



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17599 - Plymouth - Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name: PLYMOUTH,CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

3400 PLYMOUTH BLVD

*

PLYMOUTH

Minnesota

55447

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-509-5301

Ext.

Fax:

PeopleSoft Vendor Number

0000020984A1

Project Information

Project Name

Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Plymouth

Jurisdictional Agency (If Different than the Applicant):

The proposed regional trail and transit station area improvement project will create a multimodal facility through the completion of regional trail segment connecting users to neighborhood amenities, the existing regional trail system, and transit network. Through multiple stages of engagement, community members expressed safety concerns with crossing TH 55 (a Tier 1 Expressway Barrier) and a strong desire for improved bicycle and pedestrian connectivity. The proposed project responds with protected trail facilities and crossings, improving safety and mobility for all modes of travel.

Proposed project elements include:

- New multi-use trail underpass of TH 55, in coordination with an associated road reconstruction and retaining walls
- Improved at-grade crossings at Union Pacific Railroad, TH 55 & South Shore Drive, and on 10th Avenue North
- 10-foot off-street, multiuse trail segments between the Luce Line Regional Trail and South Shore Park, between 10th Avenue North and TH 55, and along the north and south TH 55 frontage roads, meeting all ADA requirements
- Two new accessible transit stops and improved pedestrian and bicycle access to the existing Station 73 Transit Station
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts

These improvements are anticipated to:

- Improve safety with four new trail crossings, including two protected facilities for pedestrians and cyclists crossing TH 55 (Tier 1 Expressway Barrier)
- Create a Critical Bicycle Transportation Link by connecting to the Luce Line Regional Trail and Old

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

County Road 15 (both Tier 1 RBTN Alignments)
 - Provide continuous and protected last-mile bicycling and walking routes to the Station 73 Transit Center, enabling residents of low-income housing to access jobs and amenities without a personal vehicle
 - Strengthen Plymouth's transportation network while supporting active living and transit-oriented development

(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.](#)

South Shore Drive, from Luce Line Regional Trail to South Shore Park Trail - construct trail; TH 55, from 0.17 miles west of South Shore Drive to 0.34 miles east of South Shore Drive - construct new trail underpass, reconstruct roadway, construct two new

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? Yes

If yes, please identify the source(s) RAISE Grant

Federal Amount \$5,500,000.00

Match Amount \$3,994,800.00

Minimum of 20% of project total

Project Total \$9,494,800.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 42.07%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

City of Plymouth and Three Rivers Park District (locally funded). MnDOT funds may be used for a portion above the 20%.

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: 2024

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of Plymouth

Zip Code where Majority of Work is Being Performed 55441

(Approximate) Begin Construction Date 03/01/2024

(Approximate) End Construction Date 11/30/2024

Name of Trail/Ped Facility: Eagle Lake / Bryant Lake Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Luce Line Regional Trail
(Intersection or Address)

To: County Road 73
(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):** 0.9

Is this a new trail? Yes

Primary Types of Work

MULTIUSE TRAIL, PED RAMPS, CULVERT, BIT SURF,
GUARDRAIL, RETAINING WALLS, TRANSIT STOPS,
SIGNALS

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.: 27X19, 27X20

Structure is Over/Under TH 55
(Bridge or culvert name):

Requirements - All Projects

All Projects

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

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

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

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

Goal A: Objective A; Strategy A1; p2.17

Goal B: Objectives A and B; Strategies B1 and B6; p2.20, 2.23

Goal C: Objectives A and E; p2.10; Strategies C1, C2, C4, C11, C15, C16, and C17; p2.10-2.11, 2.14, 2.24-2.26, 2.28, 2.34, 2.36-2.37

Goal D: Strategy D3; p2.39

Goal E: Objectives B, C, and D; Strategies E3 and E6; p2.42, p2.44 - 2.46

Goal F: Objective C; Strategies F5 and F7; p2.48, 2.52-2.53

(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.

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

Hennepin County 2040 Bicycle Transportation Plan (page 36)

Plymouth 2040 Comprehensive Plan (Chapter 6, p17; Chapter 7, p8 and 14)

Plymouth Station 73 Area Plan (p13, 21)

Three Rivers Park District 2040 System Plan (page 17)

Eagle Lake and Bryant Lake Regional Trails Master Plan (p4, 36, 44-44)

(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: 12/11/2018

Link to plan: <https://www.plymouthmn.gov/home/showpublisheddocument/19541/636803121355600000>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$321,000.00
Removals (approx. 5% of total cost)	\$105,600.00
Roadway (grading, borrow, etc.)	\$690,900.00
Roadway (aggregates and paving)	\$763,700.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$234,000.00
Ponds	\$70,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$215,100.00
Traffic Control	\$354,000.00
Striping	\$5,000.00
Signing	\$10,500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$245,000.00
Bridge	\$0.00
Retaining Walls	\$3,110,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$450,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,525,100.00
Other Roadway Elements	\$731,800.00
Totals	\$8,831,700.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$241,900.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00

Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$16,200.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$20,000.00
Pedestrian-scale Lighting	\$100,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$155,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$533,100.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$100,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$30,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$130,000.00

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	\$9,494,800.00
Construction Cost Total	\$9,494,800.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1649823339282_Station73_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 19469

Existing Employment Within One Mile (Integer Only) 28586

Upload the "Population Summary" map 1649801173927_Station73_Population.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The proposed project was identified and developed through extensive engagement with diverse communities as the City of Plymouth conducted its Station 73 Small Area Plan and partnered with Three Rivers Park District on the Eagle Lake and Bryant Lake Regional Trail Master Plan. Equity populations had opportunities to share feedback at in-person and virtual open houses, through public surveys, and via online Social Pinpoint mapping.

As part of preliminary design of the underpass, the City directly engaged with both residents and ownership of the Sun Valley Manufactured Housing Park and is working with them to add a City-funded connection between the neighborhood and regional trail.

Response:

As part of the Station 73 Small Area Plan, the City solicited project feedback from residents, including affordable and senior housing communities within ½ mile of the project: Sun Valley Manufactured Housing Park, Willow Woods Estates, Stone Creek at Medicine Lake, The Axis, and the Waters of Plymouth. Residents were invited to an open house explaining the plans for the station area and asked to share feedback via Social Pinpoint. They expressed safety concerns for the TH 55 & South Shore Drive intersection, and support for proposed protected facilities connecting to local destinations.

As part of the Eagle Lake Regional Trail Master Plan engagement process, Three Rivers Park District targeted outreach to underrepresented groups. They hosted three bike tours in partnership with Outdoor Latino, offered at Hispanic Heritage Celebration at Fish Lake Regional Park. They held a Listening session in partnership with Maple Grove Age Friendly, with senior Nordic walking groups.

They also hosted a series of virtual public open houses. One was specifically for residents of South Shore Drive, the location of affordable housing communities Sun Valley Manufactured Housing Park and Willow Woods Estates. Through this engagement, they heard overwhelming support for north-south regional trail connections and for enhanced crossings for pedestrian and bicyclist safety.

This project was originally identified as a priority trail corridor and bicycle barrier crossing in Three Rivers Park District's West Metro Trails Plan. The plan emphasizes providing infrastructure for trail users of all ages and abilities and was informed by outreach to a wide range of trail users and stakeholders. In a targeted outreach event, members of the Minnetonka Senior Bike Club expressed that they felt unsafe around motorized traffic and preferred off-street and protected routes.

(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 proposed project is less than ½ mile from a census tract identified as a regional environmental justice area. It will serve the following equity populations (see Equity Populations and Destinations map):

- Children: In 2012, a vehicle struck the bicycle of an eleven-year-old attempting to cross TH 55 at South Shore Drive. The proposed trail underpass is safest for the trail's youngest and most vulnerable users and would connect children living in affordable housing communities north of TH 55 to parks and schools south of the highway.

- Seniors residents with limited mobility: the proposed project provides a continuous, protected facility that is comfortable to navigate with mobility devices. Bassett Creek Commons and The Waters Senior Living Apartments are less than ½ mile from the proposed trail. The project will connect both communities to Station 73, improving access to health care, senior community services, and other amenities. This project will decrease car dependence and provide opportunities for active living.

- Low-income residents and employees: the project will provide a free and reliable mode of transportation for residents living in the Sun Valley, Bassett Creek Commons, Stone Creek, The Axis, Willow Woods, and the Element (opening 2022) low-income housing to schools, parks, and places of worship. It will connect directly to the regional trail network at Luce Line Regional Trail and transit at Station 73, expanding access for people without personal vehicles. The project is located within a regional jobs and activity center. The project will help transit users reach their places of employment

Response:

safely and facilitate multimodal commutes.

- Regional Environmental Justice Area: in combination with the planned Eagle Lake Regional Trail, the project will extend transit and trail access to neighborhoods that have historically lacked infrastructure investment.

- Trail, sidewalk, and transit users: community engagement identified TH 55 as a major barrier to cycling and walking in the area. The proposed at-grade crossing and trail underpass support transit-oriented development and increase access to local amenities.

The project leverages existing and planned infrastructure, including Station 73, existing transit routes, the planned TH 55 all day service trial by MetroTransit, TH55 BRT service being studied, programmed MnDOT resurfacing of TH 55, the Luce Line Regional trail, and the planned Eagle Lake and Bryant Lake Regional Trail.

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

Measure C: Affordable Housing Access

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

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

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

There are 260 publicly subsidized rental housing units in census tracts within ½ mile of the proposed project, including the following communities (see Affordable Housing map):

- Sun Valley Manufactured Housing Community - 62 sites (naturally-occurring)

- The Element, 11229 Highway 55 - 61 units, under construction, 100% workforce housing

- Bassett Creek Commons, 10505 8th Avenue N - senior and affordable, 46 units, HUD 202

- Stone Creek at Medicine Lake, 1020 Medicine Lake Dr W - 132 total units, 34 at 50% AMI

- The Axis, 350 Nathan Lane N - 157 total units, 16 at 60% AMI

- Willow Woods, 10850 South Shore Drive - 40 total units, 39 at 30% AMI

Response:

Three of these properties will be directly impacted by the proposed improvements:

- The Willow Woods Estates entrance is along an existing sidewalk gap on South Shore Drive. The proposed trail segment will create non-motorized access for residents and visitors.

- Sun Valley Manufactured Housing Community is

not currently served by any bicycle or pedestrian infrastructure. The proposed trail segment between 10th Avenue North and TH 55 will connect this community to the bicycle and pedestrian network.

- Basset Creek Commons provides senior and affordable housing. The project will connect to existing trails on Revere Lane and 10th Avenue North, providing continuous access to businesses and transit on TH 55, as well as opportunities for free, year-round recreation and exercise.

Many of these housing communities are on the north side of TH 55. The proposed trail underpass will connect them to amenities south of TH 55, including four schools (Beacon Heights, Wayzata East Middle School, Fourth Baptist School, and Herezig University), LaCompte Playfield, three places of worship, and social services for senior citizens at GoldenCare and Senior Community Service. The infrastructure improvement will increase the sense of place and community connections, critical to residents' health and wellbeing. In addition to improving quality of life, the trail connections provide all the health benefits associated with active transportation, including cardiovascular fitness and improved mental health.

The project will also connect these equity populations to jobs, health care, and schools outside their neighborhood via the Station 73 transit lines and regional trail connections via the Luce Line Regional Trail. Car ownership is often considered a barrier to economic opportunities. This project's safe, off-road connections to trails and transit gives people with lower incomes the option to live in Plymouth and enjoy its natural areas and amenities, with or without access to a

vehicle.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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.

1649801336314_Station73_Equity.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 proposed project will accomplish the following:

- Improve safety by crossing two significant physical barriers
- Close multiple existing gaps in bicycle and pedestrian facilities, including a Tier 1 RBTN Corridor segment identified in the Eagle Lake and Bryant Lake Trails Master Plan
- Connecting the project area to Tier 1 RBTN alignments on the Luce Line Regional Trail and Old County Road 15.

Crossing a physical barrier

- TH 55 is a Tier 1 Expressway, and the Union Pacific Railroad separates the project area from the Luce Line Regional Trail.

Response:

Closing gaps

- A 2012 vehicle-pedestrian collision at South Shore Drive and 10th Avenue N resulted in injury to the pedestrian. The existing trail on 10th Avenue N ends abruptly. The proposed project extends this trail segment and adds a trail segment to TH 55, and an improved crossing connects to the proposed north-south segment on South Shore Drive, which fills an existing sidewalk gap with a dedicated trail facility.
- These combined improvements create a direct off-road route between the Luce Line Regional Trail and TH 55 / Station 73.
- The Station 73 Transit Station currently lacks

sidewalk, trail connections, and crosswalks. The proposed project creates direct, off-road access to the station.

- The businesses along TH 55 currently have no bicycle or pedestrian access. The proposed trail segments and bus stops on both sides of TH 55 will improve bicycle, pedestrian, and transit access; in line with the Station 73 Small Area Plan and transit-oriented development best practices.

Improving connections

- The project also includes an improved crossing of the Union Pacific Railroad, allowing users safe and direct access to the Luce Line Regional Trail, which travels east to Golden Valley and connects directly to the Minneapolis trail network via Theodore Wirth Parkway. The proposed off-road facility is safer and more welcoming to less experienced cyclists.

- The Luce Line Regional Trail is an integral part of the regional trail network, with links to Lake Independence Regional Trail, Medicine Lake Regional Trail, and Luce Line State Trail. The proposed project increases access to the regional trail network and related professional and recreational opportunities.

- South of TH 55, the project connects to the future Eagle Lake and Bryant Lake Regional trail on Old County Road 15. The planned regional trail will span 17 miles and carry users to Maple Grove, Minnetonka, and Eden Prairie.

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 proposed project includes three new trail alignments that will protect pedestrians, cyclists and transit users from vehicular traffic:

- Along and under TH 55
- Between TH 55 and 10th Avenue North
- Along South Shore Drive

TH 55

TH 55 is an Expressway Barrier and the TH 55 and South Shore Drive / CSAH 73 intersection is a Tier 1 Expressway Barrier Crossing Area. To access the transit station or other amenities along TH 55, cyclists and pedestrians must risk crossing a high volume (34,000 vehicles), high speed (55 mph) roadway. In 2012, a driver at this intersection hit the bicycle of an eleven-year-old, which reinforces the need for crossing improvements.

Response:

Community engagement for both Eagle Lake Regional Trail and the Station 73 Station Area Plan revealed significant concerns about this crossing. One resident remarked, "I've seen many people try to walk/bike across [TH] 55 after using the bus and it always seems very dangerous with the increased traffic and people running the light." MnCMAT crash data for the project alignment supports their safety concerns with 17 vehicle-only crashes in the project area between 2019 to 2021. The majority centered around the TH 55 and South Shore Drive/CSAH 73 intersection with two minor injuries and three possible injuries.

Pedestrian and bicycle safety will be improved by providing an enhanced at-grade crossing at the TH

55 and South Shore Drive intersection, and a grade-separated trail underpass providing access to east and west-bound bus stops and the Station 73 transit station. This will protect trail users of all ages and abilities as they cross the major barrier of TH 55. In addition, new trails on both sides of TH 55 will link trail users to Station 73 and to Plymouth Metrolink bus stops. A wide planted boulevard will protect cyclists, pedestrians, and transit users from motorized traffic.

Between TH 55 and 10th Avenue North

In addition to crossing this Tier I barrier, the project will implement pedestrian and bicycle infrastructure, closing gaps in response to the community's desire for improved connectivity. The proposed facilities will accommodate increased non-motorized traffic from the planned BRT route, supporting transit-oriented station area development.

Along South Shore Drive

A proposed 10-foot off-road multi-use trail connecting the Luce Line Regional Trail to Station 73 will provide a consistent facility that will separate cyclists and pedestrians from vehicular traffic. This off-road alignment with improved crossings will reduce potential conflicts between trail users and vehicles.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed trail and station area improvement project will provide a multimodal facility that safely integrates all modes of transportation. The project area is currently challenged with a high-volume, high speed major roadway facility adjacent to the Station 73 transit station. There is a lack of transit and pedestrian connections. The new 10-foot multiuse trails will connect pedestrian users to amenities within their neighborhood and link to regional trail and transit networks.

Pedestrians will benefit as multiuse trails fill gaps throughout the project area, including protected off-road segments along South Shore Drive, 10th Avenue N, and TH 55. All new trail crossings will construct pedestrian ramps at all intersections. By connecting to existing trails and green spaces, the new off-road route will provide an improved protected, parklike experience.

Response:

The project will safely connect cyclists and pedestrians to Station 73 Transit Center. The center includes parking for 288 vehicles and covered lockers for bicycle storage. It is currently served by Metrolink Routes 747 (reverse commute express route from downtown Minneapolis), 777 (express route to downtown Minneapolis), 774 and 795 (express routes to University of Minnesota and downtown Minneapolis).

A BRT route along TH 55 that is currently being studied includes a stop at Station 73, expanding rider options from express commuting routes to all-day transit service. A planned limited stop demonstration route is programmed to begin this service in 2025. Riders will board at the two transit stops included as part of the project layout. The entire proposed project alignment is within a 15-minute walkshed of Station 73. The proposed facilities will increase and improve the ridership

service area by enabling "last mile" trips by bike or on foot.

By linking directly to the Luce Line Regional Trail, the project connects employees and residents of the project area to hundreds of miles of regional and local trails. Bicyclists exiting the Luce Line to reach destinations in the project area will benefit from an off-road trail serving all users and abilities.

The project promotes active transportation and encourages residents and employees to test out new ways of reaching jobs, schools, and other destinations. By supporting walking, cycling, and transit, the project will decrease traffic congestion, accidents, and air pollution.

(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 City is writing a Station 73 Small Area Plan, which includes all elements of the proposed project. In September 2021, the City invited residents, businesses, property owners invited to share input via project website. They received 2,290 total site visits from 608 unique stakeholders, 96 map comments (via Social Pinpoint), and 28 survey responses. Stakeholders expressed overall support for bicycle and pedestrian infrastructure, connectivity, and community amenities (especially parks, green space, and nature areas). Many residents mentioned safety concerns for cyclists and pedestrians crossing TH 55, especially people coming and going from the Station 73 transit station. They also noted safety concerns around CR 73 & Hwy 55, CR 73 & Old Hwy 15, CR 73 & Sunset Trail, 10th Ave N & Hwy 55 Frontage Road.

Response:

In November and December 2021, the City discussed concept alternatives with stakeholders including Three Rivers Park District, Bassett Creek Watershed Management Organization, Plymouth Metrolink, and Hennepin County. They are working with United Pacific Railroad to refine plans for the trail crossing at South Shore Drive, which was approved as part of the Luce Line Regional Trail.

The City also completed online engagement for MnDOT's planned 2024 pavement preservation project to understand concerns while MnDOT was scoping the project. Safety crossing the roadway and access were common themes in this engagement.

Three Rivers Park District has been closely involved in the project's planning and design. The proposed Luce Line Trail connection was identified in the West Metro Regional Trails study, which

included extensive engagement. From 2017-18, the Three Rivers Park District hosted 12 in-person events resulting in 360 participant comments. An online survey and interactive mapping gathered 350 comments, with 2,000 unique visits to the project website. Overall, an estimated 700 members of the public participated, voicing desire for connectivity and improved bicycle and pedestrian facilities. In fall 2018, the park district refined each route through a series of Project Management Team workshops with stakeholder agencies.

From June 2020 to April 2021, the Park District conducted engagement to finalize a route for Eagle Lake Regional Trail, as represented in the proposed Station 73 project layout. 17 public comments on the project website emphasized the need for an improved trail crossing of TH 55. An interactive online map received 73 comments from October 2020 to January 2021. The district mailed 700 postcards to residents within 1.5 miles of the proposed trail alignment and hosted four virtual open houses, one specifically for residents of County Road 73 and South Shore Drive. They also performed targeted outreach to Latinx and senior trail users.

