



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17566 - Dakota Rail - Luce Line Connector: Wayzata/Orono Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 10:24 AM

Primary Contact

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What Grant Programs are you most interested in? Parks Grants Acquisition

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

Dakota Rail - Luce Line Connector

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Wayzata, Orono

Jurisdictional Agency (If Different than the Applicant):

The proposed project will construct the 0.9-mile Dakota Rail-Luce Line Connector Regional Trail, connecting the Dakota Rail Regional Trail in downtown Wayzata to the Luce Line State Trail in Orono within the public rights-of-way along Barry Ave, Wayzata Blvd, and Ferndale Road North. Combined with the Luce Line State Trail, this trail will provide a direct connection between the Dakota Rail Regional Trail and the Lake Independence Regional Trail, Baker Park Reserve and the planned Baker-Carver and Diamond Lake Regional Trails in Baker Park.

The proposed project includes:

- Construct a 0.9 mile 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements
- Reconstruct the TH 12 - Ferndale Road bridge deck to accommodate a 12' to 14' wide bike/pedestrian trail along the east side of the bridge
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Add trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island

In partnership with the local communities, Three Rivers is completing a master plan for the Diamond Lake Regional Trail and Dakota Rail-Luce Line

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

Regional Trail. After analysis of the existing conditions, constraints and opportunities, along with public input, the master plan determined that the Barry Ave., Wayzata Blvd to Ferndale Road route is the preferred route for the regional trail. Currently, there is no route where bicyclists and pedestrians feel comfortable traveling between two very popular destinations trails: Dakota Rail Regional Trail and the Luce Line State Trail. Public engagement for the planned regional trail through this area confirmed the high public demand for this trail connection. TH 12 is a major barrier between these trails forcing bicyclists and pedestrians to use Ferndale Road North. Though there is a 6-foot wide sidewalk along Ferndale Road north of Wayzata Blvd., bicyclists must share the roadway with vehicles. South of Wayzata Blvd., Ferndale Road narrows, has steeper grades, no sidewalk, mature vegetation in the right-of-way and more driveway crossings. Wayzata Blvd. and Barry Ave. have wider rights-of-way and lesser slopes making it a safer route. This trail will provide a safe, multi-modal corridor for all ages, physical abilities and travel modes, and eliminate a significant physical barrier (TH 12) connecting two heavily used regional trail facilities. Visitation is expected to exceed 76,000 annual visits from within 3 miles of trail.

(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.](#)

Dakota Rail Regional Trail to Luce Line State Trail in Wayzata along Barry Ave S, Wayzata Blvd and N Ferndale Rd, Construct multi-use regional trail

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

Project Length (Miles)

0.9

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount \$2,741,333.00

Match Amount \$685,333.00

Minimum of 20% of project total

Project Total \$3,426,666.00

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 Bonds and State Legacy Funds/Met Council
Parks GO Funds

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 55391

(Approximate) Begin Construction Date 04/01/2027

(Approximate) End Construction Date 06/30/2028

Name of Trail/Ped Facility: Dakota Rail - Luce Line Connector

(i.e., CEDAR LAKE TRAIL)

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

From: Luce Line State Trail / Ferndale Road North
(Intersection or Address)

To: Dakota Rail Regional Trail / Barry Ave. South
(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): 0.9

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.4

Is this a new trail? Yes

Primary Types of Work

Grading, agg base, bituminous, concrete curb & gutter, concrete bridge resurfacing, retaining wall, storm sewer, ped ramps, guardrail, info kiosks

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.:

BRIDGE: 27131

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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

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

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

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

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

Goal E. Healthy and Equitable Communities.
Objectives: C and D. Strategies: E1, E3, E6; pp. 2.30, 2.31, 2.34.

Goal F. Leveraging Transportation Investments to Guide Land Use. Objective C. Strategies: F5, F6; pp. 2.3, 2.38.

(Limit 2,800 characters; approximately 400 words)

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

Three Rivers Park District 2040 System Plan, p 17.

Metropolitan Council 2040 Regional Parks Policy Plan 2020 Amendment as the 'Diamond Lake Regional Trail Search Corridor' (page 59).

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

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

Three Rivers Park District Diamond Lake and Dakota Rail - Luce Line Connector Regional Trails Master Plan Draft (full document)

City of Wayzata 2040 Comprehensive Plan, May 2020 (page 5.22 - 5.25, 8.19-8.22)

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

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

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 06/30/2015

Link to plan: https://www.threeriversparks.org/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)	\$171,333.00
Removals (approx. 5% of total cost)	\$171,333.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$171,333.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$239,867.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$1,302,133.00
Retaining Walls	\$137,067.00
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	\$2,193,066.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$856,667.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$102,800.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$68,533.00
Bicycle and Pedestrian Contingencies	\$205,600.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,233,600.00

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	\$3,426,666.00
Construction Cost Total	\$3,426,666.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment Yes

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

1649271034373_RBTN Map - Dakota Rail - Luce Line Connector.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 12295

Existing Employment Within One Mile (Integer Only) 4336

Upload the "Population Summary" map

1649363153309_Population Employment Map - Dakota Rail - Luce Line Connector.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 Dakota Rail - Luce Line Connector Trail project (DRLLC) went through an extensive public engagement process as a part of the larger Diamond Lake Regional Trail Master Plan which extended from Wayzata to Dayton. The engagement process sought genuine input from underrepresented community groups (BIPOC, low-income and senior populations, persons with disabilities, and residents in affordable housing) who do not use regional trails to the same extent as their percentage of the overall population.

23% of residents within the DRLLC corridor over age 65, compared to 13.5% metro-wide. These equity populations were consulted throughout the project planning through online and in-person targeted engagement. Maps of the project area showing design details and route alternatives were used to foster discussion. Seniors provided feedback from attendees of the Wayzata Farmers Market and from residents of the senior housing apartments: Orono Woods and Boardwalk Apartments in Wayzata. Findings from these engagements included comments about trail safety, ADA compliance and opportunities to easily access both trails from their homes.

Response:

Though the percentage of BIPOC populations in the DRLLC corridor are much less than the metro-wide average, these population groups were consulted with elsewhere along the same regional trail corridor and their input incorporated into the overall corridor planning. Engagement events included a pop-up engagement and bike ride at Hispanic Heritage Month Celebration, pop-up at a townhome development for low income and new immigrant populations, community meeting at a low income housing development and via an online interactive mapping tool. Findings from these engagements included the desire for more trail connections to access other trails and destinations,

better wayfinding and a trail design that safely supports a wide range of user abilities/ages - not just experienced fitness/commuter bikers.

Examples of engagement strategies included:

- Website for all project information and public feedback including an interactive webmap tool for comments, general message board, online survey, project description/goals/process, informational video, maps, FAQs and schedule.

- Outdoor & virtual listening sessions (large % were seniors)

- Pop Up engagements at trails, parks and community events

- Outdoor engagement with BIPOC, low income and affordable housing populations

- Mailings to BIPOC, Hispanic, Senior, low-income and affordable housing populations with invitation to the project website

- Yard/road signs along trail route advertising project engagement opportunities

- Mailings to over 3600 adjacent property owners advertising project engagement opportunities.

- Social media/website posts and newsletter articles from city partners and Three Rivers

(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 Dakota Rail-Luce Line Connector (DRLLC) project will benefit BIPOC, person with disabilities, senior and youth populations by eliminating a major barrier for pedestrian and bicyclists crossing TH 12 and Wayzata Blvd connecting two major destination trails.

Ferndale Road is one of the few roads that crosses over TH 12 in Wayzata and has a high vehicular traffic count (4500 AADT), which bicyclists must share the road with. There is an existing pedestrian bridge at Minnetonka Ave (about ½ miles away) but it has steps and is not ADA compliant, so all bike traffic and persons with disabilities must use Ferndale Road. This traffic congestion and potential safety issue may not deter the avid fitness or commuter type users, but it can deter less experienced and recreational bicyclists from using this route.

Response:

Multi-use trails, separated from vehicular traffic, provide a safer and more enjoyable trail experience than on-road bike facilities. BIPOC, senior and youth populations are more often these types of trail users who would greatly benefit from the safety aspects of an off-road multi-use trail. Additionally, through public engagement, we know that they also prefer a more natural, scenic trail experience and easy access from near their homes. This project helps achieve this by providing a safe, convenient multi-use connection to the Dakota Rail Regional Trail and Luce Line State Trail, which offer some of the best scenery along trails in the metro region, while closing a critical gap between two of the most popular destination trails in the region.

The DRLLC will also help seniors, BIPOC and lower income people whom are often more dependent on transit, may not have access to a

vehicle, or whom may choose to commute by foot or bike, have direct access to a Metro Transit Park and Ride, three existing bus stops, 2 churches, several parks and downtown Wayzata - a local commercial and job center. It will also improve the area's liveability, supports active living and provides a safe, direct transportation option. The projected use for this trail is 76,600 trips per year of which 17% are anticipated to be transportation related.

