



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20172 - Lake Independence Regional Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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City State/Province Postal Code/Zip

763-559-6766 Ext.

Phone

Fax:

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

County: Hennepin

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

763-559-6700 Ext.

Phone

Fax:

PeopleSoft Vendor Number 0000057347A1

Project Information

Project Name Lake Independence Regional Trail (Reconstruction)

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Orono

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) Reconstruction of 2.2 miles of end-of-life regional trail between Baker Park Reserve and Luce Line State Trail- includes complete reconstruction, ADA improvements, widening from 8' to 10' and correcting substandard regional trail design standards along County Road 6 (.4 miles - minor arterial) and Old Crystal Bay Road (1.8 miles - major collector), reconfiguration of TH 12 bridge deck to accommodate the regional trail and road crossing improvements at County Road 6.

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, ALONG CSAH 6 AND OLD CRYSTAL BAY ROAD RECONSTRUCT AND IMPROVE SAFETY/ADA OF 2.2 MILES OF EXISTING PAVED MULTI-USE 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) 2.2

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 \$2,558,838.00

Match Amount \$639,710.00

Minimum of 20% of project total

Project Total \$3,198,548.00

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

Match Percentage 20.0%

Minimum of 20%

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

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

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: Lake Independence Regional Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH; MSA

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

Road/Route No. 6; 102

(Example: 53 for CSAH 53)

Name of Road 6th Ave; Old Crystal Bay 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

Homestead Trail

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

**To:
Road System**

City Street

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

White Oak Circle

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

In the City/Cities of:

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:

Baker Park Reserve

To:

Luce Line State Trail

Or

At:

In the City/Cities of:

Orono

(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

Concrete Walk

Pedestrian Bridge

Signal Revision

Yes

Landscaping

Other (do not include incidental items)

ADA Ped Ramps, reconfigure bridge deck, utilities, possible RRFB, wayfinding

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

27275

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed

55356

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):

2.2

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

2.2

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 Lake Independence Regional Trail) Master Plan (Entire Document and Specifically Pages 45-82)

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

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

2040 Orono Comprehensive Plan (Pages 14 and 33 and Entire Chapter 4E)

(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)	\$159,927.00
Removals (approx. 5% of total cost)	\$159,927.00
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	\$351,841.00
Retaining Walls	\$95,957.00
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	\$767,652.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,951,114.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$255,884.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$63,971.00
Bicycle and Pedestrian Contingencies	\$159,927.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,430,896.00

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:

Totals

Total Cost	\$3,198,548.00
Construction Cost Total	\$3,198,548.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1700168190851_RTBN Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 8478

Existing Employment Within One Mile (Integer Only) 2327

Upload the "Population Summary" map

1700168104801_Population - Employment 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:

The Lake Independence Regional Trail is in census tracts above the regional average for populations in poverty or of color, travels through an environmental justice area, & serves 92 publicly subsidized rental units within ½ mile of the corridor.

Demographics

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

- 22% pop under 15 (19% metro avg)
- 18 & 26% pop over 65+ (14.1% metro avg)
- 16% Asian (7.7% metro avg)
- 9% Other + multiracial (3.9% metro avg)
- 12 & 21% households below 185% poverty line (8.4% metro avg)

Engagement Activities & Audiences

The Park District engaged the above disadvantaged populations which informed this work through the following direct and supplementary methods:

- 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 (67 people): Tabled at annual community events including Nite to Unite in Corcoran and Community Picnic in Maple Plain, engaging many families with children
- Focused Conversation with Senior Women's Nordic Walking Group (5 people): Hosted a conversation to chat about seniors' needs and interests around regional trails
- AARP Senior Bike Ride (17 people): The Park District attended an AARP senior event at the Hopkins Senior Citizens Center & bike ride along the Lake Minnetonka Regional Trail
- Focus Group with ECA students (15 students): Hosted a conversation with students of color regarding their opinions about current and future park/trail infrastructure

Feedback and Influence

Feedback showed strong support for the regional trail system, including LIRT and is addressed in this project scope in the following ways:

- Providing a smooth, separated facility with minimal grade (not exceeding 5%) and centerline striping
- Adding/improving directional wayfinding, informational kiosks, and rest stops along entire project corridor

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

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 populations in the following ways:

- Seniors: This project will directly connect to or be within 1/2 mile of 1 senior housing community & within 1 mile of 4 additional senior housing communities (accessible via local and Luce Line Trails). This project will benefit seniors by providing a 10' wide separated facility w/centerline striping & ADA compliance w/grades not exceeding 5%. It also includes improving all sub-standard pedestrian ramps (~25) up to current MnDOT ADA standards. These safety & accessibility improvements will allow all ages & abilities to access the regional trail for recreation & transportation.

