



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17688 - West Mississippi River Regional Trail: TH169 to Douglas Dr. N Construction (North Segment)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 8:26 AM

Primary Contact

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

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

RESERVATIONS
3000 XENIUM LN N

*

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

County:

Hennepin

Phone:*

763-559-6700
Ext.

Fax:

PeopleSoft Vendor Number

0000057347A1

Project Information

Project Name

West Mississippi River Regional Trail: TH169 to Douglas Dr. N
Construction (North Segment)

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Champlin

Jurisdictional Agency (If Different than the Applicant):

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

This project includes constructing 1.7 miles of new West Mississippi River Regional Trail (WMRRT) and adding wayfinding from existing trail connections at TH 169 (Chandler Park) to Douglas Avenue N (CSAH 14) along West River Road (CSAH 12) in Champlin, filling a critical gap in the multi-use, off-road non-motorized transportation system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service) and Great River Road Scenic Byway. When complete, it will replace the existing on-road Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation) with an off-road trail, physically separated from cars. The project will also connect to Mississippi Point Park, Chandler Park, local Champlin trails and commercial offerings at the TH 169/West River Road area, quasi-public and residential destinations as well as indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail via a future trail connection (separate application, West Mississippi River Regional Trail: Douglas Dr. N to 109th Ave. South Segment).

The entire 20-mile WMRRT corridor traverses the cities of Champlin, Dayton, Brooklyn Park and Brooklyn Center to the Minneapolis Grand Rounds. Currently the WMRRT corridor is 50% complete, as approximately 10.5-miles are existing and operational. Three Rivers Park District (applicant) is conducting 30% preliminary engineering plans for this WMMRT project through Champlin in 2022.

Project includes the following:

- New construction of 1.7-miles of regional trail and

wayfinding along West River Road (CSAH 12) from Chandler Park to Douglas Dr. North (CSAH 14).

Project benefits include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to West River Road (CSAH 12) that receives 9,200 annual average daily traffic (AADT).
- A protected bikeway to 38,306 people within 1-mile - connecting them to over 9,350 jobs within the project area.
- Connection to multi-modal transportation including 17 existing bus stops.
- Improvement to the area's livability; supporting active living and providing a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.

Please see attached project summary for context maps and details.

(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.](#)

ADJACENT TO WEST RIVER ROAD (CSAH 12) FROM TH169 (CHANDLER PARK) TO DOUGLAS DR N (CSAH14) CONSTRUCTION OF MULTI-USE PAVED 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)

1.7

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 \$3,000,000.00

Match Amount \$750,000.00

Minimum of 20% of project total

Project Total \$3,750,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Three Rivers GO Bonds and/or State Legacy Funds/Met Council Parks GO Bonds

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

Preferred Program Year

Select one: 2026, 2027

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency Three Rivers Park District

Zip Code where Majority of Work is Being Performed 55316

(Approximate) Begin Construction Date 04/01/2027

(Approximate) End Construction Date 06/30/2028

Name of Trail/Ped Facility: West Mississippi River Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) TH 169 / Chandler Park

To:
(Intersection or Address) Douglas Dr. N (CSAH 14) / West River Road (CSAH 12)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.7

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.7

Is this a new trail? Yes

Primary Types of Work BIKE PATH, PED RAMPS, WAYFINDING

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.:

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

Requirements - All Projects

All Projects

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

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

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

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

Goal A: Objective A; p2.2

Goal B: Strategies B1 and B6; p2.5, 2.8

Goal C: Objectives B, D, and E; p2.10; Strategies C1, C2, C4, C15, C16, C17; p2.10-2.11, 2.14, 2.22-2.24

Goal D: Strategy D3; p2.27

Goal E: Objectives B, C, and D; p2.30; Strategies E3 and E6; p2.31-2.32, 2.34

Goal F: Objective C; p20.35

(Limit 2,800 characters; approximately 400 words)

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

Three Rivers Park District 2040 System Plan (page 17)

Metropolitan Council 2040 Regional Parks Policy Plan, Dec. 2020 (pages 16, 45)

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

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, April 2015, as a Planned Off-Street Bikeway (page 36) and Proposed/Planned Trail Corridor - Proposed for Inclusion in TRPD Regional Trail System and (page 37)

Three Rivers Park District West Mississippi River Regional Trail Master Plan, 2018 (full document)

City of Champlin 2040 Comprehensive Plan, Sept. 2021 (pages 4-15, 4-22, 4-27, 4-31)

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 06/30/2015

Link to plan: https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan_2015.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$187,500.00
Removals (approx. 5% of total cost)	\$187,500.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$375,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$375,000.00
Traffic Control	\$0.00

Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,125,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,875,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$225,000.00
Pedestrian Curb Ramps (ADA)	\$112,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$150,000.00
Wayfinding	\$262,500.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,625,000.00

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	\$3,750,000.00
Construction Cost Total	\$3,750,000.00
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 Yes

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

1649186351810_WMRRT_TH169 to Douglas_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 38306

Existing Employment Within One Mile (Integer Only) 9350

Upload the "Population Summary" map

1649186629960_WMRRT_TH169 to Douglas_Population
Employment Summary.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 West Mississippi River Regional Trail (WMRRT) TH169 (Chandler Park) to Douglas Dr. N (CSAH 14) construction project's planning process sought genuine and inclusive relationships with underrepresented community groups (Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing) who do not participate on regional trails to the extent which is expected, given their percentage of the overall population.

To better engage underrepresented community groups, the project's comprehensive planning process included direct connection with affiliated groups such as Black Girls Do Bike Twin Cities, Major Taylor Bicycling Club, Capable Partners, Izaak Walton League, Create Community Church, Riverway Church, Riverview Apartments, Riverwood Estate Apartments and Northwest Hennepin Human Services Council.

Response:

The project's planning process hosted community events, pop-up engagements, project website, an online survey, and a traditional in-person open house to listen to concerns and expectations of how the project could improve their multi-modal transportation access to employment, commercial offerings, and recreation. Through conversations and feedback gathering, the project scope responded by providing a safe and comfortable off-road, protected trail that fills a critical gap, connects existing bicycle and pedestrian routes and destinations, and includes updated wayfinding, signage, and amenities supporting users of all ages and abilities. Seniors, which make up 20% of the project area's population, often cite the need for smooth, stable and well-maintained surfaces as they are more likely to face visual and mobility

challenges.

