



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20183 - West Mississippi River Regional Trail: East Segment - New Construction
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: RESERVATIONS
3000 XENIUM LN N

County: Hennepin

Phone: 763-559-6700
City State/Province Postal Code/Zip Phone Ext.

Fax:

PeopleSoft Vendor Number 0000057347A1

Project Information

Project Name West Mississippi River Regional Trail: East Segment - New Construction

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Champlin

Jurisdictional Agency (If Different than the Applicant):

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

West Mississippi River Regional Trail: East Segment extends the existing trail another 1.7 miles, providing a new off-road multiuse paved, 10' wide trail segment and wayfinding from CR 102/Douglas Dr. N/CSAH 14 to 109th Avenue N along West River Road/CSAH 12 (urban minor arterial) in Champlin, Hennepin County. The trail extension is planned within the public right-of-way along West River Road/CSAH 12 and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), quasi-public and residential destinations, and indirect connections to local Champlin commercial businesses, Mississippi Gateway and North Mississippi River Regional Parks, Rush Creek and Shingle Creek Regional Trails and the Minneapolis Grand Rounds via existing trail segments through/to Brooklyn Park, Brooklyn Center and Minneapolis.

Project Elements:

- Construct 1.7 miles of new 10-foot wide, off road/protected, multi-use bituminous trail.
- Meet all ADA requirements including improving approximately 30 curb ramps.
- 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 adjacent to CSAH 12 (4,782 AADT) 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: parks (Mississippi Gateway Regional Park), trail systems (Rush Creek Regional Trail and Douglas Drive trail) and transit/multimodal opportunities (Route 766 Express with service to Minneapolis).
- Provides a protected bikeway to 39,323 people - connecting them to 8,026 jobs within 1 mile of the project area.

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 CHAMPLIN, ADJACENT TO WEST RIVER ROAD (CSAH 12) FROM DOUGLAS DR N (CSAH 14) TO 109TH AVE N CONSTRUCT 1.7 MILES 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) 1.7

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 \$3,863,348.00

Match Amount \$965,838.00

Minimum of 20% of project total

Project Total \$4,829,186.00

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 Bonds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2029

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

Additional Program Years:

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

Project Information

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

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

Three Rivers Park District

Name of Trail/Ped Facility:

West Mississippi River Regional Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

CSAH

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

Road/Route No.

12

(Example: 53 for CSAH 53)

Name of Road

West River Road

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

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

From:

Road System

CSAH

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

Road/Route No.

14

(Example: 53 for CSAH 53)

Name of Road

Douglas Drive North

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

To:

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

109th Avenue North

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

In the City/Cities of:

Champlin

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

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

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement Yes

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items) ADA ped ramps, utilities, wayfinding

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed 55316

Approximate Begin Construction Date (MOYR) 04/02/2029

Approximate End Construction Date (MOYR) 07/31/2030

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 1.7

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 1.7

Is this a new trail? Yes

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages: Goal A; Objectives A and B (Page 2.2); and Strategies A2 (Page 2.3)

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

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

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

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

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

(Limit 2,800 characters; approximately 400 words)

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Three Rivers Park District 2040 System Plan (page 17)

Metropolitan Council 2040 Regional Parks Policy Plan, Dec. 2020 (pages 16, 45)

Metropolitan Council 2040 Transportation Policy Plan as a Regional Bicycle Transportation Network Tier 2 Alignment (page 7.16)

Hennepin County 2040 Bicycle Transportation Plan, April 2015, as a Planned Off-Street Bikeway (page 36) and Proposed/Planned Trail Corridor - Proposed for Inclusion in TRPD Regional Trail System and (page 37)

Three Rivers Park District West Mississippi River Regional Trail Master Plan, 2018 (full document)

West Mississippi River Regional Trail Feasibility Study: Chandler Park to 109th Ave. N, 2023 (full document)

City of Champlin 2040 Comprehensive Plan, Sept. 2021 (pages 4-15, 4-22, 4-27, 4-31)

(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: 1700165077252_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)	\$241,459.00
Removals (approx. 5% of total cost)	\$241,459.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$482,919.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$482,919.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,448,756.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,752,636.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$241,459.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$144,876.00
Bicycle and Pedestrian Contingencies	\$241,459.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$3,380,430.00

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	\$4,829,186.00
Construction Cost Total	\$4,829,186.00
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

1699026097159_WMRRT RBTN Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

42772

Existing Employment Within One Mile (Integer Only)

11596

Upload the "Population Summary" map

1699026183682_WMRRT 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 of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The West Mississippi River Regional Trail (WMRRT) is in census tracts above the regional avg for populations in poverty or of color & moves within/is surrounded by environmental justice areas.

Demographics

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

- 21, 22, 23, 24, 26% pop under 15 (19% metro avg)
- 17, 32% pop over 65+ (14.1% metro avg)
- 17% Asian (7.7% metro avg)
- 12, 13, 26, 35% Black (9.8% metro avg)
- 7% Other + multiracial (3.9% metro avg)
- 15% foreign-born (12.1% metro avg)
- 17, 21, 35% households below 185% poverty line (8.4% metro avg)

Engagement & Audiences

The 2 phases of engagement included:

Phase 1) WMRRT Master Plan - listen to concerns & expectations around multi-modal transportation access to employment, commercial offerings & recreation. This included:

- Direct communication to orgs serving disadvantaged groups incl:

- Black Girls Do Bike TC
- Major Taylor Bicycling Club
- Capable Partners
- Izaak Walton League
- Create Comm Church
- Riverway Church
- Riverview Apts
- Riverwood Estate Apts
- NW Hennepin Human Services Council
- Project & mySidewalk webpages
- Online Survey
- Traditional Open House
- Community Events:
 - Brooklyn Park's Tater Daze
 - Brooklyn Center's Earle Brown Days
 - Dayton Design Team Visit
- Pop-Up Events:
 - Mississippi Gateway Regional Park
 - Champlin Farmers Market
 - Riverview Apts
 - Coon Rapids Dam Reopening

Phase 2) WMRRRT Feasibility Study - identify future vision for trail segment b/w Chandler Park & 109th Ave N via evaluation/assessment. The project employed the following methods:

- Community Events:
 - Father Hennepin Days
- Let's Talk website
- 2 Virtual Listening Sessions - open to public & sent postcard invitations to those within 500' of proposed alignment

Feedback & Influence

Based on feedback, the project included 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. The project will incorporate feedback & make regional trails more inclusive in the following areas:

- Revamp trail etiquette signage, employ a volunteer trail patrol to better educate users on sharing the trail & consider enforcement measures.
- Work on initiatives to teach community members of all ages/abilities how to bike.

navigate the trail system, do basic maintenance, & prepare for all weather conditions.

- Partner w/other orgs to provide bikes to those in need, improve local access to destinations (parks, schools, places of worship, libraries, commercial nodes & employment centers).

- Add wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water & bathrooms.

(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 West Mississippi River Regional Trail (WMRRT) project will enhance safety, provide public health benefits, and connect users to employment and commercial centers by filling a gap in the multi-modal transportation and recreation network for Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults who live adjacent to the proposed project.

Since 1990, Black, Indigenous and People of Color populations within ½ mile of the project increased by over 20% (1990 v = 2.74; 2020 v = 24.2). Additionally, Twin Cities regional data indicates 8.7% of people below poverty, 20% of people are aged 60 years or older, 27% of households experience a housing cost burden, 25.75% of the population 19 years or younger and 1 in every 11 (9%) residents reports having at least one disability. Three Rivers' research indicates that these equity groups do not participate on regional trails to the extent which is expected, given their percentage of the overall population. Additionally, Three Rivers research indicates that these community groups prefer walking and biking facilities that are separate from vehicles, close to where they live, and have connections to parks, schools, retail, nature, transit and similar - which this project works to do.

Currently equity groups that are biking or walking dependent must utilize the West River Road/CSAH 12 road shoulder which has limited/varying widths, 5,100 AADT and 45 MPH travel speeds. Additionally, there are little to no off-road trails/sidewalks to access 14 METRO transit bus route 766 stops.

This project seeks to increase equity group participation on regional trails by providing a safe, off-road, multi-modal, non-motorized transportation option. It will provide ADA compliant pedestrian ramps, durable crosswalk markings, wayfinding, and boulevards/buffer between the West River Road (CSAH 12) travel lanes and the off-road trail. In addition, the project will provide multi-modal transit connections to employment and commercial centers in Champlin/Anoka, Brooklyn Park, Brooklyn Center and Minneapolis via access to/from METRO transit bus route 766. Further off-road trail connections are made to the existing WMRRT segment at 109th Ave N and residential areas adjacent to West River Road/CSAH 12.

The proposed project will not negatively impact disadvantaged populations, maintaining access to businesses and housing, minimizing construction nuisances through proper mitigation of noise, dust and traffic, and keeping roads and access to transit open.

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

Measure C: Affordable Housing Access

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

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are 353 publicly subsidized rental housing units in census tracts within 1/2 mile of the West Mississippi River Regional Trail (WMRRT) project which are directly served by connecting these community members to transit, commercial areas, parks and the greater active transportation system. Champlin, where the project is located, is one of only 13 cities that produced 90% or more of their share of affordable housing need from 2011-2020. The project's eastern terminus (109th Ave N) is directly adjacent to a census tract that has individual poverty above the regional percentage. In addition, there are over 175 naturally occurring affordable housing units (30-80% AMI) within 1/2 mile of the trail corridor (see Affordable Housing Access map).

The WMRRT project provides indirect access to Champlin affordable housing developments including River Manor Apartments (99 units), Hayden Lake Apartments (24 units for seniors and disabled), Elm Creek Apartments (72 units) and Legends of Champlin (185 units subsidized senior housing at 70 percent of area median incomes).

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 Black, Indigenous, and People of Color populations, 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 WMRRT project also provides improved walking and biking access to commercial and employment destinations at the intersection of 109th Ave and West River Road/CSAH 12 which serves low-income households close to where they live including a gas station and hair salon. This project also satisfies a community driven request to provide improved wayfinding to ensure strong connectivity between local sidewalks and trails to form a safe and connected non-motorized network. This is an essential project component, as many underrepresent community groups - including those from low-income households - fear of getting lost and lack of awareness about where the trail leads as barriers to their use and full enjoyment.

