadrants.

5. Provide safe and convenient connections to adjacent communities and other locations outside of Edina.
6. Provide connection to existing and proposed regional commuter and recreational bicycle trails.
7. Provide safe and convenient routes to schools, recreation centers, and other institutions serving the needs of young people in Edina.

In Section 2.5.2 of the Comprehensive Bicycle Plan, the importance of the Nine Mile Creek Regional Trail is expanded upon as it is defined as a priority by the City of Edina.

The Land Use Chapter of the City of Edina's 2009 Comprehensive Plan has the following land use goals that are relevant to the proposed trail:

Goal 7. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

Goal 8. Ensure the public realm corridor design is contextual, respectful of adjacent neighborhood character, supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality of experience for pedestrians, cyclists, and transit users.

In addition, the City further indicated their support and recognition for this project's importance in December 2010 with the City Council's unanimous support and approval for the trail. **(See Appendix B)**

City of Hopkins

The City of Hopkins Comprehensive Plan lists the Nine Mile Creek corridor as a natural corridor that should be exposed to the public through increased visibility and access. The Nine Mile Creek Regional Trail is listed in the Comprehensive Plan as a potential connectivity opportunity and the plan recommends continued collaboration to develop the trail corridor. The Nine Mile Creek Regional Trail is also recommended in the Park and Trail Plan within the Comprehensive Plan as recommendation 7 and as a major Bicycle policy. **(see Appendix B)**

City of Minnetonka

The Nine Mile Creek Regional Trail project is consistent with Minnetonka's Comprehensive Plan. The project is shown on the City's Future Trail System Map in the Parks and Trails Section of the 2009 Comprehensive Plan Update. **(see Appendix B)**

City of Hopkins/City of Minnetonka/Nine Mile Creek Watershed/Three Rivers Park District

The cities of Hopkins and Minnetonka in conjunction with the Three Rivers Park District and Nine Mile Creek Watershed are collaborating on the completion of the 1.25 mile trail segment of Nine Mile Creek Regional Trail located west of TH 169 in Hopkins and Minnetonka. This trail segment is anticipated to commence construction in fall 2011. The Three Rivers Park District and Nine Mile Creek Watershed District have identified

funds in their respective Capital Improvement Programs to construct this trail segment including \$400,000 in the Park District's CIP. **(See Appendix B)**

City of Bloomington

The Nine Mile Creek Regional Trail project is consistent with Section 2, Principle 1 of Bloomington's Alternative Transportation Plan, which states: Develop an initial or core system of interconnected high value trails, pedestrian-ways, and bikeways to form the backbone of an alternative transportation systems that will evolve over time and complement the existing vehicular-oriented system. **(See Appendix B)**

City of Richfield

The Nine Mile Creek Regional Trail project is consistent with Richfield's Comprehensive Plan, in particular the project satisfies goals 1, 4 and 5 as listed on pages 6-2 and 6-3: Goal 1: Improve non-motorized and pedestrian travel in the City.
Goal 4: Improve traffic flow in the City
Goal 5: Encourage development of areas where vehicle use is minimized.

Richfield's Comprehensive Plan recommends including streetscape elements and bike lanes as part of the reconstruction of 75th and 76th Streets, from TH 77 to Xerxes Avenue to provide a continuation of the Nine Mile Creek Regional Trail (page 6-15).

The 3.0 trail segment on Nine Mile Creek Regional Trail in Richfield is currently under construction in conjunction with the Metropolitan Council Environmental Services Sewer upgrade project. The Park District, City of Richfield, and Metropolitan Council all have significant financial investments in this trail segment including a \$1 million contribution from the Park District. **(See Appendix B)**

Hennepin County

The Nine Mile Creek Regional Trail is consistent with the main elements of the bicycle transportation vision described on pages iv and v of Hennepin County's Bicycle Transportation Plan, which states:

- The choice to use a bicycle should be welcomed as a realistic and sensible form of transportation in its own right. Transportation planning should include the bicycle choice, just as it includes other modes such as automobiles, walking and transit.
- Hennepin County believes that there is a critical need to establish a safe, convenient bicycle transportation system.
- It is envisioned that an extensive countywide bikeway system will be designed to serve all types of bicyclists regardless of their levels of rider expertise or travel destination.

The Nine Mile Creek Regional Trail is supported by the Hennepin County Transportation Department and Bicycle Advisory Committee and is included as a future trail in Hennepin County Bicycle System Map **(see Appendix B)**.

Three Rivers Park District

2000 First Tier Trails, Greenways, and Parks Master Plan

A joint effort between the City of Edina and the Three Rivers Park District resulted in the 2000 First Tier Trails, Greenways, and Parks Master Plan. The Nine Mile Creek Regional Trail corridor was included in the master plan, and the Edina City Council approved resolutions of support in 2000 and 2003. In 2008 the City of Edina requested the Park District continue planning and implementation efforts for the Nine Mile Creek Regional Trail. Since that time, the Three Rivers Park District has completed a Community Assessment Team Analysis (June, 2010), a voluntary EAW on the trail corridor alternatives, extensive public engagement process, and final route selection. The Park District is compiling a master plan based on the preplanning work and anticipates completion by end of 2011.

Three Rivers Park District Vision Plan (2010)

Nine Mile Creek Regional Trail is consistent with the Park District vision plan which includes Policy Action P2(b): work with local and regional partners to finalize the long-range regional trail network within Hennepin County and Policy Action P2(c): explore with other agencies additional opportunities to bring regional recreation and education facilities to people within the fully developed cities of Hennepin County. This project is also consistent with Policy Action D1(d): Upon approval of a final route by the Edina City Council and Park District, seek federal transportation funding and local matches to complete Nine Mile Creek Regional Trail. This project is for the implementation of 3.75 miles of the 6.75 mile Nine Mile Creek Regional Trail though the City of Edina and works in conjunction with the adjacent trail segments to provide regional trail amenities to communities with limited regional trail facilities. This project also provides a critical connection the greater regional trail and transit network thus improving opportunities for alternative and multi-modal transportation. The remaining 4.25 mile segments of Nine Mile Creek Regional Trail are under construction or planned and funded for construction in Fall 2011. **(See Appendix B)**

All of the above referenced plans are consistent with Metropolitan Council plans. These plans do not conflict with the goals and policies in the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010).

3. A 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 Nine Mile Creek Regional Trail: East Segment project which includes construction of a 3.75 off-road multiuse trail between Tracy Avenue and the Edina Promenade (France Avenue) in Edina, is a permanent improvement and has independent utility with logical termini. The western termini for this project is a sidewalk system at Tracy Avenue and parkland adjacent to Nine Mile Creek and within two blocks of the Edina Middle and High School complex and Bredesen Park, a large, popular city park. The eastern termini is the Edina Promenade and Centennial Lakes

Park. Centennial Lakes Parks is a 24-acre park in the middle of an urban, highly developed area. The park has more than 1.5 miles of paved paths, a 10 acre lake and landscaped grounds with seating areas, benches and fountains. The park has recreational opportunities including an amphitheater, boat rentals, a putting course, croquet and lawn bowling. Skating is offered in the winter. The eastern termini also is adjacent to the France Avenue corridor comprised of large mixed-use employment and retail center (Southdale/Southtown) located around the TH 100 and I-494 interchange. The trail will provide access to this dense employment area. The Southdale/Southtown area contains dozens of restaurants, Southdale Center (with a large theater, 120 retail stores, restaurants), the Galleria shopping center, Centennial Lakes retail complex (shops, restaurants, recreational opportunities), Fairview Southdale Hospital, schools (Cornelia School, Richfield Middle School, Rasmussen College, DeVry University), numerous office parks, the Hennepin County library and large retail chains (Lunds, Michaels, Staples, Office Max).

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:

The Nine Mile Creek Regional Trail: East Segment project which includes construction of a 3.75 off-road multiuse trail between Tracy Avenue and the Edina Promenade (France Avenue) in Edina, is intended to serve a significant transportation purpose as it connects people and places. The trail route is designed to improve efficiency of non-motorized transportation through a fully developed community and connect neighborhoods and residential areas with areas of employment, retail, open space, and other local and regional destinations.

The City of Edina currently has a limited local trail system and no regional trail facilities. This project will provide residents of Edina and surrounding cities the ability to access the large employment centers along TH 100 and TH 62. This project connects to a 3 mile segment of Nine Mile Creek Regional Trail currently under construction in Richfield and a 3.8 segment of the Intercity Regional Trail funded and planned for construction in 2014 resulting in 10.55 miles of new contiguous and continuous regional trails in the cities of Edina, Richfield, Bloomington, and Minneapolis.

The City of Edina is fully developed and has a dense, residential street system which makes it difficult to travel long distances without a vehicle. The City streets are fragmented and circuitous, often ending in cul de sacs, making through travel slow and inefficient. Utilizing the Nine Mile Creek corridor through the City of Edina offers the following provisions that are difficult to achieve in a new regional trail through a fully developed area:

- A direct route through the heart of the City with few stops
- A more enjoyable journey (along the creek and through parks rather than a road-based route)

- A route near/adjacent to/through several neighborhoods making the trail highly accessible
- Access to several local and regional trails
- Access to significant areas of employment, transit facilities, schools, and retail/commercial destinations

The creek based trail provides a safer route by removing pedestrians and bicyclists from roadways that have minimal pedestrian/bicycle provisions. The combination of the desirable setting and minimal roadway crossings compared to parallel road-based routes, provides a more enjoyable facility, which will result in greater visitation. The Nine Mile Creek Regional Trail is anticipated to have 500,000 annual users with a bicycling rate of approximately 70-80% of the trail users.

This project also provides a connection to the broader City of Minneapolis trail system comprised of over 50 miles of trails. When the Nine Mile Creek Regional Trail is completed, the system will also connect with four existing regional trails in Hopkins (North Cedar Lake Regional Trail, Cedar Lake LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail). This eliminates a huge gap, essentially through the City of Edina, which currently inhibits bicyclists' ability to commute to the large concentration of employment centers in the south metro area. The City of Edina currently is a large barrier for commuting bicyclists who want to access large employment centers located along I-494 such as Best Buy World Headquarters, Opus Business Complex, Southdale, Mall of America and United Health Care.

This project as a standalone project and in conjunction with the Nine Mile Creek Regional Trail corridor will provide non-motorized transportation connections between residential neighborhoods, significant areas of employment, transit facilities, schools, and retail/commercial destinations in Edina, Hopkins, Minnetonka, Richfield, and Bloomington as well as through other regional trails to Minneapolis, Carver County, and beyond. Transit service connections are numerous along the length of the project through bus stops and through existing and planned/funded regional trails to the Hiawatha LRT station at the Mall of America. The trail connects directly to eight transit lines and indirectly provides connections to several other lines. The Nine Mile Creek Regional Trail: East Segment will provide a connection to the Southdale Transit Center and ultimately, by way of future regional trail extensions east through Richfield, to the Minneapolis International Airport, Mall of America (a regionally significant retail and employment destination), Minnesota Valley National Wildlife Bloomington Visitor Center, and Fort Snelling State Park.

At the eastern terminus of this project is near the large mixed-use employment and retail center (Southdale/Southtown) located around the TH 100 and I-494 interchange. The trail will provide access to this dense employment area. The Southdale/Southtown area contains dozens of restaurants, Southdale Center (with a large theater, 120 retail stores, restaurants), the Galleria shopping center, Centennial Lakes (shops, restaurants, recreational opportunities), Fairview Southdale Hospital, schools (Cornelia School, Richfield Middle School, Rasmussen College, DeVry

University), numerous office parks, the Hennepin County library and large retail chains (Lunds, Michaels, Staples, Office Max).

The Nine Mile Creek Regional Trail: East Segment will connect to the Edina Promenade, which contains several large retail/commercial/entertainment destinations. The connection to the Intercity Regional Trail in eastern Richfield via the 3.0 mile Nine Mile Creek Regional Trail segment in Richfield currently under construction will provide access to Cedar Point Commons (comprised of Target, Home Depot, restaurants, banks, and other service industry destinations) and potential areas of mixed-use redevelopment along the I-494 corridor between I-35W and Highway 77. This area is envisioned to evolve into an urban village consisting of shops, services, entertainment, a range of housing types and amenities using a more dense development style.

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: The Nine Mile Creek Regional Trail: East Segment project which includes construction of a 3.75 off-road multiuse trail between Tracy Avenue and the Edina Promenade (France Avenue) and construction a new pedestrian/bicycle bridge over the TH 100 corridor and pedestrian/bicycle underpass of the Canadian-Pacific Railroad in Edina. The bridge and underpass facilities will be designed in compliance with ADA and MnDOT standards.

The TH 100 corridor in the vicinity of the Nine Mile Creek Regional Trail: East Segment project already includes physical barriers (in the form of the Nine Mile Creek and an adjacent fence) that prohibit access to and illegal at-grade crossing of the TH 100 roadway. The existing barriers will be furthered evaluated during the design phase of the new bridge, and if necessary, modifications to the existing barriers or inclusion of new physical barriers will be incorporated into the bridge design and ultimate implementation to prohibit access to the highway.

The project will also provide a crossing under the Canadian-Pacific Railroad through a new pedestrian/bicycle underpass. The railway is elevated, which creates a steep embankment that is challenging to traverse. Therefore, the new underpass is the most desirable crossing of the railroad facility. Illegal crossing of the railroad facility is difficult and dangerous. To further improve safety, this project will install fences or other barriers as required by CP Rail, the rail owner, and industry standards.

In addition, the route of this project was selected to utilize a existing continuous corridor of parkland along Nine Mile Creek thus minimizing road crossings all together.

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

RESPONSE: The STP funds requested to complete construction of a 3.75 off-road multi-use trail between Tracy Avenue and the Edina Promenade (France Avenue) will not be used for normal sidewalk construction or reconstruction adjacent to local or collector streets.

7. STP funds for bikeway and walkway facilities can only be used for the implementation costs of the construction project, 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 STP funds requested to complete construction of a 3.75 off-road multiuse trail between Tracy Avenue and the Edina Promenade (France Avenue) will be used only for project implementation costs. The requested STP funds will not be used for study completion, engineering, design or other similar costs. Costs associated with these items are not included in the total project cost or non-federal match. In addition, the requested funds will not be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as part of stand-alone project.

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: This project, construction of a 3.75 walkway/bikeway (regional trail), will be constructed on public property or public street right-of-ways and will be accessible and available to 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 provided a letter indicating that it is the agency with ultimate jurisdiction over the project and agrees to operate and maintain the Nine Mile Creek Trail: East Segment for its useful life. The City of Edina has provided a letter indicating that it is aware of the project and support the project. Letters of support were also received from the cities of Hopkins, Minnetonka, and Richfield; the Minnesota Department of Transportation, Hennepin County Active Living, Hennepin County Department of Transportation, Hennepin County Bicycle Advisory Committee, as well as several bicycle and health advocacy groups and local community members. **The above referenced letters can be found in Appendix D.**

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 estimated total cost for constructing the 3.75 mile off-road, multi-use Nine Mile Creek Regional Trail: East Segment project is \$10,200,000. The requested

STP funds of \$5,500,000 exceed the minimum cost of \$250,000 and will not exceed the cap of \$5,500,000.

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: Three Rivers Park District has provided a letter indicating that Three Rivers Park District is responsible for the local (nonfederal) share of Nine Mile Creek Regional Trail: East Segment project which includes constructing of 3.75 miles of off-road, multi-use regional trail in the City of Edina for trail segments that lie within the jurisdiction of the City of Edina, Hennepin County, Mn/DOT or CP Rail.

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. Facility Type. 250 points

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

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

A-1. Spot Facilities to Remove Barriers.

0-250 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.

RESPONSE:

Three Rivers Park District will construct 3.75 miles of off-road bikeway facilities to expand the 11 mile Nine Mile Creek Regional Trail and connect existing trail segments to create a unified regional route in an area underserved by regional trails. The project will construct a trail between Tracy Avenue and the Edina Promenade, including a new pedestrian bridge over TH 100 and a new underpass of the Canadian Pacific Railroad. The Nine Mile Creek Regional Trail: East Segment will provide a critical connection through the City of Edina to connect transit, retail, commercial, employment, schools, parks and neighborhoods and provide alternative transportation to support both commuters and recreational users.

The southern metro area is highly developed around the proposed Nine Mile Creek Regional Trail. The current roadway system consists of a dense residential street system, which is difficult to travel long distances on without a vehicle. Bicyclists travelling through the City of Edina are confronted with either fragmented and circuitous City streets, which often end in cul de sacs, or with larger roadways that cut through the City and act as significant barriers.

The City of Edina has minor roadway barriers (France Avenue and 70th Street) which are difficult and dangerous to cross due to high levels of traffic and poor pedestrian and bicycle facilities, as well as major barriers (TH 100 and Canadian Pacific Railroad) that can only be crossed at existing grade separated crossings, which are often located miles apart.

The two major barriers along the Nine Mile Creek Regional Trail: East Segment, the Canadian-Pacific (CP) Railroad and TH 100. Pedestrians and bicycles are prohibited from using or crossing these roadways and railways, therefore existing roadway bridges and underpasses provide the only crossing options. The CP Railroad is elevated via a steep embankment with the corridor ranging in width from 60 to 100'. There are no reasonable or safe bike or pedestrian crossings for approximately 0.5 miles. The CP Railroad corridor effectively splits the City of Edina in two. This corridor is privately owned and currently prohibits pedestrian and bicyclists in the corridor. Developing a trail and associated crossing in a logical and desirable manner and location will reduce illegal use and crossing of the corridor and improve overall safety.

TH 100 is a four-lane, state trunk highway carrying approximately 69,000 vehicles a day (2009 Mn/DOT volumes) and a posted speed of 55 mph. Pedestrians and bicyclists are currently prohibited from crossing the TH 100 corridor outside of the existing grade separated crossings. There are no reasonable pedestrian/bicycle crossing of TH 100 for 0.5 miles on either side of the Nine Mile Creek Trail: East Segment corridor. The nearest crossings south (77th Street West) and north (70th Street West) of the trail corridor are substandard crossings for pedestrians and bicyclists and include on/off ramps with numerous vehicular turning movements resulting in congestion, unpredictability and a significant safety hazard for trail users.

The barriers to pedestrians and bicyclists leave a large gap in the regional trail system throughout the southern metro area. Existing regional trails (such as the Cedar Lake LRT Regional Trail, North Cedar Lake Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail in Hopkins, or the National Grand Rounds Trail System in Minneapolis) connect cities throughout Hennepin County and beyond, however the lack of a regional trail or efficient trail network through the City of Edina leaves a huge gap in the existing regional trail system and prohibits safe and reasonable access to the regional trail system for the Edina residents.

The Nine Mile Creek Regional Trail is expected to provide 500,000 trips annually. The existing barrier crossing options are substandard and unsafe. Without removing these barriers by providing grade separated pedestrian crossings, commuters who wish to bike to work will continue to face inadequate alternative transportation options, a fragmented sidewalk system, circuitous local roads and a predominantly vehicle oriented community, ultimately preventing the success of alternative transportation/multimodal options. Removing the barriers will allow people to connect with places, employees with jobs, kids with schools, commuters with transit facilities and neighborhoods to retail centers.

- 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: No pedestrian bridges currently exists over TH 100 in the Edina/Richfield/Bloomington area. The closest crossings of TH 100 to the Nine Mile Creek Regional Trail: East Segment are roadway bridges, however these existing bridge crossings do not meet Mn/DOT bicycle standards. One roadway bridge crosses TH 100 approximately 0.5 miles to the south (77th Street West) and one is located 0.5 miles to the north (70th Street West). Both crossings are part of an interchange system, require multiple at grade crossings of local roadways and highway exit ramps, are not ADA compliant and do not meet the recommendations in the Mn/DOT Bikeway Facility Design Manual. In addition, these crossings are busy and host a magnitude of turning movements resulting in congestion, vehicular unpredictability and an unsafe pedestrian and bicycle environment.

One crossing of the Canadian-Pacific railroad exists south of the proposed Nine Mile Creek Regional Trail: East Segment project at W 70th Street. W 70th Street is elevated about 25-30 feet above the rail corridor embankment and another 10-15 feet from the adjacent areas where the trail is proposed. Elevation differences between the trail and W 70th Street make it difficult to provide a connection to this bridge that is ADA compliant and does not significantly impact private property or make the crossing undesirable to trail users due to the required sustained climb necessary to achieve ADA guidelines.

The construction of two new pedestrian/bicycle crossings (construction of an underpass of the Canadian Pacific railroad and construction of a new pedestrian bridge over TH 100) will significantly increase pedestrian and bicyclist safety and eliminate dangerous attempts to cross at-grade. Existing bridge structures over TH 100 in the area surrounding the trail provide extremely substandard crossings for non-motorized modes of transportation. The existing bridges carry pedestrian traffic on one side with a narrow sidewalk that is not separated from traffic by distance or barriers.

A new underpass crossing and pedestrian and bicycle bridge, designed in compliance with Mn/DOT State Aid standards, the AASHTO Guide for the Development of Bicycle Facilities and the Mn/DOT Bikeway Facility Design Manual, will provide an ADA-compliant crossing facility that separates pedestrians and bicyclists from vehicular and train traffic.

The Nine Mile Creek Regional Trail is expected to provide 500,000 trips annually. The existing barrier crossing options are substandard and unsafe. Without removing these barriers by providing grade separated pedestrian crossings, the large gap in the metropolitan area regional trail system will continue to exist. Commuters who wish to bike to work will

continue to face inadequate alternative transportation options, a fragmented sidewalk system, circuitous local roads and a predominantly vehicle oriented community. Removing the barriers will allow people to connect with places, employees with jobs, kids with schools, commuters with transit facilities and neighborhoods to retail centers.

A-2. System Segments.

0-250 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):

- 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: Three Rivers Park District is planning to construct a total of 11 miles of the Nine Mile Creek Regional Trail as an off-road bikeway facility in the Cities of Edina, Hopkins, Minnetonka, Richfield, with future expansion into Bloomington. This project, Nine Mile Creek Regional Trail: East Segment is a 3.75-mile segment connecting east to a 3 mile segment in Richfield currently under construction and proposed to ultimately connect to the Minnesota Valley National Wildlife Bloomington Visitor Center, Fort Snelling, and Minneapolis International Airport. The 3 mile Richfield segment connects to the future Intercity Regional Trail providing connections to the Minneapolis Grand Rounds, Mall of America, Hiawatha LRT, future Minnesota River State Trail, and future Dakota County Minnesota River Greenway,

To the west, this project connects to two additional segments of the Nine Mile Creek Regional Trail totaling an additional 4.25 miles of which 3.0 miles are pending construction funding and 1.25 miles are planned and funded for fall 2011 construction. The trail extension to the west will ultimately connect to four regional trails (North Cedar Lake Regional Trail, Cedar Lake LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail) in Hopkins providing access to over 100 miles of existing regional trails and 90 miles of planned regional trails in suburban Hennepin County as well as 50 miles of regional trails in the City of Minneapolis and hundreds of miles of local trails, sidewalks, and bike lanes.

In summary, this trail segment in conjunction with the greater Nine Mile Creek Regional Trail will directly connect to:

Regional Trail	Length (Miles)
Nine Mile Creek Regional Trail	11 (4.25 under constructed or funded for construction and 6.75 miles pending construction funding)

Intercity Regional Trail	7 (3.8 funded for construction 3.2 miles pending construction funding)
Cedar Lake LRT	4.5
Lake Minnetonka LRT	15.5
Minnesota River Bluffs LRT	12
North Cedar Lake LRT	3
Minneapolis Grand Rounds	50.1

In addition to the significant regional trail connections; this project will directly connect to several city parks containing local trails, including Bredesen Park, Creek Valley Park and Heights Park.

The Nine Mile Creek Regional Trail: East Segment will terminate at the Edina Promenade which provides the connection to the 3.0 miles regional trail segment under construction in Richfield and to Centennial Lakes Park. Centennial Lakes is a 24-acre park in the middle of an urban, highly developed area. The park has more than 1.5 miles of paved paths, a 10 acre lake and landscaped grounds with seating areas, benches, fountains and recreational opportunities.

The Regional Trail Map and Nine Mile Regional Trail Route Map located in Appendix C illustrate the many regional trail connections.

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

RESPONSE: This project, Nine Mile Creek Regional Trail: East Segment, includes construction of 3.75 of new off-road, multi-use regional trail in the City of Edina. Because the proposed trail follows the Nine Mile Creek corridor and City streets, the grades are variable. The need to minimize impacts to wetland areas will require some elevation gains and losses, however the trail goal is a maximum grade of 5% as recommended by the MnDOT Bikeway Facility Design Manual and ADA standards. In areas where the trail follows roadways, the grades will be dictated by the existing roadway profile and amount of available public right-of-way and adjacent parkland to overcome grade challenges. At a minimum, the trail will be constructed to meet the existing roadway grades.

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

RESPONSE: The Nine Mile Creek Regional Trail: East Segment has a total of 5 stops in a 3.75 mile segment, which averages 1.3 stops per mile for trail users. Stops are located at the following roadways:

- W 70th Street
- 72nd Street W
- Metro Boulevard
- France Avenue
- Parklawn Avenue

Placing a regional trail in a highly developed area such as Edina typically requires a high density of stops per mile. However, utilizing the Nine Mile Creek corridor and City parks significantly reduced the number of stops for trail users making the trail more desirable, efficient, and likely increasing the annual visitation and commuting use. In addition, all stop conditions and at-grade road crossings occur at controlled intersections reducing the potential for trail user/vehicular conflicts.

B. Potential Use. 250 points

0-250 points

Metropolitan Council staff will provide the data for items a., b. and c. for each proposed project; however, applicants must provide a 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. 2010 population density of traffic analysis zones within one mile of the proposed project.
- b. 2000 employment (or the most recent available) density of traffic analysis zones within one mile of the proposed project.
- c. 2009 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. Project will be scored based on this response and on an analysis of network connectivity improvements.

RESPONSE: Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to expand the Nine Mile Creek Regional Trail and connect existing trail segments to create a unified regional route in an area underserved by regional trails. The project will construct a trail between Tracy Avenue and the Edina Promenade, including a new pedestrian/bicycle bridge over TH 100 and a new underpass of the Canadian Pacific Railroad.

