



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17532 - Shingle Creek Regional Trail- Noble Parkway Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 1:32 PM

Primary Contact

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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

Shingle Creek Regional Trail: Noble Parkway N Reconstruction

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Brooklyn Park

Jurisdictional Agency (If Different than the Applicant):

This project includes replacing 0.84-miles of concrete sidewalk at the end of its useful life with a bituminous, 10' wide segment of the Shingle Creek Regional Trail (SCRT) along Noble Parkway N (CSAH 12) from 95th Ave N to 400 feet south of Prestwick Parkway in Brooklyn Park.

The entire 11-mile SCRT traverses between Rush Creek Regional Trail in Brooklyn Park through Brooklyn Center to Weber Park and North Mississippi Regional Park in Minneapolis. While the SCRRT is generally complete, there are segments that exist that require reconstruction as they do not meet regional trail design standards. This project addresses this need.

Project includes the following:

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

- Remove 0.84-miles of existing sidewalk and replace with 10' wide bituminous trail with center line striping - meeting regional trail standards.

- Replace 6 curb ramps at 3 road intersections for ADA compliance.

Project benefits include:

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

- Clearly define the regional trail route through residential and commercial areas.

- Connect to adjacent commercial/retail areas, Metro Transit park and ride, churches, parks and several high density housing complexes.

Please see attached project summary for context maps, photos and additional details.

(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 0.84-MILES MULTI-USE PAVED TRAIL ALONG NOBLE PARKWAY N (CSAH 12) FROM 95TH AVE N TO PRESTWICK PARKWAY N IN BROOKLYN PARK

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

Project Length (Miles) 0.84

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 \$1,254,000.00

Match Amount \$313,500.00

Minimum of 20% of project total

Project Total \$1,567,500.00

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.

Project Information

County, City, or Lead Agency Three Rivers Park District

Zip Code where Majority of Work is Being Performed 55443

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 10/29/2026

Name of Trail/Ped Facility: Shingle Creek Regional Trail
(i.e., CEDAR LAKE TRAIL)

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

From: 95th Ave N / Noble Parkway N (CSAH 12)
(Intersection or Address)

To: Prestwick Parkway (400 ft south) / Noble Parkway N (CSAH
(Intersection or Address) 12)

*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): 0.84

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.84

Is this a new trail? No

Primary Types of Work SIDEWALK REMOVAL, BITUMINOUS MULTIUSE BIKE
PATH CONSTRUCTION

*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.

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

Goal A: Objective A; p2.2

Goal B: Strategies B1 and B6; p2.5, 2.8

Goal C: Objectives B, D, and E; p2.10; Strategies C1, C2, C4, C15, C16, C17; p2.10-2.11, 2.14, 2.22-2.24

Goal D: Strategy D3; p2.27

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

Goal F: Objective C; p20.35

(Limit 2,800 characters; approximately 400 words)

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

2040 Brooklyn Park Comprehensive Plan 2040-Comprehensive-Plan_NoAppendices.pdf
(brooklynpark.org)

2040 Three Rivers System Plan

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

Hennepin County 2040 Comprehensive Plan and 2040 Bicycle Transportation Plan

2040 Regional Parks Policy Plan (Met Council)

2040 Regional Transportation Policy Plan & Regional Transportation Bicycle Network (Met Council)

(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

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)	\$78,375.00
Removals (approx. 5% of total cost)	\$78,375.00
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	\$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
Totals	\$156,750.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$971,850.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$282,150.00
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	\$156,750.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,410,750.00

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	\$1,567,500.00
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Construction Cost Total	\$1,567,500.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

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

1649662929827_SCRT Nobel
Ave_RBTN_Orientation_Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 44041

Existing Employment Within One Mile (Integer Only) 6320

Upload the "Population Summary" map

1649663017817_SCRT Nobel
Ave_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 (SCRT) Noble Parkway N (CSAH 12) reconstruction project includes replacing 0.84-miles of concrete sidewalk at the end of its useful life with a bituminous, 10' wide segment of the Shingle Creek Regional Trail (SCRT) along Noble Parkway N (CSAH 12) from 95th Ave N to 400 feet south of Prestwick Parkway in Brooklyn Park. The Park District's SCRT master planning process (2018-2021) sought direct engagement with Brooklyn Park and Brooklyn Center residents and underrepresented community groups (Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults and residents in affordable housing) who do not participate on regional trails to the extent which is expected, given their percentage of the overall population. This project is committed to reducing trail user conflicts to make this project more inclusive, welcoming, and safe to all user groups, especially for trail users that may be new to the trail system.

Response:

During the SCRT master plan, the Park District conducted pop-up engagements, hosted bike rides and attended community events to garner regional trail feedback to influence the master plan recommendations. Those engagement activities included:

Pop-Up Engagement. Hosted two (2) pop-up tabling events along the Shingle Creek Regional Trail (17 people engaged).

Bike Rides. Hosted two (2) regional trail bike rides with Outdoor Latino, a local community-based organization centered around outdoor activities in the Latino community (40 people engaged).

Community Events. Attended and tabled at annual community events including Earl Brown Days in Brooklyn Center (8 people engaged) and Tater Daze in Brooklyn Park (30 people engaged).

Feedback from these engagement activities resulted in the following additions and influences to the SCRT master plan, and subsequently to this proposed project:

- Replace the existing SCRT concrete trail along Noble Parkway N with a paved, 10' wide, bituminous, multi-use trail.
- Add more wayfinding along SCRT at roadway and local trail intersections.

(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 11-mile Shingle Creek Regional Trail (SCRT) corridor, as well as the 0.84-miles within this project scope, is located within an area that is above the regional average for population in poverty or population of color. This reconstruction project serves several low-income populations, people of color, youth, people with disabilities, and seniors. Closing this 0.84-mile gap on the 11-mile SCRT corridor will provide the following benefits to residents:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Clearly define the regional trail route through residential and commercial areas.
- Provide seamless connections to adjacent churches, transit, and several higher density housing complexes.

Response:

Since 1990, Brooklyn Park has seen an increase in percent of total population identifying as Black or African American alone, non-Latino (1990 value = 4.89; 2020 value = 29.17). This follows the regional trend where an increase has been observed (1990 value = 3.83; 2020 value = 10.26). Additionally, Twin Cities regional data indicates 8.7% of people below poverty, 20% of people are aged 60 years or older, 27% of households experience a housing cost burden, 25.75% of the population 19 years or younger and 1 in every 11 (9%) residents reports having at least one disability. Three Rivers' research indicates that these underrepresented community groups do not participate on regional trails to the extent which is expected, given their percentage of the overall population.

Public transit connections to/from Brooklyn Park through Brooklyn Center to downtown Minneapolis can be made via multiple access points from the SCRT. Research indicates those who use public transit are more likely to be from households with lower incomes and/or do not own a vehicle. Metro Transit bus riders can use the SCRT to connect with routes 723, 761, 763 and express route 768 departing from the 95th Ave N. Park and Ride lot - at the project's northern termini. Additionally, the greater SCRT corridor connects to the Brooklyn Center Transit Center, south of this project scope ? providing opportunities for further connections to METRO Line C (high frequency, on-demand route) and bus routes 22, 721, and 724.

The proposed project will not negatively impact the disadvantaged populations present in the project area. Access to businesses near Noble Parkway N / 95th Ave N will be maintained during construction. The project will minimize construction nuisances in residential areas through proper mitigation of noise, dust, and traffic. Additionally, current sidewalk users will be directed towards alternate sidewalk routes on the west side of Noble Parkway N (CSAH 12) with easy to follow detour signing. No local road closures are anticipated.

