



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

04848 - Flying Cloud Drive Regional Trail Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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City State/Province Postal Code/Zip

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What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: EDEN PRAIRIE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

8080 MITCHELL RD

*

EDEN PRAIRIE

Minnesota

55344-4485

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-949-8300

Ext.

Fax:

PeopleSoft Vendor Number

0000020939A2

Project Information

Project Name

Flying Cloud Drive Regional Trail

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

Hennepin County

The City of Eden Prairie seeks a federal grant of \$2,836,000 to fund the construction of the Flying Cloud Drive Regional Trail, a 10-foot wide multi-use off-street trail along Flying Cloud Drive (see Figures 1A-1C). The proposed trail will close the remaining gap in the trail along Flying Cloud Drive.

The City and its partners, including Hennepin County, have invested substantial resources in developing an extensive trail network to create a walkable and bikeable community. Figure 2 depicts the existing regional trail network surrounding the project. The proposed trail will connect to a number of regional trail systems including the Minnesota River Bluffs LRT Regional Trail and Pioneer Trail which are considered Tier 1 and Tier 2 regional trails, respectively, per Metropolitan Council's Regional Bicycle Transportation Network (RBTN). As part of a separate project led by Hennepin County, a multi-use trail will be constructed along the north side of Flying Cloud Road between Trunk Highway 101 in Chanhassen and Charlson Road in Eden Prairie in 2017 (see Figure 2). Following the completion of this project, a 2.3-mile gap in the trail network will remain between Charlson Road and Anderson Lakes Parkway. The City seeks to close this critical gap through this grant request.

In addition to the physical trail gap, other barriers to safe pedestrian and bicycle mobility exist along Flying Cloud Drive. Flying Cloud Drive is classified as a minor arterial roadway which experiences high traffic volumes consisting of approximately 17,700 vehicles per day (vpd). Furthermore, the posted speed on this roadway is 50 miles per hour (mph), creating an unsafe and uncomfortable environment for pedestrian and bicyclists. Additionally, Purgatory Creek crosses under Flying Cloud Drive, impeding pedestrian and bicyclist travel (see Figure 3).

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

Several transit routes and key destinations are located along Flying Cloud Drive including a major Job and Activity Center (see Figures 3 and 4). The proposed trail will extend access to educational institutions, multi-family affordable housing employment centers, and commercial destinations. Additionally, the proposed trail will connect to the existing transit network, which includes a stop at the intersection of Anderson Lakes Parkway and Flying Cloud Drive. The trail will also extend access to the existing SouthWest Transit Station and proposed Eden Prairie Town Center Station.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Flying Cloud Drive from Anderson Parkway to Charlson Road, 2.3 mi paved multi-use trail, construct Flying Cloud Drive Regional Trail

Project Length (Miles)

2.3

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

\$2,836,000.00

Match Amount

\$709,000.00

Minimum of 20% of project total

Project Total

\$3,545,000.00

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 Capital Improvement Program Funding

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of Eden Prairie
Zip Code where Majority of Work is Being Performed 55344
(Approximate) Begin Construction Date 04/01/2020
(Approximate) End Construction Date 07/01/2021
Name of Trail/Ped Facility: Flying Cloud Drive Regional Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address) Anderson Lakes Parkway

To:
(Intersection or Address) Charlson Road

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Primary Types of Work

Paved multi-use trail, traffic signal improvements, signage,
retaining wall, landscaping, drainage improvements, ADA curb
ramps

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND 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)	\$130,000.00
Removals (approx. 5% of total cost)	\$65,000.00
Roadway (grading, borrow, etc.)	\$95,000.00
Roadway (aggregates and paving)	\$135,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$360,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$160,000.00
Traffic Control	\$80,000.00

Striping	\$5,000.00
Signing	\$25,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$120,000.00
Bridge	\$0.00
Retaining Walls	\$740,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$100,000.00
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	\$2,015,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$700,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$250,000.00
Pedestrian Curb Ramps (ADA)	\$50,000.00
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	\$300,000.00
Other Bicycle and Pedestrian Elements	\$230,000.00
Totals	\$1,530,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$3,545,000.00
Construction Cost Total	\$3,545,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal B: Safety and Security (p. 2.7)

-Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.(p. 2.7)

-Strategy B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p. 2.7)

Goal C: Access to Destinations (p. 2.8)

- Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities particularly for historically under-represented populations. (p. 2.8)

List the goals, objectives, strategies, and associated pages:

-Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p. 2.8)

Goal D: Competitive Economy (p. 2.11)

-Objective: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. (p. 2.11)

-Strategy D3: The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the

established transit corridors. (p. 2.11)

Goal E: Healthy Environment (p. 2.12)

-Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (p. 2.12)

-Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (p. 2.12)

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

- City of Eden Prairie Pedestrian and Bicycle Plan:
pages 19, 27, 47 - 48, 54-55, 58-59, 62-64, 65-67

- 2040 Hennepin County Bicycle Transportation
Plan: pages xvi, 36, 37

- 2015-2024 City of Eden Prairie Capital
Improvement Plan: page 181

List the applicable documents and pages:

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3. 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.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment Yes

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, city or regional parks implementing agency plan.

Upload Map 1468516137656_Flying Cloud Drive Trail_RBTN Map.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 23697

Existing Employment Within One Mile (Integer Only) 13334

Upload the "Population Summary" map 1468516227500_Flying Cloud Drive Trail_Population Summary Map.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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:

Flying Cloud Drive Regional Trail will complete a significant gap in the regional trail network and expand access to major educational, employment and retail centers for low-income and elderly populations. Figure 3 identifies notable educational institutions, commercial businesses, major employers, transit stations and multi-family housing facilities in close proximity to the proposed trail. Additionally, the proposed trail extends into a Job and Activity Center, defined as "a contiguous area where there are at least 1,000 jobs and the employment density is at least 10 jobs per net acre."

Response (Limit 2,800 characters; approximately 400 words)

The proposed project will close an approximately 2.3-mile gap to these major destinations and expand multimodal connections to low-income and elderly populations who are most dependent on transit or non-motorized transportation options. The trail will also expand access to existing and planned transitways as illustrated in Figure 4.

As depicted in the attached Socio-Economic Conditions map (Figure 7), the project area directly connects to census tracts that are above the regional average for population in poverty or population of color. Based on internal City data, approximately 425 disadvantaged people reside within one mile of the project corridor. This estimate was based on the approximate number of affordable and subsidized apartment units within one mile of the project. Affordable and subsidized rental housing is shown in Figure 5.