Currently, the segregation of many residential land uses and lack of pedestrian and bicycle infrastructure hampers the ability for Edina residents to safely and efficiently use non-motorized transportation to connect to local and regional destinations. The Nine Mile Creek Regional Trail: East Segment is intended to serve a significant transportation purpose and will provide these critical non-vehicular connections through the City of Edina to transit, retail, commercial, employment, schools, parks and neighborhoods. The Nine Mile Creek Regional Trail will provide alternative transportation to support both commuters and recreational users.

Employment/Retail and Commercial/Parks and Public Services Connections
 Within the City of Edina, 46,900 jobs were available in 2009. Access to these jobs is a concern for employers and the availability of alternative transportation or access to transit is a benefit to the community. Because

the City of Edina has a limited local trail system and no regional trail system, Edina residents and employees have limited alternative transportation options.

Completion of the Nine Mile Creek Regional Trail will provide residents of Edina and surrounding cities the ability to access the employment centers along TH 62, TH 169, and TH 100 (including several large employment nodes: Opus Business Complex and United Health Care, Southdale Mall, France Avenue Retail/Employment Corridor), as well as employers along I-494, including Best Buy World Headquarters (Richfield) and Mall of America (Bloomington). Nine Mile Creek Regional Trail will also connect to on the western terminus to the Cedar Lake Regional Trail and North Cedar Lake Regional Trail providing access to downtown Hopkins as well as access downtown Minneapolis including the central business district, Target Field, Northstar Commuter Train, Hiawatha and Central LRTs, and proposed Bottineau LRT.

At the eastern terminus of this project, the Nine Mile Creek Regional Trail: East Segment will provide connections to countless retail/commercial/entertainment destinations and employment centers along France Avenue between TH 62 and I-494, including the Southdale/Southtown and Edina Promenade area and numerous office parks.

The trail will also connect residents of the south metro and beyond to the many commercial and retail opportunities in the Southdale/Southtown area, which contains dozens of restaurants, Southdale Center (with a large theater, 120 retail stores, restaurants), the Galleria shopping center, and Centennial Lakes (shops, restaurants, recreational opportunities). Trail users will also have access to Fairview Southdale Hospital, multiple schools (Cornelia School, Richfield Middle School, Rasmussen College, DeVry University), the Hennepin County library and large retail chains (Lunds, Michaels, Staples, Office Max).

In this area, the trail also connects to the Intercity Trail providing access to Cedar Point Commons and potential areas of redevelopment along the I-494 corridor between I-35W and Highway 77 in Richfield. This area is envisioned to evolve into an urban village consisting of shops, services, entertainment, a range of housing types and amenities using a more dense development style. Connecting to the Intercity Trail will also provide additional access to the Mall of America, a regionally significant retail and employment destination.

The Nine Mile Creek Regional Trail: East Segment project, in conjunction with the 3.0 segment of Nine Mile Creek Regional Trail currently under construction in Richfield and 3.8 mile segment of Intercity Regional Trail planned and funded for construction in 2014 in Richfield, Minneapolis, and Bloomington eliminates a huge gap, essentially covering the cities of Edina, Bloomington and Richfield, that inhibits bicyclists commuting to the

southwest metro, which contains a large concentration of employment centers and limited off-road multi-use regional trail facilities.

More specifically, this project, located between Tracy Avenue and the Edina Promenade (France Avenue) in Edina, connects to the Edina Middle and High School complex and Bredesen Park, a popular nature-base recreation park with miles of pedestrian biking trails, by way of existing sidewalks on the western terminus.

Edina is a fully and densely developed City with high density housing (high rise apartment complexes), senior housing and affordable housing. Providing access from these housing developments to the retail stores, grocery stores, County library and places of employment offers residents a transportation alternative in a vehicular orientated community that is safe and efficient.

Transit Connections

These areas of higher development density better support transit service. The proposed trail will facilitate bicycle and pedestrian access to transit service in these areas creating the infrastructure necessary to promote multimodal transportation. This project will provide non-motorized transportation connections between residential neighborhoods, significant areas of employment, transit facilities, schools, and retail/commercial destinations in Edina and Richfield, as well as through other regional trails to Minneapolis, Bloomington and beyond.

The Nine Mile Creek Regional Trail: East Segment directly connects to the following eight separate bus and transit lines in the City of Edina:

- Metro Transit Route 6 (Serves downtown Minneapolis)
- Metro Transit Route 538 (Reaches the Hiawatha LRT)
- Metro Transit Route 539 (Serves Normandale Community College)
- Metro Transit Route 540 (Serves Southtown and the Hiawatha LRT)
- Metro Transit Route 578 (Serves Edina, Bloomington, Southdale)
- Metro Transit Route 587 (Serves Edina, TH 100)
- Metro Transit Route 589 (Serves Bloomington, Hyland Park)
- Metro Transit Route 684 (Serves Southwest Station, Eden Prairie)

The trail will also connect through City trails (Edina Promenade) to the Southdale Transit Center, which serves seven bus lines (6, 515, 538, 539, 578, 579, 684) and a park and ride lot. The connection of the Nine Mile Creek Regional Trail: East Segment to the 3.0 mile trail segment under construction in Edina and the future Intercity Regional Trail will provide a connection to the Hiawatha LRT station at the Mall of America. This project will also connect to Southwest Light Rail Transit station in Hopkins/Minnetonka via a future trail segment through the western half of Edina and into the cities of Minnetonka and Hopkins.

These bus routes provide metro/regional wide connectivity through multimodal options such as LRT lines, park and ride facilities and access to the airport.

As illustrated above, this 3.75 mile project will provide an off-road option for non-motorized transportation to numerous employment centers in an area greatly underserved by local and regional trails. The incorporation of off-road trails will promote pedestrian and bicycle transportation to and within these areas, thus reducing vehicle usage and associated air pollution.

An off-road trail provides a trail that can be used by riders with different skill levels, whereas on-street facilities are intended for class A riders who have significant bicycling experience. The off-road route will provide users with a facility where they can improve their bicycling skills and capitalize on greater alternative transportation system including the use of bicycle lanes. Providing a safe route for a bicyclist who is less likely to attempt to ride on-street with traffic is an important aspect in the alternative transportation system and changing behavior to a less car dependent society.

C. Cost Effectiveness. 200 points

Metropolitan Council staff will perform all calculations in item D using Metropolitan Council forecasts and the location map and a detailed scaled map of the project showing limits and length provided in criterion B. 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 (2010) 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 or most recent available) 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.

D. Safety/Security. 100 points

- 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:

Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to expand the Nine Mile Creek Regional Trail and connect existing and planned trail segments to create a unified regional route in an area underserved by regional trails. The project will construct a trail between Tracy Avenue and the Edina Promenade, including a new pedestrian/bicycle bridge over TH 100 and a new underpass of the Canadian Pacific Railroad. The Nine Mile Creek Regional Trail: East Segment will provide a critical connection through the City of Edina to connect transit, retail, commercial, employment, schools, parks and neighborhoods and provide alternative transportation to support both commuters and recreational users.

Key project elements to improve safety include infrequent road crossings, separation of vehicles and pedestrians/bikers, trail design and accommodations for all user and skill types, regulatory signage and way finding signage, crossing improvements at significant physical barriers, grade separated crossings of major physical barriers, and several other safety elements. This project in conjunction with the greater Nine Mile Creek Regional Trail is anticipated to 500,000 annual visits thus improving safety for a significant population of bikers and walkers.

The Nine Mile Creek Regional Trail will provide a safe off-road route with infrequent road crossings, an average of one stop every 1.3 miles. For a new trail in a fully developed community, this is an impressive accomplishment. Providing a route with minimal stops decreases the risk inherent in crossing roadways and reduces the potential for vehicle and trail user conflicts. In addition, because this project will be designed completely as an off-road facility, safety of trail users will be further improved by separating bicyclists and walkers from vehicles. Currently, bicycling commuters are expected to ride on-street with vehicular traffic with limited accommodations. Providing an off-road walkway/bikeway will increase commuting opportunities to those populations wishing to commute but who don't due to lack of safe and efficient facilities. These potential commuters will have opportunities to use a safe, off-road multi-use facility.

Because the trail utilizes available right-of-way and existing park land, the potential for deviations from recommended design standards is minimized resulting in a safer facility.

An off-road trail provides a trail that can be used by riders with different skill levels, whereas on-street facilities are intended for class A riders who have significant bicycling experience. The off-road route will provide users

with a facility where they can improve their bicycling skills and ultimately capitalize on the greater alternative transportation system such as bicycle lanes. Providing a safe route for a bicyclist who is less likely to attempt to ride on-street with traffic is an important aspect in the alternative transportation system and changing behavior to a society less dependent on motor vehicles. Safety is further enhanced for a significant portion of this project as the trail follows Nine Mile Creek through a narrow swath of parkland which is removed from roadways further minimizing the potential for vehicle/biker/walker conflicts.

The reduction of bicycle traffic on the road also increases safety for both trail users and vehicles. A separated, well signed off-road trail will reduce conflicts with on-street parking and provide a well defined and efficient route for pedestrians and bicyclists to use. Bicyclists who are traveling on a defined route will experience less distractions associated with navigation, thereby focusing more of their attention on safe travel and making fewer erratic turns. This project also includes a wayfinding component which will include directional signage at mile intervals denoting important destinations and trail mileage. Kiosks with 2 mile by 2 mile aerial maps also highlighting importation destinations, bathrooms/water/parking, and local trails will aid trail users and minimize opportunities for trail users to become lost and disorientated which may result in walking/biking in an unsafe location. Rest stops will also be located at logical locations to complement the neighborhood demographic, adjacent land uses, and provide a safe place for trail users to stop, rest, and make any necessary adjustments to their bike.

The proposed trail will be striped for two-way traffic clearly demarking the intended two directional trail design. The trail will comply with all industry standards including ADA guidelines to allow for a safe experience for all people who wish to utilize the trail.

Definition of the bikeway will increase vehicle driver awareness of the presence of bicyclists and pedestrians, increasing their safety. One of the most significant safety improvements along this corridor is the provision for two grade separated crossings at the Canadian-Pacific railroad and TH 100. Currently, there are no pedestrian or bicycle accommodations to legally and safely cross the CP railroad corridor in the project vicinity. The existing bridge structures over TH 100 in the vicinity of the trail provide substandard crossings for non-motorized modes of transportation.

A new pedestrian and bicycle bridge over TH 100 and an underpass crossing of the Canadian-Pacific railroad, designed in compliance with Mn/DOT State Aid standards, the AASHTO Guide for the Development of Bicycle Facilities and the Mn/DOT Bikeway Facility Design Manual, will provide an ADA compliant crossing facility that separates pedestrians and bicyclists from vehicular traffic.

This project will improve the existing at-grade crossing of France Ave to provide safe pedestrian facilities. Trail users will also have the option to use a funded grade separated crossing that will be constructed one block north of the location where the Nine Mile Creek Trail: East Segment crosses France Avenue.

The Park District will collaborate closely with the City of Edina and other interested stakeholders during the design/implementation of the trail to construct a project that best meets the goals of all parties involved. For example, the City may elect to collaborate on adjacent road improvement projects which alter the road cross section and better complement the trail goals.

Park District Police and Park Service Officers will provide daily coverage of the regional trail on foot and by horse, bicycles, electric scooter, and motor vehicles. Public safety staff strive to be proactive; however, when necessary, ordinances may be enforced via citations.

The Public Safety Section consists of Park Police Officers, Park Service Officers and support staff. Park Police Officers are licensed peace officers in the State of Minnesota and have the authority to arrest and detain criminal offenders and enforce a variety of traffic laws just like other law-enforcement officers throughout the state.

Park Service Officers have enforcement authority as well, but it is limited to minor park offenses. Park Service Officers communicate directly with the Park Police Officers when they observe suspicious or criminal behavior. Park Service Officers are very knowledgeable about park activities and readily assist with traffic flow, parking issues, and park guest information. Park Police Officers and Park Service Officers are also highly trained in administering first aid.

The Park District's Public Safety Plan includes the general patrol of regional parks, park reserves and regional trails by a Park Police Officer or Park Service Officer. The Park District has the only Trail Patrol in the State of Minnesota dedicated solely to monitoring and responding to public needs on the trail system.

The Park District also participates in a statewide mutual aid program that facilitates the sharing of public safety resources in times of emergency or other unusual conditions. This program serves to facilitate the assistance received from surrounding police agencies.

E. Development Framework Implementation 200 Points

The Metropolitan Development Guide is comprised of the **2030 Regional Development Framework** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The **Framework** is organized around four overall goals:

- **Efficient Growth.** Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- **Multi-modal Transportation.** Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region’s economic needs.
- **Housing Choices.** Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- **Natural Resource protection.** Work with local and regional partners to conserve, protect and enhance the region’s natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council’s regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The **Framework** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project’s relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE: Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to expand the Nine Mile Creek Regional Trail and connect existing trail segments to create a unified regional route in an area underserved by regional trails. The project will construct a trail between Tracy Avenue and the Edina Promenade, including a new pedestrian/bicycle bridge over TH 100 and a new underpass of the Canadian Pacific Railroad. The Nine Mile Creek Regional Trail: East Segment will provide a critical connection through the City of Edina to connect transit, retail, commercial, employment, schools, parks and neighborhoods and provide alternative transportation to support both commuters and recreational users.

Edina was primarily developed in an area where residential uses were separated from non-residential users. The only infrastructure in place to connect different land uses is the roadway system forcing residents to rely on the motor vehicle to access destinations close to home that could be easily reached by walking or biking. This project provides an alternative to driving from one land use to another as the trail route abuts eight land uses including: Office-Residential, Low Density Residential, Medium Density Residential, High Density Residential, Mixed Use Center, Office, Industrial, Public/Semi Public and Parks and Open Space **(See 2030 Land Use Map, Figure 5 in Appendix A)**. These are intense urban uses that would be well served by the enhanced multi-modal options afforded by a regional trail network. The trail alignment follows existing parks or roadway right-of-way, reducing impact to private property and adjacent land uses, while providing access to the other land uses. Due to the variety of complementary land uses, this trail is expected to be a desirable alternative to driving for many local vehicular trips as well as an alternative means to commute to work. This trail connects people and places.

The mixed land uses provide opportunity and access to a wide range of user groups and emphasizes connecting people and places rather than a purely recreational route. Currently, the City of Edina is a fully developed, vehicular orientated community. It can be very difficult to provide an alternative transportation option in a fully developed community, however this trail is well supported by political bodies. The project has steady momentum and community support is present to move project forward successfully.

The Nine Mile Creek Regional Trail is located within TAZ numbers 528, 526, 530, 532, 533, 518 and 513. The TAZs are shown on the **Land Use Map in Appendix A**.

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.¹

RESPONSE: This project, constructs a 3.75 mile multi-use, off-road regional trail that supports the land uses it travels through in the City of Edina.

¹ Future Land Use map (planned land use 2030) and description for example: “low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre.” “residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate.” “General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas.” “Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence.” [Examples from City of Coon Rapids Comprehensive Plan]

Edina was primarily developed in an area where residential uses were separated from non-residential users. The only infrastructure in place to connect different land uses is the roadway system forcing residents to rely on the motor vehicle to access destinations that are close to home and could easily be reached by walking or biking.

This project provides an alternative to driving from one land use to another as the trail route abuts eight land uses including: Office-Residential, Low Density Residential, Medium Density Residential, High Density Residential, Mixed Use Center, Office, Industrial, Public/Semi Public and Parks and Open Space (**See 2030 Land Use Map, Figure 5 in Appendix A**). These are intense urban uses that would be well served by the enhanced multi-modal options afforded by a regional trail network.

The trail alignment follows existing parks or roadway right-of-way, reducing impact to private property and adjacent land uses while providing access to the other land uses. Due to the variety of complementary land uses, this trail is expected to be a desirable alternative to driving for many local vehicular trips as well as an alternative means to commute to work. This trail connects people and places.

The description of Public/Semi Public and Parks and Open Space applies to uses such as parks, trails, as well as other public uses. For the majority of the trail, the alignment follows existing parks or roadway right-of-way. The alignment also falls within non-public land uses in a few segments at the rear of the properties where buffering, open space or landscaping exists. A trail in the existing landscape areas (such as schools and golf courses) supports these guidelines, therefore the trail alignment is compatible with these land use designations.

The Park and Open Space land use is a narrow swath of land that winds through a highly developed area of single and multi-family residential, retail/commercial and industrial/office. The use of the Park and Open Space land to provide a regional trail connection to these adjacent land use types will provide greater benefit to these areas while supporting the mixed land-use classifications. In addition, utilizing the parkland associated with the creek results in few stops/road crossings per mile and is located in a more desirable environment which will ultimately improve the safety and success of this project.

The mixed land-use areas connected to the project will benefit in the following ways:

- More livable/desirable community and place to do business
- Local opportunities for active living and a healthier lifestyle
- Less car orientated communities
- Less car pollution and minimized burden on roads (reduce congestion and unnecessary vehicular trips)
- Improved air quality

- Access provided to public land
- An enjoyable trail experience will increase use
- Access to a greater service area will increase use
- Direct access between Edina residents/workers and neighborhood/regional destinations
- Connection to senior housing and affordable housing, both demographics that rely on safe modes of alternative transportation

By connecting different land uses, this project effectively connects residential areas to places of businesses and destinations. It connects business with clients/customers, residents with parks/schools/restaurants/local service centers, and employees with jobs. In doing so, it provides an alternative transportation option and reducing the reliance on motor vehicles to access local and regional destinations.

The Nine Mile Creek Watershed District is planning a creek restoration project in the City of Edina and would be interested in coordinating this trail construction with the restoration efforts along the Nine Mile Creek corridor to minimize impacts to the creek corridor during construction and maximize the cost savings during construction. This project is compatible with the planned use of the Nine Mile Creek corridor by the Watershed District.

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Progress Towards Affordable Housing Goals **0-50 points**

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

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 50 points can be awarded to a project, based upon a community’s or group of communities’ progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council’s LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	1,100	325	30%

Scoring:

Percent of Progress Made: Points Awarded:

90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

3. Integration of Modes

0-50 points The project proposal will receive a higher score under this criterion if it improves bicycle or pedestrian access to transit routes. Provide a map that shows all transit stops, stations and park & ride lots that will be reachable by the facility.

RESPONSE: Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to expand the Nine Mile Creek Regional Trail and connect existing trail segments to create a unified regional route in an area underserved by regional trails. The project will construct a trail between Tracy Avenue and the Edina Promenade, including a new pedestrian/bicycle bridge over TH 100 and a new underpass of the Canadian Pacific Railroad. The Nine Mile Creek Regional Trail: East Segment will provide a critical connection through the City of Edina to connect transit, retail, commercial, employment, schools, parks and neighborhoods and provide alternative transportation to support both commuters and recreational users.

The Nine Mile Creek Regional Trail: East Segment directly connects to the following eight separate bus and transit lines in the City of Edina:

- Metro Transit Route 6 (Serves downtown Minneapolis)
- Metro Transit Route 538 (Reaches the Hiawatha LRT)
- Metro Transit Route 539 (Serves Normandale Community College)
- Metro Transit Route 540 (Serves Southtown and the Hiawatha LRT)
- Metro Transit Route 578 (Serves Edina, Bloomington, Southdale)
- Metro Transit Route 587 (Serves Edina, TH 100)
- Metro Transit Route 589 (Serves Bloomington, Hyland Park)
- Metro Transit Route 684 (Serves Southwest Station, Eden Prairie)

The trail will also connect through City trails (Edina Promenade) to the Southdale Transit Center, which serves seven bus lines (6, 515, 538, 539, 578, 579, 684) and a park and ride lot. The connection of the Nine Mile Creek Regional Trail: East Segment to the 3.0 mile trail segment under construction in Edina and the future Intercity Regional Trail will provide a connection to the Hiawatha LRT station at the Mall of America. This project will also connect to SWLRT in Hopkins/Minnetonka via a future trail segment through the western half of Edina and into the cities of Minnetonka and Hopkins.

These bus routes provide metro/regional wide connectivity through multimodal options such as LRT lines, park and ride facilities and access to the airport.

The population of Edina is aging. Based on data from the Metropolitan Council community profile site, roughly 30% of the population is over 60 years of age. At the eastern termini of this project is a large area of high density housing, some of which are senior housing buildings. This demographic of people is more likely to utilize transit and would value a safe pedestrian facility that provides access to multiple transit options.

Currently 2% of Edina residents walk to work and 3% take public transit. These numbers have not changed over the last 20 years. The City of Edina is a vehicle focused community and needs to have other commuting options available to residents and employees (such as bicycle and transit) to change perpetuating habits. As a regional trail facility, this project will provide the backbone to improving the pedestrian and bicycle infrastructure throughout the entire community.

A map illustrating the transit connections is included in Appendix C.

F. Maturity of Project Concept. 200 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. 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 are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-200 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 will construct 3.75 miles of off-road walkway/bikeway facilities to expand the Nine Mile Creek Regional Trail and

connect existing trail segments to create a unified regional route in an area underserved by regional trails. The project will construct a trail between Tracy Avenue and the Edina Promenade, including a new pedestrian/bicycle bridge over TH 100 and a new underpass of the Canadian Pacific Railroad. The Nine Mile Creek Regional Trail: East Segment will provide a critical connection through the City of Edina to connect transit, retail, commercial, employment, schools, parks and neighborhoods and provide alternative transportation to support both commuters and recreational users.

A significant amount of work has been done on this project. To date, the following tasks/milestones have been accomplished:

1. Project scoping has been completed
2. Significant public involvement has occurred (including five public meetings, distribution of the EAW for public comment and a public hearing on the EAW and a public hearing on the route alternatives)
3. The Nine Mile Creek Regional Trail Community Assessment Team Analysis was completed. The Community Assessment Team was formed to study alternative trail routes and determine the constraints and opportunities associated with each trail route. The CAT included City and Park District Staff as well as several neighborhood representatives as well as Bike Edina Task Force and Parks Commission representatives. The analysis was completed in June 2010.
4. A voluntary EAW was completed for this project (Negative Declaration issued, August 2010).
5. A preliminary alignment has been determined and adopted by the City of Edina (Dec 2010), Three Rivers Park District (March 2011) and the Edina School District (June 2011).

The Three Rivers Park District Board approved the Nine Mile Creek Trail route through the City of Edina in March 2011 and authorized the submittal of this STP application in support of the project.

The majority of the 3-mile trail will be constructed on public right of way; therefore only minor trail easements are needed. The Three Rivers Park District will begin working with property owners to attain the necessary easements as soon as funding is secured. The next step in the project includes final design, which will begin in 2012 assuming the Park District is successful in this grant application.

This project is well supported by the community it affects, Hennepin County, the Minnesota Department of Transportation, bicycle and health advocacy groups as well as local community as demonstrated in the letters

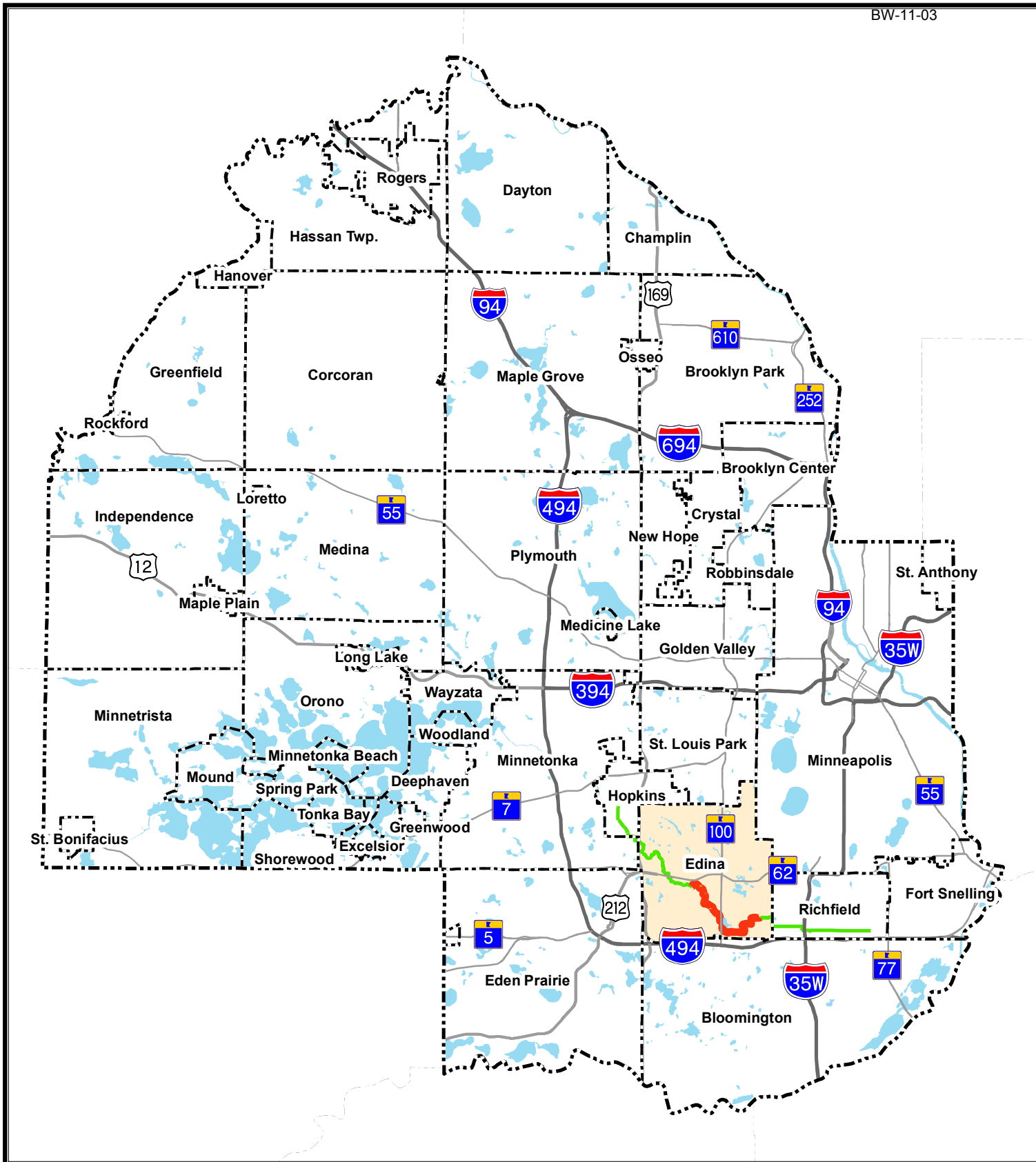
of support. This project is ready for implementation as soon as construction funding is identified.