(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. Yes

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649802248163_Station73_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

1649802248154_TLL-04-23-98--Trailway Easement Agreement - Union Pacific Railroad.pdf

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): \$9,494,800.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$9,494,800.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

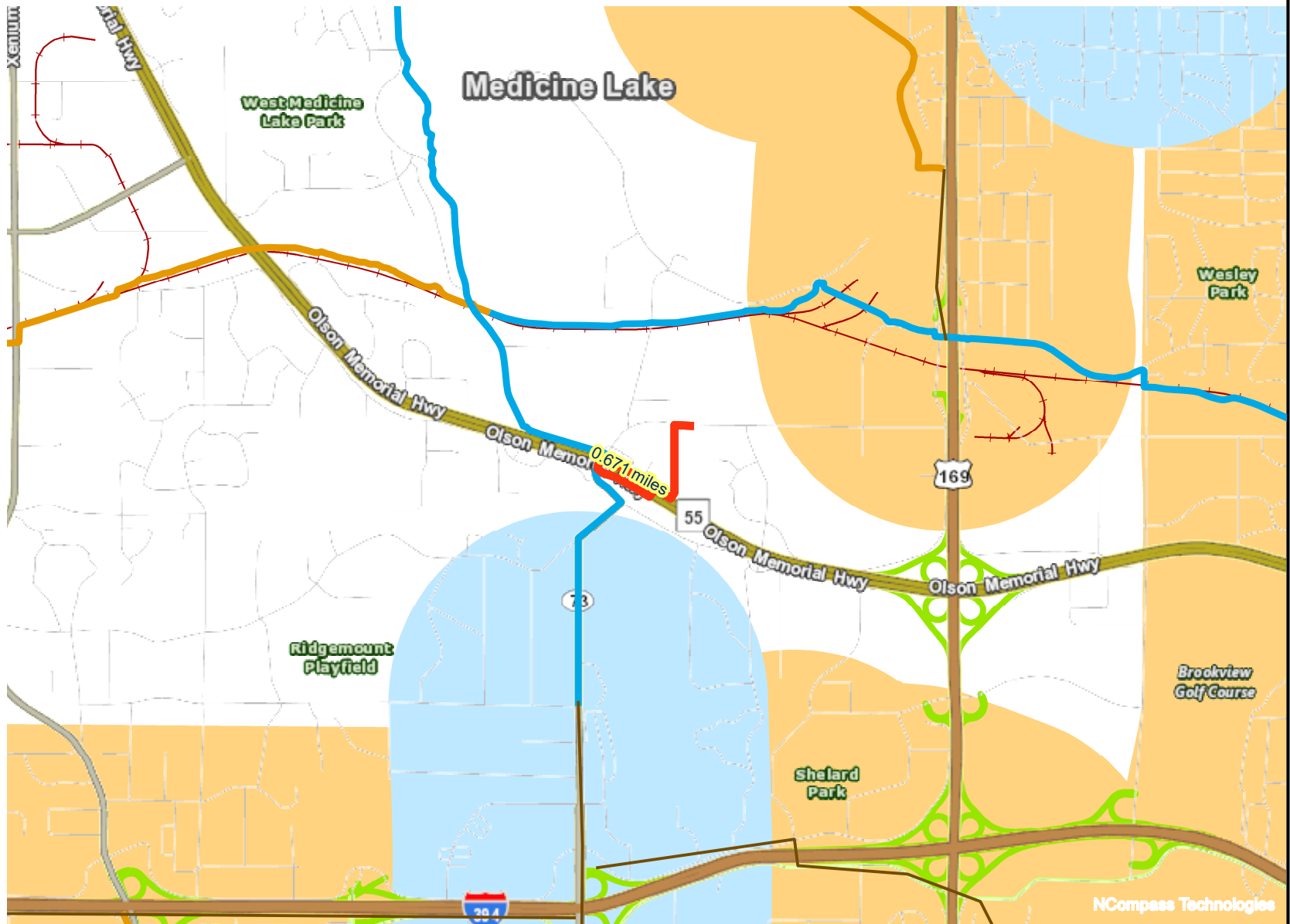
File Name	Description	File Size
City Council Resolution - Regional Solicitation.pdf	City Council Resolution	168 KB
Reg Sol 2022 Support Letter GV.pdf	City of Golden Valley Letter of Support	128 KB
Reg Sol 2022 Support Letter TRPD.pdf	TRPD Letter of Support and Year-Round Maintenance	101 KB
Station73EquityMaps220412.pdf	Equity Populations and Affordable Housing Maps	462 KB
Station73_Equity.pdf	Socio-Economic Conditions Maps	8.2 MB
Station73_Layout.pdf	Project Map / Layout	1.1 MB
Station73_Population.pdf	Population Maps	10.6 MB
Station73_RBTN.pdf	RBTN Maps	8.4 MB
Station73_Summary.pdf	Project Summary	2.0 MB
Station73_Transit.pdf	Transit Connections Maps	5.5 MB

Project to RBTN Orientation

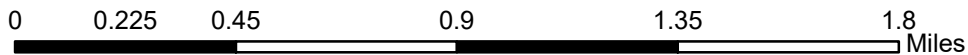
Multiuse Trails and Bicycle Facilities Project: Station 73 - South Segment | Map ID: 1647022469241

Results

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



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



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LandscapeRSA6



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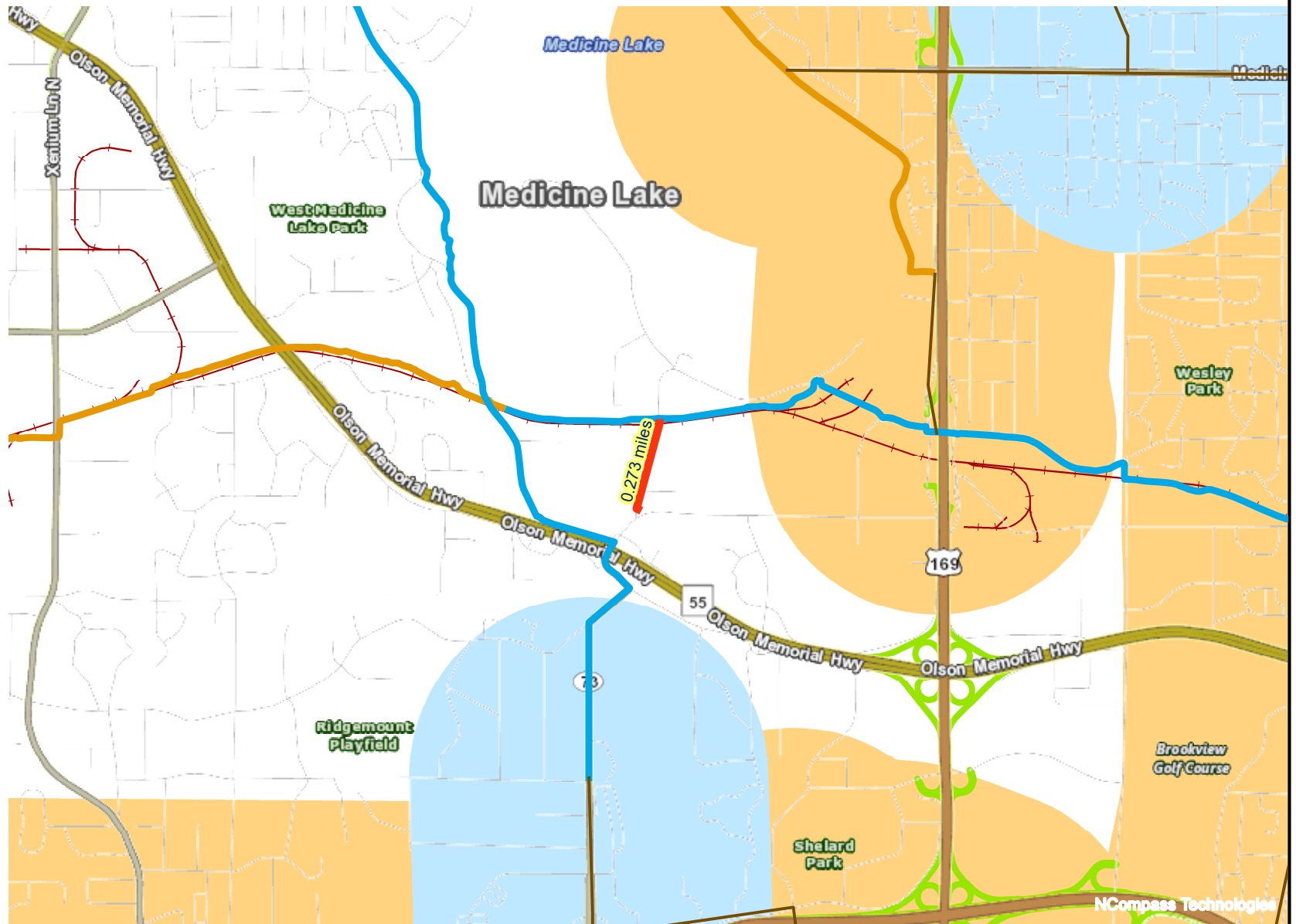
NCompass Technologies

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Station 73 - North Segment | Map ID: 1647021706988

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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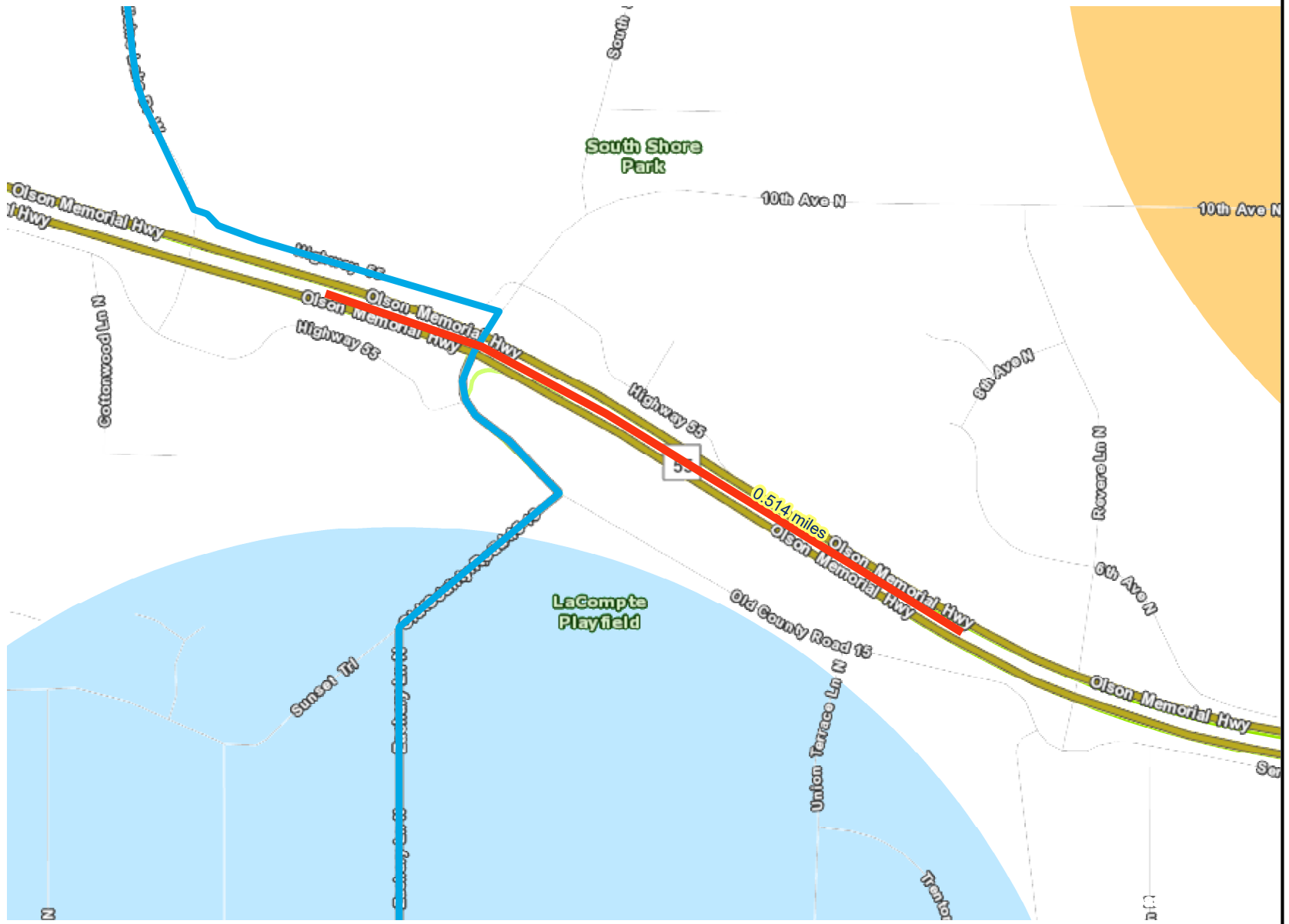


Project to RBTN Orientation

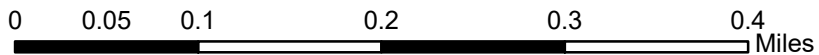
Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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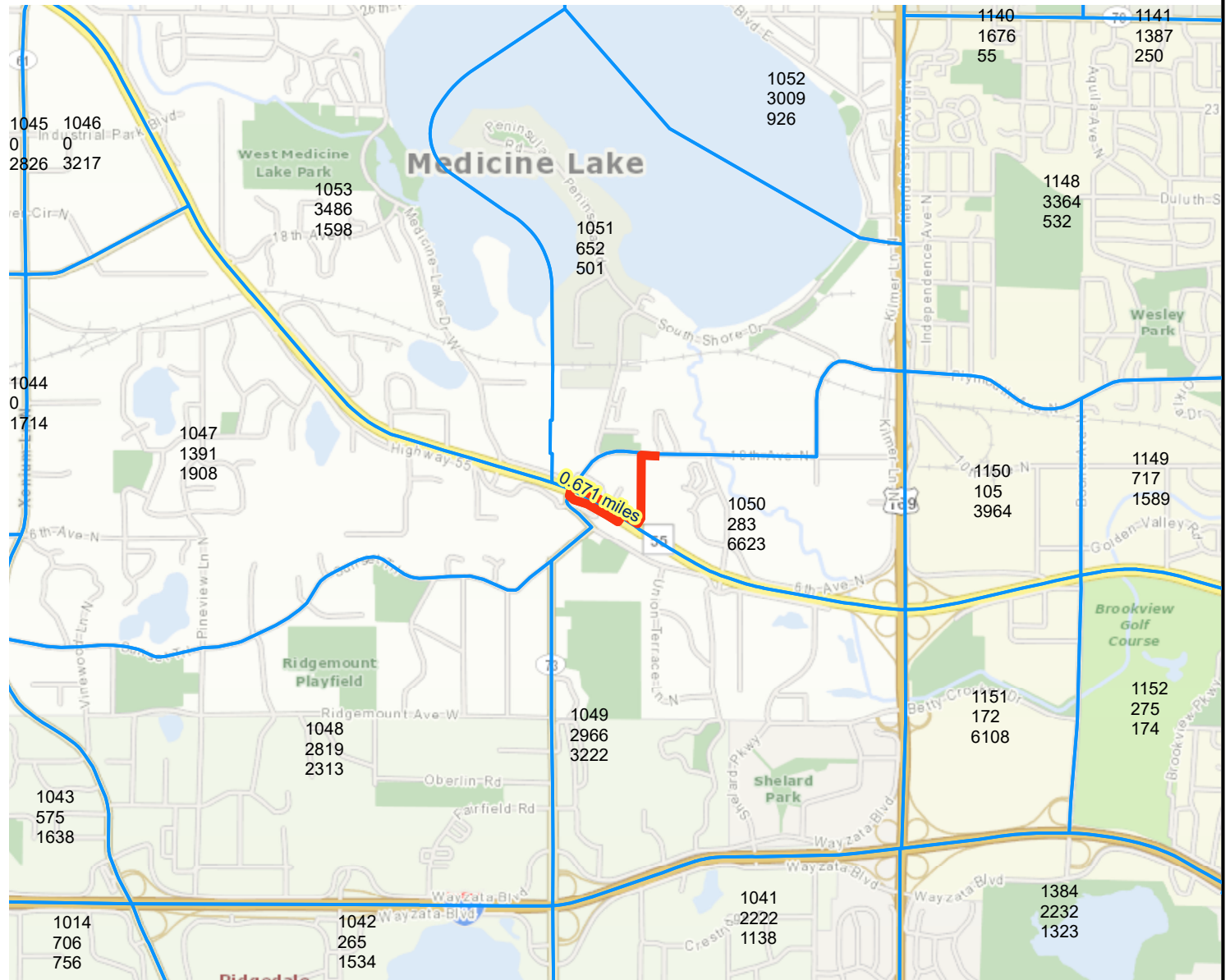


Population/Employment Summary

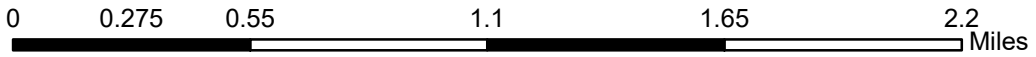
Multiuse Trails and Bicycle Facilities Project: Station 73 - South Segment | Map ID: 1647022469241

Results

Within ONE Mile of project:
 Total Population: 20469
 Total Employment: 28833



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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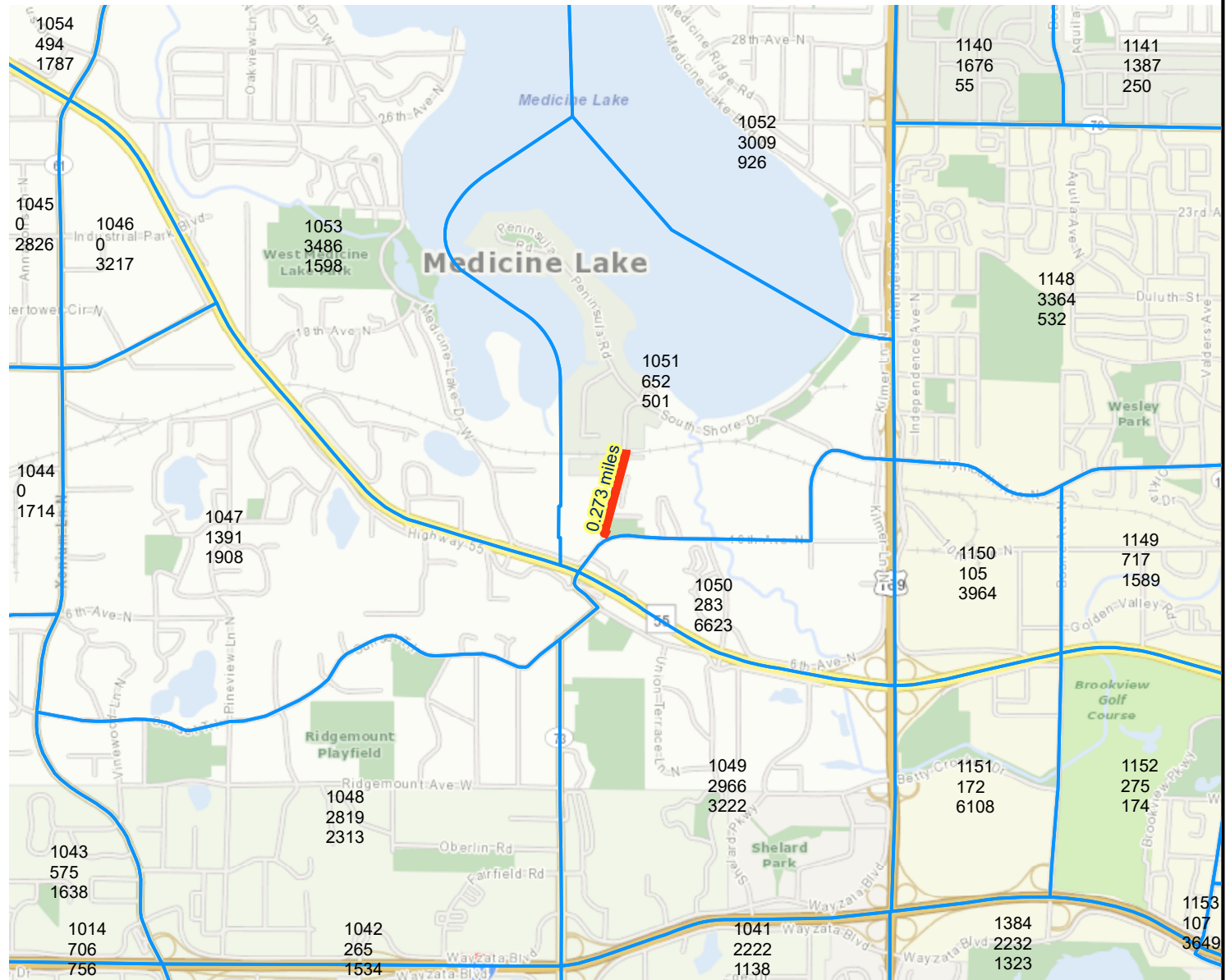


