



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17537 - Eagle Lake Regional Trail - TH 55 to Lake Minnetonka Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

04/14/2022 11:20 AM

Primary Contact

Name:*

She/her/her

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First Name

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*

Plymouth

Minnesota

55441

City

State/Province

Postal Code/Zip

Phone:*

763-694-7797

Phone

Ext.

Fax:

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

Eagle Lake Regional Trail - TH 55 to Lake Minnetonka
Regional Trail

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Plymouth, Minnetonka

Jurisdictional Agency (If Different than the Applicant):

This 2.4-mile project includes new construction & wayfinding to create a continuous segment (4.7 mi total) of the Eagle Lake Regional Trail (ELRT). ELRT will provide an important north-south connection between TH 55 & Lake Minnetonka Regional Trail to better serve bicyclists/pedestrians of all backgrounds (i.e., races/ethnicities, ages, incomes, abilities). As a Tier 1 alignment, the ELRT is expected to be highly used (355,000 annual visits; 16% transportation-related) as it makes crucial connections both regionally & locally.

The existing corridor currently lacks a continuous multimodal facility - trails, sidewalks, and crossings are in poor condition or are missing altogether - and therefore will greatly benefit from this project.

Proposed project elements:

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

- Construct 2.4 miles of 10-foot wide, off-road, multi-use bituminous trail, meeting all ADA requirements which includes:

- 1) New construction of 1.1 miles of new regional trail along Zachary Ln N/Hopkins Crossroad/CSAH 73 from TH 55 to Wayzata Blvd N
- 2) Reconstruction of 1.1 miles of end of useful life/sub-standard sections to meet regional trail standards along S Frontage Rd from Hopkins Crossroads to Ridgedale Dr (0.7 mi) and along Plymouth Rd from Ridgedale Dr to Hilloway Rd (0.4 mi)
- 3) Improve challenging crossings for people biking/walking to safely navigate: a) Wayzata Blvd N & Hopkins Crossroad/CSAH 73, b) Plymouth Road rail bridge over BNSF (0.07 miles), c) and Minnetonka Blvd & Plymouth Road (0.04 mi)

- Add consistent regulatory & wayfinding signage & rest stops (benches, garbage, & bike repair

stations)

Project benefits:

- Provides a safe, off-road continuous & contiguous corridor for all ages, physical abilities & non-motorized travel modes, spanning 2 communities & eliminating/improving one significant RBTN barrier (Plymouth Rd rail bridge over BNSF).
- Supports a projected 355,000 trips per year of which 16% (56,800 trips) are anticipated to be transportation-related.
- Provides a protected bikeway to 69,079 people within 1.5 miles and 169,819 people within 3 miles - connecting them to over 78,813 jobs within 1 mile of the project.
- Connects to 14 bus stops, 11 existing bus routes/1 planned bus route, 2 park & rides, & 4 other public parking lots.
- Improves livability, supports active living, & provides a safe, direct transportation option for those without access to vehicles or who choose to commute by foot or bike.
- Connects (when fully complete) to 4 existing regional trails, 1 future regional trail (Bryant Lake), 2 regional parks, and destinations such as Ridgedale Retail Area, Hennepin County Ridgedale Service Center/Library, YMCA, Big Willow Park, Minnetonka Mills Park.

(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.](#)

CSAH 73 & SOUTH FRONTAGE RD & PLYMOUTH RD/CSAH 61 from TH 55 TO CSAH 5, CONSTRUCT EAGLE LAKE MULTI-USE REGIONAL TRAIL FOR PEDS AND BIKES

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

Project Length (Miles)

2.4

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

Yes

If yes, please identify the source(s)

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Federal Amount

\$3,060,333.00

Match Amount

\$765,083.00

Minimum of 20% of project total

Project Total

\$3,825,416.00

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

Three Rivers GO Bond Funds and/or State Legacy Funds/Met Council Parks 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:

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

55305

(Approximate) Begin Construction Date

04/01/2027

(Approximate) End Construction Date

06/30/2028

Name of Trail/Ped Facility:

Eagle Lake Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

TH 55 and Zachary Ln N (CSAH 73)

To:

(Intersection or Address)

Minnetonka Boulevard (CSAH 5) and Baker Road (CSAH 60)

*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): 2.4

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 2.4

Is this a new trail? Yes

Primary Types of Work MULTIUSE TRAIL, BIKE/PED BRIDGE, PED RAMPS, SIGNALS, CURB, STORM SEWER

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.: 27576

New Bridge/Culvert No.:

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

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.

2040 Plymouth Comp Plan (page 18)
2040 Minnetonka Comp Plan (pages 5-53 - Figure 5-12, 5-55, 5-56, 5-57)
2040 Three Rivers System Plan (page 17)

Eagle Lake and Bryant Lake Regional Trails Master Plan (full plan)

TRPD West Metro Regional Trail Study (pages 5, 6, 23)

Hennepin County 2040 Comprehensive Plan
County Regional Park and Trail System (page 3-3)

2040 Bicycle Transportation Plan (pages 35-38)

2040 Regional Parks Policy Plan (pages 59 - 60)
2040 Regional Transportation Policy Plan & RTBN (Met Council)

- ELRT is a Tier 1 (CSAH 73) and it connects to a Tier 1 Alignment at Lake Minnetonka Regional Trail.

Regional Bikeway Barriers (Met Council)

- Tier 1 Railway Barrier Crossing Area along Plymouth Rd/CSAH 61 at BNSF railway (just north of Minnetonka Blvd).

MnDOT Pedestrian Plan (Priority Areas for Walking-PAWS)

- ELRT spans Tier 1 to Tier 5.
MnDOT Bike Plan (page 9)

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

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

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

Safe Routes to School: \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

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

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

Date plan completed: 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)	\$191,271.00
Removals (approx. 5% of total cost)	\$191,271.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$114,763.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$459,050.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$459,050.00
Retaining Walls	\$267,779.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,683,184.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,239,435.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$306,033.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$38,254.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$229,525.00
Bicycle and Pedestrian Contingencies	\$306,033.00
Other Bicycle and Pedestrian Elements	\$22,953.00
Totals	\$2,142,233.00

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	\$3,825,417.00
Construction Cost Total	\$3,825,417.00
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

1649868308202_RBTN Orientation_ELRT.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

77183

Existing Employment Within One Mile (Integer Only)

78813

Upload the "Population Summary" map

1649868278062_Population-Employment_ELRT.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 Eagle Lake Regional Trail (ELRT) is in census tracts above the regional average for populations in poverty or of color, moves through an environmental justice area, & serves 1,031 publicly subsidized rental units within ½ mile of the corridor. The corridor travels through 1+ census tracts with:

- 25%+ population over 65+ (13.5% metro average)
- 32%+ Asian populations (7.6% metro average)
- 27%+ foreign-born populations (12.1% metro average)
- 22% households below 185% poverty line (8.7% metro average)

Response:

These populations as well as youth/families were targeted throughout 2 engagement phases: 1) West Metro Regional Trail (WMRT) Study - gathered feedback & analyzed/determined potential routes and 2) Eagle Lake & Bryant Lake Regional Trails (ELBLRT) Master Plan - confirmed feedback & developed preliminary design concepts. The following is an overview of how each phase included these communities:

Phase 1: WMRT Study

- Williston Fitness Center Pop-up (50 ppl): Park District introduced visitors to the project & requested their comments on maps/voting boards at the fitness center - a popular destination for seniors & families with children.
- Senior Bike Club Workshop (10 ppl): Minnetonka Senior Bike Club shared priorities, potential locations, and opportunities for new trail connections.
- Bark in the Park Pop-up (60 ppl): Park District

introduced the project and requested comments on maps/voting boards from the many attendees (majority youth & families).

Phase 2: ELBLRT Master Plan

- Listening Session with Senior Women (5 ppl):

Maple Grove Nordic walking groups (senior women) described regional trail observations, preferences, & insights in addition to ELRT recommendations.

- Hispanic Heritage Celebration bike tours (45 ppl): Park District provided bike tours & shared information with the Latino community.

- Yard Signs (35 signs): Park District put up yard signs in strategic locations (e.g., affordable housing & Sun Valley Mobile Home Park) to direct the public to the project website to learn about ELRT, engagement opportunities, and ways to provide feedback since COVID-19 restricted in-person engagement.

- Postcards (700 residences): Park District mailed postcards to residents within 1 mile to invite them to visit the website and participate in virtual open houses.

- Virtual & in-person open houses (50 ppl): Residents shared preferred connections and safety concerns along the corridor. Each participant shared excitement for a safe, off-road trail.

Feedback from both phases emphasized park-like settings, interconnected pedestrian/bicycle systems, wayfinding, safety, connections to local destinations, and well-maintained trails. Groups across both phases were very supportive of the ELRT. All feedback areas are addressed by the ELRT project.

Measure B: Equity Population Benefits and Impacts

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

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

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

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

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

- Public transit users: ELRT will connect to 2 Park & Rides, 14 bus stops & 11 bus routes. Research indicates public transit users are more likely to be BIPOC, seniors, people with disabilities, from households with lower incomes and/or that don't own a vehicle. These groups emphasized the connection to local destinations/neighborhoods. ELRT will directly address feedback by connecting to neighborhoods, job/shopping centers, parks, schools, basic services, & transit.

- Ridgedale Center Area employees, visitors, & area residents: The largest concentration of multi-unit buildings in Minnetonka is in the Ridgedale area (incl. rentals, condos, senior housing). The area has a higher population of Asian residents, foreign-born residents & low-income residents. The Ridgedale mall, YMCA & library serves & employs many of these diverse populations but the area is not very accessible for people walking/biking to/through it. These groups emphasize wayfinding & safety along busy roads & at intersections. The ELRT will address all of these needs by directly connecting to the Ridgedale area, transit, & neighborhoods in addition to providing an off-road facility, enhanced pedestrian crossings that meet ADA standards & wayfinding to the Ridgedale area/other strategic areas.

- Senior residents: ELRT will be within ½ mile of Orchards of Minnetonka & directly connect to Westridge Retirement Community, The Waters Senior Living & Amira Choice. Seniors emphasize the need for smooth, level, well-designed/maintained trails (e.g., minimal grade,

Response:

loops, variety of settings). ELRT will provide an off-road facility with 5'+ wide boulevards, ADA ramps, maximum grade of 5% & local connections to parks for loop-type experiences and shopping centers and neighborhoods for variety.

- Youth & families: Youth/families emphasized safety & local destinations. The ELRT will connect to local destinations/public spaces, such as Ridgedale Center, Library, & YMCA in addition to several schools when fully completed. An off-road multiuse trail will make it safer for young people and families to travel to & from school & other youth/family-friendly destinations.

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

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

Measure C: Affordable Housing Access

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

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

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

There are 1,031 publicly subsidized rental housing units within a 1/2 mile of the ELRT.

The proposed project will improve access for the following specific affordable housing residents within ½ mile:

Existing

- Bassett Creek Commons: 46 units, 10505 8th Ave N

- Sun Valley Mobile Home Park: 62 sites, 10717 10th Avenue North, manufactured housing community

- Countryside Estates: 72 units, 10101 State Hwy No 55

- Willow Woods: 39 units, 10850 S Shore Dr

-Crown Ridge Apartments, 63 units, 11367 Fairfield Rd

- Boulevard Gardens, 46 units, 11333 Fairfield Road, senior housing

Proposed

- Minnetonka Mills Church Development, 12 affordable units + 2 family affordable units, 13215 Minnetonka Drive

The proposed project will connect the Park District, Plymouth, & Minnetonka trail networks, thereby further connecting people to bicycle/walk destinations (jobs or shopping) beyond their local neighborhood. For example, ELRT will connect to Lake Minnetonka Regional Trail which connects to downtown Hopkins. This increase in transportation options for people with limited/no access to vehicles is particularly critical for lower-income

Response:

households who are often more dependent on transit & walking/biking to access work, school, medical clinics, social services, & recreation. ELRT will link directly to transit stations, bus stops, and pedestrian and bicycle facilities to enable more convenient multimodal trips.

These residents will benefit from the safety and accessibility when walking, biking, and rolling. In addition to transportation, trail corridors support active living, unity, and family connections. The ELRT will connect single and multifamily 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.

(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.

1649868853887_Socio-Economic Conditions_ELRT.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 Eagle Lake Regional Trail (ELRT) will close an important transportation network gap by:

- Closing the gap between TH 55 & Lake Minnetonka Regional Trail - a Tier 1 alignment.
- Connecting to two Tier 1 alignments (Lake Minnetonka & MN River Bluffs Regional Trails), a future Tier 1 alignment (Bryant Lake Regional Trail), and with the future ELRT extension, two Tier 1 alignments (Luce Line & Bassett Creek Regional Trail)/one Tier 2 alignment (Medicine Lake Regional Trail).
- Improving crossings at intersections that are more challenging for people walking/biking, i.e., Wayzata Boulevard N & Hopkins Crossroad and Plymouth Rd & Minnetonka Blvd in addition to Plymouth Rd rail bridge crossing over BNSF.
- Providing a safe continuous corridor for all ages, physical abilities, & non-motorized travel modes parallel to CSAH 73, S Frontage Rd, Ridgedale Dr, & Plymouth Rd.
- Provides the only direct north-south nonmotorized route between 494 & 169.

Response:

Eliminating Barriers

The ELRT will provide a facility that crosses/circumvents a physical barrier in the following ways:

- Improving the Plymouth Rd rail bridge above the BNSF railway - a Tier 1 Rail Barrier Crossing Area.
- Using the I-394 crossing along Hopkins Crossroad/CSAH 73, which is a Tier 1 Expressway Barrier Crossing Area since it currently has a passable sidewalk. The City of Minnetonka & MnDOT are planning on improving this crossing

(including the trail) during a future bridge and/or ramp reconstruction project.

- Utilizing the planned grade-separated trail crossing at TH 55 & CSAH 73. The City is also applying for funding for their project. The Park District & City will work together to coordinate & connect the two projects into a seamless off-road route.