See attached STP Appendix K schedule in Appendix E.

TOTAL: 1,200 POINTS

Appendix A

Project Location Map
Project Limits Map
City of Edina Trail Network Map
Land Use/TAZ Map
Concept Plan
Typical Sections
Viewshed Maps



County Location Map

Nine-Mile Creek Regional Trail East Segment STP Application

- Project Site
- Nine Mile Creek Regional Trail Corridor
- Interstate Highway
- US Highway
- State Highway
- Hennepin County Boundary
- City Boundaries
- City of Edina
- Open Water

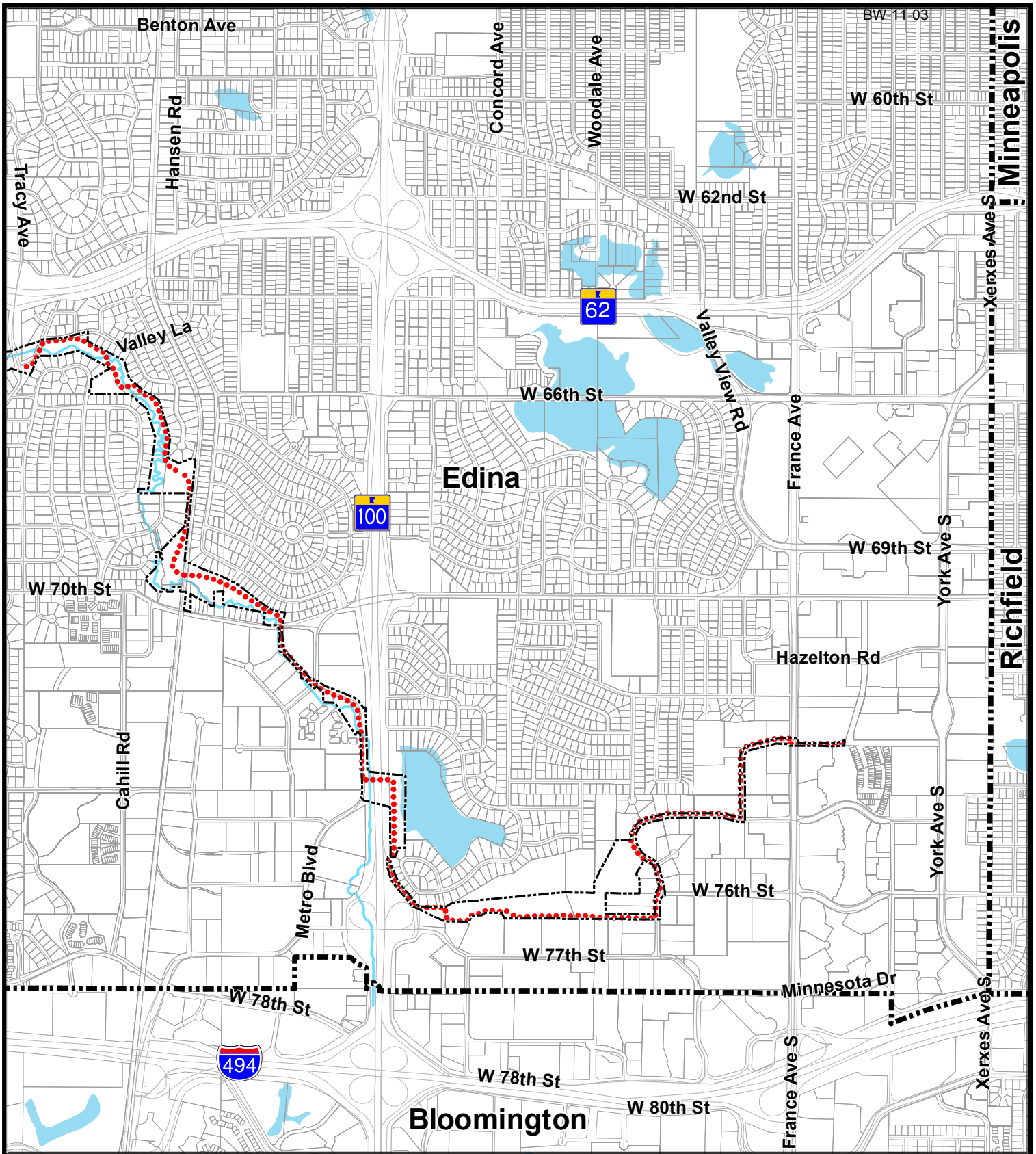


Source: MNDOT, Metropolitan Council, Three Rivers Park Dist.

Figure 1

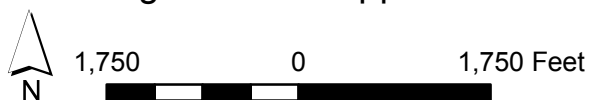
August 2011





Project Limits

Nine-Mile Creek Regional Trail East Segment STP Application



Source: MNDOT, Metropolitan Council, Three Rivers Park Dist., Bonestroo

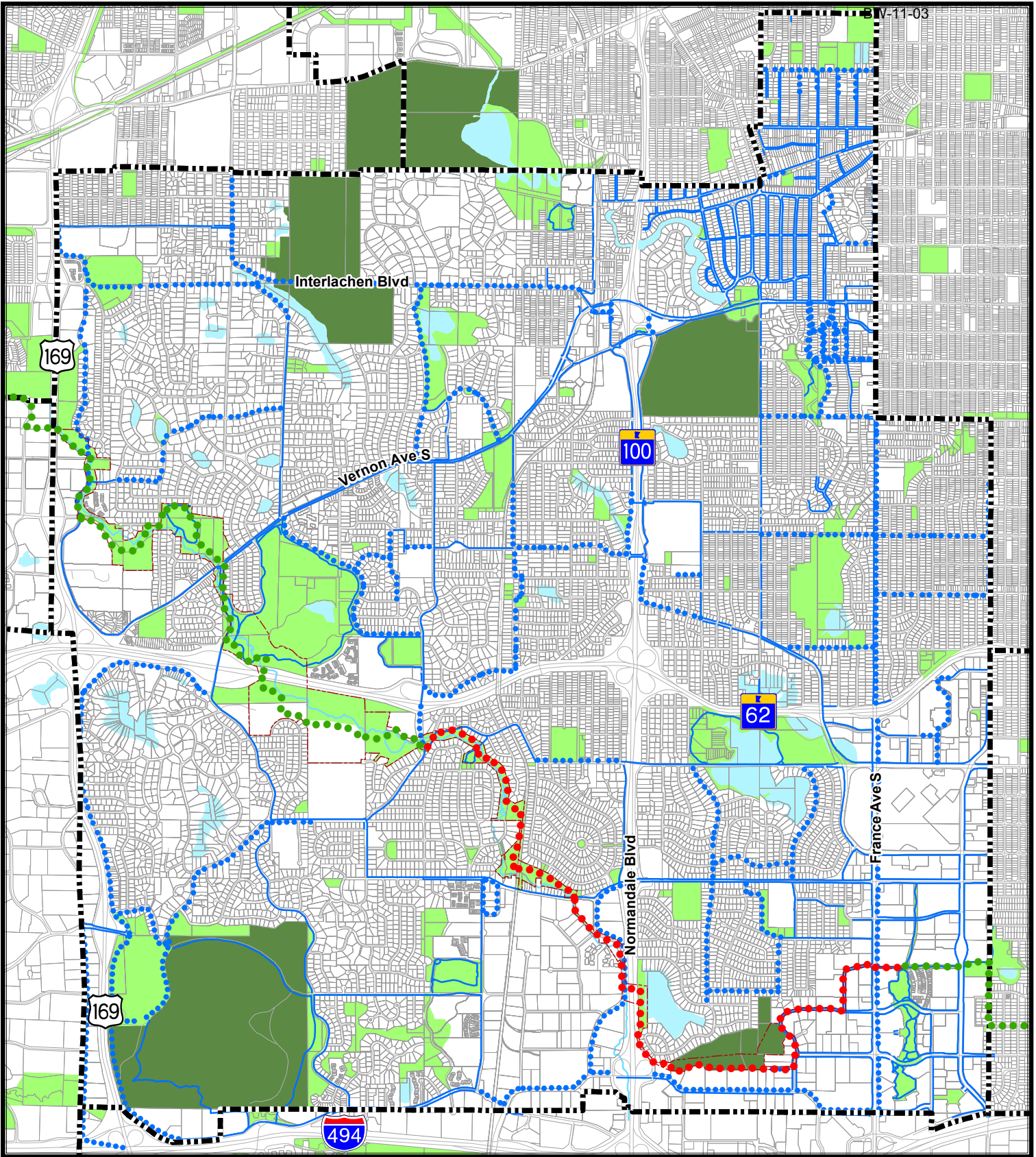
- Project Boundary
- Conceptual Trail Route
- City Boundaries
- 9-Mile Creek
- Open Water

Figure 2

August 2011



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Parks and Trails

Nine-Mile Creek Regional Trail East Segment STP Application

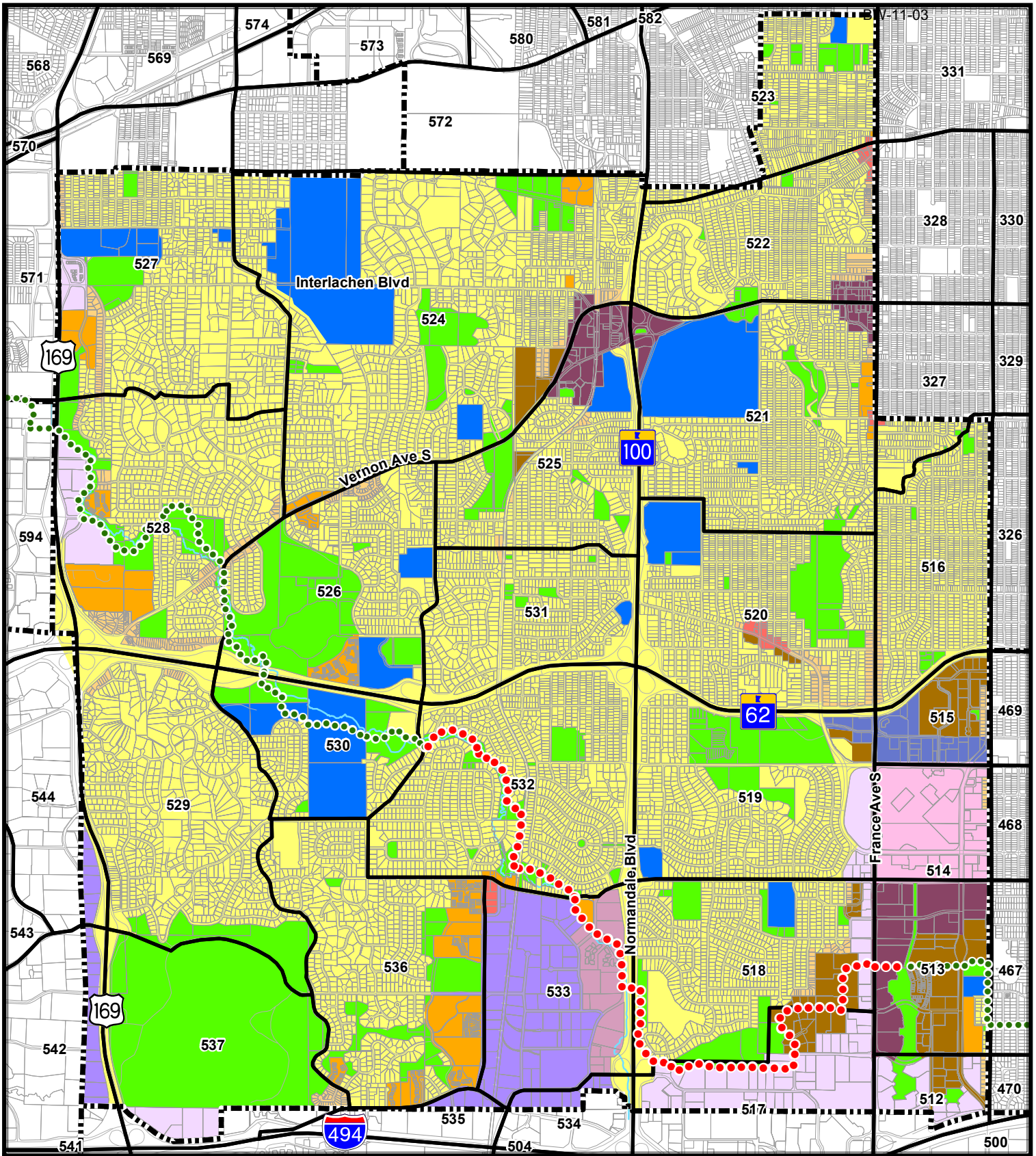
- Conceptual Trail Route
- Nine Mile Creek Regional Trail Corridor
- Project Boundary
- Existing Trail/Sidewalk
- Proposed Trail/ Sidewalk
- City Boundaries
- Parks/Open Space
- Golf Course
- Open Water



Figure 4

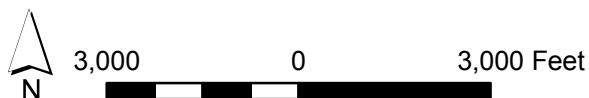
August 2011





2030 Future Land Use Plan

Nine-Mile Creek Regional Trail STP Application



Source: MNDOT, City of Edina, Three Rivers Park Dist.

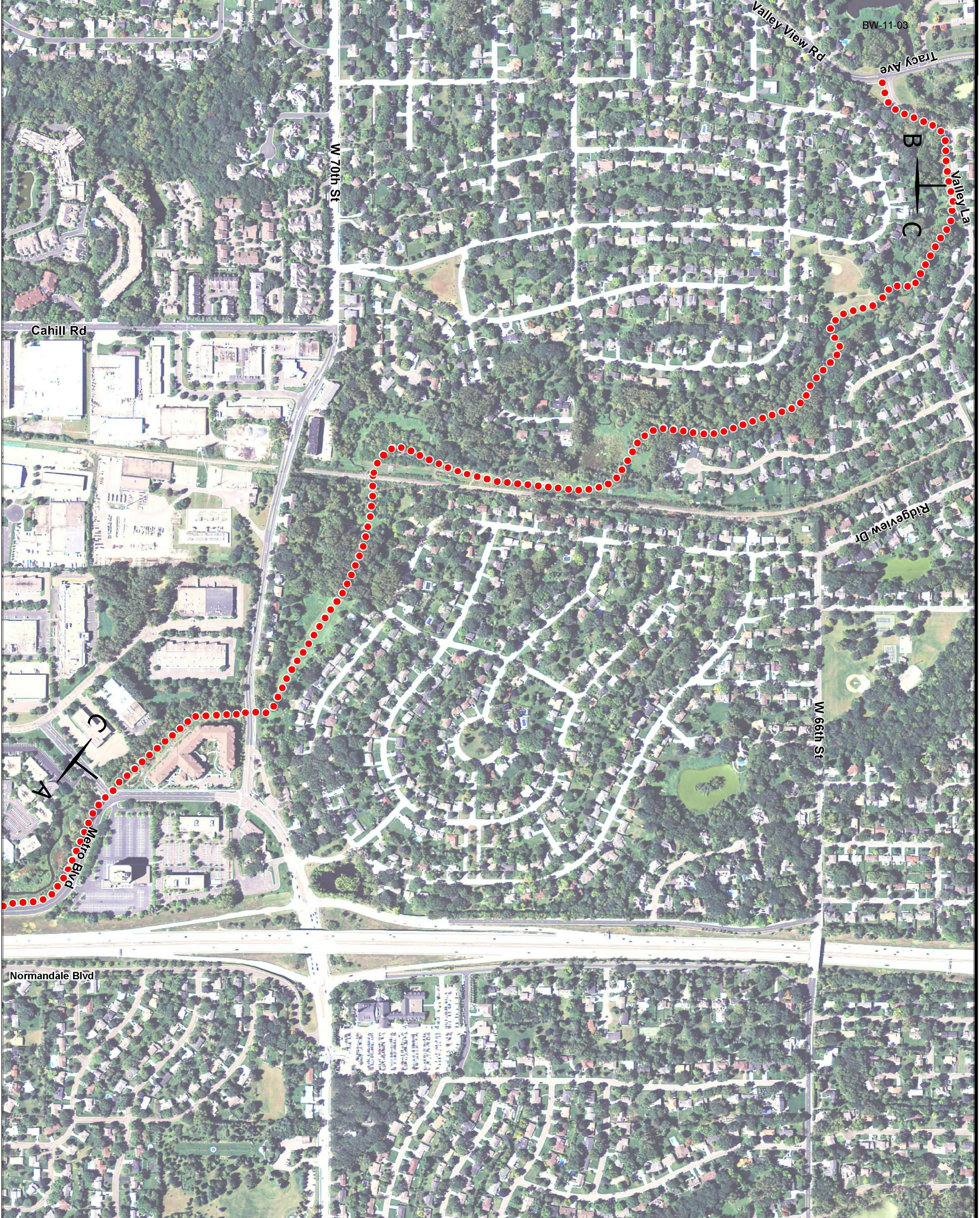
- Conceptual Trail Route
- Nine Mile Creek Regional Trail Corridor
- 9-Mile Creek
- City Boundaries
- TAZ Boundary/ID
- Low Density Residential
- Low Density Attached Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Office-Residential
- Office
- Mixed Use Center
- Community Activity Center
- Industrial
- Regional Medical
- Parks and Open Space
- Public/Semi-Public
- Open Water

Figure 5

August 2011

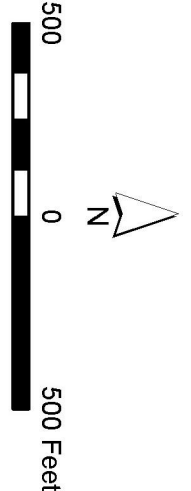


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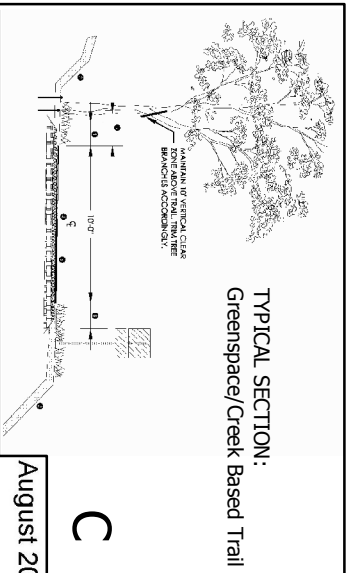
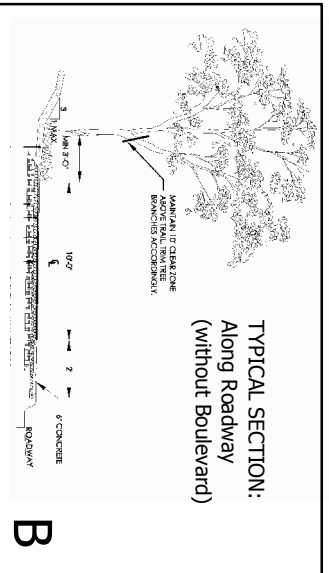
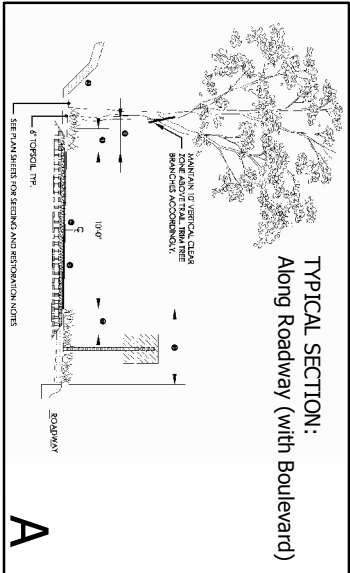


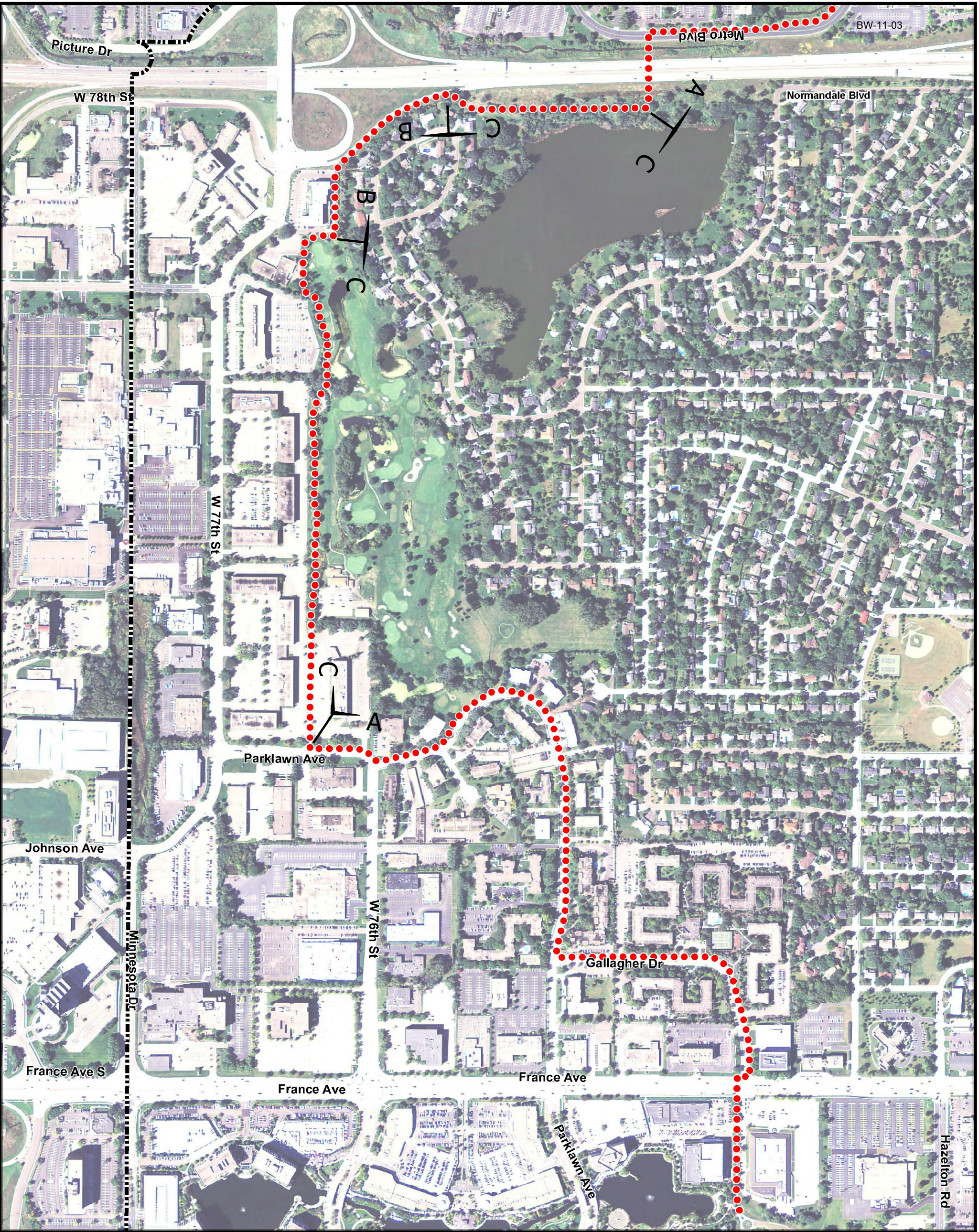
Planned Trail Route
1 of 2

Nine-Mile Creek Regional Trail
East Segment STP Application



- Conceptual Trail Route
- City Boundaries





BW-11-03

Normandale Blvd

Metro Blvd

Picture Dr

W 78th St

W 77th St

Parklawn Ave

W 76th St

Johnson Ave

France Ave S

Minnesota Dr

France Ave

France Ave

Parklawn Ave

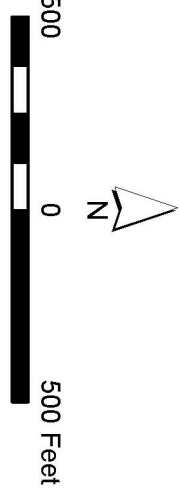
Gallagher Dr

Hazleton Rd

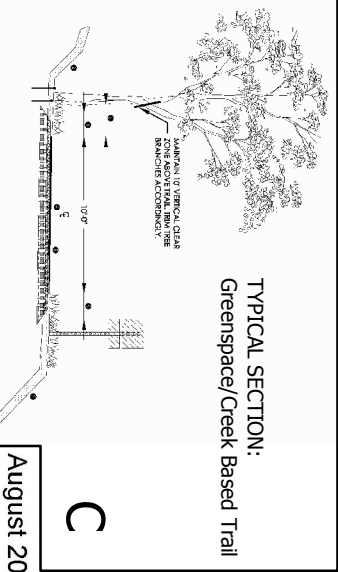
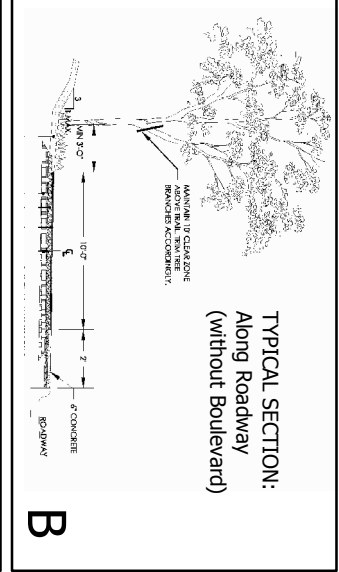
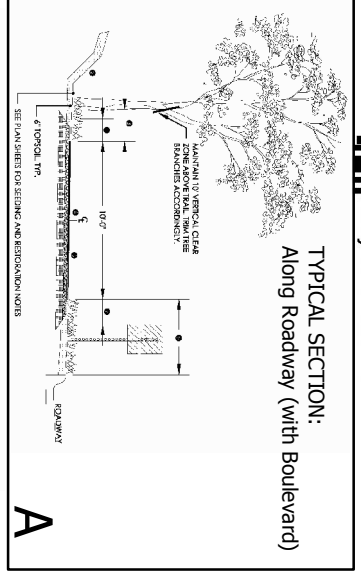
Planned Trail Route

