



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02015 - Nine Mile Creek Regional Trail: West Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 11/26/2014 1:55 PM

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## Primary Contact

**Name:\*** Kelly Kristin Grissman  
Salutation First Name Middle Name Last Name

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**Department:** Planning

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**Address:** 3000 Xenium Lane North

**\*** Plymouth Minnesota 55441  
City State/Province Postal Code/Zip

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Phone Ext.

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**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** THREE RIVERS PARK DISTRICT

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:**

RESERVATIONS  
3000 XENIUM LN N

\*

PLYMOUTH      Minnesota      55441-2661  
City                      State/Province      Postal Code/Zip

**County:**

Hennepin

**Phone:\***

763-559-6700

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000057347A1

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## Project Information

**Project Name**

Nine Mile Creek Regional Trail: West Edina Segment

**Primary County where the Project is Located**

Hennepin

**Jurisdictional Agency (If Different than the Applicant):**

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The proposed 2.6-mile project will construct the West Edina Segment the final gap of the 15-mile Nine Mile Creek Regional Trail, a Tier 1 priority trail in the Regional Bicycle Transportation Network (2014 Twin Cities Regional Bicycle System Study) (See Figure 1). This final segment starts at the intersection of Smetana Drive and Bren Road/Londonderry Drive immediately west of the Bren Road/Londonderry Drive Bridge over Highway 169 and follows Nine Mile Creek to the intersection of Tracy Avenue and Valley Lane (see Figure 2). When this gap is filled, trail users will be able to travel along a safe, car-free corridor from Hopkins to Bloomington. The West Segments trail alignment is critical because the existing street network in this area is circuitous and fragmented. By following a natural corridor, the alignment gives trail users the most direct and efficient route possible through the regions fully developed inner ring suburbs, connecting to some of the regions largest job centers along the way.

The key components of the project are as follows:

A bicycle/pedestrian bridge over Highway 62 the only bicycle/pedestrian specific crossing for three miles in either direction.

Enhanced bicycle facilities on the Bren Road/Londonderry Drive bridge over Highway 169

A continuous, car-free route providing bicycle commuters an attractive alternative to traveling via Edinas circuitous and fragmented street network.

A direct connection to the planned Opus Station/Green Line Light Rail Transit (LRT) Extension.

Connection to an existing regional job center

at the western termini of the alignment (See Figure 3).

Connections to multiple existing sidewalks and trails (See Figure 1).

Direct connections to Creek Valley Elementary, Valley View Middle School, and Edina Senior High (See Figure 2). Together, these three schools serve over 3,800 students.

When completed, the entire Nine Mile Creek Regional Trail is expected to attract over 500,000 visitors per year. The proposed project is the final piece needed to accomplish the community's vision for a high-quality regional trail that leverages existing parkland and open space as well as connects people to jobs and recreation opportunities.

The greater Nine Mile Creek Regional Trail connects to the following destinations (see Figure 1):

The existing 34th Avenue Station/Blue Line LRT.

Regional job centers located at Highway 100 and I-494, Downtown Hopkins, France Avenue Corridor in Edina, Best Buy World Head Quarters, Mall of America, Minneapolis/St. Paul Airport, and Bloomington's South Loop District.

North Cedar Lake, Cedar Lake, Lake Minnetonka, MN River Bluffs, and Intercity Regional Trails

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)**

2.6

**Connection to Local Planning:**

*Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.*

Nine Mile Creek Regional Trail Master Plan (2013)  
(Page 33)

Twin Cities Regional Bicycle System Study (2014)(  
Figure 12, Page 26)

2030 Regional Parks Policy Plan (Figure 3-1, Page  
3-67)

**Connection to Local Planning**

Edina Comprehensive Bike Plan (Pages 10 and 57)

Bloomington Alternative Transportation Plan  
(Composite Map)

Bloomington South Loop Plan (Figure 3.34, Page  
3.64)

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**Project Funding**

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

If yes, please identify the source(s)

**Federal Amount** \$5,500,000.00

**Match Amount** \$2,100,433.00

*Minimum of 20% of project total*

**Project Total** \$7,600,433.00

**Match Percentage** 27.64%

*Minimum of 20%*

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

**Source of Match Funds** Three Rivers Park District General Obligation Bond Fund and  
State Park and Trail Legacy Funds

**Preferred Program Year**

**Select one:** 2018

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## Project Information

County, City, or Lead Agency Three Rivers Park District  
Zip Code where Majority of Work is Being Performed 55436  
(Approximate) Begin Construction Date 05/01/2018  
(Approximate) End Construction Date 11/29/2019

### LOCATION

From:  
(Intersection or Address) Smetana Drive at Londonderry Drive

*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

To:  
(Intersection or Address) Tracy Ave. at Valley Lane

Type of Work Multi-use trail and trail bridge

*Examples: grading, aggregate base, bituminous base, bituminous surface,  
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,  
Park & Ride, etc.)*

### BRIDGE/CULVERT PROJECTS

#### (If Applicable)

Old Bridge/Culvert? No

New Bridge/Culvert? Yes

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$204,000.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$144,065.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00

Turf - Erosion & Landscaping	\$184,000.00
Bridge	\$3,914,961.00
Retaining Walls	\$24,540.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$49,500.00
<b>Totals</b>	<b>\$4,521,066.00</b>

### Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,590,134.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$1,489,233.00
<b>Totals</b>	<b>\$3,079,367.00</b>

### Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

<b>Total Cost</b>	\$7,600,433.00
<b>Construction Cost Total</b>	\$7,600,433.00
<b>Transit Operating Cost Total</b>	\$0.00

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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



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

*7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.*

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

*8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

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

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

*10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.*

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

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## **Requirements - Bicycle and Pedestrian Facilities Projects**

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

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

*2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).*

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

*3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.*

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

*4. Seventy percent of the project cost must fall under one of the following eligible activities:*

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

### **For Safe Routes to School Projects Only**

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

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

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

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

*7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.*

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

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## Other Attachments

File Name	Description	File Size
Nine Mile Creek Regional Trail Notification Letters.pdf	Nine Mile Creek Regional Trail - Letters of Notification	2.8 MB
NineMileCreekRegionalTrailMapsandConcept.pdf	Nine Mile Creek Regional Trail Maps and Concept	1.6 MB

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor  Yes

Tier 2, RBTN Corridor

*(Tier 1 or Tier 2)*

Direct connection to the RBTN

OR

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

Upload Map  Nine Mile Creek RBTN Map.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)  31568

Existing Employment Within One Mile (Integer Only)  51690

Completed by Metropolitan Council Staff

Total Project Cost  \$7,600,433.00

Cost Effectiveness for Population  \$240.76

Cost Effectiveness for Employment  \$147.04

Upload Map  Nine Mile Creek PopEmploy Map.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

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

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

Yes

Response (Limit 1,400 characters; approximately 200 words)

The project provides safe walking/ biking access to an area where the population of color is above the regional average (area near the projects western termini see map generated with question). The West Trail Segment is the last section of the Nine Mile Creek Trail needed to connect this population concentration to the many regional and sub-regional job centers along I-494 (See Figure 3). In addition, the project will benefit concentrations of children and elderly populations located directly adjacent to the project (See Figure 2). The project provides a trail bridge over Highway 62 - connecting the residential areas north of Highway 62 to three K-12 school campuses directly south of the highway, thereby allowing students to travel to school on bike or by foot (See Figure 2). The proposed trail bridge over Highway 62 also connects the concentration of elderly residents living directly north of the proposed trail bridge to multiple commercial nodes along the trail corridor (See Figure 1). Lastly, research shows that children, the elderly, populations of color, and persons with disabilities all are more likely to be transit dependent than the population at large. This project connects these populations to eight bus lines and will improve connectivity to the future Opus Station on the Green Line LRT Extension.