Population/Employment Summary

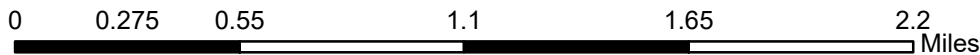
Multiuse Trails and Bicycle Facilities Project: Station 73 - North Segment | Map ID: 1647021706988

Results

Within ONE Mile of project:
 Total Population: 18247
 Total Employment: 27695



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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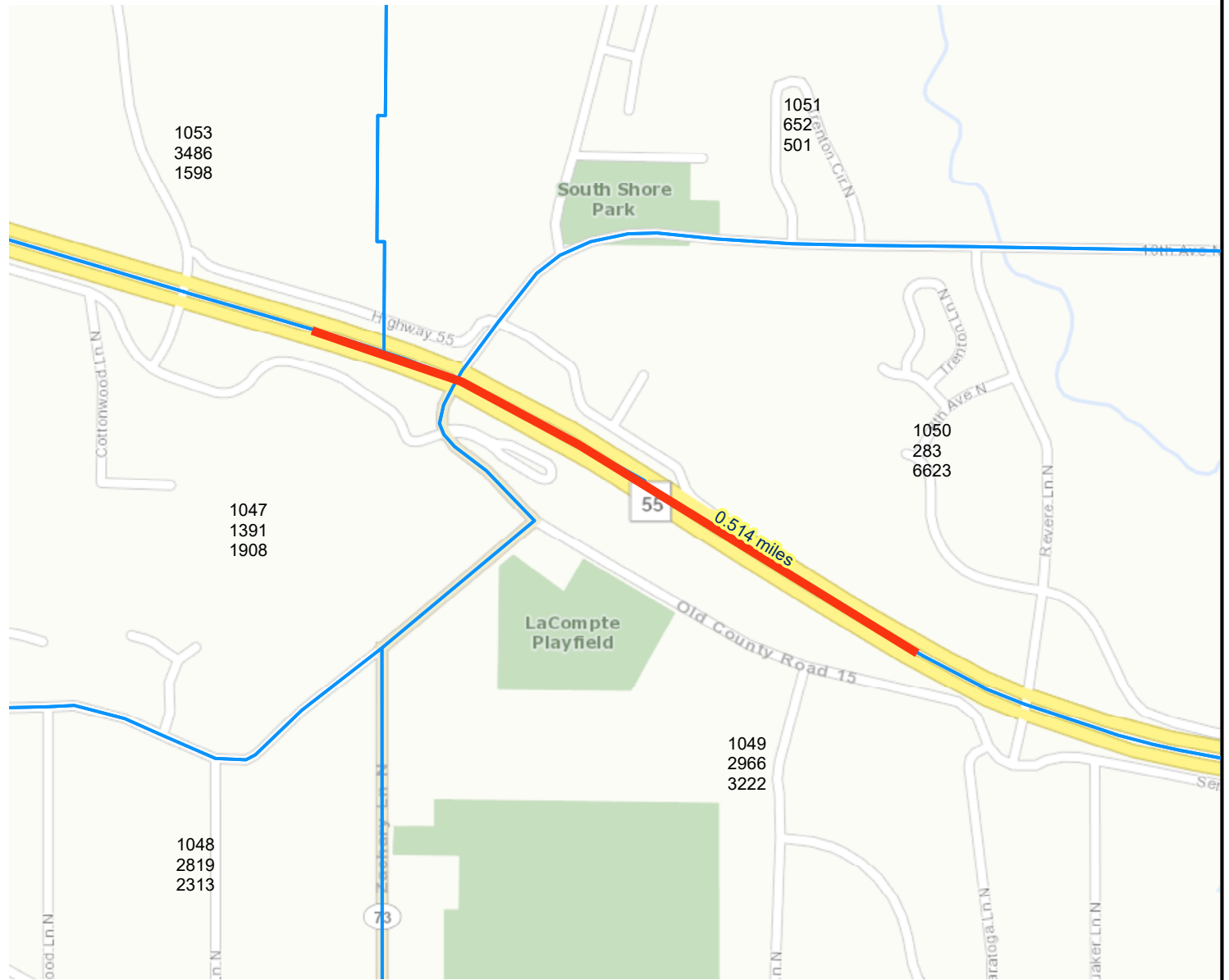





Population/Employment Summary

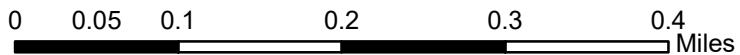
Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241

Results

Within ONE Mile of project:
 Total Population: 19692
 Total Employment: 29230



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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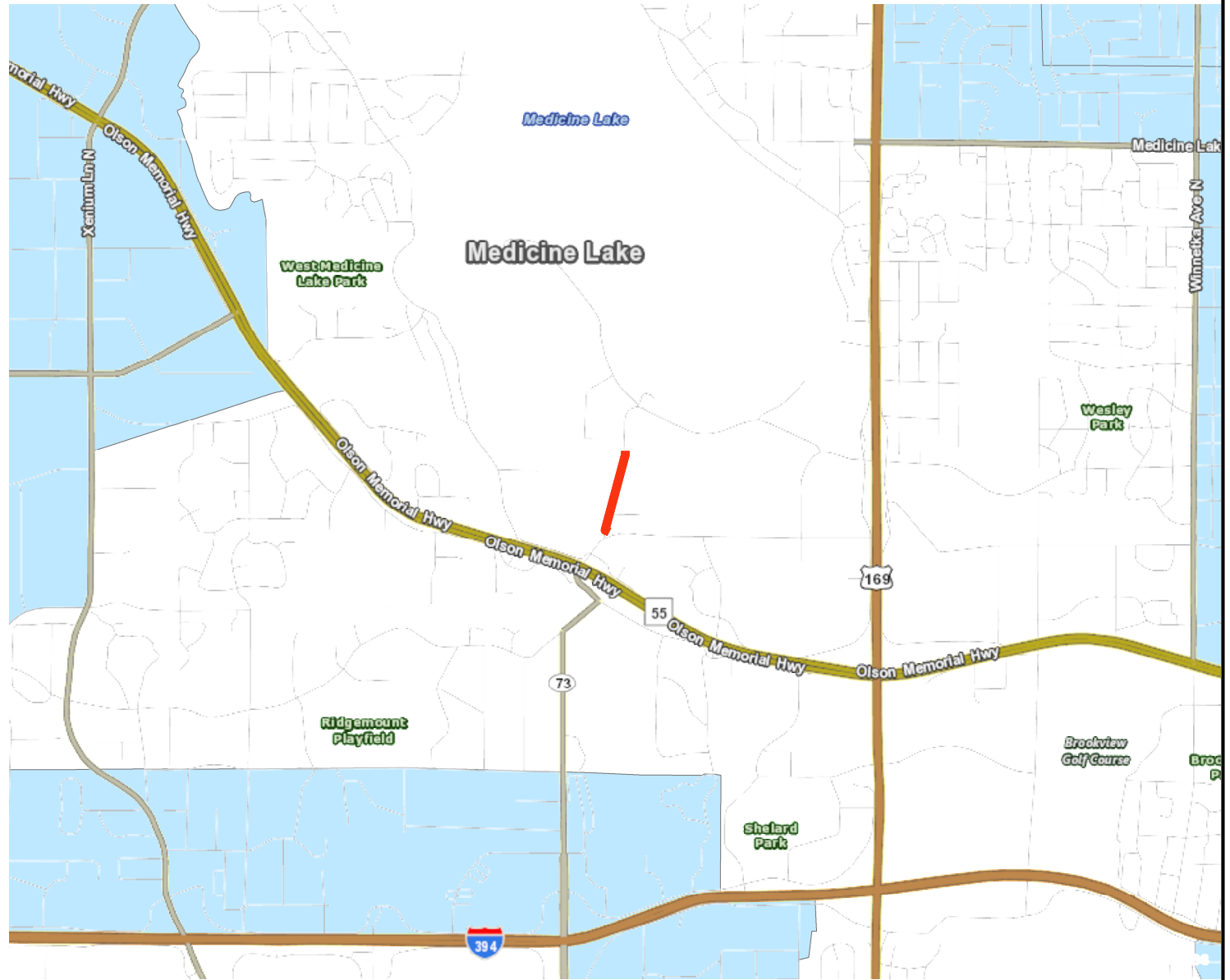


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 261

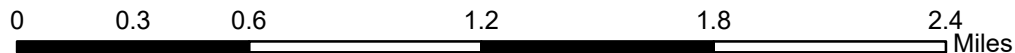
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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LandscapeRSA2



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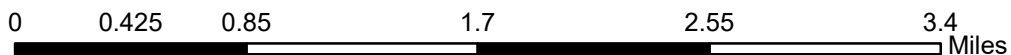
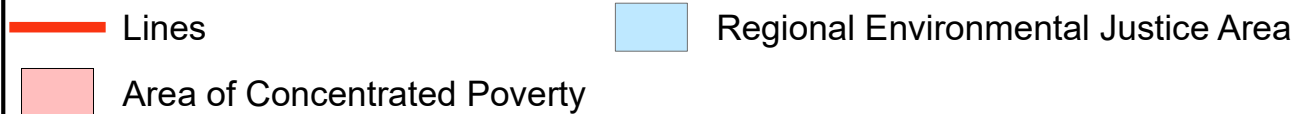
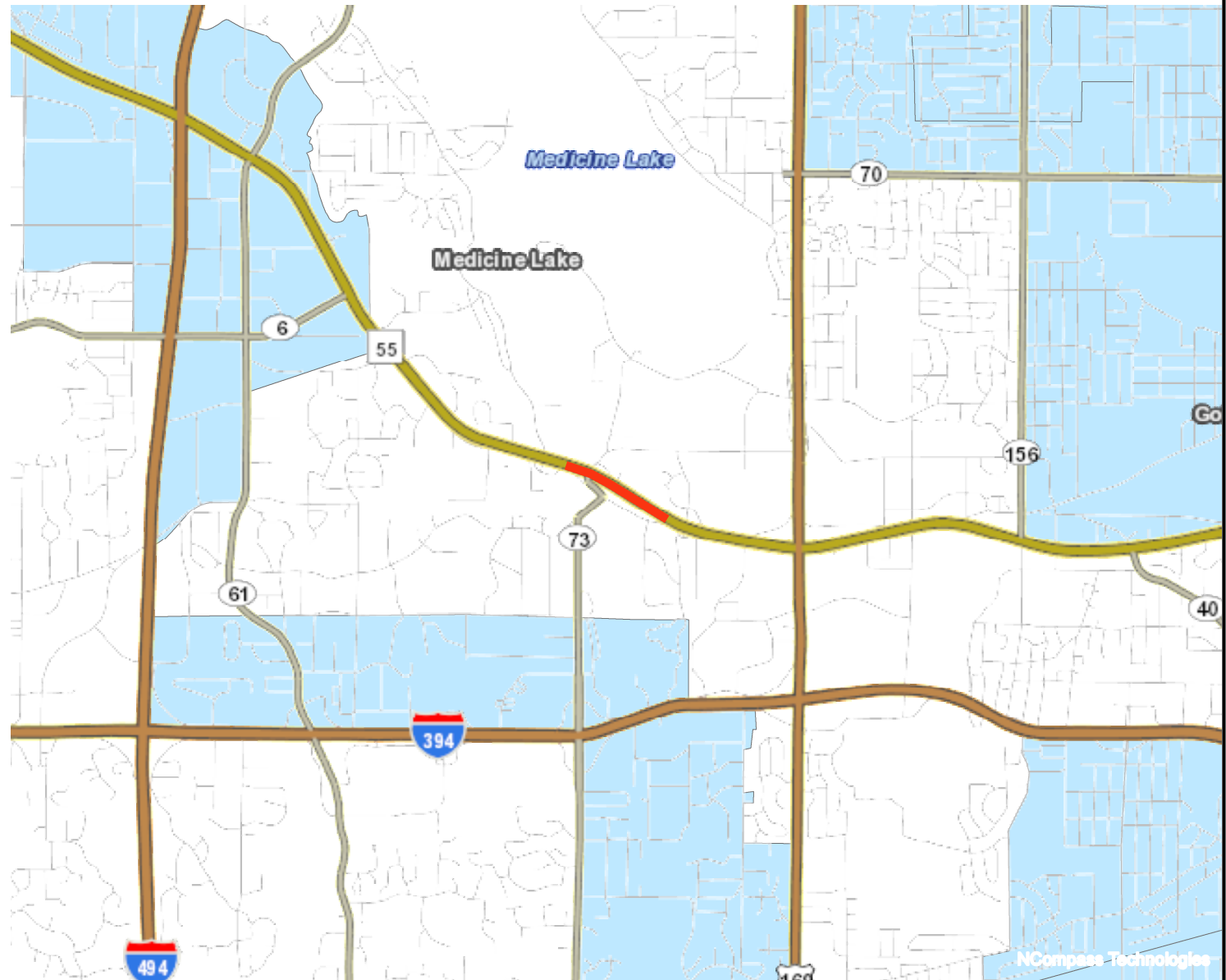
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 474

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

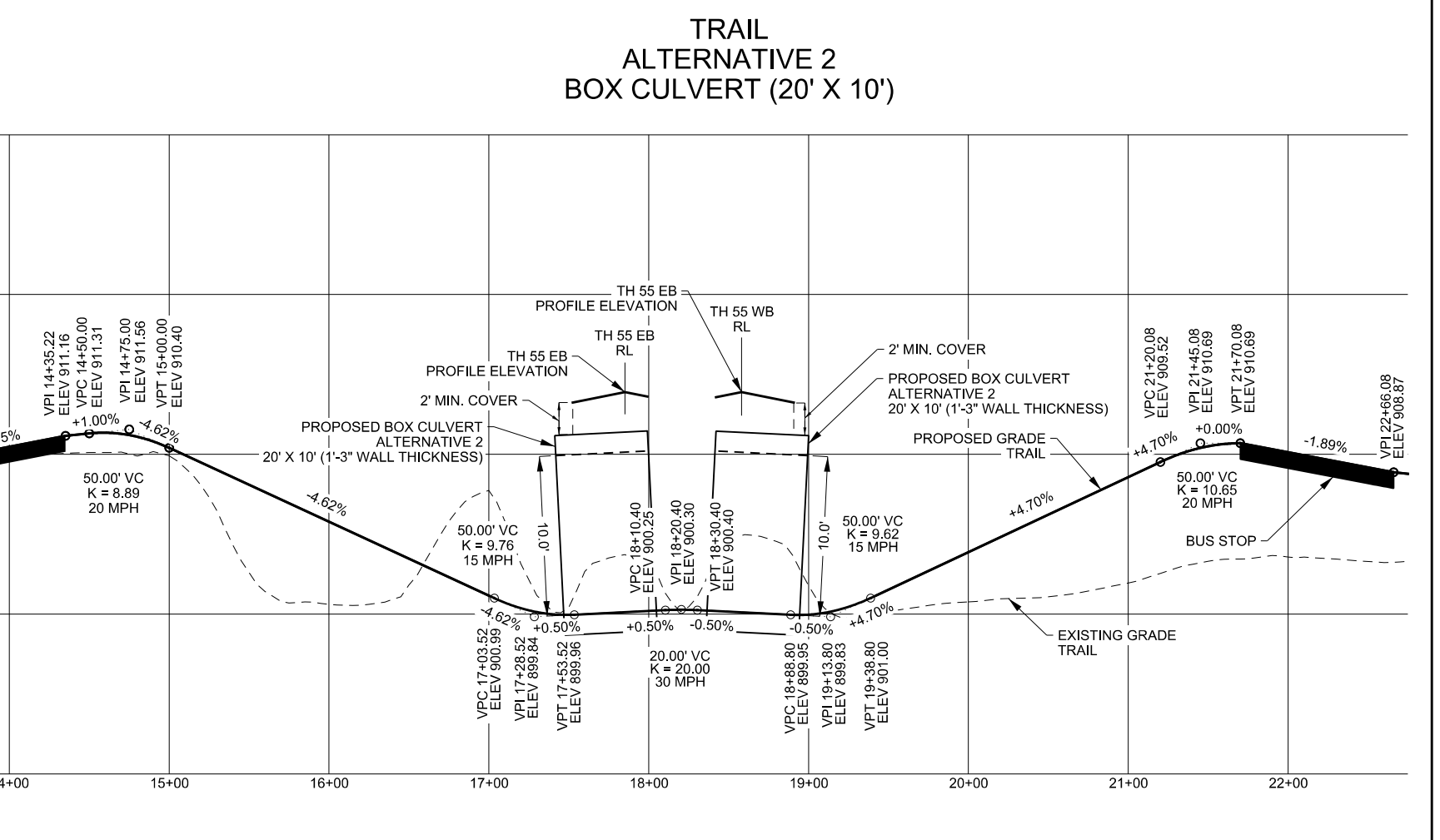
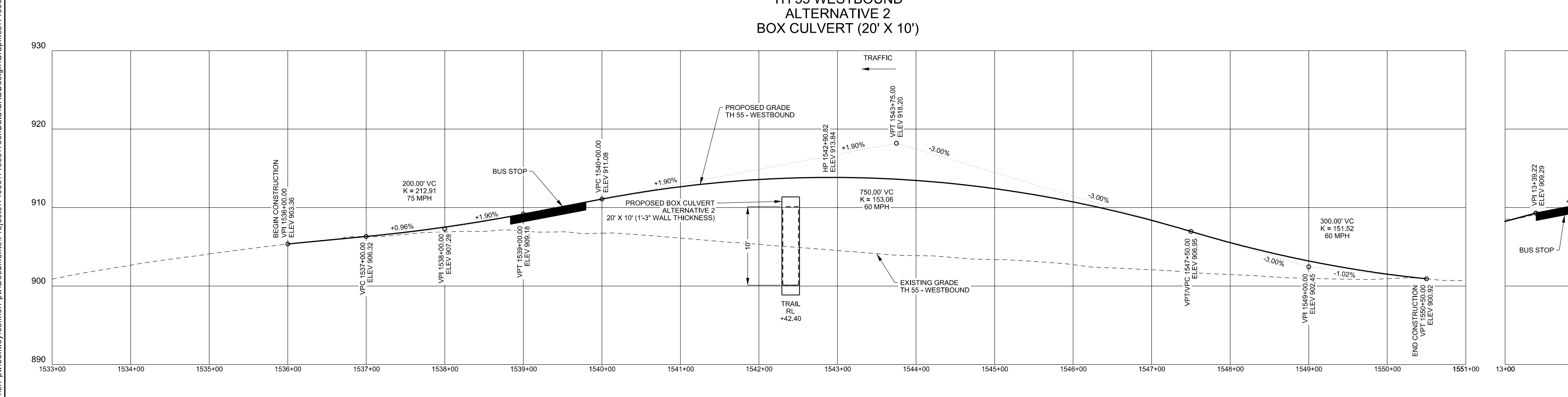
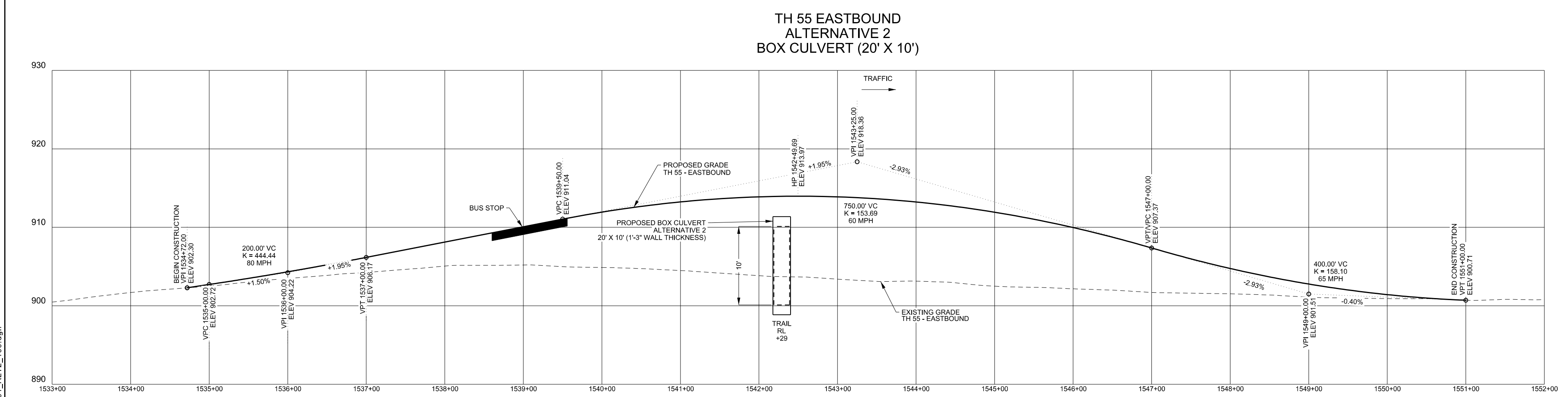
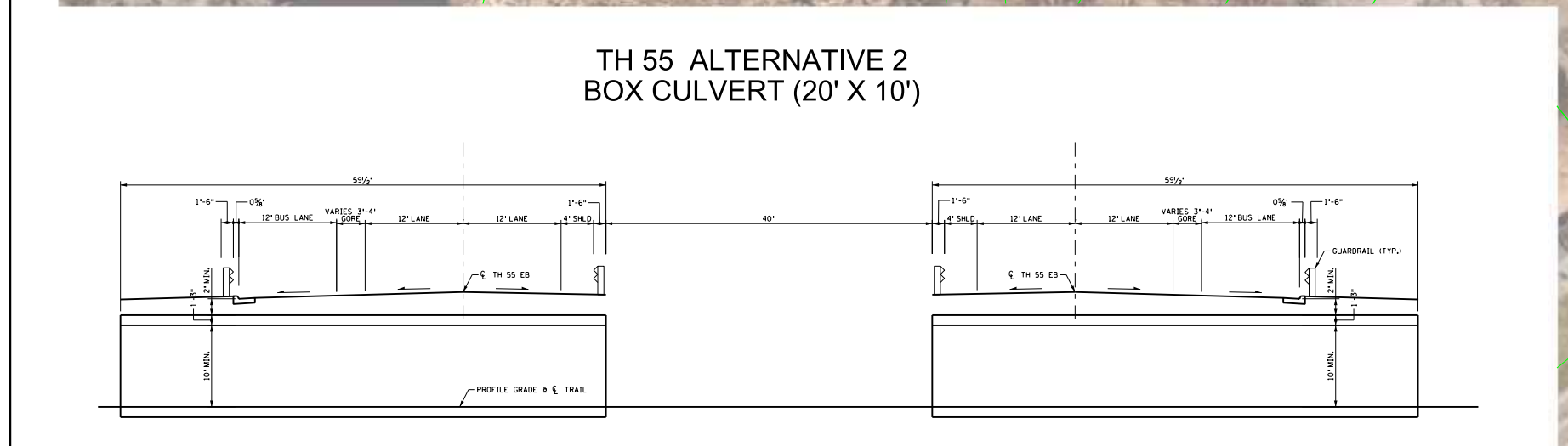
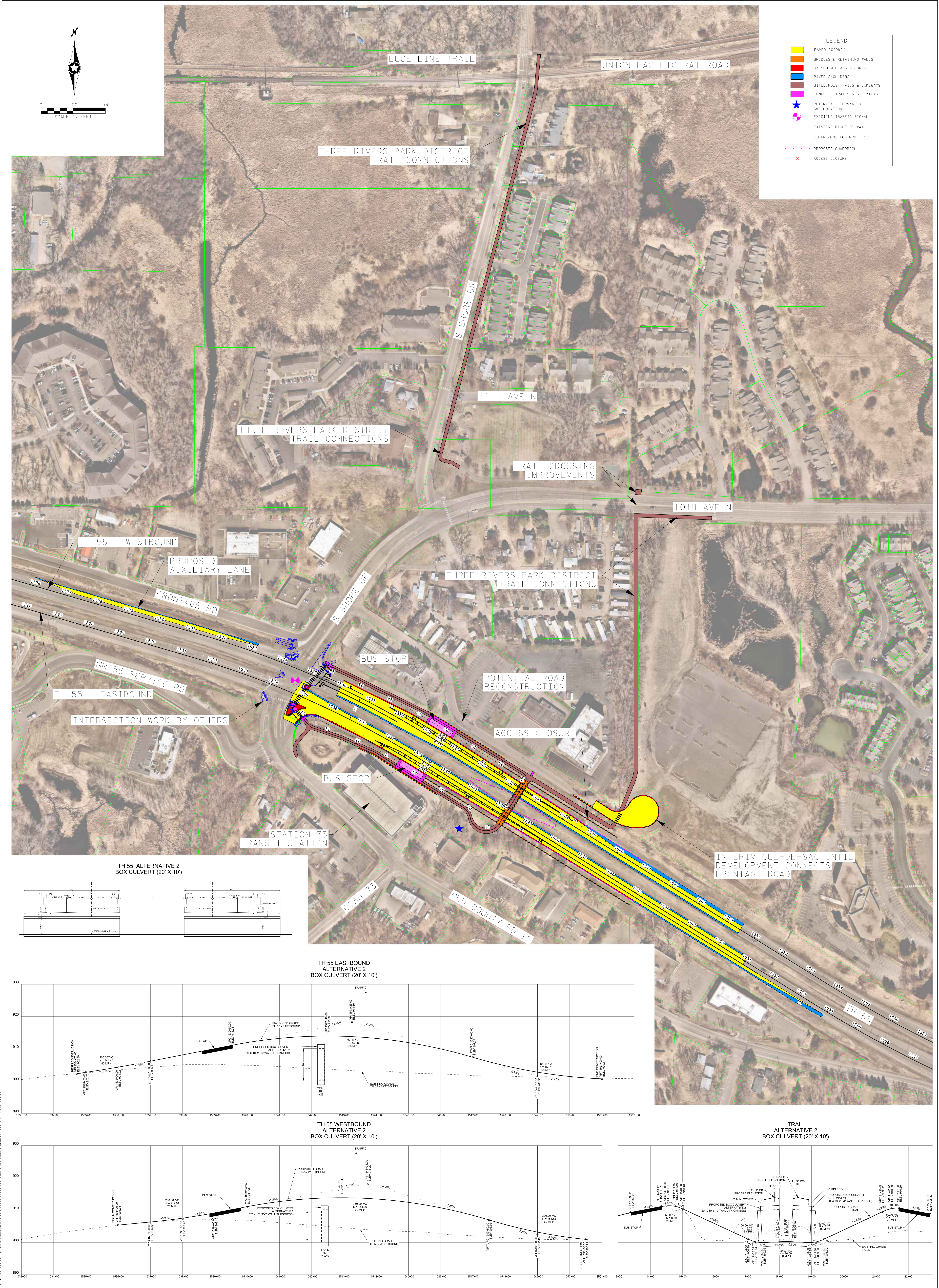


