



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17690 - Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 8:45 AM

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## Primary Contact

**Name:\*** She/her/her Ann Rexine  
Pronouns First Name Middle Name Last Name

**Title:** Principal Planner

**Department:**

**Email:** ann.rexine@threeriversparks.org

**Address:** 3000 Xenium Lane North

**\*:** Plymouth Minnesota 55441  
City State/Province Postal Code/Zip

**Phone:\*** 763-694-1103  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** THREE RIVERS PARK DISTRICT

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:**

RESERVATIONS  
3000 XENIUM LN N

\*

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

**County:**

Hennepin

**Phone:\***

763-559-6700  
Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000057347A1

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## Project Information

**Project Name**

Crow River Regional Trail: Lake Rebecca Park Reserve to  
Bridge Street (Crow River) Construction

**Primary County where the Project is Located**

Hennepin

**Cities or Townships where the Project is Located:**

Greenfield, Rockford

**Jurisdictional Agency (If Different than the Applicant):**

This project includes constructing 0.6 miles of new Crow River Regional Trail (CRRT), relocating associated above and underground utilities and adding wayfinding from the existing trail connection at Lake Rebecca Park Reserve along Rebecca Park Trail (CSAH 50) to Bridge Street (Crow River) in Greenfield and Rockford, 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 Rebecca Park Trail (CSAH 50) and will provide direct connections to Lake Rebecca Park Reserve and downtown Rockford where there are additional park, commercial, residential, and quasi-public connection opportunities. When complete, it will provide an off-road trail, physically separated from cars.

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

The entire 32-mile CRRT corridor stretches from the Luce Line State Trail in Watertown Township to the West Mississippi River Regional Trail in Dayton, connecting Carver, Hennepin and Wright counties through the communities of Minnetrista, Independence, Franklin Township, Delano, Greenfield, Rockford, Rockford Township, Hanover, Rogers, and Otsego. Currently the CRRT corridor is 43% complete, as approximately 14-miles are existing and operational (jointly between Wright and Hennepin County).

Project includes the following:

- New construction of 0.6-miles of regional trail, additional wayfinding and relocating above and underground utilities, along Rebecca Park Trail (CSAH 50) from Lake Rebecca Park Reserve to Bridge Street (Crow River).

Project benefits include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to Rebecca Park Trail (CSAH 50) that receives 3,400 annual average daily traffic (AADT) south of TH 55 and 2,550 AADT north of TH 55.
- A safe bicycle and pedestrian crossing of TH 55, a major physical barrier, which receives 14,600 AADT
- Coordinates with Wright County's existing CRRT regional trail network to close a significant Hennepin County gap, which will realize 11.4-miles of a 32-mile corridor.
- Provides a protected bikeway to 3,837 people within 1-mile - connecting them to over 687 jobs within one mile of the project area.
- Connects to Lake Rebecca Park Reserve, future regional trail corridors, Greenfield and Rockford businesses, downtown Rockford and the Crow River.
- Improves the area's livability, supports active living and provides a safe, direct active transportation option for those without access to vehicle or whom 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 REBECCA PARK TRAIL (CSAH 50) FROM LAKE REBECCA PARK RESERVE TO BRIDGE STREET (CROW RIVER) 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)** 0.6

*to the nearest one-tenth of a mile*

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## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$1,000,000.00

**Match Amount** \$250,000.00

*Minimum of 20% of project total*

**Project Total** \$1,250,000.00

*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.*

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## Project Information

**County, City, or Lead Agency** Three Rivers Park District

**Zip Code where Majority of Work is Being Performed** 55373

**(Approximate) Begin Construction Date** 04/01/2027

**(Approximate) End Construction Date** 06/30/2028

**Name of Trail/Ped Facility:** Crow River Regional Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:**  
**(Intersection or Address)** Lake Rebecca Park Reserve

**To:**  
**(Intersection or Address)** Bridge Street (Crow River) along Rebecca Park Trail (CSAH 50)

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

Or At:

Miles of trail (nearest 0.1 miles): 0.6

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0

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):

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## Requirements - All Projects

### All Projects

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

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

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

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, 44)
- Hennepin County 2040 Bicycle Transportation Plan, April 2015, as a Planned On and Off-Street Bikeway (page 36) and Proposed/Planned Trail Corridor - Proposed for Inclusion in TRPD Regional Trail System and (page 37)
- Wright County Trail and Bikeway Plan (p. 20)
- Crow River Regional Trail, Greater Minnesota Regional Parks and Trails Commission, 2018 (adoption)
- Three Rivers Park District Crow River Regional Trail Master Plan, 2017 (full document)
- City of Greenfield 2040 Comprehensive Plan, (pages 2-12, 3-26, 3-30, 4-42, 6-80, 6-83)
- City of Rockford Comprehensive Plan, 2006 (pages 42-45)

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

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Date plan completed:**

06/30/2015

**Link to plan:**

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

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

**Date self-evaluation completed:**

**Link to plan:**

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

*Upload as PDF*

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

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

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

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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

### Multiuse Trails and Bicycle Facilities projects only:

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

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

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

### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)

\$62,500.00

Removals (approx. 5% of total cost)	\$62,500.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$125,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$125,000.00
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
<b>Totals</b>	<b>\$375,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$700,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$37,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$50,000.00

Bicycle and Pedestrian Contingencies	\$87,500.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$875,000.00</b>

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## Specific Transit and TDM Elements

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

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## Transit Operating Costs

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

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## Totals

Total Cost	\$1,250,000.00
Construction Cost Total	\$1,250,000.00
Transit Operating Cost Total	\$0.00

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## 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

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. Yes

Upload Map

1649191686851\_CRRT\_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 3837

Existing Employment Within One Mile (Integer Only) 687

Upload the "Population Summary" map

1649191752424\_CRRT\_Population Employment Summary.pdf

Please upload attachment in PDF form.

