



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17658 - Flying Cloud Drive Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/13/2022 12:30 PM

Primary Contact

Name:* He/him/his Matthew Bourne
Pronouns First Name Middle Name Last Name

Title: Parks and Natural Resources Manager

Department:

Email: mbourne@edenprairie.org

Address: 8080 Mitchell Road

***:** Eden Prairie Minnesota 55344
City State/Province Postal Code/Zip

Phone:* 952-949-8535
Phone Ext.

Fax:

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

Organization Information

Name: EDEN PRAIRIE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

8080 MITCHELL RD

*

EDEN PRAIRIE

Minnesota

55344-4485

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-949-8300

Ext.

Fax:

PeopleSoft Vendor Number

0000020939A2

Project Information

Project Name

Flying Cloud Drive Trail

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Eden Prairie

Jurisdictional Agency (If Different than the Applicant):

Hennepin County

The City of Eden Prairie seeks a federal grant of \$3,271,000 to fund the construction of the Flying Cloud Drive Regional Trail, a 10-foot wide multi-use off-street trail along Flying Cloud Drive. The proposed trail will close the remaining gap in the trail along Flying Cloud Drive.

The City and its partners, including Hennepin County, have invested substantial resources in developing an extensive trail network to create a walkable and bikeable community. Figure 2 depicts the existing regional trail network surrounding the project. The proposed trail will connect to a number of regional trail systems including the Minnesota River Bluffs LRT Regional Trail and Pioneer Trail which are considered Tier 1 and Tier 2 regional trails, respectively, per Metropolitan Council's Regional Bicycle Transportation Network (RBTN). As part of a separate project led by Hennepin County, a multi-use trail was constructed along the north side of Flying Cloud Drive between Trunk Highway 101 in Chanhassen and Charlson Road in Eden Prairie. Following the completion of this project, a 2.3-mile gap in the trail network remains between Charlson Road and Anderson Lakes Parkway. The City seeks to close this critical gap through this grant request.

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

In addition to the physical trail gap, other barriers to safe pedestrian and bicycle mobility exist along Flying Cloud Drive. Flying Cloud Drive is classified as a minor arterial roadway which experiences high traffic volumes consisting of approximately 17,700 vehicles per day (vpd). Furthermore, the posted speed on this roadway is 50 miles per hour (mph), creating an unsafe and uncomfortable environment for pedestrian and bicyclists. Additionally, Purgatory Creek crosses under Flying Cloud Drive, impeding pedestrian and bicyclist travel (see Figure 3). Several transit routes and key destinations are located along Flying Cloud Drive including a major

Job and Activity Center (see Figures 3 and 4). The proposed trail will extend access to educational institutions, multi-family affordable housing employment centers, and commercial destinations. Additionally, the proposed trail will connect to the existing transit network, which includes a stop at the intersection of Anderson Lakes Parkway and Flying Cloud Drive. The trail will also extend access to the existing SouthWest Transit Station and proposed Eden Prairie Town Center Station.

(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.](#)

Flying Cloud Drive from Charlson Rd to Anderson Lakes Pkwy, 2.3 mile paved multi-use trail, Construction of Bike Trail

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

Project Length (Miles) 2.3

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$4,091,000.00

Match Amount \$820,000.00

Minimum of 20% of project total

Project Total \$4,911,000.00

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

Match Percentage 16.7%

Minimum of 20%

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

Source of Match Funds City of Eden Prairie Capital Improvement Fund

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2026

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

Additional Program Years: 2024, 2025

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

Project Information

County, City, or Lead Agency	City of Eden Prairie
Zip Code where Majority of Work is Being Performed	55344
(Approximate) Begin Construction Date	04/01/2024
(Approximate) End Construction Date	07/01/2025
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	Flying Cloud Drive Trail
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	Charlson Road
To: (Intersection or Address)	Anderson Lakes Parkway
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	2.3
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	2.3
Is this a new trail?	Yes
Primary Types of Work	Paved multi-use trail, traffic signal improvements, signage, retaining wall, landscaping, drainage improvements, ADA curb ramps
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	N/A
Structure is Over/Under (Bridge or culvert name):	N/A

Requirements - All Projects

All Projects

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

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

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

-Goal B: Safety and Security

-Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport. (p.2.5)

-Strategy B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p. 2.8)

-Goal C: Access to Destinations (p. 2.10)

-Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations. (p. 2.10)

-Strategy C2: Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. (p.2.11)

-Strategy C15: Regional transportation partners should focus investments on completing Regional Bicycle Transportation Network alignments and their direct connections with local bicycle networks. (p. 2.22)

-Strategy C16: Regional transportation partners should fund projects that improve key regional bicycle barrier crossing locations, provide for pedestrian travel across physical barriers, and/or improve continuity of bicycle and pedestrian facilities between jurisdictions. (p. 2.23)

-Goal D: Competitive Economy (p. 2.26)

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

-Objective A: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. (p. 2.26)

-Strategy D3: The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (p. 2.27)

-Goal E: Healthy and Equitable Communities (p. 2.30)

-Objective A: Reduce transportation-related air emissions. (p.2.30)

-Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options. (p. 2.30)

-Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupant vehicle travel. (p. 2.31)

(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.

-City of Eden Prairie Pedestrian and Bicycle Plan:
pages 19, 27, 47 - 48, 54-55, 58-59, 62-64, 65-67

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

-2040 Hennepin County Bicycle Transportation Plan: pages xvi, 36, 37

(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: 12/03/2019

Link to plan:

<https://www.edenprairie.org/home/showpublisheddocument/15184/637164195253800000>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

Safe Routes to School projects only:

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

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

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 Yes
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)	\$190,000.00
Removals (approx. 5% of total cost)	\$75,000.00
Roadway (grading, borrow, etc.)	\$105,000.00
Roadway (aggregates and paving)	\$150,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$400,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$180,000.00
Traffic Control	\$85,000.00
Striping	\$6,000.00
Signing	\$25,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$135,000.00
Bridge	\$0.00
Retaining Walls	\$820,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$120,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$2,291,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$850,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$300,000.00
Pedestrian Curb Ramps (ADA)	\$70,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$320,000.00
Other Bicycle and Pedestrian Elements	\$260,000.00
Totals	\$1,800,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$4,091,000.00
Construction Cost Total	\$4,091,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

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 Yes

OR

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

Upload Map 1649864746345_RBTN Orientation Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 23697

Existing Employment Within One Mile (Integer Only) 17479

Upload the "Population Summary" map 1649864902603_Population-Employment Summary Map.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:

During the City of Eden Prairie Pedestrian and Bicycle Plan process, in which this trail gap was identified as a high priority connection, the City conducted a number of community engagement activities. Some of the in-person initiatives included and public open house and community listening sessions. These community listening sessions were held with a number of groups individually, including a Early Childhood Family Education Parents Group, a Somali Moms Group and one at the Eden Prairie Senior Center for senior residents. Much of the feedback that was received revolved around safety and the need to separate pedestrian traffic from motor vehicles.