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

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 projects 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 56 subsidized rental housing units in census tracts within 1/2 mile of the Shingle Creek Regional Trail (SCRT) Noble Parkway N (CSAH 12) reconstruction project. Additionally, this project area is located in an area that is above the regional average for poverty.

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

Response:

Residents in Brooklyn Park will benefit from the proposed safety and accessibility when walking and biking. In addition to transportation, trail corridors support active living, unity and family development. The SCRT connects single and multifamily residential neighborhoods, local schools, institutions, commercial areas and major recreation sites. Improvements to this trail segment will improve public health for all low income residents in the SCRT corridor through Brooklyn Park.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

Yes

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

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

1649781290752_SCRT Nobel Ave_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 Shingle Creek Regional Trail (SCRT) Noble Parkway N (CSAH 12) reconstruction project will replace a 0.84-mile segment (currently sidewalk) with a paved, 10' wide bituminous trail. This project will fill a missing gap/link in the regional trail corridor (Tier 1 RBTN alignment) and provide a seamless transition between the existing paved trail north of TH 610 and south of Prestwick Parkway. It will also provide a seamless connection across the Noble Parkway N (CSAH 12) bridge over TH 610, which is a major, physical barrier for pedestrians and bicyclists (Tier 1 expressway barrier).

Response:

This segment of the SCRT will be protected from traffic and parallel to Noble Parkway N (CSAH 12), which sees an average daily traffic (AADT) volume of between 16,800 - 18,300 and vehicle speeds posted at 45 MPH. The improvements to this protected bikeway will provide a 2-3 foot clear safety zone between the back of curb along Noble Parkway N (CSAH 12) and the edge of paved trail, giving users an additional safety buffer from traffic.

(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

Yes

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

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

The Shingle Creek Regional Trail (SCRT) Noble Parkway N (CSAH 12) reconstruction project will replace a 0.84-mile segment (currently sidewalk constructed in 1997) with a paved, 10' wide bituminous trail with center line striping and which meets regional trail standards. Additionally, the project will replace 6 curb ramps at 3 roadway intersections for ADA compliance and pull the existing trail (which is currently a sidewalk) away from the back of Nobel Parkway road curb.

The result of these improvements include:

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

- Clearly define the regional trail route through residential and commercial areas

- Provide a seamless bikeway to access adjacent commercial/ retail areas, Metro Transit park and ride facility at Nobel Avenue/ TH 610, churches, parks and several higher density housing complexes.

- Enhanced safety by providing a 2-3 foot clear safety zone between the edge of trail pavement and back of roadway curb.

According to City of Brooklyn Park Police crash reports, there are no records of bicycle or pedestrian crashes along this segment of Nobel Parkway. However, the data does show that there have been 44 vehicle accidents along this stretch of Nobel Parkway over the last 10 years. The proposed enhancements to this segment of the SCRT will provide further separation of multi-use trail users from vehicle traffic by removing back of curb sidewalk surface and adding a 2-3 foot safety

Response:

clear zone between the bituminous trail edge and back of Nobel Parkway curb.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

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 bikers and walkers of all ages and abilities as well as motorists and transit users. The off-road location of the facility provides the safest shared-use design for bicycles and pedestrians and is far superior to the existing back of curb sidewalk.

The project will add a centerline stripe (currently not in place on the existing sidewalk) to the trail which will support safe and easily understandable two-way directional traffic. The existing sidewalk will be replaced with a 10' wide trail width, which meets industry standards for its current estimated use (320,000 visits per year). Further, this facility type/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 AADT or speed limits of 30 MPH. Noble Parkway N (CSAH 12) currently has an AADT volume of 16,200 - 18,300 vehicles per day with a 45 MPH speed limit.

Response:

Specifically, this project includes the following components to support people walking and biking, as well as transit users:

- Replaces 6 non-ADA compliant curb ramps at 3 road crossings.
- Adds regulatory and wayfinding signage and rest stops.
- Provides a safe off-road facility for people walking and biking to access transit.

To further support multimodal pedestrian function and connectivity, the project connects to existing sidewalk/trail network in Brooklyn Park. Additionally, connection is made to the Rush Creek Regional Trail, approximately 1 mile north of the project's termini at 95th Ave N.

It is important to recognize that by providing a safe, separated space for people to walk and bike that is separated from the roadway will encourage more people to use the regional trail network as transportation in place of driving a vehicle.

(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 Shingle Creek Regional Trail (SCRT) has been in operation since 2009. In 2018, the Park District began master planning work for the SCRT, but that work was put on hold during the Covid-19 pandemic (2019). It was picked up again in 2021 and the final master plan was submitted to the Metropolitan Council for approval in March 2022.

During the SCRT master plan, the Park District conducted pop-up engagements, hosted bike rides and attended community events to garner regional trail feedback to influence the master plan recommendations. Those engagement activities included:

Pop-Up Engagement. Hosted two (2) pop-up tabling events along the Shingle Creek Regional Trail (17 people engaged).

Response:

Bike Rides. Hosted two (2) regional trail bike rides with Outdoor Latino, a local community-based organization centered around outdoor activities in the Latino community (40 people engaged).

Community Events. Attended and tabled at annual community events including Earl Brown Days in Brooklyn Center (8 people engaged) and Tater Daze in Brooklyn Park (30 people engaged).

Feedback from these engagement activities resulted in the following additions and influences to the SCRT master plan, and subsequently to this proposed project:

- Replace the existing SCRT concrete trail along Noble Parkway N with a paved, 10' wide,

bituminous, multi-use trail.

- Add more wayfinding along SCRT at roadway and local trail intersections.

The existing 10 foot wide sidewalk will be replaced with a 10 foot wide bituminous multi-use trail, which is consistent with the regional trail both north and south of this project segment. The work will take place in the existing trail right of way and no private property will be needed for the newly constructed trail as the alignment is not changing. Center line stripes will be added (currently not in place on the existing sidewalk) which will help considerably with wayfinding and safety.

(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):	\$1,567,500.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,567,500.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

