



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17531 - Medicine Lake Regional Trail- Reconstruct 3.75 Miles in Plymouth

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/14/2022 1:40 PM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**Department:** Planning

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**\*** Plymouth Minnesota 55441  
City State/Province Postal Code/Zip

**Phone:\*** 763-559-6746  
Phone Ext.

**Fax:**

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

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## 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

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## Project Information

**Project Name**

Medicine Lake Regional Trail- Reconstruction of 3.75 miles in  
Plymouth

**Primary County where the Project is Located**

Hennepin

**Cities or Townships where the Project is Located:**

Plymouth

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

This project includes reconstruction of 3.75-miles of Medicine Lake Regional Trail (MLRT) in the City of Plymouth (Plymouth) divided between two segments: 1-mile from Schmidt Lake Road to Rockford Road (CSAH 9) along Northwest Blvd (CSAH 61) and 2.75-miles from French Regional Park to Luce Line Regional Trail along 36th Ave and East Medicine Lake Blvd.

The MLRT reconstruction project will replace existing bituminous trail which is at the 'end-of-its-useful-life.' The existing trail bituminous is in very poor condition, generally does not meet regional trail design standards and is a high priority to reconstruct. In recognition of the pavement condition and the regional importance of the MLRT corridor (700,000 estimated annual visits), the Park District plans to completely reconstruct these trail segments, bring them up to regional trail standards and ADA compliance, and then pursue preventative pavement management consistent with all Park District paved trails.

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

The northern 1-mile MLRT segment along Northwest Boulevard (CSAH 61) between Schmidt Lake Road and Rockford Road (CSAH 9) was constructed nearly 30 years ago (1992/93) as an 8' wide trail with 3" of bituminous pavement on 4" of aggregate base and has not received any preventative pavement maintenance since construction. It was classified as poor condition five years ago and has declined even further since then. Plymouth is in the process of officially transferring this segment to the Park District where it will become part of the MLRT corridor. The project will provide ADA improvements and add a high priority local trail connection at Rockford Road (CSAH 9) to a residential neighborhood, where access to the MLRT and French Regional Park is

limited and not convenient (18,095 estimated summer visits accessing French Regional Park via this trail segment or 197/day).

The southern 2.75-mile MLRT segment from French Regional Park to Luce Line Regional Trail along 36th Ave and East Medicine Lake Blvd was constructed 24 years ago (1998) and is also at the 'end-of-its-useful-life.' This MLRT segment is located at a critical junction with the regional park, Medicine Lake and further regional trail access to the Bassett Creek and Eagle Lake Regional Trails. This project will reconstruct the bituminous trail segment and provide ADA improvements where needed to the estimated 16,643 summer visits accessing French Regional Park via this trail segment or 181/day.

*(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 1-MILE BIKE TRAIL FROM SCHMIDT LAKE RD TO ROCKFORD RD (CSAH 9) ALONG NORTHWEST BLVD (CSAH 61) AND RECONSTRUCT 2.75-MILES BIKE TRAIL FROM FRENCH REGIONAL PARK TO LUCE LINE REGIONAL TRAIL ALONG 36TH AVE AND EAST MEDICINE LAKE BLVD IN PLYMOUTH

*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)** 3.75

*to the nearest one-tenth of a mile*

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## 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** \$2,883,000.00

**Match Amount** \$720,833.00

*Minimum of 20% of project total*

**Project Total** \$3,603,833.00

*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** Go Bond Funds and/ or State Legacy Funds/ MET Council Go Bonds

*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:** 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** Three Rivers Park District

**Zip Code where Majority of Work is Being Performed** 55441

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 10/29/2026

**Name of Trail/Ped Facility:** Medicine Lake Regional Trail

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

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

**From:** Schmidt Lake Road/ CSAH 61  
**(Intersection or Address)**

**To:** Luce Line Regional Trail/ 13th Avenue North  
**(Intersection or Address)**

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 3.75

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):** 3.75

**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):

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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.

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

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

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

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

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

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

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

Three Rivers Park District 2040 System Plan, p 17.

Metropolitan Council 2040 Regional Parks Policy Plan

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

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

Hennepin County 2040 Bicycle Transportation Plan, April 2015

Three Rivers Park District Medicine Lake Regional Trail Master Plan (submitted to MET Council for approval March 2022)

Plymouth 2040 Comprehensive Plan

*(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:** 06/30/2015

**Link to plan:** [https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan\\_2015.pdf](https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan_2015.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)                    | \$180,208.00 |
| Removals (approx. 5% of total cost)                        | \$180,208.00 |
| Roadway (grading, borrow, etc.)                            | \$0.00       |
| Roadway (aggregates and paving)                            | \$0.00       |
| Subgrade Correction (muck)                                 | \$0.00       |
| Storm Sewer  | \$0.00       |
| Ponds  | \$0.00       |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$0.00       |
| Traffic Control  | \$0.00       |
| Striping   | \$0.00       |
| Signing  | \$0.00       |

|   |                     |
|---|---------------------|
| Lighting  | \$0.00              |
| Turf - Erosion & Landscaping                              | \$0.00              |
| Bridge  | \$0.00              |
| Retaining Walls   | \$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              |
| <b>Totals</b>   | <b>\$360,416.00</b> |

## Specific Bicycle and Pedestrian Elements

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>    | <b>Cost</b>           |
|--|-----------------------|
| Path/Trail Construction                                | \$2,609,417.00        |
| Sidewalk Construction                                  | \$0.00                |
| On-Street Bicycle Facility Construction                | \$0.00                |
| Right-of-Way   | \$0.00                |
| Pedestrian Curb Ramps (ADA)                            | \$252,292.00          |
| 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                   | \$360,417.00          |
| Other Bicycle and Pedestrian Elements                  | \$21,625.00           |
| <b>Totals</b>  | <b>\$3,243,751.00</b> |

## Specific Transit and TDM Elements

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b> | <b>Cost</b> |
|---|-------------|
| Fixed Guideway Elements                             | \$0.00      |
| Stations, Stops, and Terminals                      | \$0.00      |
| Support Facilities                                  | \$0.00      |

|   |               |
|---|---------------|
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$0.00        |
| Vehicles  | \$0.00        |
| Contingencies   | \$0.00        |
| Right-of-Way  | \$0.00        |
| Other Transit and TDM Elements  | \$0.00        |
| <b>Totals</b>   | <b>\$0.00</b> |

### Transit Operating Costs

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

### Totals

|                              |                |
|------------------------------|----------------|
| Total Cost                   | \$3,604,167.00 |
| Construction Cost Total      | \$3,604,167.00 |
| 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

*Please upload attachment in PDF form.*

## Measure A: Population Summary

|  |  |
|--|--|
| Existing Population Within One Mile (Integer Only) | 65445  |
| Existing Employment Within One Mile (Integer Only) | 44123  |
| Upload the "Population Summary" map                | 1649662744023_MLRT<br>Plymouth_Pop_Emp_MAP_Segment_1_2.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 Medicine Lake Regional Trail (MLRT) is located in a census tract that is below the regional average for populations in poverty or populations of color. However, the trail does connect to an identified environmental justice area and serves 572 subsidized rental housing units within 1/2 mile of the regional trail project area. The corridor travels through 1+ census tracts with:

- 15 and 19% population under 15 (~10% metro average)

- 17 and 23% population over 65+ (13.5% metro average)

- 21 and 26% Hispanic populations (6.5% metro average)

- 17% Asian populations (7.6% metro average)

- 22% Black populations (9.6% metro average)

- 22% foreign-born populations (12.1% metro average)

- 20 and 29% households below 185% poverty line (8.7% metro average)

- 27% households without a vehicle (8% metro average)

**Response:**

Residents in Plymouth were engaged in the following ways:

- Hispanic Heritage Celebration Bike tours: The Park District provided bike tours and shared information with the Latino community in attendance. The Sun Valley Mobile Home Park residents were invited to this event. Participants emphasized the need for safety elements, including improved crossings and wider trails to feel

comfortable on regional trails. This project will widen the existing MLRT and improve ADA pedestrian ramps.

- Bark in the Park Pop-up (Plymouth): TRPD engaged the many families and youth who attend each year. Staff provided an introduction to the project and requested comments on maps and voting boards. Families emphasized the need for park-like settings, connection to destinations, and safety elements (smooth pavement, wide trails, improved crossings). The MLRT addresses each of these areas by improving end-of-life pavement that will create a safe and comfortable route to/through the Northwest Blvd/Rockford Rd commercial area, French Regional Park, 13 bus stops, East Medicine Lake Park and the Luce Line Regional Trail.

- Yard Signs: The Park District put up yard signs in strategic locations (e.g., affordable apartment complexes & Sun Valley Mobile Home Park) along the existing regional trail to engage communities since COVID-19 restricted in person engagement. They directed the public to the project website to learn about regional trails, engagement opportunities, and ways to provide feedback.

- Virtual & In-person Open Houses: The Eagle Lake and Bryant Lake Regional Trail project engaged Plymouth area residents including those from the census tracts listed above. Feedback during open houses included the need for improvement/reconstruction of MLRT along each of these segments. This project would address these concerns/requests.

*(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.*

This project includes a 10' wide off-road multiuse regional trail that will provide safe, comfortable, & convenient access to low-income populations, people of color, youth, people with disabilities, and seniors.

This segment benefits the following vulnerable/disenfranchised communities:

- Public transit users: MLRT users will be able to safely connect to the 13 bus stops, 4 bus routes, Station 73 Park and Ride via future Eagle Lake Regional Trail. Research indicates those who use public transit are more likely to be BIPOC, seniors, people with disabilities, from households with lower incomes and/or that don't own a vehicle. Feedback from these groups emphasized the connection to local destinations and neighborhoods, which the MLRT will directly address by connecting to Northwest Blvd/Rockford Rd commercial area, French Regional Park, bus stops, East Medicine Lake Park and the Luce Line Regional Trail

Response:

- Senior residents: MLRT will be within ½ mile of Syncare Memory Suites and Mission Nursing Home. Through outreach with Seniors during the Eagle Lake Regional Trail master plan work (a future regional trail that shares a partial alignment with the MLRT through this project area), seniors emphasized the need for well-designed and maintained trails (e.g., variety of settings, trail loops, wide boulevards, easy slopes, and smooth surfaces). This enhancement to the MLRT will provide an off-road facility with 5' wide boulevards when feasible, a maximum slope of 5%, and local park connections to provide a loop-type experience.

- Youth: Upgrading the MLRT will improve the connection to two local schools in Plymouth



(Armstrong High School and Plymouth Middle School). Both of these schools are adjacent to French Regional Park and connected along 36th avenue, which is part of the proposed reconstruction. Additionally, the project connects to East Medicine Lake Park, which is a popular summer destination for youth in the Plymouth area. These improvements will make it safer for young people to travel to and from school and other destinations.

