



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20171 - Dakota Rail - Luce Line Connector  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/14/2023 2:56 PM

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### Primary Contact

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Pronouns      First Name      Middle Name      Last Name

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

763-559-6766      Ext.

**Fax:**

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

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### Organization Information

**Name:** THREE RIVERS PARK DISTRICT

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:** RESERVATIONS  
3000 XENIUM LN N

**County:** Hennepin

**Phone:** \*      PLYMOUTH      Minnesota      55441-2661  
City      State/Province      Postal Code/Zip

763-559-6700      Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000057347A1

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### Project Information

**Project Name** Dakota Rail - Luce Line Connector

**Primary County where the Project is Located** Hennepin

**Cities or Townships where the Project is Located:** Orono and Wayzata

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

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

The proposed project will construct the 0.9-mile Dakota Rail-Luce Line Connector Regional Trail, connecting the Dakota Rail Regional Trail in downtown Wayzata to the Luce Line State Trail in Orono within the public rights-of-way along Barry Ave, Wayzata Blvd, and Ferndale Road North. Combined with the Luce Line State Trail, this trail will provide a direct connection between the Dakota Rail Regional Trail and the Lake Independence Regional Trail, Baker Park Reserve and the planned Baker-Carver and Diamond Lake Regional Trails in Baker Park Reserve.

The proposed project:

- Constructs a 0.9 mile 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements
- Reconfigures the TH 12 - Ferndale Road bridge deck to accommodate a 12' - 14' wide bike/pedestrian trail along the east side of the bridge
- Reconstructs existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocates associated above and underground utilities
- Installs wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Adds trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island

Project benefits:

- This trail will provide a safe, active transportation option for all ages, physical abilities and travel modes, and for those without access to a vehicle or who choose to commute by foot, bike or non-motorized wheels where facilities are inconsistent or do not exist.
- Eliminates a significant physical barrier (TH 12) connecting two heavily used, destination regional trail facilities: Dakota Rail Regional Trail and the Luce Line State Trail. Currently, there is no route where bicyclists and pedestrians feel comfortable traveling between these two trails, forcing bicyclists and pedestrians to use Ferndale Road North.
- Besides connecting to trails, this project will connect people to other destinations: parks (Baker Park Reserve), major retail and employment centers (downtowns of Wayzata and Long Lake), transit/multimodal opportunities (Route 645 and Park & Ride).
- Visitation is expected to exceed 76,000 annual visits from within 3 miles of trail.

Please see attached project summary for context maps and details.

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.** IN ORONO & WAYZATA, ADJACENT TO BARRY AVE, WAYZATA BLVD, & FERNDALE RD CONSTRUCT .9 MILES NEW 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)**

0.9

*to the nearest one-tenth of a mile*

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## Project Funding

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

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

<b>Federal Amount</b>	\$3,410,993.00
<b>Match Amount</b>	\$852,748.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$4,263,741.00
<i>For transit projects, the total cost for the application is total cost minus fare revenues.</i>	
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	Three Rivers GO Bonds and/or State Legacy Funds/Met Council Parks GO Bond
<i>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</i>	
<b>Preferred Program Year</b>	
<b>Select one:</b>	2029
<i>Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.</i>	
<b>Additional Program Years:</b>	
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

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## 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:**

Dakota Rail-Luce Line Connector

*(example: CEDAR LAKE TRAIL)*

**IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:**

**Road System**

MSAS; City Streets

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

**Road/Route No.**

110; No Road No.

*(Example: 53 for CSAH 53)*

**Name of Road**

Ferndale Rd; Barry Ave, Wayzata Blvd, Ferndale Rd

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

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

**From:**

City Street

**Road System**

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

**Road/Route No.**

*(Example: 53 for CSAH 53)*

**Name of Road**

Lake St (@ Dakota Rail Regional Trail)

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

**To:**

MSAS

**Road System**

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

**Road/Route No.**

110

*(Example: 53 for CSAH 53)*

**Name of Road**

Ferndale Ave (@ Luce Line State Trail)

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

**In the City/Cities of:**

Wayzata and Orono

*(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:**

Dakota Rail Regional Trail

**To:**

Luce Line State Trail

**Or**

**At:**

**In the City/Cities of:**

Wayzata and Orono

*(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)	Grading, agg base, bituminous, concrete curb & gutter, concrete bridge resurfacing, retaining wall, storm sewer, ped ramps, guardrail, info kiosks
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
Old Bridge/Culvert No.:	27131
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
Zip Code where Majority of Work is Being Performed	55391
Approximate Begin Construction Date (MO/YR)	04/02/2029
Approximate End Construction Date (MO/YR)	07/31/2030
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	0.9
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.4
Is this a new trail?	Yes

## 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)  
Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector Master Plan (Entire Document and Specifically Pages 84-91)

2040 Metropolitan Council Regional Parks Policy Plan (Pages 59-60)

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

2040 Wayzata Comprehensive Plan (Pages 5.22 - 5.25 and 8.19-8.22)

2040 Orono Comprehensive Plan (Chapter 4A, Pages 14 and 33 and Chapter 4E (entire chapter))

(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: 1700170243848\_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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$213,187.00
Removals (approx. 5% of total cost)	\$213,187.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$255,825.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$255,825.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$852,748.00
Retaining Walls	\$341,099.00

Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$2,131,871.00</b>

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,662,859.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$213,187.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$42,637.00
Bicycle and Pedestrian Contingencies	\$213,187.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$2,131,870.00</b>

### 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
<b>Totals</b>	<b>\$0.00</b>

### 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 appear to be applicable to this project.

### Totals

Total Cost	\$4,263,741.00
Construction Cost Total	\$4,263,741.00
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

Yes

OR

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

Upload Map

1700169761283\_RTBN Map.pdf

Please upload attachment in PDF form

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

13521

Existing Employment Within One Mile (Integer Only)

7604

Upload the "Population Summary" map

1700169667673\_Population - Employment.pdf

Please upload attachment in PDF form

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## Measure A: Engagement

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

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

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

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:**

The Dakota Rail-Luce Line Connector is within 1/2 mile of an environmental justice area & 90 publicly subsidized rental units.

### Demographics

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

- 22% & 27% pop under 15 (19% metro avg)

- 22%, 37% & 52% pop over 65+ (14.1% metro avg)

- 19% Black (9.8% metro avg)

- 9% & 10% households below 185% poverty line (8.4% metro avg)

### Engagement Activities & Audiences

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

- Online Mapping Tool and Questionnaire (77 comments): Interactive mapping tool and questionnaire available on the project website--advertised via letter to Boardwalk Apts residents (low-income seniors), Interfaith Outreach (food shelf and coordinator of many underrepresented groups), & Cross Services (food shelf organization).

- Wayzata Farmers Market (57): 2 tabling events to share information & gather feedback with mostly youth, families, and seniors in the service area.