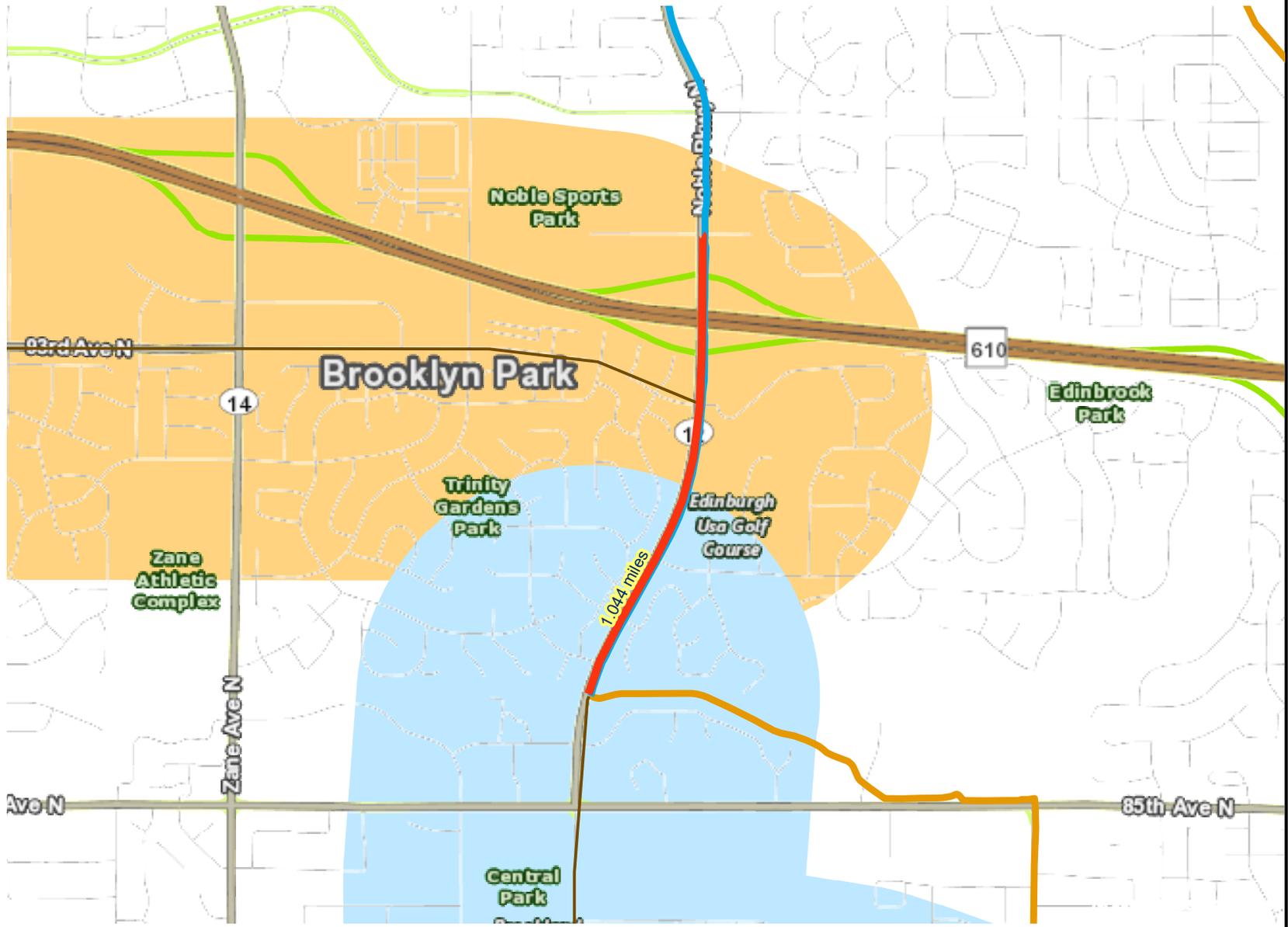
Other Attachments

File Name	Description	File Size
LOS_ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf	Letter of Support- Hennepin County Active Transportation Committee	206 KB
LOS_Brooklyn Park_ SCRT Noble Avenue Reconstruction.pdf	Letter of Support- City of Brooklyn Park	65 KB
LOS_HC_Shingle Creek Regional Trail Project.pdf	Letter of Support- Hennepin County Transportation	86 KB
SCRT Nobel Ave_Pop_Employ_Summary_Map.pdf	Population and Employment Map	2.5 MB
SCRT Nobel Ave_RBTN_Orientation_Map.pdf	RBTN Orientation Map	4.1 MB
SCRT Nobel Ave_Socio_Econ_Conditions_Map.pdf	Socio-Economic Map	3.0 MB
SCRT Nobel Ave_Transit_Connections_Map.pdf	Transit Connections Map	3.4 MB
SCRT_Project Summary.pdf	One Page Summary-Photos-Context Map and Layout	5.2 MB
Winter Maintenance Letter_SCRT_BP.pdf	Winter Maintenance Commitment	152 KB

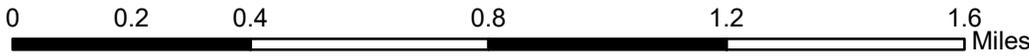
Project to RBTN Orientation

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



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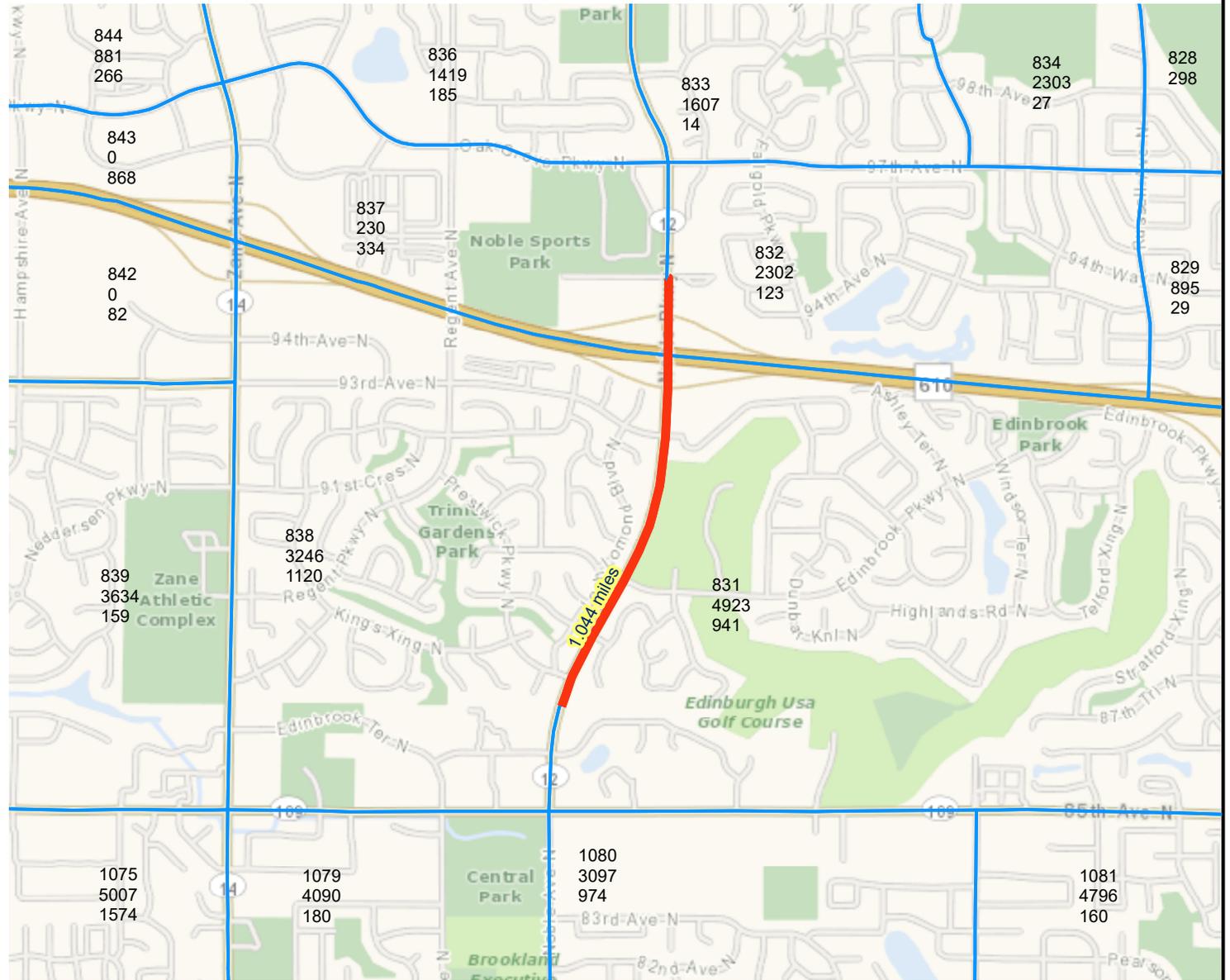
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 44041
 Total Employment: 6320



