



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17575 - Bryant Lake Regional Trail Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

04/14/2022 11:54 AM

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## Primary Contact

Name:\*

She/her/her

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First Name

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\*

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55441

City

State/Province

Postal Code/Zip

Phone:\*

763-694-7797

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

Name:

THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

RESERVATIONS  
3000 XENIUM LN N

\*

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

County:

Hennepin

Phone:\*

763-559-6700	Ext.
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Fax:

PeopleSoft Vendor Number

0000057347A1

## Project Information

Project Name

Bryant Lake Regional Trail Construction

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Minnetonka, Eden Prairie

Jurisdictional Agency (If Different than the Applicant):



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

The 3.8-mile project includes new trail construction and the addition of wayfinding to create the entire 4.7-mile Bryant Lake Regional Trail (BLRT). BLRT will provide an important north/south connection between Lake Minnetonka Regional Trail and Bryant Lake Regional Park to better serve cyclists and pedestrians of all backgrounds (i.e., races/ethnicities, ages, incomes, & abilities). As a Tier 1 alignment, the BLRT is expected to be highly used (370,000 annual visits; 16% transportation-related) as it makes crucial connections both regionally and locally.

The existing corridor currently lacks a continuous multimodal facility - trails, sidewalks, & crossings are in poor condition or are missing altogether - and therefore will greatly benefit from this project. Many pedestrians feel uncomfortable using the corridor in its current state since there is no protection from heavy/often fast vehicular traffic on Baker Road and Rowland Road with the topography limiting sight lines.

**Proposed Project Elements:**

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements.
- Reconstruct existing sidewalks and streets, narrowing roadway where feasible to lessen the impact to neighboring properties, particularly along Baker Road and Rowland Road.
- Relocate associated above-ground utilities.
- Install wayfinding information kiosks and signage features at Lake Minnetonka Regional Trail & Baker Road, Excelsior Boulevard & Baker Road, Minnesota River Bluffs Trail & Rowland Road, and along Rowland Road at Lone Lake Park.
- Improve crossings at all road crossings, especially

those that are more challenging for people biking and walking to safely navigate: Baker Rd bridge over TH 7 and Excelsior Blvd & Baker Rd intersection.

**Proposed Benefits:**

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities, and non-motorized travel modes spanning 2 communities.
- Improves two crossings of regional bicycle barriers (TH 7 & CP Rail) between Lake Minnetonka Regional Trail and Bryant Lake Regional Park.
- Provides a protected bikeway to 67,994 people within 1.5 miles and 188,521 people within 3 miles of the 4.7-mile corridor - connecting them to over 38,589 jobs within 1 mile of the project.
- Connects to 4 bus routes and 1 LRT station - the SWLRT Opus Station - through a direct city trail connection.
- Improves the area's livability, supports active living, and provides a safe, direct transportation option for those without access to vehicles or who choose to commute by foot or bike.
- Connects to Minnetonka Mills, Lake Minnetonka Regional Trail, Hopkins West Junior High School, Minnesota Bluffs Regional Trail, Lone Lake Park, Bryant Lake Regional Park, and the future Eagle Lake Regional 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.](#)

CSAH 60/BAKER RD & ROWLAND RD & WHITEWATER DR  
FROM LAKE MINNETONKA REGIONAL TRAIL TO BRYANT  
LAKE REGIONAL TRAIL, CONSTRUCT BRYANT LAKE  
MULTI-USE REGIONAL TRAIL FOR PEDS AND BIKES

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

**Project Length (Miles)**

3.8

*to the nearest one-tenth of a mile*

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## Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
Federal Amount	\$5,500,000.00
Match Amount	\$1,375,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$6,875,000.00
<i>For transit projects, the total cost for the application is total cost minus fare revenues.</i>	
Match Percentage	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Three Rivers GO Bond Funds and/or State Legacy Funds/Met Council Parks GO Bonds
<i>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</i>	
Preferred Program Year	
Select one:	2026, 2027
<i>Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.</i>	
Additional Program Years:	
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

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## Project Information

County, City, or Lead Agency	Three Rivers Park District
Zip Code where Majority of Work is Being Performed	55343
(Approximate) Begin Construction Date	04/01/2026
(Approximate) End Construction Date	10/31/2028
Name of Trail/Ped Facility:	Bryant Lake Regional Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	
(Intersection or Address)	Baker Rd (CSAH 60)/Lake Minnetonka Regional Trail
To:	
(Intersection or Address)	Bryant Lake Regional Park/TH 62
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	

Or At:

Miles of trail (nearest 0.1 miles): 3.8

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 2.7

Is this a new trail? Yes

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

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

#### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 27054

New Bridge/Culvert No.:

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

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## Requirements - All Projects

### All Projects

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

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

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

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

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

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

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

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

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

2.30, 2.31, 2.34.

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

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

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

2040 Minnetonka Comprehensive Guide Plan  
(pages 5-53, 5-55, 5-56, 5-57)

2040 Eden Prairie Comprehensive Plan (page 175)

2019 Minnetonka Trail Improvement Plan pages (1  
of 71, 2 of 71, 26 of 71)

2040 Three Rivers System Plan (page 17)

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

Three Rivers Park District West Metro Regional  
Trail Study (pages 5, 6, 24)

Hennepin County 2040 Comprehensive Plan -  
County Regional Park and Trail System (page 3-3,  
3-8)

2040 Bicycle Transportation Plan (pages 35-38)

2040 Met Council Regional Parks Policy Plan  
(pages 59, 60)

2040 Regional Transportation Policy Plan &  
Regional Transportation Bicycle Network  
- Bryant Lake Regional Trail: Tier 1 Alignment and  
connects to Tier 1 Alignments at Lake Minnetonka  
Regional Trail and Minnesota River Bluffs Regional  
Trail

Regional Bikeway Barriers (Met Council)

- Tier 3 Expressway Barrier Crossing Area at Hwy 7  
and Baker Road

- Tier 2 Rail Barrier Crossing Area at CP Rail and  
Rowland Rd

MnDOT Pedestrian Plan (PAWS)

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

- BLRT spans Tier 2 to 5.

## MnDOT Bike Plan (page 9)

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Date plan completed:** 06/30/2015

**Link to plan:** [https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan\\_2015.pdf](https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan_2015.pdf)

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

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## **Requirements - Bicycle and Pedestrian Facilities Projects**

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

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

### **Multiuse Trails on Active Railroad Right-of-Way:**

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

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

[Upload Agreement PDF](#)

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

### **Multiuse Trails and Bicycle Facilities projects only:**

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. [Upload PDF of Agreement in Other Attachments.](#)

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

[Upload PDF of Agreement in Other Attachments.](#)

### **Safe Routes to School projects only:**

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.



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

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$343,750.00
Removals (approx. 5% of total cost)	\$343,750.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$687,500.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$687,500.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$550,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$2,612,500.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$3,162,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$343,750.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$206,250.00
Bicycle and Pedestrian Contingencies	\$550,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$4,262,500.00</b>

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## 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	\$6,875,000.00
Construction Cost Total	\$6,875,000.00
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 Yes

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 1649885950947\_RBTN Orientation\_BLRT.pdf

Please upload attachment in PDF form.

