



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20166 - Shingle Creek Regional Trail Reconstruction
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Organization Information

Name: THREE RIVERS PARK DISTRICT
Jurisdictional Agency (if different):
Organization Type:
Organization Website:
Address: RESERVATIONS
3000 XENIUM LN N

City: PLYMOUTH
State/Province: Minnesota
Postal Code/Zip: 55441-2661
County: Hennepin
Phone: 763-559-6700
Ext.

Fax:
PeopleSoft Vendor Number: 0000057347A1

Project Information

Project Name: Shingle Creek Regional Trail - Reconstruction
Primary County where the Project is Located: Hennepin
Cities or Townships where the Project is Located: Brooklyn Park
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) Replacement of 0.84 miles of end-of-useful life concrete sidewalk currently serving as the Shingle Creek Regional Trail alignment along Nobel Parkway North (CSAH 12) with a 10 foot wide, paved regional trail between 95th Avenue North and Prestwick Parkway in Brooklyn Park. The sidewalk was constructed in 1997/98 and does not provide the most appropriate facility design for a shared, multi-use facility for people walking, biking, and rolling due to pavement cracking, difficulty repairing the surface, concrete heaving (due to freeze/thawing), and seams/joints every 4-6 feet across the trail. This project will upgrade this trail segment to meet regional trail standards and result in a consistent paved (bituminous), 10-wide trail for the greater 8.5 mile regional trail corridor.

Project improvements include:

- upgrade .84 miles of existing end of useful life back of curb sidewalk to new, urban 10-foot wide, off-road protected, multi-use trail
- add APS signal at Edinbrook Parkway
- meet all ADA requirements including improving about 7 curb ramps

(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. IN BROOKLYN PARK, ADJACENT TO CSAH 12 RECONSTRUCT 0.85 MILES EXSITING 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) 0.84

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$966,963.00

Match Amount \$241,741.00

Minimum of 20% of project total

Project Total \$1,208,704.00

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/ or State Legacy Funds/ or MIET Council 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: 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency Three Rivers Park District

Name of Trail/Ped Facility: Shingle Creek Regional Trail

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH

(TH, CSAH, MSAS, CO. RD., TMP. RD., CITY STREET)

Road/Route No. 12

(Example: 53 for CSAH 53)

Name of Road

Noble Parkway

(Example: 1st ST., Main Ave.)

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

From:

Road System

City Street

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

95th Ave N

(Example: 1st ST., Main Ave.)

To:

Road System

MSAS

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

Road/Route No.

134

(Example: 53 for CSAH 53)

Name of Road

Prestwick Parkway

(Example: 1st ST., Main Ave.)

In the City/Cities of:

Brooklyn Park

(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

From:

To:

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

Yes

Resurface Trail

Bituminous Pavement

Yes

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Yes

Landscaping

Other (do not include incidental items)

ADA ped ramps

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

27221

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed

55443

Approximate Begin Construction Date (MO/YR)

04/02/2029

Approximate End Construction Date (MO/YR)

11/15/2029

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

0.8

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

0.8

Is this a new trail?

No

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; Objectives A and B (Page 2.2); and Strategies A2 (Page 2.3)

Goal B; Objective A (Page 2.5); and Strategies B4 (Page 2.7) and B6 (Page 2.8)

Goal C; Objectives D and E (Page 2.10); and Strategies C1 (Page 2.10), C2 (Page 2.11), C15 (Page 2.22), C16 (Page 2.23), and C17 (Page 2.24)

Goal D; Objective B (Page 2.26); and Strategies D1 (Page 2.26), D3 (Page 2.27), and D4 (Page 2.28)

Goal E; Objectives A, C, and D (Page 2.30); and Strategies E1 (Page 2.30), E3 (Page 2.31), and E6 (Page 2.34)

Goal F; Objectives C (Page 2.35); and Strategies F5 (Page 2.39) and F6 (Page 2.38)

(Limit 2,800 characters; approximately 400 words)

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. 2040 Three Rivers Park District System Plan (Page 17)

Nine Regional Trails (Including Shingle Creek Regional Trail) Master Plan (Entire Document and Specifically Pages 245-266)

2040 Metropolitan Council Regional Parks Policy Plan (Pages 44 and 46)

2040 Hennepin County Bicycle Transportation Plan (Pages 35-38)

2040 Brooklyn Park Comprehensive Plan (Pages 7-2 and 7-4)

(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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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

Date plan completed: 06/30/2015

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$60,435.00
Removals (approx. 5% of total cost)	\$60,435.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$120,870.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$906,528.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$120,870.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$60,436.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,087,834.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

PROTECT Funds Eligibility

One of the new federal 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.

INFORMATION: [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\)](#).

Response: Does not apply to this project

Totals

Total Cost	\$1,208,704.00
Construction Cost Total	\$1,208,704.00
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 Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1702482356407_SCRT RBTN Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 46810

Existing Employment Within One Mile (Integer Only) 8530

Upload the "Population Summary" map 1702481970893_SCRT Pop_Emp_Map.pdf

Please upload attachment in PDF form

Measure A: Engagement

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

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

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

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 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: This portion of the Shingle Creek Regional Trail (SCRT) is in census tracts above the regional average for populations in poverty or of color, moves within and is surrounded by environmental justice areas, & serves 6 publicly subsidized rental units within ½ mile of the corridor.

Demographics

This portion of the corridor travels through or is within ½ mile of 1+ census tract(s) w/:

- 20, 21, 26, 27% pop under 15 (19% metro avg)
- 15, 31% pop over 65+ (14.1% metro avg)
- 13, 14, 28, 31% Asian (7.7% metro avg)
- 14, 17, 33, 40, 77% Black (9.8% metro avg)
- 7, 8% Other + multiracial (3.9% metro avg)
- 15, 21, 27, 31% foreign-born (12.1% metro avg)
- 20, 47% households below 185% poverty line (8.4% metro avg)

Engagement Activities & Audiences

The Park District engaged disadvantaged populations through the following direct & supplementary methods:

- Regional Trail Pop-ups (17 people): 2 pop-ups along the Shingle Creek Regional Trail
- Bike Rides (40 people): 2 regional trail bike rides with Outdoor Latino, a local community-based organization centered around outdoor activities in the Latino community
- Community Events (8 and 30 people, respectively): 2 community events including Earle Brown Days in Brooklyn Center and Tater Daze in Brooklyn Park, targeting BIPOC and low-income communities along corridor
- Focused Conversation with Senior Women's Nordic Walking Group (5 people): A conversation to learn about seniors' needs & interests around regional trails
- Learn to Ride Biking Sessions (25 people): A 6-wk session with Brooklyn Park & Brooklyn Center residents from the Liberian/West African Community at West Palmer Lake Park--sessions incorporated traveling along SCRT
- Food Distribution Pop-ups (30 people): 3 pop-up tabling events at Brooklyn Park schools (Woodland, Zanewood, Brooklyn Middle) during food distribution events, which targeted BIPOC communities & low-income communities in project area
- Focus Group w/Early College Academy students: Conversation with students of color from BC & BP around their park/trail investment preferences in their communities. Students mentioned they use SCRT almost everyday walking to/from school or to/from Centennial Park over their lunch break

Feedback and Influence

Feedback showed unanimous support for the SCRT in addition to the following feedback relevant to this project scope:

- Replace the existing SCRT concrete trail along Noble Parkway N with a paved, 10' wide, bituminous, multi-use trail
- Add more wayfinding along SCRT at roadway & local trail intersections
- Connect to public spaces and other local destinations/amenities

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-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:

This project will benefit disadvantaged communities in the following ways:

- Low-income residents: The entire SCRT is w/in ½ mile of 6 subsidized units in addition to several high-density apt buildings. There are 3 multi-family apt buildings w/in ½ mile of this project (Urbana Court, The Regent, The Fairways). This project will improve travel along the SCRT to local destinations via bicycle/ped & public transit connections. Public transit connections to/from Brooklyn Park to DT Minneapolis can be made via multiple SCRT access points. Metro Transit bus riders can use the SCRT to connect w/routes 723, 761, 763 & express route 768 departing from the 95th Ave N. Park & Ride lot at the project's northern termini. The greater SCRT corridor connects to Brooklyn Center Transit Center providing further connections to METRO Line C (high frequency, on-demand route) & bus routes 22, 721 & 724.