- Youth: This project will directly connect to Orono Middle School, Orono High School & Schumann Elementary School. It will also be within 1/2 mile of the Orono Ice Arena, Orono Baseball Fields & Lee Carlson Field at Township Meadow. 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. Additionally, older teens specifically noted that transportation is a barrier for them in accessing recreation, education & employment - this project will connect them to these opportunities, such as Downtown Long Lake, via bike/ped access. Safety in accessing these local destinations will greatly improve by providing a 10' wide separated facility & improving the CSAH 6 crossing at Orono Public Schools.

- Low-income Groups: This project directly connects to or is within 1/2 mile of census tracts with a higher-than-average percentage of households below 185% poverty line. This project will benefit low-income households by safely & directly connecting these residents to recreation, education & employment opportunities via bike/ped access; thus, relying less on cars/reducing transportation costs.

- BIPOC Community: This project is also within a 1/2 mile of census tracts with a higher-than-average number of Asian and multi-racial 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 both connect to several neighborhoods & local connections & add directional wayfinding, informational kiosks, & rest stops to make the regional trail system more convenient & easier to navigate.

Access to businesses/neighborhoods will be maintained during construction. The project will minimize construction nuisances in residential areas through proper mitigation of noise, dust & traffic. Current trail users will be directed towards alternate sidewalk routes with easy-to-follow detour signing. 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 1/2 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 1/2 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 92 subsidized rental housing units in census tracts within 1/2 mile of the LIRT reconstruction project, which includes the cities on Orono and Long Lake. According to the Met Council's 2021 Housing Performance Scores, Long Lake has a score of 26 and Orono has a score of 29. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households. The following is information around affordable housing in each city in addition to projected growth that pertains to this project. Refer to the attached Affordable Housing Access Map for locations of affordable housing and access to destinations.

Orono

In Orono's 2040 Comp Plan, the City notes that there are 639 households, or 21% of the total households, that are deemed affordable at 80% or AMI or less. The projected need of affordable housing is as follows:

- Income at or below 30% of AMI: 69 units
- Income 31-50% of AMI: 56 units
- Income 51-80% of AMI: 29 units

Orono intends to provide opportunity for these units in the form of 15.4 acres of development at densities higher than 10 units per acre. Orono's 2040 Comp Plan introduces higher residential density along Kelley Parkway and Wayzata Boulevard, which is both along and within 1/2 mile of the LIRT. The predicted growth in this area is 415.8 units by 2040.

Long Lake

In Long Lake's 2040 Comp Plan, the City notes that nearly half (48.5%) of the 822 total housing units in Long Lake are affordable to households that are at or below 80% of AMI, or households making less than \$65,700 annually. For those households with yearly incomes of less than \$25,740, or below 30% of AMI, a much smaller percentage (6.5%) are considered affordable. According to City records, there are 39 publicly subsidized housing units in Long Lake, all specifically identified as senior housing and located within the Hillside Terrace apartments. The City of Long Lake has guided sufficient land areas to meet its need of 28 affordable units by 2040.

Since the LIRT connects to single and multifamily residential neighborhoods, local schools, institutions, commercial areas and major recreation sites, residents in Orono, Long Lake and beyond will benefit from the proposed safety and accessibility when walking and biking. Moreover, this regional trail connects to additional regional trails, incl. the existing Luce Line and proposed Crow River and Lake Sarah Extension, thereby expanding connections to additional destinations along these trails. For example, the Luce Line Regional Trail runs east to Minneapolis and offers transit connections which is particularly important since this corridor does not have public transit. Improvements to this trail segment will improve public health for all low-income residents in the LIRT corridor through Long Lake by supporting active recreation and transportation.

(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.

