



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05155 - Brooklyn Park - Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/14/2016 11:47 AM

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## Primary Contact

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\* Brooklyn Park Minnesota 55443  
City State/Province Postal Code/Zip

**Phone:**\* 763-493-8102  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** BROOKLYN PARK, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:**

City

**Organization Website:**

**Address:**

5200 85TH AVE N

\*

BROOKLYN PARK Minnesota

55443

City

State/Province

Postal Code/Zip

**County:**

Hennepin

**Phone:\***

763-493-8185

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000020926A1

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## Project Information

**Project Name**

Rush Creek Regional Trail Grade Separations at Hennepin  
CSAH 103 and Future Xylon Avenue

**Primary County where the Project is Located**

Hennepin

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

The proposed project will install two underpasses (Winnetka Avenue North (CSAH 103) and future Xylon Avenue extension) for the Rush Creek Regional Trail in Brooklyn Park. These grade separated crossings will provide safe access to and along the Rush Creek Regional Trail. Currently, the trail services over 150,000 users at this location, making it the second most used recreational trail in the Three Rivers Park District system.

The grade separated crossings will ensure 3.7 continuous miles of the 9.6 mile Rush Creek Trail will be completely separated from vehicular traffic. This helps achieve Brooklyn Park's 2030 Comprehensive Plan and recently completed Pedestrian and Bicycle Plan goal to create an east-west "greenway" in the northern section of the city. It also addresses safety concerns caused by high speed roadways, limited visibility, and high traffic volumes. The trail's dense foliage limits visibility for vehicles traveling at 50 mph making it difficult to safely navigate the crossing. Further safety concerns revolve around increasing traffic volumes due to new development in the project area. Winnetka Avenue North is forecasted to grow from 6,900 AADT to 10,900 AADT in 2030. Similarly, the Xylon Avenue extension is forecasted for 10,000 AADT in 2030. The proposed project provides safe crossing under the roadway barriers and will protect trail users of all skill sets through safe, well lit, underpasses.

The project connects to employment opportunities at Target Northern Campus and the three adjacent business parks that are under construction. The project also connects to two elementary schools, Champlin Park High School, and several local and regional parks. The trail connects to neighboring communities via six trails that provide over 37 miles

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

of trails. Additionally, four Metro Transit bus routes (687, 724, 765, and 782) connect to the project area. These regional connections are important as the project is located in a census tract above the regional average for population in poverty or population of color. Underserved residents will benefit from improved access to the area's proposed jobs and improved transit facilities.

The project supports recent and anticipated investment within and adjacent to the project corridor (see figure 1) including:

- Blue Line LRT Oak Grove Transit Station and park-and-ride facility will connect to downtown Minneapolis

- Gateway Business Park will bring nearly 1,500,000 square feet of retail, commercial, industrial, and office space, and 510 residential units

- NorthPark Business Park will bring over 3,000,000 square feet of industrial, office, and warehouse space, and 600 residential units

- Target Northern Campus expansion is expected to increase employment from 3,700 employees to 6,000 - 7,000 employees

*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)**

CSAH 103 and Xylon Avenue in Brooklyn Park, Grade Separation

**Project Length (Miles)**

0.41

## 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**

\$1,539,551.00

**Match Amount** \$384,888.00

*Minimum of 20% of project total*

**Project Total** \$1,924,439.00

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Three Rivers Park District, Hennepin County, City of Brooklyn Park

*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.*

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## Project Information

**County, City, or Lead Agency** City of Brooklyn Park

**Zip Code where Majority of Work is Being Performed** 55445

**(Approximate) Begin Construction Date** 04/01/2020

**(Approximate) End Construction Date** 11/01/2020

**Name of Trail/Ped Facility:** Rush Creek Regional Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:**  
**(Intersection or Address)**

**To:**  
**(Intersection or Address)**

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

**Or At:** Winnetka Avenue North and Xylon Avenue

**Primary Types of Work** Grading, Box Culvert Underpass, Lighting, Agg Base, Paving

*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):**

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$50,000.00
Removals (approx. 5% of total cost)	\$29,781.00
Roadway (grading, borrow, etc.)	\$64,793.00
Roadway (aggregates and paving)	\$287,879.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$11,620.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$11,620.00
Traffic Control	\$30,000.00
Striping	\$1,900.00
Signing	\$13,300.00
Lighting	\$50,000.00
Turf - Erosion & Landscaping	\$65,000.00
Bridge	\$230,840.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$134,000.00
Other Roadway Elements	\$779,000.00
<b>Totals</b>	<b>\$1,759,733.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$114,706.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$50,000.00

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
<b>Totals</b>	<b>\$164,706.00</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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## 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	\$1,924,439.00
Construction Cost Total	\$1,924,439.00
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:

Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies: B1, B6 (Page 2.7)

The proposed project is designed to enhance safety for users. Various options were considered and the underpasses were determined to be the best most cost effective option for both locations.

Goal C. Access to Destinations:

Objective: Increase the availability of multimodal travel options especially in congested highway corridors.

Objective: Increase transit ridership and the share of trips taken using transit, bicycling and walking.

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

Strategies: C2, C4, C15, C16, C17 (Page 2.8 and 2.10)

The proposed project supports an existing well connected bicycle facility. It encourages users to utilize alternative transportation methods to travel from their home to employment centers, educational institutions, and recreational opportunities. It is located on an RBTN Tier 2 alignment.

Goal D. Competitive Economy:

Objective: Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D3 (Page 2.11)

The bicycle system investment connects to an area

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

that is growing in employment. It supports a multimodal connection to an economic center.

#### Goal E. Healthy Environment:

Objective: Reduce transportation-related air emissions.

