



## Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20170 - CP Rail Regional Trail - North Segment  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/14/2023 5:06 PM

## Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using [My Alerts](#).

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Pronouns First Name Middle Name Last Name

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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 Minnesota 55441-2661  
City State/Province Postal Code/Zip

**County:** Hennepin

**Phone:** \* 763-559-6700  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000057347A1

## Project Information

**Project Name** CP Rail Regional Trail: North Segment (New Construction)

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

**Cities or Townships where the Project is Located:** New Hope, Crystal and Golden Valley

**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 construction of 2.9 miles of the CP Rail Regional Trail (CPRRT) in Crystal and New Hope, upgrading 1.1 miles of existing trail to meet regional trail standards in Golden Valley, and installing road crossing improvements (i.e., adding APS at Rockford Road (CSAH 9)) and adding critical wayfinding/support facilities along the a 5.7 mile trail segment between the Luce Line Regional Trail and Crystal Community Center. The project is located along Douglas Drive (CSAH 102/urban minor arterial), 32nd Ave/Nevada Ave (urban minor collectors), 36th Ave (urban major collector), Winnetka Avenue (CSAH 156/urban minor arterial), Quebec Avenue (urban minor collector), & 49th Avenue/Fairview Avenue (urban minor collector).

This project builds off planned construction of a 1-mile regional trail segment to the north connecting to Becker Park, the Crystal Lake Regional Trail, & METRO Blue Line LRT Extension: Bass Lake Road Station and a new grade-separated trail crossing of TH 55 to the south connecting to the Perpich Center for Arts Education. Upon completion of these projects ~7 miles of the most northerly segment of the 20+ mile CPRRT corridor - envisioned from the Bloomington Ferry Trailhead/MN Valley State Trail through Bloomington, Edina, St. Louis Park, Golden Valley, New Hope and Crystal to the Crystal Lake Regional Trail/Bass Lake Road LRT Station - will be complete.

#### Project Elements

- Construct a new, urban 2.9 mile 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing roadways where feasible to lessen the impact to neighboring properties.
- Improve 1.1 miles of existing trail to meet regional trail standards.
- Meet all ADA requirements including improving 45+ curb ramps & adding APS at Quebec Ave/Rockford Rd(CSAH 9).
- Upgrade 1 CP Rail crossing at 49th Ave.
- Relocate associated above/underground utilities.
- Add/improve directional wayfinding, informational kiosks, & 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 inconsistent or do not exist.
- Connects people and destinations: YMCA, Lifetime Fitness, Crystal Community Center; Bassett Creek, Valley Place, Northwoods, Sunnyside, & John Grogan parks; Crystal, Bassett Creek, & Luce Line Regional Trails; RBTN routes (1 Tier 1 Alignment, 1 Tier 2 Alignment, & 2 Tier 2 Corridors); and METRO Blue Line LRT Extension & four bus routes.
- Provides a protected bikeway to 72,546 people - connecting them to 39,367 jobs within 1 mile of the project area.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

IN GOLDEN VALLY, CRYSTAL & NEW HOPE, ADJACENT TO CSAH 102, CSAH 156, QUEBEC AVE, & 49TH AVE/FAIRVIEW CONSTRUCT NEW PAVED MULTI-USE TRAIL AND ALONG CSAH 102, 32ND AVE, NEVADA AVE, & 36TH AVE IMPROVE EXISTING 2.8 MILES MULTI-USE TRAIL/WAYFINDING/FACILITIES

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) 5.7

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 \$5,500,000.00

Match Amount \$1,575,384.00

Minimum of 20% of project total

Project Total \$7,075,384.00

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

Match Percentage 22.27%

Minimum of 20%  
Compute the match percentage by dividing the match amount by the project total

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

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

Preferred Program Year

Select one: 2029

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

Additional Program Years:

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

Project Information

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

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency Three Rivers Park District

Name of Trail/Ped Facility: CP Rail Regional Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH; MSAS

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

Road/Route No. 102 and 156; 322, 320 106, 103, and 325

(Example: 53 for CSAH 53)

Name of Road Doug. Dr and 32/Nev./36/Winn./Queb./Fair./49 Ave

(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. 102

(Example: 53 for CSAH 53)

Name of Road Douglas Drive (@ Luce Line Regional Trail)

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

To:

Road System CSAH

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

Road/Route No. 102

(Example: 53 for CSAH 53)

Name of Road Douglas Drive (@ Fairview Ave.)

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

In the City/Cities of: Golden Valley, Crystal, and New Hope

(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:** CSAH 102/Douglas Dr. @ Luce Line Regional Trail  
**To:** CSAH 102/Douglas Dr. @ Fairview Ave.  
**Or**  
**At:**

**In the City/Cities of:** Golden Valley, Crystal, and New Hope

(List all cities within project limits)

**Primary Types of Work (Check all that apply)**

**Multi-Use Trail** Yes

**Reconstruct Trail**

**Resurface Trail**

**Bituminous Pavement** Yes

**Concrete Walk**

**Pedestrian Bridge**

**Signal Revision** Yes

**Landscaping**

**Other (do not include incidental items)** Ped ramps, retaining walls, APS, railroad crossing, and wayfinding/informational kiosks and signage

**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** 55427

**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):** 5.7

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):** 3.3

**Is this a new trail?** Yes

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## 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.

CP Rail Regional Trail Master Plan (Entire Document)

2040 Metropolitan Council Regional Parks Policy Plan (Page 57-60)

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

2040 Crystal Comprehensive Plan (Pages 40 and 42)

2040 Golden Valley Comprehensive Plan (Page 30 and Appendix A:Page 80)

2040 New Hope Comprehensive Plan (Page 183)

(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/page/accessibility>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$353,769.00
Removals (approx. 5% of total cost)	\$353,769.00
Roadway (grading, borrow, etc.)	\$495,277.00
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)	\$495,277.00
Traffic Control	\$0.00

Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$283,015.00
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	\$70,754.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$2,051,861.00</b>

## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$4,174,477.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$353,769.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$141,508.00
Bicycle and Pedestrian Contingencies	\$353,769.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$5,023,523.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## PROTECT Funds Eligibility

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

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

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

## Totals

Total Cost	\$7,075,384.00
Construction Cost Total	\$7,075,384.00

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

1700145604684\_CPRail\_RBTN\_Map\_Labels.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

72546

Existing Employment Within One Mile (Integer Only)

39367

Upload the "Population Summary" map

1700142446376\_CPRail\_PopJob\_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 CP Rail Regional Trail - North Segment (CPRRT) is in census tracts above the regional average for populations in poverty or of color, connects to an area of concentrated poverty, travels within an environmental justice area, & serves 1,061 publicly subsidized rental units w/in ½ mile of the corridor.

Demographics

The corridor travels through/connects to 1+ census tracts w/:

- 21/22/23/38% pop <15 (19% metro avg)
- 17/20/21/26/45/49% pop > 65+ (14.1% metro avg)
- 18/19% pop w/ any type of disability, incl. ambulatory (10% metro avg)
- 5% American Indian (0.4% metro avg)
- 17/31% Hispanic or Latinx (6.5% metro avg)
- 22/26/47/48% Black (9.8% metro avg)
- 8/9/11/21% Other + multiracial (3.9% metro avg)

- 13/18/22% foreign-born (12.1% metro avg)
- 22/27/29/47/52% households below 185% poverty line (8.4% metro avg)

## 2022 Engagement Activities & Audiences (See Community Engagement Summary)

Phase 1: Initial Engagement introduced people to the project & requested feedback on desired walking/biking destinations via maps/voting boards (flyers/newsletters/email/newspaper articles: 223 people).

- Paso a Paso and Cinco De Mayo Celebration: Hispanic/Latinx & low-income community groups
- Bike Rodeo: families & youth
- Vehicle Fair: families, youth & communities of color

Phase 2: Primary Engagement identified 3 potential routes based on phase 1 feedback & requested route preferences via maps/voting boards (post cards: 2,800/flyers/handouts: 100+/newsletters/email: ~40,000/roadside signage: 24/community info. boards: 3/newspaper articles; 444 people directly engaged & 3,750+ in attendance at 30+ in-person events).

- Farmers Markets (New Hope/Crystal/Golden Valley): youth, seniors, BIPOC, low-income households, new immigrants
- Concerts in the Park (Ice Cream Social/Salsa del Soul (2)): seniors, BIPOC, Hispanic/Latinx
- Crystal Spanish Soccer Camp: youth of color, Hispanic/Latinx, low-income households
- Golden Valley Penny Carnival: youth, BIPOC
- Crystal Frolics: youth, seniors, BIPOC, Hispanic/Latinx, low-income households
- Prism Food Shelf Pop-up: seniors, low-income households, new immigrants
- Crystal/New Hope Wet & Wild Fun Day Valley Place Park: youth, seniors, BIPOC, Hispanic/Latinx
- New Hope Bingo & Food Truck Friday: seniors
- Three Rivers Explorer Camp: youth
- 6 virtual & in-person meetings: seniors

A project website (survey/polls/interactive map) was visited by over 1,900 people.

## Feedback and Plan Influence

Phase 1 feedback prioritized parks, trails & community centers as places people



wanted walk/bike to. Phase 2 feedback identified the Winnetka-Douglas hybrid route (project route) as the preferred route due route destinations and perceived route safety and comfort. Groups across both phases were supportive of the trail.

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

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## Measure B: Disadvantaged Communities Benefits and Impacts

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

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

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

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

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

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

**Response:**

This project will benefit youth, seniors, BIPOC, Hispanic/Latinx, low-income populations, people w/ disabilities & seniors in the following ways:

- Youth: Families emphasized safety & local destinations. The CPRRT will connect to local destinations/public spaces such as Crystal Community Center, New Hope Ice Arena, New Hope Pool & Civic Center, YMCA, Lifetime; Becker, Bassett Creek, Valley Place, Northwoods, Sunnyside, & John Grogan Parks; and Crystal, Bassett Creek & Luce Line Regional Trails. An off-road multi-use trail will make it safer for youth to travel to & from youth and family-friendly destinations, such as schools.

- Seniors & residents w/disabilities: CPRRT connects to the Crystal Community Center with extensive senior programming & several senior housing & assisted living complexes along the route, incl. Suite Living Senior Care, Heather's Estates & Manor, & Royal Oaks. Seniors & people w/disabilities emphasized the need for smooth, level, well designed/maintained trails (e.g., minimal grade, loops, variety of settings). CPRRT will provide an off-road facility w/2+ wide blvds, ADA ramps, maximum grade of 5% & local connections to parks for loop-type experiences & shopping centers & neighborhoods for variety.

- BIPOC & Hispanic/Latinx residents: CPRRT travels through several census tracts w/ higher than the metro average for BIPOC, Hispanic/Latinx, & foreign-born residents. Feedback from these groups prioritized connections to parks, restaurants, friends/family, & shopping centers. In addition to local connections noted above, this trail also travels through major retail areas (e.g., Crystal Shopping Center, New Hope City Center, Winnetka Commons) with several restaurants and/or cultural shops, incl. Fat Nat's, Milton's, Crystal Cafe & Grill, Panaderia LomBonita & La Michoacana Rose.

- Lower-income residents: CPRRT will connect to 6 bus routes, 15+ bus stops & the future Blue Line Extension LRT. Additionally, CPRRT directly connects to/is within 1/2 mile of several high-density apt buildings (Winnetka Manor, Winnetka West, Winnetka Village), which include affordable units or are naturally occurring affordable housing. These groups also emphasized the connection to local destinations/neighborhoods. CPRRT will directly address feedback by connecting to neighborhoods, job/shopping centers, parks, schools, basic services & transit.

The project will not negatively impact these groups & instead will provide increased ped/bicycle access, reduced speed on busy roads, less barriers to access jobs & local destinations. Access to businesses & housing will be maintained & safe, well-signed detours will be employed for people walking/biking during construction.

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

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## 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 CPRRT is within 1/2 mile of 1,061 publicly subsidized rental units which will

be connected to the project via sidewalks, trails, bike lanes, and local streets. See Affordable Housing Access Map for naturally occurring affordable housing & destinations of interest to community members from low-income households which this project will help connect to.