Making Connections

The completed ELRT will provide a contiguous multimodal facility from TH 55/Plymouth to Lake Minnetonka Regional Trail/Minnetonka, providing bikeway continuity & consistent facility design & management across these jurisdictions. The ELRT will connect to the following destinations:

- Several transit connections, i.e., 2 Park & Rides, 11 bus routes & 1 proposed route & 14 bus stops (see Transit Connections Map & Project Summary Map)
- Commercial centers, including Ridgedale Center, Hennepin County Ridgedale Regional Center, and Ridgedale YMCA.
- Regional parks and trails, including Lake Minnetonka Regional Trail through this ELRT segment and Eagle Lake & French Regional Parks and Medicine Lake, Bassett Creek & Luce Line Regional Trails through future ELRT extension. ELRT will also connect to the future Bryant Lake Regional Trail which will connect to Bryant Lake Regional Park and Minnesota River Bluffs Regional Trail.
- Local trails and parks, such as LaCompte Playfield, Big Willow Park & Minnetonka Mills Park

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

According to the Plymouth Public Safety Department, only 1 bicycle or pedestrian-related crash has happened in their city along the corridor in the last 10 years at TH 55 and Zachary Ln N/CSAH 73.

The proposed project will address existing safety concerns along the corridor that discourage many residents from walking/biking along the route.

The following is an overview of safety considerations along the corridor:

- The route is missing major segments, including TH 55 to just north of 1st Ave N along Zachary Ln N/CSAH 73 and Ridgemount Ave N to Wayzata Boulevard along Hopkins Crossroad/CSAH 73.

Therefore, bikers/walkers must share the road with 6,100 - 11,100 vehicles, with many traveling above the 35 mph speed limit according to residents. The MnDOT Bicycle Facility manual recommends off-road/physically-separated facilities for routes over 6,000 ADT or speed limits over 30 mph.

- Several areas/intersections have high car volume/speed and minimal or nonexistent pedestrian facilities, including Wayzata Boulevard N and Hopkins Crossroad/CSAH 73, Old County Rd 15 and CSAH 73, and Minnetonka Boulevard & Plymouth Road/CSAH 61.

- Pedestrian facilities are in poor condition with inconsistent widths and surfaces and a lack of a boulevard. For example, there is a high volume of pedestrians near Ridgedale Drive & Plymouth Rd/CSAH 61 and Plymouth Road due to its proximity to the shopping center, library, courthouse, apartments, and bus stops. The current sidewalk is very narrow (4') in that area along Plymouth Road. Pedestrian volumes will likely increase when the new park facility,

Response:

Ridgedale Commons, is completed. Since this area attracts and serves youth, older adults, and persons with disabilities, it is critically important to have facilities that are separate from cars as these users often require more space, may have less predictable travel (i.e., kids stop more frequently, veer right & left) or simply travel slower.

The proposed 10-foot wide, off-street, multi-use trail provides a consistent facility separating bicycles and pedestrians from vehicular traffic. A boulevard, improved standard concrete curb, and enhanced crossings will further buffer and protect trail users. This will reduce the crash potential for bicyclist/vehicle and pedestrian/vehicle conflicts and provide a safer travel experience for all trail users.

(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 facility design for pedestrians and is far superior to narrow sidewalks/shoulders or share-the-road conditions which do not adequately provide space for various users types or, in some cases, separate people from vehicles. Centerline striping will support safe and easily understandable two-way directional traffic on the trail and the 10' wide trail width meets industry standards for projected use (355,000 visits). 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 ADT or speed limits of 30 MPH.

Response:

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

- ADA curb ramps, APS, and marked crosswalks where applicable
- Regulatory and wayfinding signage and rest stops (benches, garbage, bike fix-it stations)
- 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 multimodal pedestrian function and connectivity, the project connects to the following existing connections including existing and proposed sidewalk/trail connections in Plymouth and Minnetonka, including 14 bus stops, 11 bus routes along the project corridor, and 2 Park and Ride facilities (Station 73 and Hopkins Crossroad). It is also important to recognize that by providing a safe, separated space for people to walk and bike from the roadway, this project 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 since people will have a safe option for walking, biking, and connecting to local and regional destinations.

(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 Park District employed two phases of engagement for the ELRT project.

1. The West Metro Regional Trail (WMRT) Study gathered public feedback to analyze and determine potential routes.

2. The Eagle Lake and Bryant Lake Regional Trails (ELBLRT) Master Plan confirmed feedback and developed preliminary design concepts for specific areas.

The following is a list of events and/or targeted outreach, which includes event goal and number of people when available, that were held to help identify the ELRT route and recommendations:

1. WMRT Study

- Project Website (trpdwestmetrotrails.com): served as an information hub and provided online engagement

- Online Survey (255 people): included a variety of questions related to preferred ELRT goals, priorities and characteristics

- Interactive Map & Survey (85 people, 60 people): gathered feedback about unsafe conditions or barriers, preferred alignments, specific connections

- Pop-up Engagement at Events (Plymouth Bark in the Park, Annual Minnetonka Community Open House, Syngenta Employee Event, Williston Fitness

Center): provided information and voting boards, requested community preferences and priorities

- Workshops (Minnetonka Senior and Mountain Bicycle Clubs, Plymouth Parks and Rec Advisory Committee, City partners): determined project priorities, potential locations and opportunities

- Presentations (Hennepin County Bicycle Advisory

Response:

Committee): shared information and requested feedback/questions/concerns

- Open Houses (Plymouth & Minnetonka): shared information, requested feedback

2. EBLRT Master Plan

- Project website

(<https://www.letstalkthreerivers.org/eagle-to-bryant-lake-regional-trail>): served as an information hub, including online and in-person engagement opportunities

- Interactive mapping (73 people): provided trail visualization, opportunity to comment on route, destinations, and conditions

- Postcards (700 people): shared information about project, website, and upcoming engagement opportunities

- Yard Signs: shared information about the project, website, and upcoming engagement opportunities

- Open Houses (4 events - 50 people): shared information and requested route comments/questions/concerns

- Bike Tours (55): shared information, requested feedback and thoughts along route

- Partner Meetings: shared information, discussed existing conditions, engagement strategies, and aligning efforts

Phase 1 feedback emphasized park-like settings with connections to destinations including parks, green space and nature areas, and shopping and entertainment options.

Phase 2 confirmed that the planning process and

recommendations were moving in the right direction. A diverse cross-section of community groups were very supportive of the ELBLRT Master Plan project.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649872756365_Layout_ELRT.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

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

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

Yes

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,825,417.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,825,417.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

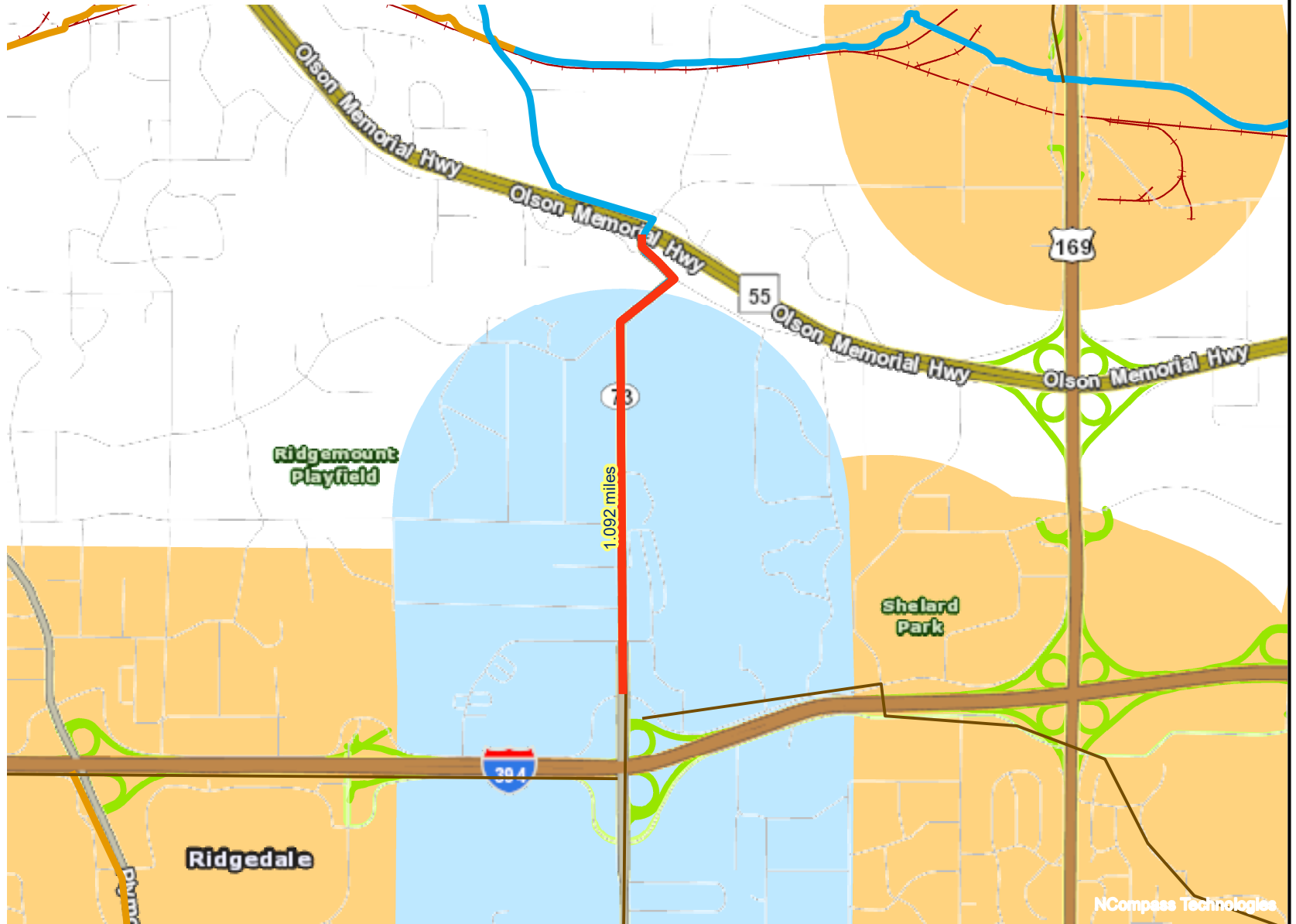
File Name	Description	File Size
Hennepin County_Letter of Support.pdf	Hennepin County Public Works - Letter of Support	87 KB
Hennepin County_Resolution of Support.pdf	Hennepin County Active Transportation Committee - Resolution of Support	206 KB
Minnetonka_Letter of Support.pdf	Minnetonka Letter of Support	368 KB
Plymouth_Letter of Support.pdf	Plymouth Letter of Support	141 KB
Project Summary_ELRT.pdf	One-page Project Summary	6.3 MB
Transit Connections_ELRT.pdf	Transit Connections Map	6.9 MB
Winter Maintenance Letter_ELRT.pdf	Winter Maintenance Letter	152 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 1 | Map ID: 1649282637562

Results

Project **IN** TIER 1
Bicycle Transport Corridor.



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

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 4/6/2022
LandscapeRSA6



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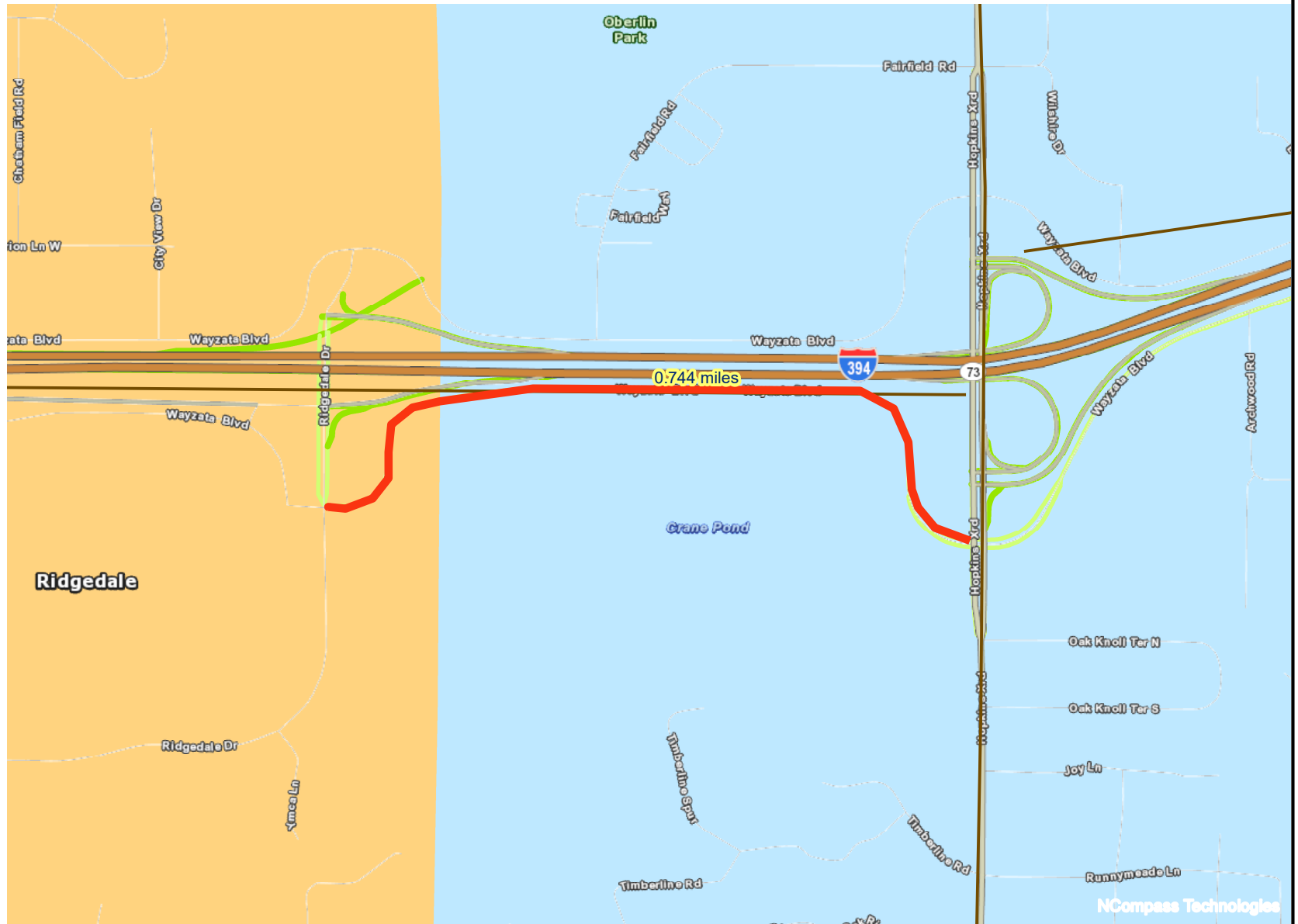


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 2 | Map ID: 1649861300027

Results

Project IN TIER 1
Bicycle Transport Corridor.