METRO transit bus route 766 also travels the project corridor, providing multi-modal transportation opportunities to access mass transit and improved access to/from Champlin and Minneapolis - connecting through Anoka, Brooklyn Park and Brooklyn Center and their respective employment centers, health care, childcare, and retail nodes.

(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. 1700595475680_WMRRT 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:

There are no designated facilities for people walking, biking or rolling along the project corridor which has 4,782 AADT and 45 MPH speed limit. In fact Hennepin County, who has jurisdictional control of the roadway corridor, will not allow Mississippi River Trail/US Bikeway 45 signage to be installed - citing safety concerns associated with traffic speed, volume, and missing/limited shoulders. Shoulders are inconsistent along the corridor and tend to disappear at intersections with turn lanes leaving the most vulnerable users (people walking, biking, or rolling) completely exposed.

This 1.7 mile project, which is a Tier 2 alignment, solves this problem and crosses a Tier 3 Stream Barrier Crossing Area. The project expands the existing West Mississippi River Regional Trail (WMRRT) north and west resulting in a continuous 15-mile regional trail with safe crossings of Hwy 610 and I-694 (physical barriers) and providing a missing link of the active transportation network.

At the regional level, trail users will have a designated off-road, multi-use 10' paved trail connecting them to/through Champlin, Brooklyn Park, Brooklyn Center as well as Three Rivers' greater 180+ mile Regional Trail System (i.e. the Rush Creek Regional Trail located 1.5 miles south and with a designated pedestrian/bicycle crossing of the Mississippi River/physical barrier) - and Minneapolis' Grand Rounds with off-road trail connections to downtown Minneapolis and the transit system.

At the community level, this project fills a gap between the existing trail facilities along Douglas Dr. N/CSAH 14 (west/north termini) and the existing WMRRT segment, sidewalks along 109th N, and the trail along Noble Parkway/CSAH 12 (east/south termini). Filling this gap with a new trail makes the entire system work more effectively and serves the greatest number of users.

This facility type was purposefully selected to serve the 'Interested but Concerned' in bicycling group of community members as it represents the largest portion of the population while also providing direct benefit to those 'Somewhat Confident' and 'Highly Confident' bicyclists.

Additionally, an off-road trail facility is consistent with the MnDOT Bicycle Facility Manual guidelines for road with speeds over 30 MPH. The project will install/update ADA pedestrian ramps and evaluate/include appropriate crossing for each road crossings. This is noteworthy as many 'Interested by Concerned' users as well as persons with disabilities are reluctant or unable to use facilities/routes which do not have easy to navigate crossings.

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

Yes

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

Since 2013, there have been 66 accidents (3 serious injuries, 10 minor, 15 possible, 38 property damage) within the 1.7 mile project corridor. Five accidents included someone walking or biking:

- One car vs. pedestrian details a driver who had pulled over (minimal shoulder) and was exiting their service vehicle wearing full high-vis when they were struck by another driver (serious injury).

- Two car vs. bicyclists accidents were the result of motorists turning into a biker within the roadway as there are no designated bicycle facilities along the corridor (possible injury).

- One car vs. car accident was partially caused by a biker sharing a travel lane with vehicles. One of the motorists was then partially distracted and struck another vehicle (minor injury).

- One car vs. car rear-end accident was the result of one motorist stopping for a pedestrian crossing a crosswalk when another motorist failed to stop and rear ended them (property damage).

All but eight of the accidents occurred at an intersection. This is noteworthy as nearly 75% of all MN bicycle related crashes occur at an intersection and nearly 50% of all crashes with a fatality or disabling injury occur at an intersection. The project also includes evaluating every road/trail crossing during the design phase and making all suggested improvements (i.e. cross walk markings, advanced crossing warning signage, stop/yield signs for trail users, improving sightlines, etc.) to minimize any potential risk for accidents.

There are no off-road facilities for people walking, biking or rolling along CSAH 12 (45 MPH). This is especially concerning for vulnerable populations with visual or

mobility impairment/needs. Shoulders are missing/inconsistent and adjacent drainage swales force pedestrians and bicyclists to share the roadway, unprotected from vehicles. Sharing the roadway is also not consistent with MnDOT Bicycle Guidelines which call for an off-road facility due to road speed (over 30 MPH).

This project includes the following safety components:

- Construction of new 10' wide off-road, multi-use, paved trail with buffer/boulevard/clear zone providing additional separation between motorists and people walking, biking, and rolling.
- Centerline striping, trail crossing signage and relocation of aboveground utilities out of the trail corridor/clear zone.
- Improve (~30) pedestrian ramps to meet ADA guidelines.
- Evaluation of all crossings to determine enhanced safety measures.
- Add wayfinding.

When complete, people walking, biking and rolling along this corridor will have a new safe, protected off-road trail, reducing crash factors while drastically improving trail user safety and comfort and increasing active transportation use within the corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

By the nature of the overall trail design (10' wide, off-road, two directional, multi-modal) which meets ADA guidelines, the project purposefully supports safe, welcoming, and comfortable travel experiences for people biking and walking of all ages and abilities as well as motorists and transit users. The off-road location of the facility provides the safest shared-use facility design for people biking and walking and is far superior to the current 'share the road' conditions which do not adequately provide designated, separate space for the various user types. 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 42,772 people within 1-mile of the project, as well as projected 240,000 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 which are separated from vehicles for routes with speed limits of 30 MPH.

Specially this project includes the following components to support people walking and biking and transit users:

- A safe 10' wide, off-road, multi-use facility for people walking, biking and rolling to access transit and other destinations.

- A separated space for transit users to wait (where ROW allows) along the trail route so they are not congregated on the trail creating a safety concern and impeding traffic flow. This space can also serve as an ADA loading zone for persons with disabilities.

- ADA compliant pedestrian ramps, durable crosswalk markings and/or trail stop/yield signs, wayfinding, and boulevards/buffer between the West River Road (CSAH 12) travel lanes and the trail.

To further support multimodal pedestrian function and connectivity, the project connects to the following existing connections: existing WMRRRT segment (southbound to Mississippi Gateway Regional Park and Rush Creek Regional Trail), 109th Ave sidewalk and existing off-road trails along Douglas Dr N (CSAH 14), 5 local sidewalk/trails, and 14 METRO transit route 766 bus stops along West River Road (CSAH 12). It is also important recognize that by providing a safe, separated space for people to walk and bike from the roadway, this project also supports motorists/vehicle travel as they too will have dedicated travel space, fewer distractions, and likely less congestion as some current vehicle trips will be replaced with non-motorized/trail trips as the project provides a safe option for people to walk and bike and improves local and regional connectivity for those persons. Refer to the attached Affordable Housing Access Map for locations of destinations that this trail will provide access to.

(Limit 2,800 characters; approximately 400 words)

[Upload Transit map](#)

1699026228048_WMRRT Transit Connections 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.

[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 West Mississippi River Regional Trail (WMRRT) project's master plan and subsequent layout design, a process was defined to engage the public and involve affected agencies, local units of government and local, state and federal recreation providers. This process led to the route receiving approval from local partner elected bodies (including Champlin) and Metropolitan Council.

Public engagement primarily occurred 2015 to 2018 (master plan) and summer of 2023 (feasibility study). The following is a sampling of engagement efforts and findings specific to this project:

- Advisory Committee: included representatives from Dayton, Champlin, Brooklyn Park and Brooklyn Center as well as the National Park Service, Metropolitan Council, Minnesota Department of Natural Resources, Minnesota Department of Transportation and Hennepin County Department of Transportation (10 municipalities/organizations; notifications primarily via email). This committee was instrumental in identifying challenges/opportunities of studied routes and assisted in the route selection, included in this project.

- General Public Feedback (Route Selection): pop-up events adjacent to the proposed trail corridor (Mississippi Gateway Regional Park, Riverview Apartments, and Coon Rapids Dam Reopening), community events (Brooklyn Park Tater Daze, Brooklyn Center Earle Brown Days, and Dayton Design Team), a project website, an online survey, and a traditional in-person open house at the City of Champlin (350 engaged people; notified via email, social media, community newsletters). Feedback provided conclusive public support for a route that is in close proximity and provides access to the Mississippi River, parallels existing roads versus through private property, and connects to local destinations and ancillary trail amenities at critical points.

- 2023 Feasibility Study: two virtual listening sessions with residents adjacent to the corridor and the general public were held (approx. 25 engaged people; notification via direct mailings to properties within ¼ mile of the project area and printed signage posted adjacent to West River Road/CSAH 12). Feedback confirmed support for the overall project, identified concerns regarding West River Road/CSAH 12 vehicle speeds, and discussed winter maintenance responsibilities and impacts to private property (trees specifically). Feedback informed the recommendation to route the trail on the west side of the road.

WMRRT planning - which includes 4 city jurisdictions - established a sound foundation for a viable and implementable regional trail route. Three Rivers is committed to continuing to collaborate with residents and the general public as the project moves towards reality.

(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 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/archeological properties in the project area.