#### Existing

The following is the breakdown of units provided by City sources (staff, mapping tools, etc.):

#### Crystal

- 160 units, Cedarwood Apartments, 5450-5500 Douglas Dr
- 81 units, Calibre Chase (senior), 6315 55th Ave N
- 33 units, Hanson Court Apts, 5324-5332-5340 Hanson Ct
- 40 units, small buildings with several owners, 51st Pl & Edgewood area
- 180 units, Winnetka Village at 7700-7710-7720 36th
- 71 units, Valley Place, 7201 36th Ave N
- 71 units, Barcelona, 3501 Louisiana Ave N
- 470 units with various addresses on Sumter, 32nd and Winnetka Avenues
- 102 units in two buildings on 27th (Medicine Lake Rd)
- 136 units, The Heathers (senior), 2900 Douglas Dr
- 66 units, Golden Valley Greenway, 2701 Brunswick

#### New Hope

- 26 units, Winnetka West (senior), 6151 45th Ave N
- 105 units, North Park Plaza (senior), 8201 45th Ave N

#### Golden Valley

- 6 units, Golden Valley Townhomes (subsidized rental), 2100 Douglas Dr N
- 51 units, Duluth St Flats (NOAH), 6150 St Croix Ave N
- 58 units, West End Trails (NOAH), 1400-1600 Douglas Dr N
- 32 units, Valley Creek West Apts, 7370 Douglas DR N
- 72 units, Valley View Apts (NOAH), 6533 Golden Valley Rd
- 79 units, West End Apts (NOAH), 259 Yosemite Circle

#### Future

The following are known future units by City:

#### Crystal

-----

-58 units, 5240 Apts, 5240 West Broadway Ave (at or below 60% AMI)

Neighborhoods in the project service area are currently classified as car-dependent, meaning most errands require a car. The project will improve affordable housing residents' access to transit and active transportation, helping to reduce household transportation costs. In combination with existing bicycle and pedestrian facilities, the project provides a multimodal transportation network with safe routes to transit, jobs, schools, community resources, retail/commercial areas, and other destinations in Crystal, New Hope, and Golden Valley (see Affordable Housing Map). This will benefit low-income households with zero or one vehicle by increasing the distance they can safely and comfortably travel without a car, thus improving their connectivity to the broader community. Moreover, the project will eventually connect to the middle and southern CPRRT segments through St Louis Park, Edina, and Bloomington, further connecting these communities to the regional trail network and the destinations, workplaces, and parks along it.

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

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## 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.

1701147053491\_CPRail\_SocioEco\_Map.pdf

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## Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
  - Providing a safer, more protected on-street facility or off-road trail;
  - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
  - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.*

**Response:**

The 20+ mile CP Rail Regional Trail (CPRRT) is envisioned to connect Crystal, New Hope, Golden Valley, St. Louis Park, Edina & Bloomington and run from the Crystal Lake Regional Trail/future Blue Line LRT Bass Lake Road Station to the Minnesota Valley State Trail/Bloomington Ferry Trailhead. Currently there are no other continuous/consistent/parallel off-road facilities extending the entirety of the corridor and serving people walking, biking, and rolling of all ages and abilities.

As the only north-south 10' wide off-road, multi-use active transportation corridor in eastern Hennepin County, the CPRRT fulfills a critical north-south link (existing off-road active transportation/regional trail corridors run east-west/extend out of Minneapolis) and serve as the backbone of the regional active transportation network by:

- Connecting Crystal Lake, Bassett Creek, Luce Line, North Cedar Lake, Cedar Lake, & Nine Mile Creek Regional Trails with the MN Valley State Trail.
- Including grade-separated crossings of TH 55, I-394, Hwy 7, TH 62, I-494 and the MN River (major river barrier) via the existing Bloomington Ferry Bridge at the regional trail's most southerly trailhead/termini.
- Serving as/connecting to 20+ Tier 1 and 2 RBTN alignments/corridors.

On a localized scope, this 5.7 mile project - part of the most northerly segment of the greater CPRRT corridor - fills a missing link, improves bikeability of people of all abilities/experience, improves ease & safety of road crossings, & connects communities by:

- Providing safe crossings of one Tier 1 Rail Barrier Crossing Area, 1 Tier 2 Rail Barrier Crossing Area, two Railroad Barriers, and two Stream Barrier Crossings.
- Providing a major off-road multi-use trail through 3 communities, serving as/connecting to 6 RBTN Tier 1 and 2 RBTN alignments/corridors, and connecting to three regional trails (Crystal Lake, Bassett Creek, and Luce Line).
- Connecting to a planned trail at the project's northern termini, the Crystal Community Center, which will run north to Becker Park/CSAH 81/future Bass Lake Road LRT Station. This <1 mile trail extension includes a safe crossing of CSAH 81 at a Tier 1 Expressway Barrier Crossing Improvement Area.
- Connecting to a new trail/TH 55 grade separated crossing (Tier 1 Expressway Barrier Crossing) 1,500' beyond the project's southern termini at Douglas Drive/Perpich Center for the Arts Education. This will become the future CPRRT extension to St. Louis Park.
- Serving as the backbone to local sidewalk, trail, and active transportation networks.

At its core, this project retrofits communities which were developed around the automobile, lack comprehensive/connected sidewalk/bicycle facilities, and leave pedestrians/bicyclists vulnerable and unprotected.

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

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

##### *DEFINITIONS:*

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

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

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

- Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings
- Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments
- Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments
- Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments
- No improvements

No Improvements to barrier crossings

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

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

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Measure B: Deficiencies corrected or safety problems addressed

Response:

There were 345 accidents over the last 10 years along the project (4 serious inj., 33 minor inj., 83 possible inj., 223 property damage). 17 accidents included someone walking/biking:

- 5 car vs. pedestrian: motorist struck a pedestrian crossing the street (2 serious inj., 1 minor inj., 2 possible inj.).
- 1 car vs. bicyclist: bicyclists failed to stop & was struck by a motorist (serious inj).
- 6 car vs. bicyclist: motorist struck a bicyclist crossing the street (4 minor injuries, 2 possible inj.).
- 1 car vs. bicyclist: motorist pulled out of a driveway hitting a bicyclist (1 possible inj.).
- 1 car vs. pedestrian: motorist struck a pedestrian walking in the roadway (1 minor inj.).
- 3 car vs. car rearends due to motorist stopping for a pedestrian/bicyclist in a crosswalk when hit by tailing motorist (1 minor inj., 2 property damage).

All but 2 accidents occurred at an intersection; this is noteworthy as 75% of all MN bicycle related crashes & 50% of all crashes with a fatality/disabling injury occur at an intersection. This project evaluates/improves (where needed) every road/trail crossing (i.e. cross walk markings, advanced warning signage, stop/yield signs for trail users, etc.) to minimize risk of vehicle vs. pedestrian/biker collisions. The project also utilizes an existing RRFB for the south Douglas Dr. crossing & Hen Cty planned refuge island for the north Douglas Dr. crossing at the Crystal Community Center.

A consistently designed facility which attracts & serves a large number/wide range of users safely/comfortably is needed. Currently there is a mix of on-street (no protection/designated space), narrow sidewalks, & fragmented trail segments. Without a centralized/designated route, pedestrians/bicyclists are thinly spread out, often within the roadway &, quite frankly, motorists do not anticipate them - this contributed to the noted accidents. There is safety in numbers & predictability.

This project provides an off-road, multi-use 10' paved trail w/ centerline striping, creating a safe/comfortable place for pedestrians/bicyclists and increasing the predictability of their presence to motorists. It is the safest option, serves all users regardless of age/ability - youth, seniors, persons w/ disabilities, & those 'Interested but Concerned' in bicycling (the largest portion of the population), and is consistent w/ MnDOT Bicycle Guidelines.

Added safety improvements:

- Relocate aboveground utilities out of the trail clear zone.
- APS at Quebec/Rockford Road (CSAH 9) & 45+ ADA ped ramps.
- Wayfinding - a safety request of new users/underrepresented community members.

When complete, the new protected off-road trail will reduce crash factors, improve safety/comfort, & increase active transportation.

## Measure A: Multimodal Elements

### Response:

The 5.7-mile CPRRT project serves as a primary north-south active transportation route through Crystal, New Hope and Golden Valley. The trail design (10' wide, off-road, two directional, multi-use) supports safe & comfortable travel experiences for people walking, biking, & rolling as well as transit users & is far superior & safer than typical narrow sidewalks/share the road conditions which limit bicycle use or force the most vulnerable users into the roadway without space/physical separation. This is especially important for people with disabilities who often have a greater reliance on transit & require off-road facilities to access transit.

The project connects to the following 6 transit routes/15+ bus stops which help facilitate multimodal transportation:

- Route 14: Robbinsdale, Crystal, Golden Valley & MPLS w/ connections to Robbinsdale Transit Center & future Blue Line LRT
- Route 705: Brooklyn Park, New Hope, Crystal & Golden Valley w/ connection to the Louisiana Ave Transit Station (9 routes)
- Route 716: Brooklyn Park, New Hope, Crystal to downtown MPLS w/ connection to the Starlite Transit Center (5 routes)
- Route 717: Plymouth, New Hope, Crystal, Robbinsdale & Brooklyn Center w/ connections to the Robbinsdale (4 routes) and Brooklyn Center (10+ routes, BRT C&D) Transit Centers
- Route 755: Maple Grove, New Hope, Crystal, Golden Valley & downtown MPLS
- Route 764: Brooklyn Park, New Hope & Crystal to downtown MPLS w/ connection to Starlite Transit Center (5 routes)

The project also connects to the planned Blue Line LRT Bass Lake Road Station at Bottineau Blvd/Bass Lake Rd in Crystal, (<1 mile from northern terminus) via several planned Three Rivers/Crystal/Hennepin County projects. LRT station planning includes pedestrian/bike connections, bike racks, bathrooms & water.

Refer to the Affordable Housing Access Map.

This project includes the following multimodal elements:

- Off-road, multi-use trail
- ADA loading pads between the curb & trail (where ROW allows) to ease loading & provide a place for transit users to safely wait/load outside of the trail
- Wayfinding to critical transit stops
- ADA improvements & APS at Quebec/Rockford Rd (CSAH 9) crossing/transit route
- Connections to sidewalks/trails systems (~25) & local/regional destinations: New Hope YMCA, Lifetime Fitness, Crystal Community Center; Bassett Creek, Valley Place, Northwoods, Sunnyside, and John Grogan parks
- Crystal Lake, Bassett Creek, & Luce Line Regional Trails connections

The project will complete 'last mile' gaps between transit and people/destinations, support seniors, low-income households and people w/ disabilities by helping increase their independence & ability to access education, care & employment resources w/o driving/needing a personal vehicle.



## 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 CPRRT's route selection, a process was defined to engage the public and involve affected agencies and local units of government. This process led to the route receiving approval from local partner park commissions and city councils.

Public engagement primarily occurred in 2022 over two phases. The following is a sampling of engagement efforts specific to this project by phase:

Phase 1: Initial Engagement - introduced people to the project & requested feedback on regional trail community connections via maps/voting boards (event flyers, newsletters, email list services, newspaper articles: 223 people).

- Paso a Paso and Cinco De Mayo Celebration: Hispanic/Latinx and low-income community groups

- Bike Rodeo: families & youth

- Vehicle Fair: families, youth and communities of color

Phase 2: Primary Engagement - determined 3 potential routes based on phase 1 feedback, shared information about the project & requested feedback on route preference (post cards (2,800), event flyers, flyers left at doors (100+), newsletters, email list services (~40,000), temporary roadside signage (24), information boards at community centers (3) newspaper articles: 444 people directly engaged and 3,750+ in attendance at over 30+ in-person events).

- Farmers Markets (New Hope, Crystal, Golden Valley): youth, seniors, BIPOC, low-income households, new immigrants

- Concerts in the Park (Ice Cream Social, Salsa del Soul (2)): seniors, BIPOC, Hispanic/Latinx

- Crystal Spanish Soccer Camp: youth of color, Hispanic/Latinx, low-income households

- Golden Valley Penny Carnival: youth, BIPOC

- Crystal Frolics: youth, seniors, BIPOC, Hispanic/Latinx, low-income households

- Prism Food Shelf Pop-up: seniors, low-income households, new immigrants

- Crystal/New Hope Wet & Wild Fun Day Valley Place Park: youth, seniors, BIPOC, Hispanic/Latinx

- New Hope Bingo & Food Truck Friday: seniors

- Three Rivers Explorer Camp: youth

- 6 virtual & in-person meetings: seniors

Additionally, there was a project website which was visited by over 1,900 people of which 1,400 visitors clicked on at least one of the feedback opportunities.

