

Application

 19842 - 2024 Multiuse Trails and Bicycle Facilities

 20062 - Brooklyn Park - Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

 Regional Solicitation - Bicycle and Pedestrian Facilities

 Status:
 Submitted

 Submitted Date:
 12/11/2023 3:55 PM

Primary Contact

Jurisdictional Agency (If Different than the Applicant):

Feel free to edit your profile any time your information changes. Create your own personal alerts using My Alerts. Name:* Jeff Holstein Pronouns First Name Middle Name Last Name Title: City Transportation Engineer Department: Email: jeff.holstein@brooklynpark.org Address: 5200 85th Avenue North Brooklyn Park 55443 Minnesota City State/Province Postal Code/Zip Phone:* 763-493-8102 Phone Ext. Fax: What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements **Organization Information** Name: BROOKLYN PARK, CITY OF Jurisdictional Agency (if different): Organization Type: City Organization Website: Address: 5200 85TH AVE N **BROOKLYN PARK** 55443 Minnesota State/Province Postal Code/Zip City County: Hennepin Phone:* 763-493-8185 Ext. Fax: PeopleSoft Vendor Number 0000020926A1 **Project Information** Project Name Brooklyn Park - Rush Creek Regional Trail Grade Separation at CSAH 103/Winnetka Ave N Primary County where the Project is Located Hennepin Cities or Townships where the Project is Located: Brooklyn Park

Three Rivers Park District

Brief Project Description (Include location, road name/functional class, This non-motorized, multimodal trail project includes construction of a gradeseparated underpass along Three Rivers Park District's Rush Creek Regional Trail at Hennepin County's CSAH 103/Winnetka Ave N (urban minor arterial) in Brooklyn Park.

> Currently, this at-grade trail crossing intersects CSAH 103/Winnetka Ave N (50 MPH, 7,000 AADT) and experiences a large volume of vehicles traveling at a high rate of speed - encountering pedestrians and bicycles bisecting at an unexpected mid-block crossing, resulting in a hazardous situation for both. This roadway serves as an alternative vehicular route to TH 169 which is undergoing rapid growth due to development in the immediate area (NorthPark Industrial Park, future METRO Transit's Blue Line LRT Extension: Oak Grove Parkway station, and Target Northern Campus) and along the greater TH 169 corridor. This CSAH 103/Winnetka Ave N crossing will experience continued and exacerbated safety concerns until it is grade-separated.

Project elements include:

- Installing a 10' high x 14' wide box culvert with lights at CSAH 103/Winnetka Ave N and reconstruct existing regional trail (10' wide, off road/protected, multiuse bituminous trail) approaches.

- Expanding the width of CSAH 103/Winnetka Ave N to a 52' roadway in anticipation of future three or four lanes, including local trail connections north/south.

Project benefits include:

 Providing a safe, active transportation grade-separated crossing of CSAH 103/Winnetka Ave N for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute.

- Eliminating conflicts between people walking, biking, and rolling (existing 281,000 annual trips on the regional trail) with people driving vehicles (7,000 AADT) resulting in a 3.7 miles corridor completely separated from vehicular traffic.

- Improving conditions for community members with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists.

- Supporting recent and anticipated investment within and adjacent to the project corridor including a vital "last mile" multi-modal link to METRO Transit's Blue Line Extension: Oak Grove Parkway LRT end of the line station and park-and-ride facility, Target Northern Campus expansion, NorthPark Business Park, residential housing, places of worship, regional parks and recreation and planned Signature Event Area. Further pedestrian and bicycle trail connections to/from this project area will be created to Gateway Business Park, Champlin Park High School, Jackson Middle School and Champlin Brooklyn Park Academy for Math and Environmental Sciences.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP	
if the project is selected for funding. See MnDOT's TIP description guidance.	Rush Creek Regional Trail grade separation at CSAH 103/Winnetka Ave N

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)