No equity and housing negative impacts are foreseen.

Upload Map

Nine Mile Creek SocioEcon Map.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minnetonka	0.1
Edina	2.5
	<b>3</b>

## Total Project Length

Total Project Length 2.6

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Edina	2.5	2.6	70.0	0.962	67.308
Minnetonka	0.1	2.6	68.0	0.038	2.615
		<b>5</b>	<b>138</b>	<b>1</b>	<b>70</b>

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 2.6  
 Total Housing Score 69.923

## Measure A: Gaps, Barriers and Continuity/Connections

### Check all that apply:

*Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)*

**Closes a Gap** Yes

*Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway*

**Provides a Facility That Crosses or Circumvents a Physical Barrier** Yes

*Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions** Yes

This project closes Nine Mile Creek Regional Trails last unfunded gap a high demand, 15-mile urban off-road trail expected to see 500,000+ visitors per year. All other existing gaps are funded and planned for completion prior to 2018 (See Fig 1). Closing this gap is important, because the existing street network in the project area is circuitous and fragmented and lacks adequate pedestrian/bicycle facilities. Safe and efficient travel in and out of the area by bicycle or on foot is difficult.

The project removes two major barriers: 1) it enhances the Bren Road/Londonderry Drive Bridge over Hwy 169 (82,000 ADT, 4 lanes, 55 MPH) to better accommodate bicyclists through wayfinding and regulatory improvements and 2) it provides a new trail bridge over Hwy 62 (89,000 ADT, 6 lanes, 55 MPH).

Response (Limit 1,400 characters; approximately 200 words)

Nearest Hwy 169 crossing:  
7th St W -1 mile away

4,850 AADT  
2 lanes

30 MPH

No bicycle facilities

Nearest Hwy 62 crossing:  
Gleason Rd-0.5 miles away

9,500 AADT  
4 lanes

30 MPH

No bicycle facilities.

Three Rivers Park District studies concluded that given existing AADTs reconfiguring the Gleason Rd. bridge to safely accommodate bicyclists would be prohibitively expensive

Lastly, constructing this final segment of the Nine Mile Creek Regional Trail will greatly improve regional trail continuity by connecting five cities in the region and ultimately to Dakota Co. (see Fig 1)

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## **Measure B: Project Improvements**

Response (Limit 1,400 characters; approximately 200 words)

The project addresses a safety deficiency by providing a trail bridge over Highway 62. An independent bridge is critically important at this location, because the closest crossing at Gleason Rd. already sees significant K-12 student use but it is inhospitable to bicycle/pedestrian travel (i.e., high-speed traffic entering/exiting via uncontrolled highway approaches, 9,500 AADT). Childrens small size and inability to judge traffic speeds puts them at greater risk of death from crashes. The trail bridge will greatly reduce crash potential by separating trail users from vehicle traffic. Federal Highway Administration studies show that trail bridges are associated with a 90% reduction in fatal pedestrian crashes (Gan, A., Shen, J., and Rodriguez, A., 2005). Also, as the trail follows Nine Mile Creek, the entire West Trail Segment includes only three trail/roadway intersections an extremely low number of potential conflict points considering the trail travels through a completely developed area and all three intersections occur at controlled intersections.

Lastly, since 2009 there have been multiple bicycle/pedestrian and vehicle crashes directly adjacent to the proposed trail route (see Figure 2 for type/location). Constructing a dedicated bicycle/pedestrian facility in this area will encourage the separation of modes and reduce the potential for future crashes.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	12, 146, 490, 565, 568, 578, 684, 695
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	12, 146, 490, 565, 568, 578, 588, 589, 664, 684, 695
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	Southwest LRT (METRO Green Line Extension)

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## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	1162912.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	113377.0
Transitway Ridership Indirectly Connected	1.0944E7

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## Measure B: Pedestrian Connections



Response (Limit 1,400 characters; approximately 200 words)

There are multiple existing pedestrian connections to the project. At the western trail termini, the proposed trail ties into a well-developed multi-use trail network that serves the existing mixed-use node near the planned Opus Station on the Green Line LRT Extension (see Figure 2). This area is identified as a mixed-use node in the City of Minnetonkas 2030 Comprehensive Plan and already generates many pedestrian trips. This activity will only increase when the Opus Station opens for service 2019. Furthermore, after this trail segment is constructed trail users will be able to use the Nine Mile Creek Regional Trail to directly access other high-traffic pedestrian commercial areas like Downtown Hopkins, Southdale Mall/France Avenue Corridor, Centennial Lakes, Mall of America, and Bloomingtons mixed-use South Loop District (See Figure 1).

The proposed regional trail segment was designed to be fully integrated into the existing pedestrian transportation system. There are 18 local trail and sidewalk connections along the Western Trail Segment approximately one connection every 800 feet. These connections will make it easy for residents living adjacent to the project to access not only the Western Segment, but the greater Nine Mile Creek Regional Trail, five other regional trails, and three schools as well.

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## Measure C: Multimodal Facilities

The following elements of the proposed project will greatly improve the travel experience, safety, and security for users of all modes in the project area:

**Trail Bridge over Highway 62:**

The bridge provides a safe crossing over Highway 62 for pedestrians where none currently exist. The bridge also separates bicyclists/pedestrians from vehicle traffic, thereby decreasing the potential for crashes and safely integrating all modes of transportation in the corridor.

**2.6 Miles of Multi-Use Trail:**

The trail gives bicyclists/pedestrians a new car-free route in an area where the existing transportation network is severely lacking in safe and connected bicycle/pedestrian facilities. The proposed trail vastly improves connectivity in the area and safely integrates all modes of travel by providing a new separate space for bicycle/pedestrian travel a proven safety strategy and by using a route with only three trail/roadway intersections (i.e. conflict points between motorized and non-motorized modes). This choice of alignment greatly the reduces the potential for bicycle/pedestrian and vehicle crashes.

**Connections to Transit:**

The Western Segment provides direct connections to eight existing bus routes and the planned Green Line LRT Extension Opus Station. The project will use highly visible wayfinding signage to facilitate connections between the trail and regions transit system.