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## 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 Crow River Regional Trail (CRRT) Lake Rebecca Park Reserve to Bridge Street (Crow River) along Rebecca Park Trail (CSAH 50) construction project's planning process sought genuine and inclusive relationships with underrepresented community groups who do not participate on regional trails to the extent which is expected, given their percentage of the overall population.

Met Council data indicates no significant equity groups (except for the growing Hispanic community in Rockford, Wright County) exceeding the Twin Cities regional data statistics within ½ mile of the project.

**Response:**

However, the planning process did seek connection with affiliated groups such as Black Girls Do Bike Twin Cities, CROSS Food Shelf, Albertville/St. Michael Golden Age Club, Lions Club (Rockford, Hanover, Dayton), Minnesota Association of Small Cites, River Works Community Helping Community, Delano Loretto Area United Way, Healthy Delano and Northwest Hennepin Human Services Council.

The project's planning process hosted community festivals, pop-up events and design charrettes including the Hanover Harvest Festival, Rockford River Days, Otsego Prairie Festival, Rogers Farmers Market, Minnesota Design Team Visit in Dayton and Independent School District (ISD) 728 Safe Routes to School Design Charette 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.

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):*

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

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

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

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

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

The Crow River Regional Trail (CRRT) Lake Rebecca Park Reserve to Bridge Street (Crow River) along Rebecca Park Trail (CSAH 50) 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 2000, Black, Indigenous and People of Color populations within ½ mile of the project increased (2000 value = 0.45; 2020 value = 1.52). This follows the regional trend where an increase has been observed (2000 value = 6.91; 2020 value = 12.37). 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 bicyclists and pedestrians utilize the Rebecca Park Trail (CSAH 50) road shoulder which has limited/varying widths, 3,400 - 2,550 annual average daily traffic (AADT), 35-45 MPH travel speeds and a TH 55 crossing; a major physical barrier which receives 14,600 AADT.

This project seeks to increase underrepresented community group participation on regional trails by providing a safe, off-road alternative to the multi-

modal transit and recreation system. It will provide ADA compliant pedestrian ramps, crossing aids (ex. audible pedestrian signals), durable crosswalk markings, wayfinding, and boulevards/buffer between the Rebecca Park Trail (CSAH 50) travel lanes and the off-street trail. In addition, the project will provide multi-modal connections to Lake Rebecca Park Reserve, city parks, existing residential areas adjacent to Rebecca Park Trail (CSAH 50), commercial areas of Greenfield and Rockford, downtown Rockford and planned off-road trail connections such as Lake Sarah Regional Trail.

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):*

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

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

While there are no publicly subsidized rental housing units in census tracts within ½ mile of the Crow River Regional Trail (CRRT) Crow River Regional Trail (CRRT) Lake Rebecca Park Reserve to Bridge Street (Crow River) along Rebecca Park Trail (CSAH 50) construction project, Greenfield's long-range planning indicates introducing land use patterns that allow for stacked housing options to support senior housing lifestyles, empty nesters, and starter housing for young people entering the labor force. Currently, Greenfield has approximately 29% of the housing units at an estimated market value below \$236,000 which was identified as an housing value affordable in 2017 to households with an income of 80% of the Area Median Income (AMI).

**Response:**

Similarly, Rockford's long-range planning indicates the need to provide housing options for all segments of the population regardless of income to provide life cycle and work force equity. Information on the existing supply of owner-occupied housing within the City indicates that most of these properties meet established regional affordability guidelines based on a median value of \$107,000 (2006 values). Rockford continues to stress the need for affordable housing options while emphasizing diversity in available housing type and density, by promoting maintenance of the existing housing stock, and private sector development efforts.

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 CRRT project provides improved walking and biking access to commercial and employment destinations at the intersection of TH 55 and Rebecca Park Trail (CSAH 50) serves low-income households close to where they live including: gas stations, food/restaurant/beverage options, health care, health and beauty, real estate, mortgage and insurance services, and hardware store. 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.

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

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## **Measure D: BONUS POINTS**

**Project is located in an Area of Concentrated Poverty:**

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

**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.**

1649714912620\_CRRT\_Socio Economic Conditions.pdf

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## **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 Crow River Regional Trail (CRRT) Lake Rebecca Park Reserve to Bridge Street (Crow River) along Rebecca Park Trail (CSAH 50) project is constructed, a missing gap/link between an existing trail segment and the Crow River will be complete. A contiguous 11.4-mile stretch of the 32-mile corridor will be realized with this project - in coordinating with Wright County's existing CRRT regional trail network - to close a significant Hennepin County gap.

The proposed project will fill a critical gap/link, providing a safe, off-road trail option for users to traverse the Rebecca Park Trail (CSAH 50) corridor from existing trail connections at Lake Rebecca Park Reserve to Bridge Street at the Crow River. Currently, the lack of a safe, off-road trail facility along Rebecca Park Trail (CSAH 50) is not acceptable for most community members.