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	35436
Existing Employment Within One Mile (Integer Only)	38589
Upload the "Population Summary" map	1649886127350_Population-Employment_BLRT.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 Bryant Lake Regional Trail (BLRT) is in census tracts above the regional average for populations in poverty or populations of color, moves through/directly connects to an environmental justice area, & serves 552 publicly subsidized housing rental units within ½ mile of the corridor. The corridor travels through 1+ census tracts with:

- 8% or more multi-racial populations (3.7% metro average)
- 18% or more foreign-born populations (12.1% metro average)
- 22% of households below 185% poverty line (8.7% metro average)
- 27% or more of the population over 65+ (13.5% metro average)

**Response:**

These populations were targeted throughout the following 2 engagement phases:

1. The West Metro Regional Trail (WMRT) Study - gather feedback & analyze/determine potential routes
2. The Eagle Lake and Bryant Lake Regional Trails (ELBLRT) Master Plan - confirm feedback & develop preliminary design concepts

The following is an overview of how each phase included these communities:

Phase 1: WMRT Study

- Williston Center Pop-up (50 ppl): Park District introduced visitors to the project & requested their comments on maps/voting boards at the center - a popular destination for seniors & families with children.

- Senior Bike Club Workshop (10 ppl): Minnetonka Senior Bike Club shared priorities, potential locations, & opportunities for new trail connections.

- Bark in the Park Pop-up (60 ppl): Park District introduced the project & requested comments on maps/voting boards from the many attendees (i.e, youth & families).

#### Phase 2: ELBLRT Master Plan

- Listening Session with Senior Women (5 ppl): Maple Grove Nordic walking groups (senior women) described regional trail observations, preferences & insights in addition to ELRT recommendations.

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

- Yard Signs (35 signs): Park District put up yard signs in strategic locations (affordable housing, parks) to direct the public to the project website to learn about BLRT, engagement opportunities, & ways to provide feedback since COVID-19 restricted in-person engagement.

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

- Virtual & in-person open houses (50 ppl): Residents in the census tracts listed above were invited to virtual & in-person open houses to learn more, ask questions, & share concerns.

Feedback from both phases emphasized interconnected pedestrian/bicycle systems, wayfinding, safety, connections to local destinations, park-like settings & well-maintained trails. Groups were very supportive of the BLRT. All

feedback areas are addressed by the BLRT project.

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

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## **Measure B: Equity Population Benefits and Impacts**

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

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

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

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

This project includes a 10' wide off-road multiuse regional trail that will provide safe, comfortable, and convenient access to low-income populations, BIPOC, youth, people with disabilities, and seniors. Bryant Lake Regional Trail provides benefits to the following vulnerable and disenfranchised community groups:

- School-aged youth: BLRT will connect and improve the crossing to West Hopkins Junior High along Baker Rd. Youth and families shared they don't have a protected, off-road trail facility to walk/bike to and from school, causing them to be nervous when doing so or to avoid it altogether. BLRT will make it safer for young people and families to travel to/from school.

- Public transit users: BLRT will connect to 4 bus routes and a planned city trail along Rowland Rd which will connect to SWLRT Opus Station.

Research indicates those who use public transit are more likely to be BIPOC, seniors, people with disabilities, from households with lower income, and/or don't own a vehicle. Feedback from these groups emphasized the connection to local destinations and neighborhoods, which the BLRT will directly address by connecting to neighborhoods, job and shopping centers, parks, schools, transit and other basic services. BLRT addresses this by connecting to these locations either directly (e.g., Minnetonka Mills, Lone Lake Park, Bryant Lake Regional Park) and indirectly (downtown Hopkins via Lake Minnetonka Regional Trail and SWLRT Opus Station and Business District via planned city trail).

- Senior residents: BLRT will directly connect to Carefully Senior Home Care Inc, Emerald Crest Memory Care, and New Perspective Senior Living. Seniors emphasize the need for smooth, level, and well-designed/maintained trails (e.g., variety of settings, trail loops, wide boulevards). The BLRT will provide a smooth, off-road facility with 5'+

Response:

boulevards, maximum grade of 5%, ADA pedestrian ramps, and connections to local parks to provide a loop-type experience.

- All groups: All new and underrepresented groups emphasize the importance of wayfinding. They shared they often are afraid of getting lost or not knowing where to go. BLRT will add wayfinding along the corridor, particularly in high-traffic areas with higher concentrations of these populations.

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

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

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## Measure C: Affordable Housing Access

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

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

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



There are 552 publicly subsidized rental housing units within a 1/2 mile of the ELRT.

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

Existing

- The Chase at Nine Mile, 22 affordable units, 5709 Rowland Rd

Proposed

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

- Abdo Market Apartments, 4 affordable units, 14317 Excelsior Blvd

**Response:**

The BLRT will link directly to bus routes and pedestrian and bicycle facilities to enable multimodal trips, such as Three Rivers and Minnetonka trail networks. By connecting to biking/walking destinations (jobs, transit, shopping, etc.) beyond local neighborhoods, the BLRT will increase transportation options for people with limited access to vehicles. For example, BLRT will connect to a City of Minnetonka trail that will connect to the SWLRT Opus Station/Opus Business Park and to the Lake Minnetonka Regional Trail which connects to downtown Hopkins. This is critical for lower-income households who are often more dependent on transit and walking/biking to access work, school, medical clinics, social services, and recreation.

These residents will benefit from the proposed

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

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

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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.

1649887935885\_Socio-Economic Conditions\_BLRT.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 Bryant Lake Regional Trail (BLRT) will close an important transportation network gap by:

- Closing the gap between Lake Minnetonka Regional Trail and Bryant Lake Regional Park, which is a Tier 1 alignment.
- Connecting to two Tier 1 alignments (Lake Minnetonka Regional Trail and Minnesota River Bluffs Regional Trail) and one future Tier 2 alignment (Eagle Lake Regional Trail) which continues north to the Ridgedale area, Luce Line and Medicine Lake Regional Trail, French Regional Park, Bassett Creek Regional Trail, and Eagle Lake Regional Park.
- Improving crossings at busy intersections including Excelsior Blvd/TH 3 and Baker Rd/CSAH 60 as well as the Baker Rd/CSAH 60 bridge at TH 7, which are currently considered a local gap due to the lack of safe crossing.
- Providing a safe 10' wide off-road, multiuse paved trail creating a continuous corridor for all ages, physical abilities, and non-motorized travel modes parallel to Baker Rd and Rowland Rd.

Response:

### Eliminating Barriers

The BLRT will provide a facility that crosses or circumvents a physical barrier in the following ways:

- Improving the crossing of a Tier 3 expressway regional bicycle barrier at TH 7 along Baker Rd.
- Utilizing and improving the underpass below the Tier 2 railway barrier crossing area along Rowland Rd (Canadian Pacific).
- Utilizing and improving the TH 62 expressway barrier underpass along Rowland Rd.

## Making Connections

The completed 3.8-mile project will create a 4.7-mile contiguous multimodal facility from Lake Minnetonka Regional Trail in Minnetonka to Bryant Lake Regional Park in Eden Prairie, improving bikeway continuity across these jurisdictions. In addition, the Bryant Lake Regional Trail will connect to the following destinations:

- Several transit connections, including 4 bus routes and the SWLRT Opus Station via city trail connection on Bren Rd, downtown Hopkins via Lake Minnetonka Regional Trail, Minnesota River Bluffs Regional Trail, and Ridgedale Center via future Eagle Lake Regional Trail (see Transit Connections Map & Project Summary Map)
- Local destinations, including schools, trails and parks (i.e, West Hopkins Junior High, Minnetonka Mills, and Lone Lake Park).

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

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

#### **DEFINITIONS:**

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

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

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

#### **Tier 1**

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

#### **Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

#### **Tier 3**

Yes

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

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

- The route is missing major segments, including Baker Rd/CSAH 60 and most of Rowland Rd. Bikers and walkers must share the road (without any designated space or share-the-road signage) with 7,700 - 9,900 vehicles, many of which travel above the speed limit (35 mph). The MnDOT Bicycle Facility manual recommends off-road/physically separated facilities for routes over 6,000 ADT or speed limits over 30 mph.