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

Objective: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies: E3, E7 (Page 2-12 and 2-13)

The underpasses help users such as children, the elderly, and persons with disability cross a difficult and unsafe crossing. Installation will have minimal impact on the surrounding communities.

2040 TPP (Pages 7.16, 7.22, 7.24)

The proposed project helps remove the barrier created by the high speed roadway (Winnetka Avenue North) and by high traffic volume roadways Winnetka Avenue North and Xylon Avenue. It is located on a RBTN Tier 2 alignment that connects to multimodal projects, existing transit, and was determined to be the most cost effective solution.

*(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.*

Brooklyn Park Comprehensive Plan (Page 5-41 and 5-45)- The proposed project helps to achieve the east-west "greenway" in the northern section of the City as identified in the comprehensive plan. These two crossings were identified specifically for possible grade separation.

**List the applicable documents and pages:**

Brooklyn Park Pedestrian and Bicycle Plan (Appendix A Page 3) - The plan includes a tool-kit for design of trail crossings. Given the current design and future design of Winnetka Avenue North and Xylon Avenue the plan recommends the installation of grade-separated crossings.

*(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.*

***Multituse 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**

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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**

### 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.**

### 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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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

1468259528726\_Project to RBTN Orientation - Brooklyn Park - Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue.pdf

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 17818

Existing Employment Within One Mile (Integer Only) 3236

Upload the "Population Summary" map

1468259560969\_Population Summary - Brooklyn Park - Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue.pdf

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## 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:

The grade separated crossings for the Rush Creek Regional Trail will create safe crossings for underserved populations in the project area and the region. The trail is located in an area above the regional average for population in poverty or population of color and connects to an area of concentrated poverty. The project creates 3.7 miles of grade separated trail that connects to employment, enhances safety, and provides environmentally green neighborhood, all of which are place based opportunities for low-income residents identified in the Metropolitan Council's Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region.

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

Employment: Underserved populations will benefit from better access to the increasing employment opportunities in the area. For example, the NorthPark Business Park is located adjacent to the project and is developing over 3,000,000 SF of warehousing and manufacturing. Similarly, the Target Northern Campus is expanding by 3,000 to 4,000 jobs. In all, the area is forecasted to have a total of 20,000 to 25,000 additional jobs by 2030. The trail also provides regional connections to employment opportunities by safely connecting to transit options. Existing options include four bus routes and a future option includes the METRO Blue Line Oak Grove Transit Station.

Safety: The proposed project will enhance safety by completely separating trail users from the roadway. This protects trail users of all skills, especially children, the elderly, and disabled, from high speed vehicles at the crossings. The nearest controlled intersection is 0.8 miles to the north making it cumbersome to use. Winnetka Avenue North is posted for 50 miles per hour, which is a dangerous environment for pedestrians. Foliage along the trail makes it difficult for vehicles and trail users to see

oncoming traffic. Development in the area will increase traffic volumes and in turn increase the risk for crashes. Grade separated crossings under the roadway will ensure trail crossings are safe.

Environmentally Clean Neighborhoods: The trail facility has a unique natural feel and connects residents to many outdoor recreational opportunities. The Rush Creek Regional Trail connects to the Coon Rapids Dam Regional Park, Elm Creek Park Reserve, and many local parks (e.g. Oak Grove Park, Orchard Trail Park, and North Trail Park). These natural amenities enhance neighborhoods and provide recreational opportunities for underserved residents.

The project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, and minimizing construction nuisances.

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

**Upload Map**

1468259592816\_Socio-Economic Conditions - Brooklyn Park - Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue.pdf

## Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of Brooklyn Park	0.412
	0

## Total Project Length

Total Project Length (Total Population)	0.41
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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

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

Total Project Length (Miles)	0.412
Total Housing Score	0

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## 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



Safety: The proposed project would allow trail users to circumvent the roadway at Winnetka Avenue North and Xylon Avenue. Winnetka Avenue North is currently posted at 50 mph, which creates unsafe pedestrian/bicycle environments. Potential conflicts could result in a fatal collision between a vehicle and trail user. It was determined that an underpass would be the most cost-effective method to support safe crossings at these two locations. Grade separated crossings at these locations are supported and identified in the Brooklyn Park 2030 Comprehensive Plan and Pedestrian and Bicycle Plan. The project helps develop a "greenway" that connects east-west through the northern section of the city. This project compliments the trail's existing grade separated crossings at Douglas Drive North (CSAH 19), Noble Parkway (CSAH 12), and US Hwy 169.

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

Furthermore, the vehicular traffic at these crossings is expected to increase considerably due to expansion at the Target Northern Campus, the NorthPark Business Park, construction of the US Hwy 169/101st interchange, and METRO Blue Line Oak Grove Transit Station and park-and-ride. The risk for a vehicle and pedestrian/bicyclist crash is compounded by the fact that trail usage is increasing. The Winnetka Avenue North trail crossing services 150,000 annual users. A grade separated crossing is the best way to ensure the safety of trail users.

Trail Connections: The Rush Creek Regional Trail provides important east-west connections for recreational users and bicycle commuters alike. The trail ties into the Maple Grove and Brooklyn Park bicycle trail networks. It connects to north-south trails at several junctions providing a comprehensive bicycle trail network. Important

north-south trail connections include:

-Jefferson Highway- 3.0 miles

-Noble Parkway- 2.8 miles

-Douglas Drive North- 4.0 miles

-Shingle Creek Trail- 8.4 miles connecting to  
Brooklyn Center

-West River Road- 4.0 miles connecting to Brooklyn  
Center

-Medicine Lake Trail- 15.6 miles connecting to  
Maple Grove and Plymouth

Regional Destinations: The Rush Creek Regional Trail is a RBTN Tier 2 alignment because it connects the Coon Rapids Dam Regional Park in Brooklyn Park with the Elm Creek Park Reserve in Maple Grove. The project will help create a grade separated "greenway" between the two regional parks.