Furthermore, a concentrated area of multi-family housing and low-income populations are located just north of the proposed trail near the planned Eden Prairie Town Center (EPTC) Station to be located along the METRO Green Line LRT Extension. According to the Southwest LRT

Housing Gaps Analysis (Marquette Advisors, September 2014), of the 1,057 housing units within a half-mile of the EPTC, approximately 44 percent, or 465 housing units, are affordable to households earning less than 60 percent of the area median income. The proposed trail will extend trail connections to this population.

Additionally, several assisted living facilities are located in close proximity to the trail as shown in Figure 5. Closing the trail gap along Flying Cloud Drive will expand non-motorized transportation options for elderly populations who are more likely to have a limited ability to operate a vehicle.

Several elementary and secondary schools are also located in close proximity to the project, including Hennepin Technical College. The trail will provide a safe multimodal facility for students traveling to these institutions.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1468516349890_Flying Cloud Drive Trail_Socio-Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of Eden Prairie	2.3
	2

Total Project Length

Total Project Length (Total Population)	2.3
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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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	2.3
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or 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

The current environment on Flying Cloud Drive deters pedestrian and bicyclist use. Flying Cloud Drive is a four-lane, minor arterial roadway. This roadway experiences high traffic volumes of approximately 17,700 vehicles per day (vpd) and has a posted speed limit of 50 miles per hour (mph), creating an unsafe and uncomfortable environment for pedestrians and bicyclists in this corridor. Additionally, Purgatory Creek crosses under Flying Cloud Drive, impeding pedestrian and bicyclist travel along Flying Cloud Drive as shown in Figure 3.

As part of this project, a new separated 10-foot wide multi-use trail will be constructed to close the existing 2.3-mile gap along Flying Cloud Drive which will provide a safer, protected environment for non-motorized travel (see Figures 1A and 1B). To address the barrier caused by the Purgatory Creek crossing, the trail will extend over an existing culvert structure (see Figure 1C). This will close a critical gap between the dense population and employment areas near Eden Prairie Center and the existing trail network.

Response (Limit 2,800 characters; approximately 400 words)

Furthermore, the proposed trail will improve continuity between the Hennepin County trail network and local feeder trails, and connect to other regional trails in neighboring counties (see Figure 2). Hennepin County, in coordination with MnDOT, Carver County, and the Cities of Eden Prairie and Chanhassen, is currently preparing to reconstruct Flying Cloud Drive between Trunk Highway (TH) 101 and Charlson Road in 2017 as a separate project. As part of this project, a multimodal trail will be constructed along the north side of Flying Cloud Road between TH 101 and Charlson Road providing a connection to the TH 101 Minnesota River Crossing, which is depicted in Figure 2. The proposed trail will close the remaining gap between the portion of the trail west of

Charlson Road and the existing trail north of Anderson Lakes Parkway.

Additionally, the trail will connect to existing local trails within Staring Lake Park and Purgatory Creek Park. The combination of these trails will provide a protected, safe connection to SouthWest Station.

Once complete, the Flying Cloud Drive Regional Trail will connect to regional trails in Carver and Scott Counties. The trail will create a link to the Minnesota River Bluffs LRT Regional Trail and Pioneer Trail, Tier 1 and Tier 2 regional trails, respectively, per Metropolitan Council's Regional Bicycle Transportation Network (RBTN). The proposed project will fill an important void in the regional trail network by creating a continuous, separated multimodal trail along Flying Cloud Drive that will connect to major regional trails across Hennepin and neighboring counties.

Measure B: Project Improvements

Based on local data obtained from the City of Eden Prairie Police Department, within the project corridor on Flying Cloud Drive, there were 198 crashes between vehicles from 2011 through 2015. These crashes consisted of:

- 170 property damage crashes
- 21 injury crashes
- 7 hit and run crashes

There were no bicycle and pedestrian crashes reported between 2011 and 2015. One crash involving a bicyclist occurred in 2009 at the intersection of Anderson Lakes Parkway and Flying Cloud Drive.

Response (Limit 2,800 characters; approximately 400 words)

The existing conditions of Flying Cloud Drive impedes bicycle and pedestrian travel on the roadway. Currently, there are no designated sidewalk and trail facilities along Flying Cloud Drive between Anderson Lakes Parkway and Charlson Road. As previously mentioned, the high speed and volume of traffic using Flying Cloud Drive creates a dangerous environment that discourages bicycle and pedestrian travel along the roadway. In particular, the roadway narrows and curves over Purgatory Creek which reduces sight distance and increase crash potential. Refer to Figure 9 which illustrates the existing conditions along Flying Cloud Drive.

The proposed multi-use trail will created a dedicated, protected facility for users which will reduce the crash potential along Flying Cloud Road and encourage increased bicycle and pedestrian travel.

Additionally, improvements are proposed at intersections with local roadways along Flying Cloud Drive to improve safety at potential conflict points as illustrated in Figure 1A. As part of this project traffic signals will be improved to include pedestrian push buttons and signage. Additionally, pedestrian curb ramps at intersections will be designed in accordance with requirements per the Americans with Disabilities Act (ADA).

Measure A: Multimodal Elements

The proposed 10-foot wide multi-use trail will be separated from the roadway by 10 feet, providing a protected environment for bicyclists and pedestrians with improved traffic signals and signage at street crossings. Once complete, a continuous trail will extend along Flying Cloud Drive from TH 101 to Valley View Road.

Several existing and planned transit routes are located near the proposed trail. SouthWest Transit (SWT) operates an express bus route (route # 690) within a half-mile of the trail, which includes a stop at the intersection of Anderson Lakes Parkway and Flying Cloud Drive. Additionally, ten existing SWT routes are located just north of the project near SouthWest Station. Two planned transit routes, the Southwest Light Rail Transit (SWLRT) METRO Green Line Extension Project and American Boulevard Arterial Bus Rapid Transit (BRT) routes will terminate at SouthWest Station (see Figure 4).

The proposed trail will connect to existing trails along Flying Cloud Drive near Sunnybrook Road and Anderson Lakes Parkway which provide access to these transit routes (see Figures 2 and 1A). As shown in Figure 4, the proposed trail will extend connections to existing trails within Staring Lake and Purgatory Creek which provide low-stress, convenient access to SouthWest Station.