Project Funding

to the nearest one-tenth of a mile

0.1

Are you applying for competitive funds from another source(s) to implement this project?	^s No
If yes, please identify the source(s)	
Federal Amount	\$1,136,080.00
Match Amount	\$284,020.00
Minimumof 20% of project total	
Project Total	\$1,420,100.00
For transit projects, the total cost for the application is total cost ninus fare revenues.	
Match Percentage	20.0%
Minimumof 20%	
Compute the match percentage by dividing the match amount by the project total	
Source of Match Funds	City of Brooklyn Park
A minimumof 20% of the total project cost must come from non-federal sources; additional match funds over	the 20% minimumcan come fromother federal sources
Preferred Program Year	
Select one:	2028
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.	
Additional Program Years:	2025, 2026, 2027
Select all years that are feasible if funding in an earlier year becomes available.	
Project Information	
ff your project has already been assigned a State Aid Project # (SAP or SP)	
Please indicate here SAP/SP#.	
Location	
County, City, or Lead Agency	City of Brooklyn Park
Name of Trail/Ped Facility:	Rush Creek Regional Trail
(example; CEDAR LAKE TRAIL)	
IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:	
Road System	CSAH
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	103
Example: 53 for CSAH 53)	
Name of Road	Winnetka Avenue N
(Example: 1st ST., Main Ave.)	
TERMIN: Termini listed must be within 0.3 miles of any work	
From:	
Road System	
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	
(Example: 53 for CSAH 53)	
Name of Road	
(Example: 1st ST., Main Ave.)	
To: Bood Syntem	
Road System DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY	
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR	
Road/Route No.	
(Example: 53 for CSAH 53)	
Name of Road	
(Exanple: 1st ST., Main Ave.)	
In the City/Cities of:	
(List all cities within project limits)	
IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY: Termini: Termini listed must be within 0.3 miles of any work	

Or	
At:	
In the City/Cities of:	
(List all cities within project limits)	
Primary Types of Work (Check all that apply)	
Multi-Use Trail	Yes
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	Yes
Concrete Walk	
Pedestrian Bridge	
Signal Revision	
Landscaping	
Other (do not include incidental items) GRADIN PED R/	NG, BOX CULVERT, UNDERPASS, LIGHTING, AGG BASE, BIT.TRAIL, AMPS
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	CSAH 103/Winnetka Ave N
Zip Code where Majority of Work is Being Performed	55445
Approximate Begin Construction Date (MO/YR)	04/01/2028
Approximate End Construction Date (MO/YR)	11/30/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	0.1
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	: 0.1
Is this a new trail?	No
Requirements - All Projects	

All Projects

To

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).

Yes

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

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 B: Strategy B6; 2.7

> -Goal C: Strategies C1, C2, C15, C16 and C17; p2. 10-2. 12, 2.22-2.24 -Goal D: Objectives A and B; p2. 26; Strategy D3: p2.27

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

-Goal F: Objective C; p2.35

(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.

List the applicable documents and pages: Unique projects are exempt -Brooklyn Park Ten-Year Parks and Recreation System Plan (pages XV and 50) from this qualifying requirement because of their innovative nature.

-Brooklyn Park 2040 Comprehensive Plan (7-16)

-Three Rivers Park District 2040 System Plan p. 17

-Rush Creek Regional Trail Master Plan (entire document)

-Hennepin County 2040 Bicycle Transportation Plan p. 37

-THRIVE MSP 2040 Regional Parks Policy Plan p. 14, 15, and 108

(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.

	ider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a
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 o	ne funding sub-category.
Check the box to indicate that the project meets this requirement.	Yes
can be substantial. For that reason, minimum federal amounts apply. Other fede	ard and less than or equal to the maximum award. The cost of preparing a project for funding authorization ral funds may be combined with the requested funds for projects exceeding the maximum award, but the category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the \$4,000,000 for the 2024 funding cycle).
Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2 Safe Routes to School: \$250,000 to \$1,000,000	2,000,000
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
Americans with Disabilities Act (ADA) self-evaluation or transition plan that cover by the local agency before the Regional Solicitation application deadline. For fut update, e.g., within five years prior to application.	nt Program (TIP) and approved by USDOT, the public agency sponsor must either have a current ers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed ture Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent
The applicant is a public agency that employs 50 or more people and has completed ADA transition plan that covers the public right of way/transp	
Date plan completed:	11/27/2018
	City of Brooklyn Park Americans with Disabilities Act Transition Plan for Public Right-of-Way (2018)
	nttps://www.brooklynpark.org/wp-content/uploads/2020/03/181127-Brooklyn-Park- ADA-Transition-Plan.pdf
The applicant is a public agency that employs fewer than 50 people and completed ADA self-evaluation that covers the public right of way/transport 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
	-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, I updated 4/15/2019. Uhique projects are exempt from this qualifying requirement.
Check the box to indicate that the project meets this requirement.	Yes
	y. The term ?independent utility? means the project provides benefits described in the application by itself rom 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 c	onstruction project are exempt from this policy.
Check the box to indicate that the project meets this requirement.	Yes
	ruction project is defined as work that must be replaced within five years and is ineligible for funding. The as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather
Check the box to indicate that the project meets this requirement.	Yes
14. The project applicant must send written notification regarding the proposed p	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 Pro	ojects
	trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose tion purpose and a recreational purpose; a facility that connects people to recreational destinations may be
Check the box to indicate that the project meets this requirement.	Yes
Multiuse Trails on Active Railroad Right-of-Way:	
purposes.	ctive railroad must attach an agreement with the railroad that this right-of-way will be used for trail
Check the box to indicate that the project meets this requirement.	