Response (Limit 1,400 characters; approximately 200 words)

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 10/06/2014

### 3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

**Document Status:**

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review Yes 11/21/2014  
75%

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval 01/15/2015

### 4) Review of Section 106 Historic Resources (15 Percent of Points)

**No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge** Yes

100%

**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

80%

**Historic/archaeological review under way; determination of adverse effect anticipated**

40%

**Unknown impacts to historic/archaeological resources**

0%

**Anticipated date or date of completion of historic/archeological review:** 11/04/2014

**Project is located on an identified historic bridge**

### **5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

**No Section 4f/6f resources located in the project area**

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received** Yes

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

### **6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made** Yes

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

03/02/2015

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

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

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

Yes

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

0%

**Anticipated date or date of completion**

02/02/2015

**9)Letting**

**Anticipated Letting Date**

01/01/2018



November 7, 2014

Three Rivers  
Park District  
Board of  
Commissioners

Mr. Chad Millner, PE  
Director of Engineering  
City of Edina  
7450 Metro Boulevard  
Edina, MN 55439

Penny Steele  
District 1

Dear Mr. Millner:

Jennifer DeJournett  
District 2

This letter is to notify your city of our intent to apply for a Transportation Alternative Program Grant for Nine Mile Creek Regional Trail – West Segment.

Daniel Freeman,  
Vice Chair  
District 3

The proposed project includes construction of a multi-use trail spanning 2.6 miles from the west side of the Bren Road/Londonderry Drive Bridge over Trunk Highway 169 in the City of Minnetonka to the intersection of Tracy Avenue and Valley View Road in the City of Edina. The project includes regulatory and wayfinding enhancements for the trail segment along the Bren Road/Londonderry Drive Bridge and a new pedestrian and bicycle bridge over Trunk Highway 62 east of Gleason Road. A general overview map is enclosed for your reference.

John Gunyou,  
Chair  
District 4

While the project falls within your agency's jurisdiction, it is our intent to assume all ownership, operation, and maintenance responsibilities associated with the trail and grant. The Park District intends to formalize this arrangement with your city at a future date through a cooperative agreement and limited use permits and to continue to collaborate with your agency through the design, bidding, and construction phases of this project.

John Gibbs  
District 5

Please do not hesitate to call me at 763-694-2060 or email me at [enelson@threeriversparkdistrict.org](mailto:enelson@threeriversparkdistrict.org) with any questions or concerns.

Larry Blackstad  
Appointed  
At Large

Sincerely,

Steve Antolak  
Appointed  
At Large

Eric Nelson  
Senior Manager of Engineering/Project Manager

Attachment

Boe Carlson  
Superintendent

cc: Kelly Grissman, Three Rivers Park District



November 7, 2014

Three Rivers  
Park District  
Board of  
Commissioners

Mr. Will Manchester, PE  
Assistant City Engineer  
City of Minnetonka  
14600 Minnetonka Boulevard  
Minnetonka, MN 55345

Penny Steele  
District 1

Dear Mr. Manchester:

Jennifer DeJournett  
District 2

This letter is to notify your city of our intent to apply for a Transportation Alternative Program Grant for Nine Mile Creek Regional Trail – West Segment.

Daniel Freeman,  
Vice Chair  
District 3

The proposed project includes construction of a multi-use trail spanning 2.6 miles from the west side of the Bren Road/Londonderry Drive Bridge over Trunk Highway 169 in the City of Minnetonka to the intersection of Tracy Avenue and Valley View Road in the City of Edina. The project includes regulatory and wayfinding enhancements for the trail segment along the Bren Road/Londonderry Drive Bridge and a new pedestrian and bicycle bridge over Trunk Highway 62 east of Gleason Road. A general overview map is enclosed for your reference.

John Gunyou,  
Chair  
District 4

While the project falls within your agency's jurisdiction, it is our intent to assume all ownership, operation, and maintenance responsibilities associated with the trail and grant. The Park District intends to formalize this arrangement with your city at a future date through a cooperative agreement and limited use permits and to continue to collaborate with your agency through the design, bidding, and construction phases of this project.

John Gibbs  
District 5

Please do not hesitate to call me at 763-694-2060 or email me at [enelson@threeriversparkdistrict.org](mailto:enelson@threeriversparkdistrict.org) with any questions or concerns.

Larry Blackstad  
Appointed  
At Large

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Nelson".

Steve Antolak  
Appointed  
At Large

Eric Nelson  
Senior Manager of Engineering/Project Manager

Attachments

Boe Carlson  
Superintendent

cc: Kelly Grissman, Three Rivers Park District



November 7, 2014

Three Rivers  
Park District  
Board of  
Commissioners

Ms. April Crockett, PE  
West Area Manager - Acting  
MnDOT Metro District – Program Delivery  
1500 County Road B2  
Roseville, MN 55113

Penny Steele  
District 1

Dear Ms. Crockett:

Jennifer DeJournett  
District 2

This letter is to notify your agency of our intent to apply for a Transportation Alternative Program Grant for Nine Mile Creek Regional Trail – West Segment.

Daniel Freeman,  
Vice Chair  
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Larry Blackstad  
Appointed  
At Large

