



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17530 - Lake Independence Regional Trail- Old Crystal Bay Road Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 3:51 PM

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

Lake Independence Regional Trail- Old Crystal Bay Road
Reconstruction

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Orono

Jurisdictional Agency (If Different than the Applicant):

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

Reconstruction of 2.2 miles of end of life regional trail between Baker Park Reserve and Luce Line State Trail- includes complete reconstruction, ADA improvements, and substandard width correction of regional trail along County Road 6 (.4 miles)(minor arterial) and Old Crystal Bay Road (1.8 miles)(major collector).

(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 2.2 MILES BIKE TRAIL ADJACENT TO CSAH 6 AND OLD CRYSTAL BAY ROAD IN ORONO

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)

2.2

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	\$2,070,000.00
Match Amount	\$517,500.00
<i>Minimum of 20% of project total</i>	
Project Total	\$2,587,500.00
<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	Go Bond Funds and/or State Legacy Funds/ MET Council Go Bonds
<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	55356
(Approximate) Begin Construction Date	04/01/2026
(Approximate) End Construction Date	06/01/2028
Name of Trail/Ped Facility:	Lake Independence Regional Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	CSAH 6/ Baker Park Reserve
(Intersection or Address)	
To:	Old Crystal Bay Road/ Luce Line State Trail
(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):	2.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	2.2
Is this a new trail?	No

Primary Types of Work

BITUMINOUS BIKE PATH RECONSTRUCTION, 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):**

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.

- 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; pp.
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.

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

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 2020 Amendment as the Diamond Lake Regional Trail Search Corridor.

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

- Hennepin County 2040 Bicycle Transportation Plan, April 2015, as a proposed/planned trail corridor proposed for inclusion in TRPD Regional Trail System (page 36 and 37).

- Three Rivers Park District Lake Independence Regional Trail Master Plan (submitted for MET Council approval March 2022).

- Orono 2040 Comprehensive Plan, June 2019 Chapter 4A, pp. 14, 33, Chapter 4E (entire chapter).

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).

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)	\$129,375.00
Removals (approx. 5% of total cost)	\$129,375.00
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	\$1,035,000.00
Retaining Walls	\$0.00
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	\$1,293,750.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,060,875.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$77,625.00
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	\$155,250.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,293,750.00

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	\$2,587,500.00
Construction Cost Total	\$2,587,500.00
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 Yes

Tier 2, RBTN Alignment

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

1649664325889_LIRT Old Crystal Bay Road
RBTN_Orientation_Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 7821

Existing Employment Within One Mile (Integer Only) 2569

Upload the "Population Summary" map

1649664392385_LIRT Old Crystal Bay Road
Pop_Employ_Summary_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 Lake Independence Regional Trail project (LIRT) is adjacent to or moves through one or more census tracts with:

- 19 and 22% population under age 15 (~10% metro average)
- 18 and 26% population 65+ (13.5% metro average)
- 21% households below 185% poverty (8.7% metro average)

Though the percentage of BIPOC populations in the LIRT corridor is much less than the metro-wide average, these equity populations were consulted in conjunction with adjacent regional trail corridor master planning and their input was incorporated into the overall corridor planning to ensure all regional trails serve these groups, especially as the metro area diversifies in race and ethnicity.

Response:

The LIRT went through an extensive public engagement process between 2018-2021, as a part of the larger master plan for 9 existing regional trails. The engagement process sought genuine input from underrepresented community groups (BIPOC, low-income and senior populations, youth, persons with disabilities, and residents in affordable housing), active users of the trail, as well as from the City of Orono staff, who are often first to hear trail user input.

Community feedback was received via the following engagement efforts:

- Hispanic Heritage Month Celebration bike tours
- Pop-ups at the following locations: townhome development for low income and new immigrant populations, Corcoran Nite to Unite event, Maple Plain Community Picnic, Corn Days in Long Lake, Tator Daze in Brooklyn Park, Earle Brown Days in

Brooklyn Center, and along the trails

- Community meeting at a low-income housing development

- AARP Senior Bike Ride and listening session with senior biking group

Findings from these engagement efforts included the desire for more trail connections close to home to access other trails and destinations, better wayfinding, a more scenic off-road trail experience, improved trail surface and crossings, winter maintenance, and a trail design that safely supports a wide range of user abilities/ages - not just experienced fitness/commuter bikers. This project addresses those concerns by widening 8' segments of the trail to 10' to support a range of abilities, providing a smooth, level bituminous trail for year-round use, and upgrading pedestrian ramps/road crossings to meet ADA standards. All of these improvements will make it easier for these groups to access Baker Park Reserve, Luce Line State Trail, the future Dakota Rail Regional Trail extension, Orono High School and Middle School, Schumann Elementary School, and Noerenberg Gardens with a future LIRT extension.

(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.

The Lake Independence Regional Trail (LIRT) reconstruction project between Baker Park Reserve and Luce Line State Trail provides a safe, off-road alternative to the multi-modal transit and recreation system for all users including equity populations.

Three Rivers' research indicates that underrepresented equity groups do not participate on regional trails to the extent which is expected, given their percentage of the overall population (including Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults). While it is not known exactly why these community members are underrepresented, it is assumed that several barriers exist which prohibit their participation or frequency of participation. This may include lack of available free time, lack of equipment (e.g. bike), lack of transportation and inconvenient access.

Response:

This project seeks to increase underrepresented community group participation on the LIRT by providing ADA compliant pedestrian ramps, durable crosswalk markings, and boulevards/buffer between the travel lanes and the off-street trail. In addition, the project will provide public health benefits and multi-modal connections to Baker Park Reserve, adjacent city playfields, Orono Ice Arena, Orono High and Middle School complex, Schumann Elementary, Orono City Hall and Police, adjacent residential neighborhoods and employment opportunities near the Old Crystal Bay Road N and Wayzata Blvd intersection.

The proposed project will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, while minimizing construction nuisances

through proper mitigation of noise, dust and traffic. During construction, current sidewalk users will be directed towards alternate routes with easy-to-follow detour signing. 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.

There are 84 publicly subsidized rental housing units in census tracts within ½ mile of the Lake Independence Regional Trail (LIRT) reconstruction project between Baker Park Reserve and Luce Line State Trail.

Currently, Orono has 639 households city-wide that represent 21% of the total housing units that are affordable (incomes 80% of the AMI, or less). In addition, Orono has identified land use provisions for an additional 316 units (15.4 acres) at densities higher than 10 units per acre based on the number of cost burdened households (households whose housing costs are at least 30% of their income). The current demand for affordable housing at 30% or less of the AMI is almost double the supply. In addition, Orono's long-range planning indicates the need for a broader range of housing choices including starter homes, empty-nester and alternative senior housing, and an ongoing need for substantial housing rehabilitation. This is addressed by identifying development opportunities in a variety of densities to meet the diverse housing demands of Orono.

Response:

These residents/households have greater dependence on transit and non-motorized transportation options as they are more likely to not own or have access to a vehicle and are more likely to include Black, Indigenous, and People of Color populations, older adults and people with disabilities. By providing safe, convenient access to multiuse trails and connecting transit, they can more easily and affordably access basic needs within and beyond their community.

(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):

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

Yes

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

1649888296174_LIRT Old Crystal Bay Road
Socio_Econ_Conditions_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.

The Lake Independence Regional Trail (LIRT) reconstruction project between Baker Park Reserve and Luce Line State Trail fulfills a missing gap in the regional trail network by upgrading 2.2-miles of 'end-of-useful life' bituminous pavement. When reconstructed, it will provide an off-road trail, physically separated from cars, serving trail users of all abilities, not just experienced, long-distance bicyclists via a protected, multi-use facility.

