

January 31, 2014

**Three Rivers
Park District
Board of
Commissioners**

Ms. Heidi Schallberg, Senior Planner
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Penny Steele

District 1

Re: The "On-Ramps" to the Regional Trail System TAP Grant Application

Dear Ms. Schallberg,

Jennifer DeJournett
District 2

The Three Rivers Park District is submitting the enclosed Transportation Alternatives Program (TAP) application for the "On-Ramps" to the Regional Trail System project.

Daniel Freeman,
Vice Chair

District 3

The proposed application bundles together six projects that collectively provide a significant improvement and expansion of the regional trail system in Hennepin County. This cooperative effort is being led by Three Rivers Park District with assistance from the Cities of Bloomington, Brooklyn Park, Edina, **Plymouth, Richfield, and Wayzata**. **The six local "On-Ramps" trail and bike lane facilities will directly connect to the regional trail system and help overcome the safety issue that users have in accessing the regional trail system by bike or foot.** The projects include the following:

John Gunyou,
Chair

District 4

1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail and the Old Cedar Avenue Bridge/Dakota County.
2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail and future 63rd Avenue Station of the Blue Line LRT Extension.
3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail and commercial opportunities along France Avenue.
4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail and a regional employment area.
5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail, schools, historic sites, and natural areas.
6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail, as well as downtown Wayzata.

John Gibbs
District 5

Larry Blackstad
Appointed

At Large

Three Rivers Park District and the six partner cities included in this application believe that this regional project is an excellent candidate for TAP funding.

Steve Antolak
Appointed

At Large

Sincerely,



Cris Gears
Superintendent

Kelly Grissman
Director of Planning

Table of Contents

Project Description	1
Figures 1-16	2
Qualifying Criteria	20
Prioritizing Criteria	27
Project Implementation Schedules.....	56
Appendix A: Inclusion in Local Plans – Bloomington Segment	62
Appendix B: Inclusion in Local Plans – Brooklyn Park Segment	79
Appendix C: Inclusion in Local Plans – Edina Segment.....	100
Appendix D: Inclusion in Local Plans – Plymouth Segment.....	125
Appendix E: Inclusion in Local Plans – Richfield Segment	135
Appendix F: Inclusion in Local Plans – Wayzata Segment	148
Appendix G: Regional Plans	162
Appendix H: Local Match Agreements.....	181
Appendix I: Letters of Support.....	201
Appendix J: 2013/2014 Hennepin County Bike/Trail Update	209

Federal Transportation Alternatives Program (TAP) Application

INSTRUCTIONS: Complete and return completed application by uploading it to the Metropolitan Council's FTP site. Please go to the solicitation page on the Metropolitan Council's web site for instructions. For questions contact Heidi Schallberg at Heidi.Schallberg@metc.state.mn.us. Applications must be received by 4:00 PM at the Metropolitan Council FTP site on January 31, 2014.	Office Use Only
---	-----------------

I. GENERAL INFORMATION

1. APPLICANT: Three Rivers Parks District			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): Cities of Bloomington, Brooklyn Park, Edina, Plymouth, Richfield, and Wayzata			
3. MAILING ADDRESS: 3000 Xenium Lane North			
CITY: Plymouth	STATE: MN	ZIP CODE: 55441	4. COUNTY: Hennepin
5. CONTACT PERSON: Kelly Grissman	TITLE: Director of Planning	PHONE NO. (763) 694-7635	
CONTACT E-MAIL ADDRESS: kgrissman@threeriversparkdistrict.org			

II. PROJECT INFORMATION

6. PROJECT NAME: "On-Ramps" to the Regional Trail System
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application):
<p>Three Rivers Park District is proposing six local, non-motorized, "on-ramp" transportation facilities that will directly connect to the regional trail system. The projects will help overcome the documented challenge that users have in accessing the regional trail system by bike or foot. These six projects were selected from 32 projects submitted to Three Rivers Park District by local cities and include the following:</p> <ol style="list-style-type: none"> 1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail 2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail 3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail 4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail 5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail 6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail
8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details.
<input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Environmental <input type="checkbox"/> Historic/Archaeological <input type="checkbox"/> Streetscape
9. PROJECT LENGTH (in miles): 4.71 miles (Total); 0.82 miles (Bloomington), 0.75 miles (Brooklyn Park), 0.05 miles (Edina), 0.39 miles (Plymouth), 1.95 (Richfield), 0.75 miles (Wayzata)

III. PROJECT FUNDING

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

If yes, please identify the source(s):

11. FEDERAL AMOUNT: \$1,000,000

14. SOURCE OF MATCH FUNDS: Park and Recreation and Engineering Funds (Bloomington), OSLAD Park Dedication Funds (Brooklyn Park) Local Pedestrian and Cyclist Safety Fund (Edina), Park Dedication (Plymouth), Municipal State Aid Funds (Richfield), and CIP Funds (Wayzata)

12. MATCH AMOUNT: \$250,000

15. MATCH % OF PROJECT TOTAL: 20%
(Minimum of 20%)

13. PROJECT TOTAL: \$1,250,000

16. PROGRAM YEAR: 2017 ONLY

PROJECT INFORMATION FORM

(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.**

Bloomington Segment

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

FUNCTIONAL CLASS OF ROAD: Major Collector/Local Roadway (South of Old Shakopee Road)

ROAD SYSTEM: MSAS/City Street (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD: Old Cedar Avenue (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED: 55425

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR): May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR): November 2017

LOCATION: From: Old Cedar Avenue/86th Street

To: Old Cedar Avenue/Meadowview Road

TYPE OF WORK: Off-Street Trail

PROJECT INFORMATION FORM

(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.**

Brooklyn Park Segment

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

FUNCTIONAL CLASS OF ROAD: "B" Minor Arterial/Major Collector (East of Zane Avenue)

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

NAME OF ROAD: 63rd Avenue (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED: 55429

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR): May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR): November 2017

LOCATION: From: Hampshire Avenue /63rd Avenue

To: Vera Cruz Lane/63rd Avenue

TYPE OF WORK: Off-Street Trail

PROJECT INFORMATION FORM

(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.**

Edina Segment

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

FUNCTIONAL CLASS OF ROAD: Local Road

ROAD SYSTEM: City Street (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD: Oaklawn Avenue/Parklawn Avenue (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED: 55435

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR): May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR): July 2017

LOCATION: From: Oaklawn Avenue

To: Parklawn Avenue

TYPE OF WORK: Off-Street Trail

PROJECT INFORMATION FORM

(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.**

Plymouth Segment

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

FUNCTIONAL CLASS OF ROAD: Local Road

ROAD SYSTEM: City Street (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED: 55447

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR): May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR): November 2017

LOCATION: From: Fernbrook Lane/County Road 6

To: Fernbrook Lane/Luce Line Regional Trail

TYPE OF WORK: Off-Street Trail

PROJECT INFORMATION FORM

(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.**

Richfield Segment

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

FUNCTIONAL CLASS OF ROAD: Major Collector

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

NAME OF ROAD: 70th Street (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED: 55423

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR): May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR): July 2017

LOCATION: From: Lyndale Avenue /70th Street

To: 18th Avenue/Diagonal Boulevard

TYPE OF WORK: On-Street Bike Lane

PROJECT INFORMATION FORM

(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.**

Wayzata Segment

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

FUNCTIONAL CLASS OF ROAD: Local Road

ROAD SYSTEM: MSAS/City Street (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED: 55391

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR): May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR): July 2017

LOCATION: From: Ferndale Road/Luce Line State Trail

To: Ferndale Road/Dakota Rail Regional Trail (Shoreline Drive)

TYPE OF WORK: On-Street Bike Lane

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

All Six Segments – Costs Combined

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$46,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$44,000
<input checked="" type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$125,500
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$11,300
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$60,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$368,100
<input checked="" type="checkbox"/>	Traffic Control	\$17,800
<input checked="" type="checkbox"/>	Striping	\$28,800
<input checked="" type="checkbox"/>	Signing	\$82,600
<input type="checkbox"/>	Lighting	\$
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$121,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input checked="" type="checkbox"/>	Utility Relocation	\$80,300
<input checked="" type="checkbox"/>	Epoxy Pavement Markings	\$45,200
<input checked="" type="checkbox"/>	Easements	\$98,400
<input checked="" type="checkbox"/>	Contingencies	\$121,000
	TOTAL CONSTRUCTION COST (6 Projects)	\$1,250,000

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

Bloomington Segment

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$20,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$20,000
<input checked="" type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$94,300
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$20,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$154,000
<input checked="" type="checkbox"/>	Traffic Control	\$8,000
<input checked="" type="checkbox"/>	Striping	\$2,200
<input checked="" type="checkbox"/>	Signing	\$31,500
<input type="checkbox"/>	Lighting	\$
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$60,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input checked="" type="checkbox"/>	Utility Relocation	\$41,000
<input checked="" type="checkbox"/>	Epoxy On-Street Messages	\$400
<input checked="" type="checkbox"/>	Easements	\$56,400
<input checked="" type="checkbox"/>	Contingencies	\$56,000
	TOTAL CONSTRUCTION COST	\$563,800

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

Brooklyn Park Segment

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$11,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$11,000
<input checked="" type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$18,000
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$28,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$129,500
<input checked="" type="checkbox"/>	Traffic Control	\$4,000
<input checked="" type="checkbox"/>	Striping	\$1,900
<input checked="" type="checkbox"/>	Signing	\$17,300
<input type="checkbox"/>	Lighting	\$
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$33,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input checked="" type="checkbox"/>	Utility Relocation	\$22,500
<input checked="" type="checkbox"/>	Contingencies	\$28,000
	TOTAL CONSTRUCTION COST	\$304,200

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

Edina Segment

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$4,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$4,000
<input checked="" type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$2,800
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$4,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$10,000
<input checked="" type="checkbox"/>	Traffic Control	\$1,400
<input checked="" type="checkbox"/>	Striping	\$200
<input checked="" type="checkbox"/>	Signing	\$2,700
<input type="checkbox"/>	Lighting	\$
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$11,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input checked="" type="checkbox"/>	Utility Relocation	\$9,500
<input checked="" type="checkbox"/>	Easements	\$42,000
<input checked="" type="checkbox"/>	Contingencies	\$9,000
	TOTAL CONSTRUCTION COST	\$100,600

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

Plymouth Segment

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$6,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$6,000
<input checked="" type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$10,400
<input checked="" type="checkbox"/>	Roadway/Trail (aggregates and paving)	\$11,300
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$8,000
<input checked="" type="checkbox"/>	Path/Trail Construction	\$74,600
<input checked="" type="checkbox"/>	Traffic Control	\$2,000
<input checked="" type="checkbox"/>	Striping	\$800
<input checked="" type="checkbox"/>	Signing	\$3,100
<input type="checkbox"/>	Lighting	\$
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$17,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input checked="" type="checkbox"/>	Utility Relocation	\$7,300
<input checked="" type="checkbox"/>	Contingencies	\$15,000
	TOTAL CONSTRUCTION COST	\$161,500

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

Richfield Segment

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$4,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$2,000
<input type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Path/Trail Construction	\$
<input checked="" type="checkbox"/>	Traffic Control	\$2,000
<input checked="" type="checkbox"/>	Striping	\$23,700
<input checked="" type="checkbox"/>	Signing	\$16,800
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input checked="" type="checkbox"/>	Epoxy on-street messages	\$38,400
<input checked="" type="checkbox"/>	Contingencies	\$10,000
	TOTAL CONSTRUCTION COST	\$96,900

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below 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 MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

Wayzata Segment

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$1,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$1,000
<input type="checkbox"/>	Roadway/Trail (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Path/Trail Construction	\$
<input checked="" type="checkbox"/>	Traffic Control	\$400
<input type="checkbox"/>	Striping	\$
<input checked="" type="checkbox"/>	Signing	\$11,200
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>	Utility Relocation	\$
<input checked="" type="checkbox"/>	Epoxy Pavement Markings	\$6,400
<input checked="" type="checkbox"/>	Contingencies	\$3,000
	TOTAL CONSTRUCTION COST	\$23,000

List of Required Attachments

Unless indicated otherwise, all applications must include the following:

1. A map of the project limits. If it is an on-road project, highlight the segment of road 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 or trail.
3. Local match documentation: If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.
4. Proof of coordination: Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.
5. Project Implementation Schedule (at the end of this application)
6. **For bicycle and pedestrian projects only, including Safe Routes to School projects:** A concept drawing of the proposed improvements that shows any bicycle, pedestrian and transit components upon completion of the project.
7. **For Safe Routes to School projects only:** Applicants must include a letter from MnDOT Safe Routes to School program staff certifying the project meets Safe Routes to School requirements.

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address.

The “On-Ramps” to the Regional Trail System proposal takes advantage of opportunities and addresses a documented problem.

Project Bundling and Cost Savings

First, Three Rivers Park District is bundling together six similar projects from across Hennepin County which share the common goal of providing safe, convenient access to and from the regional trail system, nearby destinations, and neighborhoods. As the lead agency, Three Rivers Park District will be responsible for designing and constructing the projects, thereby achieving cost-savings compared to each individual city federalizing their own project and being responsible for the federal reporting requirements.

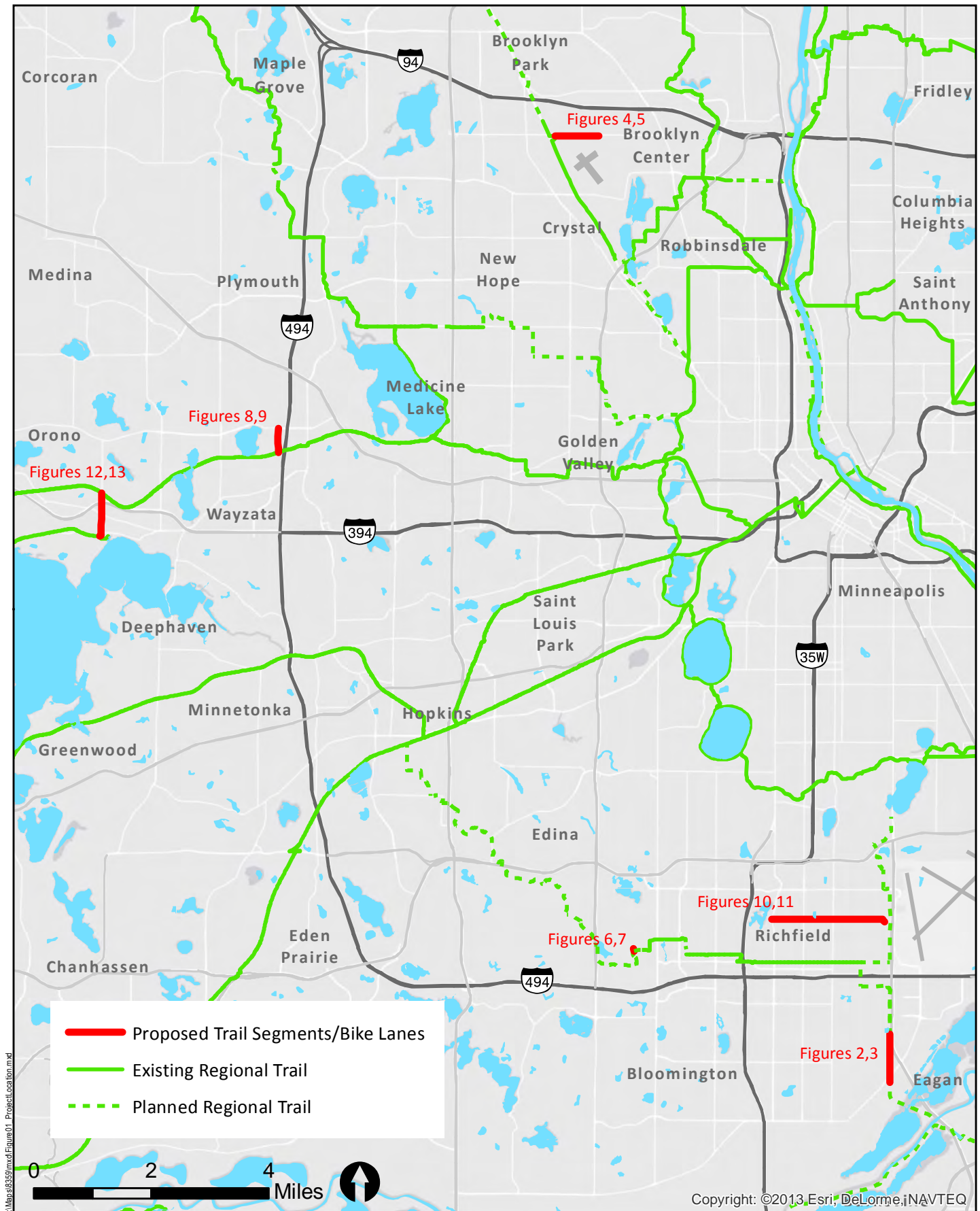
Capitalizes on Other Planned Projects

Second, the proposal will build on the momentum associated with the planned construction of adjacent local and regional trail segments (see Figures 1-16):

1. Bloomington – The proposed trail segment connects to the Intercity Regional Trail (2014), local trail segment (2015/2016), and Old Cedar Avenue Bridge rehabilitation (2015). The proposed project is the final missing link to complete a continuous trail from Minneapolis across the Minnesota River to Dakota County and the planned Minnesota River Greenway Regional Trail.
2. Brooklyn Park – The proposed trail project connects to the recently completed Crystal Lake Regional Trail (2013/2014), extension of the Crystal Lake Regional Trail north of I-94/I-694 (2017), and future Blue Line LRT Extension and 63rd Avenue Transit Station (long-term improvement).
3. Edina – The proposed trail segment connects to the Nine Mile Creek Regional Trail (2015).
4. Plymouth – The proposed trail segment provides the missing link that will connect new Plymouth trails (2014) to the Luce Line Regional Trail.
5. Richfield – The proposed on-street bike lane connects to the Intercity Regional Trail (2014) and local bicycle infrastructure improvements as part of an ongoing \$20 million local road resurfacing project.
6. Wayzata – The proposed on-street bike lane is just west of proposed local trail projects on Eastman Lane (2014) and along County Road 101 (2014), as well as other non-motorized transportation investments as part of the 10-year Wayzata Lake Effect Framework, and connects the Dakota Rail Regional and Luce Line State Trails.

Alleviates Documented Safety Issue

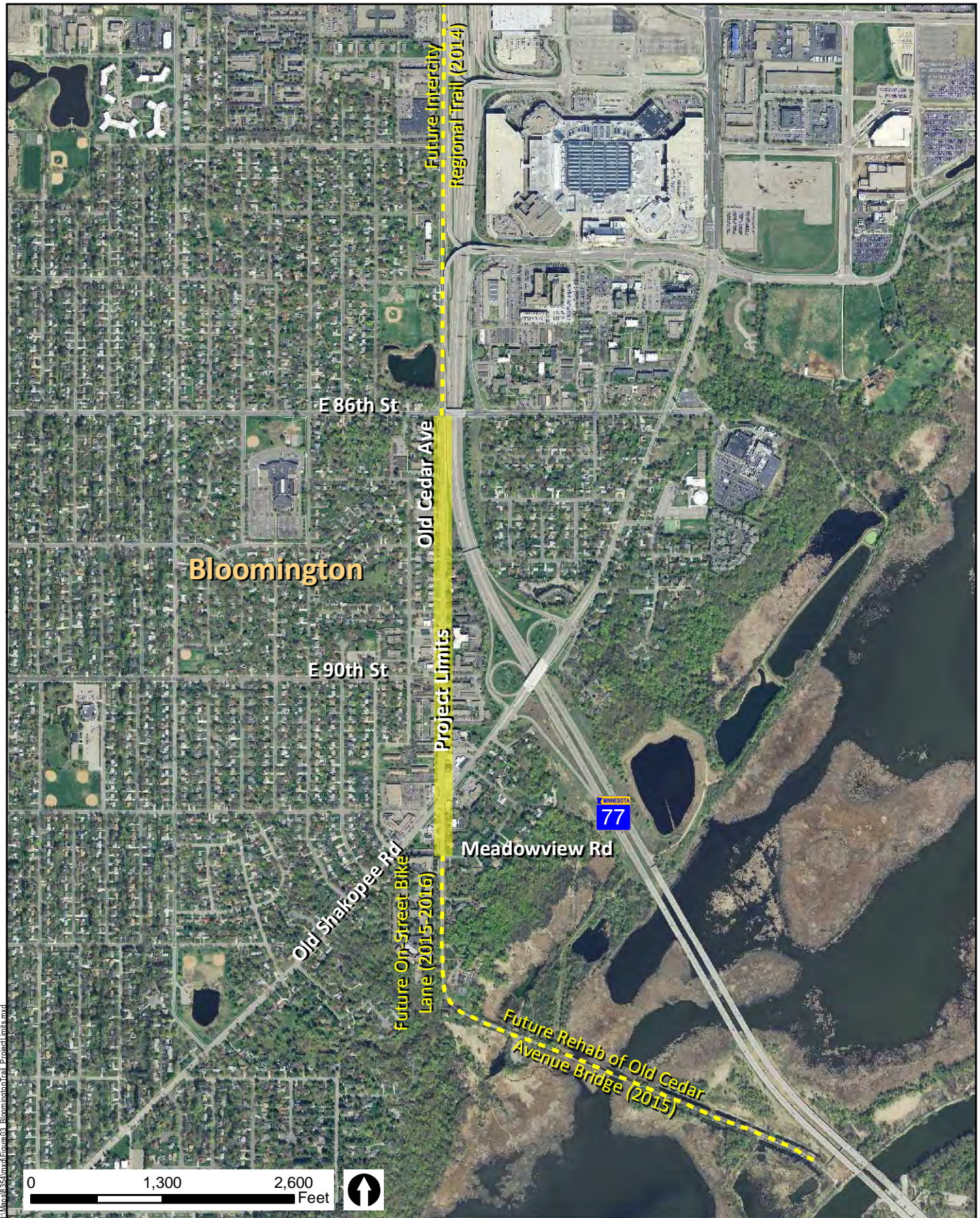
Third, the proposed project addresses the problem that a substantial number of current and potential regional trail users do not feel safe or comfortable accessing the regional trail network on foot or bike as documented in the 2013/2014 Hennepin County Bike/Trail Update and the Richfield Bicycle Master Plan (2012). This problem results in users either driving to access the regional trail system, using the regional trail system less often than desired due to safety concerns, or not utilizing the system at all for this same reason. The proposed “On-Ramps” to the Regional Trail System proposal alleviates this issue by providing safe access to the regional system at six strategic locations. It also provides a tremendous regional benefit by connecting major population, employment, commercial, mixed-use, and recreational centers in Hennepin County and the western Twin Cities metropolitan area.



Project Location

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 1

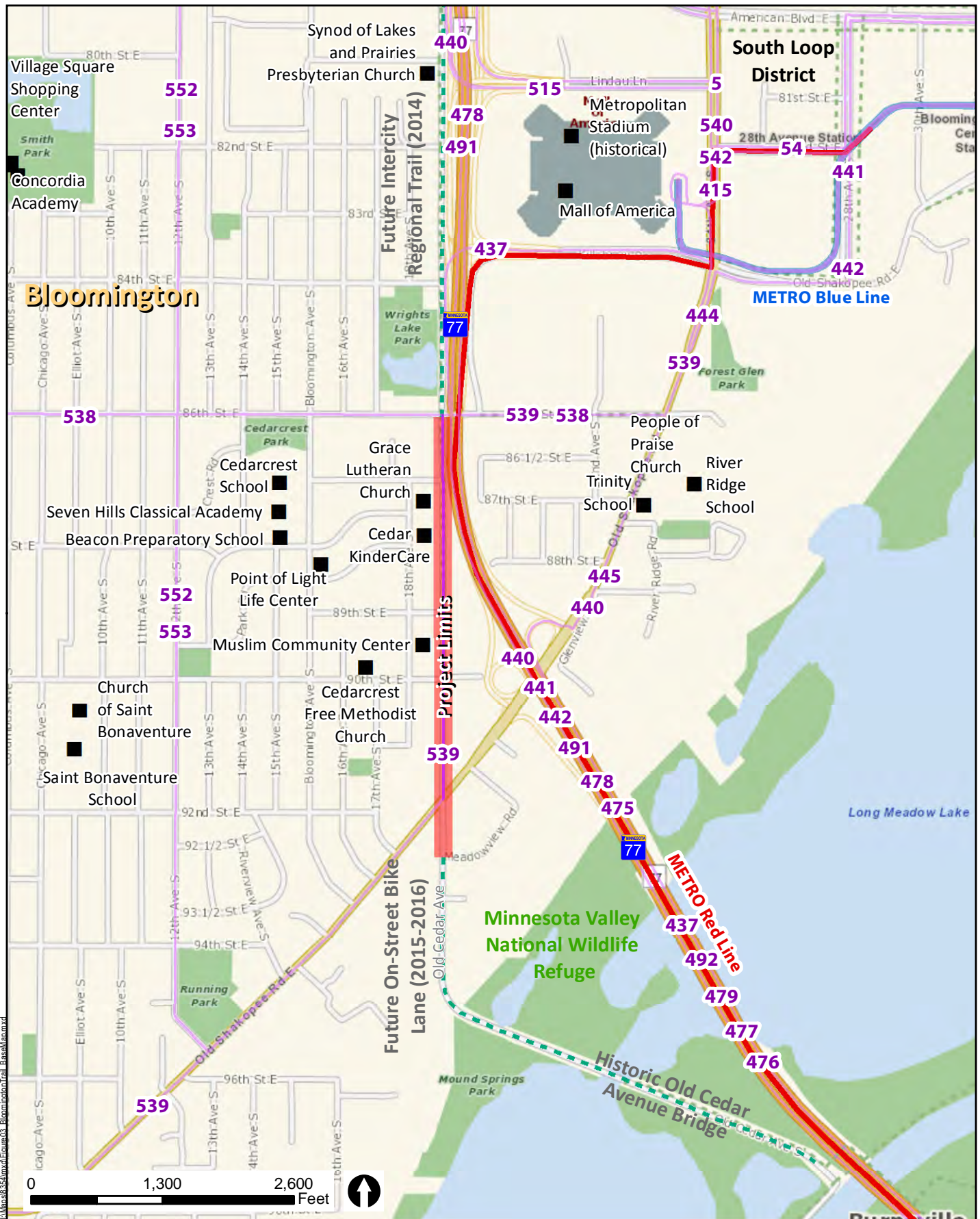


M:\Plans\8465\mxd\Edmond\8 - Bloomington\Trail - Project Limits.mxd

Project Limits - Bloomington Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

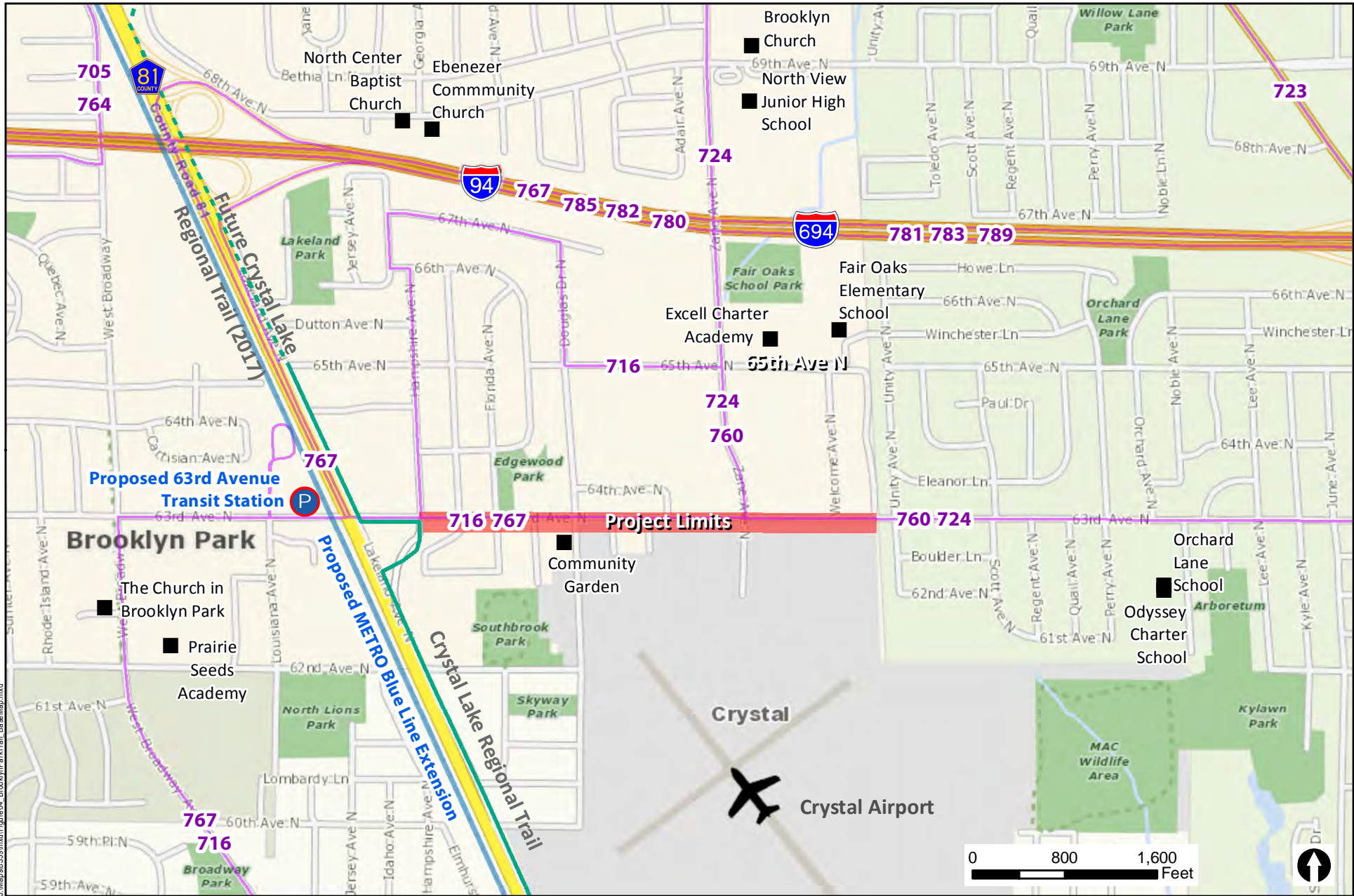
Figure 2



Base Map - Bloomington Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

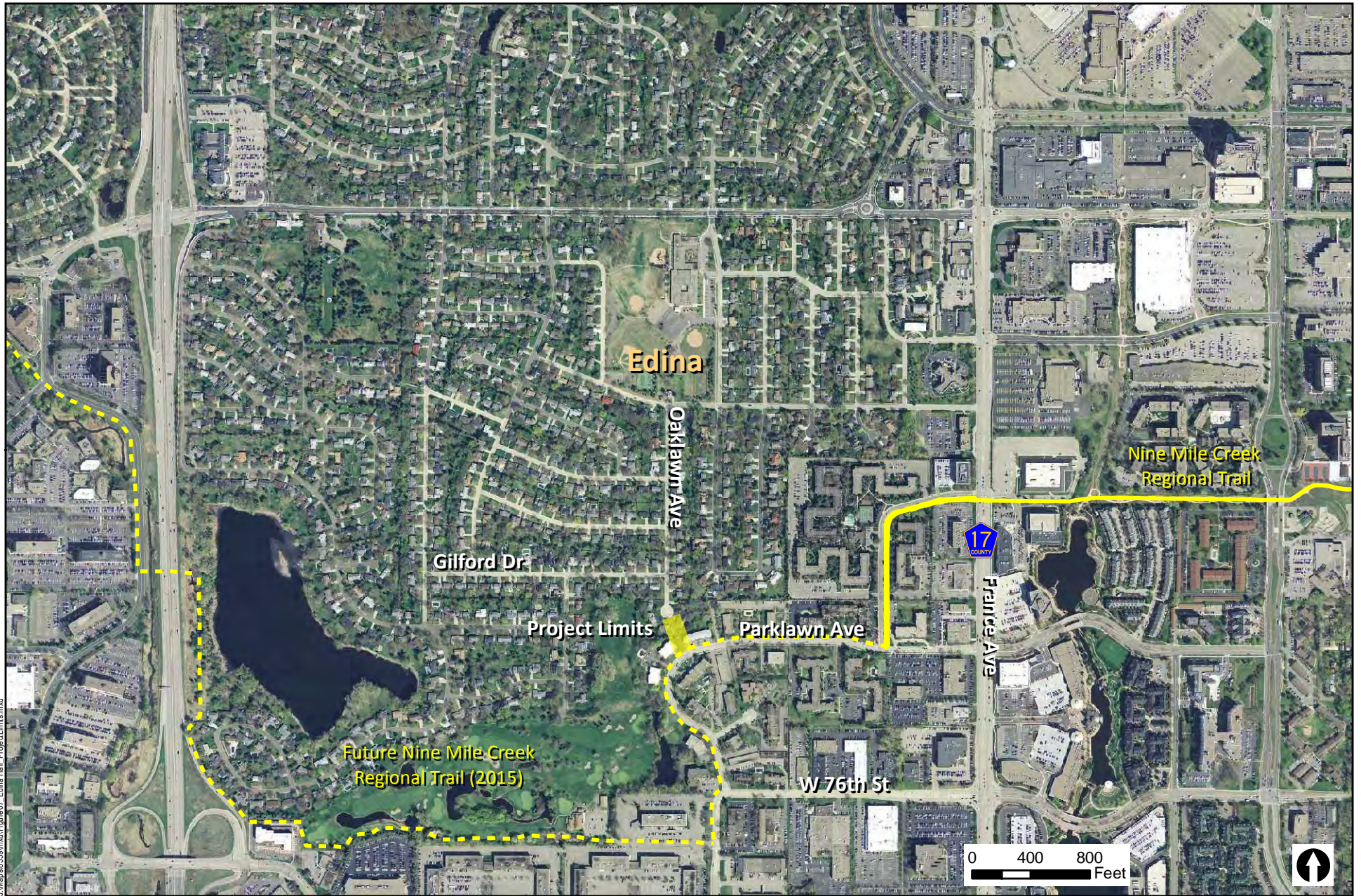
Figure 3



Base Map - Brooklyn Park Segment

"On-Ramps" to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 5

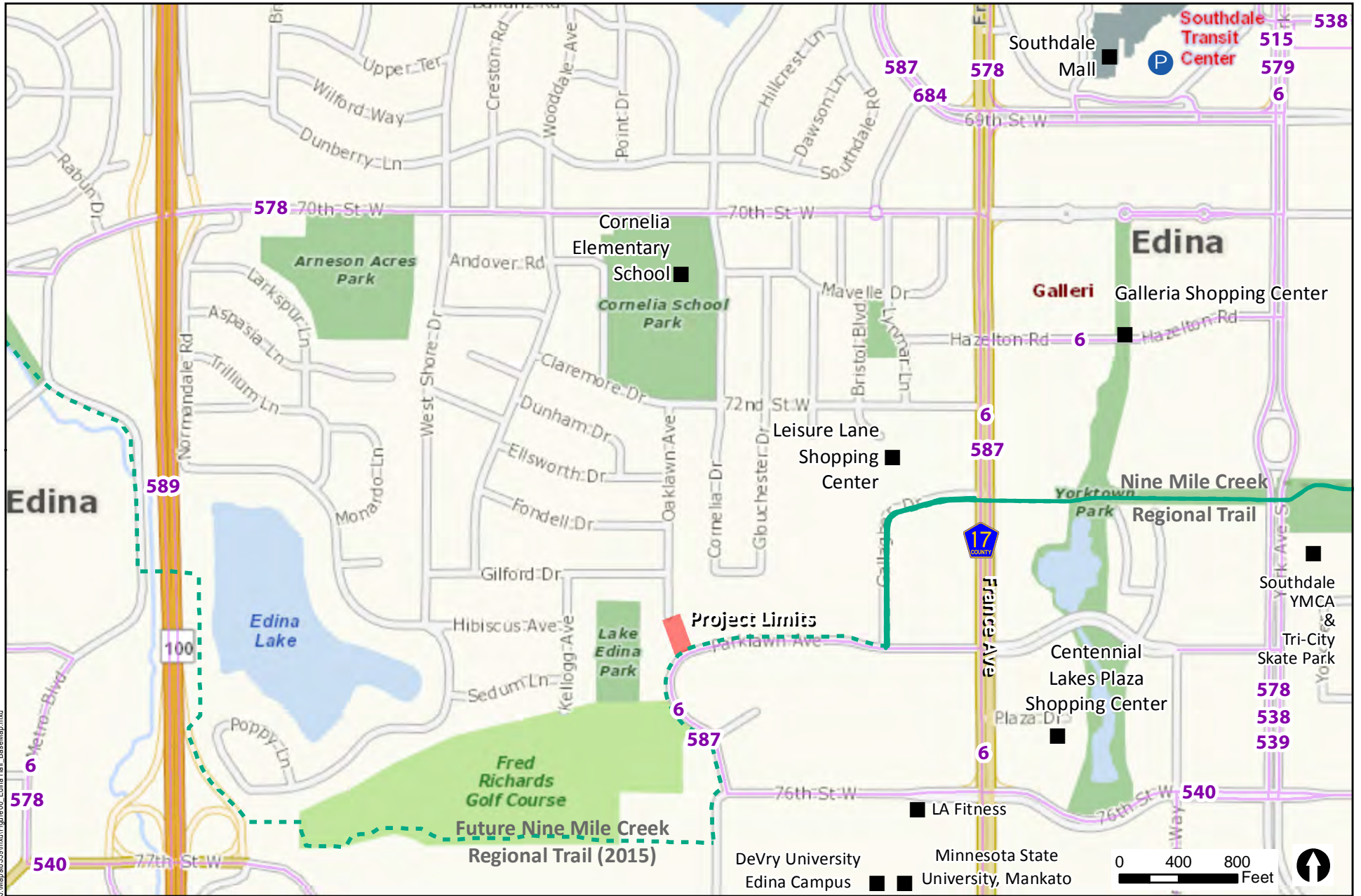


J:\Maps\8359\mxd\Figure07_Edina Trail_ProjectLimits.mxd

Project Limits - Edina Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

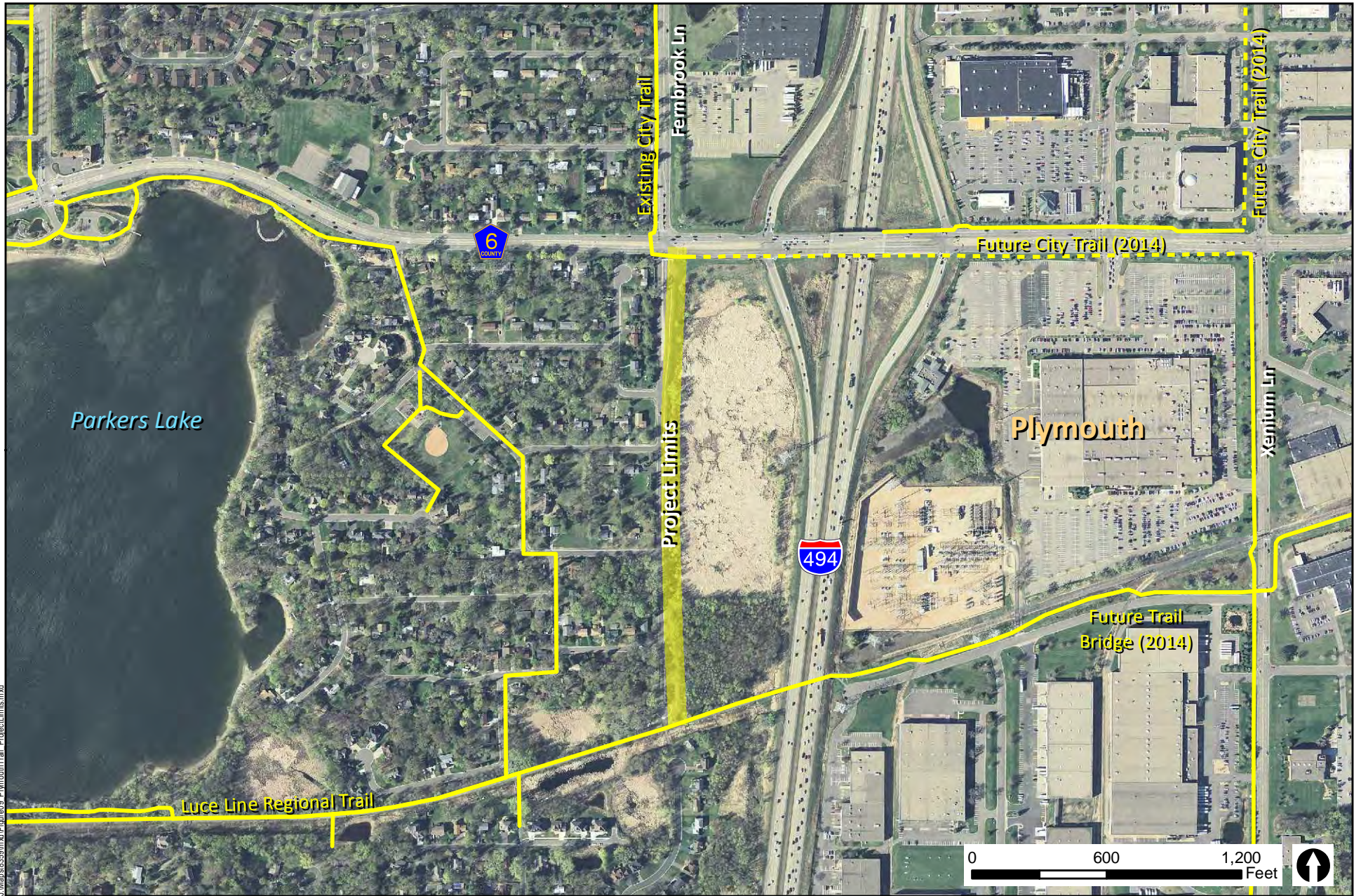
Figure 6



Base Map - Edina Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

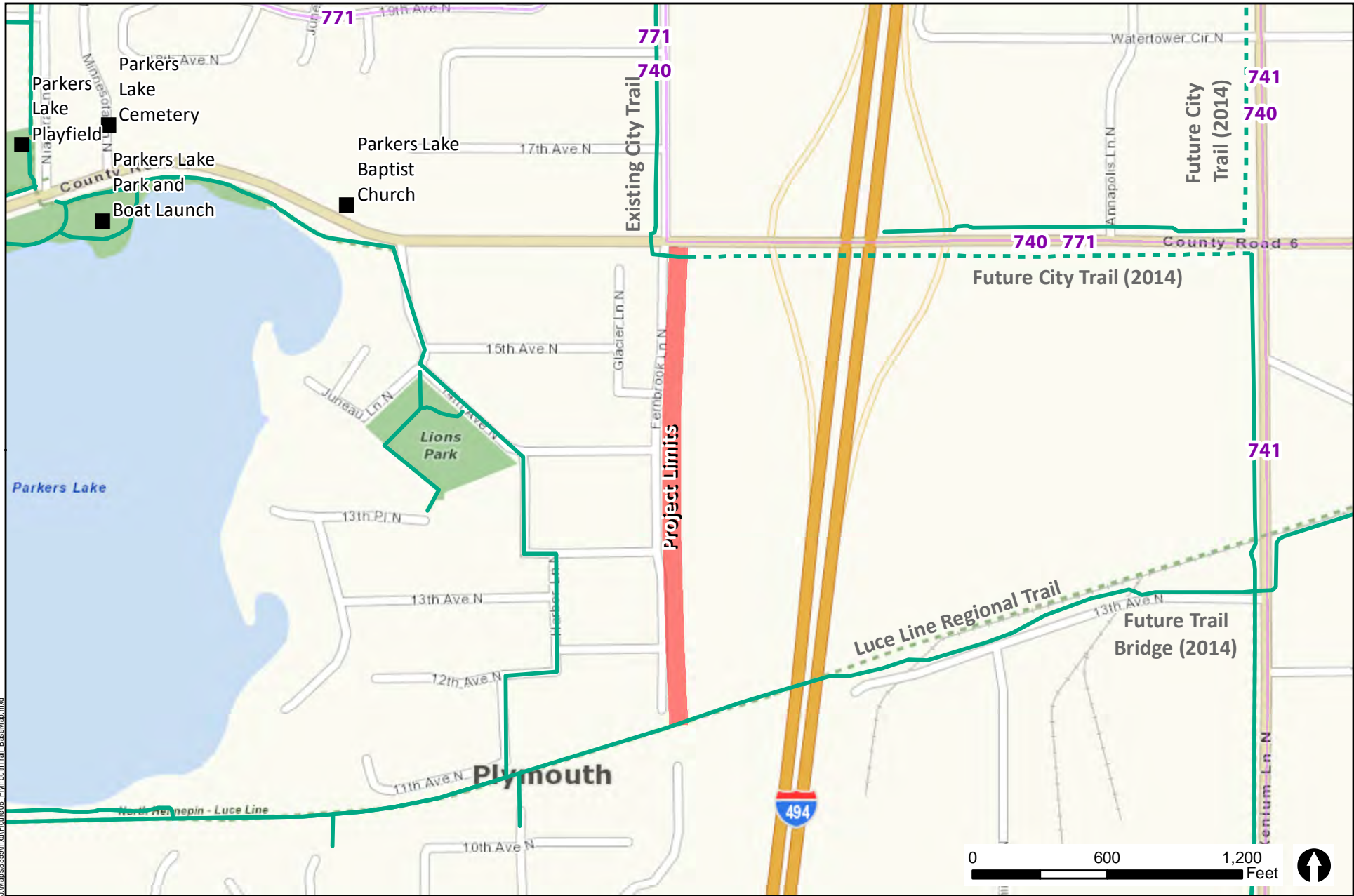
Figure 7



Project Limits - Plymouth Segment

"On-Ramps" to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

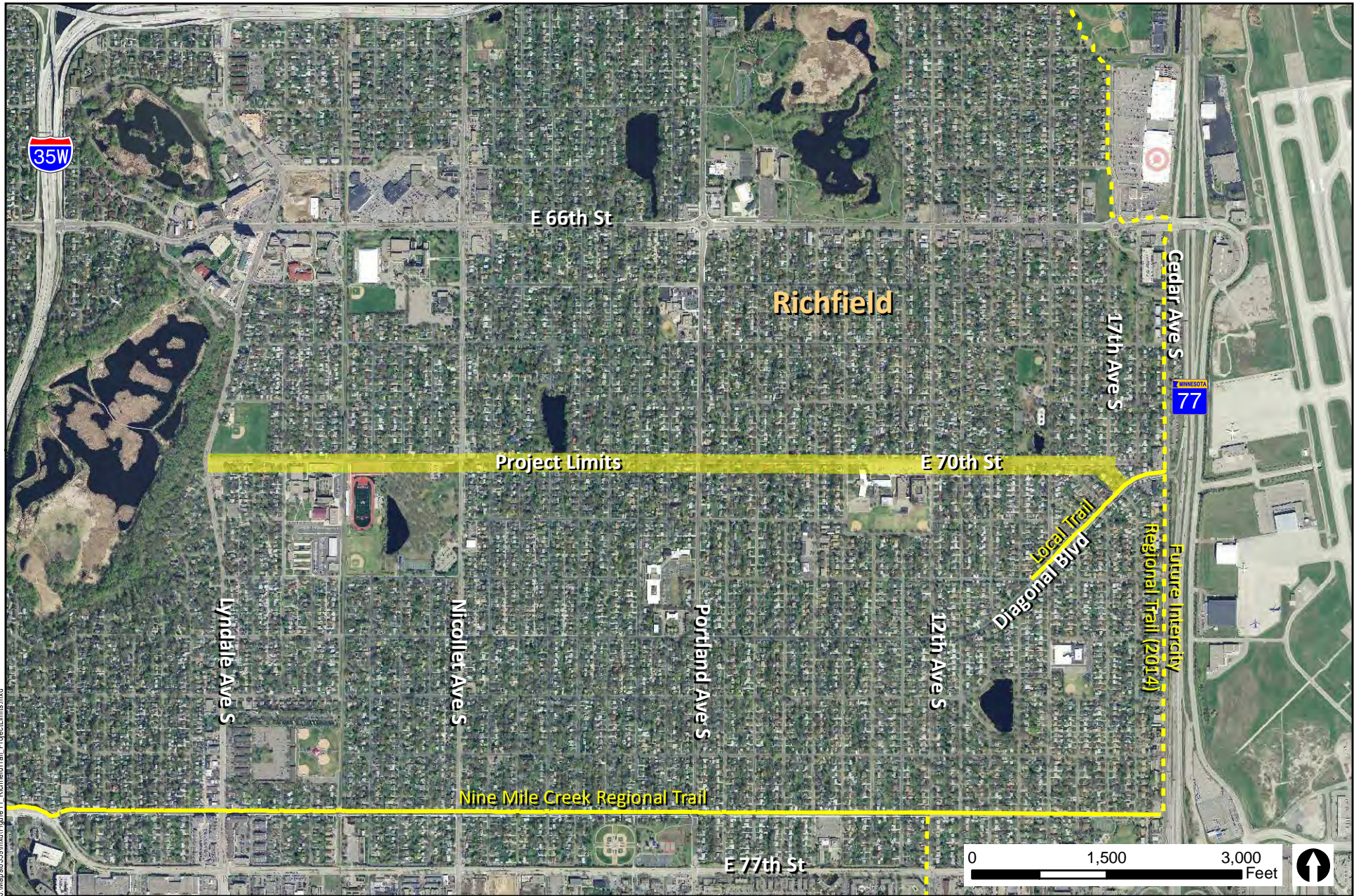
Figure 8



Base Map - Plymouth Segment

"On-Ramps" to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 9

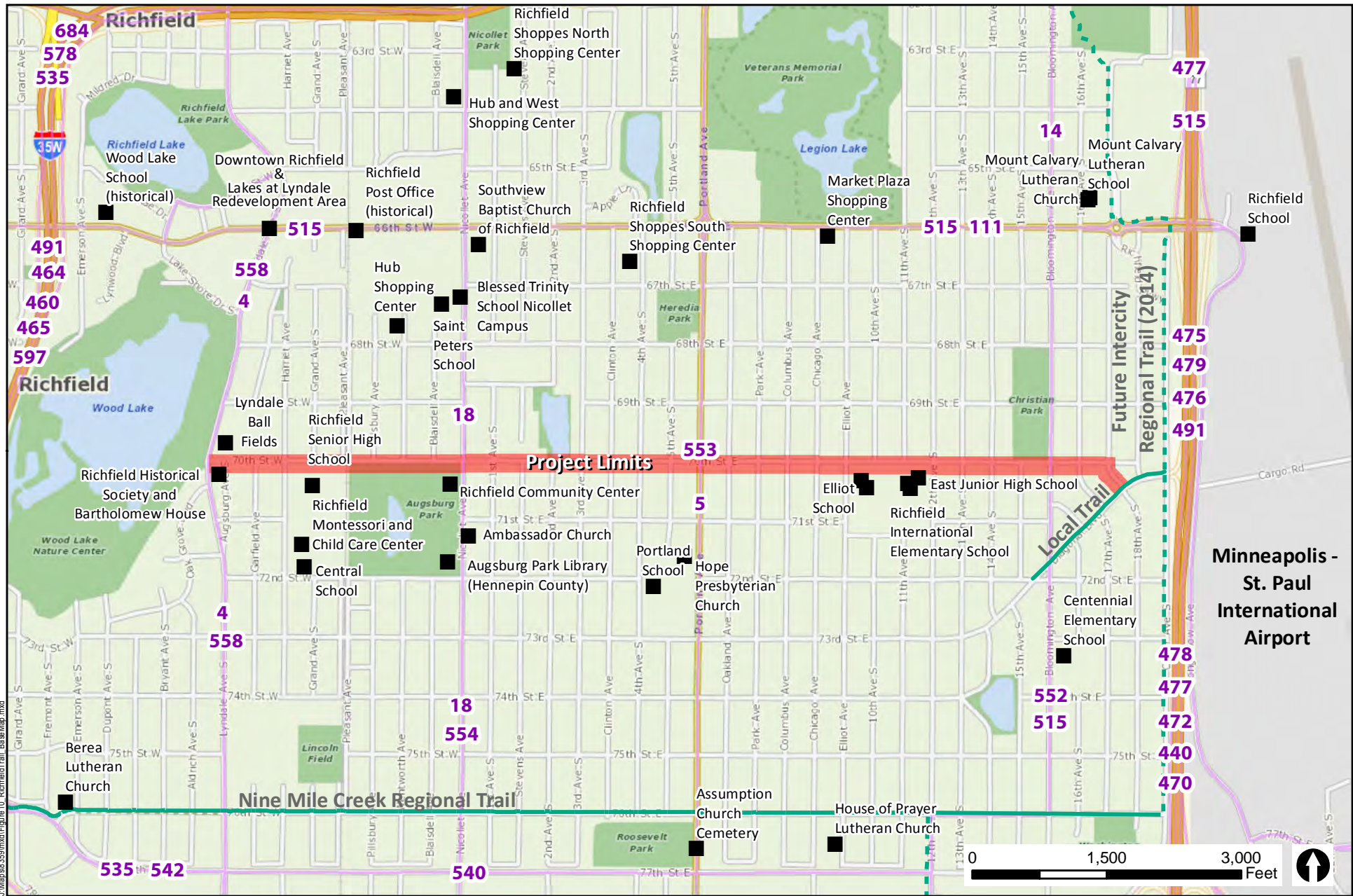


J:\Maps\8359.mxd Figure 11. Richfield Rail - Project Limits.mxd

Project Limits - Richfield Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 10



