



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17473 - Nine Mile Creek Regional Trail-Hopkins 11th Avenue Trail Replacement

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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City State/Province Postal Code/Zip

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

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

RESERVATIONS
3000 XENIUM LN N

*

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

County:

Hennepin

Phone:*

763-559-6700
Ext.

Fax:

PeopleSoft Vendor Number

0000057347A1

Project Information

Project Name

Nine Mile Creek Regional Trail - 11th Avenue Reconstruction

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Hopkins

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This project includes removal of 2,200 feet (~0.4 miles) of end-of-useful life concrete sidewalk/bituminous trail and replacement with a 10 foot wide, off road multi-use bituminous trail. Installation of ADA compliant curb ramps and truncated domes at all road crossings. Replacement of 210 feet of failing retaining wall directly adjacent to the trail. Enhance wayfinding to local SWLRT transit options.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

RECONSTRUCT 2200 FEET OF MULTIUSE TRAIL ALONG 11TH AVE IN HOPKINS BETWEEN EXCELSIOR BLVD AREA AND 7TH STREET S

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0.4

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	RAISE grant (Rebuilding American Infrastructure with Sustainability and Equity)
Federal Amount	\$760,000.00
Match Amount	\$190,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$950,000.00
<i>For transit projects, the total cost for the application is total cost minus fare revenues.</i>	
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Three Rivers Geo Bond Fund an/or State Legacy Fund/ MET Council Park Geo Bond
<i>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</i>	
Preferred Program Year	
Select one:	2026, 2027
<i>Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.</i>	
Additional Program Years:	2025
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

Project Information

County, City, or Lead Agency	Three Rivers Park District
Zip Code where Majority of Work is Being Performed	55343
(Approximate) Begin Construction Date	04/01/2026
(Approximate) End Construction Date	10/29/2028
Name of Trail/Ped Facility:	Nine Mile Creek Regional Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	Minnesota River Bluffs Trail/ 11th Avenue South
(Intersection or Address)	
To:	7th Street South/ 11th Avenue South
(Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	0.4
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.4

Is this a new trail?

Yes

Primary Types of Work

BITUMINOUS MULTIUSE TRAIL, PED RAMP,WAYFINDING

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):

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

Goal A. Transportation System Stewardship.
Objectives: A. Strategies A1, A2; pp. 2.2, 2.3

Goal B. Safety and Security. Objectives: A, B.
Strategies: B1, B6; pp. 2.5, 2.8.

Goal C. Access to Destinations. Objectives: A, D,
E. Strategies: C1, C2, C4, C6, C15, C16, C17; pp.
2.10, 2.11, 2.14, 2.15, 2.22-2.24.

Briefly list the goals, objectives, strategies, and associated pages:

Goal D. Competitive Economy. Objective: B.
Strategy: D3; p. 2.27.

Goal E. Healthy and Equitable Communities.
Objectives: C and D. Strategies: E1, E3, E6; 2.30,
2.31, 2.34.

Goal F. Leveraging Transportation Investments to
Guide Land Use. Objective C. Strategies: F5, F6;
pp. 2.3, 2.38.

(Limit 2,800 characters; approximately 400 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.

Three Rivers Park District 2040 System Plan, p 17.

Metropolitan Council 2040 Regional Parks Policy Plan

Metropolitan Council 2040 Transportation Policy Plan as a Regional Bicycle Transportation Network Tier 2 Corridor (page 7.16)

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Hennepin County 2040 Bicycle Transportation Plan, April 2015, pp. 75, 52- existing network

Three Rivers Park District 2013 Nine Mile Creek Regional Trail Master Plan (full document)

City of Hopkins 2040 Comprehensive Plan- "Cultivate Hopkins", Chapter 8, pp. 88-93

(Limit 2,800 characters; approximately 400 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 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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 06/30/2015

Link to plan: <https://www.threeriversparks.org/page/accessibility>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4.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.

5.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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$47,500.00
Removals (approx. 5% of total cost)	\$47,500.00
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	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$85,500.00
Noise Wall (not calculated 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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$180,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$608,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$66,500.00
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	\$95,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$769,500.00

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	\$950,000.00
Construction Cost Total	\$950,000.00
Transit Operating Cost Total	\$0.00

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

1649663371401_NMCRT_Hopkins
RBTN_Orientation_Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	26745
Existing Employment Within One Mile (Integer Only)	28302
Upload the "Population Summary" map	1649663580043_NMCRT_Hopkins_Pop_Employ_Map.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The Nine Mile Creek Regional Trail (NMCRT) is in an area above the regional average for populations in poverty or of color, moves through an environmental justice area, & serves 670 publicly subsidized rental units within ½ mile of the corridor. The corridor travels through census tracts with:

- 25 & 31% over 65+ (13.5% metro average)
- 49% Hispanic (6.5% metro average)
- 14% people with 1 or more disabilities (9% metro average)
- 16% Black (9.6% metro average)
- 7% other or multi-racial (3.7% metro average)
- 25% limited English-language proficiency & Spanish speaking
- 21% foreign-born (12.1% metro average)
- 15, 30, 40 and 42% below 185% poverty line (8.7% metro average)

Response:

This project replaces an existing end of useful life narrow sidewalk and trail with an off-road, multi-use regional trail in the same location, filling the last remaining gap in the NMCRT corridor.

In 2013, the Park District completed the NMCRT master plan and built off the success of many existing planning efforts including the First Tier Parks, Trails, and Greenway Master Plan. Hopkins, Nine Mile Creek Watershed District, and the Park District held several public meetings for the regional trail proposal. Individual stakeholder meetings with residents along the route were held during the master planning process to solidify the route, which resulted in one minor route adjustment to the 7th street trail alignment.

The City of Hopkins received a Hennepin County Active Living grant to engage with residents in south Hopkins to promote active living, the regional trail network, and walking/biking to the Southwest LRT Green Line. Park District staff will be directly involved with this engagement as project management team members.

Resident outreach goals include:

- Identify improvements that will make safe multi-modal connections from south Hopkins to regional trails, downtown, and LRT stations.
- Promote and build awareness of active living, the regional trail system, future LRT, and potential scooter-sharing opportunities.
- Connect and engage with underrepresented communities in south Hopkins to inform work and build relationships for future engagement.
- Target engagement to underrepresented groups - renters, seniors, youth, low-income residents, persons with disabilities, and black, indigenous, people of color communities.

Project elements and deliverables include:

- Evaluate 11th Avenue and connections to 11th Avenue (the main corridor between south Hopkins and the regional trails, LRT stations & downtown for safety & potential improvements).
- Host a slow-walk/roll event(s) from Valley Park in south Hopkins to the Artery and the future Downtown Hopkins LRT Station at 8th Avenue South and Excelsior Blvd (basically the exact

location of this reconstruction project).

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

This project includes a 10' wide off-road multiuse regional trail that will provide safe, comfortable, & convenient access to low-income populations, people of color, youth, people with disabilities, & seniors. This segment benefits the following vulnerable/disenfranchised communities:

- Public transit users: Closing this gap on the NMCRT will provide seamless access to 3 future Southwest LRT stations in downtown Hopkins and seven Metro Transit bus stops. Research indicates that those who use public transit are more likely to be from households with lower annual incomes, BIPOC, seniors, people with disabilities or who don't own a vehicle. This project addresses the needs of this group since they emphasized connections to local destinations, neighborhoods, & transit.

Response:

- Bike Commuters: The NMCRT is a vital north/south bikeway that connects Hopkins to Edina, Minnetonka and Bloomington. Additionally, the project directly connects to the Minnesota River Bluffs Regional Trail (MNRBRT) at the northern terminus where bike commuters and pedestrians can access the Lake Minnetonka Regional Trail and the Cedar/North Cedar Lake Regional Trails at the Hopkins Depot. Commuters continue to share the need for smooth trail surfaces. The NMCRT will replace bumpy end-of-life concrete that presents a potential tripping hazard due to freeze/thaw cycles with a smooth bituminous trail for year-round use.

- Youth: The NMCRT will connect to the Hopkins Depot less than one mile east via MNRBRT. The Depot's student board of directors from the Hopkins School District sets policy, operates programming, and manages financial development to sustain Depot operations as a coffee shop. The Depot also

serves as a chemical-free concert venue for area youth. Upgrading this segment of the NMCRT to an off-road multiuse trail will make it safer for young people & families to travel to/from school & other youth/family-friendly destinations.