The proposed reconstruction project is within a RBTN Tier 2 alignment and corridor through Orono, and provides safe, protected crossing of TH 12 along Old Crystal Bay Road. The reconstruction project provides users with a safe, smooth, and consistent trail surface that provides protected access for bicycles and pedestrians to cross TH 12 (24,500 AADT), a major physical barrier for bicycles and pedestrians currently alleviated with the Old Crystal Bay Road N grade-separated crossing. This crossing of TH 12 is the primary north/south bicycle and pedestrian corridor for trail users of all ages and abilities to safely cross in Orono. The nearest alternative to cross TH 12 is located 3-miles east of this project location (Tier 1 Regional Bicycle Barrier Crossing).

Response:

The entire 16-mile LIRT corridor is a critical multi-use, protected trail for residents in the west metro - connecting residents in Orono, Long Lake, Medina, Maple Plain, Corcoran, and Hanover with the Crow River Regional Trail, Baker Park Reserve, and Luce Line State Trail. In addition, the reconstruction project connects directly to adjacent city playfields, Orono Ice Arena, Orono High and Middle School complex, Schumann Elementary, Orono City Hall and Police, adjacent residential neighborhoods and employment opportunities near the Old Crystal Bay Road N and Wayzata Blvd intersection.

(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

This project includes reconstruction and widening of 2.2 miles of end of useful life regional trail between Baker Park Reserve and the Luce Line State Trail through the City of Orono and adjacent to downtown Long Lake. The trail is along 6th Ave (CSAH 6) and Old Crystal Bay Road and includes existing and planned connections to the future Baker-Carver and Diamond Lake Regional Trail, CR112 trail through Long Lake and Lake Independence Regional Trail extension to Noerenberg Gardens and Dakota Rail Regional Trail.

Proposed Project Elements:

- Reconstruct existing 2.2 miles of end of useful life, off-road, multi-use bituminous regional trail, widening from 8 to 10 feet wide.

Response:

- Eliminate non-compliant trail design guideline issues such as substandard horizontal curves, clearzone obstructions and ADA compliance

- Improve crossing of CSAH 6 adjacent to Orono School District campus (RRFB will be considered)

- Improve/update pedestrian ramps at road crossings to ADA standards

Proposed Benefits Include:

- Provide a safe, level, smooth and consistent surface trail surface for people of all ages and abilities.

- Provide safer access and crossing of CSAH 6 for kids biking and walking to the adjacent schools.

- Improve connectivity to adjacent

commercial/retail, senior housing, other higher density housing complexes, parks (including Baker Park Reserve) and trails.

- Improve the areas livability, supports active living and provides a safe, direct transportation option to those without access to a vehicle or whom choose to commute by foot or bike.

- Reduced parking need and vehicle congestion in downtown Long Lake (identified City concern) by improving a non-motorized route to local and regional residents wishing to visit this retail and commercial hub.

End of Useful Life: This trail was constructed in 1998 and is now at the end of useful life and in need of full reconstruction. Longitudinal cracks are consistent along the entire project area and portions of the trail no longer have a defined edge (see project summary photos). Some of the most deficient segments of the trail exist in downtown Orono where the trail passes through the Orono School District campus adjacent to Orono City Hall. This project will correct these deficiencies and provide a smooth and consistent multi-use trail surface for people walking and biking.

The LIRT receives 100,000 annual visits including 10% directly attributed to transportation. The trail use and percent of use for transportation is anticipated to increase with the improved pavement conditions by creating a safer and more enjoyable experience. Trail use will also increase with the other planned trail connections to downtown Long Lake, downtown Wayzata, Dakota Rail Regional Trail and other trail connections in Baker Park.

Measure A: Multimodal Elements

This project reconstructs the multimodal Lake Independence Regional Trail between 6th Ave (CSAH 6/Baker Park Reserve) and the Luce Line State Trail ensuring connectivity remains viable and improving the trail's safety integration for all modes of transportation (bicyclist, pedestrian, and vehicles).

As one of the only completed north-south off-road, multi-use trail corridors within Hennepin County ? this project plays an important multimodal role in connecting people walking and biking from more rural areas to more developed areas where goods and basic services are of greater abundance via a non-motorized transportation option.

Locally, this project provides a vital connection to downtown Long Lake a major commercial, retail and activity hub of western Hennepin County via the Wayzata Blvd trail and to the Luce Line State Trail which runs east to Minneapolis and offers transit connections. Because this area is not served by transit, this is especially important to residents without a vehicle that have limited means to access employment, basic services, entertainment and more.

By the nature of the overall trail design (10' wide, off-road, two-directional, multi-modal) which meets ADA guidelines, the project purposefully supports safe, welcoming and comfortable travel experiences for people biking and walking of all ages and abilities as well as motorists. The off-road location of the facility provides the safest shared-use facility design for people biking and walking and is far superior to narrow sidewalks/shoulders or share the road conditions which do not adequately provide space for various users types or, in some cases, separate people from vehicles. Centerline striping supports safe/easily understandable two-

Response:

way directional traffic and the 10' wide trail width meets industry standards for projected use and provides adequate space to allow cyclists to safely pass slower trail users. The upgrades of non-compliant pedestrian ramps to ADA standards will better serve those with disabilities, cyclists, strollers and all trail users.

The adjacent Old Crystal Bay Road is 40 MPH. According to MnDOT Bicycle Facility Manual, this route should be off-road - this project meets those recommendations.

It is also important to recognize that by providing a safe, separated space for people to walk and bike from the roadway, this project also supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions, and likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips once the trail surface is upgraded to meeting user expectations and needs.

(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.

Three Rivers developed the proposed project through the Nine Regional Trails Master Plan (2022) which includes the Lake Independence Regional Trail. As an existing regional trail, this process focused on improving the existing regional trail to make it more accessible, enjoyable and safe for users - especially new users and users from underrepresented community groups. Project identification and design was refined through multiple phases of engagement:

- Engagement with partner agencies: Meetings, phone conferences, and email correspondence with the City of Orono to evaluate the performance of Lake Independence Regional Trail and identify opportunities for improvement.

- Direct engagement with the public and trail users: Corcoran Nite to Unite (37 people) and Maple Plain Community Picnic (25-30 people)

- Equity Community Groups: listening session with a senior walking group (5 participants), bike tours at the Hispanic Heritage Celebration (40 participants, notified via word of mouth, social media, personal invitations from Outdoor Latino and Three Rivers), meeting with mobile home park residents (21 low-income and BIPOC participants) and targeted mailings (28 low-income BIPOC residents and 77 low-income senior households).

- Online outreach: "Let's Talk Three Rivers" (<https://www.letstalkthreerivers.org/nine-regional-trails-master-plan>)

- Public Comment Period: online and at public venues (including libraries, city halls, and Park District facilities)

Additionally, feedback was obtained regarding this trail during the recent master planning efforts for the Diamond Lake Regional Trail (DLRT) as one consideration was a shared route/connection for part of the Project area. These engagement

Response:

opportunities included:

- Project announcements in over 10 city newspapers
- Mailings to over 3600 adjacent property owners throughout the DLRT corridor
- Yard/ road signs along the existing trail that guides users to the project website
- Over 25 social media posts
- Outdoor and virtual listening sessions in local parks
- 2 pop-up, tabling sessions at the Wayzata Farmers Market (just a few miles from the LIRT)

As an existing regional trail, most of the engagement and associated recommendations focused on infrastructure improvement and amenity needs which are included in the project. Additionally and in respect to project risk, this project is replacement of an existing regional trail which is located primarily within public 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.