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

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
LandscapeRSA6



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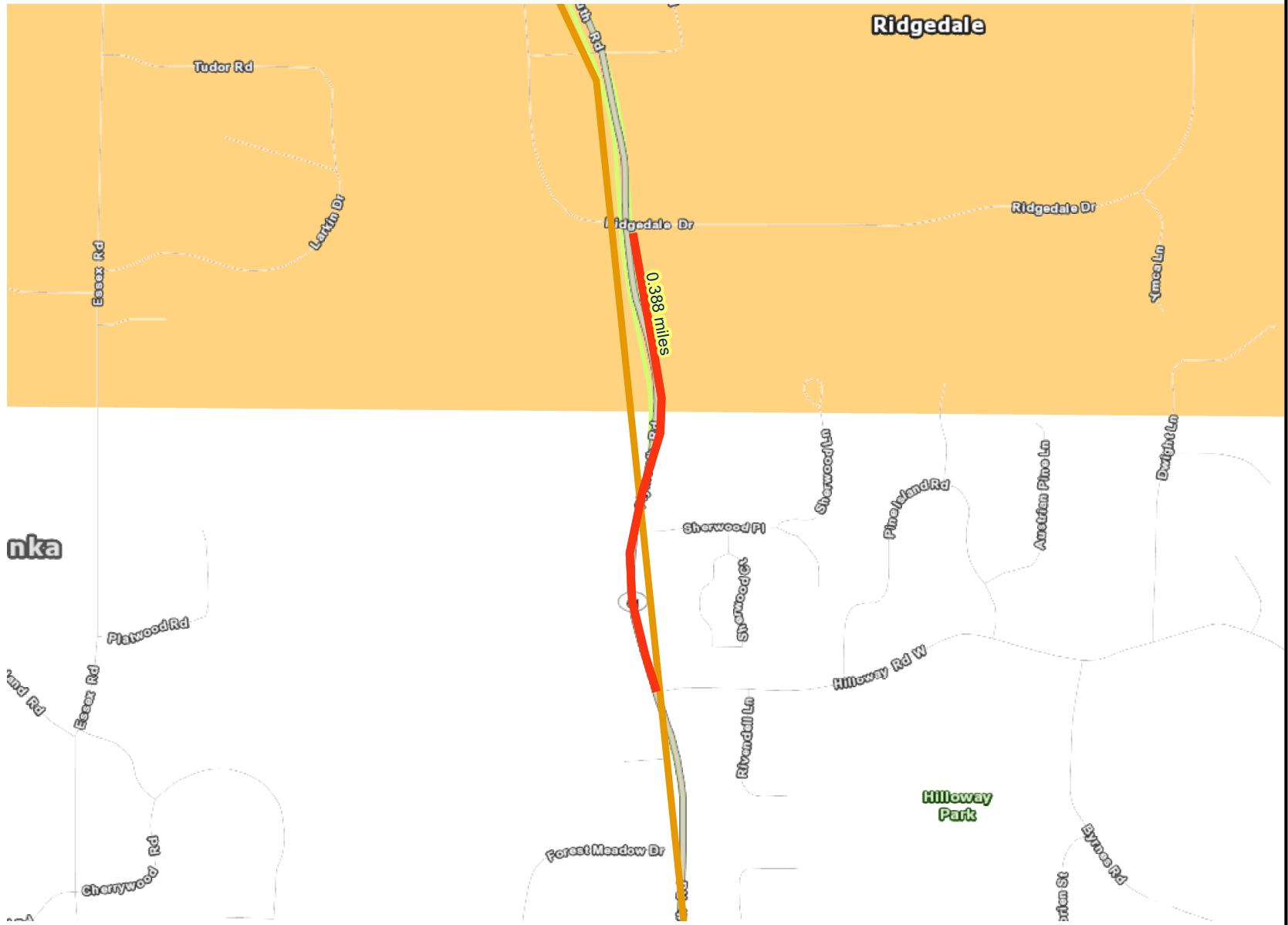


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 3 | Map ID: 1649862470372

Results

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



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

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
LandscapeRSA6



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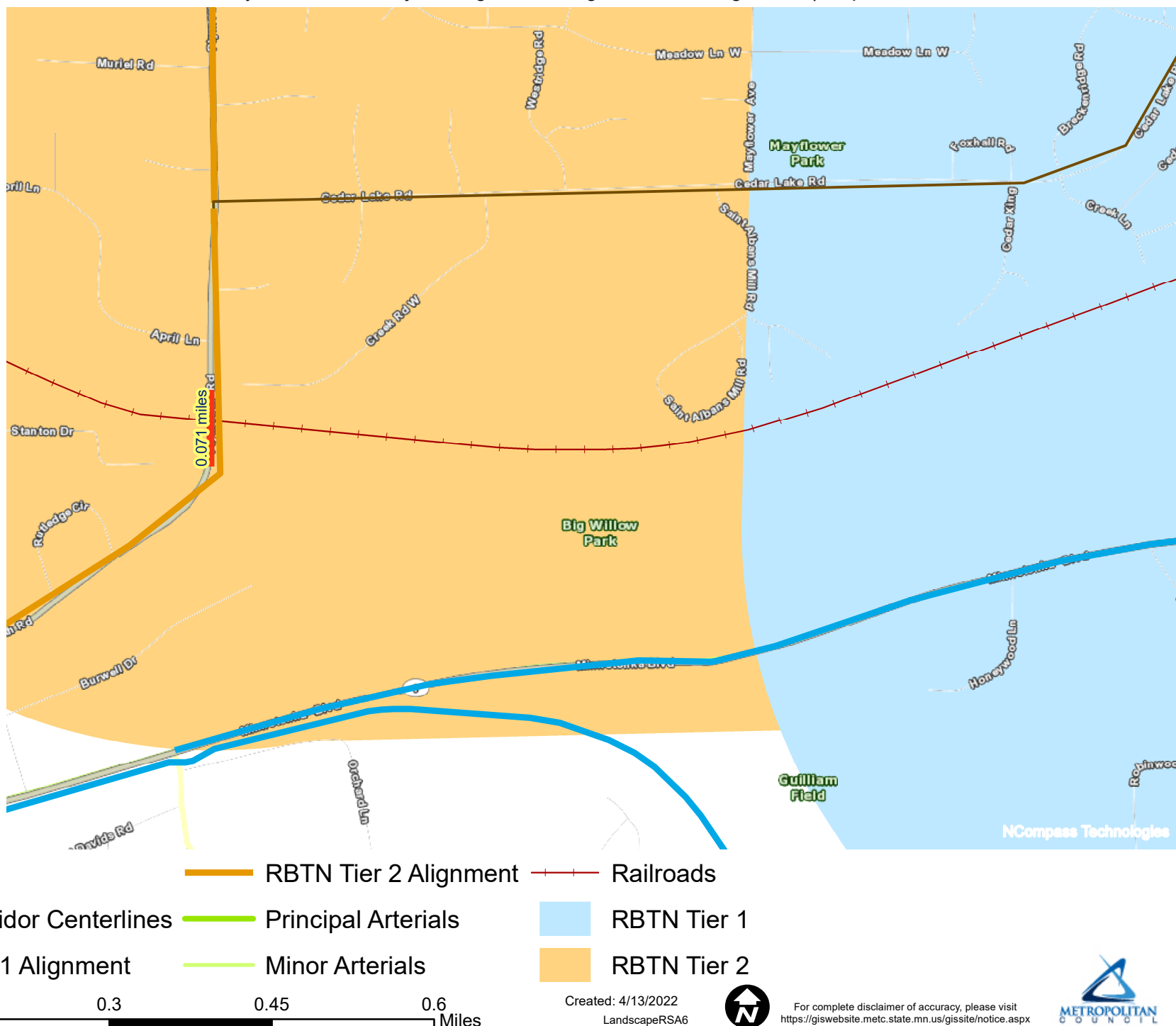


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 4 | Map ID: 1649862843485

Results

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

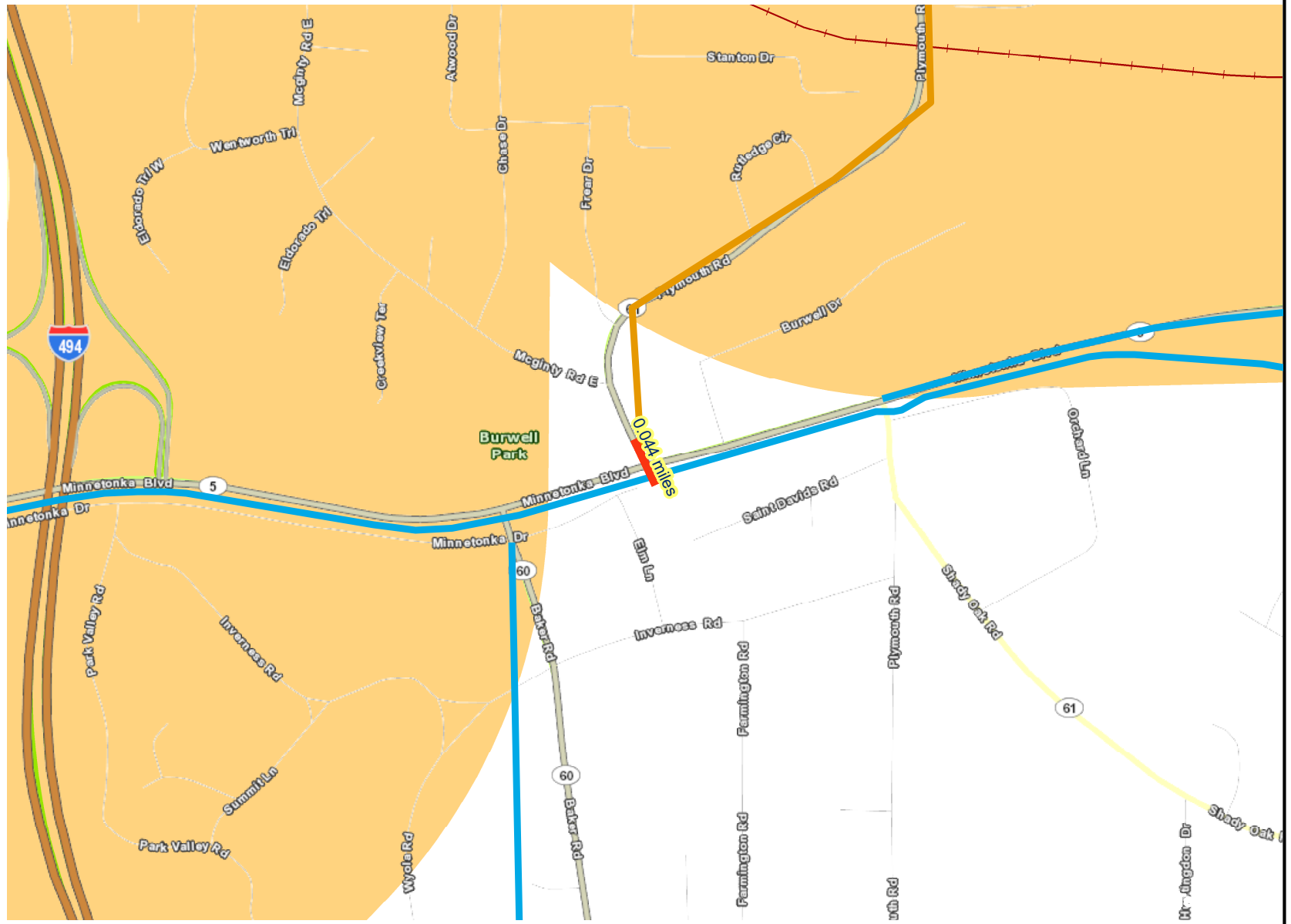


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 5 | Map ID: 1649863145636

Results

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



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

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
LandscapeRSA6



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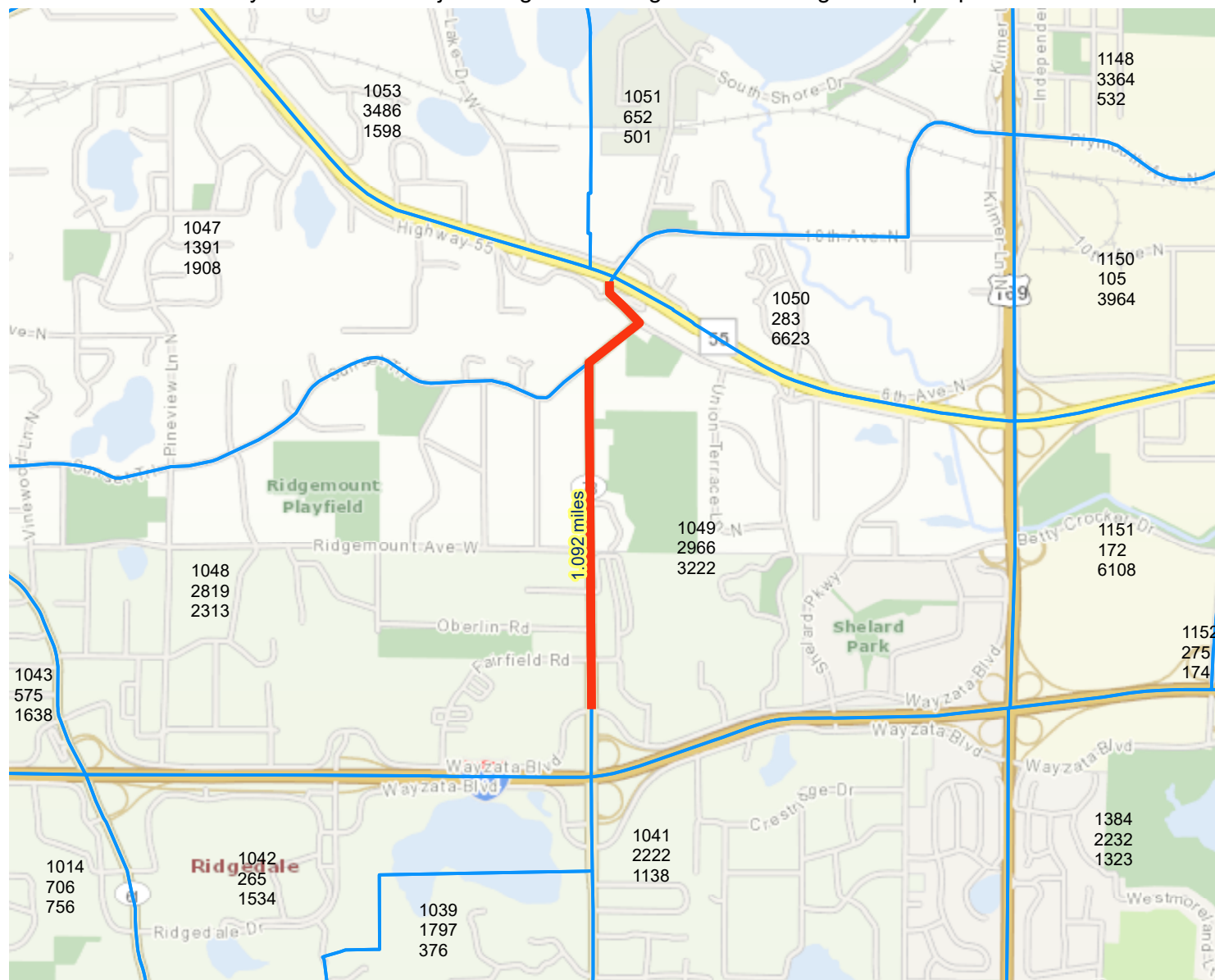