Response:

(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.

Flying Cloud Drive Regional Trail will complete a significant gap in the regional trail network and expand access to major educational, employment and retail centers for low-income and elderly populations. Figure 3 identifies notable educational institutions, commercial businesses, major employers, transit stations and multi-family housing facilities in close proximity to the proposed trail. Additionally, the proposed trail extends into a Job and Activity Center, defined as "a contiguous area where there are at least 1,000 jobs and the employment density is at least 10 jobs per net acre."

Response:

The proposed project will close an approximately 2.3-mile gap to these major destinations and expand multimodal connections to low-income and elderly populations who are most dependent on transit or non-motorized transportation options. The trail will also expand access to existing and planned transitways as illustrated in Figure 4.

As depicted in the attached Socio-Economic Conditions map (Figure 7), the project area directly connects to census tracts that are above the regional average for population in poverty or population of color.

Additionally, several assisted living facilities are located in close proximity to the trail as shown in Figure 5. Closing the trail gap along Flying Cloud Drive will expand non-motorized transportation options for elderly populations who are more likely to have a limited ability to operate a vehicle.

Several elementary and secondary schools are also located in close proximity to the project, including Hennepin Technical College. The trail will provide a safe multimodal facility for students traveling to these institutions.

Measure C: Affordable Housing Access

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

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

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

Response:

A concentrated area of multi-family housing and low-income populations are located just north of the proposed trail near the planned Eden Prairie Town Center (EPTC) Station to be located along the METRO Green Line LRT Extension. According to the Southwest LRT Housing Gaps Analysis (Marquette Advisors, September 2014), of the 1,057 housing units within a half-mile of the EPTC, approximately 44 percent, or 465 housing units, are affordable to households earning less than 60 percent of the area median income. The proposed trail will extend trail connections to this population.

(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.

1649867547631_SocioEconomic Conditions.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 current environment on Flying Cloud Drive deters pedestrian and bicyclist use. Flying Cloud Drive is a four-lane, minor arterial roadway. This roadway experiences high traffic volumes of approximately 17,700 vehicles per day (vpd) and has a posted speed limit of 50 miles per hour (mph), creating an unsafe and uncomfortable environment for pedestrians and bicyclists in this corridor. Additionally, Purgatory Creek crosses under Flying Cloud Drive, impeding pedestrian and bicyclist travel along Flying Cloud Drive as shown in Figure 3.

As part of this project, a new separated 10-foot wide multi-use trail will be constructed to close the existing 2.3-mile gap along Flying Cloud Drive which will provide a safer, protected environment for non-motorized travel (see Figures 1A and 1B). To address the barrier caused by the Purgatory Creek crossing, the trail will extend over an existing culvert structure (see Figure 1C). This will close a critical gap between the dense population and employment areas near Eden Prairie Center and the existing trail network.

Response:

Furthermore, the proposed trail will improve continuity between the Hennepin County trail network and local feeder trails, and connect to other regional trails in neighboring counties (see Figure 2). Hennepin County, in coordination with MnDOT, Carver County, and the Cities of Eden Prairie and Chanhassen, recently reconstructed Flying Cloud Drive between Trunk Highway (TH) 101 and Charlson Road in 2017 as a separate project. As part of this project, a multimodal trail was constructed along the north side of Flying Cloud Road between TH 101 and Charlson Road providing a connection to the TH 101 Minnesota River Crossing, which is depicted in Figure 2. The proposed trail will close the remaining gap between the portion of the trail west of Charlson Road and

the existing trail north of Anderson Lakes Parkway.

Additionally, the trail will connect to existing local trails within Staring Lake Park and Purgatory Creek Park. The combination of these trails will provide a protected, safe connection to SouthWest Station.

The Flying Cloud Drive Regional Trail will connect to regional trails in Carver and Scott Counties. The trail will create a link to the Minnesota River Bluffs LRT Regional Trail and Pioneer Trail, Tier 1 and Tier 2 regional trails, respectively, per Metropolitan Council's Regional Bicycle Transportation Network (RBTN). The proposed project will fill an important void in the regional trail network by creating a continuous, separated multimodal trail along Flying Cloud Drive that will connect to major regional trails across Hennepin and neighboring counties.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

Based on local data obtained from the City of Eden Prairie Police Department, within the project corridor on Flying Cloud Drive, there were 198 crashes between vehicles from 2011 through 2015. These crashes consisted of:

- 170 property damage crashes

- 21 injury crashes

- 7 hit and run crashes

There were no bicycle and pedestrian crashes reported between 2011 and 2015. One crash involving a bicyclist occurred in 2009 at the intersection of Anderson Lakes Parkway and Flying Cloud Drive.

The existing conditions of Flying Cloud Drive impedes bicycle and pedestrian travel on the roadway. Currently, there are no designated sidewalk and trail facilities along Flying Cloud Drive between Anderson Lakes Parkway and Charlson Road. As previously mentioned, the high speed and volume of traffic using Flying Cloud Drive creates a dangerous environment that discourages bicycle and pedestrian travel along the roadway. In particular, the roadway narrows and curves over Purgatory Creek which reduces sight distance and increase crash potential. Refer to Figure 9 which illustrates the existing conditions along Flying Cloud Drive.

The proposed multi-use trail will created a dedicated, protected facility for users which will reduce the crash potential along Flying Cloud Road and encourage increased bicycle and pedestrian travel.

Additionally, improvements are proposed at intersections with local roadways along Flying

Response:

Cloud Drive to improve safety at potential conflict points as illustrated in Figure 1A. As part of this project traffic signals will be improved to include pedestrian push buttons and signage. Additionally, pedestrian curb ramps at intersections will be designed in accordance with requirements per the Americans with Disabilities Act (ADA).

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed 10-foot wide multi-use trail will be separated from the roadway by 10 feet, providing a protected environment for bicyclists and pedestrians with improved traffic signals and signage at street crossings. Once complete, a continuous trail will extend along Flying Cloud Drive from TH 101 to Valley View Road.

