



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20182 - Crow River Regional Trail - New Construction
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/14/2023 3:53 PM

Primary Contact

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

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: RESERVATIONS
3000 XENIUM LN N

County: Hennepin

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

763-559-6700
Ext.

Fax:

PeopleSoft Vendor Number 0000057347A1

Project Information

Project Name Crow River Regional Trail: New Construction

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Greenfield, Rockford

Jurisdictional Agency (If Different than the Applicant):

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

This project includes constructing 0.6 miles of new Crow River Regional Trail (CRRT) from the existing trail connection at Lake Rebecca Park Reserve along Rebecca Park Trail (CSAH 50/rural major collector) to Bridge Street (rural local bridge over Crow River) in Greenfield and Rockford. The trail is planned within the public right-of-way along Rebecca Park Trail (CSAH 50) and will provide direct connections to Lake Rebecca Park Reserve and downtown Rockford where there are additional park, commercial, residential, and quasi-public connection opportunities.

Project Elements:

- Construct 0.6 miles of new 10-foot wide, off-road/protected, multi-use bituminous trail.
- Meet all ADA requirements including improving about 10 curb ramps and expanding APS at TH 55.
- Upgrade 1 major road crossing (TH 55) and create 1 new railroad crossing (CP Railroad along Rebecca Park Trail).
- Relocate associated above and underground utilities, if needed.
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor.

Project Benefits:

- Provides a safe, active transportation option and crossing of TH-55 (14,600 AADT, major barrier) and the Crow River (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 exist.
- Connects people and destinations, commercial/retail areas and job centers (downtown Rockford and greater Greenfield); schools, places of worship, parks (Lake Rebecca Park Reserve), several higher density housing complexes, and trail systems (Luce Line State Trail and Wright County trail system).
- Provides a protected bikeway to 3,936 people - connecting them to 811 jobs within 1 mile of the project area.
- Coordinates with Wright County's existing CRRT regional trail network to close a significant Hennepin County gap, which will realize 11.4-miles of a 32-mile corridor.

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 GREENFIELD & ROCKFORD, ADJACENT TO REBECCA PARK TRAIL (CSAH 50) FROM LAKE REBECCA PARK RESERVE TO THE CROW RIVER AND BRIDGE STREET, CONSTRUCT 0.6 MILE MULTI-USE PAVED TRAIL

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0.6

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$1,466,551.00

Match Amount	\$366,638.00
<i>Minimum of 20% of project total</i>	
Project Total	\$1,833,189.00
<i>For transit projects, the total cost for the application is total cost minus fare revenues.</i>	
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Three Rivers GO Bonds and/or State Legacy Funds/Met Council Parks GO Bonds
<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>	
Preferred Program Year	
Select one:	2029
<i>Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.</i>	
Additional Program Years:	
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

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: Crow River Regional Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH, CITY STREET

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

Road/Route No. 50; N/A

(Example: 53 for CSAH 53)

Name of Road Rebecca Park Trail; Bridge Street

(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 East Lake Rebecca Road

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

To: City Street

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road Bridge Street

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

In the City/Cities of: Greenfield and Rockford

(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: Lake Rebecca Park Reserve

To: Crow River

Or

At: Greenfield and Rockford

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement	Yes
Concrete Walk	
Pedestrian Bridge	
Signal Revision	Yes
Landscaping	
Other (do not include incidental items)	ADA Ped Ramps, Utilities, Wayfinding
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	27639
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
Zip Code where Majority of Work is Being Performed	55373
<u>Approximate Begin Construction Date (MO/YR)</u>	04/02/2029
<u>Approximate End Construction Date (MO/YR)</u>	07/31/2030
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	0.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes

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), 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)

2040 Metropolitan Council Regional Parks Policy Plan (Pages 16 and 44)

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

Wright County Trail and Bikeway Plan (Page 20)

2018 Crow River Regional Trail, Greater Minnesota Regional Parks and Trails Commission (Page 7)

2017 Three Rivers Park District Crow River Regional Trail Master Plan (Full Document)

2040 Greenfield Comprehensive Plan (Pages 2-12, 3-26, 3-30, 4-42, 6-80, 6-83)

2040 Rockford Comprehensive Plan (Pages 42-45)

(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.

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. Yes

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$91,659.00
Removals (approx. 5% of total cost)	\$91,659.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$183,319.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$183,319.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$73,328.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$623,284.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,008,254.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$73,328.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$36,664.00
Bicycle and Pedestrian Contingencies	\$91,659.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,209,905.00

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	\$1,833,189.00
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Construction Cost Total	\$1,833,189.00
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

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Yes

Upload Map

1701791625022_Crow River RT RBTN Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

3836

Existing Employment Within One Mile (Integer Only)

811

Upload the "Population Summary" map

1701791676000_Crow River RT Population Employment Summary 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 corridor travels through/is within ½ mile of 1+ census tract(s) with:

- 25, 29, 31 & 33% pop < 15 (19% metro avg)

- 17% pop > 65 (14.1% metro avg)

Additionally, the following demographics are shifting:

- A growing Hispanic community in Rockford, Wright Co, exceeding regional data statistics

- Since 2000, BIPOC populations increased, following the regional trend

Park District staff contacted/invited the following underrepresented groups to participate in engagement activities:

- Black Girls Do Bike TC

- CROSS Food Shelf

- Albertville/St. Michael Golden Aae Club

- Lions Club (Rockford, Hanover, Dayton)
- MN Association of Small Cities
- River Works Community Helping Community
- Delano Loretto Area United Way
- Healthy Delano & NW Hennepin Human Services Council

Project engagement consisted of listening to concerns/expectations around improving multi-modal transportation access to employment, commercial offerings & recreation. Park District staff engaged disadvantaged groups via the following methods:

- Community Events (150 people): interactive boards & mapping tools gathering feedback on preferred route. Events included:
 - Hanover Harvest Festival
 - Rockford River Days
 - Otsego Prairie Festival
 - Rogers Farmers Market
- MN Design Team Visit in Dayton
- ISD 728 Safe Routes to School Design Charette
- Project website (4,200 unique visits): information clearinghouse incl. project background, schedule & maps, frequently asked questions, alerts for in-person participation opportunities, survey results & committee meeting agendas/minutes.
- Interactive mySidewalk webpage (17 responses, 6,300 views): opportunity to publish posts, incl. text, images, & tagging capabilities.
- Online survey (350 responses): share thoughts around route evaluation principles & proposed routes, incl. additional destinations & river touchpoints.