Downtown Wayzata continues to redevelop and improve their pedestrian public spaces and multimodal transportation system through their downtown area. This project would provide another important link to that system. Three Rivers Park District has future plans for two more regional trails at the east end of downtown, all of which will connect in downtown Wayzata.

The DRLLC will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, while minimizing construction nuisances through proper mitigation of noise, dust and traffic.

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

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

The Dakota Rail-Luce Line Connector Trail project (DRLLC) project provides access within ½ mile to Boardwalk Apartments, an apartment building for lower income seniors (77 units). Though not necessarily affordable housing, there are many other higher density senior housing units within ½ mile of the trail in downtown Wayzata (see DLRT_Seniors2 map). Along with the local trail/sidewalk network, the DRLLC will provide residents improved access to shopping, job centers as well as destination regional trails in the area.

Lower income households are less likely to own/have access to a vehicle, thus have a greater dependency on walking, biking and transit to access work locations, grocery stores, retail centers, activity centers and more. They are also more likely to include Black, Indigenous, and People of Color populations, older adults and people with disabilities. By providing safe, convenient access to multiuse trails and connecting transit, they can more easily and affordably access employment and basic needs within and beyond their community.

Response:

The DRLLC trail purposefully connects to:

- higher density housing areas which are often more affordable than single family homes
- Transit stops and a Park & Ride facility
- Wayzata West Middle School
- Local churches

The DRLLC project also provides improved walking and biking access to commercial and employment

destinations in Long Lake and Orono which serves low-income households close to where they live including: a hardware store, restaurants, hair salon, library, veterinary clinic, sporting goods, other retail, gas stations, churches and local parks. This project also satisfies a community driven request to provide improved wayfinding to ensure strong connectivity between local sidewalks and trails to form a safe and connected non-motorized network. This is an essential project component, as many new and underrepresent community groups - including those from low-income households - city fear of getting lost and lack of awareness about where the trail leads as barriers to their use and full enjoyment.

METRO transit bus route 645 also travels through the project corridor, providing multi-modal transportation opportunities to access mass transit and improved access to/from Wayzata and Minneapolis along I-394, including the Lake Minnetonka communities, and their respective employment centers, health care, childcare, and retail nodes.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

Yes

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

1649272133253_Socio Economic Conditions Map - Dakota Rail - Luce Line Connector.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 Dakota Rail ? Luce Line Connector Trail project (DRLLC) project fills a critical north-south gap in the regional bicycle network, as well as removes a major barrier in crossing TH 12. The Dakota Rail Regional Trail and the Luce Line State Trail have been two of the most popular regional trails (both RBTN Tier 2 Alignments) in the region (473,900 and 481,100 annual visits, respectively). Filling this gap between trails has been a high priority for Three Rivers, Orono, Wayzata and public ever since the Dakota Rail trail was built 15 years ago. The DRLLC will also provide a bike/ped connection between two jurisdictions, Wayzata and Long Lake, and their respective downtown commercial areas, as well as greater Orono. The DRLLC will also provide connectivity ultimately to the Lake Independence Regional Trail, Baker Park and the future Baker-Carver and Diamond Lake Regional Trails.

Response:

The project will greatly improve connectivity for pedestrian and bicyclists crossing TH 12, a Tier 1 Regional Bicycle Barrier Crossing as well as Wayzata Boulevard, though not a Tier 1 Barrier, is a busy and dangerous street crossing (6300 AADT). Ferndale Road is one of the few road bridges that crosses over TH 12 in Wayzata, Broadway and Central Aves being the others. The existing pedestrian bridge at Minnetonka Ave North has steps and is not ADA compliant. Ferndale Road is a popular bike north/south route over Th 12 due to is direct connections to CSAH 6, Luce Line, Dakota Rail RT and downtown Wayzata. While pedestrians can use a 6' wide sidewalk on the bridge, bicyclists currently must share the road with vehicles on North Ferndale Road (AADT 4500). Besides these potential conflicts with vehicles, vertical sight lines over the bridge are also challenging, contributing to the safety issues for bicyclists on and near the bridge.

The project proposes to reconfigure the Ferndale Road bridge deck over TH 12 to include a 12' to 14' wide protected, off-road trail on the east side of the bridge, which will improve the bikeability and safety of the route and better serve trail users of all abilities and experience levels

The project also proposes to improve the crossing of Wayzata Blvd at Barry Ave with features such as curb bump-outs or center refuge median to shorten the length of the street crossing. This crossing currently has an RRFB signal and is next to the Wayzata West Middle School. These improvements would enhance the safety of the crossing for trail users as well as students at the school. Improvements at this crossing and along the trail will be coordinated with Wayzata School's planned improvements for the school entrance driveways.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

Yes

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The Dakota Rail - Luce Line Connector (DRLLC) Regional Trail project will provide a dedicated, 10' wide, off-road, trail accommodation for bicyclists and pedestrians to safely travel along Ferndale Rd N, Wayzata Blvd E and Barry Ave N - providing a direct connection for users between the Dakota Rail Regional Trail, Luce Line State Trail and downtown Wayzata. In addition to the trail construction, this project also includes reconstructing the Ferndale Rd N/TH 12 bridge deck to accommodate the trail, narrowing the roadway where feasible, relocating above and underground utilities, installing wayfinding, adding trail crossing safety enhancements and trailhead parking. See attached Project_Summary_DRLLC for addition background.

Response:

Currently, the Ferndale Rd N/TH 12 bridge deck has 5' wide sidewalks on each side and challenging vertical curve sightlines, creating unsafe conditions for pedestrians and bicyclists. Ferndale Road N (4,500 AADT), Wayzata Blvd E (6,300 AADT) and Barry Ave N also have varying vehicle travel speeds posted between 30 - 35 MPH. The MnDOT Bicycle Facility Manual recommends off-road bicycle facilities separated from vehicles for routes over 6,000 AADT or speeds over 30 MPH. In addition, there are 12 access driveway intersections that create conflict points between bicycle/pedestrians and vehicles.

MnCMAT data indicates that during the last ten years (2002 - 2012), the project area received 12 accident reports, 1 involving a pedestrian/vehicle incident at the Ferndale Rd N/Wayzata Blvd E intersection and 1 involving a bicycle/vehicle incident at the Barry Ave N/Lake St E intersection.

When complete, the DRLLC Regional Trail users

will benefit from a safe, protected, off-road trail adjacent to roadways via a multi-modal transportation option separated from motor vehicle traffic. This project will provide safety enhancements such Ferndale Rd N/TH12 bridge redecking to accommodate a 12' - 14' wide trail, ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding and boulevard/buffer between vehicle travel lanes and the off-road trail. In addition, crossing improvements of Wayzata Blvd E and Barry Ave N are planned - featuring curb bump-outs and/or refuges median to shorten the street crossing length for DRLLC Regional Trail users and students attending Wayzata West Middle School (in coordination with circulation improvements).

The DRLLC project will remove potential conflicts, reduce crash factors, provide safe and convenient access to METRO transit bus route 645 bus stops and nearby park and ride lot on Wayzata Blvd E, and connect users to/from downtown Wayzata, city parks, schools, local commercial offerings, job centers and several high-density housing complexes.

(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 people biking and walking of all ages and abilities as well as motorists and transit users. The off-road location of the facility provides the safest shared-use facility design for people biking and walking and is far superior to 'share the road' conditions which do not adequately provide space for the 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' trail width meets industry standards for the 12,295 people within 1-mile of the project, as well as projected 76,600 annual visits when the trail is fully complete. Further, this facility type and design is compliant with the MnDOT Bicycle Facility Manual which recommends off-road facilities which are separated from vehicles for routes with over 6,000 AADT or speed limits of 30 MPH.

Response:

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

- A safe off-road, multi-use 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.
- ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, and boulevards/buffer between the travel lanes and the off-street trail.

To further support multimodal pedestrian function and connectivity, the project connects to the following existing connections: Dakota Rail Regional Trail, Luce Line State Trail, downtown Wayzata, 3 METRO transit route 645 bus stops and park and ride lot along Wayzata Blvd E. The project also indirectly provides non-motorized transportation commuting options to/from Plymouth, Golden Valley and Minneapolis. It is also important recognize that by providing a safe, separated space for people to walk and bike from the roadway, this project also supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions, and likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips as the project provides a safe option for people to walk and bike and improves local and regional connectivity for those persons. See Project Layout Map for more information.