*(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

1702594850582\_CPRail RT North Final Layout.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

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

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

Yes

100%

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

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

Yes

25%

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

0%

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

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

100%

Signature Page

Please upload attachment in PDF form

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

Yes

50%

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

## Measure A: Cost Effectiveness

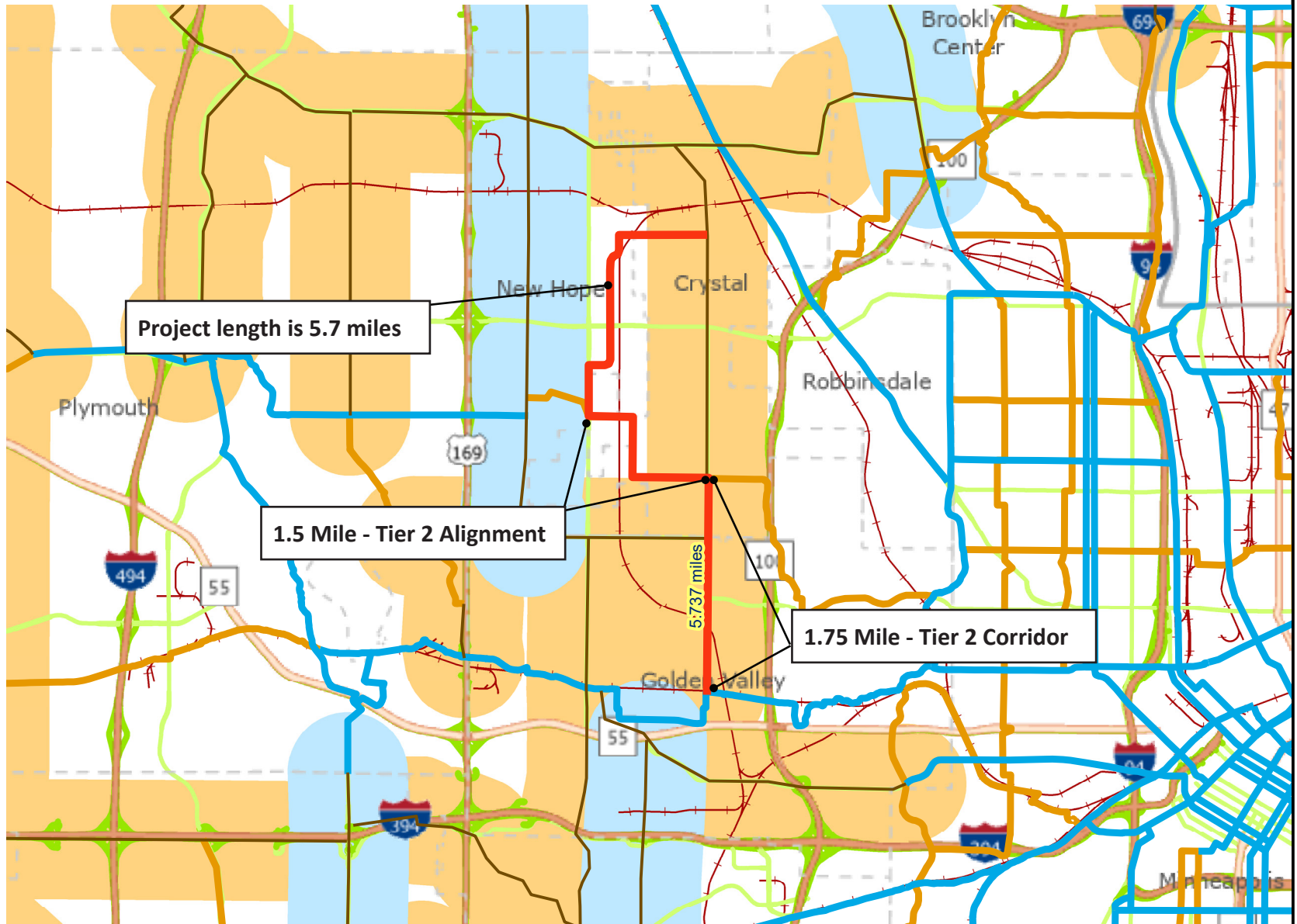
Total Project Cost (entered in Project Cost Form):	\$7,075,384.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$7,075,384.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

## Other Attachments

File Name	Description	File Size
Contextmap.pdf	Layout: Context Map	1.5 MB
CP Rail Regional Trail_Engagement Summary.pdf	Engagement Summary	415 KB
CP Rail RT Layout.pdf	Layout: Segment Layouts	8.9 MB
CPKC Rail Letter TC.pdf	CP Rail Coordination Letter	114 KB
CPRail North Summary One Page.pdf	Project Summary	745 KB
CPRRT North Existing Photo 1.pdf	CPRRT North Existing Conditions Photo 1	878 KB
CPRRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	814 KB
CPRT_NExistingConditionsPhoto2.pdf	CPRT North Existing Conditions Photo 2	190 KB
Crystal Letter of Support CPRT_NorthSegment.pdf	Crystal Letter of Support	247 KB
Figure 1 CP Rail Crossing Layout.pdf	Layout: RR Crossing	9.5 MB
GoldenValley Letter of Supprt CPRRT_NorthSegment.pdf	Golden Valley Letter of Support	282 KB
Hen Cty Letter of Support CPRT_NorthSegment.pdf	Hennepin County Letter of Support	117 KB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Housing CPRRT-N_Final.pdf	Affordable Housing Map - CPRRT North	3.0 MB
New Hope Letter of Support CPRT_NorthSegment.pdf	New Hope Letter of Support	70 KB
On Going Railroad Agreement Status Memo.pdf	CPKC Rail Status Memo	125 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail: North Segment | Map ID: 1698939632454



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

0 0.75 1.5 3 4.5 6 Miles

Created: 11/2/2023  
LandscapeRSA6

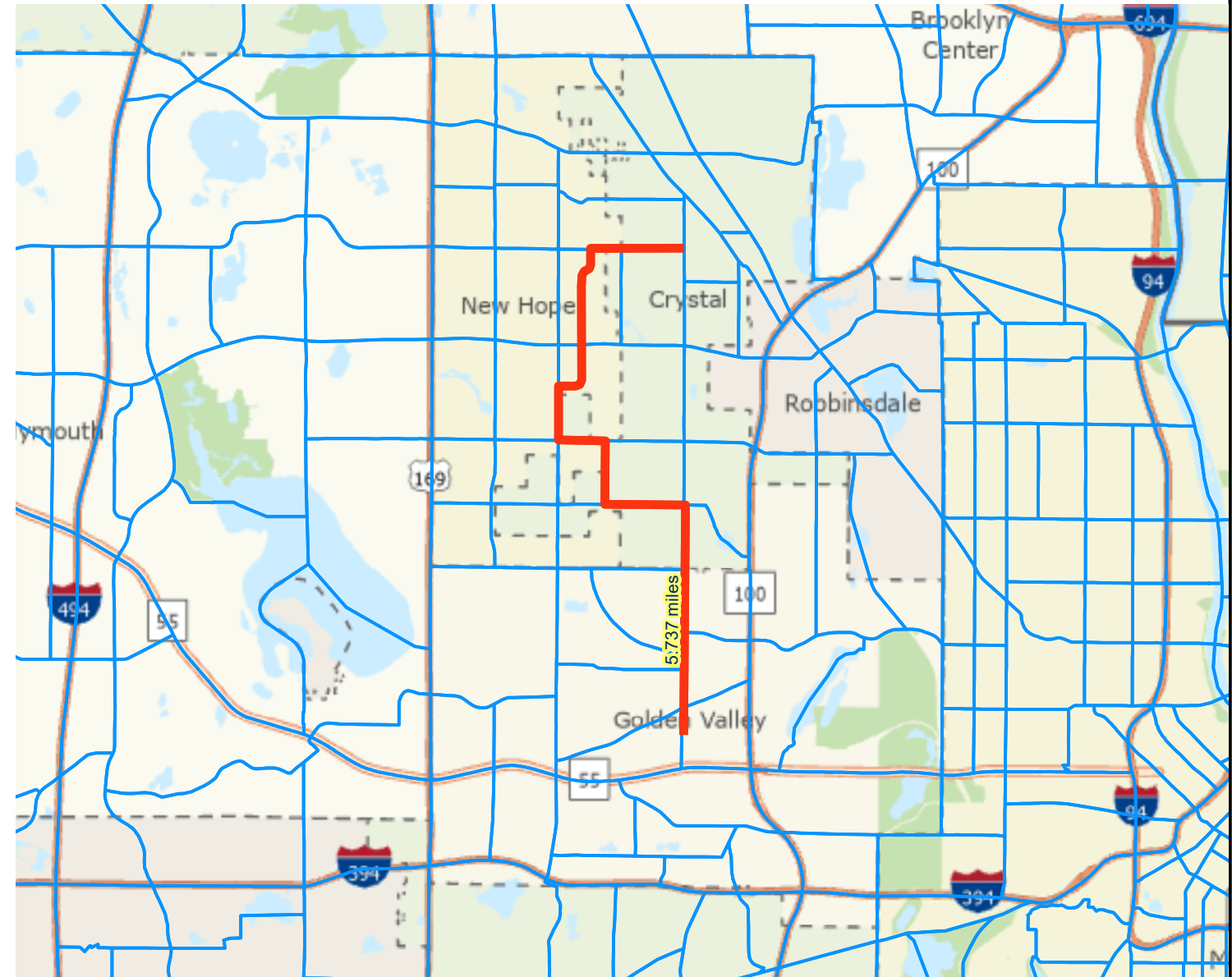


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

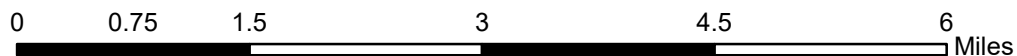
Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail: North Segment | Map ID: 1698939632454



## Results

Within ONE Mile of project:  
Total Population: 72546  
Total Employment: 39367

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/2/2023  
LandscapeRSA4



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



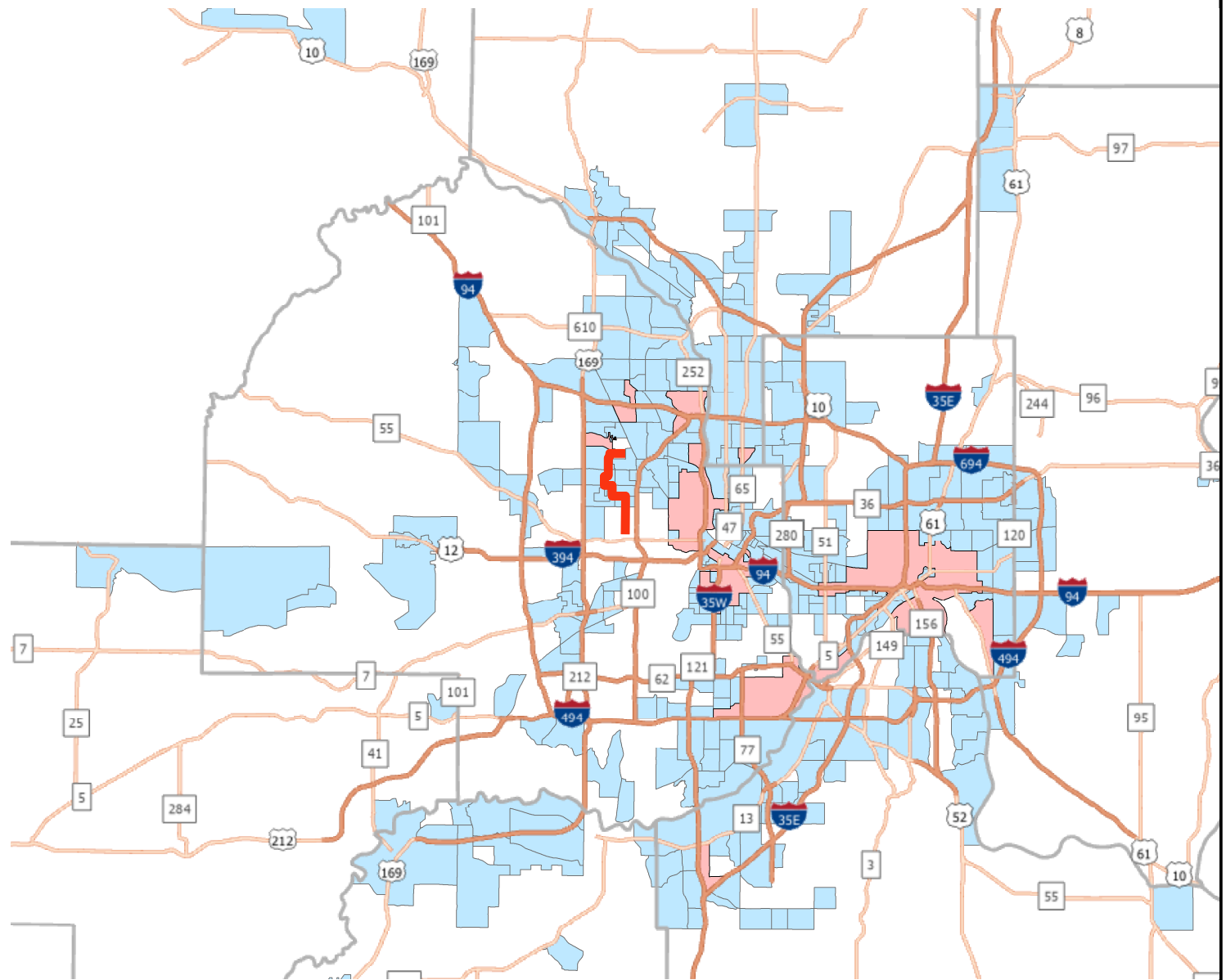
## Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail: North Segment | Map ID: 1698939632454

### Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1061

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 4.5 9 18 27 36 Miles

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LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>





## Transit Connections





Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail: North Segment | Map ID: 1698939632454

### Results

Transit with a Direct Connection to project:  
14 705 716 717 755 764

*\*indicates Planned Alignments*

Transit Market areas: 3

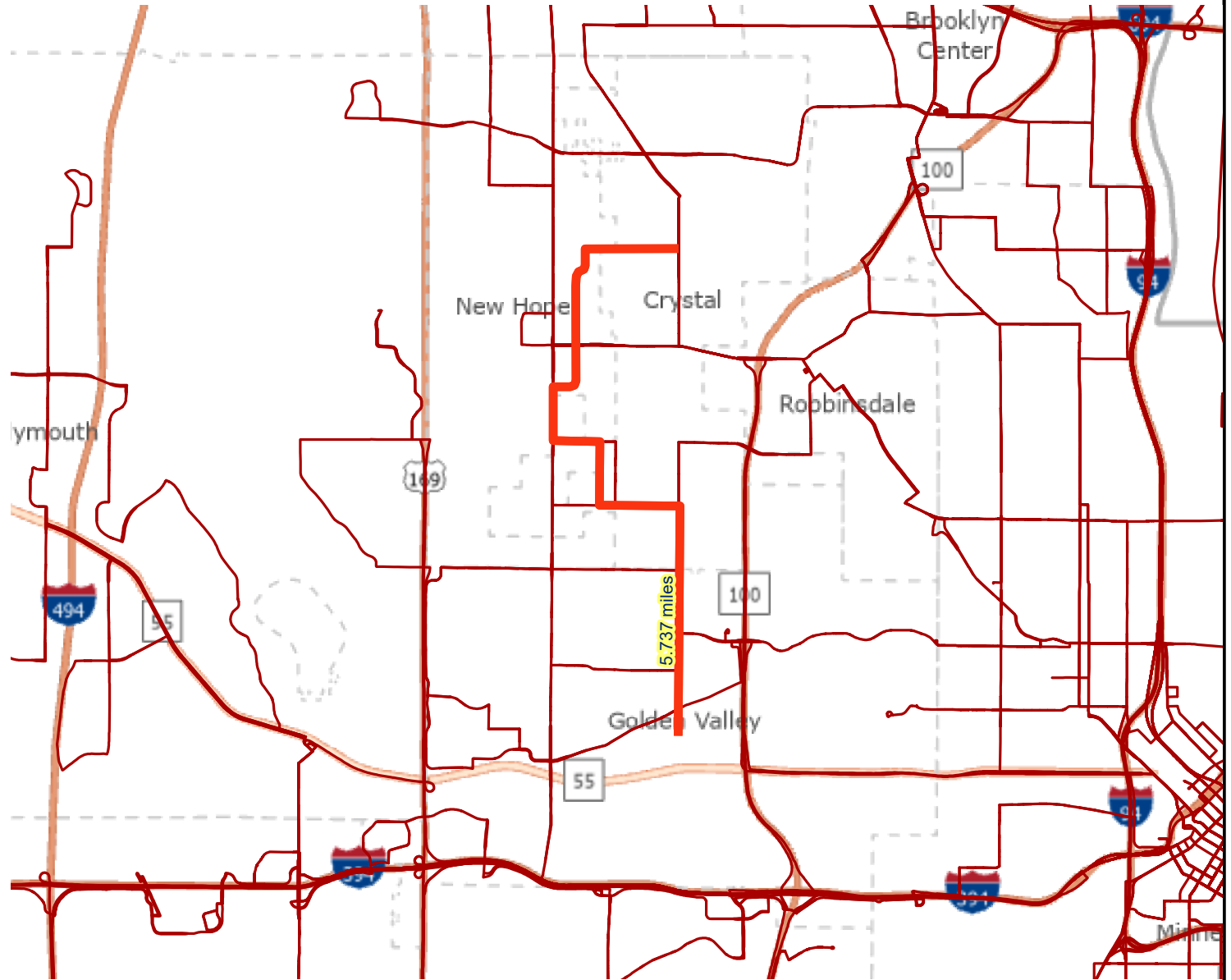
-  Project Points
-  Transit Routes
-  Project
-  Project Area

0 0.75 1.5 3 4.5 6 Miles

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LandscapeRSA3



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**Luce Line RT to Crystal Lake RT Segment**

## Phase 1/2: Community Engagement Summary

**Engagement Summary**

Community members engaged in the CP Rail Regional Trail process demonstrated a clear preference for the Winnetka-Douglas Route (see summary table to the right).

Community engagement occurred from July to September and included a wide range of notification strategies and engagement opportunities in an effort to build awareness and make engagement simple, convenient, and meaningful.

Greater detail on the notification efforts, engagement offerings and feedback is available below and on the following pages.

<b>30+ events</b>	<b>3,750+ people</b> in attendance at in-person events	On-line engagement available <b>24-7 &amp; one-on-one engagement</b> available upon request
	Over 1,900 people visited the project webpage. 1,400 website visitors clicked on at least one project link and over 110 people participated in at least one of the feedback opportunities.	
<b>500</b> people indicated a preferred route(s)	<b>Here is the Preferred Route Breakdown</b>	
	Winnetka	20%
	Winnetka-Douglas	50%
<b>225</b> people indicated where they want to bike, walk or visit.	<b>Here are the Top 3 Answers</b>	
	Parks, Trails & Community Centers	28%
	Restaurants	19%
	Friends and Family	15%

**Three Rivers Notification Efforts and Outcomes**

Three Rivers utilized a variety of notification techniques to help build project awareness, reach those most impacted by the project, and ensure a balanced approach to engagement. Additionally, Three Rivers tracked engagement findings and increased notification and engagement efforts in September to better reach those not yet significantly engaged but most likely impacted by what was appearing to be the community preferred route.

A high-level summary of the notification efforts and measurements of success is outlined below.

Notification Method	Distribution Magnitude/Impact	Outcome Metrics
Post Cards (July 10-11)	Sent to ~2,800 property owners/residents within 500' of each route	<ul style="list-style-type: none"> <li>320 webpage visits are attributed to the post card mailing as the webpage was manually typed/entered following the mailing.</li> <li>Website traffic peaked a few days after the postcard mailing.</li> <li>All virtual/in-person participants indicated notification via the postcard.</li> <li>Many people living close to the routes that participated in an in-person engagement (i.e. Farmer's Market) indicated that they received the post card.</li> <li>A local mail person at the Golden Valley Farmer's Market noted delivering about 200 post cards.</li> </ul>
Flyers Sharing Project Information (Sept 2-6)	Left at businesses along Quebec and at each residence along the northside of 49 <sup>th</sup> /Fairview Aves.	<ul style="list-style-type: none"> <li>There was no noticeable change in website traffic after the flyer was left and only a handful of additional comments were received.</li> </ul>
Flyers for a Neighborhood Mtg (Sept 21)	Flyers were left along both sides of 49 <sup>th</sup> /Fairview	<ul style="list-style-type: none"> <li>Website traffic peaked a few days after the flyer was left.</li> <li>Participation in a neighborhood pop-up meeting reflected receipt of flyer.</li> </ul>
Email (July 13)	36,000 people (Three Rivers newsletter list serve)	July 13 message: <i>Data analytics not readily available at this time, but will be added when available.</i>
Email (Aug 6)	3,705 households in Crystal, New Hope and Golden Valley which have a Three Rivers registration account	Aug 6 message: The message was opened by 1,606 recipients (44 percent open rate) and clicked on by 90 recipients (2.5 percent click rate).
Social Media (July – Sept)		<ul style="list-style-type: none"> <li>800 webpage visits are attributed to various Three Rivers and city social media posts, website articles, and/or newsletters.</li> </ul>
Yard Signs	24-yard signs were installed along the studied routes in July and August	Several engaged community members cited seeing them.
Information Boards	Brookview Community Center Crystal Community Center New Hope Golf Course	About 45 people activity participated in the self-guided engagement activity.

## Engagement Plan Opportunities

In addition to the engagement events listed below, interested parties could visit the project website [www.ThreeRiversParks.link/CP-Rail](http://www.ThreeRiversParks.link/CP-Rail) or email [cprailregionaltrailmasterplan@threeriversparks.org](mailto:cprailregionaltrailmasterplan@threeriversparks.org) to learn more, share feedback or request a one-on-one virtual meeting or phone conference. Self-guided engagement boards were available at Golden Valley's Brookview, New Hope Golf Course and Crystal Community Center.

Completed Events	Date	City	General Pop.	Regional Trail Users	Adjacent Property Owners	Targeted Community Groups					
						Youth	BIPOC	Hispanic/ Latino	Seniors (75+)	House. < \$50K	New Resdnts
Initial Engagement: Where do you want to bike/walk/visit?											
Paso A Paso	4/30	NH						X		X	
Bike Rodeo	5/5	GV	X			X					
Vehicle Fair	6/4	CRY	X			X					
Primary Engagement: Route Assessment and Preference											
Crystal Park Neighborhood Mtgs	7/6	CRY			X				X		
New Hope Farmers Market	7/9	NH	X			X			X	X	
Golden Valley Farmers Market	7/10	GV	X			X					
Luce Line RT Pop Up	7/11	GV		X							
Golden Valley Concerts in the Park and Ice Cream Social: The 1st John Philip Sousa Memorial Band	7/11	GV	X			X			X		
Luce Line RT Pop Up	7/13	GV		X							
Golden Valley Concert in the Park - Salsa del Soul	7/18	GV	X				X	X			
Crystal Soccer Camp	7/19	CRY				X	X	X			
Virtual Lunch Hour Mtg	7/20	ALL	X		X						
Virtual Evening Mtg	7/20	ALL	X		X						
Golden Valley Pedal Pushers	7/21	GV							X		
Crystal Seniors Tabling	7/25	CRY							X		
In Person Mtg	7/27	CRY	X		X						
Golden Valley Penny Carnival	7/29	GV				X	X				
Crystal Frolics	7/30	CRY	X		X	X	X	X	X	X	X
Crystal Farmers Market	8/2	CRY	X		X	X	X	X	X	X	X
Prism Food Shelf Pop Up	8/2 8/16	GV	X						X	X	X
Crystal - Park Neighborhood Mtgs	8/3	CRY			X		X			X	
New Hope Summer Theatre Off-Broadway Musical Theatre	8/5	NH	X								
Bassett Creek RT/Park Pop Up	8/5	CRY		X							
Crystal/New Hope Wet and Wild Fun Day Valley Place Park	8/5	CRY				X	X	X	X		
New Hope Music in the Park - Salsa del Soul	8/10	NH	X			X	X	X	X		
New Hope Bingo & Food Truck Friday	8/12	NH	X						X		
Bassett Creek RT/Northwoods Park Pop Up	8/17	NH		X							
Three Rivers Explorer Camp	8/23	CRY			X	X					
49 <sup>th</sup> /Fairview Ave. Pop Up Mtg.	9/26	CRY	X		X						
Padagis (Quebec Ave.) Private Mtg.	9/29	NH			X						

Three Rivers also explored the following activities but was unable to make the following suggestions work:

- Potential bike event with ACER in Crystal (opportunity was offered, but community partner did not respond)
- Junior Bike Rangers and Bike Rangers program in Golden Valley (city staff did not recommend pursuing)
- Pop Up in partnership with Three Rivers disc golf at Becker Park in Crystal (staff availability)

- Becker Park Pop Up (received feedback from park users at other community events held at the park)
- North Lions Park Pop Up (staff availability)
- Schaper Park Pop Up (substantial youth/Golden Valley engagement events already completed)
- Golden Valley Little League and Softball Tournaments (league was wrapping up at start of engagement/staffing availability)
- Low Income/Affordable Housing Pop-ups (opportunity was offered, but housing representatives did not respond)
- Outdoor Afro (Three Rivers Community Engagement Team is still working on this partnership)

## Engagement Findings

Community members could provide feedback in a variety of ways including simply providing a preferred route to providing written comments to taking a project survey. While the online engagement opportunities provided a means for people to learn more and shared feedback twenty-four hours a day, seven days a week, the over thirty in-person events reached more people and provided a way for community members to have their questions answered immediately and in an informal, conversational manner which provided comfortable to most participants.