The proposed project will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing and minimizing construction nuisances through proper mitigation of noise, dust and traffic. During construction, current sidewalk users will be directed toward alternate routes with easy-to-follow detour signing. Road closure is not anticipated.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing developments 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.*

The Medicine Lake Regional Trail (MLRT) serves 572 subsidized rental housing units within 1/2 mile of the regional trail project area (183 units on the north project segment and 389 units on the south project segment).

Of those 572 subsidized housing units, the following developments in Plymouth are within 1/4 mile adjacent to the project area and connected to the MLRT through the local bicycle and pedestrian sidewalk and trail network:

- Bassett Creek Commons (46 units)
- Mission Oaks (26 units)
- Parkside at Medicine Lake (212 units)
- Stone Creek at Medicine Lake (132 units)
- Medicine Lake Woods (17 units)

These residents will benefit from the proposed safety and accessibility when walking and biking. In addition to transportation, trail corridors support active living, unity, and family connections. The MLRT will connect to single and multi-family residential neighborhoods, local schools, institutions, commercial areas, and major recreation sites. These local and regional connections are intended to provide underserved communities with safe, multimodal transportation. The proposed trail segments will improve public health for all low-income residents in the project corridor.

**Response:**

*(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):**

**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

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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.*

When the proposed Medicine Lake Regional Trail (MLRT) reconstruction project is complete, a missing gap/link will be restored. This project will provide 3.75-miles of safe, smooth, and consistent trail surface for users of all ages and abilities to connect to adjacent commercial/retail areas, job centers, Metro Transit bus access, churches, parks, and several high-density housing complexes. In addition, this project will provide seamless access and connectivity between the local and regional trail system, allowing regional trail users to cross major physical barriers such as TH 169 and Interstate 494.

The MLRT reconstruction project will close an important bicycle and pedestrian network gap by:

**Response:**

- Providing a safe continuous corridor for all ages, physical abilities, and non-motorized travel modes parallel to Northwest Blvd (CSAH 61), 36th Ave and East Medicine Lake Blvd.

- Connecting to the existing MLRT corridor at the Schmidt Lake Road (project's northern termini), which crosses under Interstate 494 (Tier 1 Expressway Barrier) less than ¼ mile to the west.

- Closing the gap with a safe, smooth and compliant surface between Schmidt Lake Road and French Regional Park along Northwest Blvd (CSAH 61), which is a RBTN Tier 2 Corridor. Currently, this segment does not meet regional trail standards (substandard trail width and non-compliant pedestrian ramps) and is at the 'end of its useful life.'

- Providing a newly constructed local trail connection between the MLRT and a local multi-use trail network along Rockford Road (CSAH 9).

This local multi-use trail network crosses Interstate 494 (Tier 1 Expressway Barrier), just 2,000 feet from this new local trail connection.

- Providing a safe and continuous multi-use trail corridor around Medicine Lake, along East Medicine Lake Blvd which is an RBTN Tier 2 alignment - making a connection to the Luce Line Regional Trail (RBTN Tier 1 alignment) which allows users safe crossing of TH 169 to the east.

*(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 of 3.75-miles of Medicine Lake Regional Trail (MLRT) in the City of Plymouth divided between two segments: 1-mile from Schmidt Lake Road to Rockford Road (CSAH 9) along Northwest Blvd (CSAH 61) and 2.75-miles from French Regional Park to Luce Line Regional Trail (LLRT) along 36th Ave and E. Medicine Lake Blvd.

The MLRT reconstruction project will replace existing bituminous trail which is at the 'end-of-its-useful-life.' The existing trail bituminous is in very poor condition, generally does not meet regional trail design standards and is a high priority to reconstruct. In recognition of the pavement condition and the regional importance of the 25.6-mile MLRT corridor (700,000 estimated annual visits), the Park District plans to completely reconstruct these trail segments, bring them up to regional trail standards and ADA compliance, and then pursue preventative pavement management consistent with all Park District paved trails.

Response:

The northern 1-mile MLRT segment along Northwest Boulevard (CSAH 61) between Schmidt Lake Road and Rockford Road (CSAH 9) was constructed nearly 30 years ago (1992/93) as an 8' wide trail with 3" of bituminous pavement on 4" of aggregate base and has not received any preventative pavement maintenance since construction. It was classified as poor condition five years ago and has declined even further since then. The project will provide ADA improvements and add a high priority local trail connection at Rockford Road (CSAH 9).

The southern 2.75-mile MLRT segment from French Regional Park to LLRT along 36th Ave and

E. Medicine Lake Blvd was constructed 24 years ago (1998) and is also at the 'end-of-its-useful-life.' This MLRT segment is located at a critical junction with the regional park, Medicine Lake and access to adjacent regional trails. This project will reconstruct the bituminous trail segment and provide ADA improvements.

#### Proposed Project Improvements:

- Reconstruct 3.75 miles of trail addressing safety concerns of uneven/stable surface (widening 1-mile from 8 feet to 10ft).
- Provide ADA treatments at two road crossings.
- Add local trail connection.

#### Proposed Benefits:

- Provide a safe and consistent trail surface for people of all ages and abilities.
- Improve connectivity to adjacent commercial/retail areas, Metro Transit, parks and several higher density housing complexes.
- Seamless access and connectivity between local and regional trail systems.

Police reports indicate from 2012-2022, roadways adjacent to the project area generated 6 accident reports related to bike/ped crashes. The improvements in this project will provide trail users with better protections by providing additional space between back of roadway curb and trail edge, and improving roadway crossings.

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

---

## **Measure A: Multimodal Elements**



The Medicine Lake Regional Trail (MLRT) serves as a primary north/south, multi-modal transportation route through Plymouth. Connections to the local and regional trail network are provided as options for bicyclists and pedestrians seeking a non-motorized transportation. 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 and transit users. 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 user types or, in some cases, separate people from vehicles.

**Response:**

Centerline striping will support safe and easily understandable two-way directional traffic on the trail and the 10' wide trail width meets industry standards for the 700,000 annual visits the MLRT receives. Further, this facility type and design is compliant with the MnDOT Bicycle Facility Manual which recommends off-road facilities which are separated from vehicles for routes with over 6,000 ADT or speed limits of 30 MPH.

Specially this project includes the following components to support bicycle, pedestrian and transit users:

- ADA curb ramps, APS and marked crosswalks where applicable.
- Regulatory and wayfinding signage.
- A safe off-road facility for people walking and

biking to access transit.

- A separated space for transit users to wait (where ROW allows) along the trail route so they are not congregated on the trail creating a safety concern and impeding traffic flow.

To further support multi-modal functions and connectivity, the project connects to the following:

- Existing local trail network along Rockford Road (CSAH 9) and Schmidt Lake Road - including a new trail connection with this project.
- Existing regional trails connections: Luce Line, Eagle Lake and Bassett Creek Regional Trails.
- Plymouth Route 795 stops (6 stops).

It is also important 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 as the project provides a safe option for people to walk and bike and improves local and regional connectivity for those persons.

*(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.*

The Medicine Lake Regional Trail (MLRT) has been a well-established, multi-use trail through the Plymouth community since 1999. The regional trail receives approximately 700,000 visits per year across its entire 25.6-mile corridor. A high concentration of those visits occur in the proposed project area due to its connectivity to the local trail network around Medicine Lake.

In 2021, Plymouth reconstructed portions of E Medicine Lake Blvd., which included reconstruction of 1500 feet of the MLRT. For that project, the city held the following community meetings about the project:

- Informational Meeting: 7-8 p.m. Sept. 26, 2019

Black Box Theatre at the Plymouth Creek Center

- 90% Draft Plan Open House: 4:30-6:30 p.m. Feb. 3

Plymouth Public Works Maintenance Facility

- Project Public Hearing: May 26, 2020

Feedback included significant support for the MLRT segment reconstruction. The Park District partnered with Plymouth to correct existing deficiencies along the 1500 foot stretch.

The MLRT master plan was completed in 2021 and submitted to the Metropolitan Council for approval March 2022. The master plan includes the need to reconstruct this 3.75-mile segment and has full support of the Plymouth Park and Recreation Advisory Commission as well as the Plymouth City

**Response:**

Council.

(Limit 2,800 characters; approximately 400 words)

**2.Layout (25 Percent of Points)**

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

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

100%

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

Yes

100%

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

75%

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

50%

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

25%

**Layout has not been started**

0%

**Attach Layout**

Please upload attachment in PDF form.

**Additional Attachments**

Please upload attachment in PDF form.

**3.Review of Section 106 Historic Resources (15 Percent of Points)**

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

**5.Railroad Involvement (15 Percent of Points)**

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

100%

**Signature Page**

Please upload attachment in PDF form.

