



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20261 - Medicine Lake Regional Trail: East Segment (Reconstruction)
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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What Grant Programs are you most interested in? Parks Grants Acquisition

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: RESERVATIONS
3000 XENIUM LN N

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

County: Hennepin

Phone:* 763-559-6700 Ext.

Fax:

PeopleSoft Vendor Number 0000057347A1

Project Information

Project Name Medicine Lake Regional Trail: East Segment (Reconstruction)

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Plymouth

Jurisdictional Agency (If Different than the Applicant):

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

This off-road, multi-use trail, non-motorized active transportation project includes reconstructing 3.8 miles of end-of-useful life regional trail, upgrading/widening trail segments to meet regional trail standards, improving several road crossings (i.e. adding APS to the Schmidt Lake Road/Northwest Boulevard (CSAH 61) and upgrading the mid-block 42nd Place crossing), and adding/improving wayfinding between the Luce Line Regional Trail and Schmidt Lake Road in Plymouth. The project was constructed in 1998 (2.8 miles, by Three Rivers - meets regional trail standards) and 1992/93 (1-mile, by Plymouth - does not currently meet regional trail standards), has degraded to the extent in which routine pavement is no longer feasible or cost effective, and includes segments classified as 'poor condition' over five years ago.

Project Elements

- Reconstruct 3.8 miles (including widening 1-mile to 10') of existing end of useful life

regional trail (off-road/protected, multi-use bituminous trail)

- Meet all ADA requirements including improving ~35 curb ramps and adding APS at Schmidt Lake Rd/Northwest Boulevard (CSAH 61)

- Upgrade 1 existing mid-block crossing (42nd Place North); add one local trail connection (northeast quadrant of Rockford Road/CSAH 9 and Northwest Boulevard/CSAH 61); and add 10 curb cuts/trail connections to improve access to/from adjacent neighborhoods (along East Medicine Lake Road)

- Add/improve directional wayfinding, informational kiosks, and rest stops along entire project corridor

Project Benefits

- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.

- Corrects ADA deficiencies and safety concerns caused by deteriorating concrete conditions.

- Maintains and improves community connections: French Visitor Center, Armstrong High School, Free Lutheran Bible School and Seminary, Mount Olivet Church, East Medicine Lake Park and French Regional Park, Eagle Lake, Bassett Creek, and Luce Line Regional Trails, RTBN routes (1 Tier 1 Alignment, 1 Tier 2 Alignment, and 4 Tier 2 Corridors) and Plymouth Metrolink Route 795.

- Provides a protected bikeway to 72,212 people - connecting them to 47,900 jobs within 1 mile of the project area.

(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 PLYMOUTH, ALONG EAST MEDICINE LAKE BLVD, 36TH AVE, AND NORTHWEST BLVD (CSAH 61) RECONSTRUCT 3.8 MILES EXISTING MULTI-USE PAVED TRAIL BETWEEN LUCE LINE REGIONAL TRAIL AND SCHMIDT LAKE ROAD

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)

3.8

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	\$3,137,078.00
Match Amount	\$784,269.00
<i>Minimum of 20% of project total</i>	
Project Total	\$3,921,347.00
<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 Bond
<i>A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources</i>	
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:

Medicine Lake Regional Trail

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

CSAH; MSAS; City Street

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

Road/Route No.

61; 158; no road no.

(Example: 53 for CSAH 53)

Name of Road

Northwest Blvd; E Med Lk Blvd; 36th Ave

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

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

From:

MSAS

Road System

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

Road/Route No.

165

(Example: 53 for CSAH 53)

Name of Road

Schmidt Lake 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.

13th Ave.

(Example: 53 for CSAH 53)

Name of Road

Plymouth

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

In the City/Cities of:

(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:

Schmidt Lake Rd

To:

Luce Line Regional Trail

Or

At:

Plymouth

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Yes

Reconstruct Trail

Yes

Resurface Trail

Bituminous Pavement	Yes
Concrete Walk	
Pedestrian Bridge	
Signal Revision	Yes
Landscaping	
Other (do not include incidental items)	ADA Ped Ramps, Grading, APS
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	55441
Approximate Begin Construction Date (MOYR)	04/02/2029
Approximate End Construction Date (MOYR)	11/15/2029
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	3.8
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	2.9
Is this a new trail?	No

Requirements - All Projects

All Projects

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

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

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

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

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

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

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

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

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

(Limit 2,800 characters; approximately 400 words)

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

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

2040 Three Rivers Park District System Plan (Page 17)

Nine Regional Trails (Including Medicine Lake Regional Trail) Master Plan (entire document specifically 145-196)

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

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

2040 Plymouth Comprehensive Plan (Chapter 7 Parks, Trails, Open Space and Recreation Plan Pages 16-23 and Appendix 6A Transportation Plan Pages 34-37)

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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

Date plan completed: 06/30/2015

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

5. All schools benefiting 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)	\$196,067.00
Removals (approx. 5% of total cost)	\$196,067.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$392,134.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,901,797.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$392,135.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$39,214.00
Bicycle and Pedestrian Contingencies	\$196,067.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$3,529,213.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

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

Response: Does not appear to be applicable to this project.

Totals

Total Cost	\$3,921,347.00
Construction Cost Total	\$3,921,347.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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

1704899342475_Map1_RBTN_Label.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

72212

Existing Employment Within One Mile (Integer Only)

47900

Upload the "Population Summary" map

1704899407077_Map1_PopJobs.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 Medicine Lake Regional Trail (MLRT)-East Segment is located in census tract(s) above the regional average for population in poverty or people of color, travels through/connects to an environmental justice area & serves 633 publicly subsidized rental housing units within 1/2 mile.

Demographics

The corridor travels through/is within 1/2 mile of 1+ census tract(s) with:

- 20, 21, 24, 27% pop under 15 (19% metro avg)
- 16, 17, 18, 23, 24, 30% pop over 65+ (14.1% metro avg)
- 16, 21, 26% Hispanic (6.5% metro avg)
- 5% American Indian (0.4% metro avg)
- 9, 17% Asian (7.7% metro avg)
- 20, 22, 30% Black (9.8% metro avg)
- 5, 8, 10% Other + multiracial (3.9% metro avg)
- 14, 23% foreign-born (12.1% metro avg)
- 12, 16, 20, 24% households below 185% poverty line (8.4% metro avg)

Engagement Activities & Audiences

The following direct & complementary methods were used to hear opinions, concerns & suggestions around existing regional trails, including MLRT, and future regional trails that would share this segment, i.e., Eagle Lake Regional Trail:

- Regional Trail Pop-ups (17 people): 2 pop-ups along the MLRT at Rice Lake & I-94 & near Edwards Lake.
- Bike Rides at Hispanic Heritage Celebration (40 people): 2 regional trail bike rides utilizing MLRT with Outdoor Latino, a community organization focused on outdoor activities with the Latino community.
- AARP Senior Bike Ride (17 people): 1 event at Hopkins Senior Center, incl. a bike ride with seniors along the Lake Minnetonka Regional Trail.
- Community Event at Brooklyn Center Elementary/Grandview Park (15 people): 1 tabling event at a winter play day, engaging many BIPOC/Hispanic families.
- Bark in the Park Pop-up (60 ppl): 1 event engaging majority youth & families from diverse backgrounds.
- Senior Nordic Walking Listening Session Nordic Walking Groups (5 ppl): 1 virtual session engaging senior women.
- Yard Signs: 35 yard signs in strategic locations along the corridor (e.g., affordable housing & Sun Valley Mobile Home Park).
- Virtual & in-person open houses (50 ppl): 2 virtual and 1 in-person open house, engaging mostly seniors and family with young children.

Disadvantaged groups shared strong support of the MLRT-East Segment. Feedback from all engagement efforts with equity groups emphasized nature-based settings, interconnected bike/ped systems, wayfinding, safety, connections to local destinations & well-maintained trails. All feedback areas are addressed by the project.

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new/transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

This project will benefit the following disadvantaged groups:

- Seniors: The project has 2 assisted living facilities (Syncare Memory & Mission Nursing) & a higher-than-average percentage of seniors w/in 1/2 mi. The project benefits seniors by reconstructing a 10' wide separated facility w/centerline striping & grades not exceeding 5%, meeting all ADA requirements (~35 curb ramps) & adding APS at Schmidt Lake Rd/Northwest Blvd(CSAH 61).

- Youth: The project directly connects to Armstrong High & Plymouth Middle & is <1.5 mi from Robbinsdale Spanish Immersion (connection via local trail), 6 parks (French Regional, Mission Hills, Swan Lake, Sunrise, Kilmer, East Medicine Lake) & 5 churches (Beautiful Savior, Plymouth, St Joseph, Mount Olivet & St George). Families stressed safety along busy roads/crossings & connections to youth-friendly destinations (schools, parks, churches). Older teens noted transportation is a barrier to recreation, education & employment access-MLRT will connect them to these opportunities and improve pavement condition, crossings, & wayfinding to increase safety/comfort of accessing local destinations.

- Low-income Residents: The project is within 1/2 mi of at least 4 affordable living communities (At the Lake, Parkside at Med Lake, Willow Woods, Mission Oaks) in addition to census tracts w/a higher-than-average percentage of households <185% poverty line. This project benefits low-income households by addressing their feedback around connections to recreation, education & employment opportunities (e.g., French Regional and East Medicine Parks, Northwest Blvd/Rockford Rd commercial area) via transit (13 bus stops, 4 routes & Station 73 via future Eagle Lake Regional Trail connection) & bike/ped access; thus, relying less on cars/reducing transportation costs.

- BIPOC Community: The project is also w/in a 1/2 mi of census tracts w/a higher-than-average number of BIPOC & foreign-born residents. In addition to priorities stressed above (safety/local connections), these groups preferred nature-based trails over trails along busy roads & requested additional wayfinding as they find the fear of getting lost a major barrier. This project connects to neighborhoods/local connections while providing an immersive nature experience as an independent trail corridor w/direct project connections to French Regional Park & access to the Fish Lake Regional & Elm Creek Park Reserve via the greater trail corridor. It also adds/improves wayfinding, kiosks & rest stops.

No negative impacts are expected - the project will maintain access to businesses/neighborhoods & mitigate noise, dust & traffic during construction. Current trail users will be directed towards alternate sidewalk routes w/detour signing. No local road closures are anticipated.