*The comments below do not represent every comment received (especially those that were verbal) but does provide a representative summary of common themes and preferences. Upon request, staff can provide a breakdown of route preference by age for each engagement offering.*

## Route Preference

The following table summarizes the engagement findings for those that participated in reviewing route options.

Event Location	Total Engaged*	Route Option	Sub-total	Response by Age						Notes
				<10	10-18	19-34	35-59	60-74	≥75	
Crystal Events	186	Winnetka	17	3	1	1	10	2	0	1 aged 19-34 likes Win-Doug or Doug 2 aged 60-74 like all 3/no preference
		Winnetka-Douglas	89	4	4	20	35	20	6	
		Douglas	65	7	3	11	25	18	1	
New Hope Events	91	Winnetka	15	1	1	0	10	1	2	1 aged 35-59 likes Win-Doug in south and Win in north 1 aged 60-74 likes all 3/no preference 1 aged 60-74 wants the safest option
		Winnetka-Douglas	52	2	5	8	30	7	0	
		Douglas	22	0	1	3	9	8	1	
Golden Valley Events	153	Winnetka	24	5	0	6	7	5	1	1 aged 35-59 and 6 aged 60-74 likes all 3/no preference 2 aged 60-74 like Win-Doug or Doug 1 aged 60-74 likes Win or Doug 1 aged 60-74 is not supportive/feels sorry for anyone living by a trail
		Winnetka-Douglas	74	10	2	7	28	21	6	
		Douglas	42	1	7	5	16	10	3	
Virtual/In Person Open Houses	14	Winnetka	0	0	0	0	0	0	0	1 age unknown is undecided
		Winnetka-Douglas	4	0	1	0	2	0	1	
		Douglas <sup>+</sup>	9	0	1	2	2	0	0	
Wikki Interactive Map <sup>+</sup>	17	Winnetka	6	0	0	0	0	0	0	Did not collect age data. More people were engaged (81 comments total); this reflects those comments that showed a preferred route.
		Winnetka-Douglas	5	0	0	0	0	0	0	
		Douglas	6	0	0	0	0	0	0	
Online Survey <sup>**</sup>	59	Winnetka	21	0	0	10	8	3	0	3 aged 55-74 did not like any of the 3 routes
		Winnetka-Douglas	18	0	0	7	7	4	0	
		Douglas	17	0	0	6	4	7	0	
Summary	520	Winnetka	83	9	2	17	35	11	3	
		Winnetka-Douglas	242	16	12	42	102	52	13	
		Douglas	161	8	12	27	56	43	5	

\* Does not equal total of 3 preferred routes as it includes those without a single preferences or those that do not support the trail/routes.

+ Includes preferences from virtual open houses/interactive maps where age data was not collected and/or undecided participants.

\*\* Age ranges did not align perfectly. Online survey ranges was 35-54 was classified as 35-59 and online survey ranges from 55-74 was classified as 60-74.

## Desired Places to Walk, Bike or Visit

For those that were less familiar with the routes (primarily youth and people that did not live within the project search area), a second engagement activity was provided to learn about where they wanted to be able to walk, bike or visit. These findings are summarized below.

Age of Part.	Total Engaged*	School	Prks, Trls & Com. Cntrs	Restrnts	Health Care	Transit	Place of Worship	Shopping Centers	Work	Library	Friends & Family
<10	83	12	17	10	5	3	2	1	0	11	22
10-17	22	1	3	5	0	0	0	6	0	4	3
18-34	24	0	11	2	0	2	1	1	0	4	3
35-59	35	2	14	6	2	1	1	2	2	3	2
60-74	18	0	5	6	0	1	0	2	0	1	3
75+	5	0	2	1	0	0	0	2	0	0	0
Unknown Age	36	0	11	12	0	1	1	3	4	4	0
<b>Subtotal</b>	<b>223</b>	<b>15</b>	<b>63</b>	<b>42</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>17</b>	<b>6</b>	<b>27</b>	<b>33</b>
<b>Percent</b>	<b>100.0%</b>	<b>6.7%</b>	<b>28.3%</b>	<b>18.8%</b>	<b>3.1%</b>	<b>3.6%</b>	<b>2.2%</b>	<b>7.6%</b>	<b>2.7%</b>	<b>12.1%</b>	<b>14.8%</b>

\* Some participants were undecided and choose more than one option. Total engaged is likely closer to 175-200 people.

## Emailed Comments

Community members, businesses and property owners were also invited to email comments directly to a project email address. Seven people took advantage of this option. All emails are listed below verbatim.

July 10	<p>Hello,</p> <p>I live on 32nd and Edgewood Ave N. There already is a trail along 32nd to Douglas Drive. I don't understand what the post card is announcing that I received in the mail. Please explain.</p> <p>Thank you,</p> <p>Joanne Loth</p>
August 1	<p>Hello,</p> <p>Is there a recording of the virtual meetings to watch?</p> <p>-Sarah Butler</p>
August 5	<p>Hello, I enjoyed the Beacon Academy "Share Your Feedback" meeting on July 27th. I have a question. Can any portion of the new trail go through any part of Robbinsdale? Thank you! MC</p>
August 6/16	<p>Hi,</p> <p>I received the email re: planned trails through Golden Valley, Crystal, etc.</p> <p>I am in favor of more trails, but with kids in mind.</p> <p>Most of the trails (read "anything on a street") are completely unsafe to take a kid biking or skating. There is no effective traffic barrier, no obvious signage, and little thought to pavement condition.</p> <p>Please consider improving what exists already.</p> <p>Thanks,</p> <p>Anna Sawyer</p> <p>----</p> <p>Thank you for the reply.</p> <p>We use the route currently marked as Basset Creek, running from Scheid Park to Wirth, (which we take to connect to the city lakes and our kids' school).</p> <p>The "trail" there NEEDS a physical barrier.</p> <p>The sidewalk area needs pavement that is level. If there were a safe way to get to stores (Lunds Byerlys, the strip mall at Winnetka/55), we would use those more too. Make it safe for me to use my bike and my kids' bikes, to run local errands.</p> <p>In terms of recreational trails, we use the Luce Line and Wirth.</p> <p>Anna</p>
August 18	<p>Hi,</p>



	<p><i>I manage Valley Place Apartments at 7201 36th Ave N. The Bassett Creek Regional Trail was extended down Nevada Ave a few years ago. That leg is across the street from our back parking lot. Looking at the website for this project it looks to me like the new additions would run through the residential neighborhoods north of our property. It doesn't look like our property would be physically impacted by this addition (depending on whether the trail is extended west on 36th Ave N across the street from us or on our side of 36th Ave N). I would be interested in finding out if there will be an impact on our side of the street or not.</i></p> <p><i>Thanks, Ed B.</i></p>
September 14	<p><i>Hi Three Rivers Parks,</i></p> <p><i>I'm the head of engineering/facilities for a manufacturing business along the proposed route through New Hope, along Quebec Ave N. We have a couple of comments/questions we'd like to discuss, so I would like to request an opportunity to review the plan with you. I apologize that this is after the requested due date, but I just became aware of the proposed locations yesterday afternoon. We can make ourselves available in order to have this meeting right away (or at your earliest convenience). Please let me know on your availability.</i></p> <p><i>Thanks, Melissa</i></p> <p><i>Melissa Timm   Senior Engineering Manager Padagis   Engineering</i></p>
September 27	<p><i>Dear Three Rivers,</i></p> <p><i>Thank you for setting up the Neighborhood Pop-up Meeting yesterday, September 26th for residents to better understand and ask questions about the proposal.</i></p> <p><i>Installing a regional walking/biking trail would be an action which would provide multiple benefits to both neighborhoods and also the community at large, and I am in favor of the trail. As to how and where the trail is constructed, there are decisions which need to be made as to whether to eliminate parking and build the trail from there up to the lawn that edges the sidewalk or to keep the parking lane and build the trail 15 feet from the curb into the public easement which are at present, part of the front yards of residents.</i></p> <p><i>As a gardener living on the north side of Fairview Avenue N. and who actively uses the sunny, south-facing part of her front yard for growing vegetables and flowers, mostly in the easement portion, loss of that approximately 10 ft.-wide strip of prime sunny soil would drastically diminish my garden and production of vegetables and flowers. While the needs and preferences of one resident should not drive the decisions that affect the entire neighborhood, I would welcome a design which block by block, we neighbors could vote on whether we would prefer to have the trail built into the easement land of our front yards and maintain parking with the creation of parking bays, or use the parking lane as part of the trail and keep the easement land as part of our front yards.</i></p> <p><i>I believe that the trail does not need to be a straight line for its entire length; rather, it would be more visually pleasing to have the curving path that might emerge from the block-to-block decisions of the residents as they weigh parking space vs. front yard space for their preferences and needs.</i></p> <p><i>I look forward to learning more about the trail and how its implementation is decided.</i></p> <p><i>Judith Anthony</i></p>

### On-line Comments

Anyone visiting the project website could leave feedback directly on the project page. Twenty-six people took advantage of this option, and their comments are listed below verbatim.

Date	Comment
May 21	<p>Love that you are connecting these trails. Will be great to have new places to go as I primarily use the Dakota Rail Trail and the opportunity to go north will be a welcome change.</p> <p>One thing I'm not clear on ... will the section of the Luce Line Trail that is being used be paved? I believe it's crushed limestone (or similar) right now, but it would be amazing if that section could be paved to increase accessibility for people using various modes of travel.</p> <p>Thank you !</p>

