



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02306 - Wayzata Cycletrack

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Original Submitted Date: 12/01/2014 3:16 PM
Last Submitted Date: 12/04/2014 3:06 PM

Primary Contact

Name:* Mr. Bryan Daniel Gadow
Salutation First Name Middle Name Last Name

Title: Planning and Building Director

Department: Planning Department

Email: bgadow@wayzata.org

Address: 600 Rice Street East

* Wayzata Minnesota 55391
City State/Province Postal Code/Zip

Phone:* 952-404-5312
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: WAYZATA, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 600 RICE ST E

* WAYZATA Minnesota 55391
City State/Province Postal Code/Zip

County: Hennepin

Phone:* 612-473-0234
Ext.

Fax:

PeopleSoft Vendor Number 0000021009A1

Project Information

Project Name Wayzata Cycletrack

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 Project includes two (2) components: 1) the installation of a new, approximately 8,000 ft, dedicated cycle track lane to provide a west-east connection from the Dakota Rail Regional Trailhead in downtown Wayzata along Lake Street to Bushaway Road/ County Road 101; and 2) the use of on-street pavement markings and wayfinding signage to provide a connection between the Dakota Rail Regional Trail and the MN DNR Luce Line Trail in the northern portion of the community. The cycle track is part of a larger effort from the City of Wayzata to enhance the City's lakefront experience and provide pedestrian and bicycle connections within the community, including its retail, commercial, and recreational opportunities within the Central Business District.

The Project would bridge an existing trail gap between the Dakota Rail Trail and CR 101/McGinty Road. The completion of the cycle track along Lake Street to CR 101/McGinty Road would assist the Three Rivers Park District in connecting the Dakota Rail Regional Trail system to the Lake Minnetonka LRT Regional Trail to the east. In addition, as part of future planned capital investments, the City of Wayzata and Hennepin County will construct a trail from Lake Street to CR 101 through Eastman Lane, and a north-south trail on CR 101 from Wayzata Blvd to the Grays Bay causeway in the City of Minnetonka.

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

Project Length (Miles)

0.67

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.

City of Wayzata Lake Effect Framework

City of Wayzata Lake Effect Community Value Statements

City of Wayzata 2030 Comprehensive Plan

City of Wayzata 2009 Dakota Rail Regional Trail to Luce Line State Trail Connection Study (Appendix D to City of Wayzata 2030 Comprehensive Plan)

Connection to Local Planning

City of Wayzata City Council Resolutions: #2751 (2002); #2869 (2005); #06-2006; and #07-2007 (supporting Three Rivers Park District construction of the Dakota Rail Regional Trail Corridor)

Hennepin County Complete Streets Policy

Hennepin County Bicycle System Gap Study 2002 (Gap #19C)

Hennepin County Bicycle System Gap Map 2012 (Gap #87, #19B, and #19C)

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 \$185,440.00

Match Amount \$46,360.00

Minimum of 20% of project total

Project Total \$231,800.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Wayzata

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency	City of Wayzata
Zip Code where Majority of Work is Being Performed	55391
(Approximate) Begin Construction Date	04/03/2017
(Approximate) End Construction Date	09/01/2014

LOCATION

From:
(Intersection or Address) Lake Street and Barry Ave

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

To:
(Intersection or Address) Lake Street and Arlington Circle

Type of Work Bicycle path

*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? No

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$5,000.00
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	\$0.00
Striping	\$0.00

Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
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	\$0.00
Totals	\$7,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$206,800.00
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	\$0.00
Totals	\$206,800.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$18,000.00
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
Totals	\$18,000.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$231,800.00
Construction Cost Total	\$231,800.00
Transit Operating Cost Total	\$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

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.

Other Attachments

File Name	Description	File Size
Wayzata Cycletrack Proposed Connections_Final.PDF	Wayzata Cycletrack Proposed Project Boundaries	6.3 MB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

Yes

(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

RBTN Evaluation and Major Barriers.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 12684

Existing Employment Within One Mile (Integer Only) 13339

Completed by Metropolitan Council Staff

Total Project Cost \$231,800.00

Cost Effectiveness for Population \$18.27

Cost Effectiveness for Employment \$17.38

Upload Map

Population Summary.pdf

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

Yes

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.