- Senior residents: The Glenn, a senior living facility in south Hopkins, is located approximately 1/3 mile south of the project location and is connected to the Nine Mile Creek Regional Trail via local trail network. Seniors emphasize the need for smooth, level, well-maintained trails with minimal grades. This project addresses these concerns by replacing non-ADA compliant curb ramps and providing a seamless, smooth surface that mirrors the conditions of the existing NMCRT.

The proposed project will not negatively impact these populations in the project area. It will maintain access to businesses & housing and minimize construction nuisances through proper mitigation of noise, dust & traffic while employing safe, well-signed detours for people walking and biking during construction. Road closure is not anticipated.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are 670 publicly subsidized rental housing units in census tracts within ½ mile of this reconstruction project. Additionally, the reconstruction of the failing sidewalk and trail is in an area of census tracts that are ABOVE the regional average for population in poverty or color. The north terminus of this reconstruction work joins the future SWLRT Green Line and the MN River Bluffs Regional Trail, which offers cyclists and pedestrians direct access to the Downtown Hopkins LRT station (approximately 1500 feet to the east) and the Shady Oak LRT station (approximately 2000 feet west). Additionally, 1.5 miles to the east along the Minnesota River Bluffs and Cedar Lake Regional Trails a 17 acre parcel at 325 Blake Road is being developed which will include: 112 units of low-income housing units, 112 units of senior housing, and 187 units of multi-family mixed income units.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649698410580_NMCRT_Hopkins
Socio_Econ_Cond_Map.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- Providing a safer, more protected on-street facility or off-road trail;*

- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

This project fills the last .4 mile gap on the 12 mile Nine Mile Creek Regional Trail (NMCRT) corridor. The NMCRT is a vital bikeway that connects Hopkins to Minnetonka, Edina, Richfield, and Bloomington. This project is on the north-most segment, near the trail's terminus with the MN River Bluffs Regional Trail, which is an RBTN Tier One alignment through Hopkins. Connection to the MN River Bluffs trail is important as it serves as the primary bike and pedestrian access for the Shady Oak and Downtown Hopkins light rail stations, which are both less than 1/2 mile from this project. Replacing the existing sidewalk and upgrading it to a 10 foot-wide bituminous trail will greatly improve continuity and connection to mass transit (both LRT and bus transit) as well as the greater regional trail network.

Response:

The NMCRT is a fundamental east/west non-motorized transportation corridor as it removes 5 major barrier crossings (TH 169, TH 62, TH 100, I-35w, and I-494), connecting 5 communities and many regional destinations. While these major crossings are in place, the Park District continues to work to improve those that do not fully meet regional trail standards. In fact, the Park District is currently improving the TH 169 crossing location just 1 mile south and west of this proposed project area by constructing a boardwalk through the Nine Mile Creek watershed at TH 169 to connect users with an underpass of the freeway. This will provide a much safer crossing of TH 169, which is currently at grade with Bren Road where users have to cross on/off ramps for TH 169.

Current conditions of the trail/ sidewalk along 11th avenue include varying widths, back of curb construction and failing surfaces, and non-ADA compliant ramps. The parallel roadway (11th Avenue) has an average daily traffic volume of 15700 vehicles, which in accordance with MnDOT

Bicycle Facility manual calls for separate, protected bike facilities along roadways with this volume. Closing this transportation network gap will greatly improve safety and encourage more people to walk/ bike to transit and retail around the downtown Hopkins area.

In summary, correcting these deficiencies fills a critical gap and will better serve cyclists and pedestrians of all ages, incomes, and abilities, and encourage transit ridership and active transportation throughout the Hopkins area. Reconstruction of existing end-of-life sidewalk and pavement will enable safer access to light rail transit stations in Hopkins and provide a consistent, 10-foot-wide bituminous, off-road multi-use regional trail.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

This project replaces 2200 feet of end of useful life, narrow concrete sidewalk and trail and provides a 10 foot-wide paved, multi-use bituminous trail in the last remaining gap on the Nine Mile Creek Regional Trail (NMCRT). The NMCRT is vital for providing people who walk and bike with a multi-use trail which connects 5 cities and overcomes significant barriers (TH 169,TH62,TH100, and I-35W). Current deficiencies on the existing trail/sidewalk include failing pavement and concrete, non-compliant pedestrian ramps, narrow trail widths, and back of roadway curb construction. Filling this gap will create a consistent non-motorized facility for the regional trail's entire 12 mile length.

Since 2013, there have been 9 bike/ped vs car crashes on 11th Avenue in the immediate vicinity of this project:

Response:

7/14/2013 11TH AVE S 6TH ST S hit and run - car vs bicyclist

7/19/2013 11TH AVE S EXCELSIOR BLVD Juvenile on a bicycle struck by a vehicle

7/8/2015 EXC BLVD 11th AVE S Personal injury crash car vs. pedestrian
Driver arrested for careless driving

5/26/2016 11TH AVE S EXCELSIOR BLVD Car versus pedestrian crash

6/11/2016 11TH AVE S 6TH ST S Property damage collision-bike vs car

7/31/2018 11TH AVE S REG TRAIL Car vs bike the
Regional Trail bike-path
at 11th Ave S

8/12/2019 11TH AVE S TRAIL Accident - Bicycle vs
car

12/8/2020 EXC BLVD 11TH AVE S Car vs person
minor injuries

The project will reduce the risk for bicycle and
pedestrian crashes through the following
enhancements:

1- Pull much of the existing trail and sidewalk away
from back of road curb, producing a 2-3 foot-wide
safety clear zone between curb/roadway, vehicles,
and trail users.

2- Add a center-dashed line along the trail, keeping
trail traffic flow safe and reducing trail-user conflicts

3- Enhance curb ramps and road and business
entrance crossings. Current transitions are not ADA
compliant, narrow, and failing.

4- Provide a 10 foot-wide, consistent, stable, well
maintained surface that is standard across the
entire 12 mile Nine Mile Creek Regional Trail

The City of Hopkins 2040 Comprehensive Plan
indicates 11th Avenue sees an average daily traffic
volume of 15,700 vehicles. In accordance with
MnDOT's Bicycle Facility Manual, ADT over 6000

calls for a separated/ protected off-road facility like this project provides. The improvements listed for this project will greatly enhance user safety.

This reconstruction project will provide a comfortable and safe connection for people walking and biking to transit, four regional trails, and downtown Hopkins. Additionally, the project greatly improves protections that separates people walking and biking from vehicles.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

This project will provide a contiguous and protected 10 foot wide paved multi-use regional trail which will replace an existing end of life trail and sidewalk, providing a seamless bicycle and pedestrian facility that will better serve users of transit in Hopkins.

The north terminus of this project joins a newly constructed, 10 foot wide, 150 foot-long segment of the Nine Mile Creek Regional Trail (NMCRT) along 11th Avenue, which was built as part of the Southwest Light Rail Transit project scope. The newly constructed segment connects the NMCRT to the Minnesota River Bluffs Regional Trail, which parallels the SWLRT line throughout Hopkins and serves as the primary bicycle and pedestrian facility for circulating transit users to all light rail stations in Hopkins (Shady Oak, Downtown Hopkins, and Blake Road stations). Wayfinding will be added to this reconstructed segment to direct users to these transit facilities.

Response:

The following transit stations are nearby and connected to the project area by existing regional trail:

Shady Oak LRT Station (2000 feet west of this project)

Hopkins Downtown LRT Station (1000 feet east of this project)

Blake Road LRT Station (1.4 miles east of this project location).

MET Transit bus stops on project alignment: 4810,

4811, 4812

MET Transit bus stops on west side of 11th avenue
(adjacent to project): 3609,3608,3607,3606

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Master plan and engagement for the Nine Mile Creek Regional Trail (NMCRT) through Hopkins was completed in 2008-2009 and included:

Two public open houses that were attended by 125 people and over 250 people respectively.

A Community Assessment Team which comprised of adjacent property owners, the Nine Mile Creek Watershed

District, and the Park District which helped with aligning the trail through the Edina/ Hopkins area during the master plan creation.

Engagement during this planning process indicated support for the project. Feedback from Hopkins area residents influenced construction of the trail off of private property along the creek and into the right of way on 7th street and along 11th Avenue where the trail is located now. Since construction of the NMCRT in 2012, it has become the primary north/south bikeway for residents around Hopkins and the greater region, with an estimated visitation of 567,805 visits per year.

Response:

Development of the City of Hopkins Pedestrian and Bicycle Plan involved outreach at local events and online. The associated engagement efforts are summarized below:

A booth with maps and surveys at the Hopkins Farmers Market (40 residents engaged)

A booth with maps and surveys at the Hopkins Depot Coffee House (20 residents engaged)

A public survey (16 resident responses)

Results of this engagement in Hopkins around their local bicycle and pedestrian infrastructure network include the following takeaways:

Need for more wayfinding

Safer road crossings, especially around Excelsior Blvd. (a few hundred feet from this project)

Better connections to downtown

This project address these primary takeways from the public meetings by providing better connections to downtown, and connecting bicycles and pedestrians to safe crossings of Excelsior Blvd.