Yes

Check the box to indicate that the project is not in active railroad right-of-way. Yes Multiuse Trails and Bicycle Facilities projects only:

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

Upload Agreement PDF

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)	\$71,400.00
Removals (approx. 5% of total cost)	\$59,850.00
Roadway (grading, borrow, etc.)	\$237,300.00
Roadway (aggregates and paving)	\$237,300.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$71,400.00
Ponds	\$12,600.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$12,600.00
Traffic Control	\$24,150.00
Striping	\$6,300.00
Signing	\$6,300.00
Lighting	\$17,850.00
Turf - Erosion & Landscaping	\$35,700.00
Bridge	\$142,800.00
Retaining Walls	\$12,600.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mtigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
RoadwayContingencies	\$237,300.00
Other Roadway Elements	\$0.00
Totals	\$1,185,450.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$165,900.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$32,000.00
Pedestrian Curb Ramps (ADA)	\$3,150.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$12,600.00
Streetscaping	\$6,300.00
Wayfinding	\$2,100.00
Bicycle and Pedestrian Contingencies	\$12,600.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$234,650.00

Specific Transit and TDM Elements CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Fixed Guideway Elements Stations, Stops, and Terminals Cost

Support Facilities
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)
Vehicles
Contingencies
Right-of-Way
Other Transit and TDM Elements
Totals

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

PROTECT Funds Eligibility

One of the newfederal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

esponse:	Does not appear to be applicable to this project.
Totals	,
Total Cost	\$1,420,100.00
Construction Cost Total	\$1,420,100.00
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	Yes
Tier 2, RBTN Alignment	
Direct connection to an RBTN Tier 1 corridor or alignment	
Direct connection to an RBTN Tier 2 corridor or alignment	
OR	
Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.	
Upload Map	1700081237584_RCRT_RBTN_Map.pdf
Please upload attachment in PDF form	
Measure A: Population Summary	
Existing Population Within One Mile (Integer Only)	15390
Existing Employment Within One Mile (Integer Only)	7497
Upload the "Population Summary" map Please upload attachment in PDF form	1700081318516_RCRT_PopJobs_Map.pdf

Measure A: Engagement

\$0.00 \$0.00

\$0.00 \$0.00

\$0.00

i. Describe any Black, Indigenous, and People of Color populations, Iow-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:

- 1. What engagement methods and tools were used?
- 2. How did you engage specific communities and populations likely to be directly impacted by the project?
- 3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
- 4. How were the project?s purpose and need identified?
- 5. How was the community engaged as the project was developed and designed?
- 6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
- 7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The proposed project is located in a census tract where 48.5 percent of the population identifies as BIPOC. The median Brooklyn Park household income is \$73,207, with 9.2 percent under the poverty line, 10.8 percent age 65+, and 6.1 percent persons with a disability under age 65 (2016-2020).

Extensive community engagement efforts for this grade-separated crossing have been conducted as part of multiple planning processes by the City of Brooklyn Park, Hennepin County and Three Rivers, specifically seeking targeted feedback from disadvantaged community members.

The Brooklyn Park Pedestrian & Bicycle Plan (2015) included 5 pop-up events, community workshops, an online survey taken by 142 users and a mapping application that generated 175 comments. Designed to engage vulnerable populations, the feedback resulted in identification of a bicycle/pedestrian barrier on the Rush Creek Regional Trail at CSAH 103/Winnetka Ave N, as well as significant interest in improving bicycle/pedestrian connections to METRO Transit Blue Line LRT stations.

As part of the City's 2040 Comprehensive Plan, public engagement included a 26member Community Advisory Team, a 40-member Community Outreach Team and Youth Facilitators. These groups helped facilitate meetings, solicit input and ensure feedback was respective of the broader community - especially BIPOC community members, low-income residents, seniors, and youth. The community engagement process generated a total of 3,701 survey responses, of which 43 percent were completed by people of color. The Plan proactively engaged the community at public events and gatherings, enabling a broader cross-section of the residents and more representative sampling. Community engagement events included over 20 pop-up meetings, as well as meetings with the African Career, Education and Resources, Inc, Rec on the Go events and community at-large meetings. Engagement identified a grade-separated crossing for the Rush Creek Regional Trail at CSAH 103/Winnetka Ave N as a priority for completion within the next 10 years.