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

50%

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

0%

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): \$3,604,167.00

Enter Amount of the Noise Walls: \$0.00

**Total Project Cost subtract the amount of the noise walls:** \$3,604,167.00

**Points Awarded in Previous Criteria**

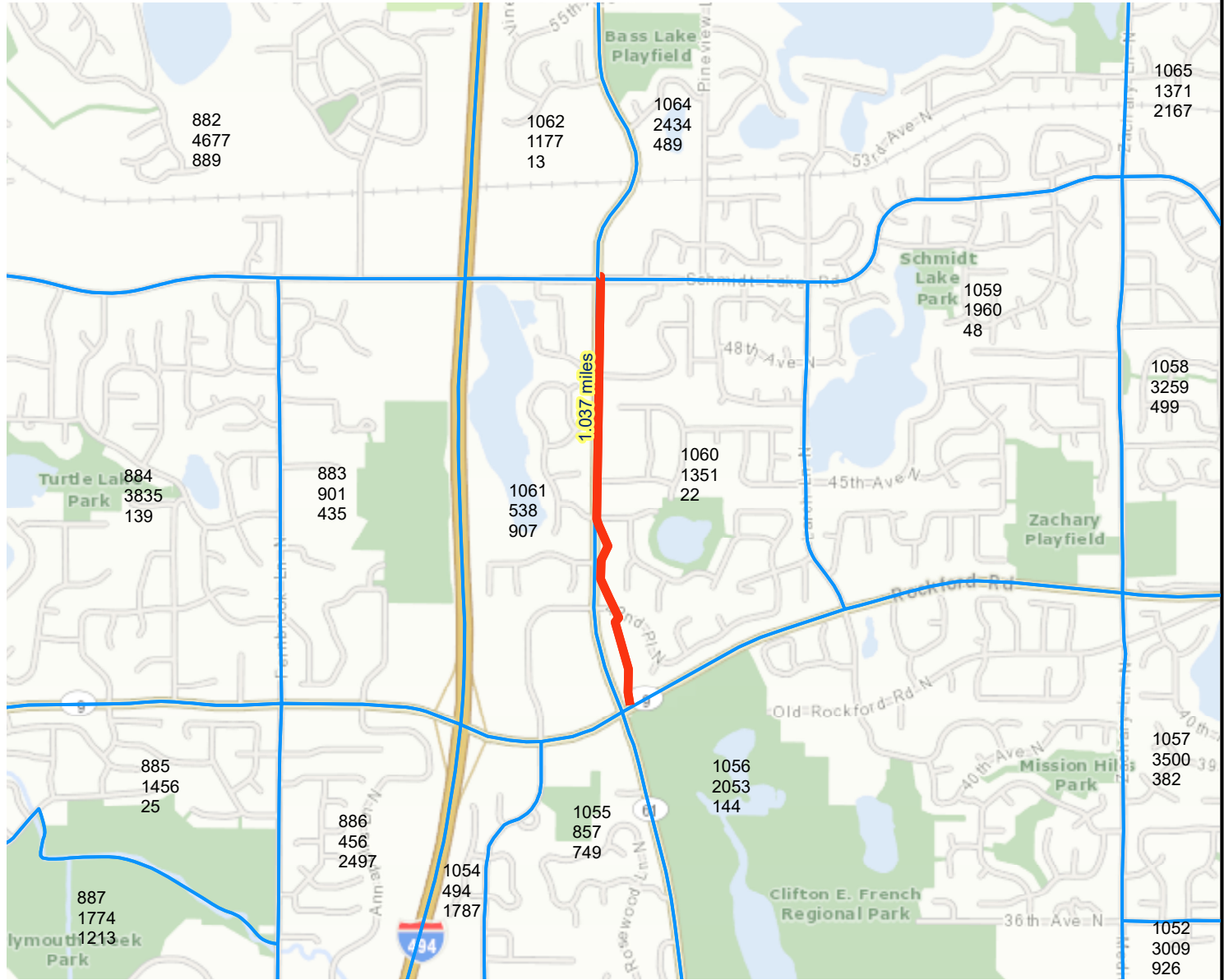
**Cost Effectiveness** \$0.00

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## Other Attachments

| File Name   | Description  | File Size |
|---|--|-----------|
| LOS_ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf | Letter of Support- Hennepin County Active Transportation Committee | 206 KB    |
| LOS_Henn_Co_Medicine Lake Regional Trail Project.pdf            | Letter of Support- Hennepin County Transportation                  | 86 KB     |
| LOS_Plymouth MLRT 03-31-22.pdf                                  | Letter of Support- City of Plymouth                                | 157 KB    |
| MedLake_Project_Summary.pdf                                     | One Page Summary-Photos-Context Map and Layout                     | 7.3 MB    |
| MLRT<br>Plymouth_RBTN_Orientation_Map<br>1_2.pdf                | RBTN Orientation Map   | 6.9 MB    |
| MLRT Plymouth_Socio_Eco_Map<br>1_2.pdf                          | Socio-Economic Map   | 5.6 MB    |
| MLRT Plymouth_Transit_Connect_Map<br>1_2.pdf                    | Transit Connections Map  | 5.5 MB    |
| Winter Maintenance Letter_MLRT.pdf                              | Winter Maintenance Commitment Letter                               | 152 KB    |

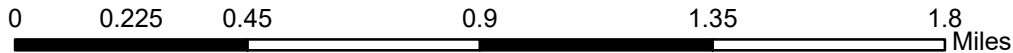
# Population/Employment Summary



## Results

Within ONE Mile of project:  
 Total Population: 25675  
 Total Employment: 9742

-  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>

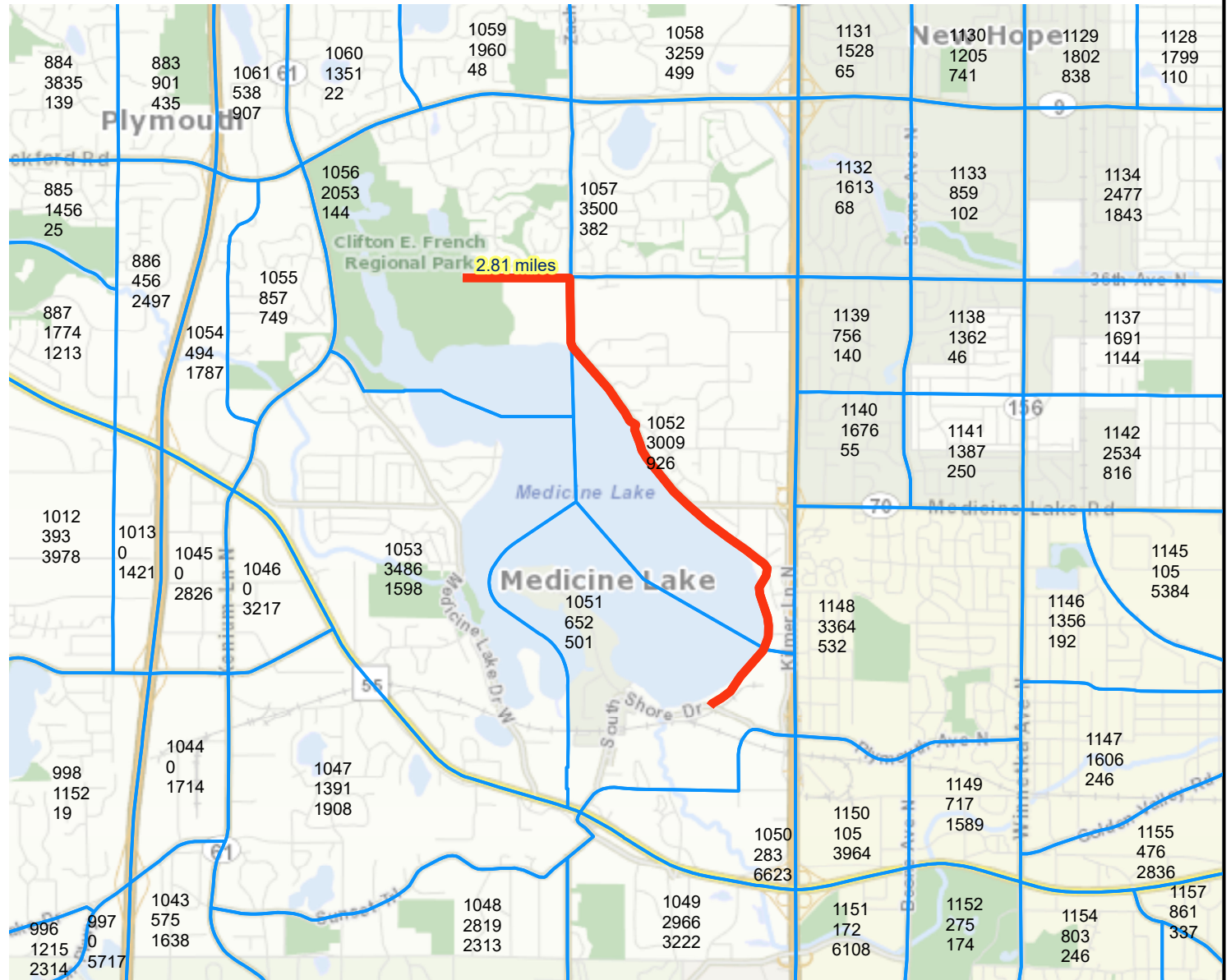




# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 39770  
 Total Employment: 34381



- Project Points
- Project
- Project Area
- 2016 TAZ



Created: 3/29/2022  
 LandscapeRSA4



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

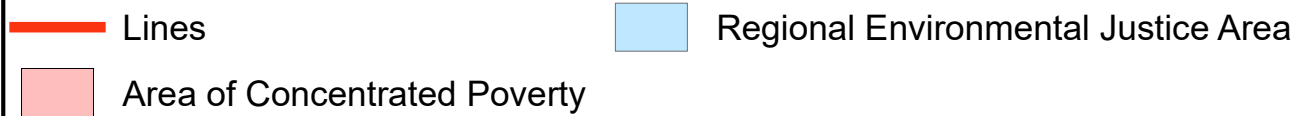
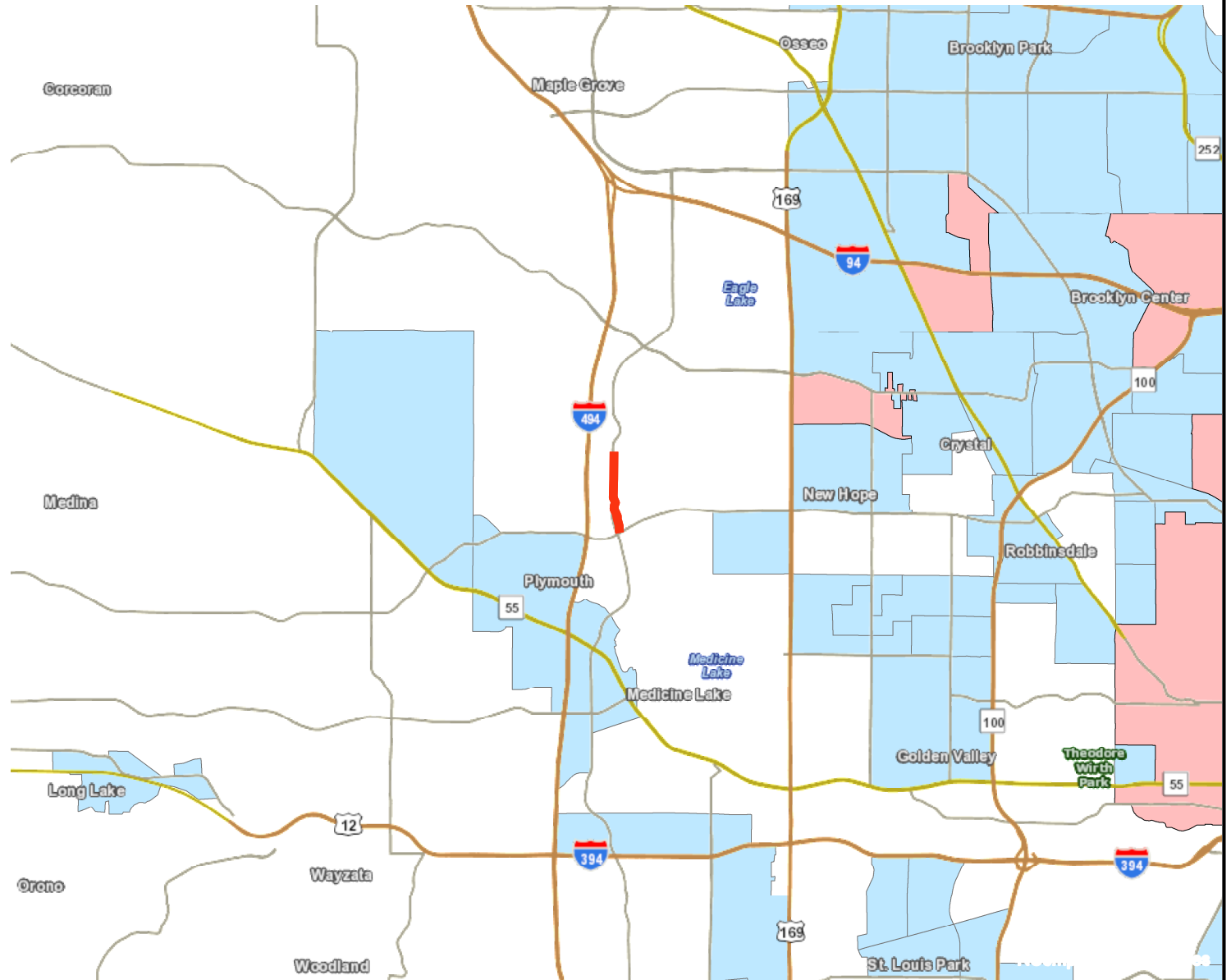