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,829,186.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,829,186.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
City of Champlin Letter of Support WMRRT.pdf	City of Champlin Letter of Support	99 KB
Hen Cty LOS WMRRT.pdf	Hennepin County Letter of Support	93 KB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Housing WMRRT_Final.pdf	Affordable Housing Access Map	886 KB
MnDOT LOS WMRRT.pdf	MnDOT Letter of Support	188 KB
NPS Letter of Relevancy WMRRT.pdf	National Park Service Letter of Relevancy	262 KB
WMRRT Context Maps_Feasibility Study Summary.pdf	WMRRT Context Maps and Feasibility Maps	4.7 MB
WMRRT Existing Corridor Photo_Trail Proposed on Left_West side of road 1.pdf	WMRRT Existing Photo 1	2.4 MB
WMRRT Existing Corridor Photo_Trail Proposed on Left_West side of road 2.pdf	WMRRT Existing Photo 2	2.0 MB
WMRRT Existing Corridor Photo_Trail Proposed on Left_West side of road 3.pdf	WMRRT Existing Photo 3	2.0 MB
WMRRT Population Employment Summary Map.pdf	WMRRT Population and Employment Summary Map	5.5 MB
WMRRT RBTN Map.pdf	WMRRT RBTN Map	1.8 MB
WMRRT Socio Economic Conditions Map.pdf	WMRRT Socio Economic Conditions Map	2.5 MB
WMRRT Summary One Page.pdf	WMRRT Summary	584 KB
WMRRT Transit Connections Map.pdf	WMRRT Transit Connections Map	1.5 MB
WMRRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	819 KB
WMRRT_South_Mississippi Rv Parkway Commission Letter of Support.pdf	Minnesota Mississippi River Parkway Commission Letter of Support	130 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: West Mississippi River Regional Trail: East Segment – New Co | Map ID: 1699020



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



Created: 11/3/2023
LandscapeRSA6



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

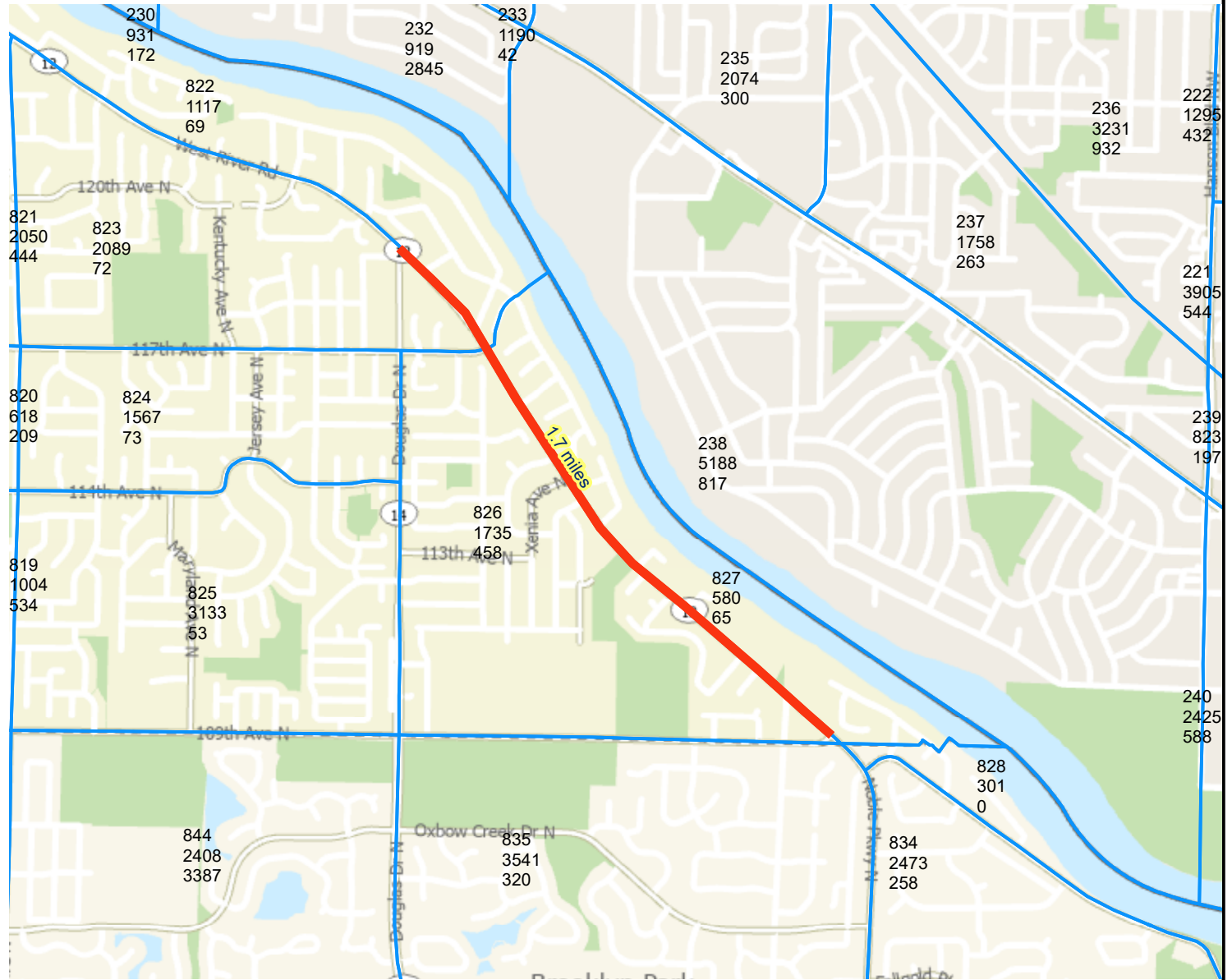


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: West Mississippi River Regional Trail: East Segment – New Co | Map ID

Results

Within ONE Mile of project:
 Total Population: 42772
 Total Employment: 11596



-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 11/3/2023
 LandscapeRSA4



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

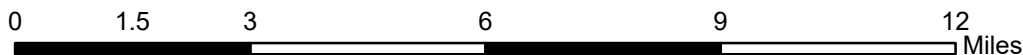
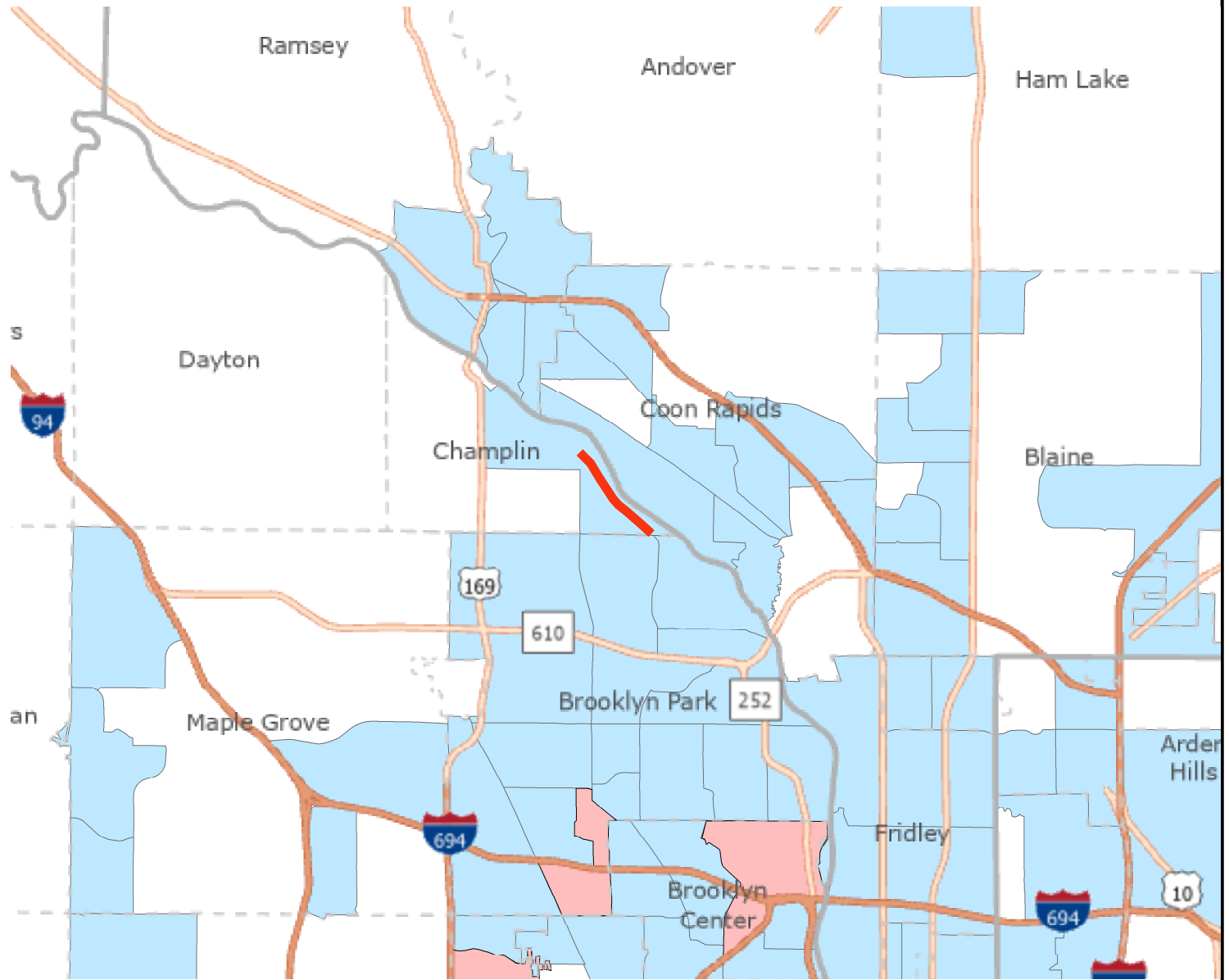


