



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17526 - Brooklyn Park - Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/14/2022 11:06 AM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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

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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 Separation at Hennepin  
CSAH 103

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

City of Brooklyn Park

Jurisdictional Agency (If Different than the Applicant):

Three Rivers Park District

The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District's Rush Creek Regional Trail (a RBTN Tier 2 alignment) at Winnetka Avenue (CSAH 103). This 9.9-mile regional trail connects the Mississippi River Regional Park in Brooklyn Park to the Elm Creek Park Reserve in Champlin, Dayton and Maple Grove. With over 275,000 total annual visitors in 2019, the Rush Creek Regional Trail ranks among the top 10 most used recreational trails in the Three Rivers system.

Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade. Winnetka Avenue is a two-lane, undivided, rural-type roadway with a posted speed limit of 50 mph, currently carrying approximately 7,000 vehicles per day. An additional challenge at this crossing is the trail's dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing. Despite previous vegetation management, sight lines are still limited and contribute to the potential for a vehicle/trail user collision, with the need for safety increasing given ongoing nearby development projects.

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

Three Rivers Park District regional trails are a shared public space for a variety of users, including walkers, runners, dog walkers, bicyclists and in-line skaters. A common safety concern revolves around traffic signs; safety issues can occur when motorists and bicyclists are unsure as to who has the right of way. The proposed grade separated crossing will eliminate this conflict between trail users and motor vehicles, ensuring that the most hazardous 3.7 miles of the 9.9-mile regional trail will be completely separated from vehicular traffic.

The proposed project supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park. It also connects to two elementary schools, Champlin Park High School, several local and regional parks, and neighboring communities. Additionally, two Metro Transit bus routes (722 and 724) serve the project area, providing connections to Brooklyn Center Transit Center, Shingle Creek Crossing, and other regional destinations. These multimodal connections allow residents without a car to access opportunities across the Twin Cities region and are especially important given that the project is located in a regional environmental justice area.

*(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.**

Rush Creek Regional Trail grade separation at Winnetka Avenue (Hennepin CSAH 103)

*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)** 0.1

*to the nearest one-tenth of a mile*

## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$1,057,600.00

**Match Amount** \$264,400.00

*Minimum of 20% of project total*

**Project Total** \$1,322,000.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** City of 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: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2024, 2025

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 04/01/2026

(Approximate) End Construction Date 11/30/2026

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 (CSAH 103)

Miles of trail (nearest 0.1 miles): 0.1

Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles): 0.1

Is this a new trail? No

Primary Types of Work GRADING, BOX CULVERT UNDERPASS, LIGHTING, AGG  
BASE, BIT. TRAIL, PED RAMPS

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,  
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## 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.

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

Goal B: Strategy B6; 2.7

Goal C: Strategies C1, C2, C15, C16, and C17;  
p2.10-2.12, 2.22-2.24

Goal D: Objectives A and B; p2.26; Strategy D3:  
p2.27

Goal E: Objectives C and D; p2.30; Strategy E3  
and E6; p2.31-2.32, 2.34

Goal F: Objective C; p2.35

*(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.

Brooklyn Park Ten-Year Parks and Recreation  
System Plan (pages XV and 50)

Brooklyn Park 2040 Comprehensive Plan draft  
(pages 7-16)

Three Rivers Park District 2040 System Plan p. 17

Rush Creek Regional Trail Master Plan (entire  
document)

Hennepin County 2040 Bicycle Transportation Plan  
p. 37

THRIVE MSP 2040 Regional Parks Policy Plan p.  
14, 45, and 108.

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

(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).

**Multituse 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:** 11/27/2018

City of Brooklyn Park Americans with Disabilities Act Transition Plan for Public Right-Of-Way (2018)

**Link to plan:** <https://www.brooklynpark.org/wp-content/uploads/2020/03/181127-Brooklyn-Park-ADA-Transition-Plan.pdf>

**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

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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.**

[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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$68,000.00
Removals (approx. 5% of total cost)	\$57,000.00
Roadway (grading, borrow, etc.)	\$226,000.00
Roadway (aggregates and paving)	\$226,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$68,000.00
Ponds	\$12,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$12,000.00
Traffic Control	\$23,000.00
Striping	\$6,000.00
Signing	\$6,000.00
Lighting	\$17,000.00
Turf - Erosion & Landscaping	\$34,000.00
Bridge	\$136,000.00
Retaining Walls	\$12,000.00
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	\$226,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,129,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$158,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$3,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$12,000.00
Streetscaping	\$6,000.00
Wayfinding	\$2,000.00
Bicycle and Pedestrian Contingencies	\$12,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$193,000.00</b>

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## 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>

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## Transit Operating Costs

<b>Number of Platform hours</b>	0
<b>Cost Per Platform hour (full loaded Cost)</b>	\$0.00
<b>Subtotal</b>	\$0.00

Other Costs - Administration, Overhead,etc. \$0.00

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## Totals

Total Cost \$1,322,000.00  
Construction Cost Total \$1,322,000.00  
Transit Operating Cost Total \$0.00

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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 1649916600059\_RushCreekRBTNMap.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 16518

Existing Employment Within One Mile (Integer Only) 3836

Upload the "Population Summary" map 1649916683001\_RushCreekPopandEmploymentMap.pdf

Please upload attachment in PDF form.

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## 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 proposed project is located in a census tract where 48.5 percent of the population identifies as BIPOC. The median household income in 2016-2020 in Brooklyn Park was \$73,207, with 9.2 percent of the population under the poverty line, 10.8 percent age 65 and older, and 6.1 percent were persons with a disability under age 65.

Extensive community engagement efforts have been conducted as part of multiple planning processes by the City of Brooklyn Park, Hennepin County, and Three Rivers Park District, including targeted engagement of equity populations.

In 2015, the Brooklyn Park Pedestrian and Bicycle Plan included five pop-up events and community workshops, an online survey taken by 142 users, and a mapping application that generated 175 comments. Community feedback resulted in the identification of a bicycle and pedestrian barrier on the Rush Creek Regional Trail at Winnetka Avenue, as well as significant interest in improving bicycle and pedestrian connections to the proposed Blue Line LRT stations.