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

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

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 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 06/30/2016

3) Environmental Documentation (5 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 75% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 03/01/2019

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

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%

Unsure if there are any historic/archaeological resources in the project area Yes

0%

Anticipated date or date of completion of historic/archeological review: 03/01/2019

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun Yes

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

12/01/2019

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 03/01/2019

10)Letting

Anticipated Letting Date 01/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,545,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,545,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

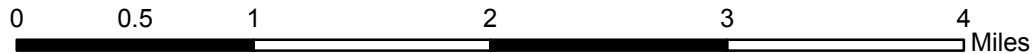
File Name	Description	File Size
Flying Cloud_All Figures.pdf	Figures and Photographs	21.1 MB
Hennepin County_Letter of Support_Flying Cloud Dr Trail.pdf	Hennepin County Letter of Support	249 KB

**Project to RBTN
Orientation
Figure 8**

Multise Trails and Bicycle Facilities Project: Flying Cloud Drive Regional Trail | Map ID: 1465588929417



- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



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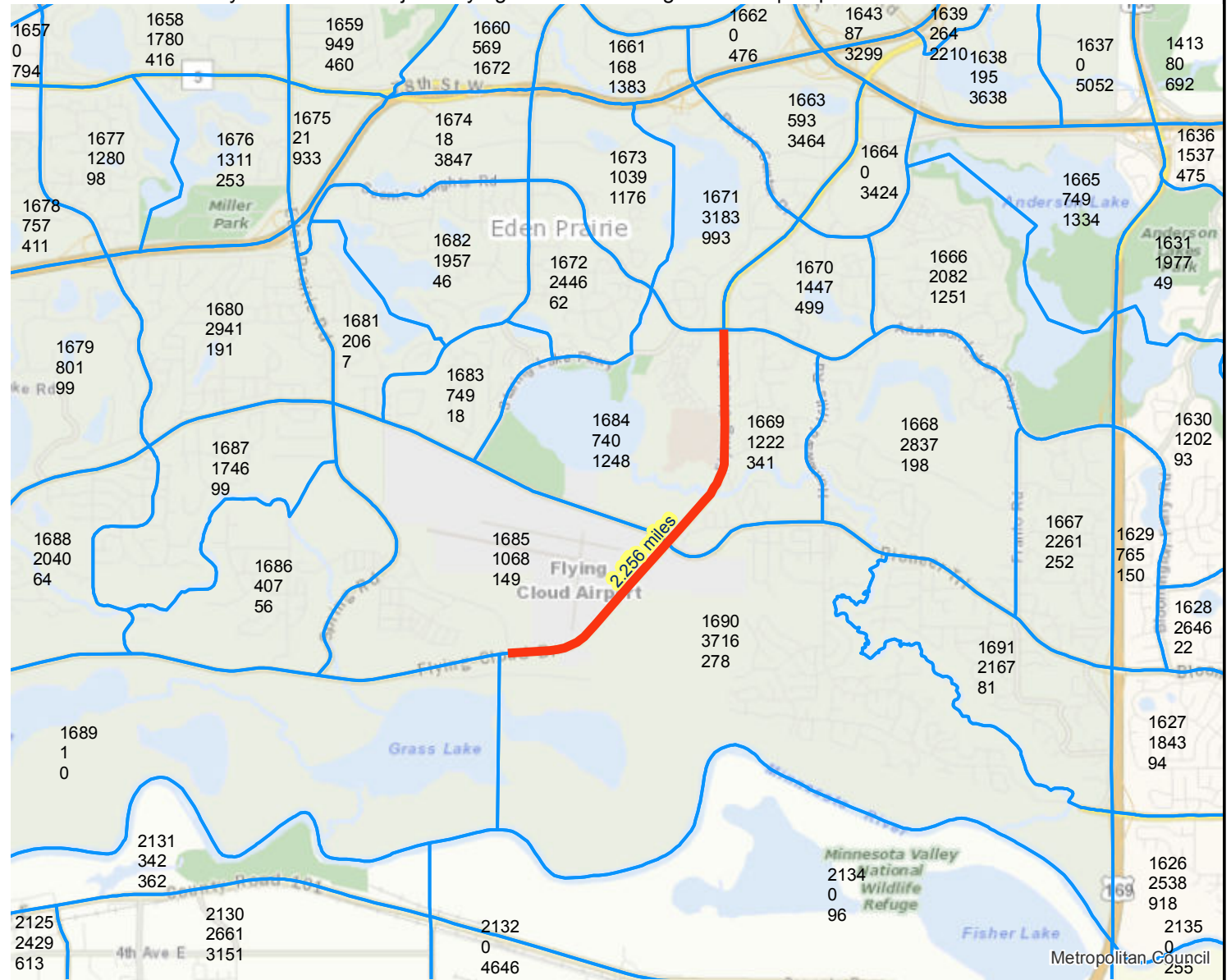
Population Summary

Figure 6

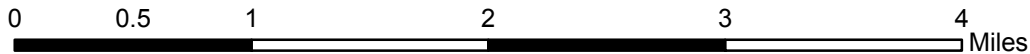
Results

Within ONE Mile of project:
 Total Population: 23697
 Total Employment: 13334

Multiuse Trails and Bicycle Facilities Project: Flying Cloud Drive Regional Trail | Map ID: 1465588929417