In addition, this project is committed to reducing trail user conflicts to make this project more inclusive, welcoming, and safe to all user groups, especially for trail users that may be new to the trail system by:

- Revamping trail etiquette signage, employing a volunteer trail patrol to help better educate users on sharing the trail and, when needed, considering enforcement measures.
- Working on initiatives to help teach community members of all ages and abilities how to bike, navigate the trail system, do basic maintenance, and prepare for all weather conditions.
- Partnering with other organizations to provide bikes to those in need, improve local access and better connectivity to destinations such as parks, schools, places of worship, libraries, commercial nodes and employment centers along the corridor.
- Adding wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water and bathrooms, where needed, to serve a wider range of users.

(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 West Mississippi River Regional Trail (WMRRT) TH169 (Chandler Park) to Douglas Dr N (CSAH 14) construction project will enhance safety, provide public health benefits, and connect users to employment and commercial centers by filling a gap in the multi-modal transportation and recreation network for Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults who live adjacent to the proposed project.

Since 1990, Black, Indigenous and People of Color populations within ½ mile of the project increased by over 20% (1990 v = 2.74; 2020 v = 24.2). Additionally, Twin Cities regional data indicates 8.7% of people below poverty, 20% of people are aged 60 years or older, 27% of households experience a housing cost burden, 25.75% of the population 19 years or younger and 1 in every 11 (9%) residents reports having at least one disability. Three Rivers' research indicates that these underrepresented community groups do not participate on regional trails to the extent which is expected, given their percentage of the overall population.

Response:

Currently equity groups that are biking or walking dependent must utilize the West River Road (CSAH 12) road shoulder which has limited/varying widths, 9,200 AADT and 45 MPH travel speeds. Additionally, there are little to no off-road trails/sidewalks to access 17 METRO transit bus route 766 stops along West River Road.

This project seeks to increase underrepresented community group participation on regional trails by providing a safe, off-road alternative to the multi-modal, non-transportation option. It will provide

ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, and boulevards/buffer between the West River Road (CSAH 12) travel lanes and the off-street trail. In addition, the project will provide multi-modal transit connections to employment and commercial centers in Champlin/Anoka, Brooklyn Park, Brooklyn Center and Minneapolis via access to/from METRO transit bus route 766 and the park and ride at 117th Ave. N. Further off-road trail connections are made to existing residential areas adjacent to West River Road (CSAH 12) including the Hayden Lake Rd N and Douglas Dr N (CSAH 14) trails.

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

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

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.

There are 1,180 publicly subsidized rental housing units in census tracts within ½ mile of the West Mississippi River Regional Trail (WMRRT) TH169 (Chandler Park) to Douglas Dr. N (CSAH 14) construction project. Additionally, Champlin, where the project is located, is one of only 13 cities that produced 90% or more of their share of affordable housing need from 2011-2020. The project's western terminus (TH169) is directly adjacent to a census tract that has individual poverty above the regional percentage.

The WMRRT project provides direct access within ½ mile to Champlin affordable housing developments including River Manor Apartments (99 units) and Hayden Lake Apartments (24 units for seniors and disabled) and indirectly within 1-mile to the Elm Creek Apartments (72 units) and Legends of Champlin (185 units subsidized senior housing at 70 percent of area median incomes).

Response:

These residents/households have greater dependence on transit and non-motorized transportation options as they are more likely to not own or have access to a vehicle and are more likely to include Black, Indigenous, and People of Color populations, older adults and people with disabilities. By providing safe, convenient access to multiuse trails and connecting transit, they can more easily and affordably access employment and basic needs within and beyond their community.

The WMRRT project also provides improved walking and biking access to commercial and employment destinations at the intersection of TH169 and West River Road (CSAH 12) which serves low-income households close to where they live including: health care, laundromat, hair salon

and barber, insurance agency, Champlin United Methodist Church, Living Hope Christian Fellowship, animal hospital, food options and gas stations. This project also satisfies a community driven request to provide improved wayfinding to ensure strong connectivity between local sidewalks and trails to form a safe and connected non-motorized network. This is an essential project component, as many new and underrepresented community groups - including those from low-income households - city fear of getting lost and lack of awareness about where the trail leads as barriers to their use and full enjoyment.

METRO transit bus route 766 also travels the project corridor, providing multi-modal transportation opportunities to access mass transit and improved access to/from Champlin and Minneapolis - connecting through Anoka, Brooklyn Park and Brooklyn Center and their respective employment centers, health care, childcare, and retail nodes.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

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

1649186700192_WMRRT_TH169 to Douglas_Socio Economic 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.

When the proposed West Mississippi River Regional Trail (WMRRT) TH169 (Chandler Park) to Douglas Dr. N (CSAH 14) project is constructed, a missing gap/link between existing trail segments will be complete. A contiguous 15-mile segment of the 20-mile WMRRT corridor will be realized (coupled with separate application, West Mississippi River Regional Trail: Douglas Dr. N to 109th Ave. South Segment), allowing the trail user to travel from Champlin through Brooklyn Park and Brooklyn Center to downtown Minneapolis and the Grand Rounds trail network. If the associated South Segment project is not funded, this project still has a logical termini at Douglas Dr. N (CSAH 14), which has an existing trail that connects to the Rush Creek and Shingle Creek Regional Trails.

Response:

The proposed project will fill a critical gap/link between existing segments of the trail and greater corridor (Tier 2 RBTN alignment) providing a safe, off-road trail option for users to traverse the West River Road (CSAH 12) corridor from existing trail connections at TH169 (Chandler Park) and the Mississippi River to Douglas Dr. N (CSAH 14). Currently, the lack of a safe, off-road trail facility along West River Road (CSAH 12) is not acceptable for most community members given the speed and volume of adjacent traffic.

WMRRT users will benefit from a safe, protected off-road trail, adjacent to West River Road (CSAH 12) which currently has limited/varying road shoulder widths, 9,200 AADT and 45 MPH travel speeds. For routes over 6,000 AADT or speeds over 30 MPH, the MnDOT Bicycle Facility Manual recommends off-road bicycle facilities separated from vehicles. The 10' wide, paved trail with ADA pedestrian ramps implemented at each road crossing will provide WMRRT users with a

protected off-road alternative to an otherwise on-road experience.