Sincerely,

Steve Antolak  
Appointed  
At Large

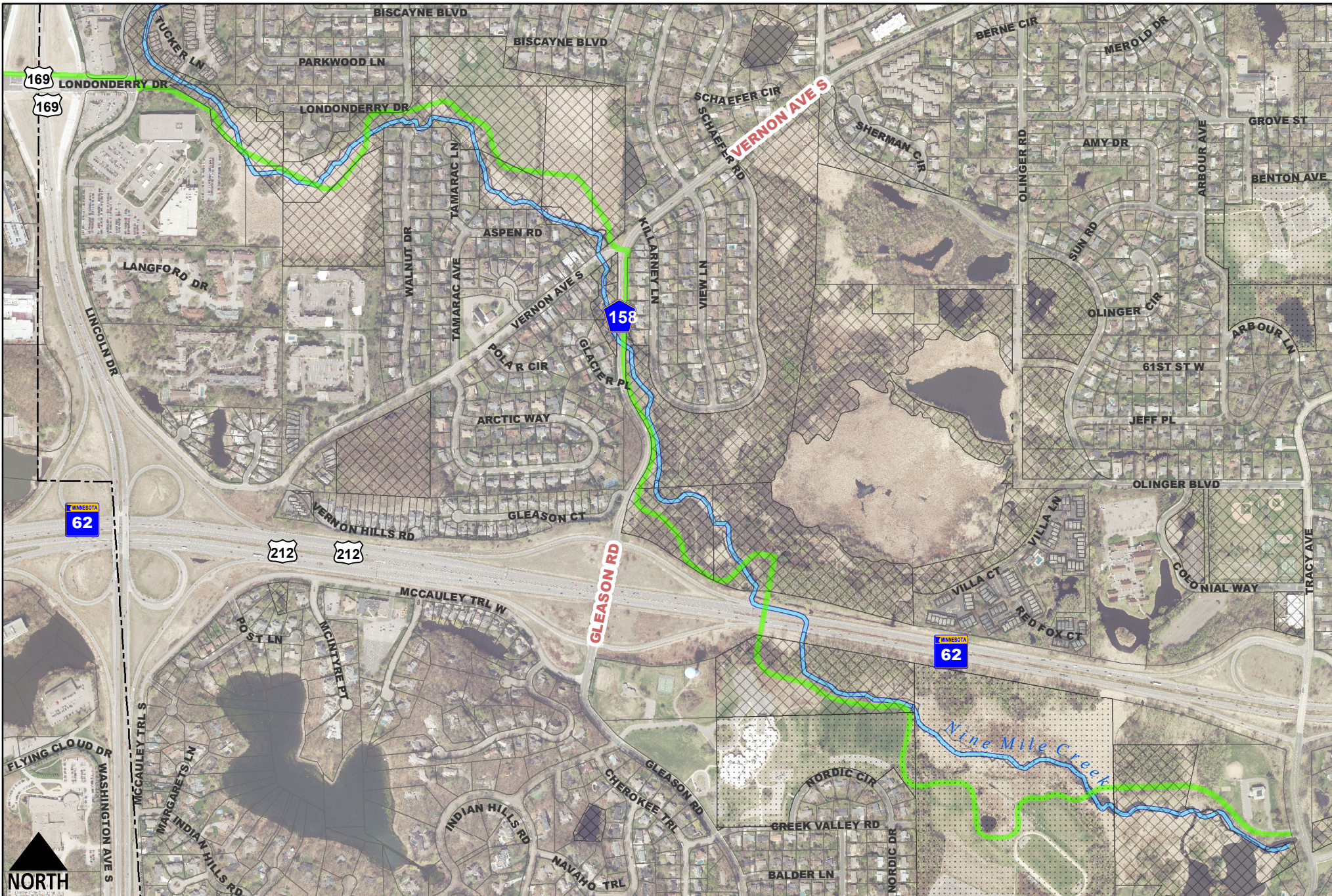
Eric Nelson  
Senior Manager of Engineering/Project Manager

Attachments

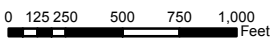
Boe Carlson  
Superintendent

cc: Kelly Grissman, Three Rivers Park District





- Legend**
- City of Edina owned parcel
  - Edina School District #273 owned parcel
  - Nine Mile Creek Regional Trail



# Nine Mile Creek Regional Trail

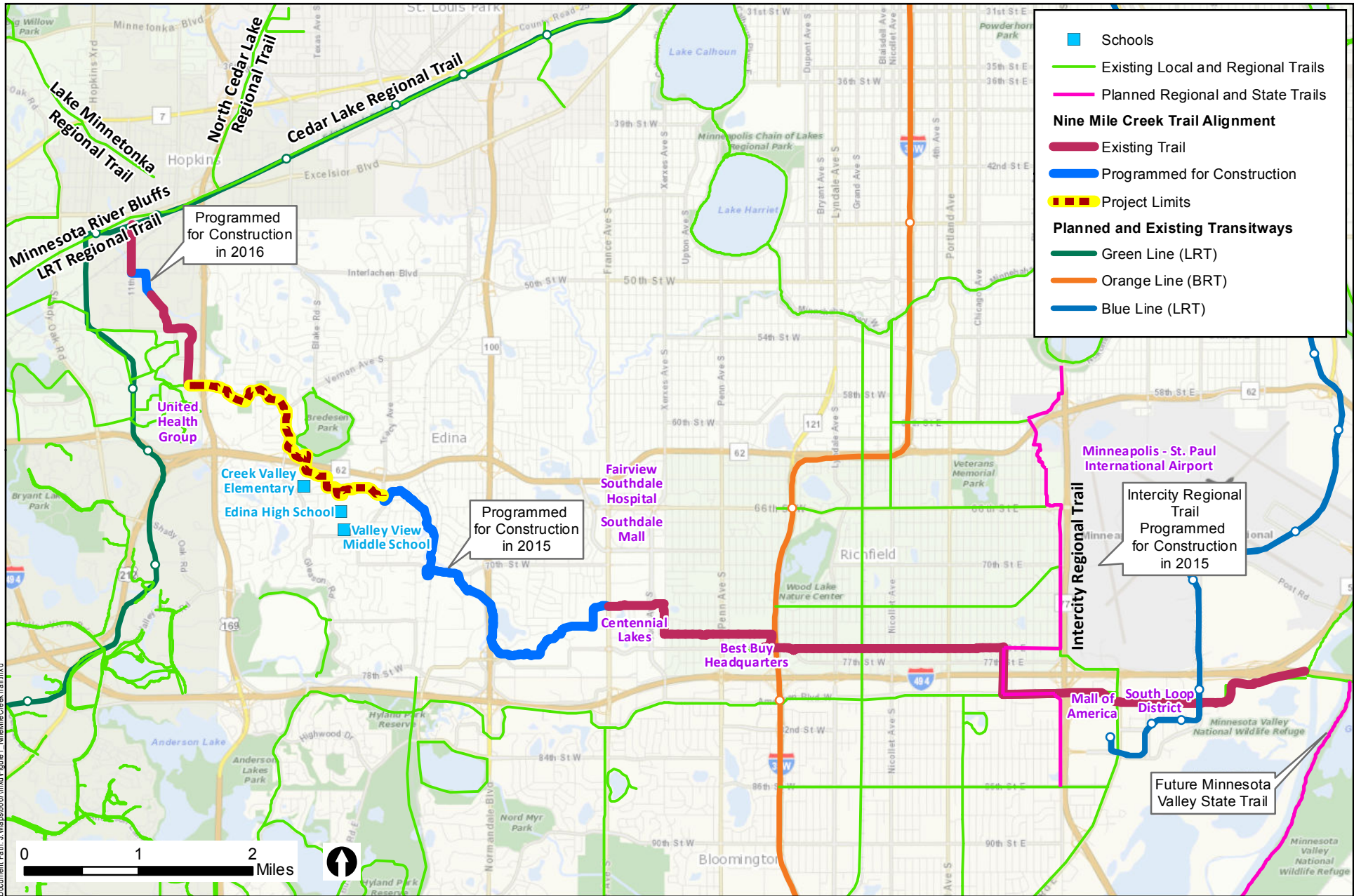
## Edina West Segment

Department of: Design  
 Created By: N Straka  
 Map Created: 11/4/2014



This map is a compilation of data from various sources and 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 in a constant state of maintenance, correction, and update.