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 183

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

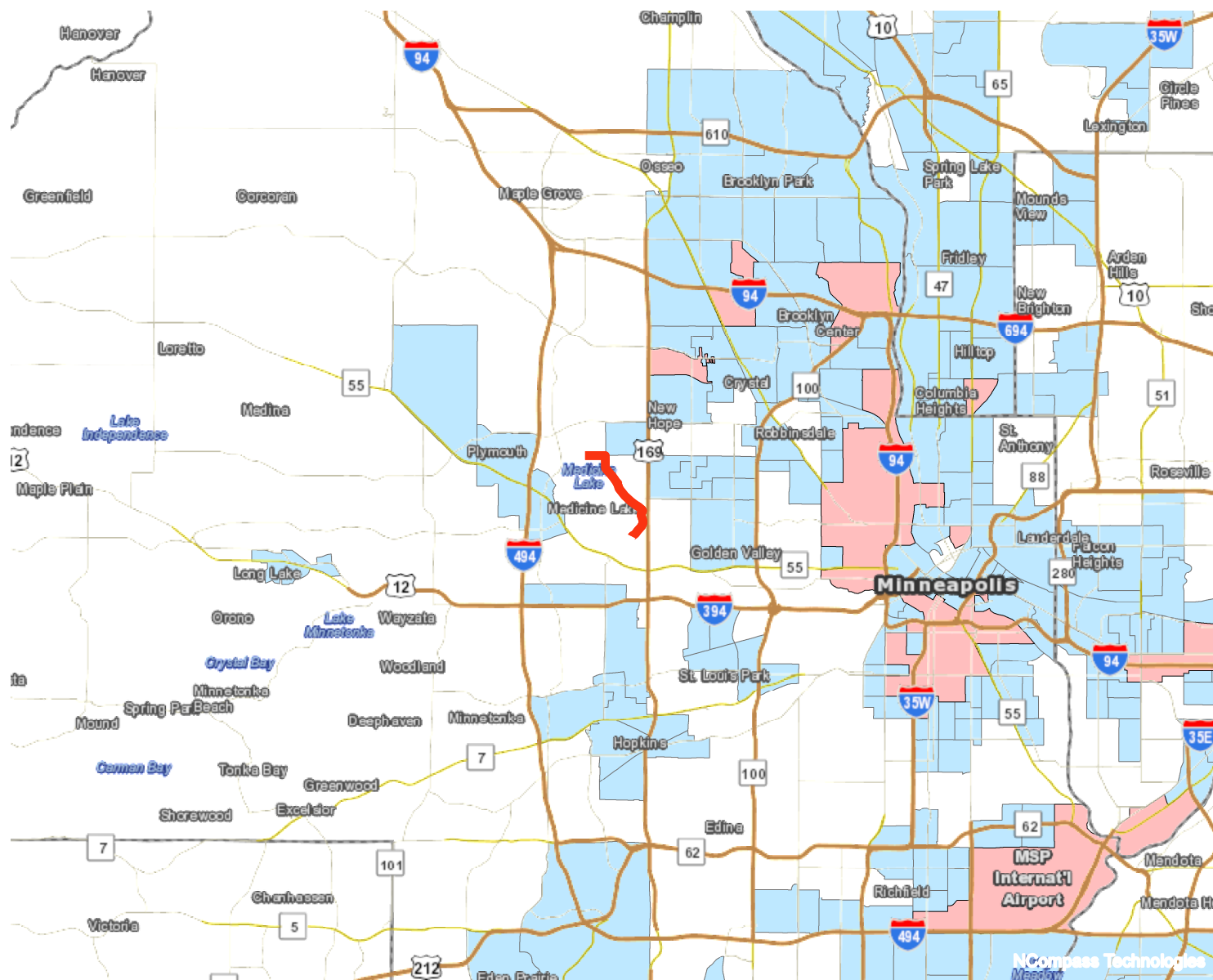


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 389

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



— Lines  
— Area of Concentrated Poverty

Regional Environmental Justice Area



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 22<sup>nd</sup> for metro agencies to apply for federal grant funding to construct and/ or reconstruct Multiuse Trails and Bicycle Facilities; and,

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED;

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

Hennepin County Active Transportation Committee:

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

RESOLUTION ADOPTED

Attest:   
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

HENNEPIN COUNTY  
MINNESOTA

March 30, 2022

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

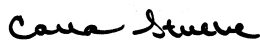
Re: Support for 2022 Regional Solicitation Application – Medicine Lake Regional Trail  
Along various roadways from the Luce Line Regional Trail to French Regional Park  
Along CSAH 61 (Northwest Boulevard) from CSAH 9 (Rockford Road) to Schmidt Lake Road

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 Medicine Lake Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the draft 2022 Nine Regional Trails Master Plan. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 61 (Northwest Boulevard) 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 Medicine Lake 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





March 31, 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  
Medicine Lake Regional Trail- Reconstruction

Dear Ms. Grissman:

The City of Plymouth (City) supports Three Rivers Park District's federal transportation funding request for reconstruction of the Medicine Lake Regional Trail along County Road 61 and from French Regional Park to the Luce Line Regional Trail. The City understands that this project will enhance the local and regional bicycle transportation system for our residents.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Medicine Lake Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the development of the trail by entering a joint powers agreement with the Park District in 1978 to ensure the trails future.

Specifically, this project will reconstruct 3.75 miles of regional trail including:

- One mile reconstruction of sub-standard trail along the east side of County Road 61
- Reconstruction of 2.75 miles of end-of-life trail between French Regional Park and Luce Line Regional Trail along 36<sup>th</sup> Avenue North and East Medicine Lake Road

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

Sincerely,

A handwritten signature in black ink that reads 'Barb Northway'.

Barb Northway  
Interim Director of Parks & Recreation



# Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth

(Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) along Northwest Boulevard (CSAH 61) and between French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road (except a few short recently reconstructed sections) in Plymouth, Hennepin County

**Total Project Cost** – \$3,604,167

**Requested Federal Amount** - \$2,883,333

**Local, Secured Match Amount** - \$720,833

### Project Description:

This project includes reconstruction of 3.75 miles of end-of-useful life bituminous trail in Plymouth. A 1-mile section of trail pavement along Northwest Boulevard (CSAH 61) between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) was constructed in 1992/93 as an 8' wide trail with 3" of bituminous on 4" of aggregate by the City of Plymouth and has not received any preventative pavement maintenance since construction. It was classified as poor condition five years ago and has declined even further since then. The City is transferring this segment to the Park District where it will officially become part of the Medicine Lake Regional Trail corridor (est. annual visits: over 700,000). In recognition of the pavement condition and the regional importance of the corridor (est. summer visits accessing French Regional Park via this trail: 18,095 or 197/day), the Park District plans to completely reconstruct this trail segment, bring it up to regional trail standards and ADA compliance, and then pursue preventative pavement management consistent with all Park District paved trails. The project will add a high priority local trail connection to the neighborhood to the east at Rockford Road (CSAH 9) where access is limited and not convenient.

The project also includes reconstruction of 2.75 miles of end-of-useful life regional trail (constructed in 1998 and maintained regularly with microsurfacing, crack sealing, etc.) between French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road (est. summer visits accessing French Regional Park via this trail: 16,643 or 181/day). ADA improvements will occur where needed.

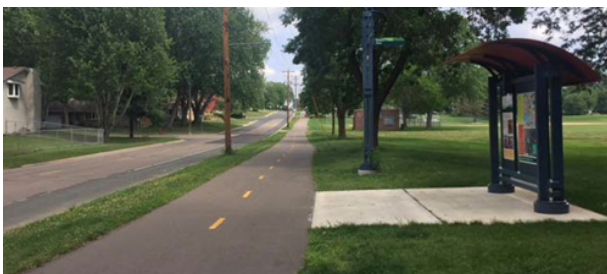
### Proposed Project Elements:

- Reconstruct 3.75 miles of end-of-useful life trail addressing safety concerns of uneven/stable surface and widen 1-mile from 8 feet to 10 feet to better support two-directional, multi-use travel
- Make ADA improvements at two road crossings
- Add one local connection

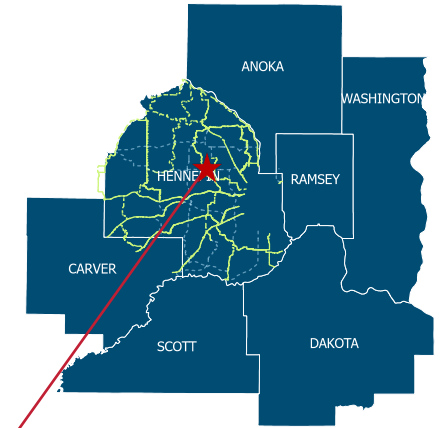
### Proposed Benefits Include:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Improved connectivity to adjacent commercial/retail areas, job centers Metro Transit, churches, parks and several higher density housing complexes.
- Seamless access and connectivity between local and regional trail systems

### Desirable After Conditions:



**Typical regional trail along road in suburban setting:** This photo shows a typical example of post reconstruction.



Project Location

### Project Map





# Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth Supporting Photos

## ADA Improvements:



Location A



Location B

➤ **Curb Cuts:** There are at least 6 road crossings along the project corridor that will require ADA improvements including curb cuts and truncated domes which extend the width of the trail.

➤ **End of Useful Life Pavement:** The pavement sections below are no longer maintainable and the cracks are significant enough that they pose a safety threat to even able body users.



Location C



Location D



Location E



Location F



Location G

➤ **Northwest Boulevard (CSAH 61):** This 1-mile section of pavement was built in 1992/93 and has reached the end of its useful life.

➤ **36th Ave/East Medicine Lake Boulevard:** This 2.75 mile section of pavement was built in 1998 and has reached the end of its useful life.

