



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17541 - CP Rail Regional Trail- Bloomington/ Edina Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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City State/Province Postal Code/Zip

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

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

RESERVATIONS
3000 XENIUM LN N

*

PLYMOUTH Minnesota 55441-2661
City State/Province Postal Code/Zip

County:

Hennepin

Phone:*

763-559-6700

Ext.

Fax:

PeopleSoft Vendor Number

0000057347A1

Project Information

Project Name

CP Rail Regional Trail- Bloomington/ Edina Construction

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Bloomington and Edina

Jurisdictional Agency (If Different than the Applicant):

The proposed project will construct 1.75 miles of new multi-use trail, that - in combination with existing Hyland Trail - will create a continuous and contiguous north-south non-motorized corridor (CP Rail Regional Trail) spanning from Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington.

The project is located between 70th Street/Nine Mile Creek Regional Trail and West 84th Street/Hyland Park Reserve along Cahill Road, Dewey Hill Road, Bush Lake Road and East Bush Lake Road (CSAH 28) in Edina and Bloomington.

Proposed project elements include:

- Constructing a 1.75 mile of 10-foot wide, off-road/protected, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps and audible pedestrian crossing aides.
- Providing a safe, multi-use crossing of I-494 at Bush Lake Road, and providing a signalized trail crossing of CP Railroad at Dewey Hill Road (Tier 2 Regional Bicycle Crossing Improvement Area).
- Installing appropriate directional wayfinding at intersections with existing parks, trails, and major bicycle and pedestrian routes; kiosks; and rest stops.

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

Project benefits include

- Providing a safe and comfortable trail corridor for all ages, abilities, and travel modes
- Connecting to a Nine Mile Creek Regional Trail (Tier 1 Alignment);
- In combination with Hyland Trail (Tier 2 Alignment), linking to Bloomington Ferry Road and the Minnesota River Valley State Trail (Tier 1 Alignments);
- Passing through and connecting Highwood Drive and Edina Industrial Boulevard (Tier 1 Corridors);
- Improving continuity between jurisdictions by providing a continuous facility between

Bloomington and Edina;

- Provide a protected pedestrian and bicycle facility to three existing transit routes, with service to the METRO Orange Line, Mall of America, downtown Minneapolis, and the University of Minnesota;
- Extending trail service to a Regional Job and Activity Center on Edina Industrial Boulevard, two regional environmental justice areas, and five affordable housing communities;
- Enabling car-free trips to William Wardell Lewis Park, North Corridor Park, South Corridor Park, Mt. Normandale Lake Park, Highland Lake Park Reserve, Bush Lake Recreation Area and Park Reserve, Dred Scott Playfield, and the Minnesota Valley National Wildlife Refuge, proposing equitable access to parks and natural resources; and
- Increasing access to education and employment opportunities for residents without access to a personal vehicle.

(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.](#)

CONSTRUCT 1.75 MILES BIKE TRAIL ALONG E BUSH LAKE ROAD FROM W 84TH ST BLOOMINGTON TO BUSH LAKE ROAD EDINA, AND ALONG DEWEY HILL AND CAHILL ROAD IN EDINA

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) 1.75

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 \$4,665,840.00

Match Amount \$1,166,460.00

Minimum of 20% of project total

Project Total \$5,832,300.00

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 Park District

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 55438

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 10/31/2028

Name of Trail/Ped Facility: CP Rail Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From: West 70th Street & Cahill Road
(Intersection or Address)

To: West 84th Street & East Bush Lake Road
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.75

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.75

Is this a new trail? Yes

Primary Types of Work bicycle and pedestrian path, ped ramps, (APS), wayfinding/rest stops

*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.: 27V33

New Bridge/Culvert No.:

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

Over I-494

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: 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

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

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 Edina Comprehensive Plan (pages 5-6, 5-7, 5-8, and 5-30)
Edina Pedestrian and Bicycle Master Plan (pages 28, 36, and 40)
Edina Living Streets Plan (pages 18, 24, and 25)

2040 Bloomington Comprehensive Plan(pages 4.1, 4.4, 4.5, 7.7, 7.9, and 7.20)
Bloomington Alternate Transportation Plan (page 4-6)

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

2040 Three Rivers Park District System Plan(Page 17)
CP Rail Master Plan(entire document, see page 27 for information on project segment

Hennepin County 2040 Bicycle Transportation Plan(pages 35-38 and planned-bikeway-system-map.pdf (hennepin.us)
Hennepin County Regional Park and Trail System (Page 3-8 ? Figure 3-1: Regional Trail System)

2040 Regional Parks Policy Plan (Met Council)
(Page 44 and 46 ? Table 3-4 and map 3-4)

(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/page/accessibility>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10.The project must be accessible and open to the general public.

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

*12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way.

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)	\$245,000.00
Removals (approx. 5% of total cost)	\$245,000.00
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	\$49,000.00

Striping	\$0.00
Signing	\$4,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$392,000.00
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	\$75,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,010,800.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$4,606,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$84,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$121,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$10,500.00
Totals	\$4,821,500.00

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	\$5,832,300.00
Construction Cost Total	\$5,832,300.00
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

1649912741679_CP_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	30902
Existing Employment Within One Mile (Integer Only)	45539
Upload the "Population Summary" map	1649912783916_CP_Population.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 project's ½ mile service area includes two regional environmental justice areas and five affordable housing communities. The corridor is home to neighborhoods with 34%+ residents over age 65 (13.5% metro average) - including three senior living communities with ½ mile. These equity populations were consulted throughout the project's identification and development through online and in-person targeted engagement.

Equity community members provided feedback to inform master planning at an Edina Open Streets popup and through door-to-door engagement along the corridor. An online survey and interactive mapping tool made it easy and accessible for those most impacted by/interested in the project to give feedback and learn more. Results showed clear support for the north-south trail corridor and safer biking facilities. Three Rivers has also worked with equity groups on other trail efforts and applied those findings to this project. Specific examples include: wayfinding (many voiced a fear of getting lost) and connections between residences/trail/destinations.

Response:

Bloomington's 2017 Alternate Transportation Plan engagement, included an online survey for all residents, pop-up events - with one at Bloomington Farmers Market and focus groups with key stakeholders. Bloomington Planning Commission emphasized the need for bicycle and pedestrian infrastructure, wayfinding, and related amenities to serve the City's aging population and people with disabilities.

Edina hosted a workshop for over 40 participants at the Edina Senior Community Center to inform their Bicycle and Pedestrian Master Plan. "I feel unsafe around motorized traffic" was the most-cited barrier to biking and walking. Seniors also voiced concern about crossing busy roads. A listening session was

held with an Introduction to Engineering Class at Edina Senior High School. The campus is just over ½ mile from project's north terminus and connected directly via existing bike lanes and sidewalks. Students cited sidewalk / trail gaps between desired destinations and unsafe intersections as major barriers to active transportation.

CP Rail Regional Trail's design responds directly to this input by providing a protected trail that fills a critical north-south gap, overcomes ?barriers to biking? (CP Rail/I-494), connects to existing bicycle and pedestrian routes/destinations, and trail wayfinding and amenities. To ensure that design will serve equity groups, the public was invited to comment on the draft master plan - which included a summary of engagement findings - in spring 2019.

(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 project will serve the following equity populations (see Equity Populations and Destinations Map):

Seniors and residents with limited mobility:

- 34-37% of residents in the project's service area are over 65 (13.5% in the metro area). Cassia, Ebenezer Senior Living, Amira, and Tealwood Senior Living are within ½ mile of the project.
- These users need smooth/stable trail surfaces longer crossing times at intersections, and facilities that physically separate them from vehicles.
- CP Rail Regional Trail will replace discontinuous and degraded pavement with a continuous facility that is protected from traffic and comfortable to travel with mobility devices. The project improve intersections with advanced signage, durable crosswalks, RRFB, and similar.

Response:

Low-income residents and employees:

- The project will extend regional trail service to five affordable housing communities and a diversified Job and Activity Center.
- Low-income populations are more likely to use trails near their homes and workplaces. They cite fear of getting lost as a barrier to trail use.
- The project will create a critical north-south link between existing east-west bicycle and pedestrian routes including Dewey Hill Road and West 78th Street, increasing connectivity for users without a personal vehicle. It will provide an off-road route to Minneapolis via to Nine Mile Creek and Cedar Lake Regional Trails, enabling bicycle commutes in both directions. Improved wayfinding throughout the project will help these users feel more comfortable and confident.
- Safe trail connections to transit routes 6 (service to downtown Minneapolis and the University of Minnesota) and 540 and 542 (service to Mall of America and Orange Line) will enable car-free,

access to employment and education opportunities.

Children, families, and youth

- Edina High School and Valley View Middle School connect directly to the project via existing bike lanes and sidewalks. 34% of respondents surveyed for Bloomington's Alternate Transportation Plan said they use trails in Bloomington with children.
- Younger trail users need physical separation from vehicles and adequate space to maneuver or walk/ride side by side with an adult.
- The project will create new 10'-wide protected routes to three parks, seven places of worship, and three schools.

The project is seen as a direct benefit to the disadvantaged populations in its service. It will maintain access to businesses and housing throughout implementation and minimize construction nuisances through proper mitigation of noise, dust and traffic. During construction, current sidewalk users will be directed towards alternate routes with easy-to-follow detour signing. Road closures are 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.

The project directly benefits residents of affordable housing by expanding transportation options, increasing connectivity, and supporting public health.