**Response:**

In 2017 and 2018, the City completed an update to its 2040 Comprehensive Plan. Public engagement included a 26-member Community Advisory Team (CAT), a 40-member Community Outreach Team (COT), and Youth Facilitators; these groups helped facilitate meetings and solicit input. The community engagement process generated a total of 3701 surveys, of which 1,869 were completed online and 1,832 were conducted in person.

The project proactively engaged the community at public events and gatherings, enabling a broader cross-section of the residents to participate in the planning process. Community engagement events

included over 20 pop-up meetings, as well as meetings with the organization ACER (African Career, Education and Resources, Inc.), Rec on the Go events, and community at-large meetings. Survey respondents included 52 percent between the ages of 19 and 49 and 43 percent people of color. A grade-separated crossing for the Rush Creek Regional Trail at Winnetka Avenue was specifically identified as a priority for completion within the next 10 years. The plan also identified a future Signature Event Area (SEA) near the project, with the goal of enhancing tourism and economic development.

Additionally, Three Rivers Park District was a partner in the 2040 Hennepin County Bicycle Transportation Plan. Engagement activities included targeted outreach to equity groups. Themes drawn from these engagement efforts include:

- Preference for facilities that increase separation between motor-vehicle traffic and bicycle traffic;
- Desire for improved connections between neighborhoods to regional trails and local destinations;
- Traffic safety concerns at intersections and trail crossings; and
  
- Desire for improved coordination between jurisdictions.

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

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## **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.*

The proposed grade-separated crossing provides safety, access and public health benefits to the City's most vulnerable and disenfranchised residents.

Safety: Foliage along the trail also makes it difficult for motorists and trail users to see oncoming traffic. The nearest controlled intersection is 0.8 miles to the north making it inconvenient to use, forcing users to connect to the trail by using an at grade crossing. The proposed project will enhance safety by separating trail users from vehicular traffic. This protects trail users of all skills, especially children, the elderly, and disabled from high-speed vehicles at the Winnetka Avenue crossing. This makes the trail more user friendly and accessible for all groups.

**Response:**

Access: Since the underpass is in a census tract that is above the regional average for population in poverty or population of color, underserved populations will benefit from improved access to increasing employment opportunities in the project area. This includes more direct access to such as the Target Northern Campus Expansion, and expanding business parks such as Gateway Business Park, which is home to more than 300 jobs with room to grow, and NorthPark Business Park, which has almost 300 acres of land that is yet to be developed (see attached map). In all, the project area is forecast to have an additional 10,000 jobs by 2040.

The project would also facilitate regional transit connections by connecting to Winnetka Avenue trail improvements planned as part of the future Blue Line LRT project. This would enable safe and continuous connections between the Rush Creek Regional Trail and the Oak Grove Transit Station

and park-and-ride facility, as well as two existing Metro Transit bus routes (722 and 724). These benefits are especially important for equity populations in the project area, including persons of color (over 60 percent), persons born outside the U.S. (20 percent) and persons who speak a language other than English (25 percent). Each of these groups disproportionately rely on public transit and would benefit from improved bicycle and pedestrian access to transit stations.

Public Health: The Brooklyn Park 2025 strategic goals related to the System Plan include "people of all ages have what they need to feel healthy and safe". Trail corridors provide an important alternative transportation mode while promoting exercise and family or social recreation. This grade-separated crossing allows residents to utilize entire Rush Creek Regional Trail and its connections (Mississippi Gateway Regional Park, Elm Creek Park Reserve, and many local parks (e.g., Oak Grove Park, Orchard Trail Park, and North Trail Park). This project will not displace or negatively impact the disadvantaged populations present in the project area.

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

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## **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.*



As shown on the Socio-Economic Conditions map, there are 10 publicly subsidized rental housing units in census tracts with 1/2 mile of the project.

In addition, according to the Met Council's 2021 Housing Performance Scores, Brooklyn Park has a score of 100, the highest score available. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households.

There are residential homes northeast of the proposed project. In addition there is a senior housing unit (610 West apartments) located approximately 1 mile from the proposed project (see attached map).

**Response:**

A grade-separated crossing at Winnetka Avenue (CSAH 103) will significantly improve the multimodal safety, access, and mobility of the Rush Creek Regional Trail for the surrounding residential properties that include a high percentage of BIPOC populations (48.5 percent) that may not own a private vehicle, and rely on transit, bicycling and walking as their mode of transportation.

The proposed project will improve access along the Rush Creek Regional Trail for the residential properties adjacent to the trail. There are several destinations located near or along the Rush Creek Trail (see attached map) including several churches, daycares, schools, and shopping areas. The Rush Creek Trail also provides an important connection to several parks and recreational facilities.

Additionally, Metro Transit is planning to construct an extension of the METRO Blue Line that terminates at the Oak Grove Parkway Station just south of the proposed project. The future BLRT project will complete Winnetka Avenue connections to 109th Avenue and BLRT to the south. There are several areas of concentrated poverty located along this transit route. The grade-separated crossing of the Rush Creek Regional Trail will provide direct benefits to these populations by creating a safer, more efficient crossing at Winnetka Avenue (CSAH 103) and thereby promoting health equity and active living.

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

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## 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.

1649917058842\_RushCreekSocioEconMap.pdf

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## 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.*

The proposed grade separation along the Rush Creek Regional Trail is a Tier 2 RBTN Alignment, a priority alignment for regional investment given its ability to attract the most users, connect to growing concentrations of employment and circumvent a physical barrier in the regional bikeway system. Mitigating this physical barrier will increase the flow of seamless and accessible travel throughout the trail system- the only east-west regional trail in the City of Brooklyn Park. Additionally, the Rush Creek Regional Trail is accessed by over 275,000 users annually.

**Response:**

Barriers/Safety: The proposed project will eliminate the existing at-grade crossing at Winnetka Avenue, a high-speed arterial roadway carrying 7,000 vehicles per day. Traffic volumes on Winnetka Avenue are expected to increase in the near future due to growing traffic congestion on US 169, as well as construction of the Oak Grove Transit Station and Blue Line LRT. Increased volumes will further exacerbate the safety concerns at the existing at-grade crossing.

The Three Rivers Park District 2040 System Plan emphasizes removing barriers (e.g., at-grade vehicle-pedestrian/bicycle crossings) that may inhibit access to nature and decrease safety and overall experience for trail users. Implementing this proposed project would resolve the existing safety barrier and make the trail experience more seamless and pleasant for all users.