Feedback influenced the project scope by including a safe/comfortable off-road, protected trail that fills a critical gap, connects existing bike/ped routes & destinations, & includes updated wayfinding, signage, & amenities supporting users of all ages & abilities. This project is committed to incorporating the following feedback from disadvantaged groups to make this project more inclusive, welcoming & safe:

- Adding wayfinding/info kiosks, bike repair stations, benches, bike racks, garbage cans, water & bathrooms to serve a wider range of users
- Promoting sharing the trail via various methods (signage, volunteer trail patrol & enforcement measures)
- Providing bike education, incl. bike skills & maintenance, trail navigation, & weather preparation
- Partnering w/orgs to provide bikes to those in need, improve access & connectivity to local destinations

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

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:

The following are examples of how this project will serve disadvantaged groups in the area:

- Youth: Families stressed safety along busy roads/crossings & connections to local youth-friendly destinations. This project will benefit youth by providing a protected, off-road facility within 1/2 mi of 3 schools (Rockford High, Rockford Middle, Rockford Elementary Arts Magnet), 1 library (Rockford Great River), 4 parks (Lake Rebecca Park Reserve, Riverside Park, Carver Park, Rockford fields), 4 community resources (Rockford Community Center, Community Education Center, City Hall, Historical Society), & 2 places of worship (United Presbyterian, Kingdom Hall). The project provides a safe bike/ped facility to cross Crow River, making it much safer for youth/families to travel to/from these locations.

- Seniors: This project has a higher-than-average percentage of seniors w/in 1/2 mile. Seniors emphasized a need for smooth, level, well designed/maintained trails (e.g., minimal grade, loops, variety of settings, improved crossings, separated facilities). CRRT will provide a safe, offroad facility w/~5' blvds, ~10 ADA ramps, 5% max. grade & improved crossings (TH 55, CP Rail). This project also provides connections to nearby resources for seniors (Rockford Comm Center/Ed) & parks (loops/variety of settings).

- BIPOC & Hispanic/Latinx residents: There is growing population of BIPOC/Latinx residents in the project area. Feedback from these groups prioritized safety, wayfinding & connections to parks, restaurants, friends/family & shopping centers. In addition to safety improvements, this project will add wayfinding to improve user experience, making trails less intimidating/easier to navigate as that is one of the major barriers shared by these groups. In addition to the local connections noted above, this trail travels to/is within 1/2 mi of retail areas (e.g., Downtown Rockford, Greenfield Mall, Countyline Plaza) with several restaurants, convenience shops, hardware stores & more.

- Lower-income residents: This project is within 1/2 mi of 2 mobile home parks (Tower Terrace, Rockford Riverview). These groups also emphasized connections to local destinations/neighborhoods. CRRT will directly address feedback by connecting to neighborhoods, job/shopping centers, parks, schools, basic services via bike/ped access; thereby, reducing household transportation costs or providing access to those with no or limited vehicles.

No negative impacts are expected - will maintain access to businesses & housing & minimize construction nuisances via mitigation of noise, dust & traffic. During construction, current sidewalk users will be directed towards alternate routes with easy-to-follow detour signing. Road closure is not anticipated.

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

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:

While there are no publicly subsidized rental housing units in census tracts within ½ mile of the Crow River Regional Trail (CRRT), there are 2 manufactured home communities - Tower Terrace Mobile Home Park (65 units) and Rockford Riverview Estates (428 units).

Additionally, Greenfield's long-range planning introduces land use patterns that allow for stacked housing options to support senior housing lifestyles, empty nesters, and starter housing for young people entering the labor force. Currently, Greenfield has approximately 29% of the housing units at an estimated market value below \$236,000 which was identified as an affordable housing value in 2017 for households with an income of 80% of the Area Median Income (AMI).

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

These residents/households have greater dependence on transit and non-motorized transportation options as they are more likely to not own or have access to a vehicle and are more likely to include BIPOC, older adults, and people with disabilities. By providing safe, convenient access to multiuse trails and connecting transit, they can more easily and affordably access employment and basic needs within and beyond their community.

The construction of this trail segment will improve public health for all low-income residents in the project's corridor by creating a community-requested safe and connected non-motorized network. Since the CRRT project connects to single and multi-family residential neighborhoods, local schools, places of worship, a medical center, retail/commercial areas, restaurants, community resources, regional trails, and regional and local parks (see Affordable Housing Access Map), affordable housing residents in Greenfield, Rockford, 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.

Refer to the attached Affordable Housing Access Map for locations of affordable housing and access to nearby destinations.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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.

1701792917442_Crow River RT Socio Economic Conditions 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:

When the Crow River Regional Trail (CRRT) project is constructed, a missing gap/link between an existing trail segment and the Crow River will be complete. A contiguous 11.4-mile stretch of the 32-mile corridor will be realized with this 0.6 mile project - in coordination with Wright County's existing and funded CRRT regional trail network - to close a significant Hennepin County gap.

The proposed project will fill a missing link, and fill several major barriers providing a safe, off-road trail option for users to traverse the Rebecca Park Trail (CSAH 50) corridor from existing trail connections at Lake Rebecca Park Reserve to Bridge Street, which provides a safe crossing of the Crow River (Major Barrier), TH 55 (Major Barrier), and CP Railroad Corridor (Major Barrier) for people walking, biking or rolling. Currently, the lack of a safe, off-road trail facility along Rebecca Park Trail (CSAH 50) is not acceptable for most community members which prefer an off-road option and are not comfortable sharing a roadway with vehicles.

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

CRRT users will benefit from a safe, protected off-road trail, adjacent to Rebecca Park Trail (CSAH 50) which currently has limited/varying road shoulder widths, 3,720-5,470 AADT and 35-45 MPH travel speeds. It also provides a safe bicycle and pedestrian crossing of TH 55 (4 lanes, divided highway), a major physical barrier which receives 14,600 AADT. For routes over 6,000 AADT or speeds over 30 MPH, the MnDOT Bicycle Facility Manual recommends off-road bicycle facilities separated from vehicles. ADA pedestrian ramps will be implemented at each road crossing and will provide CRRT users with a protected off-road alternative to an otherwise on-road experience.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

Over the last ten years, there were 63 accidents (2 serious injuries, 5 minor injuries, 9 possible injuries, 47 property damage) within the shared right-of-way of adjacent roads along the 0.6 mile project corridor. Two accidents included someone walking or biking:

- One car vs. bike accident and one car vs. pedestrian accident involved a person biking/walking entering the intersection (TH 55 and CSAH 50) on a red and being struck by a vehicle (serious/minor injury).

Nearly every accident along the project occurred at an intersection and two-thirds of the overall accidents occurring at the intersection of TH 55 and CSAH 50. This is noteworthy as nearly 75% of all MN bicycle related crashes occur at an intersection and nearly 50% of all crashes with a fatality or disabling injury occur at an intersection.

This signalized crossing is missing a crosswalk and pedestrian signals on the eastern TH 55 intersection leg and where the trail is planned (5 lanes of traffic). This leg includes the classic, yield controlled right turn pork chop configuration for westbound TH 55 turning northbound CSAH 50. This 'right-yield' configuration is not desirable as motorists slow down, look left, do not stop, and then accelerate through the trail crossing/cross walk often without taking full account of people entering the crosswalk from the right. These are ripe conditions for collision - especially for those more vulnerable (i.e. youth/less experienced).