Base Map - Richfield Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 11



Project Limits - Wayzata Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 12



Base Map - Wayzata Segment

“On-Ramps” to the Regional Trail System TAP Grant Application
 Three Rivers Park District, 2014

Figure 13

K:\Trans\2013-2014 TAP\TRPD\Figures



Typical Trail Cross-Section for Bloomington, Brooklyn Park, Edina & Plymouth Segments

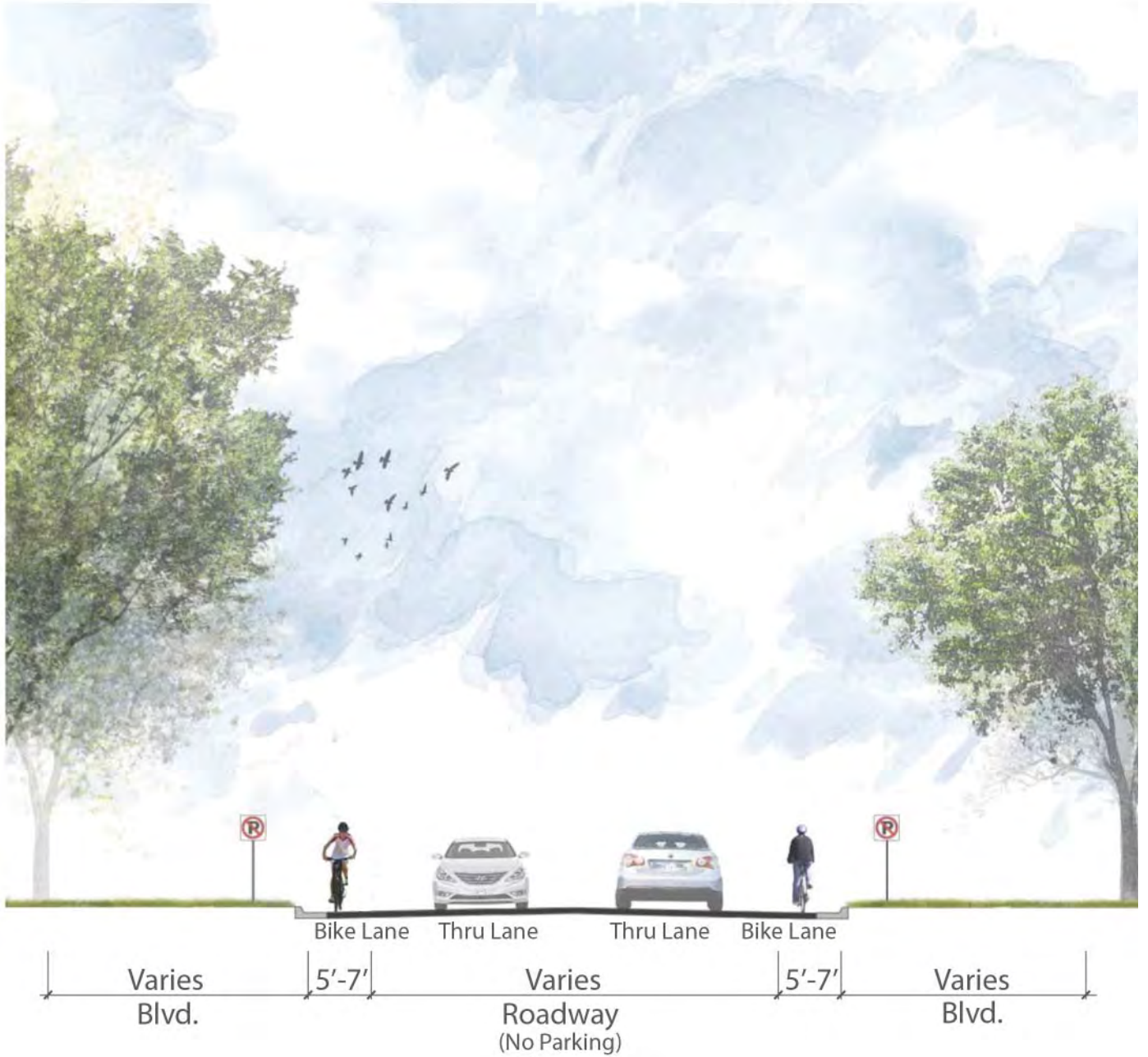
"On-Ramps" to the Regional Trail System TAP Grant Application
Three Rivers Park District, 2014

Figure 14



Typical Bike Lane Cross-Section for the Richfield Segment

"On-Ramps" to the Regional Trail System TAP Grant Application
Three Rivers Park District, 2014



Typical Bike Lane Cross-Section for the Wayzata Segment

"On-Ramps" to the Regional Trail System TAP Grant Application
Three Rivers Park District, 2014

Provide a description (no more than one page) of the project. **Include information about how the project is related to surface transportation.** To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TAP definition in MAP-21?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage. Failure to provide this information will result in the application being disqualified. More information about the relationship to surface transportation is provided in the solicitation instructions.

Three Rivers Park District is proposing six local, non-motorized, “on-ramp” transportation facilities that will make direct connections to the regional trail system. The projects are located throughout the region and build upon Three Rivers Park District’s existing 120-mile regional trail system that is planned to grow to 210 miles in the future. The projects will help overcome the challenges that users have in accessing the regional trail system by bike or foot, as documented in Appendix J as part of the 2013-2014 Hennepin County Bike/Trail Update Plan and Richfield Bicycle Plan (2012). This problem results in either trail users driving to access the regional trail system, using the regional trail system less often due to safety concerns, or not utilizing the system at all.

Recognizing this documented problem, Three Rivers Park District reached out to cities to solicit the best local projects to alleviate this issue. A detailed technical evaluation and scoring process ranked 32 different projects that were submitted by various cities. The following six projects were selected by Three Rivers Park District for inclusion in this proposal for their ability to meet regional objectives and be delivered in 2017 (see Figures 1-16).

1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail and the Old Cedar Avenue Bridge/Dakota County.
2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail and future 63rd Avenue Station of the Blue Line LRT Extension.
3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail and commercial opportunities along France Avenue.
4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail and a regional employment area.
5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail, schools, historic sites, and natural areas.
6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail, as well as downtown Wayzata.

In addition to providing safe connections to the regional trail network, this proposal serves an important transportation function by linking to transit, schools, downtowns, employment centers, mixed-use areas, historic sites, and natural resource areas. The proposal will also build on the momentum associated with the planned construction of other adjacent local and regional trail segments (completed before 2017).

The proposed project relates directly to surface transportation. First, it aligns with the qualifying activities listed for TAP under MAP-21 including the following:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Second, the proposed project links directly to surface transportation since it is designed to serve the transportation needs of pedestrians, bicyclists, and motorists by serving a commuting purpose and connecting major destination points. By providing safe, non-motorized options, the six projects will reduce conflicts between motorized and non-motorized traffic, thereby increasing the safety and efficiency for all modes. Collectively, the six projects serve as a critical expansion and improvement to the regional trail system.

B. TRANSPORTATION ALTERNATIVES PROJECTS - QUALIFYING CRITERIA

The applicant must show that the project meets each of the following qualifying criteria to qualify for scoring under the prioritizing criteria. 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. **Qualifying Activities.** The applicant must show that the proposed project falls under at least one of the following list of qualifying activities and must state the specific category(ies) the project qualifies under. The list of qualifying TAP activities provided in 23 U.S.C. 101(a)(29) of MAP-21 is intended to be exclusive, not illustrative. That is, **only** those activities listed therein are eligible as TAP activities.
 - Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - b. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - d. Construction of turnouts, overlooks, and viewing areas.
 - e. Community improvement activities, including—
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - i. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133 (b)(11), 328 (a), and 329; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23. *[NOTE: This program is administered through a separate process for the State of Minnesota and is ineligible for funding in this solicitation.]*
3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - i. Infrastructure-related projects.
 - ii. Noninfrastructure-related activities. *[NOTE: This activity is currently administered through a separate funding program for the State of Minnesota and is ineligible for funding in this solicitation.]*
 - iii. Safe Routes to School coordinator. *[NOTE: This activity is currently administered through a separate funding program for the State of Minnesota and is ineligible for funding in this solicitation.]*

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

One or more of these activities must constitute at least 70% of the project cost. Ancillary activities such as paving a parking lot, constructing buildings or providing restrooms must constitute no more than 30% of the total project cost. Applicants whose project is part of a larger transportation project must provide a construction cost summary demonstrating that at least 70% of the project is eligible for TAP funds.

Identify the number of the eligible activity under which your project should qualify.

RESPONSE:

The proposed project aligns with the qualifying activities listed for TAP under MAP-21 including the following:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

These activities constitute more than 70 percent of the project cost.

2. The funded activities must be accessible to the general public or targeted to a broad segment of the general public and must be ADA-compliant.

RESPONSE: **Check the box to affirm project applicant understanding and acceptance of this requirement.**

3. The project must be included in, be part of, or address a transportation problem or need identified in one of the following:

- a) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans;
- b) an approved statewide or regional plan;
- c) a locally approved capital improvement program;
- d) an officially adopted corridor study (trunk highway studies must be approved by MnDOT and Metropolitan Council); or
- e) an official plan or program of the applicant agency (which could include a Safe Routes to School plan).

It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Framework (amended 2006), and the 2030 Regional Parks Policy Plan (amended 2013). 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 six proposed projects are each included in local planning documents. Furthermore, the “On-Ramps” to the Regional Trail System proposal is aligned to adopted regional plans.

Inclusion in City and County Plans

1. Bloomington Segment (see Appendix A)
 - Bloomington Comprehensive Plan (2008) – Project identified on map.
 - Bloomington Alternative Transportation Plan (2008) – Project identified on map.
 - Bloomington Complete Streets Policy – Support for this type of improvement.
 - Intercity Regional Trail Master Plan (2012) – Connection to this planned facility
2. Brooklyn Park Segment (see Appendix B)
 - Brooklyn Park Comprehensive Plan (2011) – Support for this type of improvement.
 - Brooklyn Park Recreation and Parks Master Plan (2012) – Project identified on map.
 - Crystal Lake Regional Trail Master Plan (2012) – Connection to this planned facility.
 - 63rd Avenue/Bottineau Boulevard Land Use and Transit Oriented Development Plan (2011) – Identifies the need for connections to bicycle and pedestrian facilities and incorporates the proposed project into development scenarios.
3. Edina Segment (see Appendix C)
 - Edina Comprehensive Plan (2008) – Support for this type of improvement.
 - Edina Comprehensive Bicycle Transportation Plan (2007) – Support for this type of improvement.
 - Living Streets Policy – Support for this type of improvement.
 - Edina Active Routes to School Comprehensive Plan (2013) – Project identified on map.
 - Nine Mile Creek Regional Trail Master Plan (2013) – Connection to this planned facility.
4. Plymouth Segment (see Appendix D)
 - Plymouth Comprehensive Plan (2009) – Project identified on map.
 - Plymouth Park and Recreation Trail Gap Feasibility Report (2012) – Project identified and cost estimate completed.
5. Richfield Segment (see Appendix E)
 - Richfield Comprehensive Plan (2009) – Support for this type of improvement.
 - Richfield Bicycle Master Plan (2012) – Project identified on map.
 - Complete Streets Policy – Support for this type of improvement.
6. Wayzata Segment (see Appendix F)
 - Wayzata Comprehensive Plan (2009) – Support for this type of improvement.
 - Connecting Trails in Wayzata Study (2009) – Project identified on map.
 - Hennepin County Bicycle Gap Map (2012) – Project identified on map.
 - Dakota Rail Regional Trail (2006) – Project identified on map.

It should also be noted that all six of the proposed projects are consistent with Three Rivers Park District Vision Plan (2010). The stated goals in this document, “Inspire people to recreate, connect people to nature, and collaborate across boundaries,” align perfectly with this effort (see Appendix G).

Consistency with Metropolitan Council Plans (see Appendix G)

The **Metropolitan Council’s 2030 Transportation Policy Plan’s** (2013) Policy 18 instructs communities to, “develop and maintain efficient, safe and appealing pedestrian and bicycle travel systems.” One of the strategies under this policy includes, “prioritize federal funding for bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling and walking and improve access to major destinations.” The proposed projects are consistent with the Policy Plan since they provide connections to and between regional trails that serve and link major destinations throughout the metropolitan area.

The **Metropolitan Council’s 2030 Regional Development Framework’s** (2006) Policy 2 relates to planning and investing in multi-modal transportation choices. One of Policy 2’s strategies is to “encourage local governments to implement a system of fully interconnected arterial and local streets, pathways, and bikeways.” The proposed project connects regional and local trail systems in Bloomington, Brooklyn Park, Edina, Plymouth, Richfield, and Wayzata and is consistent with the Plan.

The **Metropolitan Council’s 2030 Regional Parks Policy Plan’s** (2013) Finance Strategy 4 calls for development to primarily benefit citizens of the metropolitan area. The strategy specifically identifies “regional trails that connect to other trails or regional facilities or extend existing trails” as one of these strategies. The proposed projects all serve as connections between existing and planned regional trails and help maximize the benefit to citizens.

Furthermore, under the Plan’s Recreation Activities and Facilities Strategy 4 (Bicycle and Pedestrian Access and Trails Must be Part of the Regional Parks System) states: “Safe, high-quality, continuous, barrier-free bicycle and pedestrian systems shall be developed, maintained and improved to function as integral parts of the region’s transportation and recreational systems.” The proposed projects will be safe, high-quality, and continuous.

4. Typically a transportation project involves mitigation, work in addition to immediate construction activities that is negotiated with permitting agencies and local governments as a condition of obtaining permit approval. Activities that are normally part of the mitigation of a transportation project are not eligible, such as required stormwater mitigation or basic bicycle and pedestrian accommodation on bridges to be constructed or reconstructed.

NOT ELIGIBLE – Work that is required as a condition of obtaining a permit or concurrence for a different transportation project is **not eligible** for enhancement funding. For example, a city may require a highway expansion project to include streetscape enhancements in order to gain municipal consent. Federal permitting and authorizing agencies may include the U.S. Forest Service, U. S. Corps of Engineers, and others. State permitting agencies may include the Minnesota Department of Natural Resources, the Minnesota Pollution Control Agency, and the Minnesota State Historic Preservation Office. Regional agencies may include watershed districts and metropolitan planning organizations. Local agencies may include counties and cities.

RESPONSE (Check the appropriate box):

Yes, this project involves work that is part of the mitigation of a transportation project. If yes, STOP. Your project will not be eligible under the federal rules for TAP.

No, this project does not involve work that is part of the mitigation of a transportation project.

5. The applicant must assure it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

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.

RESPONSE: **Check the box to affirm project applicant understanding and acceptance of this requirement.**

6. Projects must have an assured **local (non-federal funds) match of at least 20%** of the estimated total cost of the proposed project. At the time of application, the applicant must assure the local match will be available when the project is authorized in the requested program year. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate. TAB will not award additional points for providing a match in excess of 20%.

The local match can be provided in the form of cash up front “hard dollars” or a “soft match.” A “soft match” may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a “soft match” should be taken to ensure the donated materials or labor during actual construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Applicants wishing to use a soft match should first contact the Minnesota office of the Federal Highway Administration for more information.

RESPONSE:

A local match of 20 percent is being provided by each of the six cities involved in the proposal covering that city's portion of the project. The signed cooperative agreements between each city and Three Rivers Park District in Appendix H show this financial commitment.

7. Proposed designs for bikeways and for combined bike/pedestrian facilities must meet MnDOT State Aid standards. Exceptions to the State Aid standards may be granted during final design if warranted based on social, economic or environmental alternatives, **not** through this solicitation process. Failure to meet the standards or justify exemptions will result in the loss of federal funds.

RESPONSE: **Check the box to affirm project applicant understanding and acceptance of this requirement.**

8. Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.

RESPONSE: ***Check the box to affirm project applicant understanding and acceptance of this requirement.***

The requirement for written communication with affected communities is satisfied by the signed cooperative agreements in Appendix H and the signed letters of support in Appendix I.

TAP PROJECTS – PROJECT CATEGORIES

Categories: All applications must be submitted in one of five categories. Applicants must submit their project under the proper category as outlined below. If prospective applicants are uncertain which category most appropriately includes their project, they should contact Council staff. The MAP-21 Transportation Alternatives Program Qualifying Activities fall under these five categories as follows:

Bicycle and Pedestrian Facilities

- QA 1a Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- QA 1b Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- QA 1c Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users

Safe Routes to School Infrastructure

- QA 3a Safe Routes to School infrastructure-related projects

Historic and Archaeological

- QA 1e.ii Community improvement activities, including historic preservation and rehabilitation of historic transportation facilities
- QA 1e.iv Community improvement activities, including archaeological activities relating to impact from implementation of a transportation project eligible under this program

Scenic and Environmental

- QA 1d Construction of turnouts, overlooks, and viewing areas
- QA 1e.i Community improvement activities, including inventory, control, or removal of outdoor advertising
- QA 1e.iii Community improvement activities, including vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- QA 1f Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133 (b)(11), 328 (a), and 329; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

Streetscape/Pedestrian Enhancements

- QA 1b Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- QA 1e Community improvement activities (could include streetscaping and corridor landscaping)

C. TAP PROJECTS - PRIORITIZING CRITERIA

Each qualified project will be scored under common category criteria within its TAP project group: urgency; impact; relationship between TAP categories (or, for Safe Routes to School, the relationship between the 5Es of the SRTS program); relationship to intermodal/multimodal transportation; and implementation of the Development Framework. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the common category criteria and reasons for their inclusion follows:

1. Urgency/Significance. This criterion measures how critical or time-sensitive the problem is that is being addressed by a regionally significant project. Examples might include seizing a timely opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. Impact. This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit.
3. Relationship between Categories. This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TAP activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure. *For Safe Routes to School projects*, this section addresses the 5 Es of the program structure (education, enforcement, encouragement, engineering, evaluation).
4. Relationship to Intermodal/Multimodal Transportation System. This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TAP guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.
5. Development Framework. This criterion measures how the proposed project relates to the goals for land use development, resource protection and transportation described in the 2030 Regional Development Framework and 2030 Transportation Policy Plan.
6. Maturity of Project Concept. This criterion measures the number of steps already taken in project development. These steps are outlined in the checklist in the required Project Implementation Schedule.

Bicycle and Pedestrian Facilities

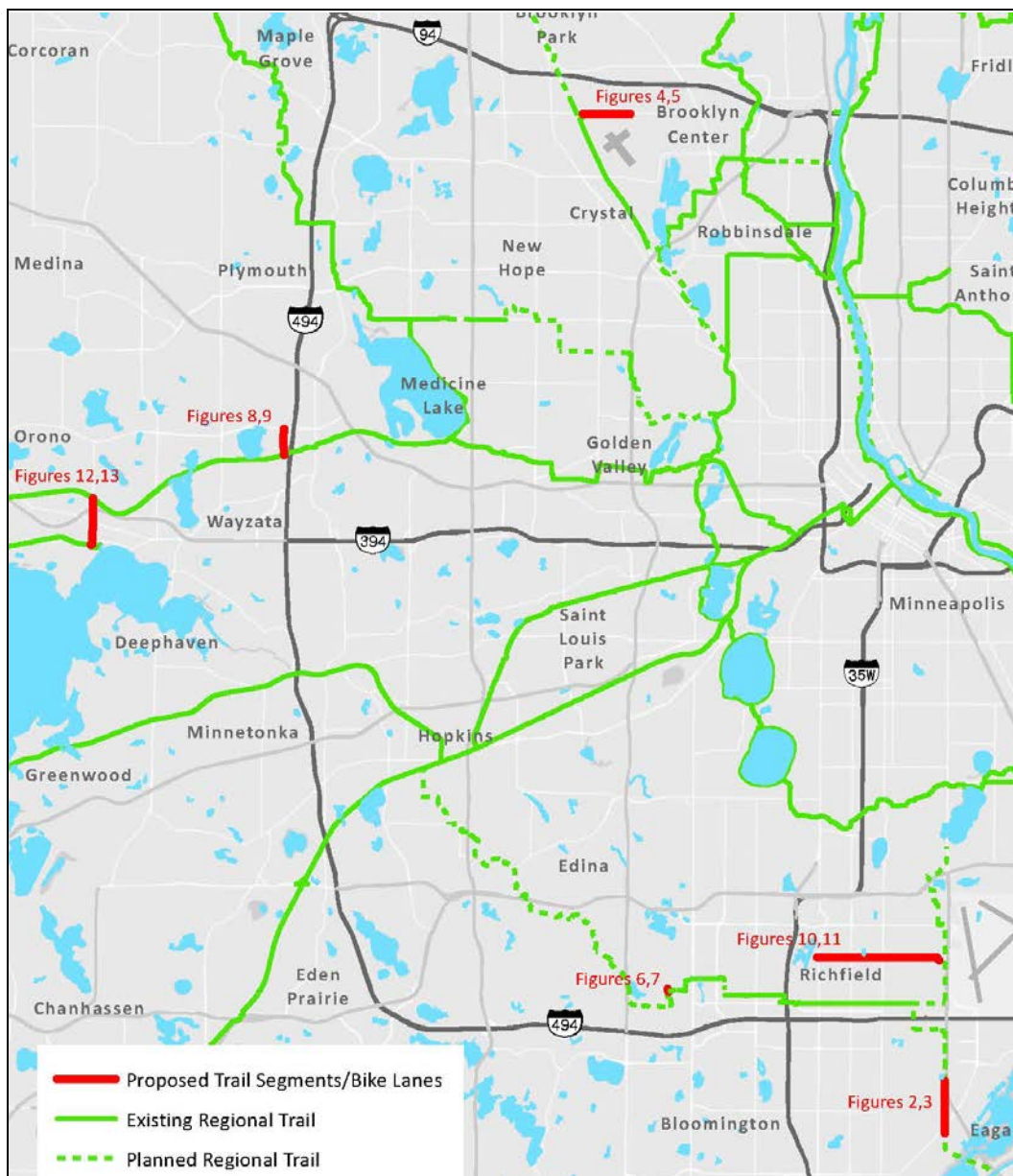
(Qualifying Activities 1a, 1b, and 1c)

- 1. Urgency/Significance (200 points)** Discuss how the project proposes or addresses each of the following:
 - a. Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

RESPONSE:

The “On-Ramps” to the Regional Trail System proposal shown in Figure 1 takes advantage of time-sensitive opportunities in the form of affiliation with other projects, public/political support, and cost savings.

Figure 1: Project Location Map



Affiliation with Other Trail Projects

First, the proposal will build on the momentum associated with the construction of other planned local and regional trail segments that will either extend to or connect to the six proposed trail segments. In many cases, these are new regional trails. The full value of these large investments will not be realized if users cannot safely get to the regional trail. The six “on-ramp” projects capitalize on these new regional trail system investments, thereby linking residents and key destinations to these regional amenities. Specific projects to be completed prior to 2017 include the following (see Figures 2-16):

1. Bloomington – The proposed trail segment connects to the Intercity Regional Trail (2014), local trail segment (2015/2016), and Old Cedar Avenue Bridge rehabilitation (2015). The proposed project is the final missing link to complete a continuous trail from Minneapolis across the Minnesota River to Dakota County and the planned Minnesota River Greenway Regional Trail.
2. Brooklyn Park – The proposed trail project connects to the recently completed Crystal Lake Regional Trail (2013/2014), extension of the Crystal Lake Regional Trail north of I-94/I-694 (2017), and future Blue Line LRT extension and 63rd Avenue Transit Station (long-term improvement).
3. Edina – The proposed trail segment connects to the Nine Mile Creek Regional Trail (2015).
4. Plymouth – The proposed trail segment provides the missing link that will connect new Plymouth trails (2014) to the Luce Line Regional Trail.
5. Richfield – The proposed on-street bike lane connects to the Intercity Regional Trail (2014) and local bicycle infrastructure improvements as part of an ongoing \$20 million local road resurfacing project.
6. Wayzata – The proposed on-street bike lane is just west of proposed local trail projects on Eastman Lane (2014) and along County Road 101 (2014), as well as other non-motorized transportation investments as part of the 10-year Wayzata Lake Effect Framework, and connects the Dakota Rail Regional and Luce Line State Trails.

Public and Political Support

Second, the project represents a strong collaboration between Three Rivers Park District and six cities in Hennepin County. As such, this proposal takes advantage of a time-sensitive opportunity in that public and/or political support may change in the future, especially with the November 2014 elections. If support shifts, then some or all of these important, regional projects may not move forward.

Project Bundling and Cost Savings

Third, Three Rivers Park District is bundling six similar projects from across Hennepin County that share the common goal of providing safe, convenient access to and from the regional trail system, nearby destinations, and neighborhoods. Substantial cost-savings will be achieved by having one agency, Three Rivers Park District, design and construct all six projects. This cost-savings is realized not only in the design phase, but also with construction of the projects. Additional cost savings occurs by having one agency assign staff time and resources to comply with the extensive federal reporting requirements compared to each individual city doing these tasks. Some cities are not familiar with delivering projects with federal funds, so the bundling of projects has tremendous advantages in terms of the types of projects that can be completed, cost savings, and ultimately using this cost-savings to stretch limited local transportation dollars to address other needs on the system.

In summary, the “On-Ramps” to the Regional Trail System proposal builds on planned construction of other adjacent projects, takes advantage of time-sensitive public/political support, and provides cost savings to local agencies.

- b. Addresses a significant opportunity, unmet need or problem as relates to the development of an integrated bicycle or pedestrian transportation network; or providing a safe/enjoyable bicycle or pedestrian route.

RESPONSE:

The proposed project addresses major problems and capitalizes on significant opportunities related to the development of a safe, integrated bicycle and pedestrian transportation network.

Documented Safety Issues

First, feedback received from regional trail users as part of Hennepin County’s Bike/Trail Update (2013/2014) and the Richfield Bicycle Master Plan (2012) indicates that a substantial number of regional trail users do not feel safe or comfortable accessing the regional trail network on foot or bike (see Appendix J). This problem results in either users driving to access the regional trail system, using the regional trail system less often than desired due to safety concerns, or not utilizing the system at all for this same reason. The proposed “On-Ramps” to the Regional Trail System proposal alleviates this issue by providing safe access to the regional system at six strategic locations. Given that these proposed locations are near employment centers and other major destinations, people will be more likely to switch modes and use non-motorized transportation.

Opportunity to Link to Popular Regional Trails

The projects are located throughout the region and build upon Three Rivers Park District’s existing 120-mile regional trail system that is planned to grow to 210 miles in the future. They will connect to some of the most popular regional trails in the metro area, according to 2012 Metropolitan Council Annual Use Estimates and forecasts in trail master plans. Collectively, the five regional trails listed below will have nearly 1.73 million annual users, reaffirming the regional importance of this project.

1. Nine Mile Creek Regional Trail – 426,000 annual visits (proposed Edina segment)
2. Luce Line Regional Trail – 420,600 annual visits (proposed Plymouth segment)
3. Dakota Rail Regional Trail – 410,900 annual visits (proposed Wayzata segment)
4. Intercity Regional Trail – 185,300 annual visits (proposed Bloomington and Richfield segments)
5. Crystal Lake Regional Trail – 288,000 annual visits (proposed Brooklyn Park segment)

Opportunity to Capitalize on Other Projects

Second, segments of the Crystal Lake Regional Trail, Nine Mile Creek Regional Trail, and the Intercity Regional Trails will all be constructed before 2017. The Crystal Lake Regional Trail (connects to the proposed Brooklyn Park project) is currently under construction with an expected completion date of 2014 and an extension of this regional facility north of I-94/I-694 will be completed in 2017 (see Figure 4). The proposed Edina project will connect to the Nine Mile Creek Regional Trail and the Bloomington and Richfield projects will connect with the Intercity Regional Trail (see Figures 2, 6, and 10).

Furthermore, the Bloomington off-street trail project will fill a gap between the Old Cedar Avenue Bridge and the Intercity Regional Trail. This critical bridge connection, which is planned to be reconstructed in 2015 after a 13-year closure, crosses Long Meadow Lake in the Minnesota River Valley. This proposal will construct the final missing link needed to complete a continuous, non-motorized system from Minneapolis to Dakota County and the planned Minnesota River Greenway Regional Trail.

Low-Cost, High Benefit Projects

A final opportunity that this proposal seizes is the benefit of project bundling. This project bundles six projects that are geographically balanced across Hennepin County providing an opportunity for Three Rivers Park District to build upon and further improve the regional trail system through greater connectivity, access, and safety. Oftentimes a small, inexpensive linkage can have enormous regional impact. By bundling and federalizing the projects under one agency, smaller projects can be funded and their benefits to the region realized.

2. Impact (300 points) Discuss how the project addresses each element below.

- a. Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE:

The proposed “On-Ramps” to the Regional Trail System proposal will fill documented gaps, overcome barriers, connect system segments, and seize on a significant opportunity in the pedestrian/bicycle network. The relationship of the proposed “on ramps” to existing and planned bicycle and pedestrian networks are shown in the following figures:

1. Bloomington Segment – Appendix A (Figures 4.1 and 4.2 in the Bloomington Comprehensive Plan and the Park System Plan in the Dakota County Park System Plan)
2. Brooklyn Park Segment – Appendix B (Figure 5-10 in the Brooklyn Park Recreation and Parks Master Plan)
3. Edina Segment – Appendix C (Figure 7.10 in the Edina Comprehensive Plan and the Route Network map in the Edina Comprehensive Bicycle Transportation Plan)
4. Plymouth Segment – Appendix D (Figure 7-2 and 7-4 in the Plymouth Comprehensive Plan)
5. Richfield Segment – Appendix E (Bicycle Master Planning maps in the Richfield Bicycle Master Plan)
6. Wayzata Segment – Appendix F (Figure 5 in the Connecting Trails in Wayzata)

Gap Closure and Barrier Reduction (see Figures 1, 2, 4, 6, 8, 10, and 12)

Each of the six proposed projects is filling an important gap or removing a barrier to access the regional system, all of which are identified in local planning documents.

Bloomington Segment

The proposed Bloomington projects will fill a gap between the local bicycle/pedestrian system and the Intercity Regional Trail. Due to the fact that this is a future regional trail (2014), cities like Bloomington have not, in many cases, had time to construct appropriate local connections to these regional facilities.

The Bloomington project fills a gap and overcomes a barrier of regional significance by providing the missing link to get across the Minnesota River Valley to the planned Minnesota River Greenway Regional Trail. The proposed project will connect the Old Cedar Avenue Bridge (scheduled for rehabilitation in 2015) to the Intercity Regional Trail. The nearest connection over the Minnesota River to the west is over nine miles away (a pedestrian crossing just east of Highway 169), while the nearest crossing to the east is over four miles away (I-494, where non-motorized travel must use a one-mile long bridge structure next to six lanes of interstate traffic). Currently, Bloomington residents wanting to travel to destinations in Dakota County (or Dakota County residents wanting to travel to Bloomington) do not have a viable non-motorized option

and are forced to use their vehicles to access employment, recreational, tourist, and commercial destinations. This proposed new connection allows for non-motorized commuting between Hennepin and Dakota Counties.

Another barrier associated with the Bloomington trail segment is Old Shakopee Road, which intersects the proposed trail segment. This roadway is a busy (5,800 ADT), 35 mph, four-lane roadway. Three of the four corners of the intersection of the proposed trail and Old Shakopee Road have gas stations, with a total of seven private accesses in close proximity to the intersection. These busy, private gas station accesses reduce bicycle and pedestrian safety. The skewed alignment of the intersection also reduces safety for trail users by creating skewed sight lines for both automobile drivers and trail users. The proposed project will provide intersection improvements to more safely cross this barrier.

Brooklyn Park Segment

The proposed Brooklyn Park project fills a documented gap by connecting to the Crystal Lake Regional Trail, which is currently under construction and an additional northerly extension of this regional facility that will be completed in 2017. A major gap is also filled on this project between residential areas and the existing Bottineau Boulevard and 63rd Avenue Park-and-Ride. This location will also be the site of the future light rail transit Blue Line extension and 63rd Avenue Transit Station. The 63rd Avenue/Bottineau Boulevard Land Use and Transit Oriented Development Plan (2011) identified the need for connections to bicycle and pedestrian facilities and incorporated the proposed project into its development scenarios.

Edina Segment

The proposed Edina project fills a gap by connecting to the Nine Mile Creek Regional Trail. A barrier, in the form of a cul-de-sac, is also overcome with the Edina project. The proposed trail connection extends from the Oaklawn Avenue cul-de-sac to Parklawn Avenue. This new option eliminates an existing circuitous and uncomfortable pedestrian and bicycle route between a high density residential area with young families and Cornelia Elementary School and Park. The proposed 250-foot connection will reduce an existing 1.1-mile trip between the residential area and Cornelia School down to a 0.4-mile trip, thereby eliminating a significant non-motorized transportation barrier. Furthermore, a portion of the existing route runs along a high volume (28,000 ADT), high speed (40 mph), six-lane divided arterial roadway (France Avenue), which acts as another barrier.

Plymouth Segment

The proposed Plymouth project will fill an important gap by connecting to the popular Luce Line Regional Trail. The City of Plymouth is also constructing two major local trails in 2014 (one along County Road 6 that goes over I-494 connecting to a second trail on County Road 61). However, they will not connect to the Luce Line Regional Trail. The proposed project will fill this final gap from the new local trails to the regional system.

Richfield Segment

The proposed Richfield project closes a gap by connecting the local system to the Intercity Regional Trail. Due to the fact that this facility will be constructed this summer, the City of Richfield has not had an opportunity to make needed connections it. Furthermore, a gap between all the schools along the project and the Intercity Regional Trail will be filled.

Wayzata Segment

The proposed Wayzata project will connect the Dakota Rail Regional Trail and the Luce Line State Trail, thereby filling a major regional gap as documented in the Hennepin County Bicycle Gaps map (2012), Dakota Rail Regional Trail Master Plan (2006), and 2009 Connecting Trails

in Wayzata (see Appendix F). The project also crosses a major barrier, Highway 12, since there are only a few overpasses to get over this 65 mph, six-lane freeway facility with 47,500 AADT.

System Segment Connections (see Figures 2, 3, 8, and 12)

The essence of this proposal is enhanced access to the regional trail system through six strategic local trail connections to the regional trail system. As an example, the proposed Plymouth project connects two planned local trail projects (2014) to the regional system via the proposed project. The Bloomington project also has the added benefit of connecting to trails in the Minnesota Valley National Wildlife Refuge, Fort Snelling State Park, and planned regional trails in Dakota County, including the Minnesota River Greenway Regional Trail. Until this project, there was not a viable, non-motorized connection between Hennepin and Dakota Counties in the immediate vicinity, so the two trail systems acted in isolation for many residents.

Furthermore, the Wayzata project is a valuable linkage between the Dakota Rail Regional Trail and the Luce Line State Trail. This connection is documented in the Hennepin County Bicycle Gaps Map (2012) and the Dakota Rail Regional Trail Master Plan (2006) (Appendix F). This connection is even more valuable given the enormous popularity of the Dakota Rail Regional Trail (410,900 annual visits) and the Luce Line Regional Trail (420,600 annual visits), according to the 2012 Metropolitan Council estimates.

Significant Opportunity

The proposal will build on the momentum associated with the construction of other planned local and regional trail segments that will either extend to or connect to the six proposed trail segments. In many cases, these are new regional trails. The full value of these large investments will not be realized if users cannot safely get to the regional trail. The proposed six “on-ramp” projects capitalize on these new regional trail system investments, thereby linking residents and key destinations to these regional amenities. Specific projects to be completed prior to 2017 include the following (see Figures 1-16):

1. Bloomington – The proposed trail segment connects to the Intercity Regional Trail (2014), local trail segment (2015/2016), and Old Cedar Avenue Bridge rehabilitation (2015). The proposed project is the final missing link to complete a continuous trail from Minneapolis across the Minnesota River to Dakota County and its trail system, including the planned Minnesota River Greenway Regional Trail.
2. Brooklyn Park – The proposed trail project connects to the recently completed Crystal Lake Regional Trail (2013/2014), extension of the Crystal Lake Regional Trail north of I-94/I-694 (2017), and future Blue Line Extension and 63rd Avenue Transit Station (long-term improvement).
3. Edina – The proposed trail segment connects to the Nine Mile Creek Regional Trail (2015).
4. Plymouth – The proposed trail segment provides the missing link that will connect new Plymouth trails (2014) to the Luce Line Regional Trail.
5. Richfield – The proposed on-street bike lane connects to the Intercity Regional Trail (2014) and local bicycle infrastructure improvements as part of an ongoing \$20 million local road resurfacing project.
6. Wayzata – The proposed on-street bike lane is just west of proposed local trail projects on Eastman Lane (2014) and along County Road 101 (2014), as well as other non-motorized transportation investments as part of the 10-year Wayzata Lake Effect Framework, and connects the Dakota Rail Regional and Luce Line State Trails.

b. Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using the most current available residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE:

High Demand for New Regional Trail Facilities

The six projects that are part of this proposal were selected, in part, due the high number of potential users in the area, as well as their connections to significant travel attractors. The demand for the proposed “on-ramp” connections will be enhanced since four of the six projects will link to new regional trails.

Popular Regional Trails

The projects will connect to some of the most popular regional trails in the metro area, according to 2012 Metropolitan Council Annual Use Estimates and forecasts in trail master plans. Collectively, the five regional trails listed below will have nearly 1.73 million annual users, reaffirming the regional importance of this project.

1. Nine Mile Creek Regional Trail – 426,000 annual visits (proposed Edina segment)
2. Luce Line Regional Trail – 420,600 annual visits (proposed Plymouth segment)
3. Dakota Rail Regional Trail – 410,900 annual visits (proposed Wayzata segment)
4. Intercity Regional Trail – 185,300 annual visits (proposed Bloomington and Richfield segments)
5. Crystal Lake Regional Trail – 288,000 annual visits (proposed Brooklyn Park segment)

Increased Future Demand (see Figures 1-13)

Demand will be heightened because the Bloomington connection will attract trail users from south of the Minnesota River with the rehabilitation of the Old Cedar Avenue Bridge. The proposed project completes the final link to provide Dakota County residents with access to the Intercity Regional Trail and larger regional trail network. Demand will be furthered since high-density residential housing is planned for both sides of the proposed project according to the City of Bloomington Comprehensive Plan, substantially increasing the residential population in the area (see Land Use Plan map in Appendix A).

On the Richfield segment, the City’s Comprehensive Plan indicates that the Lakes at Lyndale, Richfield’s downtown area, will continue to grow as a mixed-use center of living, commerce, and recreation that generates demand for the proposed project due to existing and planned high-density housing and other citywide destinations (see Appendix E).

Furthermore, the proposed Plymouth project will connect to two other local trails planned to be constructed prior to 2017 (one along County Road 6 that goes over I-494 connecting to a second trail on County Road 61), thereby encouraging non-motorized commute trips to this high-density employment area.

The Wayzata project will generate demand as the popularity of the Dakota Rail Regional Trail and Luce Line State Trail continue to grow and the fact that the proposed facility connects directly to downtown Wayzata. The final project (Brooklyn Park) will link to the planned light rail

transit Blue Line extension and 63rd Avenue Transit Station, so its long-term demand will be strong.

Key destinations that each project connect to include the following:

Bloomington Segment (see Figures 2 and 3)

Destinations Directly Adjacent to Proposed Project

1. Transit stops along trail (Route 538) and at two intersecting roadways (Routes 538 and 539)
2. Intercity Regional Trail (and all the destinations that can be reached by accessing this regional facility such as the Grand Rounds, Minneapolis bike network, employment opportunities in downtown Minneapolis, Mall of America, Hiawatha LRT, Cedar Point Commons in Richfield – Target/Home Depot, and Nine Mile Creek Regional Trail)
3. City of Bloomington on-street bike lanes and intersecting trails, such as the 86th Street bike lanes, a key east-west linkage to western Bloomington that terminates in Hyland-Bush-Anderson Lakes Park Reserve
4. Multifamily residential complexes
5. Wrights Lake Park and trails
6. Muslim Community Center and Grace Lutheran Church
7. Commercial and office uses including the commercial node at the intersection of Old Shakopee Road and Old Cedar Avenue

Destinations in Close Proximity to the Project

1. Red Line (Cedar Avenue BRT), Blue Line (Hiawatha LRT), and bus transit (Routes 5, 542, 553 Express, and 552 Express)
2. Historic Old Cedar Avenue Bridge
3. Minnesota Valley National Wildlife Refuge and trails
4. Fort Snelling State Park's southern boundary, walking trail, and boat launch
5. Minnesota River and Long Meadow Lake
6. Trails in Dakota County, including the planned Minnesota River Greenway Regional Trail
7. Allina Health Bloomington Clinic
8. Commercial/office uses and employment centers around the Mall of America (and planned expansion), the South Loop District, and American Boulevard corridor
9. Waterpark of America
10. Hohag Park, McAndrews Park, Running Park, Mound Springs Park, and Cedarcrest Park
11. Indian Mounds Elementary, Valley View Elementary/Middle School, Kennedy High School, Seven Hills Classical Academy, Beacon Preparatory School, River Ridge School, Cedarcrest School, and Trinity School
12. Oxboro Library, Valley View Playfield/Bloomington Family Aquatic Center, and Point of Light Life Center

Brooklyn Park Segment

Destinations Directly Adjacent to Proposed Project

1. Transit stops along the proposed trail (Routes 716, 724 Limited Stop Route, 760 Express Route, and 767) and at two intersecting roadways (Routes 716, 724, 760, and 767)
2. Bottineau Boulevard and 63rd Avenue Park and Ride
3. Future LRT Blue Line extension and 63rd Avenue Transit Station
4. Crystal Lake Regional Trail (and all the destinations that can be reached by accessing this regional facility such as the downtown Robbinsdale, Minneapolis Grand Rounds, Elm Creek Park Reserve [in the future], North Memorial Hospital, and other destinations in Brooklyn Park)
5. Crystal Airport
6. Community Garden
7. Large amount of senior and multifamily housing
8. City of Brooklyn Park and City of Brooklyn Center existing and planned sidewalks
9. Edgewood Park

Destinations in Close Proximity to the Project

1. Crystal MAC Wildlife Area and Trails and Hagel Arboretum
2. South Brook Park and Trails, Skyway Park, North Lions Park Sports Fields, Fair Oaks School Park, Orchard Lane Park, and Kylawn Park
3. Excell Charter Academy, Fair Oaks Elementary School, Odyssey Charter School, Prairie Seeds Academy

Edina Segment

Destinations Directly Adjacent to Proposed Project

1. Transit stops along the proposed trail (Routes 6 and 587 Express)
2. Lake Edina Park
3. Multifamily housing
4. Nine Mile Regional Trail (and all the destinations that can be reached by accessing this regional facility such as Downtown Hopkins, Creek Valley Elementary, Edina Middle School, Edina High School, Mall of America, Cedar Lake/North Cedar Lake/Minnesota River Bluffs Trails, and Intercity Regional Trail)

Destinations in Close Proximity to the Project

1. Retail, commercial, office, and industrial areas near France Avenue, including Southdale Center, The Galleria, Centennial Lake Plaza Shopping Center, and Southdale Hospital and associated clinics
2. High concentration of employment opportunities, including access to major commercial office parks near 77th Street and Centennial Lakes, and Southdale Hospital (see Appendix C)

3. Cornelia School and Park, DeVry University Edina Campus, Minnesota State University, Mankato – Edina Campus, and New Horizon Academy
4. Southdale Transit Center (Routes 515, 537, 538, 578 Express, 579 Express, 684 SW Transit Express, and 694 SW Transit Express)
5. Centennial Lakes, Yorktown Parks, and Edina Promenade
6. Lake Edina
7. Medical offices
8. Southdale YMCA and Tri-City Skate Park
9. LA Fitness and Fred Richards Golf Course

Plymouth Segment

Destinations Directly Adjacent to Proposed Project

1. Transit stops along the proposed trail (Routes 740 and 771)
2. City of Plymouth existing and planned trails (see Appendix D)
3. Luce Line Regional/State Trail (and all the destinations that can be reached by accessing this regional/state facility, including connections to the Minneapolis bicycle network, the Grand Rounds, downtown Golden Valley, Theodore Wirth Park, the Cedar Lake Trail, and connections to Carver, McLeod, and Meeker Counties)

Destinations in Close Proximity to the Project

1. Retail, commercial, industrial areas (see Appendix D)
2. Major employment centers, including Carlson Center commercial office park (see Appendix D)
3. Lions Park and Parkers Lake Park (beach, boat launch, trails, playfields, and community events such as summer waterski shows)
4. Parkers and Gleason Lakes
5. Parkers Lake Baptist Church
6. Parkers Lake Golf Center
7. Wayzata Middle School, Central Sports Complex Dome, and Birchview Elementary School

Richfield Segment

Destinations Directly Adjacent to Proposed Project

1. Transit stops along the proposed trail (Routes 4, 5, 18, 515, 552, 553, 554 Express, and 558 Express)
2. Richfield History Center and historic Bartholomew House
3. Wood Lake Nature Center and trails
4. Richfield High School, Richfield Intermediate School, Elliot School, and Richfield Dual Language School, Richfield Career Education Program, Blossom Time Montessori

5. Richfield Community Center and Hennepin County Library
6. City of Richfield existing and planned trails, as well as on-street bike lanes (see Appendix E)
7. Intercity Regional Trail (and all the destinations that can be reached by accessing this regional facility such as the Grand Rounds, Minneapolis bike network, employment opportunities in downtown Minneapolis, Mall of America, Hiawatha LRT, Cedar Point Commons in Richfield – Target/Home Depot, and Nine Mile Creek Regional Trail)
8. Lyndale Ball Fields, Augsburg Park and trails, Christian Park and trails, and Norby's Pond
9. Multiple family residential (see Appendix E)
10. Oak Grove Lutheran Church

Destinations in Close Proximity to the Project

1. Hope Presbyterian Church and Church of New Life Christian Church
2. Holy Angels Academy, Mariana Montessori, Saint Peters School, Portland School, Blessed Trinity Catholic School and Church
3. Historic Richfield Post Office and Historic Wood Lake School
4. Kirchbak Sculpture Garden
5. Downtown Richfield and mixed-use areas (Lakes at Lyndale, Richfield Hub and West Shopping Center, and Woodlake Center)
6. Target/Home Depot commercial area along Highway 77
7. LA Fitness
8. Veterans Memorial Park (Richfield Art Center, Mini Golf, Veterans Memorial)
9. Nine Mile Regional Trail (and all the destinations that can be reached by accessing this regional facility such as Downtown Hopkins, Creek Valley Elementary, Edina Middle School, Edina High School, Mall of America, and the Cedar Lake/North Cedar Lake/Minnesota River Bluffs and Intercity Regional Trails)

Wayzata Segment

Destinations Directly Adjacent to Proposed Project

1. Downtown Wayzata (commercial, retail, office, tourist, employment, and mixed-use node)
2. Lake Minnetonka
3. Wayzata Historic Society and Historic Wayzata Depot
4. Transit stops along the proposed trail (Routes 674 Express and 675 Express)
5. City of Wayzata existing and planned trails (see Appendix F)
6. Dakota Rail Regional Trail (and all the destinations that can be reached by accessing this regional facility such as downtown Mound, Three River Park District's Gale Woods Farm, St. Bonifacius, and communities in Carver County)

4. Luce Line State/Regional Trail (and all the destinations that can be reached by accessing this state/regional facility, including connections to the Minneapolis bicycle network, the Grand Rounds, downtown Golden Valley, Theodore Wirth Park, the Cedar Lake Trail, and connections to Carver, McLeod, and Meeker Counties)
7. Shaver Park and Wayzata Beach
8. Wayzata West Middle School and Redeemer Lutheran School
9. Wayzata Redeemer Church and Wayzata Community Church
10. Multifamily residential (see Appendix F)

Destinations in Close Proximity to the Project

1. Wayzata Boulevard and Barry Avenue Park-and-Ride
2. Historic Section Foreman's House
3. Big Woods Preserve, Klapprich Park, Bell Tennis Courts, and Post Office Park

In addition, it should be noted that once trail users access the regional trail network system, countless other destinations can be reached.