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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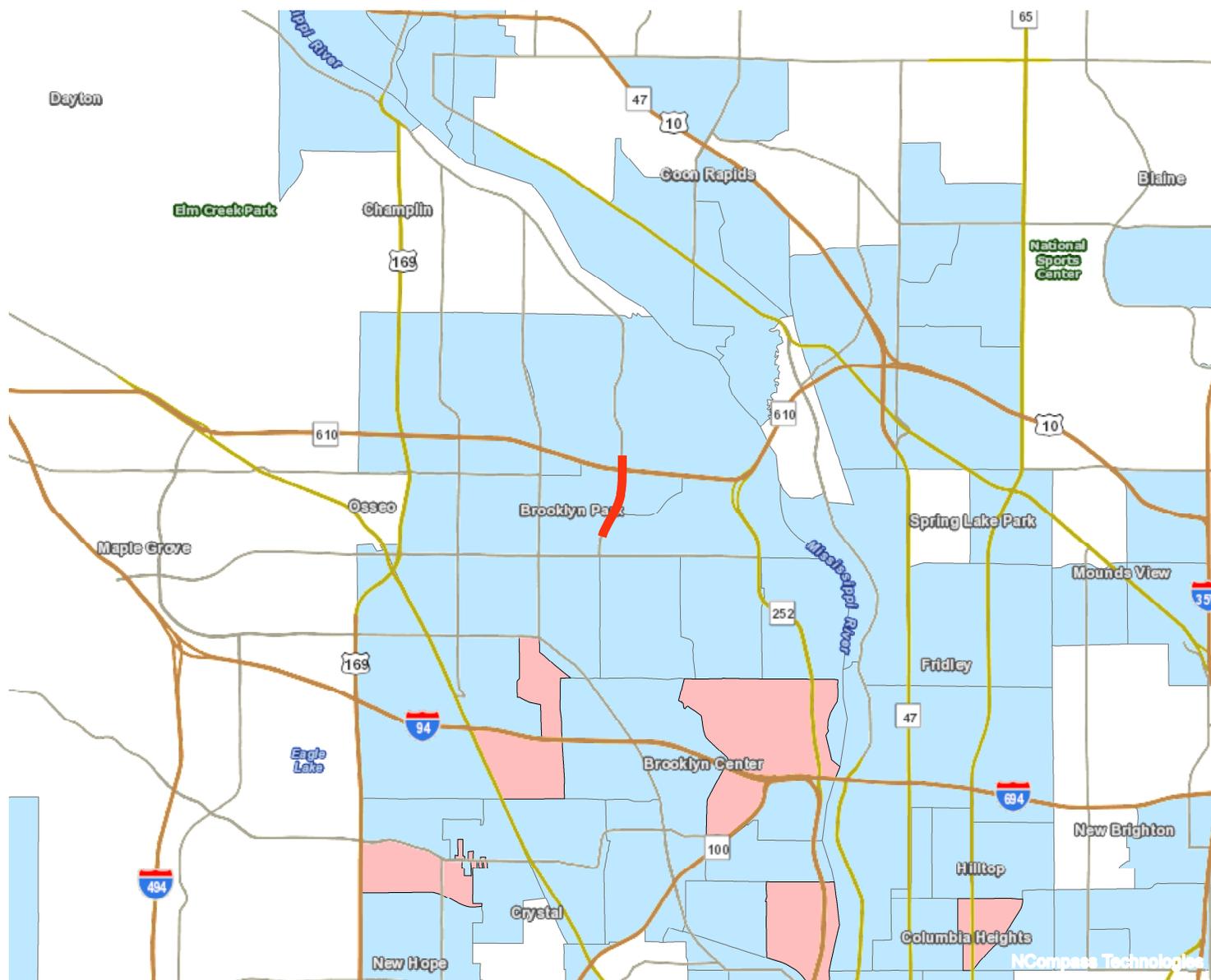


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 56

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 1 2 4 6 8 Miles

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LandscapeRSA2



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

Date: March 21, 2022

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED;

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

Hennepin County Active Transportation Committee:

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

RESOLUTION ADOPTED

Attest: 
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator



February 22, 2022

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

Re: Letter of Support
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities
Shingle Creek Regional Trail – Noble Avenue Reconstruction

Dear Ms. Grissman:

The City of Brooklyn Park supports Three Rivers Park District's federal transportation funding request for the Shingle Creek Regional Trail – Noble Avenue Reconstruction. The City understands that this project will upgrade and replace about .85 miles of existing, end-of-life concrete with a bituminous trail built to regional trail standards along Noble Avenue from 95th Avenue to about 400 feet of south of Prestwick Parkways. When complete, this project will improve the regional trail's safety, ease of use and role within the regional bicycle transportation system.

The City and the Park District have a long-standing history on designing, upgrading and operating the Shingle Creek Regional Trail. The Shingle Creek Regional Trail is recognized in the City's 2040 Comprehensive Plan.

Improving this trail segment, which currently does not meet regional trail standards, will help enhance the livability and quality of life within Brooklyn Park by improving mobility and connectivity to the local and regional trail system, as well as public transit, local retail centers, neighborhoods and local and regional destinations like parks. The City looks forward to working with Three Rivers Park District on the implementation of this project and fully supports these funding efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Tullberg".

Brad Tullberg
City of Brooklyn Park
Recreation & Parks Director
W: 763.493.8344
E: Brad.Tullberg@BrooklynPark.org

HENNEPIN COUNTY
MINNESOTA

March 30, 2022

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

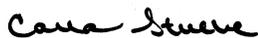
Re: Support for 2022 Regional Solicitation Application – Shingle Creek Regional Trail
Along CSAH 12 (Noble Parkway) from 400' South of Prestwick Parkway to 95th Avenue

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 Shingle Creek 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 12 (Noble Parkway) 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 Shingle Creek Regional Trail.