- Dayton Mobile Park Neighborhood Meeting (21): 1 monthly meeting with BIPOC, Low-income & Hispanic/Latino community to solicit feedback on the Diamond Lake Regional Trail (including this Dakota Rail-Luce Line Connector segment) & general regional trail planning

- Outdoor Latino Bike Rides (22): 2 regional trail bike rides with Outdoor Latino, a local community-based org centered around outdoor activities w/the Latino community

- Hispanic Heritage Celebration (40): Bike tours & information sharing with the Latino & BIPOC community in attendance at the Hispanic Heritage Celebration

- Medina Townhomes (7): 1 tabling event at an Interfaith Outreach & Community Partners (BIPOC, low income and new immigrants) event

- AARP Senior Bike Ride (17): 1 bike ride with information sharing/feedback gathering at AARP senior event at the Hopkins Senior Citizens Center

- Youth Engagement (30): 1 voting activity exercise with Pathways Interns - BIPOC teens/young adults introduced to careers in the Park System and 1 focus group w/alternative high school students of color

#### Feedback and Influence

Feedback showed strong support for a connection between Luce Line & Dakota Rail Regional Trails. Feedback from these engagement activities resulted in the following additions and influences on the project:

- Prioritizing safety for kids
- Including safer crossings across busy roads
- Connecting to local trails that connect neighborhood to regional trails - prefer not to drive to regional trails
- Adding wayfinding and trailheads to make navigation of trail system easier
- Providing scenic, park-like trails, rather than road based regional trail corridors
- Connecting to local destinations, such as schools, public spaces, and retail areas

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

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## 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 groups in the following ways:

- Seniors: This project will directly connect to/be within 1/2 mile of census tracts with a higher-than-average percentage of seniors. This project will benefit seniors by providing a 10' wide separated facility w/centerline striping and ADA compliance with grades not exceeding 5%. This project also includes improving all sub-standard pedestrian ramps (~25) up to current ADA standards & a crossing at a major intersection (Wayzata Blvd & Barry Ave. N), which addresses feedback shared by senior residents. These safety & accessibility improvements will allow people of all ages and abilities to access the regional trail for recreation & transportation.

- Youth: This project will directly connect to Wayzata West Middle School, complementing & partially implementing Wayzata's Safe Routes to School plan. It will also be within 1/2 mile of Klappich Park & Shaver Park & provide direct access to Wayzata Panoway waterfront development. Youth & families stressed the need for safety along busy roads & crossing intersections in addition to connections to schools & other youth-friendly destinations, such as parks. Older teens specifically noted that transportation is a barrier for them in accessing recreation, education & employment - this project will connect them to recreation, education & employment opportunities, such as Downtown Wayzata, both via bike/ped access & public transit opportunities (via Metro Transit Park & Ride). Safety in accessing these local destinations will greatly improve by providing a 10' wide separated facility in addition to narrowing Ferndale Rd, which was a safety concern shared by many.

- Low-income/Transit Groups: Research indicates those who use public transit are more likely to be from households with lower incomes &/or do not own a vehicle and there are higher-than-average percentages of households below 185% poverty in the project area. This project will safely & directly connect these residents to 2 transit routes (1 existing and 1 planned, see transit map), 3 bus stops, & 1 Metro Transit Park and Ride (within 300 ft).

- BIPOC Community: This project is also within a 1/2 mile of census tracts with a higher-than-average number of Black residents. BIPOC groups stressed similar priorities for this project as those listed above. In addition to safety improvements & local connections, these groups also wanted to see additional wayfinding & trailheads. This project will connect to several neighborhoods & local connections & add directional wayfinding, informational kiosks, & rest stops along the entire project corridor while establishing trailhead parking features at Wayzata West Middle to make the regional trail system more convenient & easier to navigate.

(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:

The Dakota Rail-Luce Line Connector is within 1/2 mile of 90 publicly subsidized rental units.

Existing

The following is a more comprehensive list of affordable housing within 1/2 mi:

- Affordable units (16 total)
  - 6 units, Maggie Manor, 110 Grand Ave S
  - 10 units, Maggie Manor Too, 426 Rice St E
- NOAH units (161 total)
  - 6 units, Boulevard Apartments, 645 Wayzata Blvd E
  - 30 units, Highland Apartments, 150 Wayzata Blvd E
  - 15 units, Wayzata Lake Apartments, 815 Rice St E
  - 30 units, Wayzata Lake Apartments, 412 Wayzata Blvd
  - 34 units, Wayzata Lake Apartments, 111 Grand Ave S
  - 12 units, Wayzata Lake Apartments, 930 Rice St E
  - 12 units, Glenbrook Apartments, 101 Glenbrook Rd N
  - 8 units, 613 Wayzata Blvd E
  - 4 units, 510 Wayzata Blvd E

According to the Met Council's 2021 Housing Performance Scores, Wayzata has a score of 63. This score recognizes their overall local effort in developing and

a score of 0.5. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households. The Wayzata 2040 Comp Plan calls for meeting the affordable housing allocation (42 units) set by the Metropolitan Council through identified growth areas within the future land use plan at a density of at least 8 units per acre. The Wayzata 2040 Comp Plan future land use plan and staging plan identifies 40 acres of Mixed-Use Commercial/Residential and 8 acres of Central Business District development between 2021 and 2030 to create a total of 264 units, which could accommodate the 42 units defined within the affordable housing need allocation. Both the Mixed-Use Commercial/Residential and the Central Business District are either directly connected (along Wayzata Blvd, Barry Ave) to or within 1/2 mi (along Lake St) of the Dakota Rail-Luce Line Connector.

Since the project connects to single and multi-family residential neighborhoods, local schools, places of worship, transit, commercial areas, regional trails, and local parks (see Affordable Housing Access Map), affordable housing residents in Wayzata, Orono, and beyond will benefit from the improved safety, accessibility, and connectivity of this project. This trail corridor supports active living, multi-modal transportation, and community connection. Construction of this trail segment will improve public health for all low-income residents in the project's corridor through Wayzata, Orono, and beyond via its larger connection to the regional alternative transportation system.

(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): Yes

Upload the "Socio-Economic Conditions" map used for this measure. 1701408983260\_Socio-Econ 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 Dakota Rail-Luce Line Connector Trail project (DRLLC) project fills a critical north-south gap in the regional bicycle network, as well as removes a major barrier in crossing TH 12. The Dakota Rail Regional Trail and the Luce Line State Trail have been two of the most popular regional trails (both RBTN Tier 2 Alignments) in the region (483,200 and 481,100 annual visits, respectively). Filling this gap between trails has been a high priority for Three Rivers, Orono, Wayzata and the public ever since the Dakota Rail trail was built 15 years ago. The DRLLC will also provide a bike/ped connection between two jurisdictions, Wayzata and Long Lake, and their respective downtown commercial areas, as well as greater Orono. The DRLLC will also provide connectivity ultimately to the Lake Independence Regional Trail, Baker Park and the future Baker-Carver and Diamond Lake Regional Trails.