This reconstruction project will not change the alignment of the NMCRT, and the Park District does not anticipate any need for additional right of way.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

Yes

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$950,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$950,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

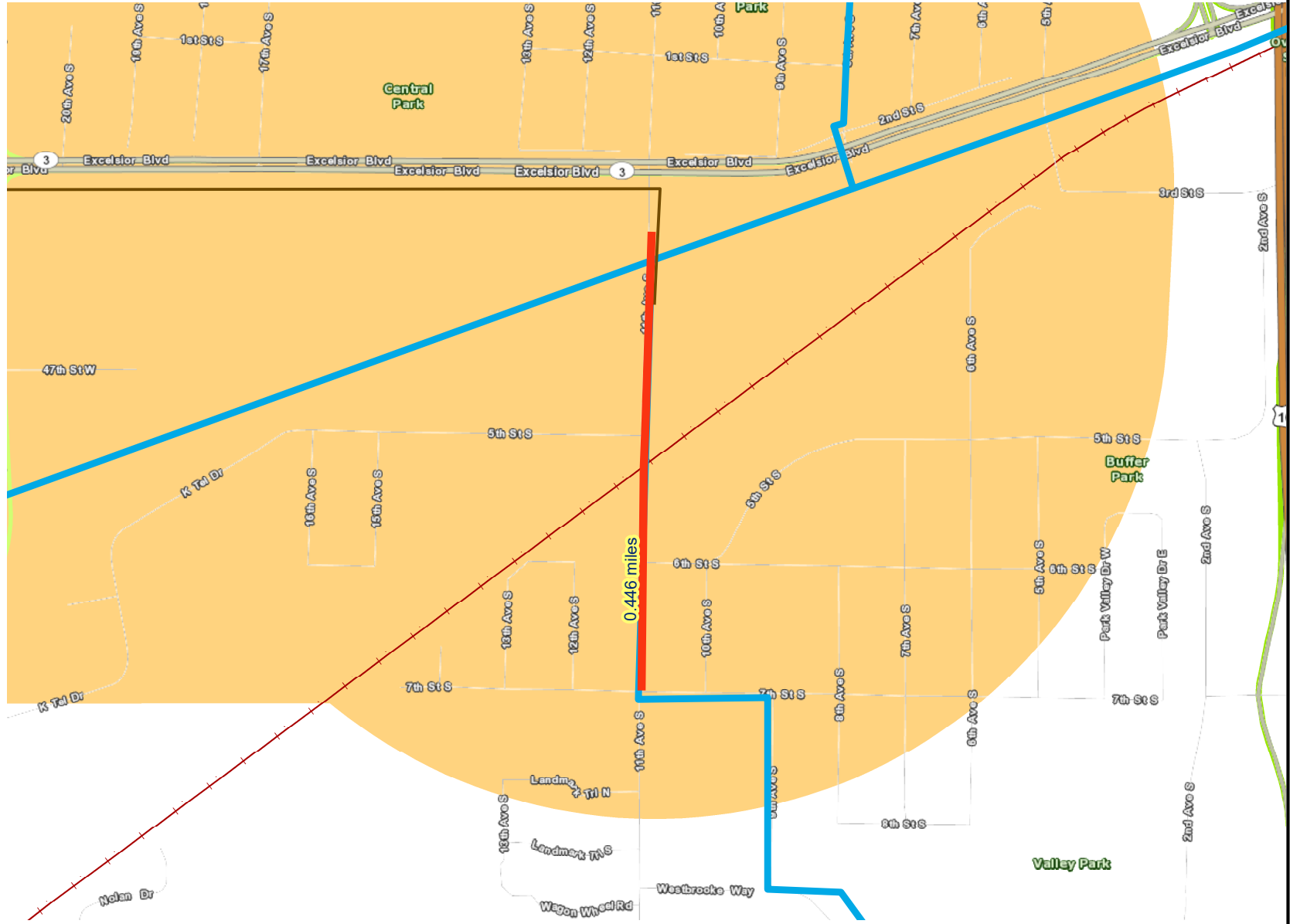
Other Attachments

File Name	Description	File Size
LOS_ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf	Letter of Support- Hennepin County Active Transportation Committee	206 KB
LOS_Henn Co_Multiple Regional Trail Projects off County Roadway System.pdf	Letter of Support- Hennepin County Transportation	109 KB
LOS_Hopkins Letter of Support.pdf	Letter of Support- City of Hopkins	62 KB
NMCRT_Hopkins RBTN_Orientation_Map.pdf	RBTN Orientation Map	2.4 MB
NMCRT_Hopkins Socio_Econ_Cond_Map.pdf	Socio-Economic Map	5.9 MB
NMCRT_Hopkins Transit_Connect_Map.pdf	Transit Connections Map	1.9 MB
NMCRT_Hopkins Transit_Connect_Map.pdf	Transit Connections Map	1.9 MB
NMCRT_Hopkins_Pop_Employ_Map.pdf	Population and Employment Map	3.7 MB
NMNCRT_Project_Summary.pdf	One Page Summary-Photos-Context Map-Layout	5.5 MB
Winter Maintenance Letter_NMCRT.pdf	Winter Maintenance Commitment	152 KB

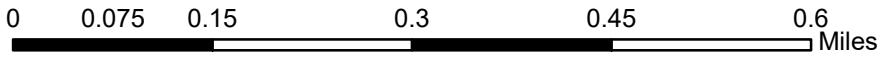
Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



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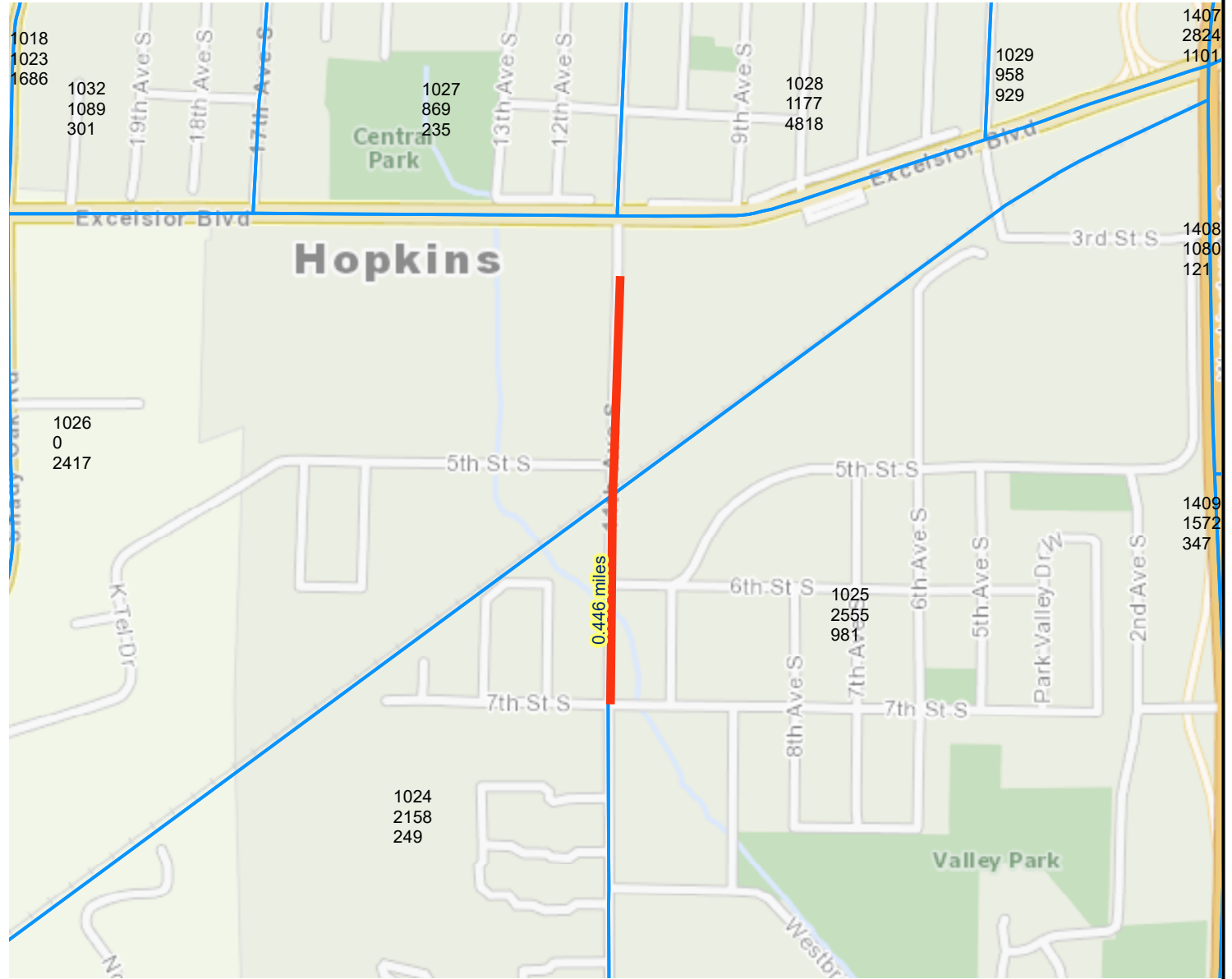
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 26745
 Total Employment: 28302