2 of 2

Nine-Mile Creek Regional Trail
East Segment STP Application

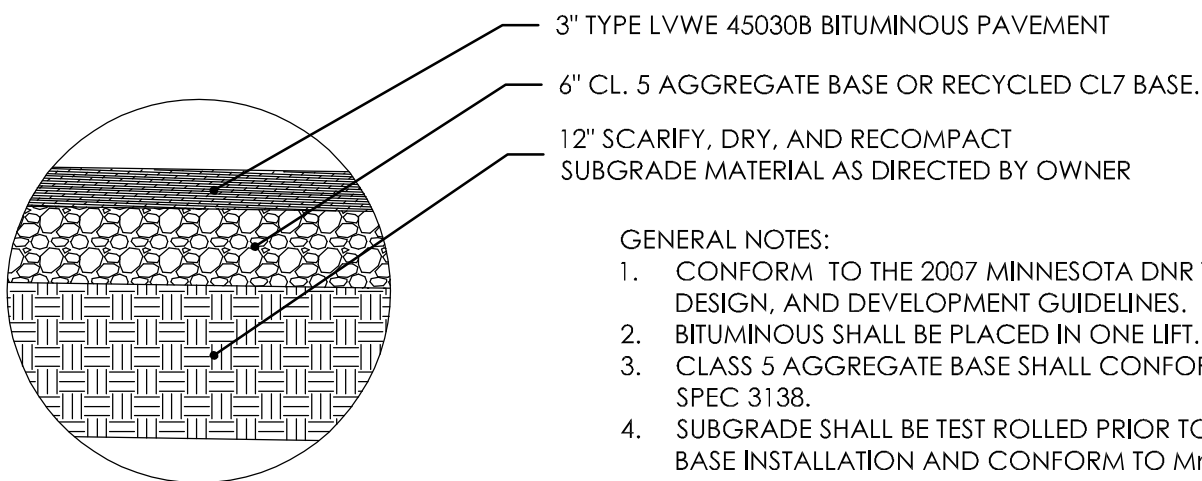
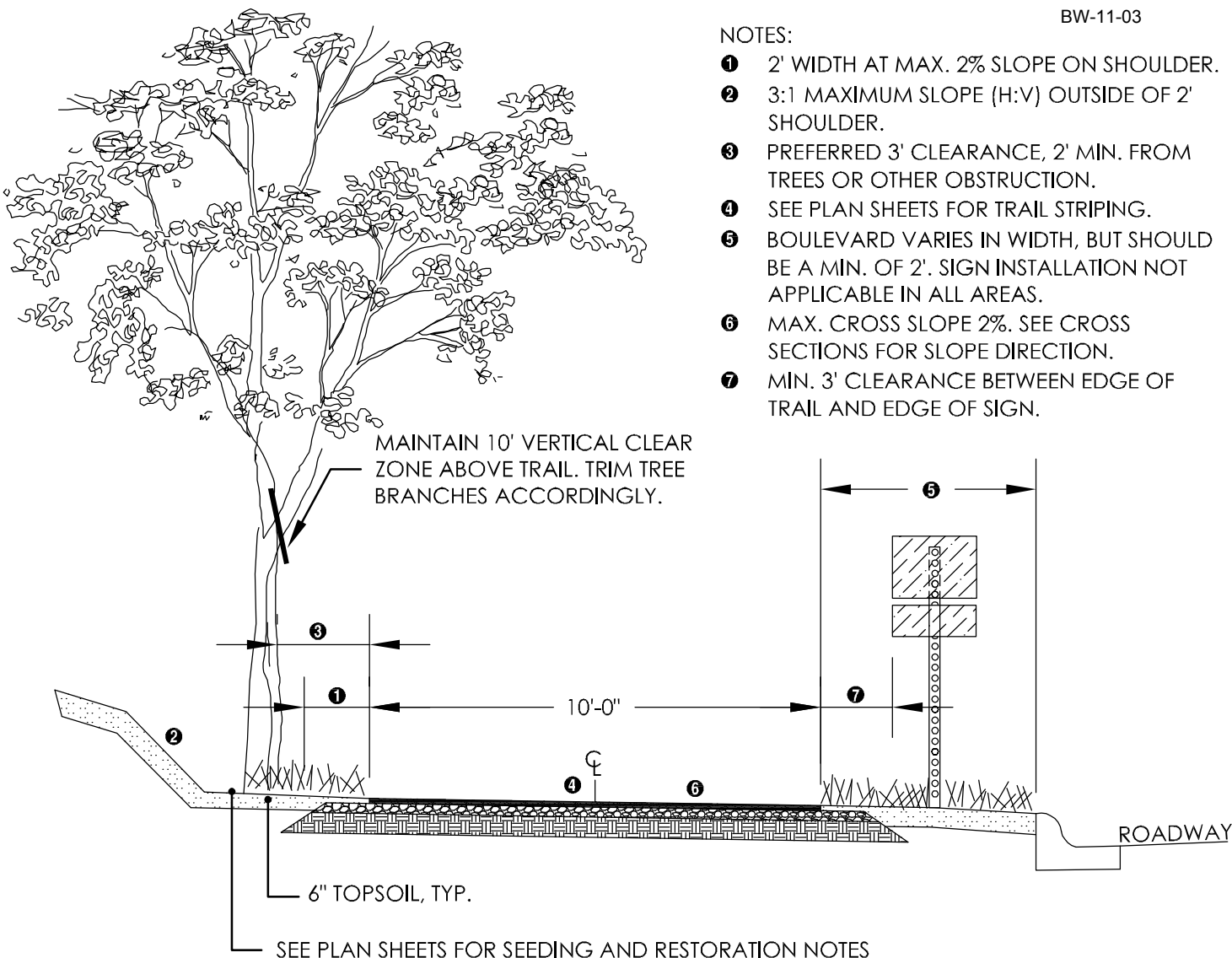


- Conceptual Trail Route
- City Boundaries



NOTES:

- ① 2' WIDTH AT MAX. 2% SLOPE ON SHOULDER.
- ② 3:1 MAXIMUM SLOPE (H:V) OUTSIDE OF 2' SHOULDER.
- ③ PREFERRED 3' CLEARANCE, 2' MIN. FROM TREES OR OTHER OBSTRUCTION.
- ④ SEE PLAN SHEETS FOR TRAIL STRIPING.
- ⑤ BOULEVARD VARIES IN WIDTH, BUT SHOULD BE A MIN. OF 2'. SIGN INSTALLATION NOT APPLICABLE IN ALL AREAS.
- ⑥ MAX. CROSS SLOPE 2%. SEE CROSS SECTIONS FOR SLOPE DIRECTION.
- ⑦ MIN. 3' CLEARANCE BETWEEN EDGE OF TRAIL AND EDGE OF SIGN.



GENERAL NOTES:

- 1. CONFORM TO THE 2007 MINNESOTA DNR TRAIL PLANNING, DESIGN, AND DEVELOPMENT GUIDELINES.
- 2. BITUMINOUS SHALL BE PLACED IN ONE LIFT.
- 3. CLASS 5 AGGREGATE BASE SHALL CONFORM TO MnDOT SPEC 3138.
- 4. SUBGRADE SHALL BE TEST ROLLED PRIOR TO AGGREGATE BASE INSTALLATION AND CONFORM TO MnDOT SPEC 2111.
- 5. WHERE BOULEVARD IS AT 3' (MIN.), BOULEVARD SHALL BE CONSTRUCTED FROM IMPERVIOUS MATERIAL (I.E. BITUMINOUS, CONCRETE, PAVERS, ETC). SPECIAL STRIPING LAYOUT MAY APPLY. SEE PLAN SHEETS.

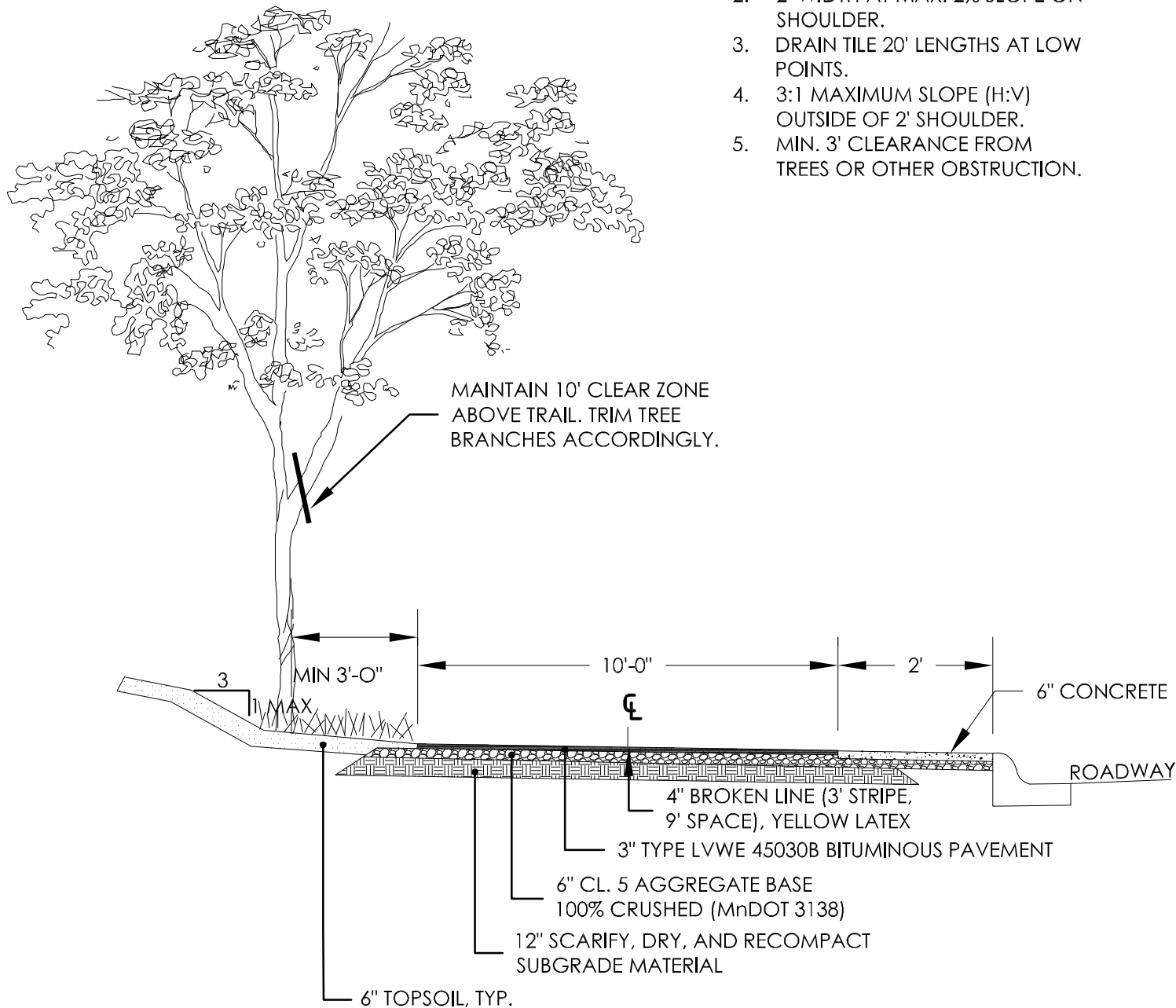
TR-9 TYPICAL TRAIL SECTION 10' URBAN
###

NTS

DETAIL A

TRAIL NOTES:

1. TOPSOIL AT 6" MIN. DEPTH. SEED WITH MnDOT SEED MIX 250.
2. 2' WIDTH AT MAX. 2% SLOPE ON SHOULDER.
3. DRAIN TILE 20' LENGTHS AT LOW POINTS.
4. 3:1 MAXIMUM SLOPE (H:V) OUTSIDE OF 2' SHOULDER.
5. MIN. 3' CLEARANCE FROM TREES OR OTHER OBSTRUCTION.



TR-10
####

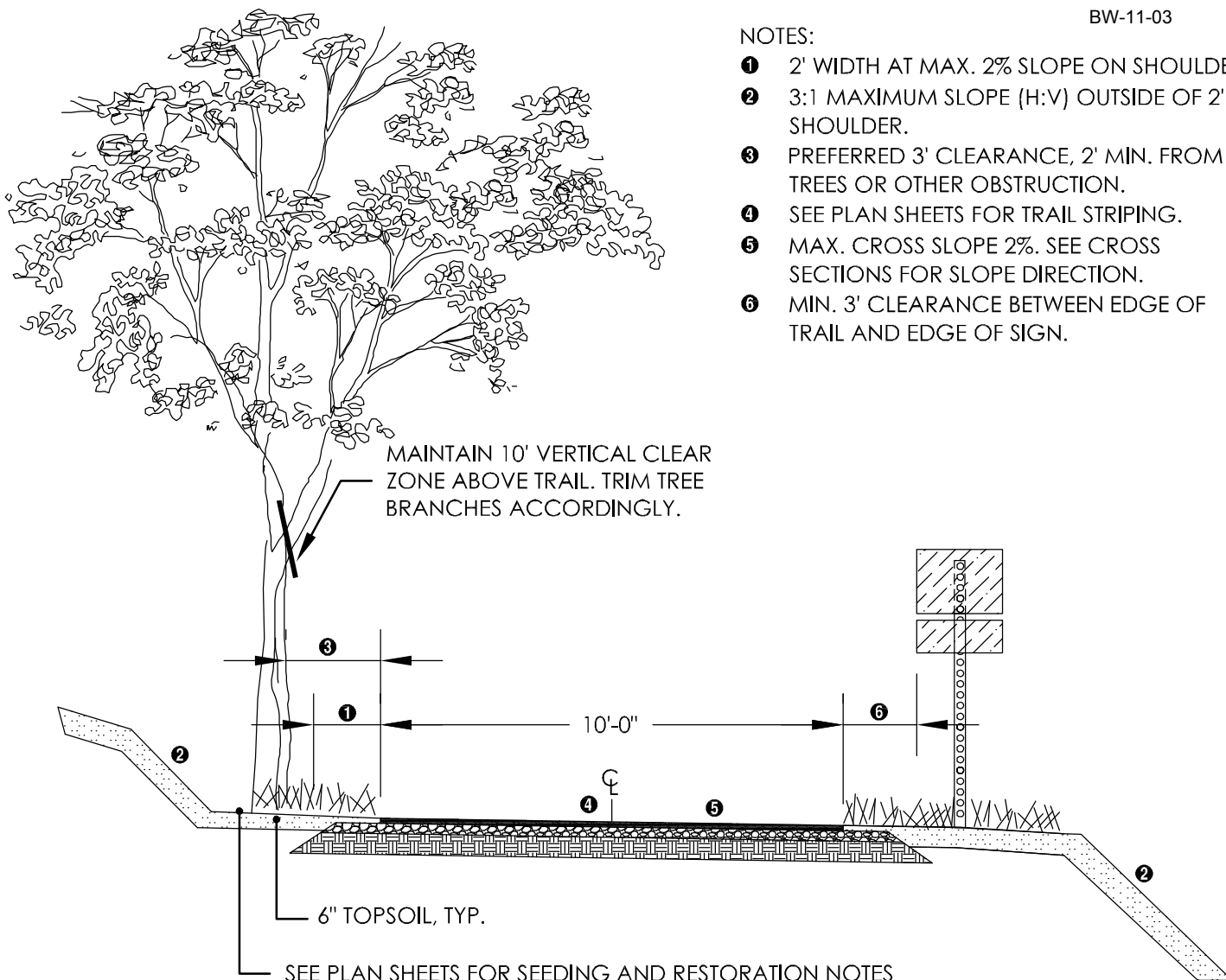
TYPICAL TRAIL SECTION 10' URBAN W/O BOULEVARD



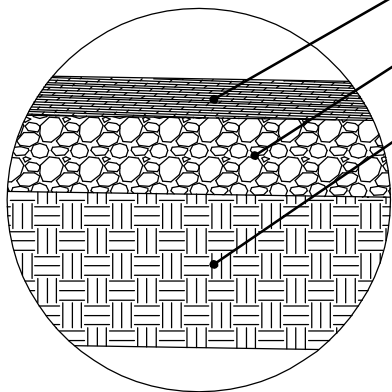
DETAIL B

NOTES:

- ① 2' WIDTH AT MAX. 2% SLOPE ON SHOULDER.
- ② 3:1 MAXIMUM SLOPE (H:V) OUTSIDE OF 2' SHOULDER.
- ③ PREFERRED 3' CLEARANCE, 2' MIN. FROM TREES OR OTHER OBSTRUCTION.
- ④ SEE PLAN SHEETS FOR TRAIL STRIPING.
- ⑤ MAX. CROSS SLOPE 2%. SEE CROSS SECTIONS FOR SLOPE DIRECTION.
- ⑥ MIN. 3' CLEARANCE BETWEEN EDGE OF TRAIL AND EDGE OF SIGN.



- 3" TYPE LVWE 45030B BITUMINOUS PAVEMENT
- 6" CL. 5 AGGREGATE BASE OR RECYCLED CL7 BASE.
- 12" SCARIFY, DRY, AND RECOMPACT SUBGRADE MATERIAL AS DIRECTED BY OWNER



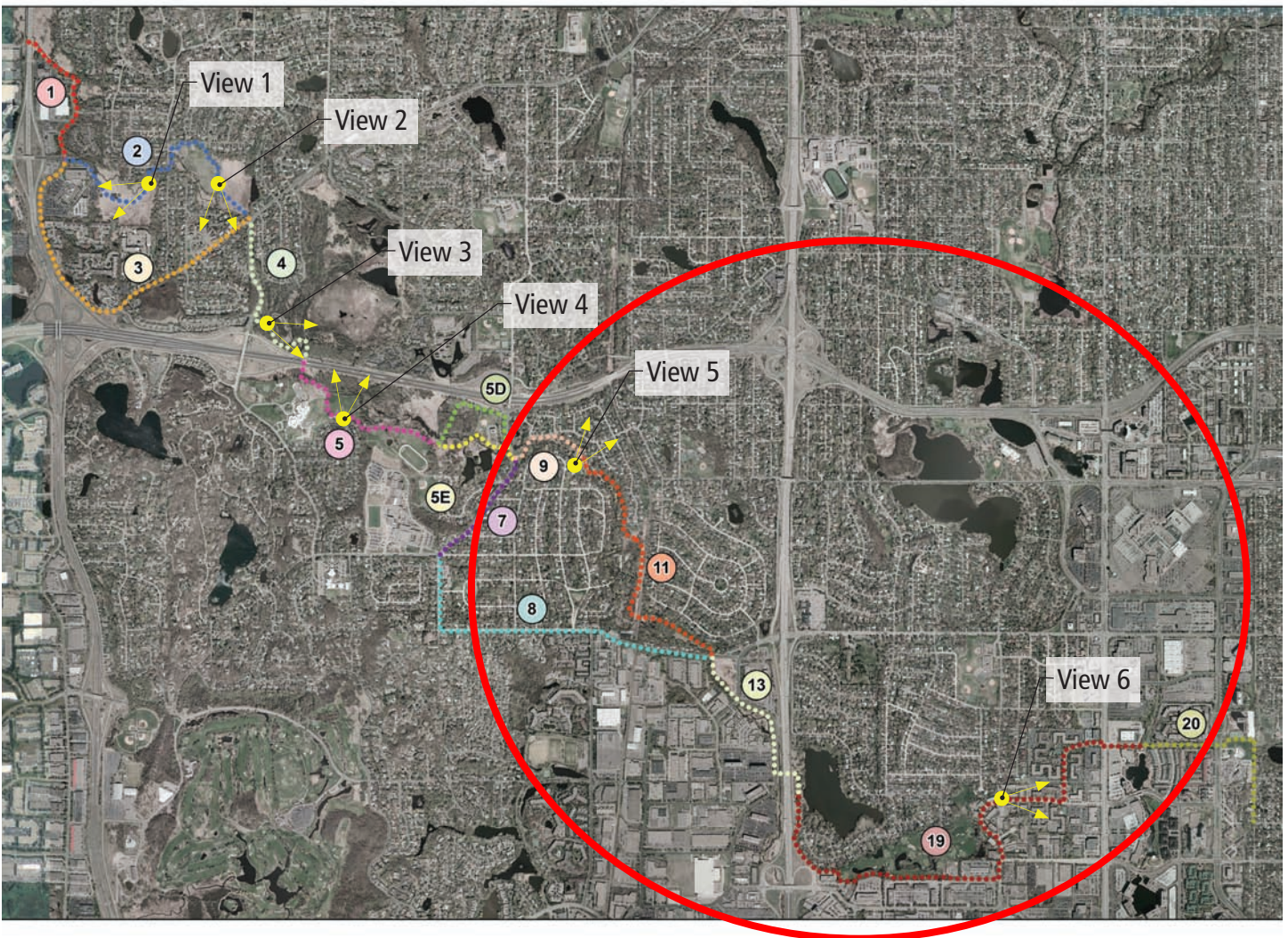
GENERAL NOTES:

- 1. CONFORM TO THE 2007 MINNESOTA DNR TRAIL PLANNING, DESIGN, AND DEVELOPMENT GUIDELINES.
- 2. BITUMINOUS SHALL BE PLACED IN ONE LIFT.
- 3. CLASS 5 AGGREGATE BASE SHALL CONFORM TO MnDOT SPEC 3138.
- 4. SUBGRADE SHALL BE TEST ROLLED PRIOR TO AGGREGATE BASE INSTALLATION AND CONFORM TO MnDOT SPEC 2111.

TR-11 TYPICAL TRAIL SECTION 10' OFF-ROAD
###



DETAIL C



Nine Mile Creek Regional Trail: East Segment

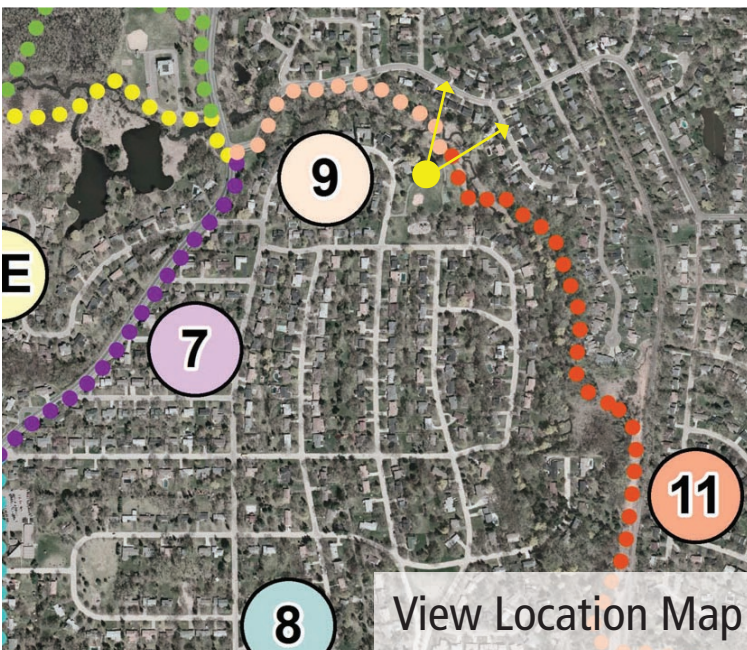
Viewshed Location Map



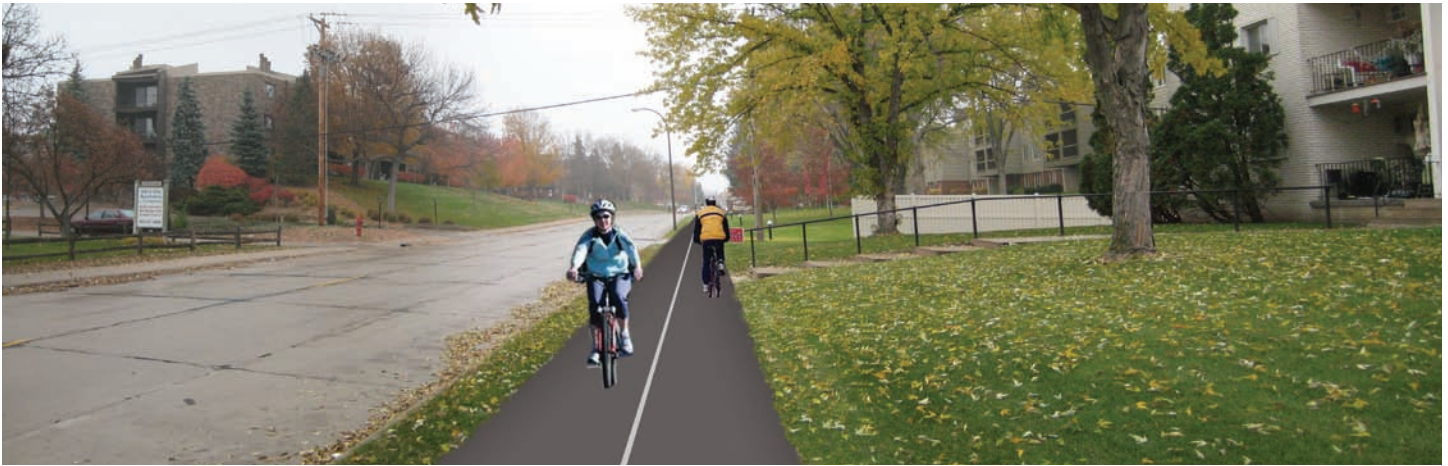
Proposed View



Existing View



View 5



Proposed View



Existing View



View 6

Appendix B

Planning Document Pages

Edina Comprehensive Bicycle Plan

Edina Comprehensive Plan

Hopkins Comprehensive Plan

Minnetonka Comprehensive Plan

Bloomington Comprehensive Plan

Richfield Comprehensive Plan

Hennepin County Bicycle Plan

Three Rivers Park District

Board Meeting Minutes

Vision Plan

Hennepin Park First Tier Trails, Greenways &

Parks Master Plan

CIP

Edina Comprehensive Bicycle Plan

GUIDING PRINCIPLES

The following goals and principles guide the recommendations included in this Plan:

IMPROVING SAFETY

Proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

CONNECTING TO LOCAL AND REGIONAL DESTINATIONS

Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

SAFE ROUTES FOR ALL

Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of active living and independence for children, seniors and other adults.