Project
 2010 TAZ



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 LandscapeRSA4



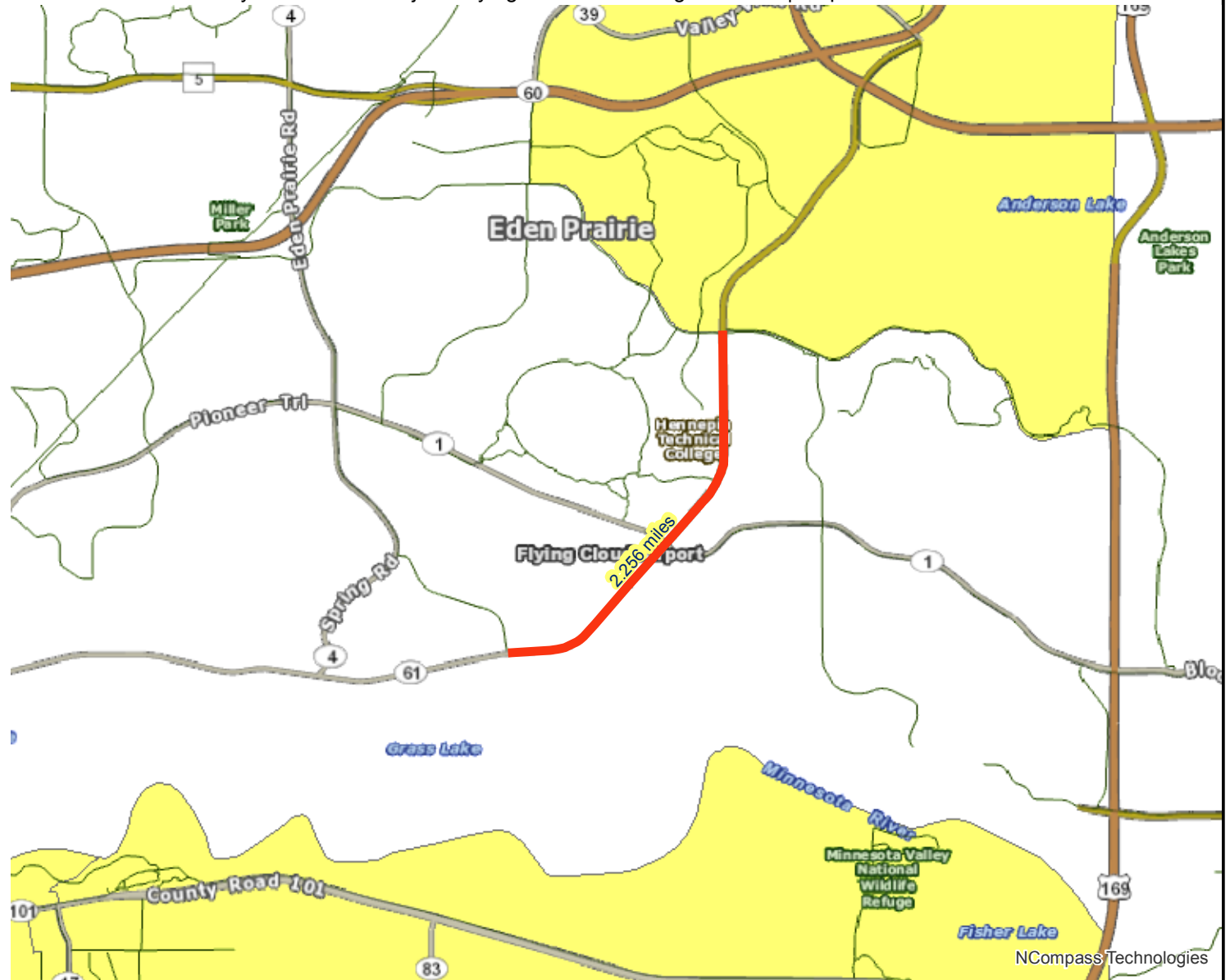
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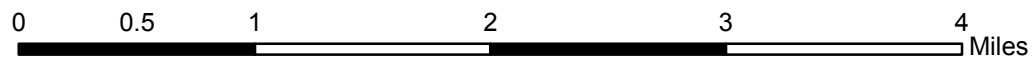
Figure 7

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Area of Concentrated Poverty > 50% residents of color
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty



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H:\Projects\09000\9280\CAD_BIM\Graphics\Project Overview.dgn