Local Destinations: The Rush Creek Regional Trail also provides direct access to a variety of locations including:

-Employment Centers (Target Northern Campus and NorthPark Business Park)

-Schools (Elm Creek Elementary, Champlin Park High School, and Oxbow Elementary)

-Recreational Opportunities (Oak Grove Park, Orchard Trail Park, Coon Rapids Dam Regional Park)

-Commercial (Park Place Promenade)

-Transit (Four bus lines, future Oak Grove Transit Station)

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## **Measure B: Project Improvements**

The land use in the project area will continue to intensify in the near future. Therefore, the proposed project provides a proactive approach in helping address safety concerns (e.g. vehicular speeds, sight lines, and anticipated high traffic volumes) at both trail crossings. Currently, Winnetka Avenue North is posted at 50 miles per hour, creating unsafe pedestrian/bicycle conditions. The extension of Xylon Avenue is also forecasted to experience high volumes of traffic.

The safety concerns are also compounded by the increase in usage of the Rush Creek Regional Trail. Currently, the trail at Winnetka Avenue North experiences over 150,000 users annual. Trail usage will continue to increase as a result of new residential development adjacent to the trail and the expansion of the NorthPark Business Park and Target Northern Campus. The crossings will also serve as a proactive measure to provide safer and more convenient access to the METRO Blue Line Oak Grove Transit Station.

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

The proposed crossings will help address the following safety concerns and existing deficiencies:

-The current crossing at Winnetka Avenue North is not sufficient. There are no refuge islands, minimal pavement markings, and signage. It was determined by the City and Three Rivers Park District that while installing these measures could address today's conditions, it will not be sufficient to provide safe access once construction at the NorthPark Business Park and Target Northern Campus is completed. The crossing is anticipated to be similar to other crossings that have been found deficient due to crashes, an example being the Minnetonka LRT Trail at CSAH 19.

-The graded separated crossings are designed to

preemptively address deficiencies in the trail crossing and eliminate pedestrian conflict points with vehicles, which could result in fatalities.

-An underpass and overpass were evaluated at both locations. The most cost-effective solution is to create an underpass for the roadways.

Underpasses have proven to be effective in facilitating pedestrian movement along the Rush Creek Regional Trail, such as the underpasses at Douglas Drive North and Noble Parkway.

-The Rush Creek Regional Trail is surrounded by dense foliage. This gives the trail a unique natural feel despite its location in an urban environment. However, it prevents trail users from anticipating the road crossing and does not allow vehicles to see trail users. This requires trail users to stop at the crossing. Vehicles travel at high rates of speed, making it difficult for trail users to judge when it is safe to cross. The underpasses will separate pedestrians from potential fatal conflicts with vehicles and help maintain the trails natural feel and environmental aesthetics.

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## **Measure A: Multimodal Elements**

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

The Rush Creek Regional Trail is a multiuse trail that accommodates both pedestrians and bicyclists. There are currently four Metro Transit bus routes (687, 724, 765, 782) that connect to the trail near the grade separated crossing. Trail users benefit from the regional access provided by these transit options. These transit routes connect to downtown Minneapolis, Brooklyn Center, Eden Prairie, Maple Grove, Chaska, and Chanhassen. Additionally, the METRO Blue Line extension will construct a transit station and park-and-ride facility at Oak Grove Parkway. These facilities will connect to the Rush Creek Regional Trail through an existing spur east of the trail crossings through the Target Northern Campus. Bus, LRT, and vehicular commuters benefit from the additional access to the area through a comprehensive trail facility. Additionally, Oak Grove Park provides parking for trail users. The grade separations will ensure vehicular traffic operations are free flowing, benefiting the employment and residential growth in the project area.

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## 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](#)**

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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

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

**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

**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

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%

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

0%

Anticipated date or date of completion of historic/archeological review:

12/01/2014

**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** Yes

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**

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** Yes

50%

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

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**

**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**

50%

**Construction plans have not been started** Yes

0%

Anticipated date or date of completion 01/01/2019

### 10) Letting

Anticipated Letting Date 01/01/2020

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,924,439.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,924,439.00

### Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

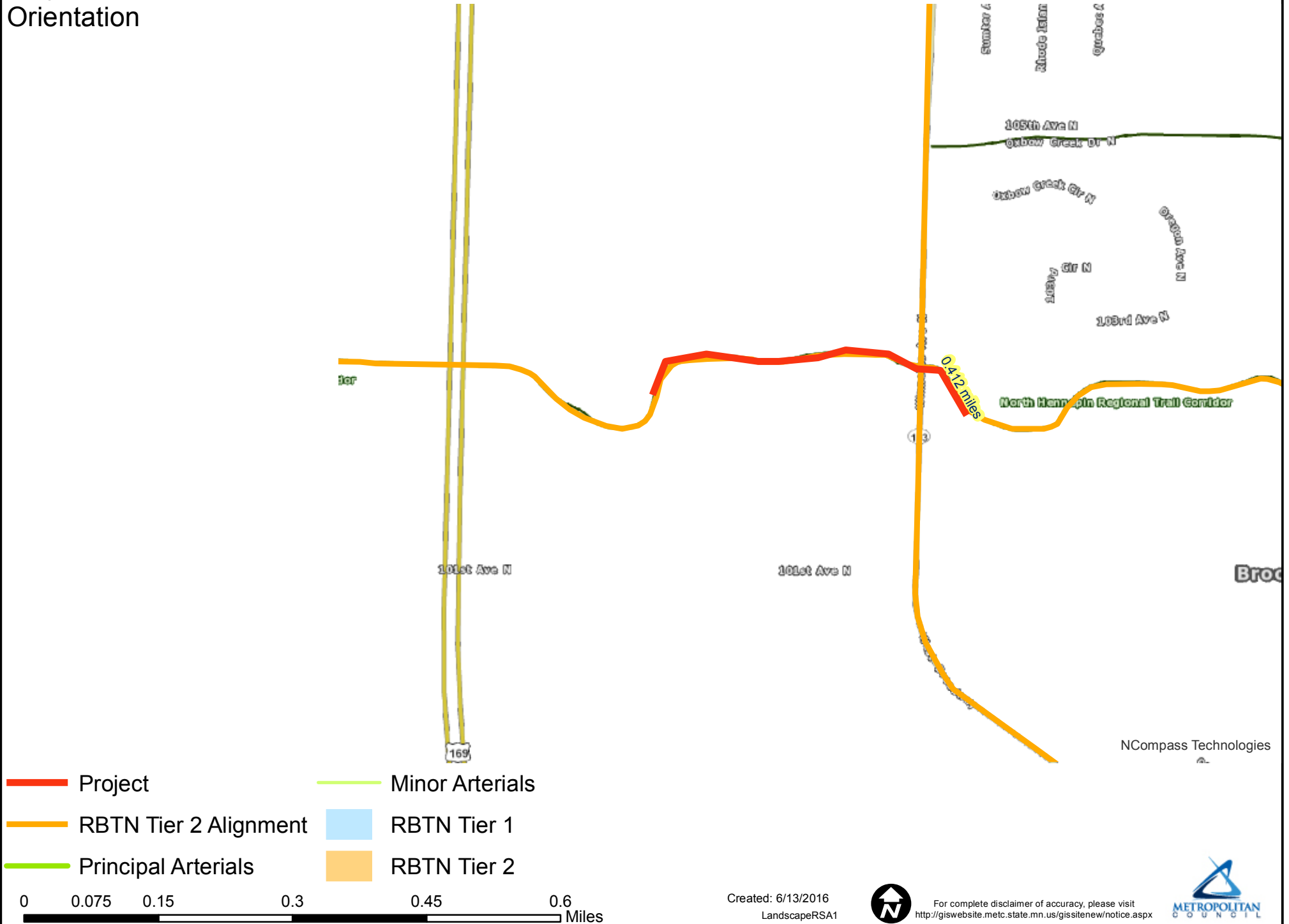
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## Other Attachments

File Name	Description	File Size
Figure 1 Issues Map - Brooklyn Park - Rush Creek Regional Trail Grade Separations.pdf	Issues map identifying various attributes of the project area as described throughout the application.	2.7 MB
Hennepin County Letter of Support - Brooklyn Park - Rush Creek Regional Trail Grade Separations.pdf	Letter of support from Hennepin County.	237 KB
Layout - Brooklyn Park - Rush Creek Regional Trail Grade Separations.pdf	Preliminary layout for the grade separations at Winnetka Avenue North (CSAH 103) and future Xylon Avenue extension.	385 KB
Met Council Generated Maps - Brooklyn Park - Rush Creek Regional Trail Grade Separations.pdf	Metropolitan Council generated maps from application.	424 KB
Photos - Brooklyn Park - Rush Creek Regional Trail Grade Separations.pdf	Photos of the project area.	2.6 MB
Three Rivers Park District Letter of Support - Rush Creek Regional Trail Grade Separations.pdf	Letter of support from Three Rivers Park District.	52 KB