Jul 09	I disagree with using 49th Ave. North for this purpose. I live on a cul-de-sac off 49th and 49th is our only access in and out of the cul-de-sac. It's already busy with traffic and adding a rail line would make congestion worse! Please find another option for this rail line.
Jul 09	Do you have any mock ups of what the trail would look like? Seems like a great idea but wondering if home owners along Winnetka would have to give up some of their front yard?
Jul 09	Please do not select the pink route, this goes through the most residential areas of all the plans and is not a straightforward pathway with existing sidewalks causing people to cross more streets.
Jul 11	I like the Winnetka and the Douglas routes as they are the most straightforward, but I think I'm leaning toward using Winnetka Ave for the trail as it seems to pass more shopping areas, including the Hy-Vee and the YMCA. Winnetka traffic has been building though over time and I imagine the bikers would slow things down as it's only two lanes so cars would have to wait for bikers to pass before turning. If Douglas has more space to have separate turn lanes (as I can't recall) then that would definitely help maintain the flow of traffic if a big lane was added. I am also very curious if one route or the other is worse in regards to incline, and I think that should be an important factor to consider! You wouldn't want a large hill to deter bikers from using the path if we build it. I suspect the Winnetka incline heading north might be somewhat difficult, and I'm not sure how it would be on Douglas.
Jul 11	Also, it would be really helpful to have restaurants marked on the map, specifically, so we can see which route has more of them as I think many bike to get to places to eat, drink and socialize.
Jul 12	There is no need to have a Winnetka-Douglas route. Two routes are fine. How about giving us a refund rather than wasting our tax money. Property taxes are ridiculous and we've already been taxed enough for the New Hope pool and the Crystal police station. Please take this inquiry seriously - many residents believe our city representatives truly only represent themselves rather than the community. There are more important things that need to be addressed such as making fiber internet available to all citizens and burying power lines - this isn't the 1950's!
Jul 14	There's a small paved trail on the south side of 55 from Theo worth Parkway going west toward the intersection on sharper rd. It stops by the frontage road and does not continue over to that intersection. If it were continued along the frontage road to the intersection decide 55 it would cut up a big shock to get to the Luce line by the park.
Jul 16	Will these be sprayed on lanes or protected? These roads are intimidating to ride down given the speed limit and the amount of unlicensed people. When riding in mpls I find many streets are built to keep people paying more attention. Slower speeds. On street parking. Ironically narrower roads make me feel safer biking on them. Some of the roads in this map don't have that and people are off guard. Just a couple hours ago on Douglas a woman stopped, I hit breaks, she turned around, I look in mirror, she did a 360 in the middle of the road.
Aug 01	Would love to see the Winnetka trail! Thank you for your work on this!
Aug 02	I feel this trail should follow the most direct route possible, along Douglas.
Aug 02	This trail, no matter which route, should be off street family friendly walking/biking trails. Traffic on these streets is intimidating and dangerous even when we walk on the current sidewalks. We will look forward to walking/biking to businesses along the Winnetka corridor in the future and prefer the Winnetka trail! Thank you for this North/South route.
Aug 04	The Douglas route would establish important connections between areas that the City of Crystal seems to be investing in, Bassett Creek Park, City Hall, the Library, the Community Center and perhaps most importantly, in the context of the incoming Blue Line, the Becker Park area and "Town Center". This last item should be *directly* connected to the others and is why I think the Douglas route should be favored. This obviously has a Crystal bias and a personal perspective bias. Re: City of Crystal investments. There are incentives for Storefront improvements along the Douglas route as well: <a href="https://www.crystalmn.gov/resident/community_development/storefront_improvement_program">https://www.crystalmn.gov/resident/community_development/storefront_improvement_program</a>
Aug 09	Can we please get a couple of safe, off street north/south connections to the Cedar Lake trail? It's a shame that we can't ride from New Hope or Golden Valley straight down to Hopkins or St. Louis Park, especially where there are train tracks and highways that go north/south. Can we please think of actually getting somewhere on a bike/by walking instead of just recreation? If we could actually go shopping/go to work/go out to eat/go to the gym on our bikes/scooters, maybe more people would use the trails you build.
Aug 10	The Winnetka option will be the greater improvement over current conditions. I bike on Douglas already; I will go out of my way to avoid riding on Winnetka. While I would love to see a Douglas trail I would rather have improvements on Winnetka. The Winnetka-Douglas option is not appealing.
Aug 10	'For all these new trails, a few comments: - When following a main road, it should be separated from the road, see to what has been done on N Plymouth Avenue in Minneapolis - When following a main road, the trail should have the same priority on the side roads as the main road, see again what has been done on N Plymouth Avenue where all the side roads do not have priority on the bike trail - Before putting on a stop on a trail, assess if a priority sign triangle would be more adequate especially when the trail has good visibility on the crossing road - Never put a stop on a trail for drive ways such as what has been done in Orono on the Dakota trail where you have 13 stops for mostly home driveways on 2 miles! - Overall, Minnesota needs to catch up on bike trails along main corridors (like along 55) or even in typical city streets where a



	bike trail should always be marked especially at lights; they need to be separated from walking path, minimize stops, be protected from cars. Some cities in the South like Tucson has a much wider network with bike trail or path along most main roads I bike a lot along these trails, most of them are great (Elm Creek, Carver,...) but in between parks, they can be improved
Aug 12	Hello, my wife and I bike a lot and live just off Boone in New Hope. Placing the trail on Winnetka only OR Winnetka-Douglas would allow for more residents of New Hope to access the trails. Douglas-only trail cuts New Hope out of the equation and I doubt it would see much ridership from New Hope. Given New Hope destinations of HyVee, YMCA, Ice Arena and the new waterpark and green space near the New Hope City Hall, keeping the trail closer to New Hope is very beneficial. Also, the Winnetka options is in the middle between 169 and 100 that border the area.
Aug 16	Both planned routes have their benefits. A downside I see to Winnetka is the amount of traffic which bikers would encounter. Already concerned with the lack of respect drivers through much of Winnetka neighborhoods I am concerned the addition of bikes and families would cause more safety concerns. Winnetka has become a main Avenue of traffic for emergency vehicles, traffic violator escapees, speed testing/racing drivers and no longer is the quiet road it once was. For this reason, the Winnetka/Douglas route, through community neighborhoods, would be a more enjoyable and safer ride.
Aug 21	Hi, I prefer the Douglas Drive optionz
Aug 24	Whether you opt for Douglas or Winnetka, please make the trail separate from the street (like it is on Boone or 36th). Biking on Winnetka and Douglas is entirely too busy, and if traffic is narrowed down to two lanes, drivers will get upset with bikers (or those waiting to turn left) and go in the bike lane.
Aug 31	I would like to see the Bassett Creek Regional Trail from east of Highway 100 highway completed to Theodore Wirth Parkway
Sep 03	<p>As a recreational rider who lives at the north end of New Hope, I would be very happy to have a north/south route connecting me to some major bike trails. Here are my comments about what things are important to me:</p> <ol style="list-style-type: none"> <li>1. Pretty and quiet trail - I have recently discovered I could ride south on Quebec rather than riding on Winnetka. That was a major discovery. It's pretty and quiet. However, even though it is not too inefficient from my location, it would not be as efficient from Becker Park. It seems silly to go west and then back east again. But if the trail is nicer, it might be worth it.</li> <li>2. Few intersections and as little traffic as possible - the route on Winnetka has a lot of intersections and traffic. It might be similar to the route going north on Bottineau Blvd from 63rd to Fleet Farm. That part of the trail is worthless. It's ugly. It cuts your bike riding time in half because of all the time you stand waiting at intersections. I would not be in favor of any route like that.</li> <li>3. Off Road trail - Douglas Drive could work as long as the route is not on the road. I would not bother riding a trail that is a special section on the road. If I had to ride on that road anyway, it would be better than nothing, but I would not go out of my way to ride on that trail and for recreation purposes, I would choose a different one.</li> </ol> <p>Thank you for giving us the opportunity to give feedback. I would be very happy to have a bike trail in this area. And if there is ever a way to connect the Crystal/Becker Park area to Eagle Lake in Maple Grove (or just to get across 169 more easily at the north end of New Hope), that would be much appreciated as well!</p>
Sep 08	Our manufacturing business is located on Quebec Ave., will the proposed trail be on the road or would a new sidewalk/path be added on this stretch of the path? If a new path where exactly is the proposed location?
Sep 08	I walk from Yunkers park (Winnetka Hills) to Bassett Creek everyday. I used to live on the trail. Now that I don't, it seems like east and west are not connected. You could look at 32nd ave between Nevada and Winnetka as a missed opportunity to serve a large community of apartment living. The road is incredibly wide and people walk there all the time only to encounter trucks/trailers parked and busy drivers. Not a pleasant way to get from New Hope to Crystal and/or to the bigger connections. Winnetka Hills has a ton of walkers and no place to walk! Just west of us, we have trails in New Hope which are not well maintained but are good for walking. With so much emphasis on the larger trails, please do not forget the arteries that can support this initiative. People want to walk, bike, exercise for a variety of reasons. If it's difficult for people in the neighborhood to access them, they won't enjoy the bigger benefits of what you are doing. I only walk through the industrial area because I know how great the Bassett Creek trail is. This is a small request for a great way to connect the east and west sides of town. Getting from 100 to 169 should be easier for us. And, perhaps there is a better way to get to Medicine Lake (Bicycle / Walking Bridge about at 32nd) to get across. The only way now is an old unsafe sidewalk on Medicine Lake Road (or 36th). Thanks for listening!
Sep 14	Will the trail go on the East side of Winnetka? That would make the most sense.

Sep 23	I feel it's important for bikers and the community to have safe paths and routes to use. I drive both Douglas and Winnetka frequently for my commute and feel that street traffic is better managed on Douglas and would seem to be the safer option. It also seems that the least amount of railroads would need to be altered to accommodate this route. Since there is currently a bike lane on Douglas, would there be less work to the existing roads to add in a trail? Is there any data available on how much potential bike traffic this trail in expecting to draw? I am also curious as to how many residential properties will be affected by each proposed route. As a Crystal resident I am a bit disappointed to only be hearing about this project in what appears to be the later stages. Were the residents notified earlier on and something was missed? Again, not opposed to the idea of a trail, just looking for more details from a residents perspective. Thank you.
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### Survey Summary

A survey was posted on the website and provided an opportunity for participants to share their preferred route and why, why they may be excited for the trail and what concerns they may have. Fifty-nine number of people took the survey and their comments, listed in the tables below, are in line with verbal feedback from other in-person events. A few additional highlights are listed below:

- There was not a clear preferred route by survey participants.
- Fifty percent of participants indicated that they would use the trail for recreation purposes, forty-two percent of participants would use the trail to access local destination (within the same community) and 37% of participants would use the trail to reach destinations in other communities.

What is your preferred route?	Why is that your preferred route? Or if you selected 'Other', please explain why.
Winnetka-Douglas Route	Incorporates Bassett creek trail infrastructure
Douglas Route	The Douglas route will serve the most underinvested parts of the area. Will get the county to actually improve a popular bike route that is currently unsafe. It is also the most efficient. Most families will not want to bike a mile west to just bike a mile East later in the trail.
Winnetka Route	So many people use this sidewalk on winnetka and it's a busy street with bus stops and kids walking to Cooper high school. There is not enough room to pass a stroller or biker, so many people walk or bike on winnetka which is dangerous
Winnetka Route	<ul style="list-style-type: none"> <li>- It is a straight route so it won't be confusing.</li> <li>- it is the closest to medicine Lake</li> <li>- we live on winnetka and we would love to have the regional trail go by our home to increase pedestrian and bicycle 'traffic' on our road.</li> </ul>
Douglas Route	This would give good access to the Crystal Community Center.
Winnetka Route	The Winnetka Route would be the safest and most direct for all concerned. I live by the 4 way stop at 32nd and Hampshire. I have witnessed how aproximately 50% of the autos and 95% of the bicycles do not observe the stop sign. Many not only do not slow down but actually speed through the intersection. Since this is a residential neighborhood with a busy city park at this intersection, it is only a matter of time until there is a serious accident at 32nd and Hampshire Ave. The current setup is for the trail to not only cross Hampshire but also 32nd at this interesection. Currently, only pedestrians follow this. To rectify this, there would have to be much expense and potentially taking resident's propoerty. Since bike riders do not like to stop at intersections, the Winnetka Route would have fewer stops and enable them to traverse the area quickly.
Winnetka Route	Winnetka Route provides access for students who attend Robbinsdale Cooper High School to more safely bike to/from school.
Douglas Route	Makes sense to connect to Luce Line with the already planned underpass, less busy street.
Winnetka Route	It will provide the opportunity for me to connect to a number of other trails I frequently use.
Winnetka Route	
Douglas Route	Less busy and direct
Winnetka-Douglas Route	Gets me to the store, to my home, to other trails to get to work, and can get me to other transit connections.
Douglas Route	Douglas Drive is wide enough to handle a bike lane, passes by the Crystal City Hall and police station, Crystal Cove Pool, Crystal Community Center and allows additional exposure for established and newly emerging businesses. There are a number of small businesses that could benefit from the route traffic.
Winnetka Route	I'm torn between Winnetka and Winnetka- Douglas. Winnetka doesn't feel safe to bike on, therefore I would like a bike/walk path there. I like the Quebec section of the Winnetka-Douglas trail.