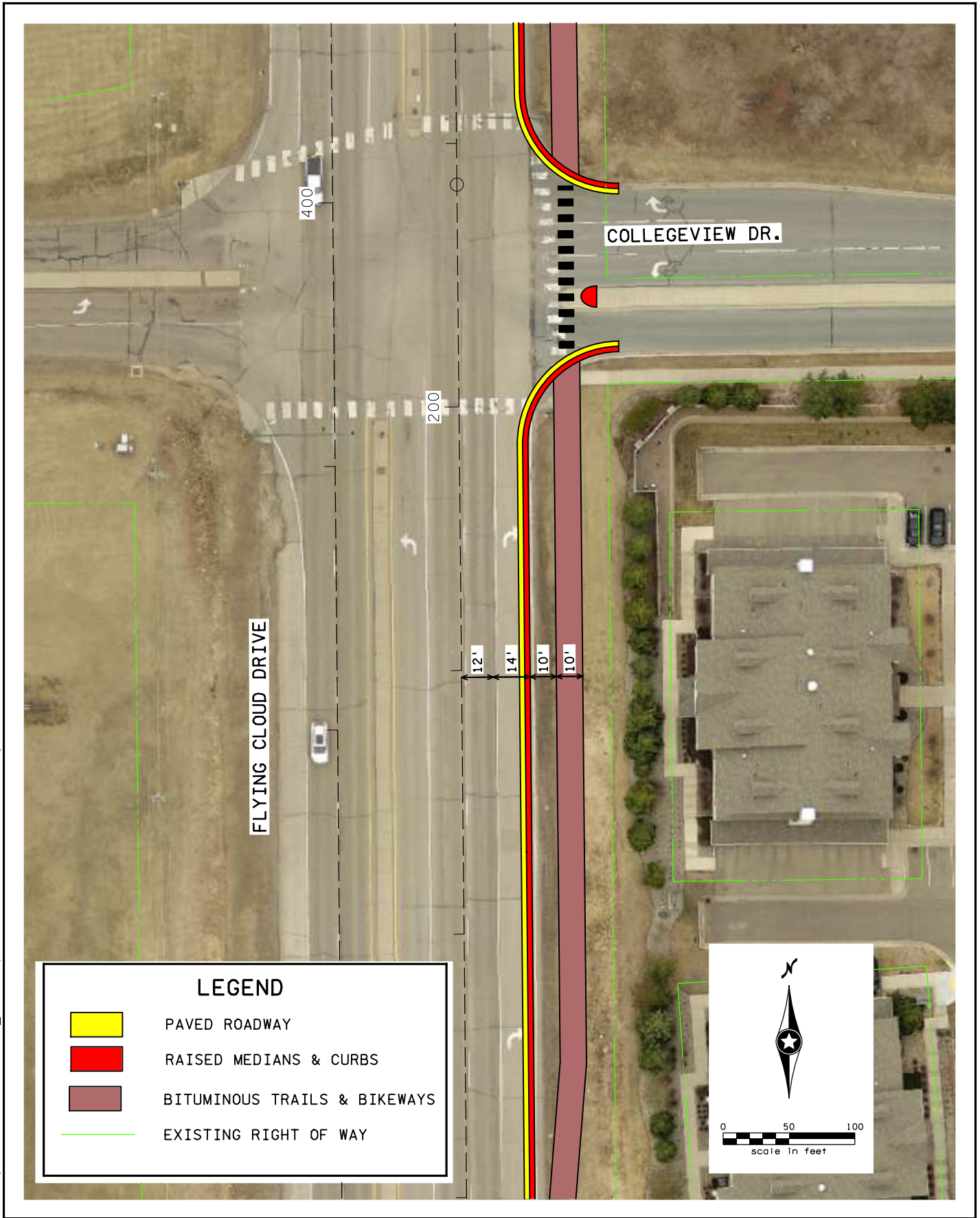


Preliminary Layout

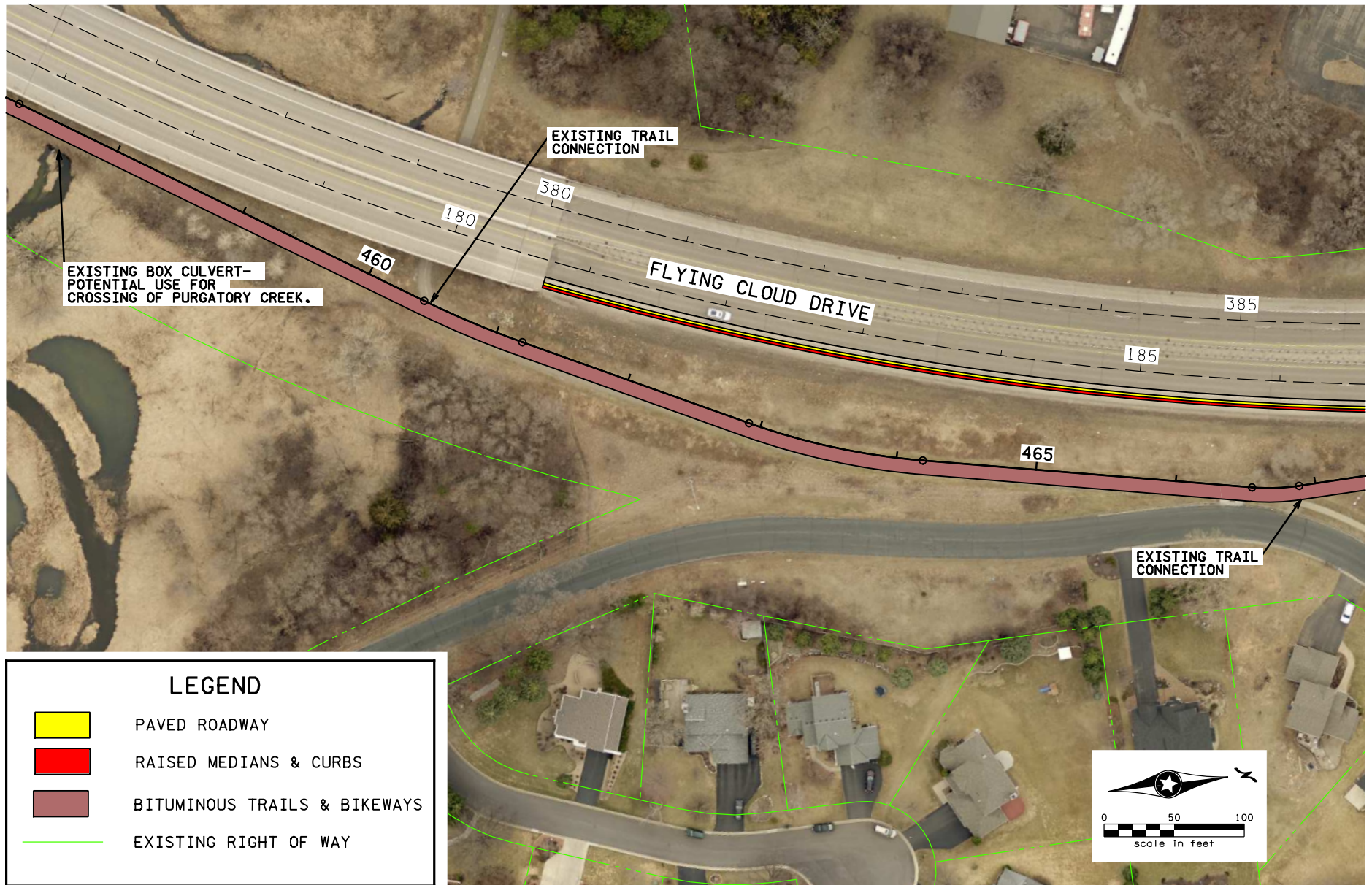
Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
City of Eden Prairie