To summarize, the six projects included in this proposal represent trail facilities that are high in demand and provide access to a wide variety of destinations.

- c. Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE:

The proposed projects address safety concerns identified in the 2013-2014 Hennepin County Bike/Trail Update and the Richfield Bicycle Master Plan (2012), as documented in Appendix J.

Safe Access to Regional Trails

In the studies described above, regional trail users indicated that they do not feel safe or comfortable accessing the regional trail network on foot or bike. This problem results in either users driving to access the regional trail system, using the regional trail system less often than desired due to safety concerns, or not utilizing the system at all for this same reason. Furthermore, safer routes were given as the main reason that would get people to commute by bike more often (2011 Richfield Mobility Survey – see Appendix E). The proposed “On-Ramps” to the Regional Trail System proposal alleviates this issue by providing safe access to the regional system at six strategic locations.

Enhanced Safety for All Modes

Safety will also be increased for all modes of travel. Four of the six proposed projects include off-street trail facilities which will separate vehicles from trail users. Two additional projects are proposed as on-street bike lanes. The width of the automobile lanes may be reduced to implement the on-street bike lanes resulting in slower travel speeds. In addition, clearly marking the bike lanes provides information and expectations for all transportation modes, thereby increasing safety.

Crash Exposure Reduction (see Figure 6)

With regard to the City of Edina where there is not a traditional grid street system, the proposed trail connection extends from a cul-de-sac. This new option greatly reduces the circuitousness of a trip to either the regional trail network or destinations beyond, making it much more viable to make without a vehicle. Under existing conditions, a 1.1-mile trip is required to get from the high density residential area to Cornelia Elementary School and Park. This trip increases the exposure of non-motorized users to crashes since they have to navigate many, busy intersections along France Avenue (a six-lane arterial with 28,000 ADT) versus the proposed off-street trail. The proposed 250-foot connection reduces this trip to 0.4 miles along an off-street trail and a local, residential street, greatly reducing crash exposure.

Increased Safety around Schools (see Figures 3, 5, 7, 9, 11, and 13)

The six proposed projects have the added benefit of increasing safety around schools. There are a high number of schools either along the routes or within walking distance of the proposed facilities including:

1. Bloomington Segment – Schools within walking distance include Indian Mounds Elementary, Valley View Elementary/Middle School, Kennedy High School, Seven Hills Classical Academy, Beacon Preparatory School, River Ridge School, Cedarcrest School, and Trinity School
2. Brooklyn Park Segment – Schools within walking distance include Excel Charter Academy, Fair Oaks Elementary School, Odyssey Charter School, and Prairie Seeds Academy
3. Edina Segment – Schools within walking distance include Cornelia School and Park, DeVry University Edina Campus, Minnesota State University, Mankato – Edina Campus, and New Horizon Academy
4. Plymouth Segment – Schools within walking distance include Wayzata Middle School, Central Sports Complex Dome, and Birchview Elementary School
5. Richfield Segment – Schools along the project include Richfield High School, Richfield Intermediate School, Elliot School, and Richfield Dual Language School, Richfield Career Education Program, Blossom Time Montessori; schools in close proximity include Holy Angels Academy, Mariana Montessori, Saint Peters School, and Portland School
6. Wayzata Segment – Schools along the project include Wayzata West Middle School and Redeemer Lutheran School

It should be noted that both the Richfield and Wayzata segments have multiple schools directly adjacent the segment. Moreover, this proposal directly addresses trail segments identified in the Edina and Richfield Safe Routes to School Plans.

In summary, the projects will address an identified safety problem and will provide safe access to the regional trail system, reduce crash exposure, and enhance safety around schools.

3. **Relationship between Categories (100 points)** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Alternatives program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:
- a. What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE:

The six proposed projects that comprise the “On-Ramps” to the Regional Trail System proposal greatly enhance the Scenic and Environmental group as detailed below.

Bloomington Segment (see Figures 2 and 3)

The proposed off-street trail provides access to multiple natural and scenic elements through its connection to the Old Cedar Avenue Bridge. This critical bridge connection, which is planned to be reconstructed in 2015 after a 13-year closure, crosses Long Meadow Lake in the Minnesota River Valley. The Old Cedar Avenue Bridge provides unspoiled access and views to one of the state’s significant natural areas within the greater metro area. The proposed project will also help link users to the scenic Minnesota Valley National Wildlife Refuge nature area and trail system. The Refuge provides habitat for a large number of migratory waterfowl, fish, and other wildlife species threatened by commercial and industrial development, and is a nationally recognized waterfowl production area. The Refuge also includes several river viewpoints and trails within close proximity to the project.

The Old Cedar Avenue Bridge also connects to Fort Snelling State Park’s southern boundary, walking trail, and boat launch. This state park is at the confluence of two regionally significant rivers, the Minnesota and the Mississippi. The riverine environment has cottonwood, silver maple, ash, and willow trees along the channels of the Minnesota River. Once completed, the Minnesota River Greenway Regional Trail (just south of the Old Cedar Avenue Bridge in Dakota County) will also provide enhanced access to scenic areas.

Furthermore, the proposed project runs adjacent to the City of Bloomington’s Wrights Lake Park that includes a lake with walking trails. Additional recreational and open space opportunities for trail users in the area of the proposed project include Hohag Park, McAndrews Park, Running Park, and Cedarcrest Park. Finally, through its connection to the Intercity Regional Trail, users can access destinations such as Ed Solomon Park, Lake Nokomis, Taft Lake, and the Grand Rounds.

Brooklyn Park Segment (see Figures 4 and 5)

This proposed off-street trail provides direct access to Edgewood Park and a community garden, and is within one block of Southbrook Park and trails. The proposed project also improves access to trails on three connected natural resource assets: Crystal MAC Wildlife Area, the Eugene H. Hagel Arboretum, and Kylawn Park. These significant natural wetland areas are in the middle of the metro area and provide habitat for a variety of wildlife and flowers. Skyway Park, North Lions Park, Fair Oaks School Park, and Orchard Lane Park are also located within walking distance of the proposed project. In addition, once the Crystal Lake Regional Trail is completed, key natural areas such as Elm Creek Park Reserve and Theodore Wirth Regional Park will be accessible.

Edina Segment (see Figures 6 and 7)

The proposed connection to the planned Nine Mile Creek Regional Trail will provide access to multiple scenic and natural features. Lake Edina Park, Lake Edina, and the Fred Richards Golf Course are located immediately southwest of the project and feature scenic open spaces. The project's connection to Parklawn Avenue also provides safe access for bicyclists and pedestrians to Centennial Lakes Park, which includes a walking trail surrounding the lake, outdoor gathering spaces, and numerous other recreation activities for visitors throughout all seasons. Some of the alignment of the planned Nine Mile Creek Regional Trail west of the project site will be located directly adjacent to Nine Mile Creek, providing a strong connection to the Scenic and Environmental Group.

Plymouth Segment (see Figures 8 and 9)

The proposed off-street trail connection to the Luce Line Regional Trail in Plymouth offers access to multiple natural resources and scenic areas. An open wetland extends the full length of the eastern side of the proposed project, and Lion's Park is accessible within the neighborhood immediately west of the project. The proposed project's connection to the Luce Line Regional Trail provides access to Parkers Lake Park, which also includes a beach, gathering spaces, trails, a community playfield, and a public boat launch. Scenic views are plentiful along the Luce Line Regional Trail, which travels eastward to Minneapolis through wooded areas, Medicine Lake, Bassett Creek marshlands, and Theodore Wirth Park. West of the proposed project, the trail transitions through a wetland to the Luce Line State Trail and travels over Gleason Lake, and continues westward for 63 miles through wooded areas, marshes, and prairie through Carver, McLeod, and Meeker Counties.

Richfield Segment (see Figure 10 and 11)

The proposed on-street connection to the planned Intercity Regional Trail provides a direct connection at the west end of the project to the Wood Lake Nature Center and Preserve. This area includes over three miles of walking paths that wind through cattail marsh, mixed lowland forest, restored prairie habitats, and also features an interpretive center with year-round interactive displays, family programs, and professional naturalist staff. The project is also adjacent to several recreation and natural areas along 70th Street, including Lyndale Field, Augsburg Park, Norby's Pond, and Christian Park. Lyndale Field features baseball and soccer fields, and both parks include recreation amenities and paved walking paths.

Wayzata Segment (see Figures 12 and 13)

The proposed on-street bike lane connects two scenic trails in Wayzata, the Luce Line State Trail and the picturesque Dakota Rail Regional Trail. The Luce Line State Trail extends 63 miles and is a preserved strip of countryside with multiple varieties of plant and animal life viewable to trail users. East of the project, this trail passes over Gleason Lake, near Parkers Lake, as well as Medicine Lake, Bassett Creek marshlands, and Theodore Wirth Park further east.

Similarly, the Dakota Rail Regional Trail extends west from Wayzata through Orono, Minnetrista, Mound, Spring Park, and St. Bonifacius and offers views of Lake Minnetonka, countryside scenery, Lake Waconia, the Waconia State Wildlife Management Area, wooded land, and open prairie. Beyond Hennepin County, the trail also provides access to scenic views in Carver, McLeod, and Meeker Counties.

At the southern end of the proposed trail in Wayzata, Shaver Park and Wayzata Beach offer public access to one of the most scenic lakes in the state, Lake Minnetonka.

East of downtown Wayzata, this proposed trail connection will increase access to the Big Woods Preserve, a 14-acre urban forest preserve protected by a permanent conservation easement. In addition to the Preserve, Klapprich Park, the Bell Courts, and Post Office Park are all located near the proposed project and offer numerous open spaces.

In summary, the collection of six proposed projects significantly enhances trail users enjoyment of the key scenic and natural resources from Bloomington's National Wildlife Refuge and Fort Snelling State Park to Brooklyn Park's Crystal MAC Wildlife Area/Hagel Arboretum to Edina's parks to Plymouth's adjacent wetlands to Richfield's Wood Lake Nature Center and Preserve to Wayzata's Lake Minnetonka.

- b. What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE:

The "On-Ramps" to the Regional Trail System proposal takes advantage of some of the region's most treasured historic and cultural resources including the following:

Bloomington Segment (see Figure 3)

The proposed project will provide regional access to numerous historic assets in the area. Most notably, the Old Cedar Avenue Bridge is located immediately south of the proposed connection. The 1920 bridge is a recent addition to the National Register of Historic Places and qualified for inclusion because of its unique five-span Camelback design, which is the most distinctive structure of its kind in Minnesota. The bridge connection will also provide trail users the opportunity to visit Fort Snelling State Park, a European settlement created to control the exploration, trade, and settlement on the Minnesota and Mississippi Rivers.

Plymouth Segment (see Figure 9)

The southern end of this proposed project connects to the Luce Line Regional Trail and Luce Line State Trail, originally built by Colonel William Luce as the Electric Short Line Railway from downtown Minneapolis to west central Minnesota. Similar to many historic railroad corridors, the track was abandoned by the railroad in 1972, but was developed into the trail a few years later. Today, the path of this recreational trail follows this historic rail corridor from west of Wayzata to Medicine Lake in Plymouth.

Richfield Segment (see Figure 11)

At the project's western boundary lies the Richfield History Center and the historic Bartholomew House. This site, which is listed on the National Register of Historic Places, is the former home of military General Riley Lucas Bartholomew, which sits on land formerly within the boundaries of the Fort Snelling Military Reservation. In addition, the project's direct connection to the Wood Lake Nature Center and Preserve west of Lyndale Avenue increases access to one of the oldest preserves in the Twin Cities, now visited by over 70,000 people annually. Finally, two historic sites, the Richfield Post Office and Wood Lake School are just a few blocks north of the proposed project.

Wayzata Segment (see Figure 13)

In addition to the historic Luce Line State Trail corridor, the proposed project's connection to the Dakota Rail Regional Trail at its southern end offers another historically significant railroad

corridor, known as the “Hutch Spur” of the Great Northern Railroad. The railroad line was sold in the 1980s and then operated freight and dinner trains until 2001.

The proposed project also connects to downtown Wayzata, which is home to the Wayzata Historical Society (located in the historic Wayzata Depot). The Depot was constructed by James J. Hill's Great Northern Railroad in 1906 and is listed on the National Register of Historic Places. Most importantly, it is central to Wayzata's history as a vacation destination, enabled by the extension of passenger rail service to the area in 1867. Today, the Depot is also a destination during the Wayzata's popular annual community festival, James J. Hill Days.

Downtown Wayzata also features the historic Section Foreman's House, which is recommended for listing on the National Historic Register and serves an important role in narrating the railroad history throughout Wayzata. The city's Historic Preservation Board is working to restore this important site for future visitors.

One of the key attributes of this proposal is the expanding access provided to historic and cultural resources ranging from sites listed on the National Register of Historic Places to Historical Societies to historic railroad lines.

Linkage to Safe Route to School Infrastructure Projects

In addition to a strong linkage to the Scenic and Environmental Group and the Historic and Archaeological Group, the proposed project also has an important linkage to the Safe Routes to School Infrastructure Group. Two of the six projects are specifically identified in the Edina or Richfield Safe Routes to School Plans as needed improvements.

There are a high number of schools either along the routes or within walking distance of the proposed facilities as shown below. Moreover, both the Richfield and Wayzata segments have multiple schools directly adjacent to the proposed projects.

1. Bloomington Segment – Schools within walking distance include Indian Mounds Elementary, Valley View Elementary/Middle School, Kennedy High School, Seven Hills Classical Academy, Beacon Preparatory School, River Ridge School, Cedarcrest School, and Trinity School
2. Brooklyn Park Segment – Schools within walking distance include Excel Charter Academy, Fair Oaks Elementary School, Odyssey Charter School, and Prairie Seeds Academy
3. Edina Segment – Schools within walking distance include Cornelia School and Park, DeVry University Edina Campus, Minnesota State University, Mankato – Edina Campus, and New Horizon Academy
4. Plymouth Segment – Schools within walking distance include Wayzata Middle School, Central Sports Complex Dome, and Birchview Elementary School
5. Richfield Segment – Schools along the project include Richfield High School, Richfield Intermediate School, Elliot School, and Richfield Dual Language School, Richfield Career Education Program, Blossom Time Montessori; schools in close proximity include Holy Angels Academy, Mariana Montessori, Saint Peters School, and Portland School
6. Wayzata Segment – Schools along the project include Wayzata West Middle School and Redeemer Lutheran School

4. **Relationship to Intermodal/Multimodal Transportation System (100 points)** Discuss how the project will function as a component and/or enhancement of the transportation system:
- a. How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

RESPONSE:

All users of the transportation system will benefit from the improvements proposed as part of the “On-Ramps” to the Regional Trail System proposal.

Transportation Options

The 2013/2014 Hennepin County Bike/Trail Update Plan and Richfield Bicycle Plan (2012) documented the struggles trail user experience trying to safely access the regional trail system, thereby minimizing or eliminating trail usage (see Appendix J). The six proposed projects provide new, non-motorized transportation options for residents to access some of the region’s most popular regional trail facilities. In addition, trail users who once drove to a trailhead will now be able to walk or bike to the regional trail. This mode shift will result in less roadway congestion.

In the case of the Bloomington project, it will fill the missing link to get across the Minnesota River Valley (see Figure 2). Currently, Bloomington residents wanting to travel to destinations in Dakota County (or Dakota County residents wanting to travel to Bloomington) do not have a viable non-motorized and are forced to use their vehicles to access employment, recreational, tourist, and commercial destinations.

In the City of Edina, where there is not a traditional grid street system, the proposed trail connection extends from a cul-de-sac (see Figure 7). This new option greatly reduces the circuitousness of a trip, making it much more viable to make without a vehicle. By making the 250-foot connection that is proposed in this application, a trip between the high density residential areas and the Cornelia School and Park is reduced by 0.7 miles. This trip is also shifted from France Avenue (a six-lane arterial with 28,000 ADT) to an off-street trail and a local, residential street.

Increased Safety

Safety will also be increased for all modes of travel. Four of the six proposed projects include off-street trail facilities that will separate vehicles from trail users. Two additional projects are proposed as on-street bike lanes. The width of the automobile lanes may be reduced to implement the on-street bike lanes, resulting in slower travel speeds. In addition, clearly marking the bike lanes provides information and expectations for all modes, thereby increasing safety.

Active Living

The six proposed trail segments will promote active living principles. According to the Richfield Mobility Survey (2012), 83 percent of respondents noted that the development of more bike lanes and designated routes would influence them to bike more (see Appendix E). Moreover, according to the Minnesota Physical Activity Survey (2007), 87 percent of respondents responded that the built environment has an effect on the amount of physical activity that they pursue. These findings are consistent with many other regional and national surveys on this topic.

The proposed projects also travel adjacent to or in close proximity to schools (these projects were even noted in Edina and Richfield’s Safe Routes to School Plans). This provides students an active option when traveling to school. Furthermore, according to the Brooklyn Park Recreation and Parks Master Plan (2012), the area around the proposed trail segment in this

city currently does not have strong access to infrastructure that promotes physical activity (see Appendix B).

In conclusion, the proposed projects benefit the experience of users of the transportation system through increased transportation options, safety, and active living opportunities.

- b. How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or to a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

RESPONSE:

The “On-Ramps” to the Regional Trail System proposal will benefit multiple modes of transportation and help facilitate multimodal trips.

Transit

One of the main benefits of the project is its strong connection to transit options, which leads to reduced congestion on the roadway and reduced parking needs at the transit stop, trailhead, and final destination. All six of the projects have transit routes that run along them, and many of them have transit stops at intersecting roadways, increasing the number of destinations reached via transit. Additional transit options are within close proximity to the projects and/or can be accessed through connecting trails segments. The proposed projects also connect to park-and-ride locations in Brooklyn Park, Edina, and Wayzata (see Figures 5, 7, and 13).

Beyond, regular route transit service, many of the routes are Express Routes providing access to dense employment, educational, and cultural opportunities. Furthermore, the Bloomington project provides close access to the Blue Line (Hiawatha LRT) and Red Lines (Cedar Avenue BRT), while the Brooklyn Park project will provide a direct connection to the future light rail transit Blue Line extension and future 63rd Avenue Transit Station.

Transit at each of the proposed sites includes the following (see Figures 3, 5, 7, 9, 11, and 13):

1. Bloomington Segment

- Bus transit stops along trail (Route 538) and at two intersecting roadways (Routes 538 and 539)
- Red Line (Cedar Avenue BRT), Blue Line (Hiawatha LRT), and bus transit (Routes 5, 542, 553 Express, and 552 Express) are in close proximity

2. Brooklyn Park Segment

- Bus transit stops along the proposed trail (Routes 716, 724 Limited Stop Route, 760 Express Route, and 767) and at two intersecting roadways (Routes 716, 724, 760, and 767)
- Bottineau Boulevard and 63rd Avenue Park and Ride at western project termini
- Future light rail transit Blue Line extension and 63rd Avenue Transit Station at western project termini

3. Edina Segment

- Bus transit stop along the proposed trail (Routes 6 and 587 Express)

- Southdale Transit Center (Routes 515, 537, 538, 578 Express, 579 Express, 684 SW Transit Express, and 694 SW Transit Express) are in close proximity

4. Plymouth Segment

- Bus transit stop along the proposed trail (Routes 740 and 771)

5. Richfield Segment

- Bus transit stop along the proposed trail (Routes 4, 5, 18, 515, 552, 553, 554 Express, and 558 Express)

6. Wayzata Segment

- Bus transit stop along the proposed trail (Routes 674 Express and 675 Express)
- Wayzata Boulevard and Barry Avenue Park and Ride (672 Express) are in close proximity

Airports (see Figures 3, 5, and 11)

One unique aspect of the project is the ability for the proposed trails to encourage trips leaving from or coming to airports. Use of these segments would provide the opportunity to take a flight without driving to the airport. For example, trail users can bike or take transit from the proposed Bloomington segment or bike from the Richfield segment via the Intercity Regional Trail to the Mall of America, where they can take the Blue Line (Hiawatha LRT) to either Terminal 1 or Terminal 2 of the Minneapolis-St. Paul International Airport. These trips reduce vehicular traffic around the busy airport area and save passengers money by not having to pay for parking at the airport. To a lesser extent, the Brooklyn Park trail segment has some of these same benefits. The proposed trail runs alongside the northern boundary of the Crystal Airport, while the newly constructed Crystal Lake Regional Trail runs on the western boundary, providing direct access to the Airport's facilities.

Mixed-use Pedestrian-Orientated Districts/Downtowns (see Figures 2-13)

The six proposed projects also have close ties to the mixed-use/downtown areas. For instance, the Wayzata project connects directly to downtown Wayzata and its restaurants, historic sites, tourist attractions, commercial areas, and high-density housing. Next, Richfield's mixed-used downtown area along 66th Street is a mere four blocks north of the proposed trail segment and is connected by trails to eight different transit lines that operate on Lyndale Avenue, Nicollet Avenue, Portland Avenue, or Bloomington Avenue to this area.

The Brooklyn Park project connects directly to a future transit and pedestrian-oriented redevelopment area, which will likely include additional commercial development adjacent to the future light rail transit Blue Line extension and the 63rd Avenue Transit Station, according to the 63rd Avenue/Bottineau Boulevard Land Use and Transit Oriented Development Plan (see Appendix B).

The proposed Bloomington segment provides another opportunity to access a mixed-use area via non-motorized transportation. The trail project is just south of the Mall of America, Water Park of America, and commercial/office/medical concentration along American Boulevard. From the proposed trail segment, users can either continue north for five blocks on the newly constructed Intercity Regional Trail to American Boulevard or hop on transit to the Mall of America, which is only four blocks away. It should be noted that the Mall of America is planning a major expansion of 5.6 million square feet of mixed-use space including retail, lodging, entertainment, community space, exhibit space, a movie theater, and restaurants. Beyond the

Mall of America, the Bloomington's South Loop area is a planned mixed-use center that has already seen development around its Blue Line LRT station.

Finally, the proposed Edina trail connection will make it easier for local residents to access the numerous commercial, retail, office, and employment opportunities that line both sides of France Avenue (Southdale, Galleria, and Centennial Lakes). There is also a high amount of multifamily residential in the immediate vicinity of the project, including around the Centennial Lakes area.

The four-block trip to France Avenue can easily be made by either using the Nine Mile Creek Regional Trail or via bus transit. This connection is even more important given the cul-de-sacs present in the residential area to the northwest of the project. This street design discourages non-motorized trips because of the long, circuitous nature of these trips.

In conclusion, the proposed projects benefit multiple modes of travel through connections to transit, airports, and mixed-use/downtown areas.

c. How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE:

The six projects play an important role in shifting motor vehicle trips to non-motorized trips.

Increased Usage through Improved Safety

The proposed project addresses the problem that regional trail users do not feel safe or comfortable accessing the regional trail network on foot or bike as documented in the 2013/2014 Hennepin County Bike/Trail Update (see Appendix J) and the Richfield Bicycle Master Plan (2012). This problem results in either users driving to a trailhead or to their final destination. Furthermore, safer routes were given as the main reason that would encourage people to commute by bike (2012 Regional Mobility Survey – see Appendix E). The proposed “On-Ramps” to the Regional Trail System proposal alleviates this issue by providing safe access to the regional system at six strategic locations, thereby facilitating modal shift away from motor vehicles.

Increased Directness of Routes

Modal shift will also occur by providing non-motorized users with more direct routes than are currently available. For instance, the Edina project is in a part of the city where there is not a traditional grid street system. The proposed trail connection extends from a cul-de-sac. This new option greatly reduces the circuitousness of a trip to either the regional trail network or destinations beyond, making it much more viable to make without a vehicle. Under existing conditions, a 1.1-mile trip is required to get from the high density residential area to Cornelia Elementary School and Park. This trip increases the exposure of non-motorized users to crashes since they have to navigate many, busy intersections along France Avenue (a six-lane arterial with 28,000 ADT) versus the proposed off-street trail. The proposed 250-foot connection reduces this trip to 0.4 miles along an off-street trail and a local, residential street, greatly increasing the likelihood people using non-motorized transportation.

Commuting Purposes – Proximity to Employment Concentrations

According to the 2009 Regional Trail Visitor Survey, 12 percent of trips on regional trails are for commuting purposes (this percentage has likely risen since 2009 given the recent regional trail investments in higher density cities and the increasing popularity of commuting by biking). This commute percentage can increase to 19 to 28 percent if a number of attributes are met including seamless connection to employment. The proposed segments connect to some of the

densest concentrations of employment in the entire metropolitan area, including the Mall of America/MSP Airport/American Boulevard area, Robbinsdale downtown, Richfield downtown, Wayzata downtown, I-494 corridor in Plymouth, and the France Avenue/Southdale area of Edina. A high number of commute trips by non-motorized transportation are possible when considering the 2012 Metropolitan Council Annual Use Estimates or forecasts in approved trail master plans. Collectively, the five regional trails listed below will have nearly 1.73 million annual users, reaffirming the regional importance of this project.

1. Nine Mile Creek Regional Trail – 426,000 annual visits (proposed Edina segment)
2. Luce Line Regional Trail – 420,600 annual visits (proposed Plymouth segment)
3. Dakota Rail Regional Trail – 410,900 annual visits (proposed Wayzata segment)
4. Intercity Regional Trail – 185,300 annual visits (proposed Bloomington and Richfield segments)
5. Crystal Lake Regional Trail – 288,000 annual visits (proposed Brooklyn Park segment)

Commuting Purposes – Low Income Populations

Three of the six proposed projects will also shift vehicular commuting trips to non-motorized trips due to the presence of low income populations near the trail segments. The Crystal Lake Regional Trail Master Plan cites that 15 to 20 percent of the trips on this facility will be for commuting purposes because of the low income of the residents near the proposed Brooklyn Park segment (see Appendix B). Moreover, a high percent of non-motorized commute trips can be expected on the Intercity Regional Trail, which connects to the Bloomington and Richfield segments. The Intercity Regional Trail Master Plan notes that the average income and education of the service area residents will likely result in a greater percentage of users commuting on the trail (see Appendix A).

Access to Key Destinations

Beyond the commute trip, other types of automobile trips will likely shift as a result of these projects, which were strategically selected for their strong connections to other destinations such as downtowns, shopping malls, mixed-use centers, medical facilities, places of worship, historic sites, natural resource areas, recreational opportunities, and libraries. Many of these sites are directly adjacent to the proposed trail, while others can be accessed in close proximity via the regional trail system. It should also be noted that all of the proposed projects connect to both schools and transit options.

5. Development Framework (100 points)

- a. If the project is a trail project, does it help to connect to or complete the Metropolitan Council's Regional Trail network? How so? If the project is on part of the Regional Trail system, it must be identified in a Metropolitan Council-approved master plan.

RESPONSE:

The six proposed projects provide connections to existing and planned trail facilities within the Metropolitan Council's Regional Trail network. These regional trails are all identified routes within respective master plans approved by the Metropolitan Council. The Wayzata project even provides a strategic connection between the existing Luce Line State Trail and Dakota Rail Regional Trail. Furthermore, the Bloomington segment fulfills an important role in the regional system by connecting the end of the Intercity Regional Trail system with the Old Cedar Avenue Bridge, which connects to Dakota County and the planned Minnesota River Greenway Regional Trail. The specific regional trails that are discussed in this proposal include the following (see Figures 2, 4, 6, 8, 10, and 12):

1. Bloomington Segment – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail.
2. Brooklyn Park Segment – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail.
3. Edina Segment – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail.
4. Plymouth Segment – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail.
5. Richfield Segment – On-street bike lane along 70th Street connecting to the Intercity Regional Trail.
6. Wayzata Segment – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail.

Implementing these connections in close coordination with the construction (2014 – 2017) of planned new regional facilities (Nine Mile Creek Regional Trail, Intercity Regional Trail, and Crystal Lake Regional Trail) will capitalize on these significant planned regional trail investments. Furthermore, the connections will help address the current challenge of safely accessing the regional trail system, identified in the 2013/2014 Hennepin County Bike/Trail Plan Update and Richfield Bicycle Master Plan (2012), and maximize use of existing and planned regional trails (see Appendix J). By solving this issue at six strategic locations, the full value of the regional trail system investment will be heightened. More local residents will be encouraged to use the regional trail system, while people using the regional trails will be able to use the local trails to safely access popular destinations in close proximity to the trail system. At the same time, this investment represents a cost-savings opportunity for the region by constructing strategic trail segments linking to the regional trail system instead of series of large parking lots at regional trailhead facilities.

- b. Briefly describe how the project implements the Bicycle and Pedestrian Plan in the 2030 Transportation Policy Plan.

RESPONSE:

The proposed projects implement the Bicycle and Pedestrian Plan in the **Metropolitan Council's 2030 Transportation Policy Plan** (2013) in multiple ways. Policy 18, Providing Pedestrian and Bicycle Systems, which states, "Council, state, and local government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe, and appealing pedestrian and bicycle transportation systems." The six proposed trail projects meet Policy 18 by increasing the ease of accessibility, connectivity, and safety of the regional trail system throughout Bloomington, Brooklyn Park, Edina, Plymouth, Richfield, Wayzata, and surrounding communities. These proposed projects will also increase the share of non-motorized trips as they link major destinations throughout the metropolitan area, including employment centers and popular recreational and natural habitat areas.

The proposed projects are also consistent with five strategies listed under Policy 18, as illustrated in Table 1.

Furthermore, the proposed projects also align with the investment priorities and requirements identified for Policy 18. These 11 priorities and requirements are illustrated in Table 2. Individually and collectively, the proposed projects embody a multitude of the investment priorities and requirements identified in the Metropolitan Council's 2030 Transportation Policy Plan. Examples of these priorities and requirements integrated into the proposed project include their consistency with local comprehensive plans and the cooperative nature of the projects between the local governments and the Three Rivers Park District.

Table 1. Implementation of Policy 18 by Proposed Project

Policy 18 Strategies	Proposed Project Segments					
	Bloomington	Brooklyn Park	Edina	Plymouth	Richfield	Wayzata
18a – Bicycle and Pedestrian Regional Investment Priorities	Improves access to planned Intercity and Nine Mile Creek Regional Trails	Provides connection to future Crystal Lake Regional Trail	Provides local access to future Nine Mile Creek Regional Trail	Improves access to Luce Line Regional Trail and Luce Line State Trail	Improves access to planned Intercity and Nine Mile Creek Regional Trails	Provides critical connectivity between and access to Luce Line State Trail and Dakota Rail Regional Trail
18b – Connectivity to Transit	Provides direct access to Routes 538 and 539; close proximity to the Red and Blue Lines	Provides direct connection Bottineau Blvd. and 63 rd Ave Park and Ride, Routes 716, 724, 760, and 767, and future Blue Line LRT extension 63rd Avenue Transit Station	Provides direct access to Routes 6 and 587 and improves accessibility of Southdale Transit Center	Provides direct access to Routes 740 and 741	Provides direct access to Routes 4, 5, 18, 515, 552, 553, 554 and 558	Provides direct access to Routes 674 and 675; close proximity to Wayzata Blvd. and Barry Ave P&R
18c – Local Planning for Biking and Walking	Consistent with Bloomington Comp. Plan (2008) and Bloomington Alternative Transportation Plan (2008)	Consistent with Brooklyn Park Comp. Plan (2011) and Brooklyn Park Recreation and Parks Master Plan (2012)	Consistent with Edina Comp. Plan (2008), Edina Comp. Bicycle Transportation Plan (2007), and Edina Active Routes to School Comp. Plan (2013)	Consistent with Plymouth Comp. Plan and Park & Trail Systems Plan (2009)	Consistent with Richfield Comp. Plan (2009) and Richfield Bicycle Master Plan (2012)	Consistent with Wayzata Comp. Plan (2009)
18d – Interjurisdictional Coordination	The proposed projects exemplify interjurisdictional coordination between the six cities and the Three Rivers Park District. A cooperative agreement was signed by all parties detailing that the local cities would provide the local match, while Three Rivers Park District would design and construct the projects.					
18e – Complete Streets	Provides an off-street bicycle lane adjacent to street	Provides an off-street bicycle lane adjacent to street	Provides a trail connection between a cul-de sac and street promoting pedestrian movement	Provides an off-street bicycle lane adjacent to street	Provides an on-street bicycle lane	Provides an on-street bicycle lane

Table 2. Policies Associated with Policy 18 by Proposed Project

Investment Priorities and Requirements	Proposed Project Segments					
	Bloomington	Brooklyn Park	Edina	Plymouth	Richfield	Wayzata
1. Consistency with Policies and Plans	✓	✓	✓	✓	✓	✓
2. Cooperative Projects	✓	✓	✓	✓	✓	✓
3. Cost Effectiveness	✓	✓	✓	✓	✓	✓
4. Safety	✓	✓	✓	✓	✓	✓
5. Multimodal Projects	✓	✓	✓	✓	✓	✓
6. Reconstruction of Existing Facilities					✓	✓
7. Transportation Purpose	✓	✓	✓	✓	✓	✓
8. Bicycle Connections	✓	✓	✓	✓	✓	✓
9. Signage and Maintenance	✓	✓	✓	✓	✓	✓
10. Opportunities for Pedestrian Improvements	✓	✓	✓	✓	✓	✓
11. Education and Promotion Programs						

6. **Maturity of Project Concept (200 points)** Projects selected through this solicitation will be programmed for construction in 2017. The region must manage the federal funds in each year of the TIP. Projects are expected to be authorized in their program year in accordance with TAB's Regional Program Year Policy. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in the program year.

Applications involving construction must complete the Project Implementation Schedule form. A detailed schedule of events is expected for all phases of the project. 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.

A Project Implementation Schedule was completed for each of the six proposed projects and is shown on the following pages.

TOTAL: 1,000 POINTS

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

Bloomington Segment

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 3/31/15

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 (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 6/30/15

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition 6/30/16

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement N/A

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: 11/30/16

7) Letting

Anticipated Letting Date: 2/28/17

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

Brooklyn Park Segment

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 3/31/15

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 (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 6/30/15

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition N/A

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement N/A

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: 11/30/16

7) Letting

Anticipated Letting Date: 2/28/17

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

Edina Segment

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 3/31/15

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 (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 6/30/15

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
- A public drainage easement currently exists and may need to be modified to allow for a trail facility to run through it
- Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition 6/30/16

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement N/A

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: 11/30/16

7) Letting

Anticipated Letting Date: 2/28/17

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

Plymouth Segment

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 3/31/15

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 (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 6/30/15

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition N/A

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement N/A

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: 11/30/16

7) Letting

Anticipated Letting Date: 2/28/17

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

Richfield Segment

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 3/31/15

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 (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 6/30/15

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition N/A

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement N/A

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: 11/30/16

7) Letting

Anticipated Letting Date: 2/28/17

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

Wayzata Segment

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: 3/31/15

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 (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 6/30/15

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition N/A

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement N/A

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: 11/30/16

7) Letting

Anticipated Letting Date: 2/28/17

Appendix A:

Inclusion in Local Plans – Bloomington Segment

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014



COMPREHENSIVE PLAN 2008



CITY OF BLOOMINGTON, MINNESOTA

Table 1.2 Top 10 Ranked Goals – Strategic Planning Open Houses

Rank	Goal
1	Promote and/or provide enhanced alternative transportation options.
2	Be a family friendly community.
3	Maintain and enhance City park and recreational assets.
4	Preserve and maintain our natural resources for ourselves and future generations.
5	Maximize desirability of residential and commercial areas.
6	Enhance support for members of the community as they age.
7	Create a community where residents and visitors are safe.
8	Optimize enrollment at Bloomington schools to ensure healthy class size and revenue.
9	Help all public and private Bloomington schools succeed.
10	Increase use of sustainable practices.

Source: Bloomington Port Authority.

Comprehensive Plan Foundation – Public Input

The goals and strategies of the *Comprehensive Plan* are guided by the significant public input gathered during the *Imagine Bloomington 2025* strategic planning process. The strategic planning process included the following public participation components:

- In the summer of 2006, Bloomington officials met with community strategic partners to gather preliminary input. Strategic partners included the Bloomington Athletic Association, the Bloomington Chamber of Commerce, the Bloomington Convention and Visitors Bureau, the Bloomington Fine Arts Council, the Bloomington Historical Society, Bloomington Public Schools, Bloomington Rotary Clubs, Bridging Inc., Cornerstone, Normandale Community College, Northwestern Health Sciences University and Volunteers Enlisted to Assist People (VEAP).
- In the fall of 2006, four town hall meetings were held to gather input on the proposed community vision and values statement.
- An on-line survey was completed in the fall of 2006 that generated 516 responses. Input gathered from the survey was consistent with the input at the open houses.
- In the fall of 2006, several focus group meetings were held to gather additional strategic input from specific groups. Focus groups included seniors, senior service providers, leaders in multi-cultural communities, major business leaders, hospitality industry employees, environmentalists, faith community leaders and high school students.

Role of the Comprehensive Plan

First and foremost, the *Comprehensive Plan* is a compilation of the City of Bloomington’s goals and strategies. The plan expresses where the city is today and where it desires to be in the future, with recommendations on actions needed to reach future goals. As such, the plan is a guide to decision making and a foundation for more detailed planning efforts. The plan is implemented through the *City Code*, Community Investment Program, annual budget, smaller scale plans, day-to-day operations, and through the efforts and resources of private citizens, businesses, and organizations.

In Minnesota, the *Comprehensive Plan* is also a legal document that satisfies numerous statutory requirements. The plan must be approved by the Metropolitan Council and must be consistent with adopted regional plans. The plan also serves as a good general introduction to municipal issues for a new resident, staff member, commissioner, or City Councilmember.

The *Comprehensive Plan* is not a fixed document, but rather part of an ongoing planning and implementation process. Because conditions and circumstances are constantly changing, plans must continuously be reevaluated and adjusted.

4.2 Cyclists and Pedestrians

Bloomington adopted an Alternative Transportation Plan in 2008 to increase emphasis on travel by foot or cycle, to promote active lifestyles, to improve safety, to support sustainability, to promote "Complete Streets", and to improve connections between neighborhoods, transit, and recreational amenities. The plan emphasizes that the alternative transportation system must be balanced, diverse, and flexible enough to adjust to ever-changing needs of the community and that quality is as, or more, important than quantity for encouraging use.

Bloomington supports the provision of a high quality, transportation system for cyclists and pedestrians through its *Alternative Transportation Plan* as a way to:

- Provide a viable transportation alternative to residents who may not have access to an automobile, such as the young, the elderly, the poor, and the disabled;
- Provide an attractive alternative to the automobile, thereby reducing auto trips, air and noise pollution, resource consumption, wear and tear on roadways, and the need for road way expansions and automobile parking;
- Provide recreational opportunities, thereby improving residents' health and well being;
- Support establishing school route plans;
- Provide more convenient access to transit;
- Interconnect properties, thereby allowing access to several destinations from one parking spot; and
- Enhance the quality of life in the city and meet the needs of individuals and families living, working, and recreating in Bloomington.

The *Alternative Transportation Plan* discusses existing and proposed trails, pedestrian-ways (sidewalks) and bikeways under various classifications that collectively form the backbone of the larger system. The plan is based on four key principles:

- Using destination trails to form a core system of high value recreation, fitness, and transportation trails across the city.
- Using linking trails and pedestrian-ways ("enhanced" sidewalks) as a means to connect the destination trails together, along with providing pedestrian-level transportation routes to principal destinations that cannot otherwise be reached by destination trails.
- Using bikeways to serve recreational, fitness, and commuting cyclists comfortable with riding on the road.
- Developing a system plan that is ambitious in its vision, yet realistic and achievable in the context of resources available to the City.

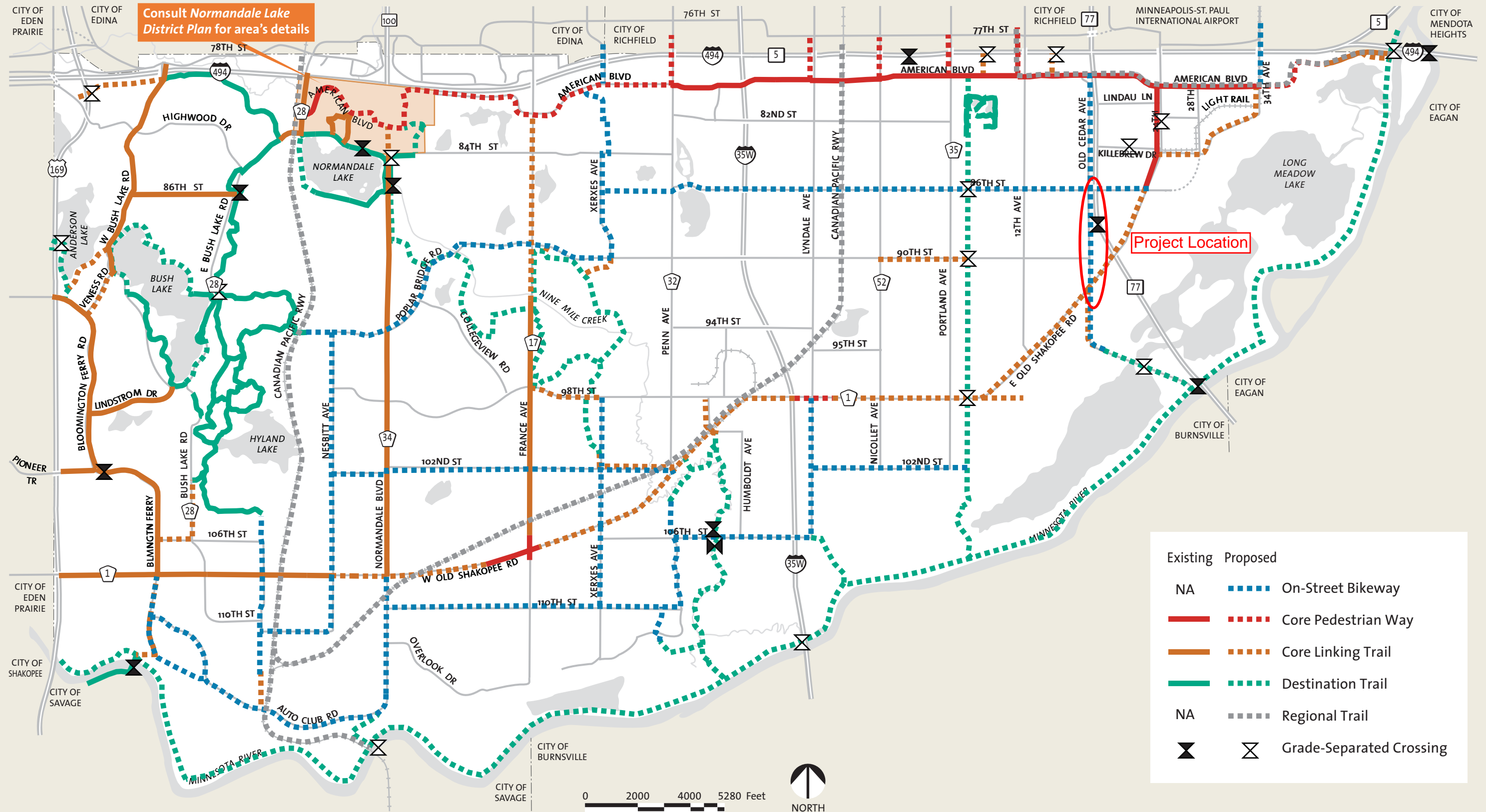


Existing System

The existing pedestrian/bicycle system consists of a variety of trails, bikeways, and sidewalks defined under various classifications. Each classification serves a particular purpose in meeting local needs.

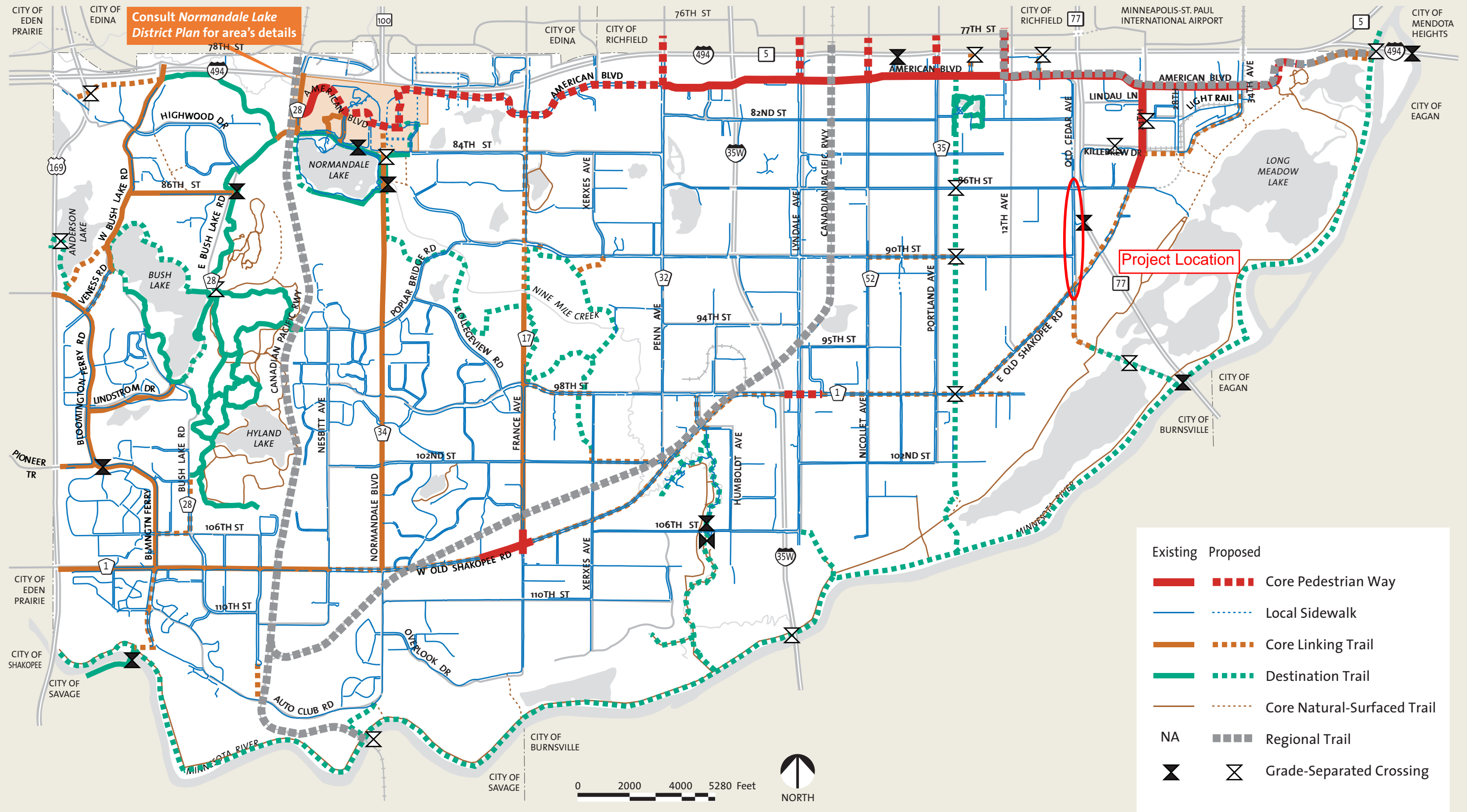
- Destination trails will form the backbone of the trail system that loops the city and connects to adjoining communities and the Minnesota River.
- Linking trails will be primarily used as a means to connect neighborhoods and developed areas to the destination trail system.
- Pedestrian-ways and sidewalks work in concert with linking trails and are primarily used as a means to connect neighborhoods and developed areas to the system, and provide routes to and between various destinations within neighborhoods, including residences and schools.
- Bikeways augment, but do not take the place of, the trail and sidewalk system.
- Natural surfaced trails will be primarily used as specialty recreation features in natural areas.