(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 proposed project went through an extensive public process as a part of the larger Diamond Lake Regional Trail (DLRT) Master Plan which included the Dakota Rail-Luce Line Connector and extended through Wayzata, Orono, Long Lake, Medina, Corcoran, Rogers and Dayton. Public engagement started in Jan 2020 with meetings with the city staff, park commissions and city councils of all these communities to evaluate multiple potential trail routes. From June 2020 to Sept 2021, the public was engaged through multiple means to collect input on the potential routes. This input, along with additional input from each city's park commission and city council, was used to approve the preferred route for the regional trail. The following is a list the types of outreach used in the public process.

Response:

-Project website provided one-stop shop for all project information and public feedback including an interactive webmap tool for comments, general comments, online survey, project description/goals/process/status, informational video, maps, FAQs and schedule.

-Outdoor & virtual listening sessions with the public and adjacent property owners

-Pop Up engagements on trails, parks and community events

-Outdoor engagement with BIPOC, low income and populations

-Mailings to BIPOC, Hispanic, Senior and low-income populations with invitation to the project website via help from community partners.

-Mailings to local food shelf members and partners

-Yard/road signs along trail route advertising project

engagement opportunities

-Mailings to over 3600 adjacent property owners advertising project engagement opportunities.

-Over 25 social media posts from city partners and Three Rivers

-Over 10 City newsletters and website articles

-Postings on city partner and Three Rivers websites

-Virtual meetings and phone conversations with local businesses and developers

The project website received 77 webmap comments and 18 general mailbox comments specific to the route for the proposed project. Numerous emails and phone conversation were also received. Two pop-up engagement events were held at the Wayzata Farmers Market (only event that occurred during COVID) where a total of 60 people were engaged. Six park commission meetings and seven city council meetings were held between Wayzata and Orono. DNR staff responsible for the Luce Line were met with and expressed support for the trail connection.

The primary question for Wayzata residents was whether the preferred route should on Ferndale Road or Barry Ave, south of Wayzata Blvd. Based on significant public input, the vast majority of public opinion was in favor of the Barry Ave route. The Ferndale route is narrower, steeper and more impactful to private property. The Barry Ave route was approved by the Wayzata City Council.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

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

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

100%

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

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

1649949689600_DRRT-LLC.pdf

Please upload attachment in PDF form.

Additional Attachments

1649949689583_Project_Summary_DRLLC.pdf

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

25%

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

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):	\$3,426,666.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,426,666.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

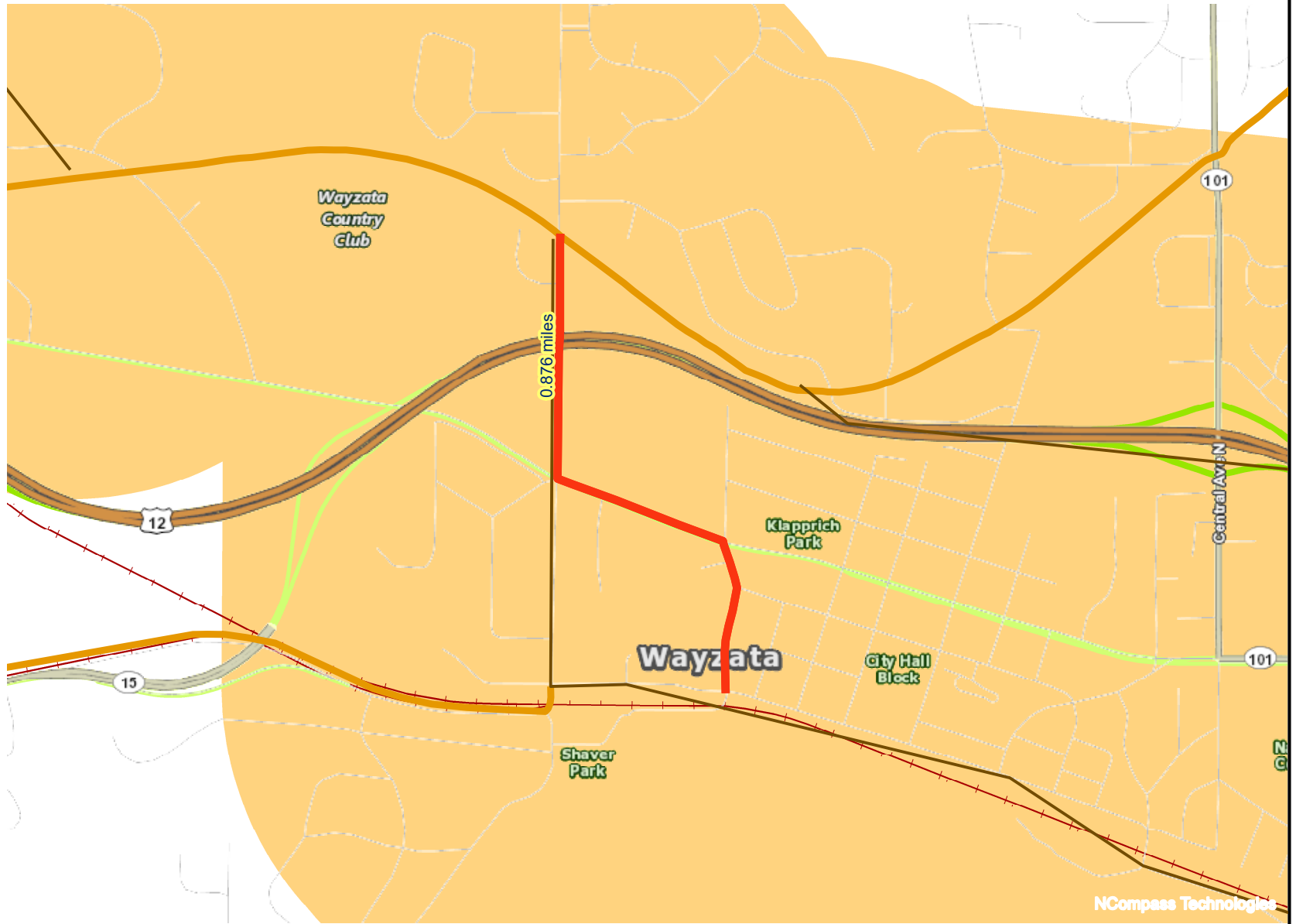
Other Attachments

File Name	Description	File Size
DLRT_Seniors2.pdf	Demographic map of seniors (age 75+) in the DRLLC service area	792 KB
DRRT-LLC.pdf	Project Layout Map - for the Dakota Rail-Luce Line Connector Trail	881 KB
HC_LOS_Multiple Regional Trail Projects off County Roadway System.pdf	Hennepin County Letter of Support	109 KB
LOS-DRRT_Orono.pdf	Letter of Support - City of Orono	257 KB
LOS-DRRT_Wayzata.pdf	Letter of Support - City of Wayzata	142 KB
Project_Summary_DRLLC.pdf	Project Summary for the Dakota Rail-Luce Line Connector Trail	5.6 MB
Winter Maintenance Letter_DRLLC.pdf	Winter Maintenance Letter for the Dakota Rail-Luce Line Connector Trail	152 KB

Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 4/5/2022
LandscapeRSA6



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



NCompass Technologies

Population/Employment Summary

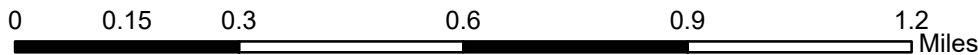
Multiuse Trails and Bicycle Facilities Project: Dakota Rail - Luce Line Connector | Map ID: 1649184867491