When complete, it will also replace the existing on-road, 'share the road,' Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation) with an off-road trail, physically separated from cars. This project will provide direct connections the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi Point Park, Chandler Park, local Champlin commercial at the TH 169/West River Road area, quasi-public and residential destinations as well as indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail. The project will serve trail users of all abilities, not just experienced, long-distance bicyclists via a protected, multi-use facility.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

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

For the entire 1.7-mile length of the proposed West Mississippi River Regional Trail (WMRRT) TH169 (Chandler Park) to Douglas Dr. N (CSAH 14) project, there are no protected, off-road accommodations for bicyclists and pedestrians to safely travel along West River Road (CSAH 12), which is not an acceptable nor reasonable option for most community members - especially those who are younger, older or have a visual or mobility impairment/need.

West River Road (CSAH 12) has limited/varying road shoulder widths, 9,200 AADT and 45 MPH vehicular travel speeds. The MnDOT Bicycle Facility Manual recommends off-road bicycle facilities separated from vehicles for routes over 6,000 AADT or speeds over 30 MPH. For much of this project corridor, West River Road (CSAH 12) has drainage swales parallel to the roadway, forcing pedestrians and bicyclists to walk on the roadway without any protection from motor vehicles.

Response:

Bicyclists and pedestrians who utilize METRO transit bus route 766 (17 stops along project corridor), are expected to occupy the road shoulder and cross West River Road, which is often dangerous. This stretch of West River Road (CSAH 12) is also lined with residential properties with driveways that directly access the roadway, posing bicycle and pedestrian safety conflicts given the limited/varying road shoulder widths, AADT, and travel speeds. In addition, there are 12 roadway intersections that conflict potential between bicycle/pedestrian and vehicles.

Champlin Police Department data indicates that during the last ten years (2012 - 2022), this stretch

of West River Road (CSAH 12) received 229 accident reports, one involving a vehicle and bicyclist at the intersection of Hayden Lake Road.

When complete, WMRRT users will benefit from a safe, protected off-road trail adjacent to West River Road (CSAH 12) via a multi-modal transportation option separated from motor vehicle traffic. This project will provide ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, and boulevards/buffer between the West River Road (CSAH 12) travel lanes and the off-street trail. The project will remove potential conflicts and reduce crash factors along West River Road (CSAH 12) while drastically improving user safety and comfort.

In addition, the project will provide safe and convenient access to multi-modal METRO transit route 766 bus stops along West River Road (CSAH 12), connecting users to employment and commercial centers in Champlin/Anoka, Brooklyn Park, Brooklyn Center and Minneapolis. Further off-road trail connections are made to existing residential areas adjacent to West River Road (CSAH 12) including the Hayden Lake Rd N and Douglas Dr N (CSAH 14) trails.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

By the nature of the overall trail design (10' wide, off-road, two directional, multi-modal) which meets ADA guidelines, the project purposefully supports safe, welcoming, and comfortable travel experiences for people biking and walking of all ages and abilities as well as motorists and transit users. The off-road location of the facility provides the safest shared-use facility design for people biking and walking and is far superior to 'share the road' conditions which do not adequately provide space for various user types or, in some cases, separate people from vehicles. Centerline striping will support safe and easily understandable two-way directional traffic on the trail and the 10' wide trail width meets industry standards for 38,306 people within 1-mile, as well as projected 240,000 annual visits when the trail is fully complete. Further, this facility type and design is compliant with the MnDOT Bicycle Facility Manual which recommends off-road facilities which are separated from vehicles for routes with over 6,000 ADT or speed limits of 30 MPH.

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

- A safe off-road, multi-use facility for people walking and biking to access transit.
- A separated space for transit users to wait (where ROW allows) along the trail route so they are not congregated on the trail creating a safety concern and impeding traffic flow.
- ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, and boulevards/buffer between the West River Road (CSAH 12) travel lanes and the off-street trail.

- Regulatory and wayfinding signage.

To further support multimodal pedestrian function and connectivity, the project connects to the following existing connections: off-road trails along Hayden Lake Road and Douglas Dr N (CSAH 14) and within Mississippi Point and Chandler Park, and 17 METRO transit route 766 bus stops along West River Road (CSAH 12). It is also important recognize that by providing a safe, separated space for people to walk and bike from the roadway, this project also supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions, and likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips as the project provides a safe option for people to walk and bike and improves local and regional connectivity for those persons.

(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.

As part of the West Mississippi River Regional Trail (WMRRT) project's master plan, a process was defined to engage the public and involve affected agencies, local units of government and local, state and federal recreation providers. To understand local municipality issues and provide opportunities and avenues for comprehensive community outreach, an Advisory Committee was assembled comprised of staff representatives from each community along the WMRRT route including the cities of Dayton, Champlin, Brooklyn Park and Brooklyn Center. Affected agencies engaged included the City of Champlin, National Park Service, Metropolitan Council, Minnesota Department of Natural Resources, Minnesota Department of Transportation and Hennepin County Department of Transportation.

Response:

Elements of the WMRRT Master Plan were reviewed by the public, multiple agency stakeholders, advisory committees and local jurisdictions at specified intervals throughout the course of the planning process. By nature of the entire 20-mile regional trail corridor, which crosses 4 local jurisdictions, the WMRRT plan review process was complex. However, this complexity provided a sound foundation for a viable and implementable regional trail route.

Community outreach produced a publicly preferred WMRRT route, in addition to a comprehensive list of various items for continued consideration. Over 350 individuals were personally involved in planning feedback prior to any official agency or local jurisdictional review approvals. This feedback was collected through in-person engagement (pop-up events adjacent to the proposed trail corridor), community events, a project website, an online survey, and a traditional in-person open house.