Figure 4.1 Bikeways



Source: Bloomington Engineering and Planning Divisions, 2008.

Figure 4.2 Walkways



Source: Bloomington Engineering and Planning Divisions, 2008.

4.7 Goals, Strategies, Actions

Goal 1 Create a sustainable, multi-modal transportation system focused on mobility and community renewal.

Strategy 1.1

Improve the existing pedestrian and cycle infrastructure.

- Implement the *Alternative Transportation Plan* and pursue infrastructure improvements outlined in **Figures 4.1, page 4.5** and **4.2, page 4.7**.
- Consider all users and modes, including pedestrians, cyclists, motorists and transit users, when planning and designing transportation systems and reviewing development proposals with the intent of creating a “Complete Streets” transportation system.
- Develop design standards that encourage cycling and walking.
- Provide physical separation, where appropriate, between bikeways/sidewalks and roadways.
- Provide uniform traffic control devices for bikeways and walkways.
- Work with other agencies such as the Three Rivers Parks District, the State Department of Natural Resources, and the U.S. Fish and Wildlife Service to coordinate pathway connections, promotions, and information materials.

Strategy 1.2

Improve cycle and pedestrian facilities through redevelopment.

- Require pedestrian and cycle connections between adjacent properties at the time of site plan review and approval.
- Require cycle storage and locking facilities as necessary at the time of site plan review and approval.
- Develop standards for cycle storage and locking facilities.

Strategy 1.3

Improve public understanding of available pedestrian and cyclist resources and of general cyclist/pedestrian safety.

- Prepare information online regarding cycle and pedestrian facilities within Bloomington.
- Develop cycling and walking safety education to improve skills and observance of traffic laws, and promote overall safety for cyclists and pedestrians.
- Develop safety education aimed at motor vehicle drivers to improve awareness of the needs and rights of cyclists and pedestrians.
- Utilize the City website, newsletter and cable access TV programming to publicize cycle and pedestrian facilities and safety issues.

ALTERNATIVE TRANSPORTATION PLAN

CITY OF BLOOMINGTON, MINNESOTA



TO ENHANCE THE QUALITY OF LIFE IN THE CITY THROUGH STRATEGIC INVESTMENTS OVER TIME IN MULTI-MODAL TRANSPORTATION FEATURES THAT MEET THE NEEDS OF INDIVIDUALS AND FAMILIES LIVING, WORKING, AND RECREATING IN BLOOMINGTON.



JUNE 2008

A “COMPLETE STREETS” VISION

Relative to the alternative transportation plan, the broader community vision can be applied to the street level, whereby the local transportation system will be designed and operated to enable safe access for all users. This includes pedestrians, bicyclists, motorists, and transit riders of all ages and abilities seeking a reasonable opportunity to safely and enjoyably move around the city. Adopting this “Complete Streets” philosophy will ensure that rights-of-way, public spaces, and private developments are more uniformly and routinely designed and operated to enable safe access for all users and promote active and healthy lifestyles. Key elements of this philosophy include:

- Specifying that “all users” includes pedestrians, bicyclists, transit vehicles and users, and motorists – of all ages and abilities
- Aiming to create, over time, a comprehensive, integrated, connected network of transportation features
- Recognizing the need for flexibility, with the understanding that all streets are different and user needs will have to be balanced
- Adoptability by all agencies involved in transportation planning and design within Bloomington
- Application to both new and retrofit projects, including planning, design, maintenance, and operations
- Making any exceptions site specific and setting a clear procedure for approval of exceptions
- Directing that “complete streets” design solutions fit in with the broader context of the built environment
- Establishing performance standards with measurable outcomes to ensure goals are being achieved

“COMPLETE STREETS” VISION COMPLEMENTED By CITY-WIDE LAND USE AND TRANSPORTATION PLANNING DECISIONS

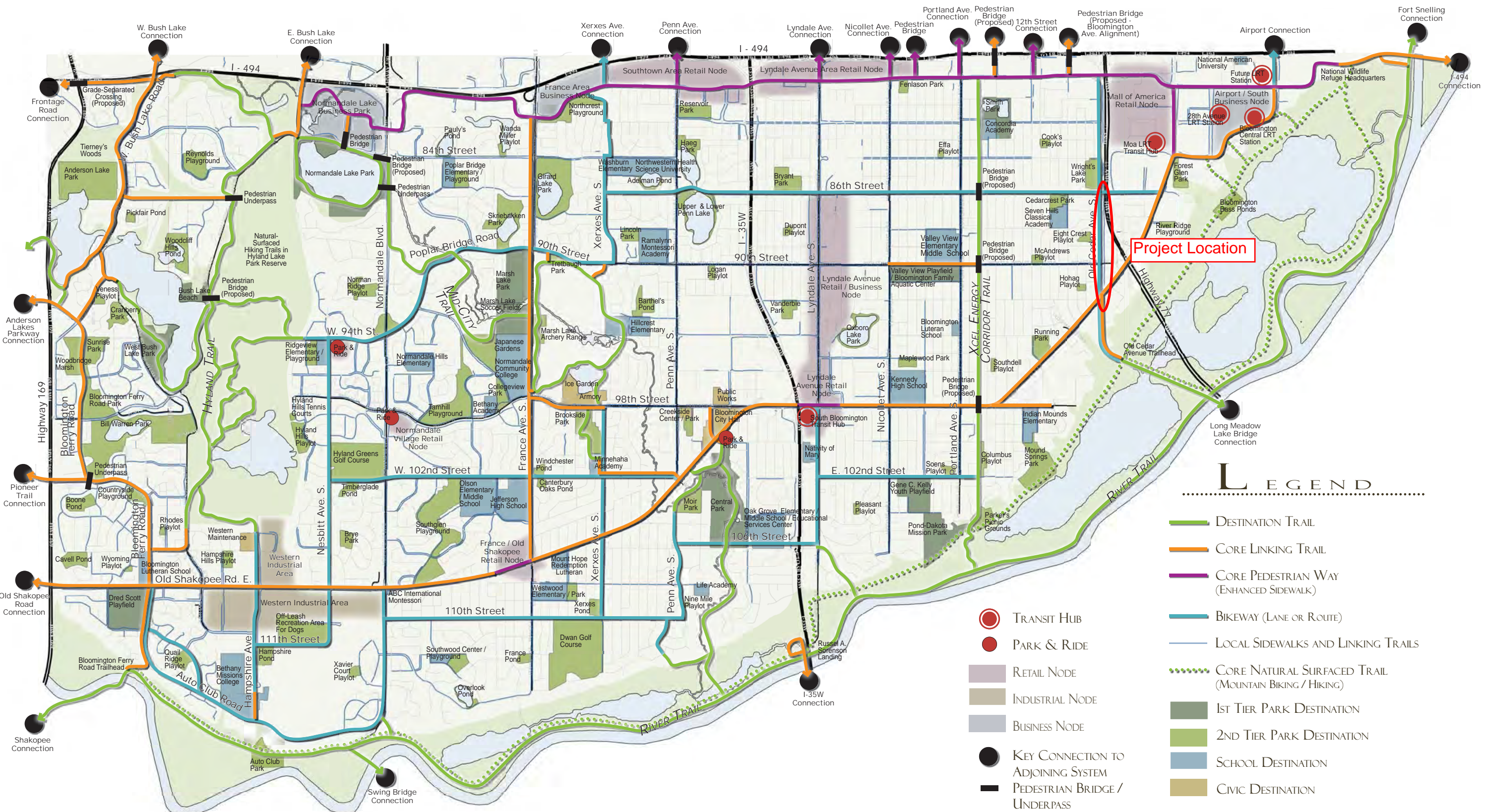
Whereas this plan addresses alternative transportation issues at a city-wide scale, decisions made about future land uses and the larger transportation system in Bloomington will greatly affect the City’s success toward realizing the vision and values of this plan. To that end, it is recommended that pertinent elements of this plan be applied to the land use and transportation elements of the City’s Comprehensive Plan. This will ensure that each element of the Comprehensive Plan is complementary and that “active living” and “design for health” principles are intrinsic to all City planning endeavors. In particular, adopting land use policies and practices that promote alternative modes of transportation and serve to integrate active living by design principles into the built form (public and private) will further work toward the realization of the vision and values of this plan.

The “active living by design” movement spreading across the country is a complementary philosophy to that of Bloomington’s own vision and values. As defined by one of the initiators of the movement, active living by design “is a way of life that integrates physical activity into daily routines.” Key principles of this movement that apply to Bloomington include:

- Physical activity is a behavior that can favorably improve health and quality of life

Design for Health (which is defined on the next page, left column) provides a series of informational fact sheets on a host of planning issues in support of local comprehensive planning. The informational sheet related to promoting accessibility and physical activity through comprehensive planning and ordinances may be of particular value, as is the case with other fact sheets in this series. Additional online information and support is available at <http://www.designforhealth.net/index.html>

ACTIVE LIVING BY DESIGN – A COMPLEMENTARY PHILOSOPHY

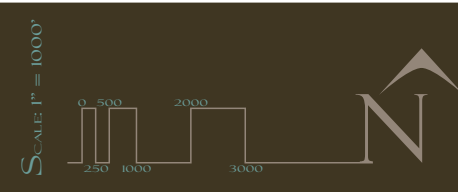


Project Location

- 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



CITY OF BLOOMINGTON

COMPLETE STREETS POLICY

POLICY OBJECTIVE:

The City of Bloomington will enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists by planning, designing, operating and maintaining a network of multi-modal streets. This objective is consistent with regional transportation goals and formalizes the “Complete Streets Vision” contained in the City of Bloomington’s Alternative Transportation Plan (ATP) and other associated City Plans/Programs shown in Figure 1.

BACKGROUND:

Regional Support of Complete Streets

State of Minnesota

In 2010, the State of Minnesota Legislature directed the Commissioner of Transportation to consult with stakeholders, state and regional agencies, local governments and other authorities to create a state level complete streets policy. The law, Minnesota State Statutes Section 174.75, demonstrates the state’s commitment to the development of a balanced multi-modal transportation system.

Hennepin County

In 2009, Hennepin County was the first county in Minnesota to adopt a Complete Streets policy. The policy supports the county’s commitment to use policy changes and infrastructure planning to encourage Active Living, defined as the integration of physical activity into daily routines through activities such as biking, walking or taking transit. The City of Bloomington is a Hennepin County Active Living Partner.

City of Bloomington Support of Complete Streets

Designing the City of Bloomington’s streets for the safety, mobility and benefit of all users is part of the City’s vision to build safe, sustainable and enjoyable neighborhoods while supporting actions that promote the physical and emotional well-being of Bloomington residents.

Many of the City of Bloomington’s plans, policies, and procedures already support a multi-modal philosophy.

- In 2008, after a year-long collaboration between the City Council, City staff and community stakeholders, the City adopted an Alternative Transportation Plan (ATP) to encourage travel by foot or bicycle, promote active lifestyles, improve safety, support sustainability, promote “Complete Streets,” and improve connections between neighborhoods, transit, and recreational amenities.
- These goals are also embraced in the City’s 2008 Comprehensive Plan.
- In 2010, the Bloomington City Council passed Resolution Number 2010-7 expressing its support for a statewide Complete Streets policy.



ThreeRivers
PARK DISTRICT



Intercity Regional Trail Master Plan

Trail Description & Background

Location & Contextual Relationship

The Intercity Regional Trail will provide local and regional residents with off-road access to the Minneapolis Grand Rounds Scenic Byway; shopping districts in Richfield and Bloomington, including the Mall of America and hotels and restaurants along American Boulevard; and the Minnesota Valley National Wildlife Refuge. There will be connections to local parks including Edward C. Solomon Park in Minneapolis, Taft Park in Richfield, and Wright's Lake Park in Bloomington, and the trail route will run close to schools and churches in all three cities. There are several on-street bicycle connections along the corridor that will create local linkages for commuters. The Intercity Regional Trail route will also connect with the Nine Mile Creek Regional Trail route and the City of Bloomington's 86th Street Bikeway that connects to Hyland-Bush-Anderson Lakes to the west and the Minnesota River Valley to the east.

The regional trail corridor extends south from Lake Nokomis Parkway in Minneapolis, along Cedar Avenue, adjacent to Solomon Park and west along East 60th Street to Bloomington Avenue South.

At Bloomington Avenue South, the trail route extends south over Trunk Highway 62 and into Taft Park in Richfield. South of Taft Park, the trail route continues south on Richfield Parkway/17th Avenue South, east on East 66th Street and south along Cedar Avenue South.

At East 76th Street, the trail route extends west to 12th Avenue South. At 12th Avenue South, the trail route continues south over I-494 into Bloomington. Through Bloomington, the trail extends east along American Boulevard East to Old Cedar Avenue.

At Old Cedar Avenue the trail route continues south on the west side of the street past Wright's Lake Park to the 86th Street Bikeway.



Figure 5
Intercity Regional Trail Location & Contextual Relationship

Source: Three Rivers Park District

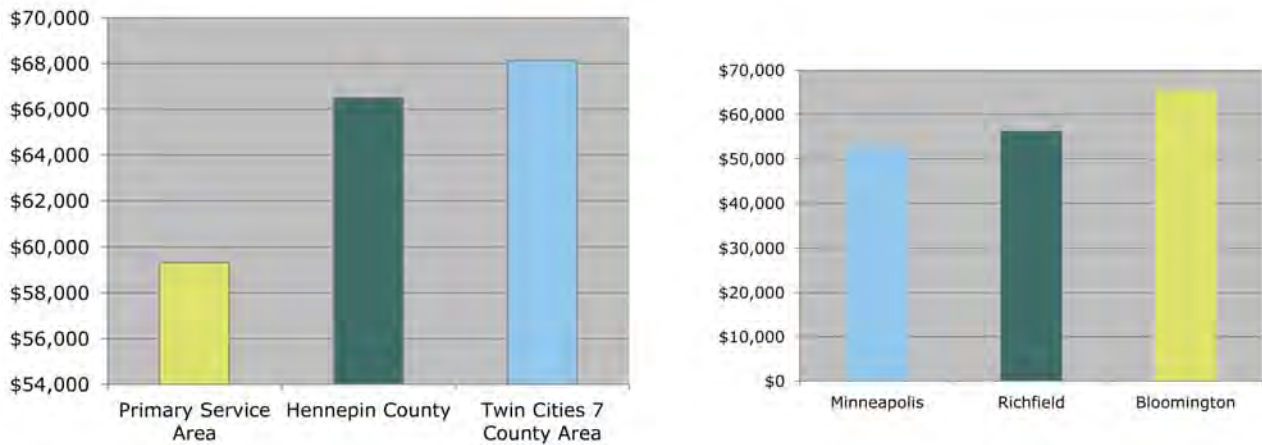


Figure 15
Household Income Comparisons

Source: 2005-2009 American Community Survey

Projected Trail Use

Active use of the Intercity Regional Trail is expected to provide walking/hiking, bicycling, running/jogging, bicycling, in-line skating, and dog walking opportunities during the non-winter months (Table 11). The Park District's seasonal-use data of existing regional trails indicates that significant use of the trail will occur in the spring, summer, and fall seasons (Table 12). Winter use of the Intercity Regional Trail is dependent on weather conditions, available budget, and the assistance of local communities. At the time this master plan was written, the City of Bloomington, the City of Richfield, and MPRB indicated their intent to maintain the trail during the winter season. Trail activity use percentages and seasonal use percentages for the Intercity Regional Trail are expected to be consistent with regional trail activity and seasonal use.

Table 11
Regional Trail Activity Use

Trail Activity	Percent of Expected Use
Walking/Hiking	12%
Bicycling	79%
Running/Jogging	6%
In-line Skating	3%
Other	<1%

Source: Three Rivers Park District

Table 12
Regional Trail Seasonal Use

Quarter	Percent of Total Trail Visitation
December - February	8%
March - May	24%
June - August	42%
September - November	26%

Source: Three Rivers Park District

When fully constructed, the Intercity Regional Trail is projected to generate 185,300 annual visits (Table 13). The Luce Line Regional Trail was used to assist in estimating annual use to Intercity Regional Trail. Studies performed by the Metropolitan Council indicate that regional trails with this type of use have typically seen a strong correlation between trail visits and the population of communities that these trails pass through. Intercity Regional

Trail will connect single- and multi-family residential neighborhoods, local schools, institutions, commercial areas, and major recreation sites such as the Minneapolis Grand Rounds National Scenic Byway and the Minnesota Valley National Wildlife Refuge via the 86th Street Bikeway. These local and regional connections are intended to provide underserved communities with a safe, multi-modal transportation option (Table 14) (Metropolitan Council's 2030 Regional Parks Policy Plan). Due to the Intercity Regional Trail's proposed location, the average income and education of service area residents, community infrastructure and land use, and connectivity to the greater regional trail system, it is anticipated that the Intercity Regional Trail will likely have a greater percentage of users commuting on the trail.

Table 13
Regional Trail Estimated Annual Visits

	Luce Line Regional Trail	Intercity Regional Trail
Population within 0.5 mile	19,273	22,172
Population within 2.0 miles	125,078	101,413
Annual visits within 0.5 mile (Every person makes 9.53 annual visits)	189,000	217,428
Annual visits within 2.0 miles (Every person makes 1.45 annual visits)	189,000	153,240
Estimated Annual Visits	189,000*	185,300**

* 2010 Metropolitan Council estimate (actual calculation before rounding equals 189,202)

**Annual visits of both 0.5 and 2 mile populations divided by 2

Source: Three Rivers Park District/U.S. Census Bureau

Table 14
Regional Trail Primary Activity*

Regional Trail	Number of Respondents	Estimated Percent of Visitors			
		Recreation/ Exercise	Commuting to Work	Access to Commercial/ Retail Areas	Access to Family/Friends Home
Bassett Creek	24	97	3	<1	<1
Cedar Lake	206	78	17	4	1
Dakota Rail	178	95	3	2	<1
Lake Mnnetonka LRT	178	97	2	1	<1
Luce Line	163	73	10	17	<1
Medicine Lake	163	92	8	<1	<1
MN River Bluffs LRT	178	88	11	<1	<1
North Cedar Lake	223	81	10	7	2
Rush Creek	97	96	2	1	<1
Shingle Creek	23	>99	<1	<1	<1
All Regional Trails	1,433	88%	9%	3%	<1%

*Response to survey question: Is your primary use of this trail today for recreation/exercise, community to work, access to commercial/retail areas, or access to family/friends home?

Source: Three Rivers Park District

Greenways are a collaborative effort

- ♦ Dakota County will **collaborate with cities, schools, and townships** to build a greenway network much like the road hierarchy (city greenways, regional greenways).
- ♦ **Greenways are efficient:** 78% of the land needed for the example greenway system is already in public ownership (schools, parks, ponding areas, right of way).
- ♦ A Greenway Collaborative with Dakota County, cities, townships, school districts, and others can develop a **model for greenway operations and funding** and prepare a master plan.
- ♦ Dakota County’s priorities include **52 miles of regional greenways over the next 10 years.** The entire system (city and regional) could include more than 200 miles of greenways over time.



Appendix B:

Inclusion in Local Plans – Brooklyn Park Segment

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014



2030 Comprehensive Plan

October 24, 2011

Install sidewalks and trails around schools. In areas where bus service is not available to students, sidewalks should be installed to provide safe off-street routes to schools. Sidewalks should be installed on existing local streets within a half-mile of all elementary schools.

Use sidewalks to connect neighborhoods with transit. Most of Brooklyn Park's bus routes are on arterial and collector roadways. Most of Brooklyn Park's residents live on local streets. Providing connections from neighborhoods and transit routes will encourage transit ridership as well as improving safety and access for the users.

Coordinate sidewalks and trails with adjacent communities. Brooklyn Park has had a positive history of coordinating trails with neighboring communities. The city will continue to coordinate as opportunities for new trail and sidewalk corridors arise.

Construct at least one mile of sidewalks and trails in existing neighborhoods each year. As opportunities arise through street reconstruction and/or as budgeted, the City will construct at least one mile of sidewalks shown as "future" on the sidewalk and trails master plan.

Work with the school districts to coordinate safe routes to school. The City is committed to provide safe routes for children to get to school. The City will work with the school districts to identify those roadways deemed hazardous and identify solutions to removing barriers for walking to school.

Include safe pedestrian crossings when reconstruction arterial and Major collector roadways. The City will consider grade-separated pedestrian crossings such as bridges or underpasses when constructing or reconstructing major roadways, especially those roadways deemed "hazardous" by school districts.

Goal Four: *Continue to cooperate, collaborate and provide appropriate levels of assistance in the development of joint public facilities in association with the Community School Program.*

1. Encourage educational institutions and other organizations to acquire, manage, and operate conservation sites as part of their educational programs.
2. Maximum cooperation, coordination, and participation with school districts shall be sought in the planning, development and operation of the park and recreation system.
3. Provide educational facilities in conjunction with all city facilities when possible and connect them with the park and open space system whenever possible.
4. All public school facilities, and their recreation areas, shall be considered in the planning of the park and recreation system.

Goal Five: *Ensure a coordinated, convenient and safe pedestrian facilities network city wide that emphasizes connectivity between residential neighborhoods, public schools, parkland and areas of open space.*

1. Plan vehicle, bicycle, and pedestrian access to parks and open space areas to encourage maximum use of desired areas.
2. Encourage coordination of pedestrian movement with transit routes and rider shelters.
3. In the planning of a trail system, the use of transportation rights-of-way and utility easements shall be considered.
4. Encourage citizen involvement in an ongoing educational program for the teaching of bicycle and pedestrian safety laws and practices.

Goal Six: *Enrich community character and promote current and future economic development efforts by way of civic gateways and other public right-of-way enhancements at City entranceways and prominent community nodes.*

1. Develop and enhance existing Boulevard Beautification Program.
2. Develop and implement Gateway Program.

CITY OF BROOKLYN PARK



Recreation and Parks Master Plan



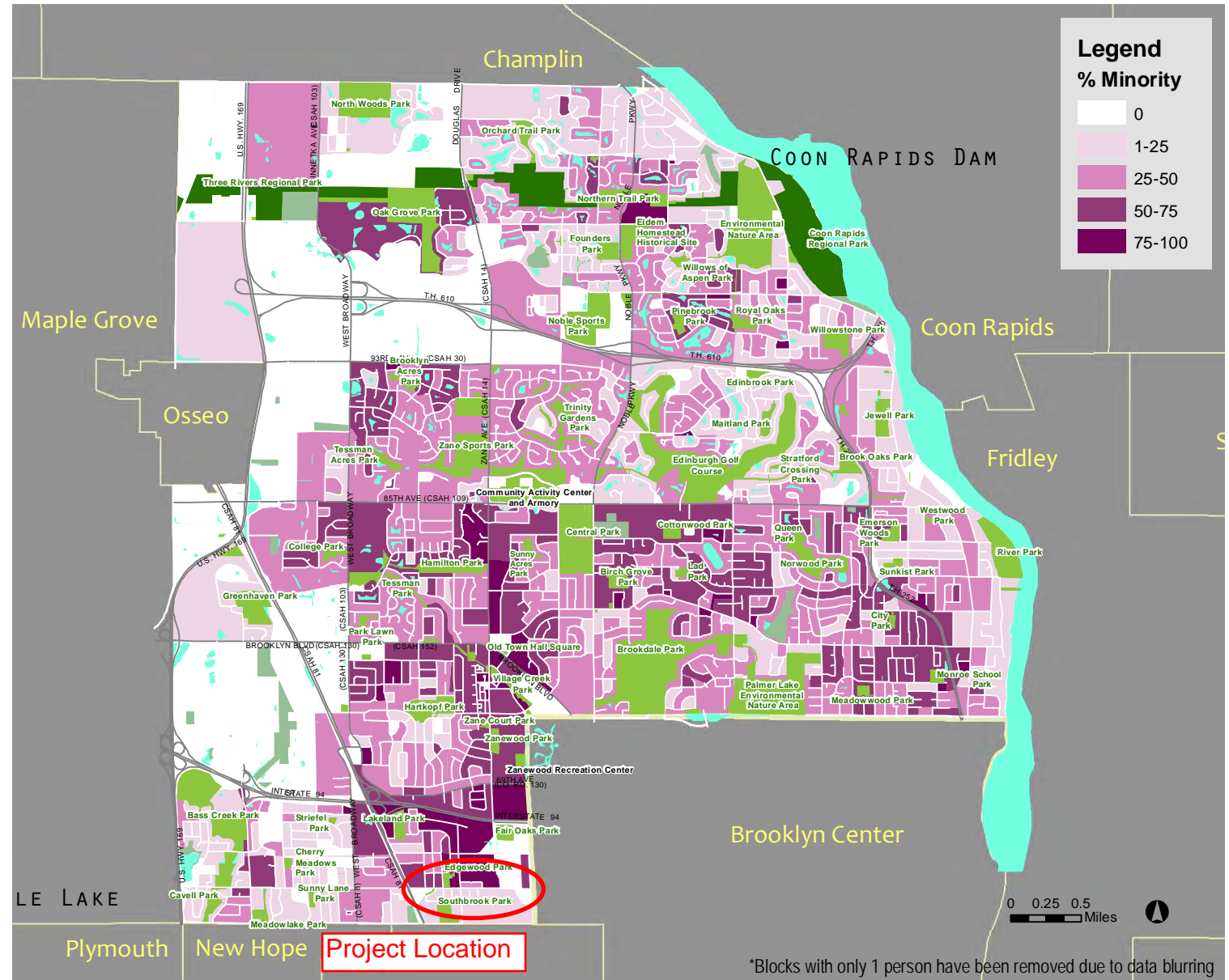
Adopted October 1, 2012

DIVERSITY

WHAT WE SAW

- Brooklyn Park is one of the most racially diverse communities in Minnesota and is continuing to grow more diverse. Minority populations have risen from 28.85% of the population in 2000 to 47.5 % in 2010. Of these groups, 18.75% were born outside of the United States (compared to less than 1% in 2000).
- There is a need to supply recreation and parks facilities and activities that are more relevant to these groups.
- There is a need to better communicate about available facilities, programs, events and policies.

FIGURE 3-4. RACIAL DIVERSITY



FOR CONTEXT: 2010 MINORITY POPULATION IN HENNEPIN COUNTY: 20%

MOBILITY

WHAT WE SAW

- Better access to programs is needed in low mobility areas.
- Convenient access/ transportation to parks and programs for teens is needed.

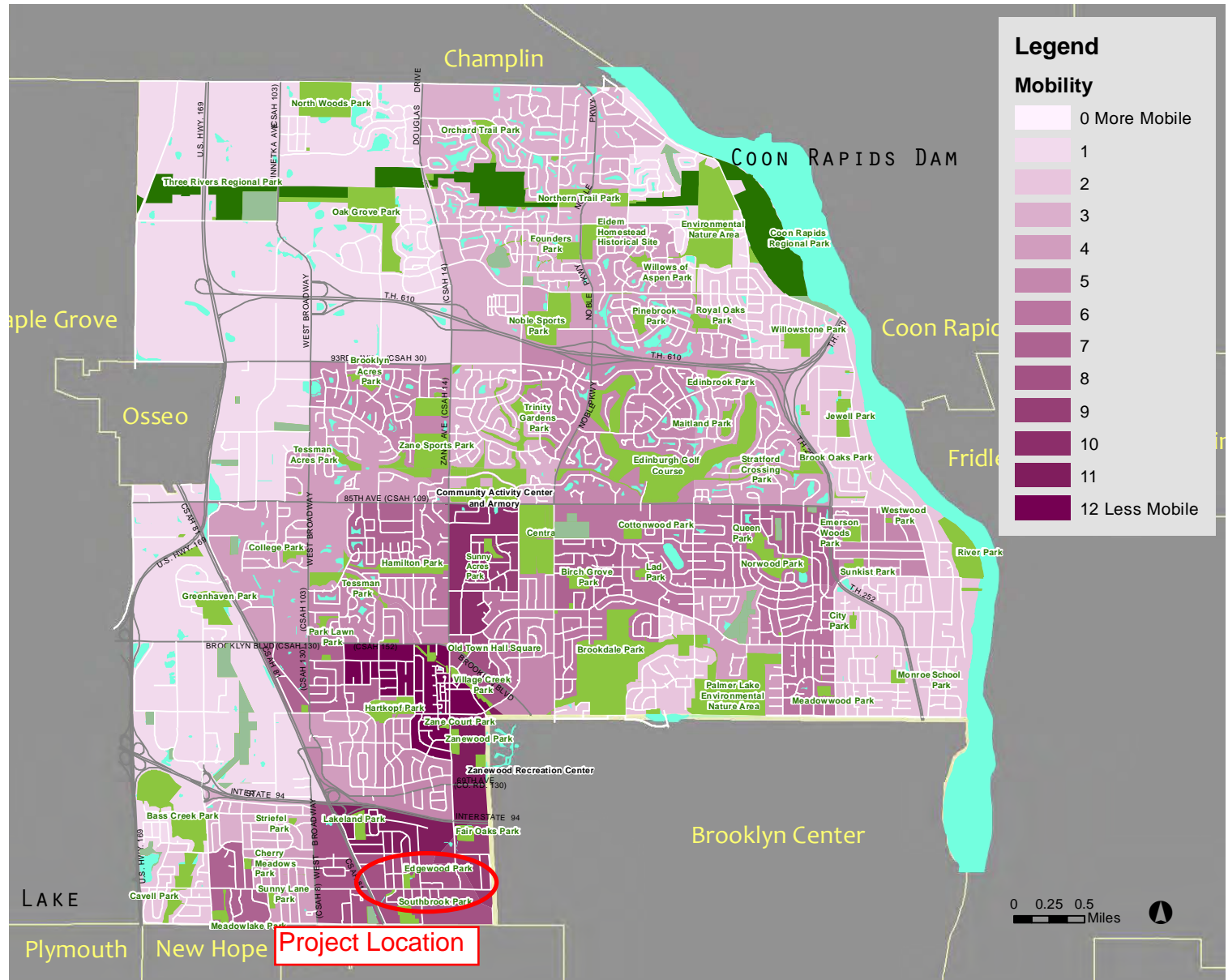
The low mobility analysis identifies households with limited mobility: children (5-14), the elderly (65+), those in poverty and households without cars.

Low mobility is calculated in two ways- based on the percentage of the total population in a census block and based on the density of these population groups.

The darker pink color on the mobility map indicates areas where the percentage or density of people with low mobility is high compared to other areas in Brooklyn Park.

Data sources: 2010 census data by block group, 2005-2009 American Community Survey). Modeled after work done by the Metropolitan Design Center and the Trust for Public Land Minnesota in June 2005.

FIGURE 3-5. MOBILITY

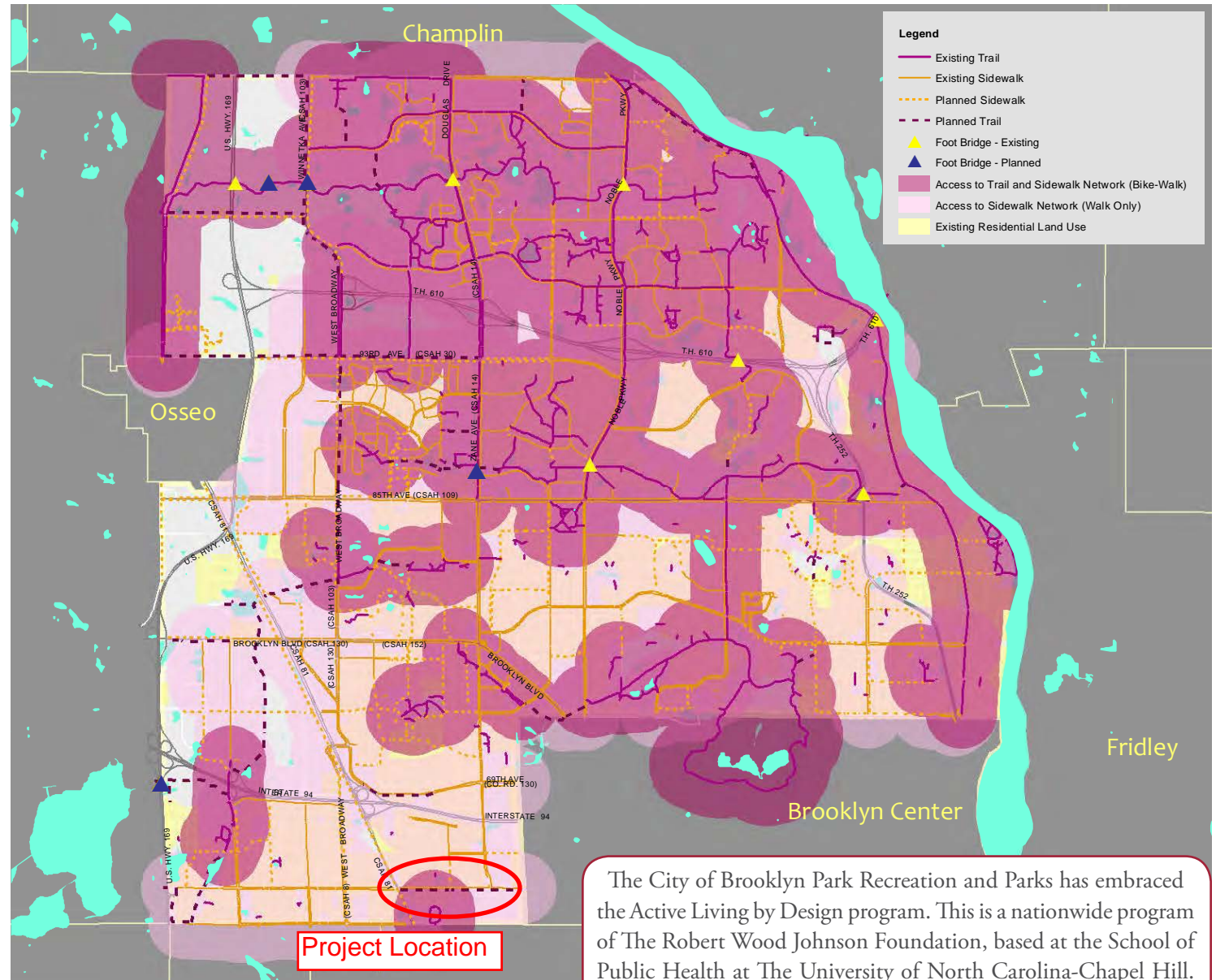


ACTIVE LIVING

WHAT WE SAW

- While Brooklyn Park has an extensive trail and sidewalk network, the size of the City and distance between destinations make pedestrian and bicycle access challenging.
- Safe pedestrian and bicycle crossings at busy streets are needed, particularly along and crossing Zane Avenue.
- There is a need to close sidewalk/trail gaps on busier (collector or higher) roads in the southern and central parts of the City.
- There is a need to close gaps in the bicycle network in the southern portion of the City with off-road trails and bike lanes.
- There is a need to connect to the Community Activity Center and Zanewood Recreation Center.

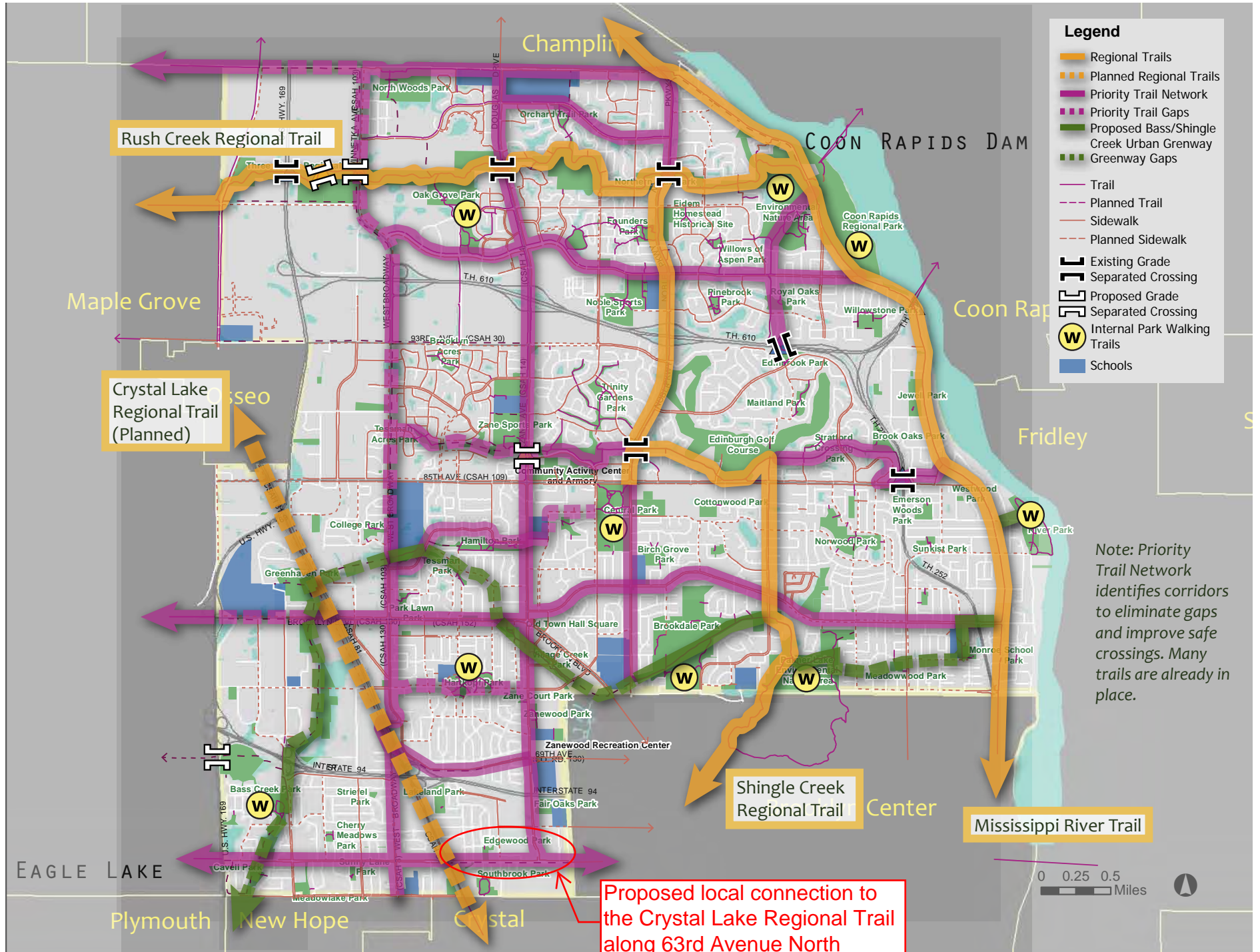
FIGURE 3-6. ACTIVE LIVING



FOR CONTEXT: THE CITY HAS 112 MILES OF SIDEWALKS, 65 MILES OF OFF-ROAD PAVED TRAILS AND NO ON-ROAD BICYCLE FACILITIES

The City of Brooklyn Park Recreation and Parks has embraced the Active Living by Design program. This is a nationwide program of The Robert Wood Johnson Foundation, based at the School of Public Health at The University of North Carolina-Chapel Hill. The program was established to create and promote environments that emphasize safety and convenience for people to be more physically active.

FIGURE 5-10. TRAIL PRIORITY IMPROVEMENTS



PRIORITIES

Priorities are drawn from the objectives listed in Chapter 5. They do not follow the objectives verbatim, they offer a summary of key actions that will take Brooklyn Park's recreation and parks system from **good to great**. The priorities are drawn from 4 of the 6 focus areas: engagement, recreation facilities and parks, programs, and trails. The other 2, Maintenance and Safety and Funding, remain essential to achieve a great park system. Excellence in these areas is, in large part, why the system is good today. A challenge for the future is changing and growing the system while still properly maintaining and adequately funding the system

The priorities highlight and elevate the very things that make Brooklyn Park different from other communities. They build on and celebrate the city's cultural richness and diverse recreation interests - the very things that make Brooklyn Park a unique and special place.

Interested in which objectives in Chapter 5 apply to each priority?

Look for the  symbols next to the objectives in Chapter 5.

CREATE MORE UNIQUE PARKS

Brooklyn Park is one of the most diverse communities in Minnesota; it has racial, ethnic, economic, and age diversity. It is logical that the recreation and park system should reflect this cultural richness. More unique parks, reflective of cultural richness, will help take the recreation and parks system from **good to great**.

Recommendations:

- Integrate community involvement in the design and planning processes for parks to ensure they reflect the community's cultural richness.
- Cultivate public private partnerships to create community-scale signature parks and new facilities that contribute to economic development.
- Build a new, signature, community park in the Northwest/Target Campus Area as a catalyst for development/redevelopment. The new park would be a potential location for an outdoor performance space, large scale picnicking venue, or arts center.
- Establish a new park along the CR 81 corridor to serve the southwest portion of the city and act as an amenity for development/redevelopment along the CR 81 Corridor.
- Continue to celebrate Brooklyn Park's history at Eidem Homestead. It is a potential location for the local historical society, farmer's market, or an expansion of community gardens. Work towards implementing the Historic Farm Master Plan.
- Maintain and improve facilities at Edinburgh Golf Course, Central Park, Oak Grove Park, Brookdale Park, and the Community Activity Center.

CREATE A MORE CONNECTED TRAIL SYSTEM

Trails are one of the most desired and economical recreation amenities. They bring the park system closer to every resident, are usable by all ages and abilities, offer transportation alternatives, and support active living.

Recommendations:

- Create a new urban greenway (linear park and trail) along Bass and Shingle Creeks to the Mississippi River Trail, connecting existing neighborhoods, parks, trails, and natural areas.
- Fill existing trail gaps with a priority on creating a one half to one mile grid of trails and sidewalks city-wide on major roads and a one quarter to one half mile wide grid in low mobility areas.
- Build trail network enhancements including: trails on both sides of major roads, adding bike lanes, safer road crossings, and plowing more trails for winter use.
- Expand walking loops in community parks.





PRIORITY 3 INTEGRATE ARTS INTO THE PARK SYSTEM

Arts can provide a layer of richness that draws people to recreation programs and parks, makes residents feel welcome, and sets the City's recreation and parks system apart from those in neighboring communities.

Recommendations:

- Add signature art pieces in community parks.
- Build an outdoor performance space in the city, possible locations include new parks in the northwest or southwest.
- Incorporate art into park infrastructure such as benches, picnic shelters, fencing, and walkways.
- Partner with residents to include art that reflects the community's cultural richness.
- Look for opportunities to include active art in parks.
- With partners, look for opportunities to locate an arts center in the city.

PRIORITY 4 PROVIDE MORE EQUITABLE ACCESS TO RECREATION PROGRAMS AND PARKS

Serving all Brooklyn Park residents regardless of race, income, age, or ability is a fundamental purpose of recreation and parks. To that end, the master plan recommends continuing to improve on equitable physical distribution of facilities and increased emphasis on breaking down transportation and economic barriers to participation.

Recommendations:

- Increase physical access to programs by working with partners to expand program locations, developing a program for mobile recreation (where programs are brought to parks), working with partners to expand bus and shuttle service to program locations, and providing universally accessible facilities.
- Lessen financial barriers to participation by focusing on low cost/no cost recreation facilities, continuing to use a tiered pricing model for programs, and offering sliding scale fees, scholarships, and subsidized rentals.
- Remove cultural barriers to participation by involving residents in the design and planning process for parks, actively recruiting minority residents and recent immigrants as volunteers and interns, establishing a park liaisons program, reducing language barriers, more actively marketing activities and events, and offering more specialized programs.





Three Rivers

PARK DISTRICT



Crystal Lake Regional Trail master plan

Trail Description & Background

Location & Contextual Relationship

The Crystal Lake Regional Trail will provide local and regional residents access to the Minneapolis Grand Rounds, North Memorial Hospital, Lakeview Terrace Park, Crystal and Twin Lakes, downtown Robbinsdale and Osseo, Robbinsdale City Hall, Crystal's commercial center at Bass Lake Road, 63rd Avenue Park and Ride, Starlite Transit Center at the Starlite Mall in Brooklyn Park, Elm Creek Park Reserve, Rush Creek, Twin Lakes and Medicine Lake Regional Trails and connections to the larger regional trail system. It will also provide access to numerous local parks, schools, and trails.



The proposed trail follows a route generally extending northwest along the Bottineau Boulevard/CSAH 81 corridor from Victory Memorial Parkway (Minneapolis Grand Rounds) to Elm Creek Park Reserve (Figure 5).

Bottineau Boulevard/CSAH 81 Corridor

Under the jurisdiction of Hennepin County, Bottineau Boulevard/CSAH 81 is a regionally significant transportation corridor which is being reshaped through phased roadway reconstruction and strategic redevelopment planning. It is a designated transitway in the region's 2030 Transportation Policy Plan developed by the Metropolitan Council. The roadway is paralleled on the west by Burlington Northern Santa Fe (BNSF) tracks along much of its length. Bottineau Boulevard/CSAH 81 is envisioned to transform from a predominantly auto-oriented transportation corridor to a multi-modal corridor, including expanded transit options and improved bicycle and pedestrian facilities.

As a result of the highway corridor, much of the existing land use pattern and primary infrastructure is auto-oriented. The land use along the length of the Bottineau Boulevard/CSAH 81 corridor varies considerably, ranging from residential neighborhoods to public parks, schools, local commercial activity nodes, strip commercial, and industrial. While affording economically important regional travel and access to local businesses and services, the highway is a barrier to multi-modal transportation in several locations. The recent Bottineau Boulevard/CSAH 81 reconstruction from Lowry Avenue to TH 100 in Robbinsdale included substantial improvements

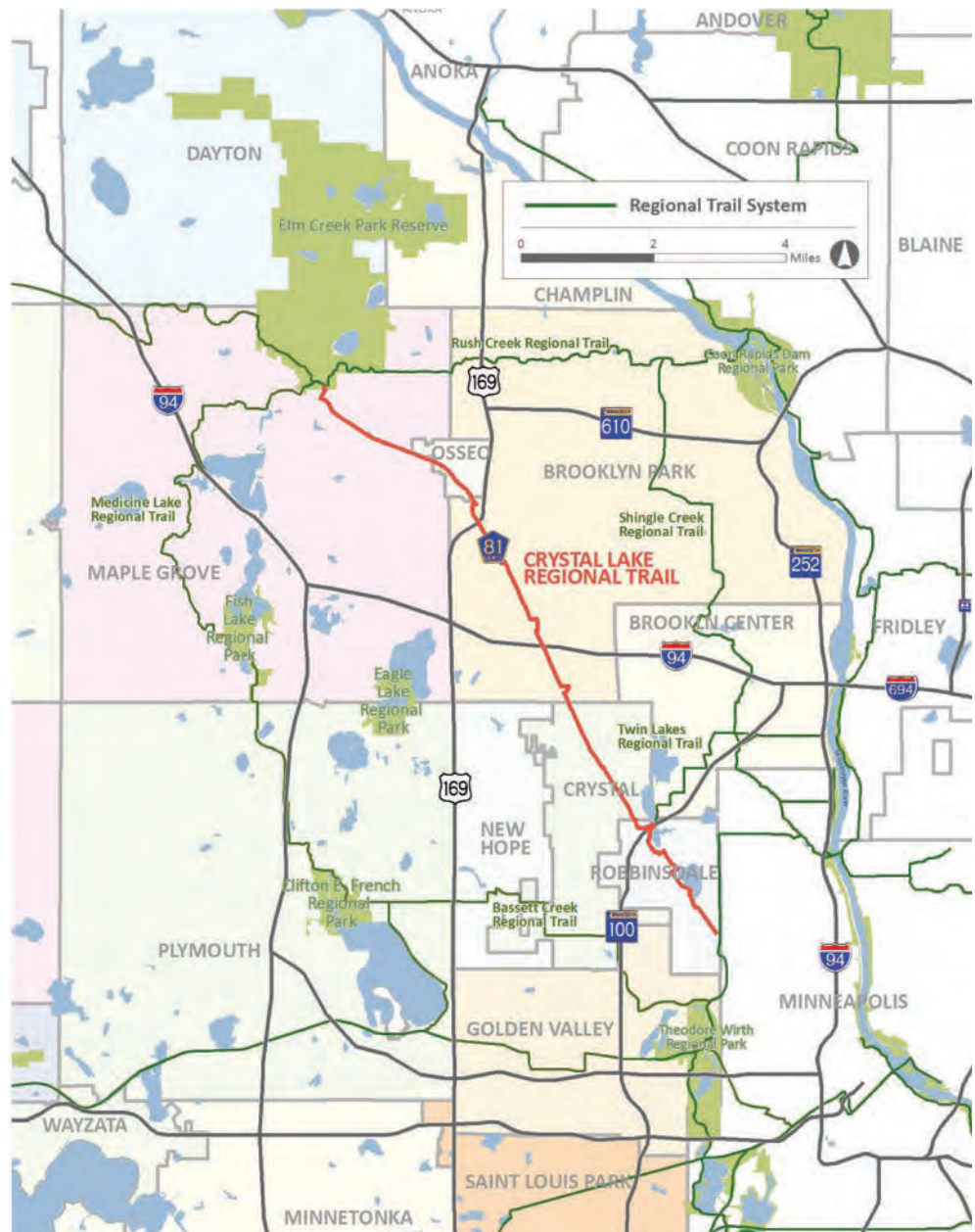


Figure 5
Crystal Lake Regional Trail Location & Contextual Relationship

to create a safer and more attractive environment for pedestrians and bicyclists including expanded sidewalk and trail facilities, continuous roadway lighting, and streetscape enhancements. Reconstruction of the Bottineau Boulevard/CSAH 81 from 47th Avenue North to Bass Lake Road is currently under construction, and reconstruction is planned for other segments continuing north through Maple Grove where Bottineau Boulevard/CSAH 81 connects with TH 610.