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 353

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



Created: 11/3/2023
LandscapeRSA2

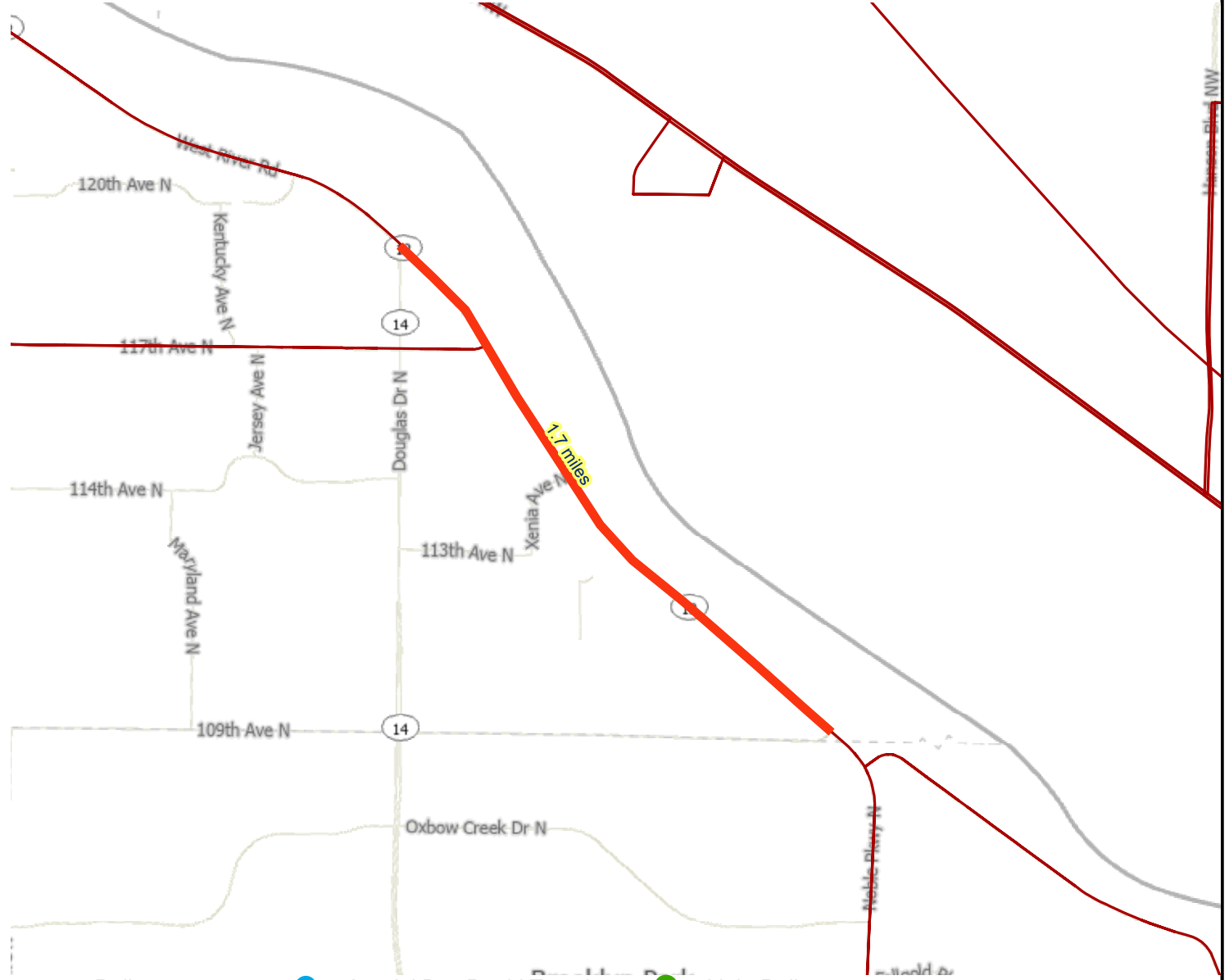


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Transit Connections

Multiuse Trails and Bicycle Facilities Project: West Mississippi River Regional Trail: East Segment – New Co | Map II



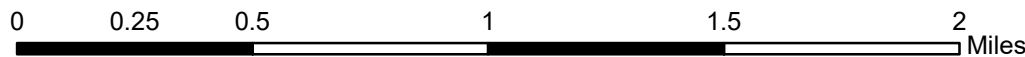
Results

Transit with a Direct Connection to project:
766

**indicates Planned Alignments*

Transit Market areas: 3

- | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
| | Project Points | | Commuter Rail | | Arterial Bus Rapid Transit | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Commuter Rail | | Transit Routes |
| | Project Area | | Highway Bus Rapid Transit | | Dedicated Bus Rapid Transit | | |
| | Arterial Bus Rapid Transit | | Light Rail | | Highway Bus Rapid Transit | | |

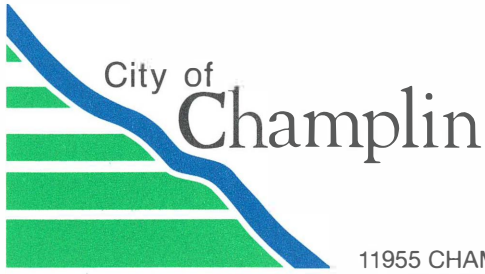


Created: 11/3/2023
LandscapeRSA3



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11955 CHAMPLIN DRIVE, CHAMPLIN, MN 55316-2399 • (763) 421-8100 • ci.champlin.mn.us

November 6, 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
West Mississippi River Regional Trail: Champlin East Segment –CR 102/Douglas Drive to
109th Avenue

Dear Ms. Grissman:

The City of Champlin (City) supports Three Rivers Park District's federal transportation funding request for construction of the West Mississippi River Regional Trail from Douglas Drive to 109th Avenue. The City understands that this will provide an off-road regional trail adjacent to West River Road to 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 West Mississippi 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 2018.

The addition of the West Mississippi River Regional Trail will enhance the livability and quality of life in Champlin by improving mobility and connectivity to the local and regional trail system, as well as public transit 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,

Scott Schulte
Community Development Director
City of Champlin

HENNEPIN COUNTY
MINNESOTA

December 1, 2023

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

Re: Support for 2024 Regional Solicitation Application
West Mississippi River Regional Trail - East Segment
Along CSAH 12 (W River Road) from 109th Avenue to CSAH 14 (Douglas Drive)

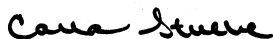
Dear Ms. Koutsoukos,

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 West Mississippi River Regional Trail - East Segment Project which is anticipated to improve conditions for people walking and biking as recommended in the 2018 West Mississippi River Regional Trail Master Plan.

As proposed, the West Mississippi River Regional Trail – East Segment Project is anticipated to impact CSAH 12 (W River Road) which is currently under Hennepin County jurisdiction. At this time of application submittal, county staff is not aware of any planned improvements in the vicinity of the West Mississippi River Regional Trail – East Segment Project; noting that the programming of new projects is subject to occur without notice as the segment of CSAH 12 (W River Road) has been identified by the county's Asset Management System as a suitable candidate for pavement rehabilitation activities based on the roadway's age, treatment history, and current condition (ID #2229924).

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 12 (W River Road) for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that Three Rivers Park District includes county staff in the project development process for the West Mississippi River Regional Trail – East Segment Project to discuss impacts to county roadways, including crossing enhancements, to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the future West Mississippi 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



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

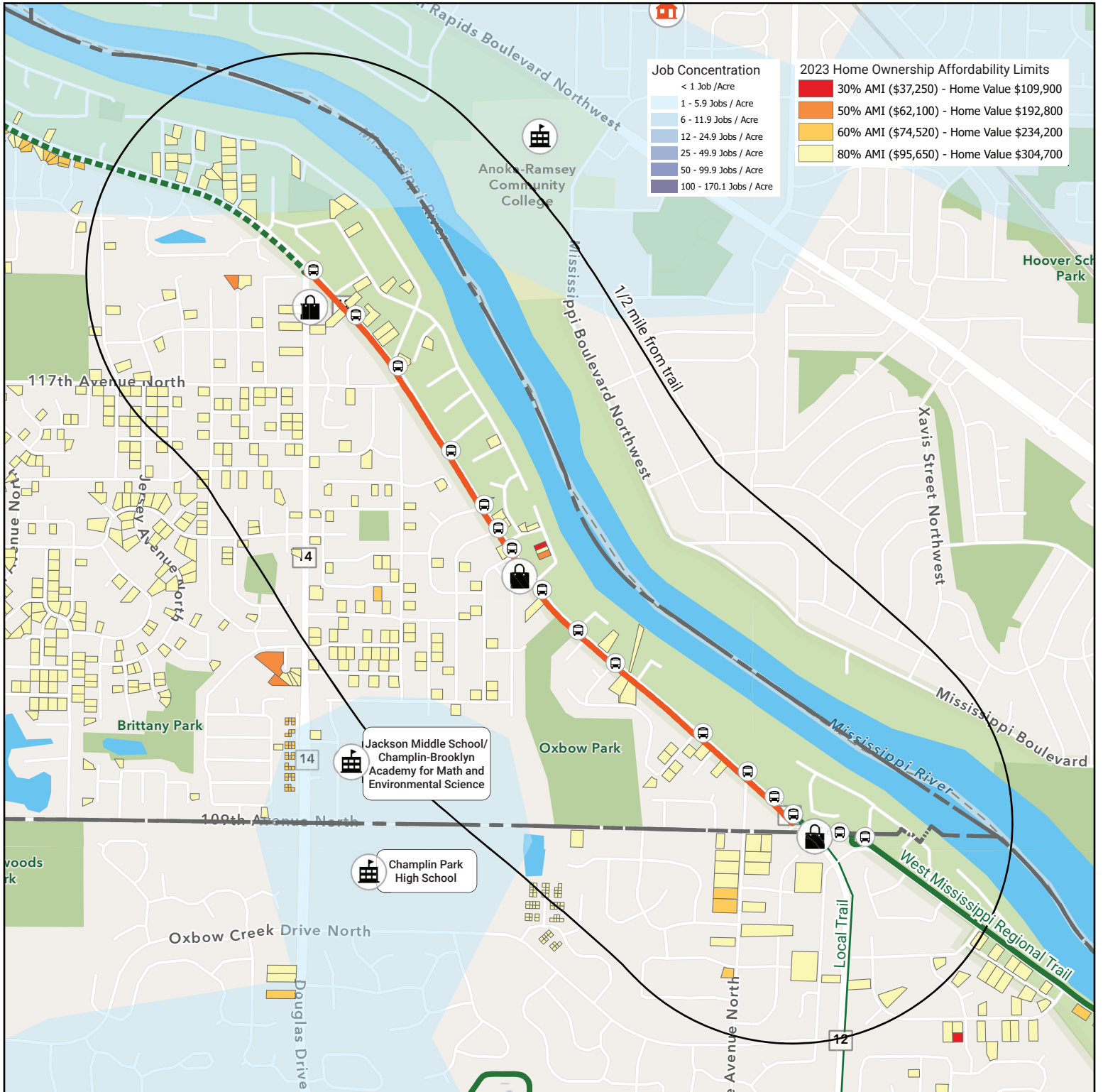
RESOLUTION ADOPTED

Attest: 

Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

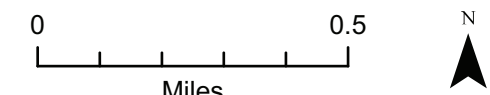
Affordable Housing Access Map

West Mississippi River Regional Trail



Legend

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



Planning Department
Revised Date: 12/13/2023

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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 West Mississippi River Regional Trail: East Segment – New Construction**

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 new construction of the eastern segment of the West Mississippi River Regional Trail.