Job #9280
7/11/2016

Figure 1A



H:\Projects\09000\09280\CAD_BIM\Graphics\Creek Crossing.dgn

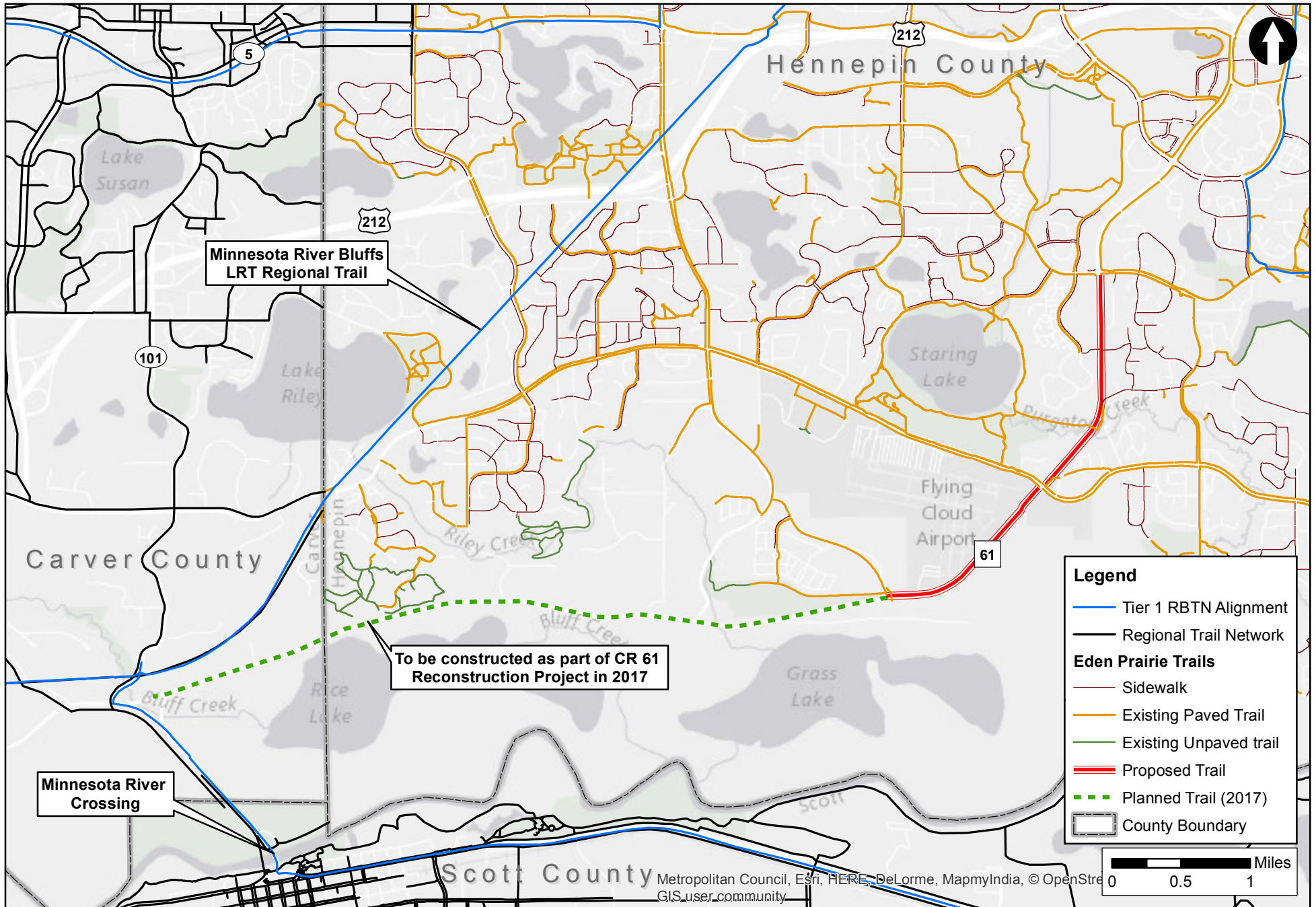


Preliminary Layout of the Purgatory Creek Crossing and Trail Connections

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
City of Eden Prairie

Job #
7/11/2016

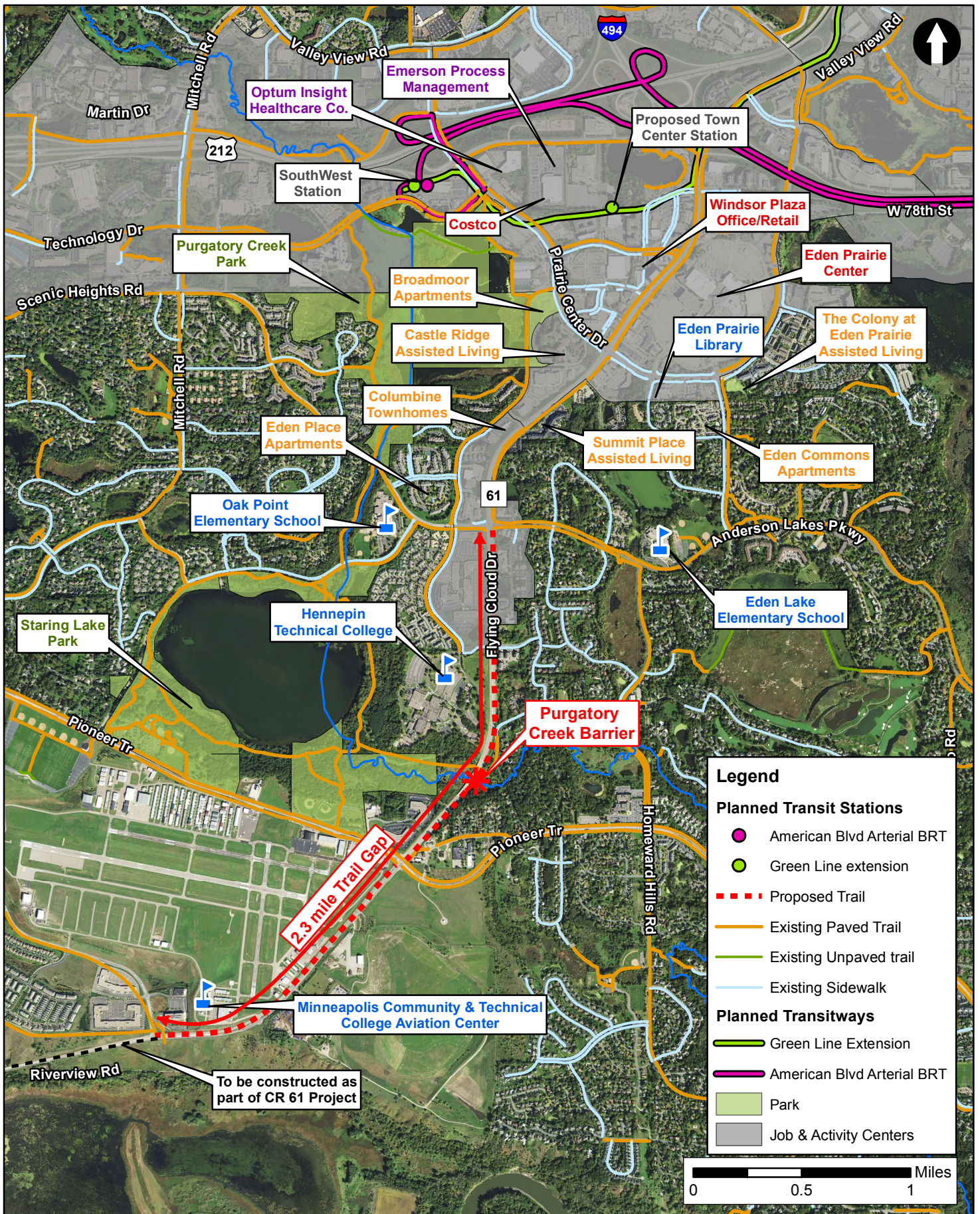
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Regional Trail Network