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 22558
Total Employment: 31790

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 1 | Map ID: 1649282637562



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 4/6/2022
LandscapeRSA4



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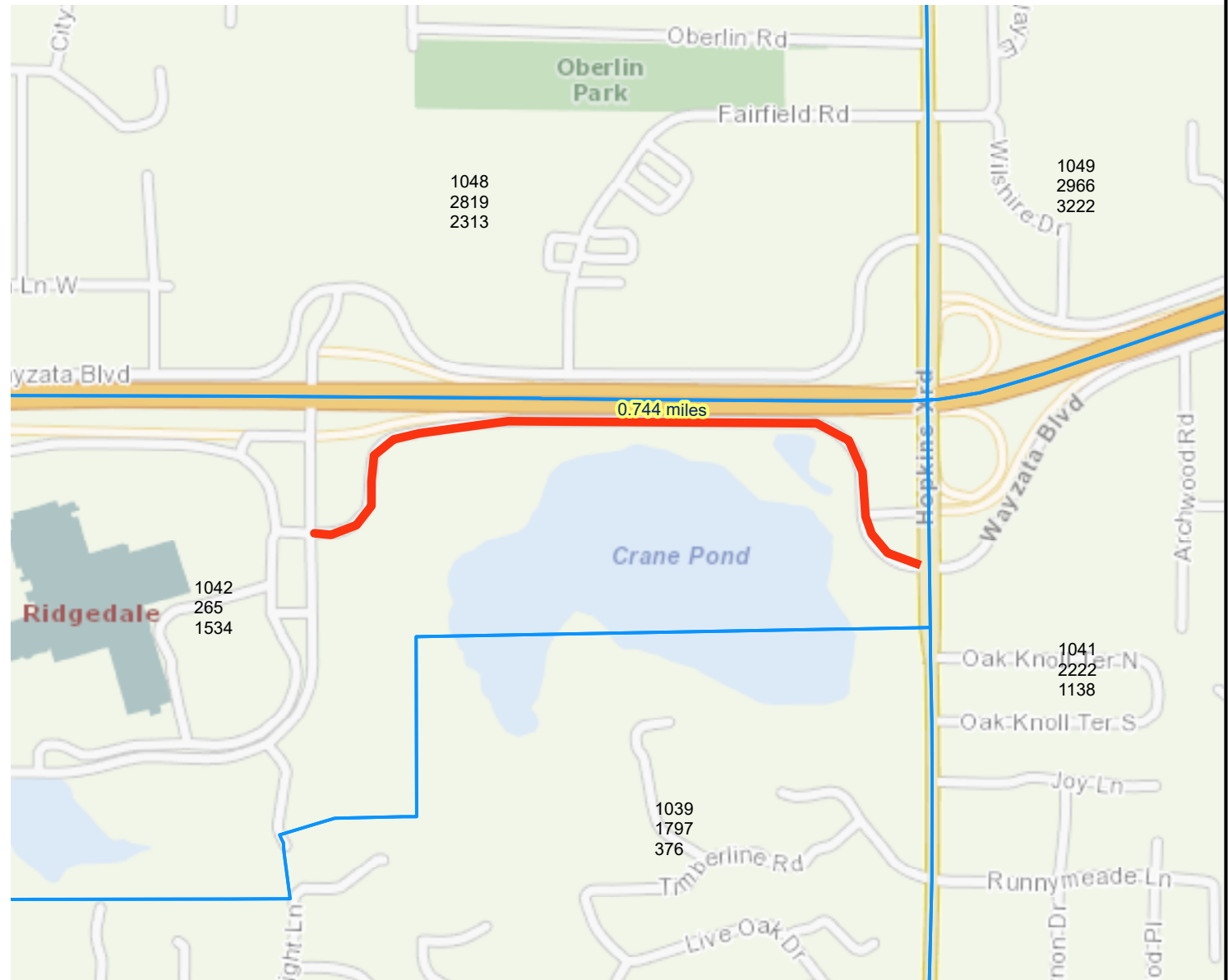


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 2 | Map ID: 1649861300027

Results

Within ONE Mile of project:
Total Population: 17571
Total Employment: 18138



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
LandscapeRSA4



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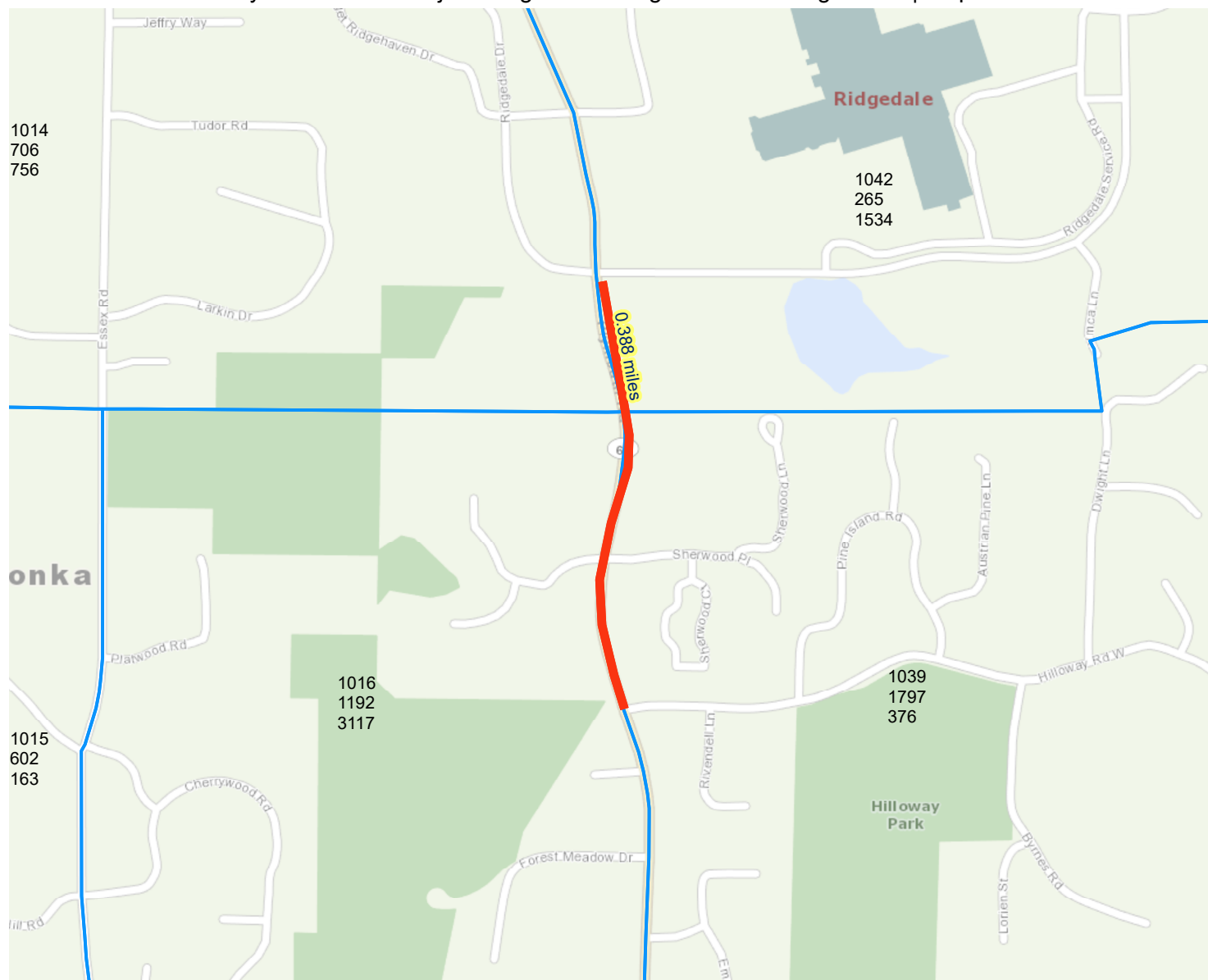


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 3 | Map ID: 1649862470372

Results

Within ONE Mile of project:
Total Population: 10521
Total Employment: 15996



-  Project Points
-  Project Area
-  Project
-  2016 TAZ

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
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Population/Employment Summary

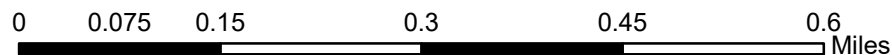
Results

Within ONE Mile of project:
Total Population: 14266
Total Employment: 6551

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 4 | Map ID: 1649862843485



- Project Points
- Project Area
- Project
- 2016 TAZ



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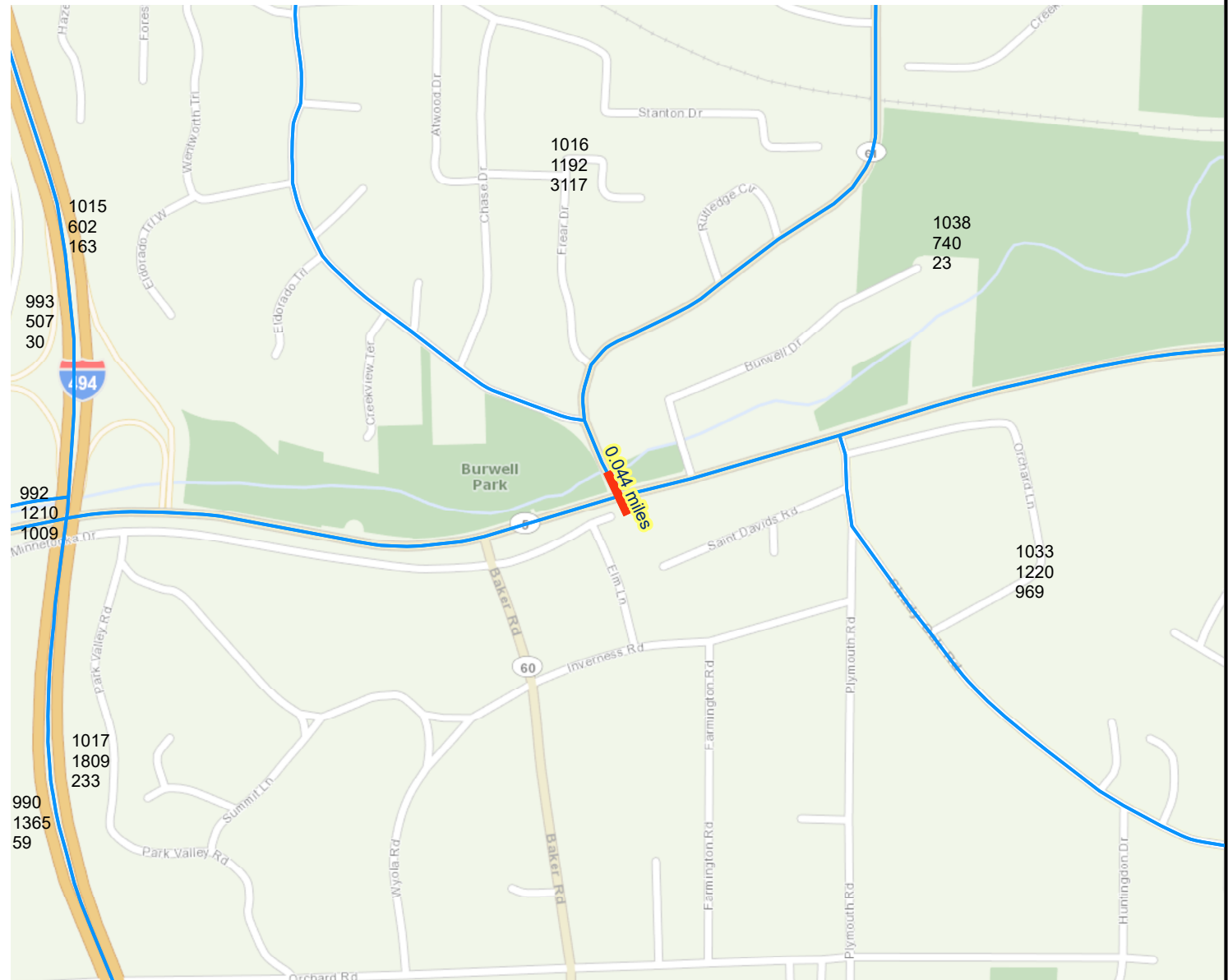


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 12267
Total Employment: 6338