The project will greatly improve connectivity for pedestrian and bicyclists crossing TH 12 an Expressway Barriers and is lays within a Tier 1 Expressway Barrier Crossing Area as well as Wayzata Boulevard, though not a Tier 1 Barrier, is a busy and difficult street crossing (6300 AADT). Ferndale Road is one of the few road bridges that crosses over TH 12 in Wayzata, Broadway and Central Aves being the others. An existing pedestrian bridge over TH 12 at Minnetonka Ave North has stairs only and is not ADA compliant. Ferndale Road is a popular bike north/south route over TH 12 due to is direct connections to CSAH 6, Luce Line State Trail, Dakota Rail RT and downtown Wayzata. While pedestrians can use a 6' wide sidewalk on the bridge, bicyclists currently must share the road with vehicles on North Ferndale Road (AADT 4500). Besides these potential conflicts with vehicles, vertical sight lines over the bridge are also challenging, contributing to the safety issues for bicyclists on and near the bridge.

The project proposes to reconfigure the Ferndale Road bridge deck over TH 12 to include a 12' to 14' wide protected, off-road trail on the east side of the bridge, which will improve bikeability and safety of the route and better serve trail users of all abilities and experience levels.

The project also proposes to improve the crossing of Wayzata Blvd at Barry Ave with features such as curb bump-outs and/or center refuge median to shorten the length of the street crossing. This crossing currently has an RRFB signal and is next to the Wayzata West Middle School. These improvements would enhance the safety of the crossing for trail users as well as students at the school. Improvements at this crossing and along the trail will be coordinated with Wayzata School's planned improvements for the school entrance driveways and Safe Routes to Schools Plan.

*(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**

Yes

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

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*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 10 years, there were 43 accidents (1 serious injury, 3 minor injuries, 12 possible injuries, 27 property damage) within the project's shared right-of-way. 6 accidents included someone walking/biking or a bike facility:

- 1 car vs. bike, a biker was hit crossing Barry Ave at Lake Street (four-way stop) when a motorist failed to stop (serious injury).

- 1 car vs. bike, both parties entered the intersection at the same time & collided (minor injury)

- 1 car vs. pedestrian occurred when a service vehicle backed into the railroad right-of-way & struck a pedestrian just south of the Lake Street/Barry Ave intersection (possible injury)

- 1 car vs. pedestrian, an impaired motorist struck a pedestrian along Barry Ave. (minor injury)

- 1 car vs. car (rear-end), motorist stopped for a trail user crossing Ferndale Ave at the Luce Line State Trail (possible injury)

- 1 car vs. car, motorist entered the bike lane, stopped their car, & backed up to clear the bike lane, backing into another vehicle (property damage)

As evident in the crash summaries, intersections disproportionately expose the right-of-way's most vulnerable users - nearly 75% of all MN bicycle related crashes occur at intersections & nearly 50% of all crashes w/a fatality or disabling injury occur at intersections. There are only 2 road crossings along the project, & both will be improved with advanced warning signage, cross walk markings, refuge island (Wayzata Blvd, 6,745 AADT), & lighting, where appropriate (TBD during design).

Another safety concern is the inconsistency & lack of designated/protected biking facilities resulting in unpredictable riding behavior (sidewalks, share the road, spot improvements) & varying levels of protections which do not align with community members needs/expectations. This creates confusion and frustration, is not a safe experience for youth (middle school is on the route) & does not serve those identifying as 'Interested but Concerned' in bicycling (largest portion of the population) which prefer physical separation from vehicles.

The project addresses these concerns by:

- Providing a consistent 10' wide off-road, multi-use facility with centerline striping serving people walking, biking & rolling and of all ages & abilities in accordance w/MnDOT Bicycle Guidelines, which call for separated facilities along roads w/greater than 6,000 AADT or 30mph.

- Reconfiguring the Ferndale Ave bridge surface over TH 12 (41,882, AADT, 65 MPH, 6 lanes of traffic, highway barrier) to provide a physically separated/protected trail. There are bike lanes on the bridge; however, they terminate on each side of the bridge resulting in a spot improvement which only serves those comfortable biking within the roadway.

- Upgrading (~30) pedestrian ramps (ADA).

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

---

## Measure A: Multimodal Elements

Response:

The 0.9-mile Dakota Rail-Luce Line Connector project serves as a north-south active transportation connection through Orono & Wayzata. The trail design (10' wide, off-road, 2 directional, multi-modal) supports safe, comfortable travel experiences for people biking, walking & rolling as well as transit users & is far superior/safer than typical narrow sidewalks/share the road conditions which may limit bicycle use or force the most vulnerable users into the roadway without space/physical separation. This is especially important for people w/disabilities who often have a greater reliance on transit & require off-road facilities to access transit.

The project connects to the following 2 transit routes (1 existing & 1 planned, see transit map)/3 bus stops & 1 Park & Ride which help facilitate multimodal transportation:

- Route 645: Mound-Wayzata-Ridgedale-Mpls bus serves 87 bus stops in the area departing from Mound TC/Shoreline Dr (Co Rd 15) and ending at 2nd St S/3rd Ave S
- I-394/Hwy 55 (Option B): Proposed bus rapid transit service along the I-394 & Highway 55 Corridors serving major destinations between DT Mpls & Wayzata
- Wayzata Blvd/Barry Ave Park & Ride: Services route 645 & provides bike lockers to promote active multi-modal transportation

The project also connects to the following existing, multi-modal systems:

- Dakota Rail RT: provides non-motorized transportation options to/from the west
- Orono, Minnetonka Beach, Spring Park, Mound, Minnetrista, St Bonifacius
- Luce Line State Trail: provides non-motorized transportation options to/from the east - Plymouth, Golden Valley, Mpls
- Downtown Wayzata's Panoway Pedestrian & Bicycle Corridor
- 5 local sidewalk corridors

The project includes the following design elements that support multi-modal transportation:

- Off-road, multi-use trail
- ADA loading pads between the curb & trail (where ROW allows) to ease loading & provide a place for transit users to safely wait/load outside of the trail footprint
- Wayfinding to critical transit stops
- ADA improvements, new crossing at Wayzata Blvd & Barry Ave N, & reconfiguration of Ferndale (TH12) bridge deck
- 10' width & centerline striping to support 2-way directional traffic for the 12,295 people within 1-mile of the project & the projected 76,600 annual visits when complete

It is also important recognize that by providing a safe/separated space for people to walk/bike from the roadway, this project supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions & less congestion as some current vehicle trips will be replaced with non-motorized trail trips. This project improves local & regional connectivity for those persons. See Project Layout Map and Affordable Housing Access Map for more info.

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

[Upload Transit map](#)

1700249752173\_Transit Map (1).pdf

## Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

---

### Measure A: Risk Assessment - Construction Projects

#### 1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.** Yes

100%

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

50%

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

50%

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

25%

**No outreach has led to the selection of this project.**

0%

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

**Response:**

Extensive public engagement occurred as a part of the larger Diamond Lake Regional Trail (DLRT) and Dakota Rail-Luce Line Connector Master Plan which is ultimately one trail corridor divided into two segments that extend through Wayzata, Orono, Long Lake, Medina, Corcoran, Rogers and Dayton.