Several existing and planned transit routes are located near the proposed trail. SouthWest Transit (SWT) operates an express bus route (route # 690) within a half-mile of the trail, which includes a stop at the intersection of Anderson Lakes Parkway and Flying Cloud Drive. Additionally, ten existing SWT routes are located just north of the project near SouthWest Station. Two planned transit routes, the Southwest Light Rail Transit (SWLRT) METRO Green Line Extension Project and American Boulevard Arterial Bus Rapid Transit (BRT) routes will terminate at SouthWest Station (see Figure 4).

The proposed trail will connect to existing trails along Flying Cloud Drive near Sunnybrook Road and Anderson Lakes Parkway which provide access to these transit routes (see Figures 2 and 1A). As shown in Figure 4, the proposed trail will extend connections to existing trails within Staring Lake and Purgatory Creek which provide low-stress, convenient access to SouthWest Station.

Response:

(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.

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. Yes

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.

Response:

The proposed trail was highlighted in our Pedestrian and Bicycle Plan which during the development process, community engagement activities included; a Public Open House, Community Listening Sessions, a project website, online survey and an online interactive map. City staff have also held multiple meetings and discussions with Hennepin County staff regarding this trail project.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649870083046_Flying Cloud Drive Trail_Preliminary Layout.pdf

Please upload attachment in PDF form.

Additional Attachments

1649870083035_LOS - Eden Prairie - CSAH 061 (Flying Cloud Dr) Multi-Use Trail Project.pdf

Please upload attachment in PDF form.

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,091,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,091,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

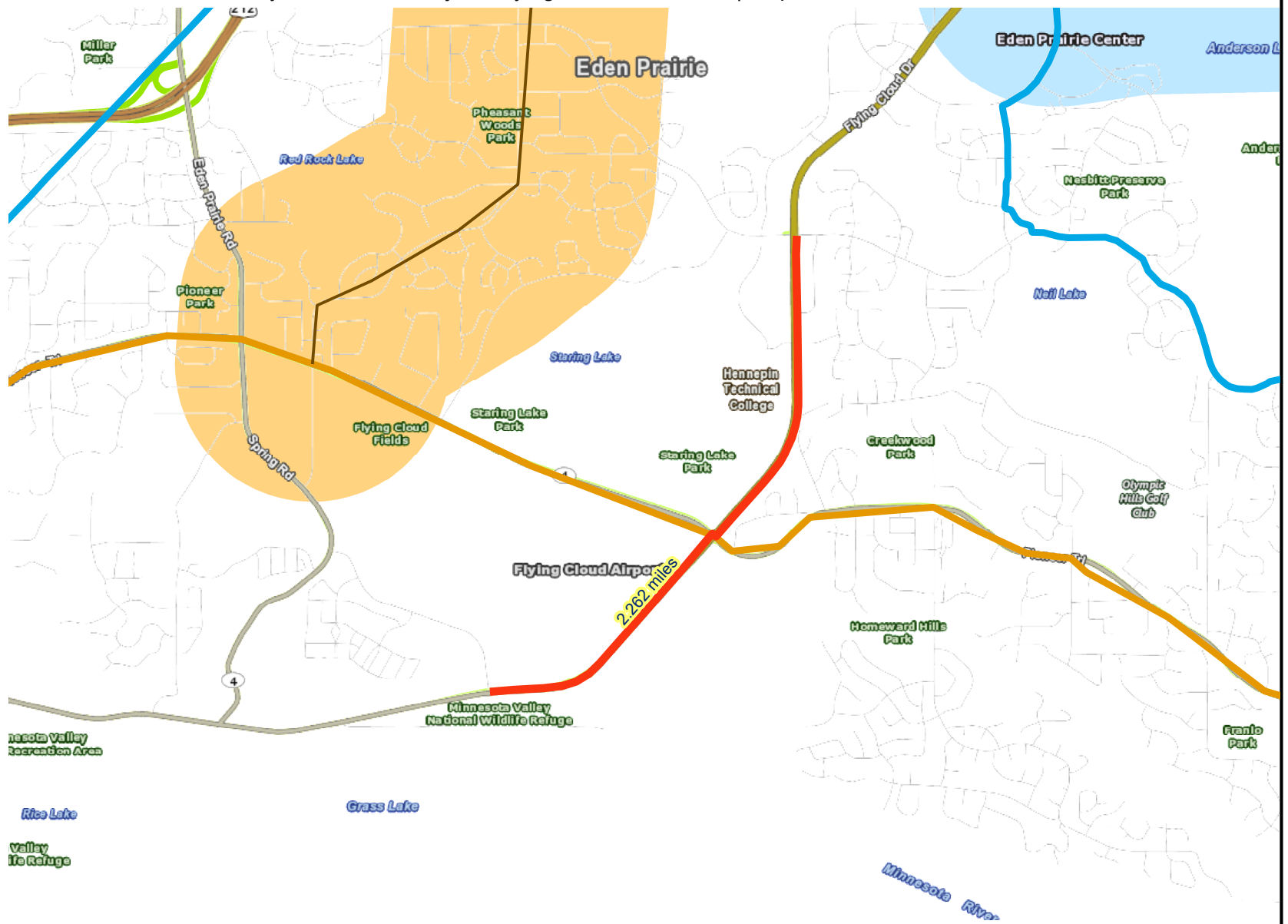
File Name	Description	File Size
Existing Conditions.pdf	Existing Conditions Photos	120 KB
Regional Solicitation Grant Application Maps.pdf	Regional Trail Network, Barriers, Connections and Housing Maps	1.9 MB

Project to RBTN Orientation

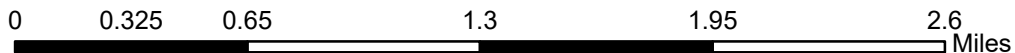
Multiuse Trails and Bicycle Facilities Project: Flying Cloud Drive Trail | Map ID: 1648583447098