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Eden Prairie

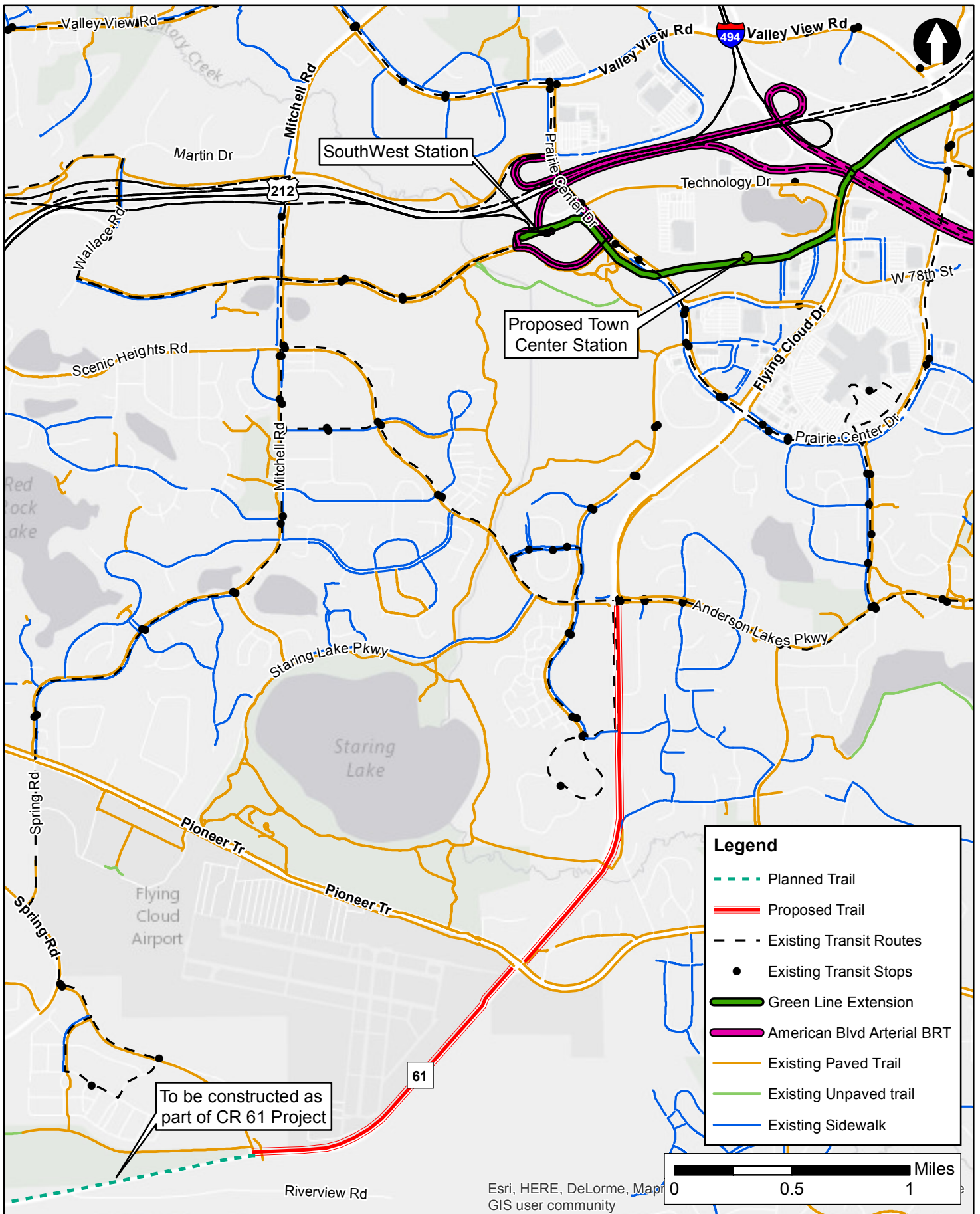
Figure 2



Issues and Barriers

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Edin Prairie

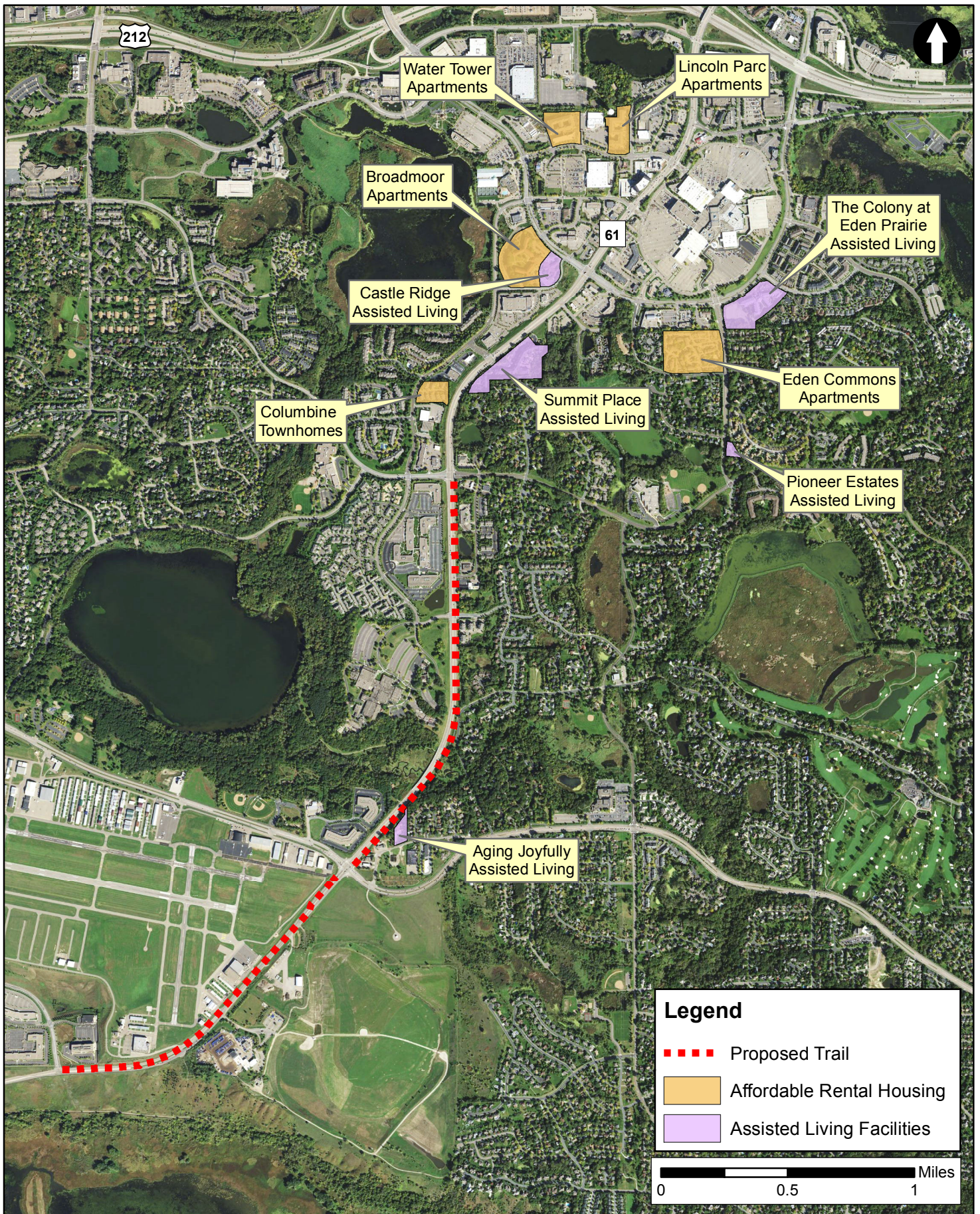
Figure 3



Multimodal Connections to the Flying Cloud Drive Regional Trail

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Eden Prairie

Figure 4



Affordable Rental Housing and Assisted Living Facilities
 Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Eden Prairie