Measure C: Affordable Housing Access

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

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

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

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

Response:

The project is within 1/2 mile of 633 publicly subsidized rental units. See Affordable Housing Access Map for naturally occurring affordable housing and destinations of interest to community members from low-income households which this project will help connect to.

The following are examples of existing buildings & number of units within ~1/2 mile of the project:

- 41 units, At the Lake (50% AMI)
- 21 units, Parkside at Med Lake
- 39 units, Willow Woods
- 26 units, Mission Oaks Townhomes

The following are examples of existing buildings & number of units ~1 mile from the project with connections via local/regional planned/existing trails:

- 222 units, Four Seasons Villa
- 192 units, Granite Woods
- 32 units, Lancaster Village
- 132 units, Manor Royal
- 17 units, Med Lake Woods
- 212 units, Plymouth Commons
- 69 units, Plymouth Pointe
- 46 units, Bassett Creek Commons
- 132 units, Arrive at Med Lake (previously Stone Creek)

According to the Met Council's 2021 Housing Performance Scores, Plymouth has a score of 99. This score recognizes their effort in developing & maintaining housing affordable to low & moderate-income households. The Plymouth 2040 Comp Plan notes ~41% of all housing units are affordable to those w/incomes at or < 80% of the AMI and ~11% of all housing units are affordable to those w/incomes at or < 50% of the AMI.

To accommodate additional housing units that meet the affordable housing allocation set by the Met Council (679 units), the City has identified growth areas

w/i the future land use plan. The City allocated the following units within three bands of affordability to meet the need:

- At or below 30% AMI: 369
- From 31% to 50% AMI: 219
- From 51% to 80% AMI: 91

Many of these affordable units could end up along the project in the industrial area SE of Medicine Lake as the City supports a transition to higher-density residential use in this area (N of 10th Aven). The ultimate density, minimum of 12 units per acre, would be determined by the type of design--use of low-impact environmental design, including open space preservation & high-quality architectural design are elements that could increase the density that the City would allow.

Since the project provides a multimodal transportation network w/safe routes to transit, jobs, parks, schools, community resources, & retail/commercial areas, affordable housing residents in Plymouth & beyond will benefit from the improved safety, accessibility, & connectivity of this project. Moreover, the project connects to MLRT to the north, Luce Line Regional Trail to the south (travels east-west) & will connect to the future Eagle Lake Regional Trail to the south (travels further south), connecting these communities to the larger network and the transit, workplaces & parks along it. This trail corridor supports active living, multi-modal transportation, & community connections.

(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.

1704899444461_Map1_SociEco.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:

These trail segments are at the end of their useful life. Reconstructing them will ensure continuity of existing off-road, multi-use trail facilities and ensure that these 3.8 miles do not become a new gap in the greater 26-mile Medicine Lake Regional Trail (755,300 annual visits) corridor and active transportation system. While this corridor technically 'exists,' if it is closed due to deteriorating pavement a major gap/missing link would occur and people walking, biking, and rolling would no longer have safe passage along the project area as there are no adjacent, parallel facilities for pedestrians/bicyclists which run the entirety of the project area. Pedestrians/bicyclists would be forced into the roadway w/o protection/designated space.

It is also important to recognize how this segment supports the greater trail corridor and visa versa. It is evident how the greater corridor's consistent and continuous facility design works to support active transportation on a regional scale serving residents of Dayton, Maple Grove, Plymouth (project location) beyond with:

- A safe, ADA accessible, and comfortable facility (offroad, multi-use trail) with smooth, level surface and limited at-grade road crossings for all ages, physical abilities, and active transportation modes.
- Grade separated crossings of Hwy 610, I-94, and I-494 (Tier 1 Expressway Barrier, <1/4 mile from project northern termini).
- Direct (existing/planned) connections to the West Mississippi River, Rush Creek, Eagle Lake, Bassett Creek, and Luce Line Regional Trails providing pedestrian and bicycle access across all of northern Hennepin County.
- Two nearby transit station connections (Maple Grove Transit Station and Plymouth Station 73 (~1 mile from project south termini).

On a more localized scale, the project's active transportation system role:

- Crosses 1 Stream Crossing Barrier
- Provides a major off-road corridor spanning from I-494 to Hwy 169 (all of east Plymouth) circumventing Medicine Lake (a transportation barrier) along a RBTN Tier 2 w/ a direct connection to the Luce Line Regional Trail (RBTN Tier 1) & its safe grade-separated crossing of TH 169 (1/3 mile east of project termini).
- Fulfils a RBTN Tier 2 between Schmidt Lake Road & French Regional Park along Northwest Blvd (CSAH 61; 11,600 AADT) & upgrades this segment from 8' to 10' wide & corrects ADA deficiencies.
- Adds a new local trail connection at Rockford Road (CSAH 9) & 10 curb cuts along East Medicine Lake Blvd to facilitate easy trail access from the neighbors across the street (eliminates the need to 'jump a curb' with a bike, bike trailer, stroller, wheelchair).

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

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 65 accidents (1 serious injury, 5 minor injuries, 11 possible injuries, 47 property damage) within the shared right-of-way of adjacent roads of the project corridor. Four accidents included someone walking or biking:

- One car vs. bike accident involved a child biking across 42nd Place when a motorist did not see the child biking (possible injury). This mid-block crossing is missing a crosswalk, advanced warning signage, and ADA compliant ped ramps and approaches are skewed creating poor sightlines.
- One car vs. bike accident involved biker crossing Schmidt Lake Road (serious injury). Trail users are required to cross two legs of the intersection for a total of nine lanes of traffic and multiple turning movements.
- One car vs. pedestrian accident occurred when a pedestrian crossed Medicine Lake Road mid-block to access a bus stop (minor injury).
- One car vs. car (rear-end) was the result of a motorist stopping for a couple crossing the street at 44th Avenue (property damage only).

Other safety considerations include poor pavement condition, non-ADA compliant pedestrian ramps, missing centerline striping, and pavement width. This project includes the following safety components:

- Reconstruct 3.8 miles of existing, end of useful life trail (30+ years old by funding year) and widen 8' segments to 10' where feasible.
- Add centerline striping, trail crossing signage, potentially crosswalks, and improve sightlines/trail configuration providing advance warning and improving visibility (i.e. 42nd Place mid-block crossing).
- Add/improve (~35) pedestrian ramps to be ADA compliant.
- Add APS auditory, visual and vibrotactile information at the Schmidt Lake Road crossing supporting people who are blind, have low vision, and/or hearing loss.
- Add one local trail connection and 10 curb cuts improving safe access from neighborhoods on the opposite side of the street.

Additionally, this trail was routed to minimize at-grade road crossings (only six over 3.8 miles) - this is a positive safety consideration as nearly 75% of all MN bicycle related crashes occur at intersections and nearly 50% of all crashes with a fatality or disabling injury occur at intersections.

Should this facility not be reconstructed, people walking, biking and rolling (755,300 annual visits) would be forced into the roadway without adequate space and protection from adjacent traffic (i.e. CSAH 61: 11,615 AADT/45 MPH).

This is not an acceptable solution as MnDOT bicycle design guidance recommends an off-road facility given the use, adjacent road conditions (volume/speed), and regional trail connectivity.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Medicine Lake Regional Trail (755,300 visits per year) serves as a primary active transportation route through Plymouth connecting the City's northwest and southeast corners. The trail design (10' wide, offroad, two directional, multi-use) supports safe & comfortable travel experiences for people walking, biking, and rolling as well as transit users and is far superior & safer than typical narrow sidewalks and share the road conditions which may limit bicycle use/force the most vulnerable users into the roadway without space/physical separation. This is especially important for seniors, low-income households, & people w/ disabilities which often have a greater reliance on transit & require off-road facilities to access transit.

The project supports multi-modal options as it connects to 2 bus routes, a transit station with service to 2 additional bus routes (all operated via Plymouth Metrolink), and a future MetroTransit BRT route:

- Route 777: 1 stop is located one blk east of Northwest Blvd and connected via a sidewalk. The route connects Plymouth residents to Station 73/Park & Ride and offers express service to downtown Minneapolis.
- Route 795: 6 stops are on the trail corridor along East Medicine Lake Blvd. The route connects Plymouth residents to Station 73/Park & Ride and offers express service to downtown MPLS and the U of MN. The project includes construction of ADA bus loading pads/ADA route between the trail and curb for bus stops along the project where there is right-of-way (boulevard) to do so. This also provides a place for transit users to safety wait while not interfering with trail mobility reducing potential conflicts between trail users and people waiting for a bus.
- Station 73/Park & Ride/Future TH 55 BRT: the project connects to this regionally significant transit station via a 1-mile segment of the Eagle Lake Regional Trail & grade separated trail crossing of TH 55 (funded for 2025). The transit station/park & ride is served by 4 bus routes that serve Plymouth & offers express service to downtown MPLS and the U of MN. Bike racks and bathrooms are also provided. This multi-modal connection is a proposed TH 55 BRT stop w/ new bus pull off directly on TH 55 occurring in 2025.

See the Affordable Housing Access Map for destinations that this trail provides access to.

This project also supports multi-modal uses with:

- ADA compliant pedestrian ramps, APS (Schmidt Lake Road), & improved road crossings.
- A new local trail connection at Rockford Rd.
- 10+ existing sidewalk/trail connections (Luce Line, Eagle Lake, & Bassett Creek Regional Trails).

By providing safe, offroad facilities for people to walk and bike, the project also supports vehicular travel w/ dedicated travel space & less distractions/congestion.

(Limit 2,800 characters; approximately 400 words)

[Upload Transit map](#)

1700496619605_Map_Transit Combined.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:

The Medicine Lake Regional Trail (MLRT) is an existing multi-use trail which receives about 750,000 annual visits. The project is located within Plymouth; however, the trail extends into the cities of Maple Grove and Dayton for a total corridor length of 25.6-miles.

While much of the trail through Plymouth is over 20 years old, the master plan was updated in 2021 and approved by the Metropolitan Council, Plymouth City Council, and supported by the Plymouth Park and Recreation Advisory Commission. The master plan calls for reconstructing the trail segments included in this application. The planning work included many community engagement opportunities - a sampling of opportunities/feedback which are most directly associated with this project scope/area are summarized below:

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

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

- Online questionnaire was mailed to Boardwalk Apartments (low income, senior housing) residents (77 people engaged, mailed link to questionnaire). Participants cited a preference for wide, easily accessible trails which allow for enough space for bikers and pedestrians to physically separate. Trails that are ADA compliant and not steep are also preferred.