Additionally, Three Rivers was a partner in the 2040 Hennepin County Bicycle Transportation Plan. Engagement activities included 10 community listening sessions, 3 community events, small group discussions (160 engaged people) and an online survey (1,944 survey responses). Engagement was heavily focused on receiving feedback from disadvantaged community groups including those with health disparities. Themes drawn from these engagement efforts include:

- Preference for separation between motor-vehicle traffic and bicycle traffic;

- Desire for connections between neighborhoods, regional trails and local destinations;

- Trail crossing safety concerns; and

- Desire for improved coordination between jurisdictions

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

Describe the project?s benefits to Black, Indigenous, and People of Color populations, Iow-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or ?cut-through? traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The proposed grade-separated crossing provides benefits to the City's most vulnerable and disenfranchised residents that may not own a vehicle and rely on transit including bicycling and walking as their primary mode of transportation.

Safety: Currently, this at-grade trail crossing intersects a two lane, undivided roadway (50 MPH, 7,000 AADT). The nearest controlled intersection is 0.8 miles to the north, forcing trail users - especially children, elderly and disabled - to make the difficult decision to determine if a large enough gap exists between themselves and oncoming vehicles to cross safely. The proposed project will enhance safety by separating trail users from vehicular traffic and eliminating risk.

Access: Since the underpass is in a census tract that is above the regional average for population in poverty or population of color, underserved populations will benefit from improved access to increasing employment opportunities in the project area. This includes more direct access to the Target Northern Campus Expansion and growing employment areas such as Gateway Business Park (300 jobs +), and NorthPark Business Park (300 acres currently under construction). The project area is forecast to have an additional 10,000 jobs by 2040.

Transit/Multimodal: The project facilitates and leverages regional transit connections by connecting to CSAH 103/Winnetka Ave N trail improvements planned as part of the future METRO Transit Blue Line LRT project. This enables safe and continuous connections between the Rush Creek Regional Trail and Oak Grove Parkway LRT station, park-and-ride facility, and two existing METRO Transit bus routes 722 & 724. These benefits are especially important for equity populations near the project area, including persons of color (over 60 percent), persons born outside the U.S. (20 percent) and persons who speak a language other than English (25 percent). Each of these groups disproportionately rely on public transit and benefit from improved bicycle and pedestrian access to transit stations.

Public Health: Trail corridors provide an important active transportation option while promoting exercise, family or social recreation and improved air quality. Studies show that biking 3x/week reduces odds of metabolic syndrome (46%), obesity (31%) and hypertension (28%).

Destinations: This grade separated crossing allows residents to utilize entire trail corridor and its connections (Mississippi Gateway Regional Park, Elm Creek Park Reserve, Shingle Creek and West Mississippi Regional Trails and many local parks e.g., Oak Grove, Orchard Trail and North Trail Parks). This project will not displace or negatively impact the disadvantaged populations present in the project area.

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

Measure C: Affordable Housing Access

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

Describe the 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:

- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

[?] specific direct access improvements for residents

[?] improved access to destinations such as jobs, school, health care or other;

According to the Met Council's 2021 Housing Performance Scores, Brooklyn Park has a score of 100, the highest score available. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households. A grade-separated crossing at CSAH 103/Winnetka Ave N will significantly improve the multimodal safety, access, and mobility of the Rush Creek Regional Trail for the surrounding residential properties that include a high percentage of BIPOC populations (48.5 percent) that may not own a vehicle, and rely on transit, bicycling and walking as their primary mode of transportation.

The project, part of a larger Rush Creek Regional Trail corridor, is a spot improvement in a developing area of Brooklyn Park. There are residential homes directly northeast of the proposed project, senior housing (610 West apartments) located approximately 1 mile east and residential in surrounding Maple Grove and Osseo. There are several destinations located near or along the 10-mile Rush Creek Regional Trail including churches, daycares, schools, and shopping areas. The Rush Creek Regional Trail also provides an important connection to several parks and recreational facilities.