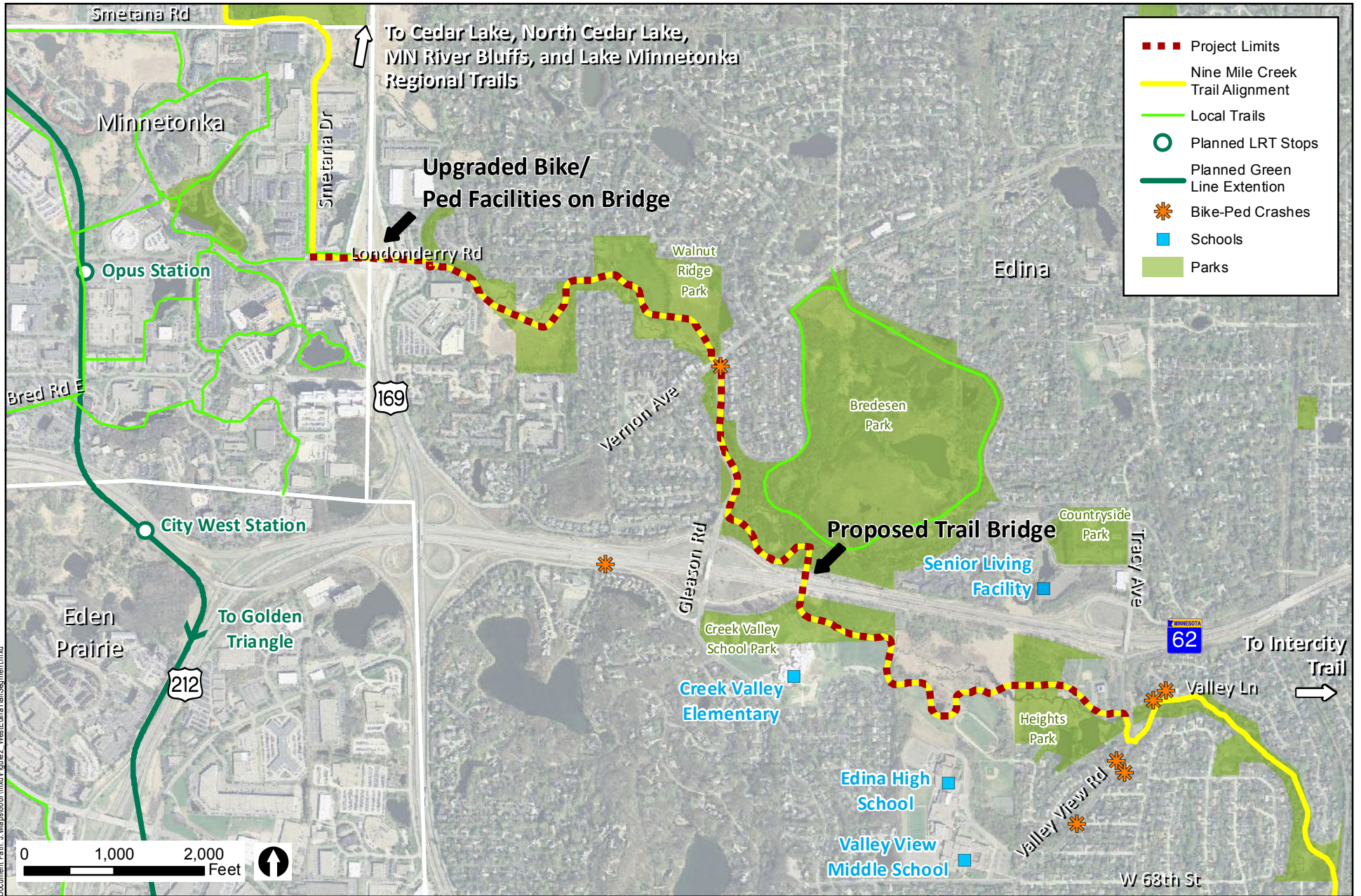




**West Edina Trail Segment: Nine Mile Creek Regional Trail**  
 Three Rivers Park District Regional Solicitation Multi-Use Trail Application

**Nine Mile Creek Trail Alignment**  
**Figure 1**

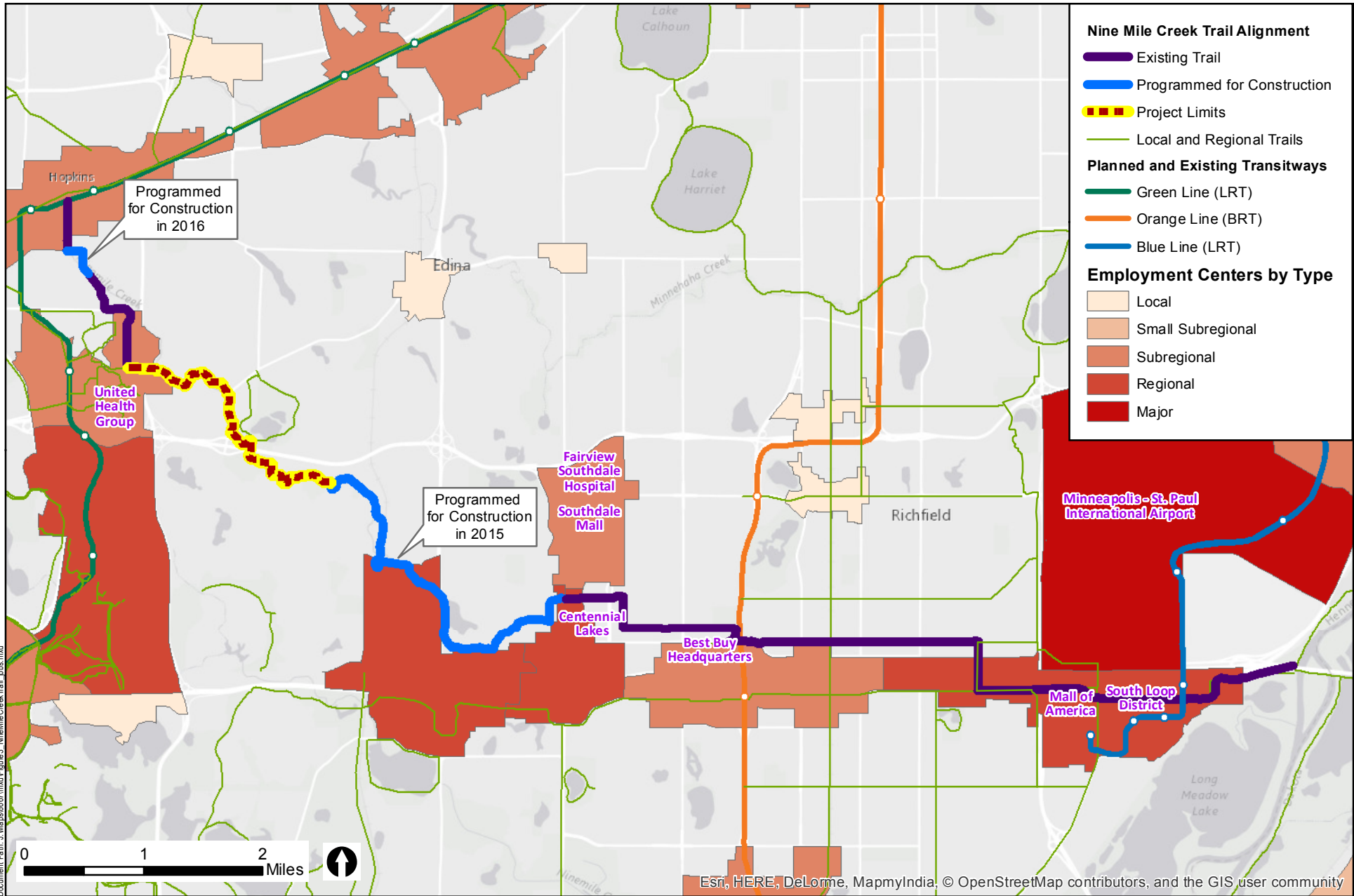




**West Edina Trail Segment: Nine Mile Creek Regional Trail**  
 Three Rivers Park District Regional Solicitation Multi-Use Trail Application