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. Yes

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

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 Yes

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):	\$2,587,500.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,587,500.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

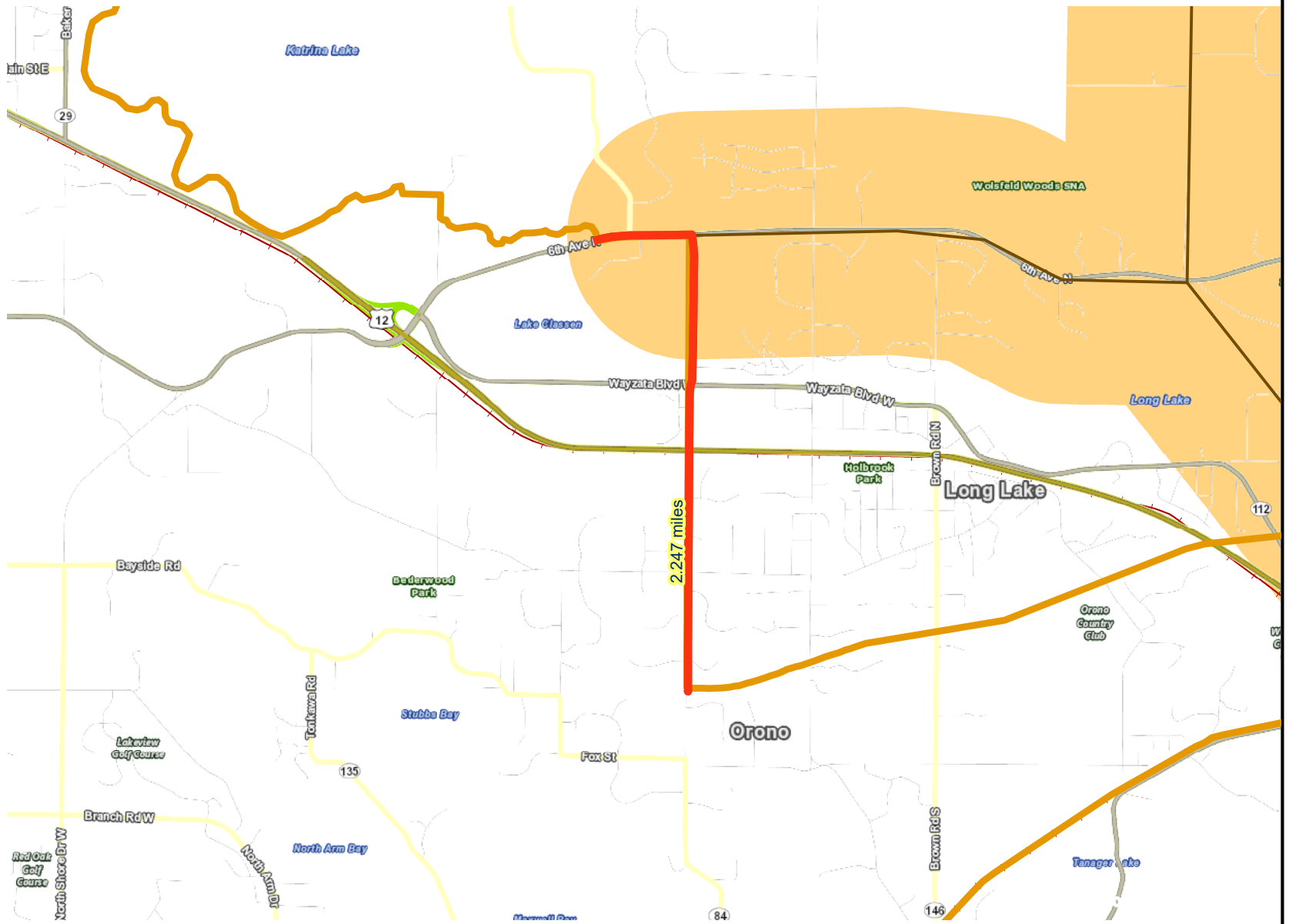
Other Attachments

File Name	Description	File Size
ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf	Letter of Support-Hennepin County Active Transportation Committee	206 KB
LIRT Old Crystal Bay Road Pop_Employ_Summary_Map.pdf	Population and Employment Map	5.0 MB
LIRT Old Crystal Bay Road RBTN_Orientation_Map.pdf	RBTN Orientation Map	2.6 MB
LIRT Old Crystal Bay Road Socio_Econ_Conditions_Map.pdf	Socio-Economic Map	3.4 MB
LIRT Old Crystal Bay Road Transit_Connect_Map.pdf	Transit Connections Map	2.2 MB
LIRT_Project_Summary.pdf	One Page Summary-Photos-Context Map	6.3 MB
LOS_HC__Lake Independence Regional Trail Project.pdf	Letter of Support- Hennepin County Transportation	86 KB
LOS_Orono_ Lake Independence Trail.pdf	Letter of Support- Orono	303 KB
Winter Maintenance Letter_LIRT.pdf	Winter Maintenance Commitment Letter	152 KB

Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/29/2022
LandscapeRSA6



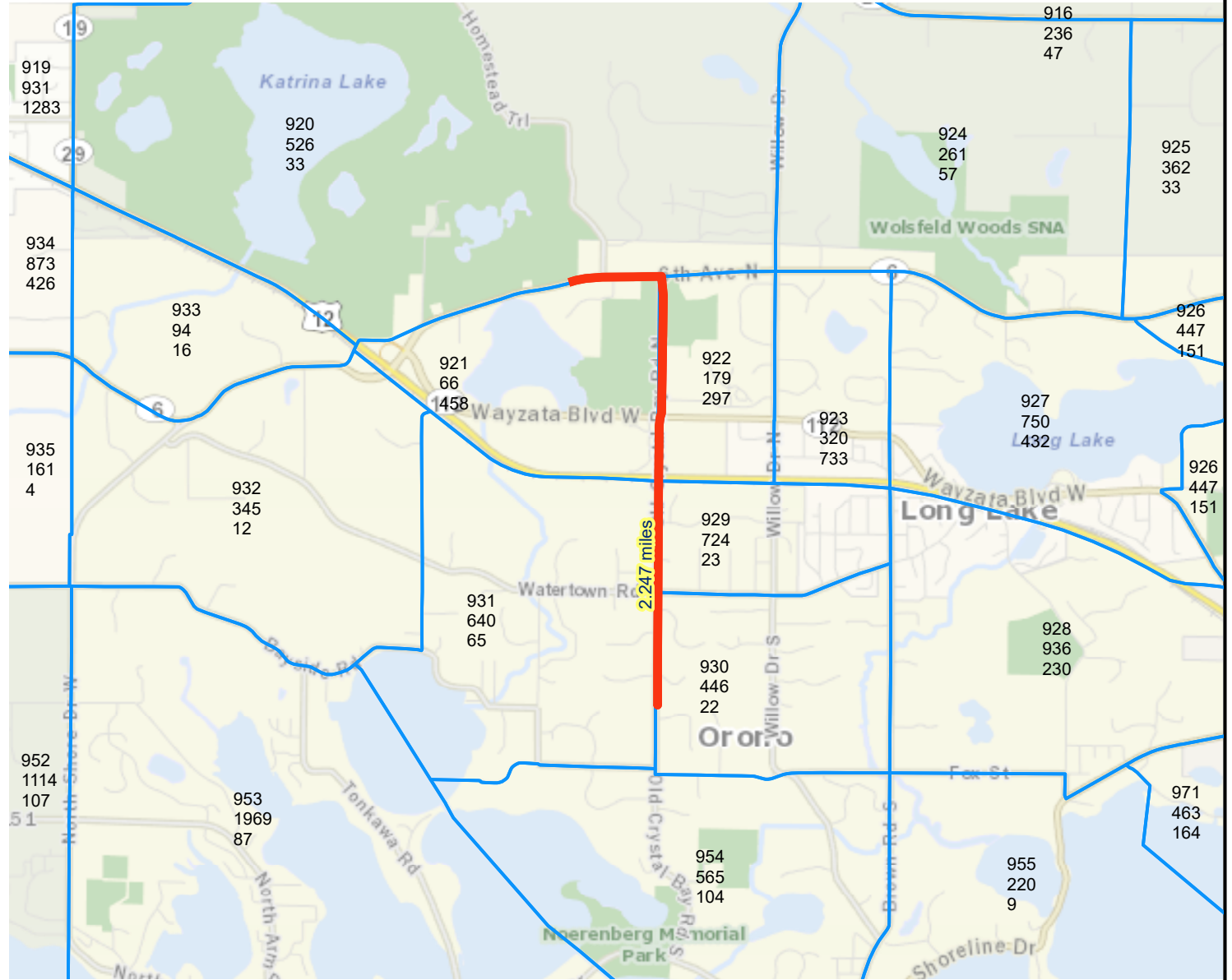
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 7821
 Total Employment: 2569