1701726614287_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 Lake Independence Regional Trail (LIRT) reconstruction project between Baker Park Reserve and Luce Line State Trail fulfills a missing gap in the regional trail network by upgrading 2.2-miles of 'end-of-useful life' bituminous pavement. When reconstructed, it will provide an off-road trail, physically separated from cars, serving trail users of all abilities, not just experienced, long-distance bicyclists via a protected, multi-use facility.

The proposed reconstruction project is within a RBTN Tier 2 alignment and corridor through Orono, and provides safe, protected crossing of both TH 12 (expressway barrier, 24,500 AADT) and BNSF rail (Tier 2 Railroad Barrier Crossing Area) via Old Crystal Bay Road bridge and sidewalk. The project will widen the existing concrete sidewalk to a 10 foot width, bringing the facility to regional trail standards. It will provide users with a safe, smooth, and consistent trail surface that gives protected access crossing a major expressway barrier. This crossing of TH 12 is the primary north/south bicycle and pedestrian corridor for trail users of all ages and abilities as the nearest alternative to cross TH 12 is located 3-miles east of this project location.

The greater 16-mile LIRT corridor is a critical multi-use, north/south protected trail connecting residents in Orono, Long Lake, Medina, Maple Plain, Corcoran, and Hanover with the Crow River Regional Trail, Baker Park Reserve, and Luce Line State Trail. In addition, the reconstruction project connects directly to adjacent city playfields, Orono Ice Arena, Orono High and Middle School complex, Schumann Elementary, Orono City Hall and Police, adjacent residential neighborhoods and employment opportunities near the Old Crystal Bay Road N and Wayzata Blvd intersection.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

Yes

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 55 accidents (6 minor injuries, 9 possible injuries, 40 property damage) within the shared right-of-way of adjacent roads of the project corridor. One accident included someone walking or biking:

-Car vs. bike accident involved a person biking across an intersection when a car turned in front of the person biking causing the person biking to collide with the vehicle. The bicyclists injured their leg and was unable to leave on their own abilities.

Of the 55 accidents, nearly one in four were at the intersection of 6th Ave (CSAH 6) and Old Crystal Bay Road. At this intersection, Old Crystal Bay Road tees into 6th Ave (CSAH 6) from the south with a stop condition. The trail crosses 6th Ave. on the east intersection leg across three lanes of traffic traveling 55 MPH (no control). Due to the location of the pedestrian ramps, trail users are forced directly in front of cars turning right onto 6th Ave from Old Crystal Bay Road. Improving this crossing is critical as nearly 75% of all MN bicycle related crashes occur at intersections. Accordingly, the project proposes utilizing a Rectangular Rapid Flashing Beacon; however, the exact crossing treatment will be determined during the design phase.

This corridor includes high, middle, and elementary schools which results in congestion, many turning movements, and back up on the roadway during the morning drop off and afternoon pick up times. These traffic patterns and the concentration of younger, inexperienced drivers contributed to several accidents involving people driving to or from one of the schools. These conditions and land uses support the need for a safe and comfortable off-road facility for people walking, biking, and rolling - reconstruction of the Lake Independence Regional Trail meets this need.

This project also includes the following safety components:

- Reconstruct 2.2 miles of existing, end of useful life trail (30 years old by proposed 2029 funding year) and widen 8' segments to 10'.
- Reconfigure Old Crystal Bay Road bridge deck over TH 12 to provide more space for trail users (currently substandard width).
- Realign skewed entrance into Baker Park Reserve to improve sightlines.
- Add (~25) ADA-- compliant pedestrian ramps.

Should this facility not be reconstructed, trail users (100,000 annually) would be forced into the roadway (40 MPH, sections with no shoulder) without adequate space and protection from adjacent traffic.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This project reconstructs the Lake Independence Regional Trail between 6th Ave (CSAH 6/Baker Park) and the Luce Line State Trail ensuring connectivity remains viable and improving the trail's safety integration for all modes of transportation (bicyclist, pedestrian, and vehicles). Refer to the attached Affordable Housing Access Map for locations of destinations that this trail will provide access to.