- Seniors & people w/disabilities: There are 3 senior/assisted living facilities (Suite Living Senior Care of BP, Urbana Place Senior Living, & Solution Home Care) within ½ mile of the project. These groups emphasized a need for smooth, level, well designed/maintained trails (e.g., minimal grade, loops, setting variety, improved crossings, separated facilities). This project will provide a safe, level, smooth and continuous off-road facility w/2'+ wide blvds, ADA ramps & 5% max. grade.

- Youth: Young people & families emphasized safety in getting to local destinations. Older youth emphasized connections to public spaces where they can relax and unwind, such as parks. The project will serve young people & their families by providing a 10'-wide protected route that connects to or is within a ½ mile of family & youth-friendly locations, including 1 school (Woodland Elementary School), 2 parks (Noble Sports Park & Soccer Fields, Central Park), 3 churches (Edge Christian, Church of Jesus Christ of Latter-Day Saints, Edinbrook Church), & 1 youth org (Treehouse Youth Outreach).

- BIPOC & foreign-born residents: Since 1990, Brooklyn Park has seen an increase in percent of total pop identifying as Black/African Am in addition to foreign-born residents. Feedback from these groups prioritized safety, wayfinding & connections to local destinations, incl. parks, restaurants, shopping centers. In addition to listed safety enhancements & connections to parks, this project will improve wayfinding to local destinations, such as businesses near 95th and Noble Parkway.

No negative impacts are expected. The project will maintain access to businesses/neighborhoods & minimize construction nuisances in residential areas through proper mitigation of noise, dust, & traffic. Well-signed sidewalk detours will be implemented & no local road closures are anticipated.

(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:

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? 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.

Response:

There are 6 subsidized rental housing units in census tracts within 1/2 mile of the Shingle Creek Regional Trail (SCRT) Noble Parkway N (CSAH 12) reconstruction project. However, this segment directly connects to the larger corridor, which includes much of Brooklyn Park and Brooklyn Center. According to the Met Council's 2021 Housing Performance Scores, Brooklyn Park has a score of 100, the highest score available, while Brooklyn Center received a score of 91. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households.

Within Brooklyn Park there is a significant amount of naturally occurring affordable housing south of the project area. While this affordable housing is not directly within 1/2 mile of the project, these neighborhoods and residents are connected to the SCRT via Brooklyn Park's existing and planned pedestrian and bicycle systems which function as a feeder system to the regional trail (the backbone of the active transportation network).

Since the SCRT connects to single and multifamily residential neighborhoods, local schools, institutions, commercial areas, major recreation sites, and medical centers (see Affordable Housing Map), affordable housing residents in Brooklyn Park and beyond will benefit from the proposed safety and accessibility when walking and biking. Improvements to this trail segment will improve public health for all low-income residents in the SCRT corridor through Brooklyn Park by promoting active living, multimodal transportation, and community connection.

Refer to the attached Affordable Housing Access Map for locations of publicly subsidized affordable housing, naturally occurring affordable housing (incl. parcel locations), and access to nearby destinations.

(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): Yes

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. [1702482496144_SCRT Soc_Eco_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 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 jurisdiction's bicycle facility.

Response:

The .84 mile segment (this project/RBTN Tier 1 Alignment) of the Shingle Creek Regional Trail (SCRT) along Noble Parkway utilizes an end of useful life concrete sidewalk. Reconstructing this segment & upgrading the facility design to a bituminous surface w/ centerline striping ensures seamless continuity & consistency of design for the greater 8.5-mile long SCRT (264,200 annual trips) corridor & active transportation system.

While this corridor technically 'exists', it will become a gap/missing link should the pavement not be reconstructed and it deteriorates until which point it no longer provides passage for people walking, biking, and rolling. There are no adjacent, parallel facilities for the entirety of the project area; closure of this route would force people walking, biking & rolling within the adjacent roadway (Noble Parkway (CSAH 12), 22,047 AADD/45 MPH) without protection or designated space.

It is also important to recognize the how this segment supports the greater trail corridor and vice versa. When looking at the greater corridor, it is evident how the consistent & continuous facility design works to support active transportation & provide a vital link on a regional scale by improving connections between jurisdictions Brooklyn Park (project location), Brooklyn Center, & Minneapolis. The greater SCRT corridor provides:

- Grade separated crossings of Hwy 610 (this project: Tier 1 expressway barrier), I-694 (Tier 1 Expressway Barrier/adjacent to Tier 1 Expressway Barrier Crossing Area), TH 100 (Tier 1 Expressway Barrier/adjacent to Tier 1 Expressway Barrier Crossing Area) & I-94 (Tier 1 Expressway Barrier).
- Connections to Rush Creek, Twin Lakes, & Weber Parkway/Grand Rounds Regional Trail/Systems providing pedestrian/bicycle access across northern & east-central Hennepin County.
- 2 major transit connections (Brooklyn Center Transit Station - 1 block west via sidewalk & Hwy 610 & Noble Parkway Park and Ride - 1 block west of project via sidewalk/trail).
- 7 RBTN connections.
- A safe, ADA accessible, and comfortable facility (offroad, multi-use trail) with smooth, level surface & limited at-grade road crossings for all ages, physical abilities, & active transportation modes.

On a smaller scale, the project's role in the active transportation system:

- Provides a major off-road corridor along a RBTN Tier 1 Alignment with direct connection to 1 Tier 1 Corridor, 1 Tier 2 Alignments, and 1 Tier 2 Corridors.
- Upgrades ADA deficiencies & trail surface from concrete to bituminous eliminating any confusion that the project is part of the regional trail & a legal place to bike.
- Is within 55' of an identified Hwy 610 Tier 2 Expressway Barrier Crossing Improvement Area.

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

Over the last ten years, there were 206 accidents (7 serious, 31 minor injuries, 52 possible injuries, 114 property damage) within the shared right-of-way of the .84-mile-long project corridor. Two accidents involved a pedestrian or person biking. This number and severity of the injuries would likely be greater had it not been for the existing off-road sidewalk-trail. By reconstructing the trail, improving crossings, and converting the surface from concrete to bituminous paving, this project will not only continue, but further improve the safety of people walking, biking, and rolling along the roadway corridor.

The two pedestrian related accidents are noted below:

- One car vs. bike accident involved a person biking in the dark and failing to yield at an unidentified intersection without a crosswalk along Noble Parkway N when they were struck and seriously injured by a motorist.
- One car vs. pedestrian accident involved a pedestrian on a median on Noble Parkway N. The pedestrian stepped out in front of a vehicle turning left (north) onto Noble Parkway N from 95th Ave. and was struck and seriously injured.