**Response:**

When complete, it will provide an off-road trail, physically separated from cars with direct connections to local Greenfield and Rockford commercial at the TH 55/Rebecca Park Trail (CSAH 50) area, quasi-public and residential destinations as well as indirect connections to Rockford High School, Magnet Arts Elementary, downtown Rockford, and local parks including Riverside Park. The project will serve trail users of all abilities, not just experienced, long-distance bicyclists via a protected, multi-use facility.

CRRT users will benefit from a safe, protected off-road trail, adjacent to Rebecca Park Trail (CSAH 50) which currently has limited/varying road shoulder widths, 3,400 - 2,550 AADT and 35-45 MPH travel speeds. It also provides a safe bicycle and pedestrian crossing of TH 55, a major physical barrier which receives 14,600 AADT. For routes

over 6,000 AADT or speeds over 30 MPH, the MnDOT Bicycle Facility Manual recommends off-road bicycle facilities separated from vehicles. ADA pedestrian ramps will be implemented at each road crossing and will provide CRRT users with a protected off-road alternative to an otherwise on-road experience.

*(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**

Yes

*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

For the entire 0.6-mile length of the proposed Crow River Regional Trail (CRRT) Lake Rebecca Park Reserve to Bridge Street (Crow River) along Rebecca Park Trail (CSAH 50) project, there are no protected, off-road accommodations for bicyclists and pedestrians to safely travel along Rebecca Park Trail (CSAH 50) 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.

Rebecca Park Trail (CSAH 50) has limited/varying road shoulder widths, 3,400 - 2,550 AADT and 35-45 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, Rebecca Park Trail (CSAH 50) has drainage swales parallel to the roadway, forcing pedestrians and bicyclists to walk on the roadway without any protection from motor vehicles.

**Response:**

The project crosses the Canadian Pacific (CP) Railway, directly north of Lake Rebecca Park Reserve. As part of the project's ongoing design and communication process with CP Railway, Three Rivers is committed to adhering to crossing standards, approaches and protections that meet the safety needs of both the trail user and the railway.

This stretch of Rebecca Park Trail (CSAH 50) is also lined with commercial properties with wide entrance driveways that directly access the roadway, posing bicycle and pedestrian safety conflicts given the limited/varying road should widths, AADT, and travel speeds.

Hennepin County Sheriff's Office data indicates that during the last ten years (2002 - 2011), this stretch of Rebecca Park Trail (CSAH 50) received 5 accident reports involving vehicles.

When complete, CRRT users will benefit from a safe, protected off-road trail adjacent to Rebecca Park Trail (CSAH 50) 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 Rebecca Park Trail (CSAH 50) travel lanes and the off-street trail. The project will remove potential conflicts and reduce crash factors along Rebecca Park Trail (CSAH 50) while drastically improving user safety and comfort.

Further off-road trail connections are made to the existing CRRT segment (southbound into Lake Rebecca Park Reserve), residential areas adjacent to Rebecca Park Trail (CSAH 50), TH 55 sidewalk network (westbound into downtown Rockford), city parks, commercial areas of Greenfield and Rockford, downtown Rockford and planned off-road trail connections such as Lake Sarah Regional Trail and indirect connections to Rockford High School and Magnet Arts Elementary.

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

---

## **Measure A: Multimodal Elements**

By the nature of the overall trail design (10' wide, off-road, two directional, multi-modal) which meets ADA guidelines, the project purposefully supports safe, welcoming, and comfortable travel experiences for people biking and walking of all ages and abilities as well as motorists and transit users. The off-road location of the facility provides the safest shared-use facility design for people biking and walking and is far superior to 'share the road' conditions which do not adequately provide space for 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 the 3,837 people within 1-mile of the project, as well as the projected 290,000 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.

**Response:**

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

- A safe off-road facility for people walking and biking to access transit.
- ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, relocating above and underground utilities and boulevards/buffer between the Rebecca Park Trail (CSAH 50) travel lanes and the off-street trail.

To further support multimodal pedestrian and bicycle function and connectivity, the project will

provide multi-modal connections to Lake Rebecca Park Reserve (via existing CRRT segments), city parks, existing residential areas adjacent to Rebecca Park Trail (CSAH 50), commercial areas of Greenfield and Rockford, downtown Rockford and planned off-road trail connections such as Lake Sarah Regional Trail.

It is also important to 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 project's scoping phase, 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. The committee was comprised of staff representatives from each community along the Crow River Regional Trail (CRRT) route including the cities of Greenfield, Rockford, Minnetrista, Independence, Franklin Township, Delano, Rockford Township, Hanover, Rogers, and Otsego. Affected agencies engaged included the Wright County, Carver County, Hennepin County Department of Transportation, Metropolitan Council, Minnesota Department of Natural Resources (MnDNR), and Minnesota Department of Transportation (MnDOT).

**Response:**

Elements of the CRRT 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 32-mile regional trail corridor, which crosses 2 County jurisdictions and 10 local jurisdictions, the CRRT 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 CRRT route, in addition to a comprehensive list of various items for continued consideration. Over 450 responses were documented - with an estimated 86 percent approval rating. Responders voiced their support, expressing that this type of trail facility adjacent to the Crow River is desired. This feedback was collected through in-person



engagement (pop-up events adjacent to the proposed trail corridor), community events, a project website, and an online survey.