From June 2020 to Sept 2021, the public as well as local park commissions and city councils were engaged through multiple means to collect input on the potential routes. This input is represented in the adopted regional trail route.

The following is a sampling of engagement efforts and findings specific to this project:

-Project website provided one-stop shop for all project information and public feedback including an interactive webmap tool for comments, general comments, online survey, project description/goals/process/status, informational video, maps, FAQs and schedule (77 comments specific to Orono and Wayzata area and 18 general mailbox comments; notification via email, website, newsletters, community events, flyers, direct mailing to 3,500 property owners, etc.; adopted route reflects community feedback).

-Outdoor & virtual listening sessions with adjacent property owners (75 engaged people; direct mailing; adopted route and design reflects community feedback).

-3 Pop Up engagements along regional trails and local businesses (75+ engaged people; pop-up; preference for off-road trail, desire for connection between Dakota Rail Regional Trail and Luce Line State Trail, and support for trail expansion is consistent with project goals)

- Wayzata Farmers Market (2 times) (55+ engaged people; known community event, social media, newsletters, community signs; support for trail expansion/connection between trails and adopted route along Barry reflects community feedback).

- Six park commission meetings and seven city council meetings between Wayzata and Orono (supported the route/master plan via resolution of support)

- Coordination with MnDNR staff responsible for the Luce Line State Trail (supported for the project).

Additional engagement opportunities and notification methods included Outdoor Latino Bike Ride, Hispanic Heritage Celebration, mailings to community groups which represent low income/seniors/BIPOC/Hispanic community members, neighborhood meetings, yard signs, 25 social media posts, 10 newsletters and website articles, and numerous one-on-one phone calls/virtual meetings which are further detailed in Question 3A.

The primary question for residents was whether the preferred route should be along Ferndale Road or Barry Ave, south of Wayzata Blvd. The vast majority of public opinion was in favor of the Barry Ave route, which is the route included in the project.

## 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.

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. Yes

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

100%

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

50%

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

25%

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

0%

## 5. Railroad Involvement (15 Percent of Points)

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

100%

### Signature Page

Please upload attachment in PDF form

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

50%

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

0%

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,263,741.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,263,741.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

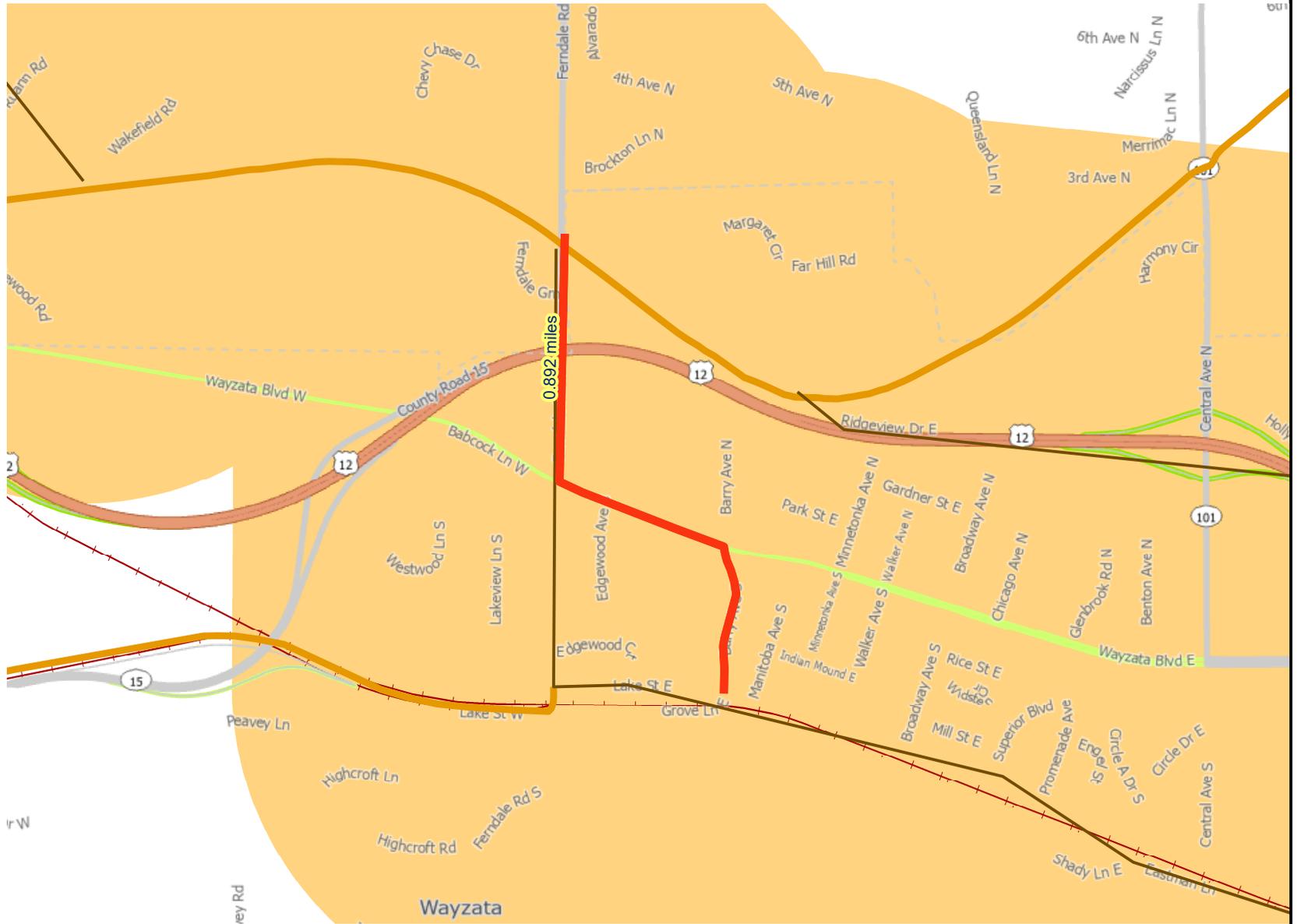
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### Other Attachments

File Name	Description	File Size
Dakota Rail-Luce Line Connector Summary One Page.pdf	Dakota Rail-Luce Line Connector Project Summary	563 KB
DRLLC Letter of Support_Hen Cty.pdf	Letter of Support - Hennepin County	131 KB
DRLLC Letter of Support_MnDOT.pdf	MnDOT Letter of Support	212 KB
DRLLC Winter Maintenance Letter.pdf	Winter Maintenance Letter	811 KB
DRRT-LLC Letter of Support_Orono.pdf	Letter of Support - Orono	302 KB
DRRT-LLC.pdf	Layout Plan for Dakota Rail RT - Luce Line Connector	943 KB
Existing Conditions Photos - DRRT-LLC.pdf	Existing Conditions Photos - DRRT-LLC	24.4 MB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Housing DRRT-LLC_Final.pdf	Affordable Housing Access Map - DRRT-LLC	632 KB
Letter of Support - Wayzata - DRRT-LLC.pdf	Letter of Support - Wayzata DRRT-LLC	332 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Dakota Rail - Luce Line Connector | Map ID: 1698867738605