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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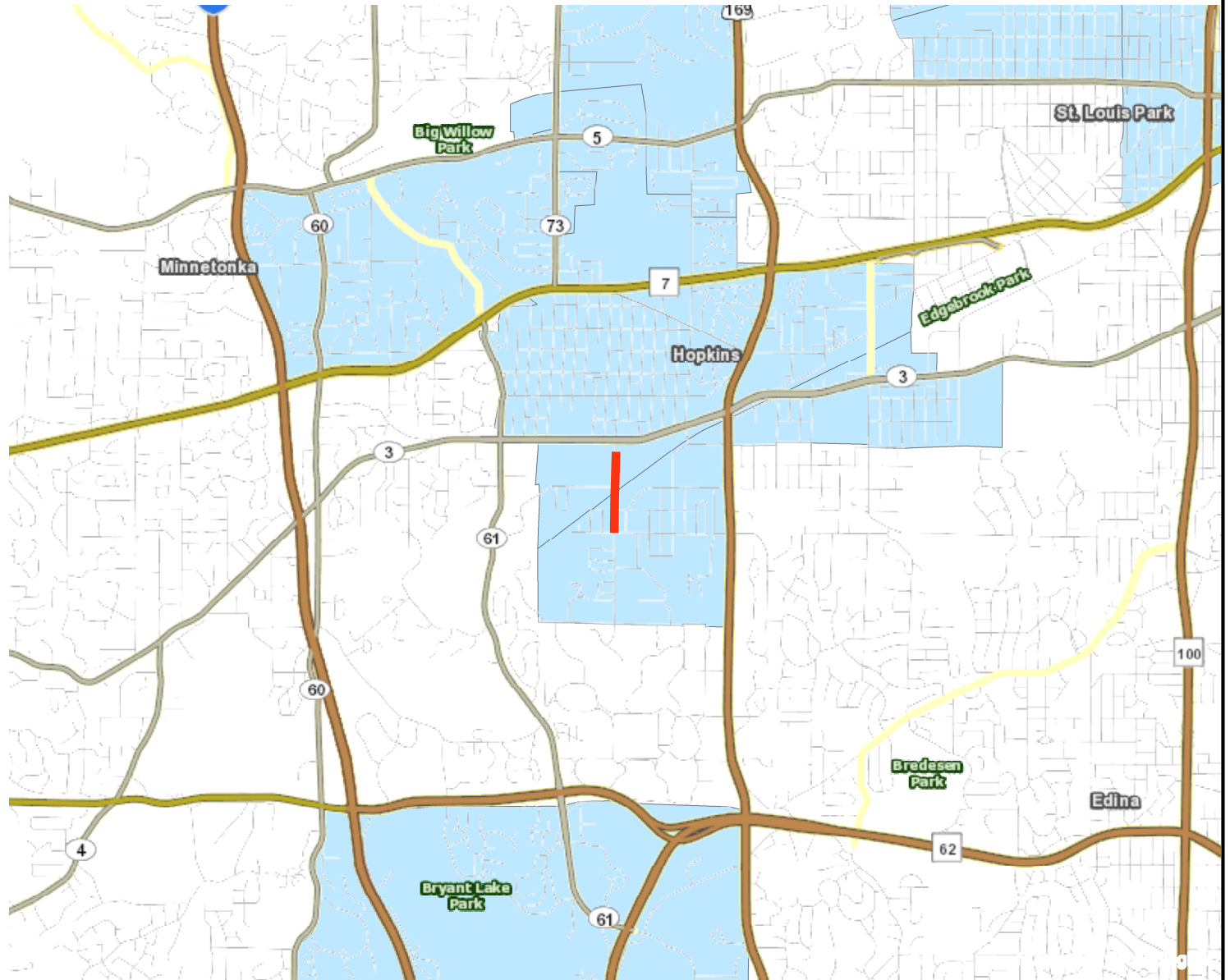


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 670

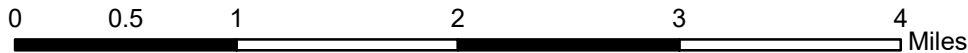
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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A Resolution supporting Three Rivers Park District efforts to apply for federal funding in the 2022 Regional Solicitation Process

Date: March 21, 2022

Motion: Moved by: Courtney Costigan Seconded by: Greg Anderson

WHEREAS; The Metropolitan Council released 2022 Regional Solicitation application on February 22nd for metro agencies to apply for federal grant funding to construct and/ or reconstruct Multiuse Trails and Bicycle Facilities; and,

WHEREAS; Three Rivers Park District intends to submit 13 applications, for federal grant funding for construction and reconstruction on 12 regional trails throughout Hennepin County; and,

WHEREAS; The projects include the Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion, Bryant Lake Regional Trail Construction, CP Rail Regional Trail: Bloomington/Edina Construction, Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail; Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction; Medicine Lake Regional Trail: Reconstruct 3.75 miles in Plymouth, Nine Mile Creek Regional Trail: 11th Avenue Reconstruction, Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation and Trail Realignment/Reconstruction, Shingle Creek Regional Trail: Noble Avenue Reconstruction, West Mississippi River Regional Trail: TH 169 to Douglas Avenue Construction and West Mississippi River Regional Trail: Douglas Avenue to 109th Ave Construction; and,

WHEREAS; These projects would add about 12 miles of new regional trail, reconstruct about 10 miles of substandard regional trail, improve about 8 miles of existing regional trails and provide a trail underpass of Winnetka Ave (CSAH 103); and,

WHEREAS; These projects are consistent with the 2040 Hennepin County Bicycle Transportation Plan; and,

WHEREAS; Physically protected bike lanes provide greater safety and comfort for people riding bikes; and,

WHEREAS; The Hennepin County Active Transportation Committee (ATC) has reviewed the proposed application efforts and discussed its merits with County staff;



NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee supports Three Rivers Park District in efforts to secure federal funds through the Metropolitan Council's Regional Solicitation process.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Aye	Hokan – District 4	Absent
Gilbert Odonkor – District 1	Aye	Courtney Costigan – District 5	Aye
Jenny Ackerson – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Bob Byers – District 6	Absent
Dave Carlson – District 3	Absent	Lou Miranda – District 6	Aye
Laura Groenjes Mitchell – District 3	Aye	Greg Anderson – District 7	Aye
Jay Eidsness – District 4	Aye	Lee Newman – District 7	Absent

RESOLUTION ADOPTED

Attest: 
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

HENNEPIN COUNTY

MINNESOTA

March 30, 2022

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

Re: Support for 2022 Regional Solicitation Application
Multiple Regional Trail Projects off County Roadway System

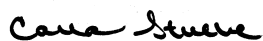
Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting a number of applications for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed projects include the following locations that are anticipated to improve conditions for people walking and biking as recommended in current master planning efforts. Hennepin County supports each of these funding applications; noting that no impacts to roadways under county jurisdiction are anticipated.

- Shingle Creek Regional Trail – Through Palmer Lake Park, Shingle Creek Parkway, and Centerbrook Golf
- Dakota Rail & Luce Line Connector – Along Ferndale Road, Wayzata Boulevard, and Barry Avenue
- Nine Mile Creek Regional Trail – Along 11th Avenue

At this time, Hennepin County has no funding programmed for these projects in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in these projects. Additionally, we kindly request that Three Rivers Park District includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along each of these important regional trail corridors.