West Edina Segment: Project Limits  
**Figure 2**



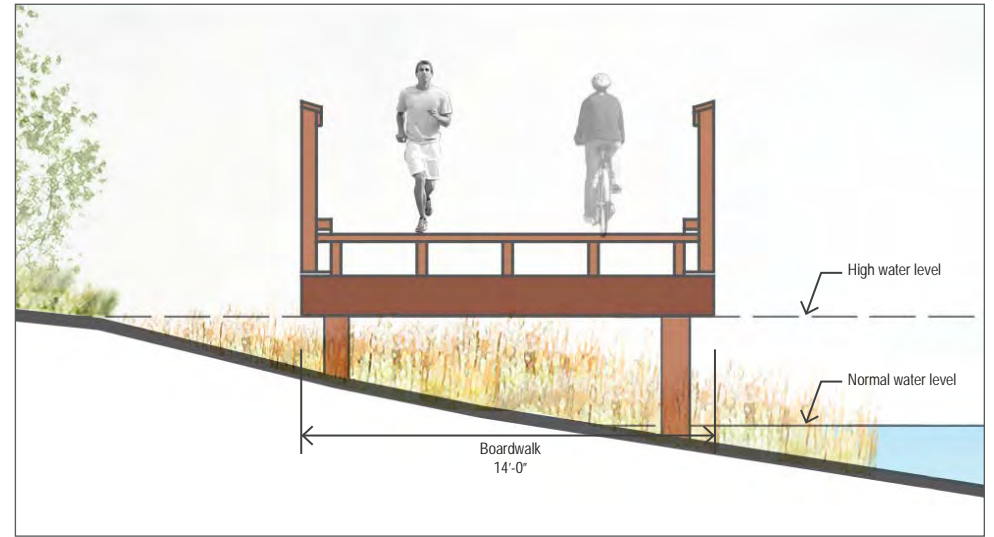


**West Edina Trail Segment: Nine Mile Creek Regional Trail**  
 Three Rivers Park District Regional Solicitation Multi-Use Trail Application

**Job Centers Adjacent to the Nine Mile Creek Trail Alignment**  
**Figure 3**



The West Edina Trail segment will be constructed as a 10-foot wide paved multi-use trail.

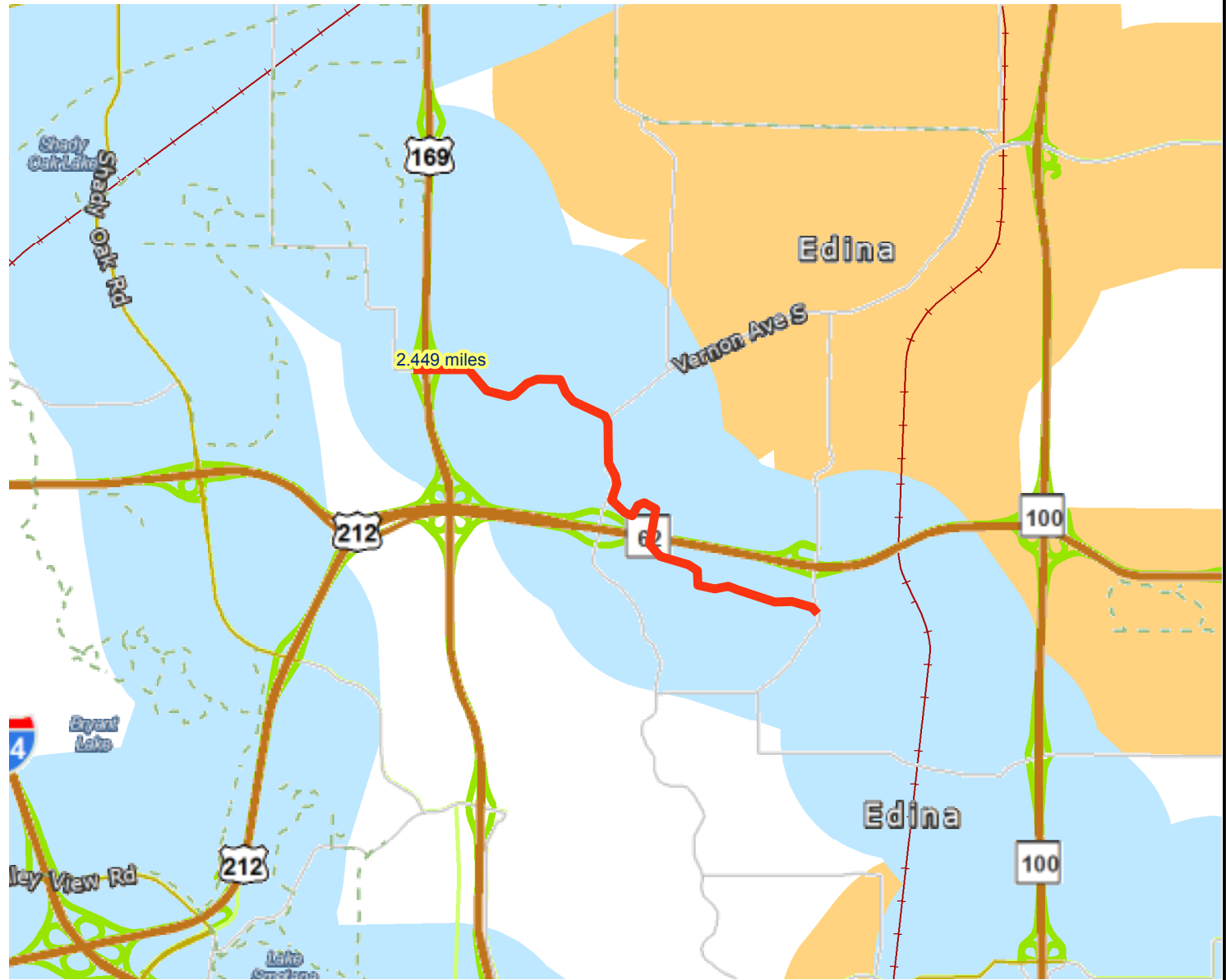


0.7 miles of the West Edina Trail segment will be constructed as a 14-foot wide boardwalk to provide the most direct path through the wetland areas surrounding Nine Mile Creek.