The feedback provided conclusive public support for a WMRRT route that provides Mississippi River touch points, connections to local destinations and ancillary trail amenities at critical points. Proximity to the Mississippi River proved to be an important deciding factor in route preference, as the public reacted unfavorably to proposed WMRRT routes that diverged excessively from the Mississippi River corridor. It was also exemplified that a WMRRT route with large tracts of private property impacts was unacceptable. WMRRT routes that were proposed adjacent to roadways, but separate from lanes of traffic, were reacted to favorably. Many commenters noted the lack of off-road trails along the proposed WMRRT corridor in Dayton and Champlin, and were excited about the prospect of safely being able to access the Mississippi River, commercial nodes, local and regional parks and neighborhoods.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

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

Yes

0%

Attach Layout

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,750,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,750,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

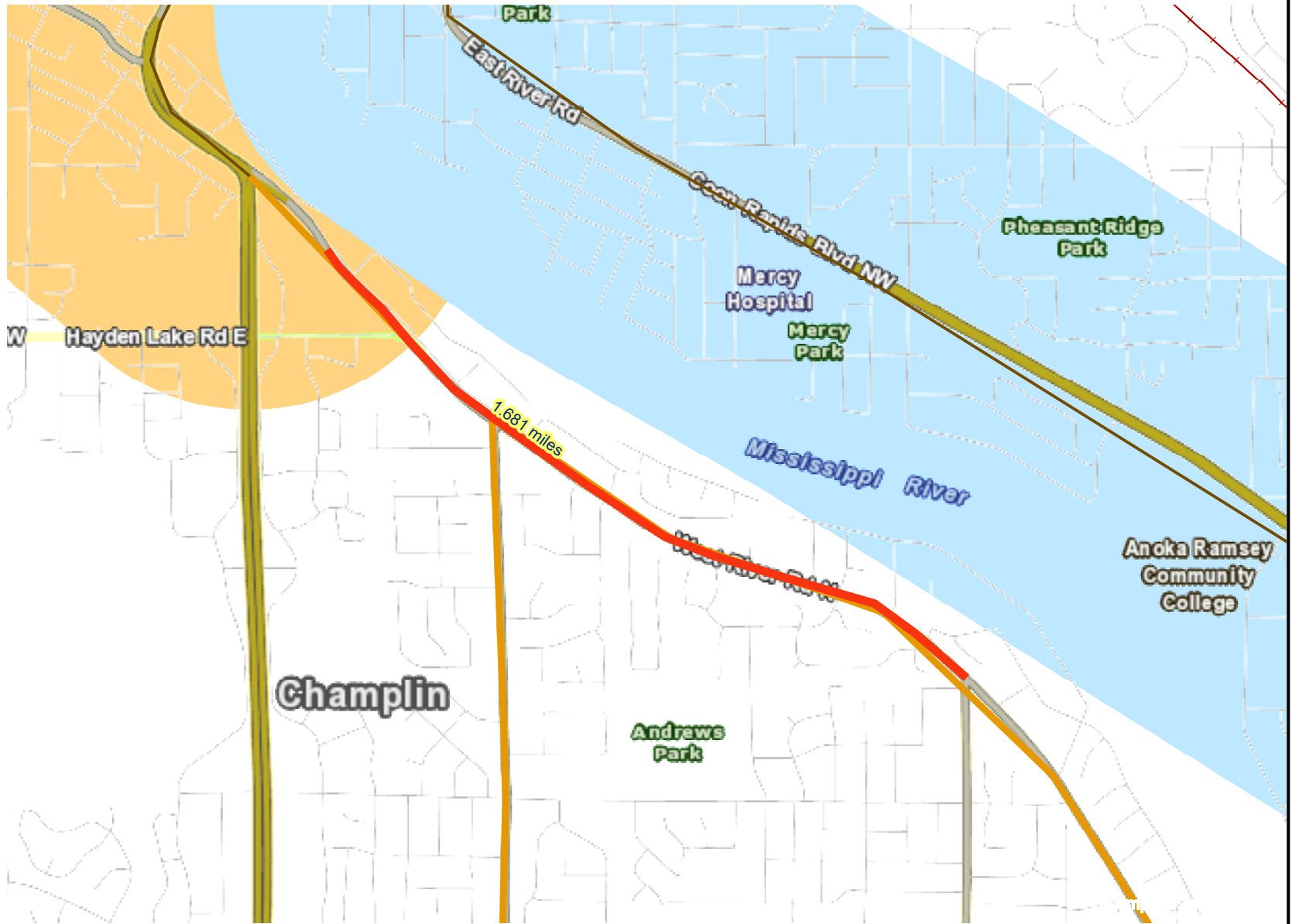
File Name	Description	File Size
Winter Maintenance Letter_WMRRT_North.pdf	Three Rivers Park District Winter Maintenance Letter	152 KB
WMRRT_Hennepin County Letter of Support_North Segment.pdf	Hennepin County Letter of Support	86 KB
WMRRT_Hennepin County Resolution of Support_North Segment.pdf	Hennepin County Resolution of Support	206 KB
WMRRT_North Summary.pdf	WMRRT North Segment Project Summary	4.7 MB
WMRRT_North_Champlin Letter of Support_169 to Douglas.pdf	City of Champlin Letter of Support	318 KB
WMRRT_North_Mississippi Rv Parkway Commission Letter of Support_169 to Douglas.pdf	Mississippi River Parkway Commission Letter of Support	130 KB
WMRRT_TH169 to Douglas_Transit Connections.pdf	WMRRT Transit Connections North Segment	3.6 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: West Mississippi River RT - TH169 to Douglas | Map ID: 1646857615109