Sincerely,



Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us





City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834

Web address: www.hopkinsmn.com

March 22, 2022

Kelly Grissman, Director of Planning
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

Re: Letter of Support
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities
Nine Mile Creek Regional Trail- Reconstruction along 11th Avenue

Dear Ms. Grissman:

The City of Hopkins (City) enthusiastically supports Three Rivers Park District's federal transportation funding request for reconstruction of the Nine Mile Creek Regional Trail along 11th Avenue. The City understands that this project will enhance the local and regional bicycle transportation system for our residents by providing safe, protected bikeway to access our downtown, area jobs and Metro Green Line stations.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Nine Mile Creek Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the development of the trail by approving the master plan in 2013.

Specifically, this project will reconstruct 2200 feet of regional trail including:

- Reconstruction of 750 feet of substandard sidewalk conversion to 10-foot-wide trail standard
- Reconstruction of 1450 feet of substandard, end of life trail
- Associated retaining wall reconstruction

This project will enhance the livability and quality of life in the City by improving mobility and connectivity to the local and regional trail system as well as transit and local retail/ employment centers from a predominantly low and moderate income area of the City. The City looks forward to working with you on the implementation of this project and fully supports your funding efforts.

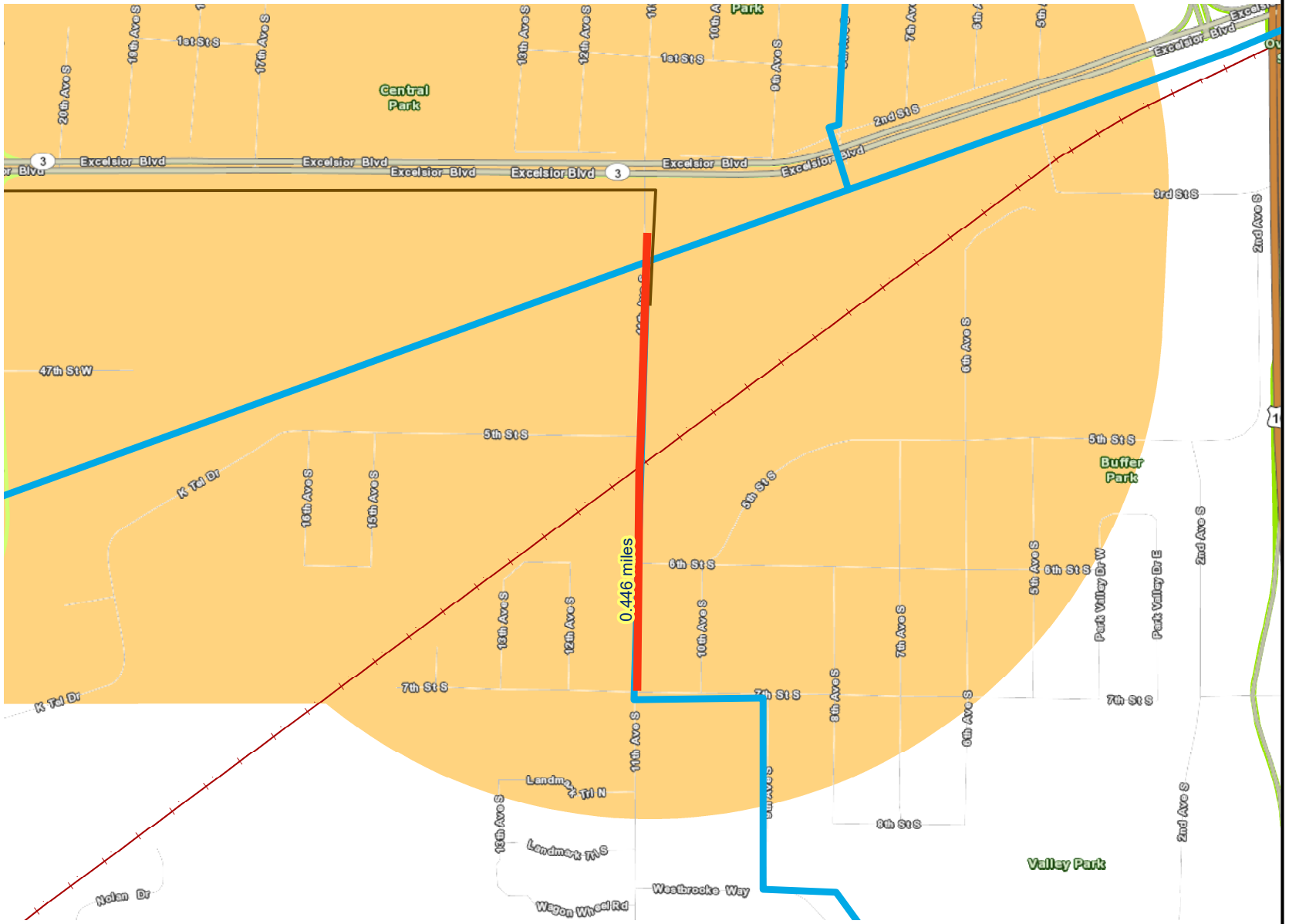
Sincerely,

Kersten Elverum
Director of Planning & Development
kolverum@hopkinsmn.com

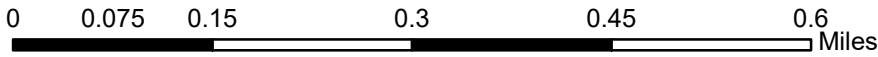
Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



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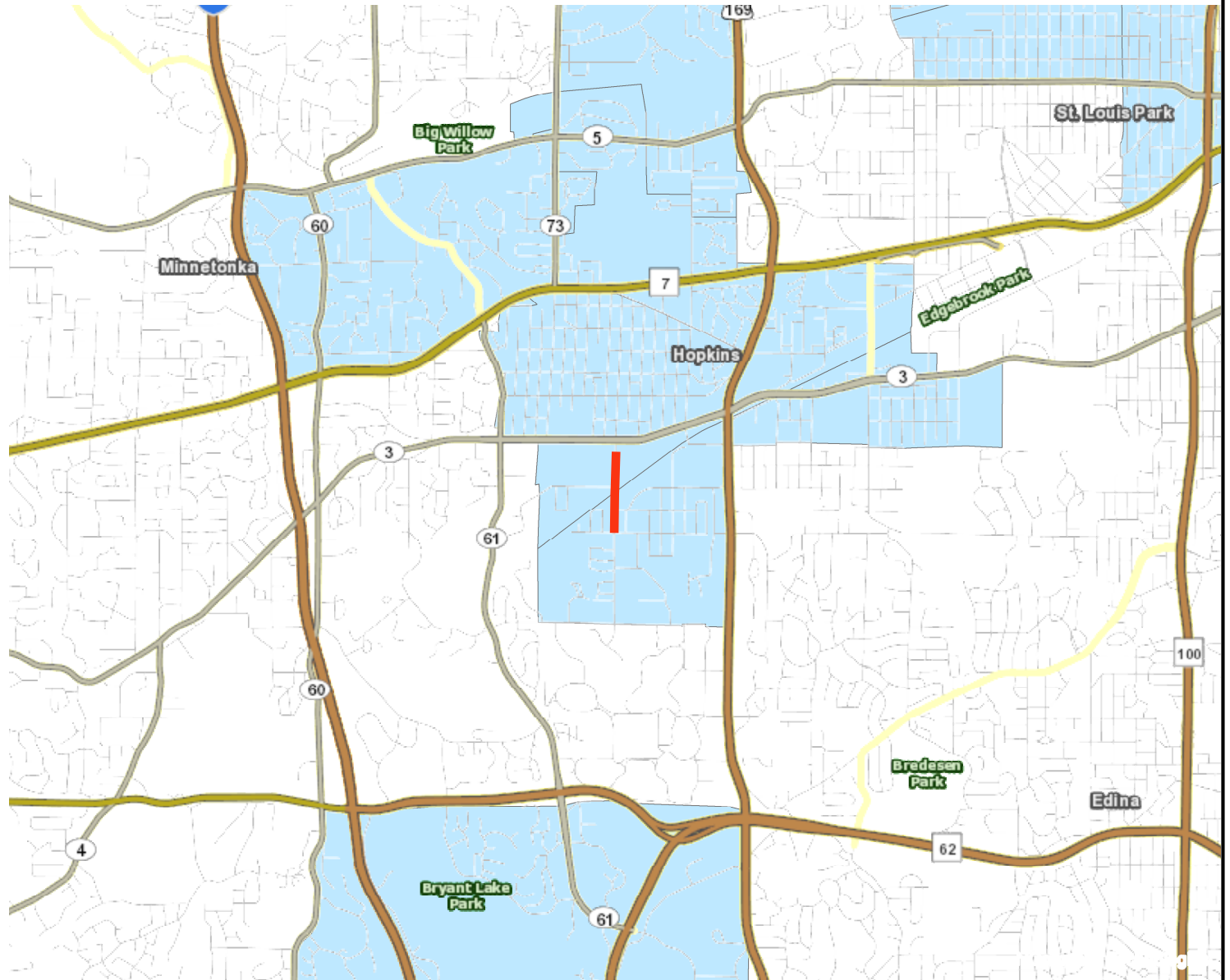