BICYCLING AS A BASE FOR COMMUNITY HEALTH

A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

BICYCLING AS A USEFUL TRANSPORTATION OPTION IN EDINA

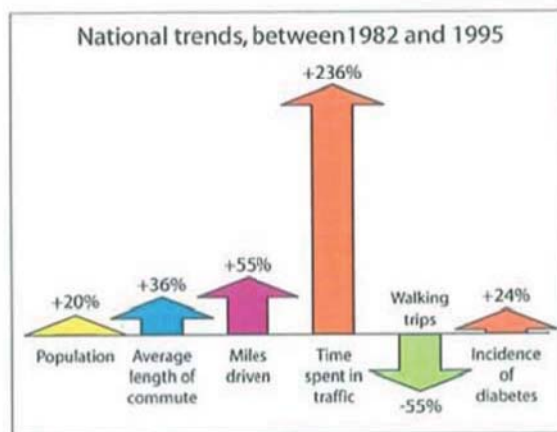
A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand the use of bicycling as a useful transportation option in Edina.

BENCHMARKS

Success for this Plan will be measured by increases in the number of people who cycle in Edina as a means of fulfilling at least some of their daily transportation and mobility needs.



Two priority regional connections recommended by this Plan: the Regional Canadian Pacific Trail (shown in orange) and the Nine Mile Creek Regional Trail (in purple).



The opportunities for active living we find in our communities have ramifications for our health.

PLAN OVERVIEW

Highlights from selected chapters of the Plan are provided below; please consult the complete document to see all related information and the full list of recommendations.

GENERAL RECOMMENDATIONS

This Plan strongly recommends adopting and implementing a “Complete Streets” design policy and approach that considers the needs of all present and potential transportation network users, including cyclists, pedestrians, seniors, children, people with mobility limitations, and motorists when designing improvements to Edina’s street network.

Adopting a Complete Streets design policy will help ensure that all street construction and street improvement projects in the City of Edina anticipate and address the needs of cyclists and other users regardless of whether a particular street is included within Edina’s formally designated bicycle route network. Over the long run, embedding this Complete Streets approach into the City’s normal operating procedures will do more for cyclists and pedestrians than any one specific plan could.

REGIONAL ROUTES

This Plan strongly recommends development of the Regional Canadian Pacific Trail and the Nine Mile Regional Trail. Opportunities for concurrent integration and improvement of both trails with Edina’s recommended bicycle transportation network should be explored. Currently no dedicated connection to the region’s growing network of dedicated facilities is provided within Edina.

BIKE PARKING AND OTHER END OF TRIP FACILITIES

The Plan provides guidelines and recommendations for improving bicycle parking at schools, commercial destinations and other locations in Edina. Improving bike parking provision at Edina schools will support active living and community health goals.

SIGNS, SIGNALS AND WAYFINDING

The Plan recommends installation of “blue bike lanes” at selected locations where automobile turning or entry movements require them to cross over Primary bike route facilities. Blue lanes alert motorists to the presence of cyclists and help reduce potential conflicts.

TRANSIT INTEGRATION

This Plan recommends development of a “bike station” at Southdale Mall, where one of our region’s busiest transit centers is located. Bike stations, common in many US and European cities, are staffed, dedicated bike storage facilities, usually located near transit hubs or other major destinations. Cyclists who ride to transit can drop off their bikes to be stored and serviced as needed while they continue their journey on transit. These facilities provide long-term bicycle storage and sometimes also include shower and locker facilities.

EDUCATION AND ENCOURAGEMENT

Sharing information with children, seniors, and other adults on safe riding rules and techniques will help improve safety and increase cycling in Edina.

This Plan recommends working with Edina public schools to implement a bicycle safety and training component as part of their physical education programs. Encouraging students’ use of a safe and convenient bicycle transportation network will help encourage a lifetime of healthy and fun physical activity.

OPERATIONS AND MAINTENANCE

This Plan recommends establishing a Bicycle Facility Maintenance Request Program to extend the city’s reach in protecting its infrastructure investments and providing bicyclists an inviting and safe bicycling environment. This program would provide a centralized structure for collection of small-scale, low-cost improvements, such as sweeping, repairing surface problems, and replacing unsafe gratings while helping ensure prompt response to these requests.

TIMELINE FOR IMPLEMENTATION

This Plan includes a recommended timeline for prioritizing and carrying out improvements to Edina’s bicycle transportation network. Recommendations are presented as short-term (0 to 2 years), medium-term (2 to 4 years) and longer-term (4 to 7 years) priorities for implementation. For example, signing of all Primary routes is recommended over the short term, while installation of bicycle signal heads is recommended over the longer term.

HOW WILL WE MAKE IT HAPPEN?

Making this Plan real will require ongoing, day-to-day work on the part of public officials, City of Edina staff, and Edina citizens.

This Plan recommends the following as components of its implementation strategy:

Bicycle Coordinator

This Plan recommends the creation and funding of a new “Bicycle Coordinator” position within the City of Edina to coordinate implementation of the Plan, to attend to and coordinate response to bicycle network maintenance and operations issues, and to advocate for the needs of cyclists as transportation and land use projects are designed and implemented in Edina and in surrounding communities.

Bicycle Advisory Committee

This Plan recommends the formation of a Bicycle Advisory Committee as a formal citizens group with responsibility for providing citizen direction for implementation of Plan recommendations.

Formal representation in Edina transportation decision-making

The Edina Transportation Commission advises the City of Edina on issues relating to transportation and transportation improvements over its surface street network. This Plan recommends including at least one representative from the Bicycle Advisory Committee as a formal member of the Edina Transportation Commission; doing so will help ensure that the perspective and voice of Edina cyclists is included during deliberations on improvements to Edina’s transportation network.

2.1 Route selection and recommendation principles

Several project principles guide the selection of routes presented in this Plan. These principles were derived from guidance provided by Bike Edina Task Force (BETF), City of Edina staff, and members of the public.

GOALS AND GUIDING PRINCIPLES

1. Increase safety and convenience for Edina cyclists
2. Increase opportunities for bicycling as a transportation option
3. Create a network of routes that is within reasonable distance of the greatest number of Edina residents and workers
4. Provide safe and convenient bicycle access to major destinations within Edina, including commercial and entertainment areas, employment centers, and civic institutions; provide safe and convenient connections between Edina quadrants
5. Provide safe and convenient connections to adjacent communities and other locations outside of Edina
6. Provide connection to existing and proposed regional commuter and recreational bicycle trails
7. Provide safe and convenient routes to schools, recreation centers, and other institutions serving the needs of young people in Edina
8. Provide safe and convenient routes to destinations serving the needs of senior adults in Edina
9. Recommend practical, cost-efficient improvements that increase the bicycle-friendliness of Edina's existing surface street network
10. Improve the quality and quantity of end of trip facilities in Edina



An Edina family cycling on 66th Street near Southdale Mall.

2.5.2 Nine Mile Creek Regional Trail

The Nine Mile Creek Regional Trail is a proposed shared-use bicycle and pedestrian facility running through Edina, generally from the northwest corner to the southeast corner of the city. The trail, currently under consideration by Three Rivers Park District, would include a combination of segments running along both surface roadways and public park land.

Development of this facility is recognized as a priority by this Plan and by the City of Edina, as it would provide safe and convenient connections to existing and proposed regional bicycle routes including the Cedar Lake LRT Regional Trail, and to the adjacent communities of Hopkins, Richfield and Bloomington.

Functioning in concert with other routes proposed in this Plan, the Nine Mile Creek Regional Trail would improve bicycle access to employment and commercial centers in Edina and adjoining communities while offering a safe and pleasant recreational space for bicyclists and pedestrians. The Trail would also directly connect Edina citizens to the Three Rivers Park District's regional system of parks and recreational trails.



Aerial view showing the Three Rivers Park District's recommended alignment for the Nine Mile Creek Regional Trail.

TRAIL CONCEPT

The Nine Mile Creek Regional Trail is intended to expand the current regional trail system and improve bicycle and pedestrian mobility and recreation options to communities in the region.

Among the goals guiding the implementation of this facility are the following (as stated in the Three Rivers Park District Nine Mile Creek Regional Trail Master Plan Draft, December 2006):

- Link local neighborhoods to regional parks and trails.
- Provide non-motorized links to destination schools, neighborhood and regional parks, community institutions, commercial centers and transit nodes.
- Balance recreation opportunities with natural resource impacts and value.
- Provide links to major employment nodes, including commercial redevelopment sites.
- Provide links for underserved neighborhoods.
- Provide connections into neighboring cities.
- Provide safe crossings of high volume roadways and railroads.

connects with the Edina Aquatic Center along Cornelia Drive, and with Southdale Mall along both 66th Street and 70th Street. Making these changes is consistent with the Nine Mile Creek Regional Trail Goals presented in the Trail Concept section above, especially with the stated goal of “[providing] non-motorized links to destination schools, neighborhood and regional parks, community institutions, commercial centers and transit nodes.”

OPERATIONS AND MAINTENANCE

Maintenance practices and trail conditions significantly influence bicycle riders’ choices for routes and, more broadly, also influence the perception of bicycle commuting as a potential transportation option. They also have a major impact and influence on trail user safety, trail user experience, and environmental and natural resources protection.

In order to maximize use of this important transportation investment, this Plan recommends that the Nine Mile Creek Regional Trail be implemented and maintained as a 24 hour, 365 day per year route. Recommended practices include lighting over the entire length of the trail and prompt plowing of snow and ice during the winter months.

Opportunities for shared maintenance of the trail should be explored with Three Rivers Park District, as current District policy is to not conduct any trail maintenance activities during the winter. Additionally, Three Rivers Park District typically reserves the right to close bicycle trails under its jurisdiction during winter months unless a maintenance and liability agreement is signed with another governmental body.

This Plan recommends that the City of Edina apply for a permit to operate the Nine Mile Creek Regional Trail for periods during which the Three Rivers Park District closes it to winter use.

It is also recommended that the City of Edina Police Department and the Three Rivers Park District Police either jointly or through agreement handle the policing of the trail (the use of bicycle patrols is recommended).

ENVIRONMENTAL CONSIDERATIONS

Given that the trail will also be an important recreational, natural and aesthetic amenity for the City of Edina, it is recommended that the trail be landscaped (using native varieties where possible) for aesthetic and environmental reasons. It is also recommended that Three Rivers Park District and the City of Edina explore joint responsibility for management of the trail and the surrounding vegetation.

COMMUNITY AND AGENCY SUPPORT

The Nine Mile Creek Regional Trail will provide connections to residential areas, schools, parks, and other planned city and regional trails. Citizens of Edina and Edina cycling organizations have expressed strong support for development of this facility. Additionally, there is wide support from elected representatives and public agencies for implementation of this trail.

Supporting agencies and bodies include:

- The Edina City Council
- The Three Rivers Park District
- Hennepin County
- The City of Hopkins, the City of Richfield, and other surrounding municipalities

All cities (including Edina) through which the Nine Mile Creek Regional Trail will travel have approved resolutions of support since 2003.

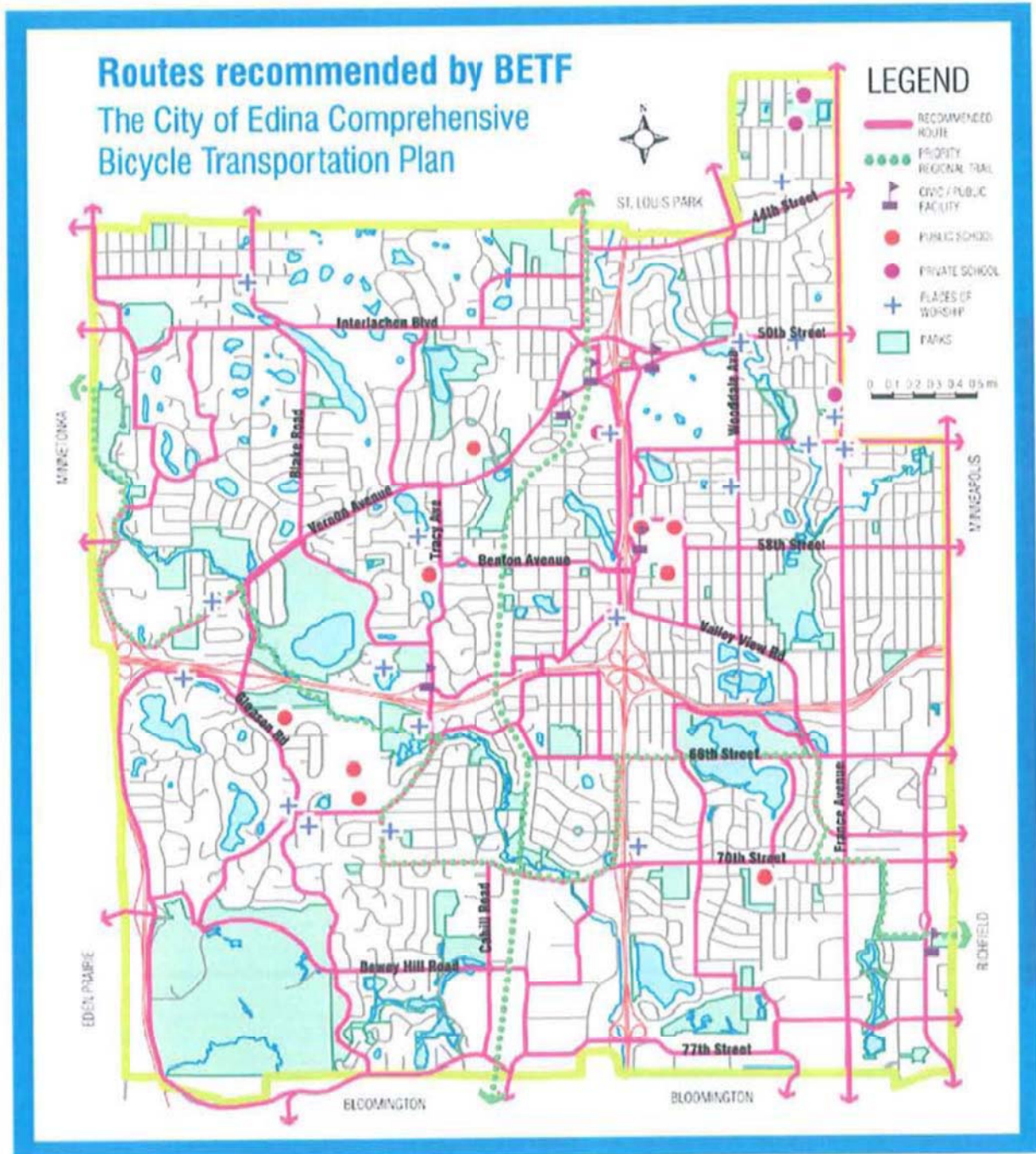
IMPLEMENTATION PARTNERS

Successful implementation of the Nine Mile Creek Regional Trail will require coordination and cooperation between multiple communities and stakeholders including the City of Edina, the City of Hopkins and the City of Richfield, as well as the Three Rivers Park District, citizen advisory groups from Edina and other communities, and advocacy groups including the Rail to Trails Conservancy and Transit for Livable Communities.

FOUNDATION

The routes recommended in this Plan are based on the routes identified, selected and recommended by the Bike Edina Task Force (BETF) as part of the work they completed in Fall 2006. All of the routes selected and recommended by BETF are carried forward and identified for designation as recommended routes (with some additions, route hierarchy and implementation recommendations) by this Plan as included in Chapter 2.2 (Recommended Routes).

A map of the original routes developed by BETF follows below:



Edina Comprehensive Plan



5. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
6. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
7. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
8. Ensure that public realm corridor design is contextual, respectful of adjacent neighborhood character, supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users.
9. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
10. Improve the current development review and approval system to provide clearer direction as to community design goals and encourage high-quality development.

Land Use and Transportation Interface

There is a fundamental link between land use planning and transportation planning. The transportation system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit, and pedestrian). Successful land use planning cannot occur without taking transportation considerations into account. Conversely, transportation planning is driven by the need to support existing and planned future land uses which the community supports and/or anticipates.

Therefore, Edina will plan and design transportation facilities, and maintain existing facilities, in a manner that accommodates land uses to reinforce neighborhood cohesion, but does not burden other neighborhoods, takes advantage of and supports transit, connects effectively to sub-regional and regional systems, and uses techniques to limit single-occupancy vehicle travel while promoting bicycle and pedestrian modes of travel. Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter.

The land uses and densities presented in the 2030 Land Use Table are the bases for the planned/ anticipated future land use in the Transportation Analysis Zones (TAZs) which are the foundation for the traffic forecasting model (see Chapter 7)

Hopkins Comprehensive Plan

Shady Oak Road

Hopkins has been collaborating with the City of Minnetonka and Hennepin County to address safety, mobility and access issues along the corridor. As part of these efforts a preferred roadway alignment has been proposed, along with a pedestrian and bicycle component. Roadway improvements may also provide the opportunity for redevelopment, which is discussed further in the Land Use chapter. Timing for roadway improvements is still being determined at this time. If and when roadway improvements occur and redevelopment opportunities present themselves, the appropriate pedestrian and bicycle components should be integrated.

Excelsior Boulevard

Hopkins has made significant reinvestments to the Excelsior Boulevard corridor. These investments have included boulevards, sidewalks, addressing pedestrian safety issues, city beautification improvements and directional signs. Improvements to the corridor can serve as a model for other pedestrian and bicycle improvements throughout the community.

Hopkins Station Area Plan

The Hopkins Station Area Plan by the IBI Group was completed in October of 2007. The purpose of the study was to develop station area plans for the Shady Oak Road, Downtown and Blake Light Rail Transit (LRT) stations that provide the first elements of a road map to guide future integrated transportation and land use planning initiatives with the city. In addition, this report provides connectivity elements to each station plan. Connectivity improvements to the area will need to continue to coordinate with LRT initiatives.

Nine Mile Creek Regional Trail

The proposed Nine Mile Creek Regional Trail, which would travel east through Edina and Richfield and would connect with the MN River Bluffs Regional Trail and the Lake Minnetonka LRT Regional Trail in Hopkins. Although a preferred regional trail alignment has not been master planned at this point, Three Rivers Park District has worked with the city and others to identify potential corridors in Hopkins.

Recently the City has been facilitating improvements to the creeks corridor that will address erosion issues, failing culverts and potential realignment of the creek. Efforts to improve the creek have been jointly discussed with the Three Rivers Park District. Improvements to the creek will also incorporate segments of the proposed regional trail. Infrastructure improvements to the creek are anticipated to occur in the fall of 2008, with trail work to follow in 2009.

Collaboration efforts will continue between the appropriate agencies to incorporate the proposed regional trail and creek corridor improvements.

Lake Minnetonka LRT Extension

The proposed Lake Minnetonka LRT Regional Trail extension is intended to provide better connectivity to the northern portion of the North Cedar Lake Regional Trail. A current connection can be made by using existing sidewalks, but is not conducive to bikers. The proposed alignment would follow Mainstreet, Washington Avenue North and connect with the North Cedar Lake Regional Trail via 2nd Street NE.

Accommodation of bicycle movement along the route would require on-street bike lanes. The City has no plans at this time to integrate bicycle lanes along this route, but will continue to coordinate with Three Rivers Park District to address future regional connections in this part of the community.

Connecting the Lake Minnetonka LRT Regional Trail with the MN Regional Bluffs LRT and the Cedar Lake LRT Regional Trail may also present itself along 8th Avenue South. Improvements to 8th Avenue South would likely occur in conjunction with redevelopment initiatives associated with the proposed Downtown LRT station. This connection may not be as direct as the proposed extension, but would provide a link between the two regional trails.

Emerging Trends

Hopkins demographics are changing with an aging baby boom population and growing ethnic populations. Regardless of age or ethnicities, there is a stronger desire today to be active; however, with changing demographics, recreational needs and the perception of recreational uses

Unique Public Facilities That Are Under-utilized

The Depot, The Hopkins Center for the Arts and the Pavilion are unique public facilities. The Depot has formed a partnership with Three Rivers Park District, and has the opportunity to expand the services of the facility. The Hopkins Center for the Arts has recently been restructured in a way that will increase utilization. There is the potential for the Pavilion to add events during the year.

Large Corporate Presence Not Being Tapped

SuperValu, The Blake School, Walser Automotive, Hopkins Honda, and Cargill have a large corporate presence in Hopkins. The City has the opportunity to partner with these corporations to increase their contribution to the community.

Opportunity to Expose Natural Corridors

Minnehaha and Nine Mile Creek run through Hopkins. These creeks have the potential to be stronger amenities for the City through increased visibility and access.

Community Confidence

A recent survey indicated that residents have strong community confidence.

“Think Hopkins”

The marketing effort “Think Hopkins” is promoting a positive image of the City.

Improvement in Transit Use

Hopkins is fortunate to be served with adequate bus routes and transit stops, but there are opportunities to increase ridership through improved transit stops and access.

Threats to Hopkins

Industrial and Multi-family Building Obsolescence

A few of Hopkins’ industrial and multi-family sites are aging, have obsolete buildings and/or have physical site constraints such as contamination. These sites may need public financing to make redevelopment a possibility.

- The City will attempt to maximize the connectivity between the proposed downtown LRT station and the central business district, including pedestrian, bicycle and shuttle bus access.
- The City will strive to ensure that parking demands at LRT stations do not negatively impact surrounding residential or business areas.

Metro Transit Bus Service

- The City has worked with the Metro Transit to create new or improved bus waiting stations along its routes through Hopkins, especially along Excelsior Boulevard and in the Downtown.
- The City will review major new developments for the inclusion of bus shelters and pullouts if such sites are along MTC bus routes.
- The City will ensure that there is good public transit service and LRT-feeder bus connectivity at each LRT station.
- Hopkins is within the Metropolitan Transit Taxing District, Market Area II. Service options for Market Area II include regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing.

Demand-Responsive Service

The City will continue to do what it can to facilitate Metro Mobility and Hopkins Hop-A-Ride.

Bicyclist and Pedestrian Policies

Note: Bicycle and pedestrian trail information is also found in the Parks, Open Space and Trails section of this plan.

- The City will attempt to retain The Depot facility as a regional trailhead facility or develop new trailhead facilities near the confluence of the regional trails, as required with the implementation of the Southwest Transitway LRT.
- The City will continue to build pedestrian ways along its collector and certain minor arterial streets to improve accessibility and pedestrian travel safety between residential areas, downtown, parks and the regional trails.
- Hopkins will strive to create excellent pedestrian environments in and around its future LRT stations and TOD areas.
- Hopkins will endeavor, in the near-term, to secure funding for and improve the adequacy and safety of pedestrian accommodations along the

Blake Road corridor from Excelsior Boulevard to Highway 7.

- The City will continue to ensure the safest possible conditions at regional trail street crossing locations.
- The City will support the Three Rivers Park District in its plan to construct the Nine Mile Creek Regional Trail that would run from the MN River Bluffs LRT Regional Trail at 11th Avenue, south along 11th Avenue through Valley Park and southeasterly into Edina and Richfield.
- The City will improve pedestrian and bicycle accessibility between the regional trails and the Hopkins central business district.

Aviation

There are no existing or planned aviation facilities within Hopkins; however, the City recognizes that it has a responsibility to include airspace protection in its Update. The protection is for potential hazards to air navigation including electronic interference. Hopkins does not plan and its ordinances do not permit structures of 200 feet or more. Hopkins will notify MnDOT and the FAA using the FAA Form 7460-1 “Notice of Proposed Construction or Alteration” if it receives any development proposals for structures of 200 feet or taller.