Results

Within ONE Mile of project:
 Total Population: 12295
 Total Employment: 4336



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/5/2022
 LandscapeRSA4



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



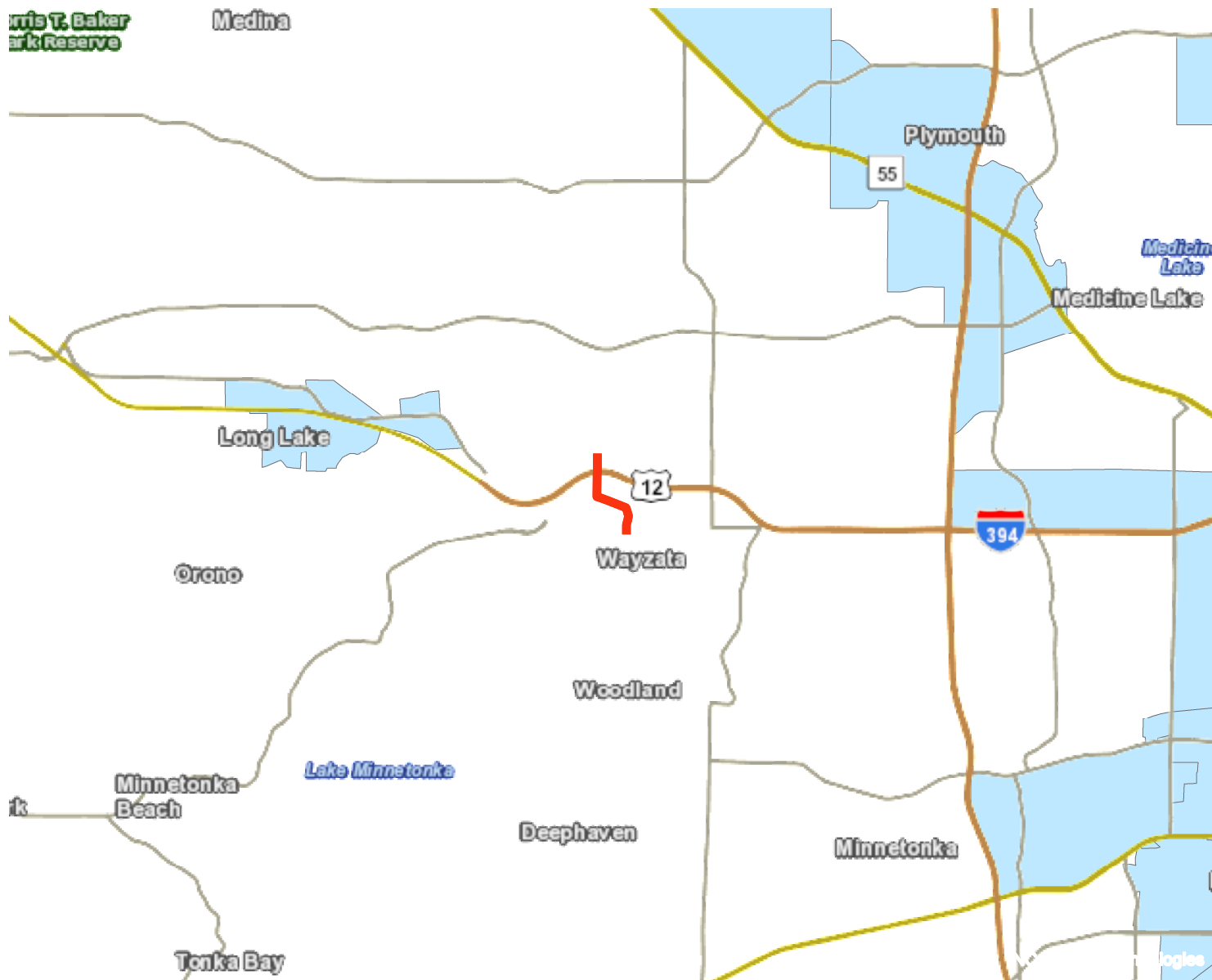
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Dakota Rail - Luce Line Connector | Map ID: 1649184867491

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 91

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: 4/5/2022
LandscapeRSA2

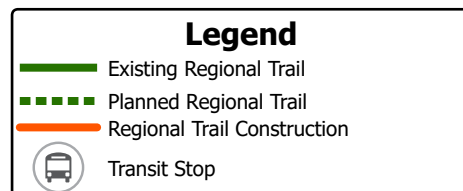
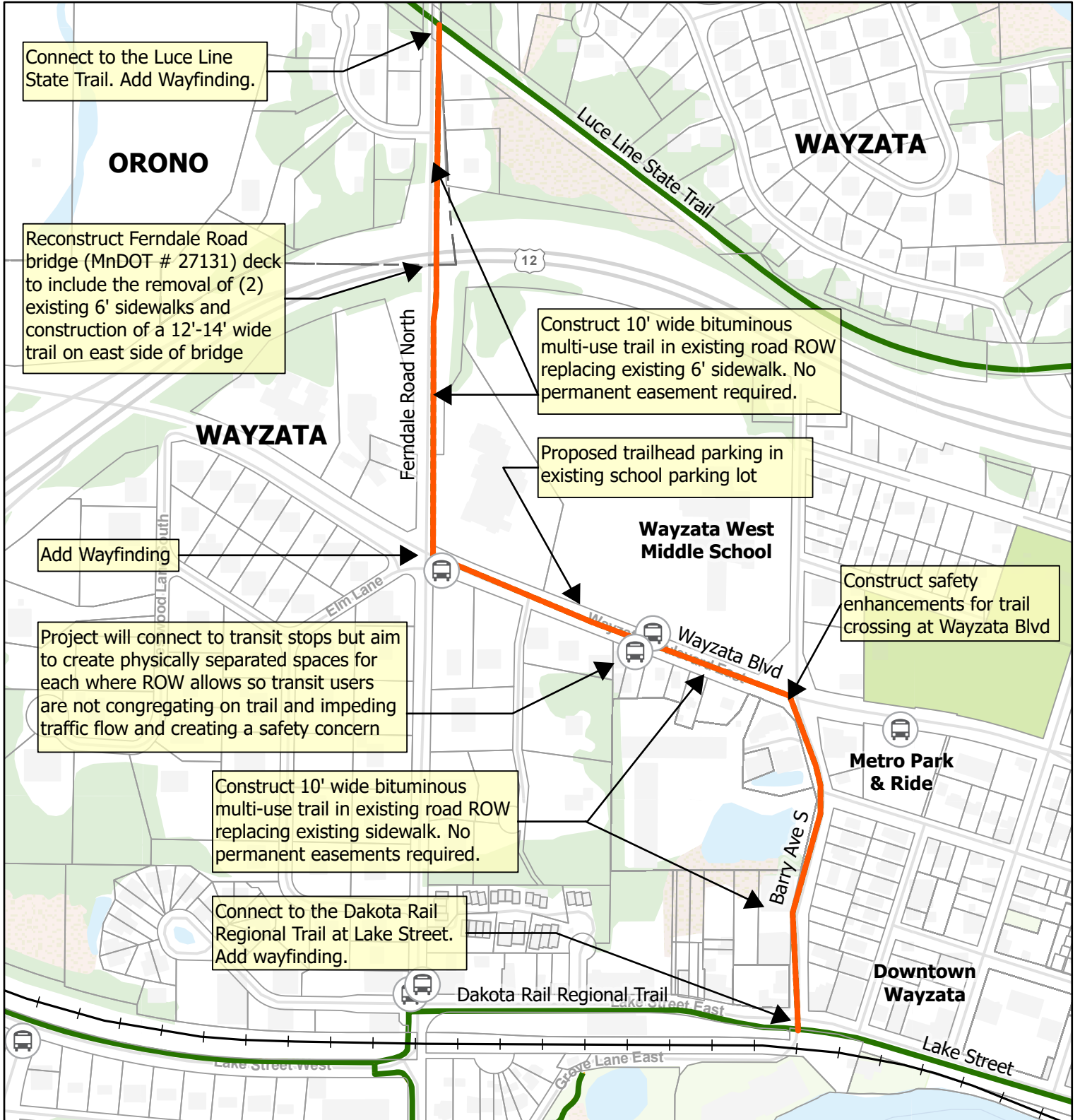


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Dakota Rail - Luce Line Connector RT

Wayzata/Orono Construction



Dakota Rail – Luce Line Connector (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Luce Line State Trail and Dakota Rail Regional Trail along Barry Avenue, Wayzata Boulevard and Ferndale Road in Wayzata and Orono, Hennepin County

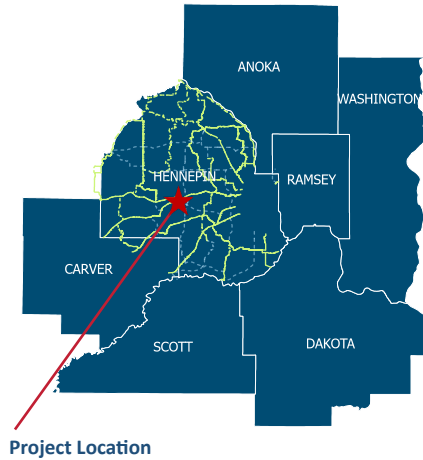
Total Project Cost – \$3,426,666

Requested Federal Amount - \$2,741,333

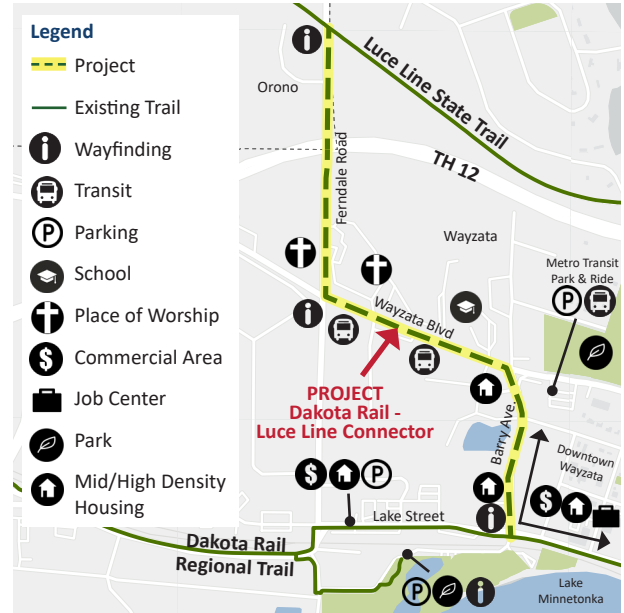
Local, Secured Match Amount - \$685,333

Project Description:

This project includes construction of 0.9-miles of new multi-use, paved regional trail between the Dakota Rail Regional Trail (475,000 annual visits) in downtown Wayzata and the Luce Line State Trail in Orono filling a critical gap in the non-motorized transportation system. The off-road trail is planned within the public rights-of-way along Ferndale Road, Wayzata Boulevard and Barry Ave. Additionally, the new trail will provide indirect trail connections to the Lake Independence Regional Trail (120,000 annual visits), Baker Park Reserve (500,000 annual visits) and the planned Baker-Carver and Diamond Lake Regional Trails.