There are 106 publicly subsidized rental housing units in census tracts within ½ mile of the project, including the following communities (see Affordable Housing Map):

- Amundson Flats: 7075 Amundson Ave, 62 units, all ages; households with incomes at or below 60% median area income
- Oak Glen of Edina: 5515 Oak Glen Rd, 26 units, all ages

Naturally-occurring affordable housing (NOAH) is available in the following properties:

- Oaks Braemar: 7150 Cahil Road, 115 units
- Cahill Court: 5432 W 70th Street, 10 units
- Edina Manor Apartments: 5400 W 70th Street, 24 units

Response:

Expanding transportation options is critically important in the project service area, where combined housing and transportation cost ranges from 55 to 59% of household income (45% metro), leaving residents with fewer funds for other critical expenses. Neighborhoods in the project service area are currently classified as car-dependent, meaning most errands require a car. The project will improve access to transit and active transportation, helping to reduce household transportation costs.

In combination with existing bicycle and pedestrian facilities, the project provides a multimodal transportation network with safe routes to transit, jobs, and other destinations. This will benefit low-income households with zero or one vehicles by

increasing the distance they can safely and comfortably travel without a car, thus improving their connectivity to the broader community. For example, the project connects to Nine Mile Creek Regional Trail, which connects to downtown Minneapolis via Cedar Lake Regional Trail (west) and the Blue Line LRT/MSP Airport (east).

The trail also connects to transit routes 540 and 542 (service to METRO Orange Line and the Mall of America) and 6 (service to downtown Minneapolis and the University of Minnesota). By extending trail facilities into residential areas, the project will provide protected and convenient "last mile" routes for multimodal trips. The project is in a diversified Regional Jobs and Activity Center and will serve low-income employees by supporting safe, reliable, car-free commutes.

The project, in partnership with the Hyland Trail, will provide direct off-road access to William Wardell Lewis Park, North Corridor Park, South Corridor Park, Mt. Normandale Lake Park, Hyland Park Reserve, Bush Lake Recreation Area, Dred Scott Playfield, and the Minnesota Valley National Wildlife Refuge. This will enable low-income households to safely visit natural resources outside of their neighborhoods without access use of a personal vehicle.

(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.

1649913204079_CP_Socio-Economic.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 project provides an essential north-south connection between existing bicycle infrastructure, creating a Critical Bicycle Transportation Link by:

- Connecting to a Nine Mile Creek Regional Trail (Tier 1 Alignment)
- In combination with Hyland Trail (Tier 2 Alignment), linking to Bloomington Ferry Road and the Minnesota River Valley State Trail (Tier 1 Alignments)
- Passing through and connecting Highwood Drive and Edina Industrial Boulevard (Tier 1 Corridors)
- Providing a consistent cycling experience over I-494 and CP Rail (a Tier 2 Regional Bicycle Crossing Improvement Area), thus
- Improving bikeway continuity across and within Bloomington and Edina.

Closing gaps

The project closes critical gaps by linking several bicycle corridors to each other via a new north-south route:

- Linking to several trails in the existing and planned regional network, promoting multimodal trips and active living.
- Connecting to Nine Mile Creek Regional Trail (Tier 1 RBTN Alignment) via a short local trail segment; linking westbound users to Hopkins, the SWLRT, the MN River Bluffs, North Cedar Lake and Cedar Lake Regional Trails (access to Grand Rounds and Minneapolis trail network) and eastbound users to the Nokomis-MN River Regional Trail, Blue LRT, and Airport.
- Connecting to Hyland Trail (Tier 2 Alignment), providing a contiguous trail corridor linking to Bloomington Ferry Road and the Minnesota River Valley State Trail (both Tier 1 Alignments) and local trails.
- Passing through two east-west Tier 1 Corridors centered on Highwood Drive and Edina Industrial

Response:

Boulevard, creating a protected route between these corridors and safely connecting users to destinations throughout Bloomington and Edina.

Crossing physical barriers

-The project provides a signalized trail crossing of CP Rail at Dewey Hill Road (Tier 2 Crossing Improvement Area) and will construct trail crossings with appropriate signage and striping at all roadway intersections.

-It will help trail users safely cross I-494 by improving trail crossings of the off-ramps and installing ADA-compliant pedestrian ramps and signals.

Improving orientation and awareness

- The project will install directional wayfinding at intersections with major bicycle / pedestrian routes, local trails, and parks. This signage will alert vehicles to watch for trail users and help cyclists and pedestrians safely enter/exit the trail from connecting routes.

- Surveys and outreach identify the fear of getting lost as a major barrier to new users and equity populations. By using consistent facility design throughout the entire corridor (10' wide bituminous surface with yellow center line striping), the trail itself acts as wayfinding assuring users that they are still on their intended route.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

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 project addresses the following safety deficiencies:

- Vehicle conflicts/collisions with pedestrians and bicyclists
- Lack of continuous and contiguous north-south off-road walking and biking facilities
- Major crossing barriers (CP Rail and I-494)

MnCMAT reports 18 vehicle-only accidents along the project corridor between 2019-2021. Three resulted in minor injury and six in possible injury. Existing bicycle and pedestrian facilities are fragmented, with inconsistent signage / striping and significant gaps. More than half of the segment lacks trails, bike lanes, or sidewalks, so people must walk or bike in the street, sharing the road East Bush Lake Road with up to 14,800 vehicles per day. Where there are sidewalks, many pedestrian ramps do not meet ADA standards. The project addresses this by providing a consistent, fully accessible off-road, multi-use trail through the corridor.

Response:

During community outreach for the CP Rail Regional Trail Master Plan and Edina's Bicycle and Pedestrian Master Plan, residents identified the project as a preferred and needed bicycle route but identified crossings at CP Rail and Dewey Hill Road (Tier 2 Crossing Improvement Area) and the north I-494 off-ramp as major barriers to walking and biking. The project will construct a signalized trail crossing of CP Rail at Dewey Hill Road (Tier 2 Crossing Improvement Area) and improve the pedestrian/bicycle connections to and across the I-494 bridge. While the bridge has a wide sidewalk that meets the regional trail needs, the sidewalks, ped ramps and crossings leading up to and across the I-494 on/off ramps are at the end of their useful life, narrow and/or are non-ADA compliant. This project addresses these issues, increasing safety

and comfort across the barrier and effectively connecting the trail systems north and south of I-494.

MnCMAT crash data for the project corridor identifies four bicycle and pedestrian accidents since 2012, three resulting in minor injury. In 2012, a vehicle struck a woman crossing in unmarked crosswalk. In 2013, a driver lost control of his truck, veered over the median curb, and hit a pedestrian at East Bush Lake Road & I-494. In 2017, a vehicle turning right hit a cyclist in marked crosswalk at American Blvd & East Bush Lake Road. In 2021, a cyclist sustained minor injury after a driver turned in front of his bicycle at Cahill Road & Dewey Hill Road. The proposed 10-foot wide, off-street, multi-use trail provides a consistent facility separating bicycles and pedestrians from vehicular traffic. This will reduce the crash potential for bicyclist/vehicle and pedestrian/vehicle conflicts and provide a safer travel experience for trail users of all ages, experience levels, and abilities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The CP Rail Regional Trail is classified as a linking, off-road trail. It was designed to connect users to major destinations, transit, and the greater pedestrian and bicycle networks within the adjacent neighborhoods and throughout the metro area. The project also provides safe passage over two major barriers: I-494 and the CP rail corridor.

The project will replace a fragmented and substandard bicycle and pedestrian facilities with a continuous multi-use trail purposefully designed to provide a safe, welcoming, and comfortable experience for trail users of all ages and abilities. Off-road trails are the safest shared-use facility design, protecting people from vehicular traffic. Center line striping supports safe two-way trail traffic and the 10' trail width provides adequate space for all modes and speeds of travel. Specific pedestrian and bicycle elements that help accomplish an elevated level of safety and comfort includes: ADA curb ramps, marked crosswalks, and signals where the trail intersects with vehicular traffic.

Response:

The project links to local bicycle and pedestrian routes, including Dewey Hill Road and West 70th Street, improving multimodal connectivity throughout Bloomington and Edina. It connects to both Nine Mile Creek Regional Trail and - in combination with the Hyland Trail - MN River Valley State Trail, expanding access to the regional trail network.

The proposed project will also provides a protected route to existing transit, enabling multimodal trips throughout the metro area. Routes 540 and 542 provide service to the Mall of America Transit Station and the METRO Orange Line, which connects to the Midtown Greenway and to METRO Blue and Green Lines. Route 6 provides service to downtown Minneapolis and the University of

Minnesota.

The project will increase the transit ridership service area by enabling 'last mile' trips by bike or by foot. Transit commuters will be protected by off-road routes to their places of employment, residences, or other destinations. Seniors living along the project corridor will benefit from increased independence and the ability to access resources without driving. Residents of low-income housing communities will have increased access to education and employment opportunities without needing access to a personal 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.

To develop the proposed project, TRPD collaborated with the cities of Edina and Bloomington to understand local issues and coordinate with existing and planned bicycle and pedestrian facilities. In August 2017, the project team hosted a group ride with agency partners to evaluate the pros and cons of alignment options.

From 2017- 2019, the Park District engaged residents, trail users, and other stakeholders in the CP Regional Trail Master Plan. In fall 2017, they hosted a popup at Edina Open Streets and went door to door along the project corridor. In January 2018, staff attended a workplace health fair to gather feedback from area employees. From October 2017-January 2018, 210 individuals shared comments via an online survey and interactive mapping tool. The public was invited to comment on the draft master plan in March - April 2019. 33 public comments voiced support for north-south connecting routes and safer facilities for bike commuting.