Additionally, METRO Transit is planning to construct an extension of the Blue Line LRT that terminates at the Oak Grove Parkway station 1-mile south of the proposed project. The future LRT project will complete CSAH 103/Winnetka Ave N connections to 109th Avenue and LRT to the south. There are several areas of concentrated poverty located along the Blue Line LRT transit route, connecting the region?s most diverse communities to transit reliant residents to jobs, education, and opportunities. By directly connecting to METRO Transit?s Blue Line LRT, this project builds upon the anti-displacement and community wealth building strategies being advanced to leverage existing community assets.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s 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.

1700081374012 RCRT SocioEco Map.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 parallet 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 jurisdiction?s bicycle facility.

This project includes construction of a grade-separated underpass along Three Rivers Park District's Rush Creek Regional Trail at CSAH 103/Winnetka Ave N in Brooklyn Park. The proposed project is within a Tier 2 RBTN Alignment, a priority alignment for regional investment given its ability to attract the most users, connect to growing concentrations of employment and circumvent a physical barrier (CSAH 103/Winnetka Ave N) in the regional bikeway system. Mitigating physical barriers such as the CSAH 103/Winnetka Ave N regional trail crossing with a safe, multi-modal bicycle and pedestrian underpass will increase the flow of seamless and accessible travel throughout the trail's corridor (accessed by 281,000 users annually).

Barriers/Safety: The proposed project will eliminate the existing mid-block, bicycle and pedestrian at-grade crossing of CSAH 103/Winnetka Ave N, a high-speed arterial roadway carrying 7,000 vehicles per day at 50 MPH. CSAH 103/Winnetka Ave N serves as an alternative vehicular route to TH 169 and is experiencing rapid growth due to development in the immediate area (NorthPark Industrial Park, future METRO Transit's Blue Line Extension: Oak Grove Parkway LRT station, and Target Northern Campus) and along the greater TH 169 corridor. As a result, traffic volumes on CSAH 103/Winnetka Ave N are expected to increase and the known safety issues will continue to exacerbate. These safety issues at the trail crossing have caused Three Rivers Park District to install specific signs on the trail approaches to CSAH 103/Winnetka Ave N which read, "This crossing is not a crosswalk. State law requires all trail users to stop and yield to vehicles," yet vehicles still regularly yield, resulting in multiple crashes and near-misses near the trail crossing. Similar accidents across the Twin Cities region have occurred when stopped vehicles are rear-ended or improperly passed by other cars. These crashes jeopardize the safety of both trail users and people in vehicles, but especially those who are most vulnerable: people walking, biking, or rolling.

Continuity/Connectivity Between Jurisdictions: The 10-mile Rush Creek Regional Trail connects Mississippi Gateway Regional Park in Brooklyn Park to the Elm Creek Park Reserve in Champlin, Dayton and Maple Grove. The proposed project creates a continuous 3.7 mile grade-separated greenway between the two regional parks and will create a more continuous connection to numerous north-south trails in multiple cities: Jefferson Highway (3.0 m), Noble Parkway (2.8 m), Douglas Drive North (4.0 m), Shingle Creek Regional Trail (8.4 m) connecting to Brooklyn Center, West River Road (4.0 m) connecting to Brooklyn Center, and Medicine Lake Regional Trail (15.6 m) connecting to Maple Grove and Plymouth.

(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 Orossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

Multiple

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

The existing trail crossing of CSAH 103/Winnetka Ave N creates a significant safety concern for both trail users and vehicles. Currently, trail users cross CSAH 103/Winnetka Ave N mid-block and at-grade. The two-lane undivided roadway has a 50 MPH speed limit with 7,000 AADT and causes trail users to make the difficult decision to determine if a large enough gap exists between themselves and oncoming vehicles to cross safely. These crossing types are challenging due to bicyclists not obeying traffic signs requiring them to stop at roadway crossings and confusion between the motorists and bicyclists on who has the right-of-way as some believe this crossing to be a crosswalk, creating hazards to all users.

Within the project area, there have been two vehicle-pedestrian/bicycle crashes reported in the last three years. In 2021, there was a vehicle crash reported at the existing at-grade crossing of the Rush Creek Regional Trail. A vehicle was stopped on CSAH 103/Winnetka Ave N to allow a bicyclist to cross the roadway. A second vehicle swerved and hit a trail crossing sign to avoid rear ending the first vehicle. In 2019, there was a minor injury vehicle-pedestrian crash reported just west of the proposed project. A vehicle turned onto the Rush Creek Regional Trail from the existing at-grade crossing at CSAH 103/Winnetka Ave N and was driving on the trail when it struck a pedestrian. In addition to the reported crashes, the City of Brooklyn Park, Three Rivers and Hennepin County regularly receive complaints and calls every year regarding close calls at the Rush Creek Regional Trail crossing of CSAH 103/Winnetka Ave N, with reports of motorists unable to see trail users, trail users not stopping before entering the crossing and vehicles abruptly stopping to allow trail users to cross - causing close calls for rear-end crashes.