The feedback provided conclusive public support for a CRRT route that provides Crow River touch points, connections to local destinations and ancillary trail amenities at critical points. Proximity to the Crow River proved to be an important deciding factor in route preference, as the public reacted unfavorably to proposed CRRT routes that diverged excessively from the Crow River corridor. It was also exemplified that a CRRT route with large tracts of private property impacts was unacceptable. CRRT 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 CRRT corridor in Greenfield and Rockford and were excited about the prospect of safely being able to access the Crow River, commercial nodes, local and regional park reserves 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](mailto:colleen.brown@state.mn.us).**

100%

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

75%

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

50%

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

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)

100%

#### Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,250,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,250,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments

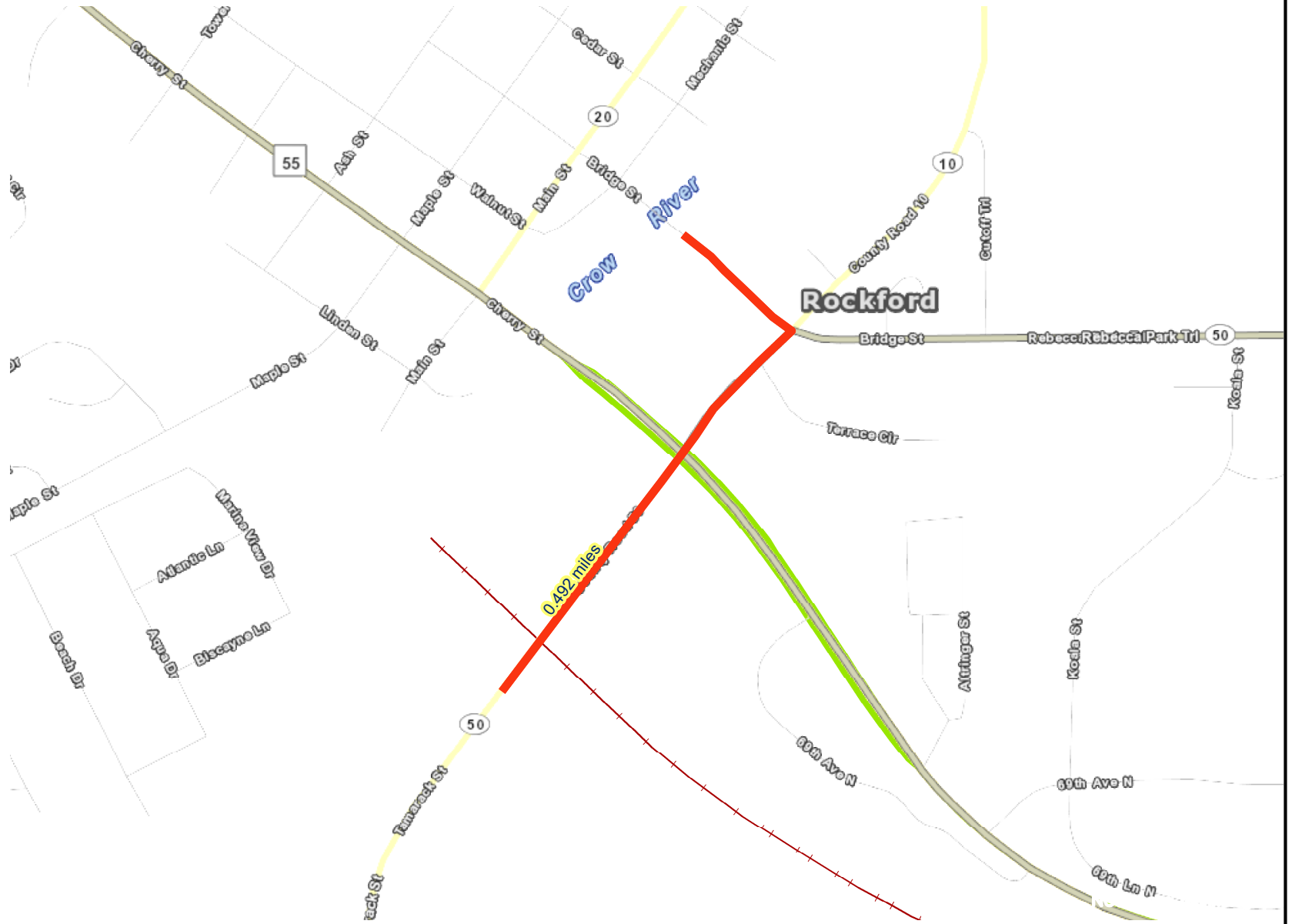
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
CRRT_CP Rail Record to File.pdf	Canadian Pacific Railway Discussion Log - Record to File	68 KB
CRRT_Greenfield Letter of Support.pdf	City of Greenfield Letter of Support	266 KB
CRRT_Hennepin County Resolution of Support.pdf	Hennepin County Resolution of Support	206 KB
CRRT_Hennepin County_Letter of Support.pdf	Hennepin County Letter of Support	86 KB
CRRT_Rockford Letter of Support.pdf	City of Rockford Letter of Support	318 KB
CRRT_Summary.pdf	CRRT Project Summary	4.7 MB
CRRT_Wright County Letter of Support.pdf	Wright County Letter of Support	57 KB
Winter Maintenance Letter_CRRT.pdf	Three Rivers Park District Winter Maintenance Letter	152 KB

# Project to RBTN Orientation

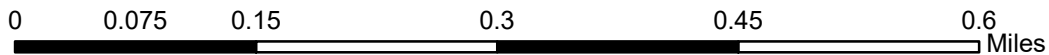
Multiuse Trails and Bicycle Facilities Project: Crow River Regional Trail - Lake Rebecca Park Reserve to Bri | Map ID: 16468569

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



- Project
- 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/gisite/notice.aspx>