- Two onsite pop-ups (21 people engaged, pop-up event). Participants cited an appreciation for smooth pavement surface and desire for support amenities and facilities (i.e. benches, restrooms)

facilities (i.e., benches, restrooms).

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

A recently completed partner project also supports this project. In 2021, Plymouth reconstructed portions of E Medicine Lake Blvd., which included reconstruction of 1500 feet of the MLRT. For that project, the Plymouth held the following community meetings:

- Informational Meeting: 7-8 p.m. Sept. 26, 2019 at the Black Box Theatre at the Plymouth Creek Center

- 90% Draft Plan Open House: 4:30-6:30 p.m. Feb. 3 at the Plymouth Public Works Maintenance Facility

- Project Public Hearing: May 26, 2020 at City Hall

Community feedback obtained from the above engagement opportunities included significant support for reconstructing end of useful life segments of the Medicine Lake Regional Trail, minimizing/improving trail crossings, and facilities that are physically separated and protected from vehicles.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us. Yes

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

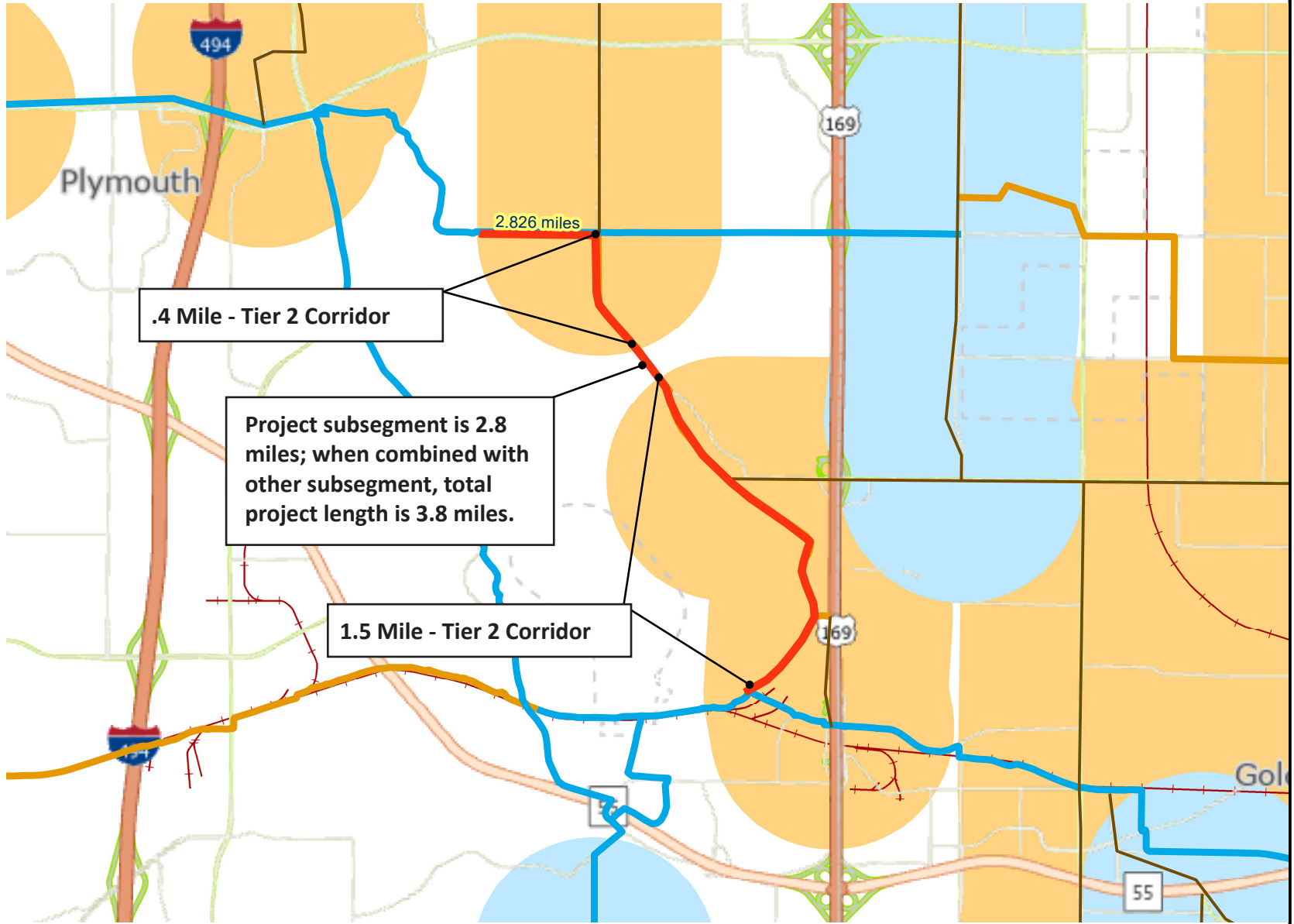
Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,921,347.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,921,347.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

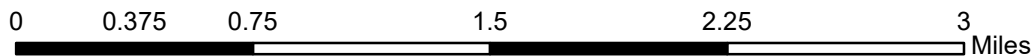
Other Attachments

File Name	Description	File Size
existingphoto1.pdf	Existing photo 1	227 KB
existingphoto2.pdf	Existing photo 2	208 KB
existingphoto3.pdf	Existing photo 3	194 KB
Hen Cty_MLRT East Letter of Support.pdf	Hennepin County Letter of Support	93 KB
Hennepin County ATC Resolution TRPD Regional Solicitation 2024.pdf	Hennepin County Active Transportation Committee Resolution of Support	123 KB
Housing MLRT East_Final.pdf	Affordable Housing Access Map - MLRT East	2.1 MB
Map2_PopJobs.pdf	Map 2 Pop Jobs	4.1 MB
Map2_RBTN_Label.pdf	Map 2 RBTN	442 KB
Map2_SociEco.pdf	Map 2 Socio Economic	1.6 MB
Med Lake East Summary One Page.pdf	MLRT East One Page Summary	663 KB
MLRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	814 KB
MLRT_East-L1.pdf	MLRT East layout 1	1.4 MB
MLRT_East-L2.pdf	MLRT East Layout 2	1.4 MB
MLRT_East-L3.pdf	MLRT East Layout 3	1.4 MB
Plymouth Letter of Support for MLRT 11-20-23 signed.pdf	Plymouth Letter of Support	208 KB

Project to RBTN Orientation



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



Created: 11/2/2023
LandscapeRSA6

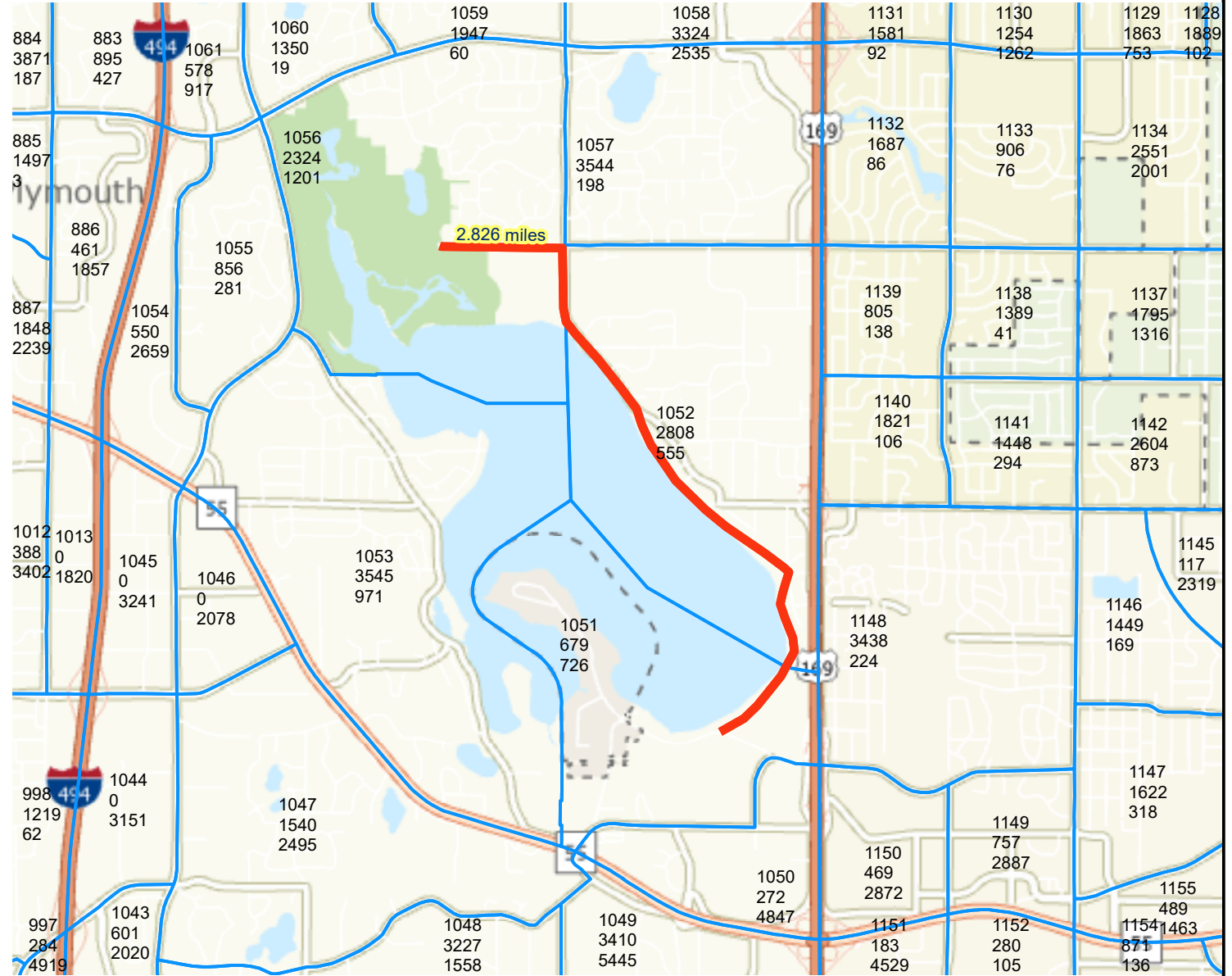


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Med Lake Regional Trail: East Segment 1 | Map ID: 1698937520349