2030 Met Council Traffic Analysis Zones (TAZs)

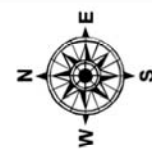
Table 8.2 - Met Council TAZ Data

TAZ	Population			Households			Employment		
	2010	2020	2030	2010	2020	2030	2010	2020	2030
527	239	242	242	103	105	105	300	300	300
565	691	691	691	300	300	300	120	120	120
566	1,147	1,147	1,147	499	499	499	554	554	554
567	4,395	4,420	4,436	2,271	2,286	2,296	3,755	3,814	3,888
568	1,402	1,399	1,395	521	521	521	159	160	161
569	2,994	3,653	3,958	1,532	1,802	1,982	3,358	4,438	5,788
570	-	-	-	-	-	-	3,751	3,776	3,791
571	4,310	4,310	4,293	2,118	2,118	2,118	1,312	1,312	1,312
572	1,368	1,368	1,368	592	592	602	62	77	77
573	637	664	664	265	288	288	59	59	59
574	717	706	706	299	289	289	80	90	100
575	-	-	-	-	-	-	-	-	-
610	-	-	-	-	-	-	90	100	150
613	-	-	-	-	-	-	-	-	-
Total	17,900	18,600	18,900	8,500	8,800	9,000	13,600	14,800	16,300

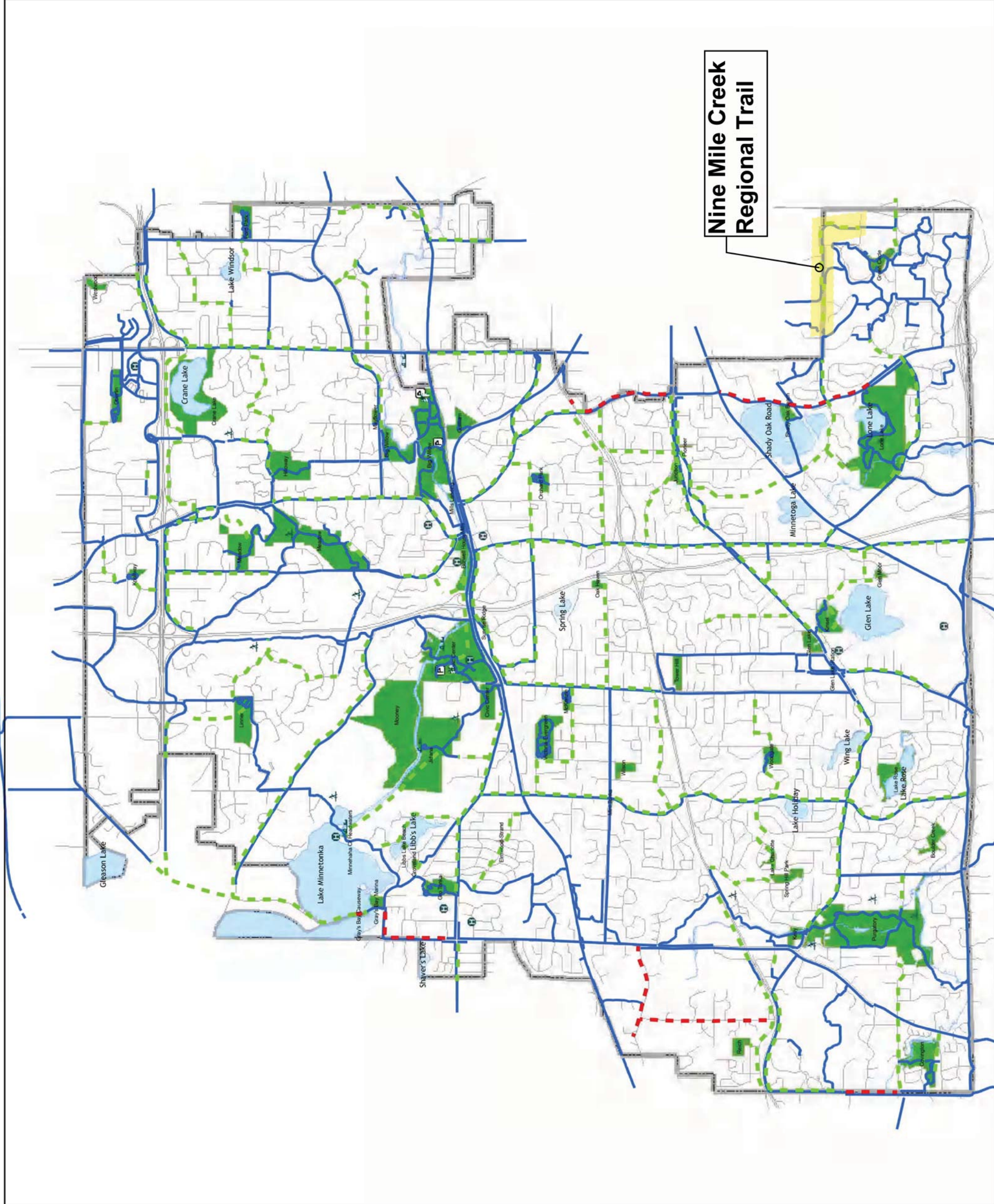
Minnetonka Comprehensive Plan

Future Trail System

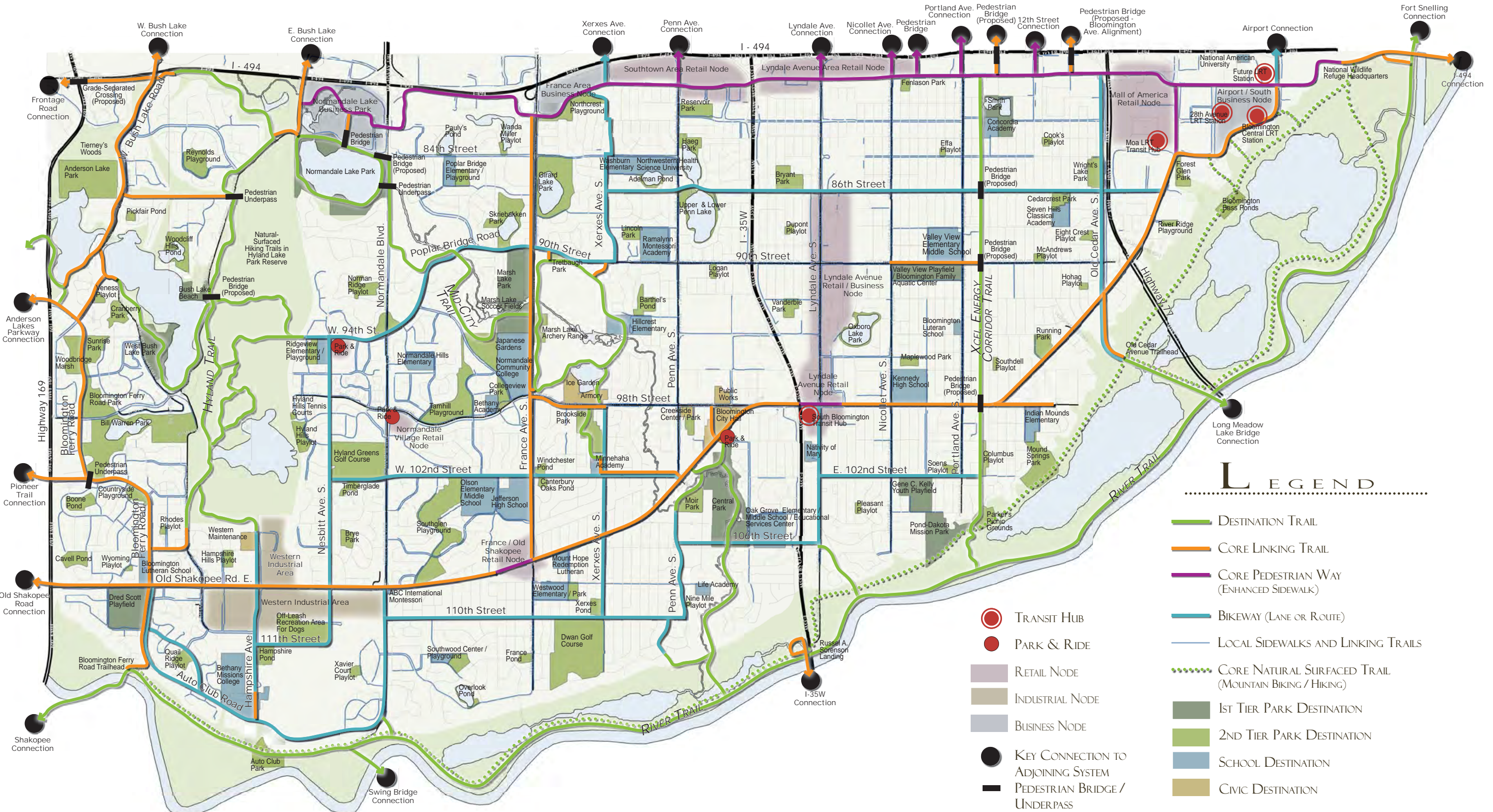
- Status**
- - - 2008 - 2012 Scheduled
 - - - Schedule/Unfunded
 - Existing Trails
 - Parks
 - waters



**Figure VII-3
Future Trail Links Map**



Bloomington Comprehensive Plan

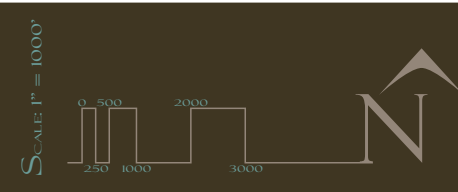


LEGEND

- DESTINATION TRAIL
- CORE LINKING TRAIL
- CORE PEDESTRIAN WAY (ENHANCED SIDEWALK)
- BIKEWAY (LANE OR ROUTE)
- LOCAL SIDEWALKS AND LINKING TRAILS
- - - - CORE NATURAL SURFACED TRAIL (MOUNTAIN BIKING / HIKING)
- 1ST TIER PARK DESTINATION
- 2ND TIER PARK DESTINATION
- SCHOOL DESTINATION
- CIVIC DESTINATION
- TRANSIT HUB
- PARK & RIDE
- RETAIL NODE
- INDUSTRIAL NODE
- BUSINESS NODE
- KEY CONNECTION TO ADJOINING SYSTEM
- PEDESTRIAN BRIDGE / UNDERPASS

ALTERNATIVE TRANSPORTATION PLAN

CITY OF BLOOMINGTON, MINNESOTA



Richfield Comprehensive Plan

use objectives to encourage development at key nodes.

2. Priorities for Transportation Modal Investments: Encourage a multi-modal transportation system including bicycles, pedestrians, roadways and transit.
3. Highway Planning: Plan a cost-effective, safe, multi-modal regional highway system that reflects the needs of a growing population and economy.
4. Improve the Transit System: Tailor transit services to diverse market conditions, improve ridership on transit services, and develop a regional network of Transitways on dedicated rights-of-way.
5. Travel Demand Management: Encourage behavioral and land use changes that will result in fewer vehicle trips, particularly during the peak rush hours.

To respond to the above themes as well as to serve economic activities, and improve the quality of life within Richfield, the City developed the following vision for transportation and infrastructure as part of the Richfield 2020 Visioning exercise:

To strive for improvements to the transportation and infrastructure system in the City that will provide for a high quality of life in Richfield for residents, businesses and visitors and to encourage public involvement in transportation planning.

To achieve this vision, the City of Richfield established seven goals and strategies for their implementation. Looking forward to year 2030, the City continues to support the following goals and related implementation strategies:

1. **Improve non-motorized and pedestrian travel in the City (Goal 1).**
 - Construct additional, wider sidewalks that are set back farther from the street for increased safety.
 - Require Mn/DOT to include pedestrian access to transit in future I-494 and TH62 reconstruction projects.
 - Construct additional bus shelters attractive to users and safely located around intersections.
 - Reduce roadway widths to allow for sidewalk and/or bike lanes. This may also reduce vehicular speeds.
 - Create safe road crossings in high traffic areas. Such crossings may include the use of skyways, if appropriate.
 - Use traffic-calming measures to discourage through traffic on local streets.
 - Identify pedestrian/bike trails to connect with adjacent/surrounding communities.
2. **Explore opportunities to enhance mass transit systems (Goal 2).**

- Work with transit providers in order to establish local or circulator bus routes within Richfield and from Richfield to other places in the metropolitan area.
 - Encourage private companies within Richfield to provide local transportation for employees, guests and clients.
 - Work with existing groups and organizations to adequately meet the specialized transportation needs of seniors, youth, handicapped, and underprivileged citizens in the City.
 - Design road improvements to bear the surface stress produced by heavy vehicles.
 - Promote mass transit options, such as bus rapid transit, to reduce dependence on automobiles and provide a diverse, balanced set of public transportation alternatives.
 - Promote telecommuting and flex scheduling to reduce traffic.
 - Identify or develop additional park-and-ride lots throughout the City to encourage transit ridership.
 - Provide transit service for internal trips in Richfield via dial-a-ride or circulator bus.
- 3. Place utilities underground wherever possible (Goal 3).**
- Bury utility lines. Funding for the project should come from a combination of City revenues and user fees.
 - Whenever possible, bury local utility lines, with assistance from the utility provider, when the adjacent street is reconstructed.
- 4. Improve the flow of traffic in the City (Goal 4).**
- Re-stripe under capacity streets (i.e., Nicollet Avenue, 76th Street east of I-35W, etc. with reduced through capacity and dedicated turn lanes).
 - When possible and needed, construct left and right-turn lanes or roundabouts at intersections.
 - Continue to work with Mn/DOT and the State Legislature to improve the capacity of I-494.
 - Encourage shared access to streets by adjacent land uses.
- 5. Encourage development of areas where vehicle use is minimized (Goal 5).**
- Encourage shared parking between different developments when appropriate.
 - Strongly encourage pedestrian-friendly and transit-friendly building and site design through measures such as higher density development and growth, which is located along major transportation routes.
 - Require pedestrian connections between complementary land uses.
 - Advocate the location of commercial activity at focused points in the City (“downtown” areas). Preserve crucial public places like parks, recreation areas, open spaces, wetlands, and Wood Lake Nature Center.

City of Richfield

- The intersection of 66th Street and Portland Avenue (CSAH 35) will be improved in 2008 as a two-lane roundabout. Future maintenance of the roundabout will be the responsibility of Hennepin County.
- Lyndale Bridge over I-494 will be replaced in 2010. A single-point diamond interchange will be constructed in this location due to the need for additional capacity on the existing bridge. Once constructed, maintenance of the bridge will be the responsibility of Mn/DOT.
- 76th Street, from TH 77 to 77th Street, will be reconstructed in 2010 with a Parkway design, with streetscape elements and bike lanes. When completed, 76th Street will become part of the Nine Mile Creek Regional Trail.
- An underpass of 77th Street under TH 77 is planned for construction sometime after year 2009-11.
- A 2008 study of arterials in Richfield will produce a design guide that will be shared with the County and serve as the basis for discussing the reconstruction of county roads.

Coordination with Other Jurisdictions

The City of Richfield should coordinate with adjacent jurisdictions (i.e., Bloomington, Edina and Minneapolis) as well as Hennepin County, the MAC and Mn/DOT when planning future improvements. Coordination among jurisdictions may provide opportunities for collaboration that could benefit all agencies and the public. This may

result in financial and time savings through economies of scale as well as potentially reducing construction impacts to residents through the coordination of projects.

2030 Traffic Forecasts

The pattern and intensity of travel within a city is directly related to the distribution and magnitude of households, population and employment within the city, neighboring communities and the region as a whole. This section provides an overview of the existing land use pattern in the City of Richfield.

In addition to addressing existing transportation needs, the Transportation Plan anticipates future transportation needs. Land use, travel patterns, population and employment change over time affect the efficiency and adequacy of the transportation network. This section also outlines expected changes in the city's land use pattern, households, population and employment, which will then be the basis for estimating future travel demand within the city. Finally, this section is designed to assist the City in developing a transportation system that supports land use and provides safe and efficient movement of people and goods.

Land Use

Richfield is a mature, first-ring suburb that is now largely developed. While this does not mean that there will be no change or growth within the community, it does mean

Hennepin County Bicycle Plan

PUBLIC PARTICIPATION

The Bicycle Plan was the product of considerable public review and comment. The draft document was widely distributed. Over one hundred full plans and over one hundred fifty executive summaries were mailed to interested individuals, cities, county staff and other agencies. Other groups receiving the plan included counties, bicycle groups, general interest / neighborhood groups, engineering and planning consultants, and media contacts.

The draft plan was made available for review at the twenty-six regional county libraries and five county service centers. Information on the plan was also disseminated through the publication of three newsletters with a mailing list of over 350 individuals. Two series of open house meetings were held during the development of the plan at a number of different locations in the county.

Besides the informal comments received at the open house meetings, approximately two dozen responses were received. Half of the comments were submitted in written form, and the remaining half were verbal, usually by telephone. In addition, the county's Bicycle Advisory Committee (BAC) spent three of their regularly scheduled monthly meetings reviewing the plan in detail, resulting in a number of comments and suggestions.

BICYCLE TRANSPORTATION PLAN VISION

The following are the main elements of the bicycle transportation vision which guided the development of the bicycle transportation plan:

- *Hennepin County respects its residents' values and lifestyle choices. To support these values, the county wants to have an active role in expanding residents' mobility options and furthering their travel alternatives.*
- *The choice to use a bicycle should be welcomed as a realistic and sensible form of transportation in its own right. Transportation planning should include the bicycle choice, just as it includes other modes such as automobiles, walking and transit.*
- *Hennepin County believes that there is a critical need to establish a safe, convenient bicycle transportation system.*

- *The county is the right entity to help accommodate bicycle transportation by using its extensive roadway rights-of-way, light rail transit corridors, and other railroad or utility corridors.*
- *It is envisioned that an extensive countywide bikeway system will be designed to serve all types of bicyclists regardless of their levels of rider expertise or travel destination.*

These vision elements are embodied in the remaining sections of this bicycle transportation plan.

LEVELS OF ACCOMMODATION

The system plan does not specify what types of bicycle facilities are to be provided or what level of route guidance will be appropriate. Many factors determine the actual bicycle improvements that are desirable and possible for any given corridor. Among these factors are the availability of and demands on the right-of-way, traffic conditions, the types of destinations near the facility, and which predominant groups of bicyclists need to be served. Although the goal of the plan is to provide full accommodation to all types of bicyclists, existing conditions and constraints may require different levels of accommodation from one corridor to the next.

Five levels of accommodation (not necessarily listed in order of importance) were developed for Hennepin County road right-of-ways:

- Full Accommodation
- Independent Trail
- Bicycle Compatible Roadway
- Multi-Use Path
- Basic Roadway

Three Rivers Park District
Board of Commisioners Meeting Minutes
Vision Plan
Hennepin Park First Tier Trails, Greenways &
Parks Master Plan
CIP

THREE RIVERS PARK DISTRICT

REGULAR BOARD MEETING

March 17, 2011

Commissioners Present: Larry Blackstad, Chair; Marilyn Corcoran, John Gibbs, Barbara Derus Kinsey, Joan Peters, Dale Woodbeck and Sara Wyatt

Staff Present: Cris Gears, Superintendent; J. Anderson, J. Barten, R. Brasch, J. Brauchle, M. Dahlof, C. DeLisi, R. DeValk, D. DeVeau, J. Voigt-Englund, L. Gillette, K. Grissman, H. Koolick, T. McDowell, J. McGrew-King, B. Nash, L. Stoltzmann, and L. Ziegler

Others Present: David Haas, 7487 Fernbrook Lane No., Maple Grove, MN and Brennon O'Callaghan, 7546 Mariner Drive, Osseo, MN, representing FLARA - Fish Lake Area Residents Association

1. OPENING BUSINESS

Board Chair Larry Blackstad called the meeting to order at the Administrative Center, Board Room, 3000 Xenium Lane North, Plymouth, MN at 5:02 p.m.

2. APPROVAL OF AGENDA

MOTION by Corcoran, seconded by Wyatt, TO APPROVE THE AGENDA OF THE MARCH 17, 2011, REGULAR BOARD MEETING.

All ayes, no nays, MOTION ADOPTED

3. COMMUNICATIONS

3A. Public Commentary

David Haas, President of FLARA - Fish Lake Area Residents Association, addressed Board Members regarding control of boat launch access within Fish Lake Regional Park to prevent the spread of invasive species into Fish Lake. A copy of Mr. Haas' verbal presentation is on file with the Official Board Minutes.

3B. Other Communications

There were no other communications.

4. REPORT OF OFFICERS

4A. Chair

Chair Blackstad reported on the following topic(s):

- *He and Associate Superintendent Boe Carlson attended the National Recreation and Park Association (NRPA) Legislative Forum on Parks and Recreation in Washington, D.C.*

FEDERAL TRANSPORTATION ENHANCEMENT (TE) FUNDING:

- TWIN LAKES REGIONAL TRAIL: CONSTRUCT .85 MILES OF NEW REGIONAL TRAIL BETWEEN TRUNK HWY 100 AND MISSISSIPPI RIVER REGIONAL PARK ALONG 57TH AVENUE IN THE CITY OF BROOKLYN CENTER.
- BASSETT CREEK REGIONAL TRAIL: CONSTRUCT TWO AND HALF MILES OF NEW REGIONAL TRAIL BETWEEN BOONE AVENUE IN THE CITY OF NEW HOPE AND TRUNK HWY 100 IN THE CITY OF CRYSTAL.

All ayes, no nays, MOTION ADOPTED

FEDERAL SURFACE TRANSPORTATION PROGRAM (STP) FUNDING:

- NINE MILE CREEK REGIONAL TRAIL – WEST SEGMENT: CONSTRUCT THREE MILES OF NEW REGIONAL TRAIL BETWEEN TRUNK HIGHWAY 169 AND TRACY AVENUE IN THE CITY OF EDINA.
- NINE MILE CREEK REGIONAL TRAIL – EAST SEGMENT: CONSTRUCT THREE AND THREE-FOURTHS MILES OF NEW REGIONAL TRAIL BETWEEN TRACY AVENUE AND THE EDINA PROMENADE IN THE CITY OF EDINA.

All ayes, no nays, MOTION ADOPTED

STATE TRAIL LEGACY GRANT PROGRAM:

- RESOLUTION NO. 11-04: CRYSTAL LAKE REGIONAL TRAIL – CONSTRUCT .3 MILES OF NEW REGIONAL TRAIL BETWEEN TRUNK HIGHWAY 100 AND 47TH AVENUE IN THE CITY OF ROBBINSDALE.

Corcoran	<u>Aye</u>	Kinsey	<u>Aye</u>	Wyatt	<u>Aye</u>
Gibbs	<u>Aye</u>	Peters	<u>Aye</u>	Blackstad, Chair	<u>Aye</u>
		Woodbeck	<u>Aye</u>		

RESOLUTION ADOPTED

- RESOLUTION NO. 11-05: INTERCITY REGIONAL TRAIL – CONSTRUCT .4 MILES OF NEW REGIONAL TRAIL BETWEEN TRUNK HIGHWAY 62 AND RICHFIELD PARKWAY IN THE CITY OF RICHFIELD.

Corcoran	<u>Aye</u>	Kinsey	<u>Aye</u>	Wyatt	<u>Aye</u>
Gibbs	<u>Aye</u>	Peters	<u>Aye</u>	Blackstad, Chair	<u>Aye</u>
		Woodbeck	<u>Aye</u>		

RESOLUTIONS ADOPTED

7. NEW BUSINESS

A. Resolution of Appreciation to James A. Olesen

MOTION by Wyatt, seconded by Kinsey, TO ADOPT RESOLUTION NO. 11-06; A RESOLUTION OF APPRECIATION TO JAMES A. OLESEN UPON HIS RETIREMENT FROM THREE RIVERS PARK DISTRICT.

E. Approval of Concept Plan for the Creative Play Area Expansion at Hyland-Bush-Anderson Lakes Park Reserve

MOTION TO APPROVE THE CONCEPT PLAN FOR THE HYLAND CREATIVE PLAY AREA EXPANSION, AND AUTHORIZE THE SUPERINTENDENT TO MOVE FORWARD WITH THE PROJECT AND DEVELOP SCHEMATIC DESIGN PLANS FOR BOARD REVIEW.

F. Youth Mentored Wild Turkey Hunt

MOTION TO APPROVE A YOUTH/MENTOR SHOTGUN TURKEY HUNT FOR APRIL 2012 AS AN EXTENSION OF THE 2011 SUMMER TURKEY HUNTING CAMP.

G. Use of Donation Funds for Purchase of Brush Chipper

MOTION TO AUTHORIZE THE SUPERINTENDENT TO PURCHASE A BRUSH CHIPPER IN THE AMOUNT OF \$36,475.37 FROM RDO EQUIPMENT, INC. OF BURNSVILLE, MN WITH FUNDING FROM THE PARKS AND TRAILS DONATIONS FUND.

H. Minutes of the March 3, 2011, Regular Board Meeting

MOTION TO APPROVE THE MINUTES OF THE MARCH 3, 2011, REGULAR BOARD MEETING.

I. Approval of Claims for the Period Ended March 10, 2011

MOTION TO APPROVE PAYMENT OF CLAIMS AS RECOMMENDED BY THE SUPERINTENDENT FOR THE PERIOD ENDED MARCH 10, 2011, IN THE AMOUNT OF \$2,063,051.65.

All ayes, no nays, MOTIONS ADOPTED

6. OLD BUSINESS

A. Approve Nine Mile Creek Regional Trail Route through the City of Edina

MOTION by Woodbeck, seconded by Corcoran, TO APPROVE THE CREEK-BASED NINE MILE CREEK REGIONAL TRAIL ROUTE THROUGH THE CITY OF EDINA AS APPROVED BY THE CITY COUNCIL ON DECEMBER 7, 2010.

All ayes, no nays, MOTION ADOPTED

B. Authorization to Submit Grant Applications to the Metropolitan Council and Minnesota Department of Natural Resources

MOTION by Woodbeck, seconded by Wyatt, TO AUTHORIZE THE SUPERINTENDENT TO SUBMIT GRANT APPLICATIONS REQUIRING MATCHING FUNDS TO: (1) THE 2015/2016 METROPOLITAN COUNCIL FEDERAL TRANSPORTATION GRANT PROGRAM; AND (2) THE 2012 MINNESOTA DEPARTMENT OF NATURAL RESOURCES TRAIL LEGACY GRANT PROGRAM FOR THE PURPOSE OF FINANCING:

Corcoran Aye
Gibbs Aye

Kinsey Aye
Peters Aye
Woodbeck Aye

Wyatt Aye
Blackstad, Chair Aye

RESOLUTION ADOPTED

B. Authorization for Payment from the Coon Rapids Dam Trust Fund to Sumitomo Electric Industries, Ltd. for 2010 Fall Repair Project

MOTION by Corcoran, seconded by Kinsey, TO APPROVE A PAYMENT OF \$104,294.13 TO SUMITOMO ELECTRIC INDUSTRIES, LTD. FROM THE COON RAPIDS DAM REHABILITATION TRUST FUND FOR THREE RIVERS PARK DISTRICT'S PORTION OF THE EXPENSES RELATED TO THE FALL 2010 RUBBER GATE REPAIR PROJECT.

All ayes, no nays, MOTION ADOPTED

8. ADJOURNMENT

MOTION by Corcoran, seconded by Woodbeck, TO ADJOURN THE REGULAR BOARD MEETING OF MARCH 17, 2011.

All ayes, no nays, MOTION ADOPTED

The meeting was adjourned at 5:26 p.m.



Larry Blackstad, Board Chair



Cris Gears, Superintendent

POLICY ACTIONS

P 1. Create three new parkland classifications within the Three Rivers system, and advocate for their establishment in the metropolitan regional parks system:

- a. Regional Natural Area (RNA) classification, focusing on protection, preservation and restoration of water bodies and natural resources.
- b. Regional Greenway classification, focusing on linear parks that act as wildlife and ecological corridors, and that provide the opportunity for future recreational trail development.
- c. Regional Blueway, or regional water trail classification, focusing on protection and recreational use of streams and rivers.