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6909881

OFFICE OF COUNTY RECORDER
HENNEPIN COUNTY, MINNESOTA

CERTIFIED FILED AND OR
RECORDED BY

98 JUN -8 AM 9: 54

6909881

AS DOCUMENT
A.C. [Signature]

[Signature]

TRANSFER ENTERED
HENNEPIN COUNTY TAXPAYER SERVICES

KMS

MAY 29 1998

HENNEPIN COUNTY MINN.
BY [Signature] DEPUTY

0 JUN 98 9:51 6909881
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0 JUN 98 9:51 6909881
S&D SER 44 20
DCC REC 44 20

TRAILWAY EASEMENT AGREEMENT

This TRAILWAY EASEMENT AGREEMENT ("Agreement") is made and entered into this 23rd day of April, 1998, by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation, ("Grantor"), whose address is 1416 Dodge Street, Omaha, Nebraska 68179, and SUBURBAN HENNEPIN REGIONAL PARK DISTRICT, a public corporation and political subdivision of the State of Minnesota ("Grantee"), whose address is 12615 County Road 9, Plymouth, Minnesota 55441-1248.

PRELIMINARY RECITALS

- A. Grantor has an interest in a railroad right of way extending from the East line of Interstate Highway No. 494 in the Northwest Quarter of the Northwest Quarter of Section 34, Township 188 North, Range 22 West, Easterly to the East line of Southwest Quarter of the Northeast Quarter of Section 19, Township 29 North, Range 24 West, in the County of Hennepin, State of Minnesota, (the "Right-of-Way") and on which Grantor operates a main track railroad and certain spur tracks (the "Railroad Track").
- B. Grantee has requested and Grantor has agreed to grant an easement for the construction, use, operation and maintenance of a trailway upon certain portions of the Right-of-Way for pedestrian, bicycle and other non-motorized vehicle purposes ("Trailway Easement").
- C. The parties hereto acknowledge that Grantee exercised its power of condemnation with respect to the property described in Exhibit A, attached hereto (the "Easement Area") and, on April 8, 1996, the Honorable Philip D. Bush, Judge of Hennepin County District Court, granted its condemnation petition. In lieu of completion of the damages phase of the condemnation proceeding, and in order to set forth the terms and conditions of the Trailway Easement, the parties are entering into this Agreement.

NOW, THEREFORE, in consideration of the above recitals, the sum of Five Hundred Thousand Dollars and no cents (\$500,000.00) ("Purchase Price") and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee agree as follows:

MAIL
J.R. Brauchle
Interchange South
SE 110
400 South Hwy 169
Plymouth, MN

1. **Grant of Easement:** Subject to the provisions herein stated, Grantor grants to Grantee a perpetual, permanent, irrevocable, non-exclusive easement over, upon and across the Easement Area for the purposes of constructing, operating, reconstructing, repairing, replacing, enlarging, inspecting and maintaining a trailway for use by pedestrians and non-motorized vehicles (the "Trailway"). For purposes of this Agreement, the term "non-exclusive" means that the Easement Area may be used by the Grantee and the general public for the purposes described in this section, and by Grantor as defined in Sections 3 and 7 of this Agreement. Grantee may use motorized emergency, police and maintenance vehicles in the Easement Area.
2. **Title:** Grantor makes no warranties of title to any of said real estate. This grant of easement is subject to existing right-of-way for highways, roads, railroads, conduits, sewers, drains, water mains, gas lines, pipe lines, canals, laterals, ditches, transmission lines of others, telegraph and telephone lines and other utilities heretofore acquired across any part of the lands affected by this Agreement, whether or not of record, together with the right to enter upon said premises for the continued operation, maintenance and use of the same.
3. **Grade Crossings:** The Trailway shall cross over the main track and over any spur tracks anywhere on the Easement Area by means of grade crossings. Such grade crossings and any signals or warning devices which may be reasonably required by Grantor or any public authority shall be constructed and thereafter maintained by Grantor at Grantee's sole cost and expense and shall be of such design and of such materials as Grantor shall reasonably determine. Grantor reserves the right to construct and operate additional railroad tracks upon and across the Easement Area as required to serve new or existing customers or for any other purpose, and Grantor shall at Grantee's sole cost and expense construct and thereafter maintain such additional grade crossings and warning devices as may be reasonably required for such additional tracks. Grantee shall at Grantee's sole cost and expense modify the Trailway and shall lower or raise the grade thereof, if necessary to meet the grade of such additional tracks.
4. **Construction of the Trailway:** Grantee may commence, pursue and complete construction of the Trailway with contractors and agents chosen by Grantee at Grantee's sole cost and expense as and when and out of such materials determined by Grantee and pursuant to such plans, specifications and designs approved by Grantor, which approval will not be unreasonably withheld or delayed. Before performing any grading on the Easement Area and before raising or lowering the ground elevation of the Easement Area, Grantee shall submit to Grantor plans and specifications for such work and Grantee shall perform no such work until such plans and specifications have been approved by Grantor. Grantee shall be under no obligation to commence or complete the Trailway within any period of time.

Grantee shall be entitled to grade, landscape and surface the Easement Area, to construct on the Easement Area necessary signs, approach ramps, steps and other improvements and to raise or lower the ground elevation of the Easement Area for the purposes of constructing, using, operating, maintaining and repairing the Trailway, provided that the same does not interfere with Grantor's use of the Railroad Track or interfere with or obstruct the view of motorists or pedestrians crossing over the Right-of-Way.

5. **Drainage Structures and Other Improvements:** Grantor reserves the right to enter the Easement Area for the purpose of constructing, reconstructing, and maintaining its drainage structures and other structures and improvements on the Easement Area at Grantor's sole cost and expense. Grantee agrees that it will not impede the inlet or outlet at such drainage structures nor in any manner restrict drainage through them. Grantee shall not alter the surface waters to or from the remaining property of Grantor, its successors or assigns. If any change or extension of any such structures is required because of the Trailway, Grantor shall, at Grantee's sole cost and expense, construct and thereafter maintain such change or extension.
6. **Inconsistent Rights:** Grantor, for itself, its successors and assigns, hereby covenants that it will not construct nor grant others the right to construct any structures or improvements on the Easement Area which are inconsistent with the rights and interests herein granted to Grantee, but Grantor shall otherwise have the right to use the Easement Area and to grant to others such rights. Trackage constructed and operated over the Easement Area to provide service to new or existing customers or for any other purpose shall not be considered inconsistent with the rights and interests herein granted to Grantee. Grantee, for itself, its successors and assigns, hereby covenants that it will not construct or allow to be constructed any structures, improvements or lights on the Easement Area which would interfere with the operation of trains on the Railroad Track.
7. **Operation of Trailway.** Grantee and its agents and licensees shall have the sole and exclusive right and authority to operate and control the Trailway and to establish rules and regulations governing its use, including hours of operation and usage fees.
8. **Fencing:** Should the Grantee, in its sole discretion, deem fencing necessary between the Trailway Easement Area and the Railroad Track, Grantee shall erect and thereafter maintain, at Grantee's sole cost and expense, a six-foot chain link fence along the boundary lines of the Easement Area lying closest to the Railroad Track.

9. **Insurance:** In the event Grantee shall purchase general liability insurance for the Easement Area, Grantor shall be named as an additional insured on such policy.
10. **Assignment.** Grantee shall have no right to assign this Agreement without the prior written consent of Grantor and any purported assignment without such consent shall be of no force or effect.
11. **Easement Benefit.** This Trailway Easement shall be for the benefit of Grantee and its successors and assigns and shall run with the land and be binding upon Grantor and Grantor's successors and assigns.
12. **No Dedication.** Nothing contained in this Agreement will be deemed to constitute a gift, grant or dedication of any portion of the Easement Area to the general public, or for any public purposes whatsoever.
13. **Approvals.** Except in the case of Grantee requesting the consent of Grantor to assign this Agreement, when any approval by Grantee or Grantor is required or requested hereunder, such approval shall not be unreasonably withheld or delayed. If either party hereto disapproves any action proposed by another party hereto, the reasons for such disapproval shall be stated in writing.
14. **Notices.** All notices, statements, approvals and other communications given pursuant to this Agreement shall be in writing and shall be delivered in person or by certified or registered mail, postage prepaid, to the other party hereto at the address set forth herein or such other address as the other party hereto is informed in writing. With respect to Union Pacific Railroad Company, notice should be given to Union Pacific Railroad Company, Assistant Vice President Real Estate, 1416 Dodge Street, Omaha, Nebraska 68179. With respect to Suburban Hennepin Regional Park District, notice should be given to Suburban Hennepin Regional Park District, 12615 County Road 9, Plymouth, Minnesota 55441.
15. **Waivers.** No waiver of any default by any party hereto will be implied from the failure of such party to take any action with respect to such default. No express waiver of any default will affect any other default or extend any period of time for performance other than specified in such express waiver. One or more waivers of any default in performance of any provision of this Agreement will not be deemed a waiver of any subsequent default in the performance of the same provision or any other provision. The consent to or approval of any act or request by either party hereto will not be deemed to waive or render unnecessary the consent to or approval of any subsequent or similar act or request.
16. **Rights and Remedies Cumulative.** The rights and remedies provided by this Agreement are cumulative and no right or remedy at law or in equity which either

party hereto might otherwise have by virtue of a default under this Agreement nor the exercise of any such right or remedy by either party will impair such party's standing to exercise any other right or remedy.

17. **No Agency.** Nothing contained herein and no action by either party hereto will be deemed or construed by such parties or by any third person to create the relationship of principal and agent or a partnership or a joint venture or any other association between or among the parties hereto.
18. **Severability.** If any provision of this Agreement is to any extent declared by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement or the application of such provision to persons or circumstances other than those in respect of which the determination of invalidity or unenforceability was made will not be affected thereby and each provision of this Agreement will be valid and enforceable to the fullest extent permitted by law.
19. **Governing Laws.** This Agreement will be construed in accordance with the laws of the State of Minnesota.
20. **Time is of Essence.** Time is of essence under this Agreement.
21. In the event either party should bring an action to enforce the terms of this Agreement, the prevailing party shall be entitled to recover from the other all of the legal or other expenses of the prevailing party, including reasonable attorneys' fees, and to have the same awarded as a part of the judgment in the proceeding in which legal expenses and attorneys' fees were awarded.

IN WITNESS WHEREOF, Grantor and Grantee have entered into this agreement as of the date and year first above written.

**Union Pacific Railroad Company,
a Delaware Corporation**

By


R. D. Urich

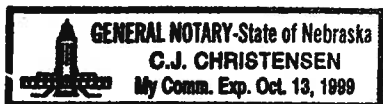
Its Assistant Vice President, Real Estate Division

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
) ss.
COUNTY OF DOUGLAS)

On, April 23, 1998, before me, a Notary Public in and for said County and State, personally appeared Mr. R.D. Uhrich, an Assistant Vice President of Union Pacific Railroad Company, a Delaware corporation, and that he acknowledged to me that he executed the above Trailway Easement Agreement on behalf of Union Pacific Railroad Company.

Witness my hand and official seal.



C.J. Christensen
Notary Public

**Suburban Hennepin Regional Park District,
a public corporation and political subdivision
Of the State of Minnesota**

By *David J. Dombrowski*
David J. Dombrowski
Its Chair

And

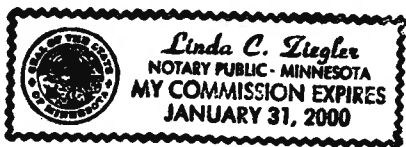
By *Douglas F. Bryant*
Douglas F. Bryant
Its Superintendent and Secretary to the Board

ACKNOWLEDGEMENT

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

On, April 23, 1998, before me, a Notary Public in and for said County and State, personally appeared Mr. David J. Dombrowski, the Chair, and Douglas F. Bryant, the Superintendent and Secretary to the Board, of Suburban Hennepin Regional Park District, a public corporation and political subdivision of the State of Minnesota, and that they acknowledged to me that they executed the above Trailway Easement Agreement on behalf of the corporation and political subdivision

Witness my hand and official seal.



Linda C. Diegler
Notary Public

Exhibit "A"

Parcel 1:

That part of the right of way of the Union Pacific Railroad Company in the North Half of the Northwest Quarter and the Northwest Quarter of the Northeast Quarter of Section 34, and in the Southeast Quarter of the Southwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 27, both in Township 118 North, Range 22 West, lying South of a line parallel to and 25 feet South of the center line of the main track of said company, as said main track is now located; lying East of the East right of way line of Interstate Highway No. 494; and lying West of a line drawn at right angles to said main track center line at a point thereon distant 1,333 feet Easterly, as measured along said center line, of the East line of Xenium Lane North, in Hennepin County, Minnesota.

Parcel 2: (Grade Crossing)

That part of the right of way of the Union Pacific Railroad Company in the Southwest Quarter of the Southeast Quarter of Section 27, Township 118 North, Range 22 West, bounded on the North and South by lines parallel to and 25 feet North and 25 feet South, respectively, of the center line of the main track of said company, as said main track is now located, and bounded on the West and East by lines drawn at right angles to said main track center line at points thereon distant, 1,183 feet Easterly and 1,333 feet Easterly, respectively, as measured along said center line, of the East line of Xenium Lane North, in Hennepin County, Minnesota.

Parcel 3:

That part of the right of way of the Union Pacific Railroad Company in the South Half of the Southeast Quarter of Section 27, and in the Southwest Quarter of the Southwest Quarter of Section 26, both in Township 118 North, Range 22 West, lying North of a line parallel to and 25 feet North of the center line of the main track of said company, as said main track is now located; lying East of a line drawn at right angles to said main track center line at a point thereon distant 1,183 feet Easterly, as measured along said center line, of the East line of Xenium Lane North; and lying West of the Northeasterly right of way line of State Highway No. 55, in Hennepin County, Minnesota.