Project Location



Project Map

Proposed Project Elements:

- Construct a 0.9 mile 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements
- Reconstruct the TH 12 - Ferndale Road bridge deck to accommodate a 12' to 14' wide bike/pedestrian trail along the east side of the bridge
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Add trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island

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 one significant barrier (TH 12).
- Improves the area's liveability, supports active living and provides a safe, direct transportation option for those without access to vehicle or whom choose to commute by foot or bike.
- Projected use is 76,600 trips per year of which 17% are anticipated to be transportation related.
- Connects to 3 existing bus stops and 1 Metro Transit Park and Ride, 2 churches, several parks, middle school, downtown Wayzata - a local commercial and job center and several existing higher density housing complexes.

Desirable After Conditions:



▲ **Typical regional trail along road with limited right-of-way/urban setting:** The above photo shows what the trail will look like for the majority of the corridor.



▲ **Typical regional trail across existing highway overpass:** The above photo shows how bridge redecking would create space to accommodate the regional trail on the east side.

Dakota Rail – Luce Line Connector Supporting Photos



▼ **Ferndale Road Segment:** A multi-use 10' trail will replace the 6' sidewalk, creating a physically separated and safe space for people walking, biking and running. It will also provide a consistent facility design for people biking. Currently people biking have varying degrees of defined space (or none) and safety measures along Ferndale Road.

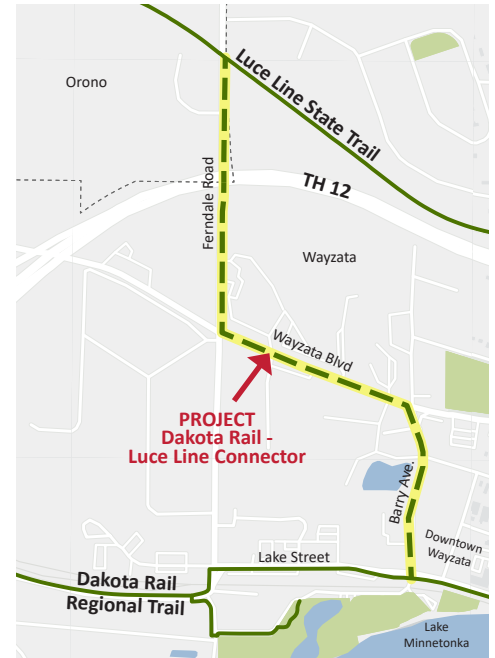


Photo Location Map

▼ **Wayzata Blvd Segment:** Similar to the Ferndale Road segment, the trail will replace the sidewalk and provide a physically separated, safe space for people biking where there are currently no accommodations.



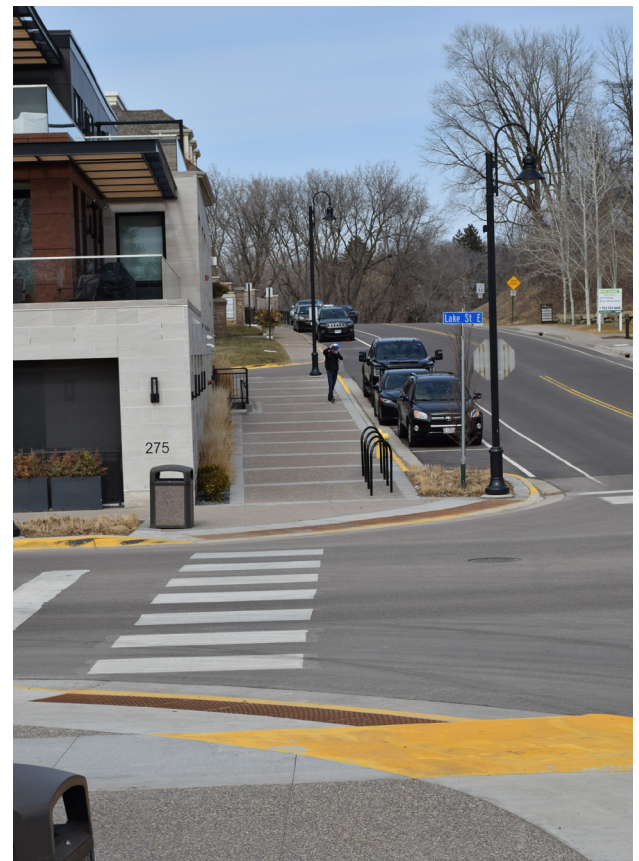
▼ **Wayzata Boulevard Crossing:** Trail will cross Wayzata Blvd. at existing RRFB.



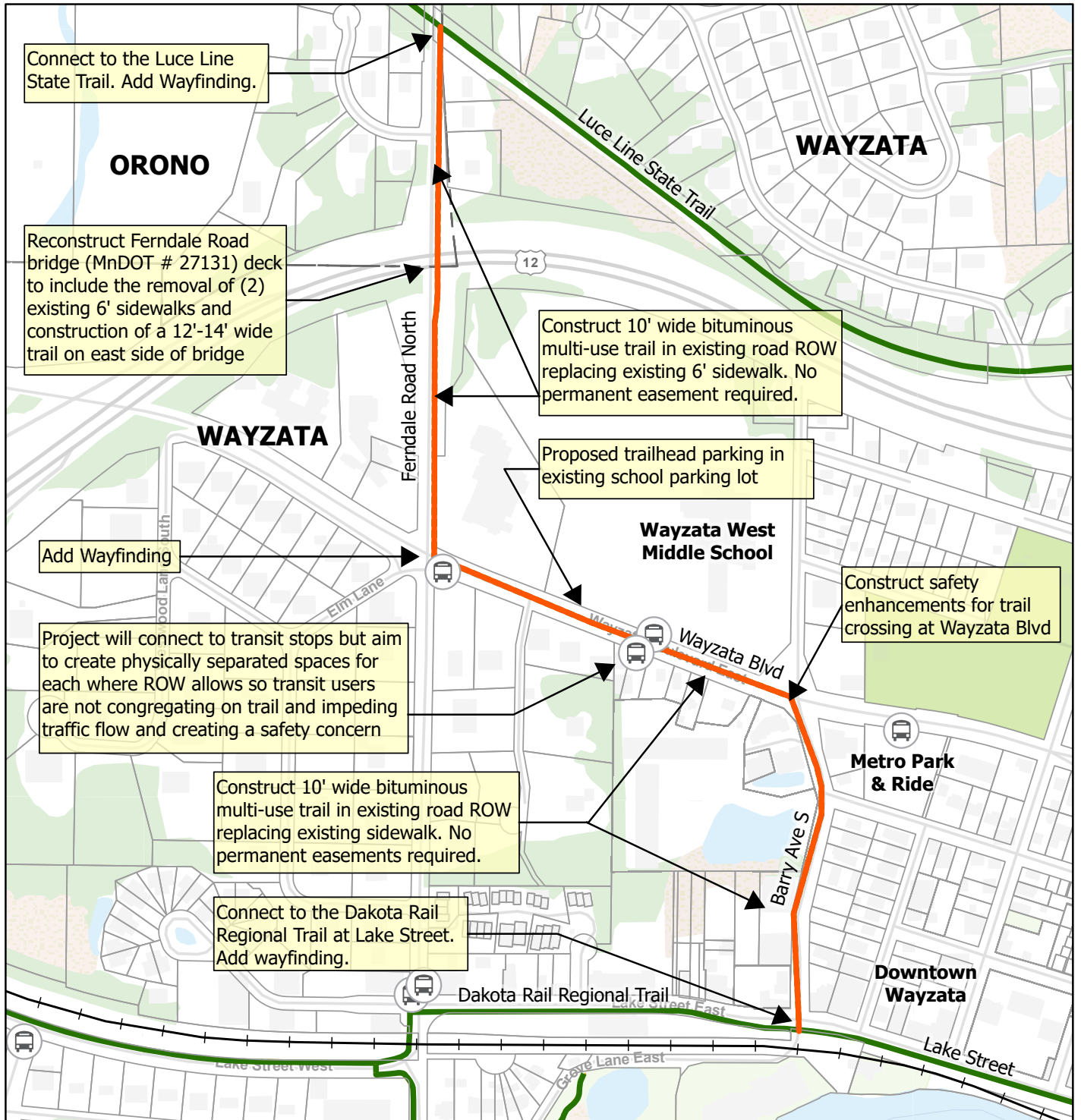
▼ **Barry Avenue Segment:** This stretch will also replace the existing sidewalk with a physically separated multi-use trail which safely and comfortably accommodates all users - not just people walking or running. This is a challenging urban stretch which may require some road reconstruction.