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



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LandscapeRSA6



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



# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 13521  
 Total Employment: 7604



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/1/2023  
 LandscapeRSA4



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

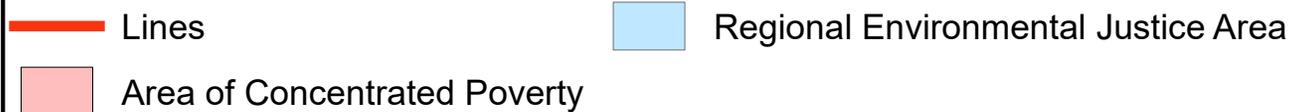
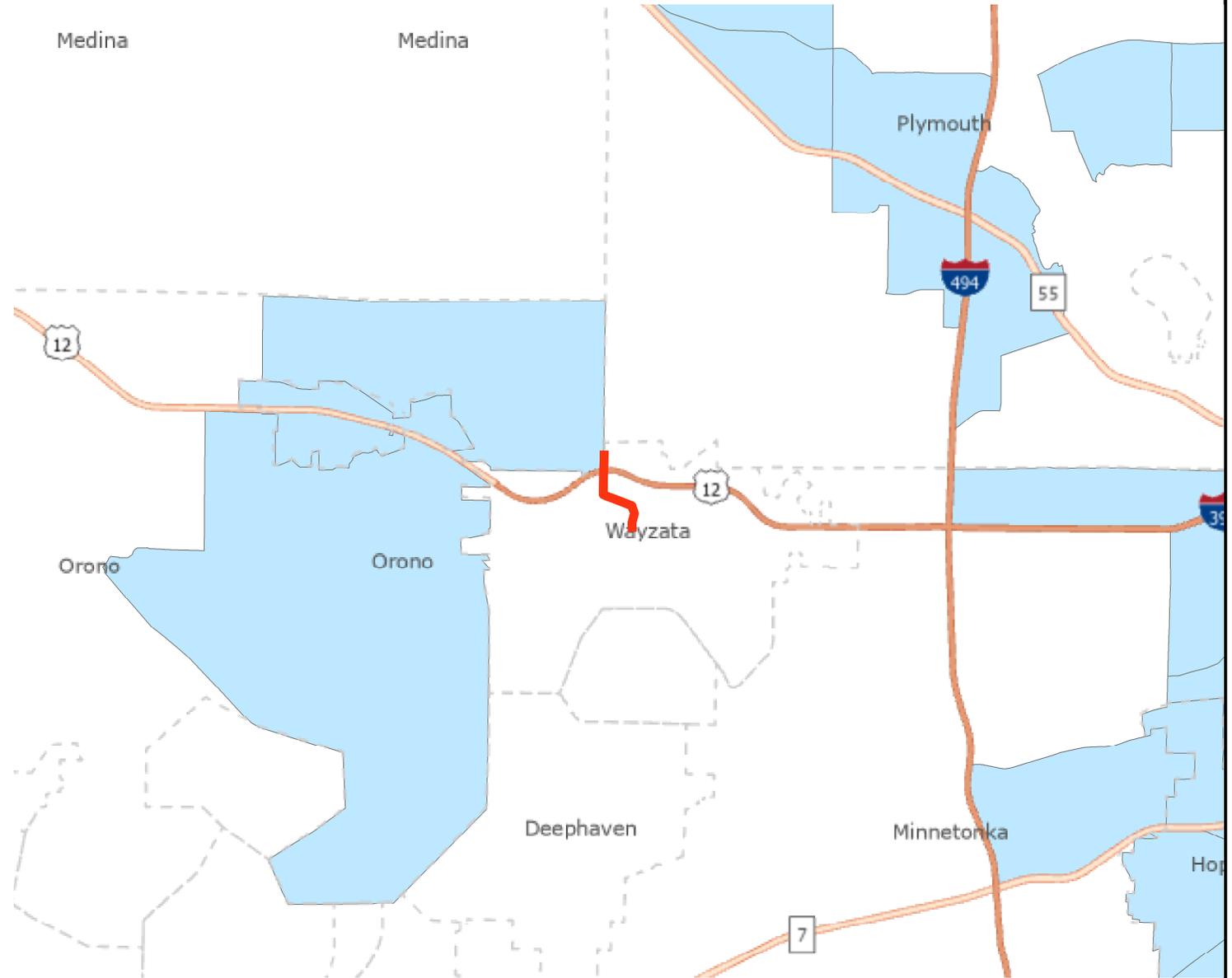