Results

Within ONE Mile of project:
 Total Population: 41951
 Total Employment: 35644

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/2/2023
 LandscapeRSA4



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

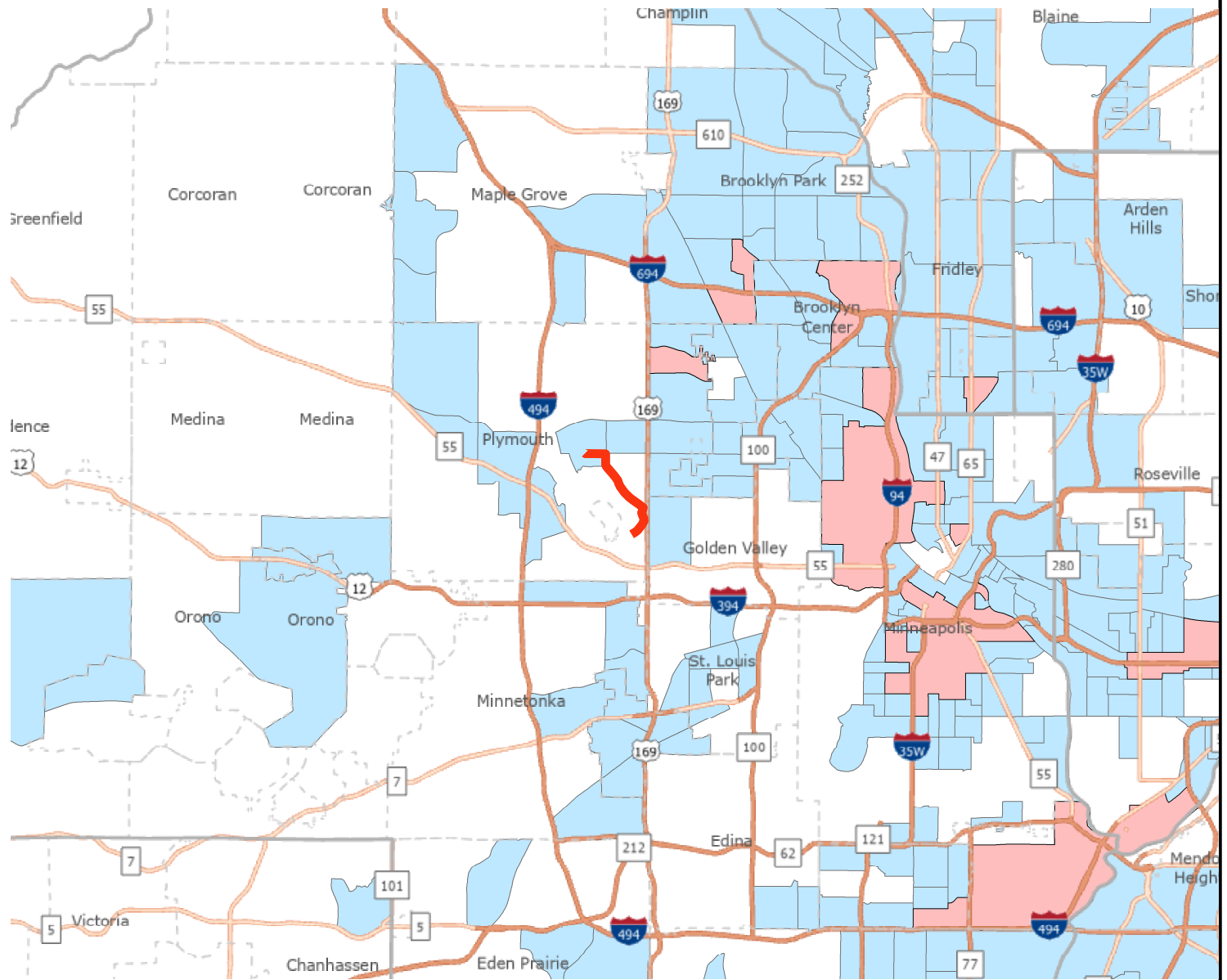



Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 451

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



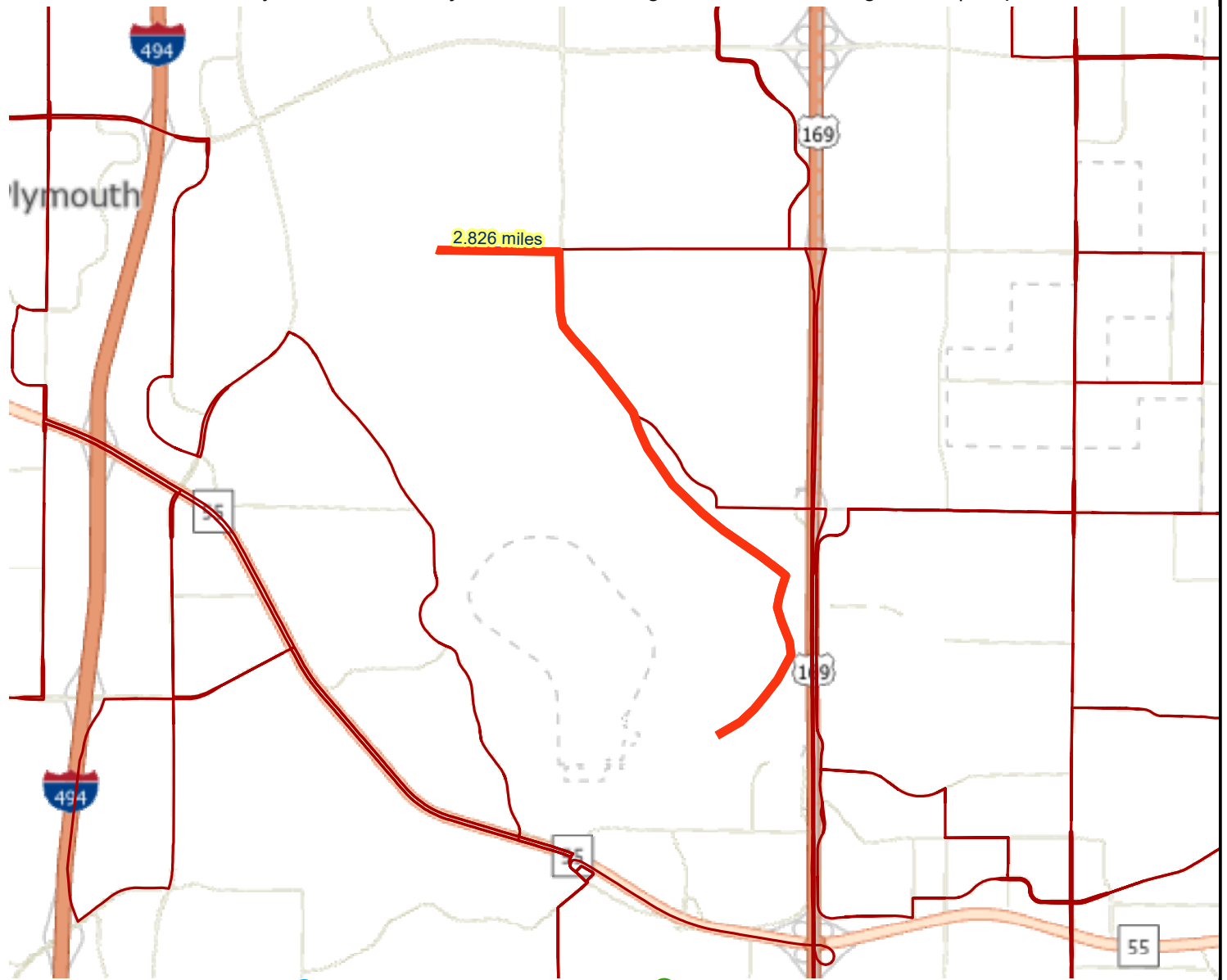
 Lines
 Area of Concentrated Poverty

 Regional Environmental Justice Area



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Med Lake Regional Trail: East Segment 1 | Map ID: 1698937520349



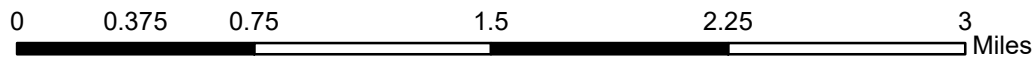
Results

Transit with a Direct Connection to project:
705 755 790 795

**indicates Planned Alignments*

Transit Market areas: 3

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



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LandscapeRSA3



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Transit Connections

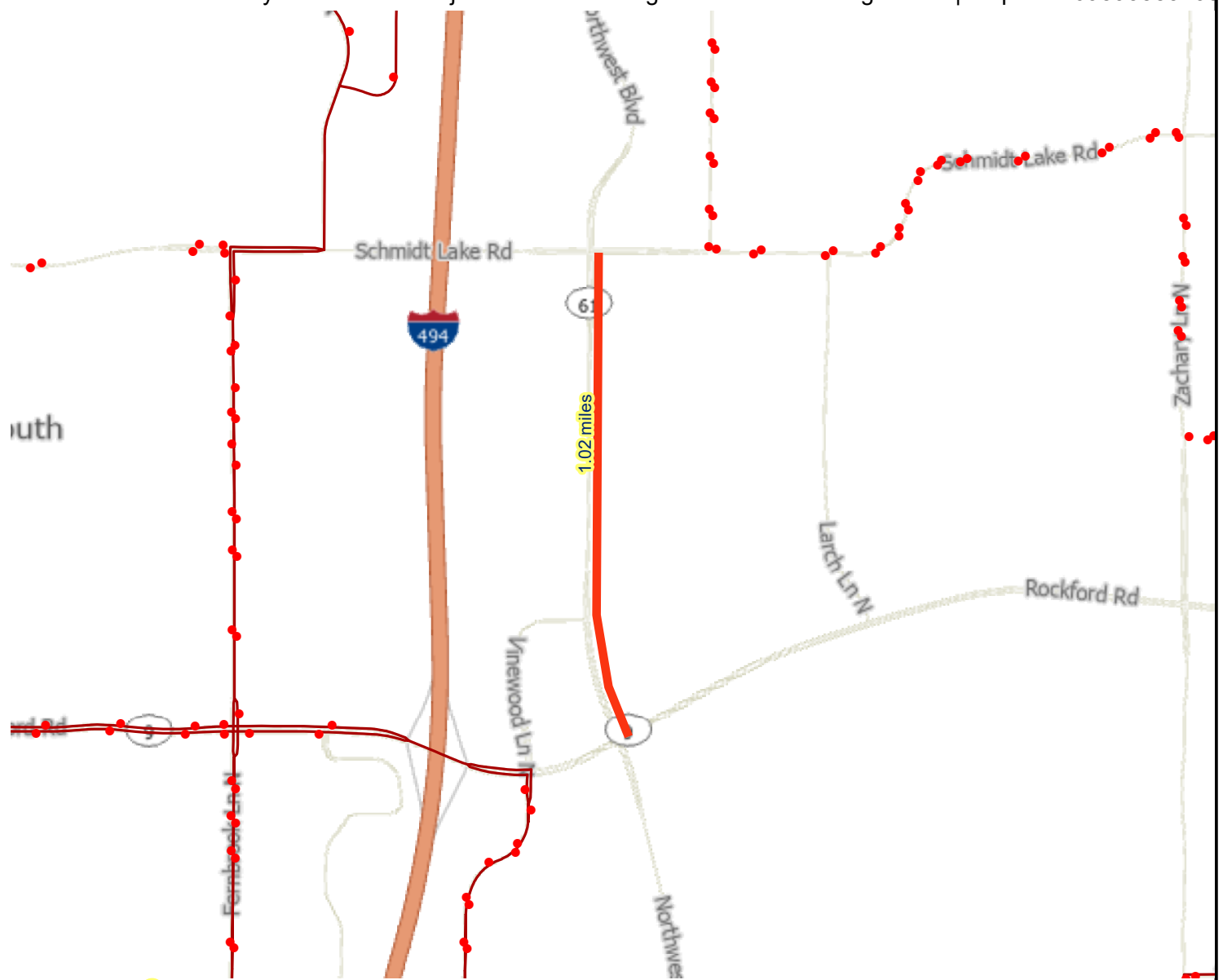
Multiuse Trails and Bicycle Facilities Project: Med Lake Regional Trail: East Segment 2 | Map ID: 1698938832993