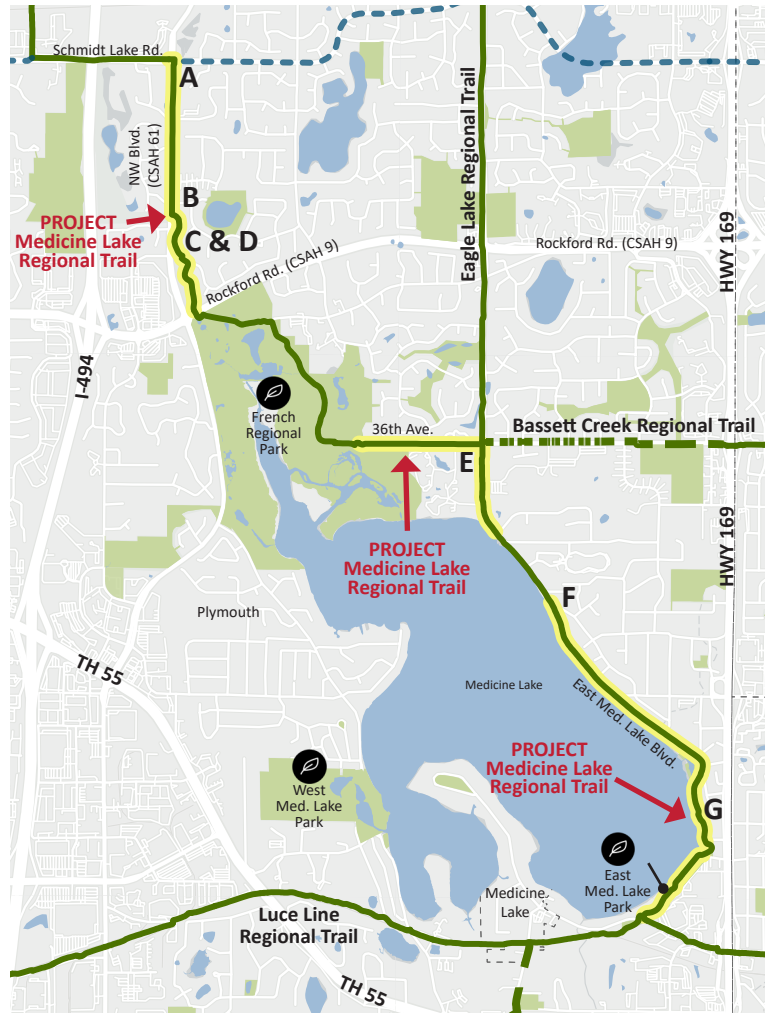
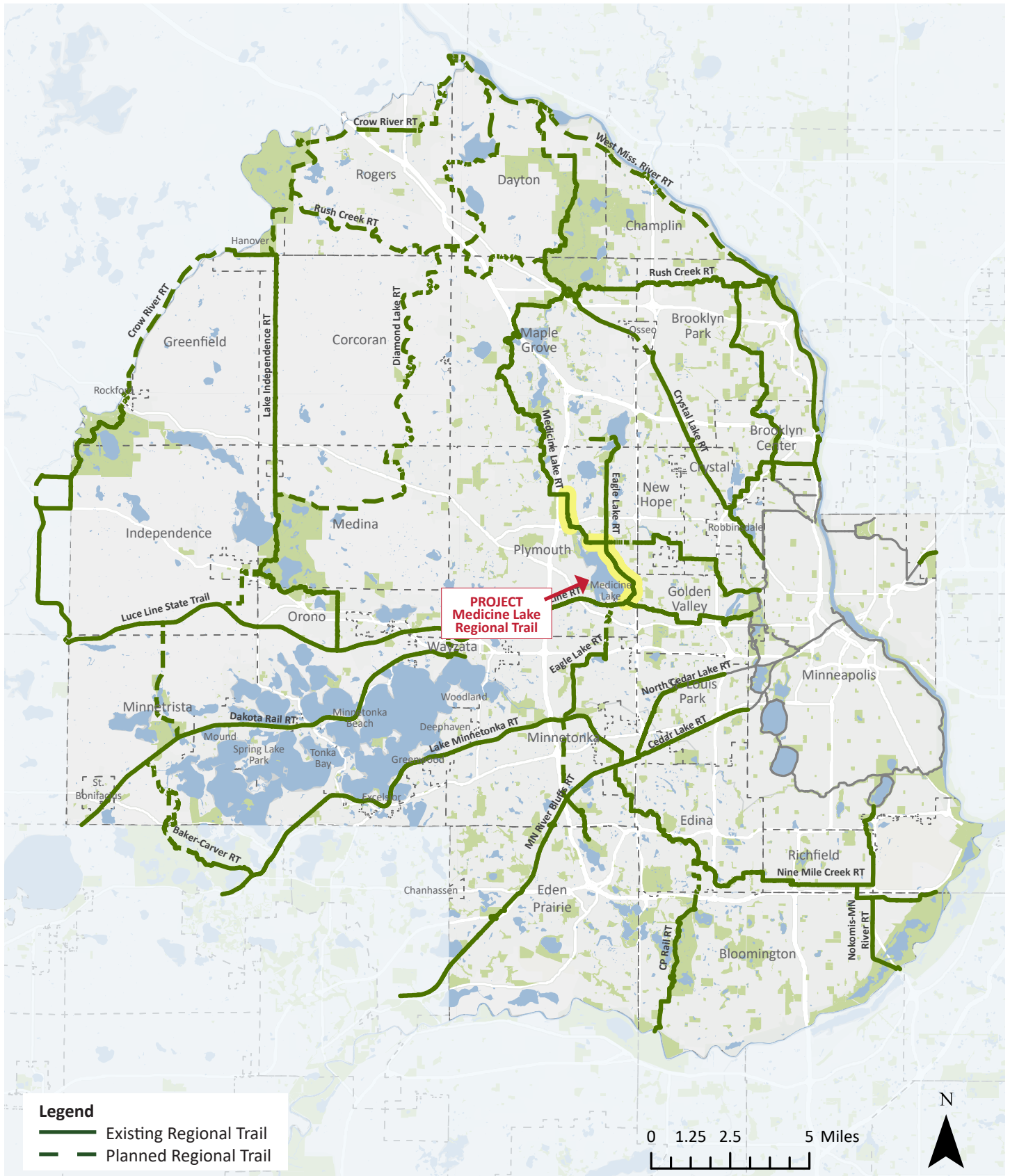
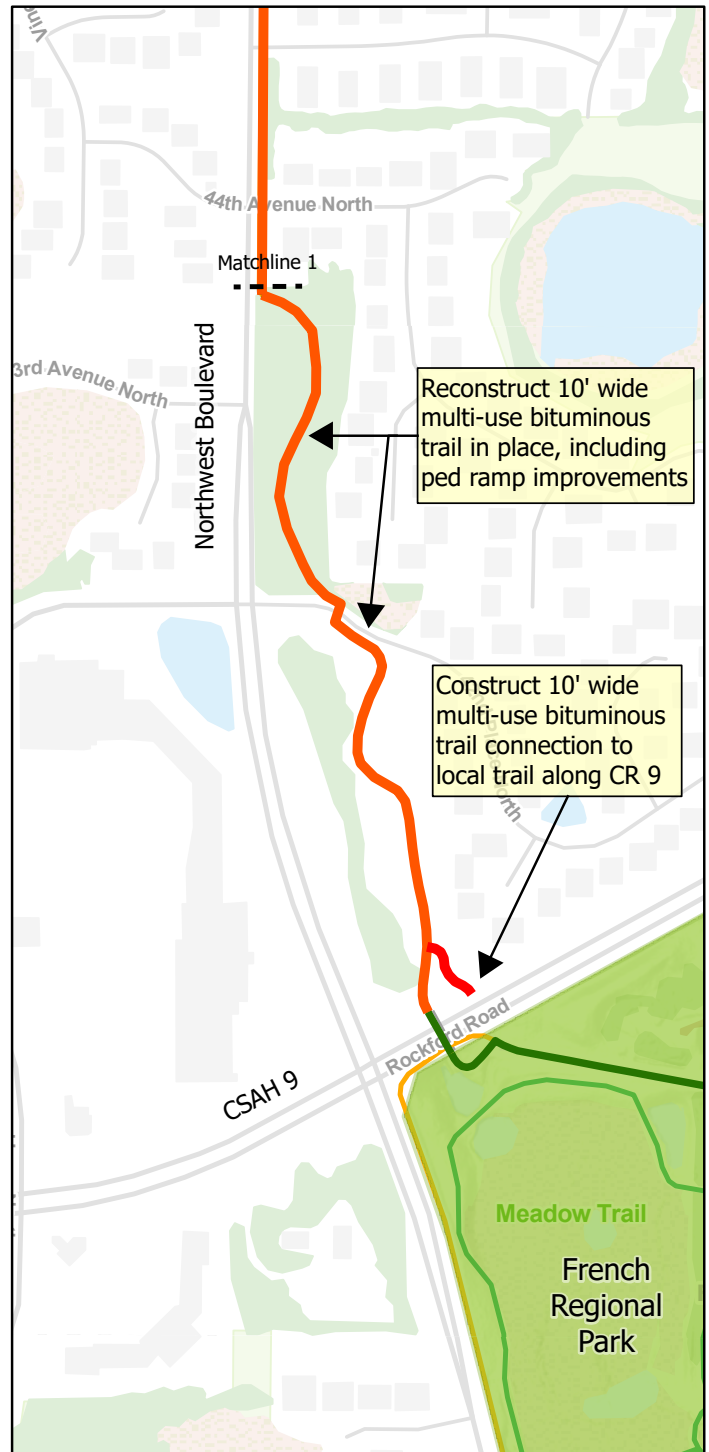
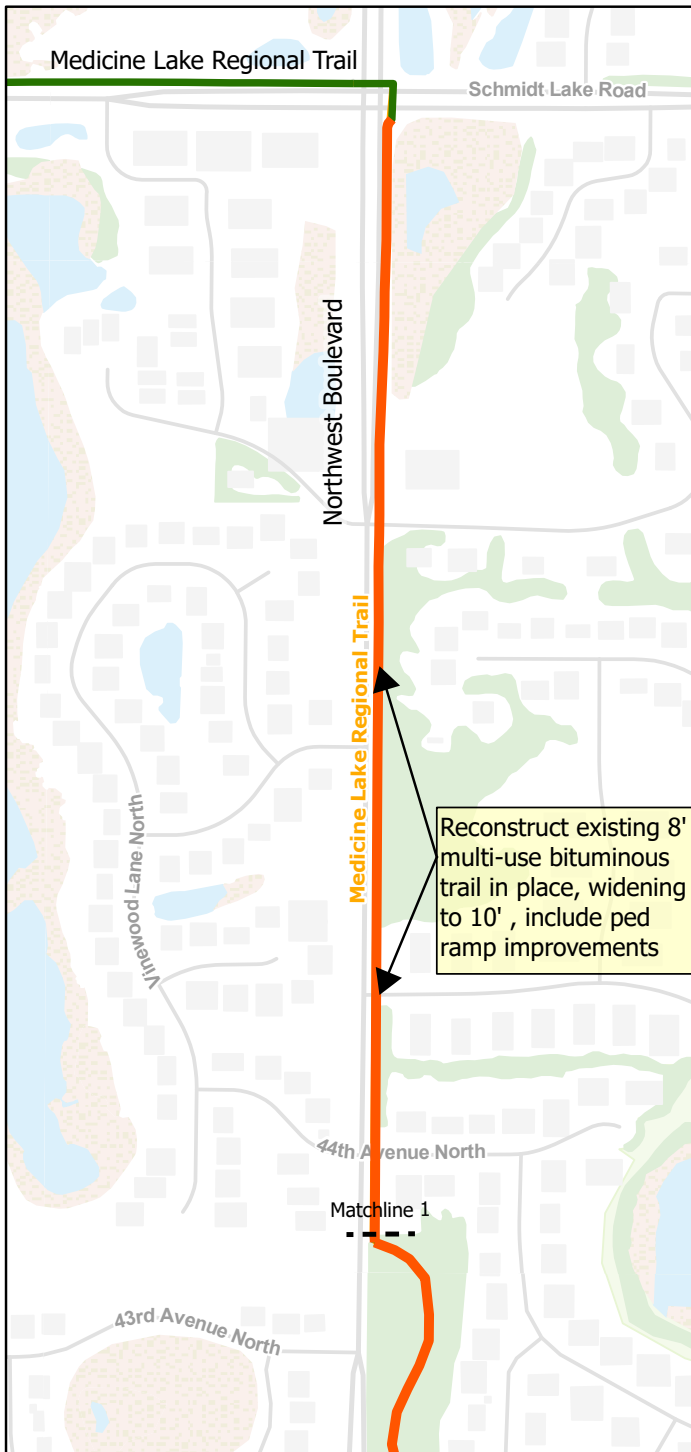