Robbinsdale

The proposed Crystal Lake Regional Trail route passes along several residential areas on frontage roads and two parks - Lakeview Terrace Park and Spanjers Park. The route also passes within two blocks of Robbinsdale’s

urban communities. While the demographic make-up of the primary service area indicates a decreased trail use over time, increases in community costs and desire to utilize alternative transportation methods may make-up or exceed the anticipated decline in trail use.

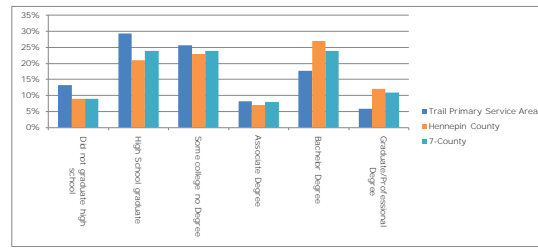


Figure 14
Education Attainment Comparison (2000 Census)

Source: Metropolitan Council/US Census Bureau

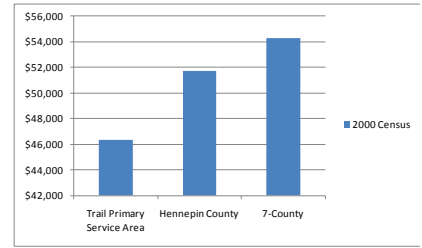


Figure 15
Household Income Comparison (2000 Census)

Source: Metropolitan Council/US Census Bureau

Projected Trail Use

Activity use of the Crystal Lake Regional Trail is expected to provide walking, dog walking, running/jogging, bicycling and in-line skating opportunities during the non-winter months (Tables 7, 8 and 9). The Park District’s seasonal-use data of existing regional trails indicates that significant use of the trail will occur in the spring, summer and fall seasons. Winter use of the Crystal Lake Regional Trail is dependent on weather conditions and independent use agreements reached with local communities to maintain and operate the trail during the winter season (defined as November 15 to March 31).

When fully constructed, the Crystal Lake Regional Trail is projected to generate approximately 288,000 annual visits. This trail will connect high density residential neighborhoods to commercial areas and major recreation sites such as the Minneapolis Grand Rounds and Elm Creek Park Reserve. While trail use is expected to be primarily recreational in nature, 15-20 percent of trail visitors will use the trail for transportation purposes (Table 10). This is 3-7 percent higher than other Park District regional trails. Regional trails with this type of use have typically seen a strong correlation between trail visits and the population of communities that these trails pass through.

The Bruce Vento Regional Trail located in St. Paul and Maplewood was used to assist in estimating use to Crystal Lake Regional Trail. The detailed calculations are shown below.

Bruce Vento Regional Trail Estimates

- Population within 0.5 Miles: 29,287 (every person makes an average of 7.00 annual visits)
- Population within 2.0 Miles: 137,720 (every person makes an average of 1.49 annual visits)
- Estimated Annual Visits: 205,000



Figure 21
 South Crystal, Crystal/Brooklyn Park, Brooklyn Park/Osseo Segments Map

Brooklyn Park/Osseo Segment
63rd Avenue to 1st Avenue

North of 63rd Avenue, the 4.1-mile Brooklyn Park/Osseo Segment (Figure 21) parallels the east side of Bottineau Boulevard/CSAH 81 along Lakeland Avenue. In order to create safe pedestrian and bicycle crossings of the I-94/694 interchange ramps, the vehicle ramps require reconfiguration. North of the I-94/694 interstate, the route jogs east one block to West Broadway Avenue passing behind a commercial business, as a result of constrained right-of-way. Should future conditions permit, a potential



63rd Avenue/Bottineau Boulevard Land Use and Transit Oriented Development Plan

Hennepin County Housing, Community Works & Transit Department

April 12, 2011

Related Transportation Studies

The impetus behind the 63rd Avenue/Bottineau Boulevard Land Use and TOD plan was the fact that three significant transportation infrastructure projects were being planned and implemented along Bottineau Boulevard. These transportation projects will either drive some future development activity the vicinity of 63rd Avenue and Bottineau Boulevard intersection, or influence potential future development within this area. Brief summaries of the related transportation studies are provided below:

Bottineau Boulevard Reconstruction

This large scale roadway planning and reconstruction project is being lead by Hennepin County Department of Transportation. Reconstruction of Bottineau Boulevard is occurring in segments with the Robbinsdale segment complete; the Crystal segment from TH 100 to the Crystal Airport starting in 2011; and the Crystal/Brooklyn Park segment from the Crystal Airport to Dutton Avenue starting in 2012 or 2013. Timing of the Bottineau Boulevard reconstruction north of Dutton Avenue is contingent upon available funding. **The Bottineau Boulevard reconstruction project will make improvements to the roadway, adjacent trails and sidewalks, and provide some streetscape treatment.** Approximately 17 business and residential parcels within the study area will be impacted by the roadway reconstruction project. Figure 2 shows the most recent roadway reconstruction plans. Parcels impacted by the roadway project are highlighted in green.

Figure 2 Bottineau Boulevard Reconstruction - Proposed Roadway Layout



Proposed Project
(western segment/
connection point)

Study Goals and Objectives

This study had several goals. First, given that several parcels are anticipated to be impacted by the Bottineau Boulevard reconstruction process, Hennepin County wanted to better understand what private market driven redevelopment scenarios may be feasible for the impacted parcels. In addition, should the Bottineau Transitway be constructed, the County wanted to identify: a.) Potential public infrastructure improvements that would support transit, and b.) Parcels that could be subject to change through private sector development. Finally, should redevelopment occur within the study area, the City and County wanted to understand how the redevelopment parcels would look and function if they were designed using TOD principles. The project attempted to illustrate the application of the following TOD principles on parcels deemed “subject to change” within the study area:

Goal 1: Provide a mix of land uses (live, work, shop)

Objective 1a: Potential redevelopment on parcels subject will change to increase live and shop options.

Goal 2: Increase land use density

Objective 2a: Potential redevelopment on parcels subject to change will increase housing density to support increased transit ridership

Goal 3: Enhance pedestrian safety, convenience and comfort

Objective 3a: Provide streetscape enhancements, such as pedestrian lighting and sidewalks and trails buffered from the street by street trees.

Objective 3b: Extend and fill gaps in the pedestrian and bicycle networks.

Objective 3c: Crime Prevention through Environmental Design (CPTED) principles will be applied to streetscape.

Objective 3d: Building placement and orientation should provide “eyes on street”.

Objective 3e: Activate public and private spaces along the street to provide street vitality.

Objective 3f: The 63rd Avenue/Bottineau Boulevard intersection will be well lit and provide clearly defined rest locations and crossings.

Objective 3g: Streetscape and redevelopment sites should strengthen a sense of pedestrian scale.



Figure 6
Historic Potato Farming
(photos: Minnesota Historical Society)

Goal 4: Provide transportation choices

Objective 4a: Illustrate how LRT or BRT would be integrated into the study area

Objective 4b: Identify locations for new sidewalks or trails to help facilitate walking and biking to the transit station and redevelopment parcels.

Objective 4c: Identify a potential location for vehicle drivers to drop off passengers, commonly referred to as “kiss and ride”, near the transit station.

Objective 4d: Illustrate how people could transfer between buses and the transit platform.

Objective 4e: Illustrate people parking in the existing parking deck could safely and conveniently access the transit platform.

Goal 5: Create a sense of place for the station area

Objective 5a: New structures are constructed from quality materials and utilize good design.

Objective 5b: Streetscape and transit elements provide aesthetic improvements, are durable and can be easily maintained.

Objective 5c: Activate public and private spaces along the street to provide street vitality.

Objective 5d: Create a unique district identity through building and streetscape design and materials. Potential district themes could:

- Commemorate historic land uses, such as agriculture or potato crops
- Highlight natural systems, such as the Mississippi River or the historic prairies that previously existed.
- Celebrate a future vision for the City, such as “the new sustainable suburb” or “the new urban agricultural community”

Goal 6: Strengthen economic vitality for both the public and private sectors

Objective 6a: Redevelopment scenarios are feasible for the current or expected near-term private development market.

Objective 6b: New development will increase the City’s tax base.

Table 3 Redevelopment Scenario 1: TOD Principles

TOD Principle	Illustrative Application
<ul style="list-style-type: none"> • Provide Transportation Choices 	<ul style="list-style-type: none"> • Incorporation of trail along 63rd Avenue
<ul style="list-style-type: none"> • Provide a mix of land uses • Enhanced pedestrian safety, convenience and comfort 	<ul style="list-style-type: none"> • Neighborhood convenience retail • Streetscaping (street trees, pedestrian-scaled lighting along 63rd Avenue, identity streetscape elements, such as monuments, bollards, banners) • Commercial building placement, scale and facade treatment • Commercial building use that supports extended hours of operation • Pedestrian provisions in the intersection, such as crosswalks, lighting and pedestrian refuge islands • Outdoor eating plaza
<ul style="list-style-type: none"> • Create a sense of place 	<ul style="list-style-type: none"> • Streetscaping • Building placement and design that provide district identity and functions as a district gateway.
<ul style="list-style-type: none"> • Strengthen economic vitality for public and private sectors 	<ul style="list-style-type: none"> • Additional commercial tax base for a viable privately owned business

Vehicles can enter the site from eastbound 63rd Avenue, but must exit to the newly realigned Lakeland Avenue. Several precedent commercial buildings, where buildings with windows facing the adjacent sidewalk are placed immediately behind the street right-of-way, as depicted in Figures 21 and 22, informed the redevelopment scenario. Figure 21 is commercial buildings located in the Village Creek area of Brooklyn Park. The strong vertical feature functions as an identity element and gateway feature for the district, which is a feature that should be considered for the new building on this site. Figure 22, located in the Town Center area of Eden Prairie, is a future gas and service station with gas pumps sited behind the building. Figure 23 illustrates the relationship of the commercial building to the street right-of-way, which promotes pedestrian safety and comfort. The scenario assumes that one of the uses in the building would be a convenience restaurant with an outdoor eating patio located on the east side of the building. The patio will provide some activity along the street to increase the vitality of the street environment. A sketch of the redevelopment scenario illustrating the building setback and façade, the proposed regional trail along 63rd Avenue, street trees and street lights is shown in Figure 24.

Figure 21 Precedent Identity Commercial Building



Figure 22 Precedent Gas and Service Station Building



Figure 23 Typical Commercial Building Setback

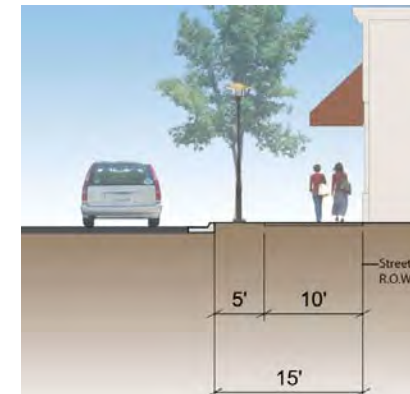


Figure 24 Neighborhood Convenience (View of Southeast Intersection Quadrant)



Table 4 Redevelopment Scenario 2: TOD Principles

TOD Principle	Illustrative Application
<ul style="list-style-type: none"> • Provide Transportation Choices 	<ul style="list-style-type: none"> • Incorporation of trail along south side of 63rd Avenue and sidewalk along north side of 63rd Avenue
<ul style="list-style-type: none"> • Provide a mix of land uses 	<ul style="list-style-type: none"> • A mix of townhouses, row houses and duplexes
<ul style="list-style-type: none"> • Increase land use density 	<ul style="list-style-type: none"> • Increase housing density from low density residential to medium density residential
<ul style="list-style-type: none"> • Enhanced pedestrian safety, convenience and comfort 	<ul style="list-style-type: none"> • Streetscaping (sidewalks setback from street by turf boulevard with street trees, and pedestrian scaled lighting) • Houses set approximately 15-feet back from the street right-of-way • Sidewalks incorporated into the interior of the redevelopment site.
<ul style="list-style-type: none"> • Create a sense of place 	<ul style="list-style-type: none"> • Streetscaping • Housing placement and design
<ul style="list-style-type: none"> • Strengthen economic vitality for public and private sectors 	<ul style="list-style-type: none"> • Additional housing tax base providing increase housing type options for city residents

Redevelopment Scenario 2

Redevelopment Scenario 2 illustrates an opportunity to increase the housing density, both north and south of 63rd Avenue, immediately west of the transit station as shown in Figure 25 and described in Table 4. The residential density depicted in this scenario (6.4 dwelling units per acre north of 63rd Avenue and 4.8 dwelling units per acre south of 63rd Avenue) would be classified in the City of Brooklyn Park’s zoning code as a medium density residential.

Appendix C:

Inclusion in Local Plans – Edina Segment

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014



Edina Comprehensive Plan Update 2008

**Submittal approved by the City
Council on December 2, 2008**

**City of Edina
4801 West 50th Street
Edina, Minnesota 55424-1394**

**Contact:
Heather Worthington, Assistant City Manager
952-826-0415
hworthington@ci.edina.mn.us
www.cityofedina.com**



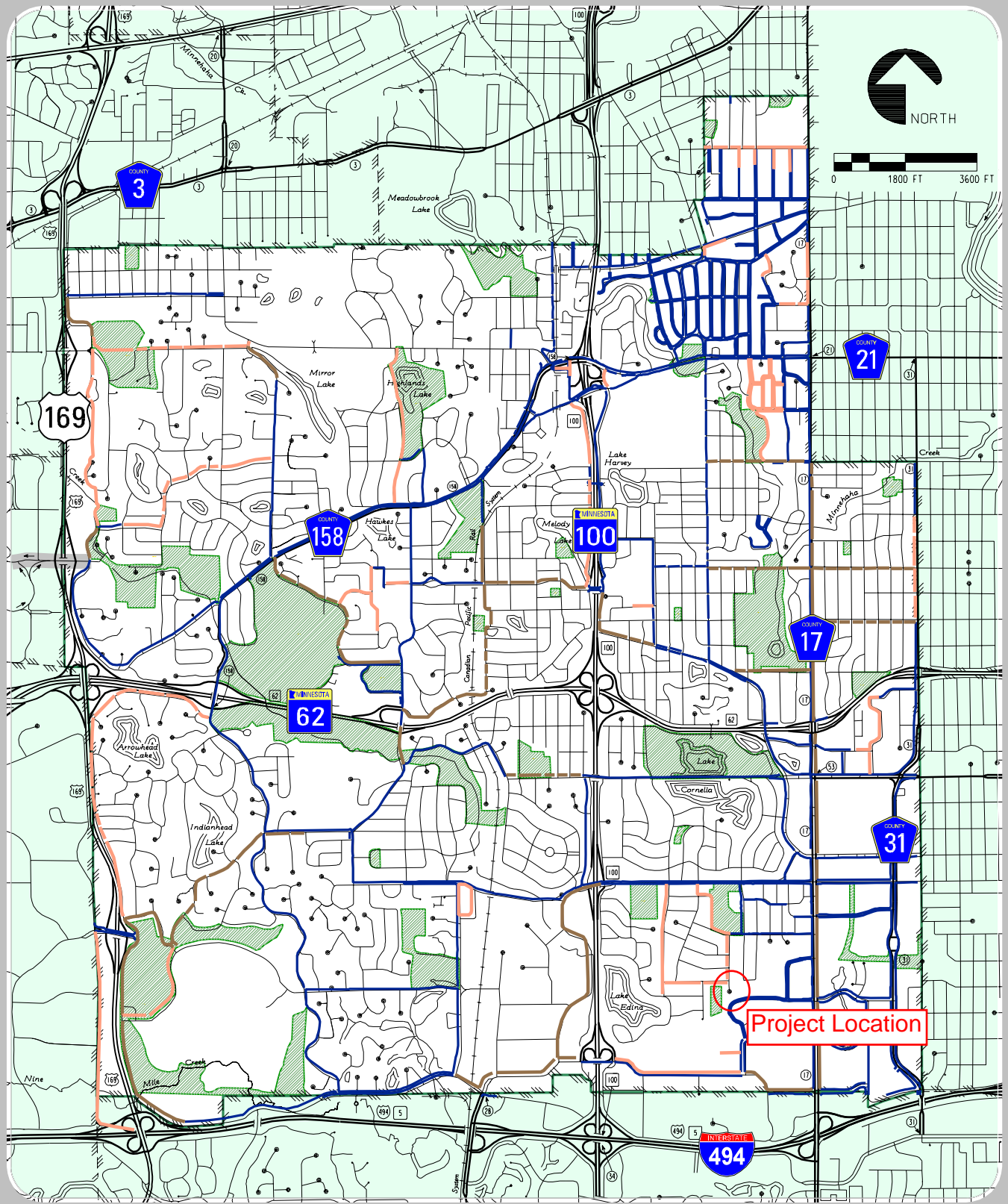
5. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
6. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
7. Increase pedestrian and bicycling opportunities 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)



LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

Note: Park Pathways are included on Figure 7.11



**City of Edina
2008 Comprehensive Plan Update**

Sidewalk Facilities

Figure 7.10

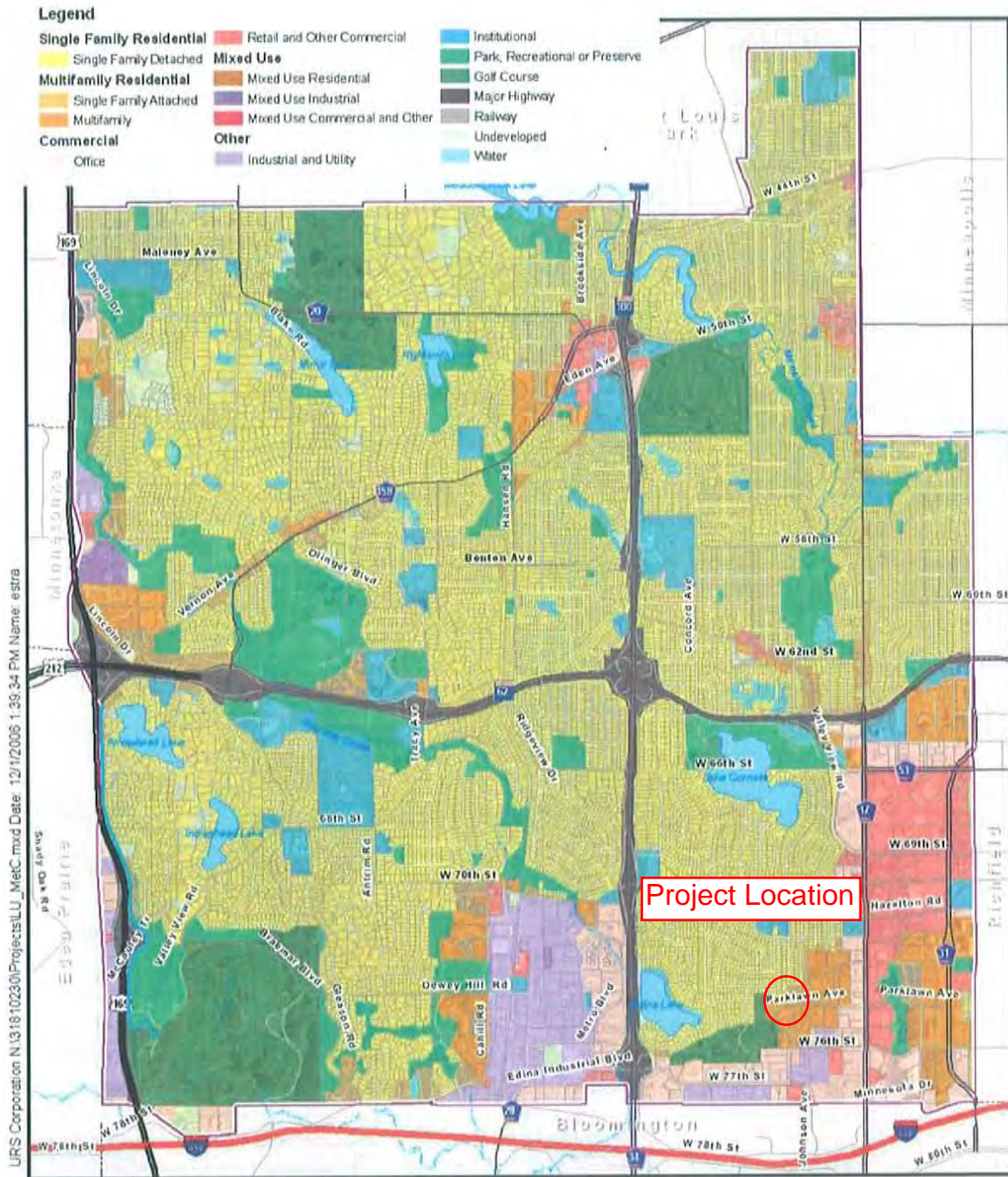


Figure 4.1

Existing Land Use, 2005

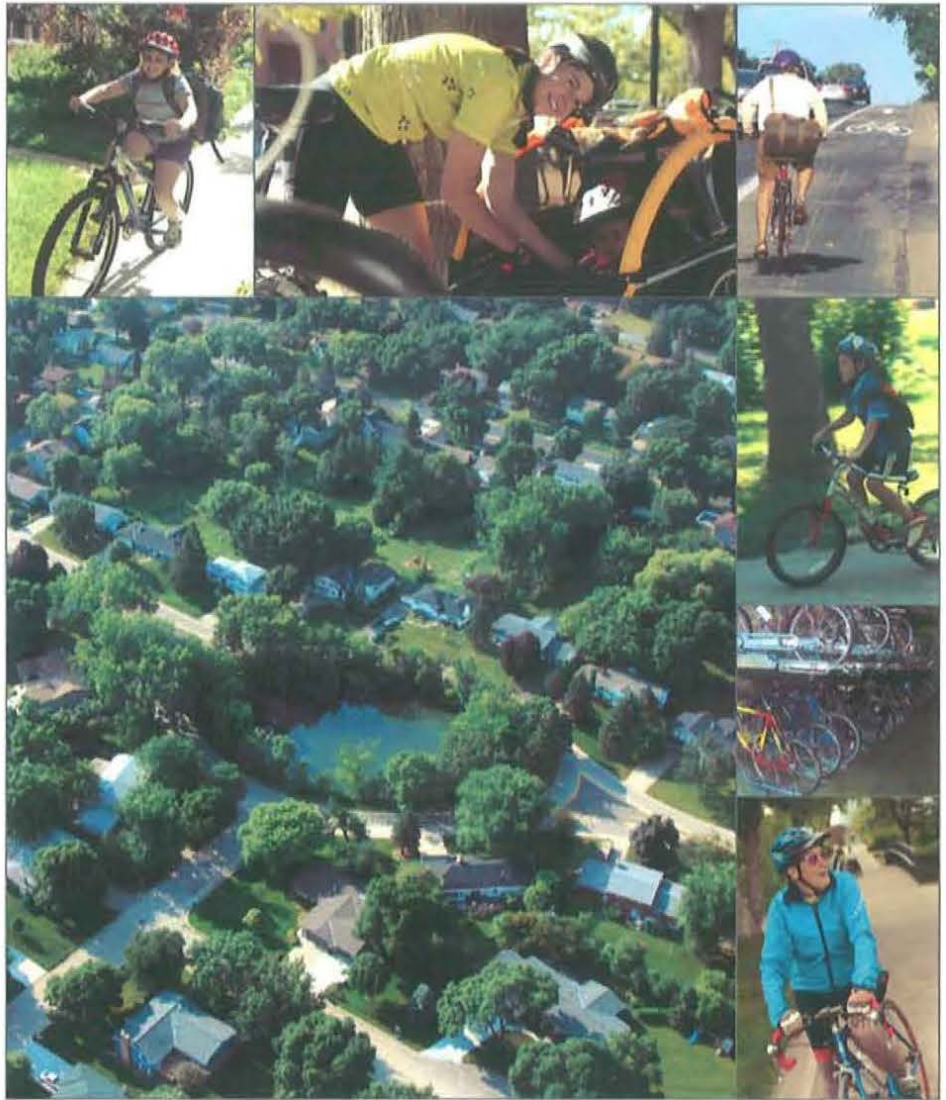


City of Edina
2008 Comprehensive Plan Update

Data Source: Met Council Generalized Land Use, 2005



0 0.5 Miles



THE CITY OF EDINA COMPREHENSIVE BICYCLE TRANSPORTATION PLAN

SEPTEMBER 19 2007



a people-centered,
asset-based approach to
urban planning, policy and design
community design group

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

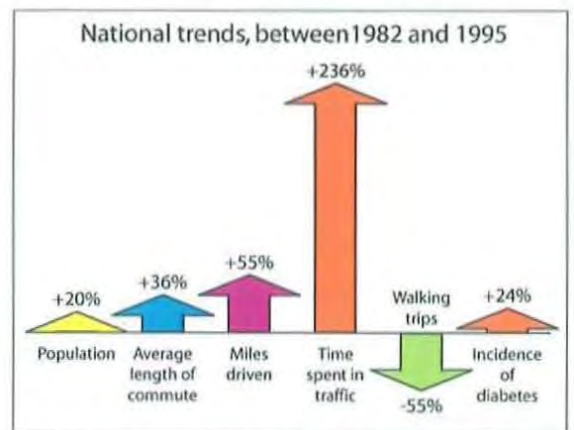
A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand the use of bicycling as a useful transportation option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

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

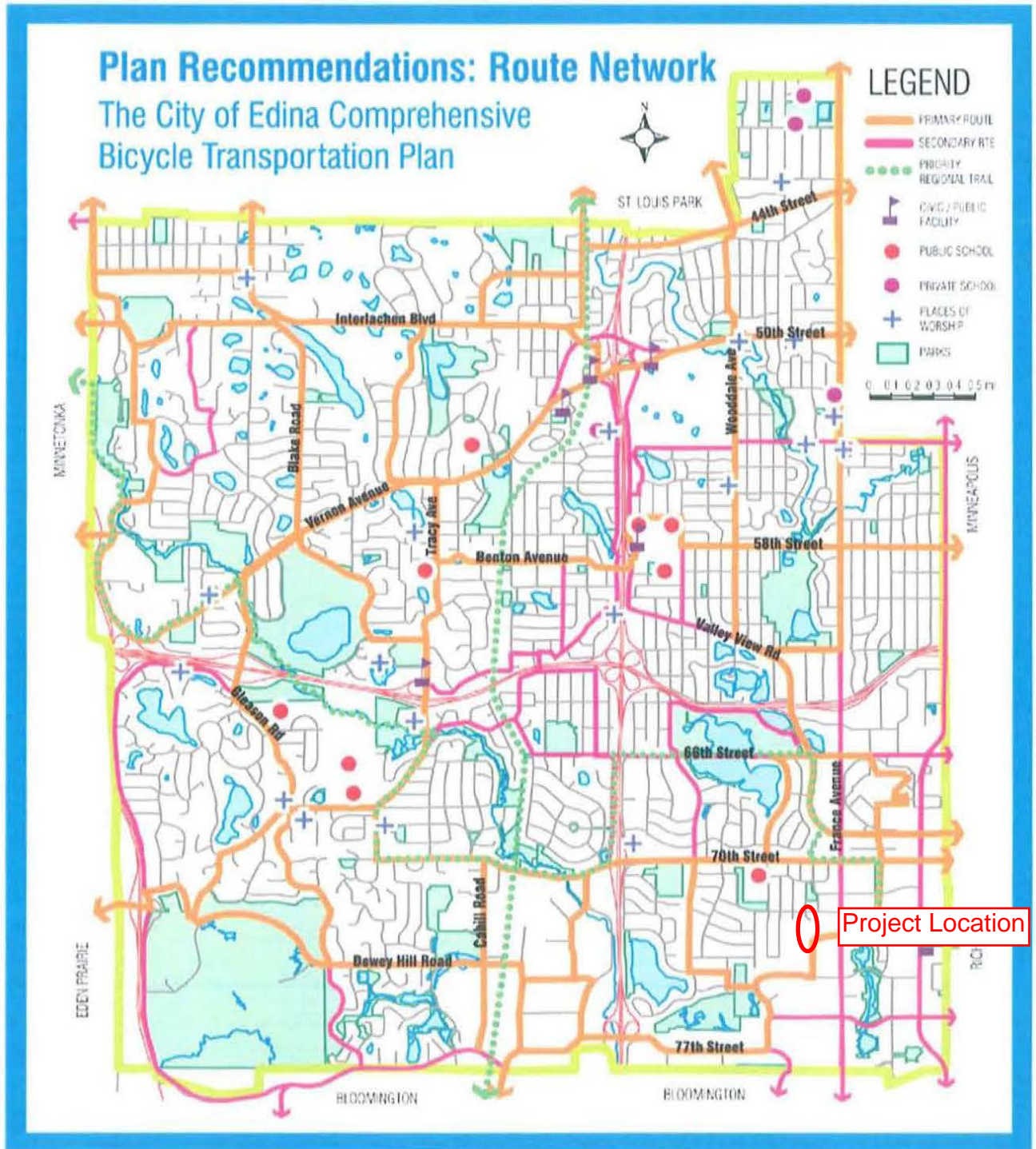
1. Increase safety and convenience for Edina cyclists
2. Increase opportunities for bicycling as a transportation option
3. Create a network of routes that is within reasonable distance of the greatest number of Edina residents and workers
4. Provide safe and convenient bicycle access to major destinations 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.

RECOMMENDED ROUTE NETWORK

A map showing the recommended network of routes for Edina's bicycle transportation network is provided below. Routes are classified as part of a Primary or Secondary network; as discussed earlier, Primary routes are those that more directly provide connections to destinations within and outside Edina. Regional routes (the Canadian Pacific Regional Trail and the Nine Mile Creek Regional Trail) are included as a high priority component of this Plan.



2.5 Regional routes

A growing network of dedicated bicycle trails is providing increasing access to transportation and recreation options for bicycle commuters, recreational cyclists and walkers in our region.

Usually located on re-dedicated railroad rights-of-way, the trails offer safe and inviting car-free cycling environments that equally allow experienced and novice riders to use cycling as a convenient option for travel between and within communities.

Notable examples in our region include the Midtown Greenway, in Minneapolis; the Cedar Lake LRT Regional Trail in St. Louis Park; the Kenilworth Trail and others.

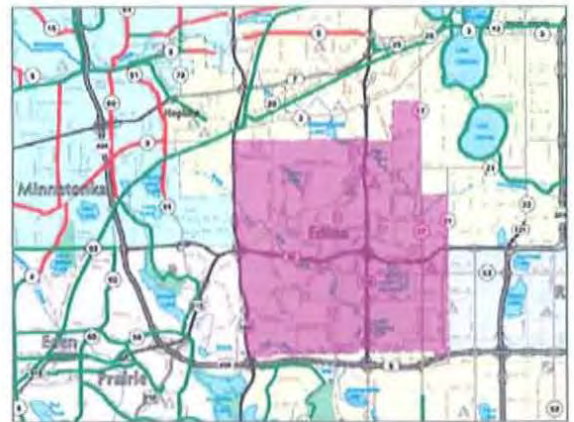
Unfortunately this network of trails currently bypasses Edina, hindering easy access to regional assets and potentially discouraging increased participation of Edina citizens in the enjoyment of a safe, convenient and healthful activity.

This Plan strongly recommends developing dedicated connections to this network. The Regional Canadian Pacific Trail and the Nine Mile Regional Trail, two projects that have recently been the subject of initial study, are here explored in more detail and are strongly recommended for implementation.

This Plan also strongly recommends more fully exploring opportunities for concurrent integration and improvement of both trails with Edina's recommended bicycle transportation network, and involving the participation and guidance of the City of Edina's Bicycle Advisory Committee and Bicycle Coordinator (recommended in Chapter 3.2).



Our region's trails help provide transportation and recreation opportunities to cyclists, walkers, skaters and wheelchair users.



Existing on and off-street bicycle trails in southeastern Hennepin County.

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.



Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Policy defines Edina’s vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City’s 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the “do.town” effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City’s Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where...

- Transportation utilizing all modes is equally safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets are safe, inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

The City will plan, design, and build high quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.

Connectivity

- The City will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
- The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

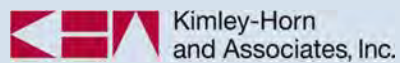
Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.



Edina Active Routes to School Comprehensive Plan

October 2013

Prepared By:



Edina Active Routes to School Comprehensive Plan



City of Edina Improvements

- Provide enforcement in school zones
- Establish city policy for crosswalk markings
- Modify ordinance language to allow bicycling on sidewalks
- Evaluate effectiveness of school speed zone signing and establish city policy for use of school speed zones
- Construct pedestrian ramps at W 72nd Street/ Oaklawn Avenue
- Construct sidewalk on 58th Street east of Wooddale Avenue
- Construct sidewalk or trail on Interlachen Boulevard
- Obtain easement and construct sidewalk connection from Oaklawn Avenue to Parklawn Avenue
- Construct sidewalk connection from Ayrshire Boulevard to Highlands Elementary
- Construct sidewalk on Valley View Road, Tracy Avenue, and Gleason Road
- Construct sidewalk on Sun Road, Arbour Avenue, and Olinger Boulevard
- Construct sidewalk on Benton Avenue
- Construct sidewalk on Claremore Drive, Kellogg Avenue, and Wooddale Avenue
- Construct sidewalk on Cornelia Drive from 70th Street to 66th Street

Edina Public Schools Improvements

- Improve bicycle parking at Edina High School and Valley View Middle School
- Improve bicycle parking at Highlands Elementary
- Continue or initiate site-level walking and biking activities
- Develop a walking and biking section of the school district website
- Create a program to improve bicycle parking at all schools
- Designate a district Active Routes to School coordinator
- Incorporate language regarding walking and biking to school into the district wellness policy
- Incorporate walking and biking safety education into the physical education curriculum
- Reconstruct and narrow the driveways at Cornelia Elementary School

Joint City-District Improvements

- Establish a permanent Active Routes to School working group or task force
- Create a pedestrian and bicycle safety public education campaign
- Continue student travel tallies on at least a yearly basis
- Address safety and traffic issues on Valley View Road at Edina High School/ Valley View Middle School

Based on its past planning and active efforts to improve its bicycle and pedestrian facilities, Edina is well-positioned to implement infrastructure improvements and effect the cultural and policy changes necessary to see long-term shifts in travel behavior.

Edina Active Routes to School Comprehensive Plan



Safety

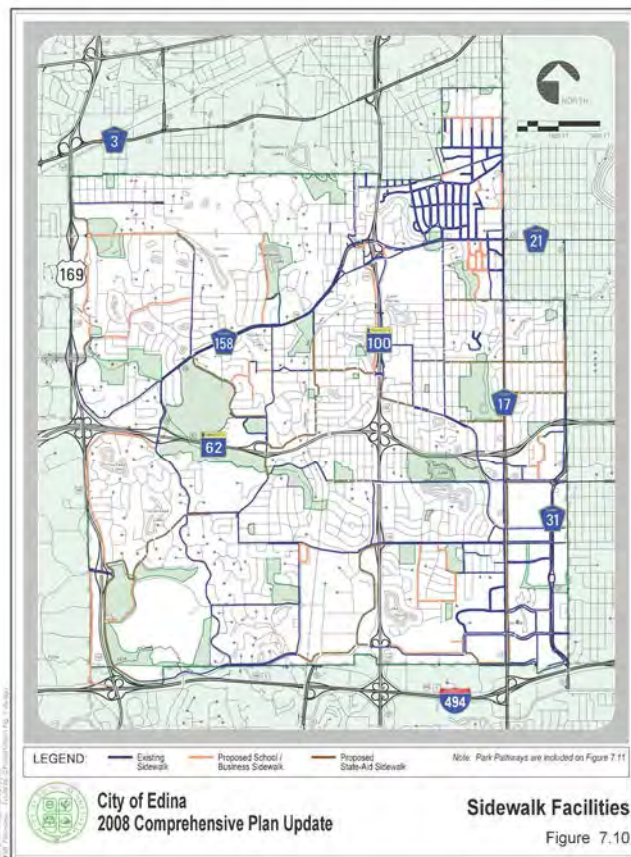
The pedestrian and bicycle crashes within the City of Edina in the past 10 years (2003-2012) were reviewed to identify the crashes involving school-age children.³ This analysis provides a picture of the overall safety of pedestrians and bicyclists in Edina, but also is used as a comparison to identify key locations or areas where crashes involving young pedestrians and cyclists are of greatest concern. Over the 10-year period, there were 60 bicycle crashes and 27 pedestrian crashes reported in the city, which represents approximately 3 percent of all crashes occurring on the local roadway network (i.e., excluding the freeway system) during that time period. More than 30 percent of the pedestrian and bicycle crashes in Edina involve a pedestrian or bicyclist under the age of 18, with the 14-15 year old age group being most over-represented (approximately 11 percent of all pedestrian and bicycle crashes in the city). This indicates a potential need for increased safety education at the elementary and middle school levels, to give children the skills to safely walk and bike in the community.

Note that in the following sections discussing infrastructure and safety at each school site, there may be references to the number of crashes within a specific school's walk zone and that these numbers may include some of the same crash incidents under multiple school sites if their walk boundaries overlap.

Infrastructure

Edina has an existing network of sidewalk and bicycle facilities that connect many of the key destinations in the city, as shown in Figure 1. However, because the city does not have a grid street system in some areas of the city, many of the facilities that provide bicycle and pedestrian connections also carry high volumes of traffic. The routes for bicycles and pedestrians can also be very circuitous due to the established street network. The City of Edina provides winter maintenance and snow clearing on all public sidewalks along designated State Aid roadways, within Public School Zones, along parks, and within major business districts. The clearing of all other sidewalks in the city are the responsibility of the adjacent property owner.

As noted in the Comprehensive Bicycle Transportation Plan, and further described in the site evaluations, the provision of bicycle parking at Edina Public Schools is generally



Sidewalk map from 2008 City of Edina Comprehensive Plan



assistant principal and students who have been assigned to crossing duty. The school has tried to recruit parents to serve as regular crossing guards on South View Lane, but had only one parent volunteer. The volume and speed of vehicles on South View Lane, as well as drivers' disregard for the school patrols, are a frequent source of concern and complaints by parents.

The bicycle racks at South View are located near the south parking lot, along Concord Avenue, but are in a grassy area. The visibility of the racks behind the building, along with the style of racks that do not allow for locking the frame of the bicycle to the rack, do not provide very secure bicycle parking. School staff reported that at times there is also insufficient capacity in the existing racks.

Buses load and unload students primarily in the south parking lot. Parents are directed to use the west parking lot, between South View and Normandale, for pick-up and drop-off, but a significant number instead use South View Lane and St. Andrews Avenue.

Input from school staff raised a number of additional concerns at the school, including enforcement of the school speed zones, the need for additional sidewalk and bicycle infrastructure, and the desire for traffic calming on South View Lane.

Cornelia Elementary School

Cornelia Elementary School has approximately 550 students in kindergarten through 5th grades. The school day runs from 9:20 am to 3:50 pm. The walking and biking infrastructure around the school includes sidewalk along W 70th Street, Cornelia Drive and portions of W 72nd Street. School crossing signing and high visibility crosswalk markings are installed at several key intersections around the school site, as shown in Figure 3. The designated school crossings all have pedestrian ramps, except for the W 72nd Street/Oaklawn Avenue intersection. The signalized intersection of W 70th Street/Cornelia Drive is signed No Turn On Red due to the vehicle/pedestrian conflicts, especially during school arrival and dismissal. School speed zones were posted in 2009 on Cornelia Avenue and W 70th Street as a result of the School Speed Zone Study.

The segment of W 70th Street from France Avenue to TH 100 was reconstructed in 2011 to include a three-lane roadway section with on-street bicycle lanes and sidewalk on both sides of the roadway. The posted speed limit was also reduced from 30 mph to 25 mph as part of the project. In addition to the school speed zone and school crossing on W 70th Street near Cornelia, there is also a signed pedestrian crossing with flashers at W 70th Street/Wooddale Avenue. Cornelia Drive north of W 70th Street is signed and has on-street markings as a bicycle boulevard and is



Reconstructed W 70th Street with improved pedestrian and bicycle facilities

Edina Active Routes to School Comprehensive Plan



identified a primary bicycle route in the Edina Comprehensive Bicycle Transportation Plan.

Bicycle parking at Cornelia is located on the west side of the school, near the play round. Although the bicycle racks are located on a concrete pad, which is beneficial for providing convenient parking during wet conditions, the racks are not visible from the school building and are not easily accessible from the main school entrances. The racks are also older styles that require the bicycle wheel to be locked to the rack, rather than the bicycle frame, which can result in a higher likelihood of vandalism or damage to the bicycle.

Pedestrian and bicycle crashes were reviewed for a 10-year period (2003-2012) within 0.7 miles of the school to identify any potential safety issues within the walk radius. A total of eight bicycle crashes and five pedestrian crashes were reported, with four involving a pedestrian or cyclist between 15 and 18 years old. Approximately half the crashes occurred during the summer months (June-August) and half during the rest of the year. The rate of crashes involving 15 to 18 year-old pedestrians and bicyclists in this area is higher than seen citywide.

During observations in November 2012, approximately 50 students were observed walking and 5 students were observed bicycling to and from school, representing about 10 percent of the student population. However, this is a relatively small portion of the 30 percent of students that live within the walk zone. The primary routes are to the north and south on Cornelia Drive, however the sidewalk on Cornelia Drive ends just north of W 70th Street. There is also a lack of sidewalk infrastructure to the west of the school.

Buses load and unload in the main parking lot on the south side of the school. Family vehicles occupy the driveway on the east side of the school, both sides of Cornelia Drive near the school entrance, and also some parts of the south parking lot. The school driveway entrances are very wide and were observed to be the source of conflicts and right-of-way confusion between pedestrians and vehicles, even when the school patrol was present to assist with the crossings of the driveways. Vehicles leaving the school and turning left onto westbound W 70th Street also created conflicts with the school patrols and the pedestrians crossing W 70th Street.



Wide crossing of the school driveway creates potential vehicle/pedestrian conflicts

Cornelia has participated in past National Walk to School Day events, which was promoted through physical education classes, and has hosted the district bike rodeo for the past two years.



In addition to the issues observed during the on-site evaluations, school staff identified several other walking and biking concerns including the lack of sidewalk on Cornelia Drive north of W 70th Street and the need for a sidewalk or trail connection from the Parklawn neighborhood to the school.

Countryside Elementary School

Countryside Elementary School has approximately 580 students in kindergarten through 5th grades. The school day runs from 9:20 am to 3:50 pm. The walking and biking infrastructure around the school includes sidewalk along the east side of Tracy Avenue and north side of Benton Avenue. School crossing signing and high visibility crosswalk markings are installed at several key intersections around the school, as shown in Figure 4. A 15-mph school speed zone was posted in 2009 on Tracy Avenue as a result of the School Speed Zone Study.



Reconstructed Tracy Avenue with bicycle lanes and high visibility crosswalks

The segment of Tracy Avenue from Vernon Avenue to Benton Avenue was reconstructed in 2012 to include a two-lane roadway section and on-street bicycle lanes and sidewalk on the east side of the roadway. The posted speed limit was also reduced from 30 mph to 25 mph as part of the project. In addition to the school speed zone and school crossing on Tracy Avenue near Benton Avenue, there are also signed pedestrian crossings of Tracy Avenue at Grove Street, Warden Avenue, Hawkes Drive, and Hawkes Place and a dynamic driver feedback (YOUR SPEED) sign. Tracy Avenue and Benton Avenue east of Tracy Avenue are identified as primary bicycle routes in the Edina Comprehensive Bicycle Transportation Plan.

Bicycle racks at Countryside are located on the southeast corner of the school and near the front entrance. Both locations are placed on concrete pads adjacent to sidewalk and were specifically situated to eliminate potential conflicts with vehicles entering the site. However, both racks are older styles that require the bicycle wheel to be locked to the rack, rather than the bicycle frame, which can result in a higher likelihood of vandalism or damage to the bicycle.



Three Rivers

PARK DISTRICT

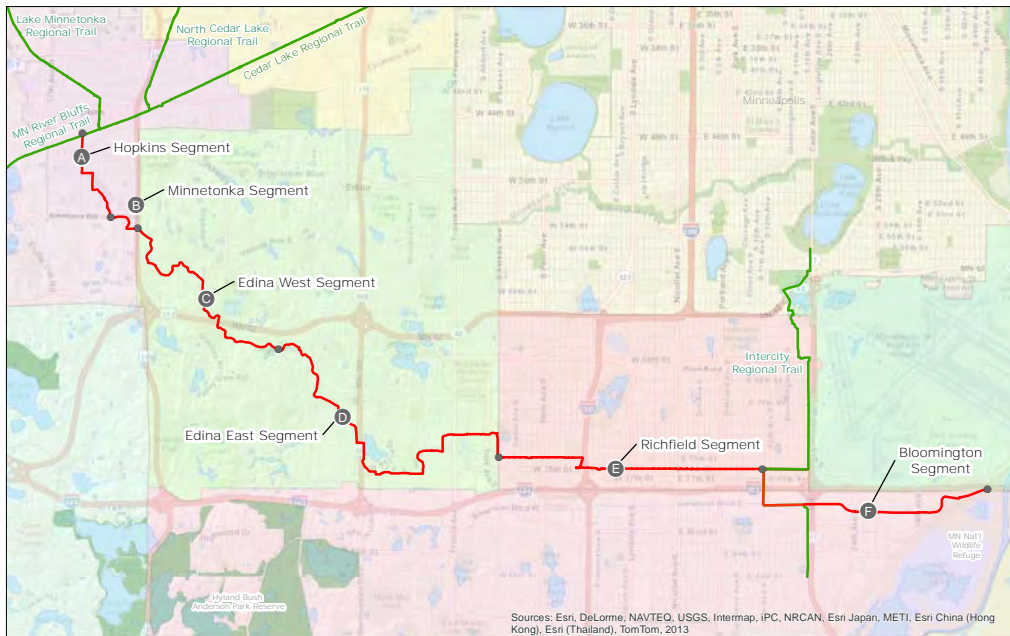


Nine Mile Creek Regional Trail
master plan

December 19, 2013

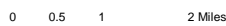
Executive Summary

Nine Mile Creek Regional Trail will span the communities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington. When complete, the regional trail will provide vital non-motorized recreation and transportation connections to and between the Cedar Lake, North Cedar, Lake Minnetonka, Minnesota River Bluffs, Intercity, and Big River Regional Trails, Minnesota River State Trail, Fort Snelling State Park, and Minnesota Valley National Wildlife Refuge Visitor Center.



Nine Mile Creek Regional Trail | Overview

Map prepared by Three Rivers Park District Planning Department - AR September 4, 2013
 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.



Identified Route



Vision: High Quality Destination Regional Trail

The 15-mile regional trail utilizes existing parkland and open space to the greatest extent as reasonably feasible to create high-quality recreational opportunities. The regional trail corridor follows its name sake, Nine Mile Creek, for several miles and incorporates vistas over wetlands, areas for environmental education and interpretation, and several places to appreciate and interact with nature close to home.

The Nine Mile Creek Regional Trail will also serve a linking function by connecting the regional parks and trail system to itself, connecting people to destinations including job centers, schools, libraries, retail/commercial nodes, churches, and parks, and provide a safe, non-motorized transportation option for a wide variety of user groups and skill levels.

The Park District is the primary agency responsible for the acquisition, development, operation, and funding of the regional trail. However, Bloomington, a regional park and trail implementing agency, will assume operation responsibilities and will collaborate with the Park District on acquisition, development, and funding for the portion of the regional trail in Bloomington.

Planning and Public Engagement

The Park District conducted an extensive planning and public engagement process. As part of the process, the Park District worked off of and in conjunction with the success of many existing planning efforts including the First Tier Parks, Trails, and Greenway Master Plan – the originating source of the Nine Mile Creek Regional Trail vision, collaborated closely with stakeholders, and utilized a variety of public outreach and engagement techniques.

Regional Trail Use and Visitation

The regional trail will be open to the general public. Its intended uses include walking, jogging, in-line skating, bicycling, and other uses mandated by state law including, but not limited to, non-motorized electric personal assisted devices.

The predominant regional trail activity across the regional trail system is biking at 76 percent, followed by walking (15 percent), and running (six percent). The percentage breakdown by activity of Nine Mile Creek Regional Trail will generally mirror the regional trail system breakdown with the exception that a slightly greater percentage of walking/hiking and a lower percentage of biking are anticipated.

When fully constructed, the Nine Mile Creek Regional Trail is projected to generate 426,000 annual visits.

Preferred Regional Trail Design

In accordance with its regional designation and associated anticipated use, the Nine Mile Creek Regional Trail will be designed as an off-road 10-foot-wide, non-motorized paved multi-use trail. A bituminous trail surface is preferred because it is cost-effective, less prone to erosion than aggregate surfaces, provides a desirable trail user experience, and is more appropriate given the urban setting and anticipated visitation. In consideration of the wetlands and floodplains associated with this regional trail, boardwalks and bridges are anticipated for significant stretches along the Nine Mile corridor Edina.

In addition, where right-of-way allows, final trail design will attempt to maximize the boulevard width to account for sign placement, snow storage, and possibly trees or other complementary enhancements.

It is anticipated that land acquisition in the form of trail easements will be required to accomplish a contiguous, continuous corridor that can accommodate the desired regional trail design.

The implementing agency(ies) and local city/agency will approve the final regional trail design prior to development.

Operations Plan

The regional trail will be subject to each agency's adopted ordinances that define the rules and regulations for the safe and peaceful use of the trail and corresponding facilities; for the educational and recreational benefits and enjoyment of the public; for the protection and preservation of the property, facilities, and natural resources; and for the safety and general welfare of the public.

The trail operation plan includes public safety, natural and cultural resources, and maintenance components.