To improve safety at the TH 55 crossing (14,600 AADT), the project will:

- Add a crosswalk, pedestrian signals, and adjust overall signal timing.
- Expand APS auditory, visual and vibrotactile information supporting people who are blind, have low vision, and/or hearing loss.
- Further evaluate safety during the design phase and implement recommended safety measures (i.e. advance trail crossing warning signage, changing the yield to a stop, and adjusting the yield/stop sign location to before the crosswalk instead of after).

Additionally, there are no off-road facilities for people walking, biking or rolling along CSAH 50 (35-45 MPH; 3,720-5,490 AADT). Shoulders are missing/inconsistent forcing pedestrian and bicyclists to share the roadway with motor vehicles. This is not acceptable to community members and is not consistent with MnDOT Bicycle Guidelines which call for an off-road facility due to road speed (over 30 MPH).

This project addresses safety concerns with construction of a new 10' wide trail, a new trail/CP Rail crossing (crossing markings/signage, utility relocation, truncated domes/crossing panels, and new warning bell to existing gate arms), driveway crossing improvements of adjacent commercial properties (exact improvements TBD) and improved (~10) pedestrian ramps to meet ADA guidelines.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The project's 10' wide, off-road, two directional, multi-modal design which meets ADA guidelines, purposefully supports safe and comfortable travel experiences for people walking, biking and rolling of all ages and abilities. The off-road location provides the safest shared-use facility design for vulnerable populations and is far superior to the 'share the road' conditions which do not adequately provide space for various user types or separation from vehicles. Centerline striping will support safe and easily understandable two-way directional traffic on the trail and the 10' wide trail width meets industry standards for the 3,836 people within 1-mile of the project and the projected 290,000 annual visits when the trail is fully complete. Further, this facility type and design is compliant with the MnDOT Bicycle Facility Manual which recommends off-road facilities are separated from vehicles for routes with over 6,000 ADT or speed limits of 30 MPH.

Specially this project includes the following components to support multimodal trail users including those walking, biking and rolling:

- A safe, off-road multimodal facility with wayfinding to direct users to local trail support amenities (restrooms, drinking water, etc.).

- ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, relocating above and underground utilities and boulevards/buffer between the Rebecca Park Trail (CSAH 50) travel lanes and the off-road trail.

To further support multimodal pedestrian and bicycle function & connectivity, the project will provide multi-modal connections to Lake Rebecca Park Reserve (via existing CRRT segments), 3 existing sidewalks corridors, city parks, existing residential areas adjacent to Rebecca Park Trail (CSAH 50), commercial areas of Greenfield and Rockford, downtown Rockford, planned off-road trail connections (Lake Sarah Regional Trail) and indirect connections to Rockford High School & Magnet Arts Elementary. See the Affordable Housing Access Map for destinations this trail will connect to.

It is also important to recognize that by providing a safe, separated space for people to walk/bike from the roadway, this project supports motorists/vehicle travel by having a dedicated travel space, fewer distractions, and likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips. The project provides a safe option for people to walk and bike and improves local and regional connectivity for those persons.

While there are no public transit options for those living adjacent to the trail, this project crosses TH 55, a vital east/west corridor to Minneapolis. Should public transit options expand westward - this project provides a safe route for community members to access the transit corridor.

(Limit 2,800 characters; approximately 400 words)

[Upload Transit map](#)

1701794602360_Crow River RT Transit Connections Map.pdf

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

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

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

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

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

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

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

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

Response:

As part of the project's master plan, a process was defined to engage the public and involve affected agencies, local units of government and local, state and federal recreation providers. The process led to the route receiving approval from local partner elected bodies (including Greenfield and Rockford) and Metropolitan Council.

Public engagement primarily occurred in 2016-17 and the following is a sample of engagement efforts and findings specific to this project:

Advisory Committee: The committee was comprised of staff representatives from each community along the route including the cities of Greenfield, Rockford, Minnetrista, Independence, Franklin Township, Delano, Rockford Township, Hanover, Rogers, and Otsego. Affected agencies engaged included the Wright County, Carver County, Hennepin County Department of Transportation, Metropolitan Council, Minnesota Department of Natural Resources (MnDNR), and Minnesota Department of Transportation (MnDOT). This committee was instrumental in identifying challenges/opportunities of studied routes and assisted in the selected route included in this project.

General Public Feedback (Route Selection): Community outreach produced a publicly preferred CRRT route, in addition to a comprehensive list of various items for continued consideration. This feedback was collected through in-person engagement (pop-up events adjacent to the proposed trail corridor), community events, a project website, and an online survey:

- Over 450 responses were documented - with an estimated 86 percent approval rating.

- Responders voiced their support, expressing that this type of trail facility adjacent to the Crow River is desired.

- The feedback provided conclusive public support for a CRRT route that provides Crow River touch points, connections to local destinations and ancillary trail amenities at critical points.

- Proximity to the Crow River proved to be an important deciding factor in route preference, as the public reacted unfavorably to proposed CRRT routes that diverged excessively from the Crow River corridor.

- CRRT routes that were proposed adjacent to roadways, but separate from lanes of traffic, were reacted to favorably. Many commenters noted the lack of off-road trails along the proposed CRRT corridor in Greenfield and Rockford and were excited about the prospect of safely being able to access the Crow River, commercial nodes, local and regional park reserves and neighborhoods.

By nature of the entire 32-mile corridor - which crosses 3 County jurisdictions and 10 local municipalities - the CRRT plan review process was complex. However, this complexity provided a sound foundation for a viable and implementable regional trail route.

(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.

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

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated. Yes

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,833,189.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,833,189.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

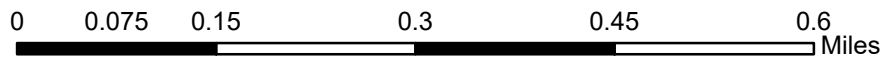
Other Attachments

File Name	Description	File Size
CPKC letter TC regional trails FINAL.pdf	Canadian Pacific Railroad Letter of Acknowledgement	101 KB
Crow River RT Population Employment Summary Map.pdf	CRRT Population Employment Summary Map	2.1 MB
Crow River RT RBTN Map.pdf	CRRT RBTN Map	1.1 MB
Crow River RT Socio Economic Conditions Map.pdf	CRRT Socio Economic Conditions Map	604 KB
Crow River RT Transit Connections Map.pdf	CRRT Transit Connections Map	1.1 MB
CRRT Letter of Support_Greenfield.pdf	City of Greenfield Letter of Support	345 KB
CRRT Letter of Support_Hen County.pdf	Hennepin County Letter of Support	117 KB
CRRT Letter of Support_MnDOT.pdf	MnDOT Letter of Support	212 KB
CRRT Letter of Support_Rockford.pdf	City of Rockford Letter of Support	301 KB
CRRT Letter of Support_Wright County.pdf	Wright County Letter of Support	1.8 MB
CRRT Summary One Page.pdf	CRRT Summary One Page	564 KB
CRRT-L1.pdf	CRRT Site Context and Railroad Crossing Maps	4.9 MB
CRRExistingConditions1.pdf	Crow River RT Existing Conditions Photo 1	162 KB
CRRExistingConditions2.pdf	Crow River RT Existing Conditions Photo 2	160 KB
CRRT_Winter Maintenance Letter.pdf	Winter Maintenance Letter	811 KB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Housing CRRT_Final.pdf	Affordable Housing Access Map	708 KB
On Going Railroad Agreement Status Memo.pdf	CPKC Status Memo	125 KB