Photo Location Map

# Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth Regional Trail Context Maps



Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth  
 Project Concept Map - North of French Regional Park



Planning Department  
 Revised Date: 4/13/2022

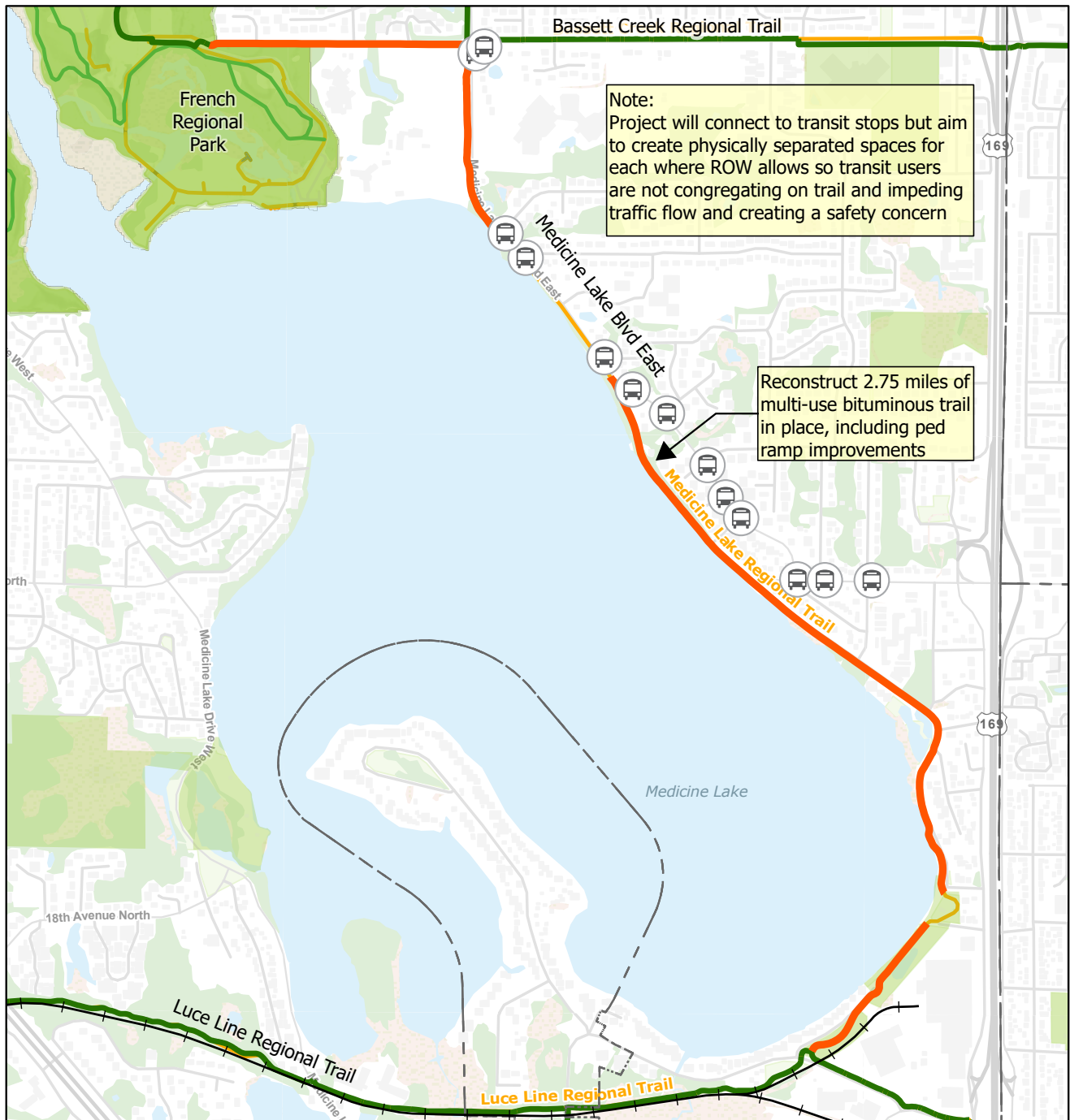
**Legend**

- Existing Regional Trail
- - - Planned Regional Trail
- Existing trail to be reconstructed



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.

**Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth  
Project Concept Map - South/East of French Regional Park**



**Note:**  
Project will connect to transit stops but aim to create physically separated spaces for each where ROW allows so transit users are not congregating on trail and impeding traffic flow and creating a safety concern

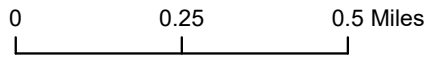
Reconstruct 2.75 miles of multi-use bituminous trail in place, including ped ramp improvements



**Planning Department**  
Revised Date: 4/13/2022

**Legend**

- Existing Regional Trail
- Planned Regional Trail
- Existing trail to be reconstructed
- Transit Stop



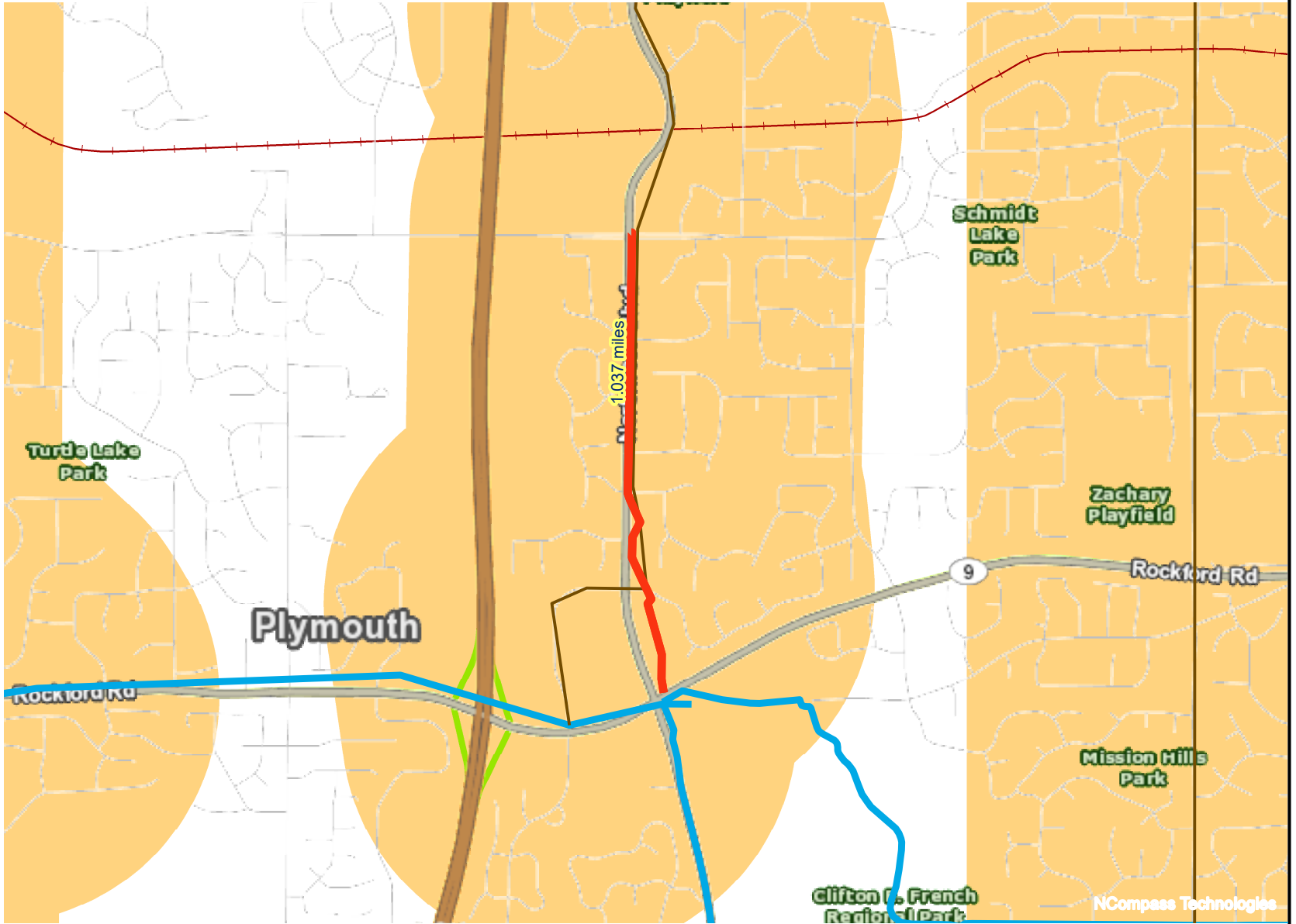
This map is for general reference only. This is not a legal document and it is provided without warranty. Data represented in this map is from a variety of sources, and is dynamic. The user acknowledges and accepts these terms.

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Medicine Lake Regional Trail- Reconstruction of 3.75 Miles | Map ID: 1648563638

## Results

Project IN TIER 2  
Bicycle Transport Corridor.