Response:

The project is identified in the City of Edina's Bicycle and Pedestrian Master Plan. The plan was informed by engagement in summer 2017, including a public open house (40 participants), pop-up engagement workshops (90+ participants), a listening session at Edina High School, and an online survey and mapping tool (200+ comments). Attendees named crossing busy roads, feeling unsafe around traffic, and a lack of sidewalks/bike lanes as major barriers for biking and walking. They expressed a clear preference for off-road, protected trail facilities.

The route also appears in the City of Bloomington Alternate Transportation Plan. Bloomington gathered community input from three focus group meetings, two community open houses, and over 300 online survey participants. Bush Lake Road

was identified as a desired walking and biking location. Cyclists also noted that they'd like better connections between existing parks and trails.

The project is consistent with the 2040 Hennepin County Bicycle Plan. TRPD was a partner on this plan and helped facilitate community outreach. The County hosted listening sessions with the Bloomington Senior Leaders Group and the Bike Edina Task Force that directly informed project development. Participants identified safety concerns at East Bush Lake Road / I-494 and East Bush Lake Road / West 84th Street / Chalet Road intersections, and cited lack of north-south facilities and bicycle / motorist conflict as barriers to trail use.

The proposed project responds to public engagement by providing a protected, off-road facility that connects to the regional trail network while increasing access to amenities within Bloomington and Edina. The final route was determined by Three Rivers Park District and agency partners based on community feedback and technical analysis.

(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.

Yes

50%

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

25%

Layout has not been started

0%

Attach Layout

1649968644438_CP_Layoutv2.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,832,300.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,832,300.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

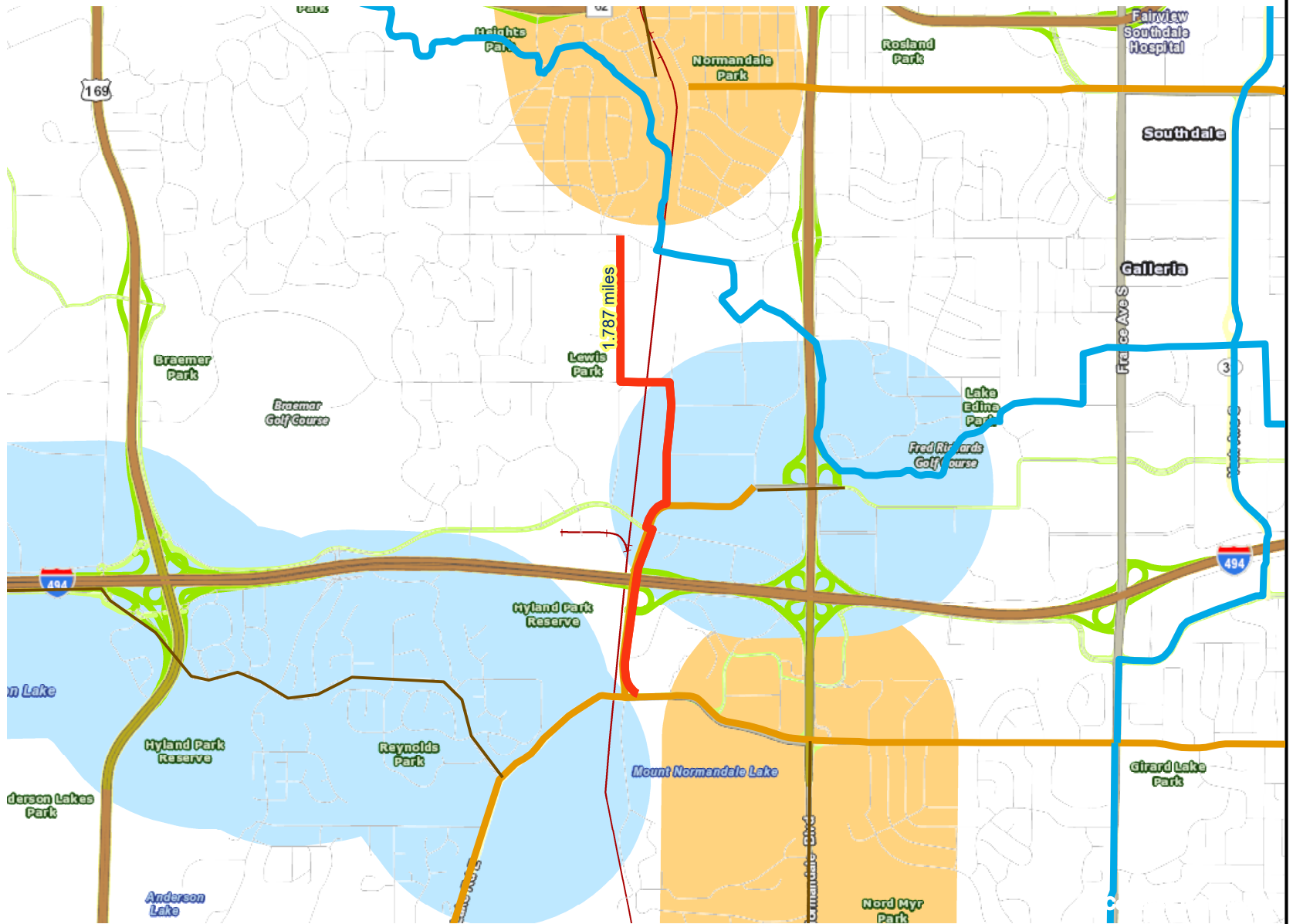
File Name	Description	File Size
ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf	Active Transportation Committee Resolution	206 KB
Bloomington Letter of Support for CP Rail Regional Trail.pdf	Bloomington Letter of Support	55 KB
CPRail_AffordableHousing.pdf	Affordable Housing Map	183 KB
CPRail_EquityPopulations.pdf	Equity Populations and Destinations Map	173 KB
CP_Layoutv2.pdf	CP Regional Trail Layout	3.4 MB
CP_Population.pdf	Population Map	3.3 MB
CP_Project Summary.pdf	Project Summary	3.4 MB
CP_RBTVN.pdf	RBTN Map	3.9 MB
CP_Socio-Economic.pdf	Socio-Economic Conditions Map	4.8 MB
CP_Transit.pdf	Transit Connections Map	3.3 MB
CRPRT_CP Rail Record to File.docx	Conversation with CP Rail	24 KB
Edina Letter of Support - CP Rail.pdf	Edina Letter of Support	105 KB
HC_LOS_CP Railroad Regional Trail Project.pdf	Hennepin County Letter of Support	86 KB
Winter Maintenance Letter_CPRRT.pdf	Winter Maintenance Letter of Support	152 KB

Project to RBTN Orientation

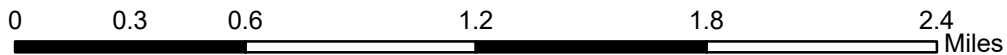
Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



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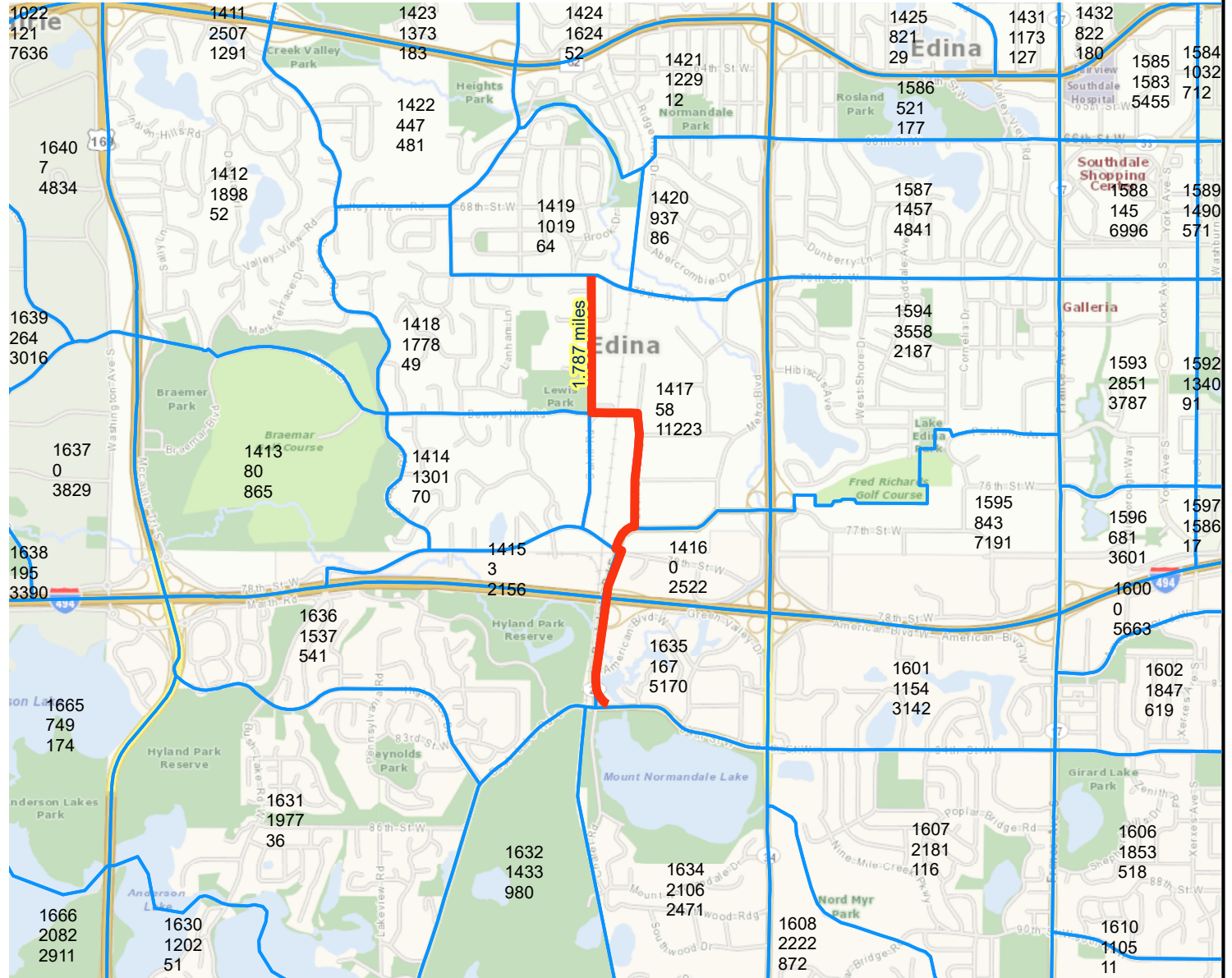