Figure 5

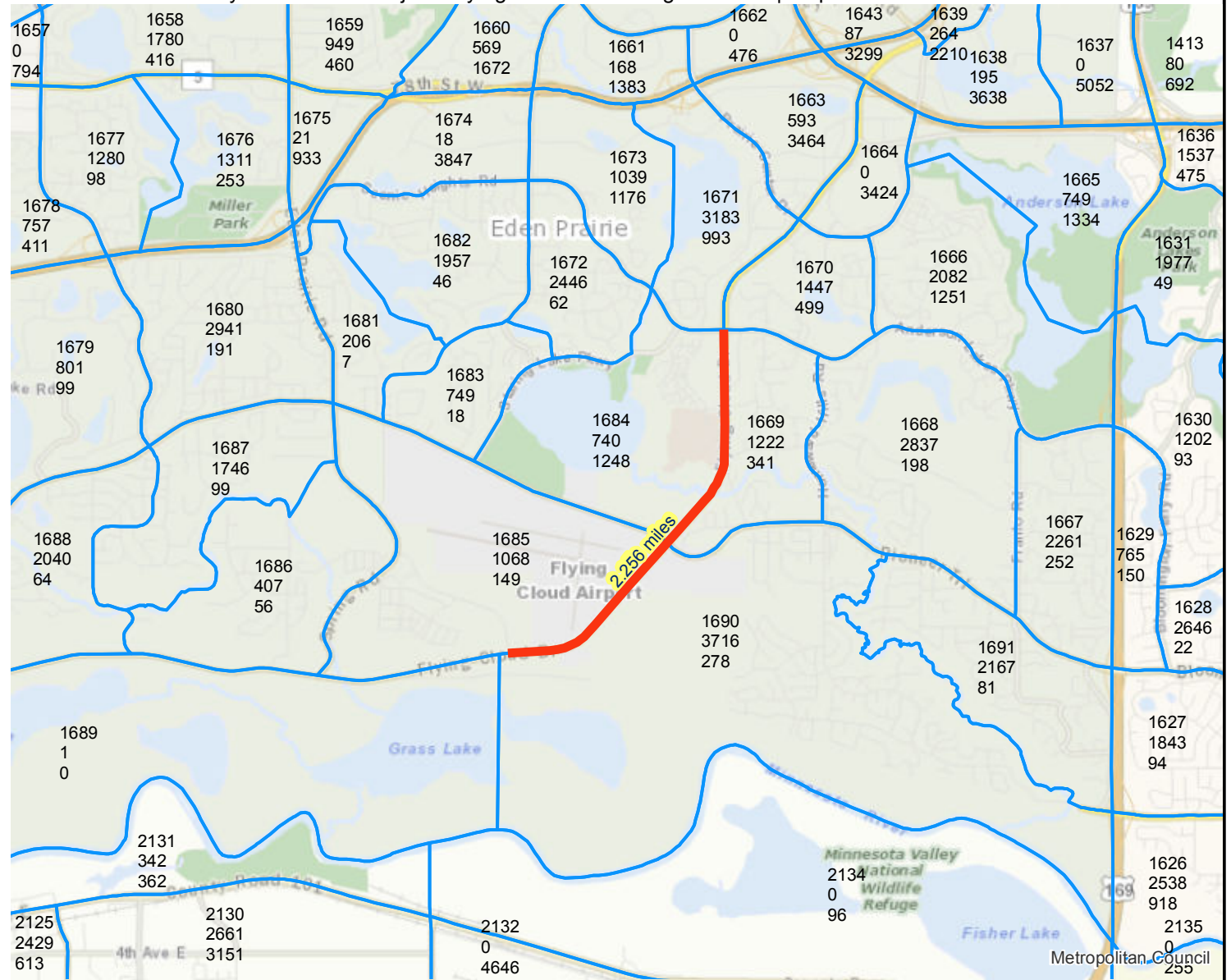
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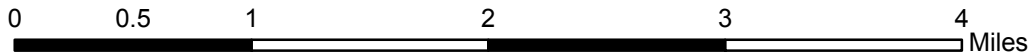
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Multiuse Trails and Bicycle Facilities Project: Flying Cloud Drive Regional Trail | Map ID: 1465588929417



Project
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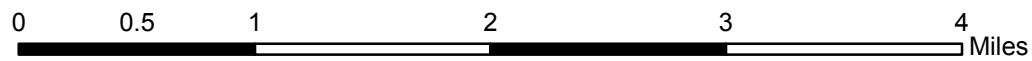
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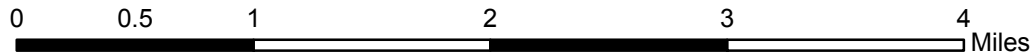
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Created: 6/10/2016
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Figure 9: Photographs of Existing Conditions



Source: SRF Consulting Group

Photo facing south towards the northbound lanes of Flying Cloud Drive over Purgatory Creek.



Source: SRF Consulting Group

Photo facing in the northbound direction of Flying Cloud Drive north of Purgatory Creek.



Hennepin County

Public Works

Transportation Department

James N. Grube P.E., Director
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone

612-321-3410, Fax

www.hennepin.us/transportation

July 6, 2016

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: CSAH 61 (Flying Cloud Drive) Multiuse Trail Project
Regional Solicitation Funding Submittal

Dear Ms. Koutsoukos:

Hennepin County has been notified that the City of Eden Prairie is submitting an application for regional solicitation funding for a multiuse trail project on CSAH 61 (Flying Cloud Drive) from Charlson Road to Anderson Lakes Parkway. The project will construct trail along CSAH 61 (Flying Cloud Drive) to improve pedestrian and bicycle safety. CSAH 61 is identified as a component of the Hennepin County Bikeway System. Hennepin County will operate and maintain the CSAH 61 (Flying Cloud Drive) roadway facilities, while Eden Prairie will operate and maintain the multiuse trail for the useful life of the improvement.

Hennepin County looks forward to working with the City of Eden Prairie on this project, if the city is successful in securing regional solicitation funding.

Sincerely,

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

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