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

The project bridges the gap in existing trail facilities to allow users, including those of color, disabilities, and the elderly to have access to regional bicycle trail facilities in the Lake Minnetonka area.

Upload Map

Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Wayzata	0.67
	1

Total Project Length

Total Project Length 0.67

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
City of Wayzata	0.67	0.67	56.0	1.0	56.0
		1	56	1	56

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.67

Total Housing Score 56.0

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

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

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

The Project would bridge an existing trail gap between the Dakota Rail Trail and CR 101/McGinty Road. The completion of the cycle track along Lake Street to CR 101/McGinty Road would assist the Three Rivers Park District in connecting the Dakota Rail Regional Trail system to the Lake Minnetonka LRT Regional Trail to the east. In addition, as part of future planned capital investments, the City of Wayzata and Hennepin County will construct a trail from Lake Street to CR 101 through Eastman Lane, and a north-south trail on CR 101 from Wayzata Blvd to the Grays Bay causeway in the City of Minnetonka.

Measure B: Project Improvements

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

No project data on bicycle accidents is available.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project

N/A

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

672, 674, 675, 677, 776

Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)

N/A

Upload Map

Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	733712.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

There is currently a gap between the Dakota Rail Regional Trail and the Lake Minnetonka LRT Regional Trail.

There is currently a gap between the Dakota Rail Regional Trail and the MN DNR Luce Line Trail.

The Dakota Rail Regional Trail has approximately 300,000 users per year. The Project provides an opportunity to connect these users to other regional trail systems.

The Project connects an important regional trailhead to the City of Wayzata's Central Business District, which provides potential economic development opportunities for the local business community.

The Project connects a regional trail to MN DNR Luce Line Trail, and a future planned Hennepin County trail along CR 101 to provide an expanded trail system in the west metro area.

The proposed Dakota Trail connection to Bushaway Road and potential future connection to the Lake Minnetonka LRT Regional Trail could relieve parking congestion at the Dakota Rail Regional Trailhead. With the additional trail network, bicyclists could more easily park anywhere along the trail corridor and readily access the trail, rather than parking only at the Dakota Rail Regional Trailhead.

The proposed trail connections will make it easier and safer for Wayzata residents to leave on bicycle from their homes and get access onto the trail network.

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

The Project provides a direct connection through on-street facilities from the Dakota Rail Regional Trail to CR 101 via Lake Street East as part of the proposed cycle track.

The Project provides a connection the Dakota Rail Regional Trail to future planned trail improvements along CR 101 in 2014.

The Project provides a pedestrian and bicycle connection from the Dakota Rail Regional Trail to the MN DNR Luce Line Trail through pavement marking and wayfinding signage.

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

The proposed Dakota Trail connection to Bushaway Road and potential future connection to the Lake Minnetonka LRT Regional Trail could relieve parking congestion at the Dakota Rail Regional Trailhead. With the additional trail network, bicyclists could more easily park anywhere along the trail corridor and readily access the trail, rather than parking only at the Dakota Rail Regional Trailhead.

The proposed trail connections will make it easier and safer for Wayzata residents to leave on bicycle from their homes and get access onto the trail network.

Transit Projects Not Requiring Construction

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

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

01/04/2016

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

01/05/2015

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:

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

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 Yes

0%

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

Right-of-way or easements not required Yes

100%

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

100%

Right-of-way or easements required, offers made

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

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

Yes

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

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

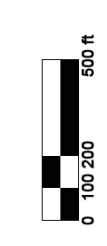
Anticipated date or date of completion

9)Letting

Anticipated Letting Date



- Existing Bike Trails
- Proposed Connections

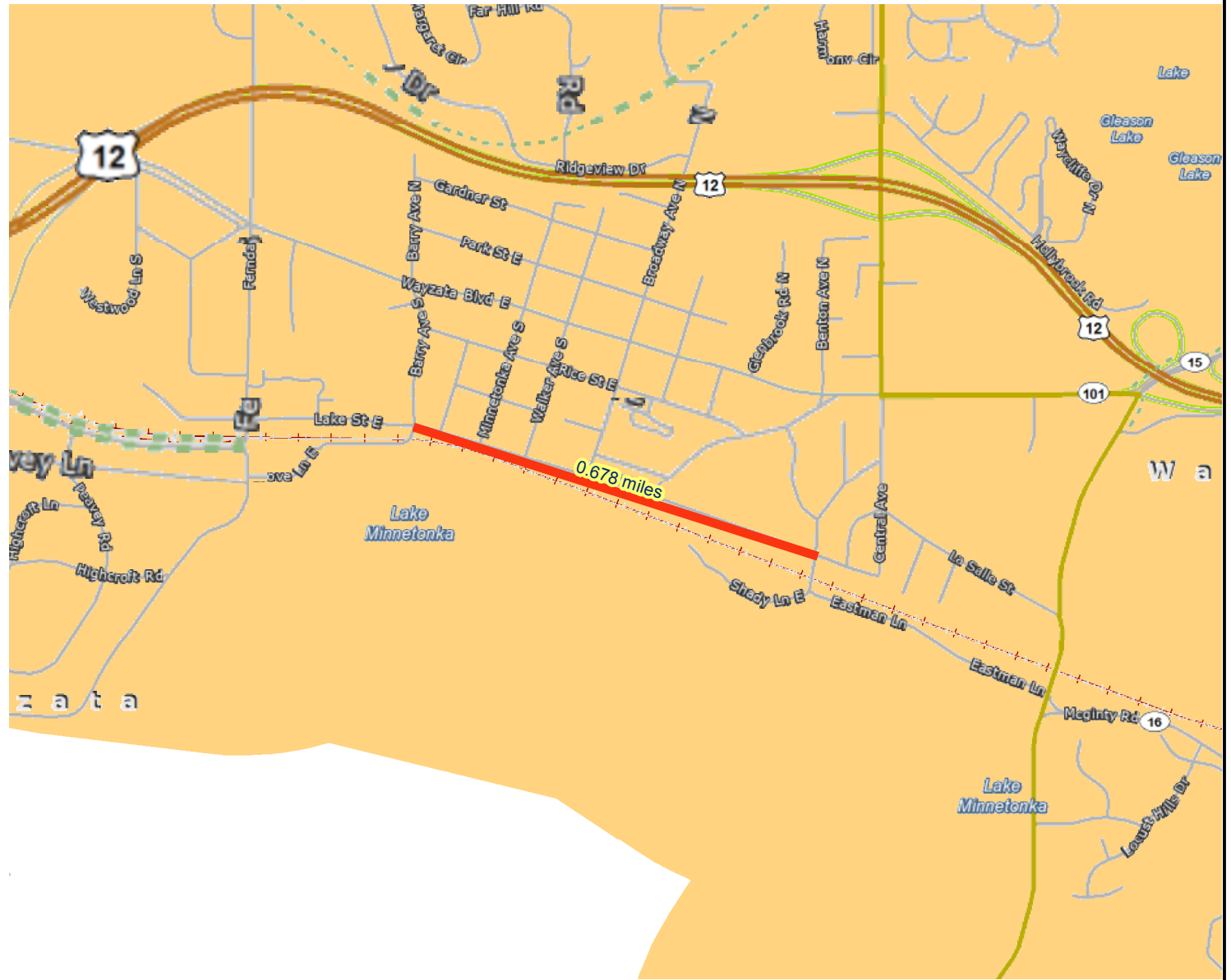


RBTN Evaluation and Major Barriers

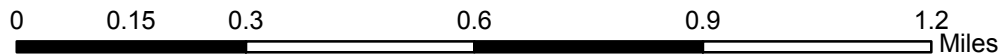
Multise Trail and Bicycle Facilities Project: Wayzata Cycletrack | Map ID: 1417444351900

Results

Project IN TIER 2 Bicycle Transport Corridor.