Safety issues at the trail crossing have caused Three Rivers Park District to install specific signs on the trail approaches to Winnetka Avenue. These signs read "This crossing is not a crosswalk. State law requires all trail users to stop and yield to vehicles," yet vehicles on Winnetka Avenue still

regularly yield, resulting in multiple crashes and near-misses near the trail crossing. Similar accidents across the Twin Cities region have occurred when stopped vehicles are rear-ended or improperly passed by other cars. These crashes jeopardize the safety of both trail users and people in vehicles, but especially those who are most vulnerable: people walking, biking, or rolling.

**Continuity/Connectivity in Trail Connections:** The 9.65-mile Rush Creek Regional trail connects the Mississippi Gateway Regional Park in Brooklyn Park to the Elm Creek Park Reserve in Champlin, Dayton and Maple Grove. The proposed project creates a grade-separated greenway between the two regional parks and will create a more continuous connection to numerous north-south trails in multiple cities: 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, and Medicine Lake Trail (15.6 miles) connecting to Maple Grove and Plymouth.

*(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**

*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**

Yes

*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**

Within the project area, there have been two vehicle-pedestrian/bicycle crashes reported in the last three years. In 2021, there was a vehicle crash reported at the existing at-grade crossing of the Rush Creek Regional Trail. A vehicle was stopped on Winnetka Avenue (CSAH 103) to allow a bicyclist to cross the roadway. A second vehicle swerved and hit a trail crossing sign to avoid rear ending the first vehicle. In 2019, there was a minor injury vehicle-pedestrian crash reported just west of the proposed project. A vehicle turned onto the trail from the existing at-grade crossing at Winnetka Avenue (CSAH 103) and was driving on the trail when it struck a pedestrian. A grade-separated crossing as included with the proposed project would have prevented these crashes from occurring by eliminating vehicle-pedestrian/bicycle conflict. In addition to the reported crashes, the City of Brooklyn Park regularly receives complaints and calls regarding near misses at the Rush Creek Regional Trail crossing, with multiple reports every year.

**Response:**

The existing crossing creates a significant safety concern for vehicles traveling along Winnetka Avenue (CSAH 103) and trail users. Currently, regional trail users cross Winnetka Avenue a two-lane undivided roadway with a 50-mph speed limit at grade and mid-block. High speeds on Winnetka Avenue where trail users have difficulty determining if there is a large enough gap to cross safely. Finally, these types of crossings are challenging due to bicyclists not obeying the traffic signs requiring them to stop at roadway crossings, such as Winnetka Avenue. There is often the confusion between the motorists and bicyclists on who has the right-of-way as some believe this crossing to be a crosswalk. In addition to feedback from trail users, the City has received many complaints from motorists unable to see trail users at the existing

crossing on Winnetka Avenue, creating hazards to all users.

As part of its comprehensive plan, the City of Brooklyn Park completed extensive community engagement. Feedback from approximately 3,701 survey responses resulted in the recommendation of a grade-separated crossing at Winnetka Avenue (CSAH 103). Underpasses have proven to be effective in facilitating pedestrian/bicycle/in-line skater movements along the Rush Creek Regional Trail, such as the existing underpasses at Douglas Drive (CSAH 14) and Noble Parkway (CSAH 12). Plus, underpasses are less stressful for bikers. The proposed grade-separated crossing will eliminate the conflict between trail users and vehicular traffic at Winnetka Avenue and reduce vehicle/vehicle conflict on the roadway itself.

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

---

## **Measure A: Multimodal Elements**



The Rush Creek Regional Trail grade-separated crossing at Winnetka Avenue will improve safety for bicyclist, pedestrians, transit and vehicles. The proposed project will safely integrate all trail users, including walkers, runners, dog walkers, bicyclists and in-line skaters with an underpass that eliminates the vehicle-pedestrian/bicyclist conflicts. Trail users will feel safer along the corridor by removing the need to stop at Winnetka Avenue and determine when a large enough gap in high-speed traffic is available to cross. The proposed project will ensure that 3.7 continuous miles out of the 9.9-mile regional trail will be completely separated from vehicular traffic, improving the overall trail experience and safety.

**Response:**

The regional trail grade separation will also improve the mobility and safety of vehicular traffic on Winnetka Avenue. With high-speed traffic on this roadway corridor and dense foliage at the trail crossing, motorists do not have advanced notice of the at-grade crossing. In addition to the conflict with pedestrians, bicyclists and in-line skaters, vehicle/vehicle conflicts (typically rear-end crashes) will be eliminated at the trail crossing with the construction of the proposed grade separated crossing.

The proposed project includes improving Winnetka Avenue to a 52-foot roadway with 10-foot trails on both sides to match into existing at touchdowns north and south of the trail. The future BLRT project will complete Winnetka Avenue connections to BLRT to the south; the City of Brooklyn Park and Hennepin County will subsequently complete trail connections to 109th Avenue to the north.

The project area connects to a variety of existing

and planned transit services. There are currently two Metro Transit bus routes (722 and 724) that connect to the trail near the grade-separated crossing. Transit 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. Planned transit service include the Blue Line LRT Oak Grove Transit Station and park-and-ride facility. Additionally, 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.

*(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.*

In 2015, the Brooklyn Park Pedestrian and Bicycle Plan included five pop-up events and community workshops, an online survey taken by 142 users, and a mapping application that generated 175 comments. Community feedback resulted in the identification of a bicycle and pedestrian barrier on the Rush Creek Regional Trail at Winnetka Avenue, as well as significant interest in improving bicycle and pedestrian connections to the proposed Blue Line LRT stations.

**Response:**

In 2017 and 2018, the City completed an update to their 2040 Comprehensive Plan. As part of this plan the following public engagement was completed: A community open house was held on October 30, 2017. A 26-member Community Advisory Team (CAT), a 40-member Community Outreach Team (COT), and Youth Facilitators were actively involved in the planning process and helped facilitate meetings and solicit input from the community. The community engagement process generated a total of 3701 surveys, of which 1,869 were completed online. The other 1,832 (approximately half) were conducted in person. A significant effort was made to proactively convene and reach out to the community where they were already gathering for an event. This allowed for a larger percentage of the community to be informed and engaged in the planning process and participate in survey outreach. Community engagement events included over 20 pop-up meetings, meeting with community-based organization ACER (African Career, Education and Resources, Inc.), attending Rec on the Go events, and attending community at-large meetings. The overall cross-section of the community that replied to the survey represented the City's demographic fairly well with over 52 percent of respondents being age 19-49 and 43 percent being people of color.