Parcel 4:

That part of the right of way of the Union Pacific Railroad Company in the South Half of Section 26, Township 118 North, Range 22 West, lying North of a line parallel to and 25 feet North of the main track center line of said company, as said main track is now located; lying East of the Northeasterly right of way line of State Highway No. 55, in Hennepin County, Minnesota and lying West of a line drawn at right angles to said main track center line at a point thereon distant 1000 feet Easterly of the Northeasterly right of way line of State Highway No. 55 in Hennepin County, Minnesota, as measured along said center line.

Parcel 5:

That part of the right of way of the Union Pacific Railroad Company in the Southwest Quarter of the Southeast Quarter of Section 26, Township 118 North, Range 22 West, lying North of a line parallel to and 10 feet North of the center line of the main track of said company, as said main track is now located; lying East of a line drawn at right angles to said main track center line at a point thereon distant 500 feet Westerly, as measured along said center line, of the Westerly right of way line of Medicine Lake Drive West; and lying West of the Easterly right of way line of Medicine Lake Drive West, in Hennepin County, Minnesota.

Parcel 6:

That part of the right of way of the Union Pacific Railroad Company in the South Half of the Southeast Quarter of Section 26, in the South Half of the Southwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 25, and in the North Half of the Northeast Quarter of Section 36, all in Township 118 North, Range 22 West, lying North of a line parallel to and 25 feet North of the center line of the main track of said company, as said main track is now located; lying East of the Easterly right of way line of Medicine Lake Drive West; and lying West of the Easterly right of way line of Nathan Lane North, in Hennepin County, Minnesota.

Parcel 7:

That part of the right of way of the Union Pacific Railroad Company in the North Half of the Northeast Quarter of Section 31 and the Northwest Quarter of Section 32, both in Township 118 North, Range 21 West, lying South of a line parallel to and 25 feet south of the center line of the main track of said company, as said main track is now located; lying East of the Westerly right of way line of Boone Avenue North; and lying West of the Easterly right of way line of Pennsylvania Avenue North, in Hennepin County, Minnesota.

Parcel 8:

That part of the right of way of the Union Pacific Railroad Company in the South Half of the Northeast Quarter of Section 32 and the South Half of the Northwest Quarter of Section 33, both

in Township 118 North, Range 21 West and in the South Half of the Northwest Quarter of Section 19, Township 29 North, Range 24 West, lying South of a line parallel to and 25 feet South of the center line of the main track of said company, as said main track is now located; lying East of the Northwesterly right of way line of Golden Valley Road; and lying West of the Easterly right of way line of Ottawa Avenue, in Hennepin County, Minnesota.

Parcel 9: (Grade Crossing)

That part of the right of way of the Union Pacific Railroad Company in the Southeast Quarter of the Northwest Quarter of Section 19, Township 29 North, Range 24 West, bounded on the North and South by lines parallel to and 25 feet North and 25 feet South, respectively, of the center line of the main track of said company, as said main track is now located, and bounded on the West and East by the Westerly right of way line and the Easterly right of way line, respectively, of Ottawa Avenue, in Hennepin County, Minnesota.

Parcel 10:

That part of the right of way of the Union Pacific Railroad Company in the Southeast Quarter of the Northwest Quarter and the Southwest Quarter of the Northeast Quarter of Section 19, Township 29 North, Range 24 West, lying North of a line parallel to and 25 feet North of the center line of the main track of said company, as said main track is now located; lying East of the Westerly right of way line of Ottawa Avenue, in Hennepin County, Minnesota; and lying West of a line drawn at right angles to said main track center line at a point 850 feet Easterly, as measured along said center line, of the Easterly right of way line of Ottawa Avenue, in Hennepin County, Minnesota.

CITY OF PLYMOUTH

RESOLUTION No. 2022-078

RESOLUTION APPROVING 2022 REGIONAL SOLICITATION APPLICATION FOR FEDERAL MULTI-USE TRAIL AND BICYCLE FACILITIES GRANT

WHEREAS, the City of Plymouth supports the application made to the Metropolitan Council for the 2022 Federal Multi-use Trails and Bicycle Facilities Grant; and

WHEREAS, the application is to obtain funding for constructing a pedestrian and bicycle trail system, a Highway 55 pedestrian and bicycle underpass, and bus stop improvements along Highway 55; and

WHEREAS, the project supports the Plymouth Metrolink Station 73 Transit Facility in Plymouth, Minnesota; and

WHEREAS, the project supports the Three Rivers Park District regional trail system by completing a missing segment of regional trail in Plymouth; and

WHEREAS, the project supports the idea of regional cooperation between agencies as the project will be coordinated and in cooperation with MnDOT for a pavement improvement project on Highway 55; and

WHEREAS, the pedestrian and bicycle multi-use trail system improvements are identified in the Three River's Park District Eagle Lake to Bryant Lake Regional Trails Master Plan dated December 2021; and

WHEREAS, the Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project is in the City's Capital Improvement Plan for construction in 2023; and

WHEREAS, the City of Plymouth understands that the awarded funds may not be available at the start of construction in 2023; and

WHEREAS, the City of Plymouth recognizes a 20 percent local match is required.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that if the City of Plymouth is awarded a grant by the Metropolitan Council, the City agrees to accept the award and may enter into an agreement with the Metropolitan Council for the above referenced project and that the City of Plymouth will comply with all applicable laws, requirements, and regulations as stated in the grant agreement.

APPROVED by the City Council on this 8th day of March, 2022.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on March 8, 2022, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this 9 day of March, 2022



Jodi M. Gallup, City Clerk



7800 Golden Valley Road
Golden Valley, MN 55427

March 11, 2022

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

RE: Letter of Support for the 2022 Regional Solicitation Grant Application: Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project. (Plymouth, MN)

Dear Ms. Koutsoukos,

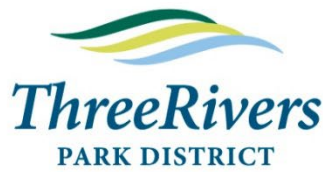
The City of Golden Valley supports City of Plymouth's 2022 Regional Solicitation federal transportation request for the Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project. We understand the project will provide a multiuse regional trail along South Shore Drive, 10th Avenue North, and independent alignment between the Luce Line Regional Trail and Highway 5. Improvements also include a pedestrian underpass of Highway 55 and connections to the Station 73 Transit Center.

The project is consistent with the Three Rivers Park District Eagle Lake and Bryant Lake Regional Trails Master Plan and the City of Plymouth County Road 73 Small Area Study. This project will significantly improve multi-modal access to and from employment areas, parks and other regional trails, single and multi-family housing, and places of commerce and assembly, as well as improve access to both existing and future transit opportunities along the corridor. As a regional partner in improving mobility and transit along Highway 55, the City of Golden Valley is supportive of this application and request that you give this grant application your full consideration and support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marc Nevinski".

Marc Nevinski
Physical Development Director



March 3, 2022

**Three Rivers
Park District
Board of
Commissioners**

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

Marge Beard
District 1

RE: Letter of Support: 2022 Regional Solicitation Grant Application
**Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project
(Plymouth, MN)**

Dear Ms. Koutsoukos,

Jennifer DeJournett
District 2

Three Rivers Park District fully supports the City of Plymouth's 2022 Regional Solicitation federal transportation request for the Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project. When complete, this project will provide a multiuse regional trail between the Luce Line Regional Trail and Highway 55/Station 73 Transit Center as well as a critical grade-separated (underpass) crossing of Highway 55.

Daniel Freeman
Vice Chair
District 3

The Park District and City have worked in partnership to develop a concept layout that effectively provides the safest and most user-friendly regional trail route and TH55 crossing and is committed to remain an active partner through the duration of the project and beyond.

John Gunyou
Chair
District 4

The project is consistent with the Park District's 2040 System Plan and Eagle Lake and Bryant Lake Regional Trails Master Plan (also adopted by the Metropolitan Council) and will fill a Tier 1 gap in the Regional Bicycle Transportation Network. It is also consistent with the City of Plymouth County Road 73 Small Area Study.

John Gibbs
District 5

This project will significantly improve multi-modal access to and from employment areas, parks and other regional trails, single and multi-family housing, and places of commerce and assembly, as well as improve access to both existing and future transit opportunities along the corridor. The regional trail is anticipated to generate 355,000 annual visits/trips of which over 50,000 visits/trips will directly serve a transportation function.

Gene Kay
Appointed
At Large

Three Rivers Park District is intending to provide a portion of the local match and will ultimately operate and maintain the regional trail, including removing snow and ice for year-round bicycle and pedestrian use. We will provide the necessary operations and maintenance of the trail facility to maintain a state of good repair.

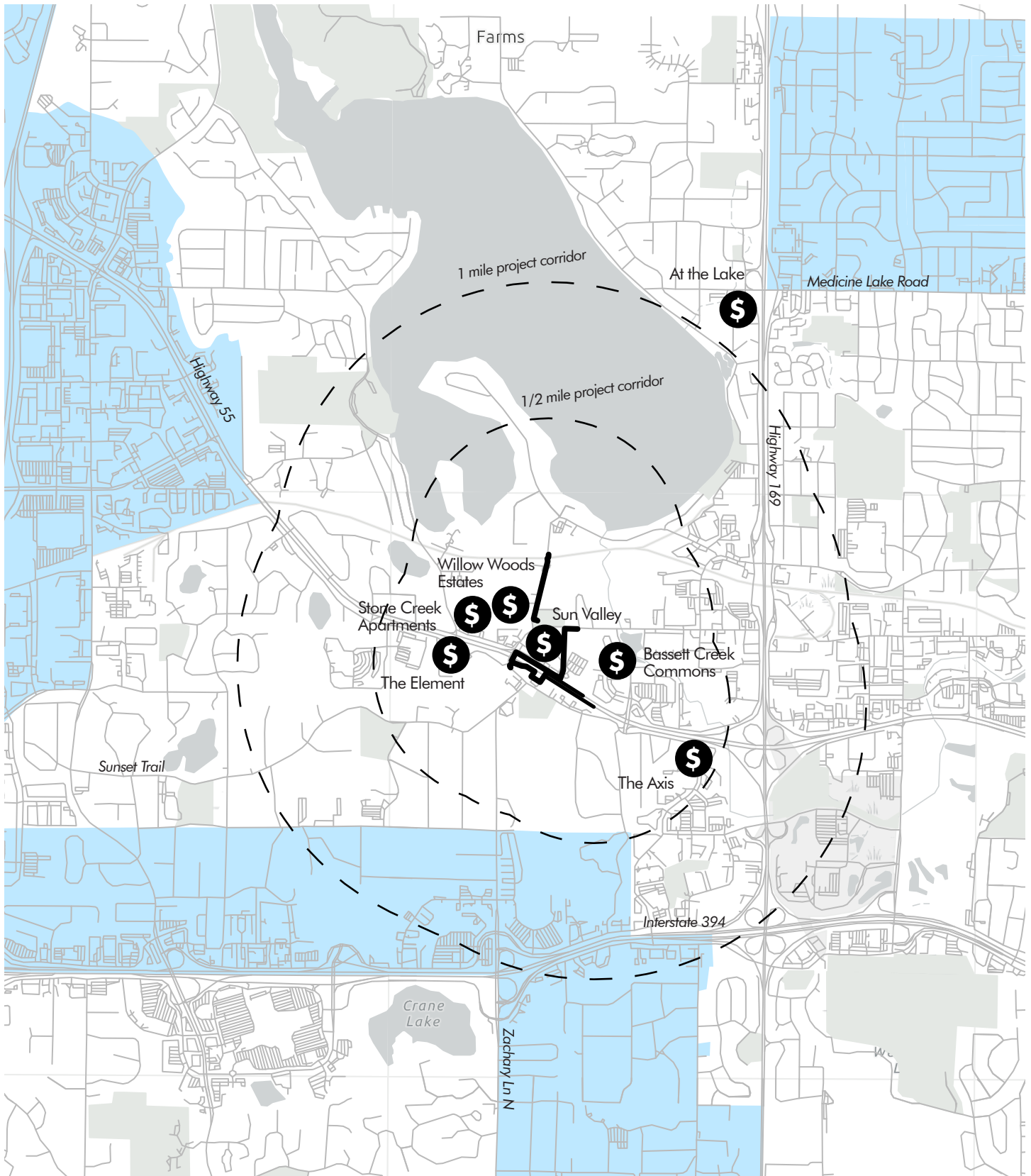
We fully support this application and request that you give this grant application your full consideration and support.

Sincerely,



Jesse Winkler
Appointed
At Large

Kelly Grissman
Director of Planning

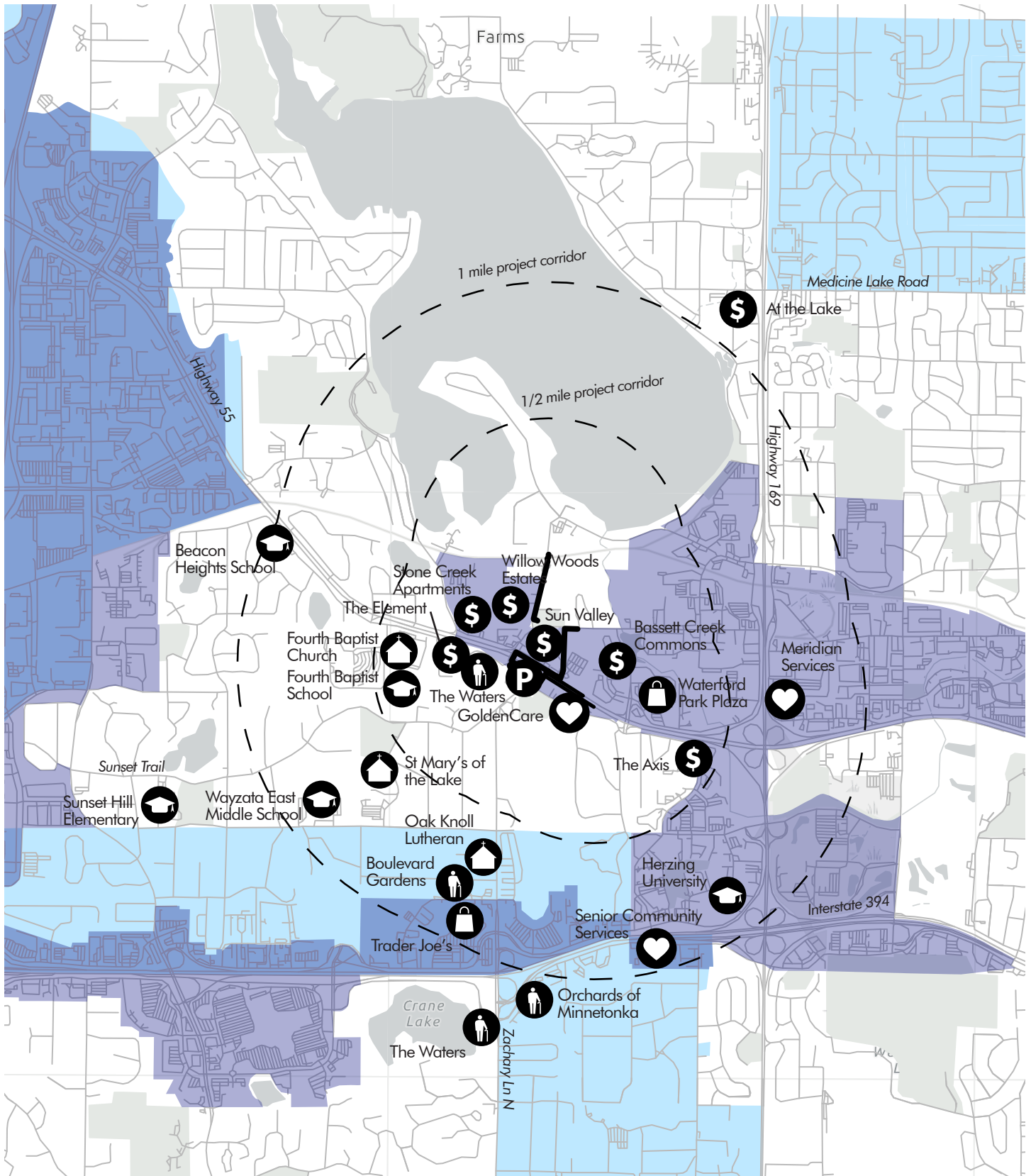
Boe Carlson
Superintendent













Station 73 Equity Populations and Destinations

-  Proposed project
-  Regional Environmental Justice Area

-  Affordable housing



Station 73 Equity Populations and Destinations

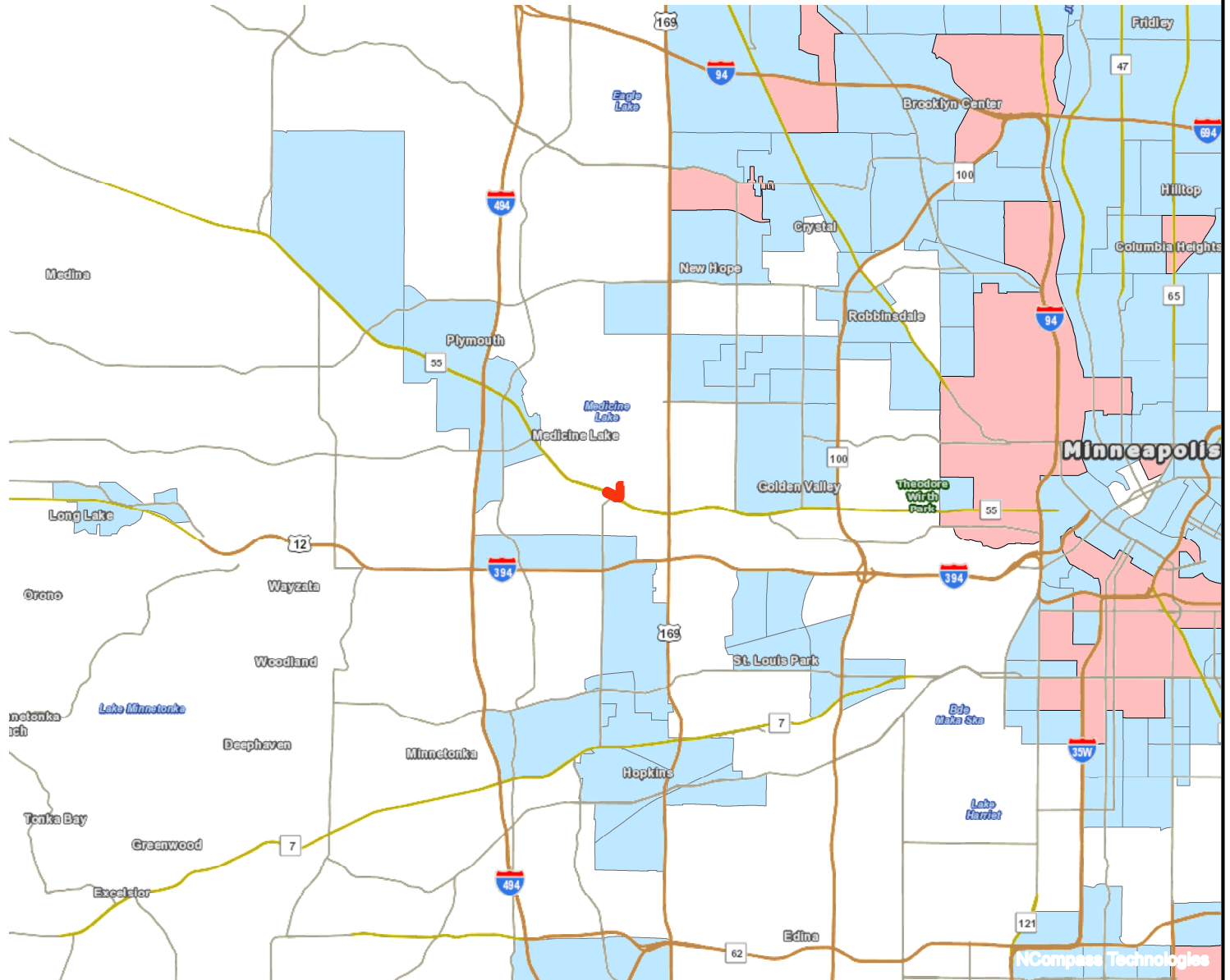
-  Proposed project
-  Regional Environmental Justice Area
-  Regional job and activity center
-  School
-  Senior housing
-  Affordable housing
-  Social services
-  Retail center
-  Park and ride
-  Public park

Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 260

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



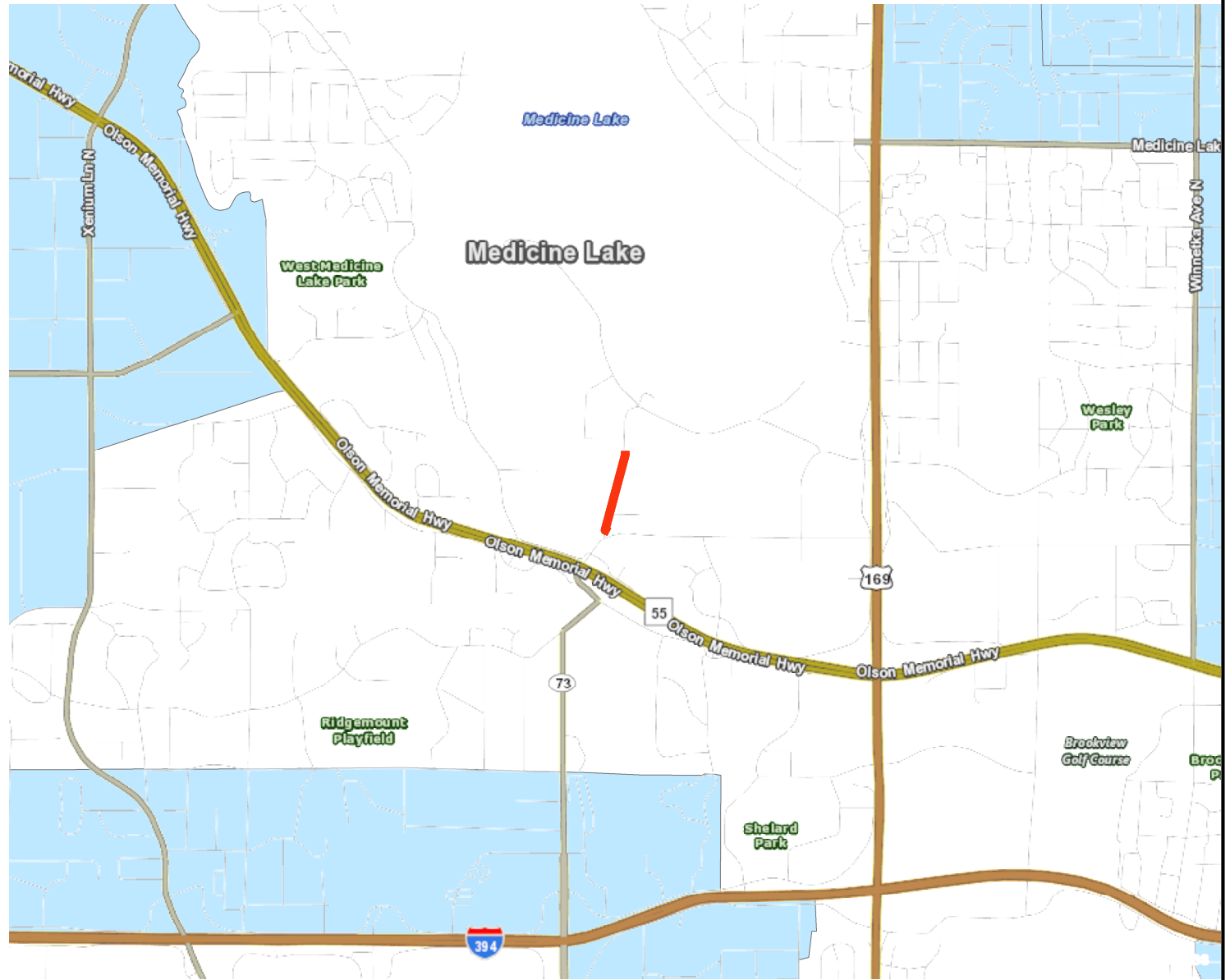
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Station 73 - North Segment | Map ID: 1647021706988

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 261

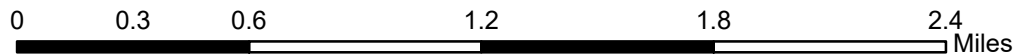
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 3/11/2022
LandscapeRSA2



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



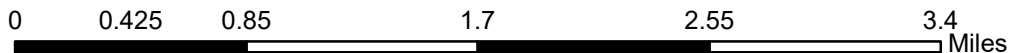
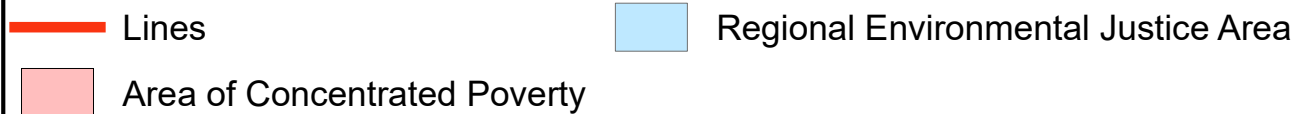
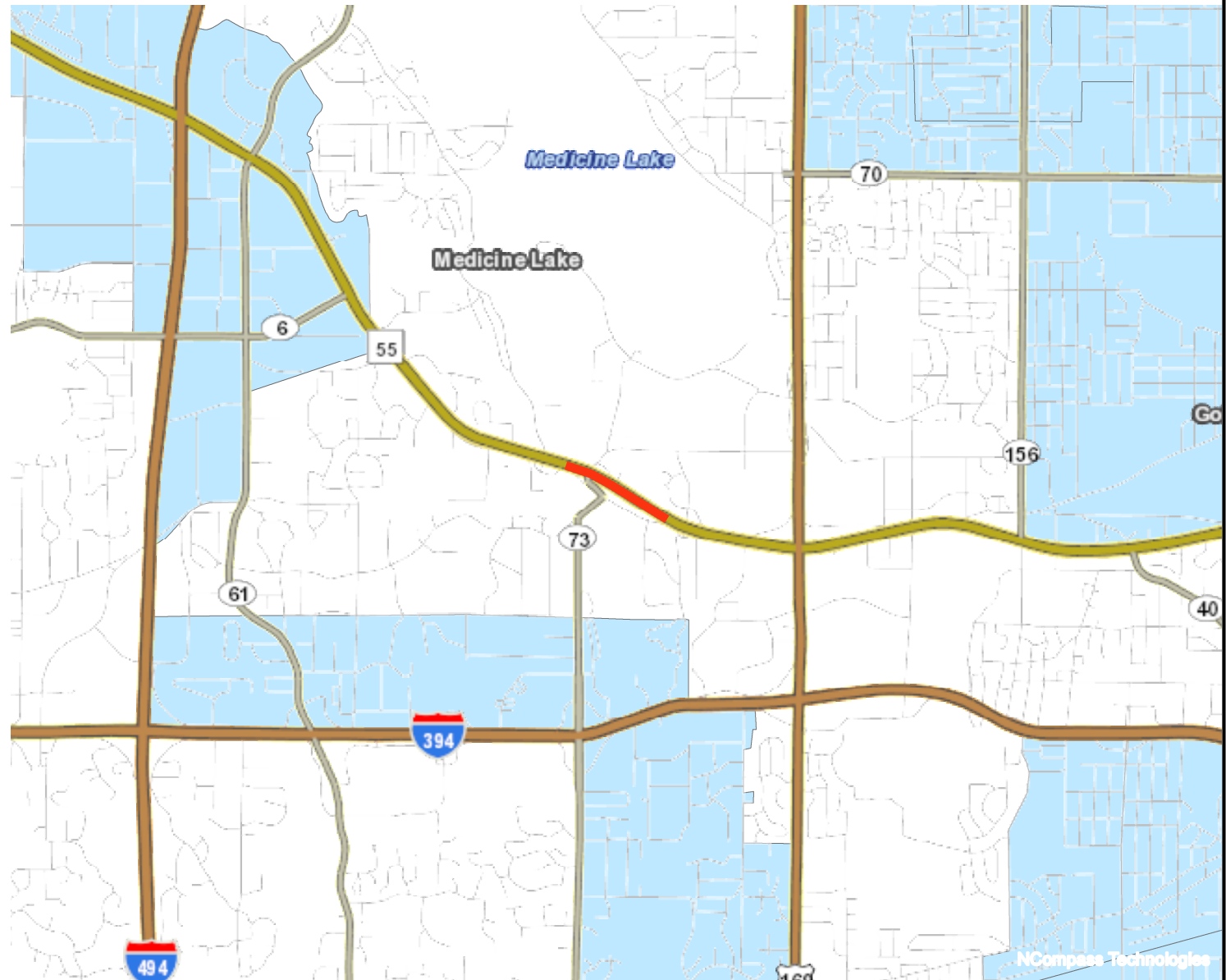
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 474

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

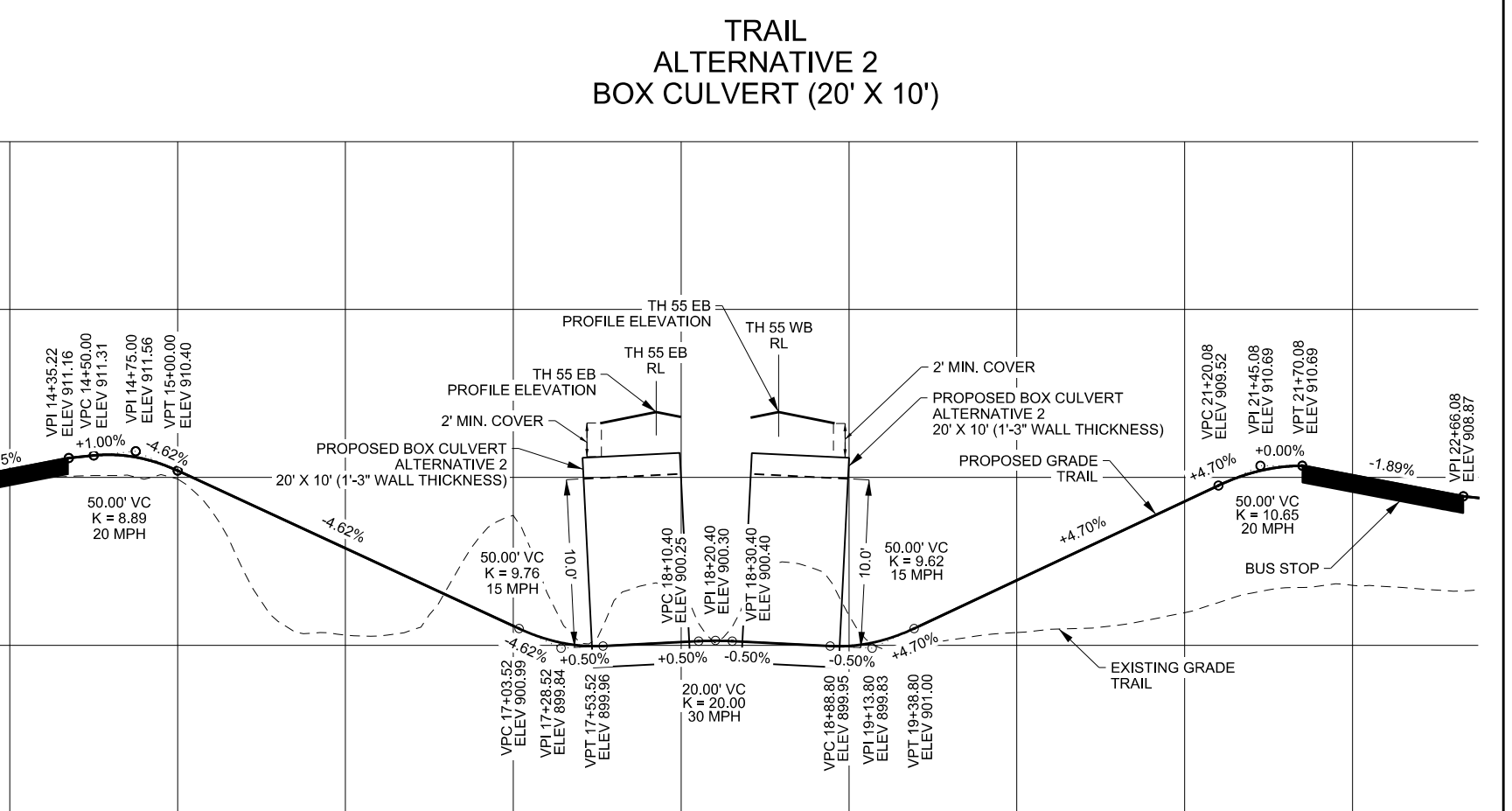
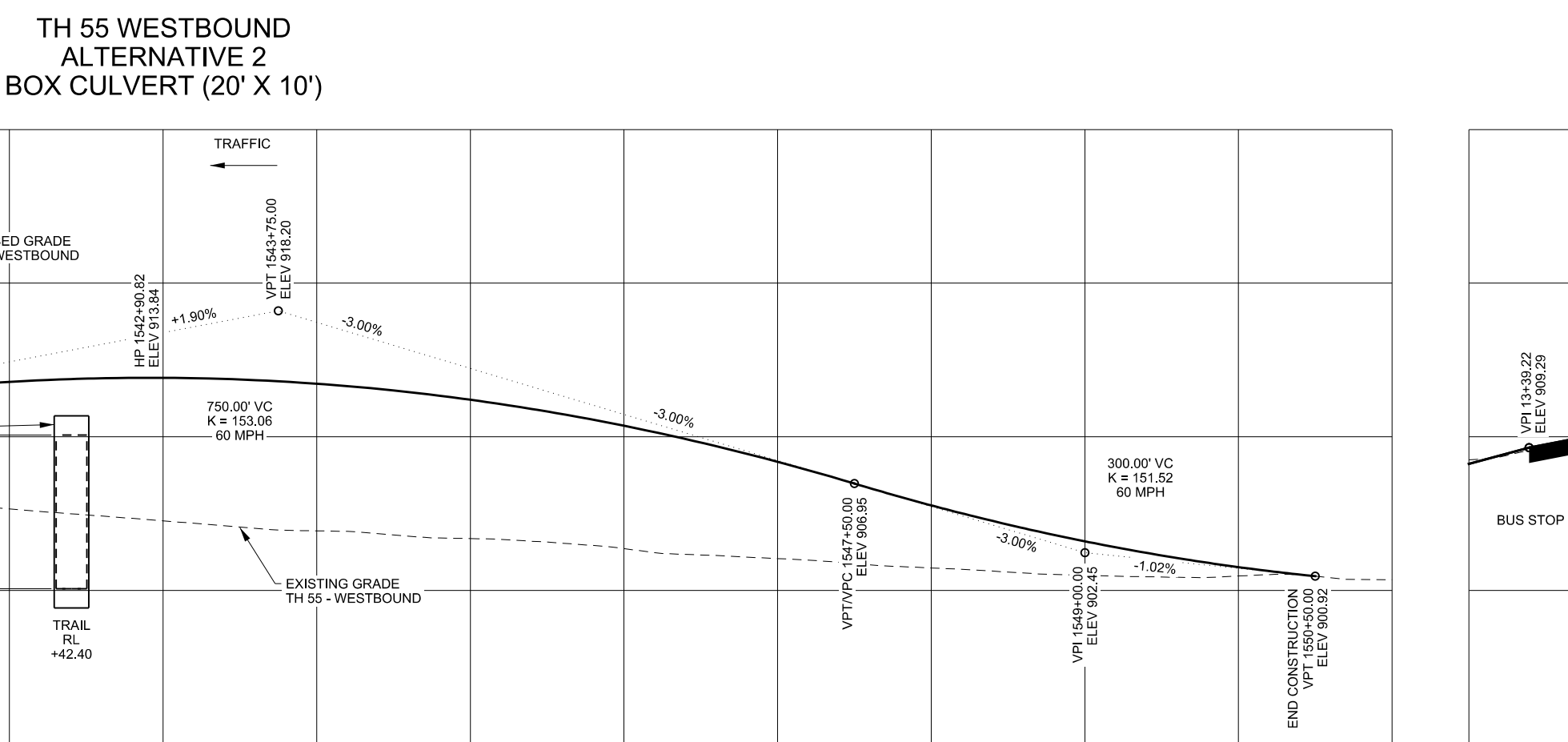
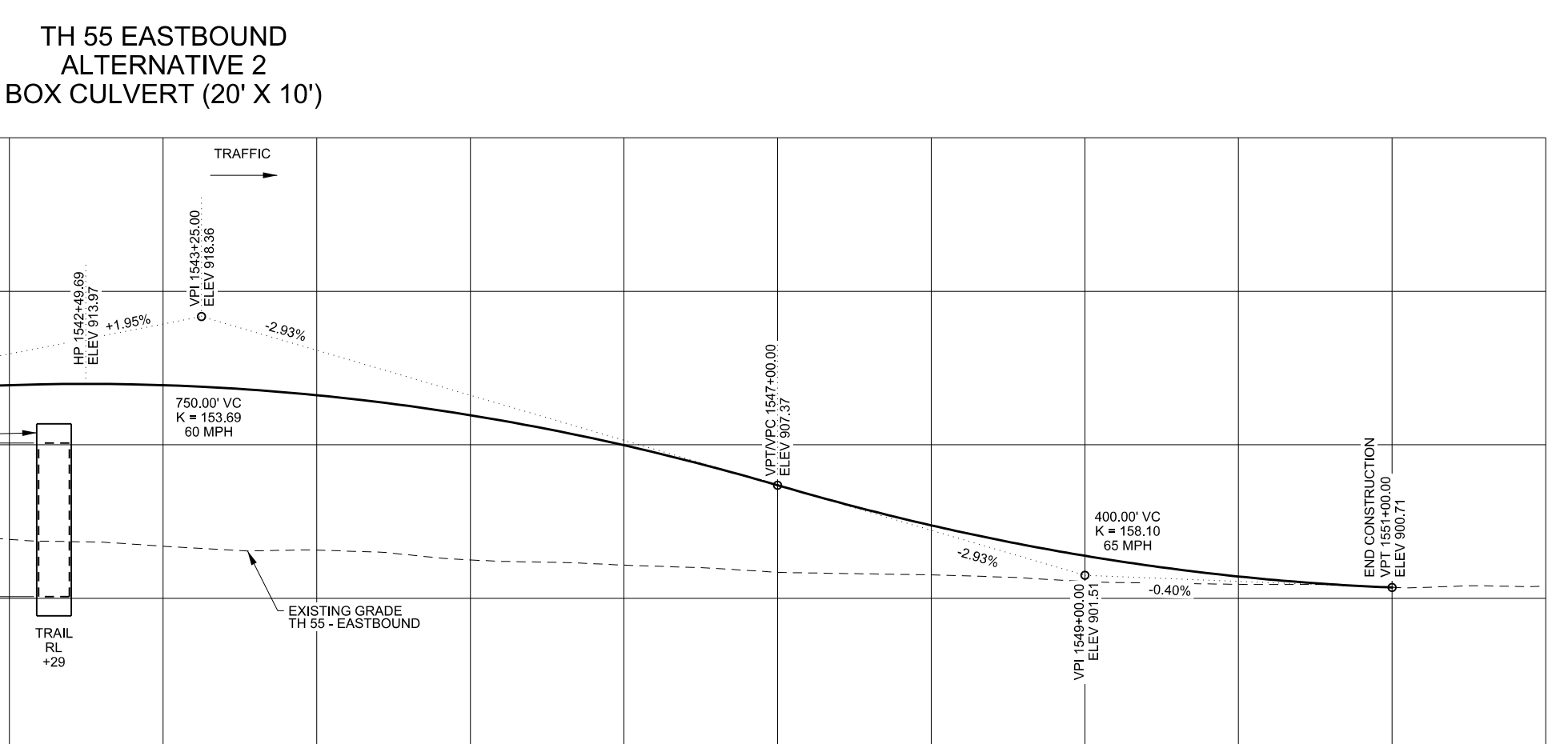
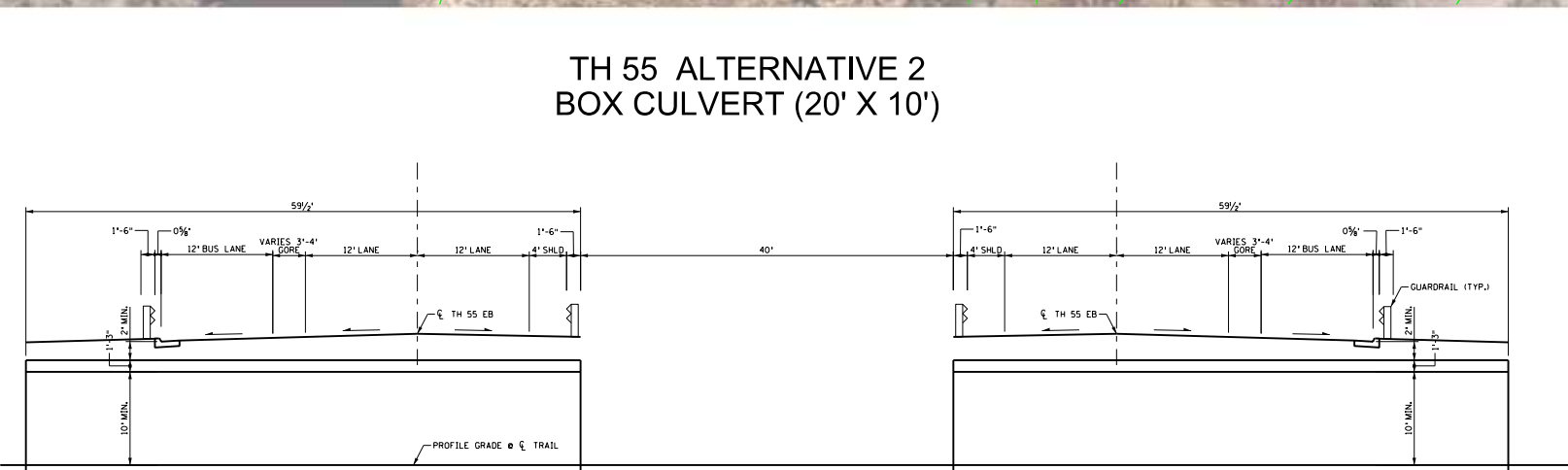
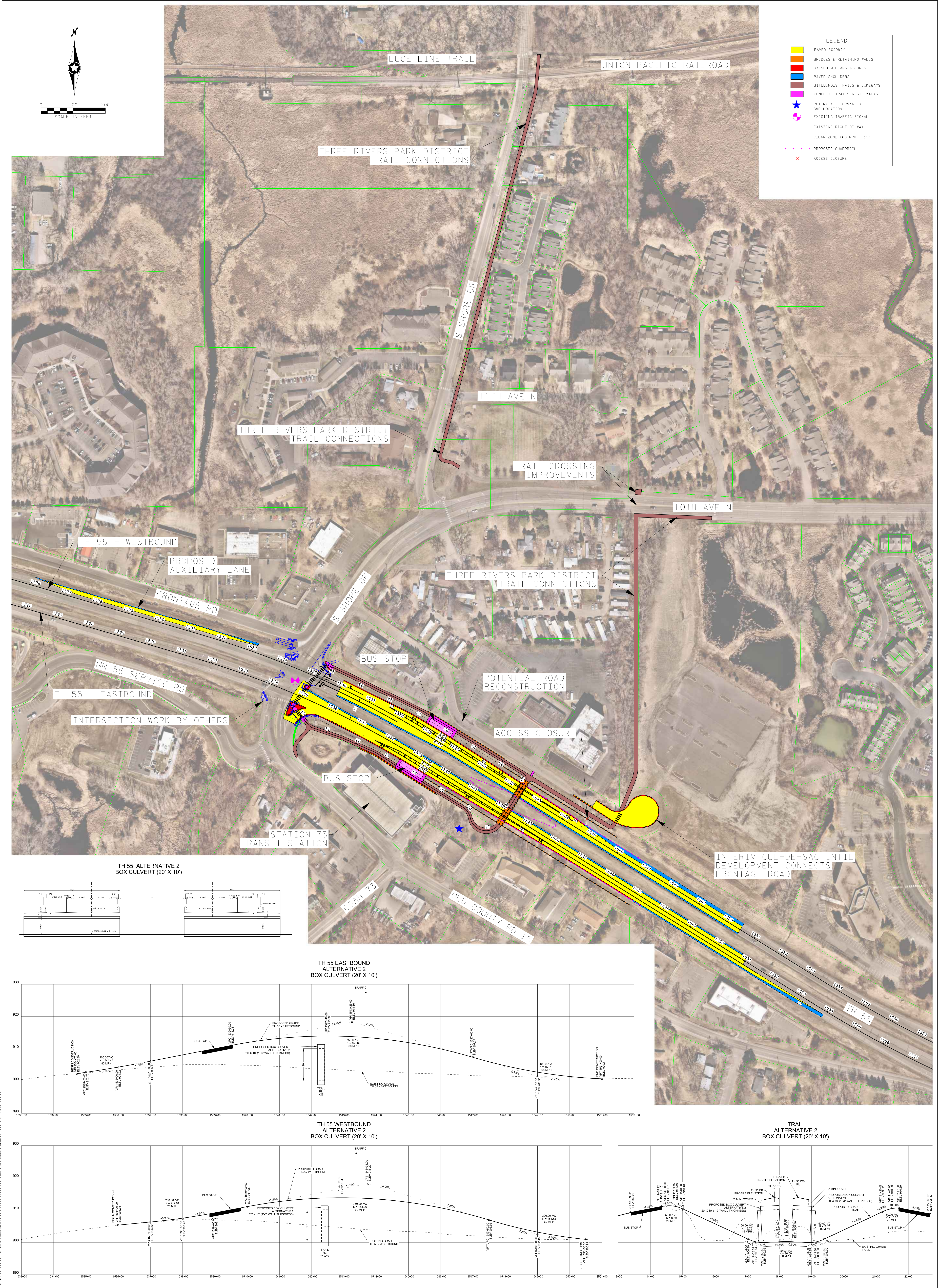