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



Created: 3/29/2022  
LandscapeRSA6



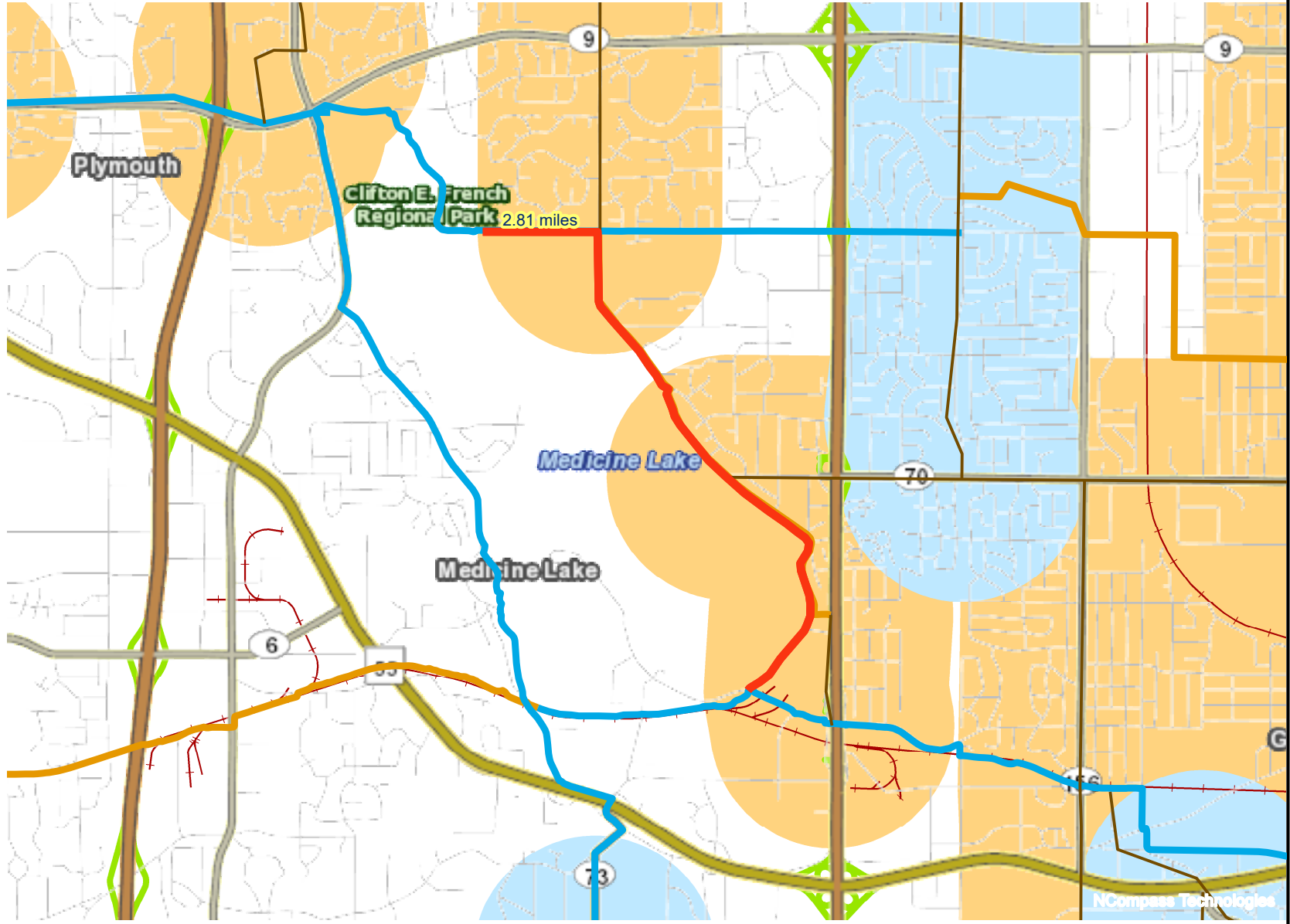
For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



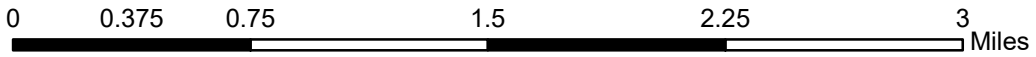
**Project to RBTN Orientation**

**Results**

Project **IN** TIER 2  
Bicycle Transport Corridor.



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



Created: 3/29/2022  
LandscapeRSA6



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



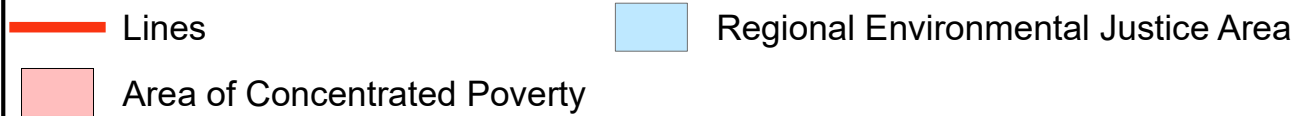
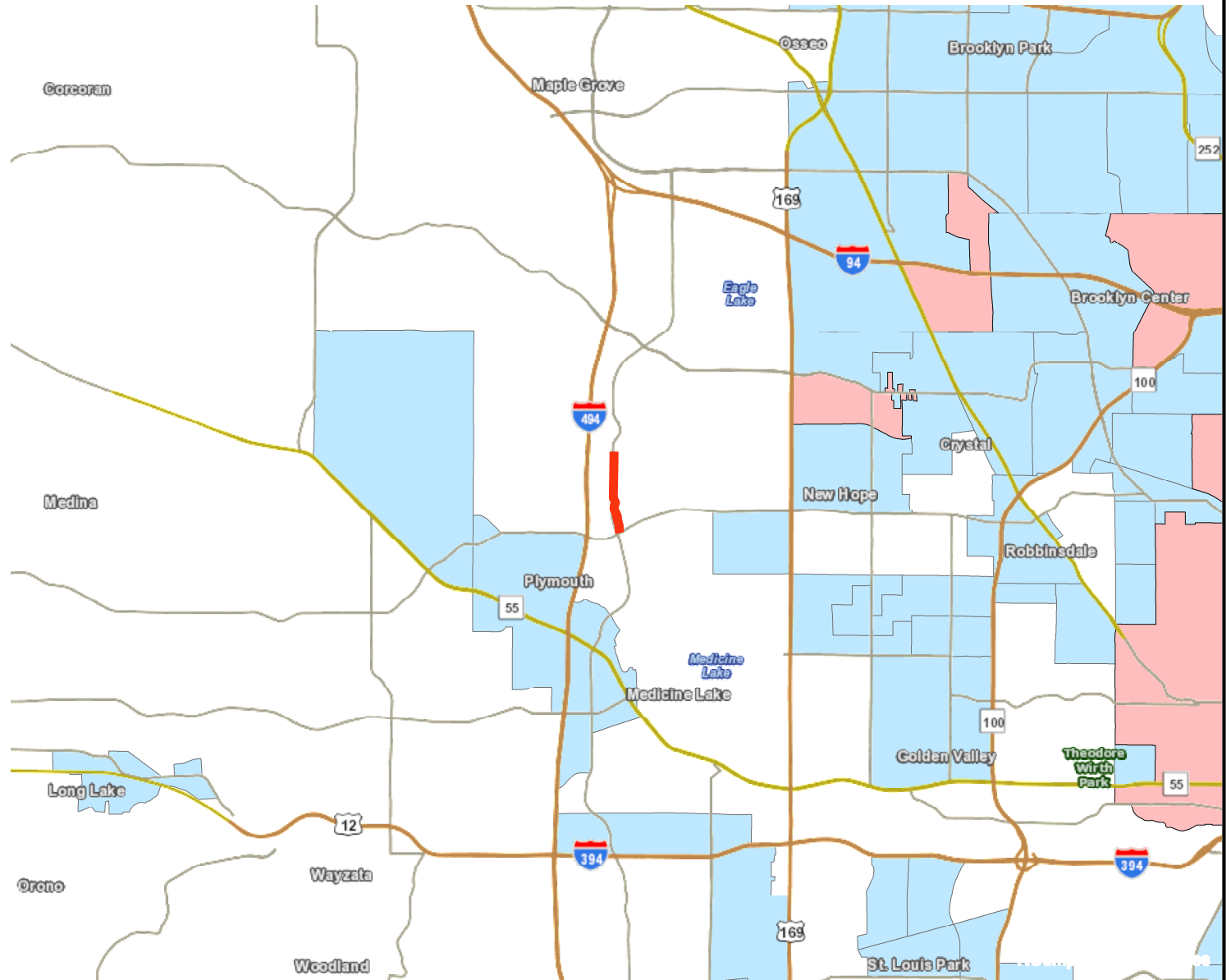
NCompass Technologies

# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 183

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

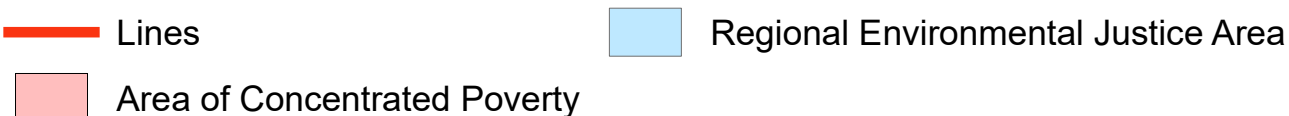
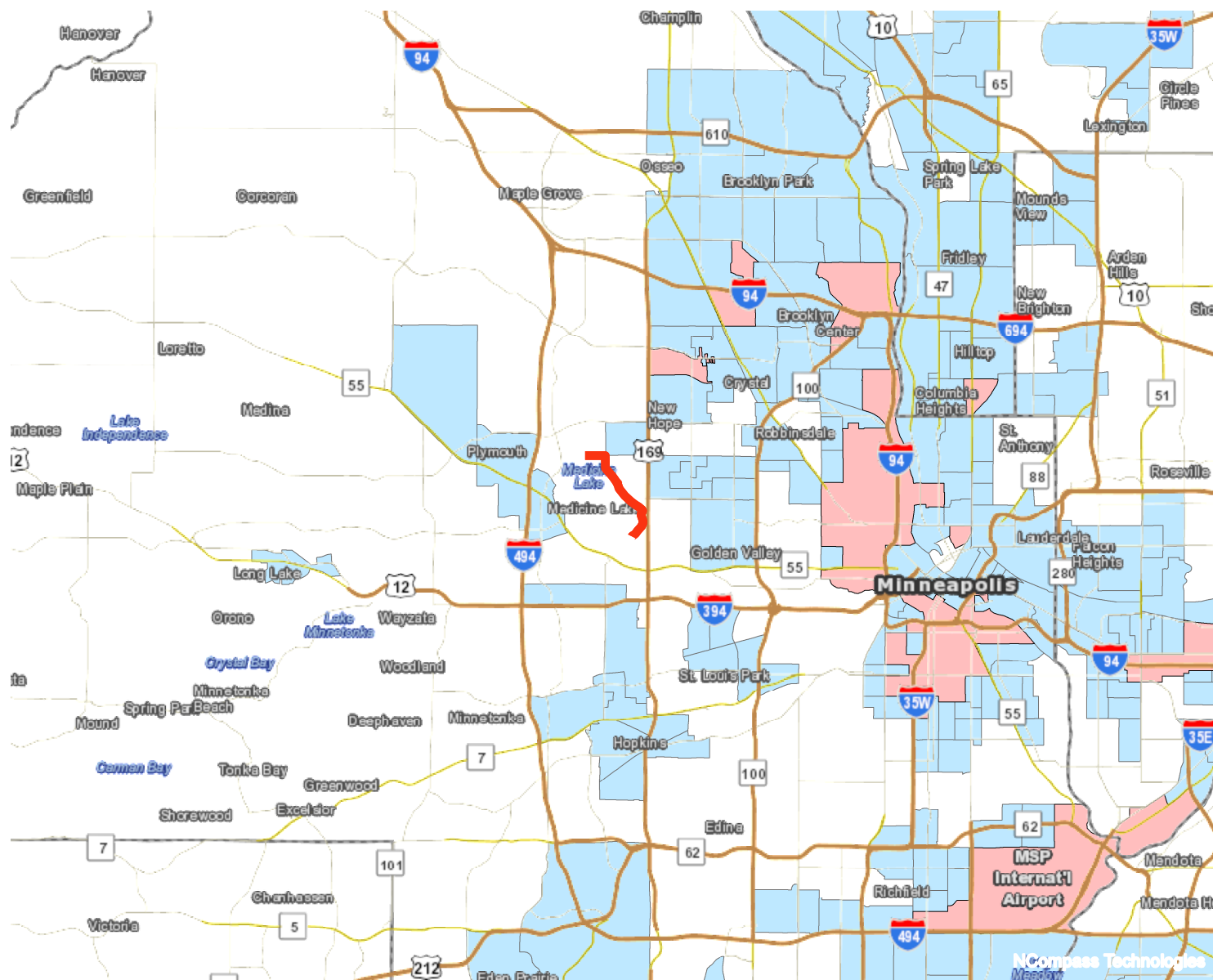