The Park District does not anticipate any additional needs for public safety or natural and cultural resources; however, an additional 1.0 FTE may be reallocated to assist with maintenance responsibilities associated with the Nine Mile Creek Regional Trail and adjoining Intercity Regional Trail.

Bloomington does not anticipate any additional staffing needs.



Trail Description & Background

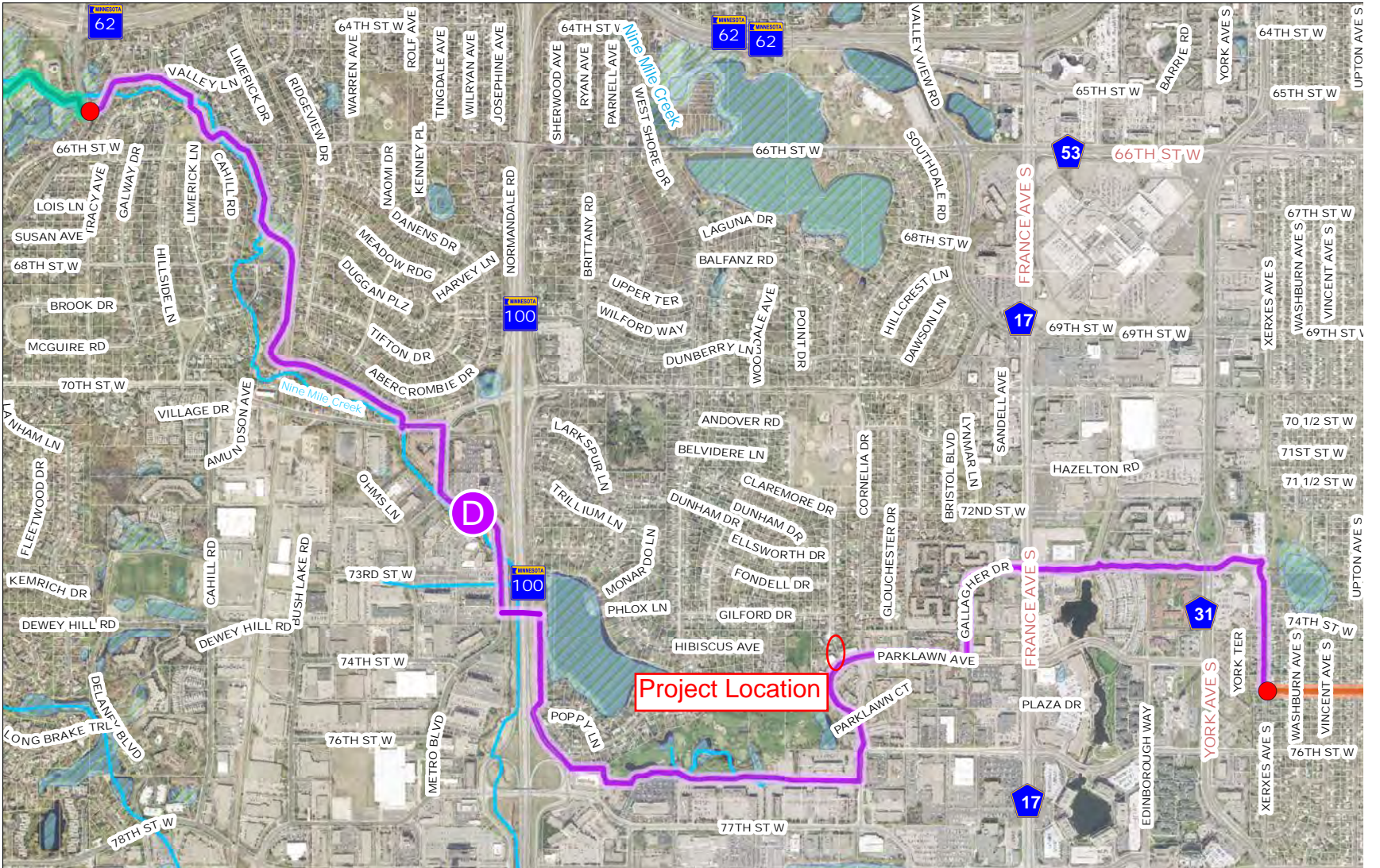
Overview

The Nine Mile Creek Regional Trail is planned through the cities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington. The 15-mile trail will span from the Hopkins downtown area to the Minnesota Valley National Wildlife Refuge Visitor Center on the west bank of the Minnesota River in Bloomington (Figure 10, following page). When complete, the route will remove six major physical barriers: Trunk Highway 169 (TH 169), Trunk Highway 62 (TH 62), Trunk Highway 100 (TH 100), Interstate 35W (I-35W), Interstate 494 (I-494), and Trunk Highway 77 (TH 77) .

At its western terminus, the regional trail connects to four existing regional trails including the Minnesota River Bluffs, Lake Minnetonka, Cedar Lake, and North Cedar Lake Regional Trails. At its eastern terminus, the regional trail connects to the Intercity Regional Trail, Minnesota Valley National Wildlife Refuge Visitor Center, Dakota County's Big Rivers Regional Trail via a trail over the Minnesota River along I-494, and the Minnesota River State Trail: Fort Snelling State Park Connection. Several trail segments are complete and open to the public. A map of the regional trail status is included in Appendix B.

The western segment through Hopkins, Minnetonka, and western Edina, follows the Nine Mile Creek corridor. The creek corridor provides opportunities for desirable, scenic user experiences as well as educational and interpretive signage. This segment takes full advantage of existing and underutilized parkland and open space and clearly fulfills the intent of a destination regional trail. The corridor incorporates vistas





Nine Mile Creek Regional Trail | Edina East

Map prepared by Three Rivers Park District
 Planning Department - AR Septemeber 11, 2013

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.

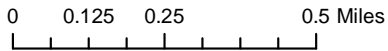


Figure 14
Edina East Segment of the Nine Mile Creek Regional Trail
 Source: Three Rivers Park District

Appendix D:

Inclusion in Local Plans – Plymouth Segment

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014

CHAPTER 7

**Parks, Trails,
Open Space and
Recreation Plan**

Adopted
April 14, 2009

4 TRAILS AND SIDEWALK MAINTENANCE

City ordinance currently stipulates that the City will maintain all trails and sidewalks on the City's Trail and Sidewalk Plan. (This ordinance does not apply to snow removal.) The City will maintain sidewalks, which are designated in the proposed plan as city sidewalks. It is not the current policy of the City to maintain any other sidewalks. The City will continue to maintain all city trails.

5 TRAIL NEEDS

A major goal of the Trail and Sidewalk Plan is to improve recreational use of the trails by adding new trail connections and by filling gaps within the network. This will provide more trail loops and better access to schools, parks, transit facilities and other destinations. The proposed city trails, sidewalks and on-road bicycle facilities are shown on Figure 7-4. The criteria used to select proposed trail segments include the following.

- **Corridor Gap Closures** – Some established linear routes are not connected along their entire length. These gaps should be filled in order to offer a continuous transportation or recreation opportunity.
- **Trail Extensions** – Some existing trails may be extended to connect to a point of interest not currently served by a trail.
- **Connections Between Corridors** – Where feasible, trail corridors should be connected together.
- **New Corridors** – New trail corridors are proposed, primarily in Northwest Plymouth, where trails do not currently exist.

The Northwest Greenway will serve as the primary means for connecting Northwest Plymouth to the City's existing trail system. This will complete the trail system that serves the entire city.

Description

Timing

Special Recreation Facilities – Consider providing special recreation facilities such as an art park, environmental parks and skate park, in response to demonstrated need.

Ongoing

Special Recreation Facilities – Consider making improvements and enhancements to beach facilities at West and East Medicine Lake and Parkers Lake Parks.

Short

Neighborhood Park Improvements – Implement improvements within each park service area according to Table 7A-5 in Appendix 7A.

Varies by service area

Trail Gaps, Connections & Crossings – Continue to improve the recreational use of the trail system by considering:

Ongoing

- Making corridor gap closures, trail extensions and connections which will provide better access to schools, parks, neighboring communities, transit facilities and other destinations;
- Providing trails on both sides of designated high volume roadways; and
- Providing safe roadway crossings of major community obstacles and/or barriers in the trail system as designated in the plan.

Trail Railroad Crossings – Consider providing safe at-grade trail crossings of the following railroad corridors in the trail system:

Medium

- Holly Lane;
- Quantico Lane; and
- Three Ponds Park.

Northwest Greenway – Identify and secure land for an ecological and recreational trail corridor running from Wayzata High School and Elm Creek Playfield eastward to Lake Camelot Park and the future regional trail.

Short/
Medium

Natural Area Protection – Continue to protect natural areas through:

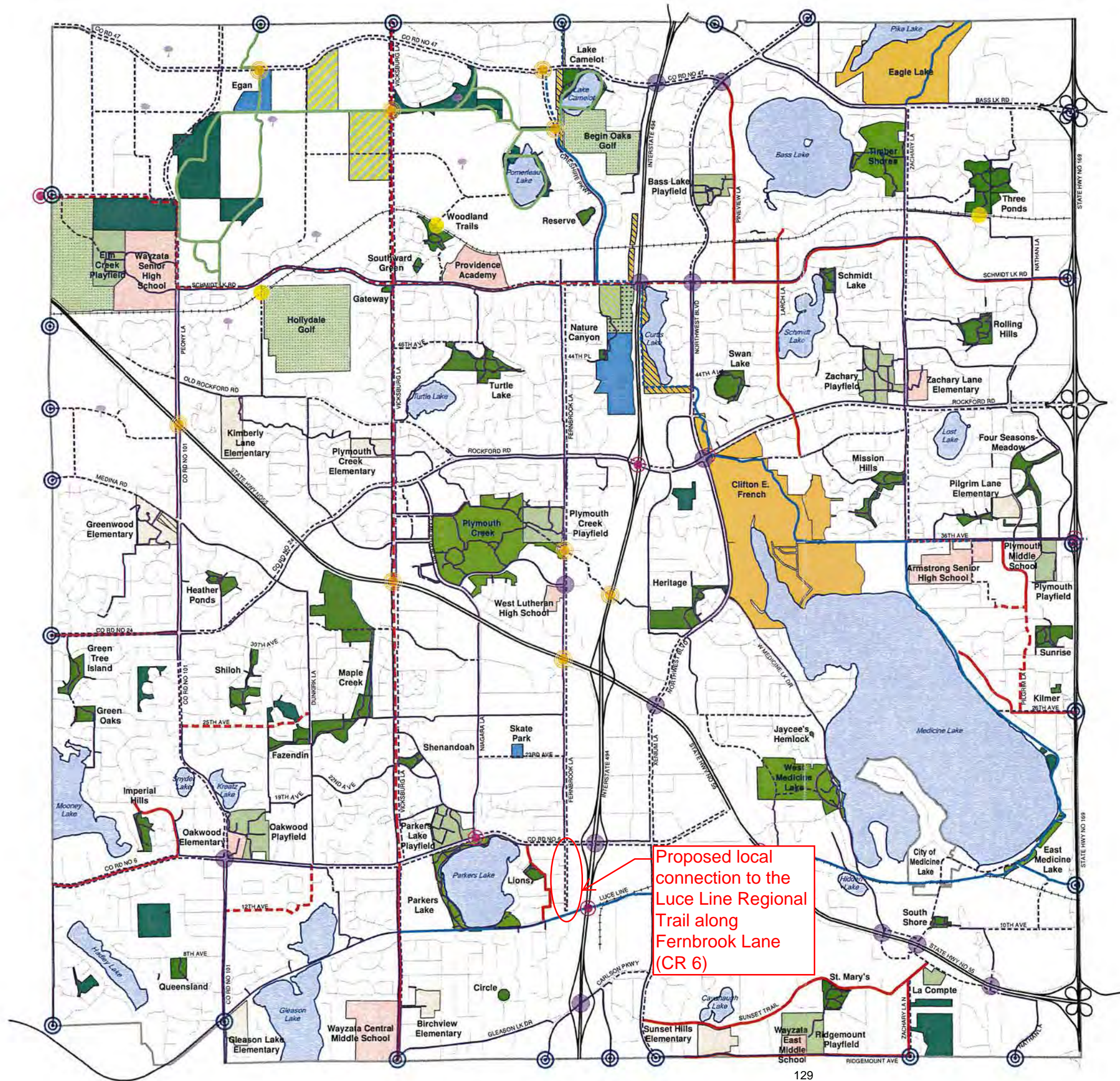
Ongoing

- 1) Management of conservation areas within parks; and
- 2) City regulation of shoreland, floodplain and wetlands.

Management of City-owned Open Space – Develop and apply a management plan for each existing and future City-owned open space parcel.

Ongoing

FIGURE 7-2 Park & Trail Systems Plan



Legend

- Proposed Neighborhood or Mini Park Location
- Trail Connection to Adjacent Community
- Existing Grade-Separated Crossing
- Proposed Grade-Separated Crossing
- Proposed Crossing Improvement
- Proposed At-Grade Railroad Crossing
- Existing Sidewalks and Trails
- Proposed Sidewalks and Trails
- Existing Three Rivers Park District Regional Trail
- Proposed Three Rivers Park District Regional Trail
- Future Northwest Greenway
- Existing On-Road Bike Route
- Potential On-Road Bike Route
- City Limits
- Lakes
- City Park
- Community Playfield
- Undeveloped Community Playfield
- Possible Playfield Expansion
- Possible Community Playfield (one site to be considered)
- Neighborhood Park
- School
- School Park
- Proposed School Park Expansion
- Special Use Park
- City-owned Open Space
- Regional Park
- Undeveloped Regional Trail Corridor Open Space
- Golf Course

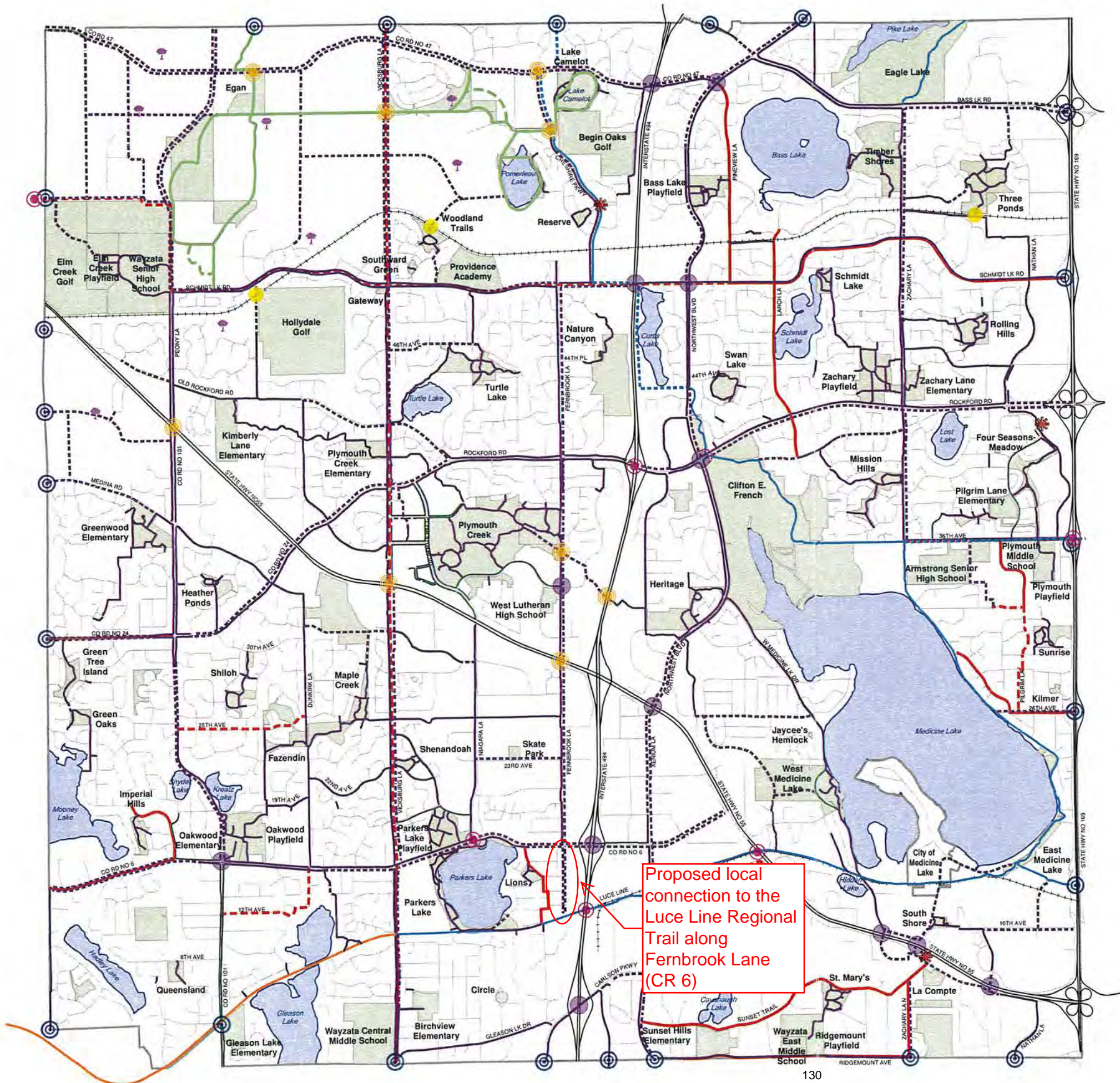
0 0.25 0.5 1 1.5 2 Miles

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



Dated April 14, 2009

FIGURE 7-4
Trail & Sidewalk Plan



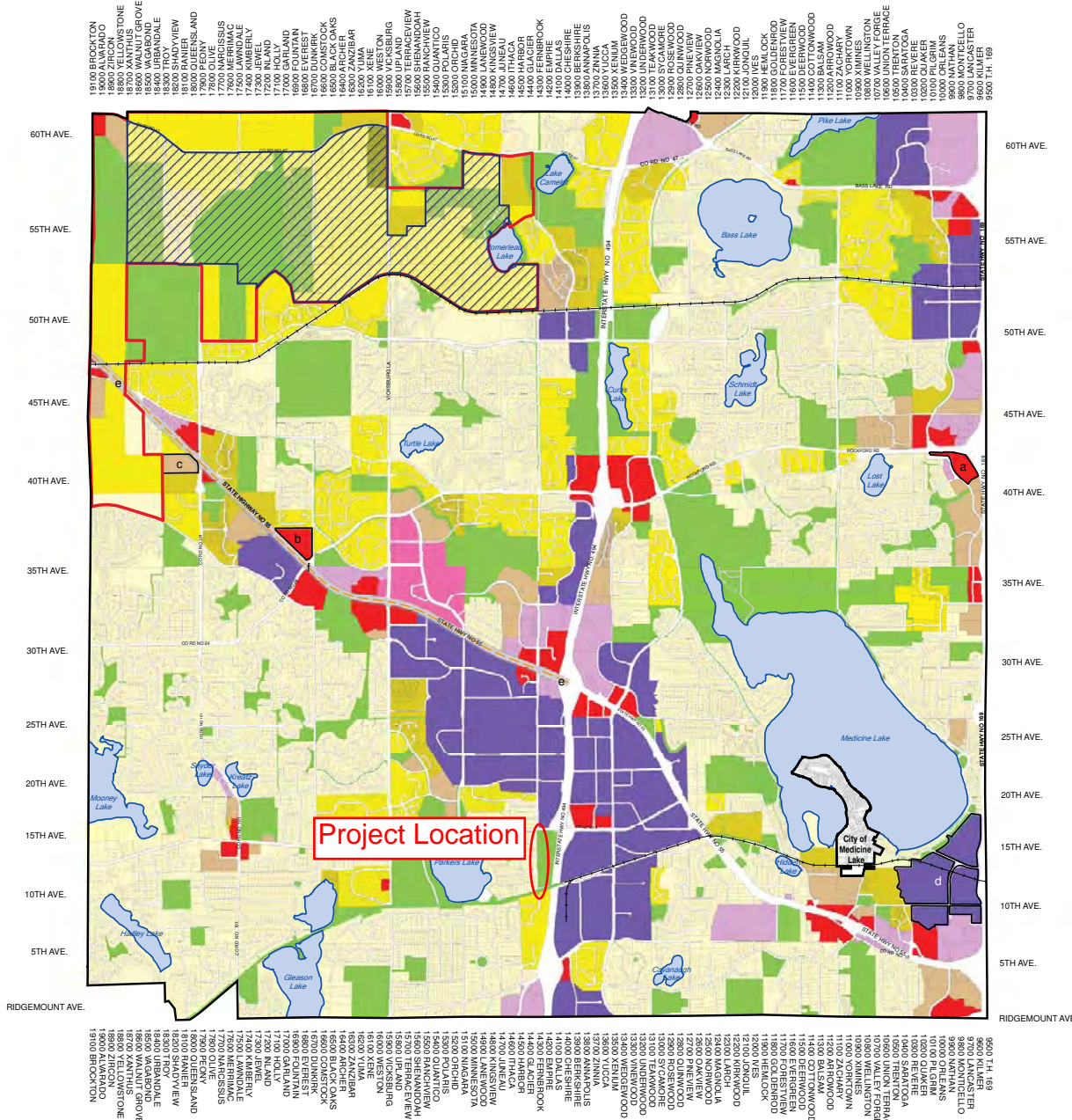
Legend

- Proposed Neighborhood/Mini Park
- Connection to Adjacent Community Trail
- Existing Grade-Separated Crossing
- Proposed Grade-Separated Crossing
- Proposed Crossing Improvement
- Proposed At-Grade Railroad Crossing
- Transit Station
- Proposed City Sidewalk
- Proposed City Trail
- Proposed Three Rivers Park District Regional Trail
- Existing City Sidewalk
- Existing City Trail
- Existing Three Rivers Park District Regional Trail
- Existing Minnesota DNR State Trail
- Existing On-Road Bike Route
- Potential On-Road Bike Route
- Proposed Northwest Greenway
- Proposed Northwest Greenway (Optional Loop)
- Existing Parks, Open Space, Schools and Golf Courses
- City Limits
- Lakes

0 0.25 0.5 1 1.5 2 Miles

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

FIGURE 3-1 2030 Land Use Plan



Legend

- City Limits
- Rural-to-Urban Transition Zone
- Northwest Overlay
- Lakes
- Commercial, C
- Living Area Rural Transition, LA-RT (UP TO 1)
- Living Area Rural 1, LA-R1 (1-2)
- Living Area Rural 2, LA-R2 (2-4)
- Living Area Rural 3, LA-R3 (4-6)
- Living Area 1, LA-1 (2-3)
- Living Area 2, LA-2 (3-6)
- Living Area 3, LA-3 (6-12)
- Living Area 4, LA-4 (12-20)
- Public/Semi-Public/Institutional, P-I
- Commercial Office, CO
- City Center, CC
- Planned Industrial, IP

0 0.25 0.5 1 1.5 2 Miles

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

- Areas with Potential Land Use Change**
- a. Potential Mixed Use/Transit Site
 - b. Potential Commercial Office site if both parcels redevelop simultaneously
 - c. Potential Mixed Use site
 - d. Potential Commercial Office south of 10th Avenue and west of Nathan Lane; potential higher density residential north of 10th Avenue
 - e. Potential future grade separation may affect development plans



City of Plymouth

Feasibility Report

Park and Recreation Trail Gap Projects
June 12, 2012

Fernbrook Lane North

County Road 6 to Luce Line Trail

The proposed site on the east side of Fernbrook Lane will provide a connection to the proposed trail on County Road 6 and the Luce Line Trail. The site consists of a grass boulevard with street signs, power poles, and City utilities located along its length. A steep slope with a wetland exists beyond the boulevard for half the project length. A heavily wooded area exists beyond the boulevard for the rest of the project.

A trail on this site is feasible. The proposed trail would be a 10 foot wide bituminous trail. It is approximately 2,130 feet in length and would be placed against the back of curb for most of the trail length. A pedestrian ramp would be installed at the intersection of County Road 6 and Fernbrook Lane for ADA compliance. Street signs in the trail path would need to be relocated beyond the trail. Sanitary sewer manholes and water main gate valves would need to be adjusted to match the trail grade. Grading will be minimized with the trail placed against the back of curb for all but the southern portion of the trail. Due to steeper grades adjacent to the curb for the southern portion of the trail grading can be minimized with the trail located 10-15 feet off the back of the curb. Most of the power poles on the site can be avoided however the trail will need to curve around one of them, which increases grading. The power pole could be relocated to eliminate the bend in the trail. The trail will also have to bend around a hydrant that exists 6 feet off the back of curb, which will increase grading. Another option would be to relocate the hydrant further back from the curb. The proposed trail would be installed on City property so no easements would need to be obtained.

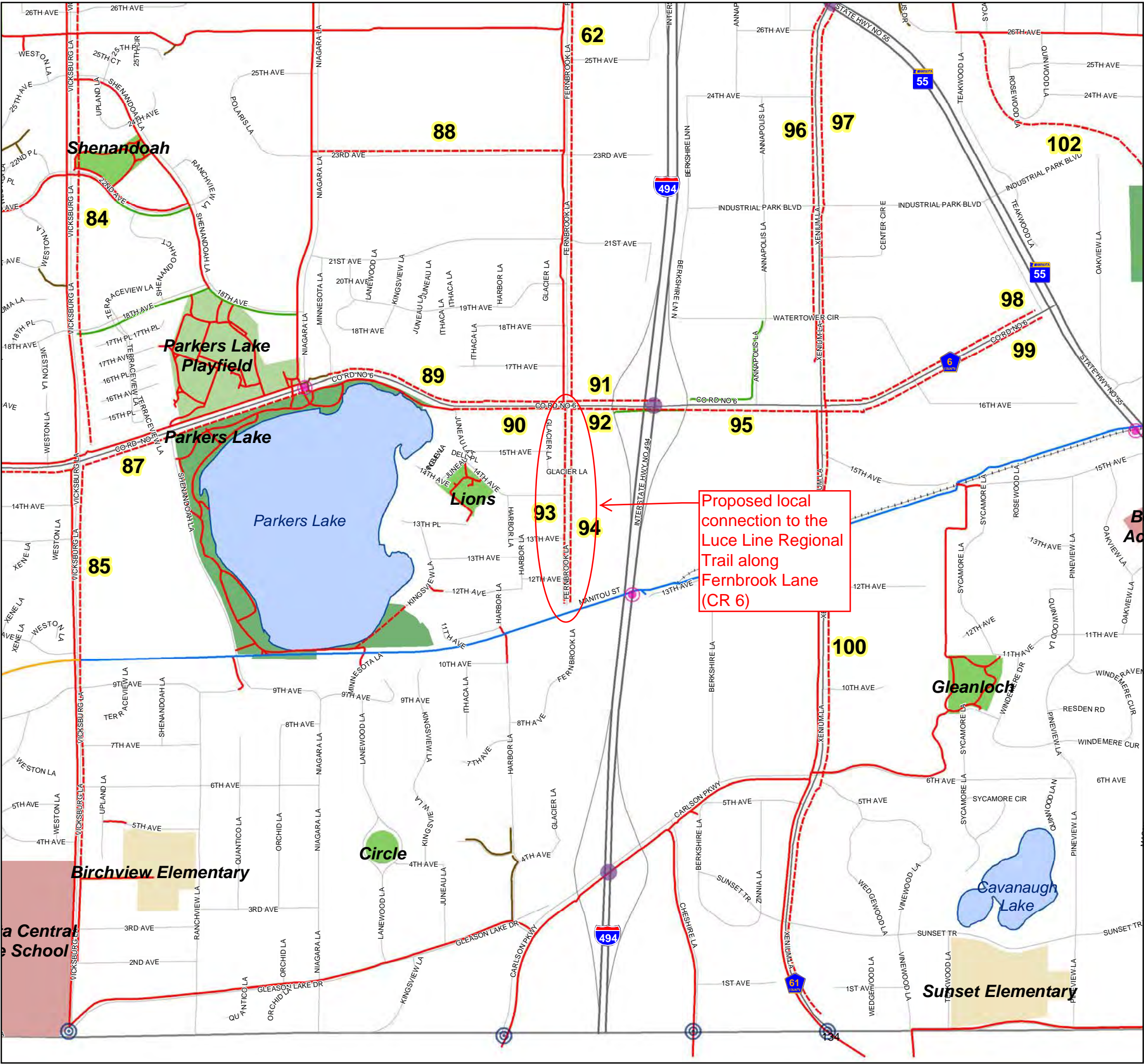
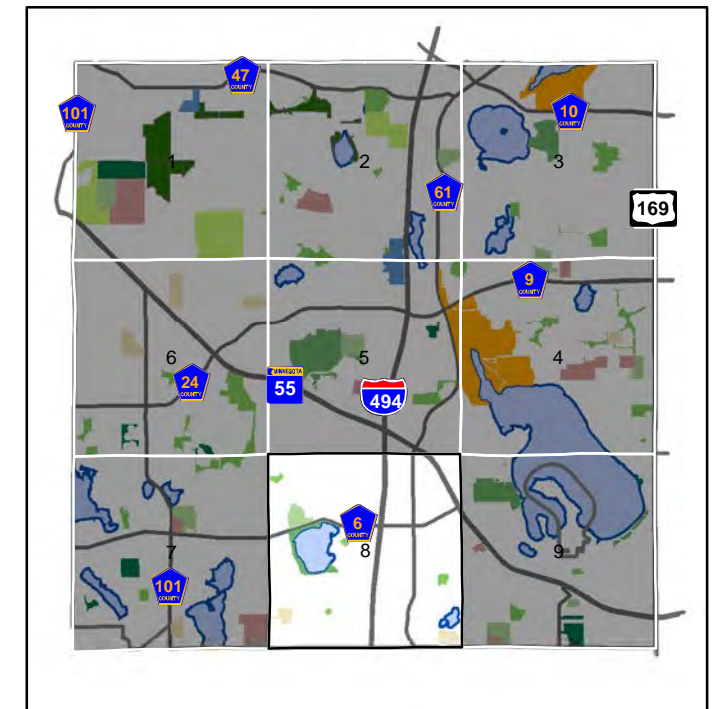
We recommend combining this trail with other proposed trails in the area to obtain better bid pricing.

Estimated Cost

NO.	ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION	L.S.	1	\$ 6,000.00	\$ 6,000.00
2	TRAFFIC CONTROL	L.S.	1	\$ 1,500.00	\$ 1,500.00
3	REMOVE & REPLACE CONCRETE CURB & GUTTER DESIGN B618	L.F.	30	\$ 25.00	\$ 750.00
4	SALVAGE & INSTALL SIGN PANEL, TYPE C	EACH	3	\$ 175.00	\$ 525.00
5	FILL PLACEMENT	C.Y.	750	\$ 15.00	\$ 11,250.00
6	AGGREGATE BASE CL. 7, (CV)	C.Y.	438	\$ 39.00	\$ 17,082.00
7	BITUMINOUS PATCHING MIXTURE	TON	1	\$ 200.00	\$ 200.00
8	3" BITUMINOUS TRAIL MIXTURE TYPE SPWEA240B	S.Y.	2,389	\$ 22.00	\$ 52,558.00
9	CONCRETE PED. RAMPS w/TRUNCATED DOME	EACH	2	\$ 600.00	\$ 1,200.00
10	ADJUST FRAME AND RING CASTING	EACH	2	\$ 550.00	\$ 1,100.00
11	ADJUST GATE VALVES	EACH	2	\$ 300.00	\$ 600.00
12	SILT FENCE	L.F.	1,500	\$ 3.75	\$ 5,625.00
13	WATER FOR TURF ESTABLISHMENT	MGAL	150	\$ 50.00	\$ 7,500.00
14	COMMERCIAL FERT. ANALYSIS 5-15-10	Lb.	133	\$ 1.00	\$ 133.00
15	HYDROSEEDING: BWSR MIXTURE R1	S.Y.	3,222	\$ 3.50	\$ 11,277.00

TOTAL BASE BID \$ 117,300.00
 15% DESIGN, ADMIN., & CONT. \$ 17,595.00
 TOTAL PROJECT COST \$ 134,895.00

Plymouth Trail Gaps South - 8



Proposed local connection to the Luce Line Regional Trail along Fernbrook Lane (CR 6)

- Proposed Neighborhood/Mini Park
- Connection to Adjacent Community Trail
- Existing Grade-Separated Crossing
- Proposed Grade-Separated Crossing
- Proposed Crossing Improvement
- Proposed At-Grade Railroad Crossing
- Transit Station
- Proposed City Trail
- City Trail
- Proposed City Sidewalk
- City Sidewalk
- Proposed 3 Rivers Park Dist Reg Trail
- 3 Rivers Park Dist Reg Trail
- Proposed Northwest Greenway
- Northwest Greenway
- Private
- Minnesota DNR State Trail
- Corresponding Trail Project
- Proposed Subdivisions
- City Park
- City-Owned Open Space
- Community Playfield
- Golf Course
- Neighborhood Park
- Northwest Greenway
- Regional Park
- School
- School Park
- Special Use Park



April 2012
City of
Plymouth, Minnesota

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

N:\PLY_GIS\PROJECTS\PARKS\trail_gaps\trail_gaps.mxd

Appendix E:

Inclusion in Local Plans – Richfield Segment

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014

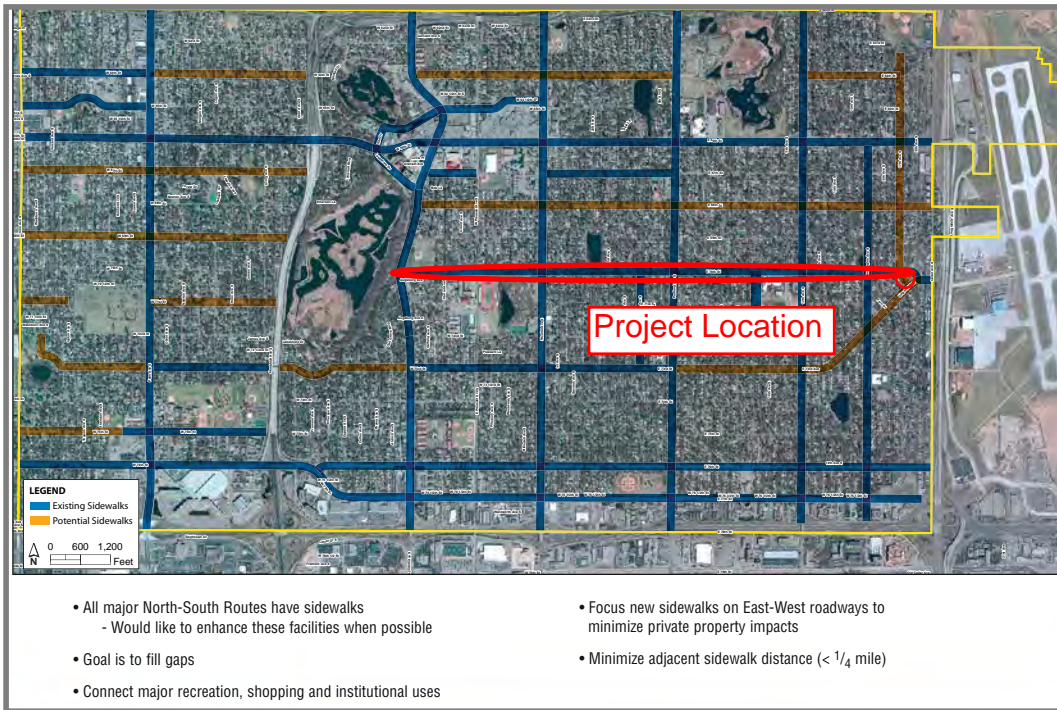
RICHFIELD



May 2009
comprehensive plan

Transportation

Figure 3.3 Transportation Issues



Information about Richfield's transportation system including existing and projected traffic volumes was presented at the November open house. Based on responses at the quadrant meetings, one of the transportation initiatives shown involved the implementation of a new sidewalk system on a limited basis. The goal of the sidewalk concept was to provide a connection between neighborhoods, shopping and parks.

In addition to the sidewalk initiative, other transportation initiatives presented and ultimately included in the transportation chapter of this plan included:

- Coordinate transportation investments with land use objectives to encourage development at key nodes.
- Encourage a multi-modal transportation system including bicycles, pedestrians, roadway vehicles and transit.
- Plan a cost-effective, safe, multi-modal regional highway system that reflects the needs of a growing population and economy.
- Incorporate landscaping alternatives and aesthetics in all transportation improvements.
- Tailor transit services to the City's diverse market conditions, improve ridership on transit services, and work with regional transportation authorities to develop a regional network of transitways on dedicated rights-of-way.
- 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 behavior and land use changes that will result in fewer vehicle trips, particularly during the peak rush hours (travel demand management).
- Reduce roadway widths to allow for sidewalk and/or bike lanes. This may also reduce vehicular speeds.
- Improve non-motorized and pedestrian travel in the City (sidewalks and/or bike paths).

- Encourage “green” building practices.
- Preserve historical, natural and cultural resources.
- Develop residential standards (scale, density, etc.) for redevelopment areas that creates neighborhood character.
- Support commercial land uses that are diverse and responsive to their context.
- Maintain and provide quality amenities and a safe living environment.

Goal:

Develop the Lakes at Lyndale area as a City Center.

Policies:

- **Continue to develop and redevelop the Lakes at Lyndale area as a mixed-use center of living, commerce and recreation.**
- Provide appropriate density transitions from the intense uses at 66th and Lyndale to the surrounding neighborhoods.
- As the market permits, provide circulator transit services connecting the City Center area to the remainder of Richfield.
- Provide the means to calm vehicular traffic at the intersection of 66th Street and Lyndale Avenue South to enhance safety and livability for residents and visitors.
- Expand the vision of the Lakes at Lyndale to include the original “HUB” and Nicollet shops.

Goal:

Beyond the City Center, develop identifiable nodes, corridors and gateways throughout the community.

Policies:

- Facilitate an intense mixed pattern of regional and community-oriented land uses along regional corridor routes including I-494 and Cedar Avenue.
- Encourage a mix of uses that serve a market in and around Richfield in community commercial nodes.
- Encourage a mix of uses that serve surrounding local neighborhoods in neighborhood commercial nodes.
- Create meeting places in multiunit complexes to allow for interaction between its residents and between its residents and surrounding neighbors.
- Improve gateway to create a visual means of welcoming people to Richfield.

Goal:

Provide an economic climate within Richfield that will encourage the availability of quality goods, services and employment opportunities for residents.

Policies:

- Accommodate business growth.
- Encourage and support the development of strong commercial districts that respect the values and standards of the citizens of Richfield.
- Encourage the development of viable and responsive neighborhood commercial services.

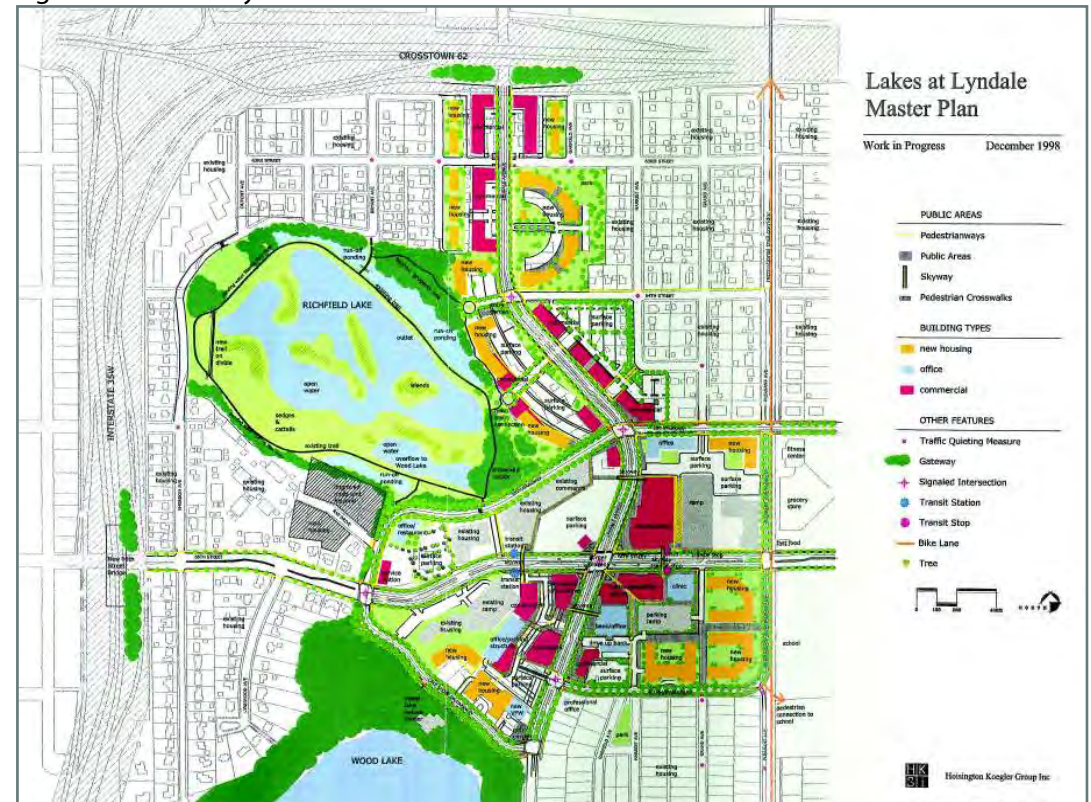
commercial corridor into a new mixed-use environment that offers housing of both the general population as well as seniors along with a variety of restaurant and other commercial uses.

Lakes at Lyndale Master Plan

The Lakes at Lyndale area is generally regarded as Richfield's "downtown". While the area may not necessarily fit the textbook definition of a downtown, it is center of commerce in the City and it contains one of Richfield and the region's most important park facilities, the Wood Lake Nature Center. It is also the home of Richfield Lake, a body of water that has been largely neglected over the years.

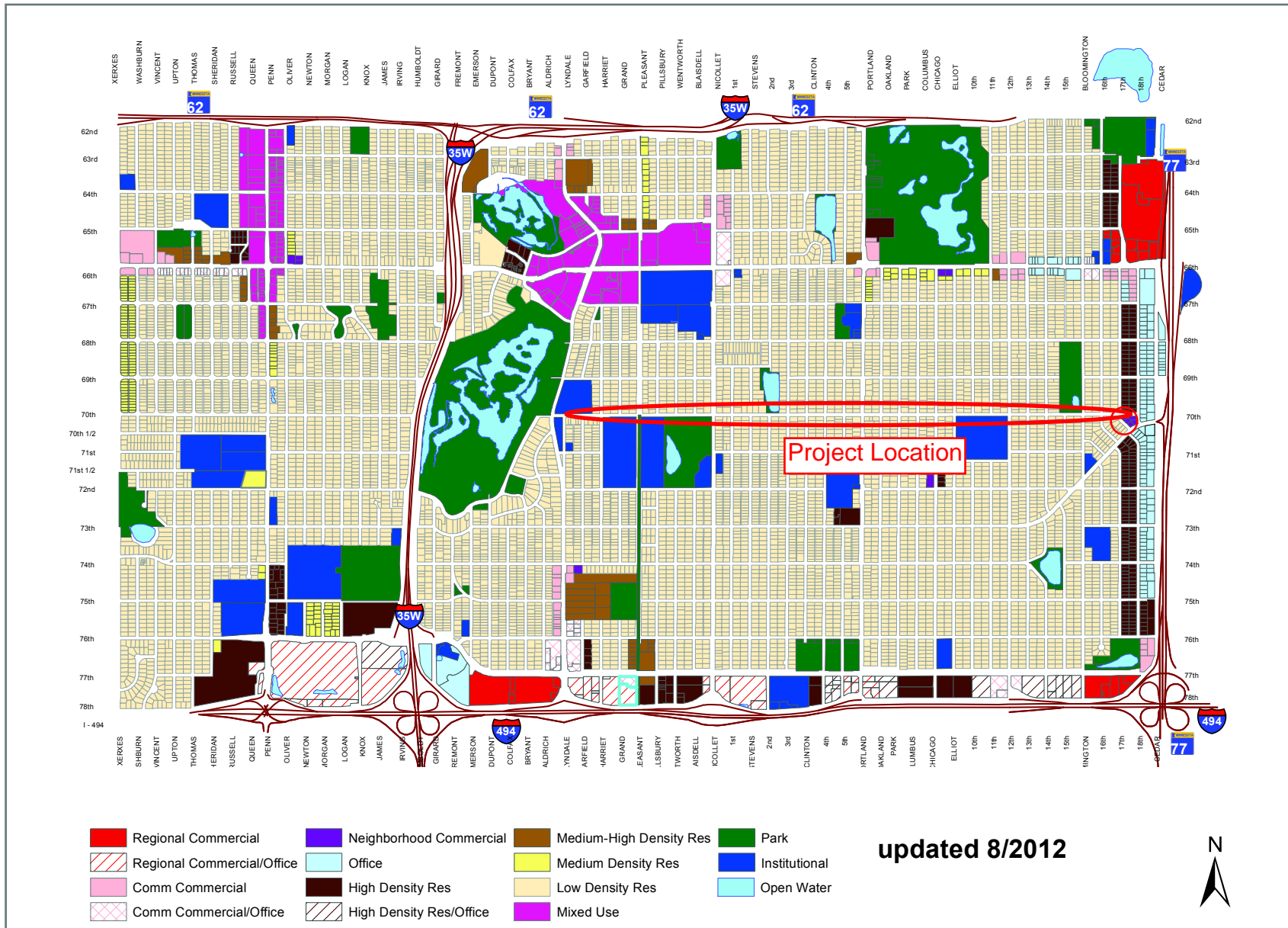
The Lakes at Lyndale Master Plan was designed to create new housing opportunities, upgrade commercial and retail properties and provide enhanced recreational opportunities around Richfield Lake. Although the master plan covered a broad area, the starting point for change was the centrally located intersection of 66th Street and Lyndale Avenue. New construction on the southwest and southeast corners of the intersection created a signature corner in the community. Smaller scale aging one-story retail was replaced by new buildings offering new housing choices, medical services, convenience services

Figure 4.4 Lakes at Lyndale Master Plan



City Bella at 66th Street and Lyndale Avenue

Figure 4.8 2030 Future Land Use 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 TH 62 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).**

City of Richfield

Bicycle Master Plan

Final Version 6-1-12



1.2 Bicycle Master Plan Task Force

The Bicycle Master Plan Task Force was created with support from the City Council and by direction of the Transportation Commission in order to capture a broader spectrum of residents in the planning process. Consisting of twenty resident participants, the task force held monthly meetings and hosted an open house in order to provide input, discuss key elements, and review the draft master plan before it was presented to the Transportation Commission and the public. The task force participants included residents who had expressed interest in the process via an application. Also included were representatives from the following City advisory commissions:

- Transportation Commission
- Planning Commission
- Community Services Commission
- Advisory Board of Health

The major functions of the task force included the following:

- Identify a Vision, Mission, and Key Objectives to use in the process.
- Identify key destinations and connecting patterns within the City to aid in the selection of proposed future bike routes.
- Identify proposed policy elements to include in the plan.
- Review the draft Bicycle Master Plan and suggest revisions.

Task Force Vision, Mission & Key Objectives

Vision- To promote the friendly co-existence of bicycle riders and other transportation users in Richfield.

Mission- To develop a comprehensive bicycle master plan that respects the rights and privileges of the community, connects key destinations within the City, and integrates with the Twin Cities' regional bike network, while promoting the friendly co-existence of bicycle riders and all other modes of transportation.

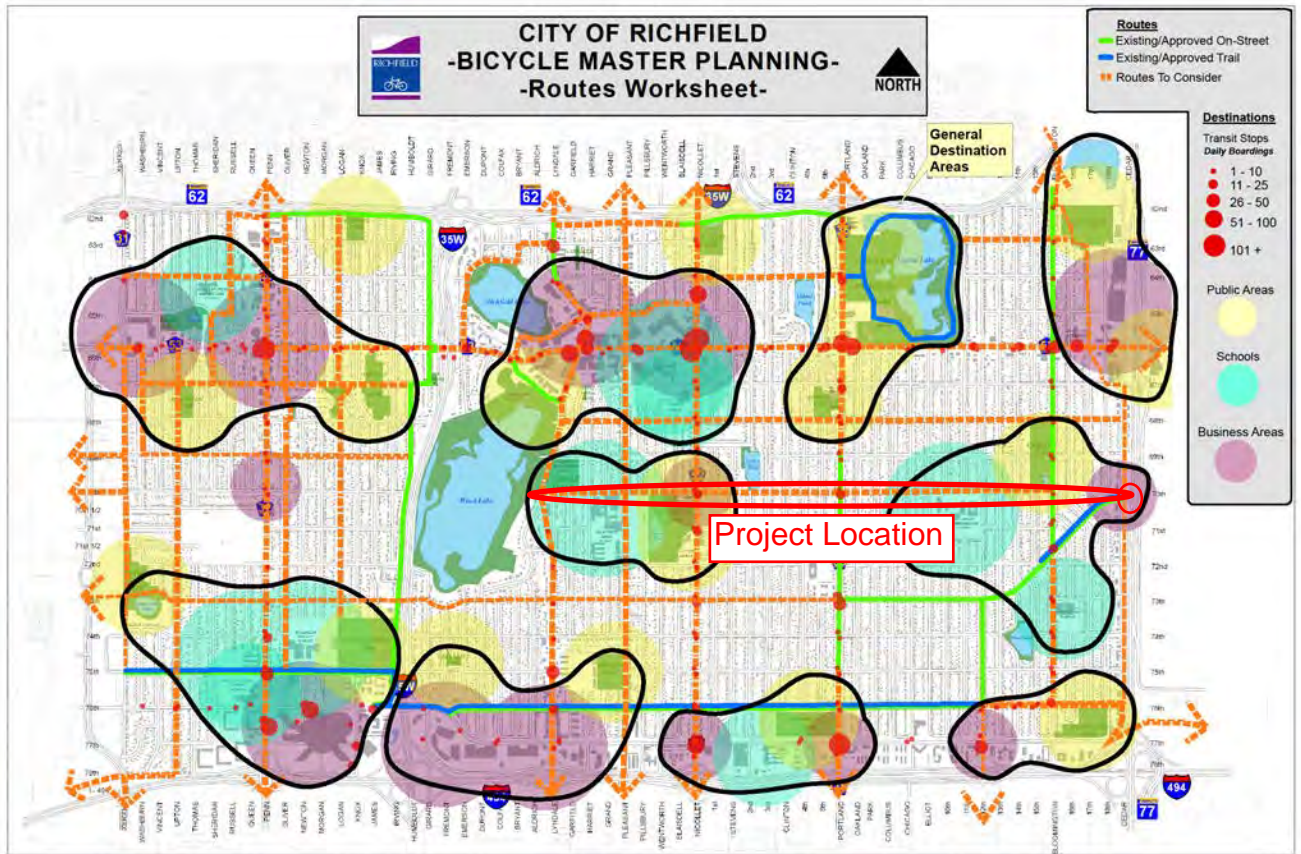
Key Objectives-

- 1) **Link Destinations-** “to link major destination points within the City, including trails connecting to other communities, to encourage visitors and residents to get out and bike.”
- 2) **Improve Safety-** “to develop safer bike options along City and County roads for both recreation and commuting.”
- 3) **Community Awareness-** “to remain context sensitive while developing compatible bicycle routes and incorporating bicycle amenities within the community.”