Project to RBTN Orientation



- Project
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2



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



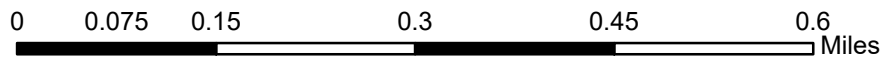
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 3936
 Total Employment: 811



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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

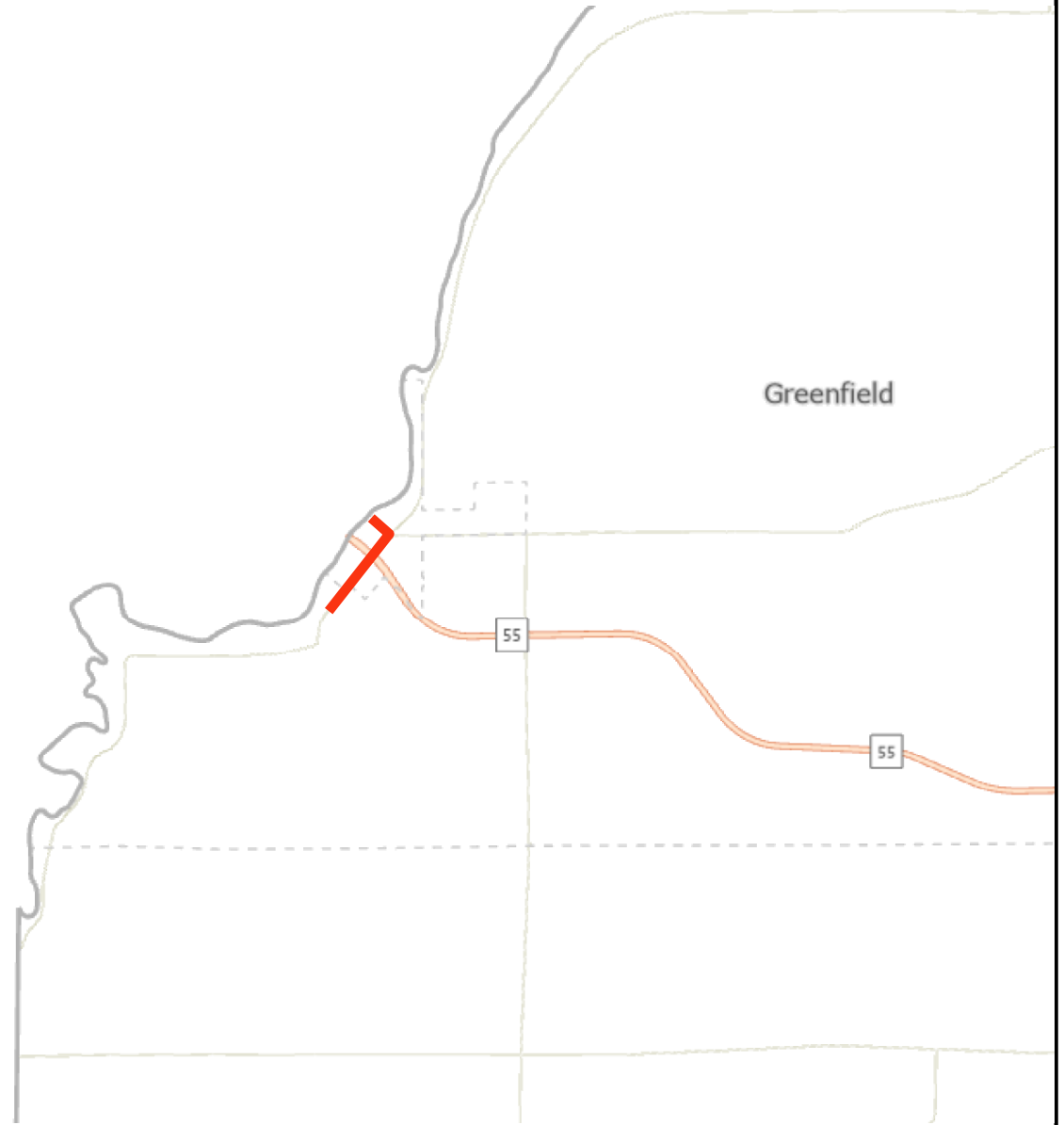


Socio-Economic Conditions

Results

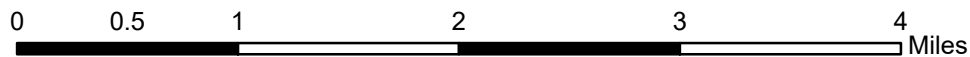
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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



— Lines

■ Area of Concentrated Poverty



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LandscapeRSA2



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



Transit Connections

Results

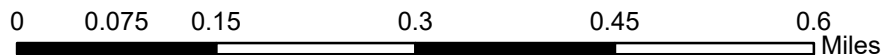
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 5



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



Created: 11/3/2023
LandscapeRSA3



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Dec. 14, 2023
Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: 2024 Regional Solicitation - Multiuse Trails and Bicycle Facilities
CP Rail Regional Trail: North Segment – New Construction
CP Rail Regional Trail: North Segment – New Construction
Crow River Regional Trail – New Construction

Dear Ms. Koutsoukos:

CPKC Railway is aware that Three Rivers Park District is requesting federal transportation funding as part of the Metropolitan Council 2024 Regional Solicitation process for construction of the CP Rail Regional Trail: North Segment, CP Rail Regional Trail: South Segment and Crow River Regional Trail.

The projects include adding a regional trail crossing at three existing rail/road crossings:

CP Rail Regional Trail: North Segment

Crossing located along Fairview Ave. in New Hope, Hennepin County

CP Rail Regional Trail: South Segment

Crossing located along Dewey Hill Rd. in Edina, Hennepin County

Crow River Regional Trail

Crossing located along Rebecca Park Trail in Greenfield, Hennepin County

CPKC has met with Three Rivers to review preliminary layouts for each crossing and, while this letter does not serve as formal approval, finds the preliminary layouts to be satisfactory for requesting funding. Should Three Rivers be successful in its efforts to secure funding, CPKC will work with Three Rivers to further develop design plans and negotiate in good faith any associated required agreements.