# Project to RBTN Orientation

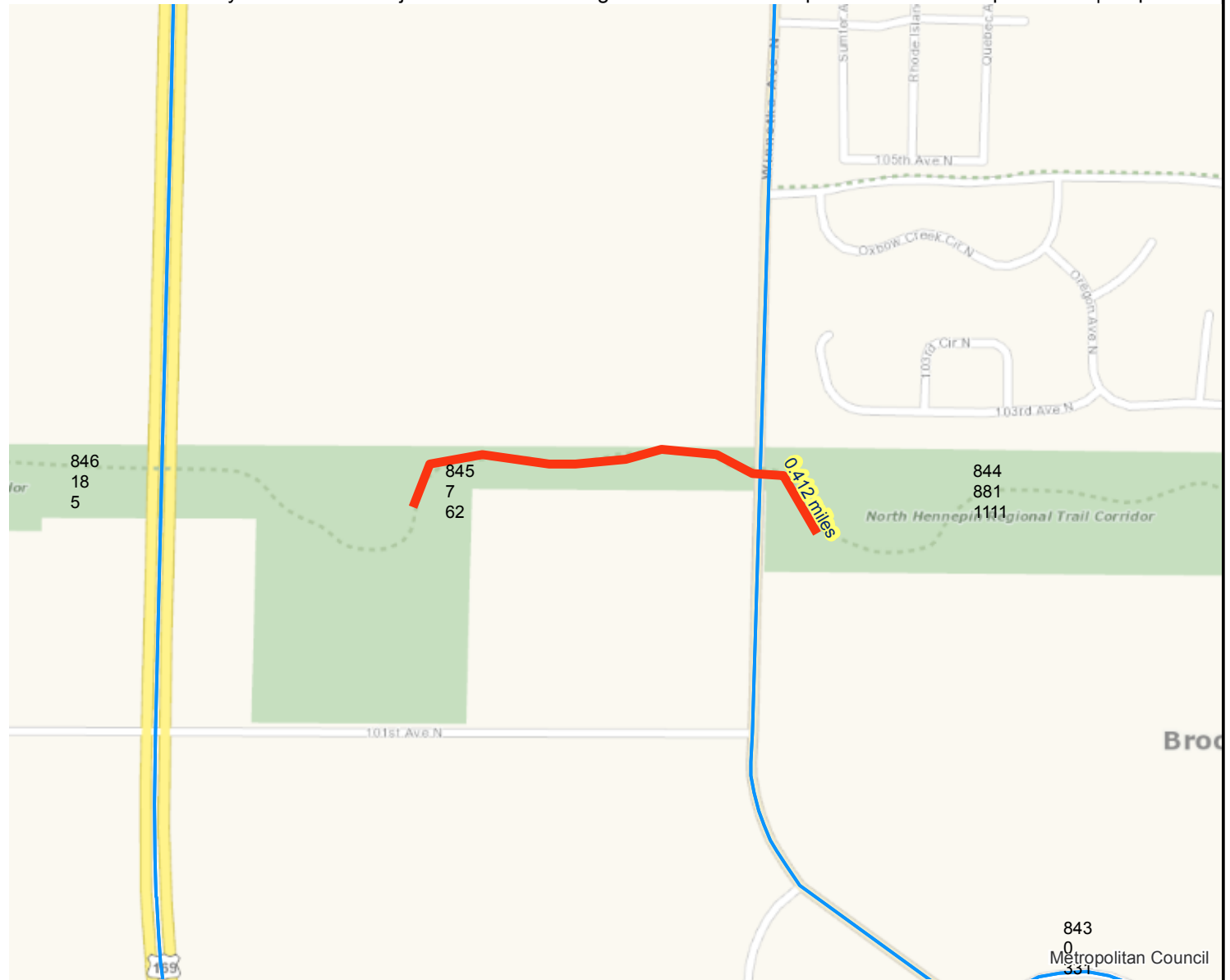
Multise Trails and Bicycle Facilities Project: Rush Creek Regional Trail Grade Separations at Hennepin CSAH | Map ID: 14658508858



# Population Summary

## Results

Within ONE Mile of project:  
Total Population: 17818  
Total Employment: 3236



Project School

2010 TAZ



Created: 6/13/2016  
LandscapeRSA4







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



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

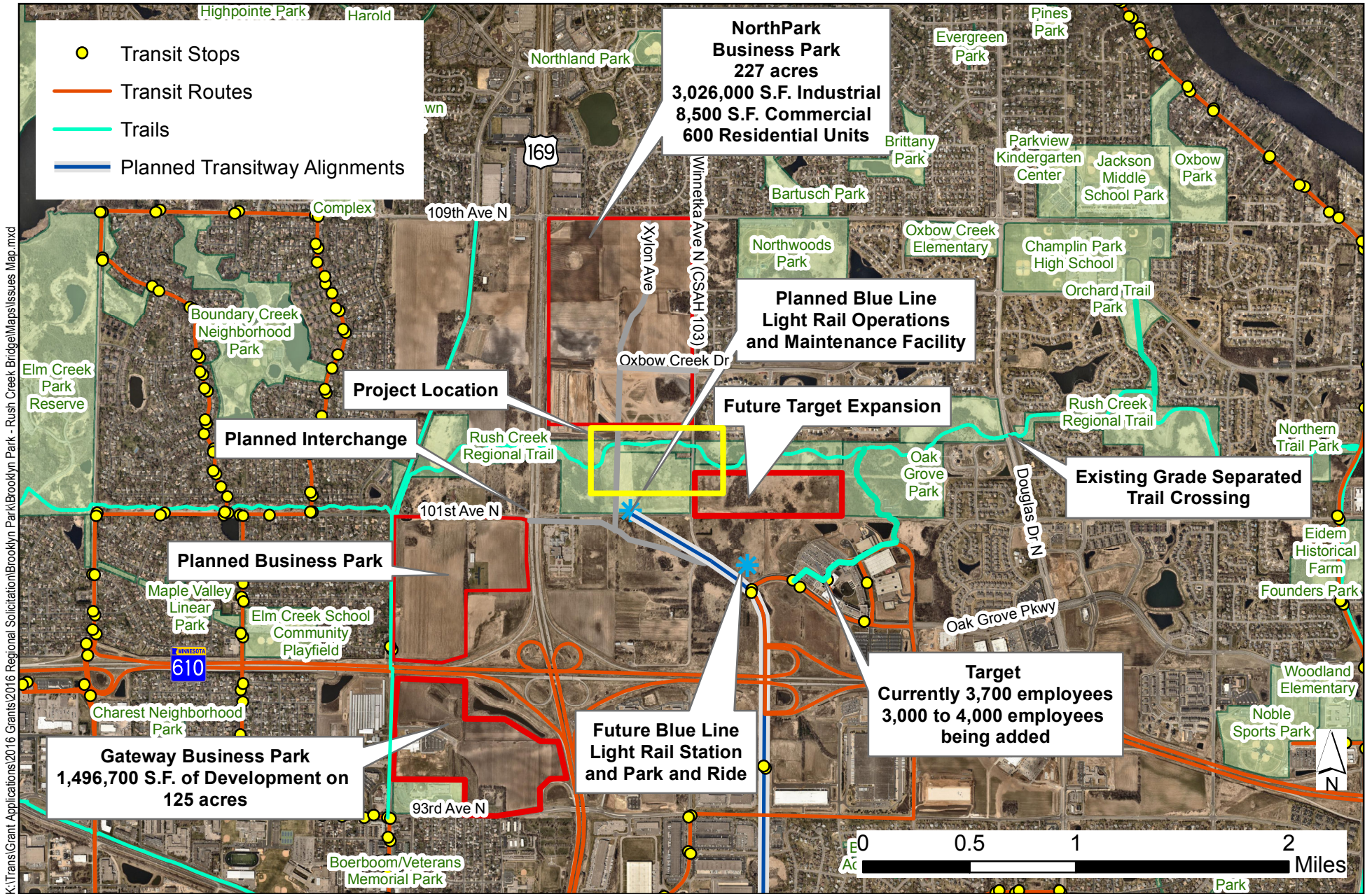
0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 6/13/2016  
LandscapeRSA2

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









**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](http://www.hennepin.us/transportation)

July 6, 2016

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

Re: Grade Separation of Rush Creek Trail at CSAH 103 (Winnetka Avenue) and north of 101st Avenue.