Results

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

**indicates Planned Alignments*

Transit Market areas: 3



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



Created: 11/2/2023
LandscapeRSA3



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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
Medicine Lake Regional Trail: - East Segment Project
Along various roadways from the Luce Line Regional Trail to French Regional Park
Along CSAH 61 (Northwest Boulevard) from CSAH 9 (Rockford Road) to Schmidt Lake Road

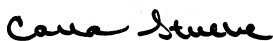
Dear Ms. Koutsoukos,

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 Medicine Lake Regional Trail – East Segment Project which is anticipated to improve conditions for people walking and biking as recommended in the draft 2023 Nine Regional Trails Master Plan (which includes the Medicine Lake Regional Trail).

As proposed, the Medicine Lake Regional Trail – East Segment Project is anticipated to impact CSAH 9 (Rockford Road) and CSAH 61 (Northwest Boulevard) which are 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 Medicine Lake Regional Trail – East Segment Project; noting that the programming of new projects is subject to occur without notice.

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 9 (Rockford Road) and CSAH 61 (Northwest Boulevard) 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 Medicine Lake Regional Trail – East Segment Project to discuss impacts to county roadways, including any crossing enhancements, to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the Medicine Lake 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

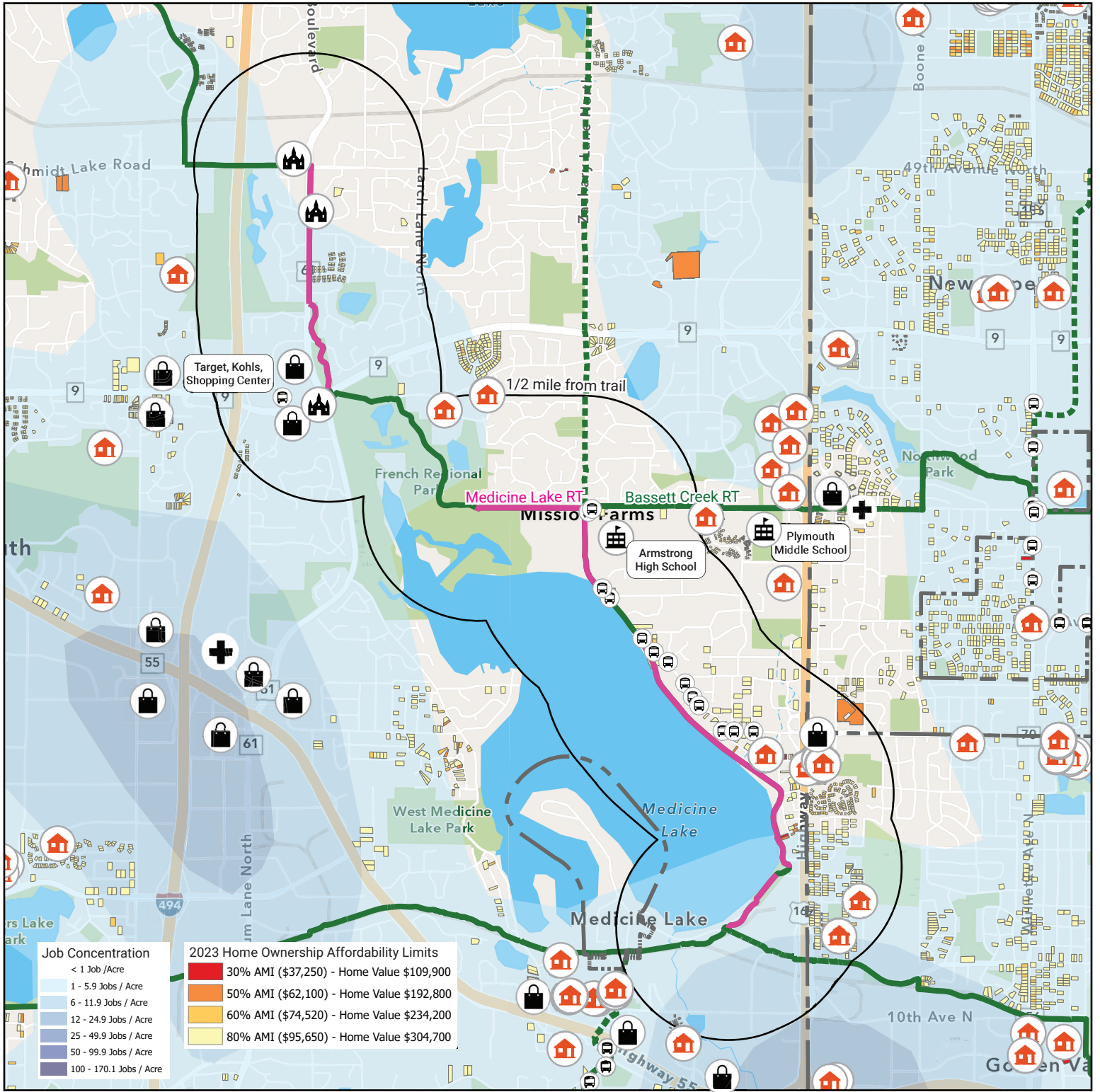
RESOLUTION ADOPTED

Attest: 

Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator

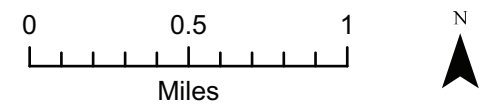
Affordable Housing Access Map

Medicine Lake Regional Trail - East Segment



Legend

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



Planning Department
Revised Date: 12/13/2023

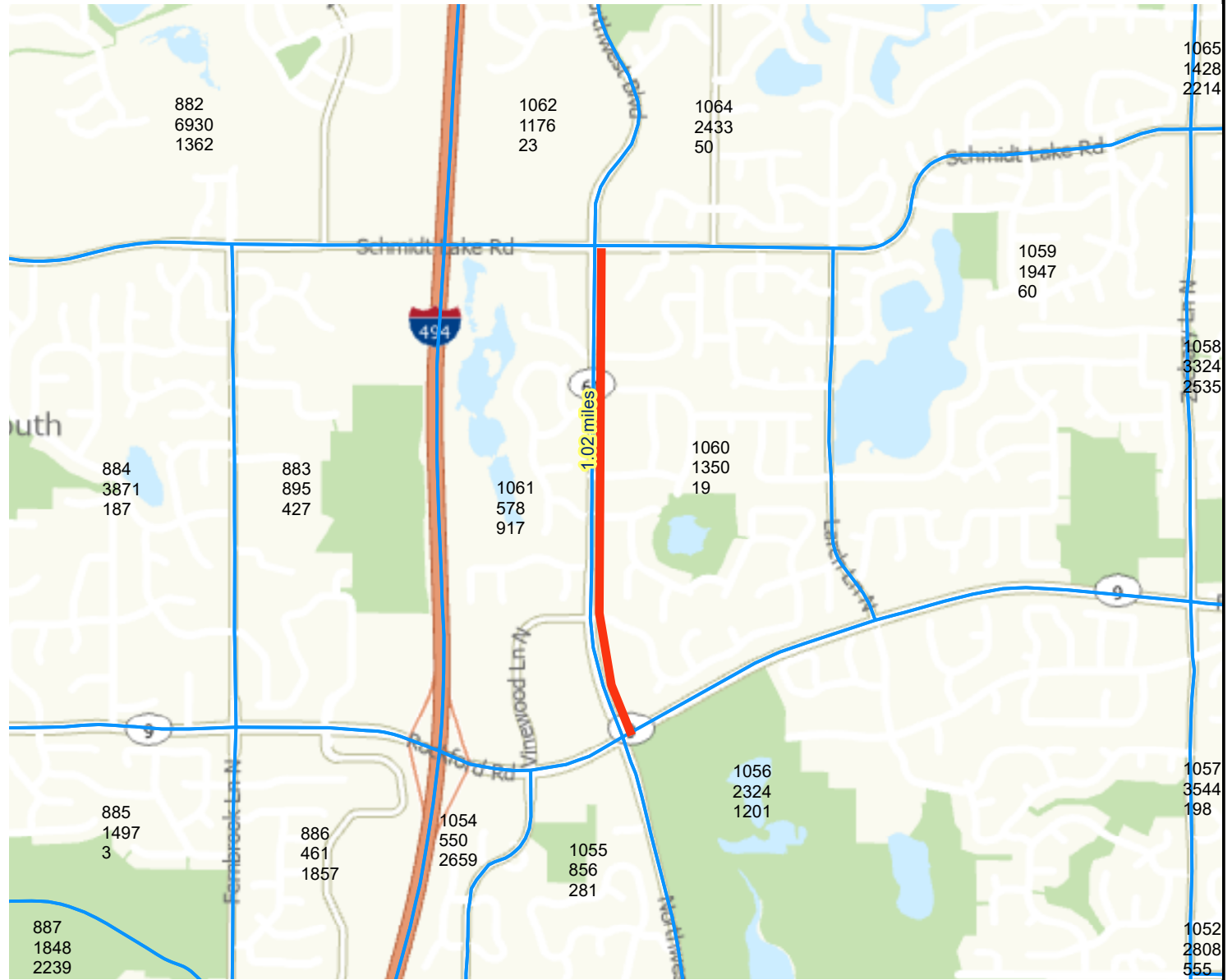
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Population/Employment Summary