As proposed, this project would fulfill and improve a critical segment of the Mississippi River Trail (MRT)/US Bikeway 45 providing a multi-use, off-road paved trail where facilities for people walking, biking, and rolling currently do not exist and remain unsigned. As the agency responsible with route planning and wayfinding signage, MnDOT supports Three Rivers Park District's request to seek improvements to improve this segment of the MRT/US Bikeway 45.

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

Dan Erickson, Metro State Aid Engineer



United States Department of the Interior

NATIONAL PARK SERVICE
Mississippi National River and Recreation Area
111 E. Kellogg Blvd., Ste 105
St. Paul, Minnesota 55101-1256

IN REPLY REFER TO:

1.A.1

November 25, 2023

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

RE: Letter of Relevance
2023 Regional Solicitation - Multiuse Trails and Bicycle Facilities
West Mississippi River Regional Trail: Champlin East Segment –CR 102/Douglas Avenue to 109th Avenue

Dear Ms. Grissman:

The National Park Service (NPS) is pleased to provide comments on the *West Mississippi River Regional Trail: Champlin East Segment Project*. The proposed project would lie entirely within the boundaries of the Mississippi National River and Recreation Area (NRRRA). Congress established the Mississippi NRRRA in 1988 to preserve, protect, and enhance the significant values of the Mississippi River Corridor in the Twin Cities metropolitan area. The NPS understands that this will provide an off-road regional trail adjacent to West River Road to close a major gap in the regional bicycle transportation system.

NPS and the Park District have a long-standing history of collaboration in projects adjacent to the Mississippi River and have worked to fund similar trail connection projects in other parts of the NRRRA. One of the tenants of the NRRRA's management policies is to expand riverside trails, especially when it connects existing trail segments. This project meets these management policies and is relevant to the NPS mission in the area.

The addition of the West Mississippi River Regional Trail will enhance the livability and quality of recreation adjacent to the Mississippi River by improving mobility and connectivity to the local and regional trail system, as well as public transit and local retail centers. NPS looks forward to working with you on the implementation of this project and ensuring its success.

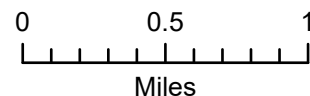
If you have any questions, please contact my planning program manager, Forest Eidbo at Forest_Eidbo@nps.gov or 651-293-8458.

Sincerely,

Matthew T. Blythe
Superintendent

West Mississippi River Regional Trail

East Segment - New Construction

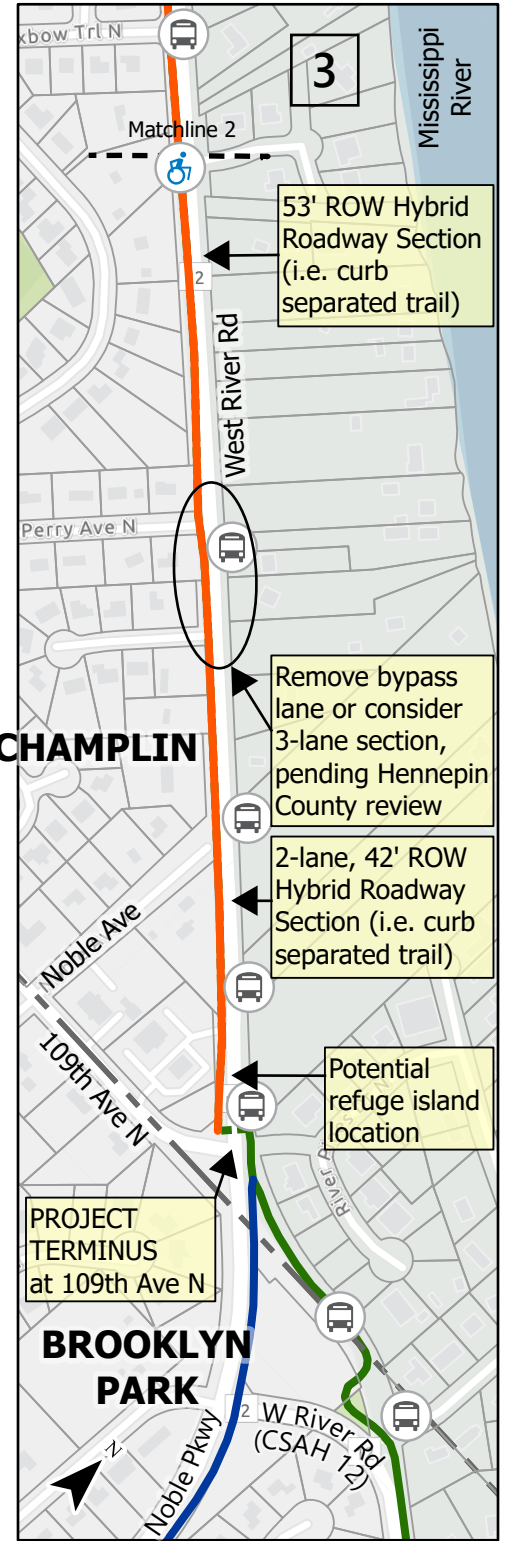
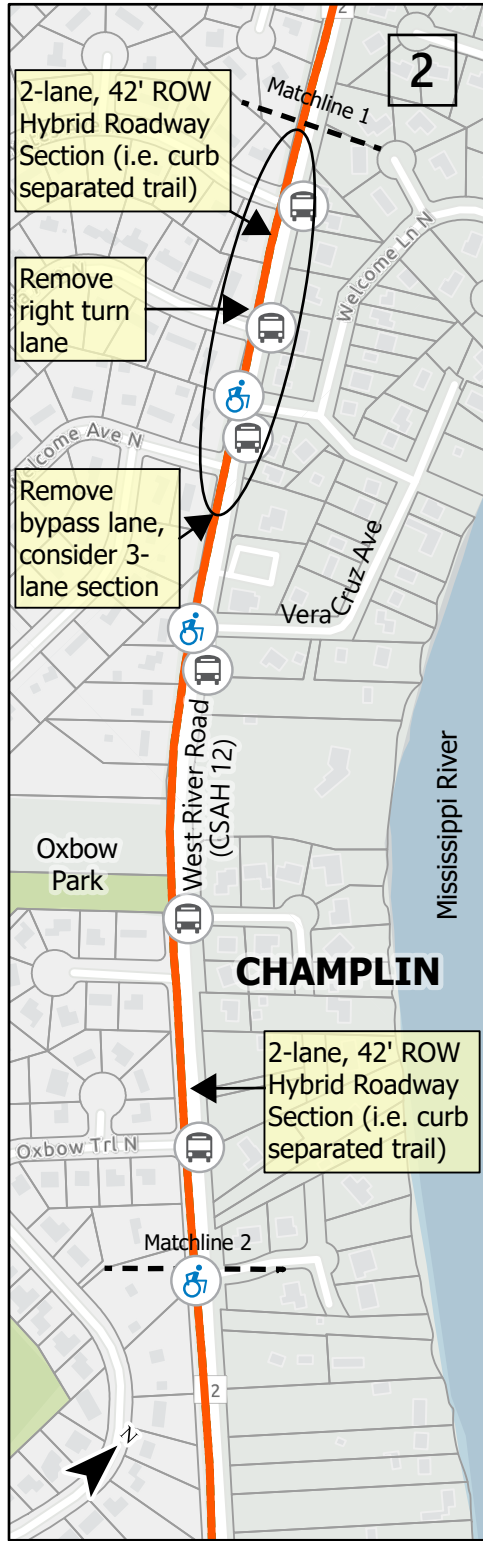
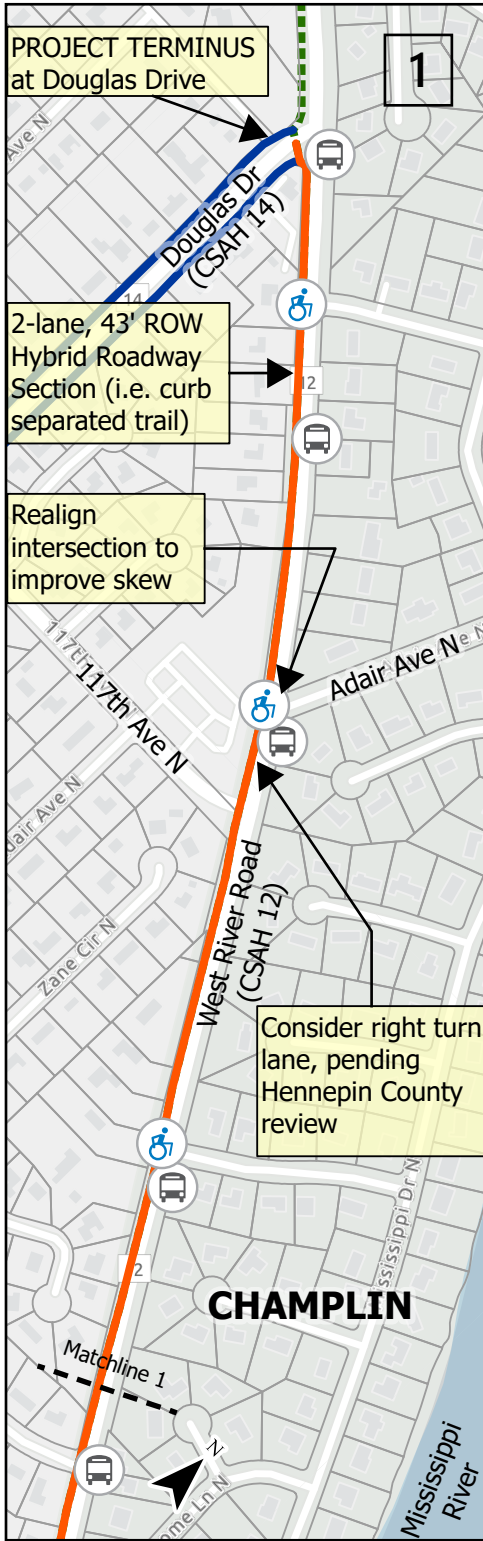


Layout Context Map

Planning Department

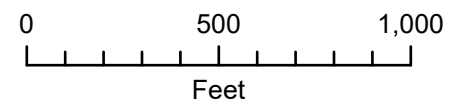
Revised Date: 12/10/2023

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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.