- According to the Hennepin County Multimodal Counts Map, Baker Rd has 30 Average Annual Daily Bicyclists (AADB), which is very low in comparison to the demand/interest heard during the planning process. Residents attributed this to safety concerns associated with not having a separate off-road protected facility for people biking or walking. Once complete, the BLRT is projected to receive 370,000 annual visits.

- Several areas/intersections have high car volume/speed and minimal or nonexistent pedestrian facilities, including Baker Road/CSAH 60 at the following locations: Hopkins West Junior High, TH 7, and Excelsior Blvd/TH 3. According to the Hennepin County Multimodal Counts Map, the bicycle estimated daily traffic (EDT) is 155 bicycles at Excelsior Blvd crossing. BLRT would provide an improved crossing and separate off-road facility near the intersection to improve safety for these users.

- The corridor currently has inconsistent widths and

Response:

lacks a boulevard. For example, there is a high volume of vehicles and cyclists on Baker Rd/CSAH 60. The on-road shoulder, which is the only facility available for biking/walking along Baker Rd/CSAH 60, is inconsistent in width and existence. These inconsistencies near crossings and intersections due to turn lanes create an even more dangerous scenario as there is even less/no facility in the most challenging and dangerous areas along the corridor. BLRT will provide a consistent 10' wide separate facility to minimize uncertain and dangerous conditions along the corridor. BLRT will also reconstruct the short existing trail segment on Rowland Rd which is narrow, in poor condition, and lacks a boulevard.

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

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

---

## **Measure A: Multimodal Elements**



By the nature of the overall trail design (10' wide, off-road, two-directional, multi-modal) which meets ADA guidelines, the project purposefully supports safe, welcoming, and comfortable travel experiences for bikers and walkers of all ages and abilities as well as motorists and transit users. The off-road location of the facility provides the safest shared-use facility design for pedestrians and is far superior to narrow sidewalks/shoulders or share-the-road conditions which do not adequately provide space for various users types or separate people from vehicles. Centerline striping will support safe and easily understandable two-way directional traffic on the trail and the 10' wide trail width meets industry standards for projected use (370,000 visits). Further, this facility type/design is compliant with the MnDOT Bicycle Facility Manual which recommends off-road facilities which are separated from vehicles for routes with over 6,000 ADT or speed limits of 30 MPH.

**Response:**

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

- ADA curb ramps, APS, and marked crosswalks where applicable
- Regulatory and wayfinding signage and rest stops (benches, garbage, bike fix-it stations)
- A safe off-road facility for people walking and biking to access transit
- A separated space for transit users to wait (where ROW allows) along the trail route so they are not congregated on the trail creating a safety concern and impeding traffic flow

To further support multimodal pedestrian function and connectivity, the project connects to the following existing connections including existing and proposed sidewalk/trail connections in Minnetonka and Eden Prairie, including a planned Minnetonka trail that will directly connect to the SWLRT Opus Station and 4 bus stops/routes along the project corridor. It is also important to recognize that by providing a safe, separated space for people to walk and bike from the roadway, this project supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions, and likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips since people will have a safe option for walking, biking, and connecting to local and regional destinations.

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**[Check Here if Your Transit Project Does Not Require Construction](#)**

---

## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

The Park District employed two phases of engagement for the BLRT project.

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

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

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

1. WMRT Study

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

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

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

- Pop-up Engagement at Events (Annual Minnetonka Community Open House, Syngenta Employee Event, Williston Fitness

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

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

- Presentations (Hennepin County Bicycle Advisory Committee): shared information and requested feedback/questions/concerns

Response:

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

## 2. ELBLRT Master Plan

- Project website

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

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

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

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

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

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

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

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

Phase 2 confirmed that the planning process and recommendations were moving in the right direction. A diverse cross-section of community

groups were very supportive of the ELBLRT Master Plan project.

(Limit 2,800 characters; approximately 400 words)

## 2. Layout (25 Percent of Points)

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

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

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649777140624\_BLRT\_Layout.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)

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): \$6,875,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls:	\$6,875,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
Eden Prairie_Letter of Support.pdf	Eden Prairie Letter of Support	297 KB
Hennepin County_Letter of Support.pdf	Hennepin County Public Works - Letter of Support	86 KB
Hennepin County_Resolution of Support.pdf	Hennepin County Active Transportation Committee - Resolution of Support	206 KB
Minnetonka_Letter of Support.pdf	Minnetonka Letter of Support	374 KB
MnDOT Letter of Support_BLRT.pdf	MnDOT Letter of Support	133 KB
One-page Summary_BLRT.pdf	One-page Summary	6.3 MB
Transit Connections_BLRT.pdf	Transit Connections Map	5.4 MB
Winter Maintenance Letter_BLRT.pdf	Winter Maintenance Letter	152 KB

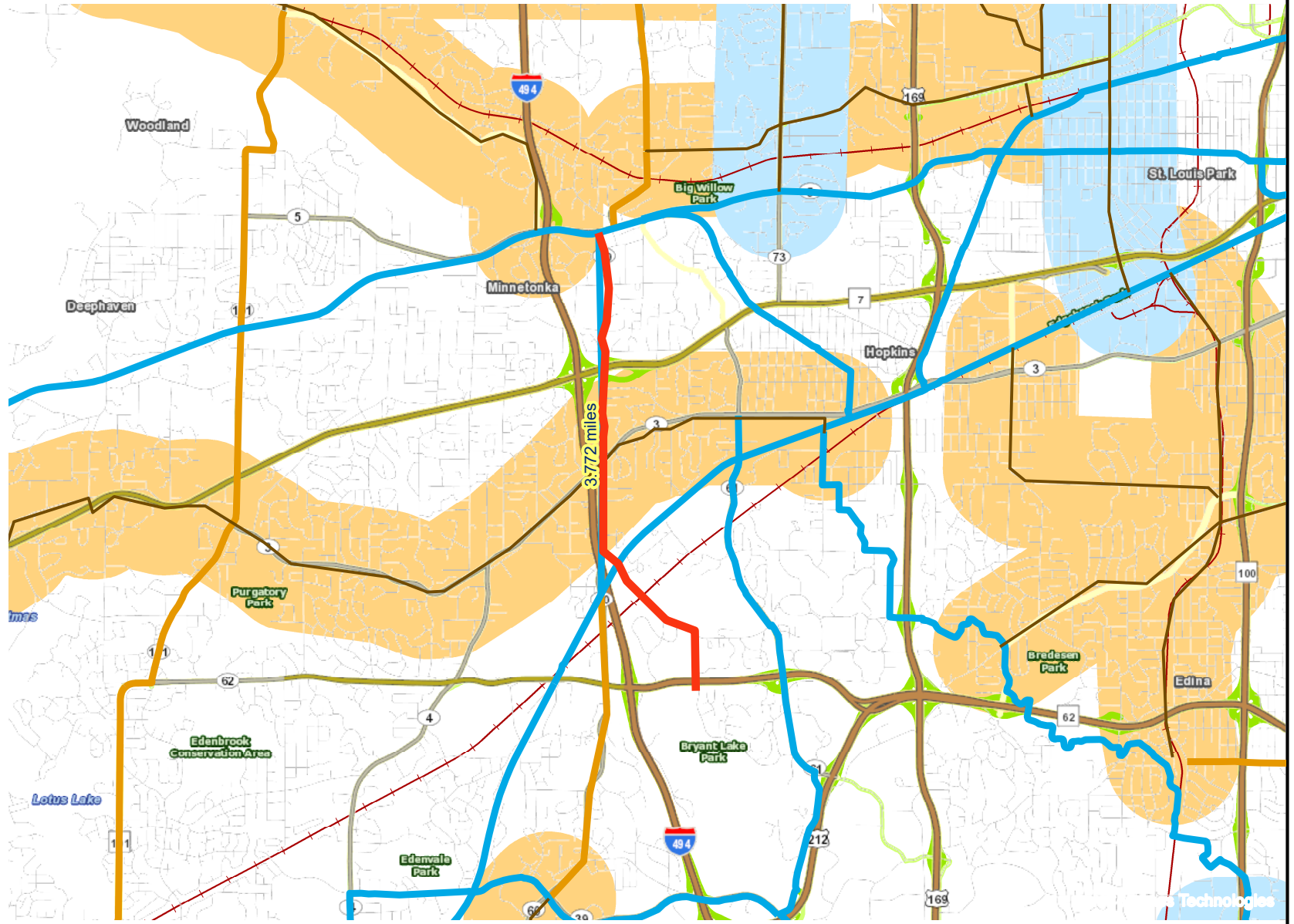


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bryant Lake Regional Trail | Map ID: 1649883123026

## Results

Project IN TIER 2  
Bicycle Transport Corridor.