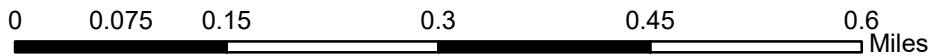
# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 3837  
 Total Employment: 687



-  Project Points
-  Project Area
-  Project
-  2016 TAZ

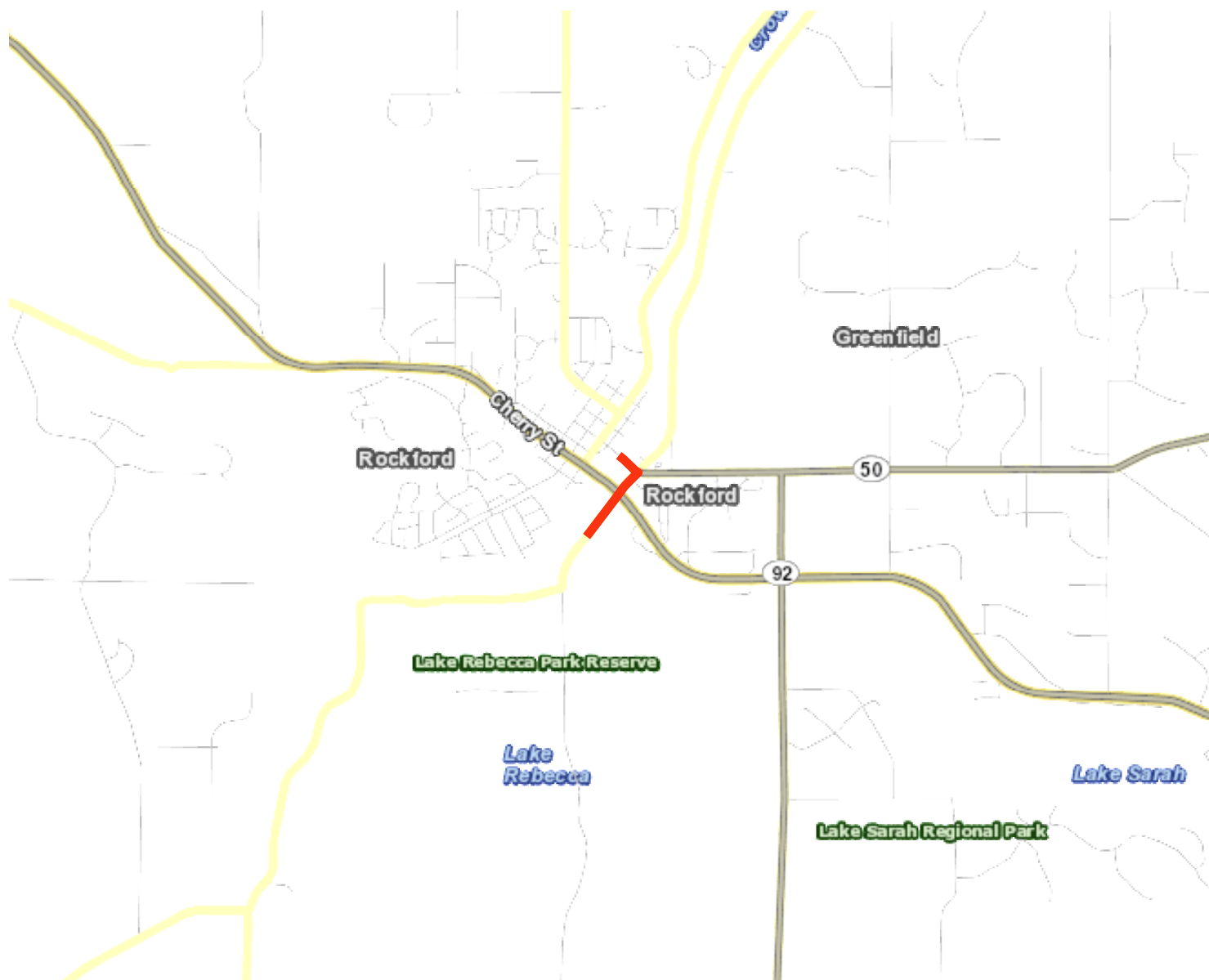


# Socio-Economic Conditions

## Results

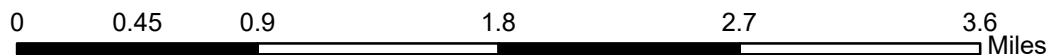
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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



— Lines

Area of Concentrated Poverty



Created: 3/9/2022  
LandscapeRSA2



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





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3000 Xenium Lane N

Plymouth, MN 55441-1299

(763) 559-9000; Fax (763) 557-5248

**Department of Planning**

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**RECORD TO FILE**

DATE: April 13, 2022

RE: Crow River Regional Trail: CSAH 50 Crossing of Canadian Pacific (CP) Railway

Three Rivers Park District (Park District) began coordinating with Canadian Pacific (CP) Railway in early conversations regarding the planned Crow River Regional Trail crossing of the railway north of Lake Rebecca Park Reserve, along Rebecca Park Trail (CSAH 50).

On April 7, 11 and 12, 2022, contact via email and telephone was made with:

**Brian Osborne**

Manager Public Works

O: 612-330-4555

C: 612-760-2945

Canadian Pacific Plaza

120 South 6<sup>th</sup> Street, Suite 700

Minneapolis, MN 55402

Park District staff discussed the proposed Crow River Regional Trail project, the CP Railway crossing of Rebecca Park Trail (CSAH 50), and generally how the trail project is planned adjacent to Rebecca Park Trail (CSAH 50). Park District staff discussed how, if funded, this project would seek to coordinate further with CP Railway to ensure that safety requirements, proper crossing treatments and procedures for review are adhered to, to ensure the safety of the Crow River Regional Trail users and railroad.