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 3/29/2022
LandscapeRSA6

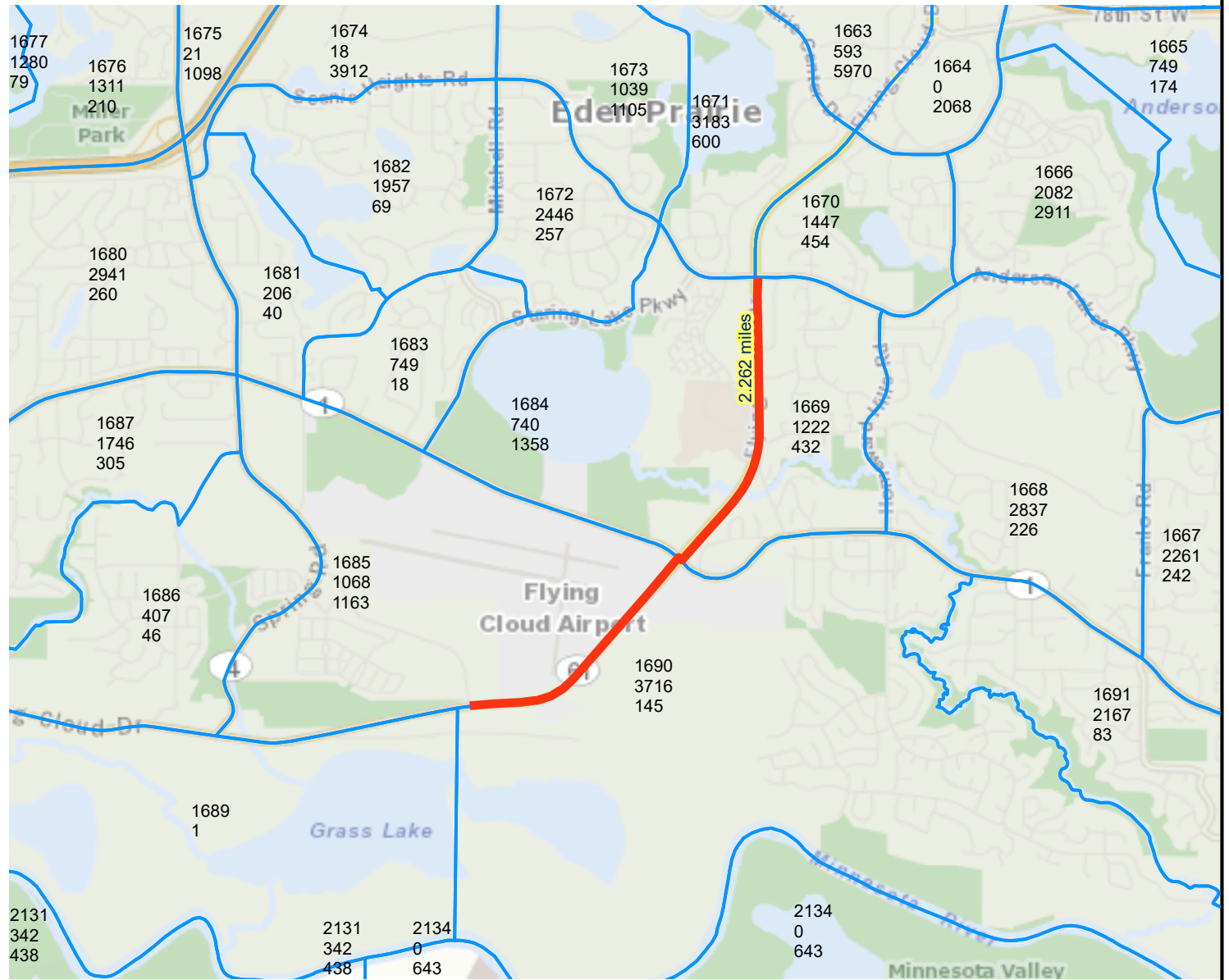


For complete disclaimer of accuracy, please visit <https://giswebpage.metc.state.mn.us/gissite/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Flying Cloud Drive Trail | Map ID: 1648583447098



Results

Within ONE Mile of project:
 Total Population: 23697
 Total Employment: 17479

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/29/2022
 LandscapeRSA4



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

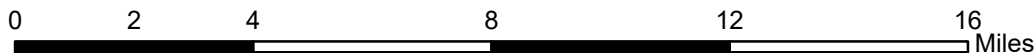
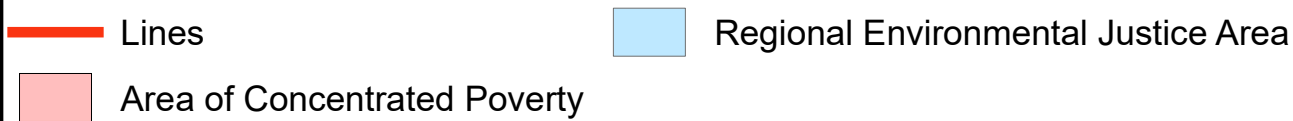
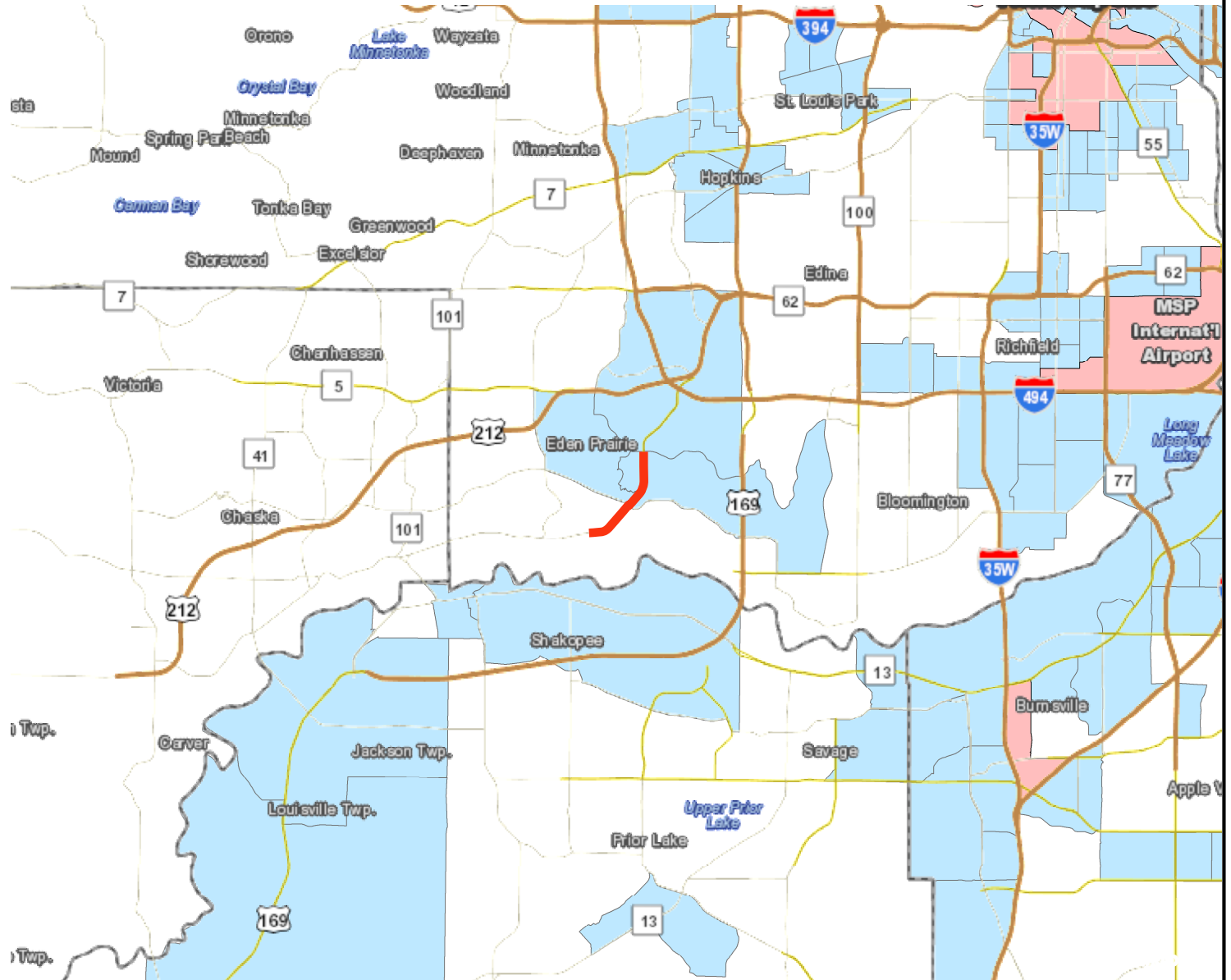