Population/Employment Summary

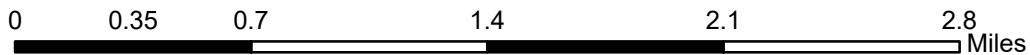
Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

Results

Within ONE Mile of project:
 Total Population: 30903
 Total Employment: 45539



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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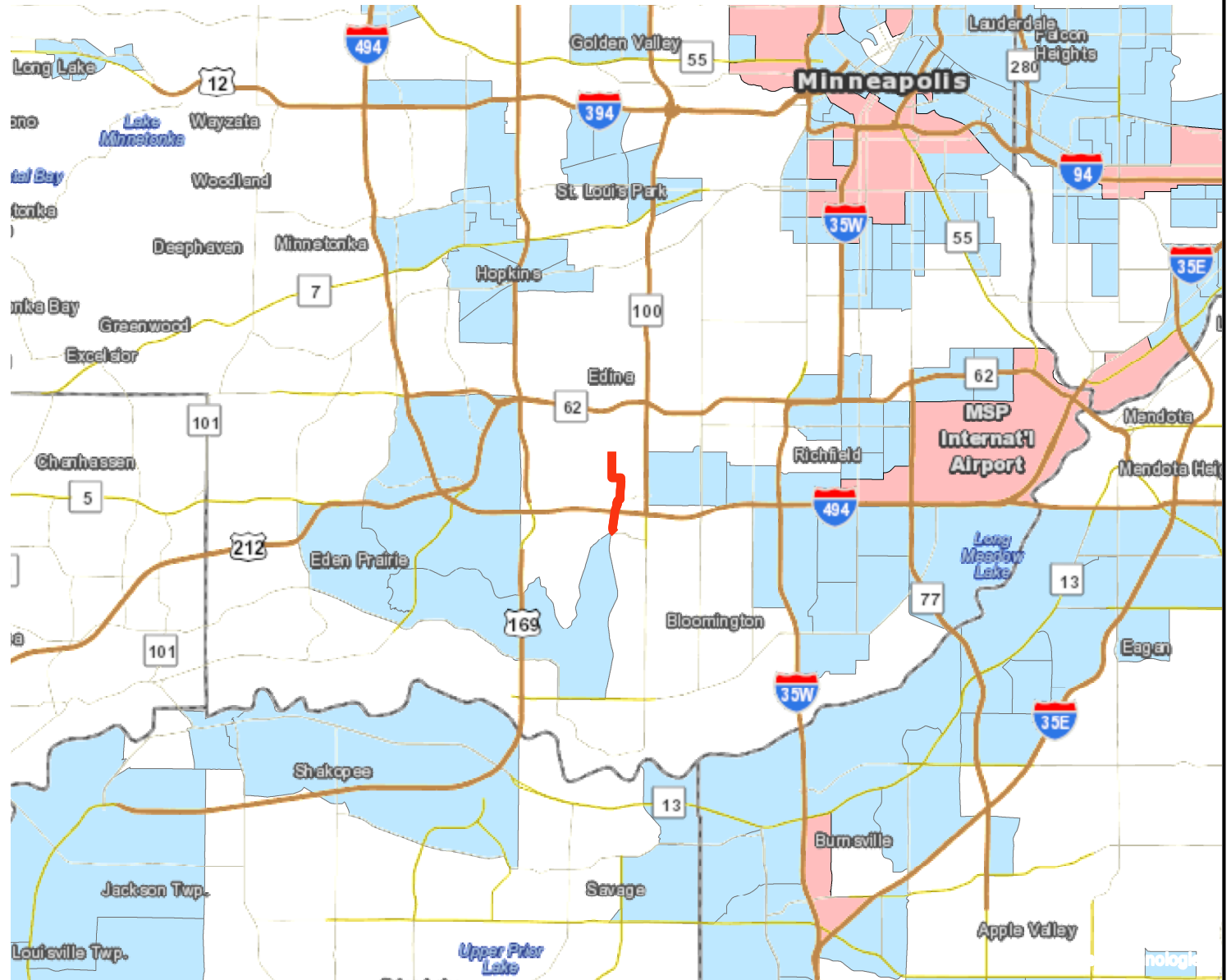
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 106

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



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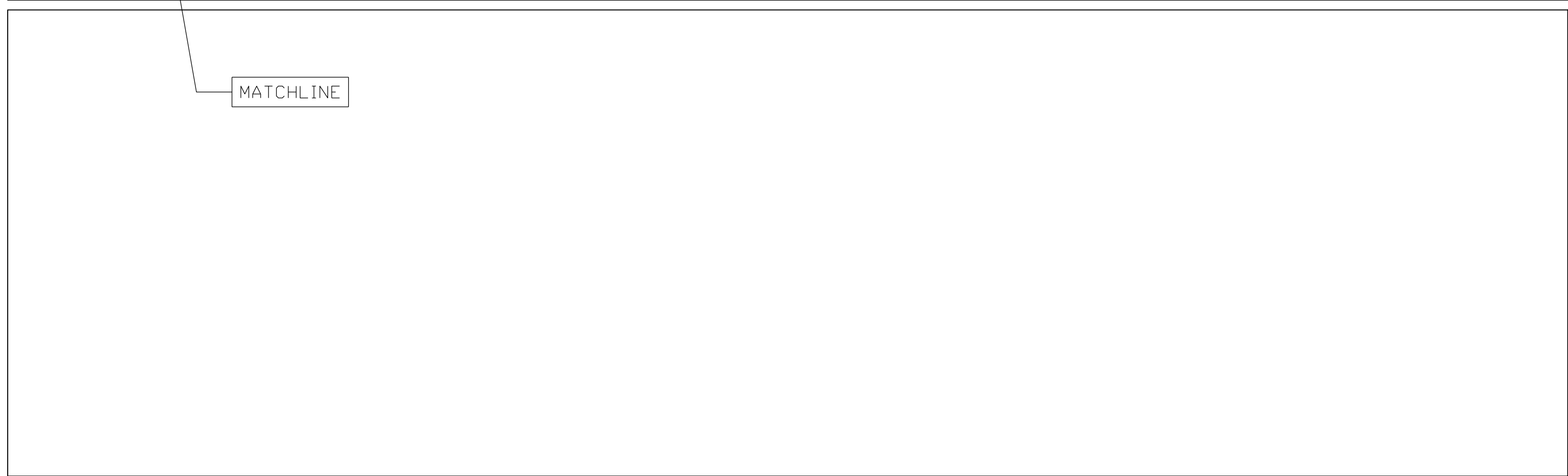
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 DESIGNED BY
S. SMITH
 CHECKED BY
S. PRUSAK
 COMM. NO. 15522



CP RAIL REGIONAL TRAIL
 NORTH SEGMENT
 BLOOMINGTON, MINNESOTA 55438

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 BLOOMINGTON, MINNESOTA 55438

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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



April 11, 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
CP Rail Regional Trail – Hyland Park Reserve to Nine Mile Creek Regional Trail

Dear Ms. Grissman:

The City of Bloomington (City) is aware that Three Rivers Park District is applying for the 2022 Regional Solicitation for Transportation Funding in the Trails School category for the CP Rail Regional Trail Project. The proposed project would provide a much needed bike and pedestrian connection between the existing Hyland Trail in Bloomington to the Nine Mile Creek Regional Trail in Edina, closing a major gap in the regional bicycle transportation system.

The CP Rail Regional Trail is recognized in the City's 2040 Comprehensive Plan and 2016 Alternative Transportation Plan. The support for this regional trail connection through Bloomington was solidified with the multi-agency planning effort and development of the CP Rail Regional Trail Master Plan for Segment A, approved in 2019.

This project will complete a missing 1.75 mile gap of regional trail, and enhance 5.75 miles of regional trail including:

- Reconstruction of sub-standard trail along the east side of East Bush Lake Road;
- Construction of new trail along Bush Lake Road, Dewey Hill Road, and Cahill Road;
- Add regional trail wayfinding for entire CP Rail Regional Trail from the Minnesota River to Nine Mile Creek Regional Trail in Edina.