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 670

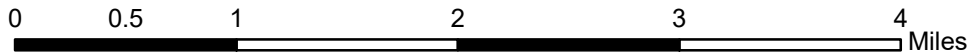
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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Transit Connections

Multiuse Trails and Bicycle Facilities Project: Nine Mile Creek Regional Trail- Hopkins 11th Avenue Trail Re | Map ID:



Results

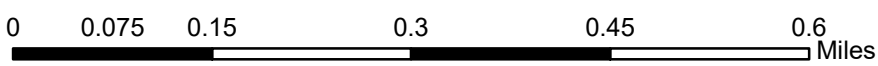
Transit with a Direct Connection to project:
612

*Green Line Extension

*indicates Planned Alignments

Transit Market areas: 2

- Project Points
- Commuter Rail
- Commuter Rail
- Arterial Bus Rapid Transit
- Undetermined
- Light Rail
- Project
- Dedicated Bus Rapid Transit
- Dedicated Bus Rapid Transit
- Dedicated Bus Rapid Transit
- Arterial Bus Rapid Transit
- Modern Streetcar
- Project Area
- Highway Bus Rapid Transit
- Highway Bus Rapid Transit
- Highway Bus Rapid Transit
- Commuter Rail
- Undetermined
- Active Stop
- Light Rail
- Light Rail
- Light Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Arterial Bus Rapid Transit
- Arterial Bus Rapid Transit
- Transit Routes
- Modern Streetcar
- Highway Bus Rapid Transit



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Transit Connections

Multiuse Trails and Bicycle Facilities Project: Nine Mile Creek Regional Trail- Hopkins 11th Avenue Trail Re | Map ID:



Results

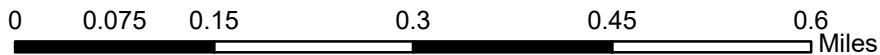
Transit with a Direct Connection to project:
612

*Green Line Extension

*indicates Planned Alignments

Transit Market areas: 2

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 3/29/2022
LandscapeRSA3



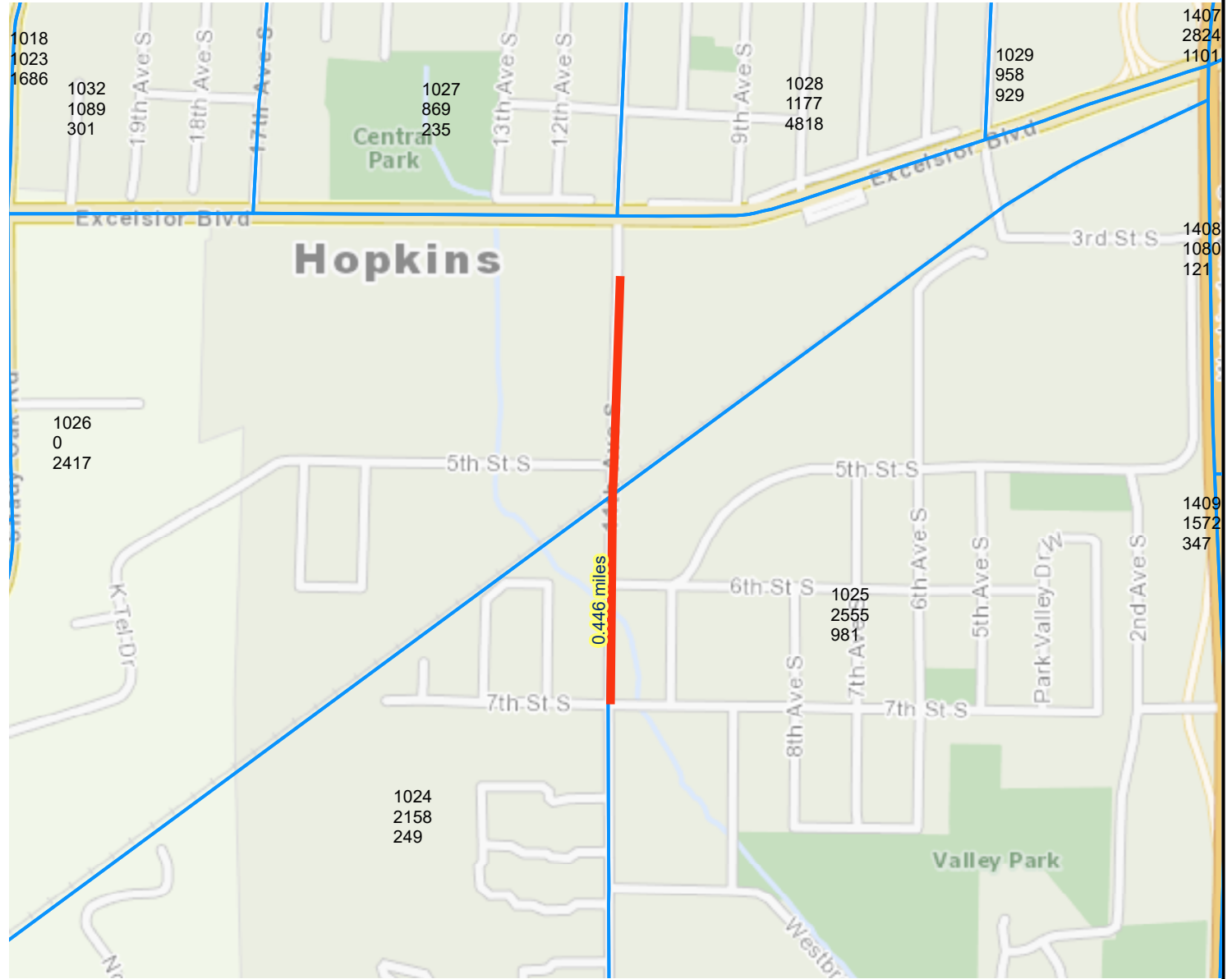
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Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 26745
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-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/29/2022
 LandscapeRSA4



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Nine Mile Creek Regional Trail: 11th Avenue Reconstruction (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Minnesota River Bluffs Regional Trail and 7th Street along 11th Avenue in Hopkins, Hennepin County

Total Project Cost – \$950,000

Requested Federal Amount - \$760,000

Local, Secured Match Amount - \$190,000

Project Description:

This project includes removal of 2,200 feet (~0.4 miles) of end-of-useful life concrete sidewalk/bituminous trail and replacement with a 10 foot wide, multi-use bituminous trail. The project increases connectivity by removing the final gap in the entire 12 mile regional trail corridor and seamlessly connecting the Nine Mile Creek Regional Trail with the MN River Bluffs, Lake Minnetonka, Cedar Lake and North Cedar Regional Trails which all converge in Hopkins. Additionally, the project is part of the broader Hopkins pedestrian and biking network designed to connect people walking and biking to the SWLRT corridor and its stations.



Project Location

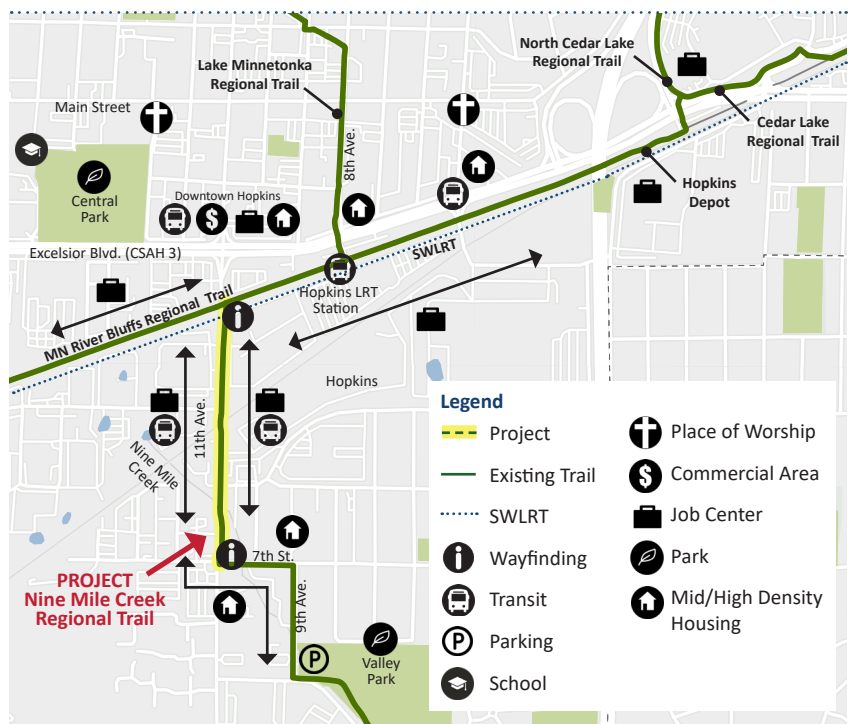
Proposed Project Elements:

- Remove end-of-useful life sidewalk/trail and replace it with a 10-foot-wide paved, multi-use and two-directional trail that meets regional trail standards and is physically separated from vehicles
- Installation of ADA compliant curb ramps and truncated domes at all road crossings
- Replace 210 feet of failing retaining wall directly adjacent to the trail
- Enhance wayfinding and associated connectivity of the existing Nine Mile Creek Regional Trail through consistent design and distinguishable differences from the local sidewalk network
- Creative design to address pinch points at an existing railroad bridge, bus stop and creek crossing.