Nearly every accident within the project corridor occurred at an intersection. This is noteworthy as nearly 75% of all MN bicycle related crashes occur at an intersection and nearly 50% of all crashes with a fatality or disabling injury occur at an intersection.

Accordingly, the project includes evaluating every trail crossing and making all suggested improvements (i.e. cross walk markings, advanced crossing warning signage, stop/yield signs for trail users, improving sightlines, etc.) to minimize any potential risk for vehicle vs. pedestrian/biker collisions.

This project also includes the following safety components:

- Reconstruct .84 miles of existing, end of useful life, failing/cracked concrete sidewalk-trail (30 years old by funding year) with 10 foot wide bituminous pavement with centerline striping to allow for safe, multi-use two-way travel.
- Provide a 2-3 foot clear safety zone between trail and curb increasing the distance between trail users and the adjacent vehicles, where feasible.
- Correct ADA deficiencies (7 pedestrian ramps).
- Install compliant Accessible Pedestrian Signal (APS) at Edinbrook Parkway trail crossing

When complete, this project will provide a seamless, consistent off-road trail facility which is safe, level, and smooth for people of all ages and abilities for the trails entire length.

Should this facility not be reconstructed, people walking, biking, and rolling (264,200 annual users) would be forced into the roadway without adequate space and protection from adjacent traffic (Noble Parkway: 22,047 AADT, 45 MPH, no shoulder).

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The 8.5 mile Shingle Creek Regional Trail (SCRT, 264,200 annual trips) serves as a primary north-south active transportation route connecting Minneapolis w/ Brooklyn Park through Brooklyn Center. The overall trail's ADA compliant, off-road design provides a safe/comfortable travel experiences for transit users which also walk, bike or roll and of all ages and abilities - this is the safest shared-use design for bicycles/pedestrians & is far superior to the existing back of curb sidewalk along Noble Parkway N.

The project facilitates multi-modal transportation by connecting the local sidewalk/trail systems to transit via the regional trail. Specifically, the project connects the community to Noble Parkway Park and Ride Facility (just one block east, connected via sidewalk/trail) which offers bike parking and express service via route bus 768 to downtown MPLS. Also, SCRT users may access bus route 766 (¼ mile of north termini) and bus route 763 (¼ mile south of southern termini) - both offer express service to Downtown MPLS.

The MetroTransit's BlueLine LRT Expansion's Oak Grove Parkway is just 2 miles from the project and connected via existing trails. This station will include bike parking and will prompt significant transit-oriented development (housing, jobs, retail, entertainment, etc.) - SCRT will serve as the multi-modal backbone for connecting the greater community to this new urban hub.

The following multi-modal elements are included:

- Reconstruction of a concrete sidewalk to a 10' wide, off-road, two-directional, multi-modal bituminous trail with upgraded pedestrian ramps to meet ADA guidelines to provide a smooth, level surface for people of all abilities and ages.
- New transit related wayfinding.
- Connections to 8 existing sidewalk/trail corridors providing multi-modal active transportation access to:
 - Local/regional destinations: TreeHouse Youth Outreach, restaurant/convenience stores, CVS, Woodland Elementary School, Athlos Leadership Academy, Founders Park, Edinburgh Golf Course, & Noble Sports Park - all on the project corridor or slightly north/south but connected via the greater regional trail corridor.
 - Major employers: Target's Northern Campus located 2 mile west via a trail. Bike parking/showers are on site.
 - Rush Creek & Twin Lakes Regional Trails and MPLS' Grand Rounds (2/3rds mile from southern termini).

The project will fill 'last mile' gaps between transit, destinations, & neighborhoods for transit users that also walk, bike, or roll. Additionally, seniors, low-income households & persons w/ disabilities, which often have a greater reliance on transit, will benefit from increased independence and the ability to access resources, education, & employment w/o driving. See the Affordable Housing Access Map.

(Limit 2,800 characters; approximately 400 words)

[Upload Transit map](#)

1702482154070_SCRT Transit Con 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 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.

Response:

The Shingle Creek Regional Trail is a well-established (est. 2005), multi-use trail which receives about 310,000 annual visits. The .84 mile project is located within Brooklyn Park; however, the greater regional trail length is 8.5 miles and extends through Brooklyn Center to Minneapolis.

A master plan for the trail was developed and supported by the Metropolitan Council and partner cities in 2022. The plan focused on identifying areas for improvement - including converting this segment from concrete sidewalk to bituminous pavement due to deteriorating pavement condition and importance of consistent facility design for maintenance, wayfinding, and ease and enjoyment of use by users. The associated master planning work included many community engagement opportunities; a sampling of opportunities and feedback most directly associated with this project are briefly summarized below. A more thorough list of community engagement efforts is included in Question 3A.

- An interactive wiki map available 24/7 for community members to provide geolocated feedback. (3 people engaged, notification via website and social media)

- Tator Days community festival in Brooklyn Park and Earle Brown Days community festival in Brooklyn Center (30 engaged people/5-8 people engaged, open to all/notification via flyers, social media, newspaper, flyers, etc.). Participants cited the need to replace/fix cracked/uneven pavement along Nobel Parkway N.

- Virtual listening session with senior womens Nordic walking group (5 people engaged, notification via local park and recreation senior group e-newsletter). Participants cited the need for smooth pavement, rest stops, and wayfinding.

- Online questionnaire was mailed to Boardwalk Apartments residents (77 people engaged, mailed link to questionnaire). Participants cited a preference for wide, easily accessible trails which allow for enough space for bikers and pedestrians to physically separate. Trails that are ADA compliant are also preferred.

- Two onsite pop-ups (17 people engaged, pop-up event). Participants cited an appreciation for smooth pavement surface and a need to replace the concrete segment along Noble Parkway with the standard bituminous trail surface.

- AARP local representative one-on-one mtg (1 person engaged, email invite). Representative shared that 8 in 10 older adults find safe intersections and good sidewalks or trails extremely important.

This project responds directly to the above obtained community feedback as it calls for complete replacement of the existing sidewalk with a 10-foot-wide bituminous multi-use trail and centerline striping (helpful to wayfinding/safety), which is consistent with the regional trail both north and south of this project segment.

(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 project's 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. Yes