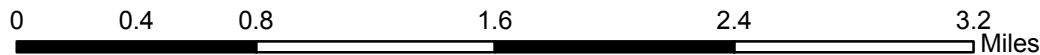
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials
- - - Railroads



Created: 10/31/2014  
LandscapeRSA1



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

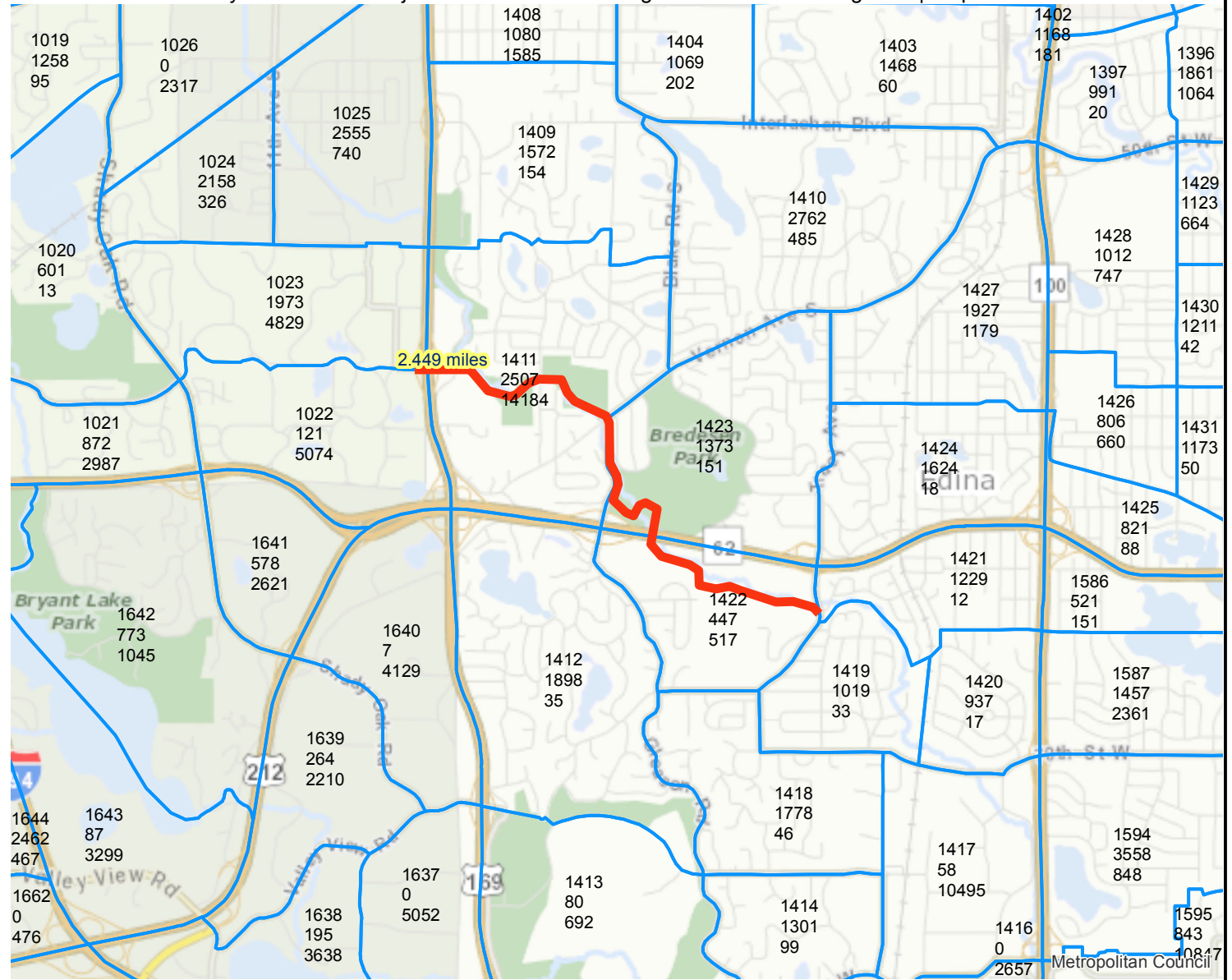


# Population Summary

Multiuse Trails and Bicycle Facilities Project: Nine Mile Creek Regional Trail - West Segment | Map ID: 1414770974298

## Results

Within ONE Mile of project:  
 Total Population: 31568  
 Total Employment: 51690



- Project
- 2010 TAZ



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 LandscapeRSA4

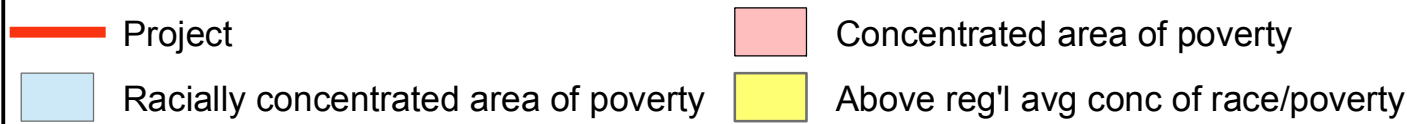
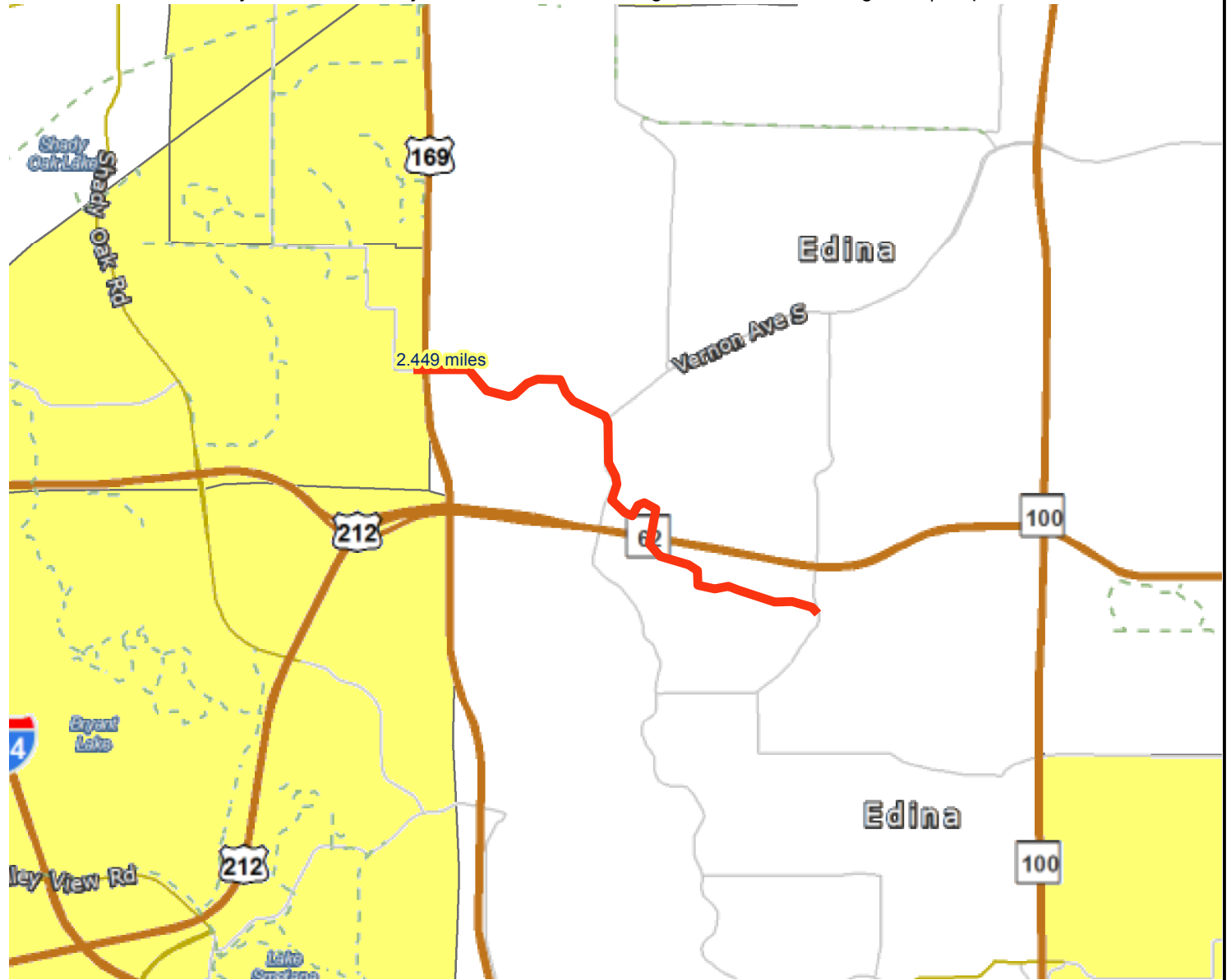