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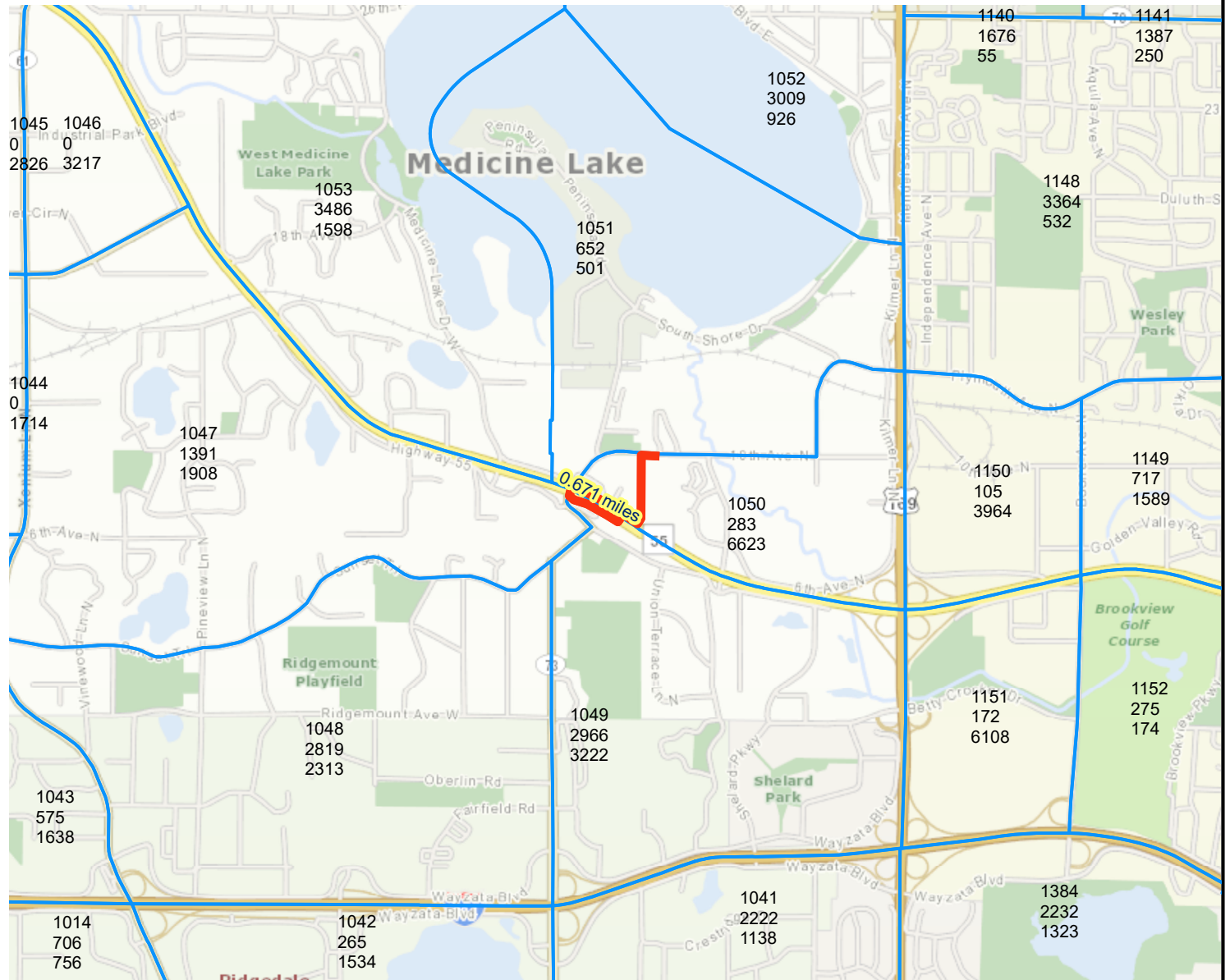


Population/Employment Summary

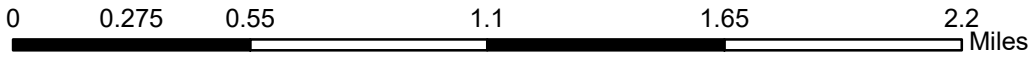
Multiuse Trails and Bicycle Facilities Project: Station 73 - South Segment | Map ID: 1647022469241

Results

Within ONE Mile of project:
 Total Population: 20469
 Total Employment: 28833



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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

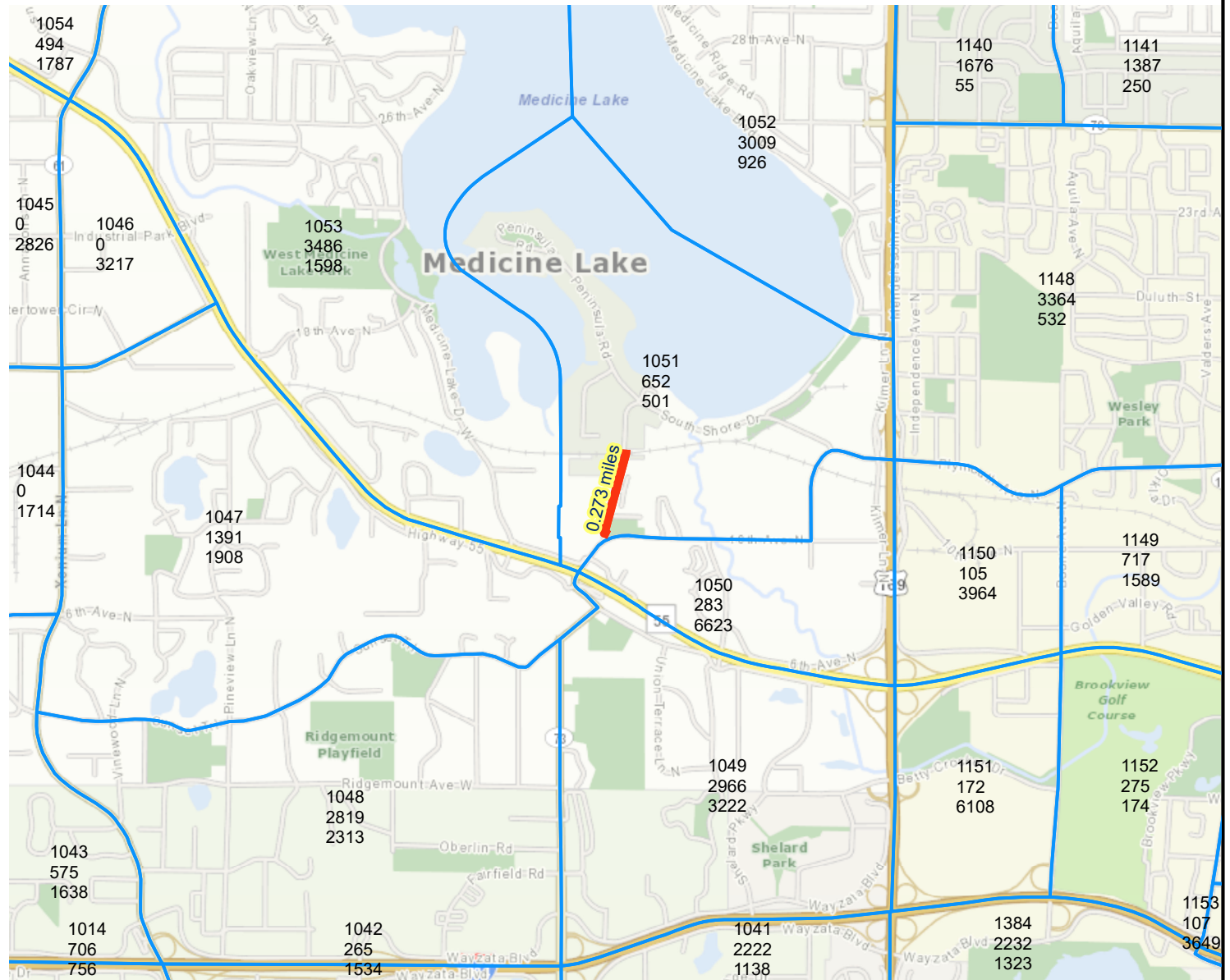


Population/Employment Summary

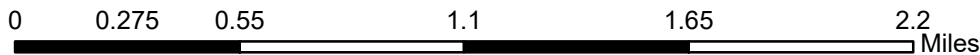
Multiuse Trails and Bicycle Facilities Project: Station 73 - North Segment | Map ID: 1647021706988

Results

Within ONE Mile of project:
 Total Population: 18247
 Total Employment: 27695



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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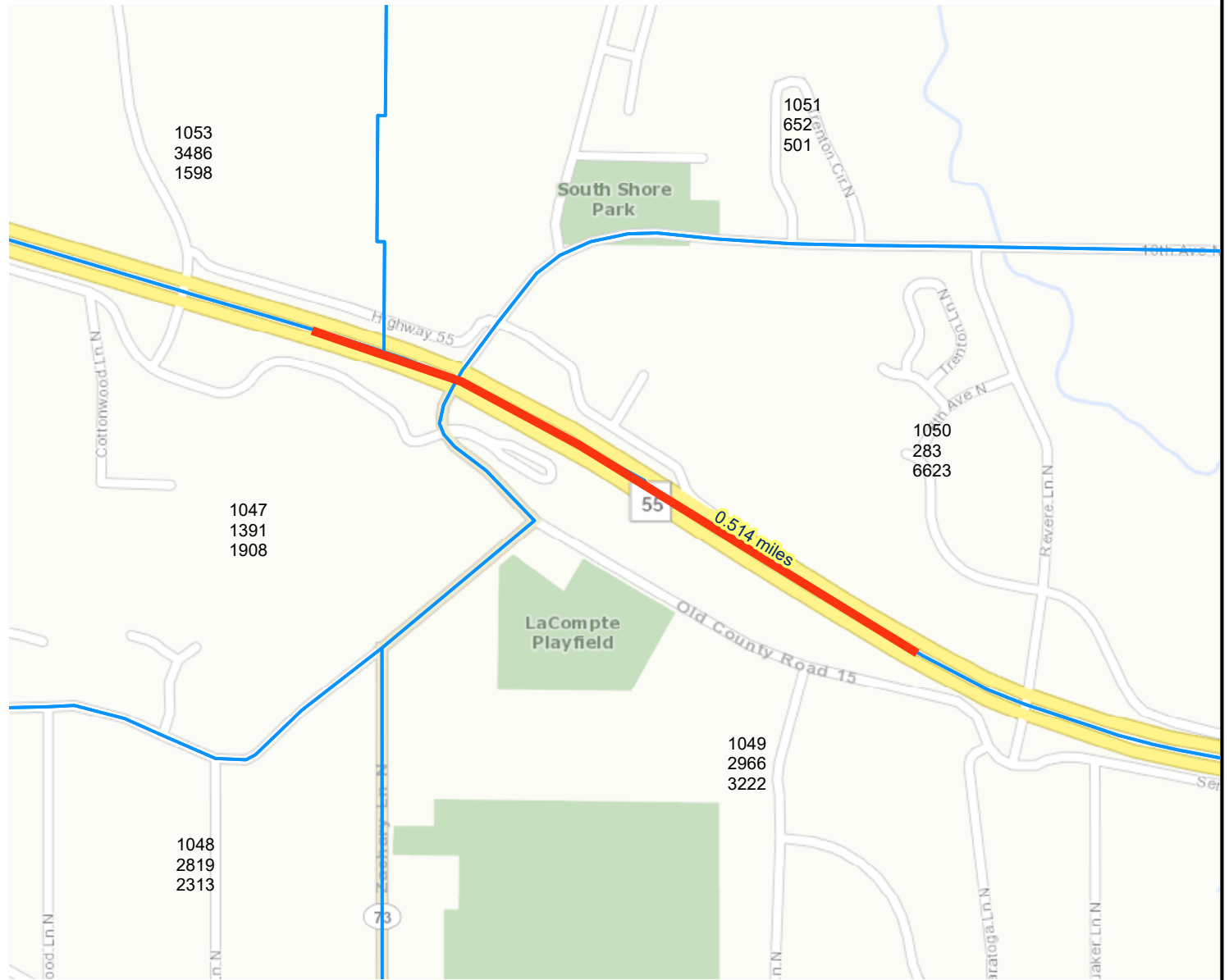




Population/Employment Summary

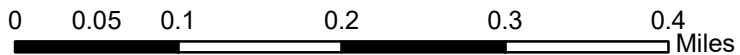
Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241

Results

Within ONE Mile of project:
 Total Population: 19692
 Total Employment: 29230



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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

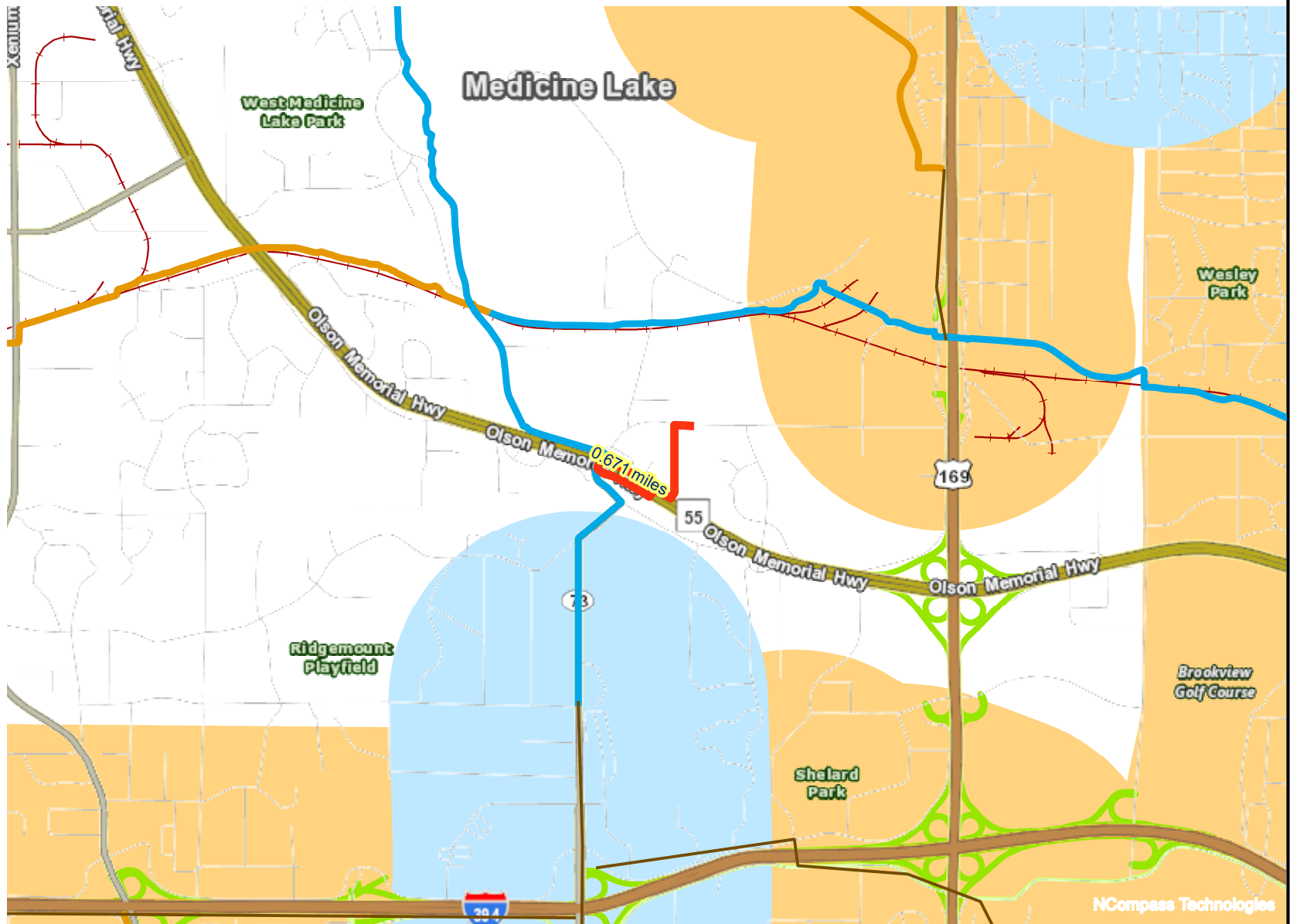


Project to RBTN Orientation

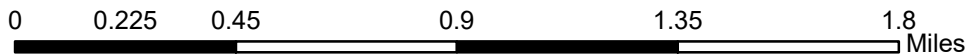
Multiuse Trails and Bicycle Facilities Project: Station 73 - South Segment | Map ID: 1647022469241