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

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 Yes

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

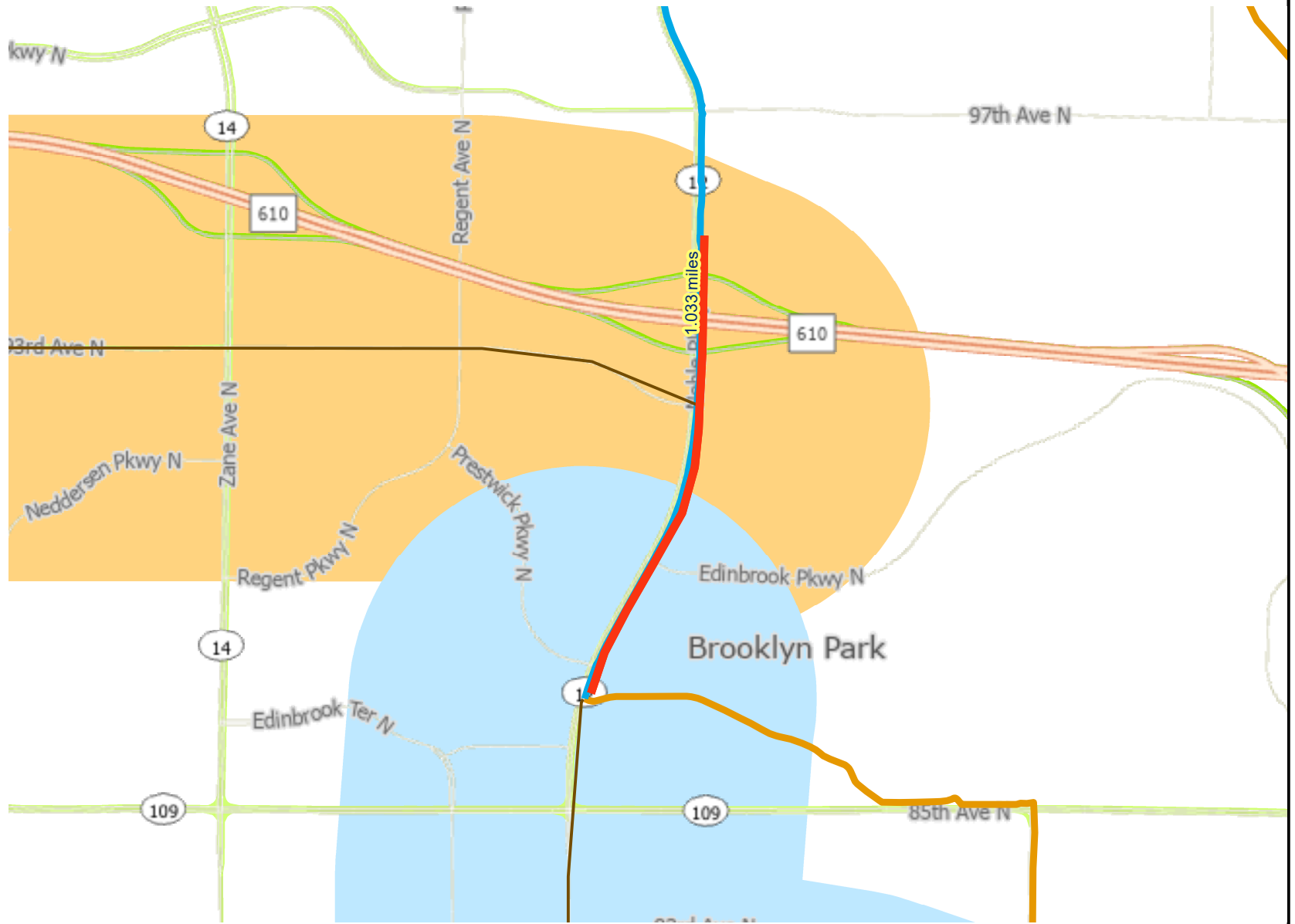
Total Project Cost (entered in Project Cost Form):	\$1,208,704.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,208,704.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

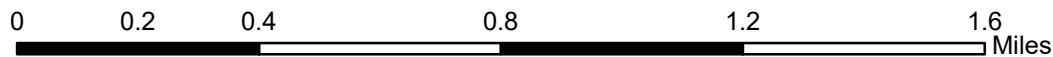
File Name	Description	File Size
Brooklyn Park Letter of Support_SCRT 11.3.23.pdf	Letter of Support Brooklyn Park	75 KB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Henn County LOS SCRT.pdf	Hennepin County Letter of Support	90 KB
SCRT Existing Conditions Photos.pdf	Existing Conditions Photos	8.7 MB
SCRT Letter of Support_MnDOT.pdf	MNDOT Letter of Support SCRT	212 KB
SCRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	851 KB
SCRT-Layout.pdf	Project Layout	1.0 MB
SCRT_Affordable Housing Access.pdf	SCRT Affordable Housing Access	1.1 MB
Shingle Creek RT Summary One Page.pdf	One Page Project Summary	404 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Shingle Creek RT Reconstruction Nobel Pkwy N | Map ID: 1702481574977



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



Created: 12/13/2023
LandscapeRSA6



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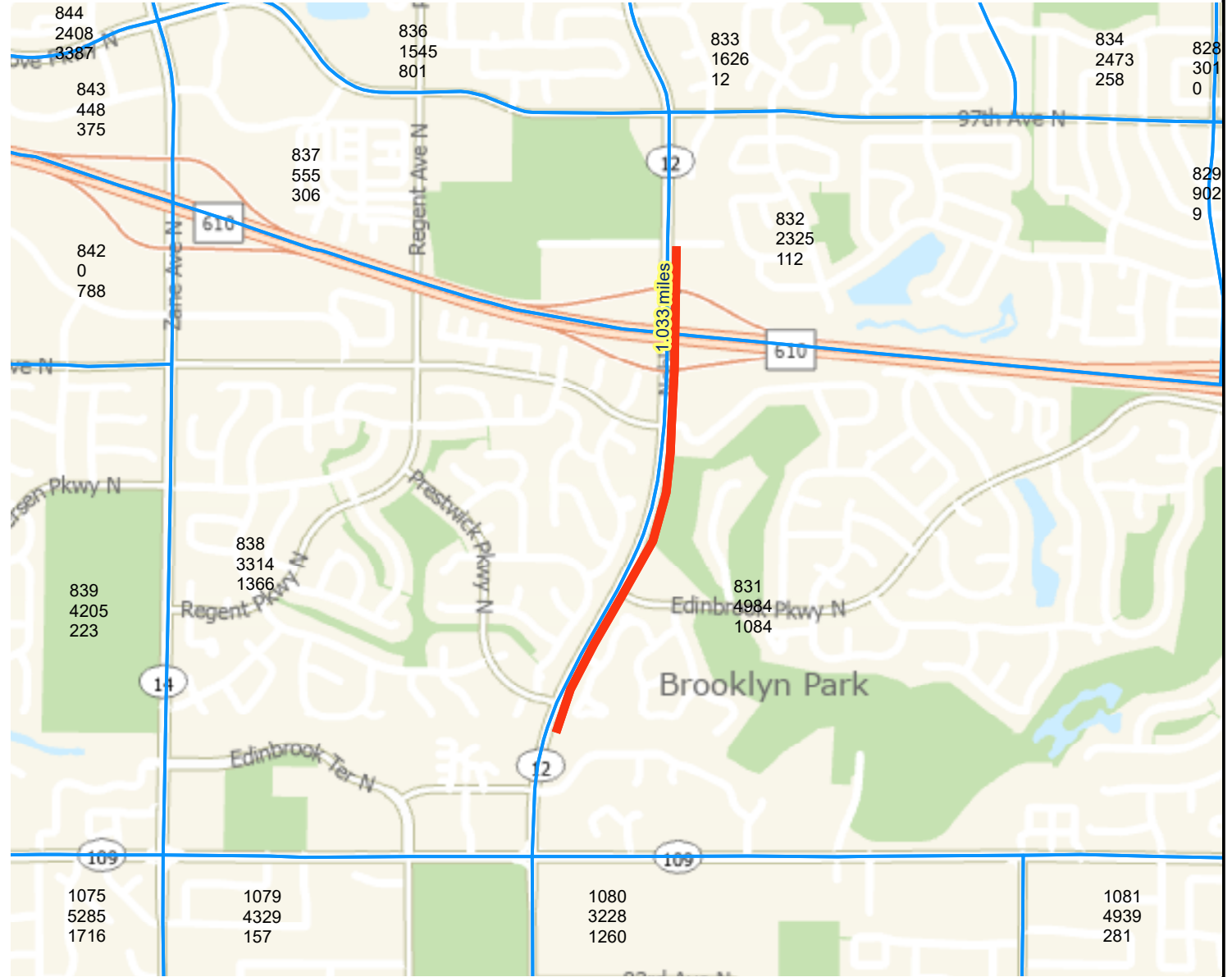