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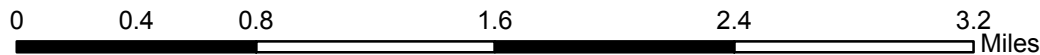


Results

Project IN area of above average concentration of race or poverty.



**Figure 4**



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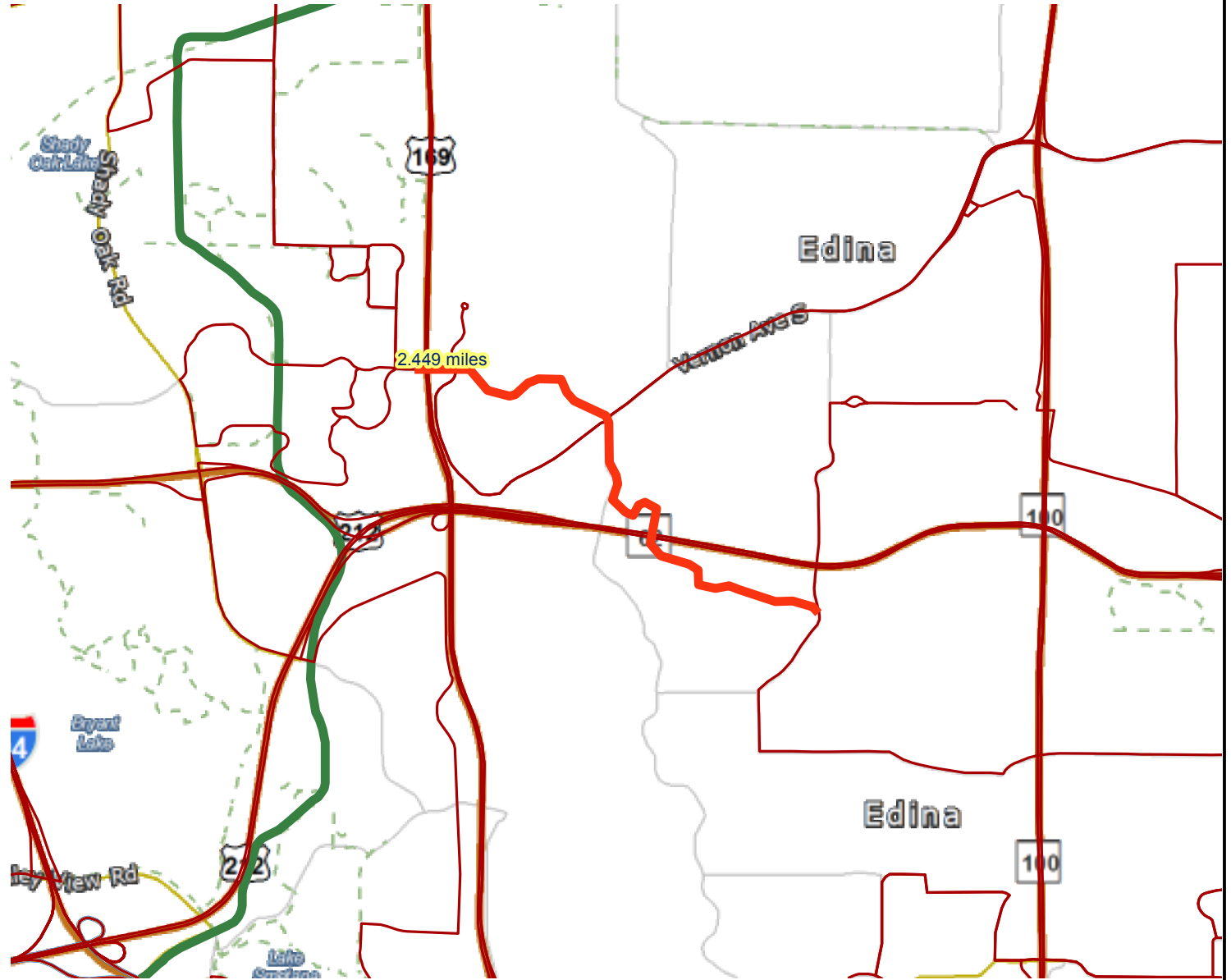
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# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Nine Mile Creek Regional Trail - West Segment | Map ID: 1414770974298



## Results

Transit with a Direct Connection to project:  
12 146 490 565 568 578 684 695

Transit within QTR mile of project:  
12 146 490 565 568 578 684 695

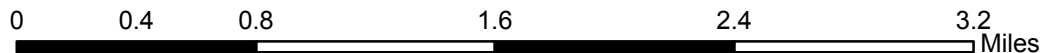
Transit within HALF mile of project:  
12 146 490 565 568 578 664 684 695

Transit within ONE mile of project:  
12 146 490 565 568 578 588 589 664 684 695

\*Green Line Extension

\*indicates Planned Alignments

- Project
  - Transit Routes
  - Light Rail, Green Line Extension
  - Arterial BRT
- Planned Alignments**



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LandscapeRSA3



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