An executed agreement will be drafted that allows the Crow River Regional Trail to utilize this right-of-way for trail purposes.





City of Greenfield  
7738 Commerce Circle  
Greenfield, MN 55373  
763.477.6464

Email: [cityhall@ci.greenfield.mn.us](mailto:cityhall@ci.greenfield.mn.us)  
Web: [www.ci.greenfield.mn.us](http://www.ci.greenfield.mn.us)

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  
Crow River Regional Trail – Lake Rebecca Park Reserve to Bridge Street (Crow River)

Dear Ms. Grissman:

The City of Greenfield (City) supports Three Rivers Park District's federal transportation funding request for construction of a 0.6-mile segment of the Crow River Regional Trail from Lake Rebecca Park Reserve to Bridge Street. The City understands that this will provide an off-road regional trail adjacent to Rebecca Park Trail/Bridge Street that will 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 Crow 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 2017 which includes Greenfield's request to plan regional trails within the community, a long-term alternative search area to/from the CRRT was approved by the Park District for future study along Rebecca Park Trail (Map 10) Page 22. This regional trail search corridor seeks to achieve the city's goals of connecting Greenfield Central Park with school property and the CRRT. In addition, the future regional trail search corridor aims to connect to the larger regional trail network, by connecting east to the Lake Independence Regional Trail and eventually making connection through Corcoran and Plymouth to the Medicine Lake Regional Trail.

The addition of the regional trail will enhance the livability and quality of life in City by improving mobility and connectivity to the local and regional trail system 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,

Margaret Webb  
City Administrator  
[mwebb@ci.greenfield.mn.us](mailto:mwebb@ci.greenfield.mn.us)

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

Date: March 21, 2022

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED;

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

Hennepin County Active Transportation Committee:

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

RESOLUTION ADOPTED

Attest:   
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

HENNEPIN COUNTY  
MINNESOTA

March 30, 2022

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

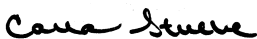
Re: Support for 2022 Regional Solicitation Application  
Crow River Regional Trail – Along CSAH 50 (Rebecca Park Trail)  
From the Lake Rebecca Park Reserve to Bridge Street across the Crow River

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 Crow River Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the 2017 Crow River Regional Trail Master Plan. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 50 (Rebecca Park Trail) 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 Crow River Regional Trail.

Sincerely,

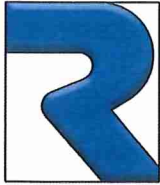


Carla Stueve, P.E.  
Transportation Project Delivery Director and County Engineer

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

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





# City of Rockford, Minnesota

6031 Main Street, Rockford, Minnesota 55373 | [www.cityofrockford.org](http://www.cityofrockford.org) | (763) 477-6565

Tuesday, March 8, 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  
Crow River Regional Trail/Lake Rebecca Park Reserve to Bridge Street (Crow River)

Dear Ms. Grissman:

The City of Rockford supports Three Rivers Park District's federal transportation funding request for construction of a 0.6-mile segment of the Crow River Regional Trail from Lake Rebecca Park Reserve to Bridge Street. The City understands that this will provide an off-road regional trail adjacent to Rebecca Park Trail/Bridge Street that will 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 Crow 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 2017.

The addition of the regional trail will enhance the livability and quality of life in City by improving mobility and connectivity to the local and regional trail system 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,

Dan Madsen  
City Administrator / City Attorney  
6031 Main Street  
Rockford, Minnesota 55373



# Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Constru

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Between the Lake Rebecca Park Reserve and the Crow River along Rebecca Park Trail (CSAH 50) and Bridge Street in Greenfield and Rockford, Hennepin County

**Total Project Cost** – \$1,250,000

**Requested Federal Amount** - \$1,000,000

**Local, Secured Match Amount** - \$250,000

### Project Description:

This project includes constructing 0.6 miles of new Crow River Regional Trail (CRRT) and wayfinding from Lake Rebecca Park Reserve along Rebecca Park Trail (CSAH 50) through Greenfield and Rockford to the crossing of the Crow River on Bridge Street, filling a critical gap in the non-motorized transportation, off-road trail system. The trail is planned within the public rights-of-way along Rebecca Park Trail (CSAH 50) and Bridge Street, and will provide direct trail connections to Lake Rebecca Park Reserve, future regional trail corridors, nearby schools, Greenfield and Rockford businesses, downtown Rockford and the Crow River.



### Project Map



### Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage

### Proposed Benefits Include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to Rebecca Park Trail (CSAH 50) that receives 3,400 annual average daily traffic (AADT) south of TH 55 and 2,550 AADT north of TH 55.
- A safe bicycle and pedestrian crossing of TH 55, a major physical barrier, which receives 14,600 AADT
- Coordinates with Wright County's existing CRRT regional trail network to close a significant Hennepin County gap, which will realize 11.4-miles of a 32-mile corridor.
- Provides a protected bikeway to 3,837 people within 1-mile - connecting them to over 687 jobs within one mile of the project area.
- Connects to Lake Rebecca Park Reserve, future regional trail corridors, Greenfield and Rockford businesses, downtown Rockford and the Crow River.
- Improves the area's livability, supports active living and provides a safe, direct active transportation option for those without access to vehicle or whom choose to commute by foot or bike.