▼ **Lake Street Crossing:** The photo below shows the urban conditions and competing right-of-way uses. This stretch will require a creative and flexible design approach to safely, reasonably and comfortably share the space.



Dakota Rail – Luce Line Connector
Project Layout Map



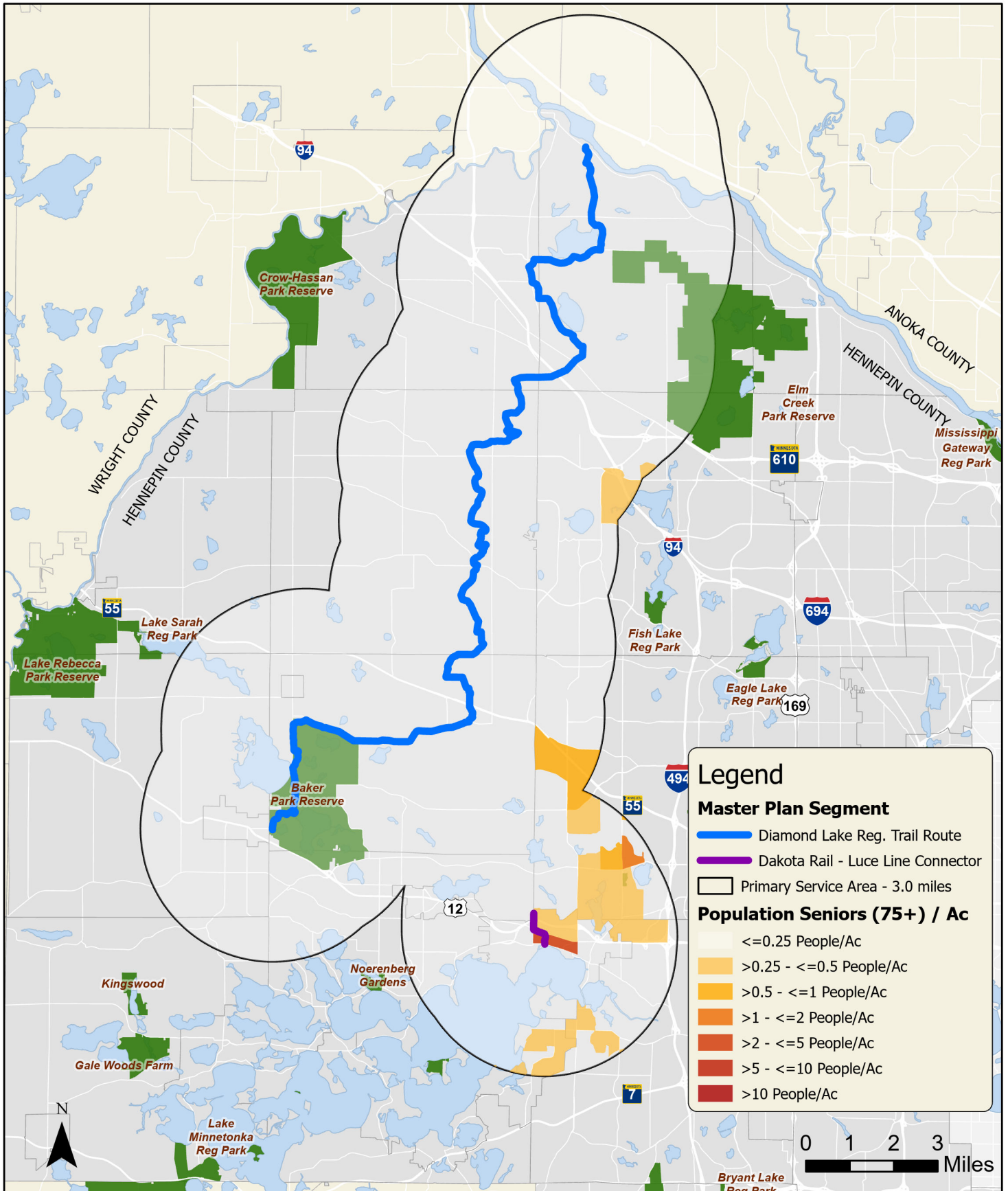
N
Planning Department
 Revised Date: 4/13/2022

Legend

- Existing Regional Trail
- - - Planned Regional Trail
- Regional Trail Construction
- Transit Stop



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



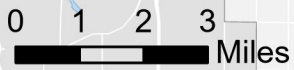
Legend

Master Plan Segment

- Diamond Lake Reg. Trail Route
- Dakota Rail - Luce Line Connector
- Primary Service Area - 3.0 miles

Population Seniors (75+) / Ac

- <=0.25 People/Ac
- >0.25 - <=0.5 People/Ac
- >0.5 - <=1 People/Ac
- >1 - <=2 People/Ac
- >2 - <=5 People/Ac
- >5 - <=10 People/Ac
- >10 People/Ac



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
Multiple Regional Trail Projects off County Roadway System

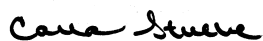
Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting a number of applications for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed projects include the following locations that are anticipated to improve conditions for people walking and biking as recommended in current master planning efforts. Hennepin County supports each of these funding applications; noting that no impacts to roadways under county jurisdiction are anticipated.

- Shingle Creek Regional Trail – Through Palmer Lake Park, Shingle Creek Parkway, and Centerbrook Golf
- Dakota Rail & Luce Line Connector – Along Ferndale Road, Wayzata Boulevard, and Barry Avenue
- Nine Mile Creek Regional Trail – Along 11th Avenue

At this time, Hennepin County has no funding programmed for these projects in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in these projects. 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 each of these important regional trail corridors.

Sincerely,



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

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

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





CITY OF ORONO

Street Address:
2750 Kelley Parkway
Orono, MN 55356

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

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

April 11th, 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
Dakota Rail - Luce Line Connector: Wayzata/Orono Construction

Dear Ms. Grissman:

The City of Orono supports Three Rivers Park District's federal transportation funding request for Dakota Rail – Luce Connector project in Wayzata and Orono. The city understands that this will provide an important bike and pedestrian connection between regional trail facilities, closing a major gap in the regional bicycle transportation system.

This regional trail is supported the cities of Wayzata and Orono as a much-desired trail route. The Park District worked in close collaboration with both communities and residents during the recent regional trail master planning efforts which is currently pending Metropolitan Council approval in 2022.

This trail/ bicycle transportation corridor is partially recognized within the Regional Transportation Bicycle Network as well as the Hennepin County Bike plan. Additionally, the project provides the following for residents in Orono:

- Offers safety and comfort- gives our residents a safe and comfortable bicycling facility for people of all ages and abilities.
- Supports regional and local bicycling needs by making a key connection to the Dakota Rail Regional Trail and downtown Wayzata
- Ridership: Increase the number of bicycle trips made by people who already bike and those who currently do not.

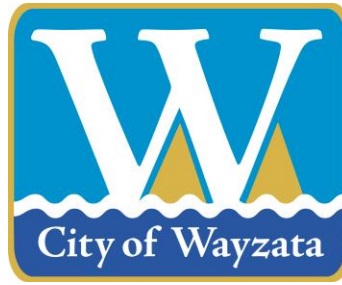
Orono and the Park District have a long-standing history of collaboration especially in respect to collaborating to design, build and maintain trails and grade-safe crossings. This project builds off that history and commitment to providing a non-motorized transportation system.

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

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

Sincerely,

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



City Council
Mayor Johanna Mouton
Jeff Buchanan
Cathy Iverson
Molly MacDonald
Alex Plechash

City Manager
Jeffrey Dahl

April 12, 2022

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

**Re: Letter of Support for 2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities
Dakota Rail - Luce Line Connector: Wayzata/Orono Construction**

Dear Ms. Grissman:

The City of Wayzata supports Three Rivers Park District's federal transportation funding request for Dakota Rail – Luce Connector project in Wayzata and Orono. The City understands that this will provide an important bike and pedestrian connection between regional trail facilities, closing a major gap in the regional bicycle transportation system.