Dear Ms. Koutsoukos:

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for regional solicitation funding for the Rush Creek Trail Grade Separation Project. The county understands that the Rush Creek Regional Trail is identified as a component of the Hennepin County Bikeway System. Hennepin County supports this funding application and acknowledges that the county will operate and maintain the CSAH 103 (Winnetka Avenue) roadway facilities for the useful life of the improvements.

Hennepin County looks forward to working with the City of Brooklyn Park 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'.

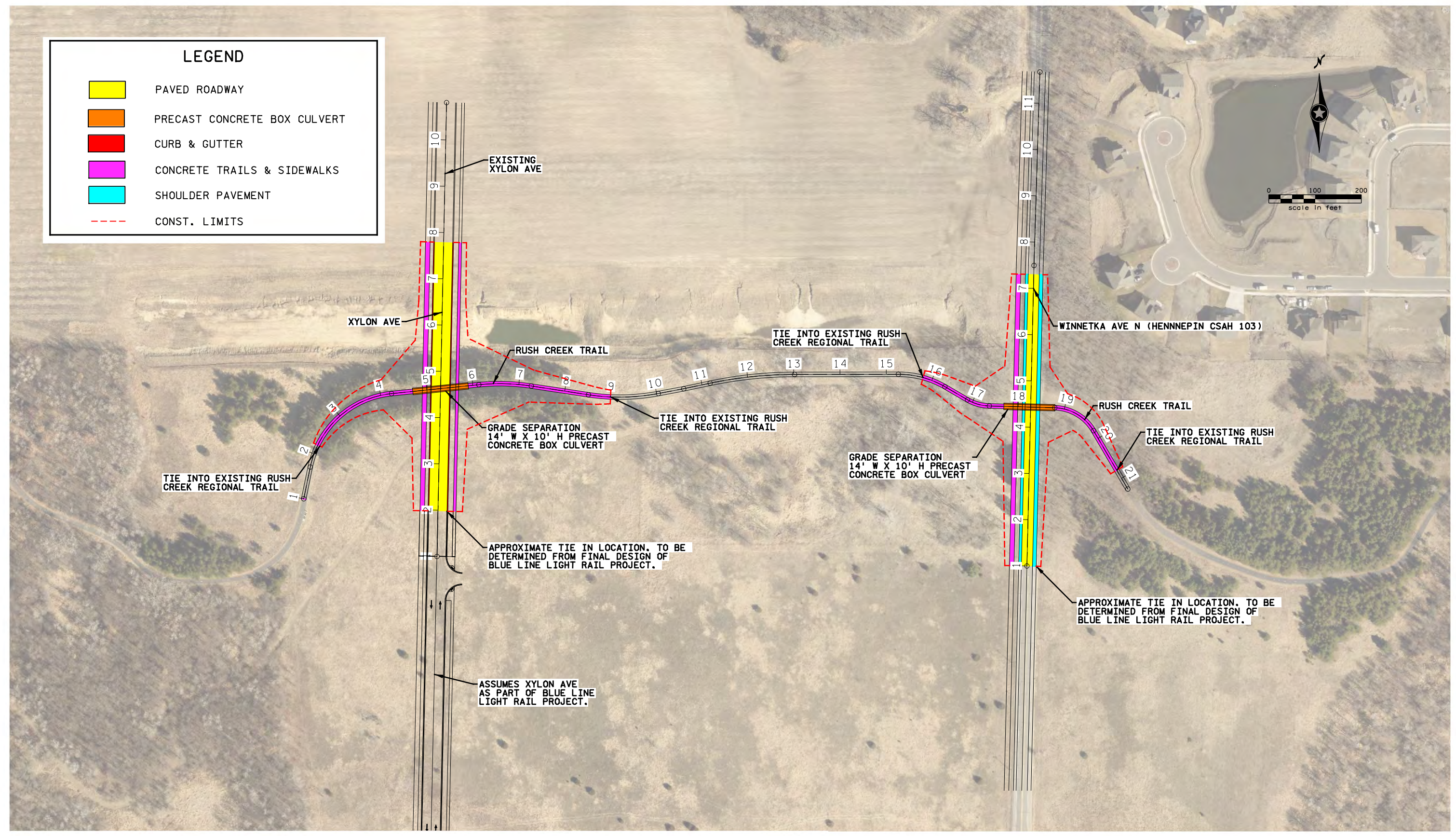
James Grube, P.E.  
Director of Transportation Project Delivery and County Engineer



I:\Projects\8757\CAD\_BIM\Graphics\8757\_GRAPHIC\_Rush Creek Trail\_Layout\_2.dgn

**LEGEND**

- PAVED ROADWAY
- PRECAST CONCRETE BOX CULVERT
- CURB & GUTTER
- CONCRETE TRAILS & SIDEWALKS
- SHOULDER PAVEMENT
- CONST. LIMITS