- 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/gis/site/notice.aspx>

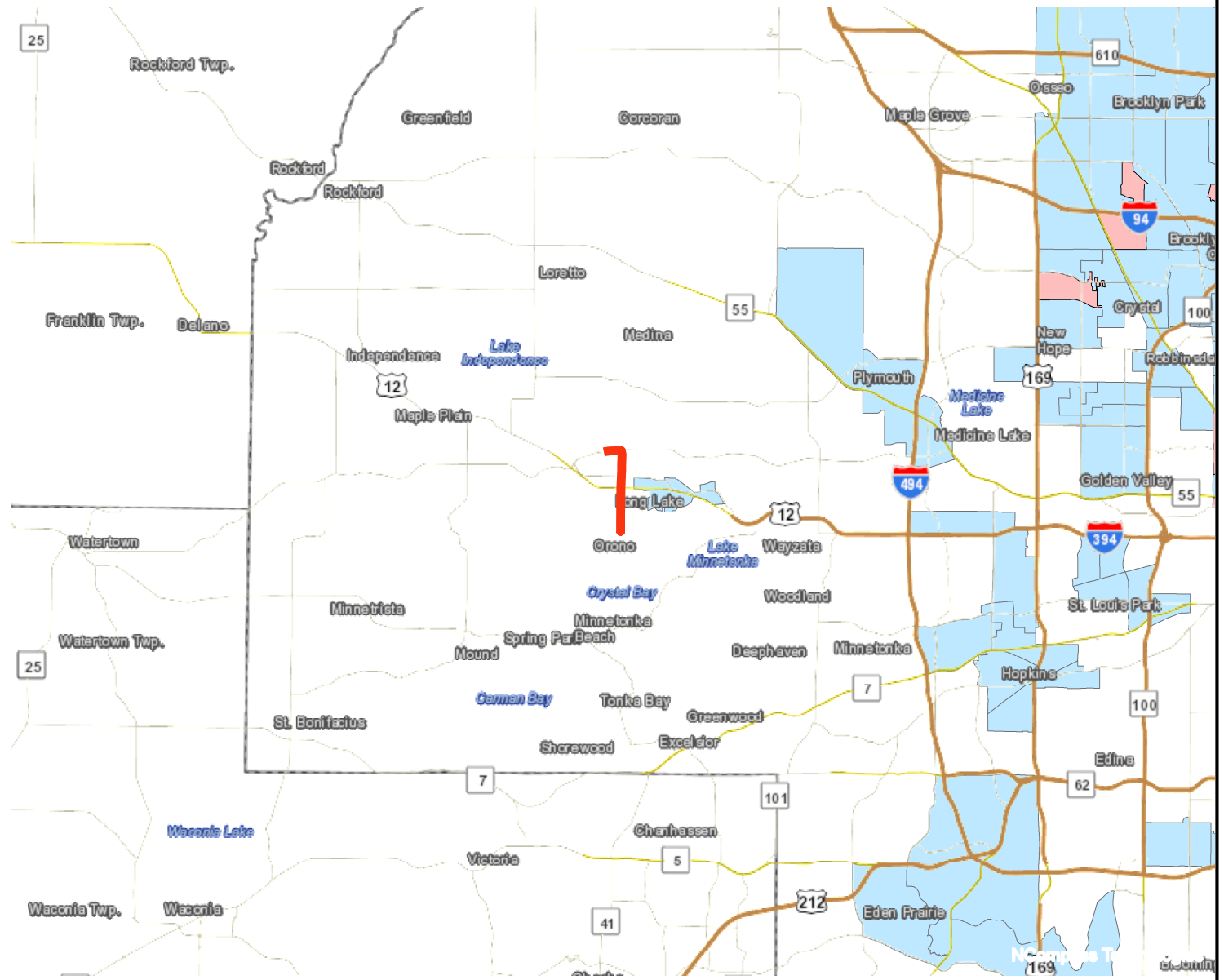


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 84

Project located in census tracts that are BELOW 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/gis/site/notice.aspx>



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

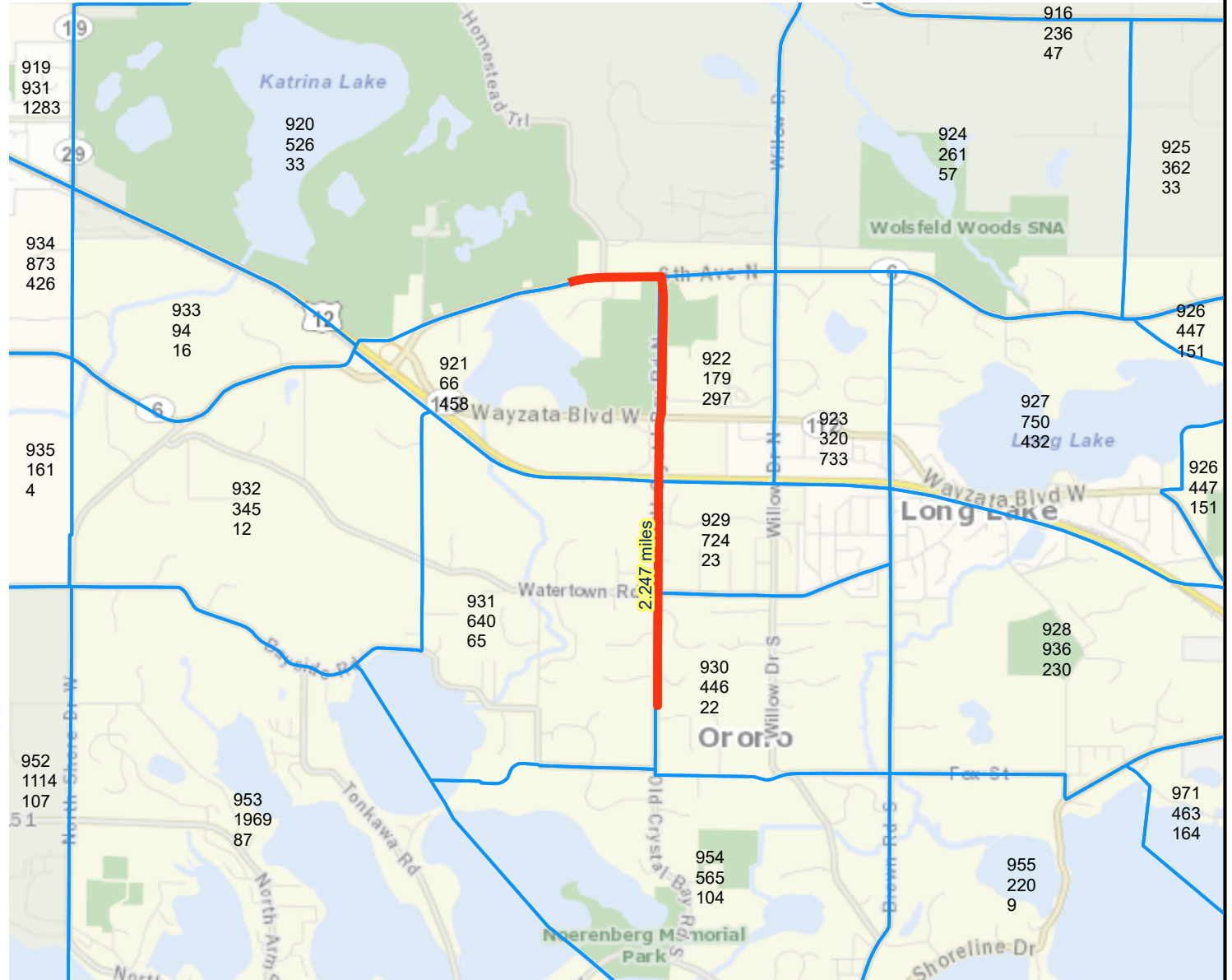
RESOLUTION ADOPTED

Attest: 
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 7821
 Total Employment: 2569