This regional trail is supported by Wayzata as a much-desired trail route. Our City already sees thousands of cyclists per year making connections between our downtown, Dakota Rail Regional Trail, and the Luce Line State Trail. The Park District worked in close collaboration with both communities and residents during the recent regional trail master planning efforts which is currently pending Metropolitan Council approval in 2022.

This trail/ bicycle transportation corridor is partially recognized within the Regional Transportation Bicycle Network as well as the Hennepin County Bike plan. Additionally, the project provides the following for residents in Wayzata:

- Offers safety and comfort to our residents through safe and protected access to the Luce Line State Trail from our downtown area for people of all ages and abilities.
- Supports regional and local bicycling needs by making a key connection to the Dakota Rail Regional Trail.
- Will increase the number of bicycle trips made by people who already bike and those who currently do not.

The City of Wayzata and the Park District have a long-standing history of collaboration especially in respect to collaborating to design, build, and maintain trails. This project builds off that history and commitment to providing a non-motorized transportation system.

The addition of the regional trail will enhance the livability and quality of life in Wayzata by improving mobility, safety, and connectivity to the local and regional trail system as well as our parks and commercial district. 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 "Jeffrey Dahl". The signature is fluid and cursive, with the first name "Jeffrey" written in a larger, more prominent script than the last name "Dahl".

Jeffrey Dahl
City Manager

Dakota Rail – Luce Line Connector (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Luce Line State Trail and Dakota Rail Regional Trail along Barry Avenue, Wayzata Boulevard and Ferndale Road in Wayzata and Orono, Hennepin County

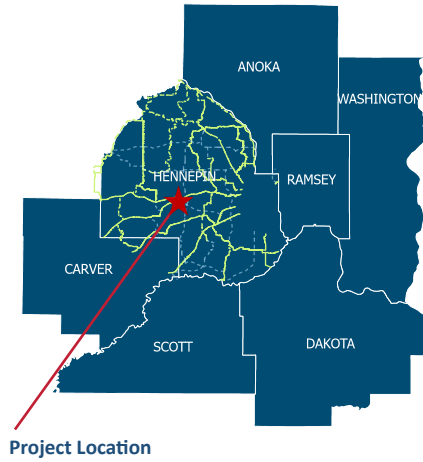
Total Project Cost – \$3,426,666

Requested Federal Amount - \$2,741,333

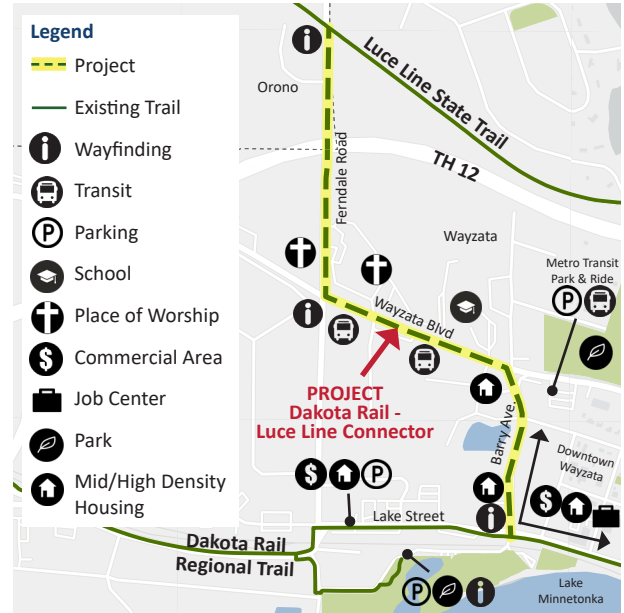
Local, Secured Match Amount - \$685,333

Project Description:

This project includes construction of 0.9-miles of new multi-use, paved regional trail between the Dakota Rail Regional Trail (475,000 annual visits) in downtown Wayzata and the Luce Line State Trail in Orono filling a critical gap in the non-motorized transportation system. The off-road trail is planned within the public rights-of-way along Ferndale Road, Wayzata Boulevard and Barry Ave. Additionally, the new trail will provide indirect trail connections to the Lake Independence Regional Trail (120,000 annual visits), Baker Park Reserve (500,000 annual visits) and the planned Baker-Carver and Diamond Lake Regional Trails.



Project Location



Project Map

Proposed Project Elements:

- Construct a 0.9 mile 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements
- Reconstruct the TH 12 - Ferndale Road bridge deck to accommodate a 12' to 14' wide bike/pedestrian trail along the east side of the bridge
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Add trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island

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 one significant barrier (TH 12).
- Improves the area's liveability, supports active living and provides a safe, direct transportation option for those without access to vehicle or whom choose to commute by foot or bike.
- Projected use is 76,600 trips per year of which 17% are anticipated to be transportation related.
- Connects to 3 existing bus stops and 1 Metro Transit Park and Ride, 2 churches, several parks, middle school, downtown Wayzata - a local commercial and job center and several existing higher density housing complexes.

Desirable After Conditions:



▲ **Typical regional trail along road with limited right-of-way/urban setting:** The above photo shows what the trail will look like for the majority of the corridor.



▲ **Typical regional trail across existing highway overpass:** The above photo shows how bridge redecking would create space to accommodate the regional trail on the east side.

Dakota Rail – Luce Line Connector Supporting Photos



▼ **Ferndale Road Segment:** A multi-use 10' trail will replace the 6' sidewalk, creating a physically separated and safe space for people walking, biking and running. It will also provide a consistent facility design for people biking. Currently people biking have varying degrees of defined space (or none) and safety measures along Ferndale Road.

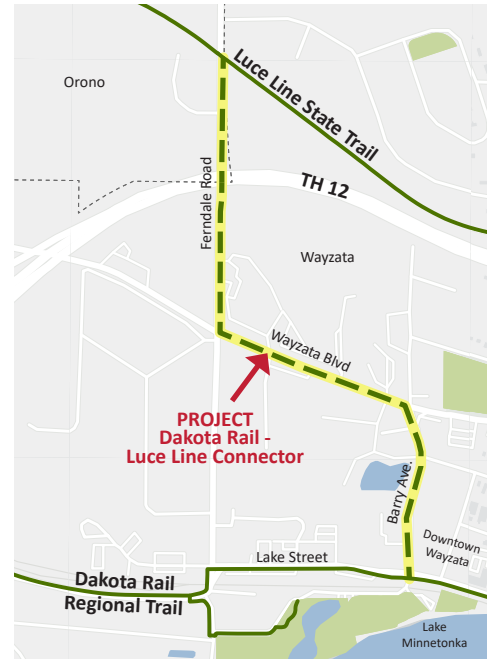


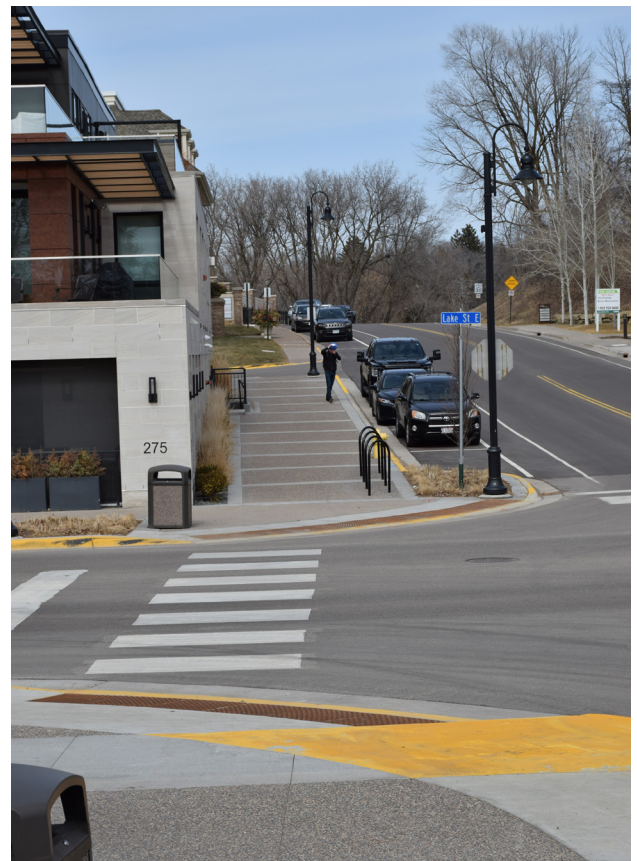
Photo Location Map

▼ **Wayzata Blvd Segment:** Similar to the Ferndale Road segment, the trail will replace the sidewalk and provide a physically separated, safe space for people biking where there are currently no accommodations.



▼ **Lake Street Crossing:** The photo below shows the urban conditions and competing right-of-way uses. This stretch will require a creative and flexible design approach to safely, reasonably and comfortably share the space.