A grade-separated crossing, as included with the proposed project, would have prevented these crashes and close calls from occurring by eliminating vehicle-pedestrian/bicycle conflicts and ensuring the safety of the bicyclists, pedestrians and drivers. Trail connections along CSAH 103/Winnetka Ave N fill a critical gap, allowing access to nearby destinations such as LRT and Target Campus etc.

The underpass is the safest solution and will result in the least disruption to motorists and people walking, biking and rolling. Underpasses have proven to be effective in facilitating pedestrian/bicycle movements along the Rush Creek Regional Trail, such as the existing underpasses at Douglas Drive (CSAH 14) and Noble Parkway (CSAH 12). Plus, underpasses are less stressful for bikers. Additional underpass safety features include lighting, straight approaches with clear sightlines and designated ADA compliant local trail connections.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Rush Creek Regional Trail (RCRT) crosses CSAH 103/Winnetka Ave N atgrade and mid-block. Grade-separating this crossing and adding new local trail connections greatly improves the safety and connectivity of bicyclists, pedestrians, transit users and motorists by purposefully integrating several modes of transportation to create 3.7 continuous trail miles without any road crossings. This is critically important as the project area is not directly served by transit and safe connections to existing transit stops for people walking, biking or rolling do not yet exist.

The project includes 10' trails on both sides of CSAH 103/Winnetka Ave N which tie into planned trails to the north/109th Avenue and to the south/future METRO Transit Blue Line LRT Extension: Oak Grove Parkway Station (LRT station). These new trails will provide direct, safe, multimodal connections to two existing METRO Transit bus routes 722 and 724 and the future LRT station. Additionally, all neighborhoods along the 10-mile RCRT will have improved access to transit via the regional trail and new grade-separated crossing.

This multimodal connectivity will benefit area residents by providing transit access/options which connect to downtown Minneapolis, Brooklyn Center, Eden Prairie, Maple Grove, Chaska, and Chanhassen. Additionally, the LRT station will include a public park-in-ride which will likely also serve as a defacto trailhead in the evening and on weekends during peak trail times (opposite peak transit times) due to RCRT proximity and new trail/sidewalk connections.

The project also anticipates future roadway expansion needs due to the LRT, related TOD and existing area growth, and calls for expanding CSAH 103/Winnetka Ave N to a 52' roadway. Anticipating and including this expansion as part of the project will minimize any future potential impacts and trail closures at which time the greater road corridor is expanded to 3-4 lanes.

The primary project component, the grade-separated crossing, serves and improves the safety and efficiency of active transportation for all trail user groups by eliminating vehicle-pedestrian/bicyclist conflicts and removing a stop condition. Trail users will no longer need to wait and gauge when a large enough gap in high-speed/volume traffic (50 MPH, 7,000 AADT) is available to cross ? this is especially important to some of the trails most vulnerable users, older adults and persons with disabilities that are also more likely to be transit users. In addition, vehicle vs. vehicle conflicts (typically rear-end crashes) will be eliminated/reduced as motorists will no longer be stopping in an unpredictable manner and against proper right-of-way rules to allow for trail users to cross CSAH 103/Winnetka Ave.

(Linit 2,800 characters; approximately 400 words) Upload Transit map

1700153867400_RCRT_Transit_Map.pdf

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 Yes have been used to help identify the project need.

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

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

Response:

In 2015, the Brooklyn Park Pedestrian and Bicycle Plan identified the Rush Creek Regional Trail pedestrian and bicycle barrier at the CSAH 103/Winnetka Ave N crossing through:

- 5 pop-up events and community workshops
- Online survey (142 responses)
- Online mapping application (175 responses)

In 2017/2018 the City of Brooklyn Park completed an update to its 2040 Comprehensive Plan which identified the Rush Creek Regional Trail grade separation at CSAH 103/Winnetka Ave N as a priority to be completed by 2028. Public engagement included:

- 26 member Community Advisory Team (CAT)
- 40 member Community Outreach Team (COT)
- Youth Facilitators
- Online and in-person surveys (3,701 responses)
- Public events and gatherings
- 20 pop-up events
- Individual meetings with community groups

Additionally, Three Rivers was a partner in the 2040 Hennepin County Bicycle Transportation Plan. Engagement activities included:

- 10 community listening sessions

- 3 community events and small group discussions (160 engaged people)

- Online survey (1,944 survey responses)

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

100%

100%

50%

25%

0%

100%

80%

40%

0%

100%

50%

25%

0%

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 project?s termini does not suffice and will be awarded zero points. *If applicable

Lavout 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. 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. 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. Layout completed but not approved by all jurisdictions. A PDF of the layout must Yes be attached to receive points. Layout has been started but is not complete. A PDF of the layout must be attached to receive points. Layout has not been started 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 Yes identified historic bridge There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated. Historic/archeological property impacted; determination of ?no adverse effect? anticipated Historic/archeological property impacted; determination of ?adverse effect? anticipated Unsure if there are any historic/archaeological properties in the project area. 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 Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete Right-of-way, permanent or temporary easements, and/or MnDOT Yes agreement/limited-use permit required - parcels identified Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified 5. Railroad Involvement (15 Percent of Points) No railroad involvement on project or railroad Right-of-Way agreement is Yes executed (include signature page, if applicable) 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):	\$1,420,100.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,420,100.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name

File Name	Description	File Size
Hennepin County LOS - RCRT Winnetka Safe Crossing 2024.pdf	Hennepin County Letter of Support	123 KB
RCRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	726 KB
RCRTExistingConditions.pdf	Existing Conditions Photo	498 KB
RCRT_PopJobs_Map.pdf	RCRT Population and Jobs Map	917 KB
RCRT_RBTN_Map.pdf	RCRT RBTN Map	579 KB
RCRT_SocioEco_Map.pdf	RCRT Socio Economic Conditions Map	846 KB
RCRT_Transit_Map.pdf	RCRT Transit Map	697 KB
Rush Creek RT Summary.pdf	Project Summary One Page	339 KB
Rush Creek RT Underpass Site Layout.pdf	RCRT Site Layout	504 KB
Three Rivers LOS - RCRT Winnetka Safe Crossing 2024_BC.pdf	Three Rivers Park District Letter of Support	325 KB









HENNEPIN COUNTY MINNESOTA

December 1, 2023

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

Re: Support for 2024 Regional Solicitation Application Rush Creek Regional Trail Grade Separation Project

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project: Rush Creek Regional Trail Grade Separation Project is anticipated to improve conditions for people walking and biking across CSAH 103 (Winnetka Avenue).

The Rush Creek Regional Trail Grade Separation Project is anticipated to impact CSAH 103 (Winnetka Avenue), currently under Hennepin County jurisdiction. At the time of application submittal, county staff would like to notify the city of the following planned improvements in the vicinity of the proposed project, understanding that these improvements, and others not yet programmed, are subject to change.

- Reconstruction along CSAH 103 (West Broadway Avenue) from TH 610 to 101st Avenue, tentatively scheduled for 2028 as part of the Blue Line Extension LRT Project (CP 1005877 & CP 1010467)
- Pavement preservation along CSAH 103 (Winnetka Avenue) from 101st Avenue to CSAH 12 (West River Road), tentatively scheduled for 2024 (CP #4630000)

Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of improvements. Based on the results of the county's 2023 Cost Participation & Partnerships Request Process, it's anticipated that \$500,000 will be reserved within the county's 2024-2028 Transportation Capital Improvement Program (CIP) for the Rush Creek Regional Trail Grade Separation Project. If the city is successful in receiving an award through the 2024 Regional Solicitation, we ask that you notify the County Engineer in a timely manner to discuss the utilization of federal funds on the project. Additionally, we kindly request that the city 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 Rush Creek Regional Trail.

Sincerely,

Cana Stuere

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





Three Rivers Park District Board of Commissioners

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Boe Carlson Superintendent December 1, 2023

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

RE: 2023 Regional Solicitation: Confirmation of Snow and Ice Removal Rush Creek Regional Trail – Winnetka Ave. N Grade Separated Crossing

Dear Ms. Koutsoukos,

Three Rivers Park District is excited to partner with the City of Brooklyn Park on the **Rush Creek Regional Trail – Winnetka Ave. N Grade Separated Crossing** project.

The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

This letter is to confirm that, in addition to traditional maintenance of our regional trail system through the warmer months, Three Rivers Park District, in partnership with the City of Brooklyn Park, intends to provide winter maintenance to ensure that the trail remains accessible for all bicyclists and pedestrians, including persons with disabilities on a year-round basis.

Three Rivers intends to continue its current winter maintenance arrangement with Brooklyn Park. Under this arrangement the City provides all winter maintenance responsibilities and Three Rivers provides an annual stipend to the City for the associated work.