Legend

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



Planning Department
Revised Date: 12/10/2023

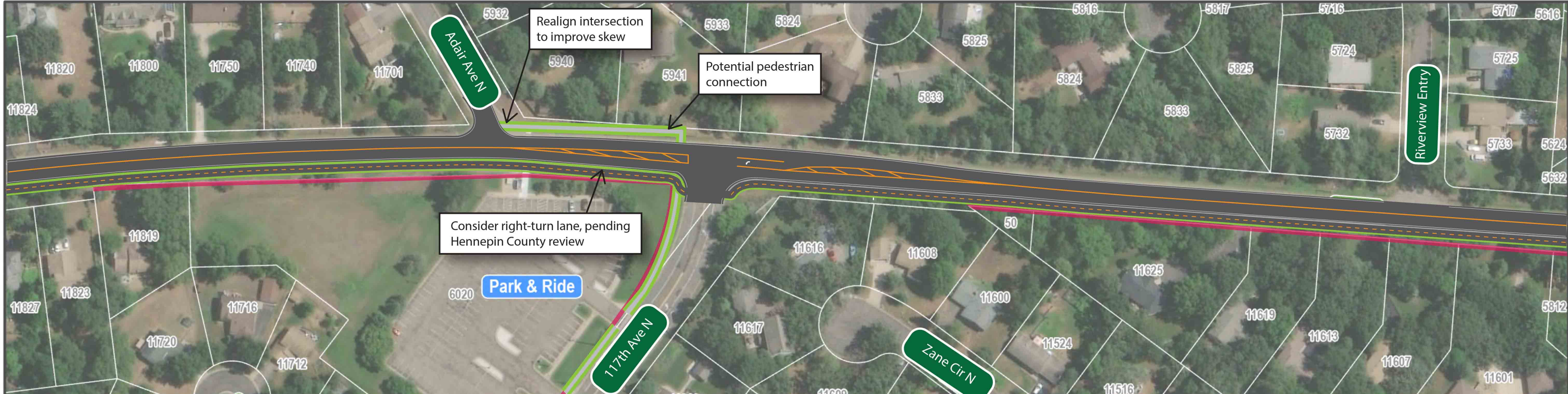
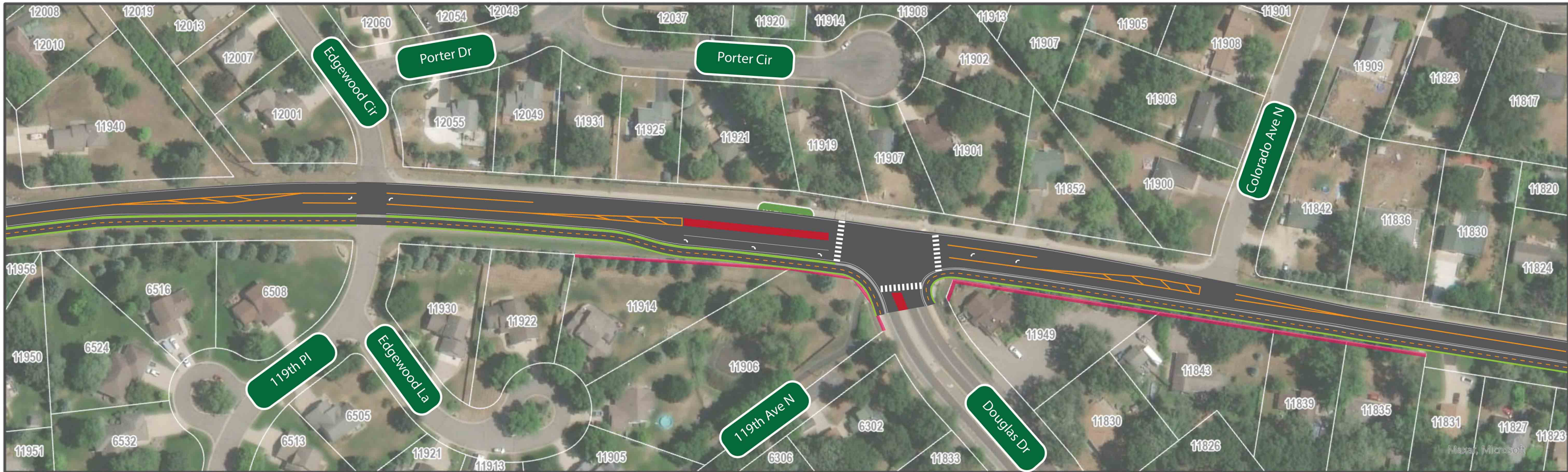
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West Mississippi River Regional Trail Feasibility Study

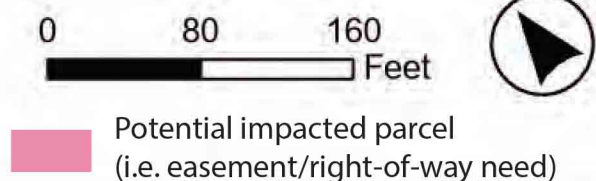
(Chandler Park to 109th Avenue N)

September 19, 2023



West Mississippi River Regional Trail Feasibility Study

Focus Area 3: Edgewood / Riverview



PRELIMINARY CONCEPT

(SUBJECT TO CHANGE)

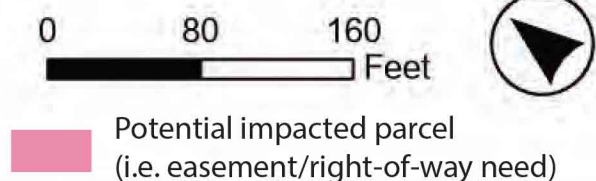
FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.





West Mississippi River Regional Trail Feasibility Study

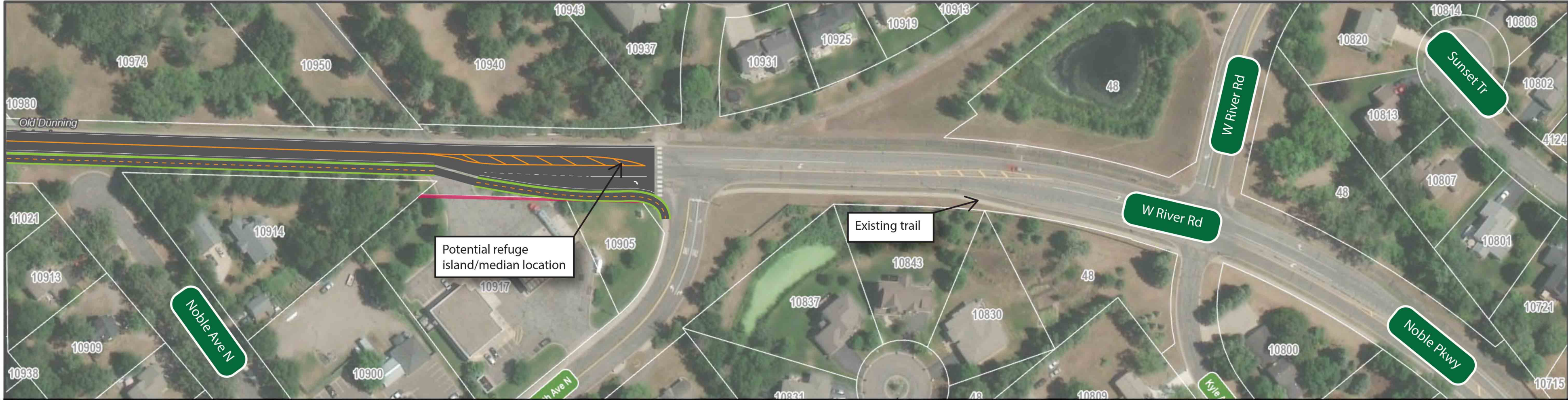
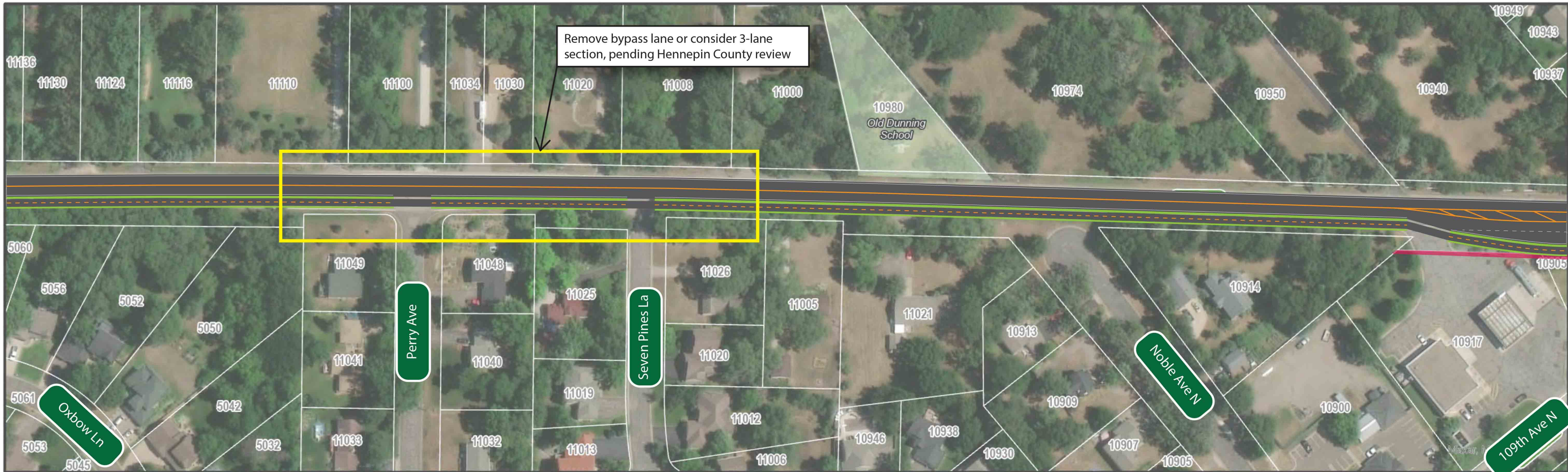
Focus Area 4: 114th Place / Olson