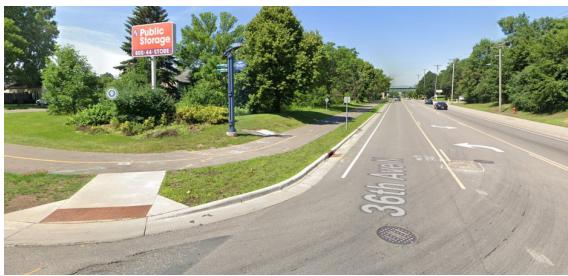
Proposed Benefits Include:

- Direct and purposeful access to downtown Hopkins' retail and commercial district, light rail transit, Hopkins Artery, and Valley Park via this project and associated regional trails.
- Consistent, level, and stable trail surface across the entire 12 mile Nine Mile Creek Regional Trail serving users of all abilities and ages.
- Improved safety of all trail users by physically separating them from vehicles and providing an appropriately designed facility to meet multiple user types needs.
- ADA accessible route and road crossings.

Project Map



Desirable After Condition:



Urban Trail Examples: These photos show the desired after conditions of the 11th Avenue corridor including how the trail could go under the existing railroad bridge.

Transportation Facts:

A 2015 bicycle parking study completed by the SWLRT project concluded that the Hopkins LRT station would see an average daily bicycle parking demand for 77 bicycles. The Shady Oak station demand is anticipated at 46 bicycles. Both stations are less than ½ mile via trail from this project location.

Demand for safe places to bike, walk and run is evident by regional trail visitation. Nine Mile Creek Regional Trail receives 435,000 annual visits with 17% of visits serving a transportation function. This will continue to grow with the completion of this project and direct connection to the SWLRT and the four other regional trails in Hopkins - of which three receive over 500,000 annual visits and have over 30% of visits attributed to transportation purposes.

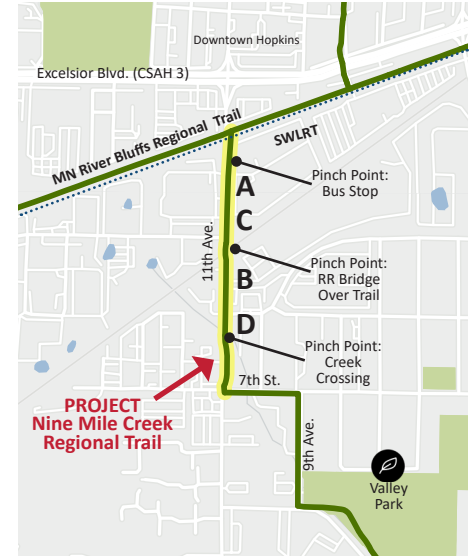
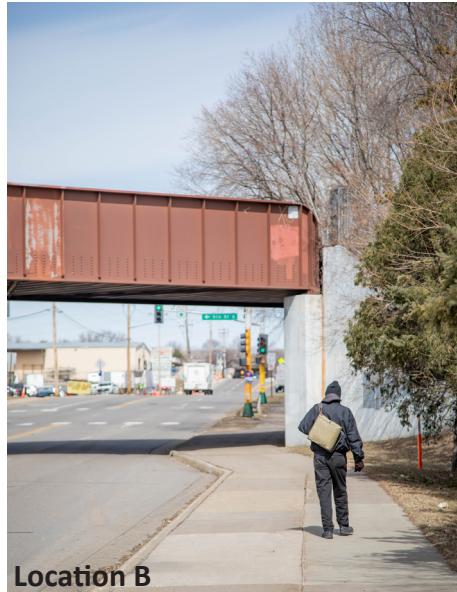
Nine Mile Creek Regional Trail: 11th Avenue Reconstruction Supporting Photos



Pinch Points:

RR Bridge: The adjacent photos shows an area where curb/road reconfiguration and alternative trail design may be needed to safely and comfortably accommodate all right-of-way users.

Bus Stop on Trail: The below photos captures a bus stop/bench located directly on the trail surface creating a pinch point and safety hazard as bus users wait and congregate and trail users attempt to pass through the area.

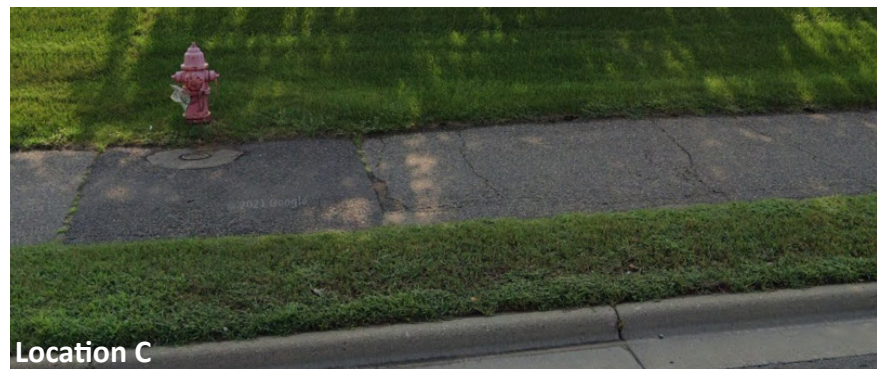


Failing Retaining Wall:



Retaining Wall: A retaining wall adjacent to the trail is starting to fail and will need reconstruction in the near future before it becomes an immediate safety concern. This provides an opportunity to shift the wall further east within the ROW and provide more space to meet regional trail standards between the new retaining wall and curb.

End of Useful Life Trail:

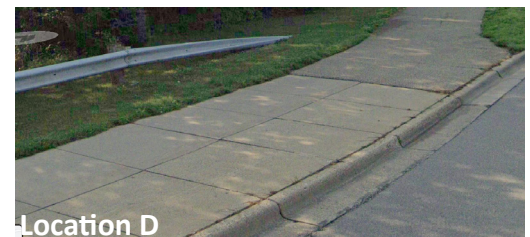


Trail Surface: Some of the existing 'trail' is comprised on end of useful life concrete/sidewalk and some end of useful life bituminous/trail - neither of which meets multi-use, two-directional regional trail standards. This project will rebuild this entire section to regional trail standards increasing useability as well as safety and ADA compliance.