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/9/2022
LandscapeRSA6



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

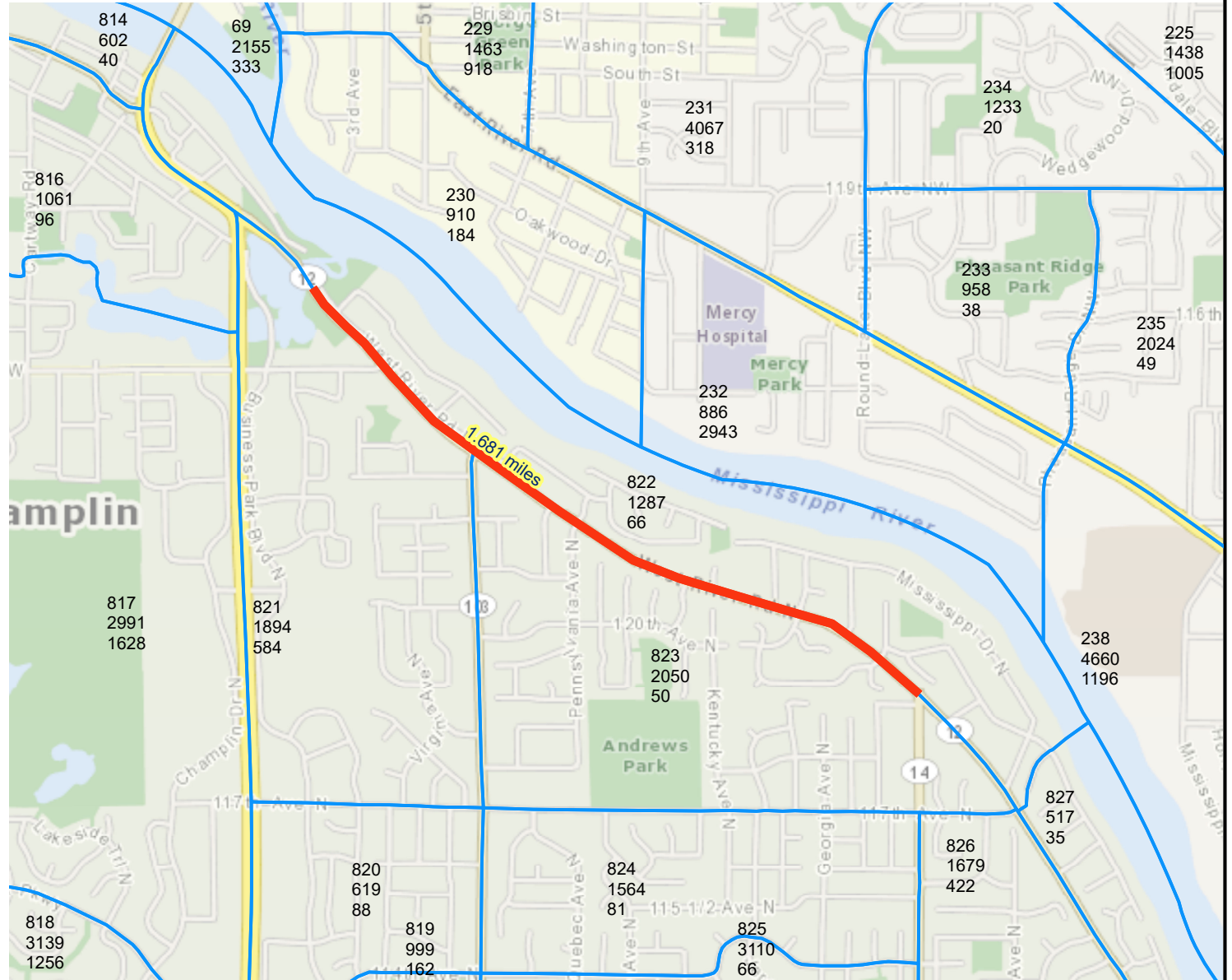


Population/Employment Summary

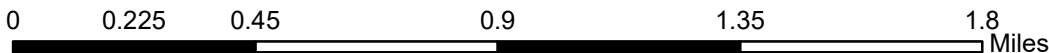
Multiuse Trails and Bicycle Facilities Project: West Mississippi River RT - TH169 to Douglas | Map ID: 1646857615109