PRELIMINARY CONCEPT
(SUBJECT TO CHANGE)

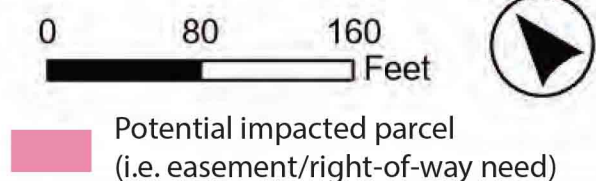
FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.





West Mississippi River Regional Trail Feasibility Study

Focus Area 5: Perry Avenue / 109th Avenue



PRELIMINARY CONCEPT

(SUBJECT TO CHANGE)

FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.





Toledo
N River

Great River Rd



W River Road



Creek View Rd
W River Rd

MERGE
←

Creek View

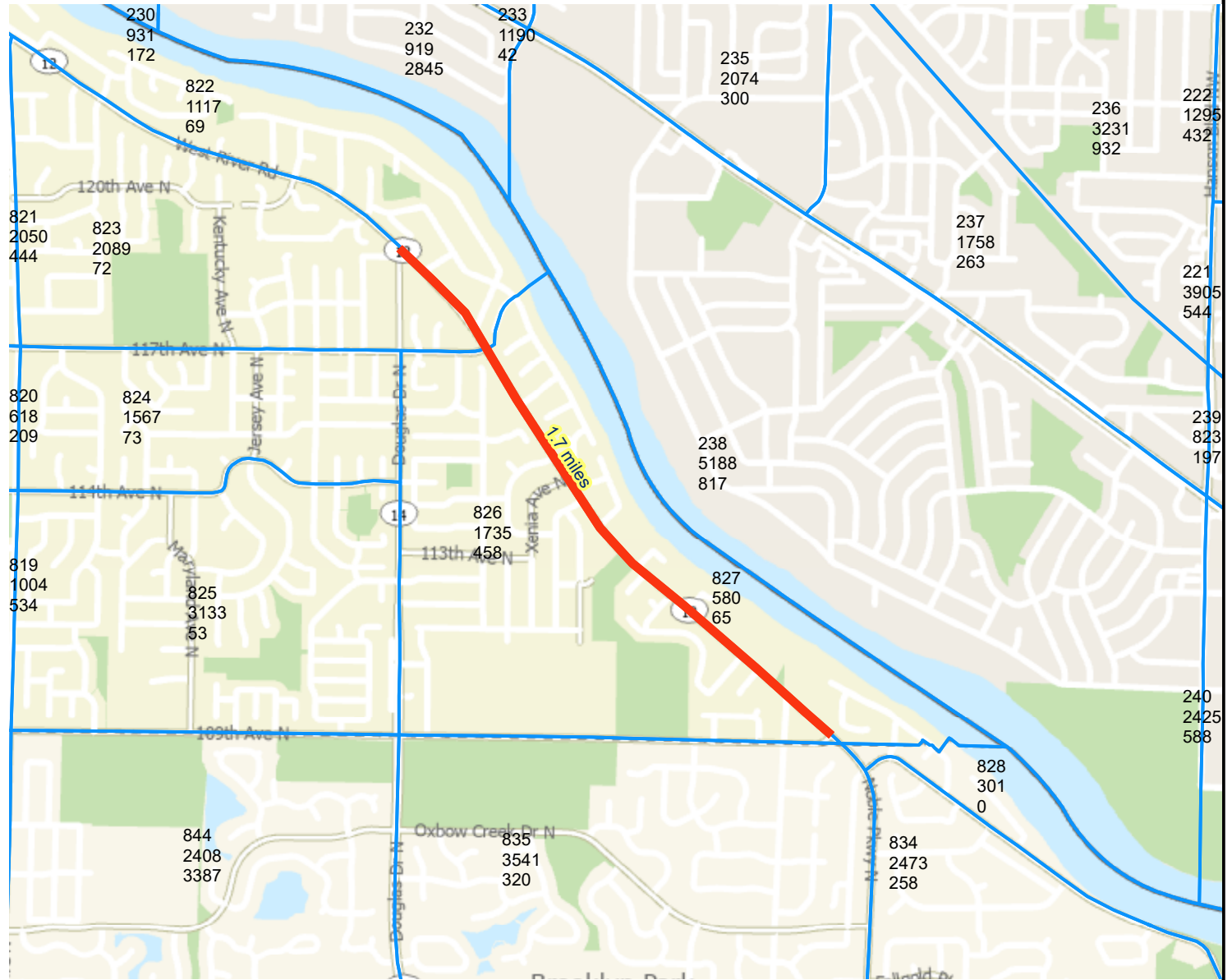
W River Rd




Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: West Mississippi River Regional Trail: East Segment – New Co | Map ID

Results

Within ONE Mile of project:
 Total Population: 42772
 Total Employment: 11596



-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 11/3/2023
 LandscapeRSA4



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

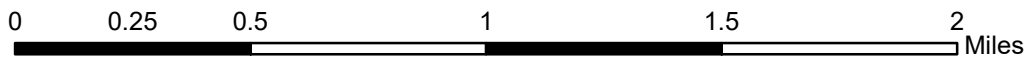


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: West Mississippi River Regional Trail: East Segment – New Co | Map ID: 1699020



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



Created: 11/3/2023
LandscapeRSA6



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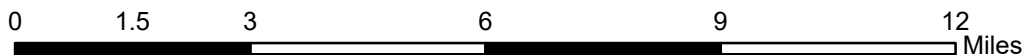
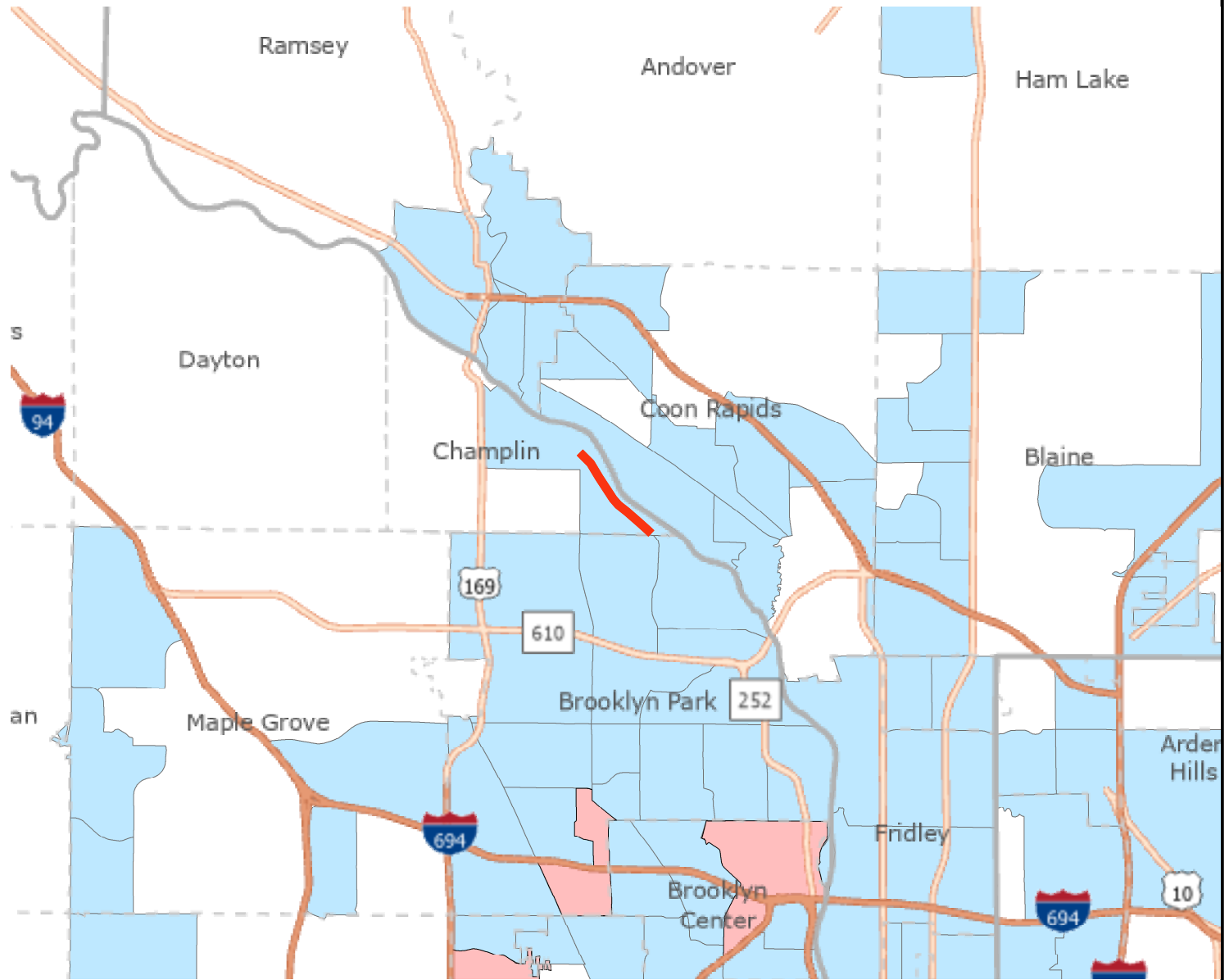


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 353

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

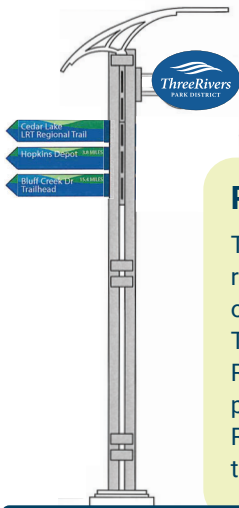


Created: 11/3/2023
LandscapeRSA2



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West Mississippi River Regional Trail

East Segment | New Construction

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes constructing 1.7 miles of new regional trail and adding wayfinding between the existing Douglas Drive N (CSAH 14) trail to the current termini of the West Mississippi River Regional Trail along West River Road (CSAH 12) in Champlin, Hennepin County. The project will fill a safety gap in the local bike/walk network as well as the Mississippi River Trail/US Bicycle Route 45 (MnDOT) route as local road jurisdictions will not allow route signage due to lack of safe facilities for people walking, biking and rolling. The project connects to Great River Road Scenic Byway, Mississippi National River and Recreation Area (NPS), and the Mississippi Gateway Regional Park and Rush Creek Regional Trail - via the existing regional trail segment.