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

0 0.5 1 2 3 4 Miles

Created: 4/13/2022  
LandscapeRSA6

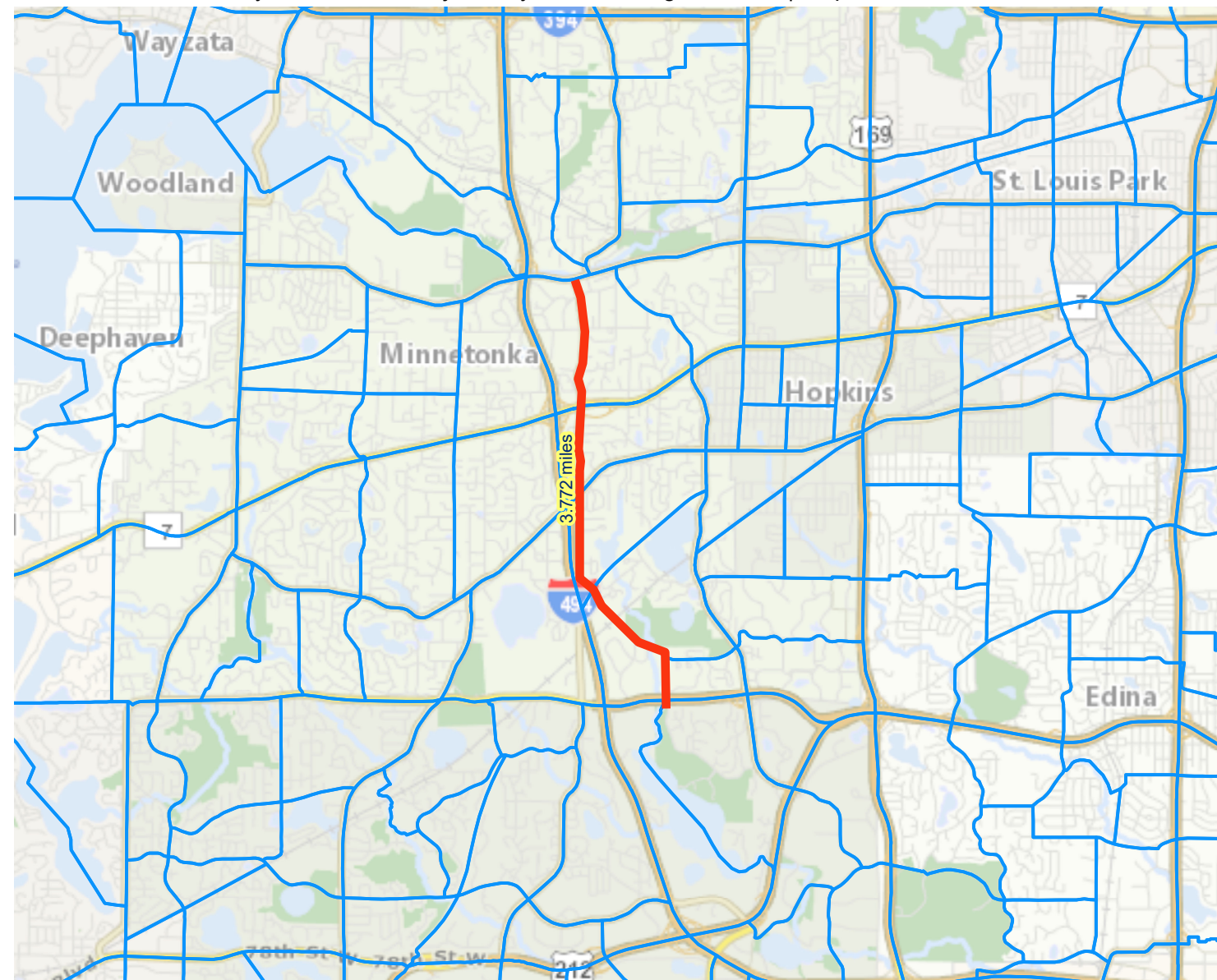


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Bryant Lake Regional Trail | Map ID: 1649883123026



## Results

Within ONE Mile of project:  
Total Population: 35436  
Total Employment: 38589

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/13/2022  
LandscapeRSA4



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



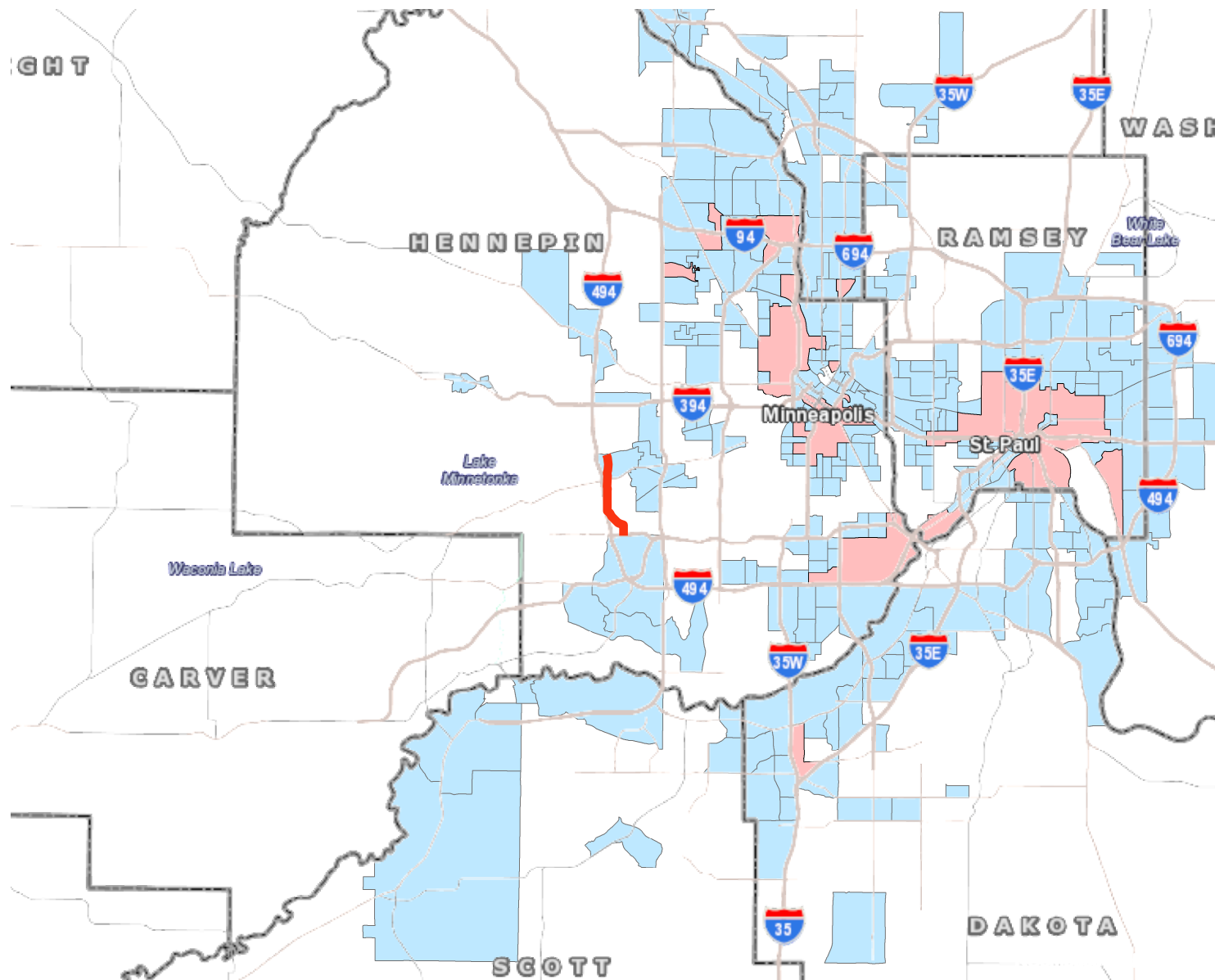
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Bryant Lake Regional Trail | Map ID: 1649883123026