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

Sincerely,

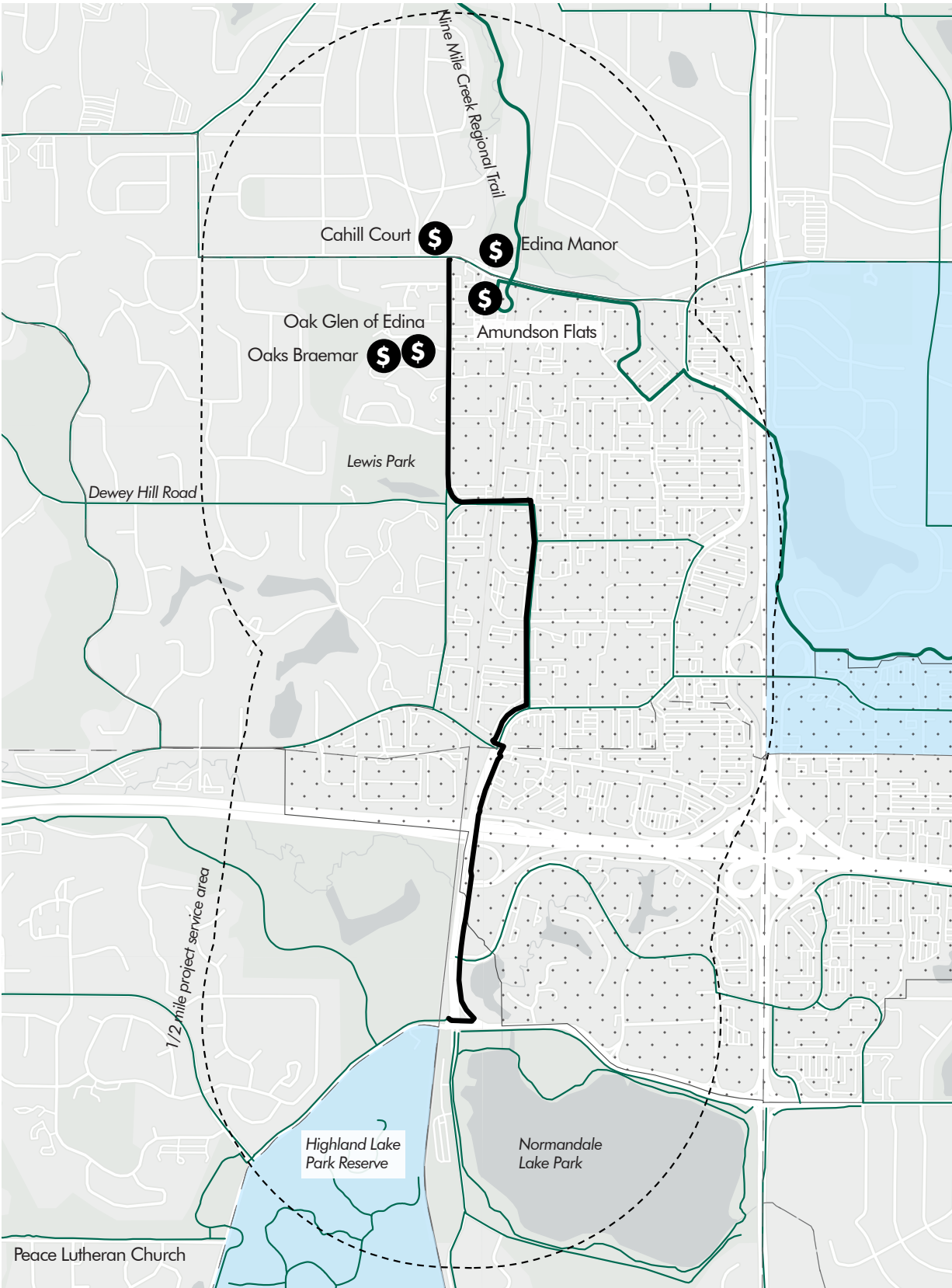
Julie Long; PE

Bloomington City Engineer







ENGINEERING DIVISION

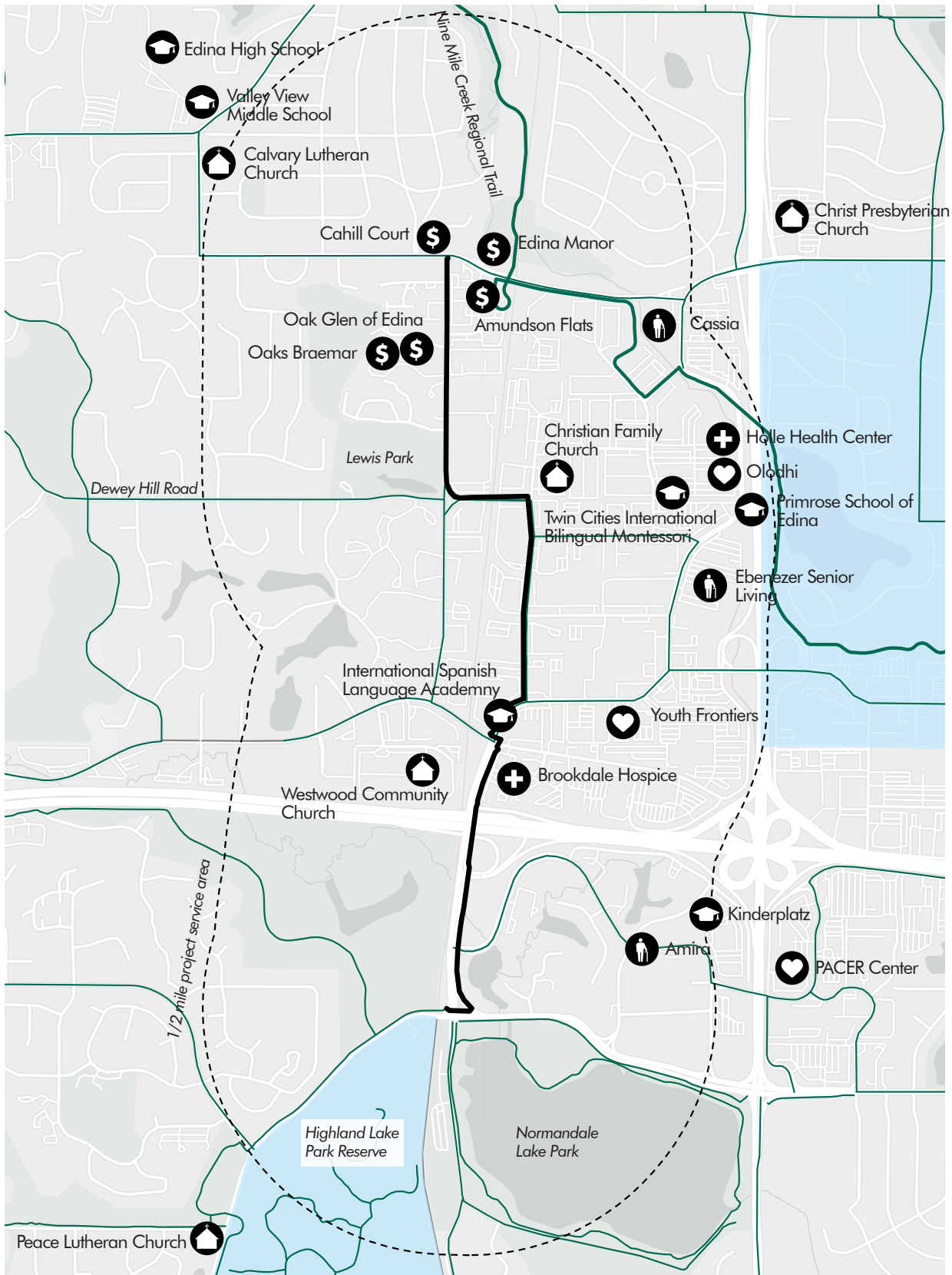
1700 WEST 98TH STREET, BLOOMINGTON MN 55431-2501
PH 952-563-4870 FAX 952-563-4770 MN RELAY 711

AN AFFIRMATIVE ACTION/EQUA
OPPORTUNITIES EMPLOYER



CP Rail Trail - New Construction Affordable Housing

-  Proposed project - new construction
-  Regional environmental justice area
-  Existing bicycle / pedestrian facilities
-  2020 census tract boundary
-  Regional job and activity center
-  Affordable housing



CP Rail Trail - New Construction Equity Populations and Destinations

- | | | | | | |
|--|--|---|--------------------|---|-----------------|
|  | Proposed project |  | School |  | Social services |
|  | Regional environmental justice area |  | Senior housing |  | Medical clinic |
|  | Existing bicycle / pedestrian facilities |  | Affordable housing |  | Public park |



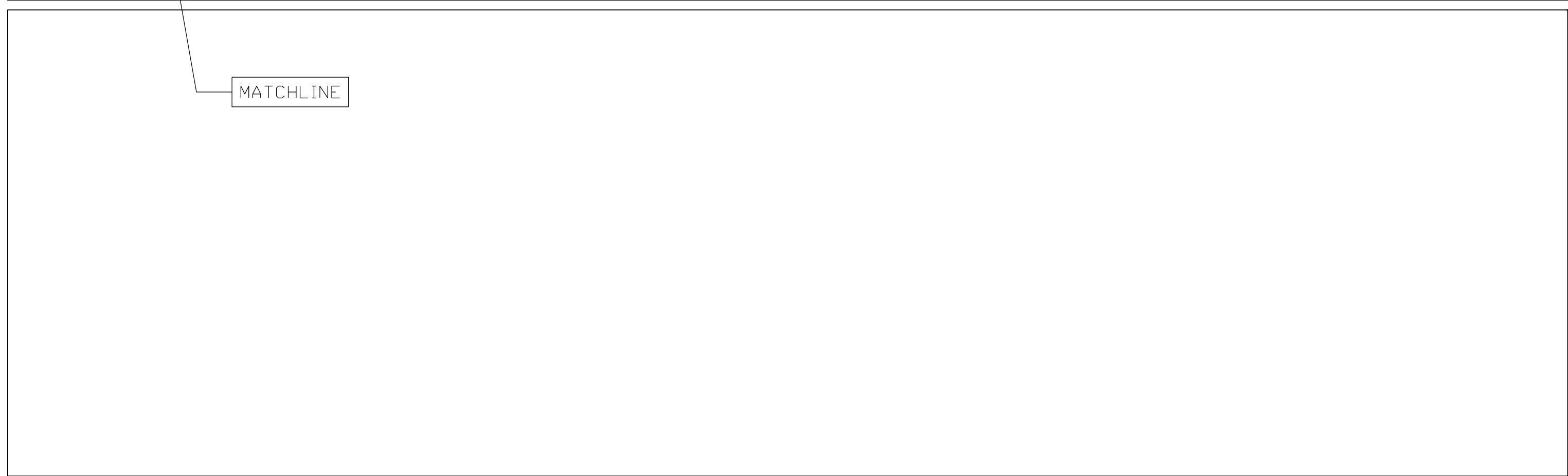
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CP RAIL REGIONAL TRAIL
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 BLOOMINGTON, MINNESOTA 55438