CPKC does not intend to provide funding and formal approval cannot be made until design plans and appropriate agreements are negotiated and finalized.

Sincerely,

Andy Cummings
Senior Manager, Community Relations
Andy.Cummings@cpkcr.com

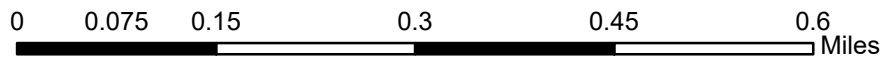
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 3936
 Total Employment: 811



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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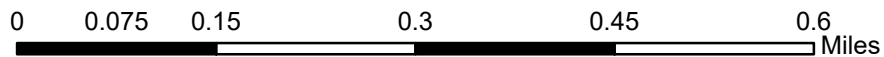


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Crow River Regional Trail - New Construction | Map ID: 1699019932325



- Project
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2



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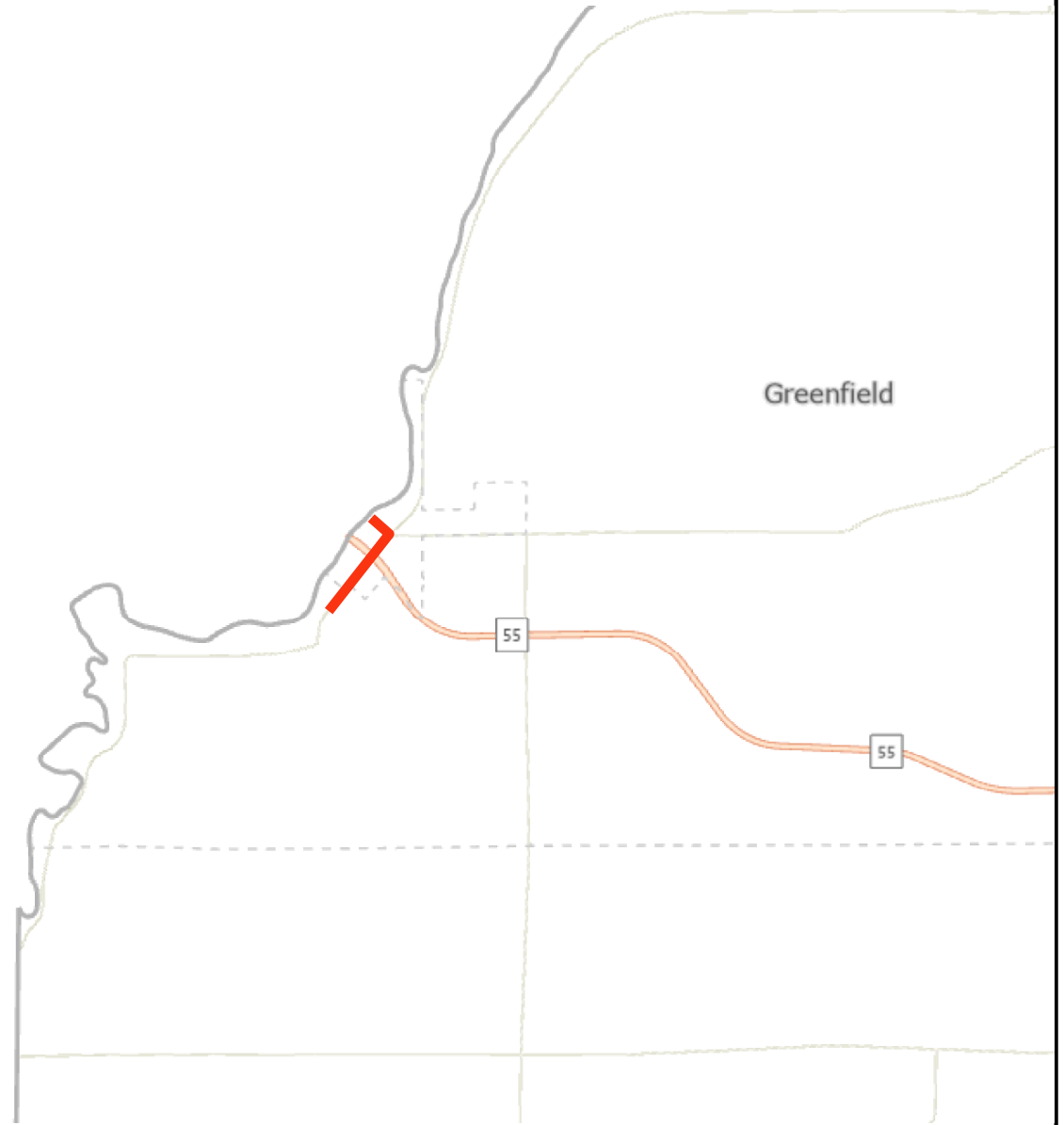


Socio-Economic Conditions

Results

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

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



— Lines

■ Area of Concentrated Poverty



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LandscapeRSA2



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Transit Connections

Results

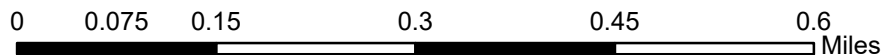
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 5



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



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City of Greenfield
7738 Commerce Circle
Greenfield, MN 55373
763.477.6464

Email: cityhall@ci.greenfield.mn.us
Web: www.ci.greenfield.mn.us

11/07/23

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

Dear Ms. Grissman:

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

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Crow River Regional Trail is recognized in the City's 2040 Comprehensive Plan and the city supported the development of the trail corridor by approving the master plan in 2017 which includes Greenfield's request to plan regional trails within the community, a long-term alternative search area to/from the CRRT was approved by the Park District for future study along Rebecca Park Trail (Map 10) Page 22. This regional trail search corridor seeks to achieve the city's goals of connecting Greenfield Central Park with school property and the CRRT. In addition, the future regional trail search corridor aims to connect to the larger regional trail network, by connecting east to the Lake Independence Regional Trail and eventually making connection through Corcoran and Plymouth to the Medicine Lake Regional Trail.

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

Sincerely,

Brad Johnson
Mayor, City of Greenfield
bjohnson@ci.greenfield.mn.us

HENNEPIN COUNTY

MINNESOTA

December 1, 2023

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

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

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District (TRPD) is submitting an application for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Crow River Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the 2017 Crow River Regional Trail Master Plan. This project will construct a multi-use trail between the Lake Rebecca Park Reserve and the Crow River Crossing.

As proposed, the Crow River Regional Trail is anticipated to impact CSAH 50 (Rebecca Park Trail) which is currently under Hennepin County jurisdiction. At this time of application submittal, county staff would like to formally notify TRPD of the following planned improvements in the vicinity of CSAH 50 (Rebecca Park Trail) – understanding that these improvements, and others not yet programmed, are subject to change without notice.