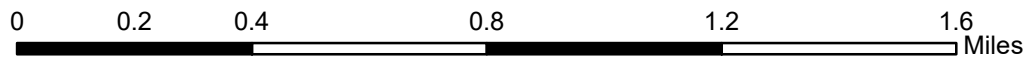
Multiuse Trails and Bicycle Facilities Project: Med Lake Regional Trail: East Segment 2 | Map ID: 1698938832993

Results

Within ONE Mile of project:
 Total Population: 30261
 Total Employment: 12256



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



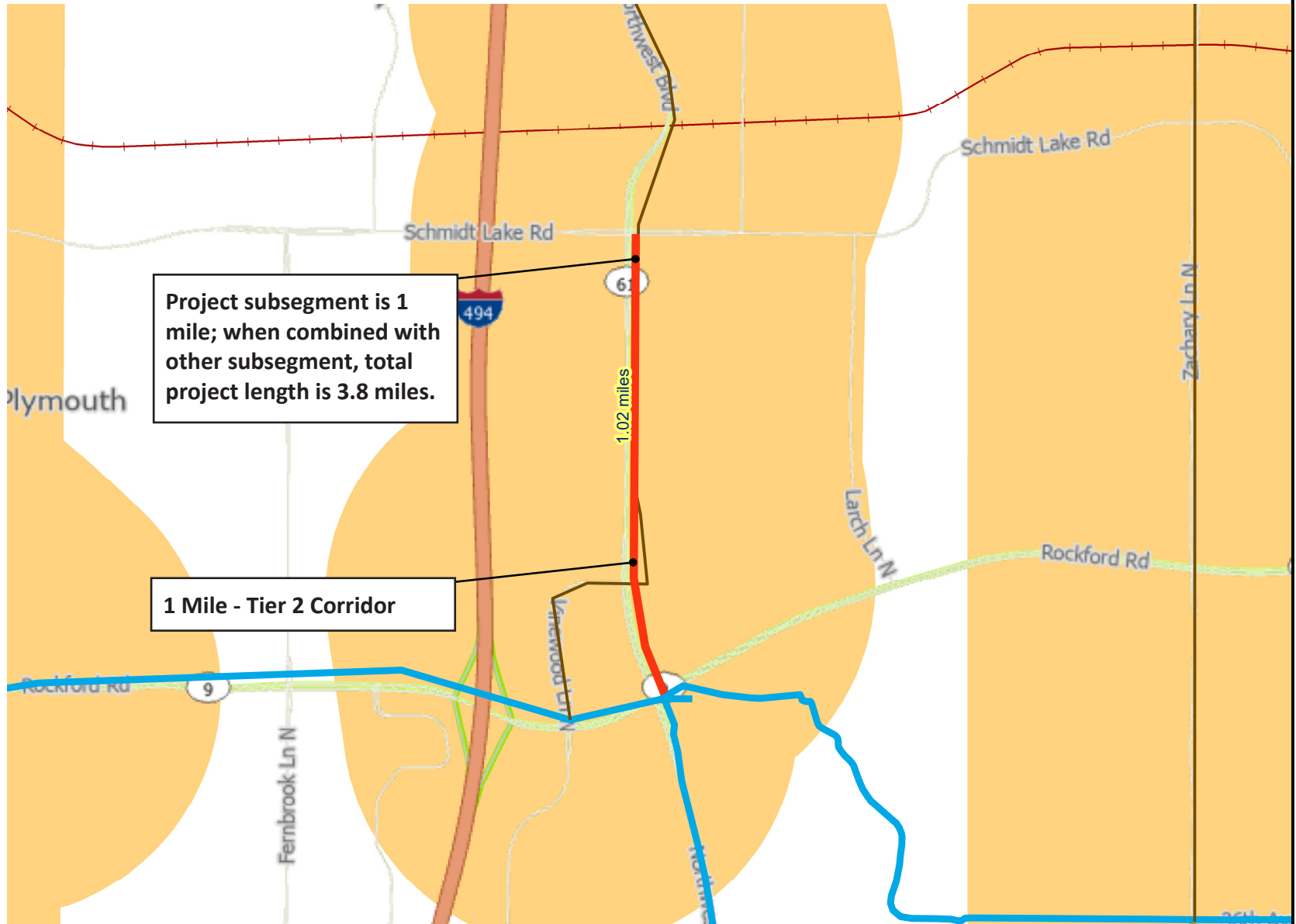
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 LandscapeRSA4



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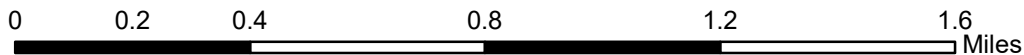
Project to RBTN Orientation



Project subsegment is 1 mile; when combined with other subsegment, total project length is 3.8 miles.

1 Mile - Tier 2 Corridor

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



Created: 11/2/2023
LandscapeRSA6



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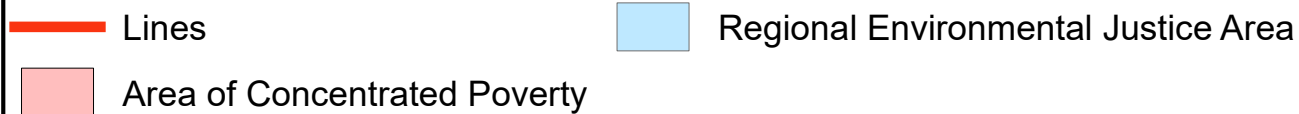
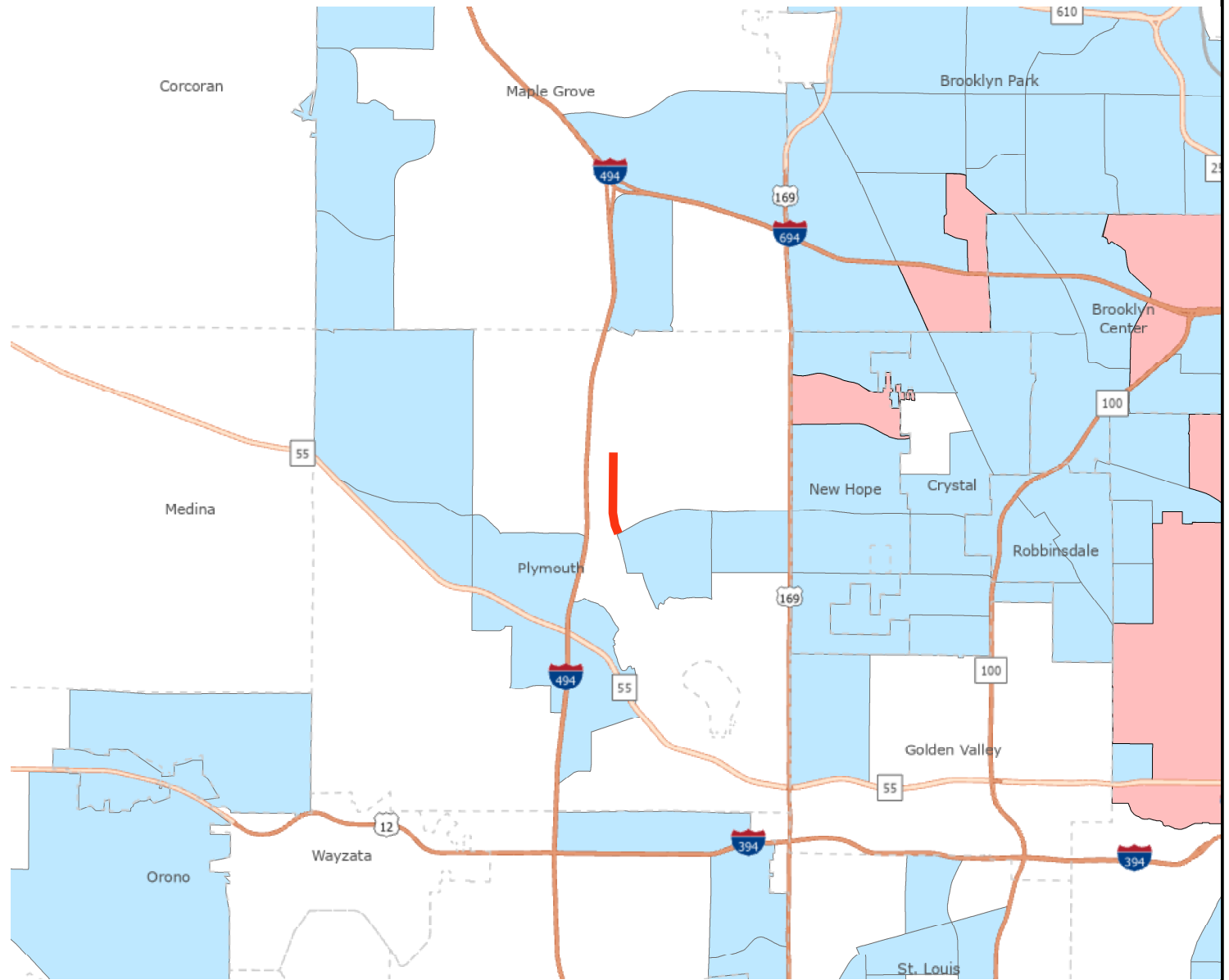


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 182

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

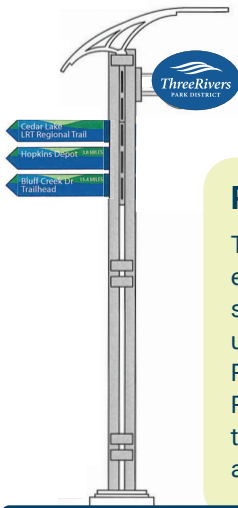


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LandscapeRSA2



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Medicine Lake Regional Trail

East Segment | Reconstruction

Project Description

This off-road, multi-use trail, non-motorized active transportation project includes reconstructing 3.8 miles of end-of-useful life regional trail, upgrading/widening trail segments to meet regional trail standards, improving several road crossings (i.e. adding APS to the Schmidt Lake Road/Northwest Boulevard (CSAH 61) and upgrading the mid-block 42nd Place crossing), and adding/improving wayfinding between the Luce Line Regional Trail and Schmidt Lake Road in Plymouth. The project was constructed in 1998 (2.8 miles, by Three Rivers - meets regional trail standards) and 1992/93 (1-mile, by Plymouth - does not currently meet regional trail standards), has degraded to the extent in which routine pavement is no longer feasible or cost effective, and includes segments classified as 'poor condition' over five years ago.