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Shingle Creek RT Reconstruction Nobel Pkwy N | Map ID: 17024815749

Results

Within ONE Mile of project:
 Total Population: 46810
 Total Employment: 8530



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 12/13/2023
 LandscapeRSA4



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

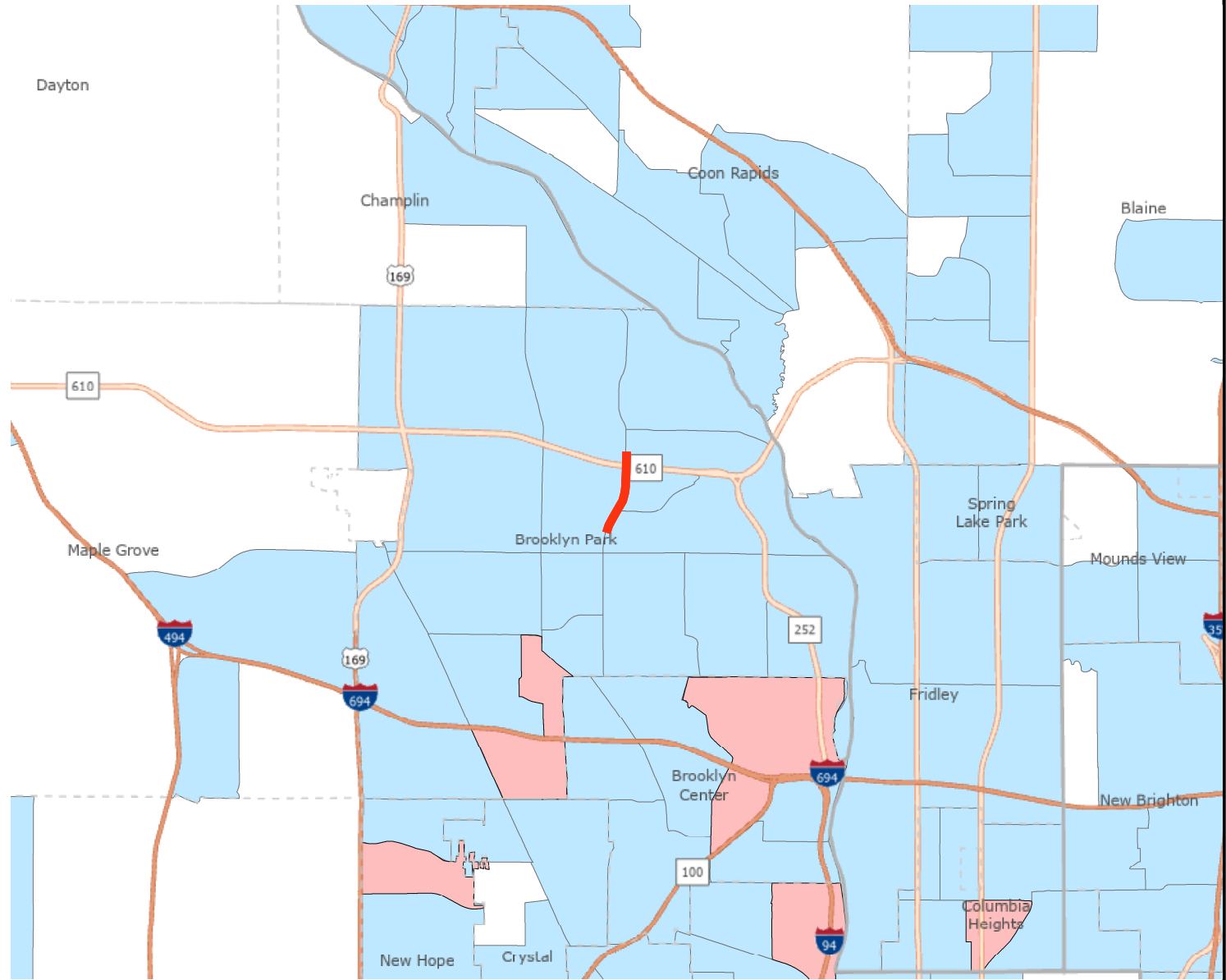


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 6

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Transit Connections

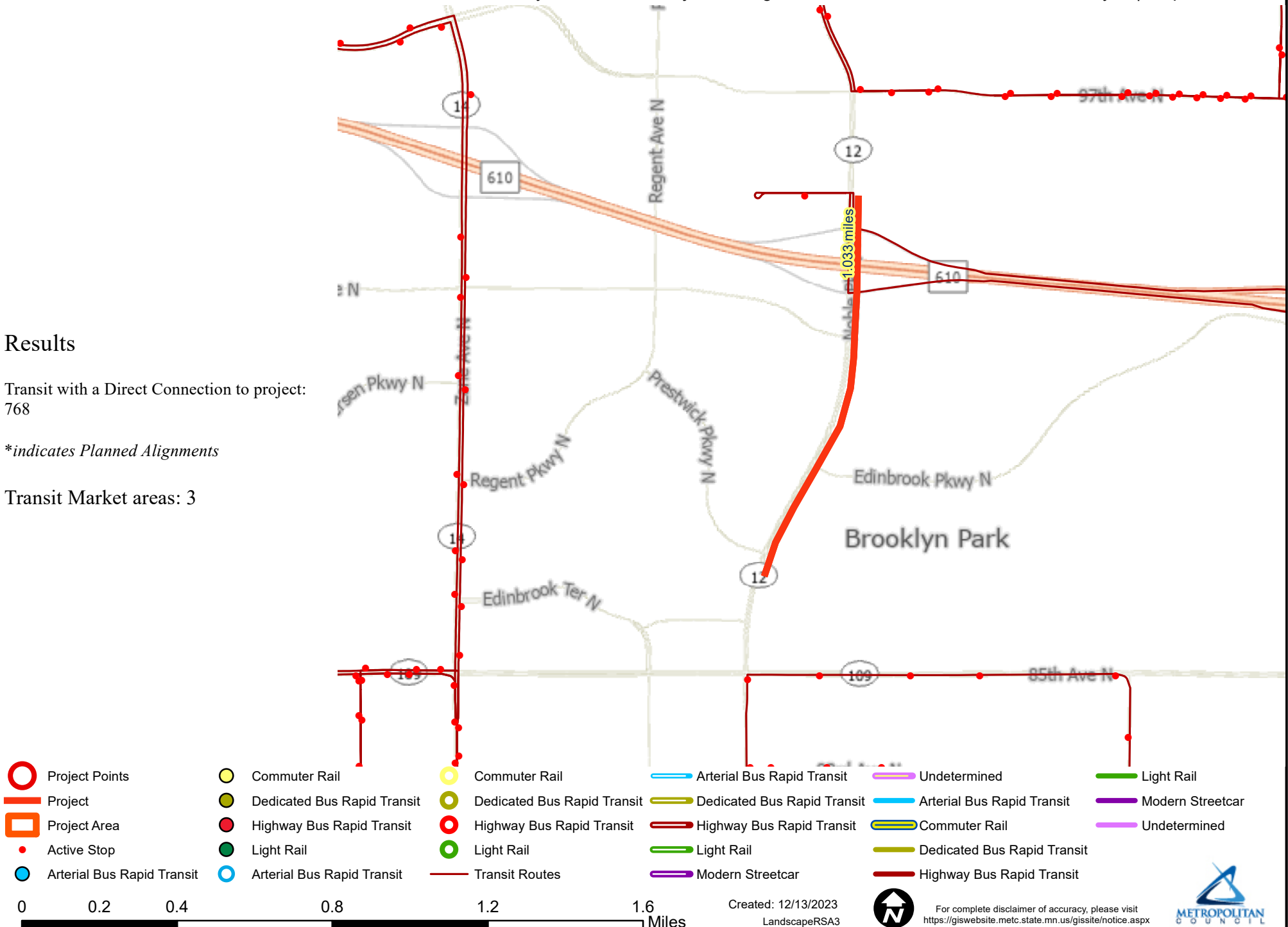
Multiuse Trails and Bicycle Facilities Project: Shingle Creek RT Reconstruction Nobel Pkwy N | Map ID: 1702481574