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 90

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



# Transit Connections

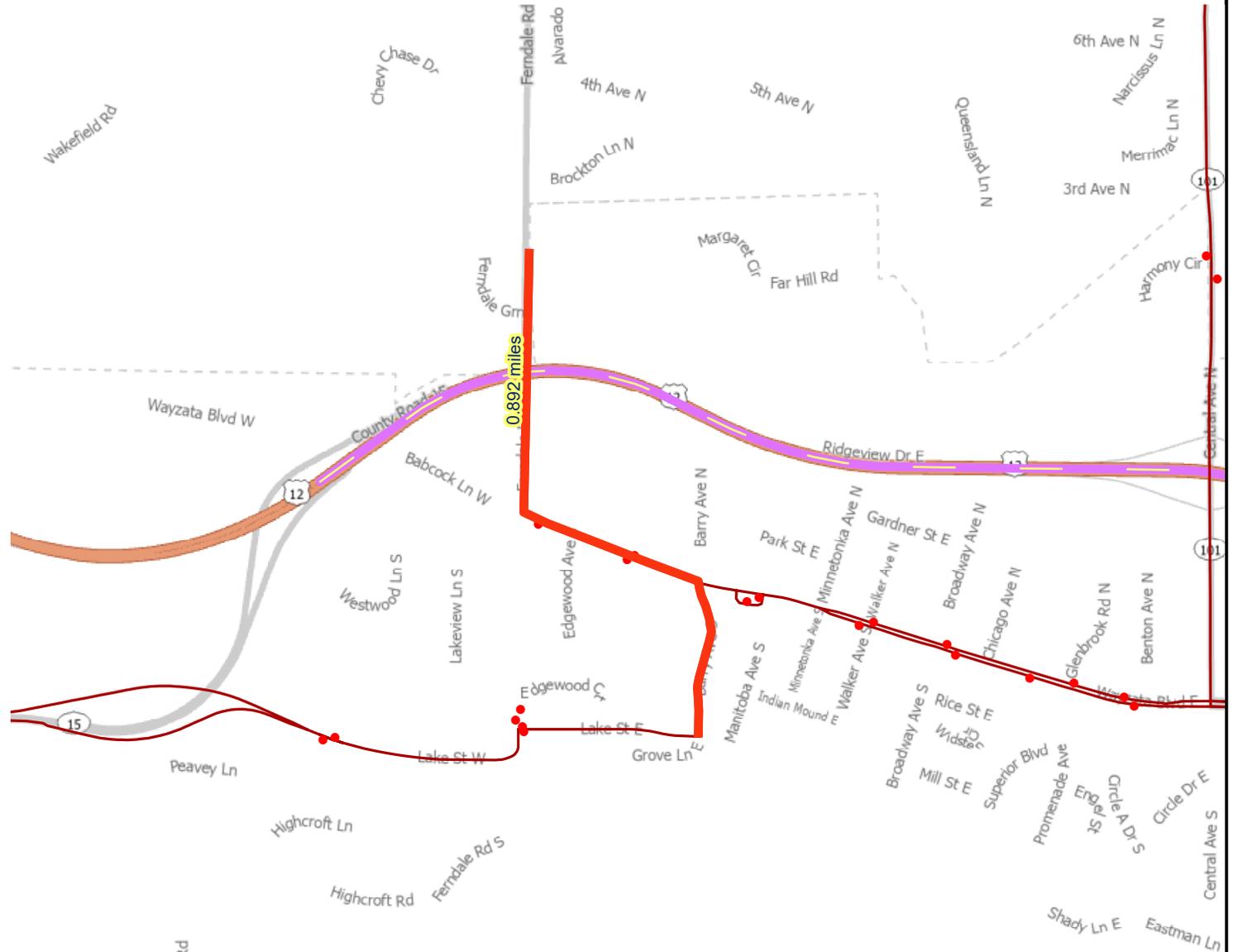
## Results

Transit with a Direct Connection to project:  
645

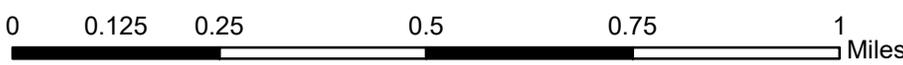
\*I-394/Hwy 55 (Option B)

\*indicates Planned Alignments

Transit Market areas: 4, 5



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

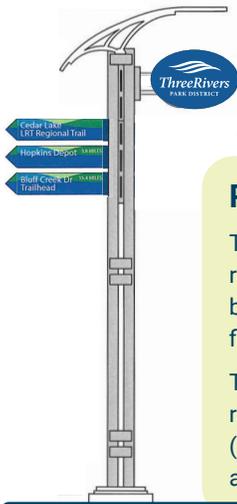


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# Dakota Rail - Luce Line Connector

## New Construction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes constructing 0.9 miles of a new regional trail, adding wayfinding, and improving a grade-separated crossing of TH 12 to meet regional trail standards between the Dakota Rail Regional Trail (475,000 annual visits) in Wayzata and the Luce Line State Trail in Orono - filling a critical gap between the state and regional trail systems.

The trail will also provide a direct connection to downtown Wayzata, a popular regional destination (library, retail, restaurants, jobs, transit, Lake Minnetonka), and indirect trail connections to the Lake Independence Regional Trail (120,000 annual visits), Baker Park Reserve (500,000 annual visits) and the planned Baker-Carver (projected 183,000 annual visits) and Diamond Lake (projected 163,600 annual visits - 3 miles or 140,300 - 1.5 miles) Regional Trails.

### Location & Route

Between Luce Line State Trail and Dakota Rail Regional Trail along Barry Avenue N, Wayzata Boulevard and Ferndale Road in Wayzata and Orono, Hennepin County

### Applicant

Three Rivers Park District

### Primary Contact

Stephen Shurson,  
Landscape Architect  
3000 Xenium Lane N  
Plymouth, MN 55441  
P: 763-559-6766  
Stephen.Shurson@  
threeriversparks.org

### Funding Information

**Requested Award:**  
\$3,410,993

### Local Match:

\$852,748

### Total Construction Cost

\$4,263,742

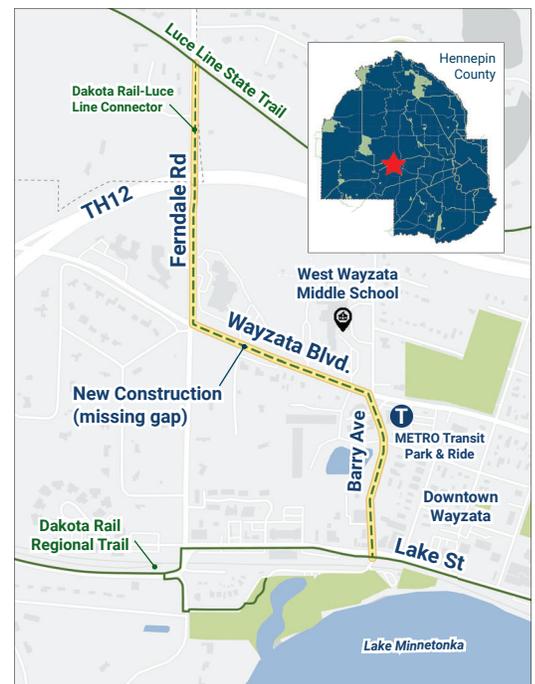
### Project Elements

- Construct new, urban 0.9 miles 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing the roadway to lessen the impact to neighboring properties
- Meet all ADA requirements including improving about 30 curb ramps
- Create a new trail/road crossing including a possible refuge island (Wayzata Boulevard and Barry Ave. N) and reconfigure TH12 (Ferndale Rd) bridge deck to accommodate trail along the bridge's east side
- Relocate associated above and underground utilities, if needed
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor and establish trailhead parking features at Wayzata West Middle School

### Project Benefits

- Provides a safe, active transportation option and safe crossing of TH 12 (41,822 AADT, major barrier) 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 inconsistent or do not meet standards.
- Connects people and destinations: downtown Wayzata, Wayzata West Middle School, several higher density housing complexes, Dakota Rail Regional Trail and Luce Line State Trail (Tier 2 RTBN Alignments), RBTN Tier 2 Corridor (Ferndale Road), 1 bus route, and a Metro Transit Park and Ride).
- Compliments and partially implements Wayzata West Middle School's Safe Route to School Plan
- Serves 13,521 people connecting them to 7,604 jobs within 1 mile of the project area.

### Location



### Existing Corridor Conditions



**Dakota Rail - Luce Line Connector:** 1) Existing sidewalk to be replaced with trail along Ferndale Rd at the Luce Line State Trail connection and 2) Sidewalk to be replaced with trail along Barry Ave N at the Dakota Rail connection in downtown Wayzata.

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 Applications  
Multiple Three Rivers Park District's Trail Projects off County Roadway System

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting several applications for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed projects, listed below, are anticipated to improve conditions for people walking and biking and are supported by local comprehensive plans, specific trail master plans, as well as the 2040 Hennepin County Bicycle Transportation Plan. Hennepin County supports these funding applications; noting that no impacts to roadways under county jurisdiction are anticipated.