Location & Route

Between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) along Northwest Boulevard (CSAH 61) and French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road in Plymouth, Hennepin County

Applicant

Three Rivers Park District

Primary Contact

Kelly Grissman,
Director of Planning
3000 Xenium Lane N
Plymouth, MN 55441
P: 763-694-7635
Kelly.Grissman@
threeriversparks.org

Funding Information

Requested Award:

\$3,137,078

Local Match:

\$784,269

Total Construction Cost

\$3,921,347

Project Elements

- Reconstruct 3.8 miles (including widening 1-mile to 10') of existing end of useful life regional trail (off-road/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving ~35 curb ramps and adding APS at Schmidt Lake Rd/Northwest Boulevard (CSAH 61)
- Upgrade 1 existing mid-block crossing (42nd Place North); add one local trail connection (northeast quadrant of Rockford Road/CSAH 9 and Northwest Boulevard/CSAH 61); and add 10 curb cuts/trail connections to improve access to/from adjacent neighborhoods (along East Medicine Lake Road)
- Add/improve directional wayfinding, informational kiosks, and rest stops along entire project corridor

Project Benefits

- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.
- Corrects ADA deficiencies and safety concerns caused by deteriorating pavement conditions.
- Maintains and improves community connections: French Visitor Center, Armstrong High School, Free Lutheran Bible School and Seminary, Mount Olivet Church, East Medicine Lake Park and French Regional Park, Eagle Lake, Bassett Creek, and Luce Line Regional Trails, RTBN routes (1 Tier 1 Alignment, 1 Tier 2 Alignment, and 4 Tier 2 Corridors) and Plymouth Metrolink Route 795.
- Provides a protected bikeway to 72,212 people - connecting them to 47,900 jobs within 1 mile of the project area.

Location



42nd Place North (left photo) and Northwest Blvd (CSAH 61) (right photo): This trail segment is missing critical ADA improvements (i.e. compliant curb ramps and truncated domes) and is comprised of failing pavement as shown by "alligator cracking" and patching. Pavement is no longer conducive to any pavement treatment and requires complete reconstruction.



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
Medicine Lake Regional Trail: East Segment – Reconstruction

Erin Kolb
District 3

Dear Ms. Koutsoukos,

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

Louise M. Segreto
District 4

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

John Gibbs
Chair
District 5

This letter is to confirm that, in addition to traditional maintenance of our regional trail system through the warmer months, Three Rivers Park District intends to provide winter maintenance to ensure that the trail remains accessible for all bicyclists and pedestrians, including persons with disabilities.

Jan Guenther
Appointed
At Large

We generally provide winter maintenance by entering a contract directly with a company who will provide this service or by providing a stipend to the local city to provide maintenance on our behalf. Three Rivers in partnership with the local city will determine which option to move forward with prior to completion of the trail.

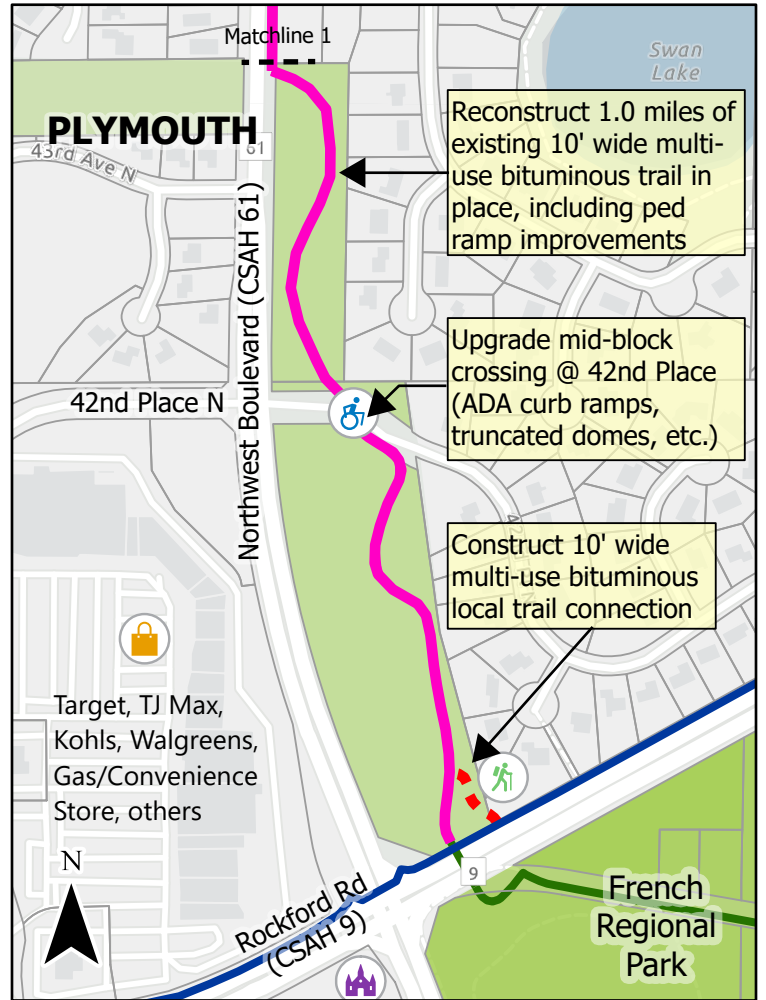
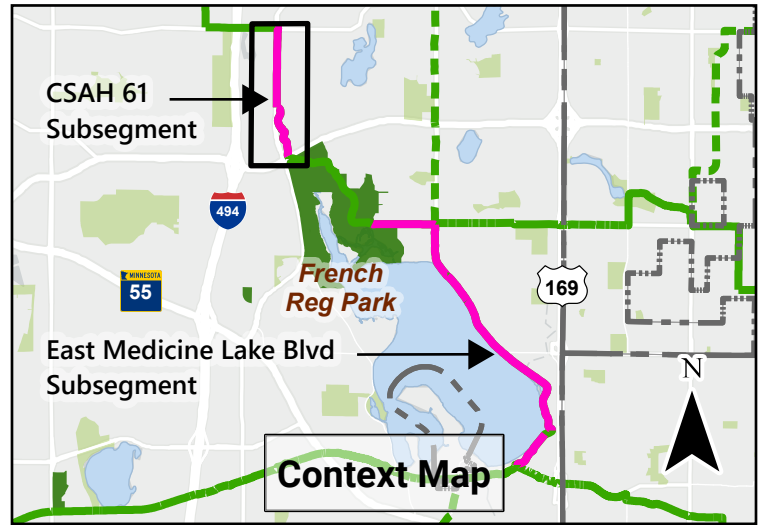
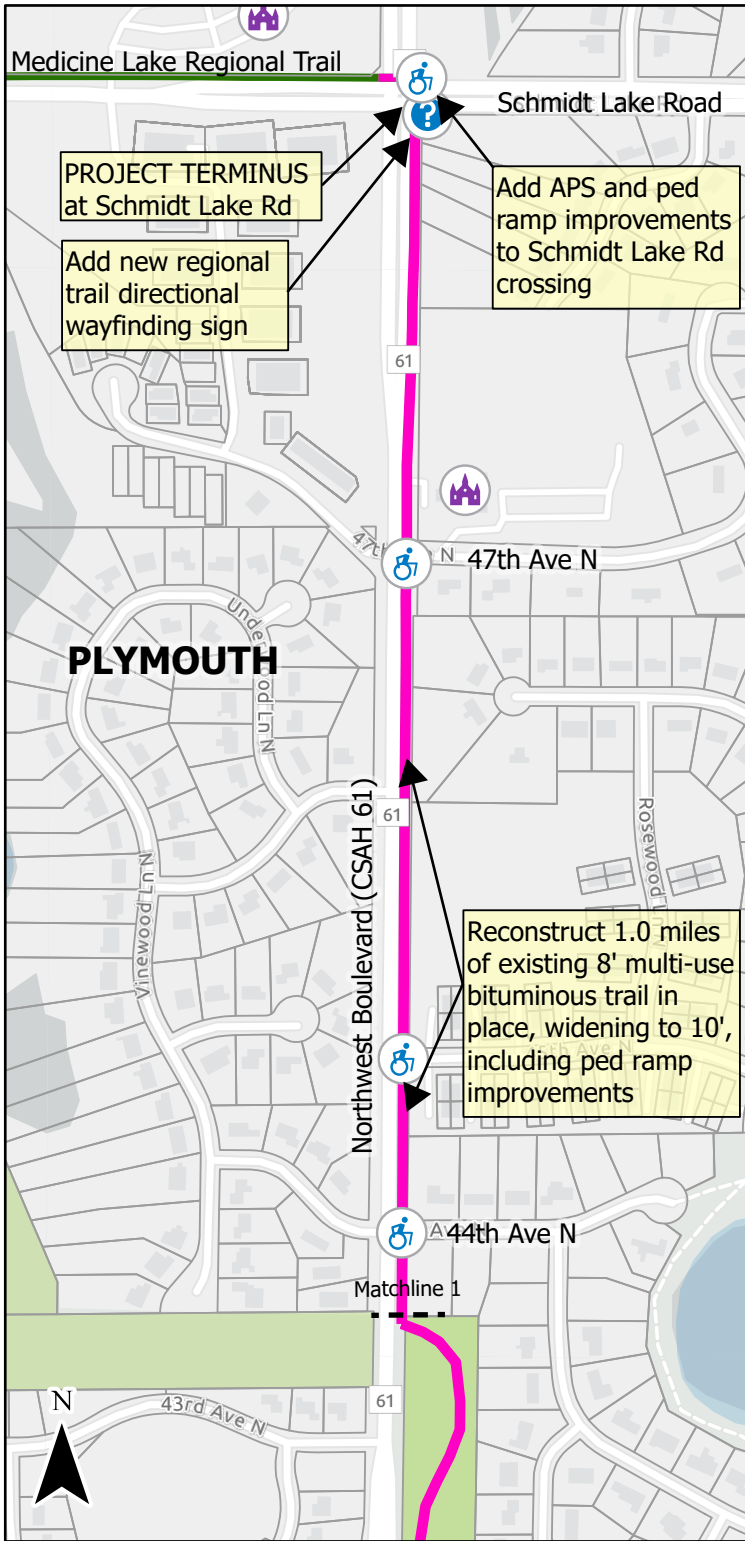
Jesse Winkler
Appointed
At Large