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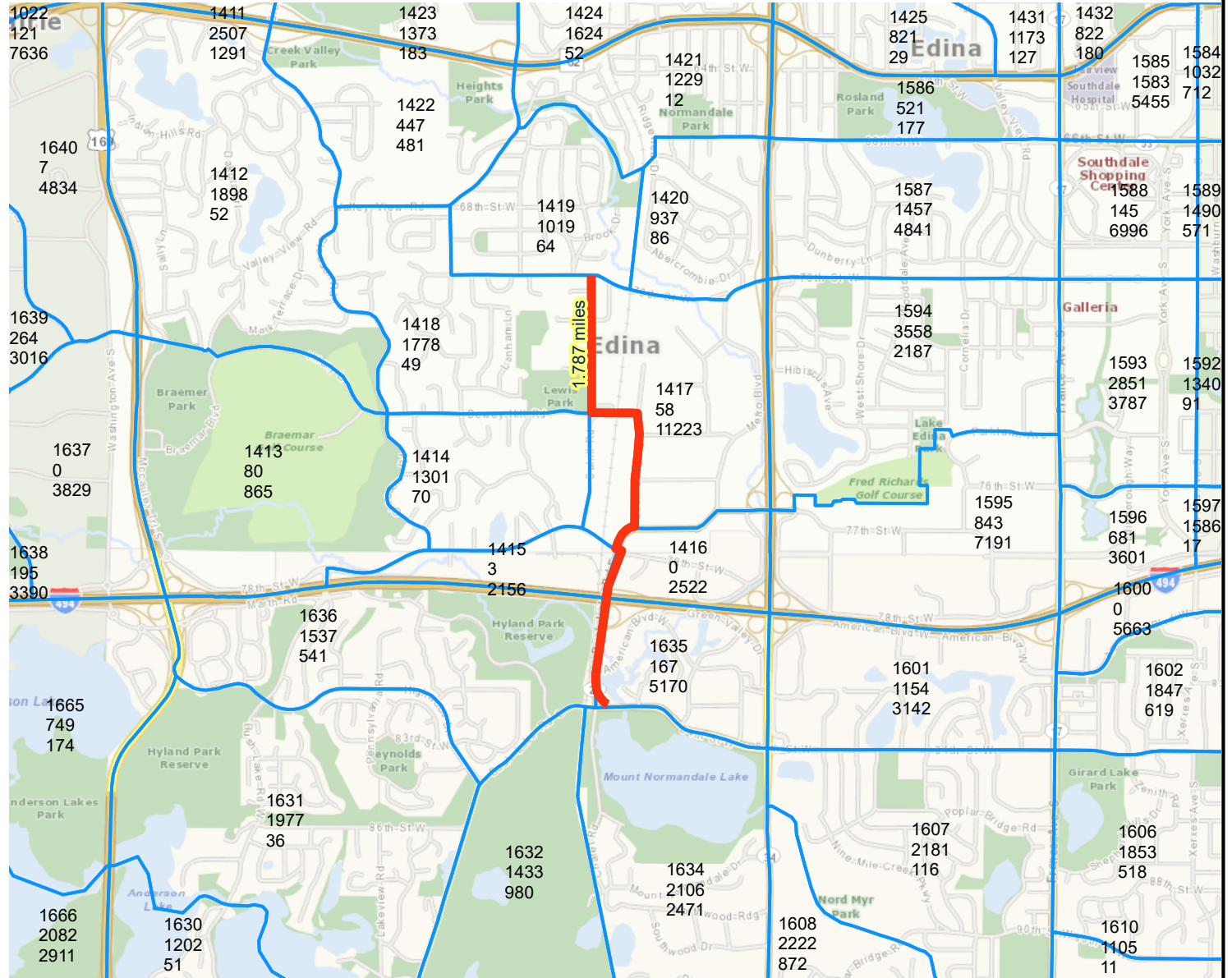
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Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

Results

Within ONE Mile of project:
 Total Population: 30903
 Total Employment: 45539



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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



CP Rail Regional Trail: Bloomington/Edina Construction (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Hyland Park Reserve (84th St.) and Nine Mile Creek Regional Trail (70th St.) along East Bush Lake Road (CR 28), Bush Lake Road, Dewey Hill Avenue and Cahill Road in Bloomington and Edina, Hennepin County

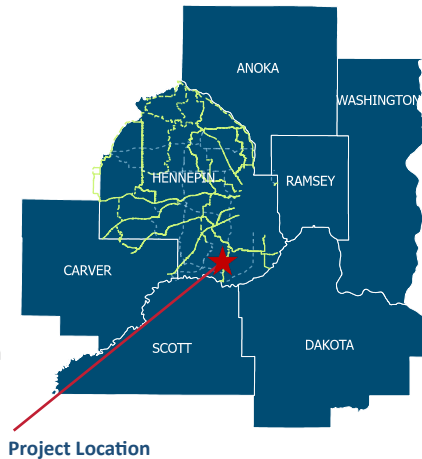
Total Project Cost – \$5,832,300

Requested Federal Amount - \$4,665,840

Local, Secured Match Amount - \$1,166,460

Project Description:

The proposed project will construct 1.75 miles of new multi-use trail, that – in combination with existing Hyland Trail – will create a continuous and contiguous north-south non-motorized corridor (CP Rail Regional Trail) spanning from Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington.



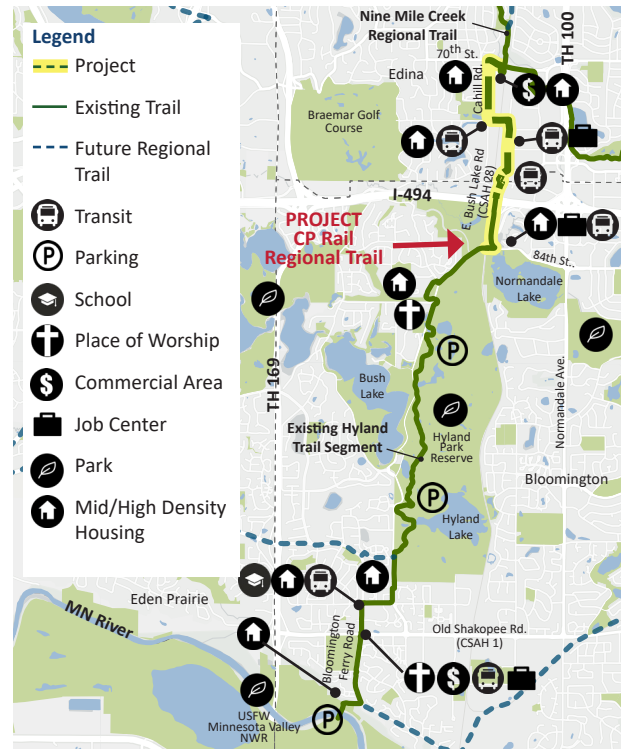
The project is located between 70th Street/Nine Mile Creek Regional Trail and West 84th Street/Hyland Park Reserve along Cahill Road, Dewey Hill Road, Bush Lake Road and East Bush Lake Road (CSAH 28) in Edina and Bloomington.

Proposed Project Elements:

- Constructing a 1.75 mile of 10-foot wide, off-road/protected, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps and audible pedestrian crossing aides.
- Providing a safe, multi-use crossing of I-494 at Bush Lake Road and a signalized trail crossing of CP Railroad at Dewey Hill Road (Tier 2 Regional Bicycle Crossing Improvement Area).
- Installing appropriate directional wayfinding at intersections with existing parks, trails, and major bicycle and pedestrian routes; kiosks; and rest stops.

Proposed Benefits Include:

- Providing a safe and comfortable trail corridor for all ages, abilities, and travel modes;
- Connecting to a Nine Mile Creek Regional Trail (Tier 1 Alignment);
- In combination with Hyland Trail (Tier 2 Alignment), linking to Bloomington Ferry Road and the Minnesota River Valley State Trail (Tier 1 Alignments);
- Passing through and connecting Highwood Drive and Edina Industrial Boulevard (Tier 1 Corridors);
- Improving continuity between jurisdictions by providing a continuous facility between Bloomington and Edina;
- Provide a protected pedestrian and bicycle facility to three existing transit routes, with service to the METRO Orange Line, Mall of America, downtown Minneapolis, and the University of Minnesota;
- Extending trail service to a Regional Job and Activity Center on Edina Industrial Boulevard, two regional environmental justice areas, and five affordable housing communities;
- Enabling car-free trips to William Wardell Lewis Park, North Corridor Park, South Corridor Park, Mt. Normandale Lake Park, Highland Lake Park Reserve, Bush Lake Recreation Area and Park Reserve, Dred Scott Playfield, and the Minnesota Valley National Wildlife Refuge, proposing equitable access to parks and natural resources; and
- Increasing access to education and employment opportunities for residents without access to a personal vehicle.