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 552

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 4 8 16 24 32 Miles

Created: 4/13/2022  
LandscapeRSA2



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





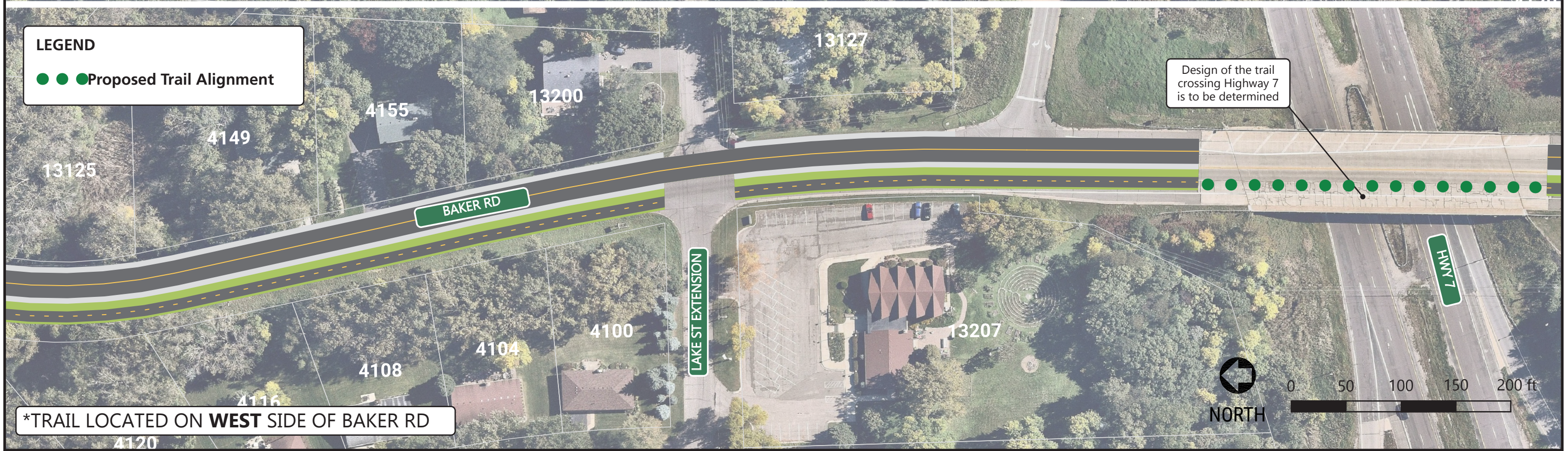


## SUBSEGMENT D1: BAKER RD (SECTIONS 1-2)

### Preliminary Concept - Not for Construction

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





# SUBSEGMENT D1: BAKER RD (SECTIONS 3-4)

**Preliminary Concept - Not for Construction**

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



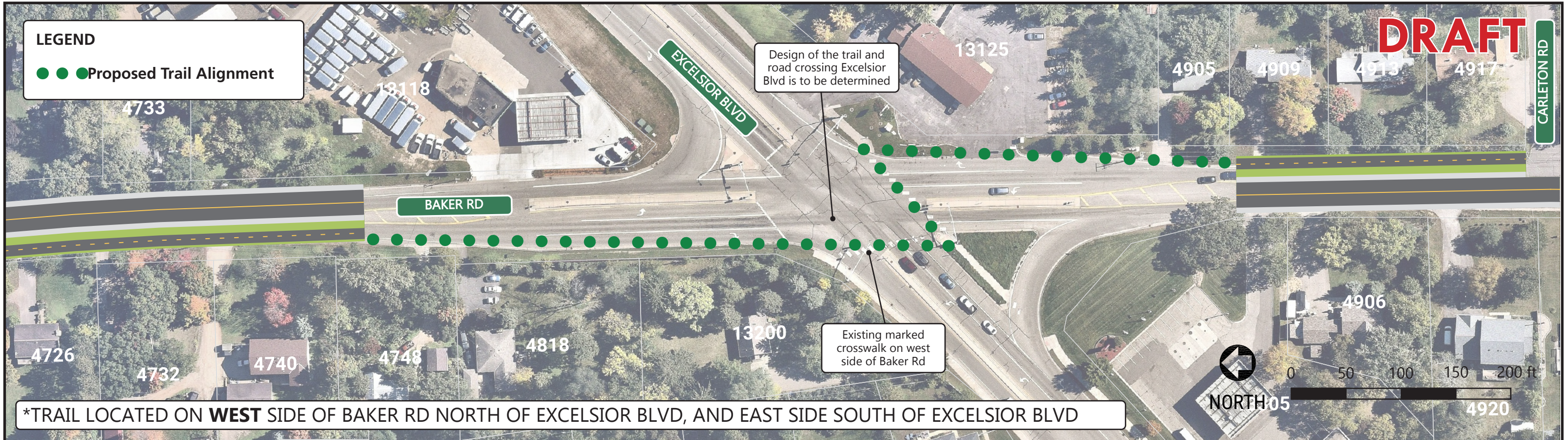


## SUBSEGMENT D1: BAKER RD (SECTIONS 5-6)

### Preliminary Concept - Not for Construction

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









# SUBSEGMENT D2: BAKER RD (SECTION 9)

## Preliminary Concept - Not for Construction

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

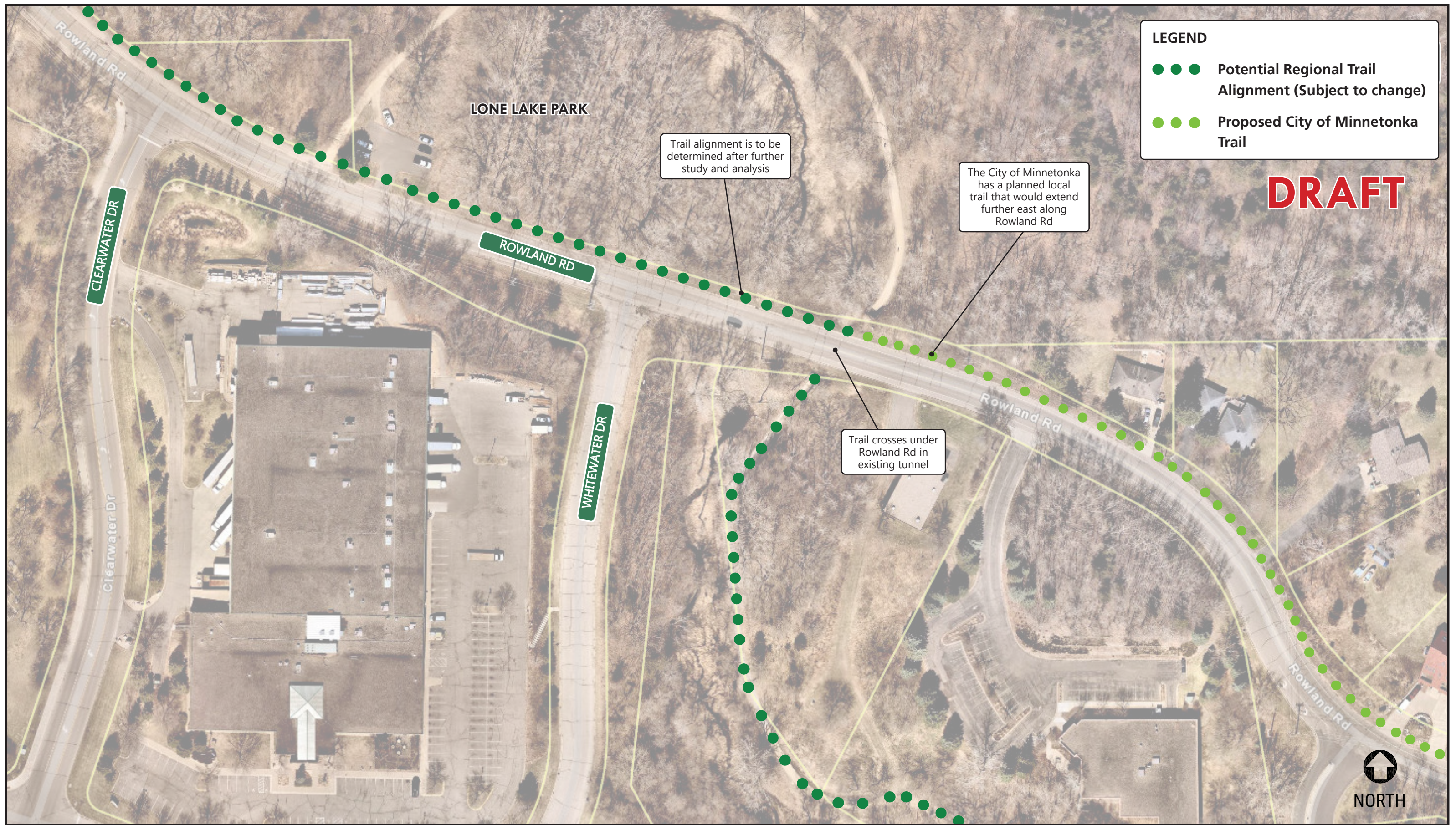




# SUBSEGMENT D3: ROWLAND RD (SECTION 9)

**Preliminary Concept - Not for Construction**  
 THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.





## SUBSEGMENT D5: ROWLAND RD / LONE LAKE PARK (SECTION 9)

### Preliminary Concept - Not for Construction

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



**Parks and Recreation** | February 23, 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  
Bryant Lake Regional Trail – Bryant Lake Regional Trail Construction

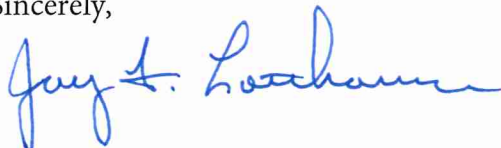
Dear Ms. Grissman:

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

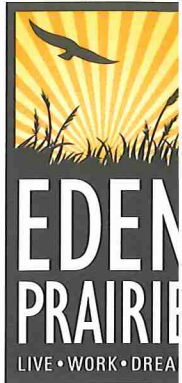
The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Bryant Lake Regional Trail is recognized in the City's 2040 Comprehensive Plan and the city supported the development of the trail corridor by approving the master plan on July 13, 2021.

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

Sincerely,



Jay Lotthammer  
Parks and Recreation Director



OFC 952 949 8300  
FAX 952 949 8390  
TDD 952 949 8399

8080 Mitchell Rd  
Eden Prairie, MN  
55344-4485

[edenprairie.org](http://edenprairie.org)

# HENNEPIN COUNTY

## MINNESOTA

March 30, 2022

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

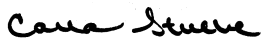
Re: Support for 2022 Regional Solicitation Application  
Bryant Lake Regional Trail – Along Rowland Road and CSAH 60 (Baker Road)  
From Whitewater Drive to CSAH 5 (Minnetonka Boulevard)

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 Bryant Lake Regional Trail that is anticipated to improve conditions for people walking and biking as recommended in the 2021 Eagle Lake and Bryant Lake Regional Trail Master Plan. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 60 (Baker 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 future Bryant Lake Regional Trail.

Sincerely,



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

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

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



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

Date: March 21, 2022

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED;

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

Hennepin County Active Transportation Committee:

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

RESOLUTION ADOPTED

Attest:   
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | [eminnetonka.com](http://eminnetonka.com)

March 21, 2022

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