A grade-separated crossing for the Rush Creek Regional Trail at Winnetka Avenue was specifically identified in the comprehensive plan as a priority for completion within the next 10 years. The plan also identified a future Signature Event Area (SEA) near the project, with the goal of enhancing tourism and economic development.

As previously noted in the equity section, Three Rivers Park District was a partner in the 2040 Hennepin County Bicycle Transportation Plan, which engaged stakeholders to identify priorities for future bikeway improvements. This project supports the plan's aims to reduce vehicle conflicts and provide safer access to destinations, especially at trail intersections.

*(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](mailto:colleen.brown@state.mn.us).**

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.** Yes

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**

1649950661145\_RushCreekTrail\_Layout.pdf

*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): \$1,322,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,322,000.00

#### Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

## Other Attachments

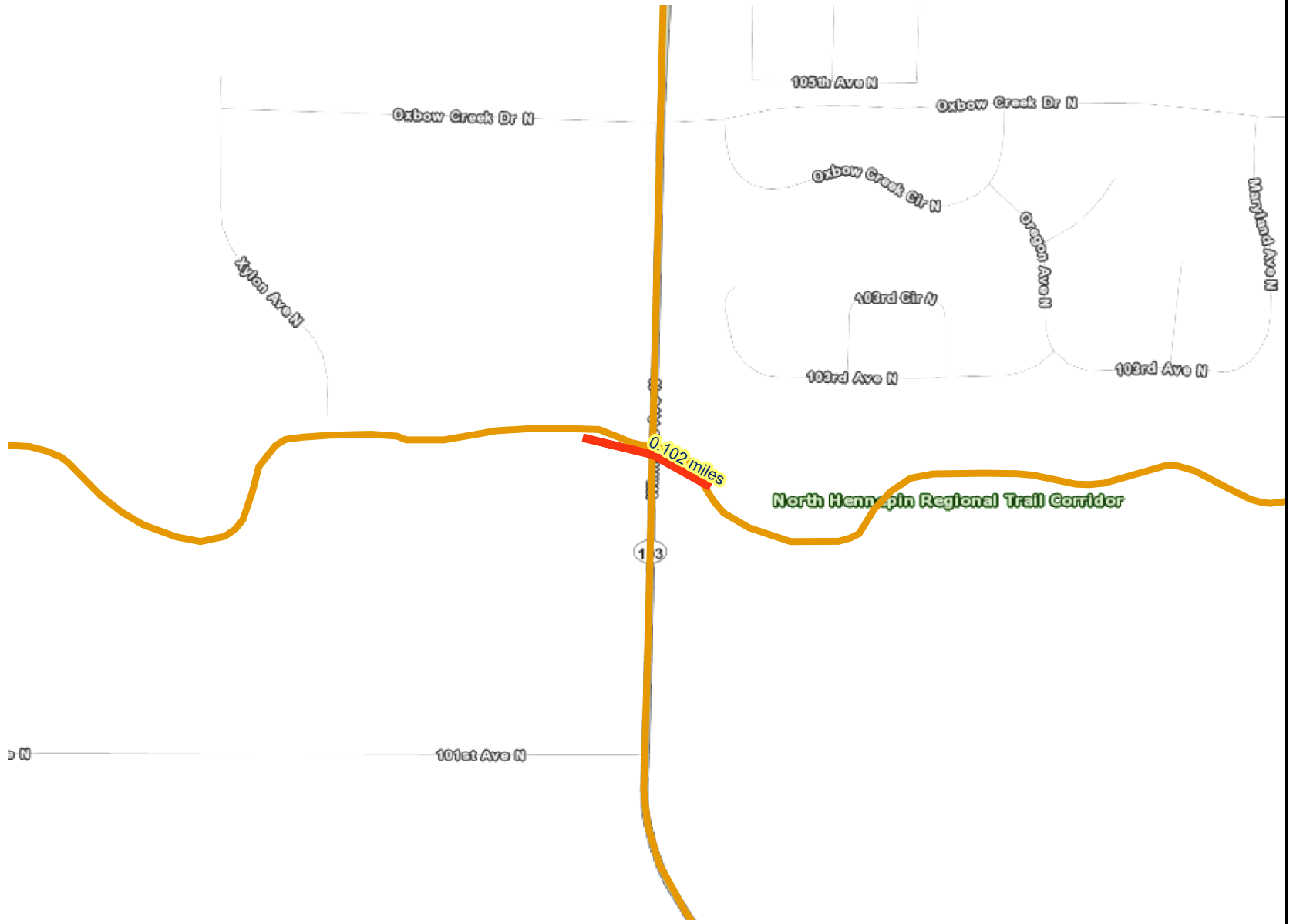
File Name	Description	File Size
RushCreekTransitConnectionsMap.pdf	Rush Creek Trail - Transit Connections	1.1 MB
RushCreek_ExistingPhotos.pdf	Rush Creek Trail - Existing Photos	1.4 MB
RushCreek_LOS_HC.pdf	Letter of Support - Hennepin County	89 KB
RushCreek_project_description.pdf	1 page Project Description	1.5 MB
RushCreek_TRPD_LOS.pdf	Letter of Support - Three Rivers Park District	84 KB

# Project to RBTN Orientation

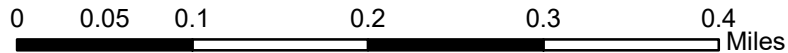
Multiuse Trails and Bicycle Facilities Project: Rush Creek Trail | Map ID: 1648607195083

## Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



Created: 3/29/2022  
LandscapeRSA6



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



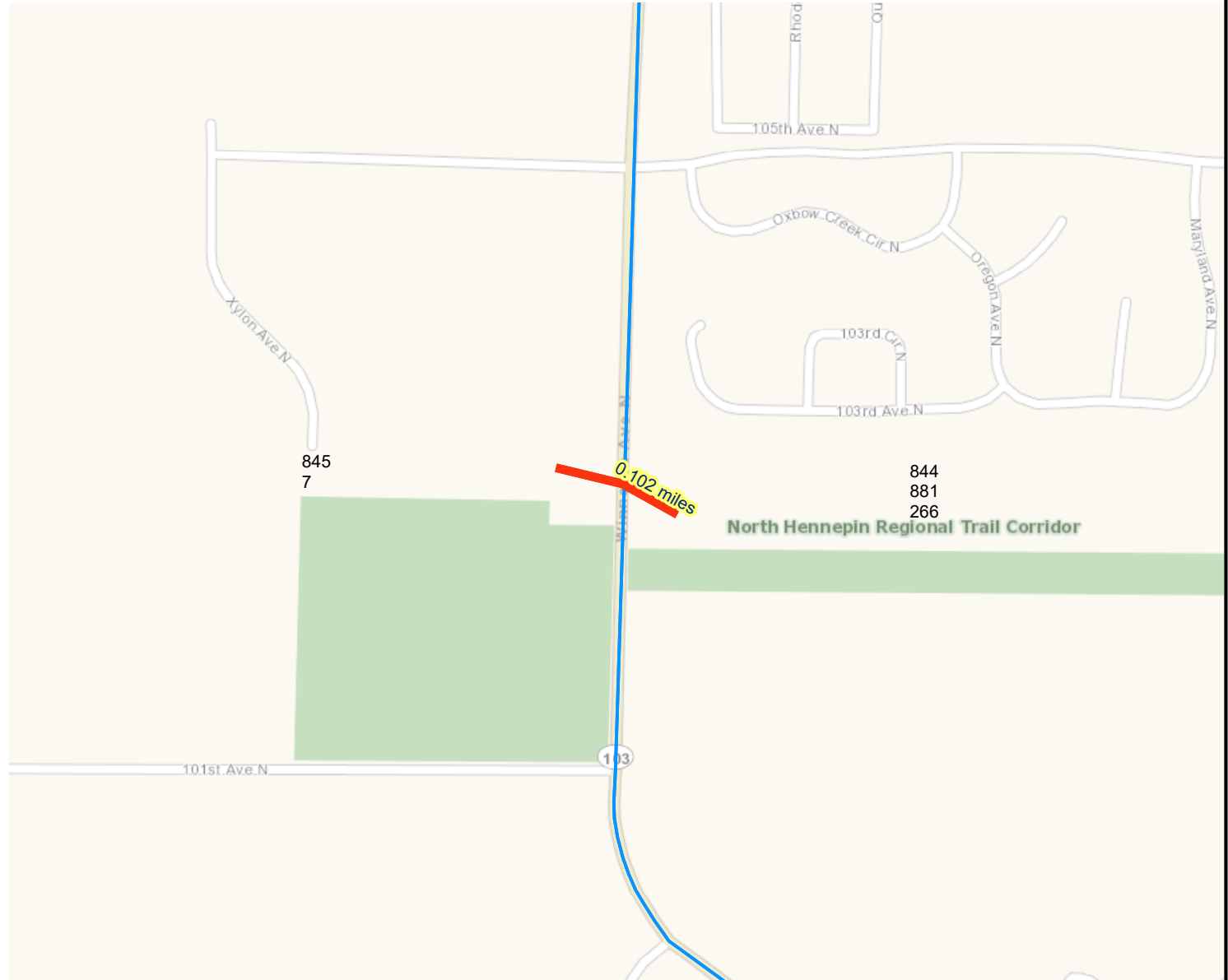





# Population/Employment Summary

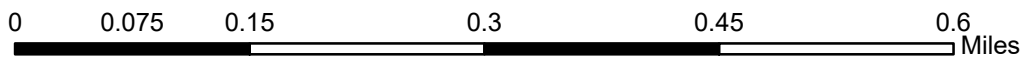
Multiuse Trails and Bicycle Facilities Project: Rush Creek Trail | Map ID: 1648607195083