Project Map - shows CP Rail Regional Trail (project) and Hyland Trail to show the north-south functionality of the combined trails and importance of the missing link (project)

Desirable Conditions:



Typical regional trail along road through a more developed setting: The above photo shows an example of what the trail will look like following construction.

CP Rail Regional Trail: Bloomington/Edina Construction Supporting Photos



ADA Improvements:



← **Curb Ramps:** This project upgrades several road crossings (American Boulevard crossing shown to the right) that are not ADA compliant with new curb ramps and truncated domes that extend the width of the trail width.

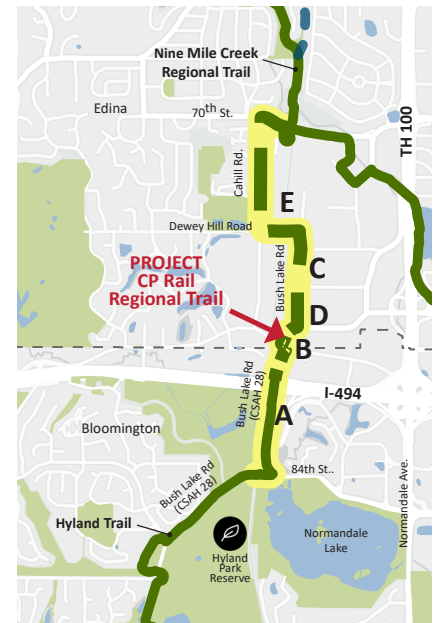


Photo Location Map

Upgrade Narrow Sidewalks with 10' Wide Regional Trail:



← **Consistent, Multi-Use, Two Directional Regional Trail Design:** The project includes replacing an existing narrow sidewalk with a 10' wide trail along East Bush Lake Road (CSAH 28) just north of I-494 to create space for safe two-way traffic and multi-use uses.

New Trail Segments - Hyland Park Reserve To Nine Mile Creek Regional Trail:



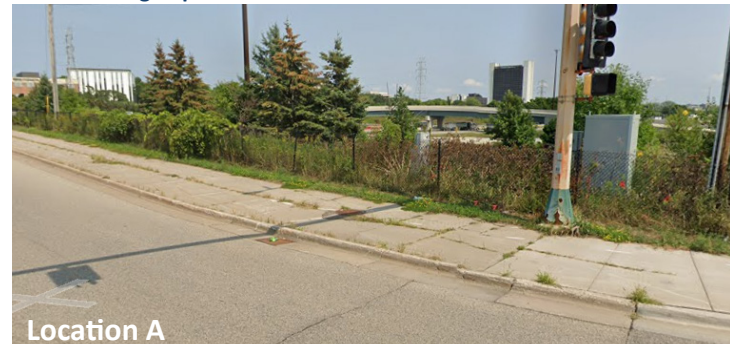
↑ **New Multi-use, Off Road Regional Trail:** The project includes construction of a new regional trail between Hyland Park Reserve and Nine Mile Creek Regional Trail including segments where no facilities currently exists including the segment along Bush Lake Road (left photo above at Wooden Hill Brewery; right photo just north of I-494) through an industrial area.

CP Rail Crossing Improvements:



↑ **Tier 2 Barrier Crossing:** The project includes construction of a new regional trail crossing of the CP Rail at Dewey Hill Road where no facilities currently existing for people walking and biking.

I-494 Crossing Improvements:



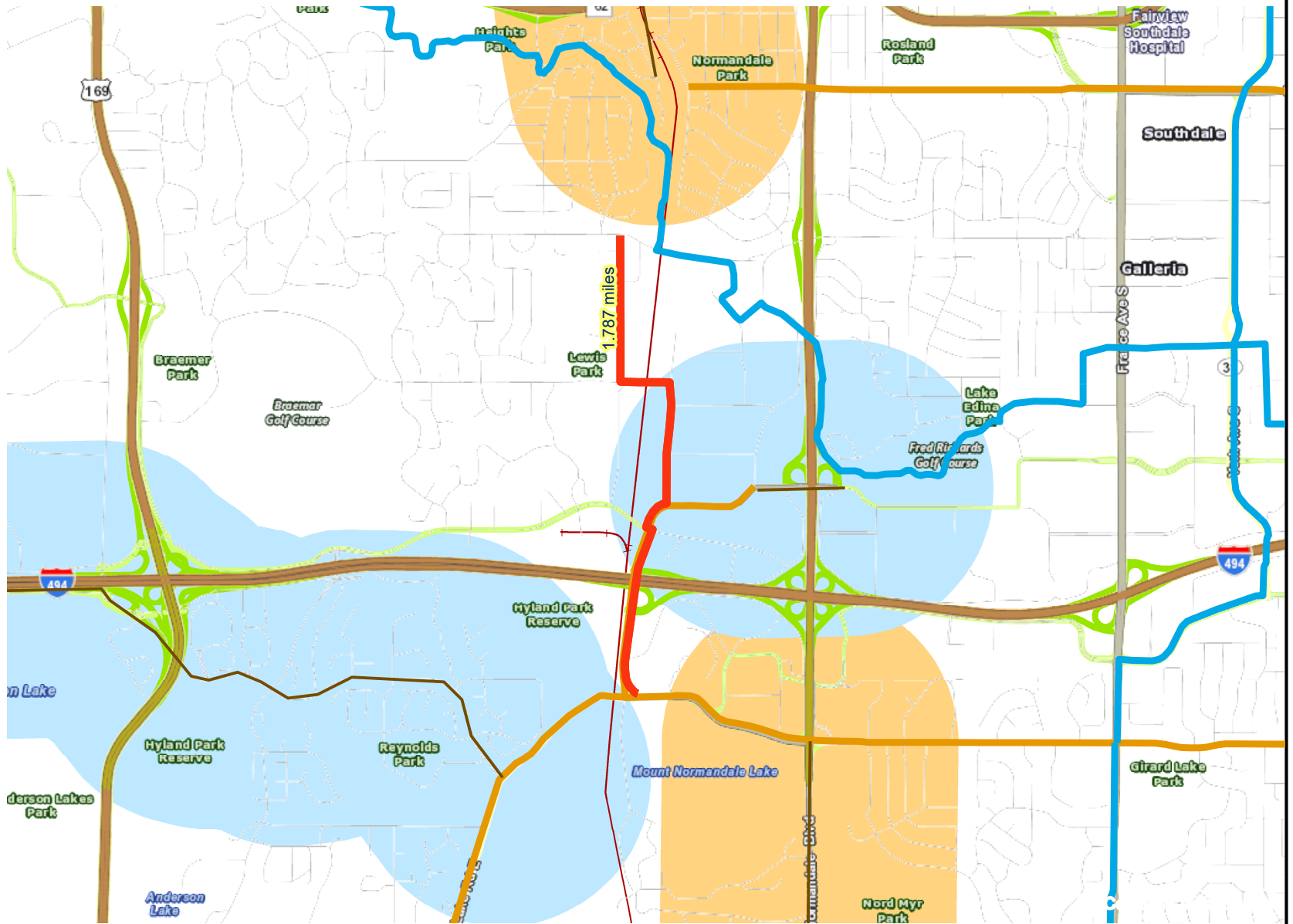
↑ **Replace End of Life/Substandard Sidewalk:** This photo shows the approaches to the bridge of I-494. The sidewalks are at the end of their useful life and do not meet regional trail standards for a multi-use facility.