P 2. Designate search areas for additional regional park units and the remainder of the regional trail network.

- a. Work with local and regional partners to identify a search area for a regional park near Crow-Hassan Park Reserve to alleviate future pressure for development of that park reserve.
- b. Work with local and regional partners to finalize the long-range regional trail network within Hennepin County.
- c. Explore with other agencies additional opportunities to bring regional recreation and education facilities to people within the fully developed cities of Hennepin County.

P 3. Advocate for greater protection of public lands and open space.

- a. Partner with local community planners in efforts to minimize impacts on regional parklands.
- b. Revise Three Rivers policies as needed.
- c. Advocate for stronger regional and legislative protection of publicly owned open space.

P 4. Adopt and implement a comprehensive Sustainability Plan that reflects phased targets for greenhouse gas emission, waste reduction, and water consumption targets through 2050.

- a. Follow recommendations as outlined in the plan to reduce greenhouse gas emissions, generation of waste materials, and groundwater consumption to meet 2015, 2025 and 2050 targets.
- b. Prioritize staff resources to coordinate implementation of the Sustainability Plan.
- c. Prioritize capital resources for development and redevelopment of buildings to increase energy efficiency.

P 5. Lead efforts to acquire private properties within parks and to secure land or easements as needed for other initiatives.

- a. Provide funding as a match to regional and state acquisition funding programs.
- b. Continue to acquire private properties within park boundaries from willing sellers.

P 6. Promote innovative natural resources management approaches and projects.

- a. Provide funding for natural resources initiatives within the Three Rivers system.
- b. Participate in public/private research partnerships to control and adapt to invasive species.
- c. Partner with local, regional and state agencies to complete plans and strengthen enforcement tools that will protect water quality in lakes and streams in or adjacent to Three Rivers' properties.
- d. Design and implement environmental education programs for the public and for decision-makers.

DEVELOPMENT ACTIONS

D 1. Complete the critical links in the existing regional trail network within the fully-developed cities of suburban Hennepin County.

- a. Complete the Bassett Creek Regional Trail in Crystal, Golden Valley and New Hope.
- b. Complete the Twin Lakes Regional Trail in Brooklyn Center and Robbinsdale.
- c. Using secured federal transportation funding, along with local matches, develop:
 - i. The Intercity Regional Trail in Bloomington and Richfield;
 - ii. The Crystal Lake Regional Trail in Robbinsdale;
 - iii. A safe bridge on the Cedar Lake LRT Regional Trail in St. Louis Park;
 - iv. A safe bridge on the Luce Line Regional Trail in Plymouth; and
 - v. A safe bridge on the Lake Minnetonka LRT Regional Trail in Shorewood/Tonka Bay.
- d. Upon approval of a final route by the City of Edina and Three Rivers, seek federal transportation funding and local matches to complete the Nine Mile Creek Regional Trail.**
- e. Solicit additional outside funding to reduce Three River's capital, operations, and maintenance costs for regional trails.

D 2. Renovate and expand Eastman Nature Center to maximize the Three Rivers' Vision and meet the needs of the current and future population of northwest Hennepin County.

- a. Determine the desired scope of renovation and expansion through a creative selection process that addresses Board goals.
- b. Fund improvements as needed.

D 3. Build on the success of Hyland Ski & Snowboard Area (HSSA) to create a year-round vibrant place.

- a. Develop a comprehensive HSSA Campus Plan to meet both winter and summer needs and opportunities, and to enhance its role as a vibrant gathering place for teens, young adults and parents.
- b. Identify the potential benefits and negative impacts if HSSA were to be recognized as a component of the regional recreational open space system.
- c. Seek and provide funding to meet the infrastructure and operations costs associated with improvements and initiatives identified in the HSSA Campus Plan.

D 4. Expand camping opportunities.

- a. Develop the Elm Creek Campground, including a campground office/support building for winter recreation and summer disc golf.
- b. Add 12 new camper cabins at select sites.
- c. Create backpack/canoe campsites in park reserves, and camping opportunities on islands.

D 5. Meet demand for cross-country ski trails with snowmaking features.

- a. Seek funding for development of a 5-kilometer ski trail network with snowmaking at Hyland Lake Park Reserve, with updates to the Hyland Visitor Center to accommodate increased winter use.

MAJOR REGIONAL ISSUES/CONSTRAINTS:

Reconstruction of 70th and 76th Streets
 Potential impacts on Nine Mile Creek floodway

MAJOR BENEFIT/VALUE:

AS A REGIONAL TRAIL:

Connects the cities of Edina and Richfield to the Southwest LRT Trail on the west, and to the Minnesota Valley National Wildlife Refuge on the east

Establishes Nine Mile Creek as an ecological and recreational corridor

AS A LOCAL TRAIL:

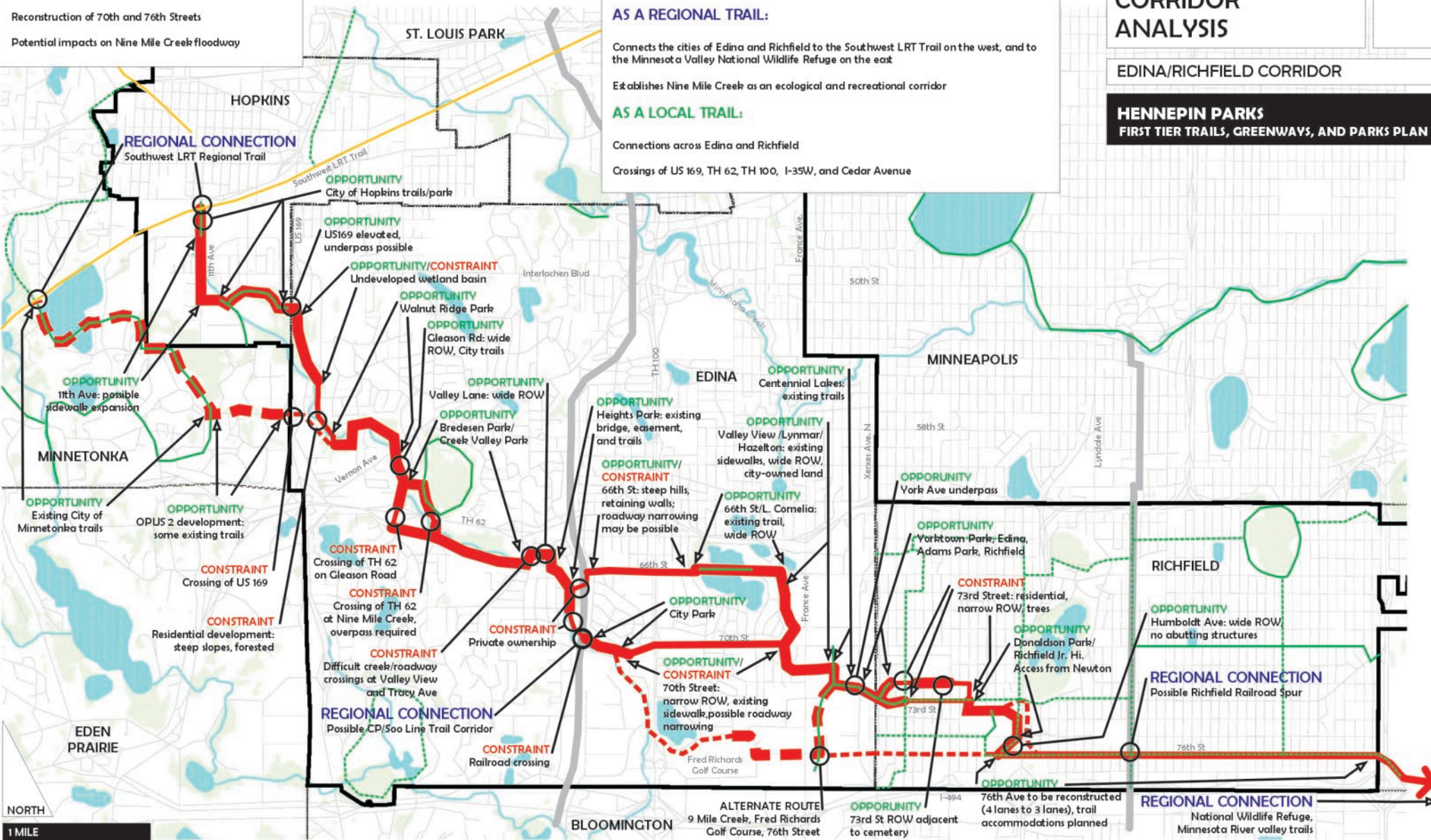
Connections across Edina and Richfield

Crossings of US 169, TH 62, TH 100, I-35W, and Cedar Avenue

DETAILED CORRIDOR ANALYSIS

EDINA/RICHFIELD CORRIDOR

HENNEPIN PARKS FIRST TIER TRAILS, GREENWAYS, AND PARKS PLAN



Hennepin Park First Tier Trails, Greenways & Parks Master Plan

Chapter 3: Preferred Scheme

Edina/Richfield Corridor (see Figure 8)

This proposed trail corridor could begin where the Southwest LRT Regional Trail crosses 11th Avenue in Hopkins. Trails exist along a portion of 11th Avenue leading south to Westbrook Way. At Westbrook Way, the trail could progress eastward, following existing city trails, into a City of Hopkins park. Existing trails lead through this park, cross 2nd Avenue, and lead toward US 169.



Hopkins city trail to possible US 169 underpass, looking east

The trail could then pass underneath US 169, which is elevated in this area, and enter Edina roughly following Nine Mile Creek. The trail could then proceed southward along the Nine Mile Creek floodway, within a city-owned parcel, until it reaches a town home development near Londonderry Road.

This town home development has steep slopes and is heavily wooded. Trail implementation would be difficult in this area, but could generally follow the creek to Walnut Ridge Park. Multiple creek crossings in this area may be necessary.

From Walnut Creek Park, the trail could cross Vernon Avenue at Gleason Road and follow Gleason Road all the way across TH 62, using existing trails associated with Bredesen Park on the east side of the roadway. The crossing of TH 62 on Gleason Road is not ideal, consisting of narrow sidewalks on the bridge. A supplemental non-motorized crossing of TH 62 would be preferred.



Edina city trail at Gleason Road, looking south toward Nine Mile Creek

Another option would be to construct a new pedestrian bridge over TH 62 further east in the vicinity of the creek. The trail could then depart from Gleason Avenue, pass through Bredesen Park, cross the highway, and touch down in Creek Valley Park. This could serve not only as a regional connector, but as a local connection between the schools on the south side of the expressway and the nature area on the north.

South of TH 62, the trail could enter Creek Valley Park and progress eastward past Creek Valley School and Edina High School all the way to Tracy Avenue. This segment is comprised entirely of city-owned land.

From here, the trail could cross Tracy Avenue at Valley View Road, upgrade an existing bridge over Nine Mile Creek at Valley View Road, and then follow Valley Lane eastward. Valley Lane has a very wide right-of-way and an existing narrow sidewalk. A regional trail facility would be easily implemented in this area.



Nine Mile Creek at Tracy Avenue, looking west

Chapter 3: Preferred Scheme



Valley Lane at Valley View Road, looking east

Farther along on Valley Lane, an existing trail easement provides access to Heights Park. The trail easement is narrow, but it leads to a high quality existing bridge over Nine Mile Creek. The trail could then follow the creek in Heights Park southward.

From Heights Park there are two possible options for continuing the trail eastward across Edina: 66th Street and 70th Street.

- 66th Street Route:** The connection between Heights Park and 66th Street would be difficult, requiring a railroad crossing, a steep grade change, and an easement on private property. Once across the railroad, however, the trail could connect to 66th Street via a utility storage facility at the western end of the street.

66th Street is a narrow residential street between Ridgeview Drive and TH 100. The eastbound lane is slightly wider than the westbound, however, and roadway narrowing may be possible as far as Normandale Park which lies on the north side of the roadway.



66th Street at Ridgeview Drive, looking east

After the park, however, 66th Street has steep inclines and adjacent stone walls that could make trail implementation difficult as far as West Shore Drive, where an existing trail within Lake Cornelia Park on the north side of the road leads as far as Valley View Road.



Valley View road at 68th Street, looking south

The trail could then progress southward along the west side of Valley View Road, where there is a wide right-of-way and an existing sidewalk. The trail could then cross to the east side of Valley View Road at 69th Street and proceed south to 70th Street.

At the intersection of 70th Street, Valley View Road, and Lynmar, the trail could proceed south on Lynmar to Hazelton Road. Lynmar is a wide residential street which is blocked to through vehicular traffic at Mavelle Drive. South of Mavelle Drive, there is an undeveloped green space which could provide additional space for trail implementation.

The trail could then proceed east along Hazelton Road and connect to existing trails within Centennial Lakes. Hazelton Road has existing sidewalks which could be widened, and offers access to commercial uses.



Lynmar at Mavelle Drive, looking south

Chapter 3: Preferred Scheme



Nine mile Creek at 70th Street, looking west



70th Street at Lynmar, looking west

- 70th Street Route:** The trail could continue south within Heights Park to Brook Drive, where there is a small parcel of privately owned land between the park and another city-owned parcel along the creek to the south. Trail implementation could be difficult in this segment, and public support would be crucial.

The trail could then enter the aforementioned city-owned parcel and follow the creek south and east to 70th Street. A crossing of the CP/Soo Line Mainline would be required in this segment.

The trail could then follow 70th Street eastward to Lynmar. 70th Street has the width of a four-lane roadway, but is striped as a two lane roadway. Sidewalks exist on both sides. It is possible that this roadway corridor could be reconstructed to accommodate a regional trail.

At Lynmar, the trail could proceed into Centennial Lakes as described above.

Once in Centennial Lakes, the trail could follow existing trails into Yorktown and Adams Hill Parks, taking advantage of an existing trail underpass of York Avenue. From here there are two possible routes through western Richfield: 72nd Street and 73rd Street.



Centennial Lakes, looking east



Adam's Hill Park, looking west

- 73rd Street Corridor:** Adams Hill Park has existing trails that access 73rd Street. The trail could then follow 73rd Street eastward, dipping south into Richfield Junior High School and Donaldson Park at Newton Avenue. 73rd Street is a residential street with narrow right-of-way and numerous trees. Trail implementation could be difficult in this segment.



73rd Street at Newton Avenue, looking west

Chapter 3: Preferred Scheme



*72nd Street, at Thomas Avenue,
looking east*

- **72nd Street Corridor:** Adams Hill Park also allows access to 72nd Street. The trail could follow this residential street as far as a cemetery located between Upton and Penn Avenues. Whereas the western end of 72nd Street is much like 73rd, the right-of-way adjacent to the cemetery offers a better opportunity for off-road trail construction. The trail could then head southward into Richfield Junior High School at Newton Avenue.

The trail could progress through Richfield Junior High School and Donaldson Park and then follow Humboldt Avenue southward to 76th Street. Humboldt Avenue has ample right-of-way for trail construction.

The trail corridor could follow 76th Street eastward the entire length of Richfield. This roadway is likely to be narrowed from four lanes to three lanes, due to the intentional shifting of traffic to 77th Street. Such a reconstruction would provide excess right-of-way for trail construction.

The trail could then cross Cedar Avenue on a proposed new bridge, and access existing on-road facilities leading to the Minnesota Valley National Wildlife Refuge. These on-road facilities follow the north frontage roads of I-494, cross the expressway at 34th Avenue, and then follow 80th Street into the refuge. The airport and the wildlife refuge seem to both be committed to improving bicycle access to and through their facilities. The airport has commissioned a study of possible bikeway improvements and relocations associated with airport expansion (BRW, Inc., 1999). It is possible that these on road facilities could be upgraded with cooperation from the City of Bloomington, the Metropolitan Airports Commission and the National Wildlife Refuge.



76th Street, Richfield

Alternate Routes:

- The trail could begin in Minnetonka just west of Shady Oak Lake. Existing city trails lead from the Southwest LRT Regional Trail eastward into the Opus II Office Park. Within this office development, existing sidewalks could be upgraded and the trail could proceed across US 169 on Bren Road. This would allow access into the forested townhome development and Walnut Ridge Park in Edina.
- Fred Richards Golf Course/76th Street: From the intersection of Nine Mile Creek and 70th Street in Edina, the trail could continue south along the creek, cross TH 100, and enter Fred Richards Golf Course. The trail could then skirt the northern edge of the course and access Parklawn Avenue and 76th Street. The trail could proceed eastward along 76th Street into Centennial Lakes. Another option here would be for the trail to continue along 76th Street all the way to I-35W.

Chapter 3: Preferred Scheme

The majority of the Nine Mile Creek Corridor south of 70th Street is privately owned, requiring significant landowner cooperation. In addition, this route would require a new crossing of TH 100 and placement of a trail within an existing golf course. Parklawn Avenue and 76th Street offer existing sidewalks that could be widened.

- Instead of following Humboldt Avenue south from Donaldson Park, the trail could cross I-35W on the existing pedestrian bridge at 73rd Street. This bridge would have to be reconstructed with ramps to accommodate bicycles. On the east side of the expressway, the trail could follow the frontage road south and connect to 76th Street through an existing break in the noise wall.

This route offers a safer crossing of I-35W, but there is little room for trail implementation between the frontage road and the existing noise wall on the east side of the expressway.

2010 Capital Initiatives and Asset Management Summary Sorted by Program

March 19, 2010
Confirmed staff proposal adopted.

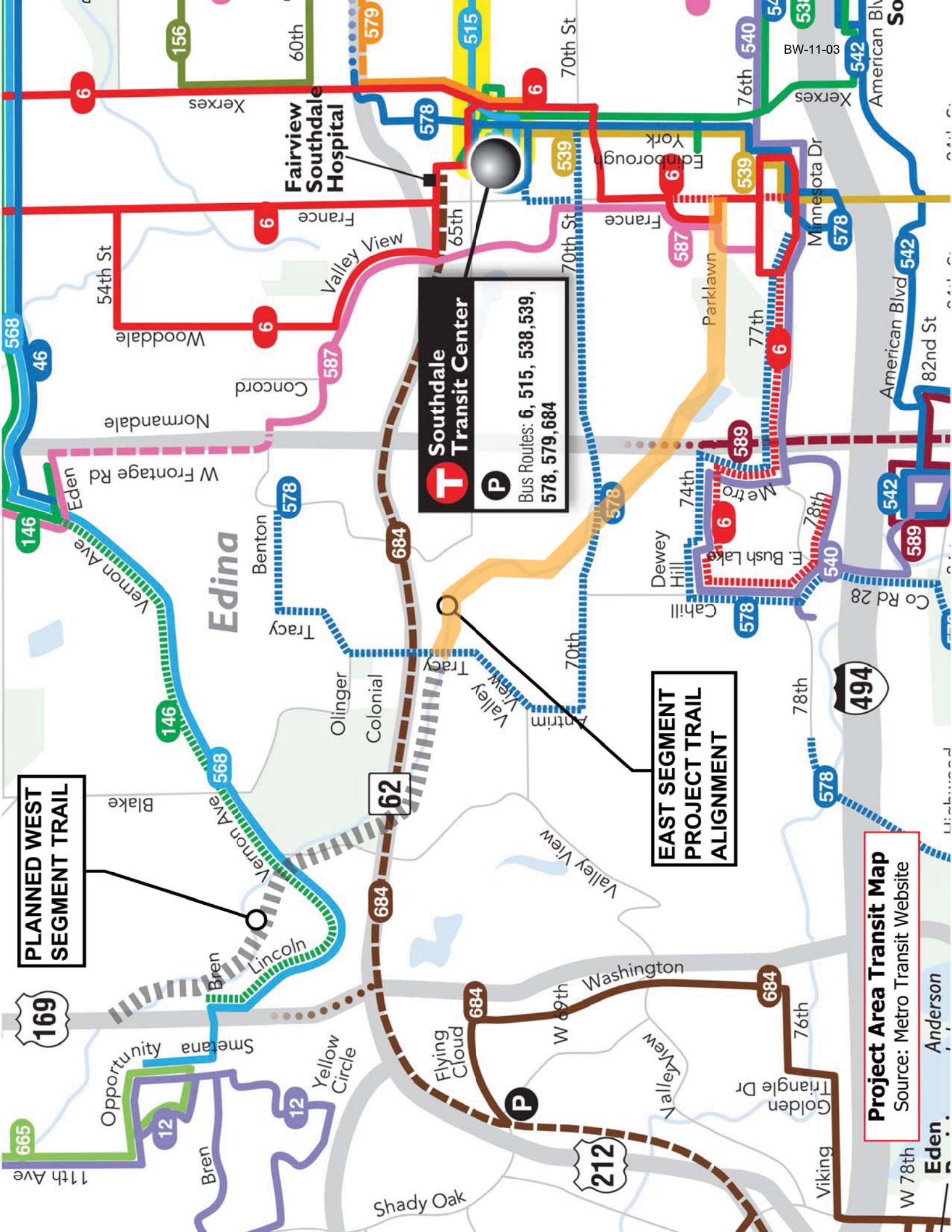
Project Number	Classification	Program	Location	Project/Category	Description	Cost Estimate	Funding Source	Notes
44	Enhancement	ITP	District-wide	Software	Asset Management Software	200,000		\$425,000 funded in prior year. Additional amount needed to complete software installation
45	Enhancement	ITP	Various	Office Technology Equipment-New	Copier and phone	2,225		
Total Information Technology Program								
46	Commitment (pending approval of agreement)	Capital Improvement Program (CIP)	Nine Mile Regional Trail	Regional Trail Construction	Park District construction of 3 miles of regional trail	1,000,000		Agreement being negotiated
47	Commitment	CIP	Elm Creek	Trail Construction	Construct single track trail	295,000	Partial Funding from Grants and Contributions	\$120,000 Net Park District Cost
48	Commitment	CIP	Regional Trails	Master Plans	Master Plans for two segments of trail (Richfield/Bloomington and Crystal/Robbinsdale)	90,000		Plans need to be complete before construction grants can be approved
49	Commitment	CIP	Baker Near Wilderness Settlement	Potable Water for Office	Building Code requires changes to water supply for new office	25,000		Total project budget will be \$425,000 with \$400,000 previously funded.
50	Commitment	CIP	District-wide	Contribution to Park District General Fund (Staff FTE)	Offset of General Fund Salaries for Development Staff to implement Asset Mgmt. Program	131,105		Five-twelfths of the total budget in the General Fund

**2009 Capital Initiatives and Asset Management Summary
Sorted by Program**

Project Number	Classification	Program	Location	Project/Category	Description	Cost Estimate	Funding Source	Quarter Project will Start	Project Type	Staff Assigned	Project Leader
135	Enhancement	Capital Investment	Gale Woods	Machine / Hay Shed		300,000	2007 G.O. Bonds	2nd	Work Group	Pete Hill, NRM as needed, Jason Zemke, Randy Lehr	Tim Reese
136	Enhancement	Capital Investment	Gale Woods	Paved Trail to Dakota Rail Trail	Planning, design and construction for trail connection	145,200		2nd	Project Team	Danny McCullough, Pete Hill, Paul Kortbein, Tim Reese	Stephen Shurson
137	Basic	Capital Investment	Hyland Ski and Snow Board	Pump/Snowmaking System	Pump Station Replacement and Phase I Snowmaking System Improvement per report recommendations	1,500,000	HSSA Reserve Fund	2nd	Work Group	Doug Berens, Dave Thomas, John Barten, Engineer	Fred Seymour
138	Enhancement	Capital Investment	District-wide	Regional Trail Information Sign System	District-wide Regional Trail Kiosks	480,000	Metro Grant Funded	1st	Project Team	Scott Schmidt, Danny McCullough, David Verhasselt, Ron DeValk, Doug Berens, Alex Meyer	Jonathan Vlaming
139	Enhancement	Capital Investment	Lake Minnetonka	Additional Construction on New Picnic Shelter	Additional financing for added components - water and electricity	45,000	2006 G.O. Bonds	3rd	Project Team	Pete Hill, Randy Lehr, Jason Zemke, Jim Olesen	Jill Caffee
140	Essential	Capital Investment	Lake Minnetonka LRT Regional Trail	Baker Road - trail relocation (pending cooperative agreement)	Safety Improvement/Relocation of pedestrian crossing	15,000		2nd	Work Group	Scott Schmidt, Danny McCullough, Randy Lehr	Brent Christensen
141	Commitment	Capital Investment	Murphy-Hanrehan	Gravel Parking Lot	Access on east side of park in Minnregs Lake area. Design work by City of Lakeville	25,000	2007 G.O. Bonds	3rd	Work Group	Margie Walz, Brad Chock, Randy Lehr, Michael Horn	Margie Walz
142	Enhancement	Capital Investment	Nine Mile Regional Trail	Hopkins to Highway 169 Trail construction	Construction cost share with city and watershed district	400,000	2007 G.O. Bonds	4th	Work Group	Randy Lehr, John Barten, Danny McCullough, Scott Schmidt, Alex Meyer, Jonathan Vlaming	Amy Gurski