As one of the only completed north-south off-road, multi-use trail corridors in western Hennepin County, this project plays an important multimodal role in connecting people walking and biking from rural areas to developed areas where goods and basic services are of greater abundance via a non-motorized transportation option. This trail plays a major role in allowing youth in the Orono area to bike to school as it is directly connected to both Orono School District campus and connects to over 5 local sidewalk/trail corridors.

Locally, this project provides a vital connection to downtown Long Lake a major commercial, retail and activity hub of western Hennepin County via a local trail and to the Luce Line State Trail which runs east to Minneapolis and offers transit connections. Because this area is not served by transit, this is especially important to residents without a vehicle that have limited means to access employment, basic services, and more.

By the nature of the overall trail design (10ft wide, off-road) which meets ADA guidelines, the project purposefully supports safe, comfortable travel experiences for people biking and walking of all ages and abilities as well as motorists. The off-street location of the facility provides the safest shared-use facility design for people biking and walking and is far superior to narrow sidewalks/shoulders or share the road conditions which do not adequately provide space for various users types or separation from vehicles.

Centerline striping supports safe/easily understandable two-way traffic and the 10' wide trail width meets industry standards for projected use and provides adequate space to allow cyclists to safely pass slower trail users. The upgrades of non-compliant pedestrian ramps to ADA standards will better serve those with disabilities, cyclists, strollers and all trail users.

The adjacent Old Crystal Bay Road is 40 MPH. According to MNDOT Bicycle Facility Manual, this route should be off-road to meet those recommendations.

It is also important to recognize that by providing a safe, separated space for people to walk/bike, the project supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions, & likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips once the trail surface is improved.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1700238752706_Transit Map.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.

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 Lake Independence Regional Trail is a well-established (est. circa. 2000), multi-use trail which receives about 105,000 annual visits. The 2.5 mile project is located within Orono; however, the total trail length is 19.3 miles and currently extends through Medina, Loretto, Corcoran to Hanover.

A master plan was recently developed in 2022 and was supported by the Metropolitan Council and partner cities. The master plan specifically calls for improving the pavement condition, ADA upgrades, and several road crossings along the project segment which is consistent with the community engagement feedback and briefly summarized below. A more thorough list of community engagement efforts is included in Question 3A of this application.

- An interactive wiki map available 24/7 for community members to provide geolocated feedback. (3 people engaged, notification via website and social media) (Website no longer available).

- Community Picnic in Maple Plan and Night to Unite in Corcoran (25-30 engaged people/37 Engaged people, open to all/notification via flyers, social media, newspaper, flyers, etc.). Participants recognized the value of the regional trail through/adjacent to their community and cited the need for improved local connectivity and access.

- Medina Townhomes tabling session as part of an Interfaith Outreach and Community Partners event (7 engaged people, notification was coordinated by IOCP). Participants cited the importance of trails and connectivity with parks and trails.

- Virtual listening session with senior women's 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.

- 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 includes complete reconstruction of the trail segment and road crossing safety and ADA improvements. This will ensure continued access through the community and to several significant parks/trails/natural areas (i.e. Baker Park Reserve and Luce Line State Trail) which were identified as desired community amenities and destinations for people, walking, biking and rolling.

(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):	\$3,198,548.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,198,548.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

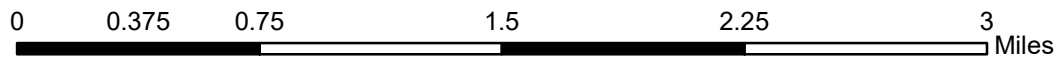
File Name	Description	File Size
DRRT-LIRT Reconstruction Letter of Support_Orono.pdf	Letter of Support - Orono	281 KB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Housing LIRT_Final.pdf	Affordable Housing Access Map - LIRT	553 KB
Lake Independence Summary One Page.pdf	Lake Independence Regional Trail Project Summary	543 KB
LIRT Letter of Support_Lake Independence.pdf	Letter of Support - Hennepin County	115 KB
LIRT Letter of Support_MnDOT.pdf	MNDOT Letter of Support LIRT	212 KB
LIRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	794 KB
LIRT-L1.pdf	Layout Map - Lake Independence RT	893 KB
LIRT_Existing_Conditions_Photos.pdf	Existing Conditions Photos - LIRT	27.0 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Independence Regional Trail | Map ID: 1698865417720