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



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

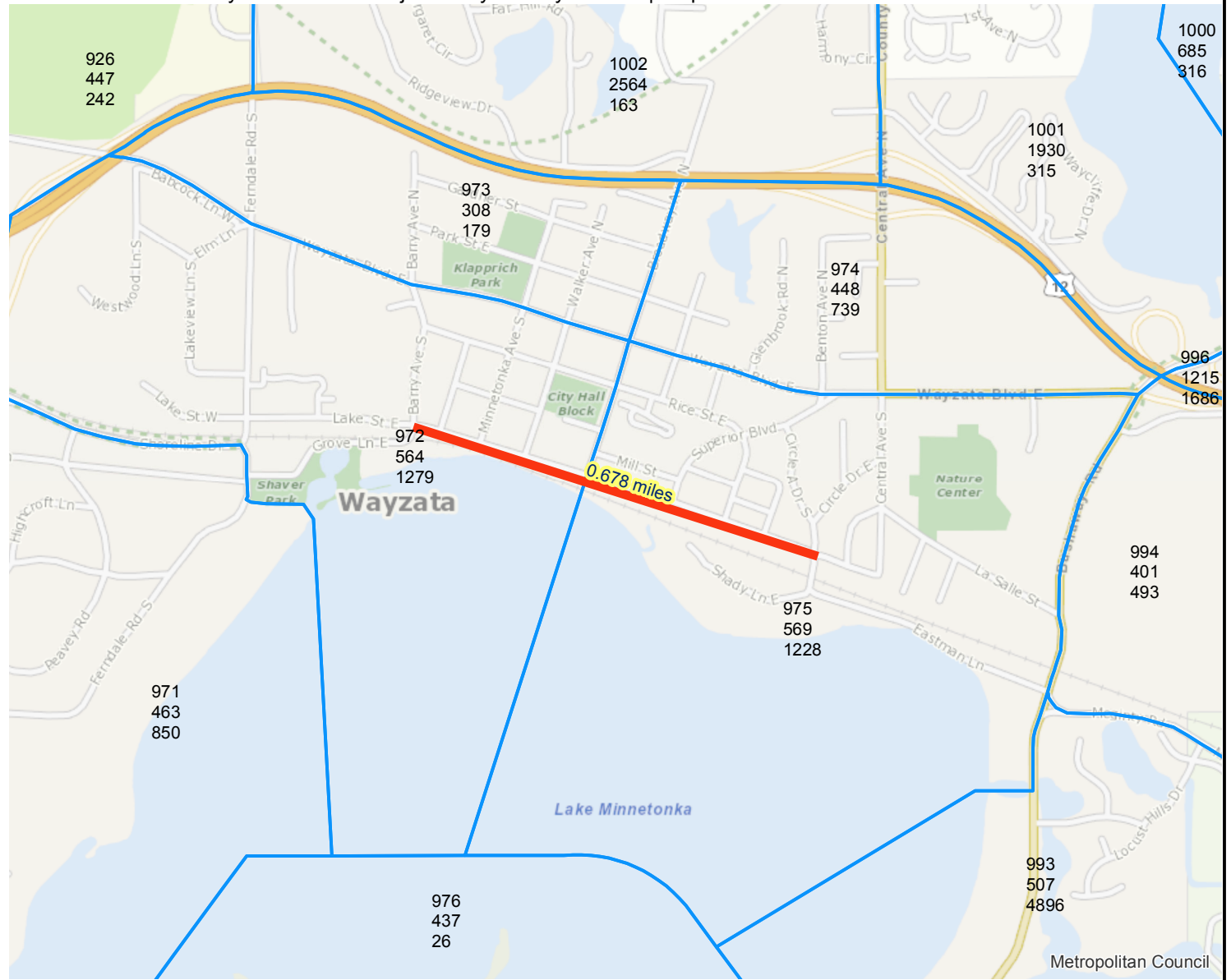


Population Summary

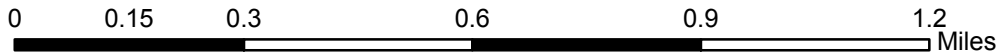
Multiuse Trails and Bicycle Facilities Project: Wayzata Cycletrack | Map ID: 1417444351900