Results

Within ONE Mile of project:
 Total Population: 38306
 Total Employment: 9350



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/9/2022
 LandscapeRSA4



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

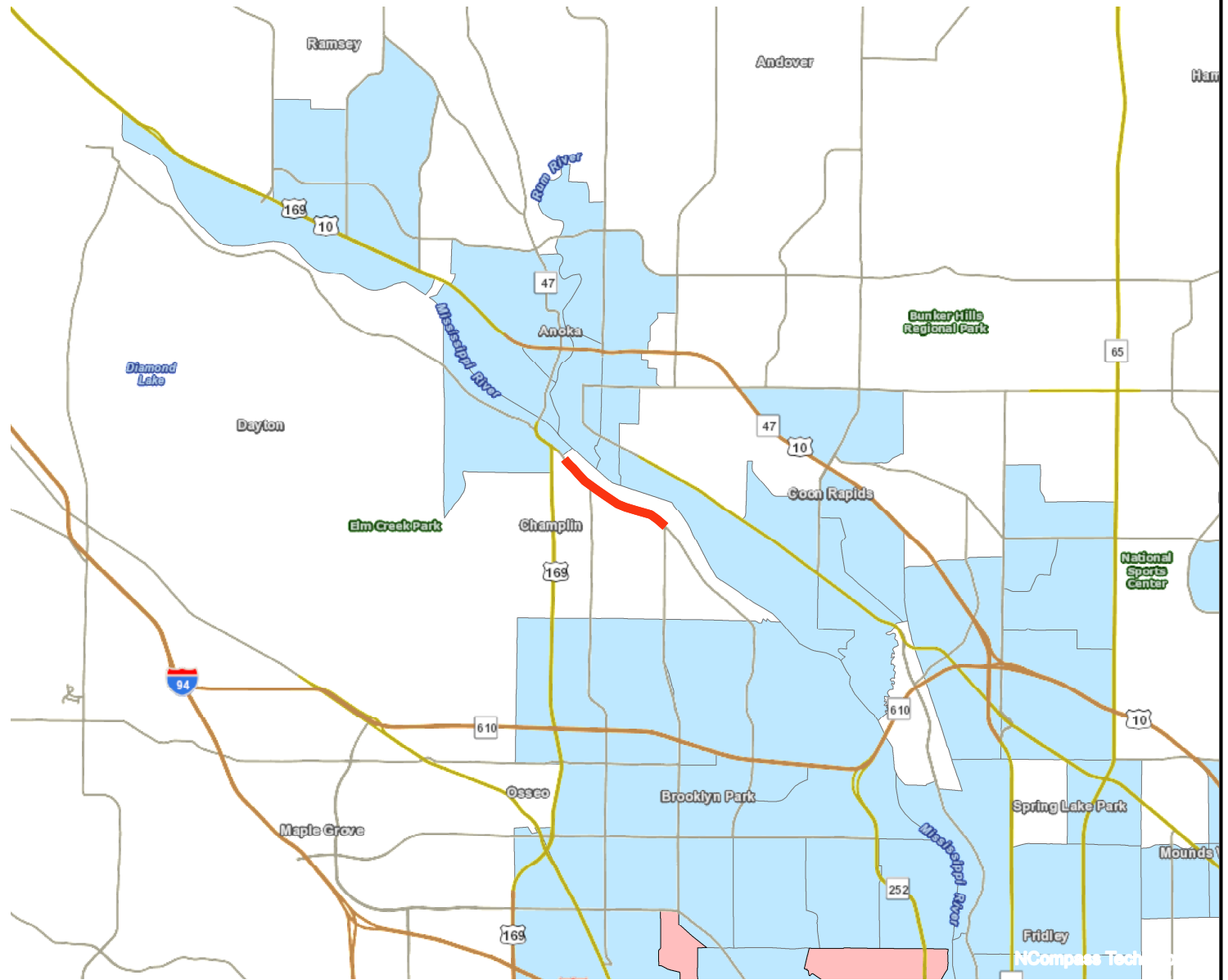


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1180

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

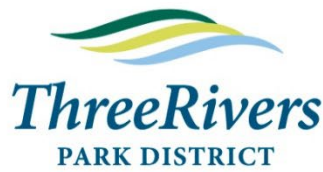


Created: 3/9/2022
LandscapeRSA2



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





**Three Rivers
Park District
Board of
Commissioners**

April 11, 2022

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

Marge Beard
District 1

Dear Ms. Koutsoukos,

Jennifer DeJournett
District 2

Three Rivers Park District is excited to move forward with completion of West Mississippi River Regional Trail: TH 169 to Douglas Avenue Construction. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman
Vice Chair
District 3

This letter is to confirm that, in addition to traditional maintenance of our regional trail system through the warmer months, Three Rivers Park District intends to provide winter maintenance to ensure that the trail remains accessible for all bicyclists and pedestrians, including persons with disabilities. We generally provide winter maintenance by entering a contract directly with a company who will provide this service or by providing a stipend to the local city to provide maintenance on our behalf. Three Rivers in partnership with the local city will determine which option to move forward with prior to completion of the trail.

John Gunyou
Chair
District 4

John Gibbs
District 5

Sincerely,

Gene Kay
Appointed
At Large

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

Jesse Winkler
Appointed
At Large

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

Boe Carlson
Superintendent

HENNEPIN COUNTY
MINNESOTA

March 30, 2022

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

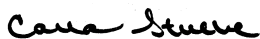
Re: Support for 2022 Regional Solicitation Application – West Mississippi River Regional Trail (North Segment)
Along CSAH 12 (W River Road) from CSAH 14 (Douglas Avenue) to East Hayden Lake Road
Along W River Road from CSAH 12 (East Hayden Lake Road) to TH 169

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the West Mississippi River Regional Trail (North Segment) which is anticipated to improve conditions for people walking and biking as recommended in the 2018 West Mississippi River Regional Trail Master Plan. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 12 (W River Road) for the useful life of improvements.

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

Sincerely,



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

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

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



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

Date: March 21, 2022

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED;

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

Hennepin County Active Transportation Committee:

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

RESOLUTION ADOPTED

Attest: 
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

West Mississippi River Regional Trail: TH 169 to Douglas Dr. N Construction (North Segment) (Multi-Use Regional Trail) Project Summary



Applicant – Three Rivers Park District

Project Location – Between TH 169 and Douglas Dr. N. (CSAH 14) along West River Road (CSAH 12) in Champlin, Hennepin County

Total Project Cost – \$3,750,000

Requested Federal Amount - \$3,000,000

Local, Secured Match Amount - \$750,000

Project Description:

This project includes constructing 1.7 miles of new regional trail and wayfinding and existing trail improvements from TH 169 to Douglas Drive N (CSAH 14) along West River Road (CSAH 12) in Champlin, filling a critical gap in the multi-use, off-road trail system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), local Champlin commercial district at the TH 196/West River Road area, quasi-public and residential destinations as well as indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail and regional environmental justice areas (as defined by Met Council).



Proposed Project Elements:

- New construction of 1.7-miles of regional trail and wayfinding along West River Road (CSAH 12) from Chandler Park to Douglas Dr. North (CSAH 14).

Proposed Benefits Include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to West River Road (CSAH 12) that receives 9,200 annual average daily traffic (AADT).
- A protected bikeway to 38,306 people within 1-mile - connecting them to over 9,350 jobs within the project area.
- Connection to multi-modal transportation including 17 existing bus stops.
- Improvement to the area’s livability; supporting active living and providing a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.

Before Conditions:

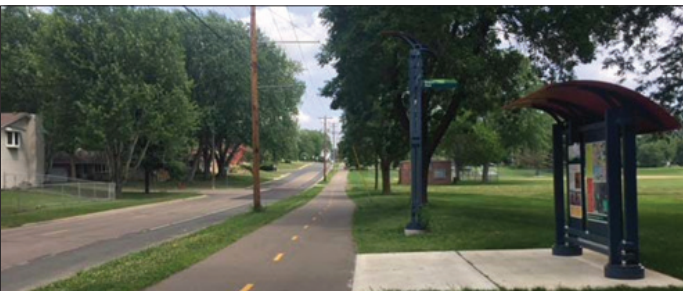


West River Road (CSAH 12): Currently West River Road is a two lane, rural county road section with varying widths of road shoulder. Vehicle travel speeds average 45 MPH.

West River Road (CSAH 12) and Douglas Dr. (CSAH 14) intersection: The proposed regional trail will connect trail users to newly constructed local off-street trails adjacent to Douglas Dr.