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 466

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



H:\Projects\0900019280\CAD_BIM\Graphics\Project Overview.dgn

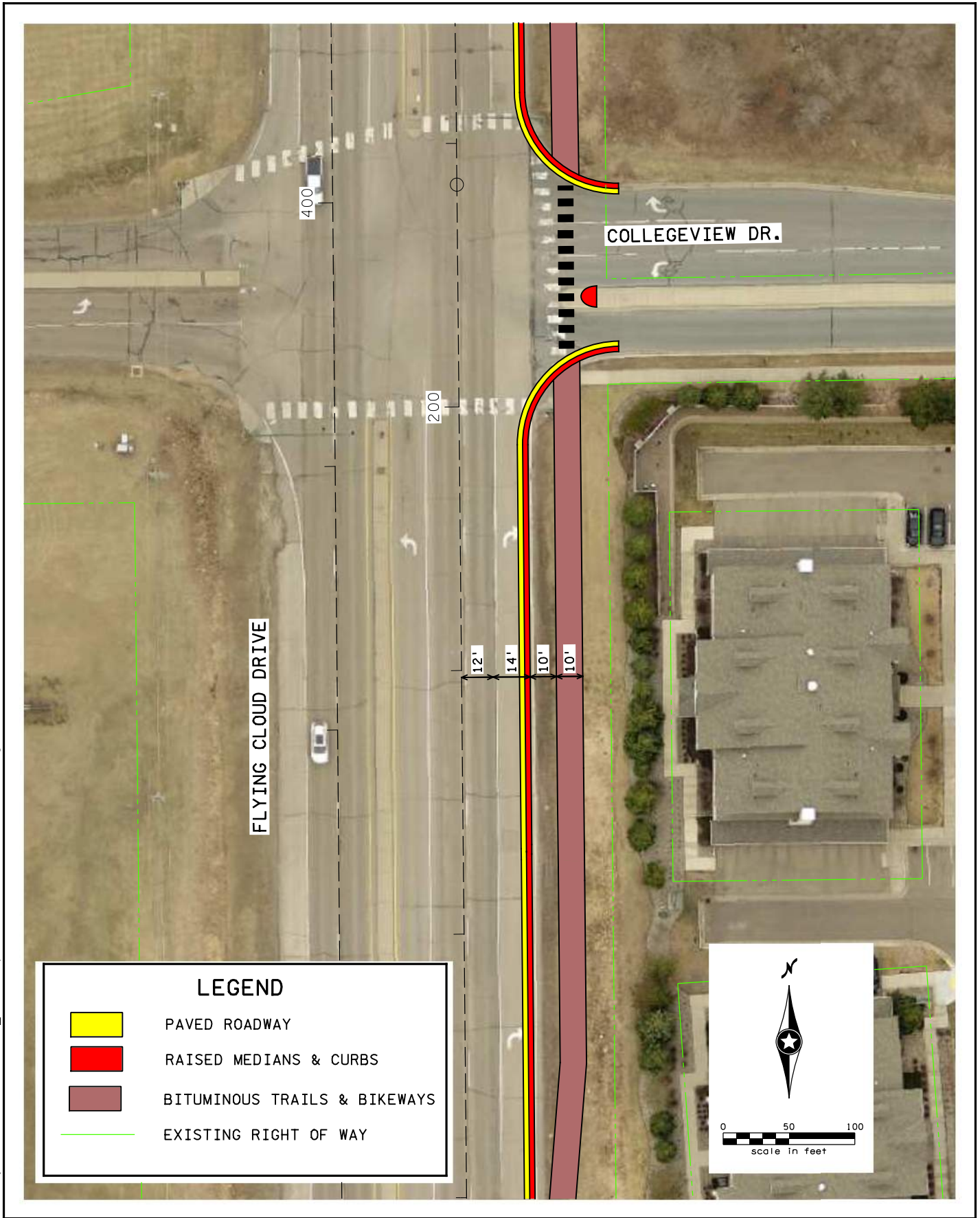


Preliminary Lay out

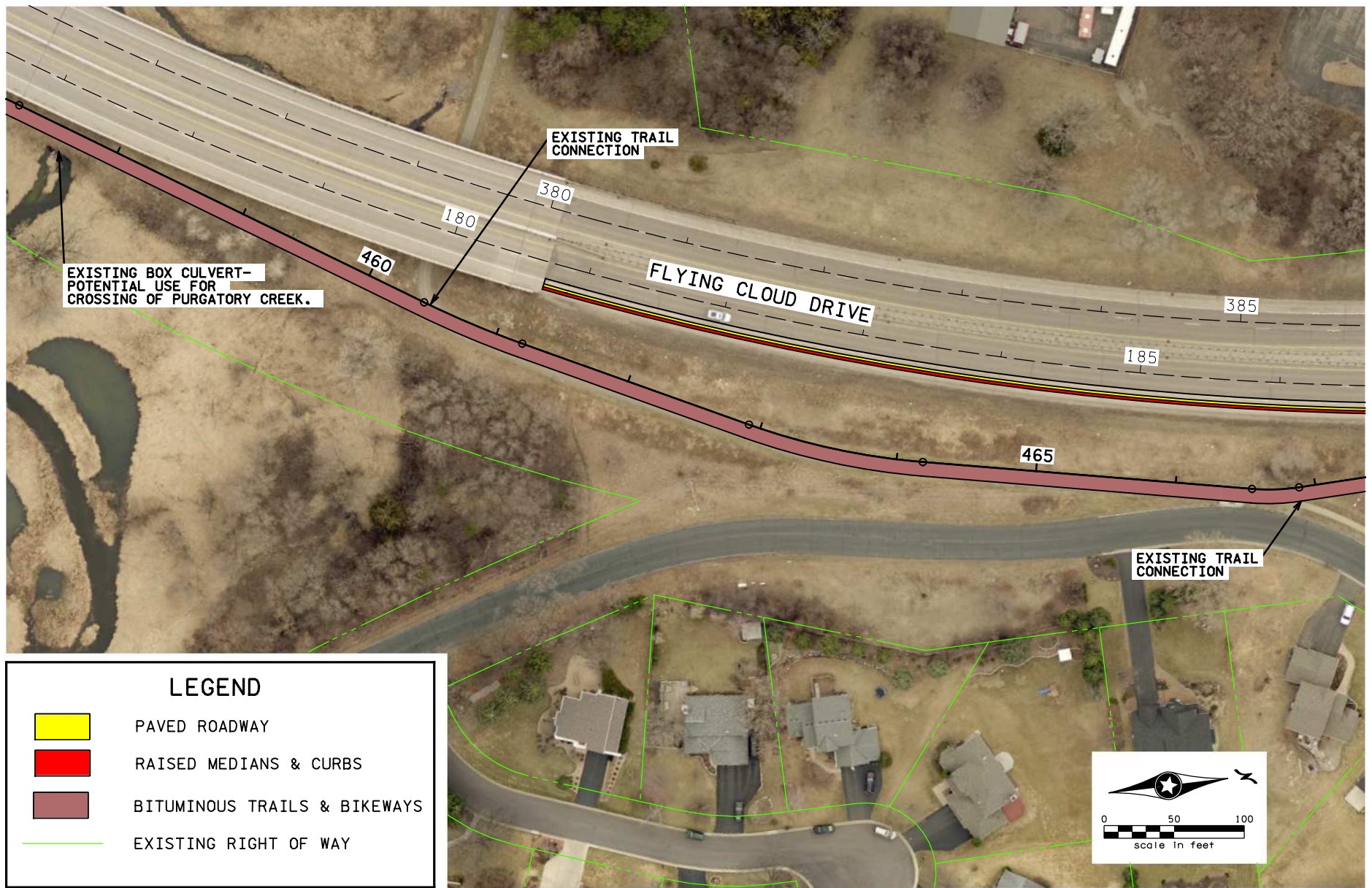
Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
City of Eden Prairie

Job #9280
7/11/2016

Figure 1A



H:\Projects\09000\09280\CAD_BIM\Graphics\Creek Crossing.dgn



Preliminary Layout of the Purgatory Creek Crossing and Trail Connections

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
City of Eden Prairie

Job #
7/11/2016

Figure 1C

HENNEPIN COUNTY
MINNESOTA

March 25, 2022

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

Re: Support for 2022 Regional Solicitation Application
CSAH 61 (Flying Cloud Drive) Multi-Use Trail Project – Charlson Road to Anderson Lakes Parkway

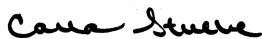
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Eden Prairie is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the CSAH 61 (Flying Cloud Drive) Multi-Use Trail Project that is anticipated to construct an off-road facility for people walking and biking.

As proposed, it is anticipated that the project will impact CSAH 61 (Flying Cloud Drive) which is under county jurisdiction. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 61 (Flying Cloud Drive) for the useful life of improvements.

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Eden Prairie includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking throughout Eden Prairie.