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/29/2022
 LandscapeRSA4



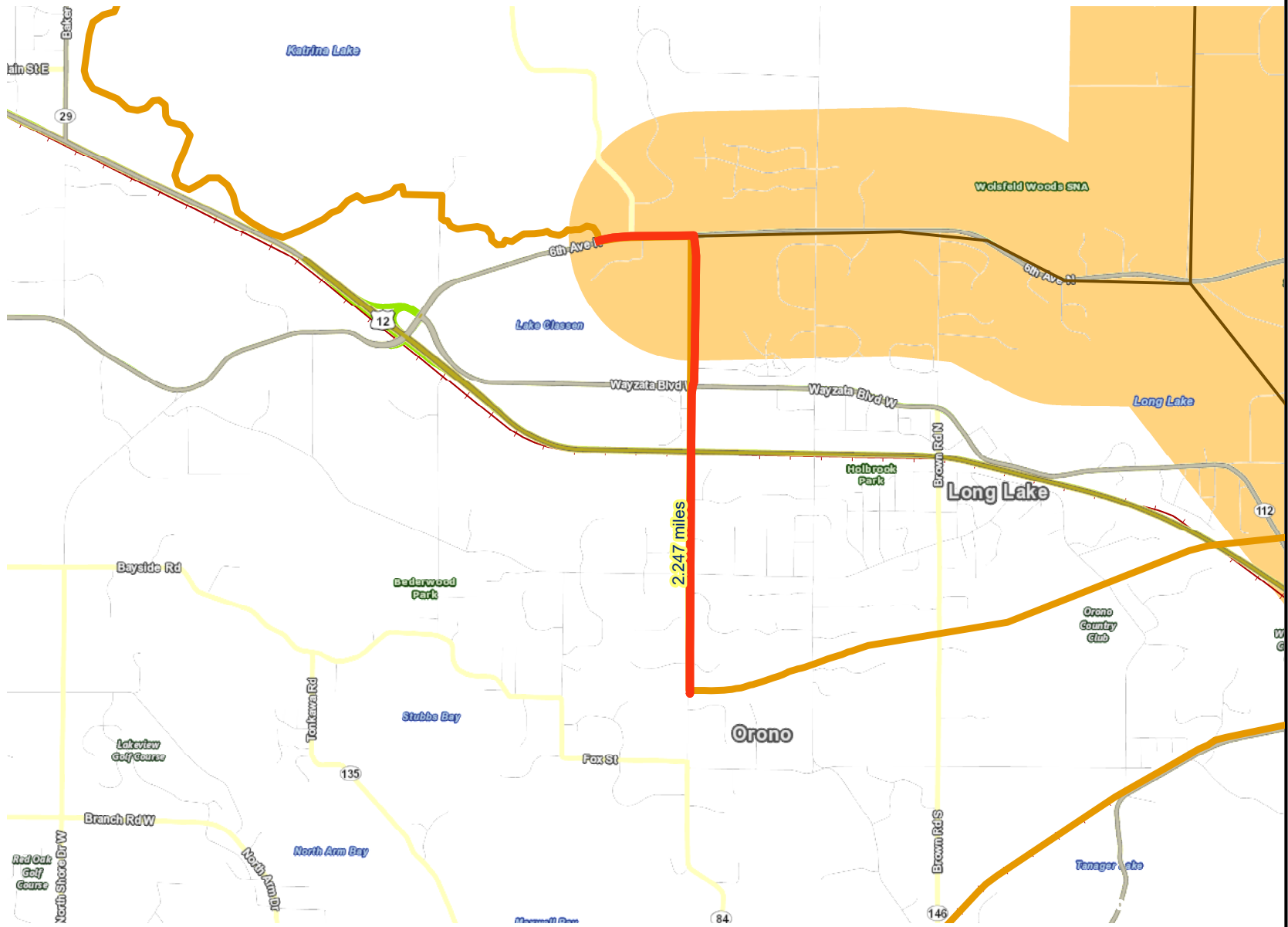
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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/29/2022
LandscapeRSA6



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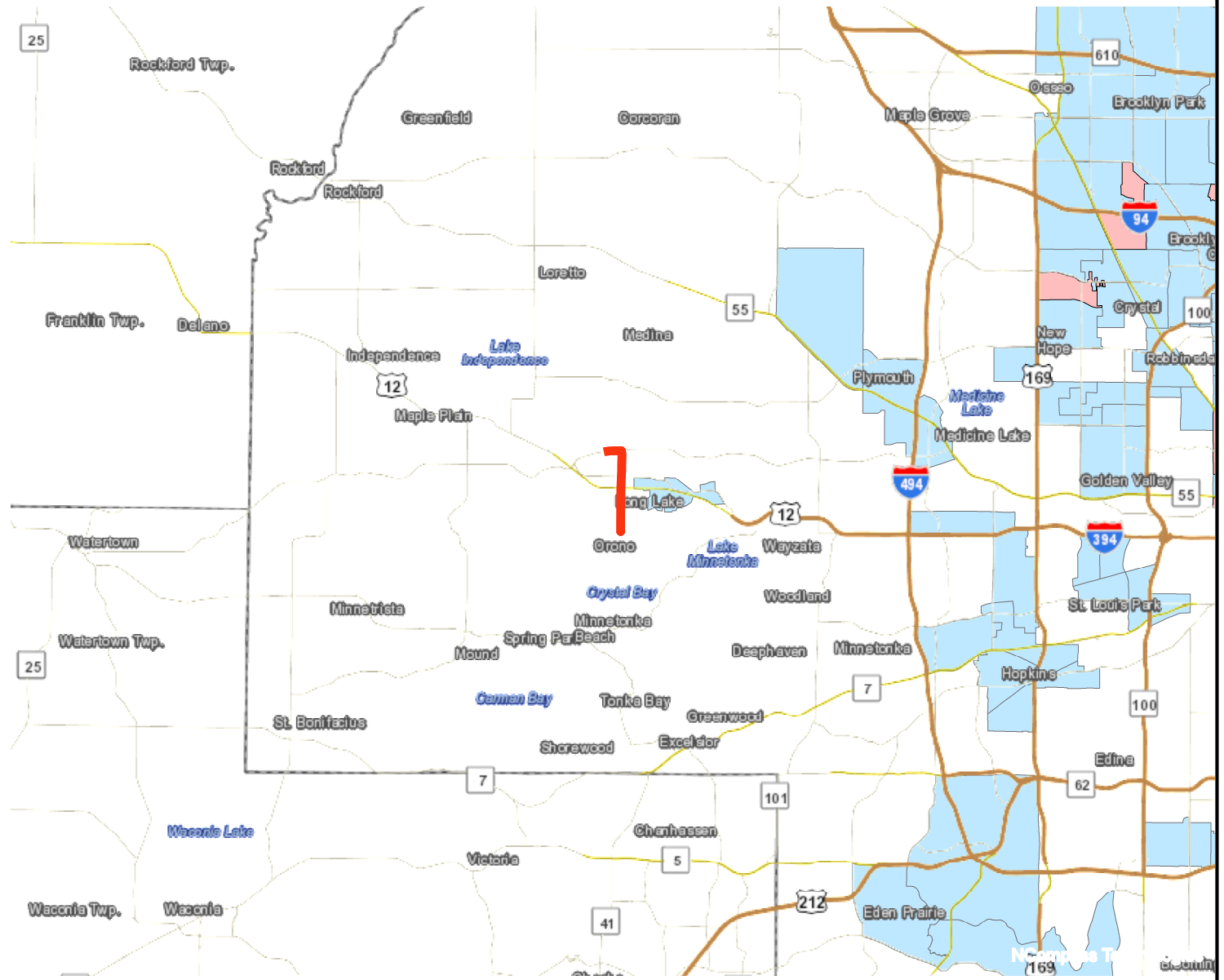