## Results

Within ONE Mile of project:  
 Total Population: 16518  
 Total Employment: 3836



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/29/2022  
 LandscapeRSA4



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

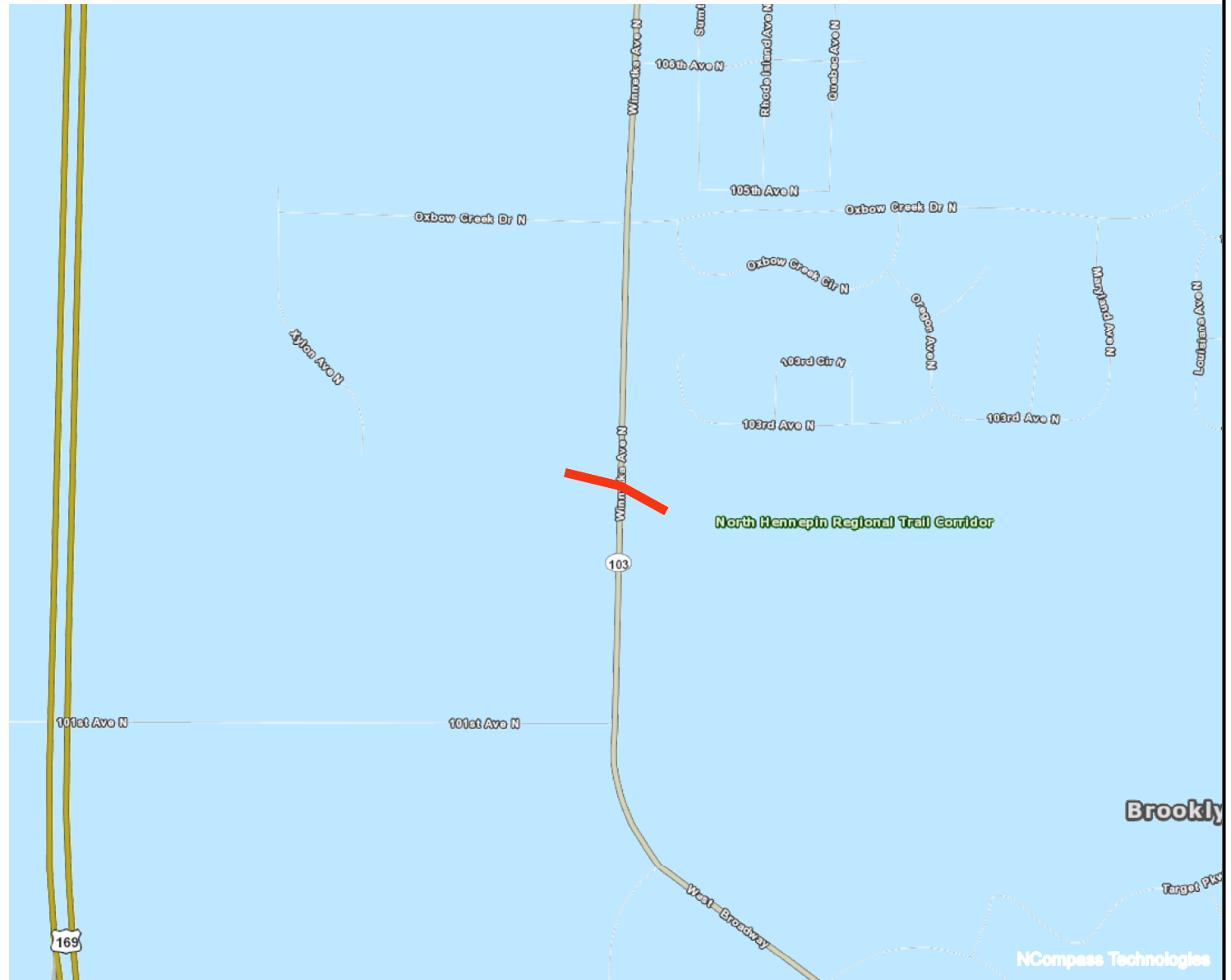


# Socio-Economic Conditions

## Results

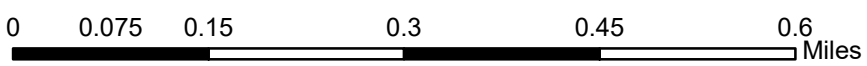
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 10