### 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.

### Before Conditions:



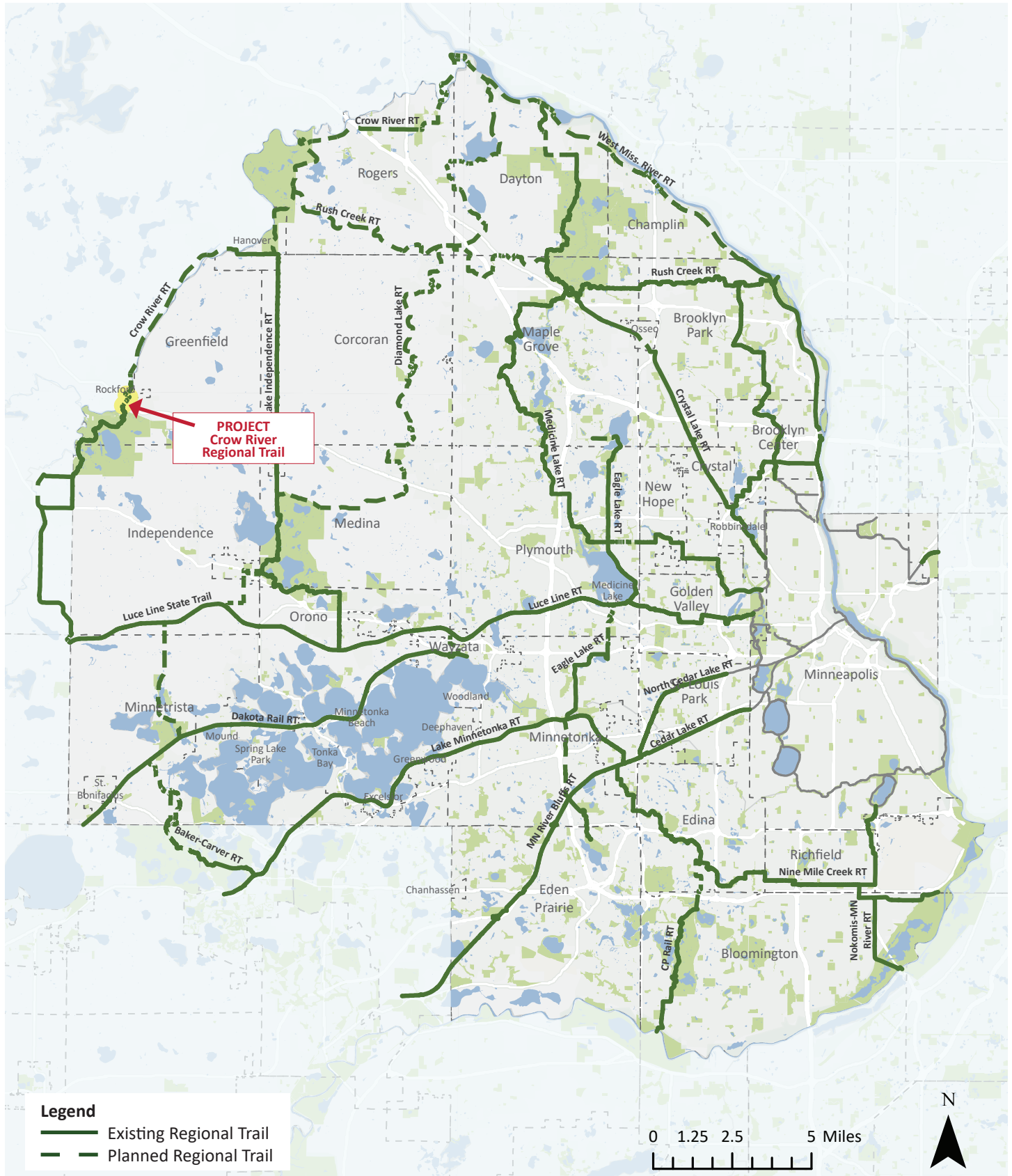
← **Rebecca Park Trail (CSAH 50) and TH 55:** The existing Lake Rebecca Park trail terminates at the road shoulder of Rebecca Park Trail (CSAH 50) providing no off-street trail connection north.

**Rebecca Park Trail (CSAH 50) and TH 55:** Currently, there are no accommodations for pedestrians and bicyclists on the east side of the Rebecca Park Trail (CSAH 50) and TH 55 intersection - a major physical barrier.