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



Created: 11/1/2023
LandscapeRSA6

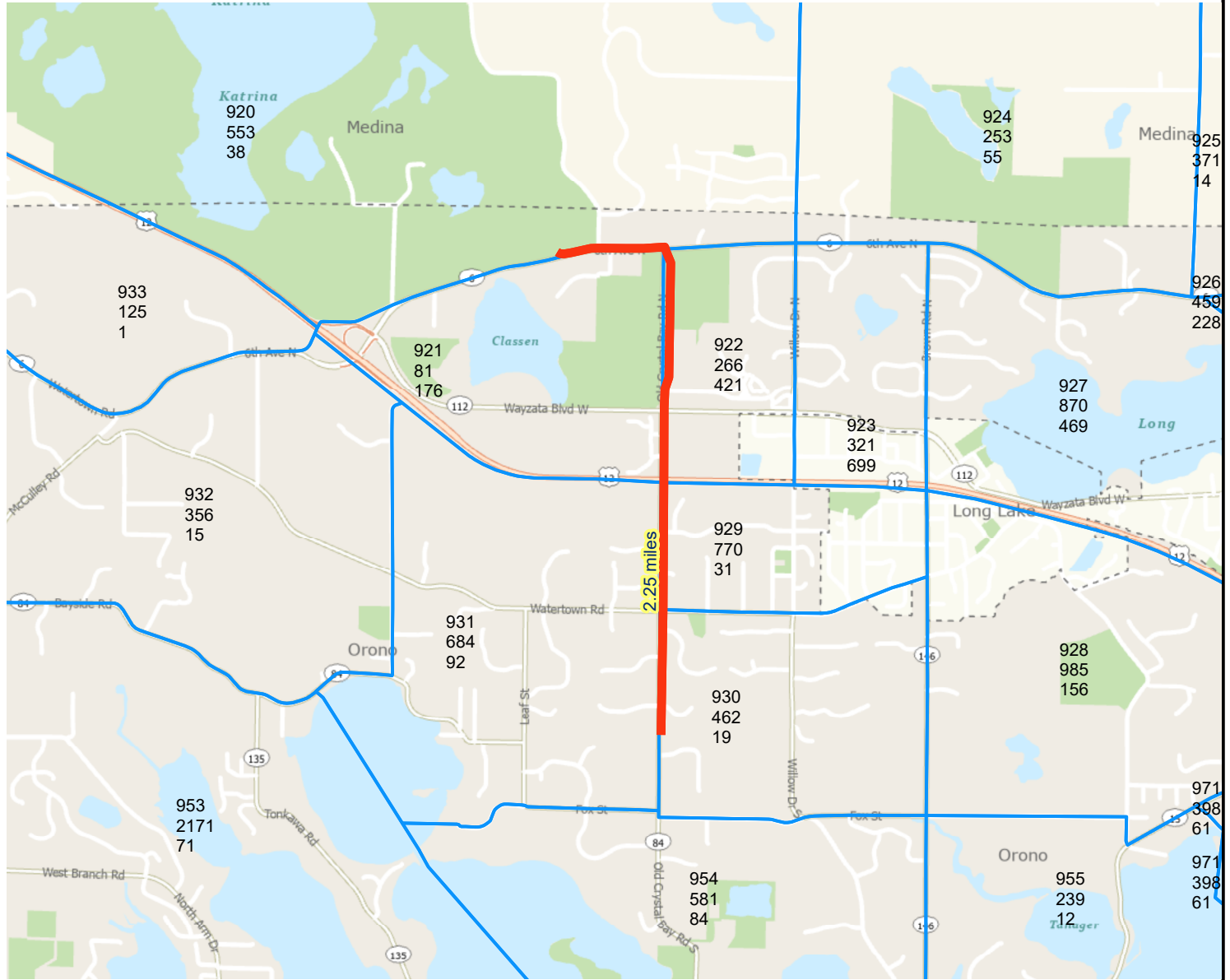


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Population/Employment Summary

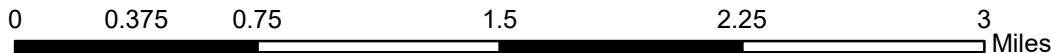
Multiuse Trails and Bicycle Facilities Project: Lake Independence Regional Trail | Map ID: 1698865417720