Another primary bicycle/pedestrian concern identified in the Comprehensive Plan is Freeway Crossings. Richfield’s existing trail system is somewhat constrained. Freeway crossings without bike lanes or adequate width to accommodate sidewalks and narrow rights of way for pedestrian and bike facilities on arterial streets, are the biggest perceived barriers to bicycling and walking in Richfield.

2.3 Key Destinations & Routes

The following map was created to identify the key Richfield destinations and routes for bicyclists. Key destinations include; public areas, schools and business areas. The identified routes include; existing/approved on-street routes, existing/approved trails and routes to consider. The goal of this map was to assist with identifying efficient bicycle access and connectivity to the key destinations within or adjacent to the Richfield community.



Section VII- Richfield Mobility Survey Summary

An online survey was used to gather information regarding bike mobility from residents, local employees or other interested stakeholders. The survey was made available for approximately six months (from January 2011 through June 2011). There were a total of fifteen (15) questions comprised of multiple choice, yes/no, ranking and fill in the blank answers. The questions centered on biking within the local community and why, where and how the Richfield biking environment is viewed. As of June 8, 2011 there were a total of 547 surveys submitted for the study. Although this number is not a direct indicator of the overall community, it is a basis for which to begin to understand how people are using bikes within the community, where they are traveling and ways the system can be improved. The hope is this survey will be made available throughout the year and will serve as a communication and planning tool for the Richfield Bike Task Force and City Staff.

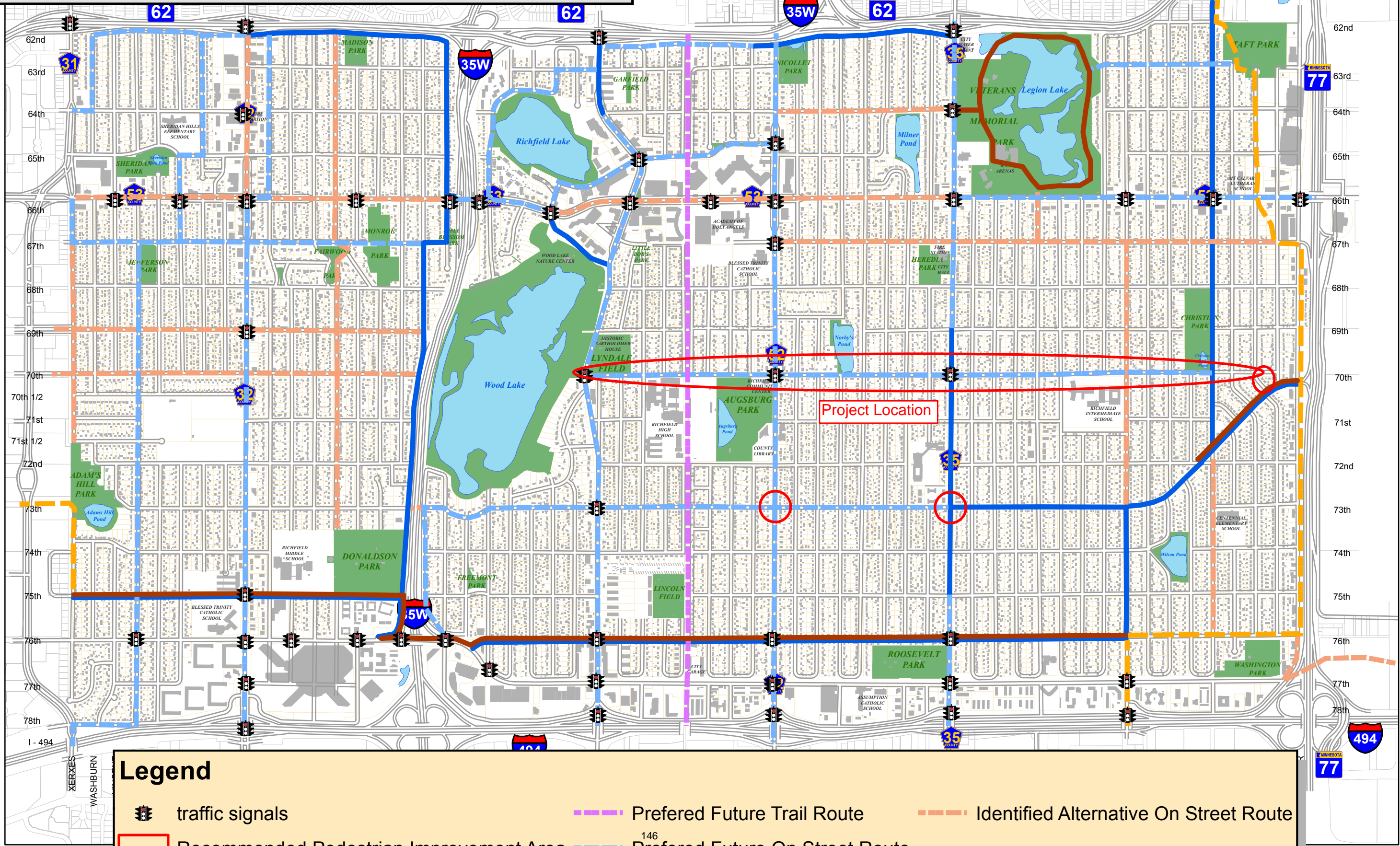
(See Appendix for the complete Richfield Mobility Survey results)

Mobility Survey Response Summary:

- Over 24% of the 546 people who responded to the survey were over 55 years old
- A strong majority (63%) of the 547 people who responded to the survey stated they and their family were recreational cyclists
- **The top three destinations selected by the survey participants include the following: around the neighborhood (73%), a local park (55%) and to a destination outside of Richfield (47%)**
- 29% of the people surveyed travel a total of 2-5 miles during a given trip
- Of the 544 people who answered the question, 80% stated they or their family prefer to bike on designated paved bike trails. Riding on the roadway came in at 49%.
- **The top three influences that would or does influence the survey respondents to commute by bike are: safer routes (56%), physical fitness (54%) and improved bike routes/awareness (50%)**
- 10% of the total respondents commute using a combination of bike and mass transit
- 62% of the respondents stated they or a family member bicycle between 1-3 times a week and 25% stated they or a family member bicycle between 4-6 times a week.
- **An overwhelming 83% of the respondents feel the development of more bike lanes and designated routes within Richfield would influence them to bike more.**
- Minneapolis and Portland were frequently identified as bike friendly communities by the survey participants



CITY OF RICHFIELD -BICYCLE MASTER PLANNING- -Identified Alternative Routes-



Legend

- traffic signals
- Preferred Future Trail Route
- Identified Alternative On Street Route
- Recommended Pedestrian Improvement Area
- Preferred Future On Street Route

CITY OF RICHFIELD COMPLETE STREETS POLICY

VISION

Consistent with the direction of the Transportation Commission and City Council, this Complete Streets Policy incorporates the philosophy that the streets and roadway sections throughout the City of Richfield should be:

- Designed and operated in a safe, accessible, maintainable, and financially reasonable way with an acceptable level of service, and
- Determined with consideration of the community values identified on a project-by-project basis using a thorough public involvement process that invites all residents and impacted parties to participate as stakeholders.

POLICY

1. The City of Richfield seeks to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the communities values, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to meet the needs and values of the Community, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to the destinations; bicycle accommodations, shared-use lanes, wide travel lanes or bike lanes as appropriate; and streetscape elements such as street trees, boulevard landscaping, street furniture and adequate drainage facilities.
3. Early and frequent public engagement/involvement will be important to the success of this Policy. Those planning and designing street projects must give due consideration to the community values, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
4. Where community values are established, bicyclist and pedestrian transportation users shall be included in street construction and re-construction projects, except in circumstances where:

Appendix F:

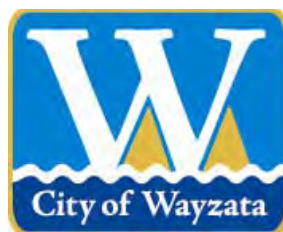
Inclusion in Local Plans – Wayzata Segment

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014

City of Wayzata

2030 Comprehensive Plan



7. Other Transportation Improvements

The purpose of this section is to identify other important transportation improvements within the City of Wayzata. These current transportation problems are described below and are shown in Map 5.10. Although some of these improvements are outside of City jurisdiction, they are prioritized below, regardless of jurisdiction.

1. Eastbound On-Ramp from Bushaway Road (CSAH 101) to TH 12
2. Superior Boulevard and Lake Street Intersection Realignment
3. Wayzata Boulevard/Superior Boulevard Intersection Realignment
4. Wayzata Boulevard Corridor Improvements
5. TH 12/Central Avenue (CSAH 101) Ramp Intersections
6. Potential Ferndale Road Interchange

The Transportation Plan is intended to review transportation needs at a policy level and does not make recommendations for design or specific funding. Each issues identified below should be studied in greater detail, to verify the need and to identify the exact nature of the improvement. The ultimate cost and schedule of potential projects will be developed in the future. In addition, a multi-faceted investment strategy will be required to fund the proposed improvements. Investment strategies for major infrastructure improvements have been grouped into three categories. Discussion of these three types of investment strategy categories is summarized below:

- **Agency or Inter-jurisdictional Sources:** Examples of agency or inter-jurisdictional sources of transportation funding include Cooperative Agreements, Federal Surface Transportation (STP), state bonding or federal earmarks or High Priority Projects, and various grant programs. By their nature, these sources of funding usually require the City to seek assistance from another level of government in a competitive process. In addition, many of the programs have extensive or restrictive qualifying criteria. The City will continue to seek these special sources of funding.
- **Private Sources:** Specific examples of private participation include site specific or general city-wide negotiated developer contributions and third party agreements between private parties and multiple jurisdictions.
- **Internal Local Sources:** Specific examples of internal funding opportunities available to the City Council include various types of city bonding with property tax payback, special assessments, ad valorem taxes, tax increment financing (TIF), and special fees.

The general time frame of when these potential improvements could be addressed is indicated below. The timing and priority of the strategies will regularly be reevaluated as part of the City’s priority-setting and work planning process.

No.	Description	Timing
1	Eastbound On-Ramp from Bushaway Road (CSAH 101) to TH 12	Ongoing
2	Superior Boulevard and Lake Street Intersection Realignment	Short-term
3	Wayzata Boulevard/Superior Boulevard Intersection Realignment	Short-term
4	Wayzata Boulevard Corridor Improvements	Ongoing
5	TH 12/Central Avenue (CSAH 101) Ramp Intersections	Short-term
6	Potential Ferndale Road Interchange	Long-term

4. Travel Demand Management

Travel Demand Management (TDM) strategies and travel options, as promoted by I-494 Commuter Services, the local Transportation Management Organization (TMO) and Metro Commuter Services, the regional TMO, have had some success for commuter travel, especially ridesharing, car-pooling, and van-pooling, but has not had a significant impact on congestion or travel flexibility. Strategies such as flex work hours have not been adopted widely in the Twin Cities, nor has telecommuting. These both offer good potential as future measures, especially telecommuting as computer networks continue to grow in capacity and sophistication. TDM programs for employees should be required for new major developments that will impact traffic loads.

New TDM options will be supported and explored by Wayzata as they develop. These include systems such as Nu-Ride, a commercial internet-based and highly flexible rideshare system, and car-share programs such as HourCar and ZipCar that provide easy local access to short term car rentals or car subscription services. Transit promotions, new fare tools and transit incentives including expanded specialty pass programs, and changes to taxi regulation and other commercial services are other TDM activities that may provide benefits to Wayzata residents and employers.

C. FREIGHT PLAN

1. Trucking

There is minimal industrial traffic within the City of Wayzata. Industrial traffic primarily uses the metropolitan highway system. The Interstate and Minnesota Trunk Highway systems are all built to 10 ton axle loading standards. The City will continue to discourage non-local trucks on local streets in residential neighborhoods.

2. Railroads

The Burlington Northern Railroad line crosses the City on an east-west route. Approximately 15 freight trains use this line on an average day, including two heavily loaded coal unit trains averaging approximately 100 cars per train. The City is concerned about noise levels from train traffic, and is currently exploring the implementation of an FRA approved quiet-zone through downtown. Future use of this track is expected to remain constant. This rail line holds potential for future use as a commuter rail corridor to augment transportation options into and out of downtown Minneapolis if highway congestion continues to increase.

D. BICYCLE/TRAIL PLAN

This section of the Transportation Plan will focus on the on-street and off-street trail corridors that serve commuter and recreational bicyclists. The plan provides connections to schools, parks, playfields, transit facilities, as well as existing and proposed regional trail corridors, including the Dakota Rail Line and the Luce Line Trail. A study of potential connection corridors between the Dakota Rail Trail and the Luce Line Trail is included as Appendix D. As new connections are implemented, special attention will be made to ensure sidewalks/trails throughout the City are ADA compliant. Map 5.12 shows the Sidewalk Trail Plan for the City of Wayzata.

1. On-Street Bike Lanes for Commuters

Two general classes of bicyclists that use trails and roadways in Wayzata are commuters and recreational bicyclists. Commuter bicyclists are higher skilled riders who prefer on-street bicycle facilities. Destinations for commuter-riders include employment areas, transit station, commercial areas, longer recreations rides and connections to destinations outside Wayzata.

The future on-road commuter bicycle system focuses on providing key east-west and north-south facilities to create a backbone for on-road bicycle routes that will enable bicyclists to travel more safely within the community. As roadway projects or significant interest is expressed for a specific corridor, the City will evaluate the proposed routes to determine the feasibility of implementing an on-road facility. The criteria for determining the feasibility of implementing an on-road facility may include roadway traffic volume and design speed, the need for on-street parking, directness of route and cost/benefit.

The City will take an incremental approach to developing an on-road bikeway network. When road construction projects or significant citizen interest arises, the City will evaluate proposed routes on a case-by-case basis to determine the feasibility of implementing an on-road facility. Options and design criteria will include bicycle lane compliant, road-shoulder compliant or no designated facilities. The criteria for determining the feasibility of implementing an on-road facility may include roadway traffic volume and design speed, the need for on-street parking, directness of route and cost/benefit analysis.

2. Off-Road Trails

Recreational bicycle riders prefer off-street facilities and are less-skilled riders. Recreational bicyclists ride to neighborhood parks, schools, commercial areas, regional/state trail systems and smaller looping trail systems for leisure rides. The City will continue to review the trail and sidewalk network to determine if gaps exist that provide safe bicycle connections for recreational bicyclists. In particular the City will review connections between schools and commercial areas, in addition to sidewalks/pedestrian connections for all neighborhoods in the City.

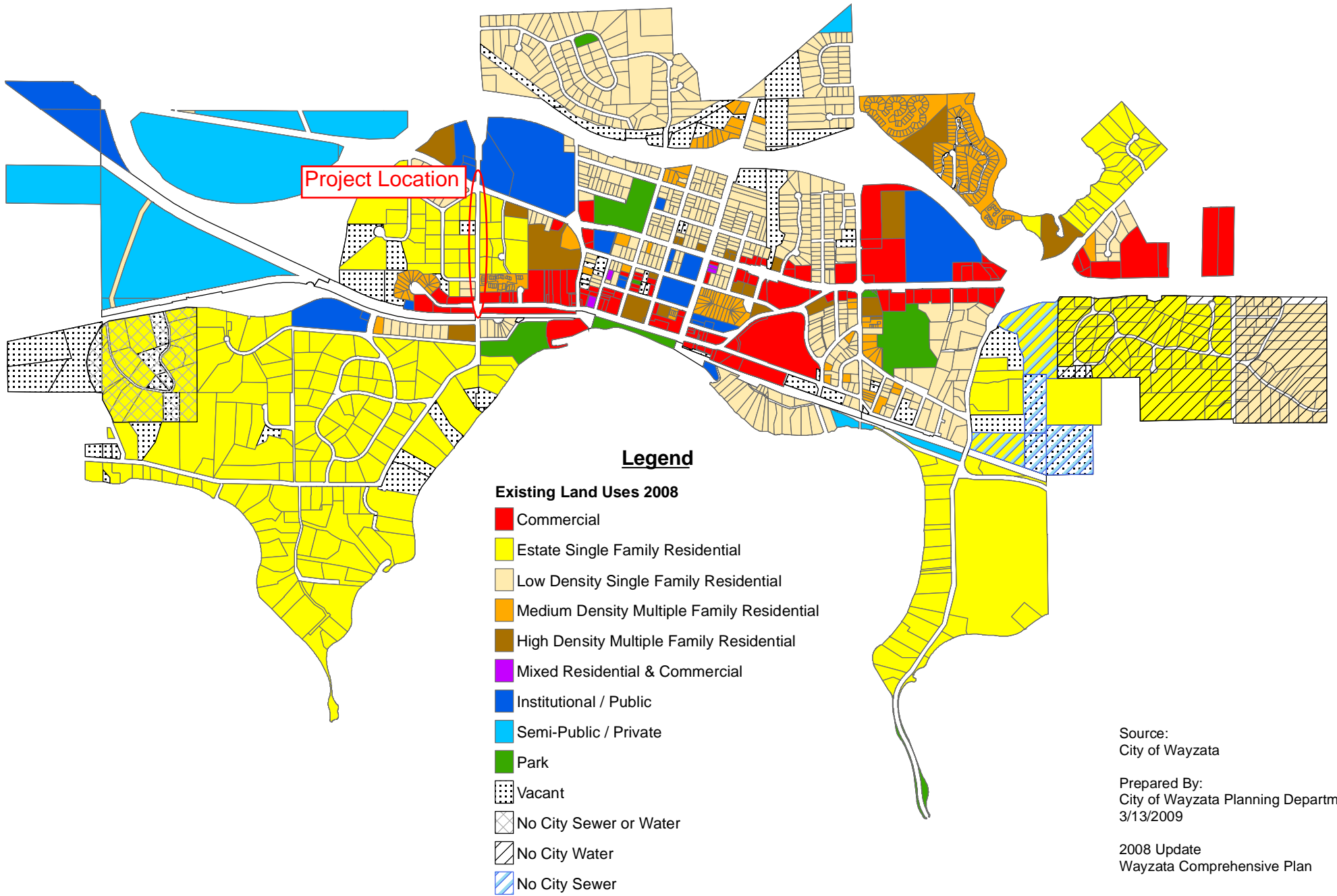
There are certain roadways in the City that may pose a safety hazard for pedestrians and bicyclists due to high traffic volumes or other features. These roadways may be considered for trails on both sides, in order to provide safe access to the trail system from residences and commercial uses. Additional options for overcoming barriers created by high volume roadways and dangerous intersections include:

- **Grade Separation:** Pedestrian/bicycle bridges or underpasses, expansion of vehicular bridge or underpass to accommodate bicycles/ pedestrians.
- **Improved Signalization:** Stoplights/signs for pedestrian/bicycle crossings, pedestrian-only phase at major intersections, advanced pedestrian signals, pedestrian push buttons in the median (two step crossing), warning signage, or lights to alert vehicles of pedestrian crossing.
- **Intersection/Roadway Reconstruction:** Removal of free right turns, widened medians for pedestrian safety, reconstruction of roadways, driveways and curb lines in commercial areas to restrict the number of access points, raised crosswalks, crosswalks with varied pavement, traffic calming measures, such as neckdowns and bumpouts.

E. AVIATION PLAN

1. Airports

Wayzata does not contain, nor is adjacent to, any airports. The vast majority of passenger and freight air service provided to Wayzata residents and businesses is provided at the Minneapolis/St. Paul



Existing Land Use Map

Map 3.1

1 inch equals 0.34 miles



Connecting Trails in Wayzata Trails



Prepared for the City of Wayzata and
Hennepin County Department of Housing, Community Works and Transit

January 29, 2009

III. Existing Conditions Analysis

City of Wayzata

There are multiple existing pedestrian routes that connect the Luce Line State Trail and Dakota Rail Regional Trail through the City of Wayzata via the network of City sidewalks (Appendix A). However, none of the existing sidewalks are of a width that is safe or efficient for use as a multi-use trail for pedestrians, bicyclists, and other recreational users. The possible routes are further restricted by the presence of the Highway 12 freeway, which has three roadway bridge crossings and one pedestrian-only overpass crossing (Figure 5).

The route traverses a mix of land uses ranging from residential to institutional (Wayzata Middle School and several churches), park/open space, commercial, and office. The trail should accommodate these uses and make connections between public open space and various other uses and also maintain consistent and logical wayfinding objectives.

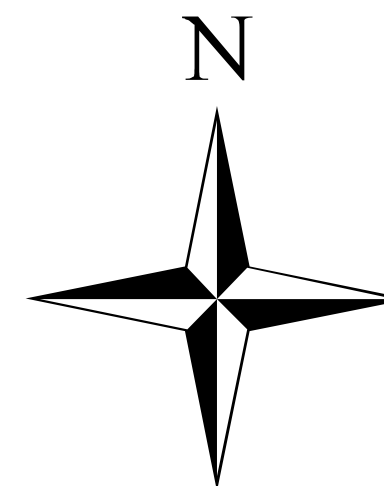
Existing Corridor Conditions

Initially, eight alternative trail routes were identified to connect the Luce Line State Trail to the Dakota Rail Regional Trail through Wayzata, lettered A through H (Figures 7 and 8). Each alternative was further divided into segments, numbered 1-3, so that the physical condition of each segment could be surveyed and compared to the others. The selected alternatives vary in the existing street width, right-of-way width, the amount of traffic, the classification of the street, whether on-street parking is provided, and whether sidewalks currently exist. All of these physical characteristics were considered in choosing the best alternative for the proposed trail connection.



Figure 5: Wayzata Context and Issues Map

Bicycle Gaps Hennepin County September 2012

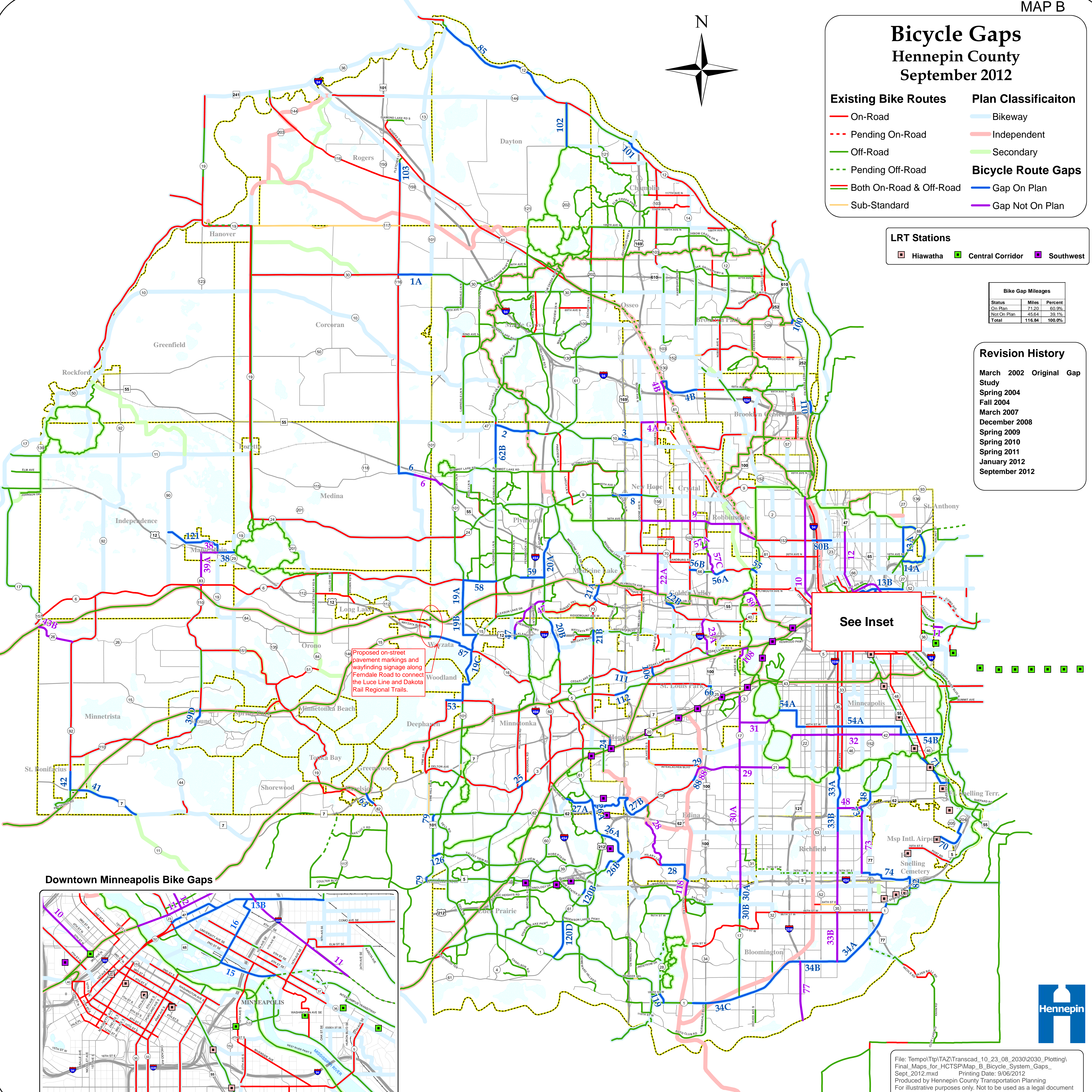


- Existing Bike Routes**
- On-Road
 - - - Pending On-Road
 - Off-Road
 - - - Pending Off-Road
 - Both On-Road & Off-Road
 - Sub-Standard
- Plan Classification**
- Bikeway
 - Independent
 - Secondary
- Bicycle Route Gaps**
- Gap On Plan
 - Gap Not On Plan

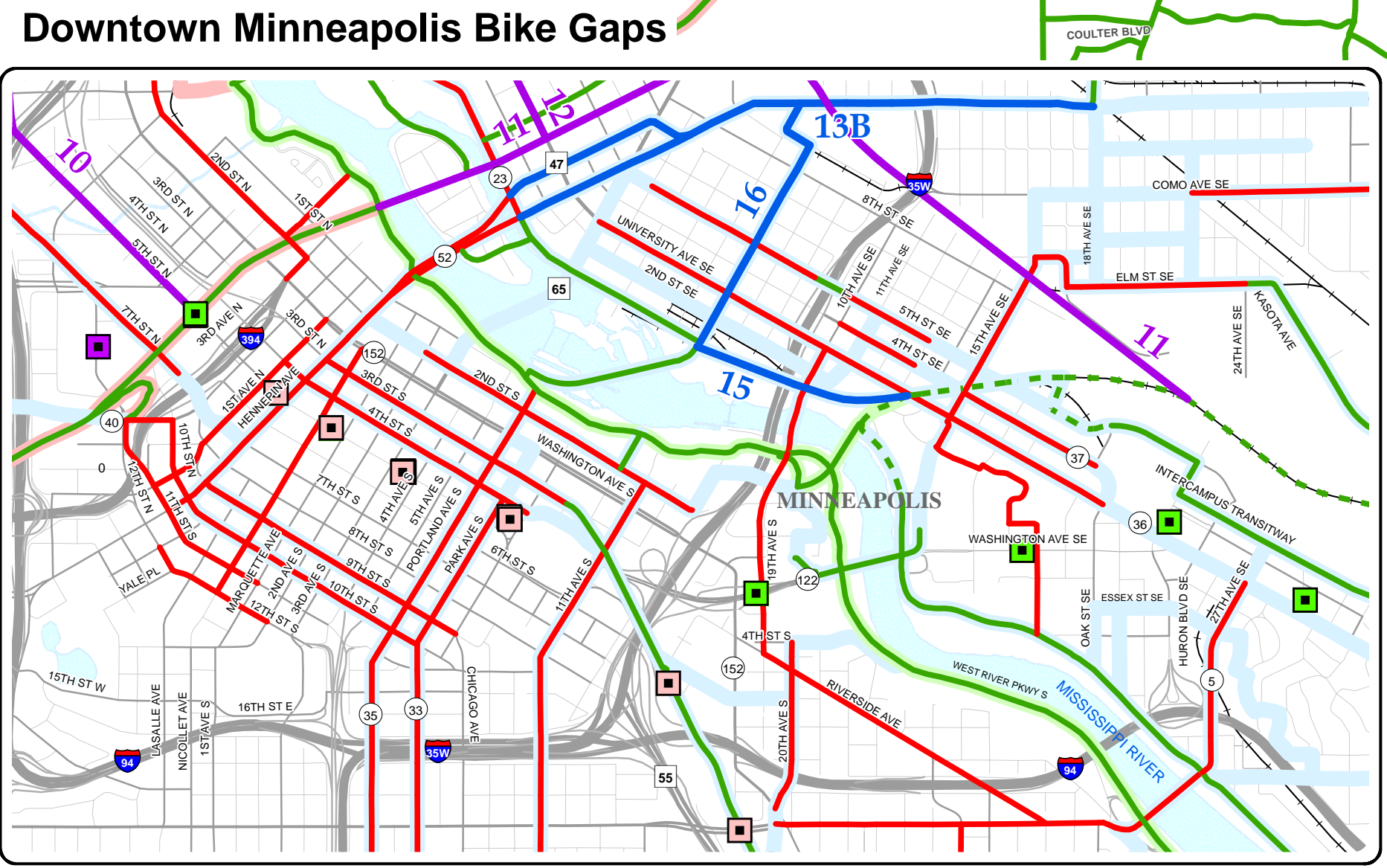
- LRT Stations**
- Hiawatha
 - Central Corridor
 - Southwest

Bike Gap Mileages		
Status	Miles	Percent
On Plan	71.20	60.9%
Not On Plan	45.64	39.1%
Total	116.84	100.0%

- Revision History**
- March 2002 Original Gap Study
 - Spring 2004
 - Fall 2004
 - March 2007
 - December 2008
 - Spring 2009
 - Spring 2010
 - Spring 2011
 - January 2012
 - September 2012



Proposed on-street pavement markings and wayfinding signage along Ferndale Road to connect the Luce Line and Dakota Rail Regional Trails.



January 19, 2006

Dakota Rail Regional Trail

Master Plan



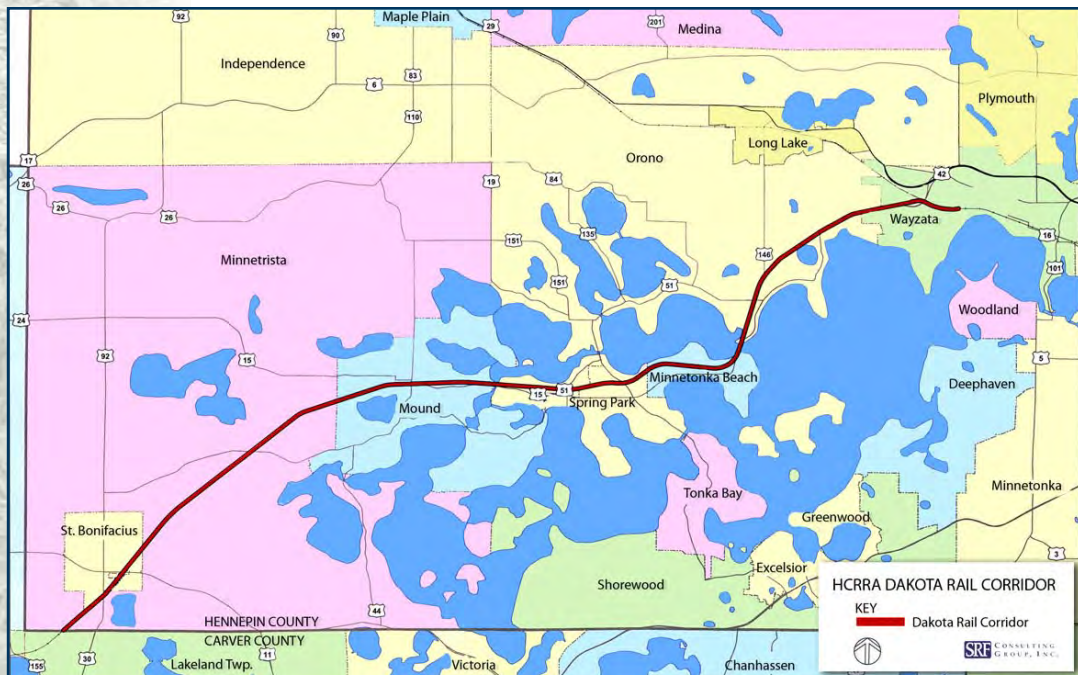
SECTION 1: Planning Framework

The Master Plan Process

The Dakota Rail Regional Trail master plan serves as the guiding vision for development and operation of a 13.5-mile Three Rivers Park District regional multi-use trail between the communities of Wayzata and St. Bonifacius within the existing Dakota Rail Corridor.

The master planning process begins with an idea and a potential opportunity. The process takes a detailed look at that idea and the opportunities and challenges associated with bringing the idea to fruition. The process is built upon a three-legged stool: public input from nearby residents and the interested public; a technical analysis that examines the physical, environmental, safety and social considerations of the project; and with the input and partnership of the host communities – those communities through which the trail will pass. These legs create a foundation from which successful project implementation can be launched.

The Dakota Rail Regional Trail master plan document describes the proposed trail project, identifies the recreation demand for the trail and the challenges associated with the project, outlines the proposed management of associated natural resources, and proposes a development concept and management plan for the trail.



SECTION 2: Dakota Rail Corridor Description and Background

potential for aligning a portion of the Dakota Rail Regional Trail along CSAH 15, 51 and 19. The County has indicated that those routes would not provide attractive or safe conditions for a trail used by bicyclists and walkers (*Written correspondence August 16, 2005*). The City of Orono has indicated that they do not support the alternative alignment along CSAH 51 and 19 for safety and environmental reasons (*Written correspondence October 23, 2001*).

Local Connections



The Dakota Rail Corridor passes through St. Bonifacius, Minnetrista, Mound, Spring Park, Orono, Minnetonka Beach and Wayzata. In each community potential exists to develop trail connections to local parks, main streets or business districts. The Park District will work with local agencies to develop connections to a variety of areas within their communities. These potential connections may take years to develop and the costs for these connections are not reflected in this master plan.



The eastern terminus to the corridor, which is on the western edge of Wayzata, could provide access to downtown Wayzata along Lake Street West. A trail head, complete with parking, benches, trash receptacles and bicycle racks could be incorporated into a trail connection to downtown. The City of Wayzata is studying opportunities to connect the Dakota Rail Regional Trail with its downtown and to the Luce Line Trail through the City. The Park District will continue to work with Wayzata to provide connections to the Luce Line Trail and the downtown area.

The western terminus to the Three Rivers Park District portion of the Dakota Rail Corridor is located just southwest of St. Bonifacius. This western terminus could serve as a trail head and node for other regional trail network connections. The corridor continues west through Carver and McLeod counties for another 31.5 miles, providing opportunities for extending a regional trail to Hutchinson. A trail connection linking the Dakota Rail Regional Trail with Lake Waconia Regional Park and the City of Waconia is also planned by Carver County.



SECTION 4: Challenges and Opportunities

The Dakota Rail Regional Trail will offer a pleasant, safe, and traffic-free environment for recreational walkers, solitary strollers or early morning power-walking groups and will serve as common ground for social interaction.

The National Rails-to-Trails Conservancy indicates that:

“Many community leaders have been surprised at how trails have become sources of community identity and pride. These effects are magnified when communities use trails and greenways to highlight and provide access to historic and cultural resources. Many trails and greenways themselves preserve historically significant transportation corridors.”

The Dakota Rail Regional Trail offers such opportunities. Through the design process, communities will be able to help artistically shape the trail, to restore and revitalize historic remnants of the original rail line, and to create links to community resources such as schools and libraries.

The Dakota Rail Regional Trail is a component of each of the seven host communities’ development plans.

- Wayzata’s comprehensive plan calls for development of a trail system that connects lakes, parks, neighborhoods and commercial areas. The community sees the Dakota Rail Regional Trail as a way to connect residents and visitors to their vibrant downtown and as the backbone of a local trail network that connects residents to community services. The Dakota Rail Regional Trail, in conjunction with the Luce Line trail, will offer the local community the opportunity to create short trail loops as well (Appendix B).
- The City of Orono’s philosophy focuses on preservation – preservation of Lake Minnetonka; the natural resources and open spaces within the City; the distinct urban and rural land use patterns and lifestyles; and the community’s local character and identity. The community sees development of the Dakota Rail Regional Trail in a way that fits their rural natural character of the City while providing residents with access to recreation opportunities along the City’s significant natural resource areas.
- Minnetonka Beach’s draft comprehensive plan calls for development of the corridor as a community walking path, with gardens and a plaza by the community library. While not acknowledging the regional scope of the trail, the community’s original design concept is an excellent example of how the regional trail can reflect the ideas and creativity of the community. Additionally, the regional trail may benefit the community through potential development of a grade-separated crossing of County Road 15 – a busy highway that effectively divides the community in two.



APPENDIX B: Luce Line Connections



Appendix G:

Regional Plans

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014



Three Rivers
PARK DISTRICT

Vision Plan

JULY 2010

LEADERSHIP • ADVOCACY • INNOVATION • ACTION



THE VISION:

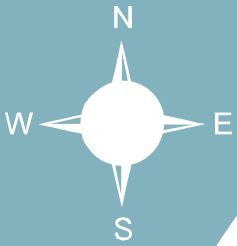
Through leadership, advocacy, innovation and action, Three Rivers is a model of a sustainable regional system of parks and trails that meets the needs of the present while ensuring that the needs of future generations are well-met.

ACHIEVING THE VISION:

Three Rivers embraces a Framework of Sustainability, recognizing that Ecology, Society and Economics are regionally interdependent. From this framework arises Three Rivers' commitment to apply prudent financial stewardship across five actionable goals:

1. Protect the region's water and natural resources
2. Inspire people to recreate
3. Connect people to nature
4. Create vibrant places
5. Collaborate across boundaries





Chapter 2: Policies and Strategies

The purpose of this *Transportation Policy Plan* is to guide development of the region's transportation system to the year 2030 and to provide for an integrated multimodal transportation system that advances regional land use and growth management goals. This section contains policies and strategies to help achieve the regional vision as defined by the *Regional Development Framework*.

The Council develops broad action policies so regional issues are effectively addressed. Accompanying strategies provide specific methods for implementing those policies. The Council and other partners will implement the policies and strategies to bring about the transportation facilities and services called for in this plan. This chapter contains all of the policies and strategies. Particular policies and strategies are also repeated and if necessary expanded upon in the corresponding chapters of this plan, for instance the highway policies and strategies are contained in Chapter 6: Highways.

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

The Metropolitan Council will identify and pursue an adequate level of resources for regional transportation investments. The first priority is to ensure that adequate resources are available to preserve, operate and maintain the existing systems and the second is to seek resources to address identified but unmet needs and demands.

Strategy 1a. Resources Available and Needed: The Metropolitan Council will identify (1) transportation resources currently available and reasonably expected to be available in the future, (2) the level of resources needed for transportation investments in preservation, operations and maintenance of existing systems and (3) resources required to meet unmet needs and demands.

Strategy 1b. Adequate Resources: The Metropolitan Council, working with the Governor, Legislature, local governments and others will pursue an adequate level of transportation resources to preserve, operate and maintain existing systems and to meet identified unmet needs.

Policy 2: Prioritizing for Regional Transportation Investments

The priorities for regional transportation investments are to adequately preserve, operate and maintain existing transportation systems and to make additional transportation investments on the basis of need and demand consistent with the policies, strategies and priorities of this policy plan and the *Regional Development Framework*.

Strategy 2a. System Preservation: The first priority for transportation investments for all modes is the preservation, operation and maintenance of existing systems and facilities.



Figure 2-1: Transit ridership is increasing, with investments being made to the system to meet the goal of doubling ridership by 2030.

Strategy 2b. Highway System Investments: After preservation, operations and maintenance, the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.

Strategy 2c. Transit Capital and Operating Investments: After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.

Strategy 2d. Bicycle and Pedestrian Investments: The Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel. Funding priority for separate bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives for bicycling and walking.

Strategy 2e. Multimodal Investments: Criteria used by the region to prioritize projects for federal funding will encourage multimodal investments. Examples of such investments include bus-only shoulders, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors and rail/truck intermodal terminals.

Policy 3: Investments in Regional Mobility

The Council recognizes that congestion will not be eliminated or significantly reduced in the Metropolitan Area. Therefore, to maximize regional mobility, congestion and demand must be managed to the extent possible and alternatives to congestion provided where feasible.

Strategy 3a. Congestion Management Process: The Council, working with Mn/DOT, has developed the Transportation Policy Plan as the Congestion Management Process (CMP) to meet federal requirements. The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and TMOs to increase the efficiency of the multimodal transportation system, reduce SOV use, and provide lower-cost / high-benefit safety and mobility projects, where feasible.

Strategy 3b. Apply Person Throughput as a Performance Measure: The region's highway system will be operated, managed, and improved to maximize usage of existing facility capacity, pavement, and right-of-way and to increase people-moving capacity as measured by person throughput.

Strategy 3c. Provide Alternatives to Congestion: The region will continue to develop and implement a system of bus-only shoulders and managed lanes (i.e., high-occupancy toll (HOT) lanes and priced or non-priced dynamic shoulder lanes) to achieve travel time savings by providing alternatives to traveling in congested highway conditions.



Strategy 3d. Travel Demand Management Initiatives: The region will promote a wide range of Travel Demand Management (TDM) initiatives that help to avoid and manage congestion. The initiatives will be responsive to changing attitudes and the economy to help reduce automobile use, especially during the most congested times of the day. Local and regional TDM efforts will focus on employment centers and corridors with significant investments in multimodal options (e.g., managed lanes).



Figure 2-2: Monitoring and mitigating congestion will continue to be a priority

Strategy 3e. Parking Pricing and Availability: The Council will continue to work with its TDM partners to help define the relationship of parking supply (including minimum/maximum requirements), demand, location, and cost relative to the use of SOVs versus transit and other modes.

Strategy 3f. Promoting Alternatives: The Council and its regional partners will promote and market transportation choices that allow travelers to avoid and help manage growth in congestion by riding transit, bicycling, walking, vanpooling and carpooling, or using managed lanes.

Strategy 3g. Alleviate Highway Construction Impacts: The Council, regional transit providers, and TMOs will work with Mn/DOT and local units of government to determine where and when transit service improvements and TDM actions may be appropriate to alleviate traffic delays and impacts related to highway construction.

Strategy 3h. Monitor Congestion Mitigation: Mn/DOT, working with the Council and other partners, will monitor and evaluate, through the CMP, the spectrum of congestion mitigation and avoidance actions put in place in the region and modify future investments accordingly.

Policy 4: Coordination of Transportation Investments and Land Use

Regional transportation investments will be coordinated with land use objectives to help implement the *Regional Development Framework's* growth strategy and support the region's economic vitality and quality of life.

Strategy 4a. Accessibility: The Council will promote land use planning and development practices that maximize accessibility to jobs, housing and services.

Strategy 4b. Alternative Modes: Transportation investments and land development will be coordinated to create an environment supportive of travel by modes other than the automobile including travel by transit, walking and bicycling.





Figure 2-16: Metro Mobility provides over 1.5 million regional ADA trips a year

Strategy 16c. Access to Transit Stops and Stations: Local communities and transit providers shall coordinate their efforts to assure that all fixed-route transit stops are accessible year-round, including snow removal.

Strategy 16d. Transfers Between Fixed-Route and ADA Services: The Council will encourage transfers between regular-route services, dial-a-ride and ADA paratransit services utilizing transit centers and rail stations as transfer points.

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

The region will maintain an effective and efficient regional freight transportation system to support the region's economy.

Strategy 17a. Freight Terminal Access: The Council will work with its partners to analyze needs for freight terminal access.

Strategy 17b. Congestion Impacts on Freight Movement: The Council will work to reduce the impacts of highway congestion on freight movement.

Policy 18: Providing Pedestrian and Bicycle Travel Systems

The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.

Strategy 18a. Bicycle and Pedestrian Regional Investment Priorities: The Council will prioritize federal funding for bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling or walking in a cost-effective manner and improving access to major destinations.

Strategy 18b. Connectivity to Transit: Recognizing the importance of walking and bicycling to a multimodal transportation system, the Council will strongly encourage local units of government to develop a safe and attractive pedestrian environment near major transit corridors and stations with linkages for pedestrians and bicyclists from origins and destinations to buses and trains.

Strategy 18c. Local Planning for Bicycling and Walking: The Metropolitan Council encourages local planning for bicycle and pedestrian mobility by requiring that a local bicycle or pedestrian project must be consistent with an adopted plan to be considered eligible for federal transportation funding.

Strategy 18d. Interjurisdictional Coordination: The Metropolitan Council, along with local and state agencies, will coordinate planning efforts to develop efficient and continuous bikeway systems and pedestrian paths, eliminate barriers and critical gaps and ensure adequate interjurisdictional connections and signage.



Figure 2-17: The Council will prioritize federal funding allocated for bike and pedestrian improvements
Bike lockers at regional park-and-ride





Strategy 18e. Complete Streets: Local and state agencies should implement a multimodal roadway system and should explicitly consider providing facilities for pedestrians and bicyclists in the design and planning stage of principal or minor arterial road construction and reconstruction projects with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians in the travel corridor.

Strategy 18f. Education and Promotion: The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.

Aviation Policies

Policy 19: Aviation and the Region's Economy

Availability of adequate air transportation is critical to national and local economies in addressing globalization issues and airline alliances that have increased competition and the need for improved international market connectivity.

Strategy 19a. MSP as a Major Hub: Public and private sector efforts in the region should focus on continued development of MSP as a major international hub.

Strategy 19b. Region as Aviation Industry Center: State and regional agencies, in cooperation with the business community, should define efforts to be a major aviation-industry center in terms of employment and investment, including the ability to compete for corporate headquarters and specialized functions.

Strategy 19c. Air Passenger Service: The MAC should continue to pursue provision of a mix of service by several airlines with frequent passenger flights at competitive prices to all regionally-preferred North American markets and major foreign destinations.



 Regional
Development
FRAMEWORK

— Adopted January 14, 2004 —

— Amended December 14, 2006 —

- **Rural Residential Areas** are those places in Ham Lake, Andover, Inver Grove Heights and Credit River Township that are currently developed at one unit per 2 to 2 ½ acres or less, with no plans to provide urban infrastructure such as centralized wastewater treatment.

Additional development of this type will increase the potential for damage to the environment from many individual sewage treatment systems located close together, and will preclude providing urban infrastructure in efficient ways. It should be limited to infill or carefully considered expansion only within the boundaries of communities where it already exists.

- **Diversified Rural Communities** are the sparsely developed parts of the region, such as Burns Township and Stillwater Township, that host the widest variety of farm and non-farm land uses. They include a mix of a limited amount of large-lot residential and clustered housing, agriculture, and facilities and services requiring a rural location.

Continuing the diversified rural land use pattern in the region saves the costs of extending infrastructure, protects the natural environment and provides groundwater aquifer recharge areas. Currently, lands in the Diversified Rural Communities are not needed for urban development, but should be preserved for post-2030 development. Therefore, only limited growth is forecast for this planning area. Wastewater services to these areas will be reviewed on a case-by-case basis to determine feasibility.

- **Agricultural Areas** are large contiguous land areas planned and zoned to maintain agriculture as the primary land use. They are found mostly in Dakota, Scott and Carver Counties in communities such as Greenvale Township and San Francisco Township and total about a half-million acres of the region’s best soils. Many of these communities have taken additional steps to preserve agricultural lands. The Council supports local efforts by forecasting only very small amounts of household and employment growth for agricultural areas and by strictly limiting its investments in regional infrastructure in those areas, focusing instead on investing in efficient and fiscally prudent urban growth.

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.

Strategies

- Focus highway investments on maintaining and managing the existing system, removing bottlenecks and adding capacity.
- Make more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts, and by employing a variety of pricing techniques such as FAST lanes and HOT lanes.
- Expand the transit system, add bus-only lanes on highway shoulders, provide more park-and-ride lots and develop a network of transitways.

- Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways.
- Promote the development and preservation of various freight modes and modal connections to adequately serve the movement of freight within the region and provide effective linkages that serve statewide, national and international markets.
- Support airport facilities investments to keep pace with market needs and maintain the region's economic vitality.