After Conditions:

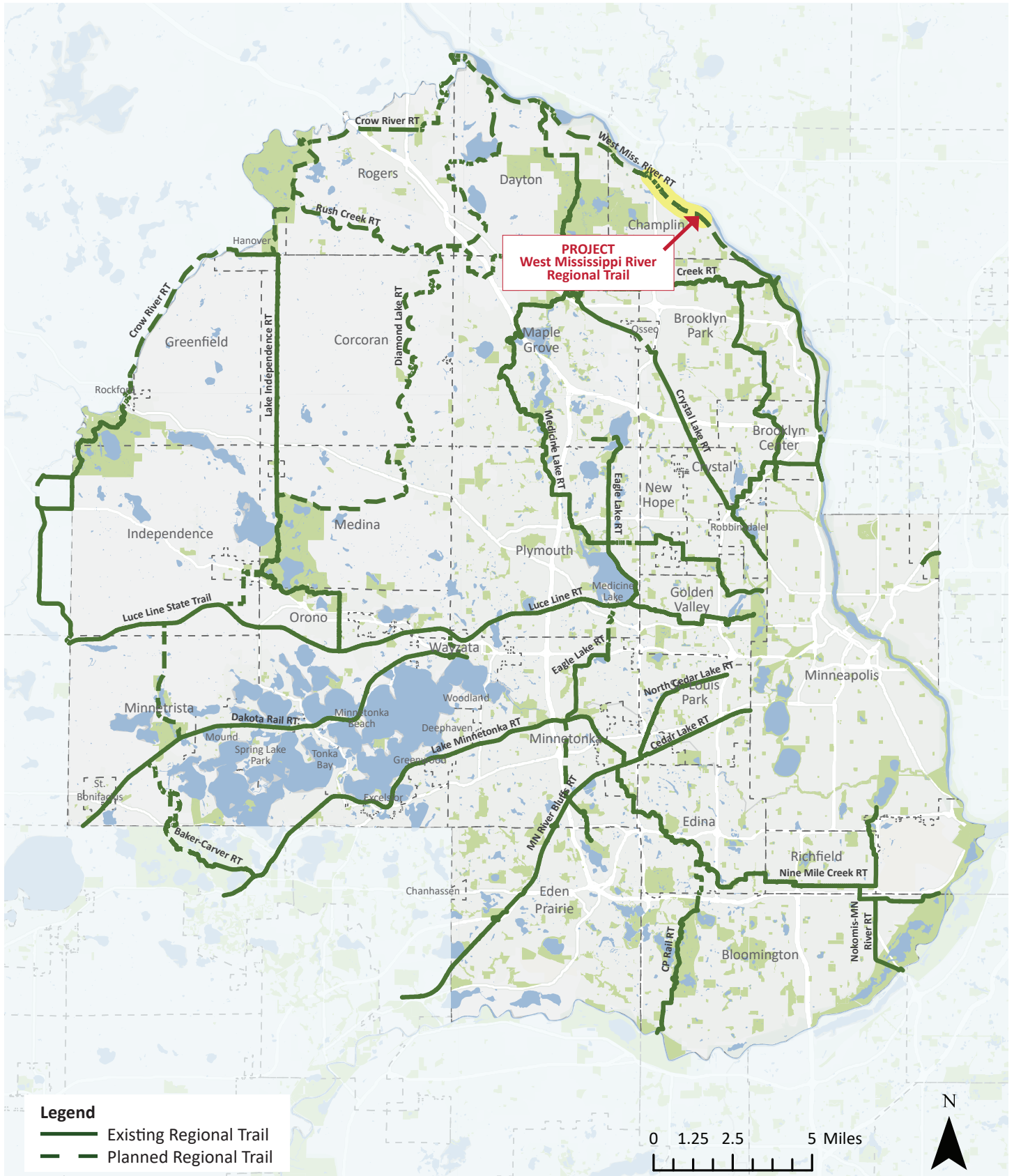


Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.