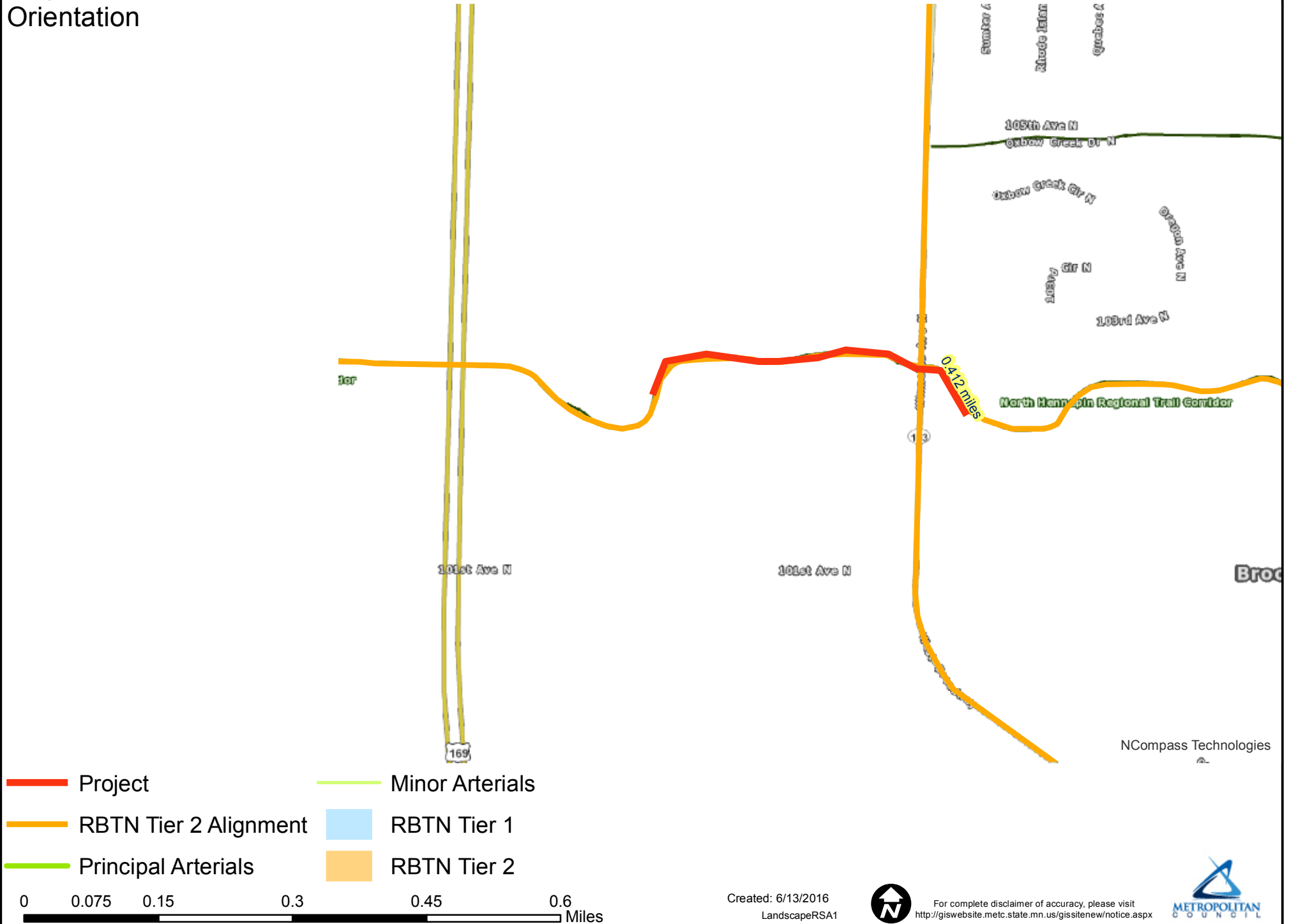
**RUSH CREEK TRAIL**  
**RUSH CREEK GRADE SEPARATION PRELIMINARY DESIGN**  
 CITY OF BROOKLYN PARK