- Pavement preservation activities from approximately the West County Line to the Canadian Pacific (CP) Railroad Crossing that's tentatively scheduled for 2024 (OP 4630000)
- Pavement rehabilitation activities from approximately TH 55 to CSAH 19 that's currently included in the county's Work Plan tentatively scheduled for 2030 (ID 2229915)

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 50 (Rebecca Park Trail) for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. We kindly request that TRPD includes county staff in the project development process for the Crow River Regional Trail Project to discuss impacts to county roadways, including any crossing enhancements, to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the future Crow River Regional Trail.

Sincerely,



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

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

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



11/29/2023

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

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

Dear Kelly Grissman,

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

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

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

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

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

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

Sincerely,

Sheila Kauppi, PE
Metro District Engineer

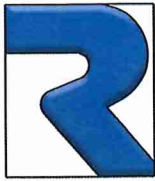
CC:

Ryan Wilson, West Area Manager

Aaron Tag, Metro Program Director

Michael Samuelson, Metro Multimodal Planning Director

Dan Erickson, Metro State Aid Engineer



City of Rockford, Minnesota

6031 Main Street, Rockford, Minnesota 55373 | www.cityofrockford.org | (763) 477-6565

Tuesday, November 14, 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
Crow River Regional Trail/Lake Rebecca Park Reserve to Bridge Street (Crow River)

Dear Ms. Grissman:

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

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Crow River Regional Trail is recognized in the City's 2040 Comprehensive Plan and the city supported the development of the trail corridor by approving the Master Plan in 2017.

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

Sincerely,

Anna Carlson
City Administrator
6031 Main Street
Rockford, Minnesota 55373



**Parks & Recreation
Department**

3500 Braddock Ave NE
Buffalo, MN 55313

Ph: (763) 682-7693

Email:
parksandrecreation@co.wright.mn.us

www.co.wright.mn.us

November 14, 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
Crow River Regional Trail – Lake Rebecca Park Reserve to Bridge Street (Crow River)

Dear Ms. Grissman:

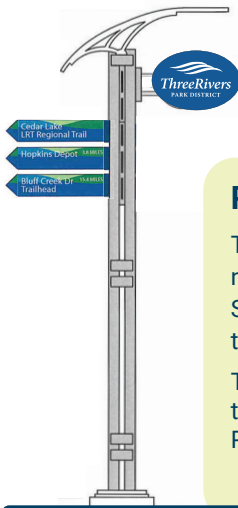
Wright County (County) supports Three Rivers Park District's federal transportation funding request for construction of a 0.6-mile segment of the Crow River Regional Trail from Lake Rebecca Park Reserve to Bridge Street through the communities of Greenfield and Rockford in Hennepin County. The County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

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

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

Sincerely,

Brad Harrington
Parks & Recreation Operations Manager
Bradley.harrington@co.wright.mn.us



Crow River Regional Trail

New Construction

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes construction of 0.6 miles of new regional trail and adding wayfinding from Lake Rebecca Park Reserve to the Crow River crossing on Bridge Street in Greenfield and Rockford. The trail will fill critical gap between the Hennepin and Wright County active transportation networks.

This project will create a 11.4 mile regional trail corridor in conjunction with a 6 mile funded and/or existing trail corridor to the west and north in Wright County spanning from the Luce Line State Trail to Crow-Hassan Park Reserve.

Location & Route

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

Applicant

Three Rivers Park District

Primary Contact

Ann Rexine,
Principal Planner
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-694-1103
Ann.Rexine@
threeriversparks.org

Funding Information

Requested Award:

\$1,466,551

Local Match:

\$366,638

Total Construction Cost:

\$1,833,189

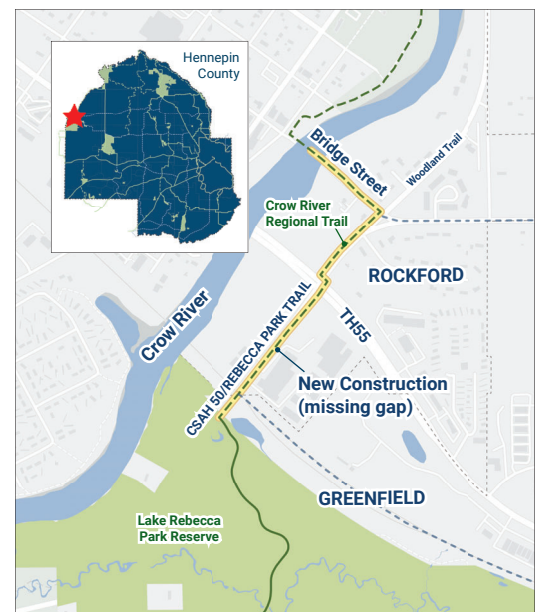
Project Elements

- Construct 0.6 miles of new 10-foot wide, off-road/protected, multi-use bituminous trail
- Meet all ADA requirements including improving about 10 curb ramps and expanding APS at TH 55
- Upgrade 1 major road crossing (TH 55) and create 1 new railroad crossing (CP Railroad along Rebecca Park Trail)
- Relocate associated above and underground utilities, if needed
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor

Project Benefits

- Provides a safe, active transportation option and crossing of TH-55 (14,600 AADT, major barrier) and the Crow River (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 exist.
- Connects people and destinations: commercial/retail areas and job centers (downtown Rockford and greater Greenfield); schools, places of worship, parks (Lake Rebecca Park Reserve), several higher density housing complexes, and trail systems (Luce Line State Trail and Wright County trail system).
- Provides a protected bikeway to 3,936 people - connecting them to 811 jobs within 1 mile of the project area.