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

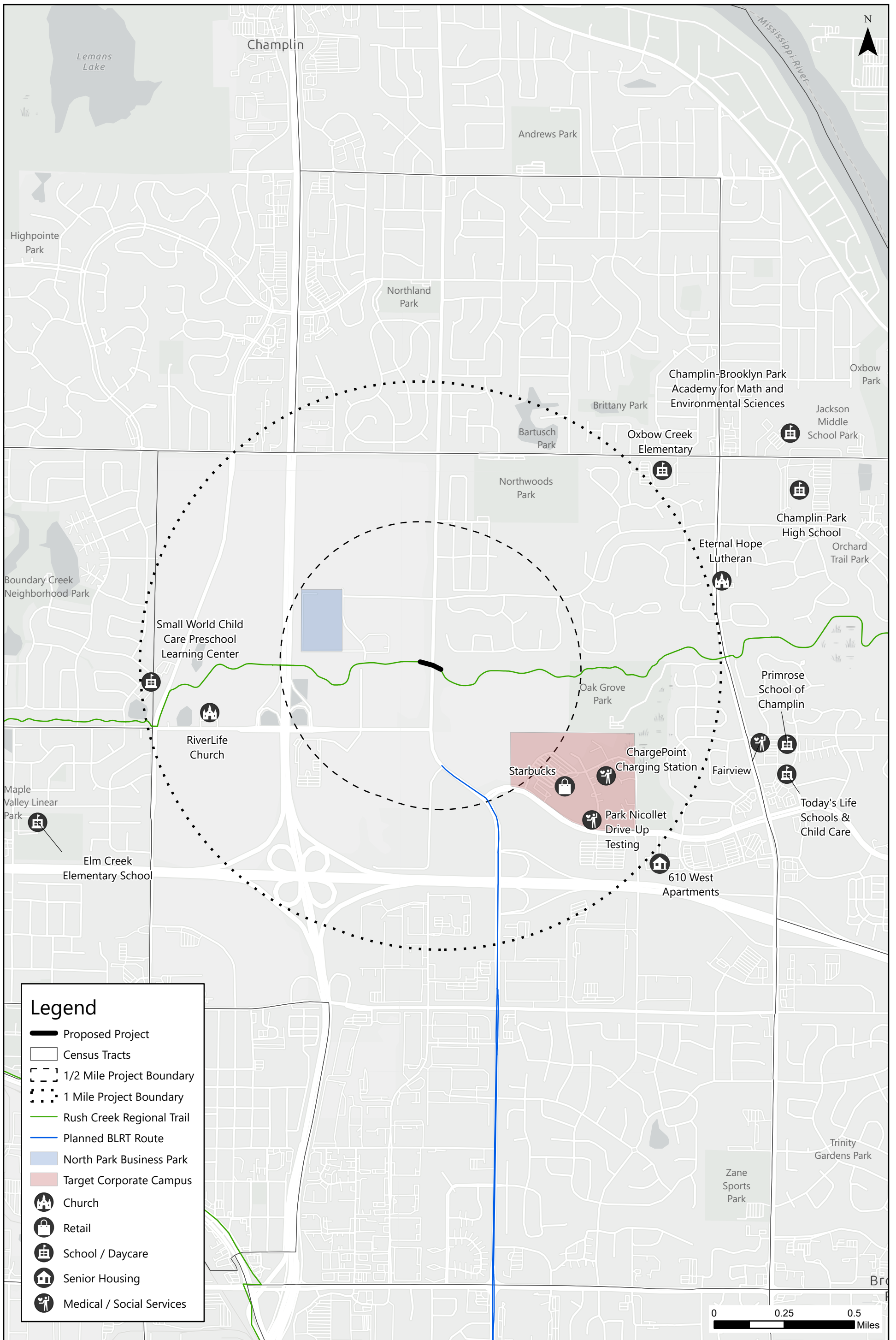


Created: 3/29/2022  
LandscapeRSA2



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



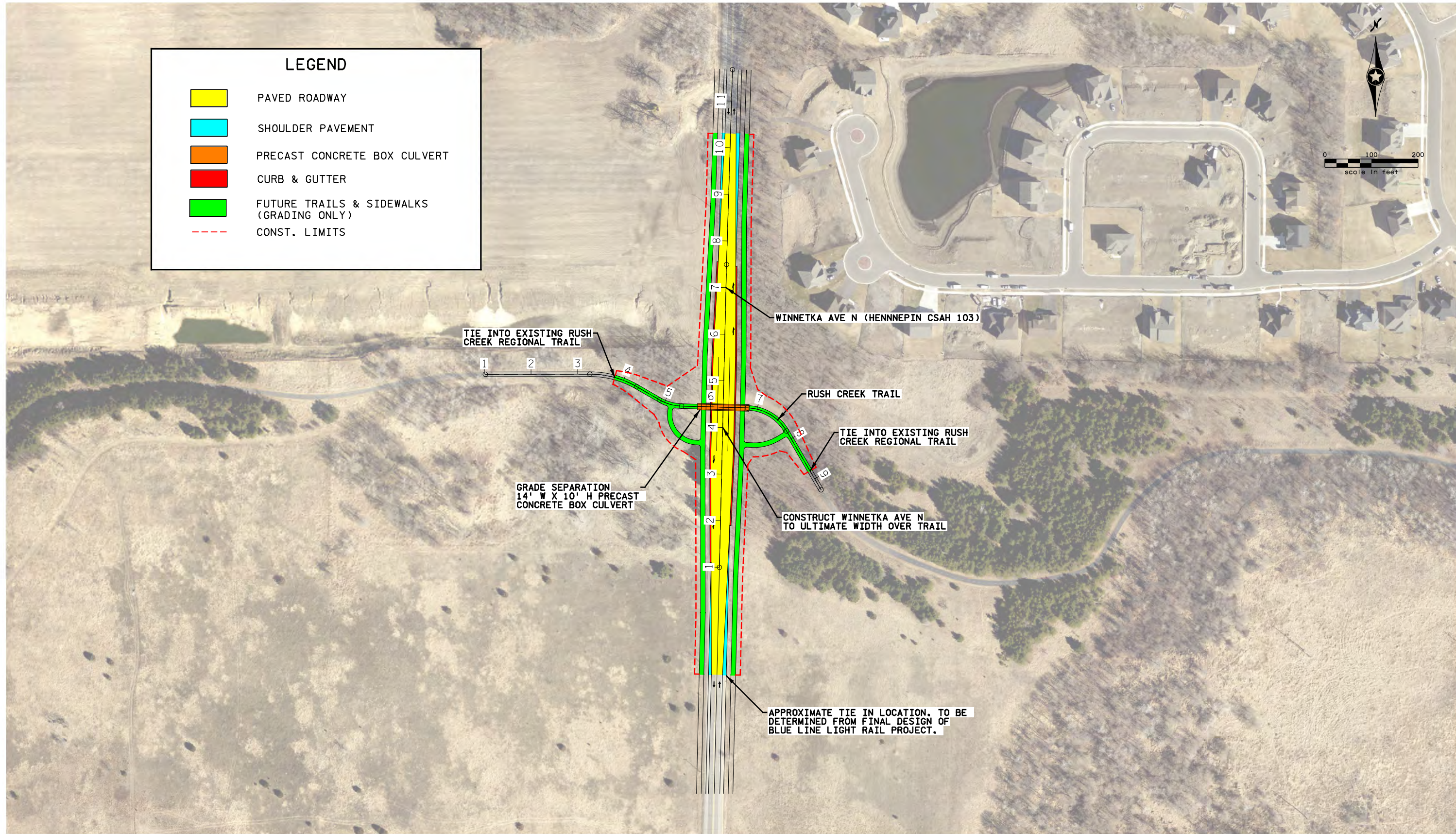


**Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103 Equity and Affordable Housing**

Project Area



I:\Projects\8757\CAD\_BIM\Graphics\8757\_GRAPHIC\_Rush Creek Trail\_Layout\_3\_June2018.dgn



**LEGEND**

- PAVED ROADWAY
- SHOULDER PAVEMENT
- PRECAST CONCRETE BOX CULVERT
- CURB & GUTTER
- FUTURE TRAILS & SIDEWALKS (GRADING ONLY)
- CONST. LIMITS

TIE INTO EXISTING RUSH CREEK REGIONAL TRAIL

WINNETKA AVE N (HENNENPIN CSAH 103)

RUSH CREEK TRAIL

TIE INTO EXISTING RUSH CREEK REGIONAL TRAIL

GRADE SEPARATION  
14' W X 10' H PRECAST  
CONCRETE BOX CULVERT

CONSTRUCT WINNETKA AVE N  
TO ULTIMATE WIDTH OVER TRAIL

APPROXIMATE TIE IN LOCATION. TO BE  
DETERMINED FROM FINAL DESIGN OF  
BLUE LINE LIGHT RAIL PROJECT.



**RUSH CREEK TRAIL**

RUSH CREEK GRADE SEPARATION PRELIMINARY DESIGN  
CITY OF BROOKLYN PARK

8757  
4/7/2022



# Transit Connections

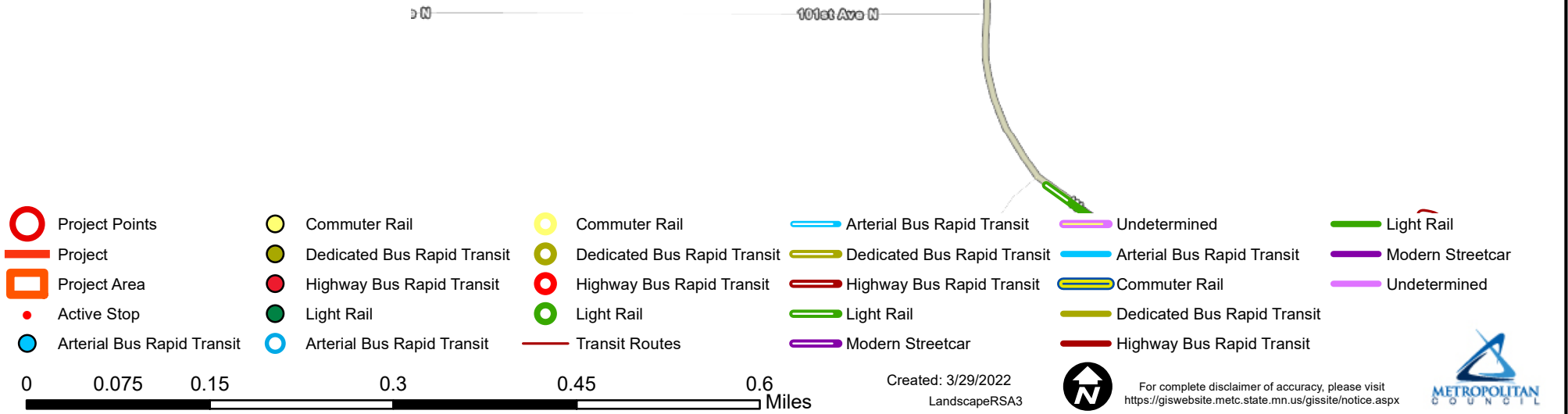
Multiuse Trails and Bicycle Facilities Project: Rush Creek Trail | Map ID: 1648607195083