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 389

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



Created: 3/29/2022  
LandscapeRSA2



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





# Transit Connections

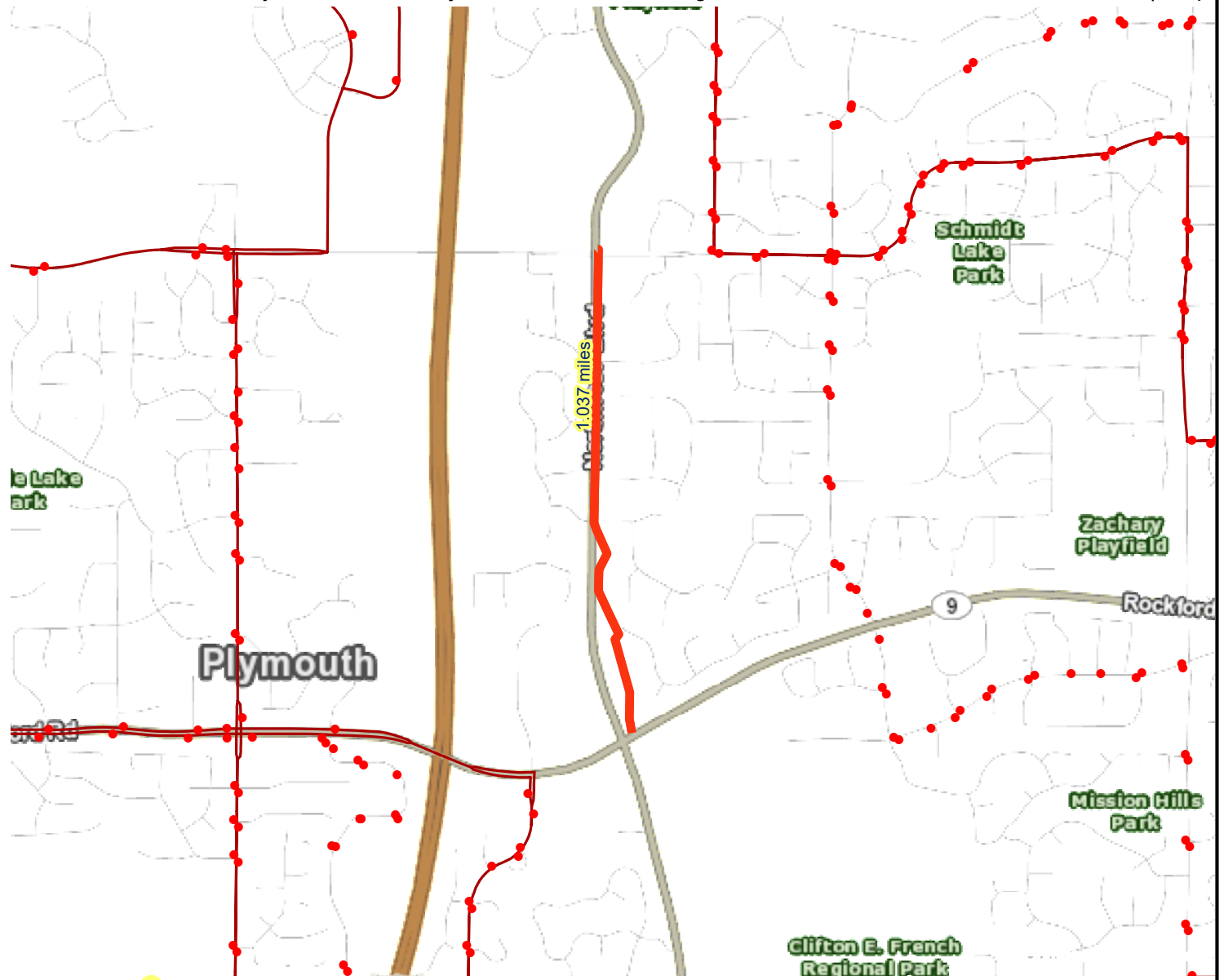
Multiuse Trails and Bicycle Facilities Project: Medicine Lake Regional Trail- Reconstruction of 3.75 Miles | Map ID: 1

## Results

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

*\*indicates Planned Alignments*

Transit Market areas: 3



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



Created: 3/29/2022  
LandscapeRSA3

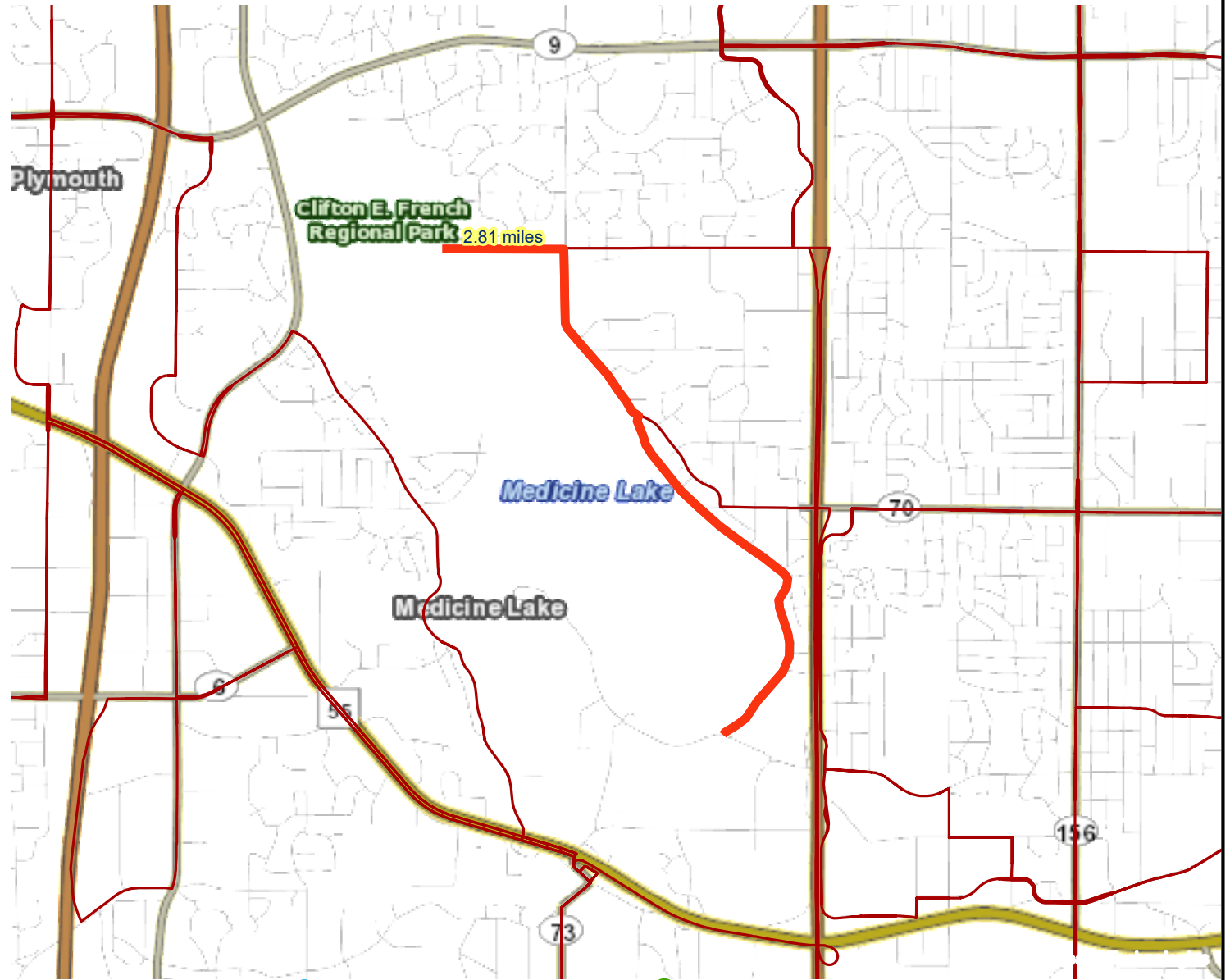


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Medicine Lake Regional Trail- Reconstruction of 3.75 Miles | Map ID: 1



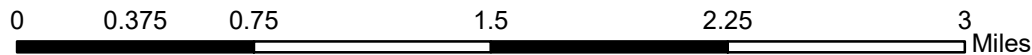
## Results

Transit with a Direct Connection to project:  
705 755 790 795

*\*indicates Planned Alignments*

Transit Market areas: 3

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

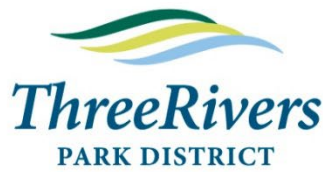


Created: 3/29/2022  
LandscapeRSA3



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





Three Rivers  
Park District  
Board of  
Commissioners

April 11, 2022

Marge Beard  
District 1

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

Dear Ms. Koutsoukos,

Jennifer DeJournett  
District 2

Three Rivers Park District is excited to move forward with completion of Medicine Lake Regional Trail: Reconstruct 3.75 miles in Plymouth. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman  
Vice Chair  
District 3

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

John Gunyou  
Chair  
District 4

John Gibbs  
District 5

Sincerely,

Gene Kay  
Appointed  
At Large

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

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

Jesse Winkler  
Appointed  
At Large

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

Boe Carlson  
Superintendent