Results

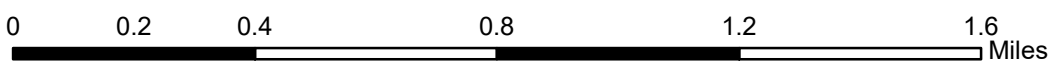
Transit with a Direct Connection to project:
768

**indicates Planned Alignments*

Transit Market areas: 3



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



Created: 12/13/2023
LandscapeRSA3



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November 3, 2023

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

Re: Letter of Support
2024 Regional Solicitation- Multiuse Trails and Bicycle Facilities
Shingle Creek Regional Trail- reconstruction

Dear Ms. Grissman:

The City of Brooklyn Park (City) supports Three Rivers Park District's federal transportation funding request for reconstruction of the Shingle Creek Regional Trail along Noble Parkway. The city understands that this project will enhance the local and regional bicycle transportation system for our residents by providing safe, protected bikeway along Nobel Avenue, connecting them further along the regional and local trail system.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Shingle Creek Regional Trail is recognized in the City's 2040 Comprehensive Plan and is vital to our residents who choose to use a bicycle as transportation.

Specifically, this project will:

- Reconstruct .85 miles of regional trail that is currently a sidewalk
- Improve ADA ramps at multiple road crossings that intersect with Noble Parkway

This project will enhance the livability and quality of life in the city by improving connectivity to the local and regional trail system as well as local retail/ employment centers and transit hubs. The city looks forward to working with you on the implementation of this project and fully supports your funding efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Tullberg".

Brad Tullberg, Recreation & Parks Director
City of Brooklyn Park
Brad.Tullberg@BrooklynPark.org
(763) 493-8344

A Resolution supporting Three Rivers Park District efforts to apply for federal funding in the 2024 Regional Solicitation Process

Date: November 20, 2023

Motion: Moved by: Lou Dzierzak Seconded by: Lou Miranda

WHEREAS; The Metropolitan Council released the 2024 Regional Solicitation application 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 11 applications, for federal grant funding for construction and reconstruction on regional trails throughout Hennepin County; and,

WHEREAS; The projects include:

- CP Rail Regional Trail – North Segment (New Construction)
- CP Rail Regional Trail – Middle Segment (New Construction)
- CP Rail Regional Trail – South Segment (New Construction/Reconstruction)
- Crow River Regional Trail (New Construction)
- Dakota Rail – Luce Line Connector (New Construction)
- Lake Independence Regional Trail (Reconstruction)
- Medicine Lake Regional Trail – East Segment (Reconstruction)
- Medicine Lake Regional Trail – West Segment (Reconstruction)
- North Cedar Lake Regional Trail (Reconstruction)
- Shingle Creek Regional Trail (Reconstruction)
- West Mississippi River Regional Trail – East Segment (New Construction)

WHEREAS; These projects are consistent with the 2040 Hennepin County Bicycle Transportation Plan; Pedestrian Plan; Complete and Green Streets Policy; Climate Action Plan; and,

WHEREAS; Physically separated trails and bicycle facilities provide greater safety and comfort for people riding bikes, walking and rolling; and,

WHEREAS, trails connecting as directly as possible to destinations are recognized as preferable; 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	Larissa Lavrov – District 4	Aye
Gilbert Odonkor – District 1	Absent	Courtney Costigan – District 5	Aye
Jenny Ackerson – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Luke Van Santen – District 6	Aye
Dave Carlson – District 3	Aye	Lou Miranda – District 6	Aye
Laura Groenjes Mitchell – District 3	Aye	Greg Anderson – District 7	Absent
Haley Foydel – District 4	Aye	Lee Newman – District 7	Aye

RESOLUTION ADOPTED

Attest: 

Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

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
Shingle Creek Regional Trail
Along CSAH 12 (Noble Parkway) from Prestwick Parkway to 95th Avenue

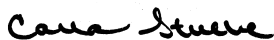
Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting an application for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Shingle Creek Regional Trail Project which is anticipated to improve conditions for people walking and biking as recommended in the draft 2022 Nine Regional Trail Master Plan (which includes the Shingle Creek Regional Trail).

As proposed, the Shingle Creek Regional Trail Project is anticipated to impact CSAH 12 (Noble Parkway) which is currently under Hennepin County jurisdiction. At this time of application submittal, county staff is not aware of any planned improvements in the vicinity of the Shingle Creek Regional Trail Project; noting that the programming of new projects is subject to occur without notice.

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 12 (Noble Parkway) for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 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 for the Shingle Creek Regional Trail Project to discuss impacts to county roadways, including any crossing enhancements, to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the Shingle Creek 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



Eainbrook Pkwy





11/29/2023

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

**Re: MnDOT Letter for Three Rivers Park District
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for Multi-Use Trail Funding Requests**

Dear Kelly Grissman,

This letter documents MnDOT Metro District's recognition and support for Three Rivers Park District to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the following projects:

- **CP Rail Regional Trail: South Segment – New Construction**
- **Crow River Regional Trail – New Construction**
- **Dakota Rail - Luce Line Connector – New Construction**
- **Lake Independence Regional Trail – Reconstruction**
- **Medicine Lake RT: West Segment – Reconstruction**
- **North Cedar Lake RT – Reconstruction**
- **Shingle Creek Regional Trail: Reconstruction**

As proposed, these projects impact MnDOT right-of-way on several roadways. As the agency with jurisdiction over the state highway system, MnDOT will allow Three Rivers Park District to seek improvements proposed in the applications. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

MnDOT currently has a bridge project at US 7 with some trail connection work, adjacent to the North Cedar Lake Regional Trail Connection. MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff and Multimodal Planning staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Three Rivers Park District as these projects move forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Ryan.Wilson@state.mn.us or 651-775-4216.

Sincerely,

Sheila Kauppi, PE
Metro District Engineer

CC:

Ryan Wilson, West Area Manager

Aaron Tag, Metro Program Director

Michael Samuelson, Metro Multimodal Planning Director

Dan Erickson, Metro State Aid Engineer



Three Rivers
Park District
Board of
Commissioners

December 1, 2023

Marge Beard
District 1

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

Jennifer DeJournett
Vice Chair
District 2

RE: 2023 Regional Solicitation: Confirmation of Snow and Ice Removal
Shingle Creek Regional Trail - Reconstruction

Erin Kolb
District 3

Dear Ms. Koutsoukos,

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **Shingle Creek Regional Trail – Reconstruction** project through the Metropolitan Council's biannual regional solicitation process at their regular meeting on November 9, 2023.