Results

Within ONE Mile of project:
 Total Population: 8478
 Total Employment: 2327

-  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/gissite/notice.aspx>

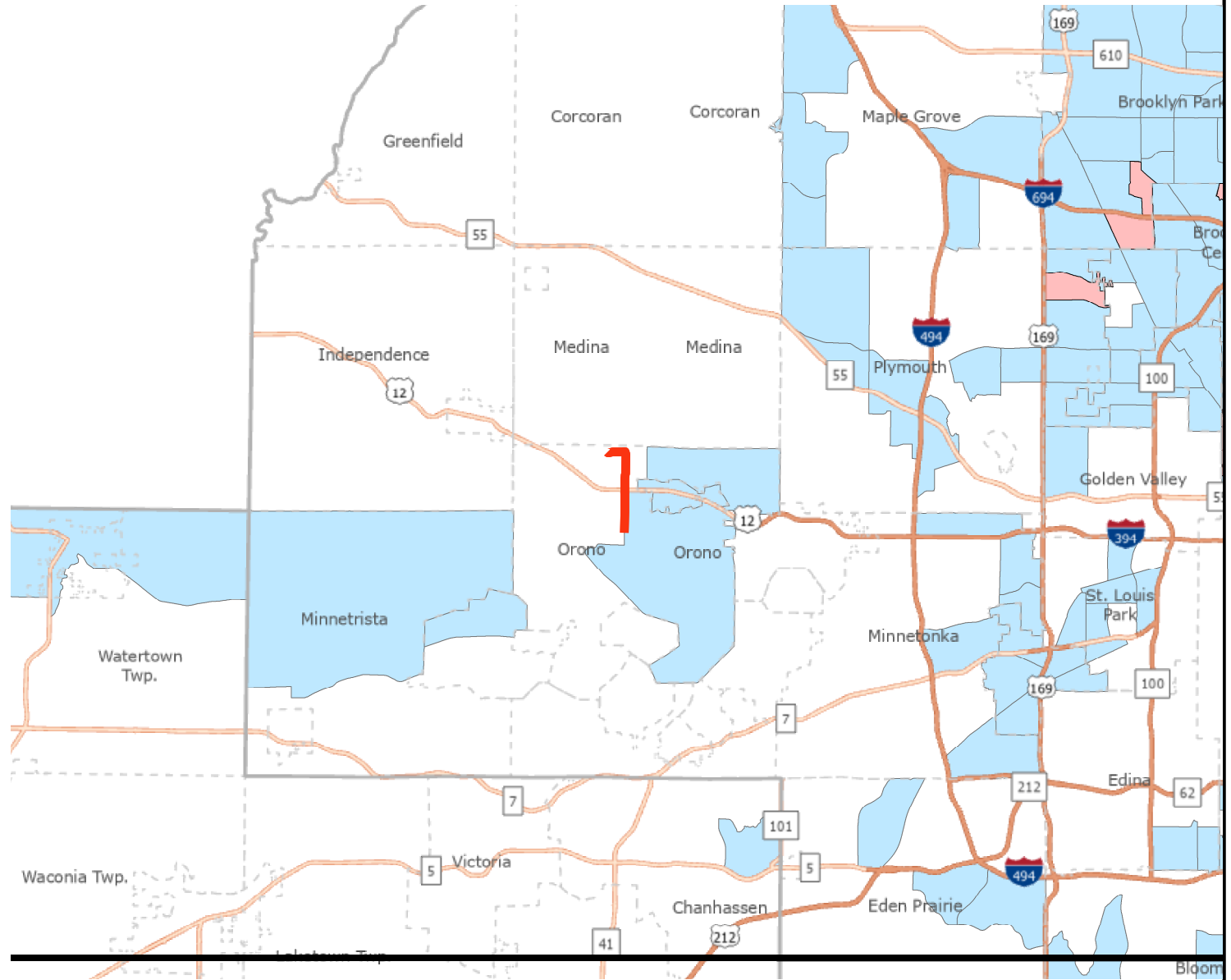


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 92

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



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LandscapeRSA2



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