Discussion

To a growing number of metropolitan area residents, highway congestion ranks as the region's No. 1 concern. The average daily commute in the 1990s grew from 21 minutes to 23 minutes, with a 62 percent increase in commutes requiring 40 minutes or longer. The portion of peak-period travel occurring under congested conditions increased more than fivefold between 1982 and 2000 – an increase that tied with Atlanta's for the second fastest rate of congestion growth in the nation. In 2000, traffic tieups cost the average Twin Cities commuter more than \$1,000 a year in wasted fuel and lost time, and cost the business community more than \$300 million in comparable penalties for distribution of goods.

The region's congestion problems will continue to worsen in the coming decades. The nearly 1 million new residents projected by 2030 are expected to generate an additional 4 million daily trips, and the number of congested highway miles is expected to double during the same period.

The enormous costs associated with building new transportation facilities mean that the region will have to make targeted investments, recognizing that “one size does not fit all” and carefully weighing the options in every corridor. The first priority for highway improvements must be to maintain the existing metro highway and roadway system, reducing the dozens of bottlenecks that impede travel, implementing new strategies to improve the efficiency of the system and adding capacity where possible.

But the region also must look for new ways to make more effective use of the existing system. This means stretching out peak-period travel through flexible work hours, exploring pricing strategies that discourage unnecessary freeway travel in peak periods, providing greater incentives for transit use, and reducing travel demand through expanded ridesharing, telecommuting and other measures. Various pricing techniques recently employed around the world have been successful in maximizing the use of the existing highway capacity, adding capacity and raising revenue to pay for implementation and operations. These strategies also can be a new source of revenue for transit, as well as help make transit more cost-competitive and more efficient if operating in mixed traffic conditions.

Transit will continue to play a critical role in many individuals' daily lives, and can significantly relieve the need to expand highways and local streets. By investing in improved transit, the region can provide more people with realistic alternatives to traveling by car. This requires expanding the existing system of regular-route and express bus service, adding more bus-only lanes on highway shoulders and park-and-ride lots, supporting more local circulator bus service, and continuing the effort to develop a

supporting information-sharing among cities; and encouraging them to review land use controls and regulations, zoning policies and practices, and approval processes to foster development, preservation and rehabilitation of more affordable housing.

For its part, the Council will use its programs and resources—including negotiated housing goals, planning and technical assistance, regional investments, and incentive programs—to encourage communities to provide for a diversity of housing types and costs. In addition, the Council will give funding priority to communities and community projects that increase the variety of housing types and costs, appropriately mix land uses, increase transportation choices and leverage private investment.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources.

Strategies

- Encourage the integration of natural-resource conservation strategies in regional and local land-use planning decisions.
- Work with other regional partners to protect regionally important natural resources identified as unprotected in the Natural Resources Inventory and Assessment.
- Work to preserve the quality of the region's water resources.
- **Work with our regional partners to remain in compliance with federal air quality standards for carbon monoxide, ground level ozone and fine particulate pollution.**
- Designate additional areas for the regional park system that enhance outdoor recreation opportunities and serve important natural-resource functions.

Discussion

Our region is endowed with rich natural assets that enhance its quality of life and provide significant economic benefits. Natural areas recharge aquifers for water supply. They clean stormwater runoff and slow its flow, reducing flood damage and improving the quality of rivers, lakes and streams. They clean the air by “filtering” it through tree and vegetative cover.

Taking advantage of natural air- and water-filtration systems is far less expensive than replacing lost natural functions with costly technology. Natural areas also increase the local tax base by providing amenities that raise the value of nearby properties, and they boost the economic attractiveness of the area.

The 2002 Twin Cities Area Survey reported that 92 percent of those polled agreed or strongly agreed with the statement, “As areas develop, governments should do more to protect natural features, such as wetlands, woodlands, lakes and streams.” Making natural resources an integral part of the planning and development process will help protect highly prized natural features for current and future generations.

The Council and the Minnesota Department of Natural Resources have completed an initial inventory and assessment of regionally important natural resources—the Natural Resources Inventory and Assessment (NRI/A). Local governments can use this large database as a starting point to identify locally important resources and then take

2030 Regional Parks *Policy Plan*

Amended June 12, 2013



METROPOLITAN
COUNCIL



*Anoka County Riverfront
Regional Park, Anoka County*

are made to acquire these parcels because every time the land is sold to another private party, the land continues to remain unavailable for regional parks system purposes. If once-vacant land is developed for housing or other uses, it becomes unreasonably expensive to acquire and is essentially lost to the regional parks system.

The Metropolitan Council, with the advice of the Metropolitan Parks and Open Space Commission, will work with regional park implementing agencies to systematically review inholding parcels that have undergone development to determine whether the land is essential to protect the natural resources that define the park and make it usable to the public as planned, or whether the land is essential for the park or park reserve to reach its full regional natural resource-based outdoor recreation service potential as defined in this policy plan and the park unit's master plan. The results of that review may conclude that some parcels, or a portion of a parcel, no longer meet those requirements and should be removed from the park's boundary through a master plan amendment. For example, small parcels with homes on the edge of parks have either been removed from the park boundary or subdivided, with the undeveloped land acquired for the park and the home removed from the park boundary.

Because of strong public attraction to water resources, acquisition of any additional public water frontage within the regional parks system should be given a very high priority. The high demand and rapidly escalating value of water frontage will only make those lands more costly in the future. The priority is to acquire water frontage lands when they are most affordable: when they are undeveloped or, at least, developed with less expensive homes. Trying to convert water frontage to public use after it's been fully developed is politically difficult and very expensive.

Siting and Acquisition Strategy 3: New trails, or trail segments, that serve a regional audience are a significant priority for the regional parks system.

To qualify for regional trail status, an existing or proposed trail must serve a regional audience, based on visitor origin and service-area research on regional trails, and should not duplicate an existing trail. The trail may include part of an existing county or local trail if it is a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base, and/or it links two or more units of the regional recreation open space system.

New Linking Regional Trails should be located within the developing or developed area of the region. For Linking Regional Trails, any two trails running parallel to each other and not separated by natural or human-built barriers should be at least 1.5 miles apart so as not to overlap the localized service area of those trails. For Destination Regional Trails or Greenways, there should be no spacing minimums or maximums; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity for natural resources restoration, enhancement and protection. Areas within the urban and urbanizing portion of the metropolitan area that are not within 3 miles of a regional trail should be identified as search sites for new regional trails.

Destination Regional Trails or Greenways should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries. Whenever possible, Linking Regional Trails should be located to reasonably maximize inclusion of high-quality natural resources and connections to local trails, areas of lifecycle and affordable housing, and areas of infill and redevelopment.





Finance Strategy 4: Any development should primarily benefit citizens of the metropolitan area.

Development in regional parks system units should be based on the principle of providing and maintaining quality public park areas and facilities primarily for citizens of the metropolitan area. The individual master plan process will balance the need to provide facilities in the park with the impacts of those facilities and their use on the natural resources in the park. The eligibility criteria (not in any priority order) for development and rehabilitation of regional park reserves, parks, trails and special facilities are:

- Projects that provide new facilities, rehabilitate facilities or increase capacity where there is documented existing or projected high use, and where there will be no adverse effect on the natural resource base.
- Projects continuing a phased high-priority project or one of relatively high-priority that is timed with other public improvement projects to achieve significant economies in cost of construction.
- A project providing a specific facility that meets a documented need, is currently not available or is significantly under-represented in the system where there will be no adverse effect on the natural resource base.
- Regional trails that connect to other trails or regional facilities or extend existing trails.
- Natural resource restoration, invasive species control and other types of resource restoration and protection projects.
- Matching non-state and non-Metropolitan Council funds to develop/rehabilitate recreation facilities or restore natural resource areas is encouraged.
- Projects that provide essential facility improvements and natural resource enhancements to allow for the initial public use of a regional park once there is adequate demand and acquisition base to support the development.

Early efforts of the regional parks system program focused on acquiring desirable tracts of land and incorporating existing park facilities that are valuable to the region. Since the lands in question were being used, or were intended to be used, for some form of recreation, it was recognized that eventually the new lands would require development and the facilities in the older parks would have to be redeveloped through replacement or reconstruction.

Implementing agencies are responsible for development and rehabilitation needs for their units in the regional parks system. The individual master-plan process will balance the need to provide facilities in the park with the impacts of those facilities on the natural resources in the park. Each implementing agency ranks its proposed development and rehabilitation projects for possible inclusion in the capital improvement program of the Council. All of the proposed development and rehabilitation projects may be desirable, but some, due to their location, their existing use or intended use, tend to be more valuable from a regional standpoint than others.

Adding recreational facilities to regional parks system units must not adversely affect the natural resource base that justifies the park or trail's regional designation. Park implementing agencies need to balance the carrying capacity of the recreational facilities against the carrying capacity of the park or trail corridor.



Planning

Policy: Promote master planning and help provide integrated resource planning across jurisdictions.

Planning Strategy 1: Acquisition and improvement projects must be part of approved master plans, or their amendments. Importance of accurate master plans, and for local government to guide land shown within master plan boundary as intended for future park use.



*Hyland-Bush-Anderson Lakes
Park Reserve, Bloomington &
Three Rivers Park District*

The basic unit of Council control is at the master-plan level for the allocation of regional acquisition and development funding. As a condition to request development funding in the first biennium of the regional parks capital improvement program (CIP), regional park implementing agencies must assess and report to the Metropolitan Council whether sufficient information on the cost of the facility has been provided in the master plan or subsequent amendments and that the facility's construction can begin if funds are provided. Alternatively, the regional park implementing agency may choose to request capital improvement funds to finance the final design/engineering of the facility in the first biennium of the CIP and a separate grant for the facility's construction in the second biennium of the CIP. The amount of the construction grant will be based on the results of the final design/engineering phase.

If a master plan amendment is needed prior to funding construction of a facility, the regional park implementing agency must provide the general public and agencies that have an effect on the particular park or trail an opportunity to participate in the process. The opportunity for public input must also be provided in the final design/engineering phase of any project.

[MN Statute 473.313](#) requires a master plan to be developed by each regional park implementing agency in consultation with all affected municipalities. While the statute requires only one master plan per regional park implementing agency, the Council requires individual master plans for each regional park, park reserve, trail and special recreation feature. Master plans prepared by the implementing agencies are critical in defining the specifics of acquisition, development and operation of regional facilities. The plans include the regional park implementing agency's and Council's estimates of use and costs. The master plan process allows other units of government and citizens to know what is planned for a park and how it affects them. Collectively, these master plans form the implementing agencies' part of the regional system plan. For a regional park implementing agency to receive a Council grant for acquisition or development, the proposed project must be consistent with a Council-approved master plan.

Master plans will be reviewed and approved by the Council for consistency with this and other Council policy plans. Inconsistent plans will be returned with comments to the regional park implementing agency, which must revise and resubmit the plan to be eligible for Council funding.



*Clifton French Regional Park,
Three Rivers Park District*

Recreation Activities and Facilities

Policy: Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the regional parks system.

Recreation Activities and Facilities Strategy 1: Activities in regional parks must be tied to the natural resources of the parks, but not impact them negatively.

[MN Statute 473.147](#) requires the Metropolitan Council to prepare a policy plan that “. . . shall identify generally the areas which should be acquired by a public agency to provide a system of regional recreation open space comprising park district, county and municipal facilities, which, together with state facilities, reasonably will meet the outdoor recreation needs of the people of the metropolitan area and shall establish priorities for acquisition and development.”

[MN Statute 473.121](#), subd. 14 defines regional recreation open space as “. . . land and water areas, or interests therein, and facilities determined by the Metropolitan Council to be of regional importance in providing for a balanced system of public outdoor recreation for the metropolitan area, including but not limited to park reserves, major linear parks and trails, large recreation parks, and conservatories, zoos, and other special use facilities.”

Based on the legislative directive and definition of “regional recreation open space,” activities in the regional parks system should:

- Be strongly tied to high-quality natural resources and to the distribution of these resources around the area.
- Require land and acquisition efforts generally found at the regional level.
- Be reasonably, feasibly and safely accommodated without detriment to existing uses as determined through master plans for facility improvements to accommodate the use, or through regional park implementing agency policy board decisions on park/trail use management issues.
- Be protective of the environment/ecology of the site and not negatively impact its natural resources.

Recreation includes many different kinds of activities and pursuits, some of which can be done individually and alone, and others that involve many people. Some activities are inexpensive—or even free—needing little more than sensible clothing and shoes. Others require a substantial personal outlay of funds. A number of activities can and do take place on lands and in facilities usually provided at public expense. Others are provided on a for-profit basis and require admission and user charges.

Activities that should be accommodated in the regional parks system include:

- Picnicking
- Nature interpretation
- Hiking/walking
- Camping
- Fishing
- Bicycling
- Swimming
- Boating
- Horseback riding
- Conservations
- Ski-touring
- Snowmobiling, in some cases





*Miesville Ravine Park Reserve
Dakota County*

Recreation Activities and Facilities Strategy 3: Regional parks facilities and programs should encourage use by special populations.

The regional park implementing agencies should act to remove or reduce barriers to use of the regional system by special populations. Barriers may include safety problems, cost, transportation and lack of information about programming and facilities. If needed, new facilities and/or programs (including marketing programs) should be designed to increase use of the regional parks system by special populations. Capital improvement funding requests should include strategies for meeting the needs of special populations.

Metro Transit and other transit providers are urged to work with the regional park implementing agencies to identify any transportation barriers for special populations and design programs to increase the level of access to the regional parks system.

The regional parks system has been designed and developed to provide services for all of the residents of the metropolitan area, with facilities and services geared to meet the demands and abilities of the general population. A 1989 study, *Recreational Interests and Needs of Special Need Groups*, which surveyed regional park use by special populations, indicated that some 30 percent of the metropolitan area's population are members of special population groups. Special population groups identified in the study were: people with physical and mental disabilities, those with low incomes, racial-ethnic minorities, single parents and elderly people. Findings from that study were reconfirmed in the 2008 *Regional Parks Visitor Study*, which found that racial-ethnic minorities underuse the regional system.

The Americans with Disabilities Act (ADA), passed by the U.S. Congress in 1990, has created specific requirements for development and rehabilitation projects in the regional parks system. All new projects and updated master plans for the system now include extensive ADA review. Therefore, barriers to persons with disabilities have been reduced since the original 1989 study. Additionally, implementing agencies are encouraged to provide physically challenged participants with similar park/trail experiences through adaptive programs.

The Council further defined potential barriers to participation for racial-ethnic minorities in the second half of 2004. Members of these special populations were part of focus group meetings that helped identify barriers to participation. Further work needs to be done to address this issue.



*Spring Lake Park Reserve,
Dakota County*

Recreation Activities and Facilities Strategy 4: Bicycle and pedestrian access and trails must be part of the regional parks system.

Safe, high-quality, continuous, barrier-free bicycle and pedestrian systems shall be developed, maintained and improved to function as integral parts of the region's transportation and recreation systems.

Regional trails may serve a transportation function as well as a recreation function—especially for bicycle commuting. Where bicycling can safely be accommodated with pedestrian traffic, it will be allowed. The selection, development and operation of bicycle transportation arteries is covered as a component of the Council's [2030 Transportation Policy Plan](#) rather than the Regional Parks Policy Plan.

The [Metropolitan Council's 2030 Transportation Policy Plan](#), adopted in January 2009, contains a policy and related strategies that address these issues. That policy has been included in this plan, since it is an important consideration when planning for the regional parks system. For the purposes of this plan, the policy has been updated to recognize recreational use of trails.

The regional trails system will provide primarily these bicycle facilities:

- Off-road facilities, which are paths within the roadway rights-of-way but separated from the roadway surface. They may be used for hiking and in-line skating as well as bicycling.
- Independent trails, such as trails using abandoned railroad corridors or utility easements that exist in their own independent rights-of-way.

These facilities are intended to serve:

- Group B bicyclists, who are casual or new adult and teenage riders who prefer comfortable access, preferably by a direct route, on low-speed or low-traffic streets where having the right-of-way as a moving vehicle is not critical. Group B bicyclists are most comfortable on designated bikeways, off-road facilities and independent trails.
- Group C bicyclists, who are pre-teen riders whose roadway use is usually accompanied by a parent. They need access to local schools, libraries, recreation facilities, shopping or other residential areas. They need separation of bicycles and motor vehicles through off-road facilities or independent trails, or access to streets with low vehicle speeds and volumes.

In addition to Group B and C bicyclists, the regional trail system may occasionally serve Group A bicyclists, who are experienced riders, including regular bicycle commuters, messengers and racers/trainers who can operate under most traffic conditions. They want direct access to destinations at maximum speed with minimum delays. Group A bicyclists primarily rely on the road system for routes and value having the right-of-way like other vehicles, but occasionally enjoy independent trails if they are relatively continuous and not overly crowded.

The majority of regional trail miles should be off-road. However, in some instances it may be necessary for a short stretch of trail to be adjacent to or on a road in order to bypass natural or man-made barriers or private property.

Appendix H:

Local Match Agreements

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014

Local Match Assurance

'On Ramps' to the Regional Trail System

The 'On Ramps' to the Regional Trail System TAP grant request is unique in that it bundles six projects in six jurisdictions within suburban Hennepin County. Three Rivers Park District has taken the lead orchestrating the grant application and is fully committed to coordinating design and construction of the six projects and funding non-eligible TAP expenses such as design and construction administration. As part of the collaborative effort with local cities, each city has agreed to fund the required local 20% match for its portion of the greater project and provide the necessary staff support and approvals to complete the project.

To guarantee that all project partners will fulfill their respective roles, the Park District required each city to enter into a cooperative agreement outlining the collaborative arrangement. Each city has approved and executed its respective agreement. The agreements are consistent with the **Board of Commissioner's intent regarding the 'On Ramps' to the Regional Trail System TAP**, as such, the Board is anticipated to execute all six agreement at its next regular Board meeting on February 20, 2014.



Kelly Grissman
Director of Planning

January 30, 2014

COOPERATIVE LOCAL BIKE AND PEDESTRIAN CONNECTION AGREEMENT

This cooperative agreement is between Three Rivers Park District, a Minnesota political subdivision ("Park District") and the City of Bloomington, a Minnesota municipal corporation ("City").

WHEREAS, federal Transportation Alternatives Program (TAP) funds may be available to assist local communities with bike and pedestrian projects which provide direct, safe, and multi-use access to the regional trail system, and

WHEREAS, Park District is coordinating a multi-jurisdictional application to utilize 2017 TAP funds, and

WHEREAS, Park District solicited and is bundling the most competitive proposals from interested cities/agencies into a single grant application, and

WHEREAS, City submitted a proposal to construct a new Intercity Regional Trail connection from 86th Street to Old Shakopee Road, and

WHEREAS, Park District intends to include the City's proposal within the TAP grant application, and

WHEREAS, it is expected that the federal TAP grant would fund 80 percent but not more than one million dollars for construction and land acquisition costs of the bundled proposals, and

WHEREAS, Park District and City agree to cooperate to apply for these TAP funds and, if successful in their efforts, agree to cooperate on the funding, design, construction, and associated work items of the City's proposed project, and

IT IS HEREBY AGREED, by City and Park District as follows:

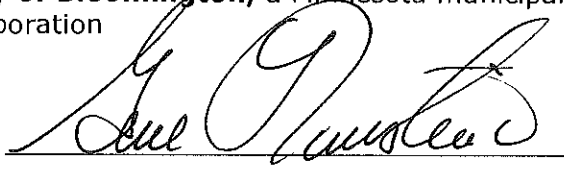
1. Park District will:
 - a. bundle the most competitive, feasible, and geographically dispersed proposals totaling up to \$1.25 million from interested cities/agencies into a single coordinated grant application, and
 - b. coordinate and fund the application for the TAP grant, and
 - c. design and construct the City proposed project and coordinate and fund reasonable non-grant eligible expenses including design and construction administration, if the TAP funds are received.
2. City will:
 - a. execute and forward this Agreement to the Park District by January 28, 2014, and
 - b. provide all necessary property rights to complete the project where the City has rights to do so, and

- c. approve necessary measures by the Park District to secure any additional property rights needed to complete the City proposed project, and
 - d. fund the required 20 percent local match in 2017, up to \$160,000, if the TAP funds are received. If the required 20 percent local match exceeds \$160,000, both parties agree to meet to evaluate the viability of the project and if the project is determined to be viable, amend this agreement to reflect revised project costs and the intended cost sharing relationship.
3. Each party will:
 - a. make staff and other resources available to meet project requirements and deadlines,
 - b. operate and maintain the portion of the project located on lands controlled by each respective party, and
 - c. indemnify the other for any damages or injuries arising out of the operation or maintenance of the project located on lands controlled by each respective party, provided they are caused by the negligence or willful misconduct of said party, and
 - d. enter into subsequent reasonable agreements as may be required to complete the project, and
 - e. terminate this Agreement if the TAP grant application is unsuccessful.
4. The Park District reserves the right to terminate this Agreement if factors outside the control of the Park District result in the reasonable feasibility of one or more of the bundled projects resulting in the loss of TAP funds.

IN WITNESS WHEREOF, City of Bloomington and Park District have entered into this cooperative agreement as of the date and year signed below.

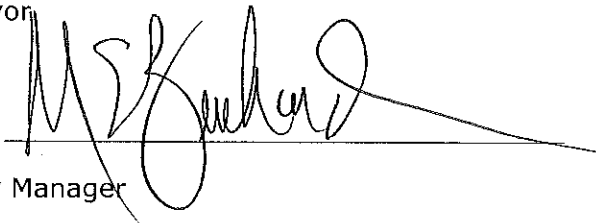
City of Bloomington, a Minnesota municipal corporation

Date: 1/27/14

By: 

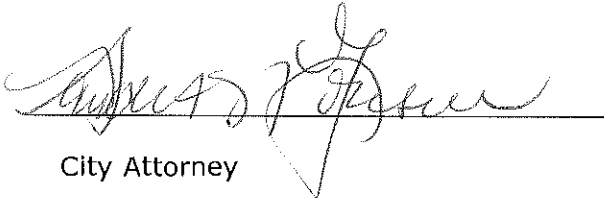
Mayor

Date: 1/27/14

By: 

City Manager

Reviewed and approved by the City Attorney.


City Attorney

Three Rivers Park District, a public corporation and political subdivision of the state of Minnesota

Date: _____

By: _____

Its Chair – Board of Commissioners

Date: _____

By: _____

Its Superintendent

And Secretary to the Board

COOPERATIVE LOCAL BIKE AND PEDESTRIAN CONNECTION AGREEMENT

This cooperative agreement is between Three Rivers Park District, a Minnesota political subdivision ("Park District") and the City of Brooklyn Park, a Minnesota municipal corporation ("City").

WHEREAS, federal Transportation Alternatives Program (TAP) funds may be available to assist local communities with bike and pedestrian projects which provide direct, safe, and multi-use access to the regional trail system, and

WHEREAS, Park District is coordinating a multi-jurisdictional application to utilize 2017 TAP funds, and

WHEREAS, Park District solicited and is bundling the most competitive proposals from interested cities/agencies into a single grant application, and

WHEREAS, City submitted a proposal to construct a new trail connection to the Crystal Lake Regional Trail from Bottineau Boulevard to Vera Cruz Lane along 63rd Avenue, and

WHEREAS, Park District intends to include the City's proposal within the TAP grant application, and

WHEREAS, it is expected that the federal TAP grant would fund 80 percent but not more than one million dollars for construction and land acquisition costs of the bundled proposals, and

WHEREAS, Park District and City agree to cooperate to apply for these TAP funds and, if successful in their efforts, agree to cooperate on the funding, design, construction, and associated work items of the City's proposed project, and

IT IS HEREBY AGREED, by City and Park District as follows:


1. Park District will:
 - a. bundle the most competitive, feasible, and geographically dispersed proposals totaling up to \$1.25 million from interested cities/agencies into a single coordinated grant application, and
 - b. coordinate and fund the application for the TAP grant, and
 - c. design and construct the City proposed project and coordinate and fund reasonable non-grant eligible expenses including design and construction administration, if the TAP funds are received.


2. City will:
 - a. execute and forward this Agreement to the Park District by January 28, 2014, and
 - b. provide all necessary property rights to complete the project where the City has rights to do so, and

- c. approve necessary measures by the Park District to secure any additional property rights needed to complete the City proposed project, and
 - d. fund the required 20 percent local match in 2017, if the TAP funds are received.
3. Each party will:
- a. make staff and other resources available to meet project requirements and deadlines,
 - b. operate, maintain, and assume all liabilities of the portion of the project located on lands controlled by each respective party, and
 - c. enter into subsequent reasonable agreements as may be required to complete the project, and
 - d. terminate this Agreement if the TAP grant application is unsuccessful.
4. The Park District reserves the right to terminate this Agreement if factors outside the control of the Park District result in the reasonable feasibility of one or more of the bundled projects resulting in the loss of TAP funds.

IN WITNESS WHEREOF, City of Brooklyn Park and Park District have entered into this cooperative agreement as of the date and year signed below.

City of Brooklyn Park a Minnesota municipal corporation

Date: _____ By:  _____
Jeffrey Joneal Lunde
Its Mayor

Date: _____ By:  _____
James D. Verbrugge
Its City Manager

Three Rivers Park District, a public corporation and political subdivision of the state of Minnesota

Date: _____ By: _____
Its Chair – Board of Commissioners

Date: _____ By: _____
Its Superintendent
And Secretary to the Board

COOPERATIVE LOCAL BIKE AND PEDESTRIAN CONNECTION AGREEMENT

This cooperative agreement is between Three Rivers Park District, a Minnesota political subdivision ("Park District") and the City of Edina, a Minnesota municipal corporation ("City").

WHEREAS, federal Transportation Alternatives Program (TAP) funds may be available to assist local communities with bike and pedestrian projects which provide direct, safe, and multi-use access to the regional trail system, and

WHEREAS, Park District is coordinating a multi-jurisdictional application to utilize 2017 TAP funds, and

WHEREAS, Park District solicited and is bundling the most competitive proposals from interested cities/agencies into a single grant application, and

WHEREAS, City submitted a proposal to construct a new trail connection to the future Nine Mile Creek Regional Trail from Oaklawn Avenue to Parklawn Avenue, and

WHEREAS, Park District intends to include the City's proposal within the TAP grant application, and

WHEREAS, it is expected that the federal TAP grant would fund 80 percent but not more than one million dollars for construction and land acquisition costs of the bundled proposals, and

WHEREAS, Park District and City agree to cooperate to apply for these TAP funds and, if successful in their efforts, agree to cooperate on the funding, design, construction, and associated work items of the City's proposed project, and

IT IS HEREBY AGREED, by City and Park District as follows:

1. Park District will:
 - a. bundle the most competitive, feasible, and geographically dispersed proposals totaling up to \$1.25 million from interested cities/agencies into a single coordinated grant application, and
 - b. coordinate and fund the application for the TAP grant, and
 - c. design and construct the City proposed project and coordinate and fund reasonable non-grant eligible expenses including design and construction administration, if the TAP funds are received.
2. City will:
 - a. execute and forward this Agreement to the Park District by January 28, 2014, and
 - b. provide all necessary property rights to complete the project where the City has rights to do so, and

- c. approve necessary measures by the Park District to secure any additional property rights needed to complete the City proposed project, and
 - d. fund the required 20 percent local match in 2017, if the TAP funds are received.
3. Each party will:
- a. make staff and other resources available to meet project requirements and deadlines,
 - b. operate, maintain, and assume all liabilities of the portion of the project located on lands controlled by each respective party, and
 - c. enter into subsequent reasonable agreements as may be required to complete the project, and
 - d. terminate this Agreement if the TAP grant application is unsuccessful.
4. The Park District reserves the right to terminate this Agreement if factors outside the control of the Park District result in the reasonable feasibility of one or more of the bundled projects resulting in the loss of TAP funds.

IN WITNESS WHEREOF, City of Edina and Park District have entered into this cooperative agreement as of the date and year signed below.

City of Edina a Minnesota municipal corporation

Date: Jan. 21, 2014

By: 

Its Mayor

Date: Jan 21, 2014

By: 

Its City Administrator

Three Rivers Park District, a public corporation and political subdivision of the state of Minnesota

Date: _____

By: _____

Its Chair – Board of Commissioners

Date: _____

By: _____

Its Superintendent

And Secretary to the Board

COOPERATIVE BIKE AND PEDESTRIAN CONNECTION AGREEMENT

This cooperative agreement is between Three Rivers Park District, a Minnesota political subdivision ("Park District") and the City of Plymouth, a Minnesota municipal corporation ("City").

WHEREAS, federal Transportation Alternatives Program (TAP) funds may be available to assist local communities with bike and pedestrian projects which provide direct, safe, and multi-use access to the regional trail system; and

WHEREAS, Park District is coordinating a multi-jurisdictional application to utilize 2017 TAP funds; and

WHEREAS, Park District solicited and is bundling the most competitive proposals from interested cities/agencies into a single grant application; and

WHEREAS, City submitted a proposal to construct a new trail along Fernbrook Lane from County Road 6 to the Luce Line Regional Trail; and

WHEREAS, Park District intends to include the City's proposal within the TAP grant application; and

WHEREAS, it is expected that the federal TAP grant would fund 80 percent but not more than one million dollars for construction and land acquisition costs of the bundled proposals; and

WHEREAS, Park District and City agree to cooperate to apply for these TAP funds and, if successful in their efforts, agree to cooperate on the funding, design, construction, and associated work items of the City's proposed project; and

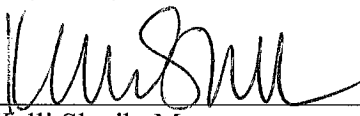
IT IS HEREBY AGREED, by City and Park District as follows:

1. Park District will:
 - a. bundle the most competitive, feasible, and geographically dispersed proposals totaling up to \$1.25 million from interested cities/agencies into a single coordinated grant application, and
 - b. coordinate and fund the application for the TAP grant, and
 - c. design and construct the City proposed project and coordinate and fund reasonable non-grant eligible expenses including design and construction administration, if the TAP funds are received.
2. City will:
 - a. execute and forward this Agreement to the Park District by January 29, 2014, and

- b. provide all necessary property rights to complete the project where the City has rights to do so, and
 - c. approve necessary measures by the Park District to secure any additional property rights needed to complete the City proposed project, and
 - d. fund the required 20 percent local match in 2017, if the TAP funds are received.
3. Each party will:
- a. make staff and other resources available to meet project requirements and deadlines,
 - b. operate, maintain, and assume all liabilities of the portion of the project located on lands controlled by each respective party, and
 - c. enter into subsequent reasonable agreements as may be required to complete the project, and
 - d. terminate this Agreement if the TAP grant application is unsuccessful.
4. The Park District reserves the right to terminate this Agreement if factors outside the control of the Park District result in the reasonable feasibility of one or more of the bundled projects resulting in the loss of TAP funds.

IN WITNESS WHEREOF, City of Plymouth and Park District have entered into this cooperative agreement as of the date and year signed below.

City of Plymouth a Minnesota municipal corporation

Date: 1/28/14 By: 
Kelli Slavik, Mayor

Date: 1/28/14 By: 
Dave Callister, City Administrator
DORAN COTE, ACTING CITY MANAGER

Three Rivers Park District, a public corporation and political subdivision of the state of Minnesota

Date: _____ By: _____
Its Chair – Board of Commissioners

Date: _____ By: _____
Its Superintendent
And Secretary to the Board

CITY OF PLYMOUTH

RESOLUTION No. 2014-038

A RESOLUTION TO ENTER A COOPERATIVE AGREEMENT WITH THREE RIVERS PARK DISTRICT FOR A TRANSPORTATION ALTERNATIVE PROGRAM GRANT

WHEREAS, the City of Plymouth has a Comprehensive Park & Trail Plan and trail gaps study; and

WHEREAS, said Comprehensive Park & Trail Plan and trail gap study identifies Fernbrook Lane No as a future trail link; and

WHEREAS, the Fernbrook Lane No trail would provide access to the Luce Line Regional Trail; and

WHEREAS, Three Rivers and the City of Plymouth will collaborate on applying for federal funds via the Transportation Alternatives Program (TAP); and

WHEREAS, 80% of construction costs will be provided through the grant and 20% will come in the form of cost sharing from the City of Plymouth Park Dedication Fund; and

WHEREAS, notification of TAP grants awards are anticipated to be awarded in the Spring of 2014 with construction in 2017; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the City Council of Plymouth, Minnesota, is in support of entering into Cooperative Bike and Pedestrian Connection Agreement with Three Rivers Park District to apply for a TAP grant.

APPROVED this 28th day of January, 2014.

COOPERATIVE LOCAL BIKE AND PEDESTRIAN CONNECTION AGREEMENT

This cooperative agreement is between Three Rivers Park District, a Minnesota political subdivision ("Park District") and the City of Richfield, a Minnesota municipal corporation ("City").

WHEREAS, federal Transportation Alternatives Program (TAP) funds may be available to assist local communities with bike and pedestrian projects which provide direct, safe, and multi-use access to the regional trail system, and

WHEREAS, Park District is coordinating a multi-jurisdictional application to utilize 2017 TAP funds, and

WHEREAS, Park District solicited and is bundling the most competitive proposals from interested cities/agencies into a single grant application, and

WHEREAS, City submitted a proposal to construct an on-street bicycle facility connection to the Intercity Regional Trail along 70th Street between Diagonal Boulevard and Lyndale Avenue, and

WHEREAS, Park District intends to include the City's proposal within the TAP grant application, and

WHEREAS, it is expected that the federal TAP grant would fund 80 percent but not more than one million dollars for construction and land acquisition costs of the bundled proposals, and

WHEREAS, Park District and City agree to cooperate to apply for these TAP funds and, if successful in their efforts, agree to cooperate on the funding, design, construction, and associated work items of the City's proposed project, and

IT IS HEREBY AGREED, by City and Park District as follows:

1. Park District will:
 - a. bundle the most competitive, feasible, and geographically dispersed proposals totaling up to \$1.25 million from interested cities/agencies into a single coordinated grant application, and
 - b. coordinate and fund the application for the TAP grant, and
 - c. design and construct the City proposed project and coordinate and fund reasonable non-grant eligible expenses including design and construction administration, if the TAP funds are received.
2. City will:
 - a. execute and forward this Agreement to the Park District by January 28, 2014, and
 - b. provide all necessary property rights to complete the project where the City has rights to do so, and

- c. approve necessary measures by the Park District to secure any additional property rights needed to complete the City proposed project, and
 - d. fund the required 20 percent local match in 2017, if the TAP funds are received.
3. Each party will:
- a. make staff and other resources available to meet project requirements and deadlines,
 - b. operate, maintain, and assume all liabilities of the portion of the project located on lands controlled by each respective party, and
 - c. enter into subsequent reasonable agreements as may be required to complete the project, and
 - d. terminate this Agreement if the TAP grant application is unsuccessful.
4. The Park District reserves the right to terminate this Agreement if factors outside the control of the Park District result in the reasonable feasibility of one or more of the bundled projects resulting in the loss of TAP funds.

IN WITNESS WHEREOF, City of Richfield and Park District have entered into this cooperative agreement as of the date and year signed below.

City of Richfield a Minnesota municipal corporation

Date: 1/28/14

By: 

Its Mayor Debbie Goettel

Date: 1/28/14

By: 

Its City Manager Steven L. Devich

Three Rivers Park District, a public corporation and political subdivision of the state of Minnesota

Date: _____

By: _____

Its Chair – Board of Commissioners

Date: _____

By: _____

Its Superintendent

And Secretary to the Board

COOPERATIVE LOCAL BIKE AND PEDESTRIAN CONNECTION AGREEMENT

This cooperative agreement is between Three Rivers Park District, a Minnesota political subdivision ("Park District") and the City of Wayzata, a Minnesota municipal corporation ("City").

WHEREAS, federal Transportation Alternatives Program (TAP) funds may be available to assist local communities with bike and pedestrian projects which provide direct, safe, and multi-use access to the regional trail system, and

WHEREAS, Park District is coordinating a multi-jurisdictional application to utilize 2017 TAP funds, and

WHEREAS, Park District solicited and is bundling the most competitive proposals from interested cities/agencies into a single grant application, and

WHEREAS, City submitted a proposal to construct a cycletrack and additional wayfinding signage and pavement striping, and

WHEREAS, Park District intends to include the City's proposal within the TAP grant application, and

WHEREAS, it is expected that the federal TAP grant would fund 80 percent but not more than one million dollars for construction and land acquisition costs of the bundled proposals, and

WHEREAS, Park District and City agree to cooperate to apply for these TAP funds and, if successful in their efforts, agree to cooperate on the funding, design, construction, and associated work items of the City's proposed project, and

IT IS HEREBY AGREED, by City and Park District as follows:

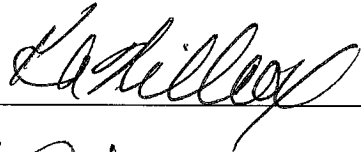
1. Park District will:
 - a. bundle the most competitive, feasible, and geographically dispersed proposals totaling up to \$1.25 million from interested cities/agencies into a single coordinated grant application, and
 - b. coordinate and fund the application for the TAP grant, and
 - c. design and construct the City proposed project and coordinate and fund reasonable non-grant eligible expenses including design and construction administration, if the TAP funds are received.
2. City will:
 - a. execute and forward this Agreement to the Park District by January 28, 2014, and
 - b. provide all necessary property rights to complete the project where the City has rights to do so, and

- c. approve necessary measures by the Park District to secure any additional property rights needed to complete the City proposed project, and
 - d. fund the required 20 percent local match in 2017, if the TAP funds are received.
3. Each party will:
- a. make staff and other resources available to meet project requirements and deadlines,
 - b. operate, maintain, and assume all liabilities of the portion of the project located on lands controlled by each respective party, and
 - c. enter into subsequent reasonable agreements as may be required to complete the project, and
 - d. terminate this Agreement if the TAP grant application is unsuccessful.
4. The Park District reserves the right to terminate this Agreement if factors outside the control of the Park District result in the reasonable feasibility of one or more of the bundled projects resulting in the loss of TAP funds.

IN WITNESS WHEREOF, City of Wayzata and Park District have entered into this cooperative agreement as of the date and year signed below.


City of Wayzata, a Minnesota municipal corporation

Date: 01/24/2014

By: 

Its Mayor

Date: 1/24/14

By: 

Its City Manager

Three Rivers Park District, a public corporation and political subdivision of the state of Minnesota

Date: _____

By: _____

Its Chair – Board of Commissioners

Date: _____

By: _____

Its Superintendent

And Secretary to the Board

Appendix I:

Letters of Support

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014



January 16, 2014

Kelly Grissman, Director of Planning
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

RE: Letter of Support – 2014 Federal Transportation Alternatives Program Application

Dear Ms. Grissman:

The City of Bloomington supports Three Rivers Park District's 2014 Federal Transportation Alternatives Program application as described below:

On-Ramps to the Regional Trail System

Three Rivers Park District has coordinated a multi-jurisdictional Transportation Alternatives Program (TAP) application to assist local communities with bike and pedestrian facility projects to provide direct, safe and multi-use access to the Park District's regional trail system. Research indicates that many bicyclists and pedestrians do not feel safe or comfortable accessing the regional trail network on foot or bike, and consequently drive to access regional trails, decide not to use the regional trail system, or use the system less frequently than they would if there was a safe connecting trail. To address this feedback and to improve local access, this project proposes to design and construct six new regional trail connections in Bloomington, Plymouth, Richfield, Edina, Wayzata, and Brooklyn Park.

The Bloomington project proposes to construct an off-road trail along Old Cedar Avenue between Old Shakopee Road and E. 86th Street, helping to connect the Old Cedar Avenue/Long Meadow Lake Bridge (rehabilitation to be complete in 2015) to the Intercity Regional Trail (construction in 2014/15).

This project directly responds to the needs of bicyclists and pedestrians using trails in Bloomington and, when completed, will provide a safe, multi-use connection to the Park District's 120-mile regional trail system providing both transportation and recreation opportunities for residents and visitors to Bloomington and the greater region.

This project is consistent with the City's 2008 Comprehensive Plan, Alternative Transportation Plan, Complete Streets Policy, and the City Council approved Intercity Trail Master Plan.

Thank you for seeking funding and facilitating this important project.

Sincerely,

Tim Busse
Acting Mayor

Larry Lee
Acting City Manager



Office of the Mayor

5200 85th Ave. N., Brooklyn Park, MN 55443-4301 • Phone 763-424-8000 • Fax 763-493-8391
TDD 763-493-8392

JEFFREY LUNDE

Mayor
763-242-1555
763-493-8010 (vm)

January 13, 2014

Kelly Grissman, Director of Planning
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

**RE: Letter of Support
2014 Federal Transportation Alternatives Program (TAP) Application**

Dear Ms. Grissman:

The City of Brooklyn Park supports Three Rivers Park District's 2014 Federal Transportation Alternatives Program application as described below:

On-Ramps to the Regional Trail System

Three Rivers Park District has orchestrated a multi-jurisdictional Transportation Alternatives Program (TAP) application to assist local communities with bike and pedestrian projects that provide direct, safe and multi-use access to the Park District's regional trail system. Ongoing outreach efforts indicate that many bicyclists and pedestrians do not feel safe or comfortable accessing the regional trail network on foot or bike, and subsequently drive to access the regional trail system, do not utilize the regional trail system, or utilize the system less frequently than desired. To address this feedback and to improve local access, this project proposes to design and construct six new regional trail system connections within the cities of Plymouth, Richfield, Edina, Wayzata, Bloomington and Brooklyn Park.

This project directly responds to the needs of our community and, when completed, will provide a safe, multi-use connection the Park District's 120-mile regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

Ms. Kelly Grissman
Page 2
January 13, 2014

This project is consistent with the City's comprehensive plan, trail connections study, CIP, and Recreation and Parks Master Plan.

Thank you for seeking funding on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Lunde". The signature is written in a cursive style with a horizontal line underneath the name.

Jeffrey Lunde
Mayor



January 14, 2014

Kelly Grissman, Director of Planning
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

**RE: Letter of Support
2014 Federal Transportation Alternatives Program (TAP) Application**

Dear Ms. Grissman:

The City of Edina supports Three Rivers Park District's 2014 Federal Transportation Alternatives Program application as described below:

On-Ramps to the Regional Trail System

Three Rivers Park District has orchestrated a multi-jurisdictional Transportation Alternatives Program (TAP) application to assist local communities with bike and pedestrian projects that provide direct, safe and multi-use access to the Park District's regional trail system. Ongoing outreach efforts indicate that many bicyclists and pedestrians do not feel safe or comfortable accessing the regional trail network on foot or bike, and subsequently drive to access the regional trail system, do not utilize the regional trail system, or utilize the system less frequently than desired. To address this feedback and to improve local access, this project proposes to design and construct six new regional trail system connections within the cities of Plymouth, Richfield, Edina, Wayzata, Bloomington and Brooklyn Park.

This project directly responds to the needs of our community and, when completed, will provide a safe, multi-use connection the Park District's 120-mile regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

This project is consistent with the City of Edina's Comprehensive Plan, the Active Routes to School (ARTS) Plan, and Living Streets Policy.

Thank you for seeking funding on this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Neal", is written over a horizontal line.

Scott Neal
City Manager
City of Edina

CITY OF EDINA

4801 West 50th Street • Edina, Minnesota 55424
www.EdinaMN.gov • 952-927-8861 • Fax 952-826-0390



January 14, 2014

Kelly Grissman, Director of Planning
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

**RE: Letter of Support
2014 Federal Transportation Alternatives Program (TAP) Application**

Dear Ms. Grissman:

The City of Plymouth supports Three Rivers Park District's 2014 Federal Transportation Alternatives Program application as described below:

On-Ramps to the Regional Trail System

Three Rivers Park District has orchestrated a multi-jurisdictional Transportation Alternatives Program (TAP) application to assist local communities with bike and pedestrian projects that provide direct, safe and multi-use access to the Park District's regional trail system. Ongoing outreach efforts indicate that many bicyclists and pedestrians do not feel safe or comfortable accessing the regional trail network on foot or bike, and subsequently drive to access the regional trail system, do not utilize the regional trail system, or utilize the system less frequently than desired. To address this feedback and to improve local access, this project proposes to design and construct six new regional trail system connections within the cities of Plymouth, Richfield, Edina, Wayzata, Bloomington and Brooklyn Park.

This project directly responds to the needs of our community and, when completed, will provide a safe, multi-use connection the Park District's 120-mile regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

This project is consistent with the City's 2030 Comprehensive Plan; the May 2012 Park and Recreation Advisory Council and City Council trail gap study sessions which identified the Fernbrook section as Gap #95 and has been identified in the June 2012 City of Plymouth Park and Recreation Department Feasibility Report.

Thank you for seeking funding on this important project.

Sincerely,

Kelli Slavik
Mayor
City of Plymouth



January 14, 2014

Kelly Grissman, Director of Planning
Department 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
EDWINA GARCIA
SUZANNE M. SANDAHL

CITY MANAGER

STEVEN L. DEVICH

**RE: Letter of Support
2014 Federal Transportation Alternatives Program (TAP)
Application**

Dear Ms. Grissman:

The City of Richfield supports Three Rivers Park District's 2014 Federal Transportation Alternatives Program application as described below:

On-Ramps to the Regional Trail System

Three Rivers Park District has orchestrated a multi-jurisdictional Transportation Alternatives Program (TAP) application to assist local communities with bike and pedestrian projects that provide direct, safe and multi-use access to the Park District's regional trail system. Ongoing outreach efforts indicate that many bicyclists and pedestrians do not feel safe or comfortable accessing the regional trail network on foot or bike, and subsequently drive to access the regional trail system, do not utilize the regional trail system, or utilize the system less frequently than desired. To address this feedback and to improve local access, this project proposes to design and construct six new regional trail system connections within the cities of Plymouth, Richfield, Edina, Wayzata, Bloomington and Brooklyn Park.

This project directly responds to the needs of our community and, if completed, will provide a safe, multi-use connection the Park District's 120-mile regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

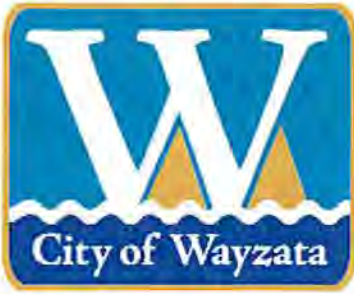
This project is consistent with the City's Bicycle Master Plan and Complete Streets Policy. The Richfield portion of the project would need to be properly vetted through the City's public engagement process via the Transportation Commission.

Thank you for seeking funding on this important project.

Sincerely,

Debbie Goettel
Mayor
City of Richfield

The Urban Hometown



City of Wayzata
600 Rice Street
Wayzata, MN 55391-1734

Mayor:
Ken Willcox
City Council:
Jack Amdal
Andrew Mullin
Tom Tanner
Bridget Anderson
City Manager:
Heidi Nelson

January 14, 2014

Kelly Grissman, Director of Planning
Department of Planning and Development
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

**RE: Letter of Support
2014 Federal Transportation Alternatives Program (TAP) Application**

Dear Ms. Grissman:

The City of Wayzata supports Three Rivers Park District's 2014 Federal Transportation Alternatives Program application as described below:

On-Ramps to the Regional Trail System

Three Rivers Park District has orchestrated a multi-jurisdictional Transportation Alternatives Program (TAP) application to assist local communities with bike and pedestrian projects that provide direct, safe and multi-use access to the Park District's regional trail system. Ongoing outreach efforts indicate that many bicyclists and pedestrians do not feel safe or comfortable accessing the regional trail network on foot or bike, and subsequently drive to access the regional trail system, do not utilize the regional trail system, or utilize the system less frequently than desired. To address this feedback and to improve local access, this project proposes to design and construct six new regional trail system connections within the cities of Plymouth, Richfield, Edina, Wayzata, Bloomington and Brooklyn Park.

This project directly responds to the needs of our community and, when completed, will provide a safe, multi-use connection the Park District's 120-mile regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

This project is consistent with the City's 2030 Comprehensive Plan and the City's draft framework for the Wayzata Lake Effect Project.

Thank you for seeking funding on this important project.

Sincerely,



Heidi Nelson
City Manager

Appendix J:

2013/2014 Hennepin County Bike/Trail Update

“On-Ramps” to the Regional Trail System TAP Grant Application

Three Rivers Park District, 2014

Background Support for Project

2013-2014 Hennepin County Bike/Trail Plan Update

Extensive Public Engagement (to date)

- 1 Public open house: 40 participants
- 10 Listening sessions: Over 150 participants
- Online Wikimap: ~500 Users
- Online survey: ~2,000 Responses

Common Themes/Opportunities:

- 1) Access to Regional Trail System is difficult/Strong desire and need to better connect regional trail system to neighborhoods and destinations

Specific Example Comments Include (bold comments are most relevant):

"It can be difficult to get to the trails by bike"

"Better links between local and regional trails"

"Lack of connectivity between trails and neighborhood"

- 2) Address gaps in the trail network/Strong desire and need to improve connectivity and remove gaps

Specific Example Comments Include (bold comments are most relevant):

"More north/south connections between east/west trail system"

"Connect the dots/connect the trail better"

"Missing direct routes"

"Connectivity between communities [is not working]"

- 3) Improve coordination between jurisdictions/A seamless system in respect to facility type/design/treatment as well as maintenance and operation practices is desired and needed.

Specific Example Comments Include (bold comments are most relevant):

"Plowing differences in jurisdictions"

"More consistent treatment of bike facilities (signage, trail types, lane systems)"

"Better coordination of city-regional connections"

Other Support/Trends

- 1) Increase in requests from cities to develop/partner on the construction/operation of trailhead parking and access points
- 2) In preparing for the TAP grant application, TRPD received 27 proposals requesting almost \$6 million for projects that strive to improve access to the regional trail system – this demonstrates a significant need in suburban Hennepin County alone.