Louise M. Segreto
District 4

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

John Gibbs
Chair
District 5

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.

Jan Guenther
Appointed
At Large

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.

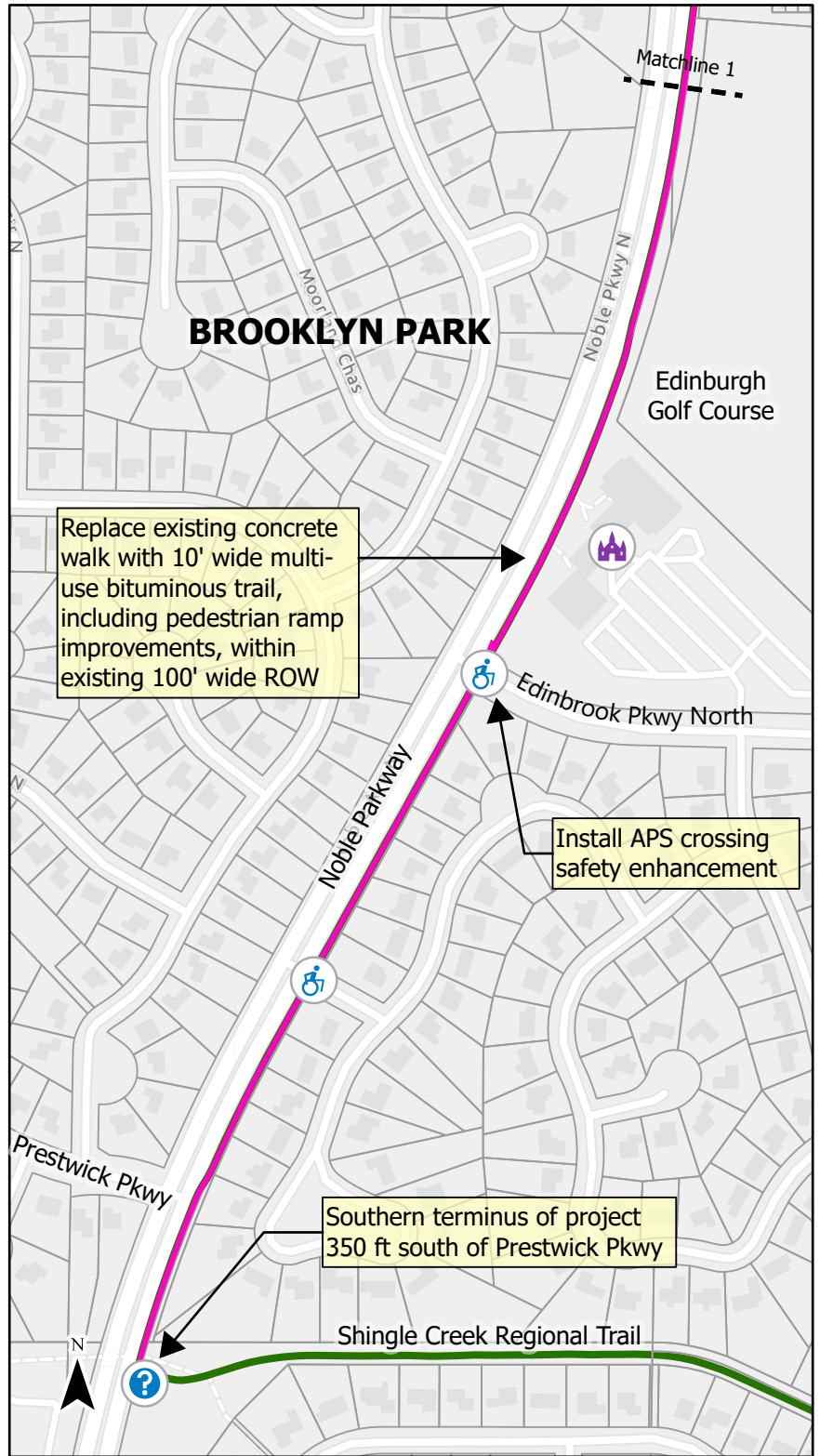
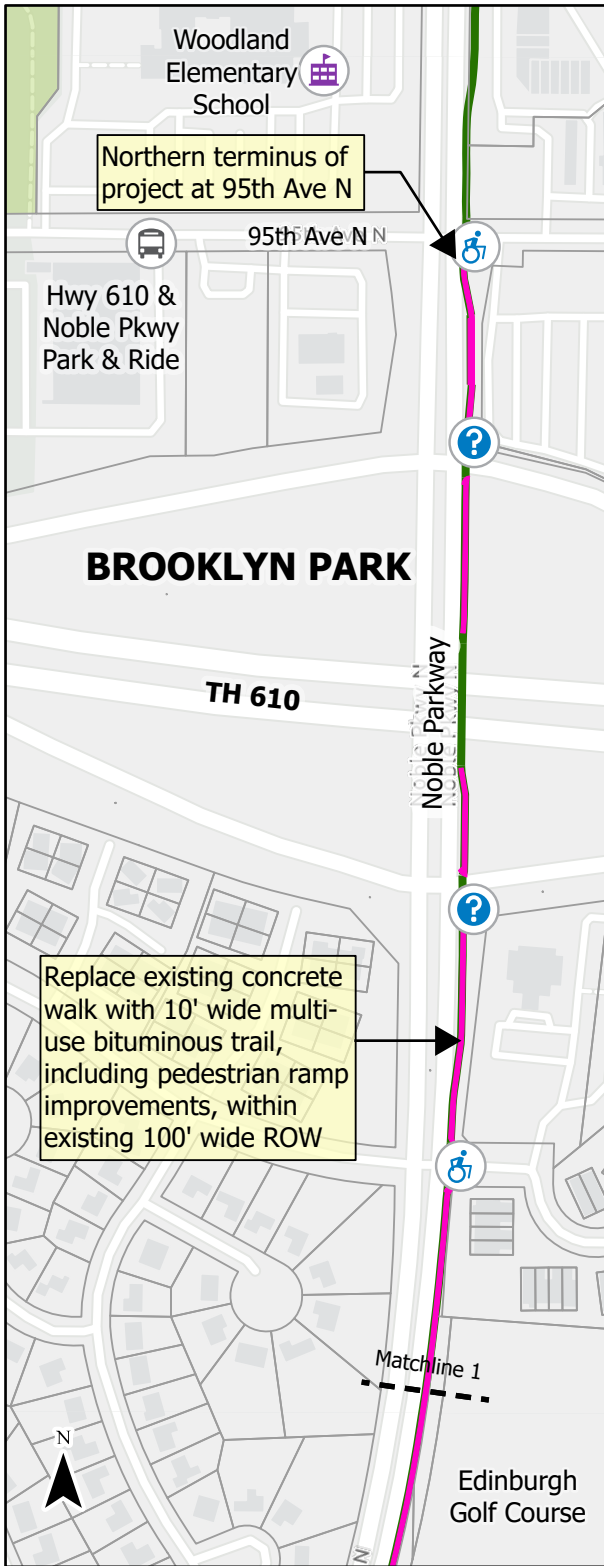
Jesse Winkler
Appointed
At Large

Sincerely,












A handwritten signature in blue ink that reads "Boe R. Carlson".