Location & Route

Between existing trails from Douglas Drive (CSAH 14) to the current regional trail termini at 109th Avenue N. along West River Road (CSAH 12) in Champlin, 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:
\$3,863,348

Local Match:

\$965,837

Total Construction Cost

\$4,829,185

Project Elements

- Construct 1.7 miles of new 10-foot wide, off-road/protected, multi-use bituminous trail
- Meet all ADA requirements including improving approximately 30 curb ramps
- 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 adjacent to CSAH 12 (4,782 AADT) 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: parks (Mississippi Gateway Regional Park), trail systems (Rush Creek Regional Trail and Douglas Drive trail) and transit/multimodal opportunities (Route 766 Express with service to Minneapolis).
- Provides a protected bikeway to 42,772 people - connecting them to 11,596 jobs within 1 mile of the project area.

Existing Corridor Conditions



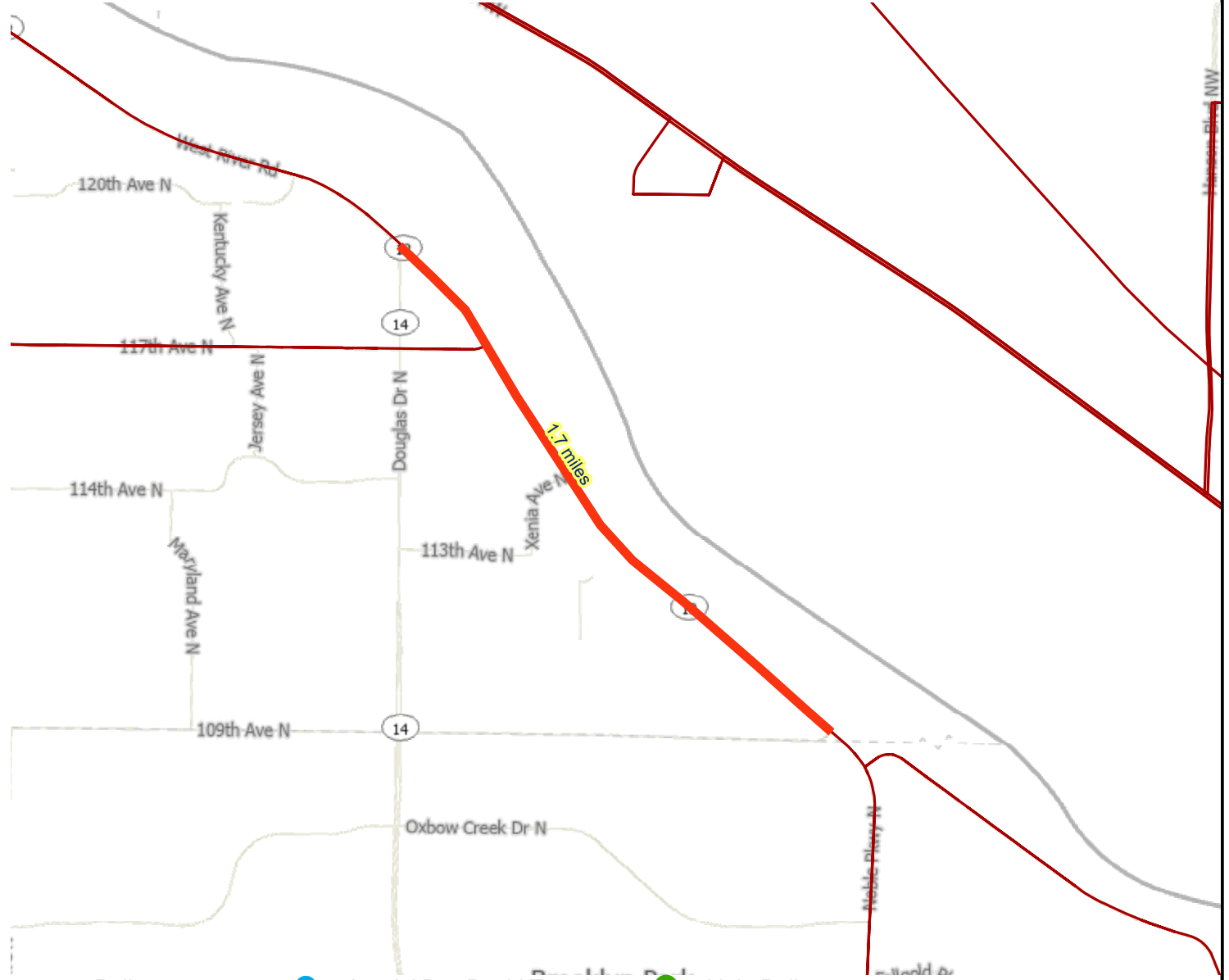
West River Road (CSAH 12): Currently West River Road is a two lane, rural county road section with varying widths of road shoulder. Posted vehicle travel speed is 45 MPH and facilities for people walking, biking or rolling are inconsistent and fragmented - as such they do not currently provide a viable active transportation option to the surrounding community.

Location



Transit Connections

Multiuse Trails and Bicycle Facilities Project: West Mississippi River Regional Trail: East Segment – New Co | Map II



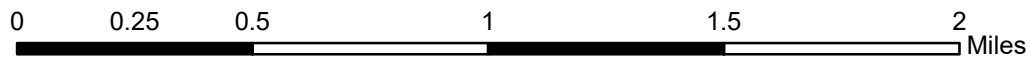
Results

Transit with a Direct Connection to project:
766

**indicates Planned Alignments*

Transit Market areas: 3

- | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
| | Project Points | | Commuter Rail | | Arterial Bus Rapid Transit | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Commuter Rail | | Transit Routes |
| | Project Area | | Highway Bus Rapid Transit | | Dedicated Bus Rapid Transit | | |
| | Arterial Bus Rapid Transit | | Light Rail | | Highway Bus Rapid Transit | | |



Created: 11/3/2023
LandscapeRSA3



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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
**West Mississippi River Regional Trail: East Segment
New Construction**

Erin Kolb
District 3

Dear Ms. Koutsoukos,

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **West Mississippi River Regional Trail: East Segment - 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,

Boe Carlson
Superintendent

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

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



Minnesota Mississippi River Parkway Commission

56 33rd Avenue South, #283 • St. Cloud, Minnesota 56301

651-341-4196 • info@MnMississippiRiver.com

Members of the House: Emma Greenman (D-63B); Kristin Robbins (R-34A) **Members of the Senate:** David Senjem (R-25); Patricia Torres Ray (DFL-63) **State Agency Appointees:** Paul Hugunin – Agriculture, Marni Karnowski – Transportation, Lisa Havelka – Explore Minnesota Tourism, Grant Wilson – Natural Resources, David Kelliher – Historical Society **Regional Appointees:** Sally Fineday – Lake Itasca to Grand Rapids, Megan Christianson – Grand Rapids to Brainerd, Karl Samp – Brainerd to Elk River, John Anfinson – Elk River to Hastings, Jennifer Weaver – Hastings to Iowa Border **Member at Large:** Anne Lewis

April 11, 2022

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

Re: Letter of Support - 2022 Regional Solicitation - Multiuse Trails and Bicycle Facilities
West Mississippi River Regional Trail – Douglas Avenue to 109th Avenue Construction

Dear Ms. Grissman:

The Minnesota Mississippi River Parkway Commission (MN-MRPC) supports the Three Rivers Park District's federal transportation funding request for construction of the West Mississippi River Regional Trail (also known as the Mississippi River Trail (MRT) and US Bikeway 45) from Douglas Avenue to 109th Avenue which is within the Great River Road corridor.

The project aligns with the mission and Corridor Management Plan of the MN-MRPC, byway organization of the Minnesota Great River Road All-American Road/National Scenic Byway. The MN-MRPC is a statutory commission whose mission is to promote, preserve and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road.

The Great River Road Corridor Management Plan includes a goal to provide integrated multi-modal travel options so travelers can focus on safely enjoying the journey, as well as active Mississippi River exploration that includes bicycling, walking and hiking. Completion of this project will provide an off-road regional trail adjacent to West River Road, closing a major gap in the regional bicycle transportation system and supporting safe, non-motorized transportation access to and through the Great River Road National Scenic Byway. When complete, this project will create a safe, convenient option for travel by foot or bike adjacent to the Mississippi River. We appreciate the background work and preparation already completed by Three Rivers Park District for this project.

We look forward to the implementation of this project and the experience it will provide for byway travelers and residents alike. If you have questions about our support or if there is additional information we can provide, please contact the MN-MRPC office at 651-341-4196.

Sincerely,

Sen. David Senjem, Chair