Sincerely,



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

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

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



Figure 9: Photographs of Existing Conditions



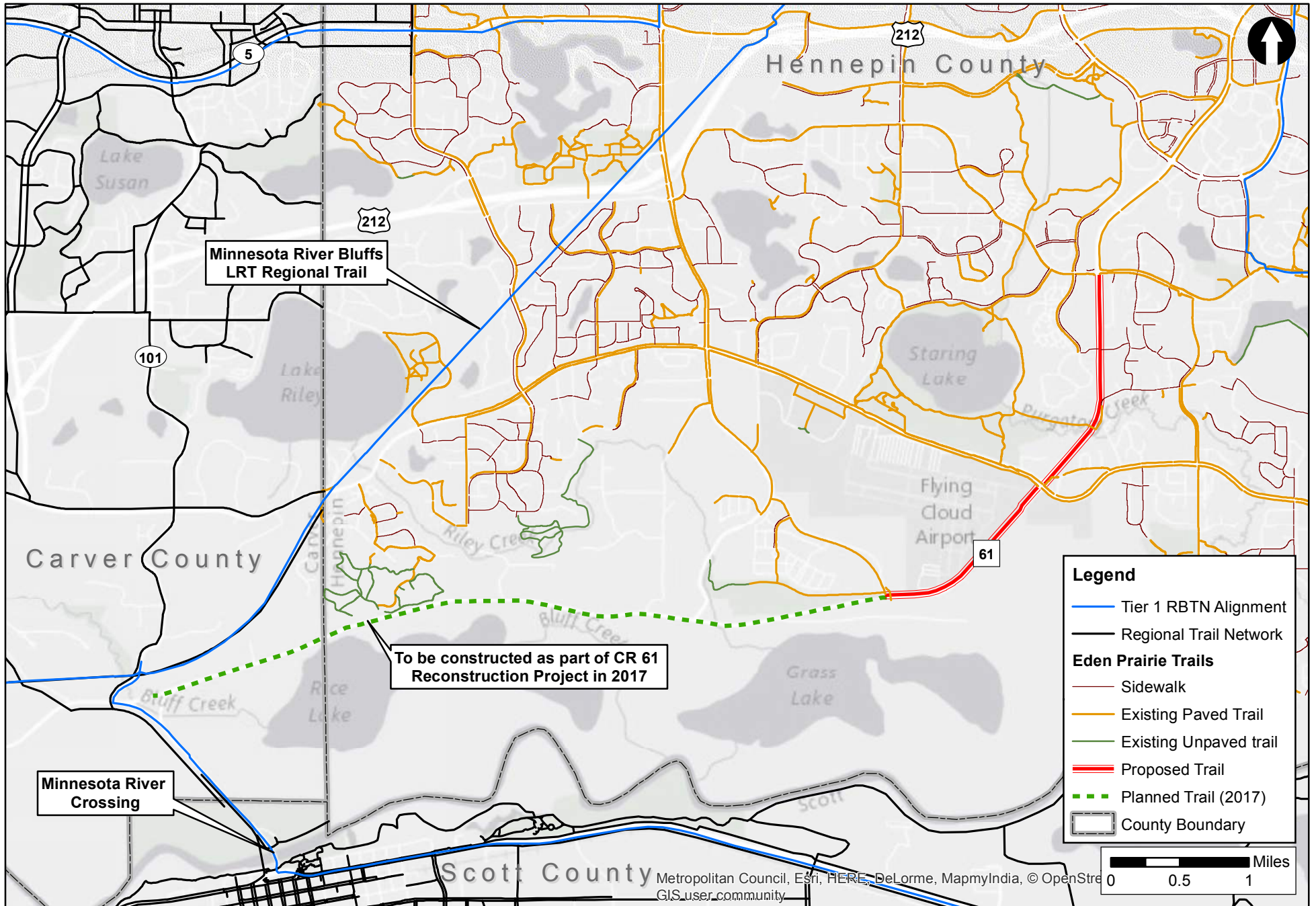
Source: SRF Consulting Group

Photo facing south towards the northbound lanes of Flying Cloud Drive over Purgatory Creek.



Source: SRF Consulting Group

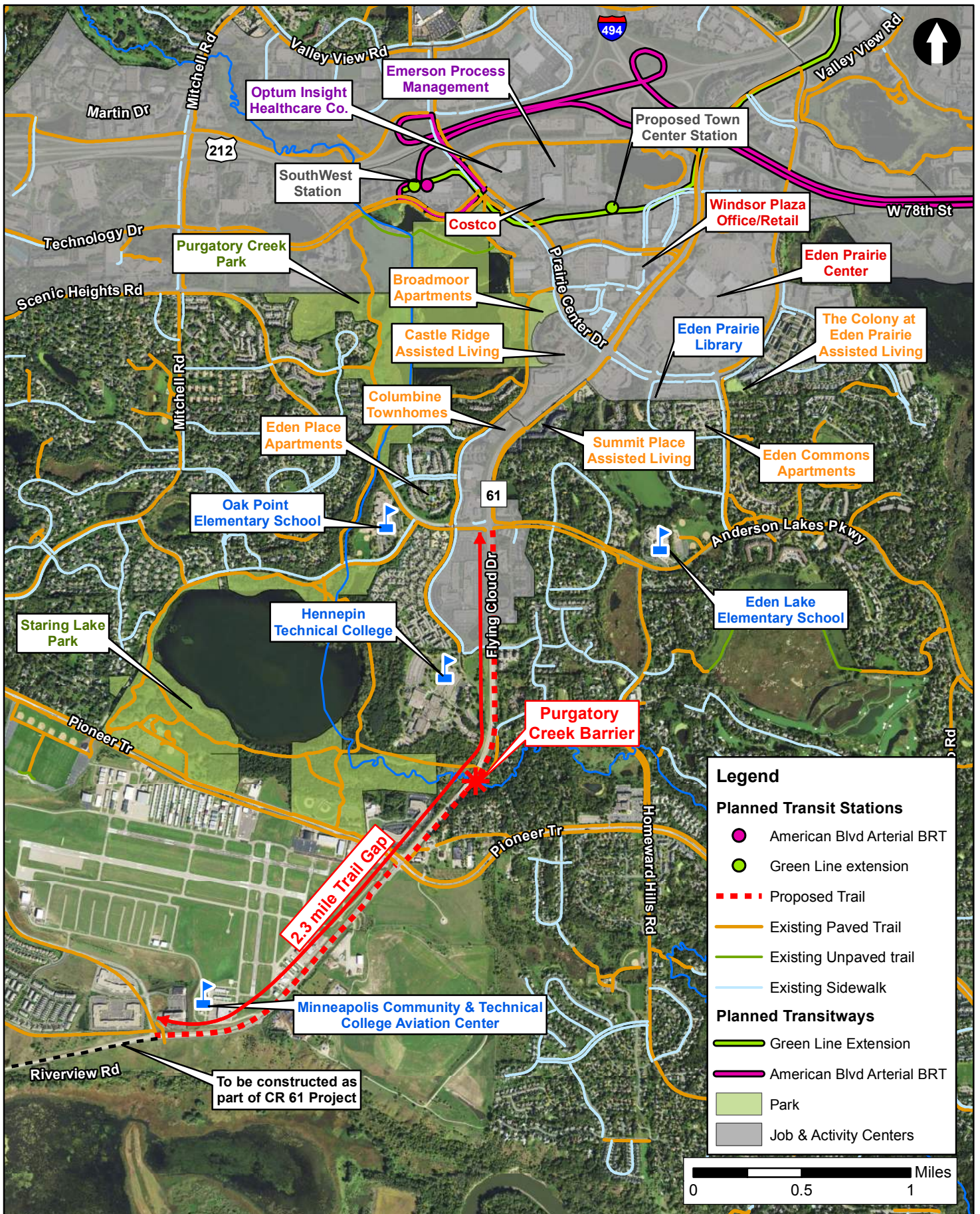
Photo facing in the northbound direction of Flying Cloud Drive north of Purgatory Creek.