Sincerely,



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

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

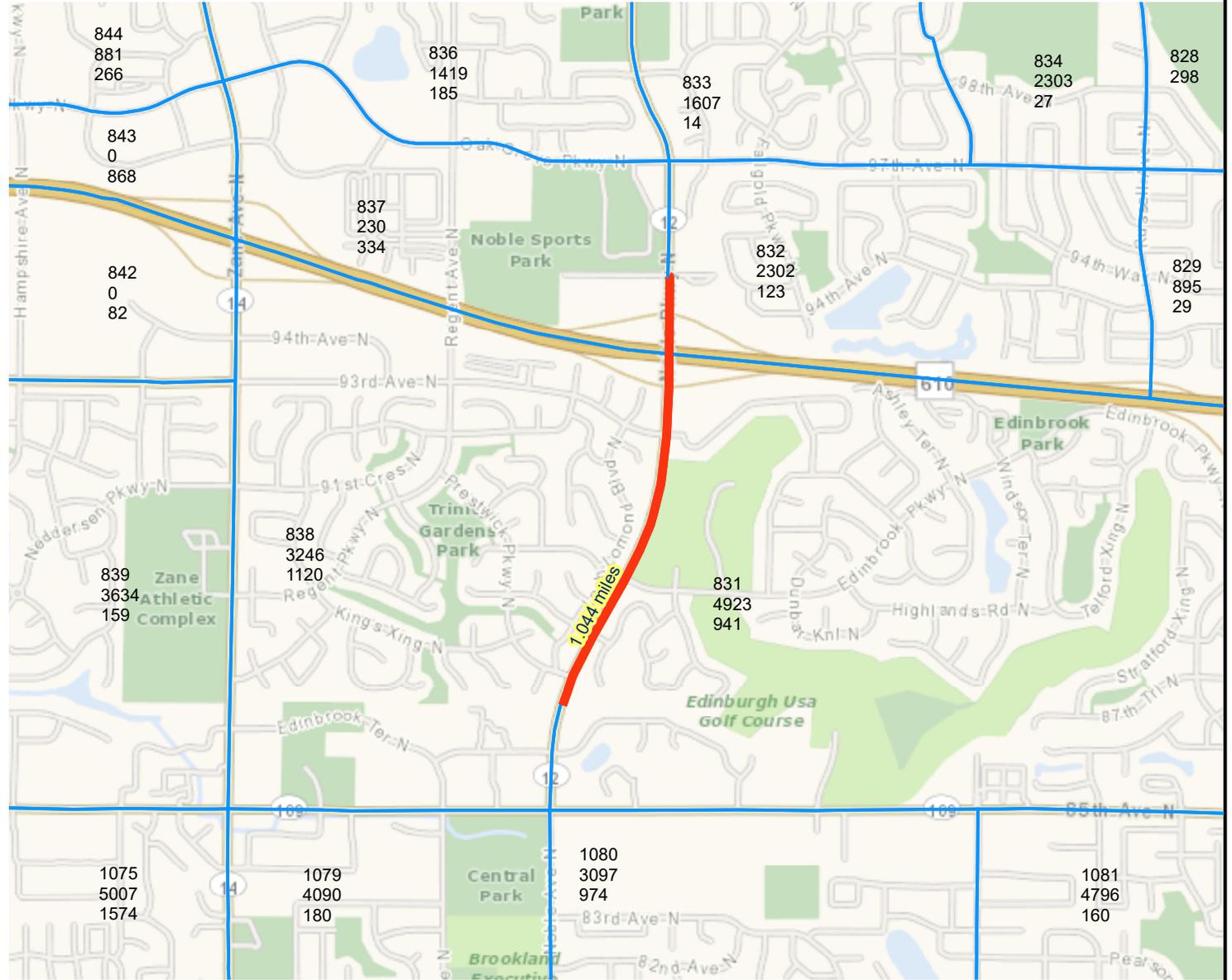
Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us



Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 44041
 Total Employment: 6320



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



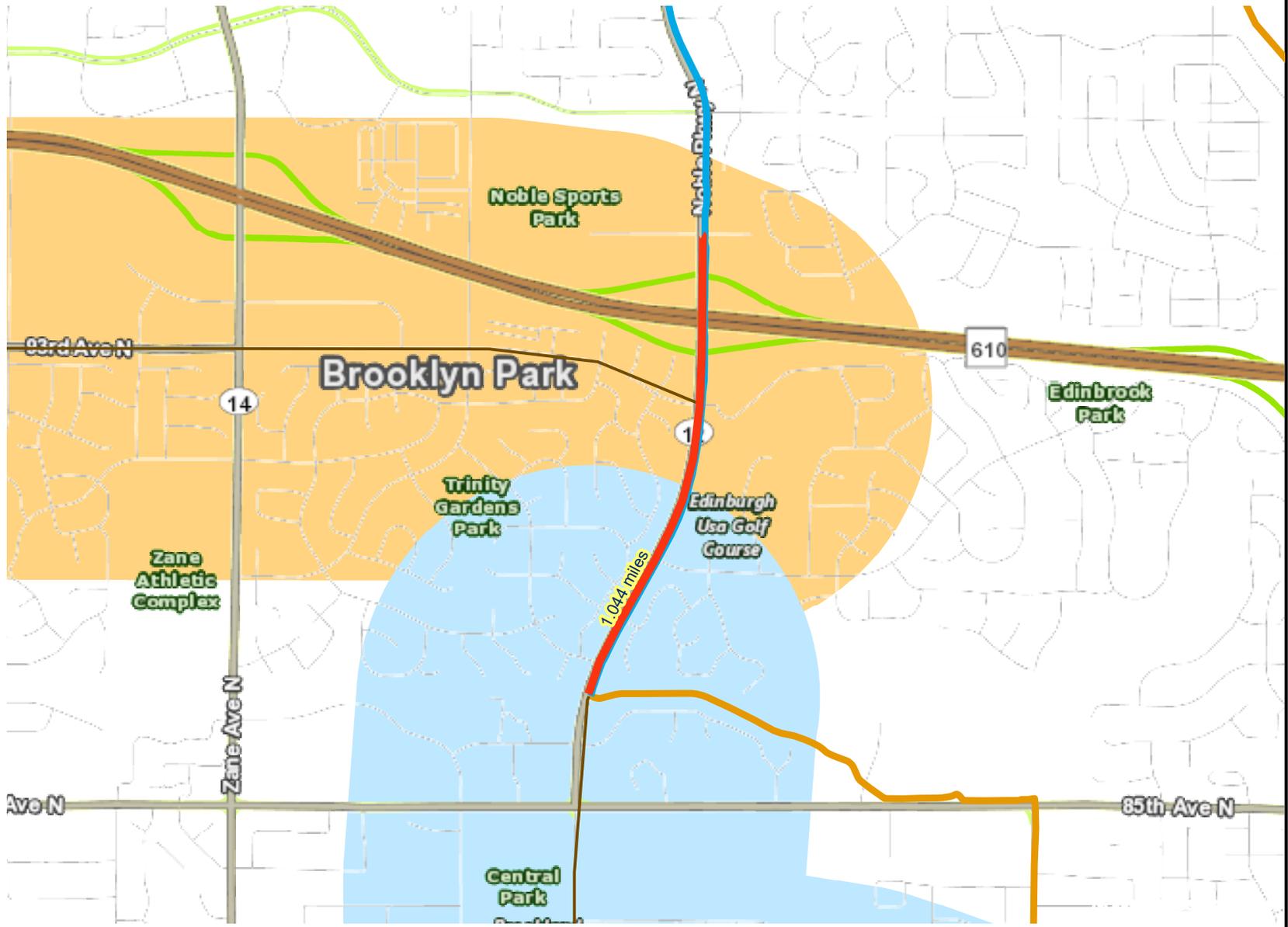
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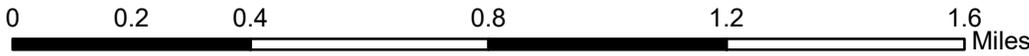
Project to RBTN Orientation

Results

Project IN TIER 1
Bicycle Transport Corridor.