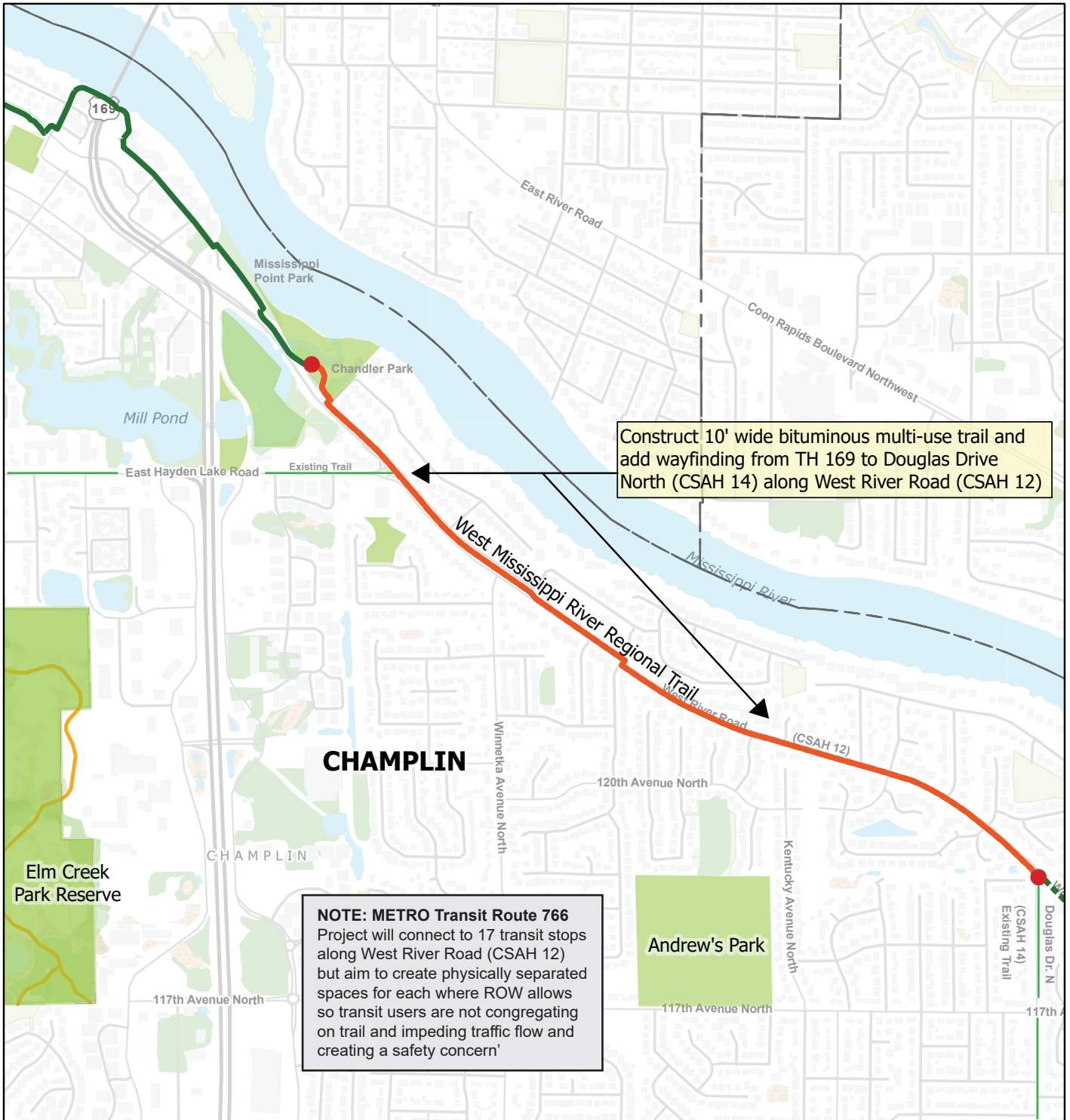
Project Map



West Mississippi River Regional Trail:
 TH 169 to Douglas Dr. N Construction (North Segment)
 Regional Trail Context Map



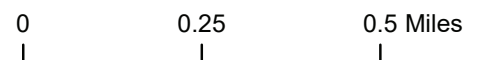
**West Mississippi River Regional Trail:
TH 169 to Douglas Dr. N Construction (North Segment)
Project Concept Map**



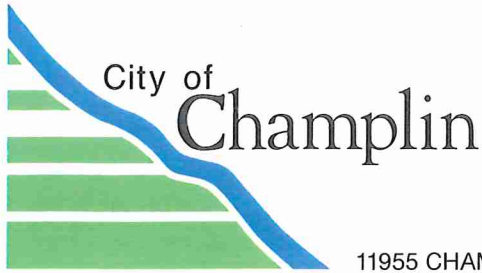
Planning Department
Revised Date: 4/12/2022

Legend

- Existing Regional Trail
- - - Planned Regional Trail
- Regional Trail Construction



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



11955 CHAMPLIN DRIVE, CHAMPLIN, MN 55316-2399 • (763)421-8100 • ci.champlin.mn.us

February 22, 2022

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

Re: Letter of Support
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities
West Mississippi River Regional Trail – TH 169 to Douglas Avenue Construction

Dear Ms. Grissman:

The City of Champlin (City) supports Three Rivers Park District's federal transportation funding request for construction of the West Mississippi River Regional Trail from TH 169 to Douglas Avenue. The City understands that this will provide an off-road regional trail adjacent to West River Road to close a major gap in the regional bicycle transportation system.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The West Mississippi River Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the development of the trail corridor by approving the master plan in 2018.

The addition of the West Mississippi River Regional Trail will enhance the livability and quality of life in Champlin by improving mobility and connectivity to the local and regional trail system, as well as public transit and local retail centers. The City looks forward to working with you on the implementation of this project and fully supports your funding efforts.

Sincerely,

Charles Lehn
Parks and Facilities Manager
CLehn@ci.champlin.mn.us

Bret Heitkamp
City Administrator
Bheitkamp@ci.champlin.mn.us

Ryan Karasek
Mayor
Rkarasek@ci.champlin.mn.us



Minnesota Mississippi River Parkway Commission

56 33rd Avenue South, #283 • St. Cloud, Minnesota 56301
651-341-4196 • info@MnMississippiRiver.com

Members of the House: Emma Greenman (D-63B); Kristin Robbins (R-34A) **Members of the Senate:** David Senjem (R-25); Patricia Torres Ray (DFL-63) **State Agency Appointees:** Paul Hugunin – Agriculture, Marni Karnowski – Transportation, Lisa Havelka – Explore Minnesota Tourism, Grant Wilson – Natural Resources, David Kelliher – Historical Society **Regional Appointees:** Sally Fineday – Lake Itasca to Grand Rapids, Megan Christianson – Grand Rapids to Brainerd, Karl Samp – Brainerd to Elk River, John Anfinson – Elk River to Hastings, Jennifer Weaver – Hastings to Iowa Border **Member at Large:** Anne Lewis

April 11, 2022

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

Re: Letter of Support - 2022 Regional Solicitation - Multiuse Trails and Bicycle Facilities
West Mississippi River Regional Trail – TH 169 to Douglas Avenue Construction

Dear Ms. Grissman:

The Minnesota Mississippi River Parkway Commission (MN-MRPC) supports the Three Rivers Park District's federal transportation funding request for construction of the West Mississippi River Regional Trail (also known as the Mississippi River Trail (MRT) and US Bikeway 45) from TH 169 to Douglas Avenue which is within the Great River Road corridor.

The project aligns with the mission and Corridor Management Plan of the MN-MRPC, byway organization of the Minnesota Great River Road All-American Road/National Scenic Byway. The MN-MRPC is a statutory commission whose mission is to promote, preserve and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road.

The Great River Road Corridor Management Plan includes a goal to provide integrated multi-modal travel options so travelers can focus on safely enjoying the journey, as well as active Mississippi River exploration that includes bicycling, walking and hiking. Completion of this project will provide an off-road regional trail adjacent to West River Road, closing a major gap in the regional bicycle transportation system and supporting safe, non-motorized transportation access to and through the Great River Road National Scenic Byway. When complete, this project will create a safe, convenient option for travel by foot or bike adjacent to the Mississippi River. We appreciate the background work and preparation already completed by Three Rivers Park District for this project.

We look forward to the implementation of this project and the experience it will provide for byway travelers and residents alike. If you have questions about our support or if there is additional information we can provide, please contact the MN-MRPC office at 651-341-4196.

Sincerely,

Sen. David Senjem, Chair

Transit Connections

Multiuse Trails and Bicycle Facilities Project: West Mississippi River RT - TH169 to Douglas | Map ID: 164685761510



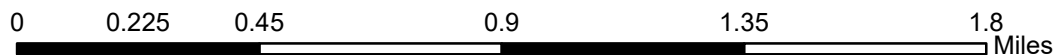
Results

Transit with a Direct Connection to project:
766

**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 | | | | |



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