Winnetka Route	The straight path for the entire length is preferable to a route with a lot of turns and the Douglas route already has a pretty good path south of medicine lake road. The Douglas path would be a good second option though.
Winnetka-Douglas Route	It is not just a straight shot. Provides more of a circular route.
Winnetka-Douglas Route	Goes through the most natures type area
Winnetka-Douglas Route	There is more diversity in the route than just going in a straight line like the other two routes.
Winnetka-Douglas Route	All or most of the side streets in New Hope lack sidewalks. Winnetka is very busy and loud when I walk my dogs, but when I take the side streets like Quebec Ave, I am walking on the street. Providing additional walking paths that are safer is why I would prefer the Winnetka-Douglas route.
Douglas Route	I like that is is a straight shot. Also Douglas Dr is not as busy as Winnetka
Winnetka Route	<p>Of the three proposed routes, Winnetka is the only street that currently has no affordability for cyclists. Douglas Drive and Quebec Ave are both reasonably bike friendly. Putting the trail on the latter two routes would make good things better for people who already use them, while leaving most or all of Winnetka behind.</p> <p>To add to this, Winnetka is currently quite unsafe between Medicine Lake Rd and Bass Lake Rd. The four lane setup on that stretch of road causes much heavier traffic than what there ought to be in these neighborhoods, and this makes it difficult to even cross the street safely for kids living in the Cooper High area. As a result, people who live west of Winnetka are generally cut off from trails to the east, and vice versa. Winnetka Ave should be restructured to prioritize the safety of families who live in the residential neighborhoods adjacent to it. I believe putting the bike trail there would help accomplish that while also doing the most to improve trail access for New Hope residents.</p>
Winnetka-Douglas Route	Variety in where it goes.
Winnetka Route	
Winnetka Route	
Douglas Route	Further from my house
Winnetka-Douglas Route	Would be less vehicle traffic
Winnetka Route	Convenience, safety.
Winnetka Route	Safe location for woman and children
Winnetka Route	Direct route. Also winnetka is a busy street and it would be nice to have safe biking space there. The other smaller streets you can already bike on fairly safely with it a trail anyway.
Other	Douglas to Basset's Creek Regional trail
Winnetka Route	It is closest to my house and a straight shot down south
Winnetka Route	It's closest to my house
Winnetka Route	We live off of Winnetka and bike/run often. I even bike to work in Golden Valley. Having an official trail off of Winnetka would be incentive to stay in the area long term.
Douglas Route	<p>I frequently bike up and down Douglas dr. It would be amazing to have this connected to the luce line at the south end and Becker park at the north end.</p> <p>However, a trail is also needed to connect the Crystal area (42nd and Douglas) with medicine lake so more is needed beyond this project.</p>
Douglas Route	As a biker, it is more straight forward path. Douglas drive is a little quieter than the current Winetka and I would not like biking on Winetka, thus would never use it. Please note I do live only 2 blocks from Winetka, so technically it would be easier for me to get to on my bike, and I still prefer the other route.
Douglas Route	Seems to be less vehicle traffic on Douglas vs Winnetka
Douglas Route	
Winnetka Route	Connects to shopping
Winnetka Route	
Douglas Route	I see this route as creating important, non-car, connections in Crystal, especially in the context of future development and the Blue Line.
Winnetka-Douglas Route	From a laymen perspective it seems that there will be less traffic along this route which will make bike rides/walks more pleasant and safer. Construction might also be less disruptive.
Winnetka-Douglas Route	From the Bassett Creek Trail, the Winnetka-Douglas Route takes a biker to more separate areas, or you can get to the Luce Line Trail easily too.

Winnetka-Douglas Route	More of the community will benefit by interconnecting the parks and the ride will be more scenic for the riders - not just along the same road.
Winnetka-Douglas Route	Thinking specifically about biking, staying off Winnetka and Douglas as much as possible is preferable to me. 49th, Quebec, Nevada and 32nd are much less trafficked for biking.
Douglas Route	Less complicated.
Winnetka-Douglas Route	It connects to the larger paved route along 36th Avenue and the trails through Northwood Park. The trails through Northwood Park are true nature trails, not through busy streets.
Winnetka Route	Because there is already a bike lane on Douglas (and it is fantastic) and the Winnetka route would be a great alternative for going north south and I hope it would not be on the busy road.
Other	Douglas and Winnetka and 36th are very busy streets. Getting off those streets onto quieter streets is both safer and more interesting a route. Use Maryland, Nevada or Oregon to get north. I've biked on all those busy streets: They are filled with traffic at all times of the day.
Other	I don't like any of them. Winnetka and Douglas are busy high-traffic routes. It will be noisy, smelly, and not scenic. The Douglas-Winnetka route is convoluted and involves crossing a lot of roads, especially the intersection at Winnetka and 36th. Very long and tedious crossing. Could you cross 36th further east at a less busy intersection?
Winnetka-Douglas Route	It's off busy streets which allows for a more enjoyable trail experience and it connects several parks together.
Winnetka-Douglas Route	I like this route because it connects Winnetka to Douglas and seems like it would also be a little bit more scenic and peaceful in between the two.
Winnetka-Douglas Route	This would be convenient for where I live.
Douglas Route	
Douglas Route	Closest access to places near my home that I might bike to
Winnetka-Douglas Route	Quieter streets. Less traffic
Winnetka Route	I would use it as a New Hope resident. This route allows a safer way for pedestrians and cyclists to travel along and visit businesses on Winnetka.
Douglas Route	The Douglas ROW has more room than Winnetka, and I've witnessed some terribly unsafe driving on Winnetka.
Winnetka-Douglas Route	We like the fact that the streets are less busy, better scenery, passes by other parks & YMCA
Douglas Route	It is the most direct and least confusing to a rider

If you are excited about or looking forward to the regional trail, please share why.	
Northern extension of bassett creek trail and Luce Line connection	
Crystal has no safe north/south bike routes. This could finally make the city bike friendly and connect to the grand rounds.	
I love biking, but there aren't any good trails to bike to from my house without crossing over 169 to get to medicine lake.	
The more trails are around and accessible, the more people will walk/bike on them and the more active people will be. Regional trails provide a safer way for bikers and pedestrian to bike/walk around.	
My family would love to be able to bike more in our neighborhood without the worries of sharing the road with vehicles.	
Safer access for bike commuting	
I am an avid cyclist, and I always welcome trail expansion.	
I live on Winnetka and there's very little space to bike	
I love to bike and don't feel we have enough trails in our area	
I think it would help many people who need to or want to walk or bike to get around.	
I'm an avid cyclist, the more paths the better. Also, there's no good north-south paths around here so the full regional trail is very exciting.	
So that I can bike more safely.	
It's close to my house	
It provides more activities for our neighborhood and neighbors. Easier way to get around besides walking and driving.	
I want families to use the trail as a safe place for children to exercise. I see many kids playing in the streets and parking lots around my house. In New Hope, safe walking paths are limited to very busy streets.	
I am excited that existing paths are gaining connections! It helps to make ride distances more manageable.	

The many miles of connected trails is one of the best perks of living in this area. But many are still cut off, especially kids. We need it to be safer and more accessible for people of all ages to enjoy our trails. I want to be able to get to Golden Valley safely and hop on the Luce Line trail. I want my teenage son to feel safe doing the same thing on his own.
We really need a good long walking path to connect parks.
I think it would bring our communities closer.
The areas identified have poor bike/walking access.
To bike, run and more!
Connect easily to other regional trails. I noticed that immediately when we moved to new Hope that there weren't easy connections to the trails. Excited to have that!
Yes. I live in Crystal and use the bike trails regularly
Yes! I believe this would entice me to bike more and use the local trails
I enjoy riding bicycle
I am pumped - we use the Three Rivers trails often and having a bike route nearby would be fantastic!
The Crystal area needs more bike trails which make it safe to get to and from the Luce line, medicine lake and victory memorial parkway. There are so many great trails in other areas but we have no great way to connect to them. I'd love to be able to safely bike on a trail to get to these wonderful trails.
For the last two years I've taken my bike, by car, to get to Elm Creek Park reserve to use their trails or take Rush Creek trail to the Mississippi River. I have also taken my car to bike on the Luce Line trail, as well as the Medicine Lake Regional Trail. It would be nice to have a starting place closer to home - and I always go on trails that do not have a lot of car traffic, as I enjoy nature.
more options for cycling
We have no close biking paths that connects to my neighborhood
I enjoy riding my bike to do basic things. Almsteads grocery is along the Douglas route and I would be able to use this trail to get their quickly and safely on my bike. I also have an interest in exploring alternatives to personal vehicles and how projects like this effect local vehicle trips. I'm excited to observe the effect on the community.
It will be great to have direct access to other communities and bike safe trails very close. The bike lanes that share the road with cars do not feel very well thought out or safe at all in our area.
I am an avid biker! I regularly bike this area, and also enjoy many trails around the state. I'm a teacher and these trails are really the highlight of m summer break! As an older citizen, not having to share busy roads with motorists encourages me to try to go to more places on my bike.
So we can go on safer bike rides as a family in our own community. Right now, our only safe option with a seven-year-old is to drive to a location first to use a safe bike trail.
I like the idea of connecting our communities with the Minnesota Valley State Trail - the better connected we are for biking, the easier is it to navigate the area.
Connects parks in the city for easy access.
Better connection through the New Hope Parks!
I am excited because this will connect to so many other great trails. I use the regional trails multiple times a week.
I'm all for anything that makes bike transit easier, safer and thus more enjoyable and enticing.
It will be nice to have a north-south bike corridor to connect the existing trails
I live in the forest neighborhood of Crystal and love my neighbors but hate that there are no nearby trails. This would be such a nice addition to the area and make it a more desirable place to live. There are many families with young children in this area and it is definitely lacking safe trails for kids to ride bikes, scooters, go for walks etc. My husband and I have wanted to move for a while to be closer to trails, but the addition of this trail would be a huge incentive to stay, especially with the blue line extension coming too! I am so excited to hear about this!
I love all the new suburbs and how planned out they are. It's exciting to think about retrofitting this area.
It will be something away from the normal city streets
Currently, we access the Luce Line via Douglas, where riding on street seems a little hazardous, especially with roundabouts
Any option for navigating my way north while avoiding busy 2 lane car streets is a plus
We badly need a safe and continuous north-south connection to the many east-west regional trails.
We like connectivity to other communities. Opportunity for exercising and taking advantage of the outdoors in our area.
Eager to be able to ride a few blocks from my house and be on a dedicated bike trail verses riding on regular roads with car. Also gives me access all the other great trails without having to drive my car to them

If you have any concerns about the regional trail, please share them.
The Winnetka and Winnetka/Douglas alignments are less efficient and will likely be less used.
None, excited about the possibility.
How long is construction expected to take?
I am hoping it is not a bike lane on the road but a path so it is safer
I am AGAINST the Winnetka Douglas route which runs along small neighborhood streets. Automobiles do not stop at stop signs. Bicycles do not stop at stop signs. And there are an increasing number of dogs in the area that bark at bicycles at all hours.
I hope the planners don't get too much "not in my backyard" pushback from residents. No matter what trail you pick, it's going to be a boon to the neighborhoods and cities it goes through.
N/A
My concern right now is there is little input from people of color. I would also like to hear about the engagement of local police in crime along the planned routes.
It should improve life for the people who live along the trail. And it should create trail access for people who are currently lacking. Please prioritize the people who will be impacted, and the people who are really in need.
I think it's a waste of tax payer money
Semi trucks are a worry
Safety
None
I support more trails everywhere
None - please build it faster.
Ensuring there is shady areas along the route, quiet streets, and wide enough trail if needed to share with walkers.
Crime
None whatsoever.
This is about the Luce Line: As you are heading to Plymouth, this trail crosses wetlands using long plank bridges. They are so rough that my husband and I have to walk our bikes across. He has had many back surgeries and I have an aneurysm that should not be jarred.
I worry that the cheapest way will be chosen and our community will miss out.
Winnetka is a busy route - I have concerns about biking there with four lanes of traffic. Douglas is better, particularly between Duluth Street and Highway 55. Not sure if biking on Winnetka would be in the roadway or on a new trail, but the current road conditions on Winnetka are not conducive to bike traffic.
Why were less-travelled streets not originally part of any plan?
None of the Proposed routes are very scenic and involve crossing a lot of roads and being exposed to traffic pollution
People not picking up after their pets
Winnetka and Douglas are both busy streets, so noisy and lots of cross traffic
No sharrows. Please make any dividers between cars and bikes out of concrete. No plastic strips or dividers
That it is wide enough for safe shared use.
Crossing busy streets and some railroads.

### Virtual and In-person Open Houses

Two virtual and one in-person open houses were held. No significant comments were received, and all questions were addressed during the meeting duration. All participants appeared supportive of the project.

### Padagis (3940 Quebec) Private Meeting

A private meeting was held with Padagis representatives to share project and company information and design concerns which would need to be addressed during a future design phase. Padagis is not opposed the project, but would like to be involved during the design phase.

- Company is growing which will increase staff (400+ total, 3 shift operation) and truck traffic (both internal operations and coordination with other warehouse at 5175 Winnetka and with delivery of raw goods and product shipment).
- Company also uses adjacent church parking lot – as such there are 3 entrances which will need to be carefully designed.
- Topography may limit some sight lines.
- Underground utilities and irrigation are present in the right-of-way, a short retaining wall may be needed and driveways/crossings will need to account for truck turning radius.
- Entrances should be monitored for potential concerns and corrections made promptly should an issue be identified.