- **Dakota Rail Regional Trail – Luce Line Connector Project**
- **Medicine Lake Regional Trail – West Segment Project**

At this time, Hennepin County has no funding programmed for the project listed above in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in these projects. Additionally, we kindly request that Three Rivers Park District includes county staff in the project development process for these projects to coordinate other planned work in the area. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along each of these important regional trail corridors.

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



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](mailto: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  
**Dakota Rail-Luce Line Connector – New Construction**

Erin Kolb  
District 3

Dear Ms. Koutsoukos,

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **Dakota Rail-Luce Line Connector – New Construction** 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



# CITY OF ORONO

2750 KELLEY PARKWAY, ORONO, MINNESOTA 55356  
www.oronomn.gov

November 3, 2023

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

Re: Letter of Support; 2023 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
**Dakota Rail - Luce Line Connector: New Construction**

Dear Ms. Grissman:

The City of Orono (City) supports Three Rivers Park District's federal transportation funding request for Dakota Rail – Luce Connector project in Wayzata and Orono. The City understands that this will provide an important bike and pedestrian connection between regional trail facilities, closing a major gap in the regional bicycle transportation system.

This regional trail is supported the cities of Wayzata and Orono as a much-desired trail route. The Park District worked in close collaboration with both communities and residents during the planning efforts for the Diamond Lake Regional Trail & Dakota Rail – Luce Line Connector Master Plan, approved by the Met Council in 2022.

This trail/ bicycle transportation corridor is partially recognized within the Regional Transportation Bicycle Network as well as the Hennepin County Bike plan. Additionally, the project provides the following for residents in Orono:

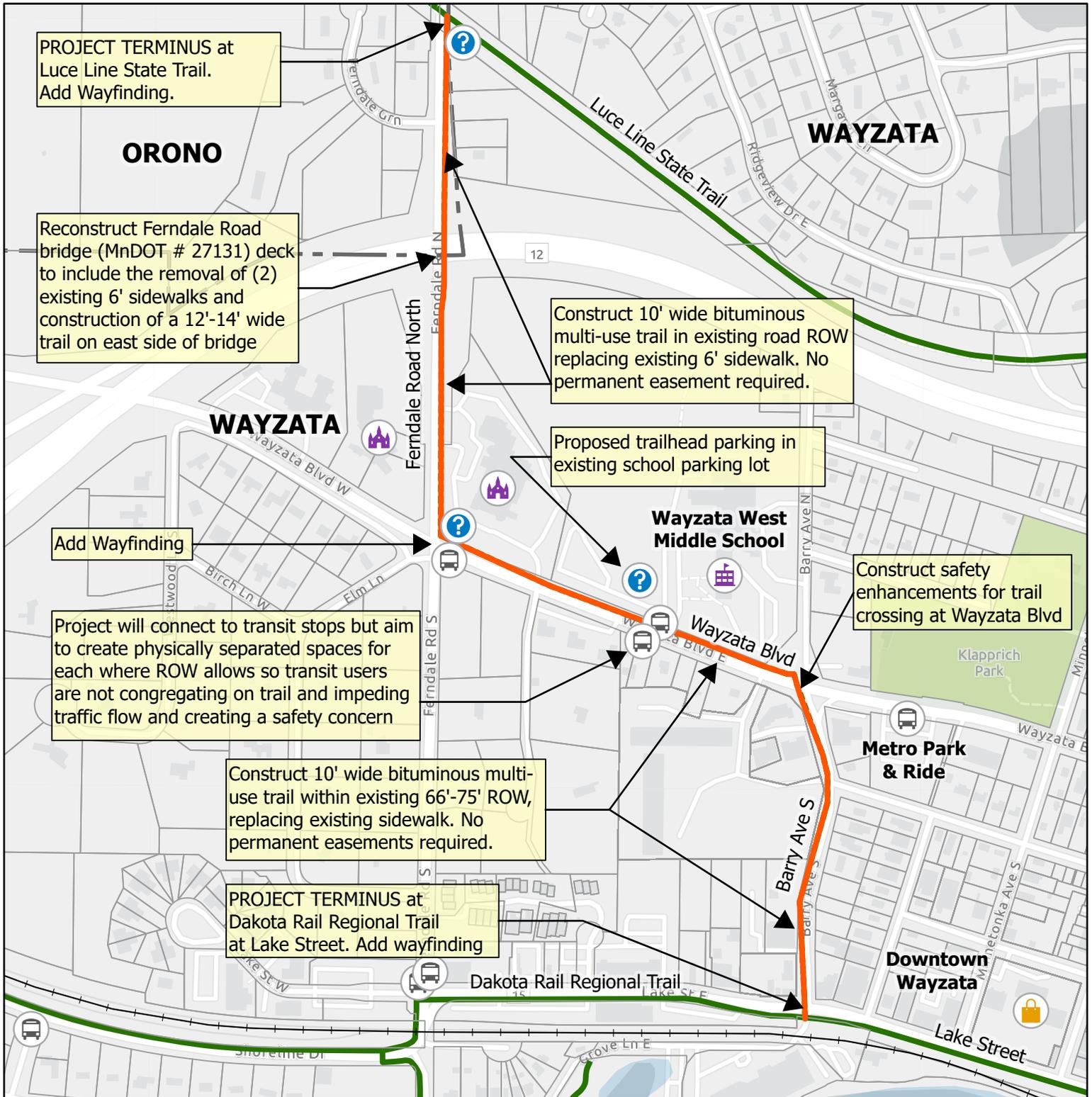
- Offers safety and comfort- gives our residents a safe and comfortable bicycling facility for people of all ages and abilities.
- Supports regional and local bicycling needs by making key connections to the Dakota Rail Regional Trail and Luce Line State Trail.
- Ridership: Increase the number of bicycle trips made by people who already bike and those who currently do not.

Orono and the Park District have a long-standing history of collaboration especially in respect to collaborating to design, build and maintain trails and grade-safe crossings. This project builds off that history and commitment to providing a non-motorized transportation system.

The addition of the regional trail will enhance the livability and quality of life in Orono by improving mobility and connectivity to the local and regional trail system, as well as local retail centers. Orono looks forward to working with Three Rivers on the implementation of this project and fully supports Three Rivers funding efforts.

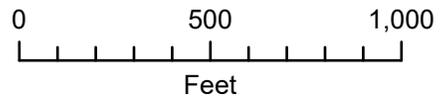
Sincerely,

Adam T. Edwards, P.E.  
City Administrator / City Engineer  
Orono  
aedwards@oronomn.gov



**Legend**

Regional Trail Construction	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.