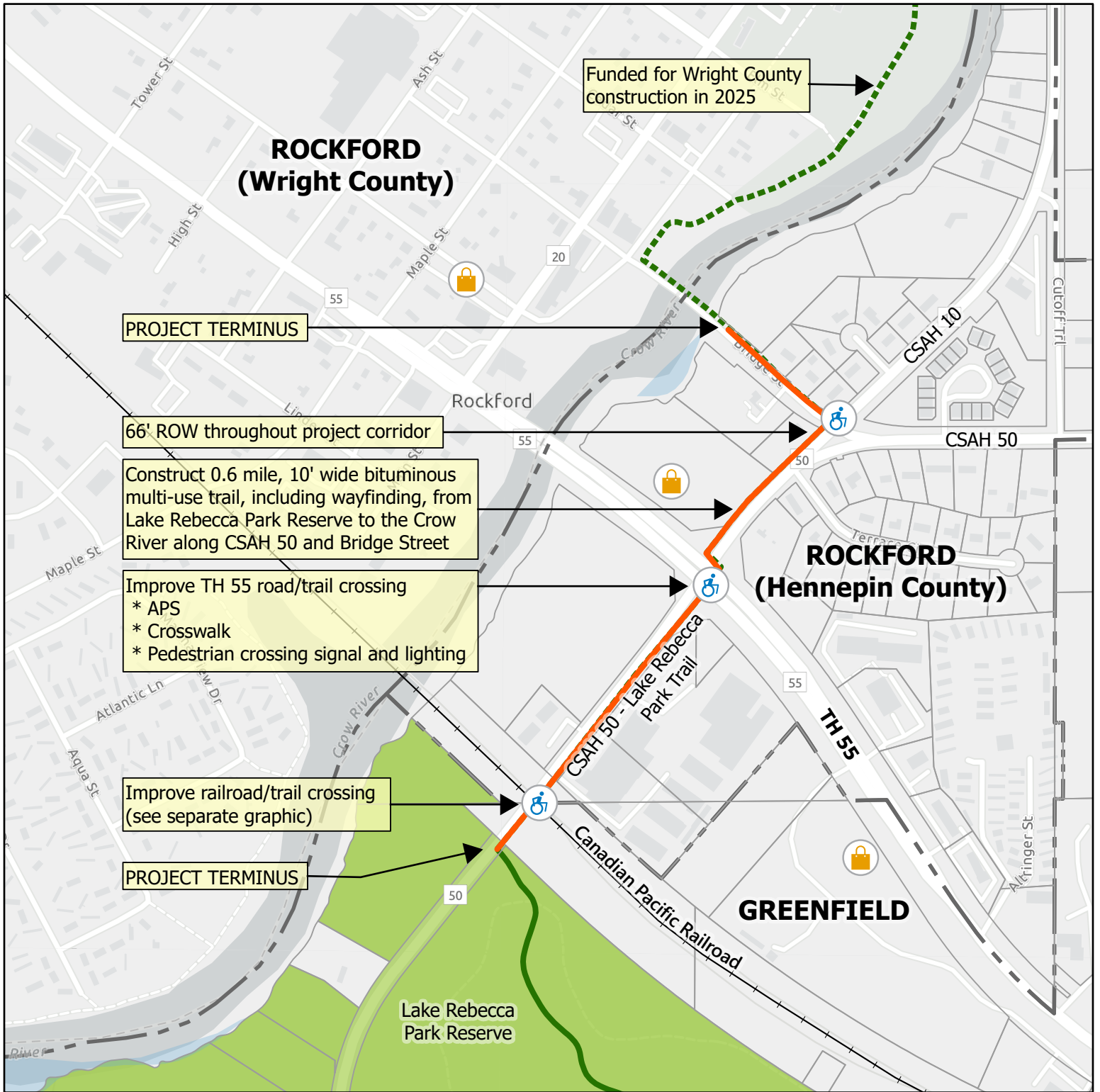
Location














Rebecca Park Trail (CSAH 50): The existing Crow River Regional Trail terminates at the road shoulder, providing no off-road trail connection north and greatly reducing Lake Rebecca Park Reserve access for people walking, biking, and rolling.

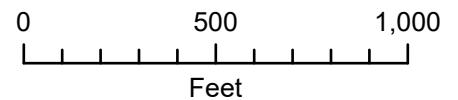


TH 55 Crossing: A major physical barrier to bicycles and pedestrians (14,600 AADT). This crossing will be enhanced to better support a safe crossing for people walking, biking, and rolling.



Legend

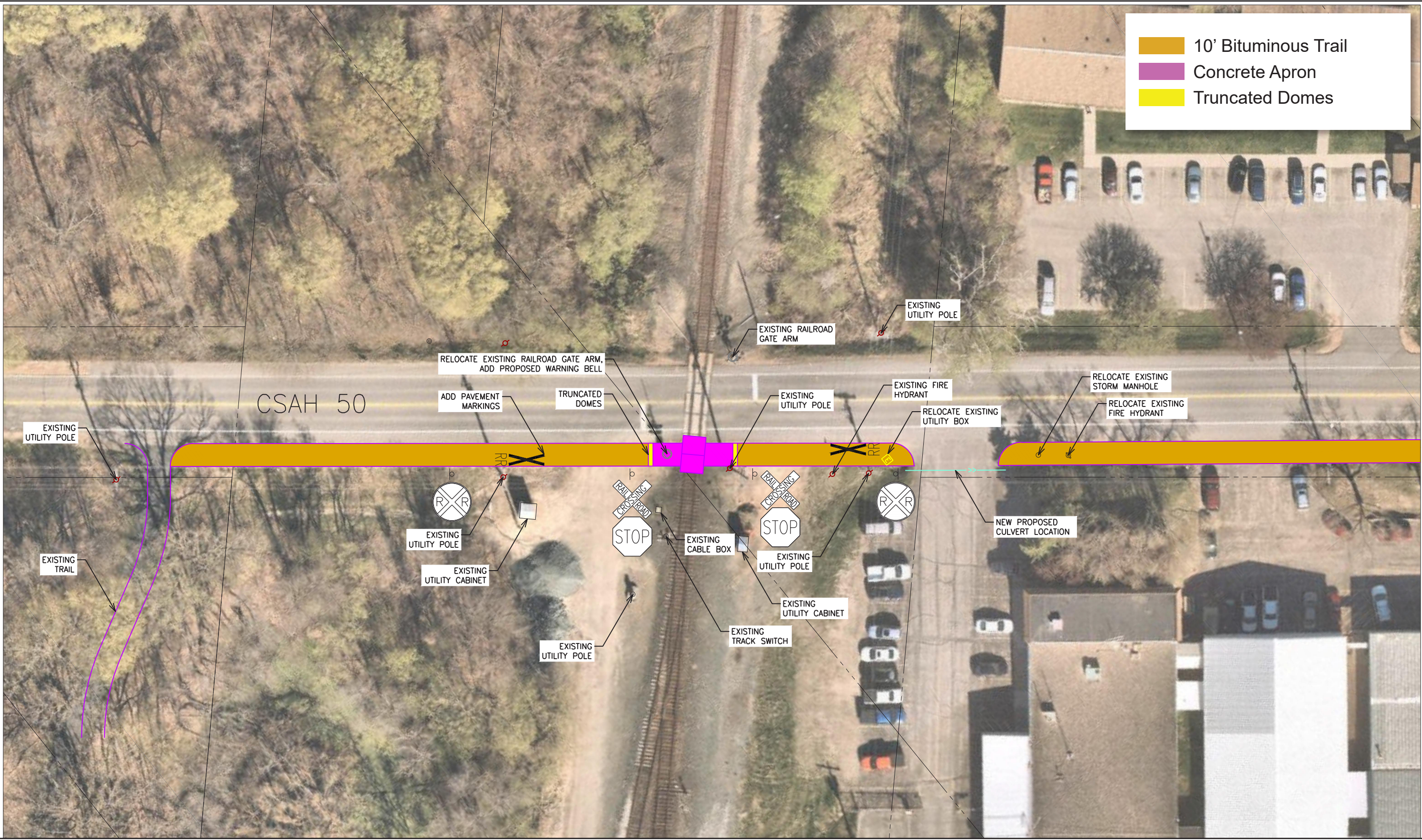
 Regional Trail Construction	 Wayfinding Signage	 Local Trail Connection
 Existing Regional Trail	 Place of Worship	 ADA Ped Ramp
 Planned Regional Trail	 Retail Center	 Rest Stop
 Transit Stop	 School	



Planning Department
Revised Date: 12/10/2023

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.