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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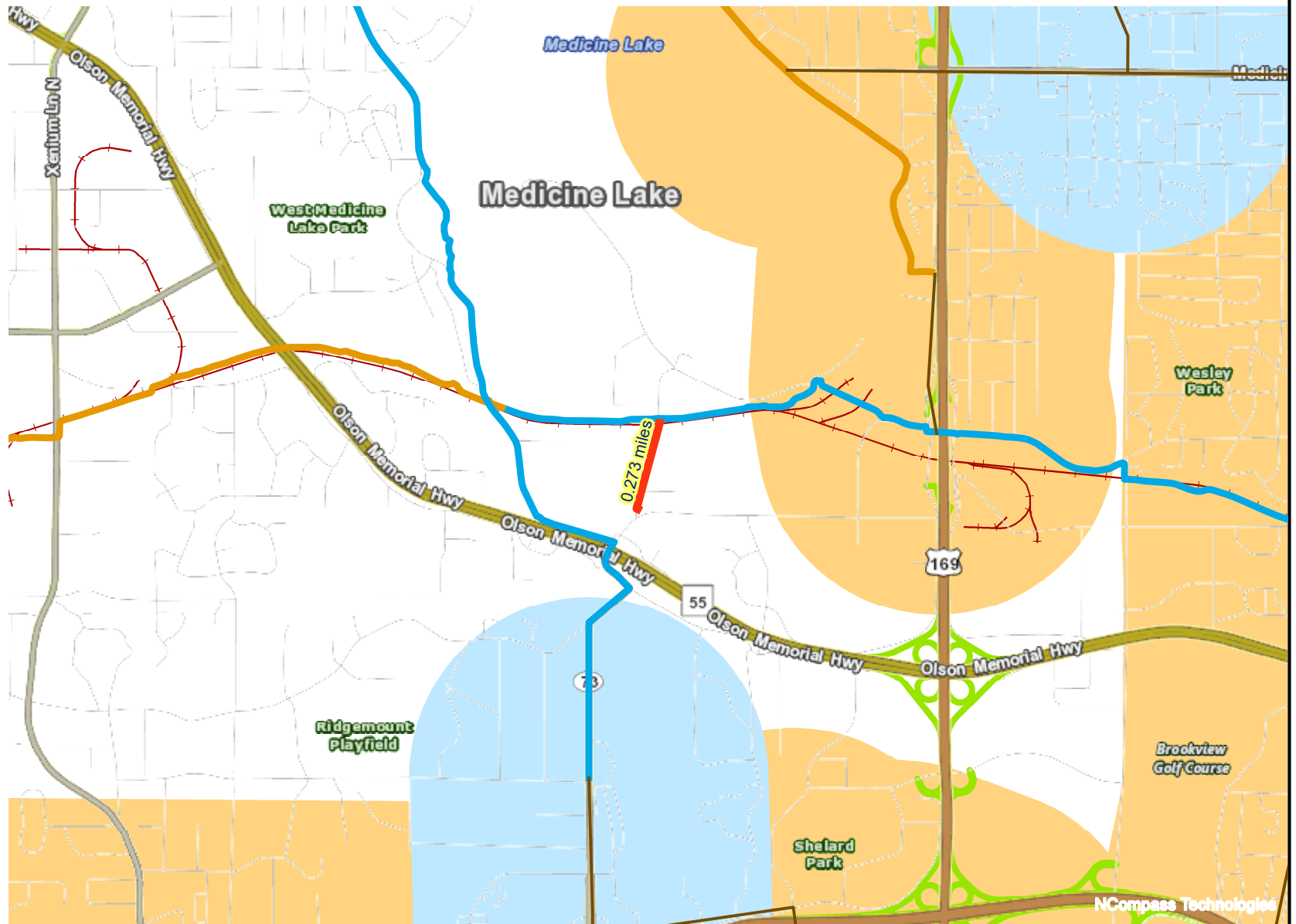
NCompass Technologies










Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Station 73 - North Segment | Map ID: 1647021706988

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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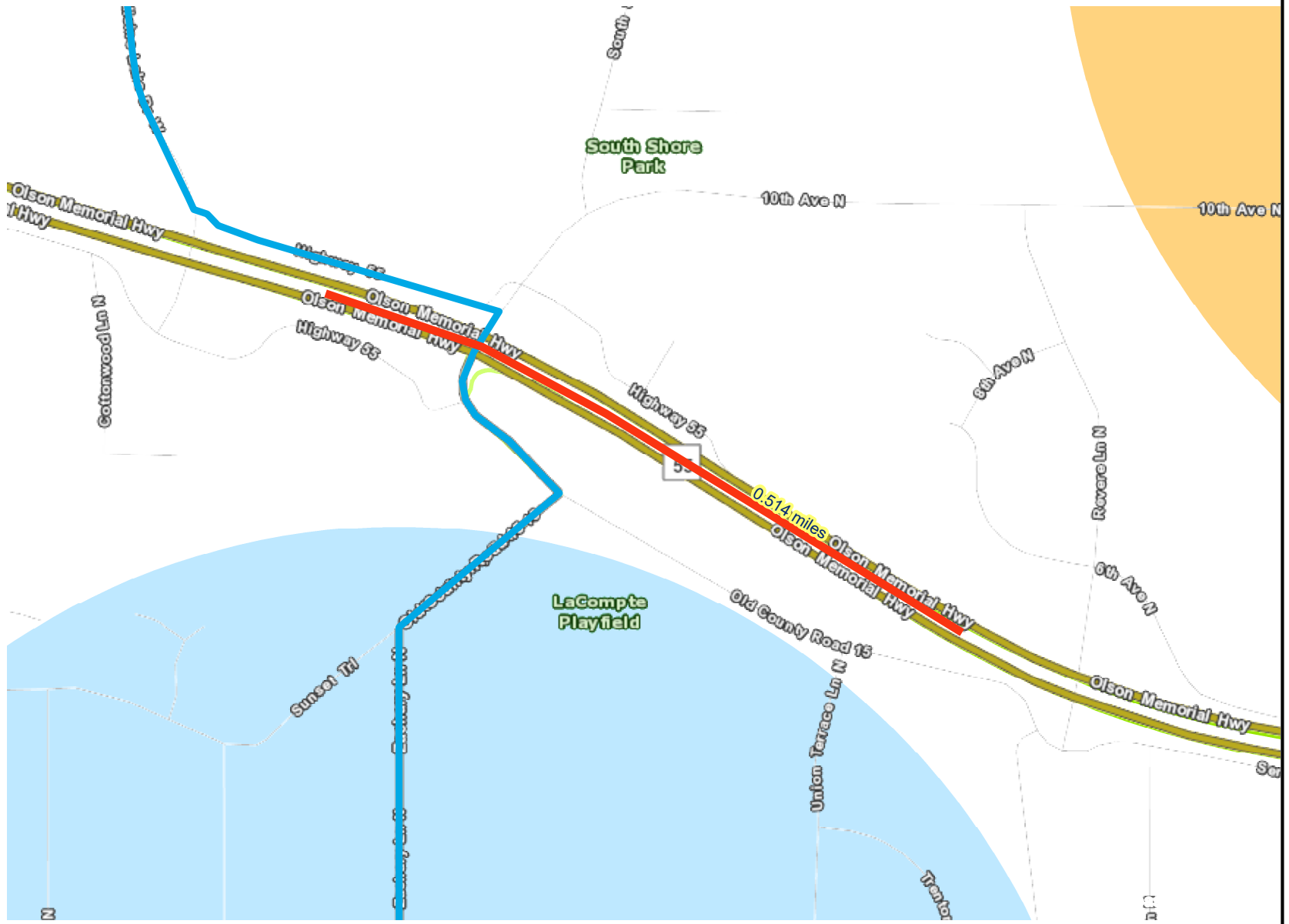


Project to RBTN Orientation

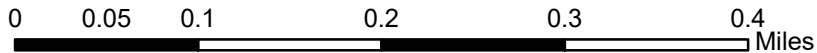
Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project Summary



Applicant:	City of Plymouth
Project Location:	Station 73 Station Area (TH 55, South Shore Drive, 10th Avenue N, Old County Road 15)
Total Project Cost:	\$9,494,800
Requested Federal Dollars:	\$5,500,000

Project description:

The proposed trail and station area improvement project will provide a multimodal facility connecting users to neighborhood amenities and linking to regional trail and transit networks. Through multiple stages of engagement, community members expressed safety concerns with crossing TH 55 (a Tier 1 Expressway Barrier) and a strong desire for improved bicycle and pedestrian connectivity. The proposed project responds with protected trail facilities and crossings, improving safety and mobility for all modes of travel.

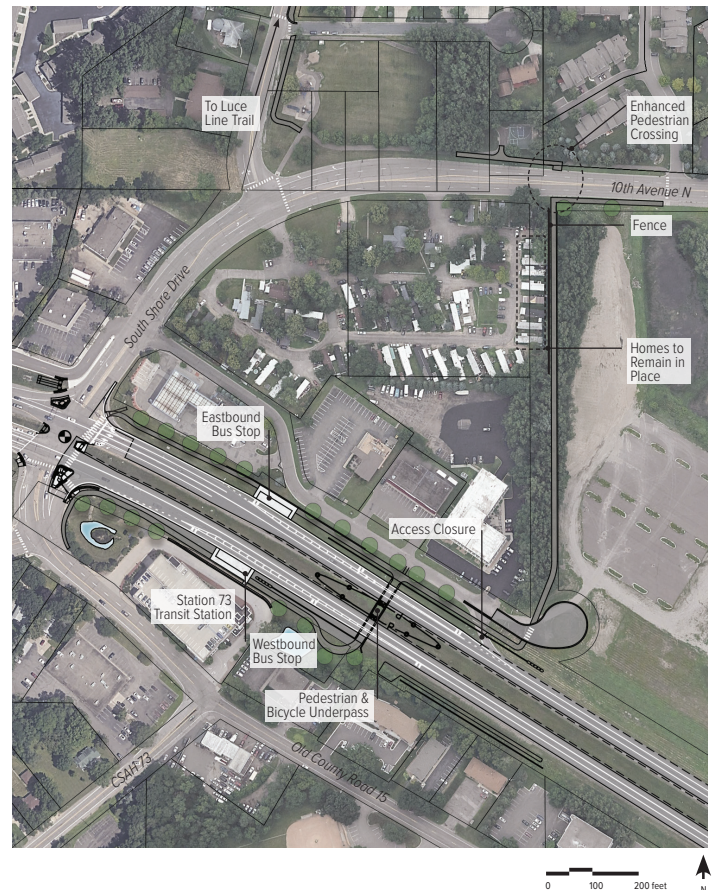
Proposed project elements include:

- New trail underpass of TH 55, with associated road reconstruction and retaining walls
- Improved at-grade crossings at Union Pacific Railroad, TH 55 & South Shore Drive, and on 10th Avenue North
- 10-foot off-street, multiuse trail segments between Luce Line Regional Trail and South Shore Park Park, between 10th Avenue North and TH 55, and along north and south frontages of TH 55, meeting all ADA requirements
- Two new accessible transit stops and improved pedestrian and bicycle access to existing Station 73 Transit Station

Project benefits include:

- Improve safety with four new trail crossings, including two protected facilities for pedestrians and cyclists crossing TH 55 (Tier 1 Expressway Barrier)
- Create a Critical Bicycle Transportation Link by connecting to Luce Line Regional Trail and Old County Road 15 (both Tier 1 RBTN Alignments)
- Provide continuous and protected last-mile bicycling and walking routes to Station 73 Transit Center, enabling residents of low-income housing to access jobs and amenities without a personal vehicle
- Strengthen Plymouth's transportation network, supporting active living and transit-oriented development

Project location:



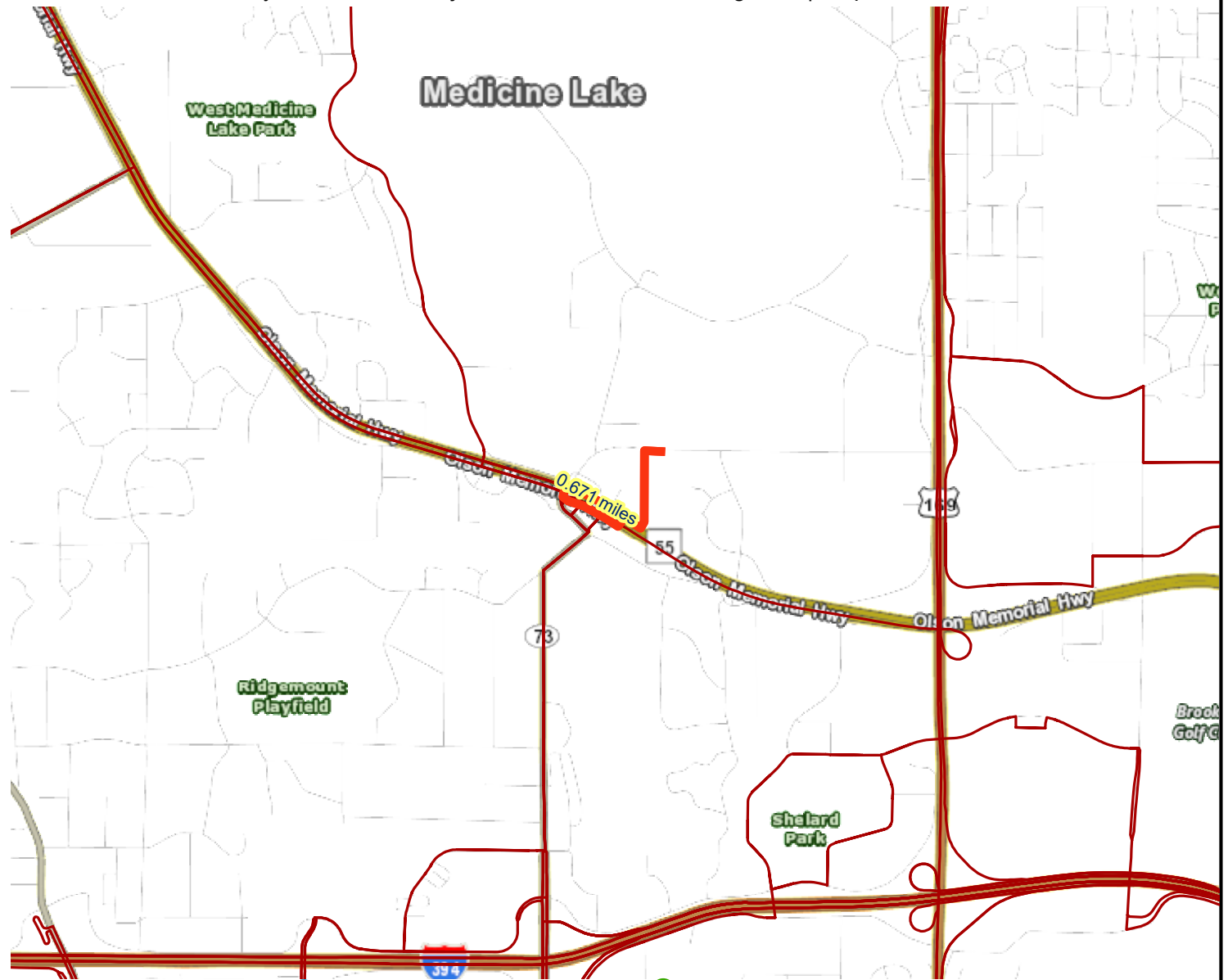
Proposed project elements:



Bicycle and pedestrian underpass of TH 55, new trail segment

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Station 73 - South Segment | Map ID: 1647022469241



Results

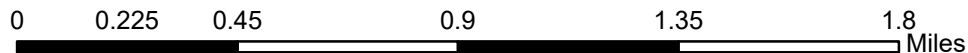
Transit with a Direct Connection to project:
747 774 777 795

*I-394/Hwy 55 (Option A)

*indicates Planned Alignments

Transit Market areas: 3

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



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Transit Connections

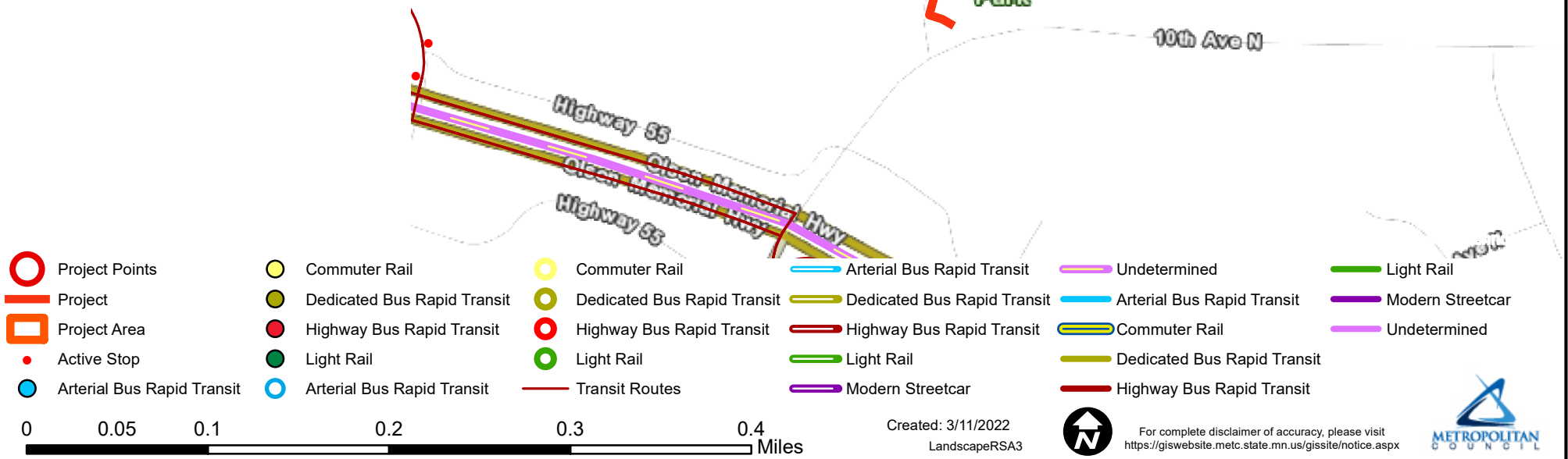
Multiuse Trails and Bicycle Facilities Project: Station 73 - North Segment | Map ID: 1647021706988

Results

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

**indicates Planned Alignments*

Transit Market areas: 3



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Transit Connections

Multiuse Trails and Bicycle Facilities Project: East Segment | Map ID: 1647902768241



Results

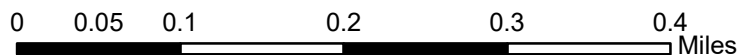
Transit with a Direct Connection to project:
747 774 777 795

*I-394/Hwy 55 (Option A)

*indicates Planned Alignments

Transit Market areas: 3

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



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