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 84

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



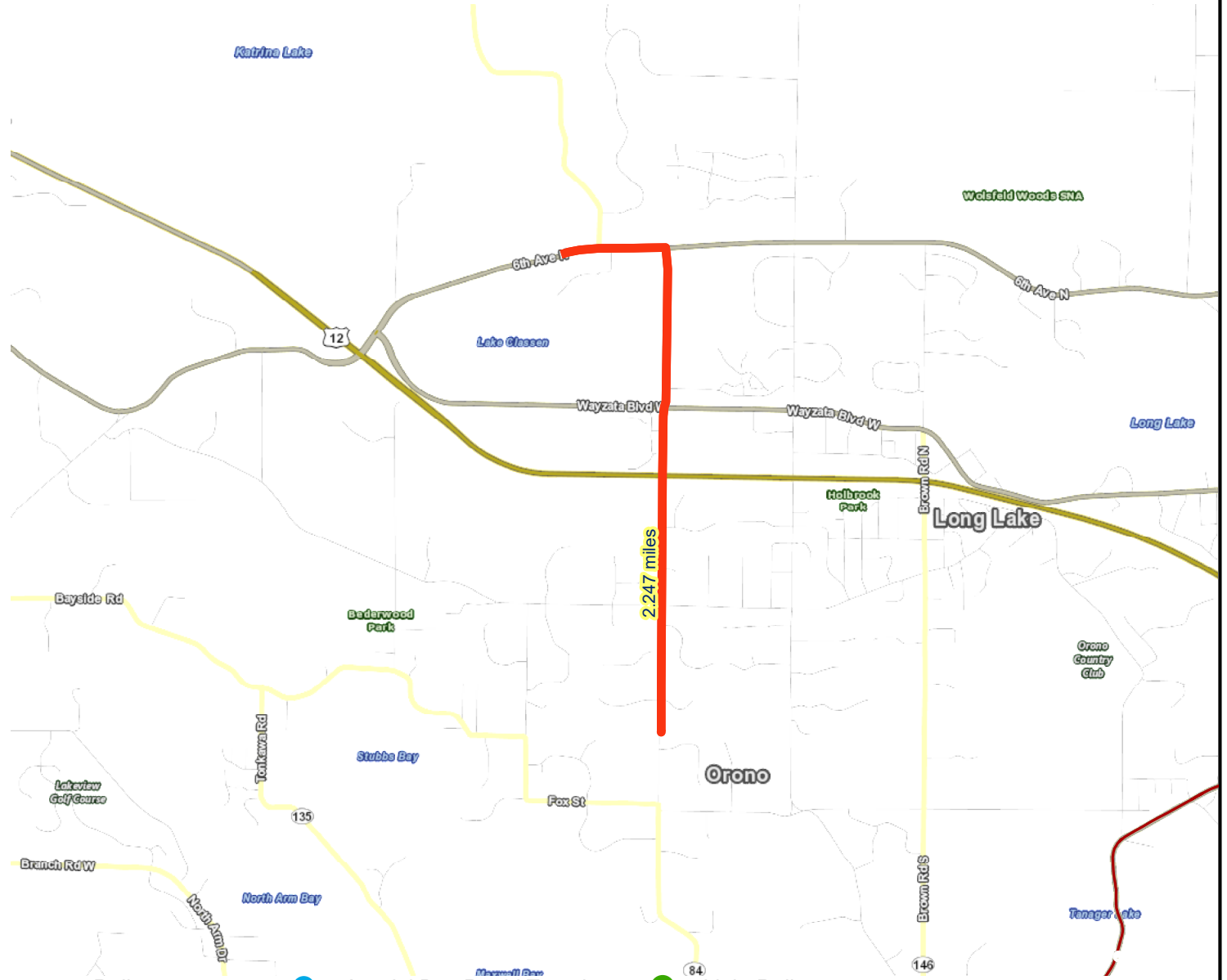
Created: 3/29/2022
LandscapeRSA2



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Transit Connections



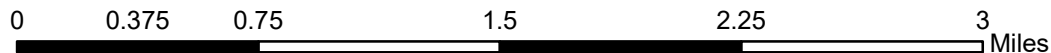
Results

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

**indicates Planned Alignments*

Transit Market areas: 5

- Project Points
- Project
- Project Area
- Arterial Bus Rapid Transit
- Light Rail
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Arterial Bus Rapid Transit
- Light Rail
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Transit Routes



Created: 3/29/2022
LandscapeRSA3



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



Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Baker Park Reserve and Luce Line State Trail along 6th Ave (CSAH 6) and Old Crystal Bay Road in Orono, Hennepin County

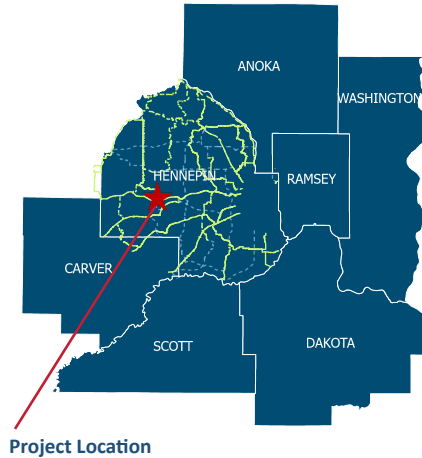
Total Project Cost – \$2,587,500

Requested Federal Amount - \$2,070,000

Local, Secured Match Amount - \$517,500

Project Description:

This project includes reconstruction and widening of 2.2 miles of end of useful life regional trail between Baker Park Reserve and the Luce Line Regional Trail through the City of Orono and directly adjacent to downtown Long Lake. The trail is along 6th Ave (CSAH 6) and Old Crystal Bay Road and includes existing and planned connections to the future Baker-Carver and Diamond Lake Regional Trail, CR112 trail through Long Lake and Lake Independence Regional Trail extension to Noerenberg Gardens and Dakota Rail Regional Trail.



Project Map

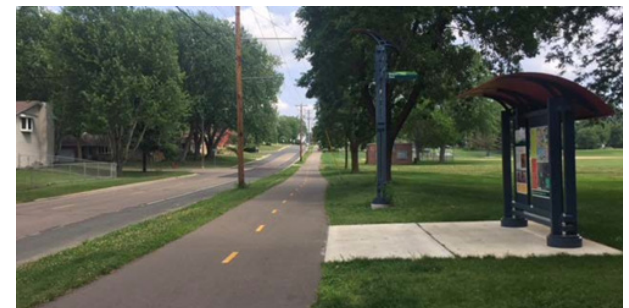
Proposed Project Elements:

- Reconstruct and widen 2.2 miles of end of useful life off-road, multi-use paved regional trail
- Improve crossing of CSAH 6 adjacent to Orono High School, Orono Middle School and Schumann Elementary School (RRFB will be considered)
- Improve/update pedestrian ramps at road crossings to ADA standards where needed

Proposed Benefits Include:

- Provide a safe, level, smooth and consistent surface trail surface for people of all ages and abilities.
- Provide safer access and crossing of CSAH 6 for kids biking and walking to the adjacent schools.
- Improve connectivity to adjacent commercial/retail, senior housing, other higher density housing complexes, parks (including Baker Park Reserve) and trails.
- Improve the area’s livability, supports active living and provides a safe, direct transportation option to those without access to a vehicle or whom choose to commute by foot or bike.
- Reduced parking need and vehicle congestion in downtown Long Lake (identified City concern) by improving a non-motorized route to local and regional residents wishing to visit this retail and commercial hub.

Desirable After Conditions:



Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following reconstruction.

Use: The Lake Independence Regional Trail receives 100,000 annual visits including 10% directly attributed to transportation. The use and percent of transportation is anticipated to increase with the improved pavement conditions by creating a safer and more enjoyable experience. Use will also increase with the other planned and proposed trail connections in close proximity to the project area.

Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction Supporting Photos



ADA Improvements:



Location A

▲ **Curb Ramps and Smooth Pavement:** This project upgrades road crossings that are not currently ADA compliant with new curb ramps and truncated domes that extend the width of the trail width.