- 10' Bituminous Trail
- Concrete Apron
- Truncated Domes

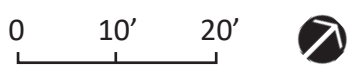


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Crow River Regional Trail - Railroad Crossing Concept at CSAH 50

Three Rivers Park District
Rockford, MN





Rebecca Park Rd

SPEED
LIMIT
45



Bridge St



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
Crow River Regional Trail – New Construction

Erin Kolb
District 3

Dear Ms. Koutsoukos,

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **Crow River Regional Trail – 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

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

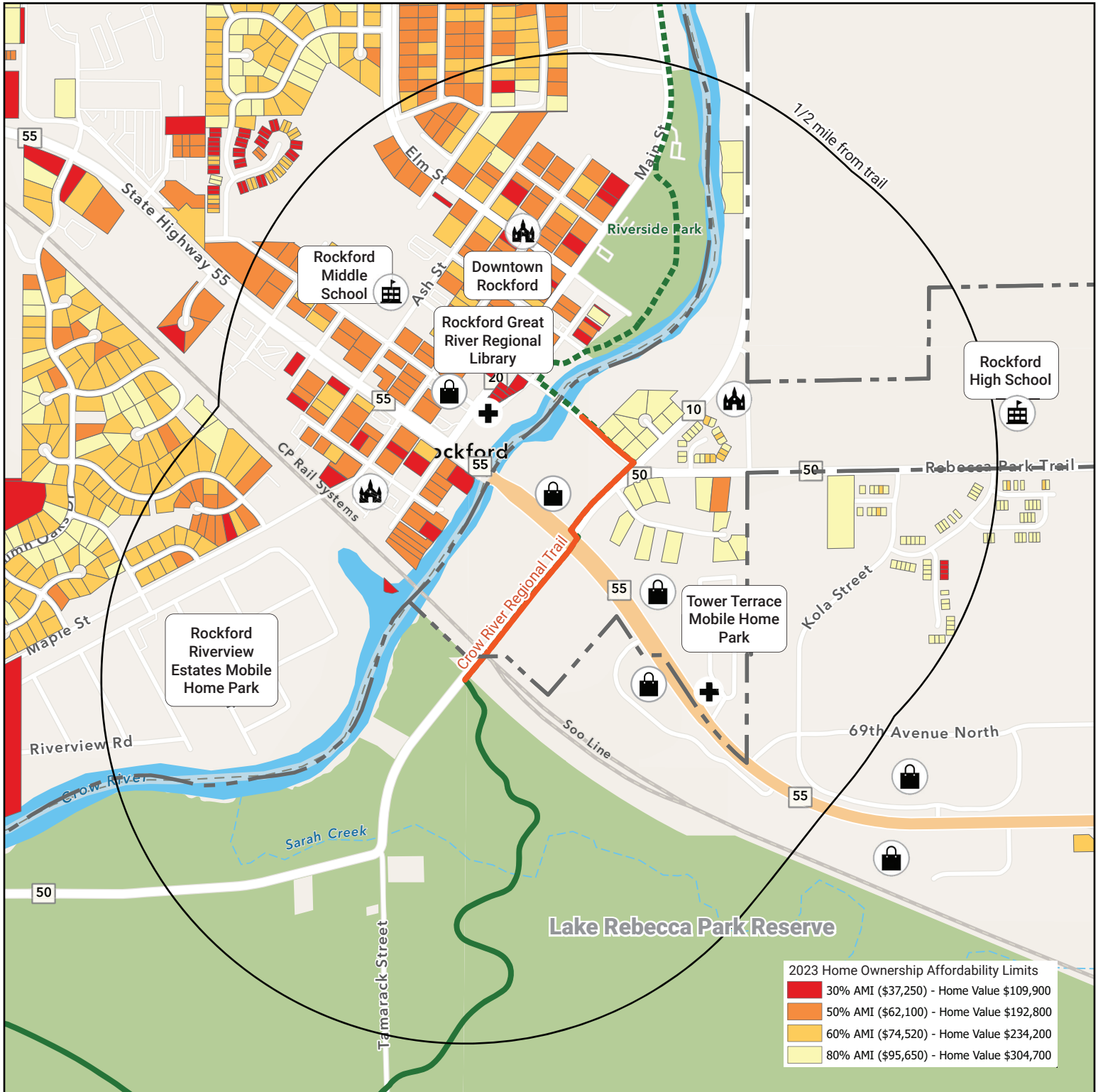
RESOLUTION ADOPTED

Attest: 

Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

Affordable Housing Access Map











Crow River Regional Trail



2023 Home Ownership Affordability Limits

■	30% AMI (\$37,250) - Home Value \$109,900
■	50% AMI (\$62,100) - Home Value \$192,800
■	60% AMI (\$74,520) - Home Value \$234,200
■	80% AMI (\$95,650) - Home Value \$304,700

Affordable Housing & Job Centers

 Regional Trail Construction	 Affordable Housing Site	 LRT Stations
 Existing Regional Trail	 Place of Worship	 Transit Stop
 Planned Regional Trail	 Retail Center / Restaurant	 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.

On Going Railroad Agreement Status

Three Rivers has been working with CPKC Rail on the associated trail crossing for several years and received informal approval of the crossing layout as it incorporates all request regional trail crossing improvements by Brian Osborne – Manager Public Works with CPKC Railroad.

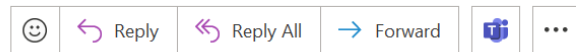
Should Three Rivers receive grant funds, it will continue its discussions and negotiations to finalize all related design plans, coordination requirements and agreements with CPKC Rail.

Per direction from Council staff, Three Rivers is selecting the box that says agreements are in place even though they would be forth coming during the next project phase.


RE: railroad agreement question



Koutsoukos, Elaine <elaine.koutsoukos@>
To Grissman, Kelly
Cc Rexine, Ann; McCullough, Danny



Mon 11/27/2023 8:20 AM

 You replied to this message on 11/27/2023 8:30 AM.

Hi Kelly,

I had some discussion with staff and the consensus is to select the first checkbox and upload file with a written explanation as you indicated in your email message below. This is a qualifying requirement and this situation would not disqualify your project.

Elaine Koutsoukos
TAB Coordinator | Transportation Advisory Board
[Transportation Advisory Board](#)

From: Grissman, Kelly <Kelly.Grissman@threeriversparks.org>
Sent: Monday, November 20, 2023 1:14 PM