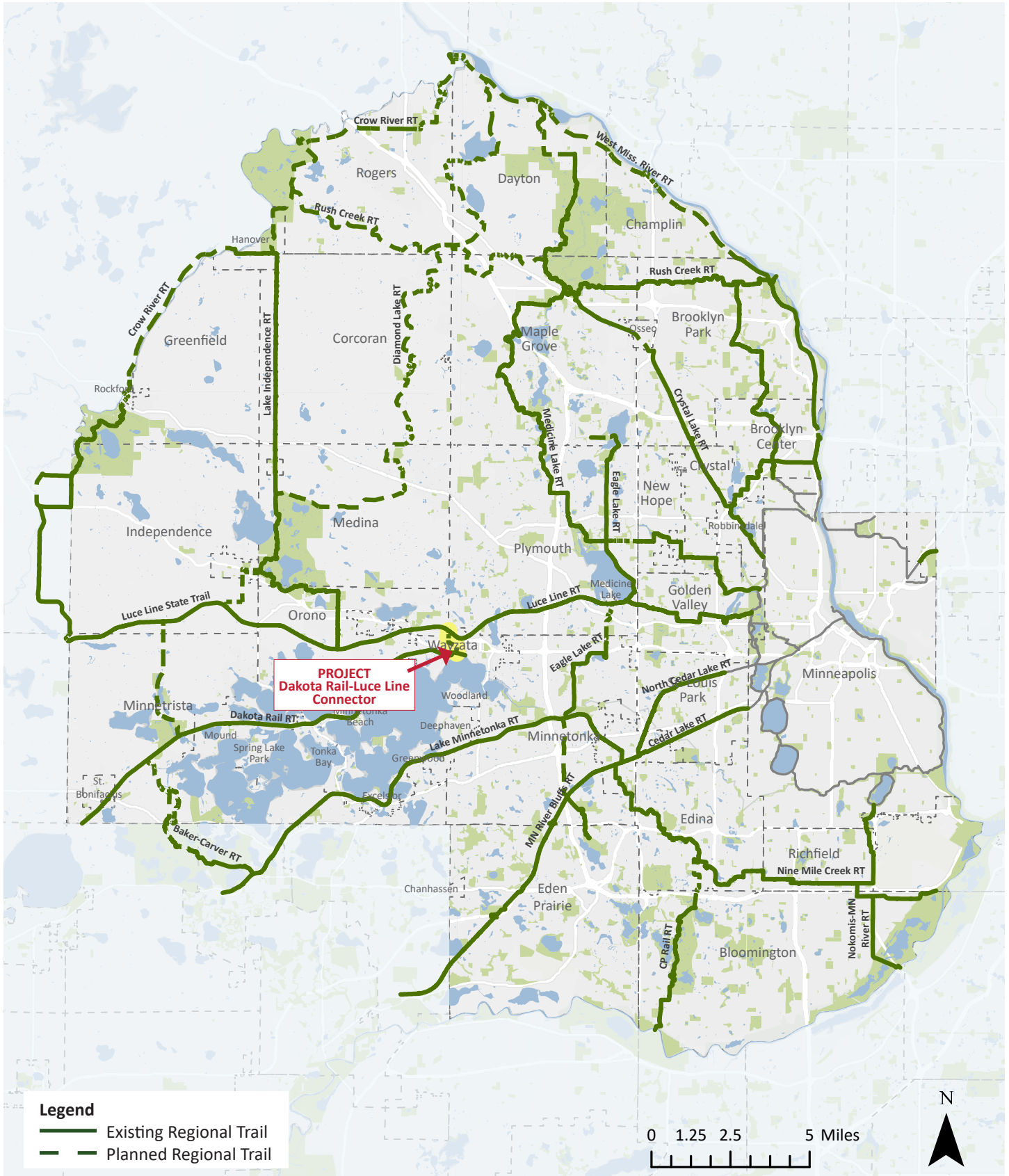
▼ **Wayzata Boulevard Crossing:** Trail will cross Wayzata Blvd. at existing RRFB.



▼ **Barry Avenue Segment:** This stretch will also replace the existing sidewalk with a physically separated multi-use trail which safely and comfortably accommodates all users - not just people walking or running. This is a challenging urban stretch which may require some road reconstruction.



Dakota Rail – Luce Line Connector
Regional Trail System Context Map

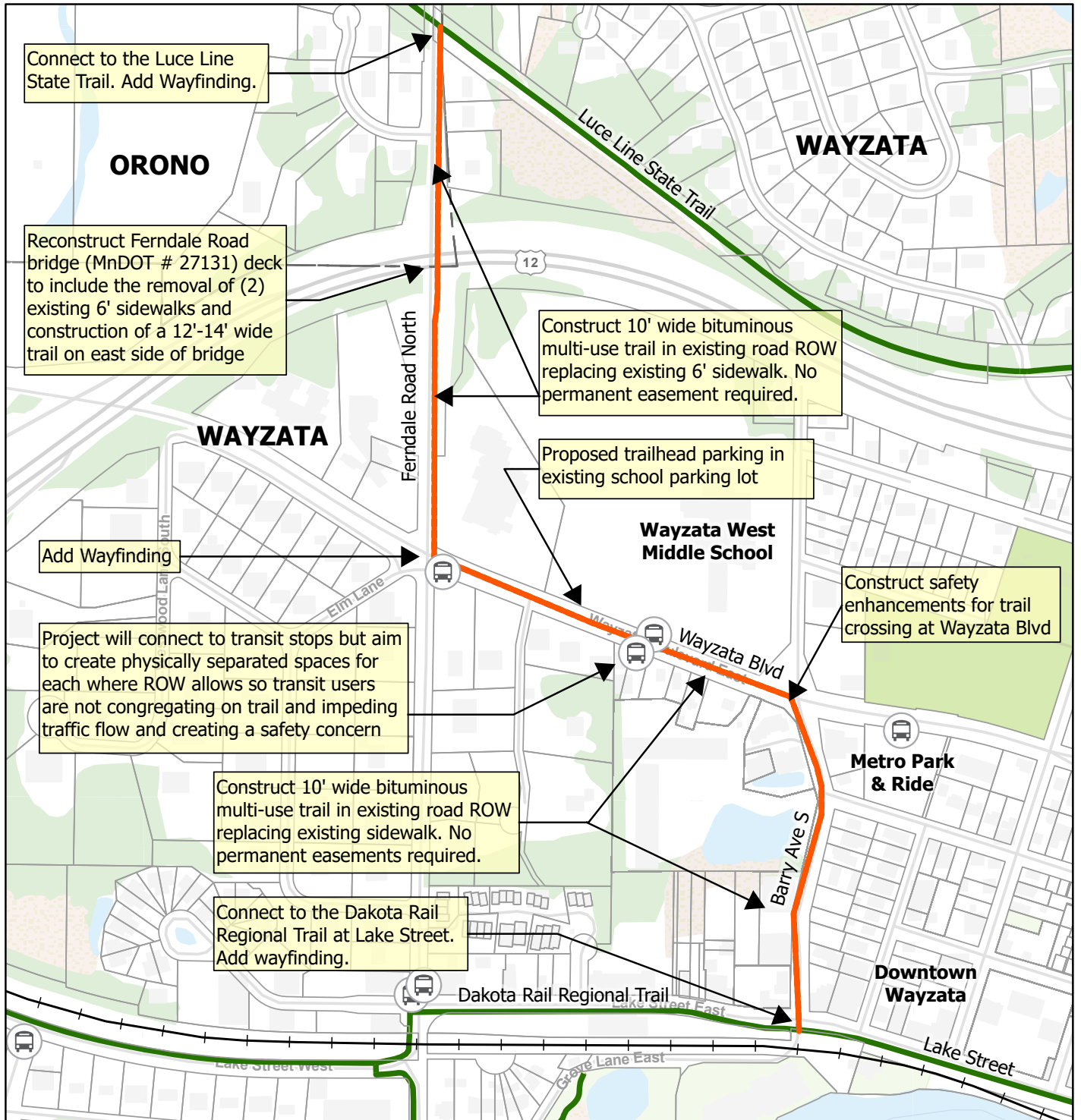


Legend
 — Existing Regional Trail
 - - Planned Regional Trail

0 1.25 2.5 5 Miles



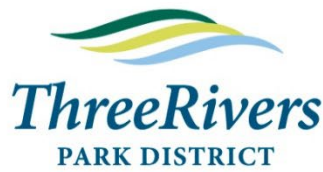
Dakota Rail – Luce Line Connector
Project Layout Map



Planning Department
Revised Date: 4/13/2022

0 500 1,000 US Feet

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



Three Rivers
Park District
Board of
Commissioners

April 11, 2022

Marge Beard
District 1

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

Dear Ms. Koutsoukos,

Jennifer DeJournett
District 2

Three Rivers Park District is excited to move forward with completion of Dakota Rail - Luce Line Connector: Wayzata/Orono 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

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

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

Jesse Winkler
Appointed
At Large

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

Boe Carlson
Superintendent