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 5 | Map ID: 1649863145636



-  Project Points
-  Project Area
-  Project
-  2016 TAZ

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
LandscapeRSA4



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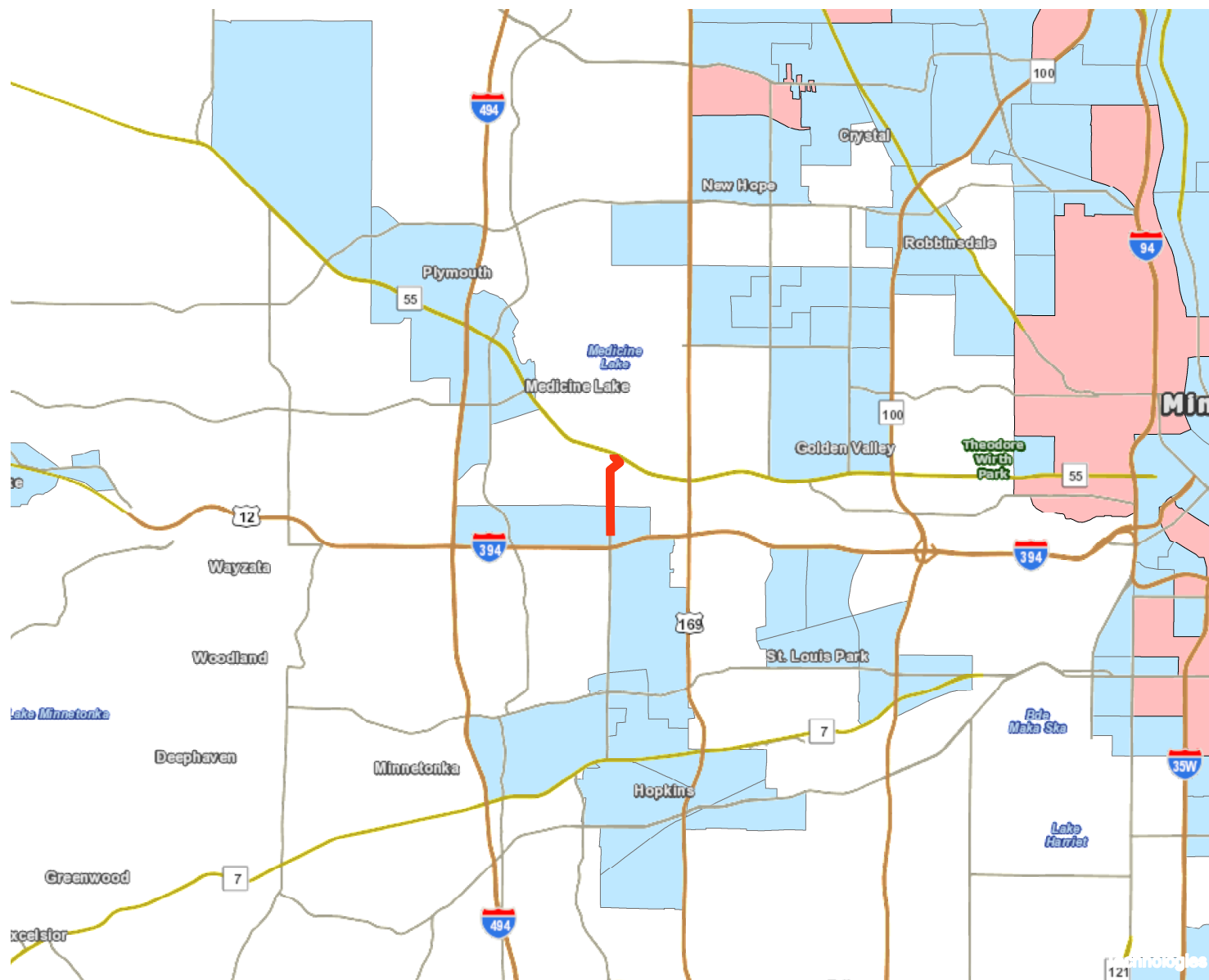
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 1 | Map ID: 1649282637562

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 525

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

Created: 4/6/2022
LandscapeRSA2



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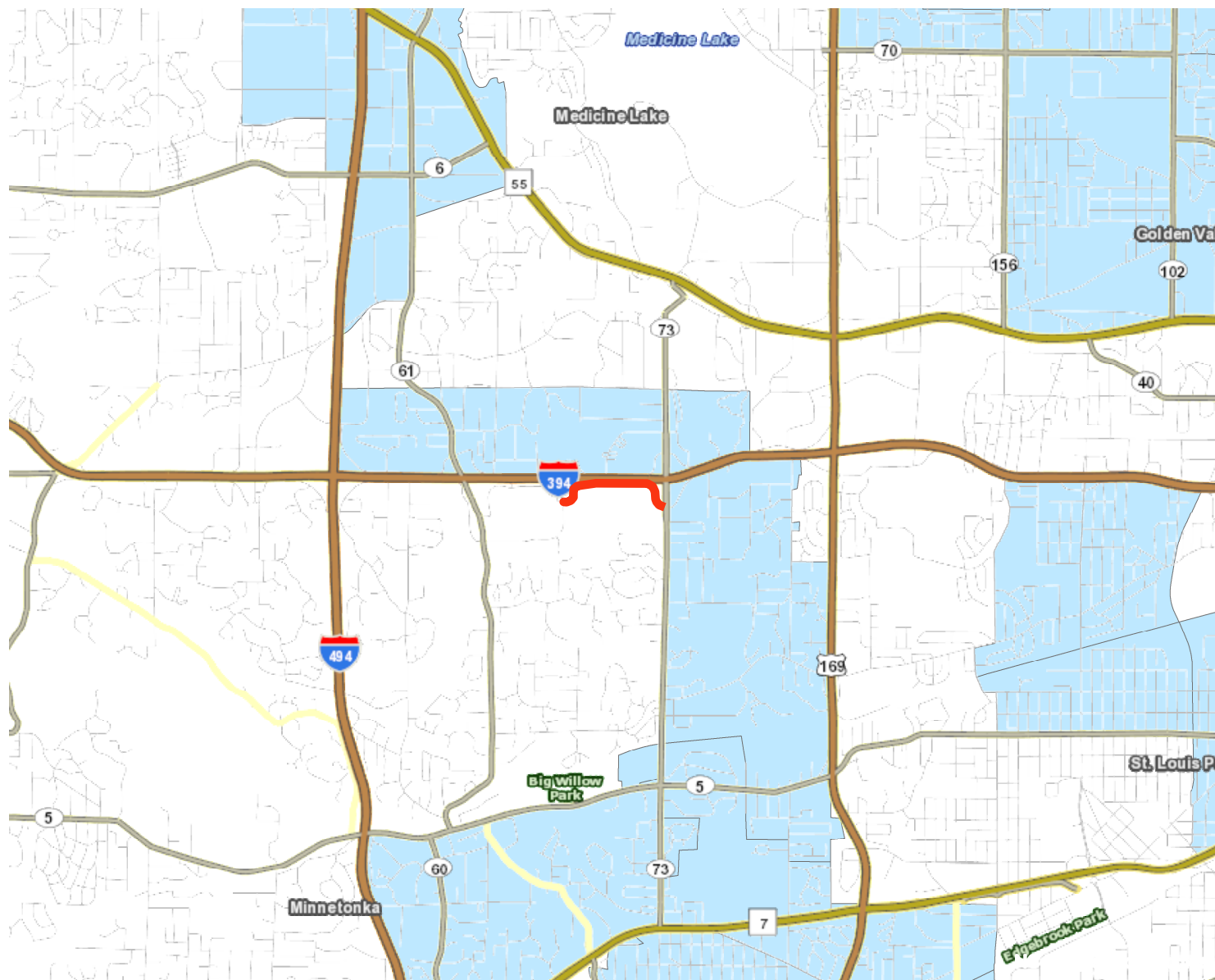
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 2 | Map ID: 1649861300027

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 247

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.5 1 2 3 4 Miles

Created: 4/13/2022
LandscapeRSA2



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



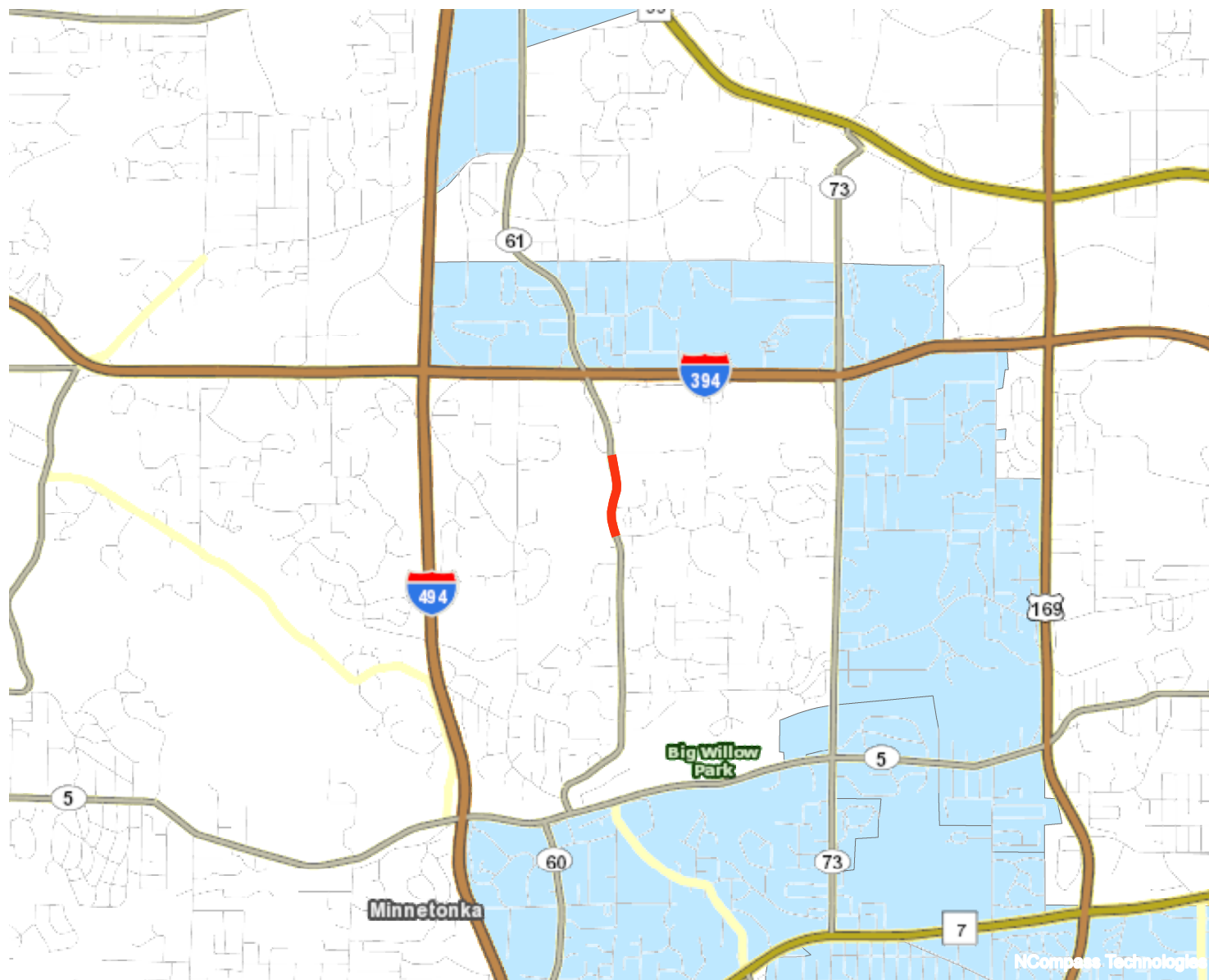
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 3 | Map ID: 1649862470372

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 196

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 4/13/2022
LandscapeRSA2



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



Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 4 | Map ID: 1649862843485

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 30

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



Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/13/2022
LandscapeRSA2



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



Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 5 | Map ID: 1649863145636

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 33

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 0.225 0.45 0.9 1.35 1.8 Miles

Created: 4/13/2022
LandscapeRSA2



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



\\msp-file01\A0000\A048.03_P_Bryant-Eagle Lake Regional Trail\PRODUCTION\CADD\PLANS\FA1 - Timber Hill Park-Zachary Ln.dwg
11/20/2020



TOOLE
DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

TIMBER HILL PARK | ZACHARY LANE

EAGLE TO BRYANT LAKE REGIONAL TRAIL MASTER PLAN

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

\\msp-file01\A0000\A048.03_P_Bryant-Eagle Lake Regional Trail\PRODUCTION\CADD\PLANS\FA2- South Shore Dr.dwg
12/1/2020



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

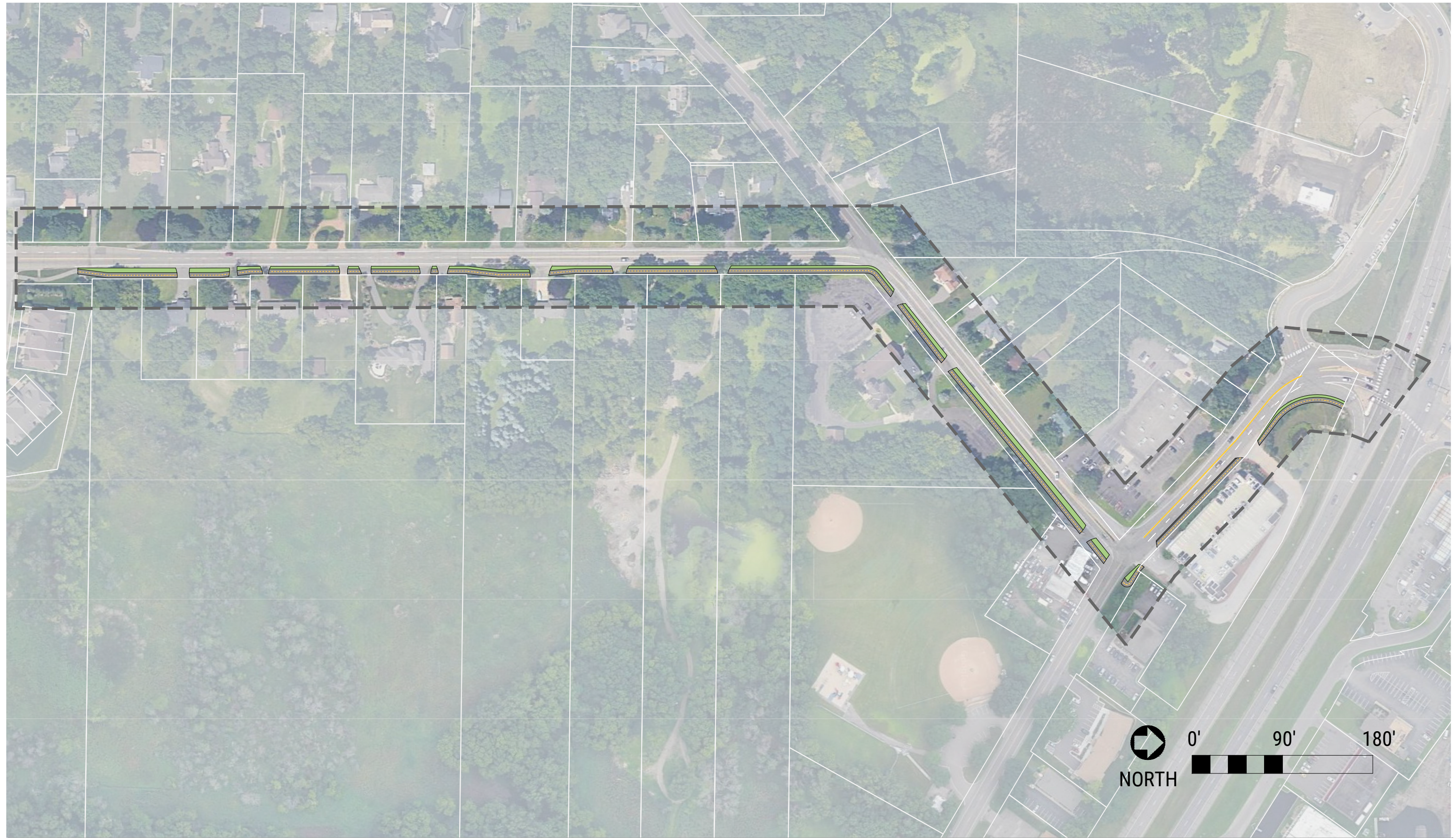
SOUTH SHORE DRIVE

EAGLE TO BRYANT LAKE REGIONAL TRAIL MASTER PLAN

TOOLE
DESIGN

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

\\msp-file01\A0000\A048.03_P_Bryant-Eagle Lake Regional Trail\PRODUCTION\CADD\PLANS\IFA3- Hwy55-CR15-Zachary Ln.dwg
12/1/2020