Sincerely,













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

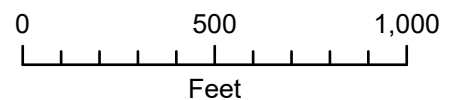
Boe Carlson
Superintendent

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



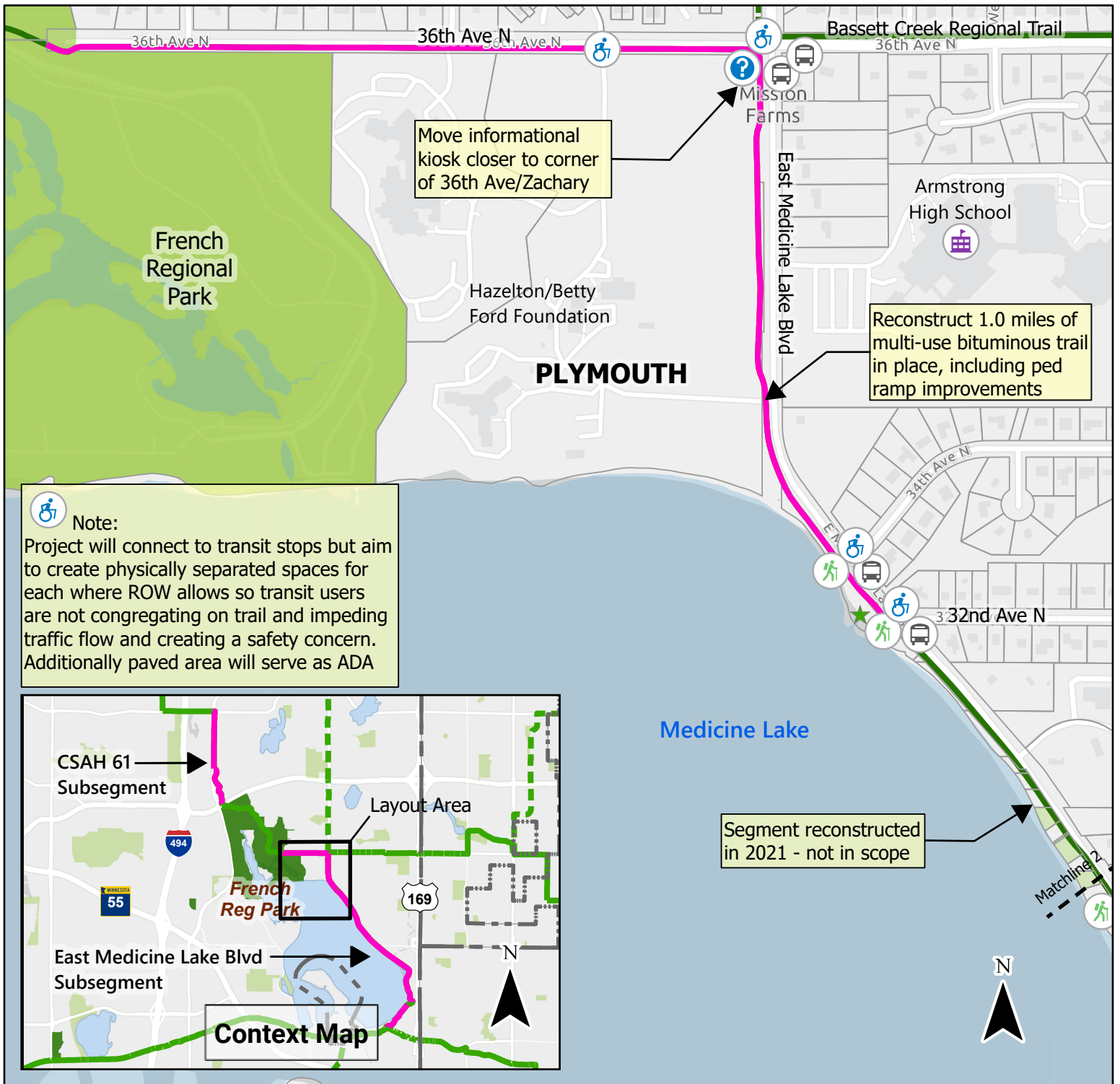
Legend

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














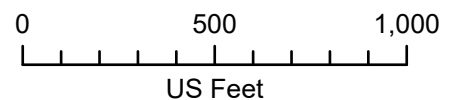
Planning Department
Revised Date: 12/8/2023

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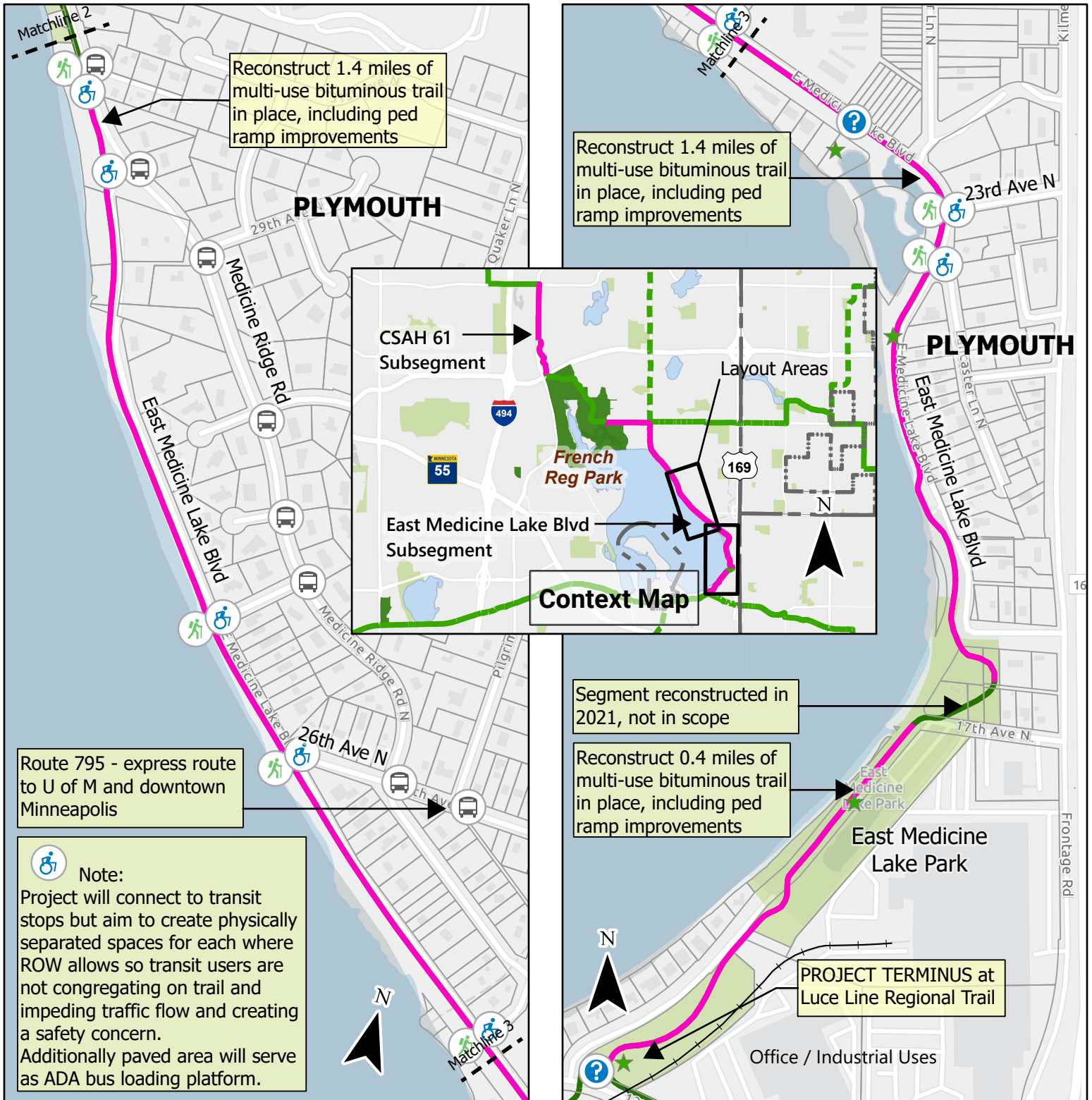
Legend

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



Planning Department
Revised Date: 12/8/2023

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Legend

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

0 500 1,000
US Feet

Planning Department
Revised Date: 12/8/2023

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November 20, 2023

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

Re: Letter of Support
2024 Regional Solicitation - Multiuse Trails and Bicycle Facilities
Medicine Lake Regional Trail: East Segment – Reconstruction

Dear Ms. Koutsoukos:

The City of Plymouth (City) supports Three Rivers Park District's federal transportation funding request for reconstruction of the Medicine Lake Regional Trail along CSAH 61/Northwest Boulevard and from French Regional Park to the Luce Line Regional Trail. The City understands that this project will enhance the local and regional bicycle transportation system for our residents.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Medicine Lake Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the development of the trail by entering a joint powers agreement with the Park District in 1978 to ensure the trails future.

Specifically, this project will reconstruct 3.8 miles of regional trail including:

- One mile reconstruction of sub-standard trail along the east side of CSAH 61/Northwest Boulevard
- Reconstruction of 2.8 miles of end-of-life trail between French Regional Park and Luce Line Regional Trail along 36th Avenue North and East Medicine Lake Road

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

Sincerely,

A handwritten signature in black ink that reads 'Jennifer Tomlinson'.

Jennifer Tomlinson, Director of Parks & Recreation
City of Plymouth
jtomlinson@plymouthmn.gov