Appendix C

Transit Map
Nine Mile Creek Regional Trail Route Map
Regional Trail Network Map



PLANNED WEST SEGMENT TRAIL

T Southdale Transit Center
P
 Bus Routes: 6, 515, 538, 539, 578, 579, 684

EAST SEGMENT PROJECT TRAIL ALIGNMENT

Project Area Transit Map
 Source: Metro Transit Website

169

62

494

212

Fairview Southdale Hospital

Edina

Edina

11th Ave

Opportunity
Smetana
Bren

Yellow Circle

Shady Oak

Flying Cloud

W 69th

Washington

Golden Triangle Dr

76th

Viking

Blake

Bren

Lincoln

Tracy

Olinger

Colonial

Valley View

Valley View

70th

Dewey Hill

Cahill

74th

F. Bush Lake

78th

Co Rd 28

Anderson

W Frontage Rd

Eden

Normandale

Concord

Wooddale

54th St

Valley View

65th

70th St

France

Edenborough

York

76th

Minnesota Dr

77th

Parklawn

76th

American Blvd

82nd St

So

60th

Xerxes

6

579

515

578

6

539

587

589

540

53

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542

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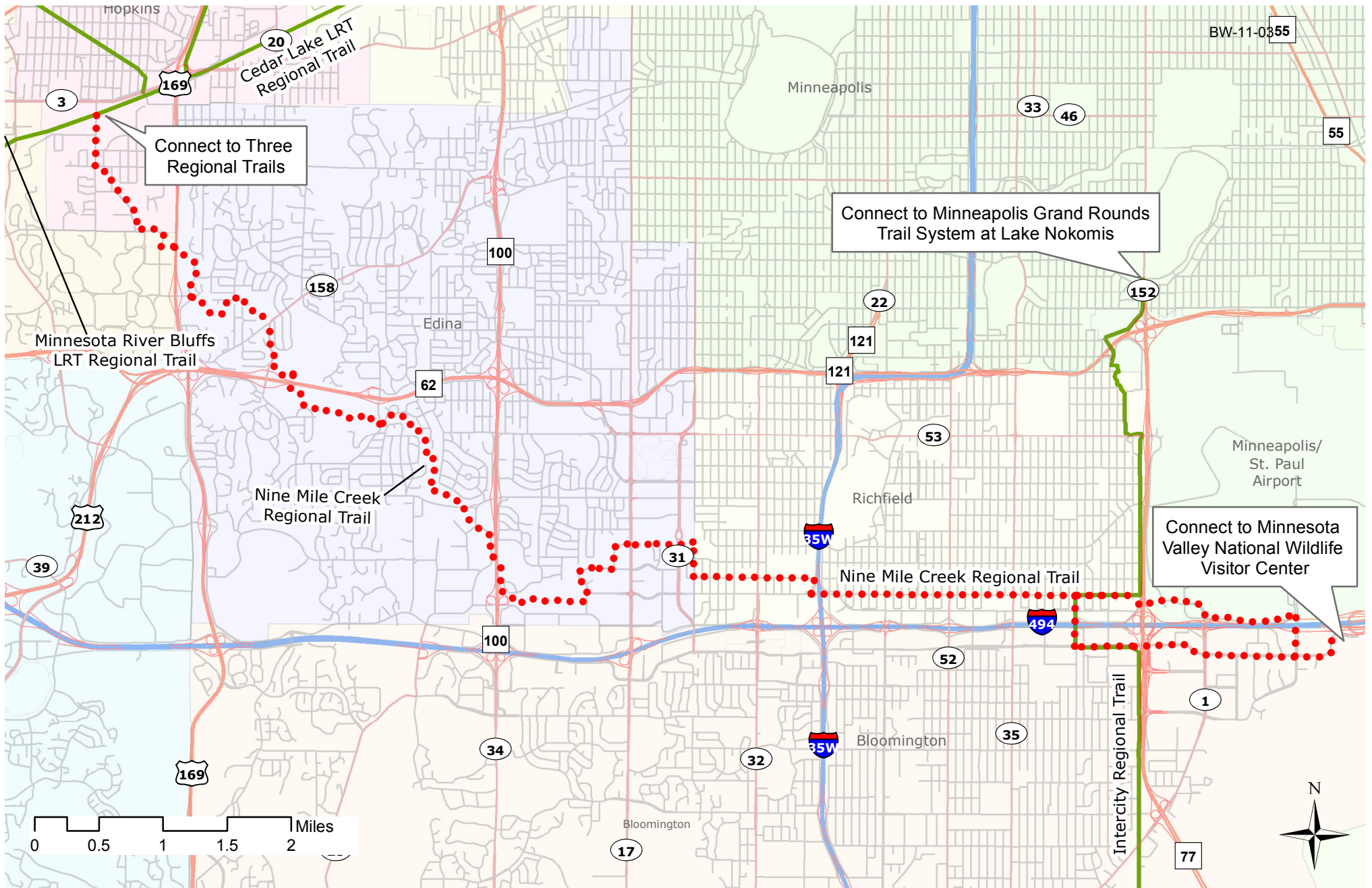
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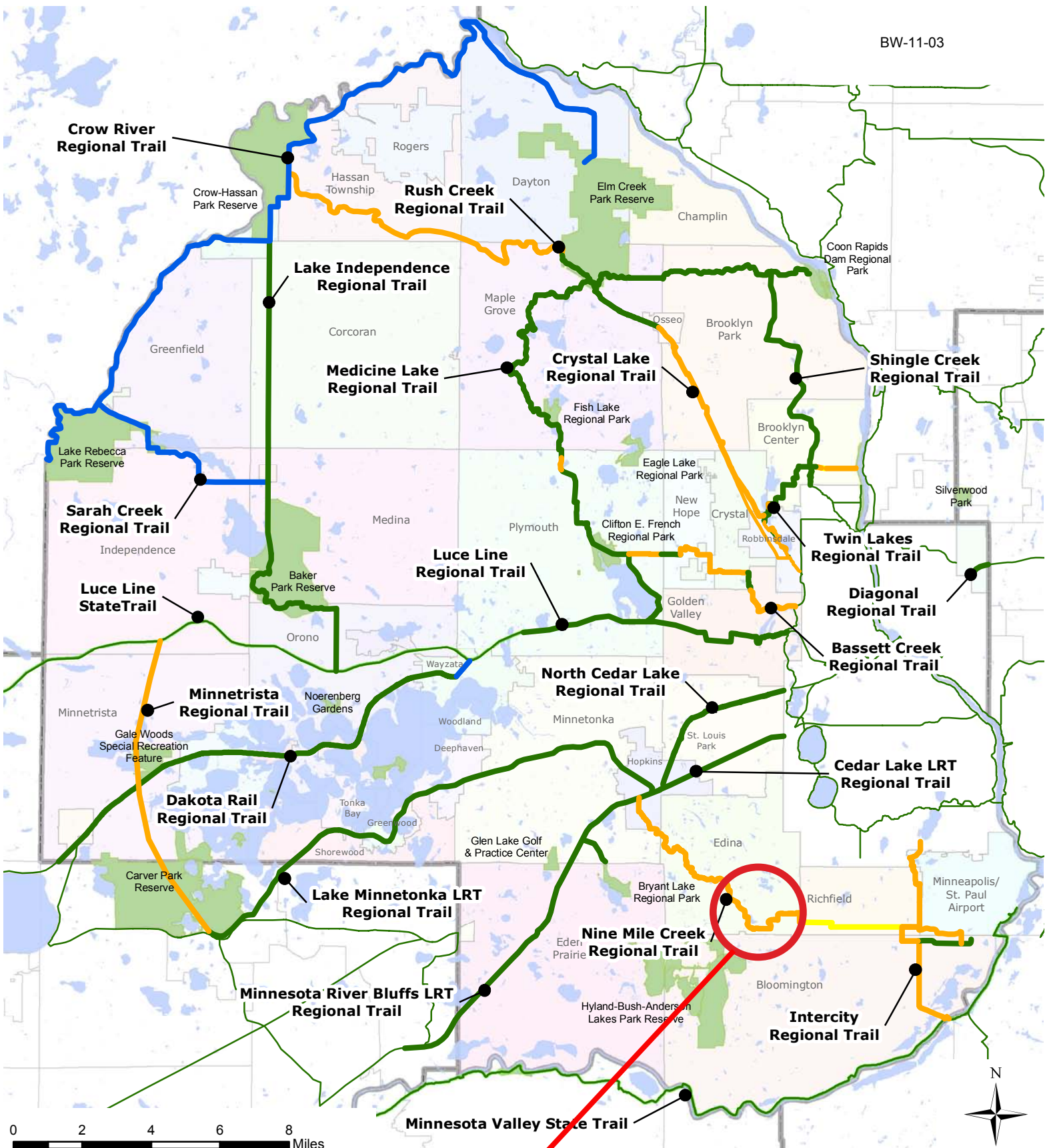
Nine Mile Creek Regional Trail

- Nine Mile Creek Regional Trail Corridor
- Three Rivers Park District Proposed/Existing Regional Trails




This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The user acknowledges and accepts the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance, correction, and update.

Map prepared by Three Rivers Park District
 Planning Section - KKG
 04-2011



Three Rivers Park District Regional Trail Status Map

Nine Mile Creek Regional Trail: East Segment

-  Existing
-  Under Construction
-  Current Planning
-  Future Planning

Appendix D

Letters of Support

Minnesota Department of Transportation

**Hennepin County Active Living
Hennepin County Department of Transportation
Hennepin County Bicycle Advisory Committee**

**City of Hopkins
City of Minnetonka
City of Edina
City of Richfield**

**Bike Edina Task Force
Edina Public School District
Edina Community Member: Ted McKlveen
Edina Community Member: Andrew Heyer**

**Transit for Livable Communities
Bicycle Alliance of Minnesota
Parks and Trail Council of Minnesota
Blue Cross and Blue Shield of Minnesota**

**Erik's Bike Shop
Quality Bicycle Product**

**Minnesota Department of Transportation****Metropolitan District**

Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

June 24, 2011

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

RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment

Mn/DOT would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between TH 169 and Tracy Avenue in the City of Edina.

It is our understanding that this project would construct a segment of trail approximately 3 miles long that crosses over Trunk Highway 62. Mn/DOT is the agency with jurisdiction over TH 62 and is aware of and understands the project being submitted. However, Mn/DOT does not commit to operate and maintain the pedestrian/bicycle facility and expects that the project proposer would assume this responsibility for the useful life of the improvement.

The Nine Mile Creek Regional Trail project is consistent with the goals and intentions of MnDOT Bicycle Modal Plan. The project will help achieve the State's transportation goal "to promote and increase bicycling as an energy efficient, nonpolluting, and healthful transportation alternative".

Mn/DOT is looking forward to working with the Three Rivers Park District to develop the Nine Mile Creek Regional Trail.

Mn/DOT supports this proposed project for federal transportation project funding, but our support of this project does not constitute financial commitment to share in the cost of the project.

Sincerely,

A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride
Mn/DOT Metro District Engineer

Cc: John Griffith, West Area Manager
Pat Bursaw, Metro Program Management



BOARD OF HENNEPIN COUNTY COMMISSIONERS
A-2400 GOVERNMENT CENTER
MINNEAPOLIS, MINNESOTA 55487-0240

June 28, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

The Active Living Hennepin County partnership would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with the Active Living Hennepin County mission, vision, and guiding principles, as it will encourage residents to integrate walking and biking into their daily routines. The trail will provide safe, convenient, and affordable access to destinations such as housing, employment, schools and community services.

Thank you for seeking funding for this regionally significant project.

Sincerely,

A handwritten signature in black ink that reads "Gail Dorfman". The signature is stylized and includes a long horizontal flourish extending to the right.

Gail Dorfman, Commissioner
District Three
Chair, Health and Human Services Committee
Chair, Active Living Hennepin County

**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 23, 2011

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

Re: Support for the eastern segment of Nine Mile Creek Regional Trail
SAFETEA-LU Surface Transportation Program Funding Application

Dear Mr. DeVeau:

Hennepin County hereby expresses its support for the Three Rivers Park District application for their Surface Transportation Program (STP) grant application for an off-road trail running along Nine Mile Creek from the Tracy Avenue creek crossing in Edina to York Avenue at 76th Street West in the city of Richfield. This segment of the Nine Mile Creek Regional Trail is also identified as a regional bikeway in the Hennepin County Bicycle Transportation Plan.

This trail was identified as an element of the Three Rivers Parks First Tier Trail Plan completed in 2000. This application covers the eastern portion of a trail, the two halves of which will ultimately connect the cities of Hopkins, Minnetonka, Edina, and Richfield – communities that until now have been underserved by the Park District. The completed trail will close bikeway system Gaps 27B, 28, and 30A as described in the Hennepin County Bicycle System Gap Study which was initiated by the Commissioners (Resolution #01-10-675) adopted on October 2, 2001.

The county understands the project being submitted, and it will allow the placement of the trail or a portion of the trail in the affected France Avenue (CSAH 17) rights-of-way via permit. By policy, the maintenance and operations of the trail will need to be the responsibility of another agency such as the City or Three Rivers Regional Park District.

Best wishes for the success of your funding application. If you have any questions, please contact Bob Byers at (612) 596-0354.

Sincerely,

A handwritten signature in blue ink that reads 'James N. Grube'.

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

JNG / rqb

cc: Marthand Nookala, Assistant County Administrator – Public Works
Tom Johnson, Transportation Planning
Bob Byers, Transportation Planning

June 28, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

Hennepin County Bicycle Advisory Committee would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with the goals and intentions of Hennepin County's Bicycle Transportation Plan.

Hennepin County Bicycle Advisory Committee is looking forward to working with the Three Rivers Park District to develop the Nine Mile Creek Regional Trail.

The Hennepin County Bicycle Committee reviewed this trail project at their meeting on June 20, 2011 and would like to express their support for this project.

Sincerely,



Dave Carlson, Chair
Hennepin County Bicycle Advisory Committee
763-745-5106



June 2, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

The City of Hopkins would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with Hopkins' 2009 Comprehensive Plan Update. The trail is listed as a 'connectivity opportunity' in the Parks, Open Space and Trails section of the Comprehensive Plan.

The City of Hopkins is looking forward to working with the Three Rivers Park District to develop the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,

Steven J. Stadler
Public Works Director
City of Hopkins
952-548-6350



14600 Minnetonka Boulevard Minnetonka, MN 55345 952-939-8200 Fax 952-939-8244

June 21, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding for Nine Mile Creek Regional Trail**

The City of Minnetonka would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement the Nine Mile Creek Regional Trail connecting the Minnesota River Bluffs LRT to the new Intercity Regional Trail. It is our understanding that this project would construct a segment of trail that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with Minnetonka's Comprehensive Plan. The project is shown on the City's Future Trail System Map in the Parks and Trails Section of the 2009 Comprehensive Plan.

The City of Minnetonka is looking forward to working with the Three Rivers Park District to develop the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,

Perry Vetter
Assistant Director of Public Works
City of Minnetonka
952-988-8400



City of Edina

June 22, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

The City of Edina would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with Edina's Comprehensive Plan. The project meets goals and guidelines regarding land use and open space as listed in the 2009 Comprehensive Plan update. The development of the Nine Mile Creek Regional Trail is also strongly recommended in the City's Comprehensive Bicycle Transportation Plan. The Edina City Council has approved the proposed trail alignment and passed resolutions of support for the trail.

The City of Edina is looking forward to working with the Three Rivers Park District to develop the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,


Mayor James Hovland
City of Edina



June 28, 2011

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

MAYOR
 DEBBIE GOETTEL

CITY COUNCIL
 PAT ELLIOTT
 TOM FITZHENRY
 SUZANNE M. SANDAHL
 FRED L. WROGE, JR.

CITY MANAGER
 STEVEN L. DEVICH

RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment

The City of Richfield would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with Richfield's Comprehensive Plan. Richfield's Comprehensive Plan recommends including streetscape elements and bikes lanes as part of the reconstruction of 75th and 76th Streets, from Xerxes Avenue to 12th Street to provide a continuation of the Nine Mile Creek Regional Trail.

The City of Richfield is looking forward to working with the Three Rivers Park District to develop the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,

Debbie Goettel, Mayor
 City of Richfield

Steven L. Devich, City Manager
 City of Richfield

The Urban Hometown

6700 PORTLAND AVENUE, RICHFIELD, MINNESOTA 55423 612.861.9700 FAX: 612.861.9749



June 15th, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

Dear Mr. DeVeau,

The Bike Edina Task Force ("BETF") expresses support for the Three Rivers Park District in their Surface Transportation Program ("STP") grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nile Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

This East Segment is consistent with the City of Edina's Comprehensive Bicycle Transportation Plan (the "Plan") "*strongly recommends*" developing dedicated connections to the regional network. Specifically, the Nine Mile Creek Regional Trail is identified in the Plan as a "*priority*" regional trail on the "*Route Network*" that "*would improve bicycle access to employment and commercial centers in Edina and adjoining communities while offering a safe and pleasant recreational space for bicyclists and pedestrians.*"

The Bike Edina Task Force not only supports, but offers itself as a resource to assist the Three Rivers Park District in its continued design and development of the Nine Mile Creek Regional Trail. Thank you for seeking funding to connect City of Edina residents into the Three River Park District's existing bicycling network with this regionally significant project.

Sincerely,

A handwritten signature in black ink that reads "Kirk Johnson".

Kirk Johnson, on behalf of the Bike Edina Task Force



DEFINING EXCELLENCE

BW 11-03
ADMINISTRATIVE OFFICES
5701 Normandale Road
Edina, MN 55424
(952) 848-3900
www.edina.k12.mn.us

June 21, 2011

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

**Re: Letter of Support for 2011 Metropolitan Council Regional Solicitation
for Federal Transportation Funding – Nine Mile Creek Regional Trail:
East Segment**

The Edina Public School District would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a regional trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that primarily utilizes parkland along the Nine Mile Creek corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project will provide an opportunity for students to safely walk and bike to Edina High School, Valley View Middle School and Creek Valley Elementary School. In addition, the trail will enhance environmental outdoor learning opportunities for the students at these schools.

The Edina Public School District Board has approved a resolution of support for development of the regional trail on School District lands adjacent to the creek corridor.

Thank you for seeking funding for this regionally significant project.

Sincerely,



Ric Dressen, Ed.D
Superintendent

July 5, 2011

TO WHOM IT MAY CONCERN:

I support the Nine Mile Creek Regional Trail along the creek for the following reasons: safety for athletes and cost savings for athletic teams.

As a 2010 -2011 captain of the Edina High School Boys Cross Country Team of about 120 members, Nordic Ski Team of about 120 members and Boys Track and Field Team of about 100 members, I have had much experience with what it is like to train without a regional trail near the high school or middle school.

Each day in the fall and spring there are over 200 athletes on both the boys and girls middle school and high school endurance teams running on Edina city streets. In the winter before snow, there are another 120 runners from the Nordic ski team on city streets. On each school day the youngest members run about 3 miles, the varsity runners average 10-12 miles. We run on city streets because there are no regional trails nearby.

Last year, when I was running on Gleason Road I was hit by a car while I was in the crosswalk of the exit ramp off of highway 62. While I was looking at the driver, the driver never saw me, she never stopped at the stop sign. She didn't stop after hitting me. This was a wake-up call for me as to just how vulnerable I was to getting hit by cars.

The Nine Mile Creek Regional Trail along the creek would enable middle and high school athletes to train off the roads and with a minimal number of street crossings. The Nine Mile Creek trail will enable us to connect with hundreds of miles of off road trails all from the back yard of our school. Currently, we sometimes hire a school bus to take us to off road trails near Minnetonka High School so that we can use their off-road trails. This trail would save us that bus ride and cost.

Edina High School is in the Lake Conference. Every other school in the conference has off road trails either connecting with their campuses or within a couple miles of their campus. Our toughest competitors, Eden Prairie, Minnetonka and Wayzata all have off road trails connecting to their high schools. Hopkins has the North Cedar Lake and Lake Minnetonka LRT Regional Trail within a couple miles from its campus. Edina is the only school in our conference without an easily accessible off -road trail.

Not many inner rim schools, or city schools, are offered this type of opportunity. The Nine Mile Creek Trail along the creek will provide a much safer and economical environment for the hundreds of youth athletes.

Sincerely,
Ted McKlveen

Andrew Heyer
5717 Deville Dr
Edina, MN 55436
805-218-9077 cell

June 26, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

As a citizen of the fine city of Edina, I would like to express my support for the funding of the Nine Mile Creek Regional Trail (NMCRT).

The NMCRT project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The NMCRT has tremendous community support

During the period leading up to the unanimous affirmative decision by the Edina City Council, there was a tremendous outpouring of community support for the NMCRT. Edina citizens are interested in improving their health and fitness as well as using non-motorized methods of transportation. The NMCRT will provide these opportunities. Given the support in the community, it will be highly utilized. The NMCRT will give Edina citizens the opportunity to improve their health and fitness, enjoy their community parks, as well as reduce dependency on carbon based fuels.

Thank you for seeking funding for this locally and regionally significant project.

Sincerely,



Andrew Heyer
Edina resident and homeowner



Transit for Livable Communities, 626 Selby Avenue, Saint Paul, MN 55104
 Phone: 651-767-0298 E-mail: tlc@tlcminnesota.org Web site: www.tlcminnesota.org

July 5, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation –
 Nine Mile Creek Regional Trail: East Segment**

Dear Mr. DeVeau:

Transit for Livable Communities (TLC) strongly supports the funding applications to the Met. Council/Transportation Advisory Board by Three Rivers Park District for the East and West Segments of Nine Mile Creek Regional Trail in Edina.

The East Trail Segment runs 3.75 miles between Tracy Avenue and the Edina Promenade and it will provide an important route through an area currently underserved by regional trails. It will provide new opportunities for people to safely access work, school, shopping and recreational opportunities through walking and bicycling. It will reduce motor vehicle transportation thereby reducing emissions and improving public health.

A multi-year planning process lead up to approval by the Edina City Council of this proposed trail. Hundreds of people attended the final public meeting and people of all ages expressed their support for this project and for more opportunities for active transportation.

Transit for Livable Communities offers to provide any assistance that will help make this trail a reality.

Sincerely,

Barbara J. Thoman
 Executive Director



Minnesota is a state where bicycling is a safe, easy, fun and cool choice for everyone.

Bicycle Alliance of
Minnesota
PO Box 65166
Saint Paul, MN 55165
www.bikemn.org

June 17, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

The Bicycle Alliance of Minnesota would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with the Bicycle Alliance's mission to make Minnesota and its communities more bicycle friendly so more people bicycle more often. We are looking forward to supporting Three Rivers Park District in the development of the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Grilley", is written over a faint, larger version of the signature.

Dorian Grilley
Executive Director
Bicycle Alliance of Minnesota
651-387-2445



June 30, 2011

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

Re: Letter of Support for 2011 Metropolitan Council Regional Solicitation for Federal Transportation Funding – Nine Mile Creek Regional Trail: East Segment

The Parks & Trails Council of Minnesota would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the city of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses, and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project is consistent with the Parks & Trails Council of Minnesota's vision of creating a statewide, interconnected system of parks and trails for the public's use and benefit.

The Parks & Trails Council of Minnesota is looking forward to supporting Three Rivers Park District in the development of the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,

A handwritten signature in cursive script that reads "Brett Feldman".

Brett Feldman
Executive Director
Parks & Trails Council of Minnesota
651-726-2457
bfeldman@parksandtrails.org

June 28, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

As chief prevention officer for Blue Cross and Blue Shield of Minnesota (Blue Cross), I would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the city of Edina. It is my understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

The Nine Mile Creek Regional Trail project aligns with work Blue Cross leads to encourage active living. Regular physical activity reduces the risk of heart disease, stroke, hypertension, diabetes, colon cancer and osteoporosis. Yet, nearly one-third of adults in our state do not get enough physical activity to meet CDC guidelines.

Our individual actions are strongly influenced by our environments — studies show a correlation between trail access and increased physical activity. If a community has safe, attractive places to walk and bike, more people are likely to be active.

Thank you for seeking funding for this regionally significant project.

Sincerely,



Marc Manley, M.D., M.P.H.,
Vice President & Chief Prevention Officer



Erik Solvold
 CEO & Founder
 9201 Penn Ave So. #1
 Bloomington, MN 55431

T 952-351-8545
 F 952-885-0686
 C 612-418-1157
 erik@eriks bikeshop.com

www.eriks bikeshop.com

July 27, 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation
 for Federal Transportation Funding - Nine Mile Creek Regional Trail: East
 Segment**

Erik's Bike and Board would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system.

Mr. DeVeau, please give full consideration for the Nine Mile Creek Regional Trail: East Segment. It will expand commuting and recreational access for the increasing numbers of cyclists and trail users; this trail will provide a tremendous opportunity for outdoor exercise.

In addition, this trail will provide a critical connection with the existing Minnesota River Bluffs Regional Trail in the cities of Hopkins and Minnetonka, running east-west through the City of Edina, extending into the City of Richfield, and providing a connection to the Minnesota Valley National Wildlife Refuge in the City of Bloomington and Grand Rounds Trail System at Lake Nokomis in the City of Minneapolis via the planned Intercity Regional Trail.

Erik's Bike and Board is dedicated to the communities in which we do business and strives to promote and encourage active, healthy lifestyles. Erik's Bike and Board does not take any specific position on design details and defers this to the expertise of Three Rivers Park District for gathering options and recommendations.

Erik's Bike and Board is looking forward to supporting Three Rivers Park District in the development of the Nine Mile Creek Regional Trail. Thank you for seeking funding for this regionally significant project.

A handwritten signature in black ink, appearing to be "Erik Solvold", is written across the bottom of the page.



5 July 2011

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

**RE: Letter of Support for 2011 Metropolitan Council Regional Solicitation for
Federal Transportation Funding - Nine Mile Creek Regional Trail: East Segment**

Quality Bicycle Products would like to express support for the Three Rivers Park District in their Surface Transportation Program (STP) grant application to implement a trail between Tracy Avenue and the Edina Promenade in the City of Edina. It is our understanding that this project would construct a segment of trail approximately 3.75 miles long that utilizes parkland along the Nine Mile Creek Corridor and road right of way.

The Nine Mile Creek Regional Trail project will connect schools, neighborhoods and mixed-use businesses and will be a valuable asset to the regional trail system. This trail segment will provide an important route affording both recreational and non-motorized transportation opportunities through an area currently underserved by regional trails.

Bicycles are a simple solution for a host of complex problems, and the Nine Mile Creek Regional Trail project is consistent with QBP's mission of getting every butt on a bike.

QBP is looking forward to supporting Three Rivers Park District in the development of the Nine Mile Creek Regional Trail.

Thank you for seeking funding for this regionally significant project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Chuck Sween', is written over a light blue horizontal line.

Chuck Sween
Advocacy Liaison
Quality Bicycle Products
800-346-0004 ext. 1513

Appendix E

Project Implementation Schedule (Application Appendix K)

APPENDIX K

Project Implementation Schedule

Please check those that apply and fill in anticipated completion dates

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: Summer 2012

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: Fall 2012

**An EAW was completed and a Record of Decision has been made. The project will have to go through a PM to satisfy the federal regulations, but not*

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 _____

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: _____
- Construction plans completed/approved

7) Letting

Anticipated Letting Date: May 2016