Regional Trail Network

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Eden Prairie

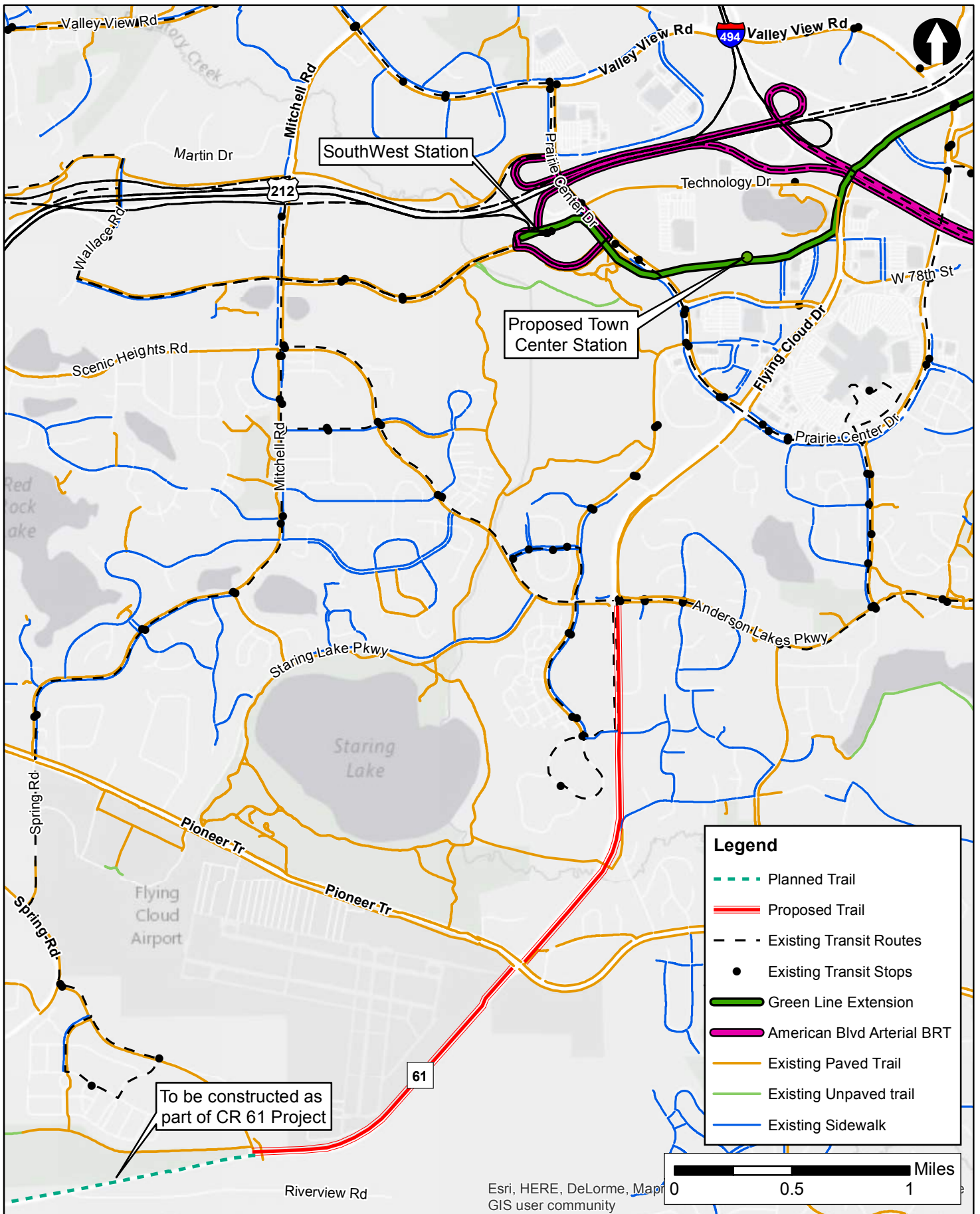
Figure 2



Issues and Barriers

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Edin Prairie

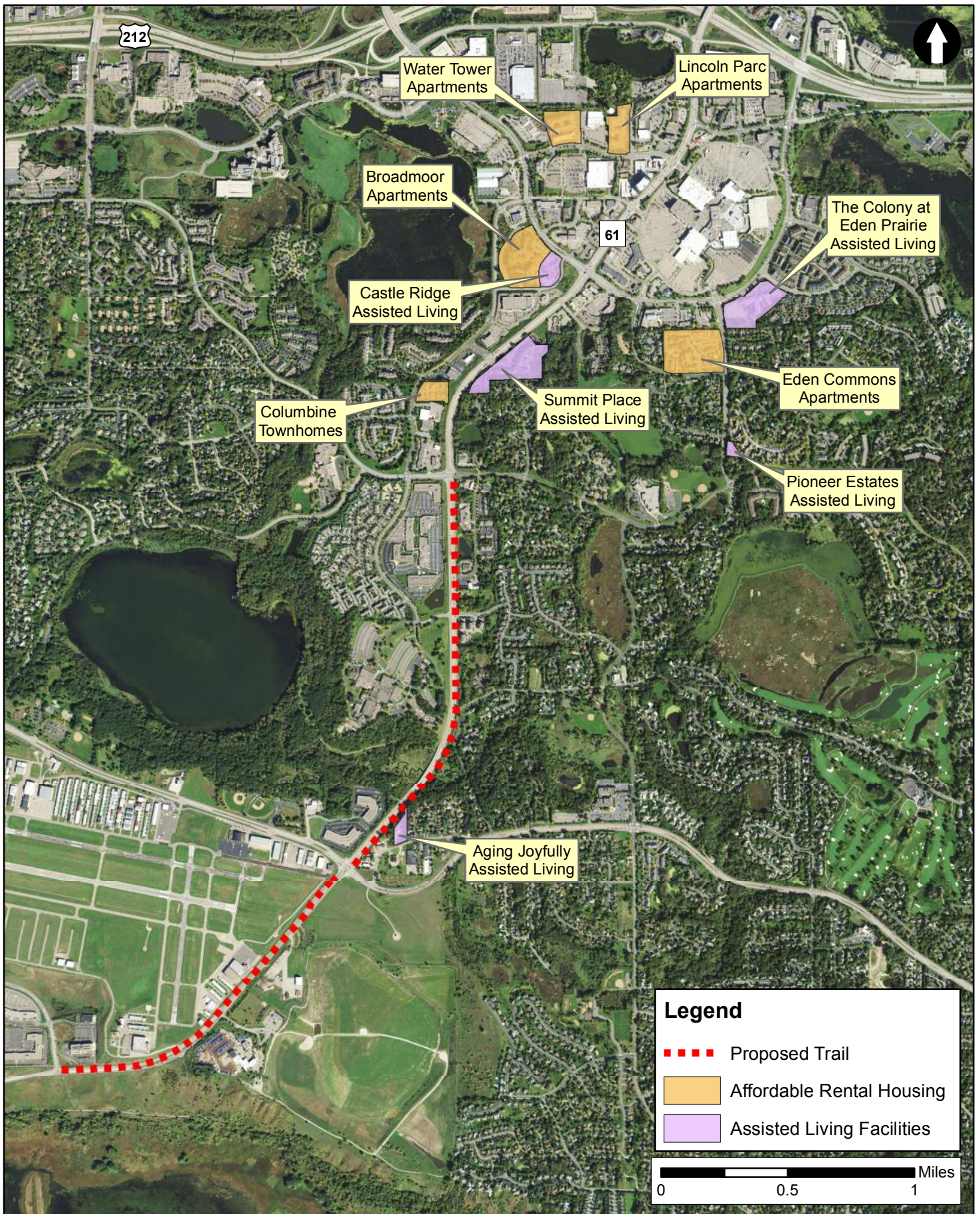
Figure 3



Multimodal Connections to the Flying Cloud Drive Regional Trail

Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Eden Prairie

Figure 4



Affordable Rental Housing and Assisted Living Facilities
 Flying Cloud Drive Regional Trail - Regional Solicitation Grant Application
 City of Edin Prairie

Figure 5