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

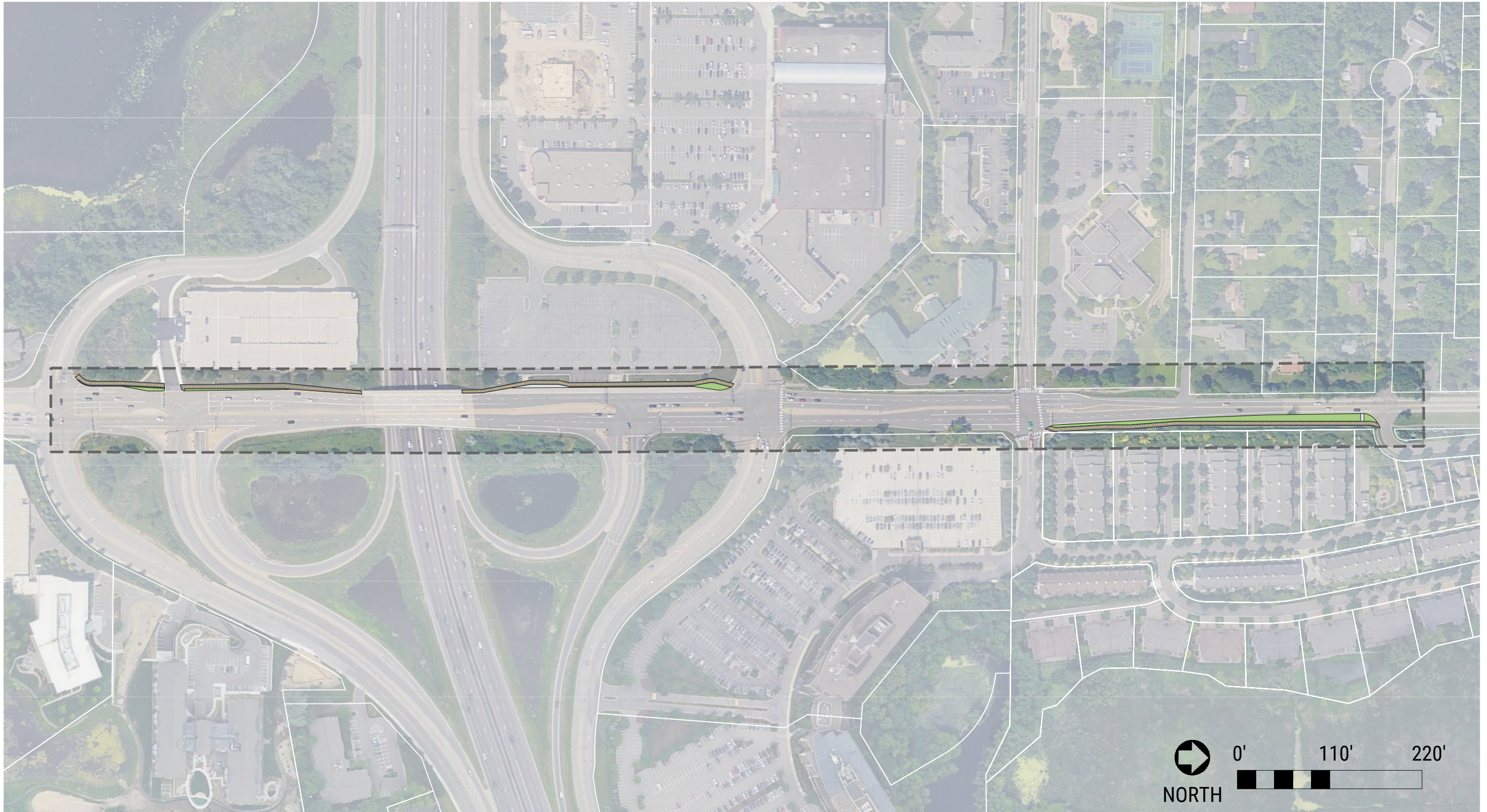
HIGHWAY 55 - COUNTRY ROAD 15 - ZACHARY LANE

EAGLE TO BRYANT LAKE REGIONAL TRAIL MASTER PLAN

TOOLE
DESIGN

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

\\msp-file01\A0000\A048.03_P_Bryant-Eagle Lake Regional Trail\PRODUCTION\CADD\PLANS\FA4- Zachary Ln-Hopkins Crossroad.dwg
12/1/2020



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

ZACHARY LANE - HOPKINS CROSSROAD

EAGLE TO BRYANT LAKE REGIONAL TRAIL MASTER PLAN

TOOLE
DESIGN

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

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 – Eagle Lake Regional Trail
Along various roadways from the Lake Minnetonka Regional Trail to TH 55

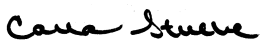
Dear Ms. Koutsoukos,

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 Eagle Lake Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the 2021 Eagle Lake Regional Trail Master Plan.

As proposed, it is anticipated that the project will impact two roadways under county jurisdiction: CSAH 61 (Plymouth Road) and CSAH 73 (Hopkins Crossroad). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 61 (Plymouth Road) and CSAH 73 (Hopkins Crossroad) 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 future Eagle 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



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



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | eminnetonka.com

March 21, 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
Eagle Lake Regional Trail – ELRT Completion between TH 55 and Lake Minnetonka
Regional Trail

Dear Ms. Grissman:

The City of Minnetonka supports Three Rivers Park District's federal transportation funding request for Eagle Lake Regional Trail. The city understands that this will close a major gap between TH 55 and Lake Minnetonka Regional Trail, including various segments along Hopkins Crossroad and Plymouth Road, in the regional bicycle transportation system.

The city and the park district have a long-standing history of collaboration to build out the regional trail system. The Eagle Lake Regional Trail is recognized in the city's 2040 Comprehensive Plan and the city supported the development of the trail corridor by approving the master plan on July 26, 2021.

The addition of the regional trail will enhance the livability and quality of life in Minnetonka by improving mobility and connectivity to the local and regional trail system, as well as public transit and local retail centers. The city looks forward to working with Three Rivers on the implementation of this project and fully supports Three Rivers funding efforts.

Sincerely,

Mike Funk
Acting City Manager
City of Minnetonka

Minnetonka...where quality is our nature



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
Eagle Lake Regional Trail – Plymouth

Dear Ms. Grissman:

The City of Plymouth supports Three Rivers Park District's federal transportation funding request for Eagle Lake Regional Trail. The city understands that this will close a major gap between TH 55 and Lake Minnetonka Regional Trail in the regional bicycle transportation system.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Eagle Lake Regional Trail master plan was recently approved by the MET Council, and the City of Plymouth. It will be recognized in the City's 2040 Comprehensive Plan and the city supported the development of the trail corridor by approving the master plan on July 26, 2021.

The addition of the regional trail will enhance the livability and quality of life in Plymouth by improving mobility and connectivity to the local and regional trail system, as well as public transit and local retail centers. The City looks forward to working with Three Rivers on the implementation of this project and fully supports Three Rivers funding efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barb Northway', is written over a light blue horizontal line.

Barb Northway
Interim Director of Parks & Recreation



Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between TH 55 and Lake Minnetonka Regional Trail along CSAH 73/Zachary Lane N/Hopkins Crossroads, South Frontage Road, and Plymouth Road (CSAH 61) in Plymouth and Minnetonka, Hennepin County

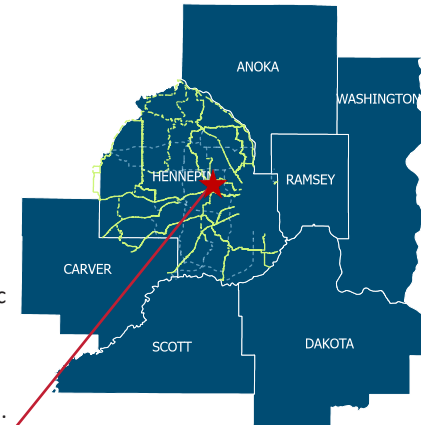
Total Project Cost – \$3,825,417

Requested Federal Amount - \$3,094,253

Local, Secured Match Amount - \$773,563

Project Description:

This project includes new construction, reconstruction and crossing upgrades to create a continuous and seamless 4.7-mile segment of the Eagle Lake Regional Trail between TH 55 and Lake Minnetonka Regional Trail filling a critical north-south gap in the non-motorized transportation system. The trail is planned within the public rights-of-way along Zachary Lane/Hopkins Crossroads (CSAH 73), South Frontage Road, Ridgedale Drive and Plymouth Road (CSAH 61).



Project Location

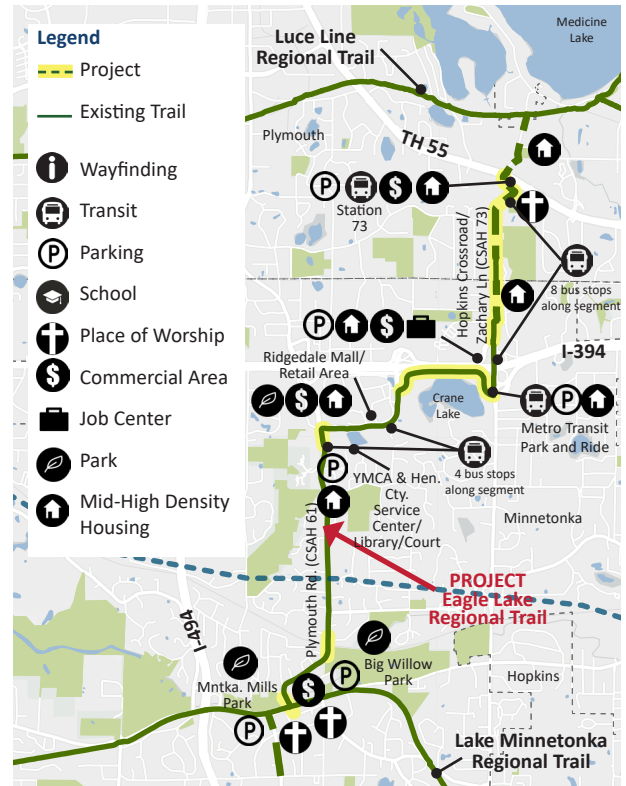
This regional trail, when fully complete, is projected to receive 355,000 visits per year (16%; 56,800 are anticipated to be transportation related).

Proposed Project Elements:

- Construct 2.4 miles of 10-foot wide, off-road, multi-use bituminous trail, meeting all ADA requirements which includes:
 - New construction of 1.1 miles of new regional trail along Zachary Ln N/Hopkins Crossroad/CSAH 73 from TH 55 to Wayzata Boulevard N
 - Reconstruction of 1.1 miles of end of useful life/sub-standard sections to meet regional trail standards along South Frontage Road from Hopkins Crossroads to Ridgedale Drive (0.7 miles) and along Plymouth Road from Ridgedale Drive to Hilloway Road (0.4 miles)
- Improve challenging crossings for people biking and walking to safely navigate: Wayzata Blvd N and Hopkins Crossroad/CSAH 73, Plymouth Road rail bridge over BNSF (0.07 miles), and Minnetonka Boulevard and Plymouth Road (0.04 miles)
- Add consistent regulatory and wayfinding signage and rest stops (benches, garbage, and bike repair stations)

Proposed Benefits Include:

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes, spanning 2 communities and eliminating/improving one significant RBTN barrier (Plymouth Rd rail bridge over BNSF).
- Provides a protected bikeway to 69,079 number of people within 1.5 miles and 169,819 number of people within 3 miles - connecting them to over 78,813 jobs within 1 mile of the project area.
- Connects to 14 bus stops, 11 existing bus routes/1 planned bus route, 2 park and rides, and 4 other public parking lots.
- Improves the area's livability, supports active living and provides a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.
- Connects (when fully complete) to four existing regional trails, two regional parks, and destinations such as Medicine Lake, Ridgedale Mall/Retail Area, Hennepin County - Ridgedale Service Center/Library, Ridgedale YMCA, Big Willow Park, Minnetonka Mills Park, and the future Bryant Lake Regional Trail.



Project Map



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

Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail

Supporting Photos



Location A

Curbs Ramps and Smooth Pavement:

Existing concrete sidewalk segments are failing resulting in a bumpy ride for wheel chairs, motorized scooters and bikes and presenting 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 E

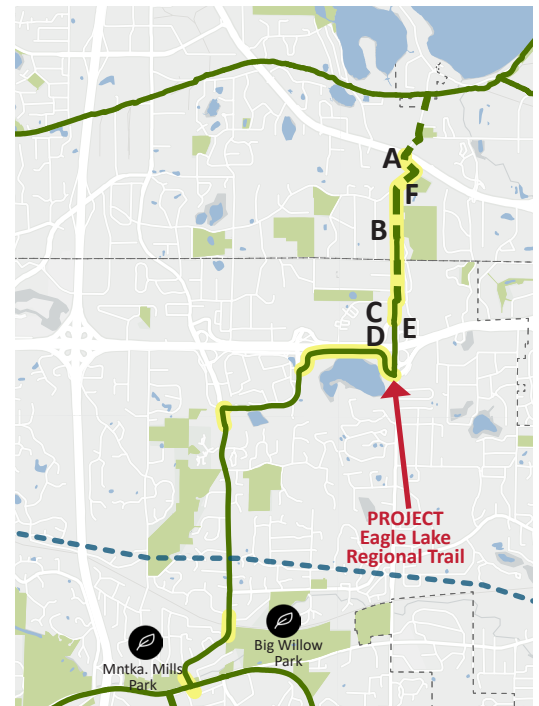


Photo Location Map

Continuous Corridor: This project fills in missing gaps along the proposed route to create one continuous corridor.