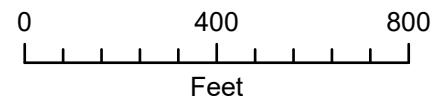
Boe Carlson
Superintendent

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



Legend

- | | | |
|--|--|--|
|  Trail Reconstruction |  Wayfinding Signage |  Local Trail Connection |
|  Existing Regional Trail |  Place of Worship |  ADA Ped Ramp |
|  Planned Regional Trail |  Retail Center |  Rest Stop |
|  Transit Stop |  School | |

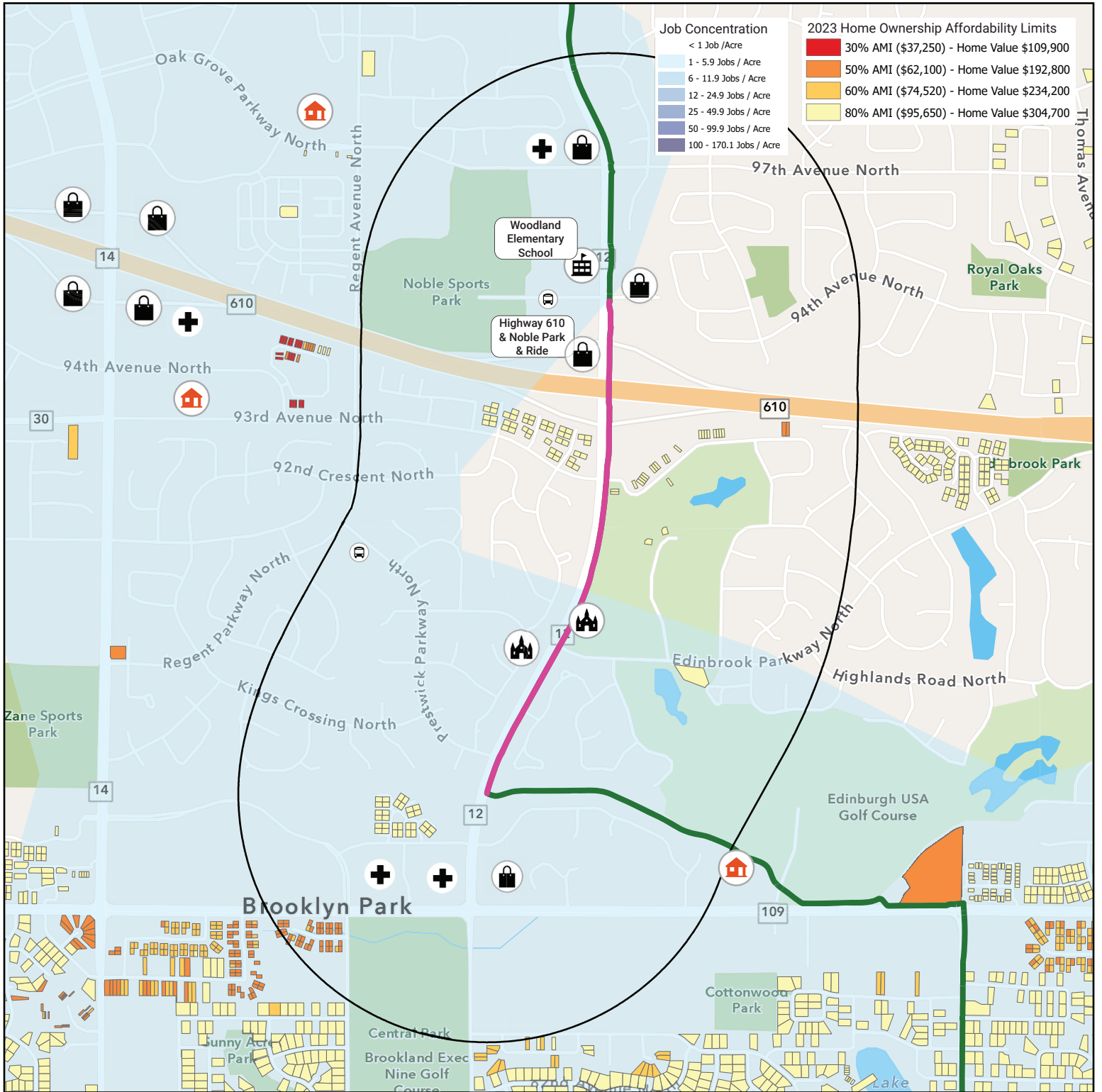


Planning Department
Revised Date: 12/1/2023











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.

Affordable Housing Access Map

Shingle Creek Regional Trail



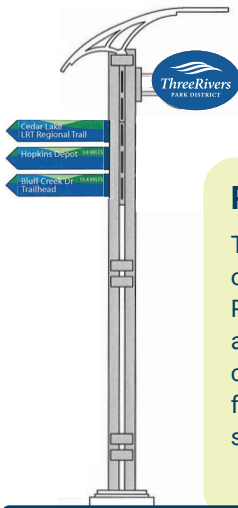
Legend

 Regional Trail Reconstruction	 Affordable Housing Site	 LRT Stations
 Existing Regional Trail	 Place of Worship	 Transit Stop
 Planned Regional Trail	 Retail Center	 School
	 Medical Center	



Planning Department
Revised Date: 12/13/2023

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Shingle Creek Regional Trail

Reconstruction

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes replacement of 0.84 miles of end-of-useful life concrete sidewalk with a 10 ft wide paved regional trail between 95th Avenue North and Prestwick Parkway in Brooklyn Park. The sidewalk was constructed in 1997/98 and does not provide the most appropriate facility design for a shared, multi-use facility for people walking, biking, and rolling due to pavement cracking, difficultly repairing the surface, concrete heaving (due to freeze/thawing), and seams/joints every 4-6' feet across the trail as well as longitudinally. This project will upgrade this trail segment to meet regional trail standards and result in a consistent paved (bituminous), 10-wide trail for the entire 8.5 mile trail corridor.

Location & Route

Between 95th Ave. and 400' South of Prestwick Parkway along Noble Parkway (CSAH 12) in Brooklyn Park, Hennepin County

Applicant

Three Rivers Park District

Primary Contact

Danny McCullough,
Regional Trails Manager
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-559-6746
Danny.McCullough@
threeriversparks.org

Funding Information

Requested Award:
\$966,963

Local Match:

\$241,741

Total Construction Cost

\$1,208,704

Project Elements

- Upgrade 0.84 miles of existing end of useful life sidewalk to new, urban 10-foot wide, off-road/protected, multi-use bituminous trail
- Add APS signal at Edinbrook Parkway
- Meet all ADA requirements including improving about 7 curb ramps

Project Benefits

- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.
- Corrects ADA deficiencies and safety concerns caused by deteriorating concrete conditions.
- Maintains and improves community connections: Woodland Elementary School, Edinbrook Church, Noble Sports Park, two local trails, RBTN (1 Tier 1 Alignment, 1 Tier 1 Corridor, 1 Tier 2 Alignment, and 1 Tier 2 Corridor), Metro Transit Highway 610 & Noble Parkway Park and Ride, and bus routes 766 Express and 768 Express – both with service to Minneapolis.
- Provides a protected bikeway to 44,963 people - connecting them to 8,063 jobs within 1 mile of the project area.

Location



Trail Condition: This "trail" is currently a concrete sidewalk which cannot be easily maintained or improved without complete replacement. This concrete is not the ideal surface type and design for people walking, biking, and rolling due to pavement cracking, difficultly repairing the surface, concrete heaving (due to freeze/thawing), and seams/joints every 4-6' feet across the trail as well as longitudinally. The appropriate solution is to reconstruct and replace the existing sidewalk with a paved, multi-use trail.