Crossing Location for RRFB:



Location B

▲ **CSAH 6 Crossing:** This project improves the CSAH 6 crossing with a RRFB. This will help bring visual awareness of trail users crossing CSAH 6 and create a stop condition for vehicles.

Existing Pavement Conditions:



Location C

▲ **End of Useful Life:** This trail was constructed in 1998 and is now at the end of useful life and in need of full reconstruction. Cracks are consistent along the entire project area and portions of the trail (last photo to the right) no longer have a defined edge as dirt and plants have started to break down the trail edge.



Location B



Location D



Location E

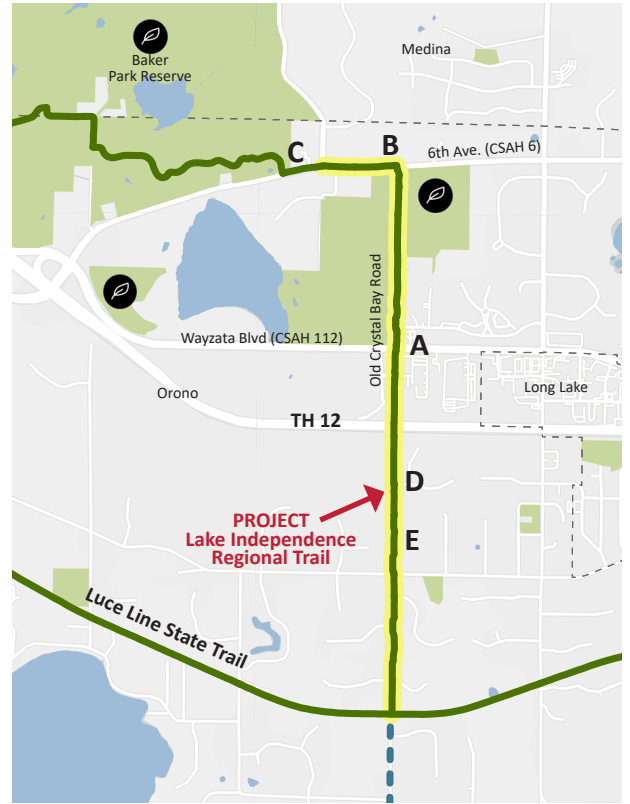
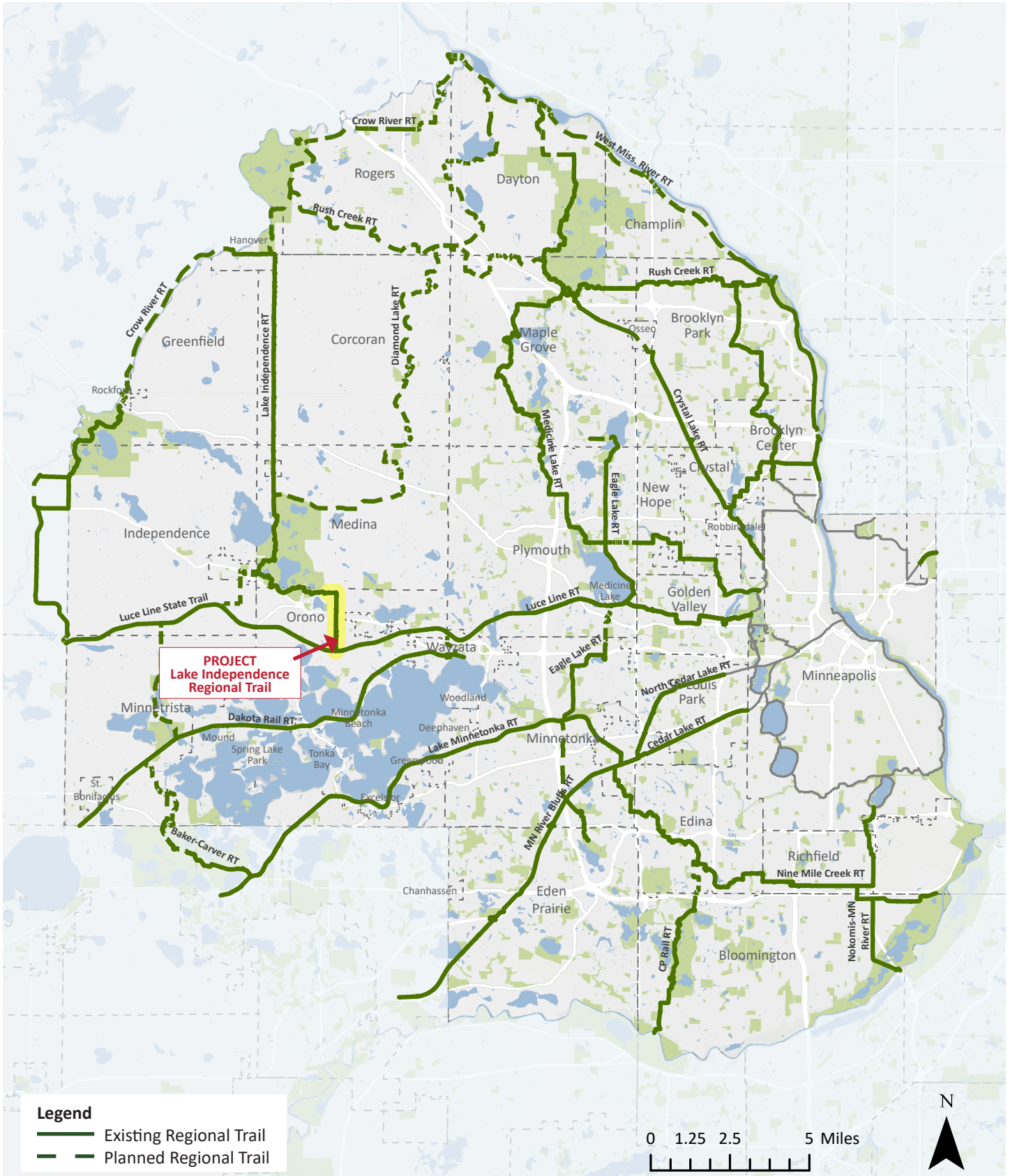


Photo Location Map



▲ **Longitudinal Cracking:** This photo shows a typical longitudinal crack along the project area. This crack and others are often over an inch wide.

Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction Regional Trail System Context Map