Re: Letter of Support  
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
Bryant Lake Regional Trail – Completion of 3.7 miles of regional trail along Baker Road,  
Rowland Road, and Whitewater Drive

Dear Ms. Grissman:

The City of Minnetonka supports Three Rivers Park District's federal transportation funding request for Bryant Lake Regional Trail along Baker Road, Rowland Road and Whitewater Drive. The city understands that this will close a major gap between Lake Minnetonka Regional Trail and Bryant Lake Regional Park 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 Bryant Lake Regional Trail is recognized in the city's 2040 Comprehensive Plan and the city supported the development of the trail corridor by approving the master plan on July 26, 2021.

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

Sincerely,

Mike Funk  
Acting City Manager  
City of Minnetonka

*Minnetonka...where quality is our nature*



**MnDOT Metro District  
1500 West County Road B-2  
Roseville, MN 55113**

April 14, 2022

Kelly Grissman  
Director of Planning  
Three Rivers Park District

**Re: MnDOT Letter for Three Rivers Park District's Metropolitan Council/Transportation Advisory Board  
2022 Regional Solicitation Funding Request for trail projects**

Kelly Grissman,

This letter documents MnDOT Metro District's recognition for Three Rivers Park District to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the follow projects.

- Bryant Lake Regional Trail Construction
- CP Rail Regional Trail: Bloomington/Edina Construction
- Eagle Lake Regional Trail: Luce Line Regional Trail to Lake Minnetonka Regional Trail
- Shingle Creek Regional Trail: Brooklyn Center I-94 and TH 100 Bridge Improvements and Trail Realignment/Reconstruction

As proposed, these projects impact MnDOT right-of-way on a number of roadways. As the agency with jurisdiction over the state highway system, MnDOT will allow Three Rivers Park District to seek improvements proposed in the applications. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

There is no funding from MnDOT currently planned or programmed for these improvements. If the projects receive funding, continue to work with MnDOT Area and Multimodal Planning staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Three Rivers Park District as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

Sincerely,

Molly McCartney  
Metro District Capital Program Manager

CC: Michael Barnes, Metro District Engineer, April Crockett, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Mackenzie Turner Barga, Multimodal Planning Director



# Bryant Lake Regional Trail: Minnetonka/Eden Prairie Construction

(Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between the Lake Minnetonka Regional Trail and Bryant Lake Regional Park along Baker Road (CSAH 60) and Rowland Road in Minnetonka and Eden Prairie

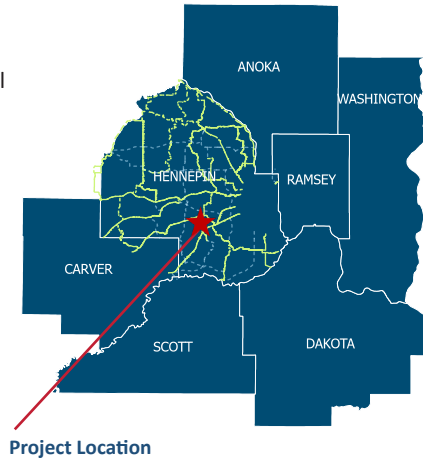
**Total Project Cost** - \$6,875,000

**Requested Federal Amount** - \$5,500,000

**Local, Secured Match Amount** - \$1,375,000

### Project Description:

This 3.7-mile project includes new trail construction and the addition of wayfinding. The trail is planned within the public rights-of-way along Baker Road and Rowland Avenue. The trail will provide connections to Lake Minnetonka Regional Trail, Minnesota River Bluffs Regional Trail, and Bryant Lake Regional Park as well as local destinations including Minnetonka Mills, Hopkins West Junior High School, and Lone Lake Park.



### Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements.
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties, particularly along Baker Road.
- Relocate associated above-ground utilities.
- Install wayfinding information kiosks and signage features at Lake Minnetonka Regional Trail and Baker Road, Excelsior Boulevard and Baker Road, Minnesota River Bluffs Trail and Rowland Road, along Rowland Road at Lone Lake Park.
- Improve crossings at all road crossings specifically those that are more challenging for people biking and walking to safely navigate: Baker Rd bridge at TH 7 and Baker Rd & Excelsior Blvd.

### 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.
- Improves two regional bicycle barriers (TH 7 & CP Rail) between Lake Minnetonka Regional Trail and Bryant Lake Regional Park.
- Projected use is 370,000 trips per year (16% are anticipated to be transportation-related).
- Provides a protected bikeway to 67,994 people within 1.5 miles and 188,521 people within 3 miles - connecting them to over 38,589 jobs within 1 mile of the project area.
- Connects to 1 LRT station - the SWLRT Opus Station - through a direct city trail connection.
- Improves the area's livability, supports active living, and provides a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.
- Connects to Minnetonka Mills, Lake Minnetonka Regional Trail, Hopkins West Junior High School, Minnesota Bluffs Regional Trail, Lone Lake Park, Bryant Lake Regional Park and the future Eagle Lake Regional Trail.



Project Map

### After Conditions:



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



## Bryant Lake Regional Trail: Minnetonka/Eden Prairie Construction Supporting Photos



**Continuous Corridor/  
Pedestrian Crossings:** This project fills in missing gaps along the proposed route to create one continuous corridor. It also provides safer crossings along the route, such as at West Hopkins Junior High as well as improving the Baker Road bridge crossing at TH 7.



Photo Location Map

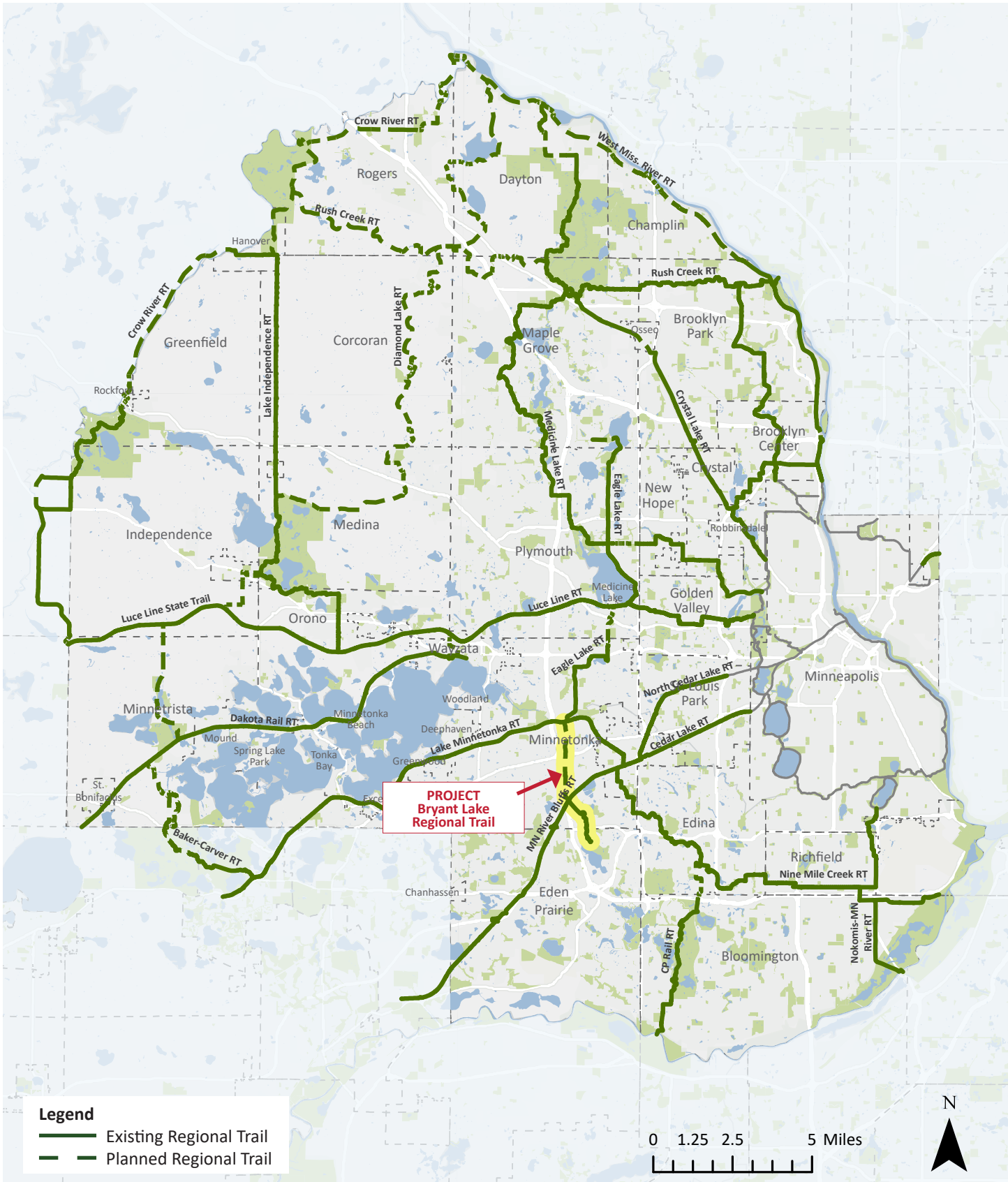
**Off-road, dedicated pedestrian/bicycle facility:** This project adds an off-road, 10' bituminous trail that will have a boulevard, separating cyclists and pedestrians from vehicle traffic.