8757  
 7/8/2016



# Project to RBTN Orientation

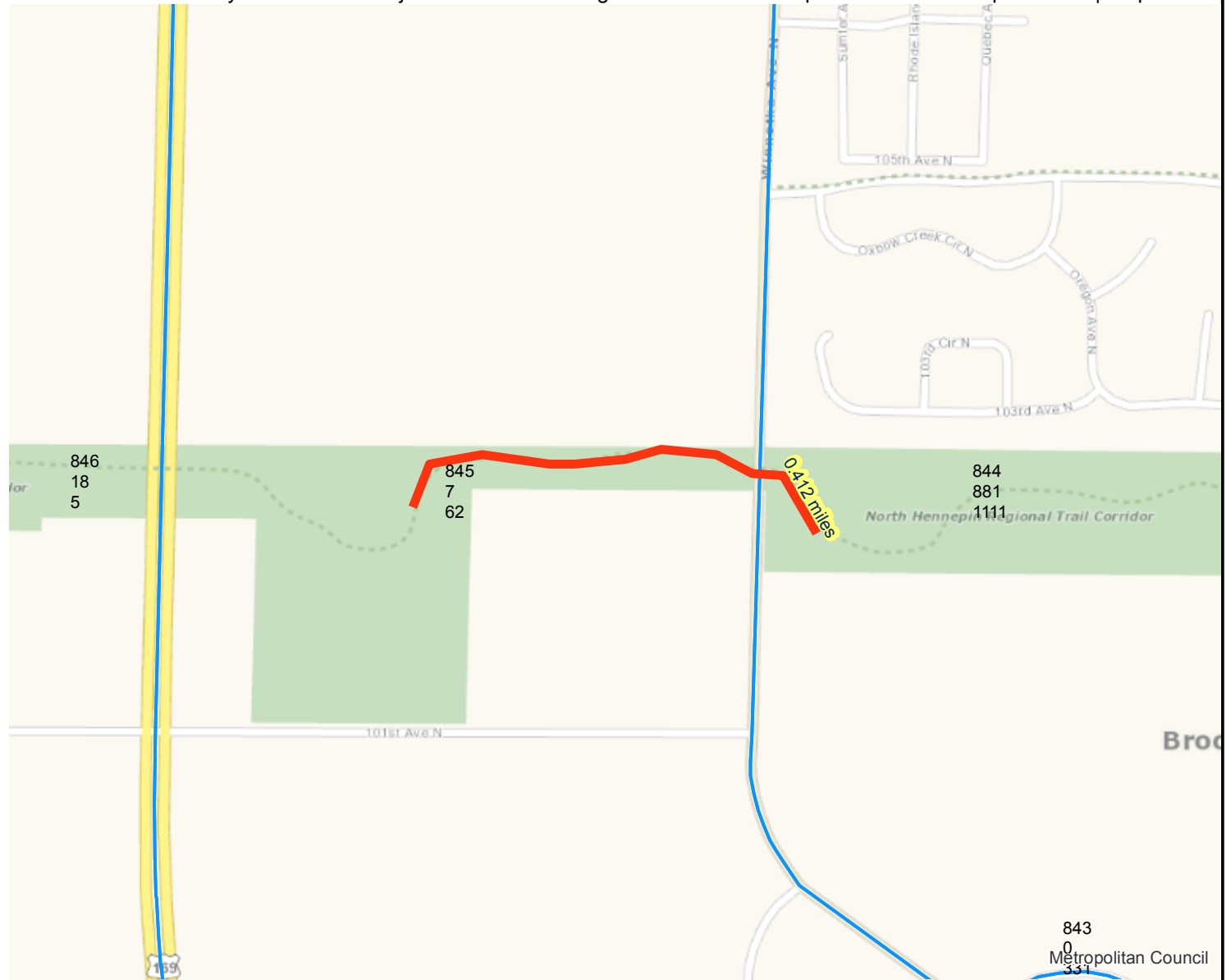
Multise Trails and Bicycle Facilities Project: Rush Creek Regional Trail Grade Separations at Hennepin CSAH | Map ID: 14658508858



# Population Summary

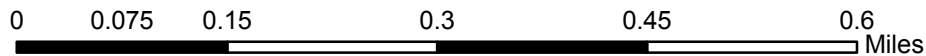
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2010 TAZ



Created: 6/13/2016  
LandscapeRSA4







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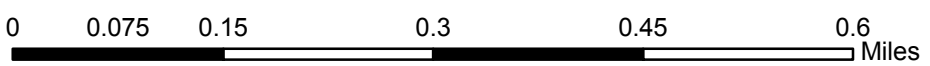


Results

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



Created: 6/13/2016  
LandscapeRSA2



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NCompass Technologies



## 2016 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103) and Future Xylon Avenue



Rush Creek Trail – Winnetka Avenue North Crossing – View from the east looking west.



Rush Creek Trail – Winnetka Avenue North Crossing – View from the east looking west.



## 2016 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103) and Future Xylon Avenue



Rush Creek Trail – Winnetka Avenue North Crossing – View from the west looking east. Northbound traffic stopped on the 50 mph roadway creates an unsafe environment for trail users.



Rush Creek Trail – Winnetka Avenue North Crossing – View from southwest of crossing looking northeast.



# 2016 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103) and Future Xylon Avenue



Rush Creek Trail – Future Xylon Avenue Crossing – View from southeast of crossing looking northwest. NorthPark Business Park currently under construction.



Rush Creek Trail – Future Xylon Avenue Crossing – View from south of crossing looking north. NorthPark Business Park currently under construction.



# 2016 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103) and Future Xylon Avenue



Rush Creek Trail – Future Xylon Avenue Crossing – View from northwest of crossing looking southeast.



Rush Creek Trail – View from US Hwy 169 bridge west of the project area looking northeast.



## 2016 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103) and Future Xylon Avenue



Rush Creek Trail – View from US Hwy 169 bridge west of the project area looking northeast. Construction of the NorthPark Business Park is underway.





Three Rivers  
Park District  
Board of  
Commissioners

6/14/2016

Penny Steele  
District 1

Jeff Holstein, PE, PTOE  
City Transportation Engineer  
City of Brooklyn Park  
5200 85<sup>th</sup> Avenue, North  
Brooklyn Park, MN 55443

Jennifer DeJournett  
District 2

RE: Grade Separation of Rush Creek Trail at CSAH 103 (Winnetka Avenue) and Xylon Avenue

Daniel Freeman  
Vice Chair  
District 3

Dear Mr. Holstein:

Three Rivers Park District is a partner in the City of Brooklyn Park's Rush Creek Trail Grade Separation project application for the 2016 Regional Solicitation. Three Rivers Park District supports this funding application and acknowledges that the Park District will operate and maintain the trail facilities for the useful life of the improvements.

John Gunyou  
Chair  
District 4

Three Rivers Park District is planning to provide a third of the local matching funds for the Winnetka Avenue portion of this project if the city is successful in securing Regional Solicitation funding from the Metropolitan Council.

John Gibbs  
District 5

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Vlaming".

Steven Antolak  
Appointed

At Large

Jonathan Vlaming  
Associate Superintendent  
Planning, Design and Technology

Gene Kay  
Appointed  
At Large

JCV/jjs

Boe Carlson  
Superintendent