Sincerely,

Boe R. Carlson

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











Rush Creek Regional Trail Brooklyn

Winnetka Ave. N Grade Separated Crossing

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes construction of a gradeseparated underpass along Three Rivers Park District's Rush Creek Regional Trail at Winnetka Ave. N (CSAH 103) in Brooklyn Park. Currently, this at-grade trail crossing crosses a two lane, undivided roadway with a posted speed limit of 50 mph which carries 7,000 vehicles per day and has difficult sightlines at the crossing location. This road, Winnetka Avenue (CSAH 103), serves as an alternative vehicular route to TH 169 and is experiencing growth due to development in the immediate area (NorthPark Industrial Park, future METRO Transit's Blue Line Extension: Oak Grove Parkway LRT Station, and Target Northern Campus) and along the greater TH 169 corridor.

Location & Route

Rush Creek Regional Trail crossing at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County

Applicant City of Brooklyn Park

Primary Contact

Jeff Holstein, PE, PTOE Transportation Engineer City of Brooklyn Park, MN P: 763-493-8102 Jeff.Holstein@ brooklynpark.org

Funding Information Requested Award: \$1,136,080

Local Match: \$284,020

Total Construction Cost \$1,420,100

Project Elements

- Install a 10' high x 14' wide box culvert with lights at Winnetka Ave. N (CSAH 103) reconstruct existing regional trail (10' wide, off-road/protected, multiuse bituminous trail), approaches and construct local trail connections to the future LRT station area trail network
- Expand width of Winnetka Ave.
 N (CSAH 103) to 52' roadway in anticipation of future three or four lane

Project Benefits

 Provides a safe, active transportation grade-separated crossing of Winnetka Ave. (CSAH 103) for people of all ages, abilities, and active transportation modes and for those without access to

Location



a vehicle or whom choose to commute by foot, bike or non-motorized wheels.

- Eliminates conflicts between people walking, biking, and rolling (existing 281,000 annual trips on the regional trail) with people driving vehicular traffic (7,000 AADT) and results a 3.7 miles corridor completely separated from vehicular traffic.
- Improves conditions for community members with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists.
- Supports recent and anticipated investment within and adjacent to the project corridor including Metro Transit's Blue Line LRT Oak Grove Parkway Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Provides a protected bikeway to 15,390 people connecting them to 7,497 jobs within 1 mile of the project area as well as to existing users (281,000 annual trips).

Existing Winnetka Ave. N Crossing Conditions



Winnetka Ave. N (CSAH 103): Currently trail users cross the 50 MPH county road, mid-block, and at-grade. Area growth is resulting in a more challenging and dangerous trail crossing for people walking, biking, and rolling.



SRF 12/11/2023

RUSH CREEK TRAIL

RUSH CREEK GRADE SEPARATION PRELIMINARY DESIGN - WINNETKA AVE N CITY OF BROOKLYN PARK



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Jesse Winkler Appointed At Large

Boe Carlson Superintendent December 1, 2023

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

RE: Letter of Support: 2024 Regional Solicitation Grant Application Rush Creek Regional Trail – Winnetka Ave. North (CSAH 103) Grade Separated Crossing

Dear Ms. Koutsoukos,

Three Rivers Park District fully supports the City of Brooklyn Park's 2024 Regional Solicitation federal transportation funding request for the Rush Creek Regional Trail – Winnetka Ave. North (CSAH 103) Grade Separated Crossing. When complete, this project will provide a grade-separated multi-use crossing of CSAH 103 in Brooklyn Park serving both regional trails users and motorists alike.

The project is consistent the Park District's 2040 System Plan and Regional Trail Crossing Study and is located on a Tier 2 alignment of the Regional Bicycle Transportation Network. It is also consistent with the City of Brooklyn Park's Comprehensive Plan.

Three Rivers Park District is intending to provide a portion of the local match and will ultimately operate and maintain the regional trail and will work in partnership with the City via a winter use permit to ensure snow and ice removal is completed to ensure opportunities for year-round bicycle and pedestrian use. Three Rivers will provide the necessary operations and maintenance of the grade-separated facility and associated trail segments to maintain a state of good repair.

Three Rivers fully support this application and requests that you give this grant application your full consideration and support.

Sincerely, alson

Boe Carlson Superintendent

Administrative Center, 3000 Xenium Lane North, Plymouth, MN 55441-1299 763-559-9000 • Relay 711 763-559-6719 • Fax 763-559-3287 • ThreeRiversParks.org