Project terminus: Ferndale Road at Luce Line State Trail looking south



Ferndale Road bridge over TH 12 looking north



Ferndale Road bridge over TH 12 looking north

BIKE LANE

No Parking sign

Bicycle symbol on pavement

Yellow and black striped sign

Yellow diamond sign

9NP622



Wayzata Blvd crossing at BarryAve looking north



275

Lake St E

Project terminus: Barry Ave at Lake Street in Wayzata looking north

**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

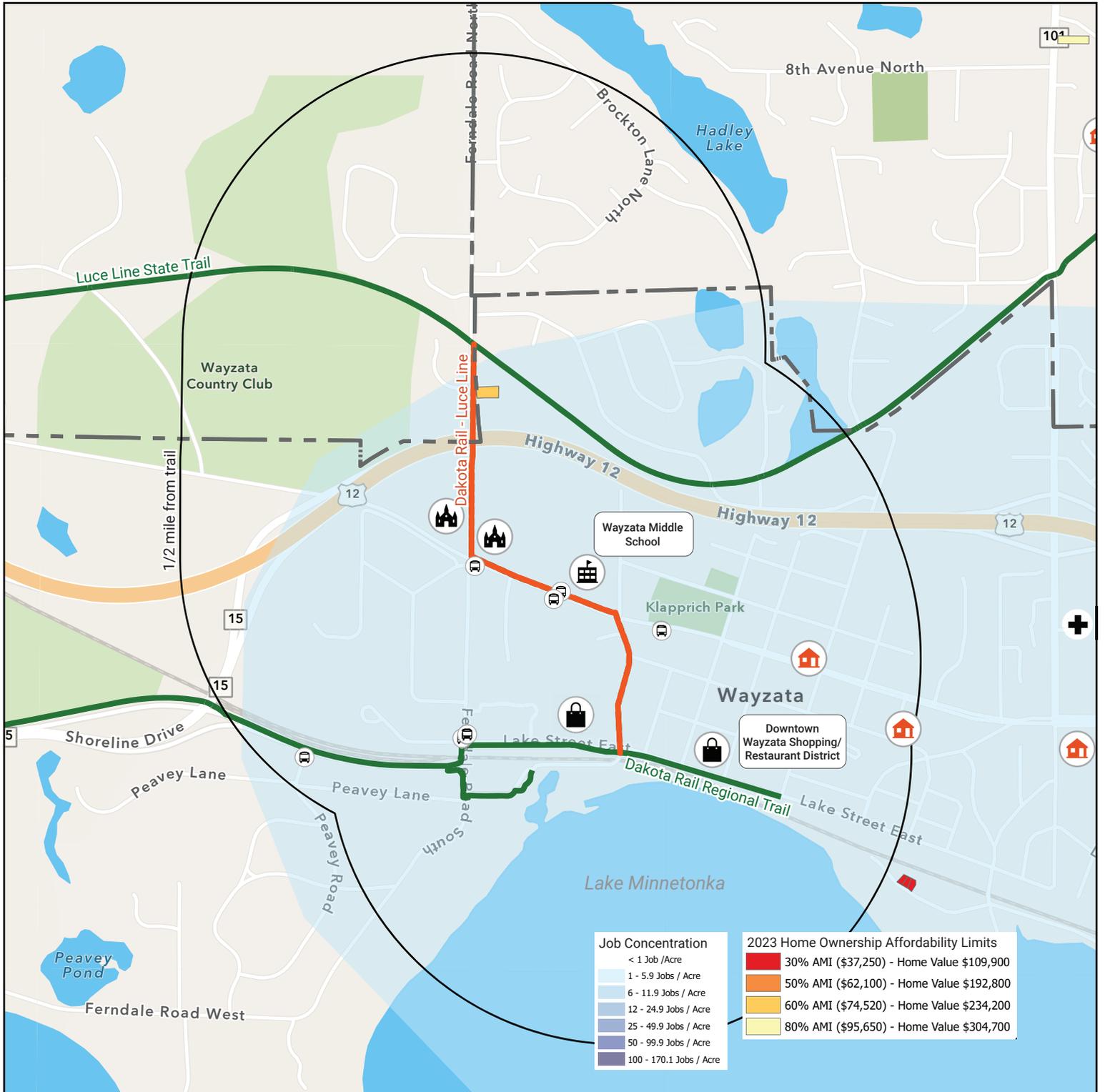
RESOLUTION ADOPTED

Attest: 

Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

# Affordable Housing Access Map

Dakota Rail - Luce Line Connector RT



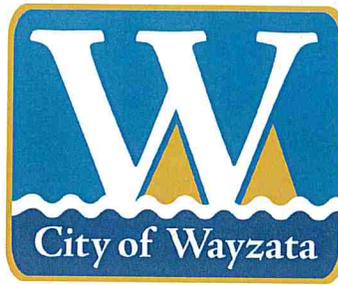
**Legend**

 Regional Trail Construction	 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

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.



**City Council**  
Mayor Johanna Mouton  
Cathy Iverson  
Molly MacDonald  
Jeffrey Parkhill  
Alex Plechash

**City Manager**  
Jeffrey Dahl

November 7, 2023

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

Re: Letter of Support  
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
**Dakota Rail - Luce Line Regional Trail Connector**

Dear Ms. Grissman:

The City of Wayzata supports Three Rivers Park District's federal transportation funding request for the Dakota Rail – Luce Connector Regional Trail project in Wayzata. The City understands that this will provide an important bike and pedestrian connection between regional trail facilities, closing a major gap in the regional bicycle transportation system.

The City of Wayzata already sees thousands of cyclists per year making connections between our downtown, Dakota Rail Regional Trail, and the Luce Line State Trail. The Park District worked in close collaboration with both communities and residents during the planning efforts for the Diamond Lake Regional Trail & Dakota Rail – Luce Line Connector Master Plan, approved by the Met Council in 2022.

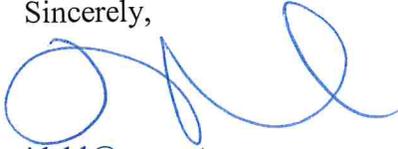
This trail/ bicycle transportation corridor is recognized within the Regional Transportation Bicycle Network as well as the Hennepin County Bike Plan. Additionally, the project provides the following for the Wayzata community:

- Gives our community members safe and protected access to the Luce Line State Trail from our downtown area, offering a comfortable bicycling facility for people of all ages and abilities.
- Supports regional and local bicycling needs by making a key connection to the Dakota Rail Regional Trail, Luce Line State Trail and downtown Wayzata.
- Increases the number of bicycle trips made by people who already bike and those who currently do not.

The City of Wayzata and the Park District have a long-standing history of collaboration especially in respect to collaborating to design, build and maintain trails. This project builds off that history and commitment to providing a non-motorized transportation system.

The addition of the regional trail will enhance the livability and quality of life in Wayzata by improving mobility and connectivity to the local and regional trail system, as well as local retail centers. The City looks forward to working with Three Rivers Park District on the implementation of this project and fully supports their funding efforts.

Sincerely,



[jdahl@wayzata.org](mailto:jdahl@wayzata.org)

Jeff Dahl, City Manager