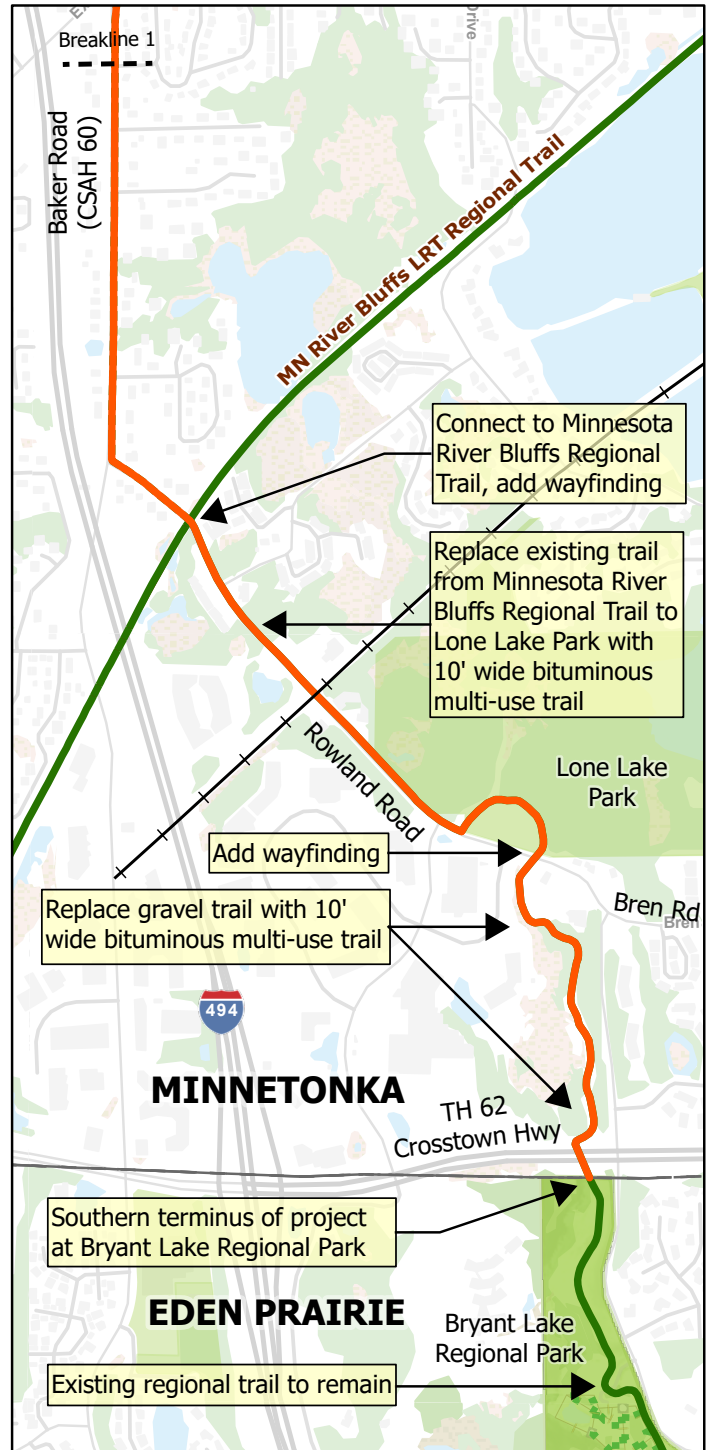
**Trail Surface:** The existing 'trail' is comprised of end of useful life sidewalk/trail which does not meet multi-use, two-directional regional trail standards. This project will rebuild this segment to regional trail standards increasing usability as well as safety and ADA compliance, including crossings that new curb ramps and truncated domes that extend the width of the trail.



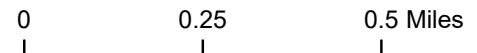
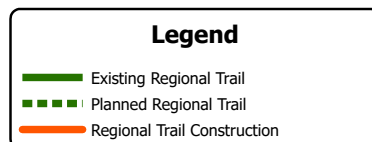
Bryant Lake Regional Trail: Minnetonka/Eden Prairie Construction  
Regional Trail System Context Map



# Bryant Lake Regional Trail: Minnetonka/Eden Prairie Construction Project Summary Map



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



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

## Transit Connections

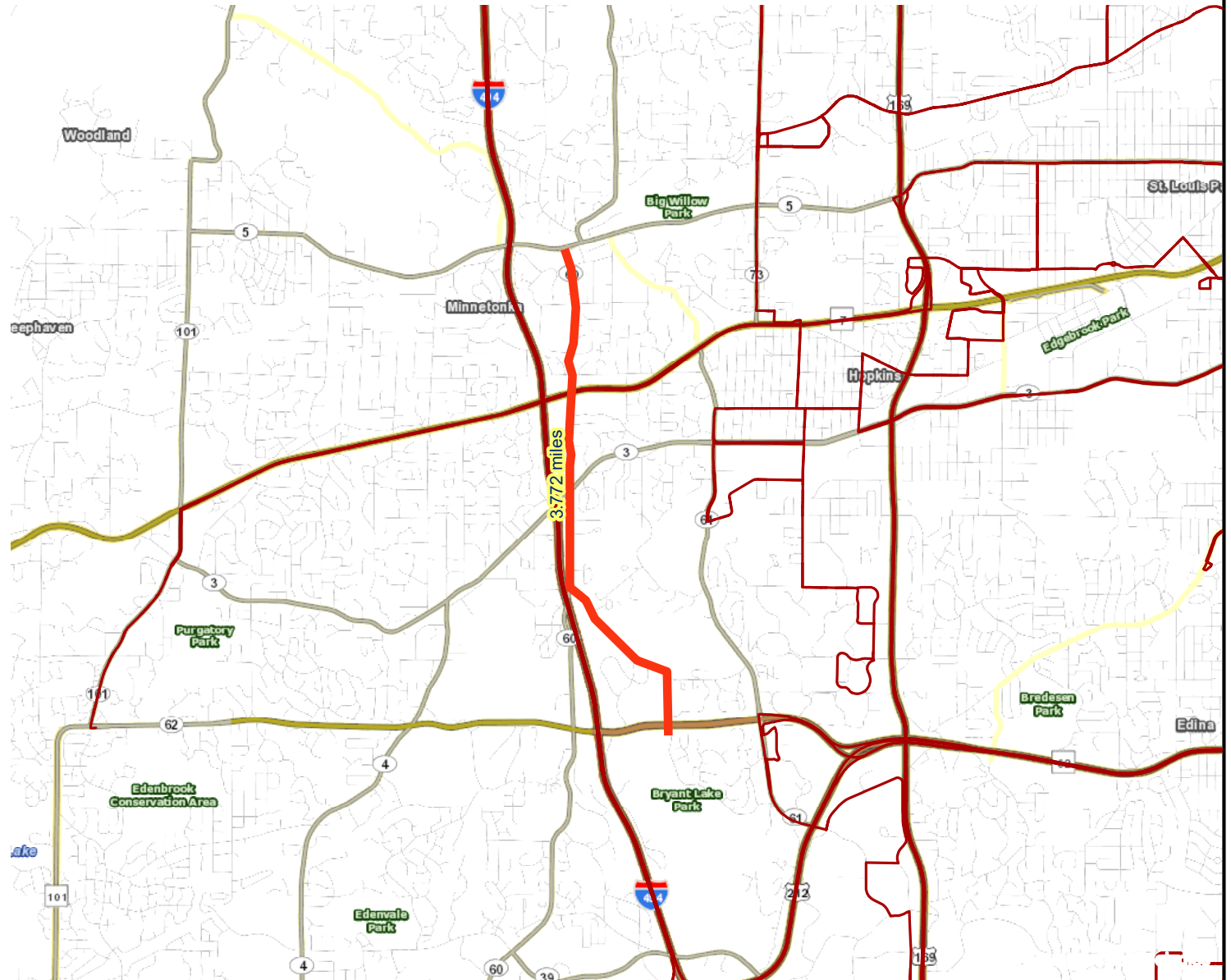
Multiuse Trails and Bicycle Facilities Project: Bryant Lake Regional Trail | Map ID: 1649883123026

### Results

Transit with a Direct Connection to project:  
667 690 698 699

*\*indicates Planned Alignments*

Transit Market areas: 3, 4



○ Project Points — Transit Routes

— Project

□ Project Area

0 0.5 1 2 3 4 Miles

Created: 4/13/2022  
LandscapeRSA3



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





**Three Rivers  
Park District  
Board of  
Commissioners**

April 11, 2022

Marge Beard  
District 1

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

Dear Ms. Koutsoukos,

Jennifer DeJournett  
District 2

Three Rivers Park District is excited to move forward with completion of Bryant Lake Regional Trail 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