- Project
- RBTN Tier 2 Alignment
- RBTN Tier 1
- RBTN Corridor Centerlines
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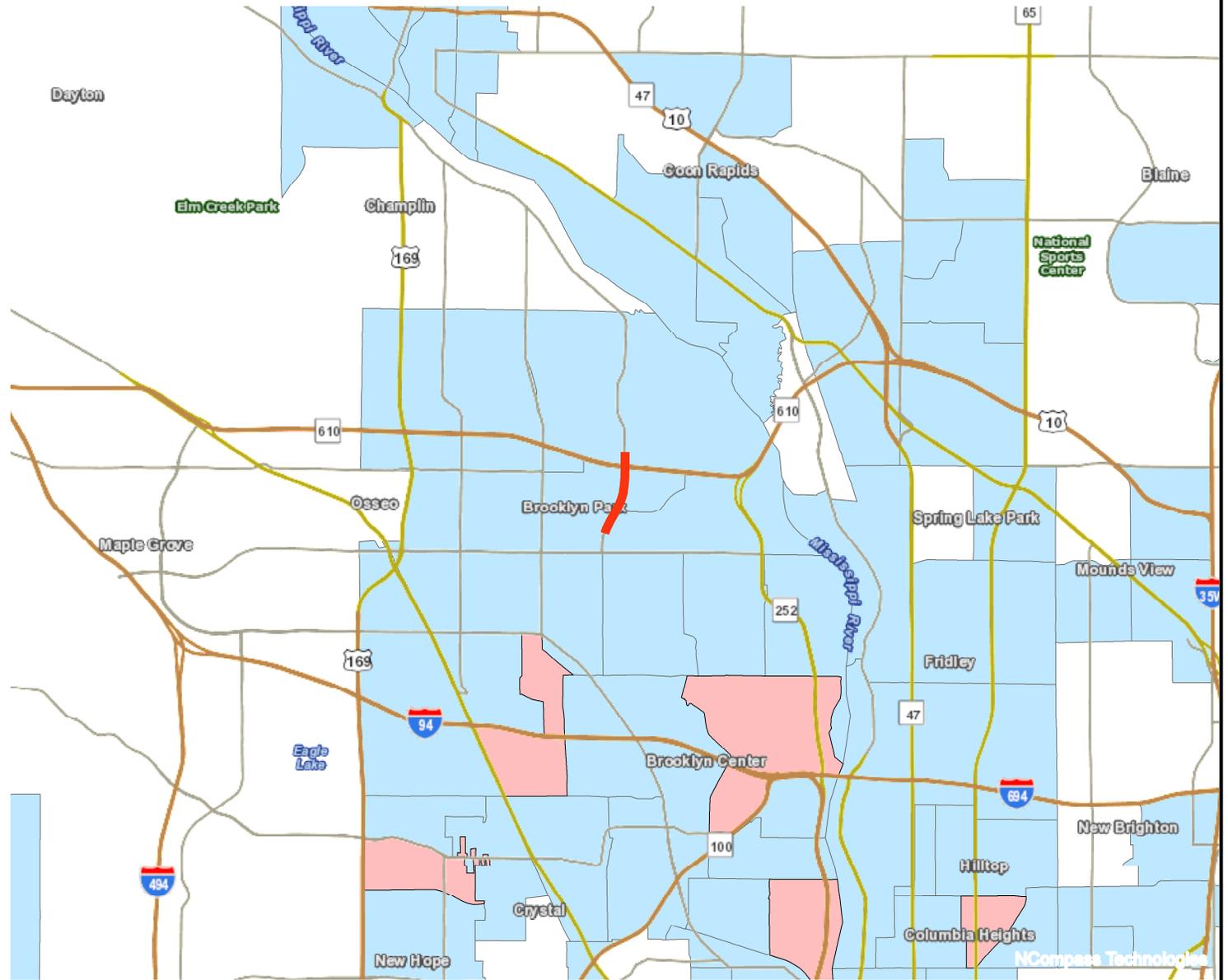


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 56

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 3/29/2022
LandscapeRSA2



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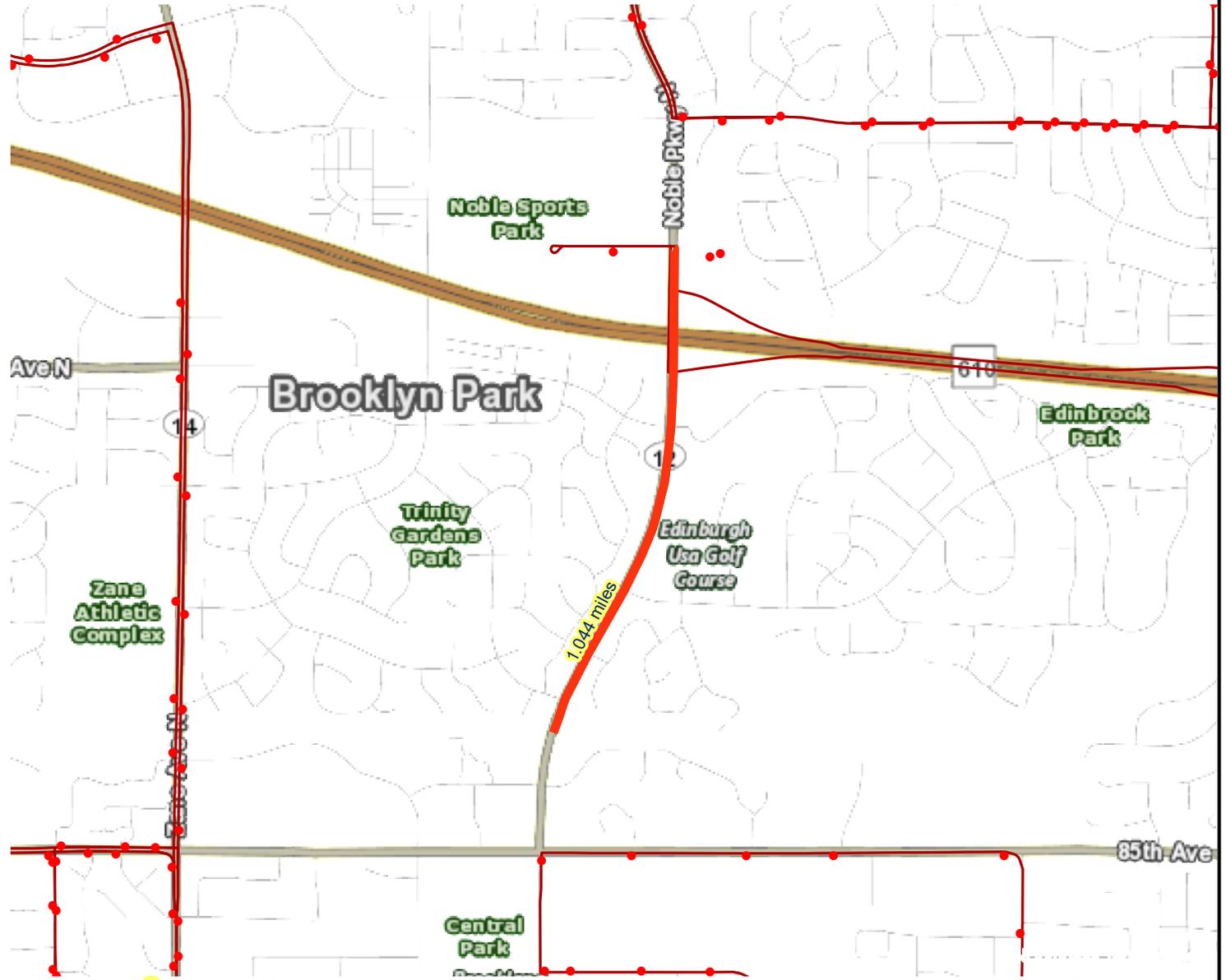
Transit Connections

Results

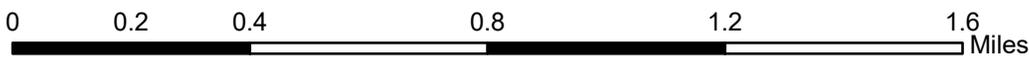
Transit with a Direct Connection to project:
768

**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 | | |



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LandscapeRSA3



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Shingle Creek Regional Trail: Noble Parkway Reconstruction (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between 95th Ave. and 400' South of Prestwick Parkway along Noble Parkway in Brooklyn Park, Hennepin County

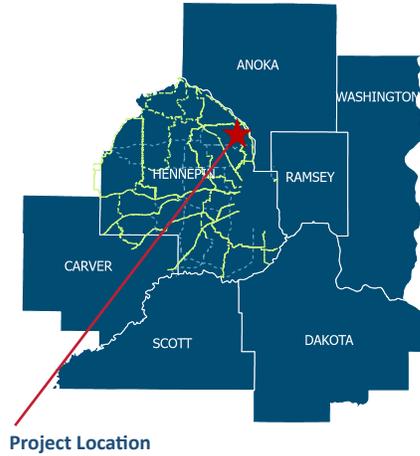
Total Project Cost – \$1,567,500

Requested Federal Amount - \$1,254,000

Local, Secured Match Amount - \$313,500

Project Description:

This project includes replacement of 0.84 miles of end-of-useful life concrete sidewalk (constructed in 1997/97) with a multi-use bituminous regional trail along the east side of Noble Parkway between 95th Avenue North and 400 feet south of Prestwick Parkway across Hwy 610.