## Results

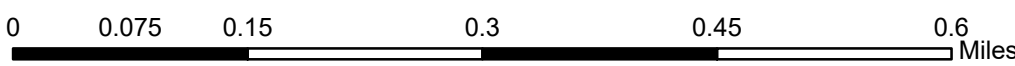
Transit with a Direct Connection to project:  
-- NONE --

*\*indicates Planned Alignments*

Transit Market areas: 3



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



Created: 3/29/2022  
LandscapeRSA3



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# 2022 Regional Solicitation Grant Application

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



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.



# 2022 Regional Solicitation Grant Application

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



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.



# 2022 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 two years underway.



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



HENNEPIN COUNTY  
MINNESOTA

March 25, 2022

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

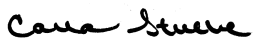
Re: Support for 2022 Regional Solicitation Application  
Rush Creek Regional Trail Grade Separation Project

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project will improve accessibility, safety, and mobility along the Rush Creek Regional Trail at the existing at-grade intersection with CSAH 103 (W Broadway Avenue). It is anticipated that the existing trail crossing will be grade separated to better facilitate user activity.

Hennepin County supports this funding application and will operate and maintain the CSAH 103 (West Broadway Avenue) roadway facilities for the useful life of these improvements. At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in the project. Additionally, we kindly request that the City of Brooklyn Park includes county staff as part of the project development process to discuss future ownership and maintenance responsibilities of the proposed improvements. Hennepin County looks forward to working with the City of Brooklyn Park to improve accessibility, safety, and mobility for people walking and biking along the Rush Creek Regional Trail.

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



# Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103 Project Summary



<b>Applicant:</b>	City of Brooklyn Park
<b>Project Location:</b>	Rush Creek Regional Trail at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County
<b>Total Project Cost:</b>	\$1,322,000
<b>Requested Federal Dollars:</b>	\$1,057,600

## Project Description:

The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District's Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,600 vehicles per day. An additional challenge at this crossing is the trail's dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

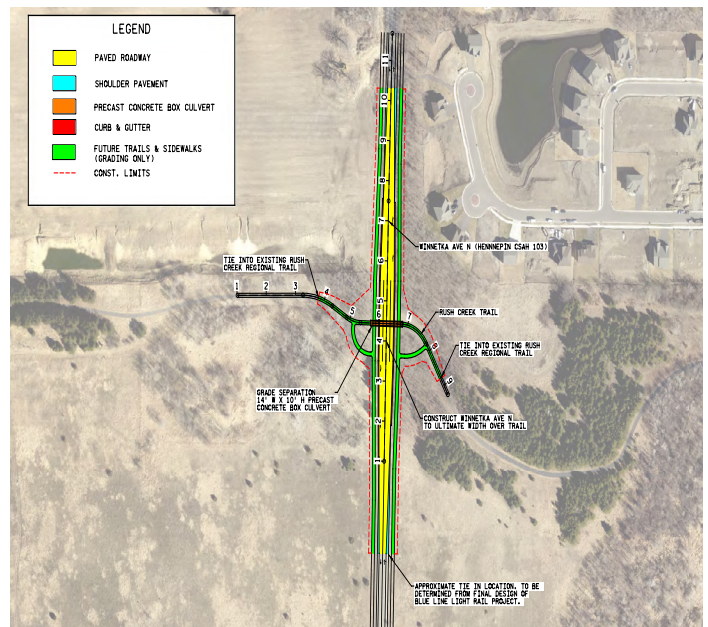
## Proposed project elements include:

- A grade-separated underpass at Winnetka Avenue (CSAH 103).
- A new north-south concrete sidewalk with ADA compliant curb ramps along the western side of Winnetka Avenue (CSAH 103) that connects to the Rush Creek Regional Trail.

## Project benefits include:

- Strengthen the Brooklyn Park's alternative transportation network, support active living, and expand transportation options.
- Eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic and ensures that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.
- Supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Under-served residents will benefit from better access to the area's jobs and improved transit facilities/routes.
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists.

## Project location:



## Existing conditions:



April 7, 2022

**Three Rivers  
Park District  
Board of  
Commissioners**

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

Marge Beard  
District 1

RE: Letter of Support: 2022 Regional Solicitation Grant Application  
Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Dear Ms. Koutsoukos,

Jennifer DeJournett  
District 2

Three Rivers Park District fully supports the City of Brooklyn Park's 2022 Regional Solicitation federal transportation request for the Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103. When complete, this project will provide a grade-separated multi-use crossing of CSAH 103 in Brooklyn Park serving both regional trails users and motorists alike.

Daniel Freeman  
Vice Chair  
District 3

The project is consistent with the Park District's 2040 System Plan and Regional Trail Crossing Study and is located on a Tier 2 alignment of the Regional Bicycle Transportation Network. It is also consistent with the City of Brooklyn Park's Comprehensive Plan.

John Gunyou  
Chair  
District 4

Three Rivers Park District is intending to provide a portion of the local match and will ultimately operate and maintain the regional trail and will work in partnership with the City via a winter use permit to ensure snow and ice removal is completed to ensure opportunities for year-round bicycle and pedestrian use. Three Rivers will provide the necessary operations and maintenance of the grade-separated facility and associated trail segments to maintain a state of good repair.

Three Rivers fully support this application and requests that you give this grant application your full consideration and support.

John Gibbs  
District 5

Sincerely,



Gene Kay  
Appointed  
At Large

Kelly Grissman  
Director of Planning

Jesse Winkler  
Appointed  
At Large

Boe Carlson  
Superintendent