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 4/12/2022
LandscapeRSA6



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



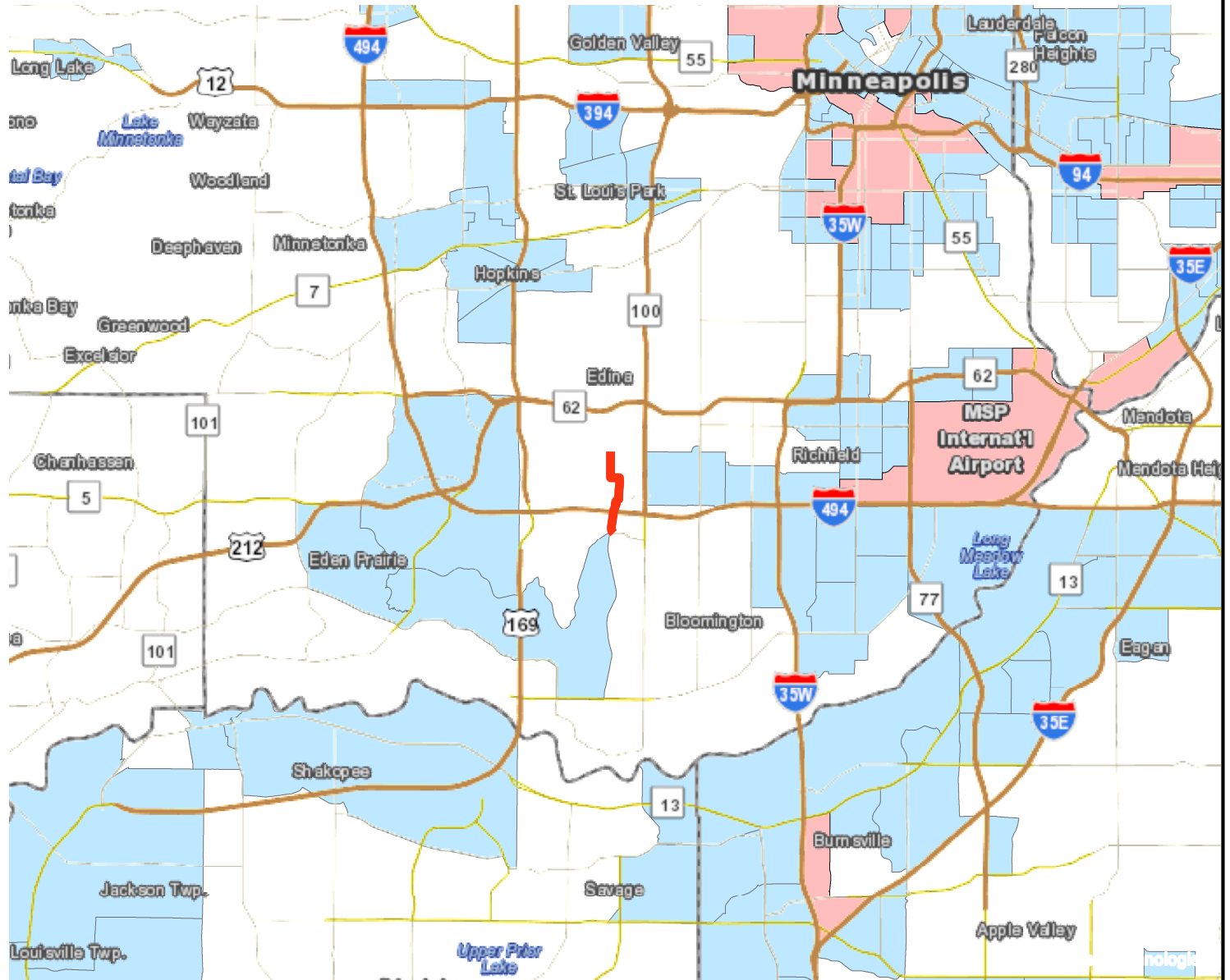
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 106

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/12/2022
LandscapeRSA2



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Transit Connections

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail | Map ID: 1649804977372

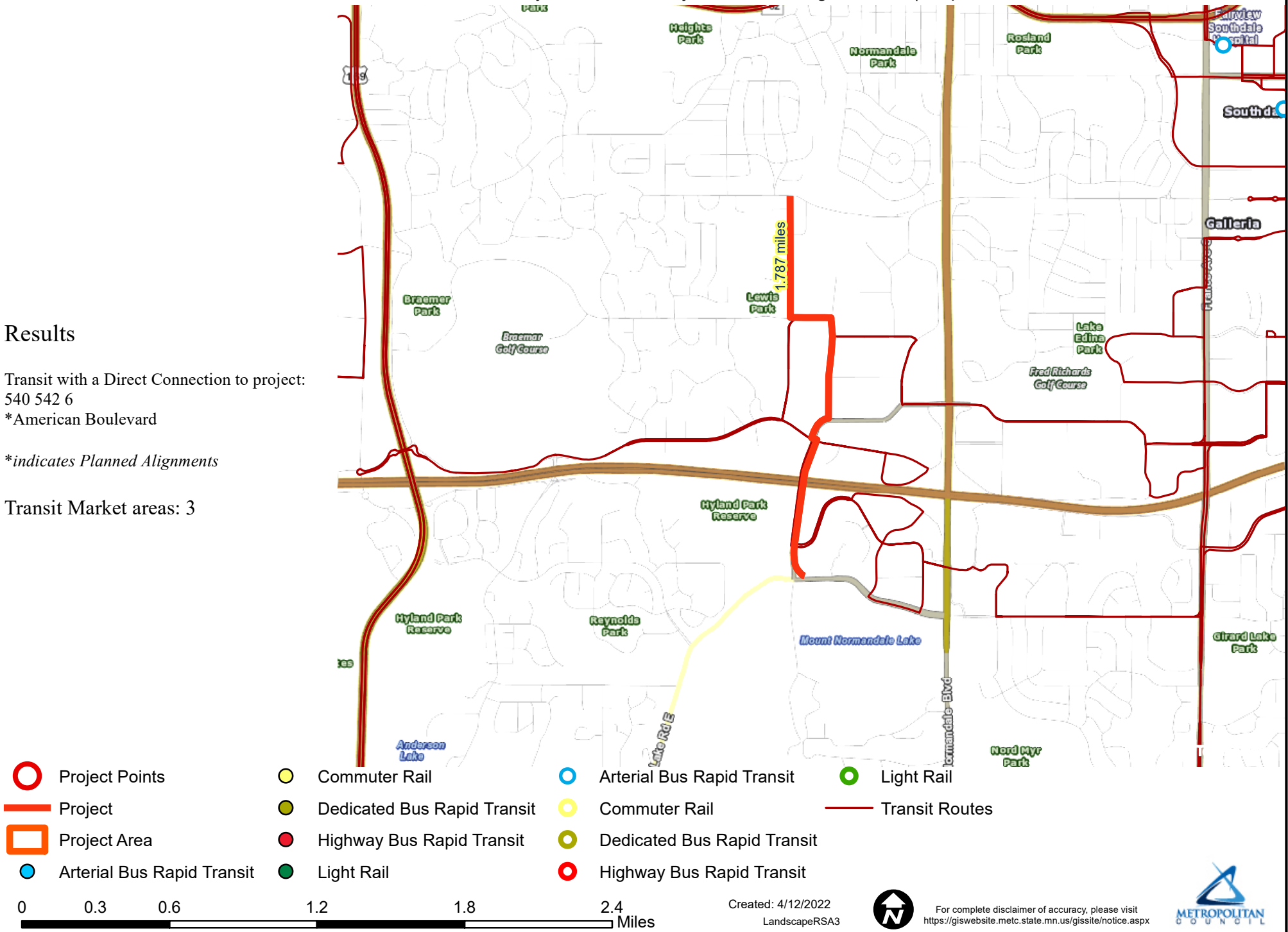
Results

Transit with a Direct Connection to project:
540 542 6

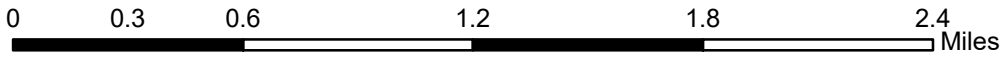
*American Boulevard

*indicates Planned Alignments

Transit Market areas: 3



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



Created: 4/12/2022
LandscapeRSA3



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March 3, 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
CP Rail Regional Trail – Hyland Park Reserve to Nine Mile Creek Regional Trail

Dear Ms. Grissman:

The City of Edina (City) supports Three Rivers Park District's federal transportation funding request for construction of the CP Rail Regional Trail from Hyland Park Reserve to Nine Mile Creek Regional Trail along East Bush Lake Road, Dewey Hill Road, and Cahill Road. The City understands that this project will close a major gap 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 CP Rail Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the development of the trail by approving the master plan in 2019.

Specifically, this project will complete a 1.75-mile gap of regional trail including:

- Reconstruction of sub-standard trail along the east side of East Bush Lake Road
- Construction of new trail along Bush Lake Road, Dewey Hill Road, and Cahill Road
- Add regional trail wayfinding for entire segment

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

Sincerely,

Chad Millner
Director of Engineering
CMillner@EdinaMN.gov

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
EdinaMN.gov • 952-826-0371

HENNEPIN COUNTY
MINNESOTA

March 30, 2022

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

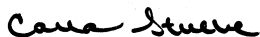
Re: Support for 2022 Regional Solicitation Application - Canadian Pacific Rail Regional Trail
From the Bloomington Ferry National Wildlife Refuge to the Nine Mile Creek Regional Trail

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the Canadian Pacific (CP) Rail Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the 2018 CP Rail Regional Trail Master Plan. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 28 (East Bush Lake Road) 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 CP Rail Regional Trail.

Sincerely,

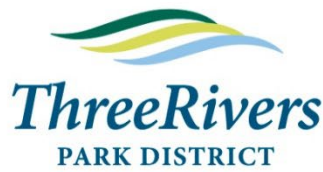


Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

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

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





**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 CP Rail Regional Trail: Bloomington/Edina Construction. 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



3000 Xenium Lane N

Plymouth, MN 55441-1299

(763) 559-9000; Fax (763) 557-5248

Department of Planning

RECORD TO FILE

DATE: April 14, 2022

RE: CP Rail Regional Trail: Dewey Hill Road Crossing of Canadian Pacific (CP) Railway

Three Rivers Park District (Park District) began coordinating with Canadian Pacific (CP) Railway in early conversations regarding the planned CP Rail Regional Trail at grade crossing of the railway on Dewey Hill Road in Edina.

In early April, 2022, contact via email and telephone was made with:

Brian Osborne

Manager Public Works

O: 612-330-4555

C: 612-760-2945

Canadian Pacific Plaza

120 South 6th Street, Suite 700

Minneapolis, MN 55402

Park District staff discussed the proposed CP Rail Regional Trail project, the CP Railway crossing of Dewey Hill Road, and generally how the trail project is planned through Edina between Cahill Road and Bush Lake Road. Park District staff discussed how, if funded, this project would seek to coordinate further with CP Railway to ensure that safety requirements, proper crossing treatments and procedures for review are adhered to, to ensure the safety of the CP Rail Regional Trail users and railroad.

An executed agreement will be drafted that allows the CP Rail Regional Trail to utilize this road and rail right-of-way for trail purposes.