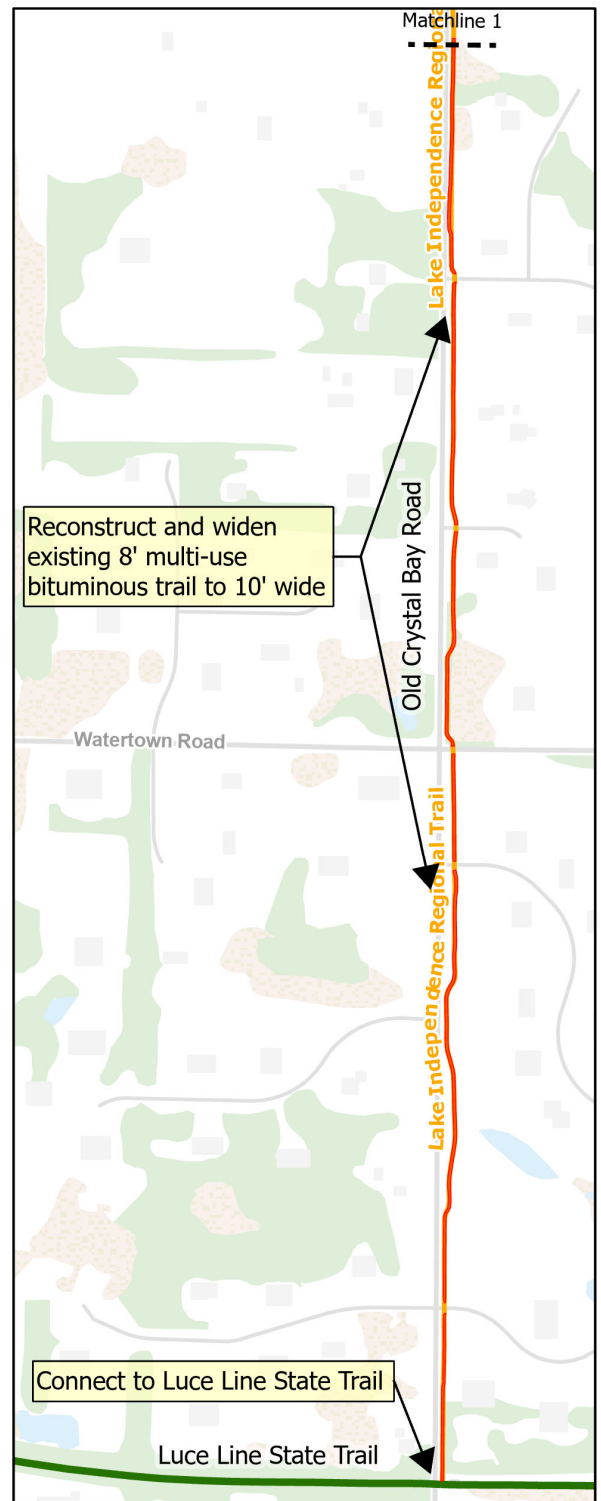
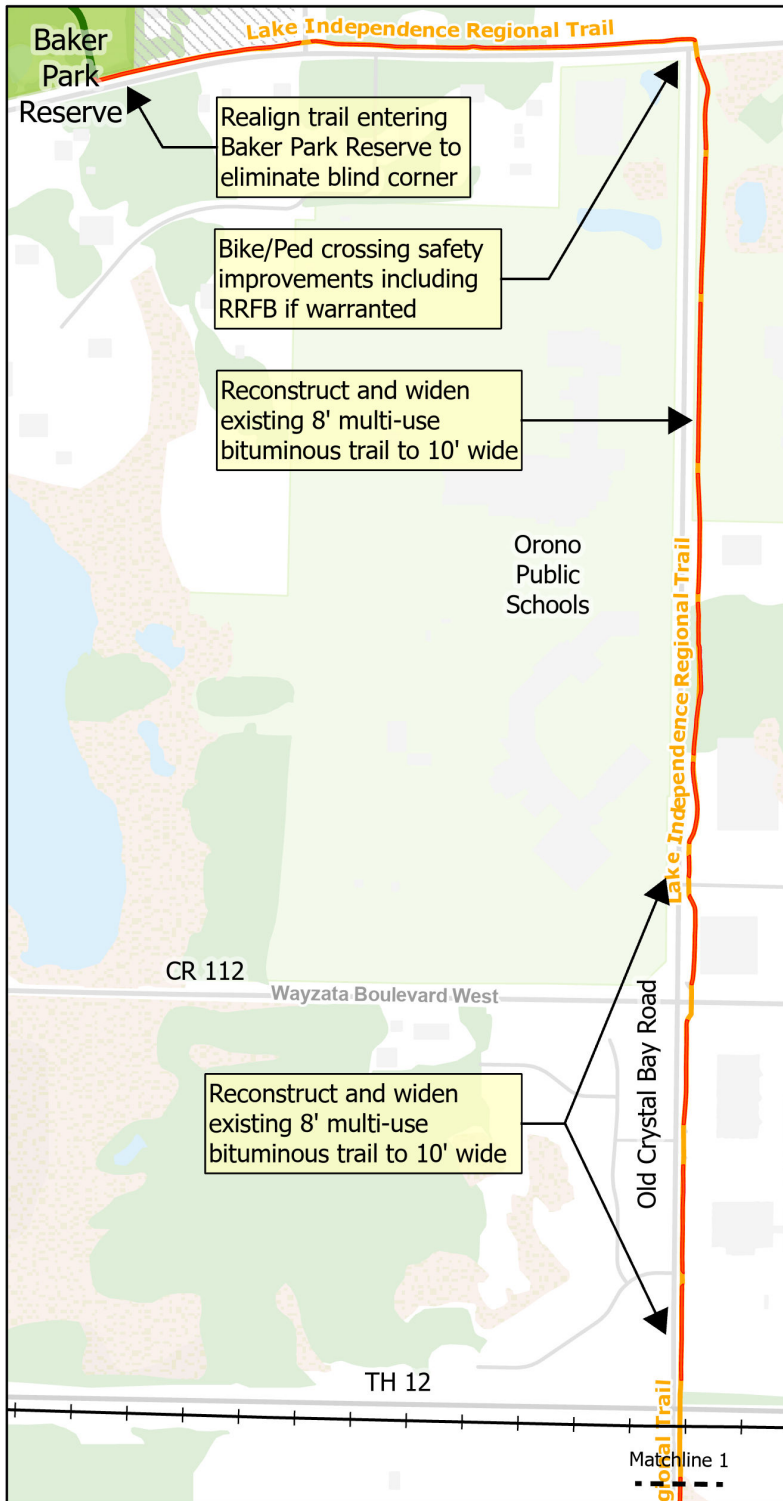
Legend

- Existing Regional Trail
- Planned Regional Trail

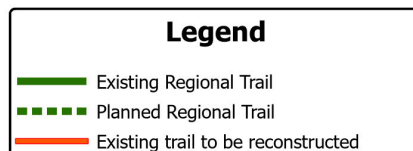
0 1.25 2.5 5 Miles

N

Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction Project Concept Map



Planning Department
Revised Date: 4/8/2022



This map is for general reference only.
This is not a legal document and it is provided without warranty.
Data represented in this map is from a variety of sources, and is dynamic.
The user acknowledges and accepts these terms.

HENNEPIN COUNTY
MINNESOTA

March 30, 2022

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

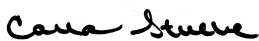
Re: Support for 2022 Regional Solicitation Application – Lake Independence Regional Trail
Along CSAH 6 (6th Avenue) from the Baker Park Reserve to Old Crystal Bay Road
Along Old Crystal Bay Road from CSAH 6 (6th Avenue) to the Luce Line State Trail

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the Lake Independence Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the draft 2022 Nine Regional Trail Master Plan. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 6 (6th Avenue) for the useful life of 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 this project. 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 the Lake Independence 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





CITY OF ORONO

Street Address:
2750 Kelley Parkway
Orono, MN 55356

Mailing Address:
P.O. Box 66
Crystal Bay, MN 55323

Telephone (952) 249-4600
Fax (952) 249-4616
www.ci.orono.mn.us

March 4th, 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
Lake Independence Regional Trail – Reconstruction of Trail through Orono

Dear Ms. Grissman:

The City of Orono (City) supports Three Rivers Park District's federal transportation funding request for reconstruction of the Lake Independence Regional Trail from Baker Park Reserve to Luce Line State Trail along County Road 6 and Old Crystal Bay Road in Orono. The City understands that this project will enhance both the local and regional bicycle transportation system.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Lake Independence Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the development of the trail by working collaboratively with the Park District in 1998 for construction of the trail facility.

Specifically, this project will reconstruct 2.2 miles of "end of life" trail including:

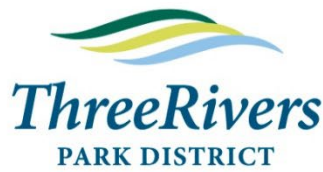
- Reconstruction of existing (poor) condition trail along County Road 6 and Old Crystal Bay Road
- Widening the existing trail to 10 feet (regional trail standard) throughout the City

Reconstructing the Lake Independence Regional Trail 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 local retail and employment centers. The City looks forward to working with you on the implementation of this project and fully supports your funding efforts.

The point of contact for this letter is the undersigned at aedwards@ci.orono.mn.us or (952) 249-4600.

Sincerely,

Adam T. Edwards, P.E.
City Administrator/ City Engineer/
City of Orono



**Three Rivers
Park District
Board of
Commissioners**

April 11, 2022

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

Marge Beard
District 1

Dear Ms. Koutsoukos,

Jennifer DeJournett
District 2

Three Rivers Park District is excited to move forward with completion of Lake Independence Regional Trail: Old Crystal Bay Road 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

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