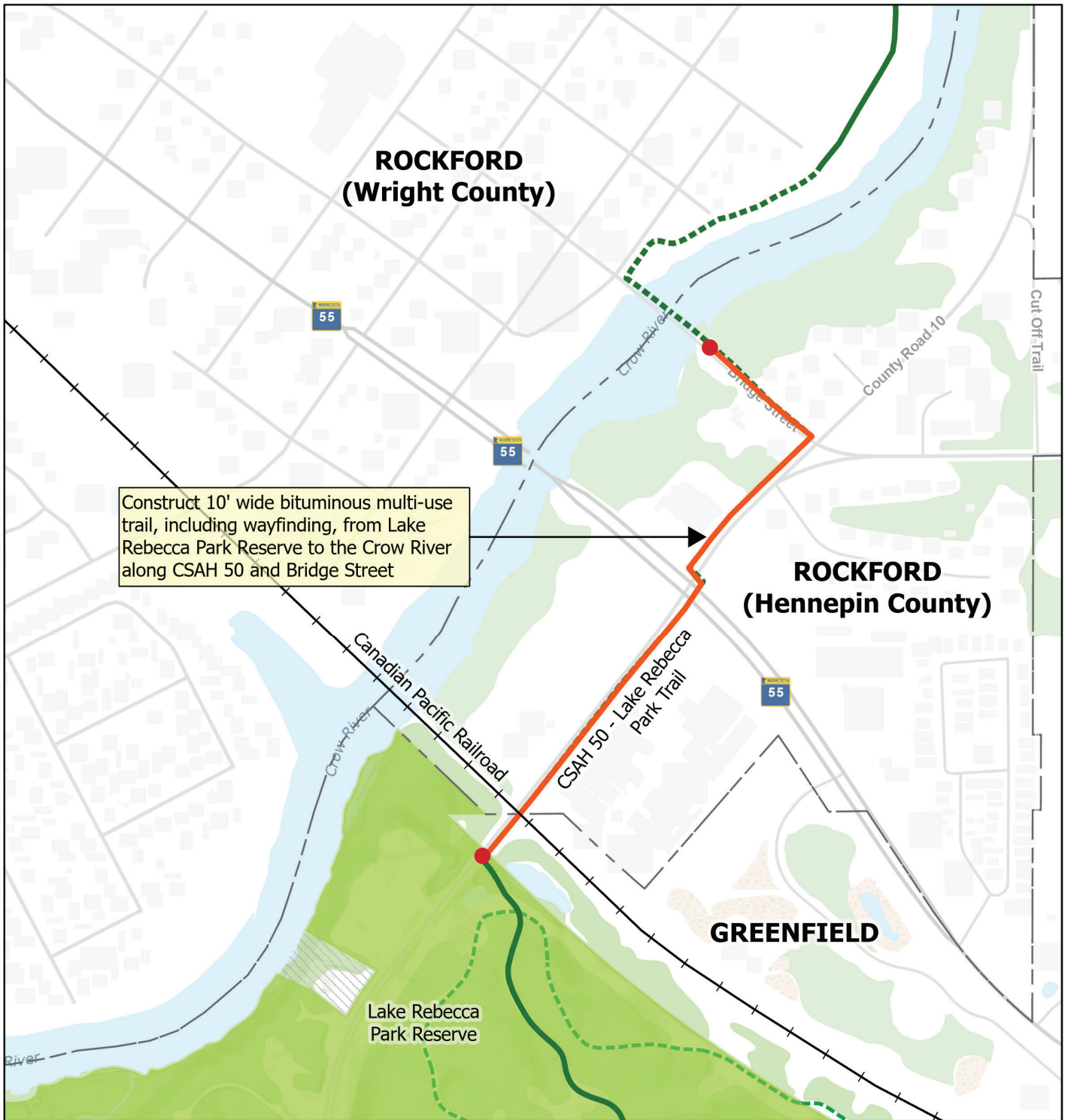
← **Rebecca Park Trail (CSAH 50):** North of TH 55, Rebecca Park Trail (CSAH 50) has a posted speed of 45 mph, with varying shoulder widths for pedestrians and bicyclists.

# Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Construction Regional Trail System Context Map





**Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Construction Project Concept Map**

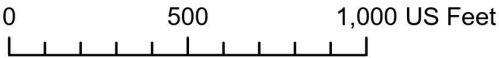


Construct 10' wide bituminous multi-use trail, including wayfinding, from Lake Rebecca Park Reserve to the Crow River along CSAH 50 and Bridge Street

**Planning Department**  
Revised Date: 4/8/2022

**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.





**Parks & Recreation  
Department**

3500 Braddock Ave NE  
Buffalo, MN 55313

Ph: (763) 682-7693  
(763) 682-7894

[www.co.wright.mn.us](http://www.co.wright.mn.us)

February 28, 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  
Crow River Regional Trail – Lake Rebecca Park Reserve to Bridge Street (Crow River)

Dear Ms. Grissman:

Wright County (County) supports Three Rivers Park District's federal transportation funding request for construction of a 0.6-mile segment of the Crow River Regional Trail from Lake Rebecca Park Reserve to Bridge Street through the communities of Greenfield and Rockford in Hennepin County. The County understands that this will provide an off-road regional trail adjacent to Rebecca Park Trail/Bridge Street that will close a major gap in the regional bicycle transportation system and within the overall trail project.

The County and the Park District have a long-standing history of collaboration to build out the Crow River Regional Trail. The Crow River's planned 32-mile corridor weaves seamlessly between Hennepin and Wright County, providing multiple touch points and access to the Crow River. The regional trail is recognized in the Parks & Recreation Departments Trail and Bikeway Plan, Comprehensive Plan, and the County's Long-term Transportation Plan. The County supported the development of the trail corridor by co-authoring and approving the Crow River Regional Trail master plan in 2017.

The addition of the regional trail will enhance the livability and quality of life in County by improving mobility and connectivity to the local and regional trail system and local retail centers. The County looks forward to working with you on the implementation of this project and fully supports your funding efforts.

Sincerely,

Brad Harrington  
Parks & Recreation Operations Manager  
[Bradley.harrington@co.wright.mn.us](mailto:Bradley.harrington@co.wright.mn.us)



**Three Rivers  
Park District  
Board of  
Commissioners**

April 11, 2022

Marge Beard  
District 1

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

Dear Ms. Koutsoukos,

Jennifer DeJournett  
District 2

Three Rivers Park District is excited to move forward with completion of Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) 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