Location B



Location F



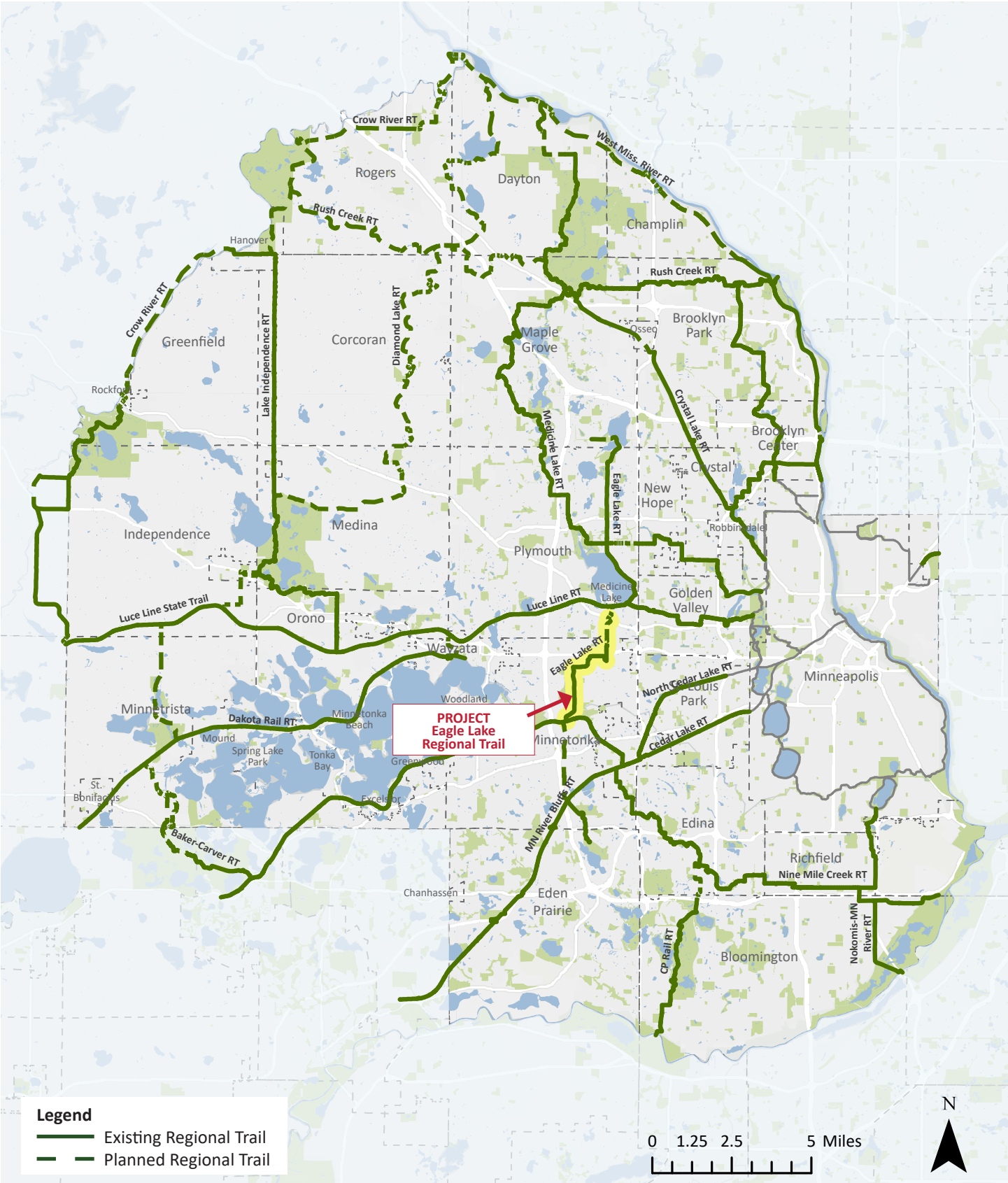
Location C



Location D

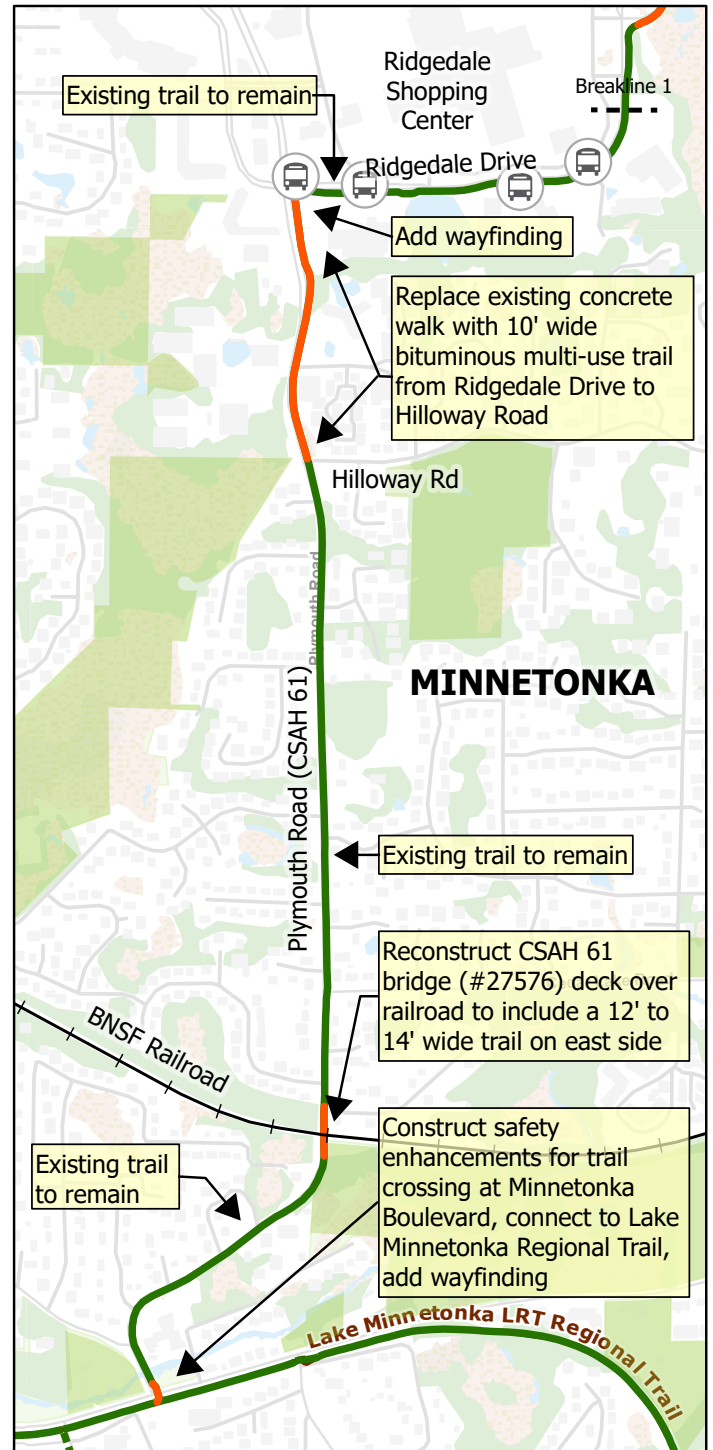
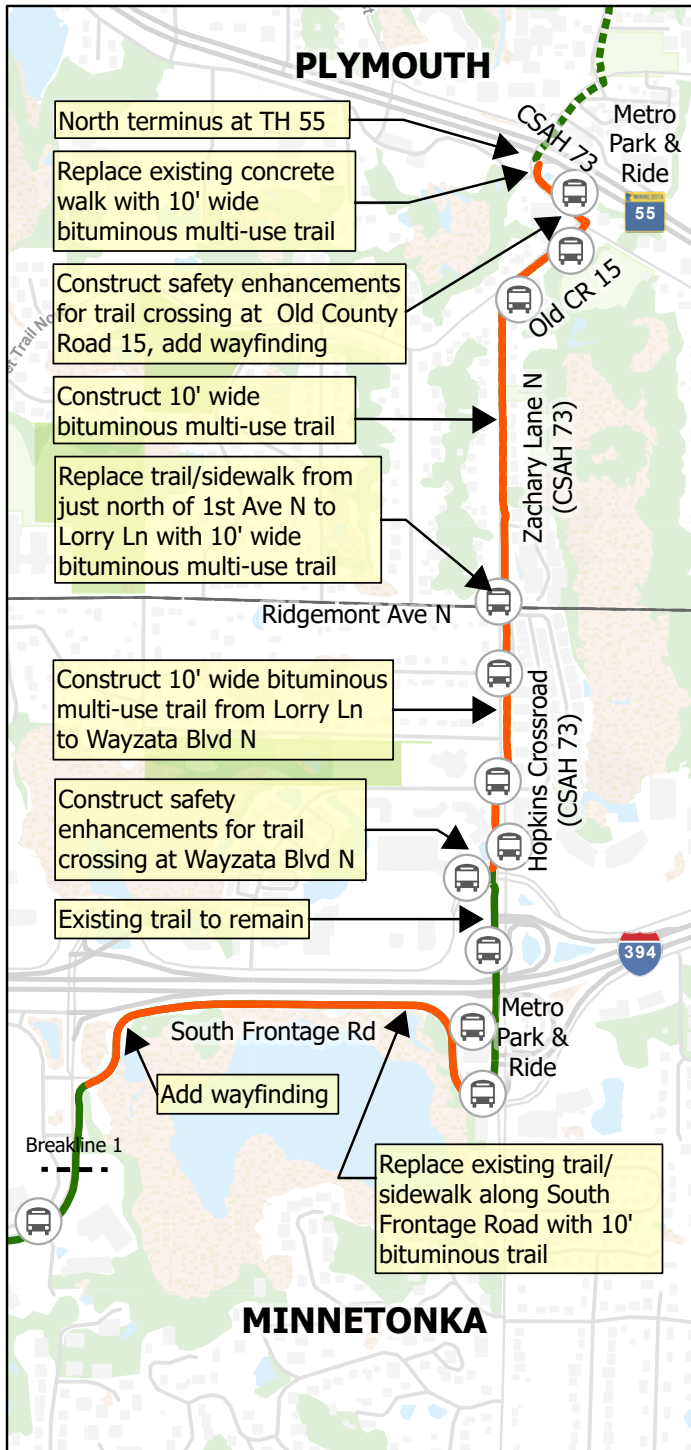
Trail Surface: The existing 'trail' is comprised of end of useful life sidewalk/trail which does not meet multi-use, two-directional regional trail standards. This project will rebuild these segments to regional trail standards increasing usability as well as safety and ADA compliance.

Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail
Regional Trail System Context Map

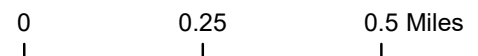
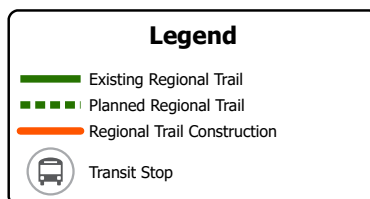


Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail

Project Summary Map



Planning Department
Revised Date: 4/13/2022



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

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 1 | Map ID: 1649282637562

Results

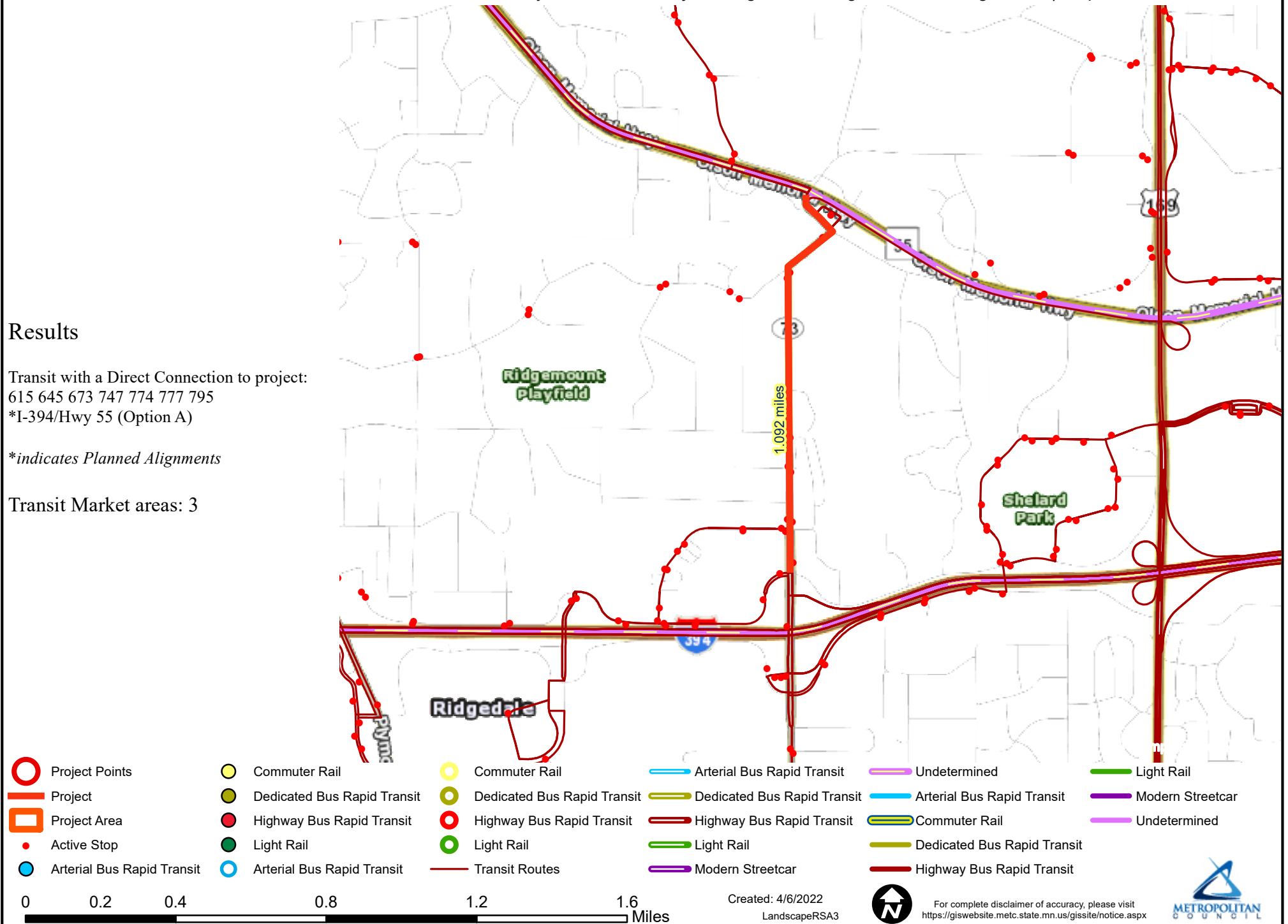
Transit with a Direct Connection to project:

615 645 673 747 774 777 795

*I-394/Hwy 55 (Option A)

**indicates Planned Alignments*

Transit Market areas: 3



Transit Connections

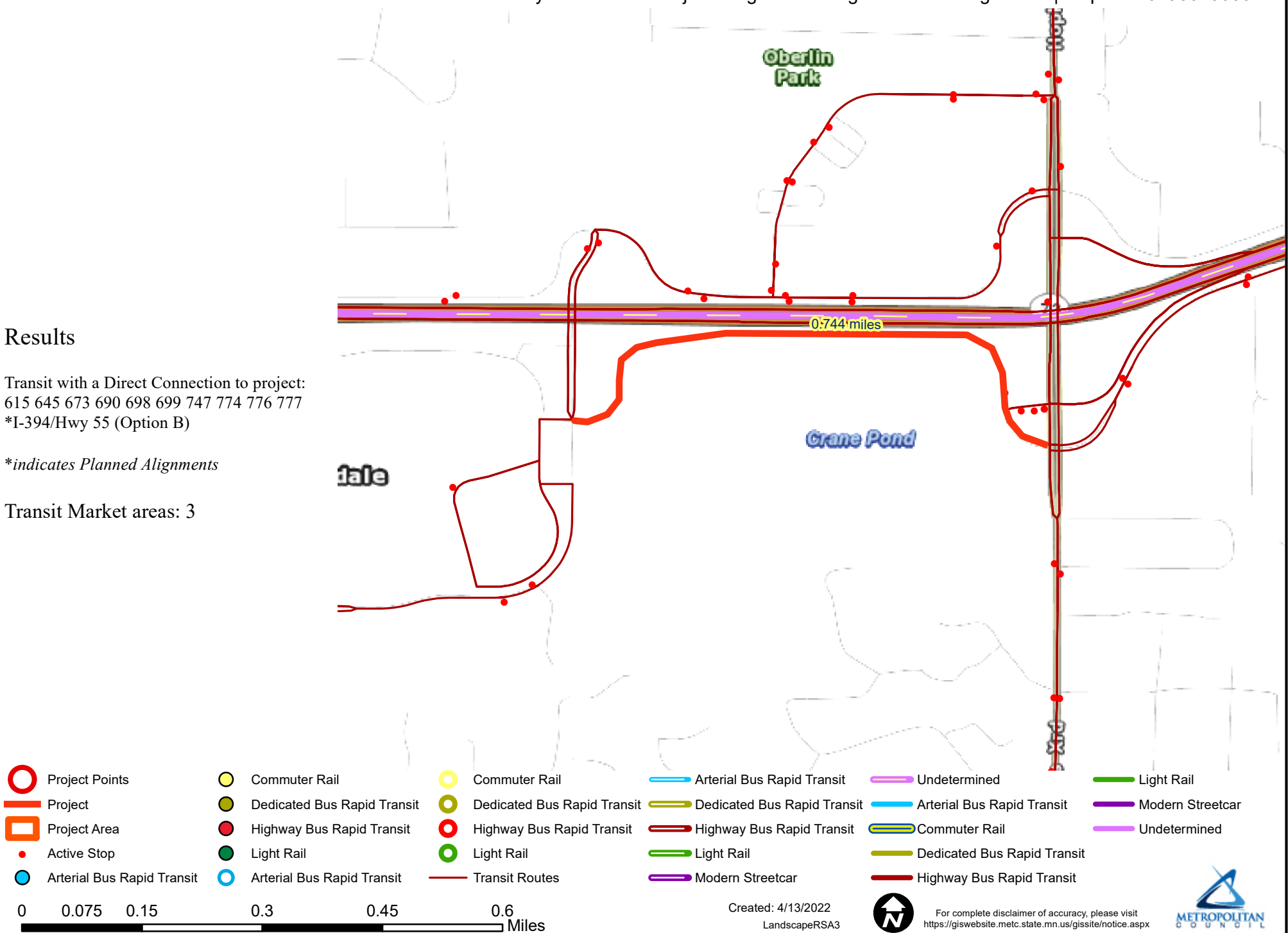
Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 2 | Map ID: 1649861300027

Results

Transit with a Direct Connection to project:
615 645 673 690 698 699 747 774 776 777
*I-394/Hwy 55 (Option B)

*indicates Planned Alignments

Transit Market areas: 3



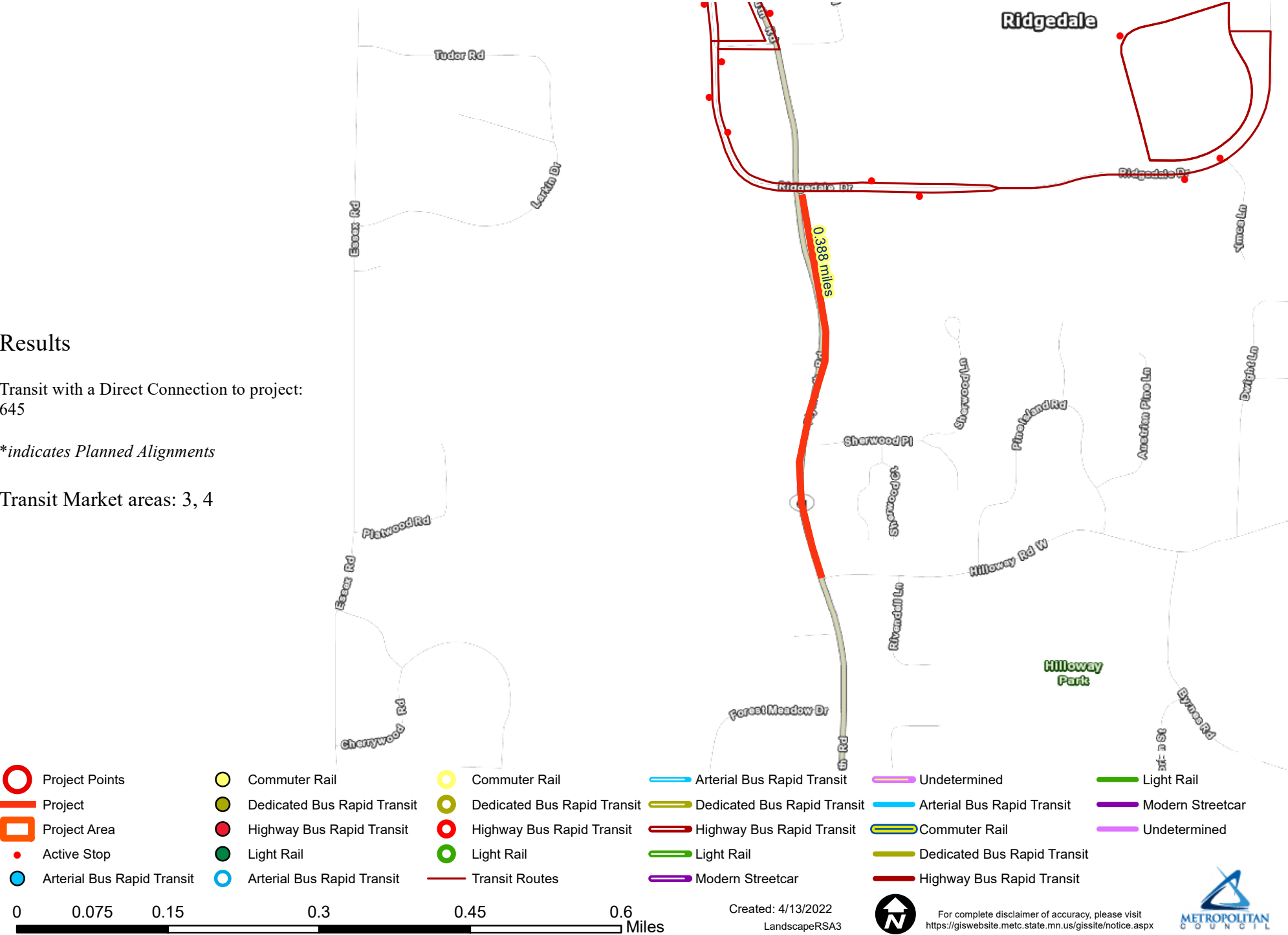
Transit Connections

Results

Transit with a Direct Connection to project:
645

**indicates Planned Alignments*

Transit Market areas: 3, 4



Transit Connections

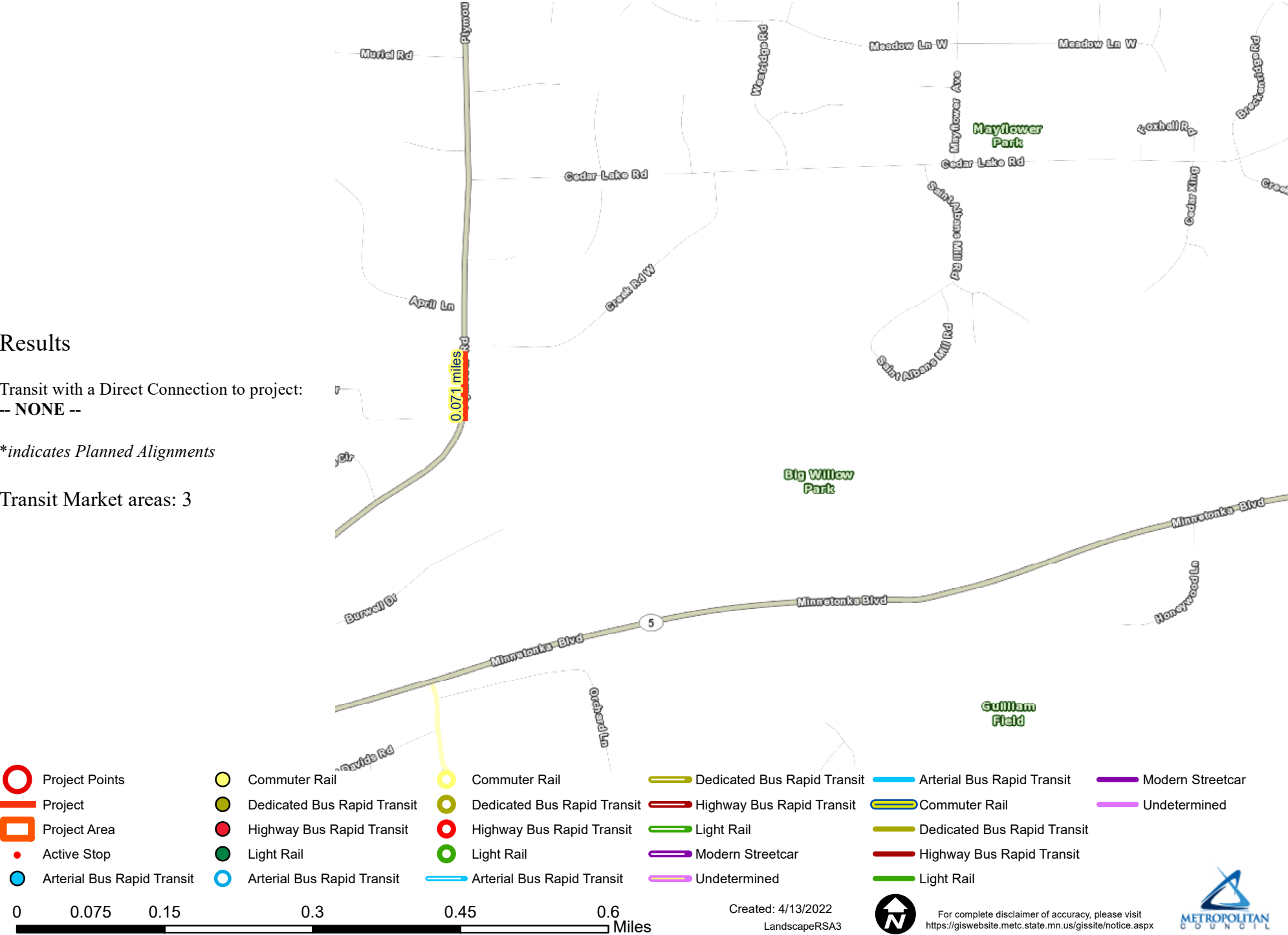
Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 3 | Map ID: 1649862843485

Results

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

**indicates Planned Alignments*

Transit Market areas: 3



Transit Connections

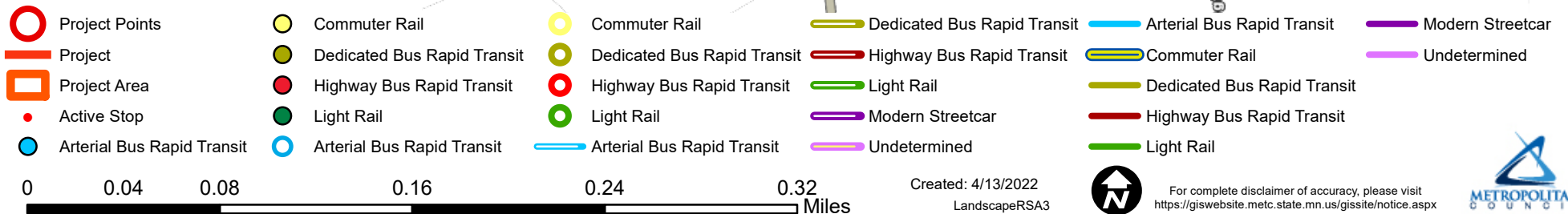
Multiuse Trails and Bicycle Facilities Project: Eagle Lake Regional Trail - Segment 4 | Map ID: 1649863145636

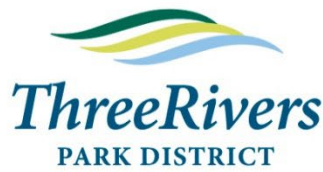
Results

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

**indicates Planned Alignments*

Transit Market areas: 3, 4





**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 Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman
Vice Chair
District 3

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

John Gunyou
Chair
District 4

John Gibbs
District 5

Sincerely,

Gene Kay
Appointed
At Large

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

Jesse Winkler
Appointed
At Large

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

Boe Carlson
Superintendent