Results

Within ONE Mile of project:
 Total Population: 12684
 Total Employment: 13339



- Project
- 2010 TAZ



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 LandscapeRSA4

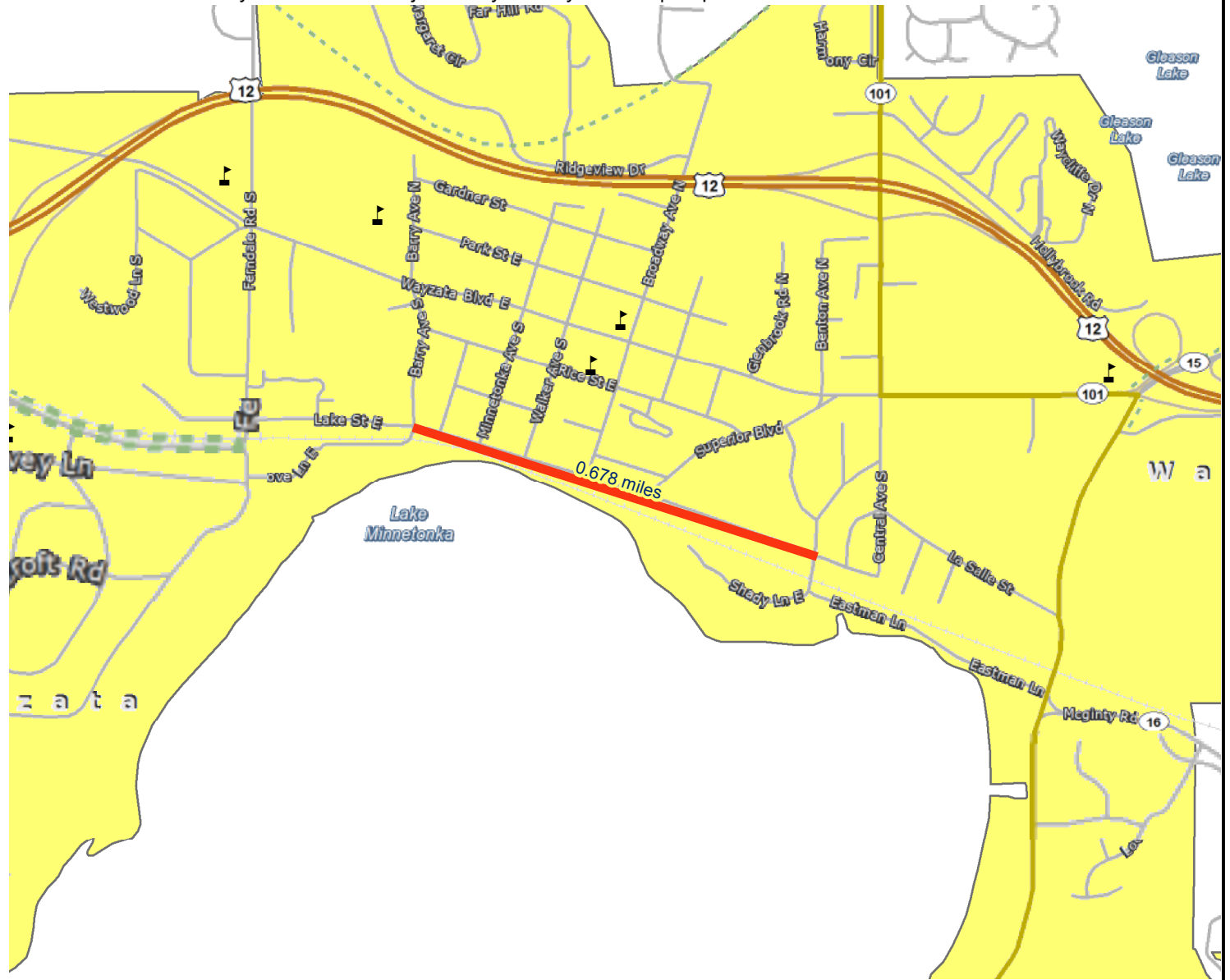







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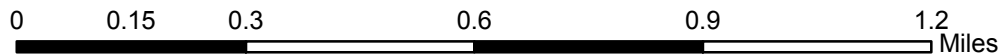


Results

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



 Project	 Concentrated area of poverty	 School
 Racially concentrated area of poverty	 Above reg'l avg conc of race/poverty	



Created: 12/1/2014
LandscapeRSA2



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



Results

Transit with a Direct Connection to project:
-- NONE --

Transit within QTR mile of project:
672 674 675

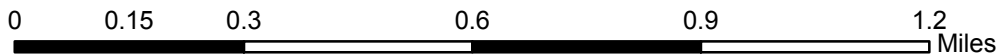
Transit within HALF mile of project:
672 674 675 677

Transit within ONE mile of project:
672 674 675 677 776

*indicates Planned Alignments



- █ Project
- Active Stop
- ┆ School
- Transit Routes



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LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