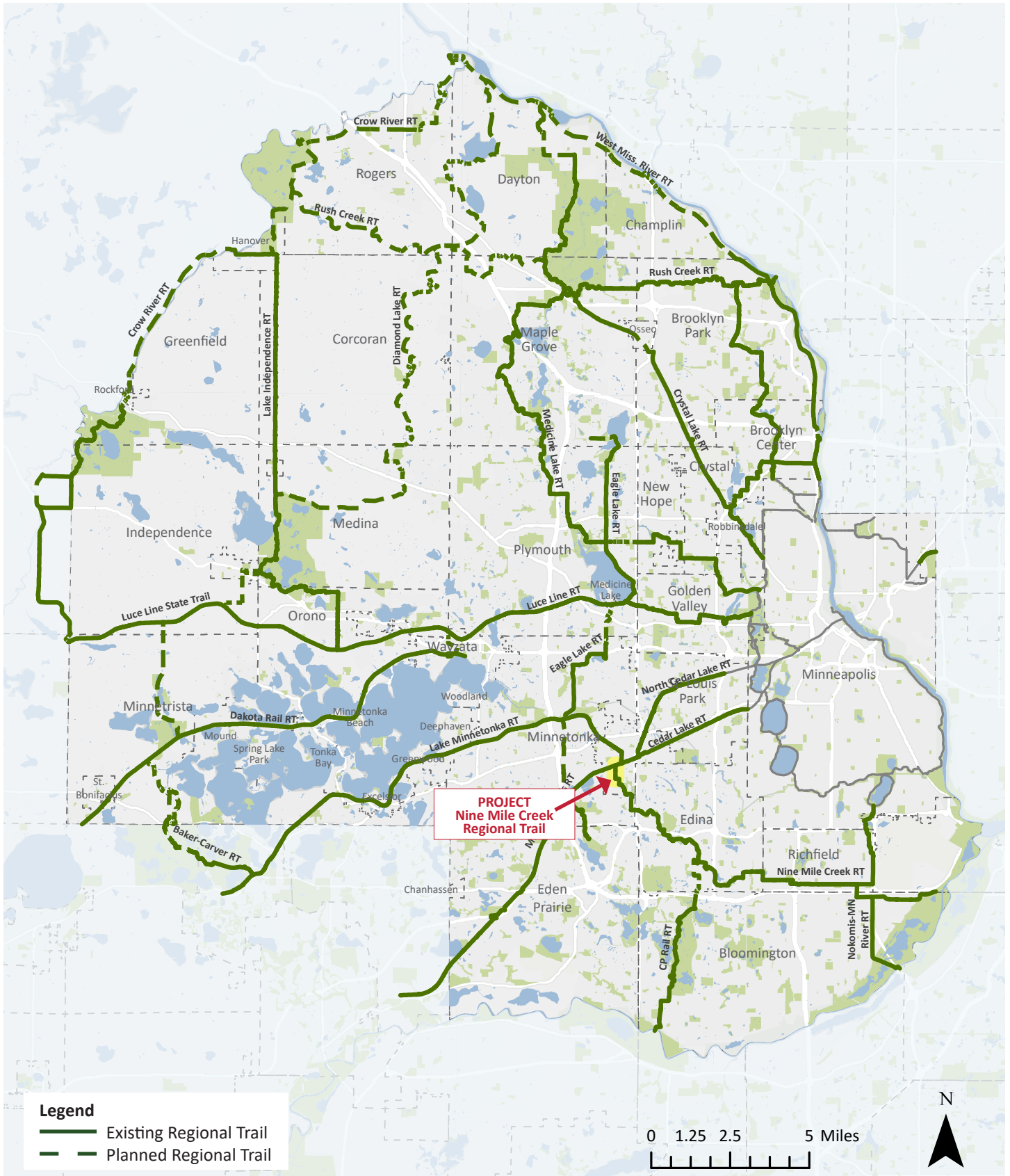
ADA Improvements:



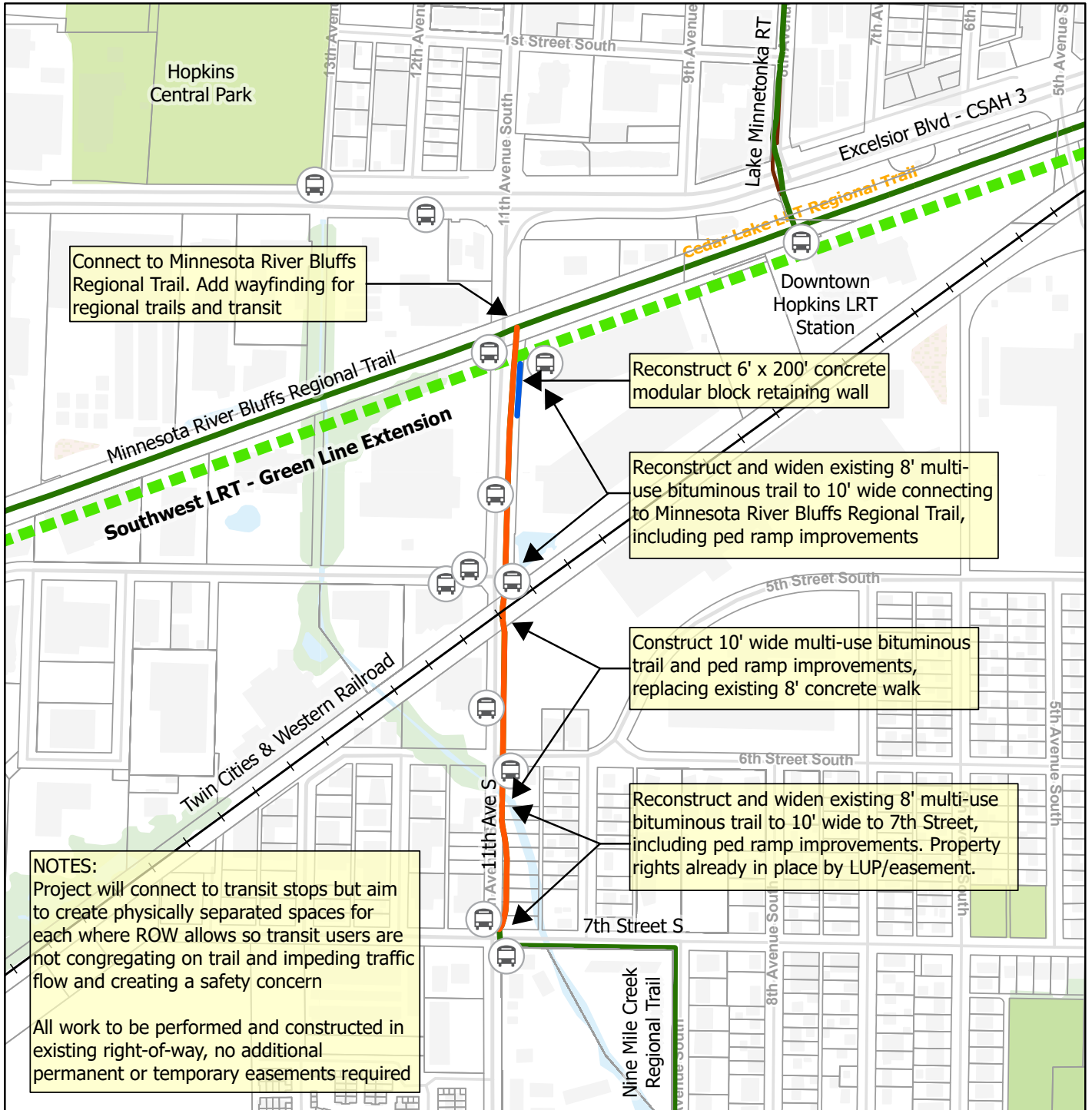
Curb Ramps and Smooth Pavement: The existing concrete sidewalk has a joint pattern that results in a bumpy ride for wheel chairs, motorized scooters and bikes and presents potential tripping hazards due to Minnesota's freeze/thaw cycles. This project will create a smooth, level bituminous trail for year round use for all ages and abilities. This project also upgrades road crossings that are not currently ADA compliant with new curb ramps and truncated domes that extend the width of the trail width.



Nine Mile Creek Regional Trail: 11th Avenue Reconstruction Regional Trail Context Map



Nine Mile Creek Regional Trail: 11th Avenue Reconstruction Project Concept Map



Planning Department
 Revised Date: 4/13/2022

Legend

- Existing Regional Trail
- Planned Regional Trail
- Regional Trail Construction
- Transit Stop



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Three Rivers
Park District
Board of
Commissioners

April 11, 2022

Marge Beard
District 1

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

Dear Ms. Koutsoukos,

Jennifer DeJournett
District 2

Three Rivers Park District is excited to move forward with completion of Nine Mile Creek Regional Trail: 11th Avenue Reconstruction. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman
Vice Chair
District 3

This letter is to confirm that, in addition to traditional maintenance of our regional trail system through the warmer months, Three Rivers Park District intends to provide winter maintenance to ensure that the trail remains accessible for all bicyclists and pedestrians, including persons with disabilities. We generally provide winter maintenance by entering a contract directly with a company who will provide this service or by providing a stipend to the local city to provide maintenance on our behalf. Three Rivers in partnership with the local city will determine which option to move forward with prior to completion of the trail.

John Gunyou
Chair
District 4

John Gibbs
District 5

Sincerely,

Gene Kay
Appointed
At Large

A handwritten signature in blue ink that reads "Boe R. Carlson".

Boe R. Carlson
Superintendent and Secretary to the Board
Three Rivers Park District

Jesse Winkler
Appointed
At Large

Cc: Danny McCullough, Regional Trail System Manager, Three Rivers Park District

Boe Carlson
Superintendent