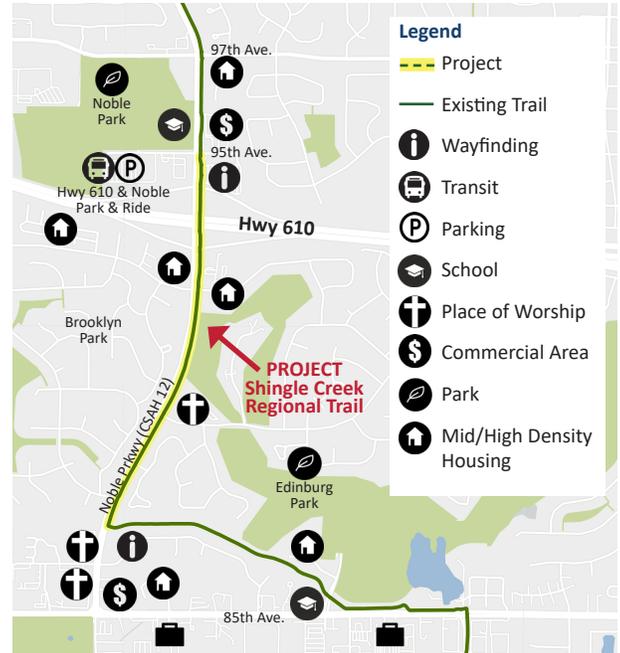
Project Location

Proposed Project Elements:

- Remove 0.84 miles of existing sidewalk and replace with a 10' wide bituminous trail with center line striping and which meets regional trail standards
- Replace 6 curb ramps at 3 road intersections for ADA compliance

Proposed Benefits Include:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Clearly define the regional trail route through residential and commercial areas.
- Connections to adjacent commercial/retail areas, Metro Transit park and ride, churches, parks and several higher density housing complexes.



Project Map

Use: Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail's annual use is attributed to transportation related purposes.

Desirable After Conditions:



▲ **Adjacent Shingle Creek Regional Trail Segment:** The photo above shows the trail section just north of the project area which underwent the same concrete sidewalk to bituminous trail conversion a few years ago. The design of the facility supports wayfinding along the trail route which is an important consideration as new users and underrepresented community members often cite fear of getting lost as barriers to participation. In addition, the facility/trail design reinforces its multi-use and two way directional traffic where as the previous sidewalk facility was not a welcoming environment or obvious allowable space for people biking.



▲ **Typical regional trail along road in suburban setting:** The above photo shows an example of what the trail will look like adjacent to open space following construction.

Shingle Creek Regional Trail: Noble Parkway Reconstruction Supporting Photos



ADA Improvements:



Location A

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



Location B



Photo Location Map

End of Useful Life Trail:



Location C



Location D

▲ **Trail Surface:** The existing “trail” is comprised on end of useful life concrete/ sidewalk which does not meet multi-use, two-directional regional trail standards. This project will rebuild this entire section to regional trail standards increasing useability as well as safety and ADA compliance.

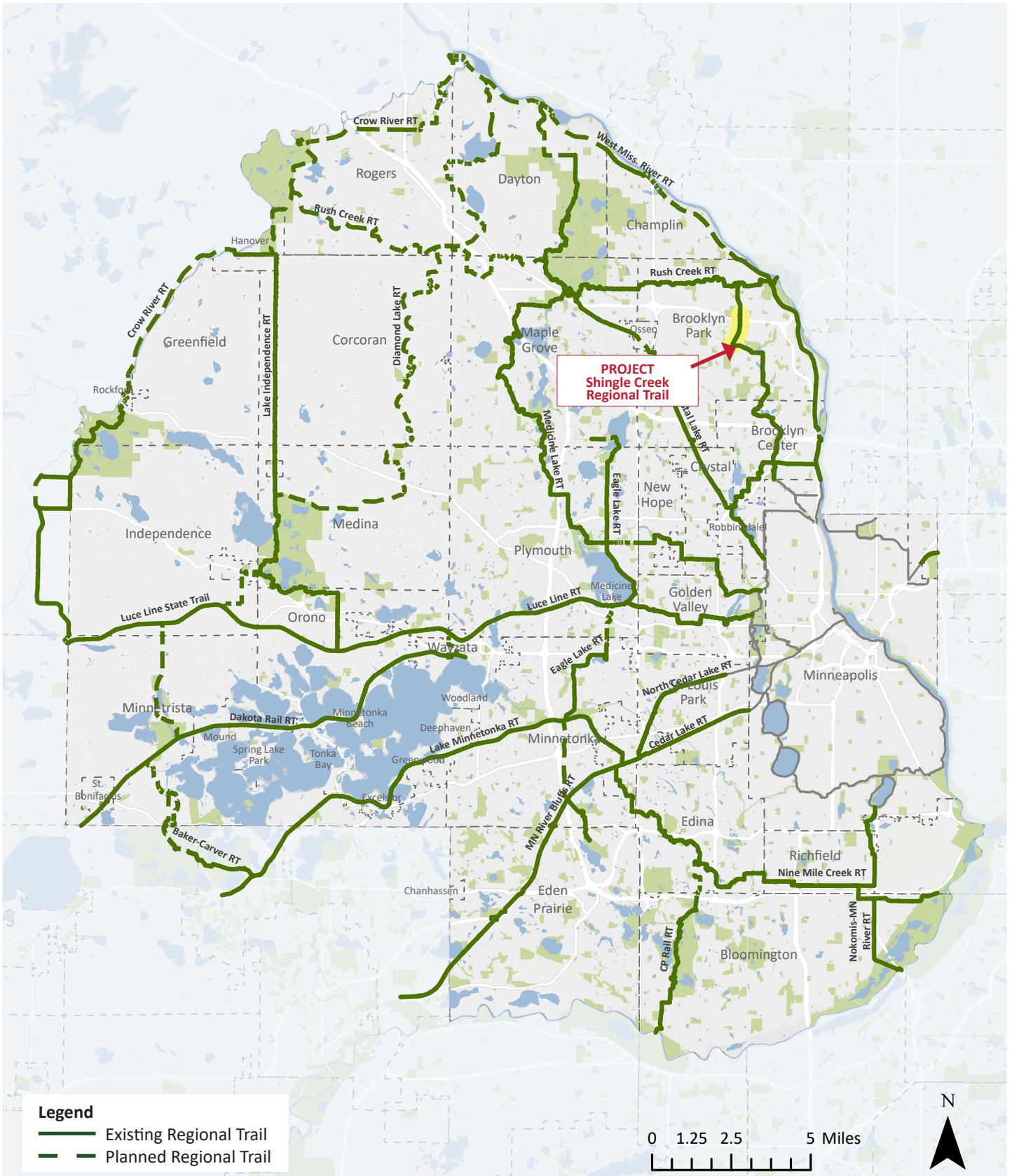
Connection to Existing Bituminous Trail:



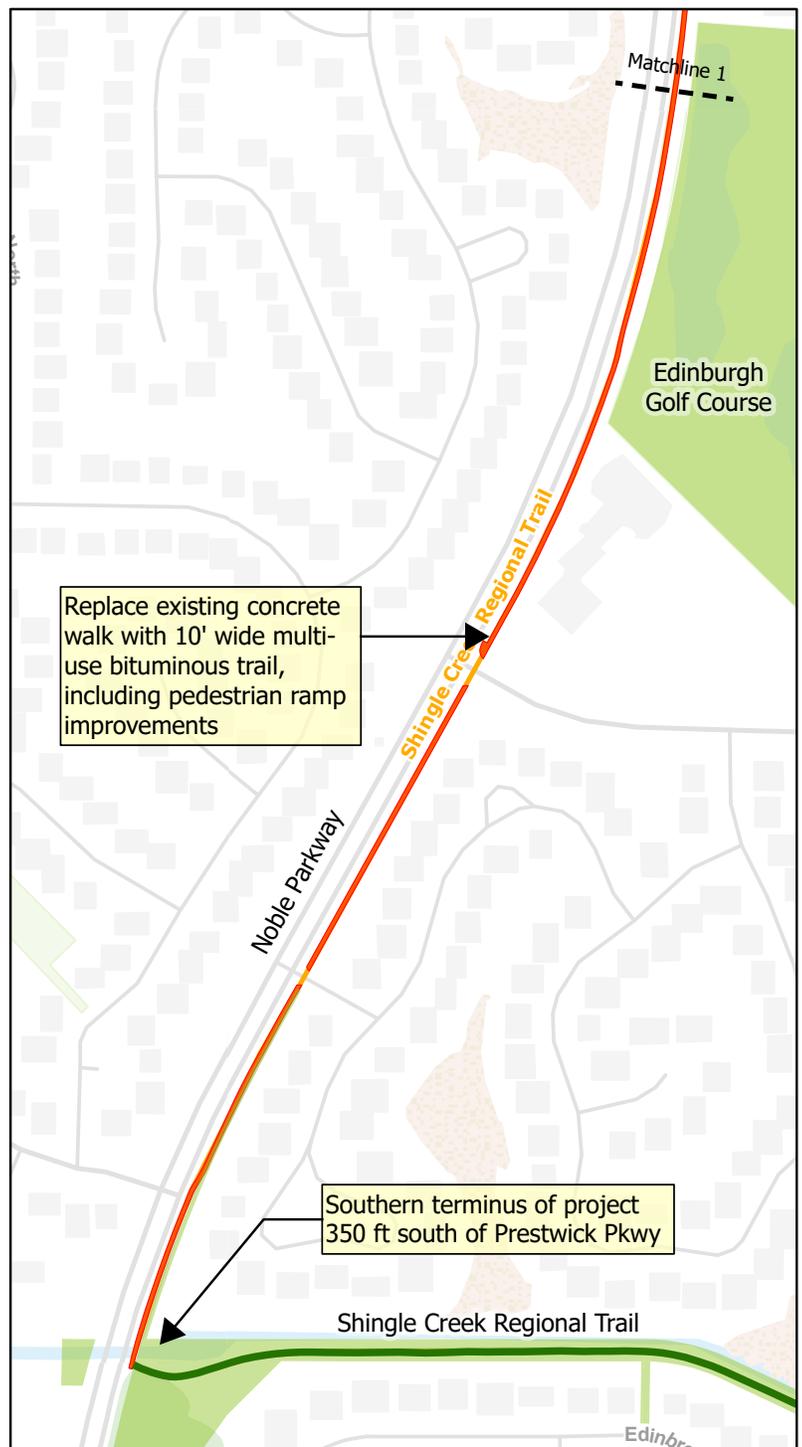
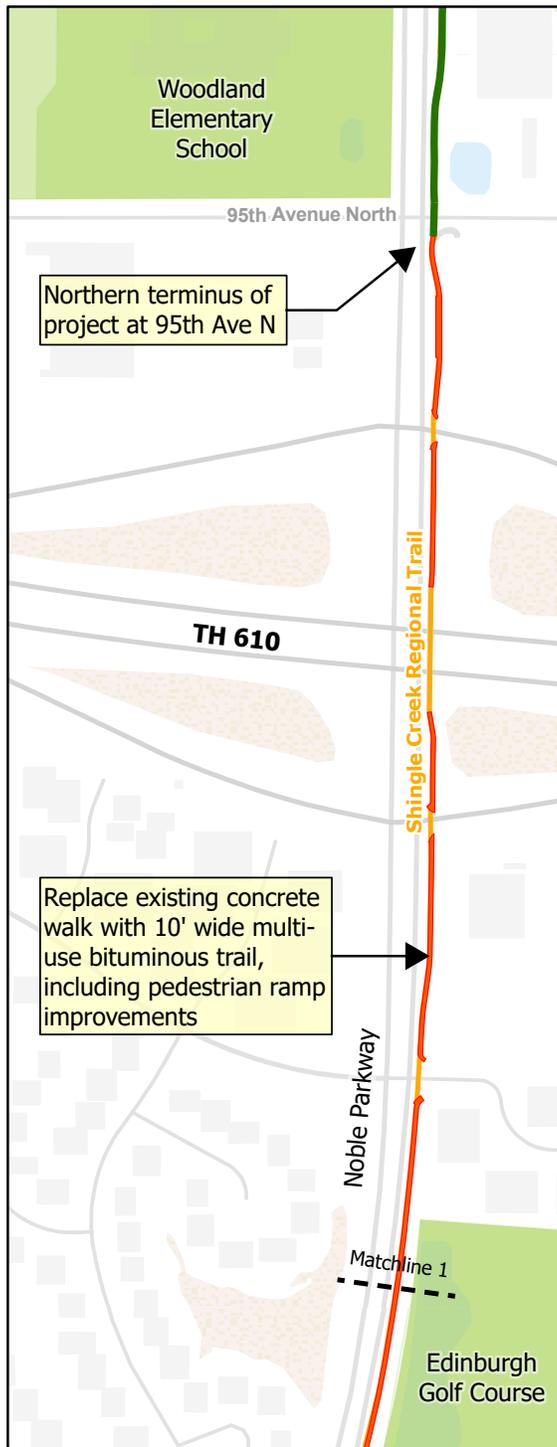
Location E

▲ **Facility Design Consistency:** This photo shows the southern project termini which is where the Shingle Creek Regional Trail leaves Noble Parkway and follows an independent regional trail corridor. With the update to a bituminous trail with center line striping, it will be more clear where the regional trail goes/is located reducing confusion and the potential to get lost. Existing wayfinding is located just to the east of this picture. This project will evaluate the wayfinding signage location and, if needed, move it closer to this intersection/trail turn.

Shingle Creek Regional Trail: Noble Parkway Reconstruction Regional Trail System Context Map



Shingle Creek Regional Trail: Noble Parkway Reconstruction Project Concept Map



Planning Department
Revised Date: 4/13/2022

Legend	
	Existing Regional Trail
	Planned Regional Trail
	Replace sidewalk with 10' bituminous trail



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.



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 Shingle Creek Regional Trail: Noble Avenue Reconstruction. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman
Vice Chair
District 3

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

John Gunyou
Chair
District 4

John Gibbs
District 5

Sincerely,

Gene Kay
Appointed
At Large

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

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

Jesse Winkler
Appointed
At Large

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

Boe Carlson
Superintendent