### Fairview/49th Ave. Pop Up Neighborhood Meeting

An additional pop-up outdoor neighborhood meeting for adjacent property owners was held to engage residents potentially most impacted by the community preferred route. A high level summary of the meeting is as follows:

- About 25 people attending. 2/3 of attendees were direct neighbors and 1/3 were people out walking and use this route frequently.
- While not asked, about ¼ indicated that they would rather give up parking then have the trail consume the area that is functioning as part of their front yards but officially ROW.
- About 5 neighbors were not supportive and cited:
  - Lack of current winter maintenance by the city
  - Concerns over safety of kids (kidnapping, safe access walking to and waiting for the bus as this is already a neighbor concern as kids do this without parents)
  - Concerns over people using the trail to case their properties for future crimes
  - Not being able to leave their garages open
  - The need for a privacy fence in their front yard in addition to their backyard
  - Proximity of the trail to homes/windows
  - Loss of a privacy
  - Perceived or real loss of property values
  - Current concerns over speed/traffic volume/lack of stop signs/truck route – this would just add more congestion.
- The balance of the meeting participants appeared supportive but recognized that additional design consideration to address retaining walls, driveway drainage, potential tree/garden impacts, etc. would be needed.
- Several liked the idea of having safe places to walk/bike and connectivity to the Crystal Community Center and YMCA.
- About half of the neighbors mentioned their current displeasure over the city's previous decision to remove stop signs, add parking and make the route a truck route.
- There were a few comments about not knowing about the project, but this was generally handled by other neighbors that reported receiving the previous post card and flyer.
- There were also comments about whether this was a done deal and who makes the decision and when that happens.

# Douglas Dr. N.

The graphics on this page display a trail on the east side of the road. The trail is proposed on the east side of the road for the following reasons:

- Fewer driveway crossings.
- More public right-of-way on the east side of road.
- The trail is anticipated to cross the southeast quadrant of the redesigned W. Broadway Ave. and Douglas Dr. N. intersection.
- Provides a direct connection to the Crystal Community Center and Crystal Cove Aquatic Center.
- Existing trail on the east side of Douglas Dr. N. between Medicine Lake Rd. and Golden Valley Rd..

The recommended trail alignment may include:

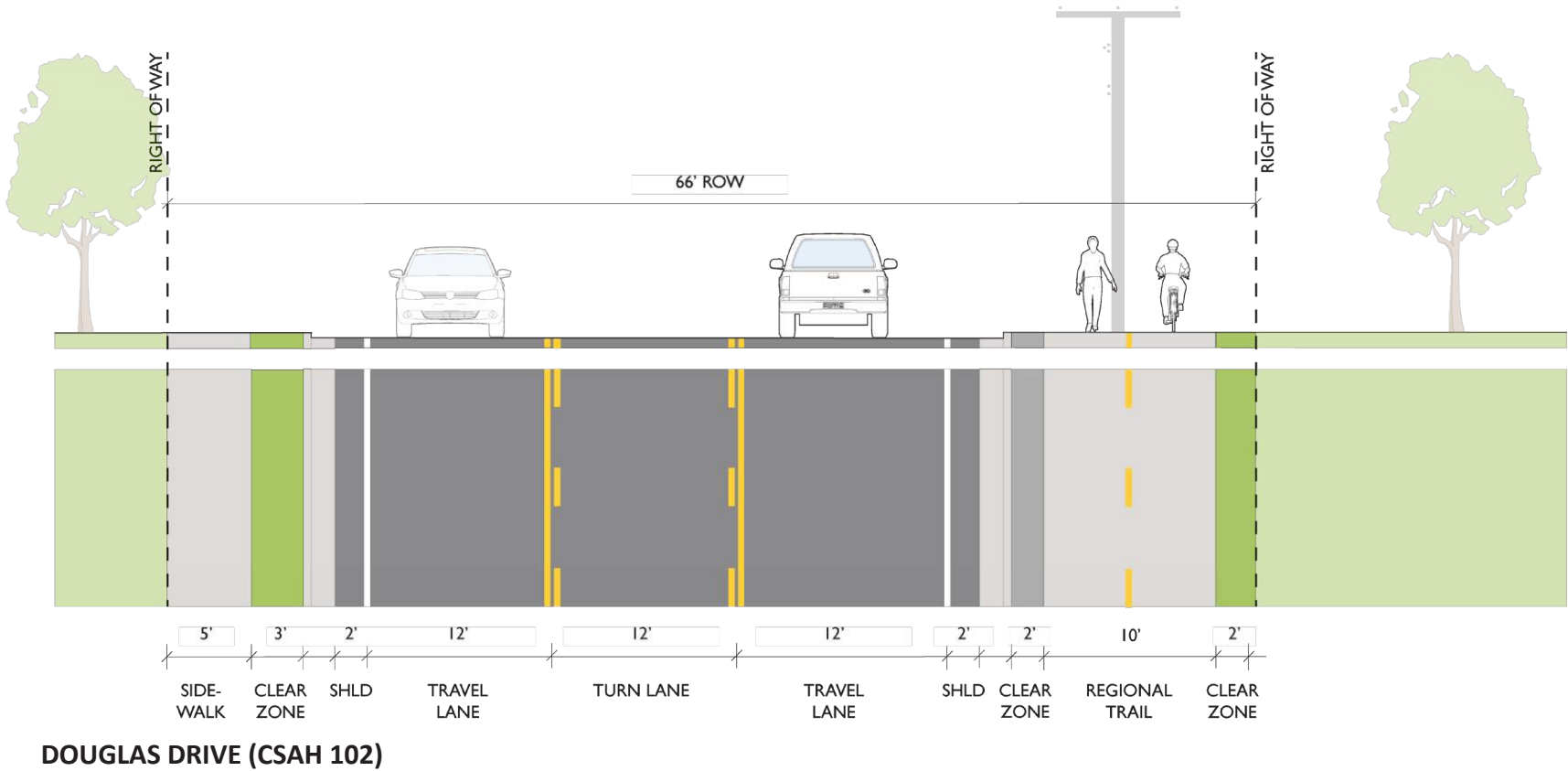
- Installing a 2’ wide asphalt clear zone along the back of curb.
- Replacing the existing 4’ wide concrete sidewalk with a 9’ wide asphalt trail.
- Installing an approximately 2’ wide lawn clear zone to the east of the trail.
- Relocating 2,000’ of overhead utility lines. Additionally, the existing roadway has fire hydrants and other utilities that may be relocated to accomodate the proposed trail.

The sections reflects the most common public right-of-way widths of 66’\*:

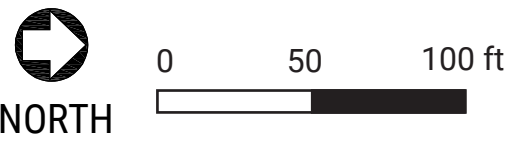
- Between Medicine Lake Rd. and Golden Valley Rd. an 8’ wide asphalt walk exists. This existing asphalt walk could be widened by 2’ at a future date to better meet regional trail standards.

The Average Daily Traffic of Douglas Dr. N. is over 6,000 vehicles. This is considered high motor vehicle traffic volume and supports the need for an off-street regional trail.

The corridor is generally flat and below standard ADA guidelines for an accessible path.







**Layout Area 1 EXAMPLE: DOUGLAS DR. N. (CSAH 102)**  
**Subsegment E2**  
Example segment is not the actual segment included in the project but is representative of the same conditions

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# Winnetka Ave. N. (Quebec to 36th)

The graphics on this page display a trail on the east side of the road. The trail is proposed on the east side of the road for the following reasons:

- Fewer driveway crossings.
- Placing the trail on the east side of Winnetka Ave. N. eliminates crossing Winnetka Ave. N. twice within a couple of blocks.

The recommended trail alignment may include:

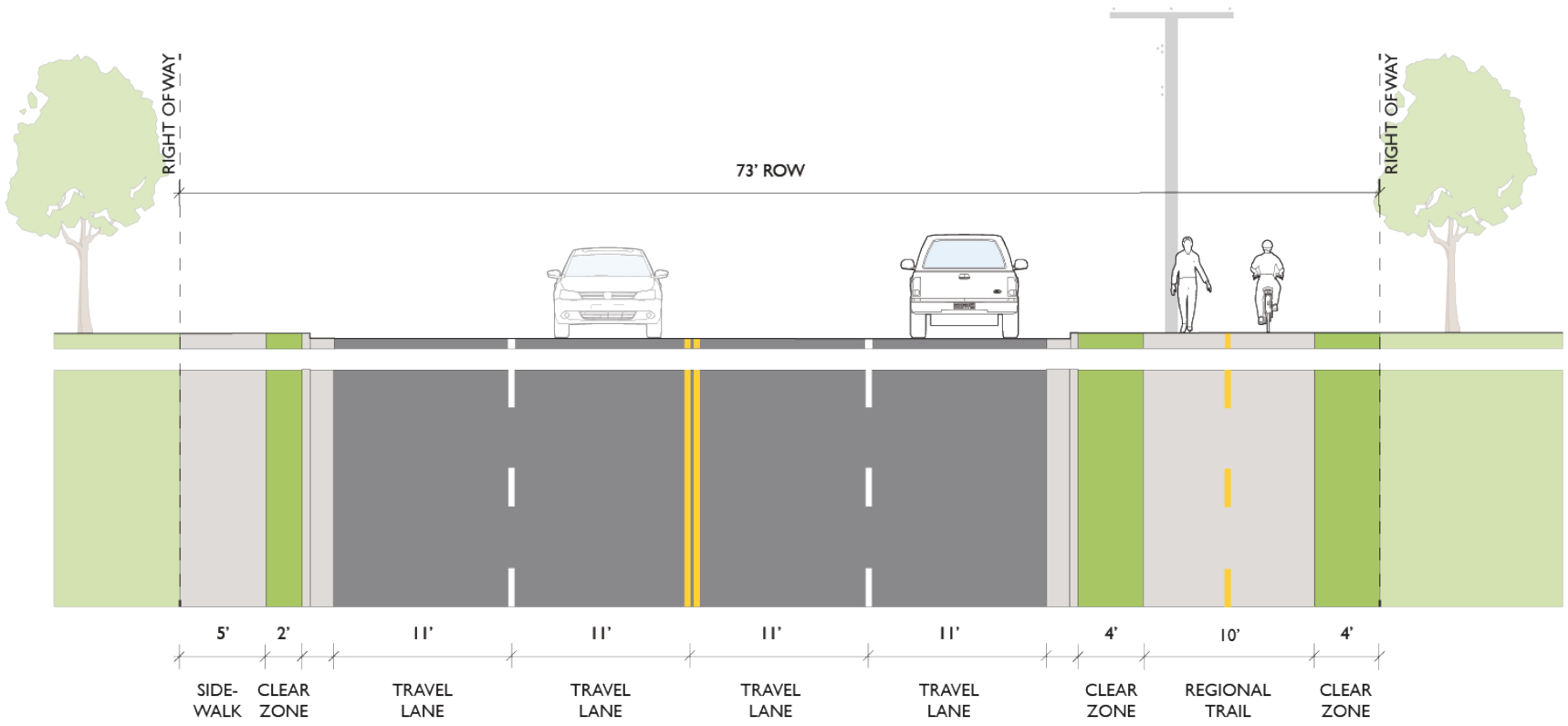
- Installing a 2’ wide asphalt or 4’ wide lawn clear zone along the back of curb.
- Replacing the existing 6’ wide concrete sidewalk with a 9’-10’ wide asphalt trail.
- Installing an approximately 2 - 4’ wide lawn clear zone east of the trail.
- Relocating 615’ of overhead utility lines on the west side of 7818 36th Ave. N. and in front of 3620 Winnetka Ave. N.. Additionally, the property at 3900 Winnetka Ave. N. has one, stand alone utility pole that connects to the main line on the west side of Winnetka Ave. N.

The sections to the right and on the next page reflect the three most common public right-of-way widths of 66’, 73’, and 82’. Approximately 2’ of ROW acquisition will be required along the road segment to the west of 7818 36th Ave. N. and along 3620, 3700, and 3800 Winnetka Ave. N. in order to fit the trail and clear zones.

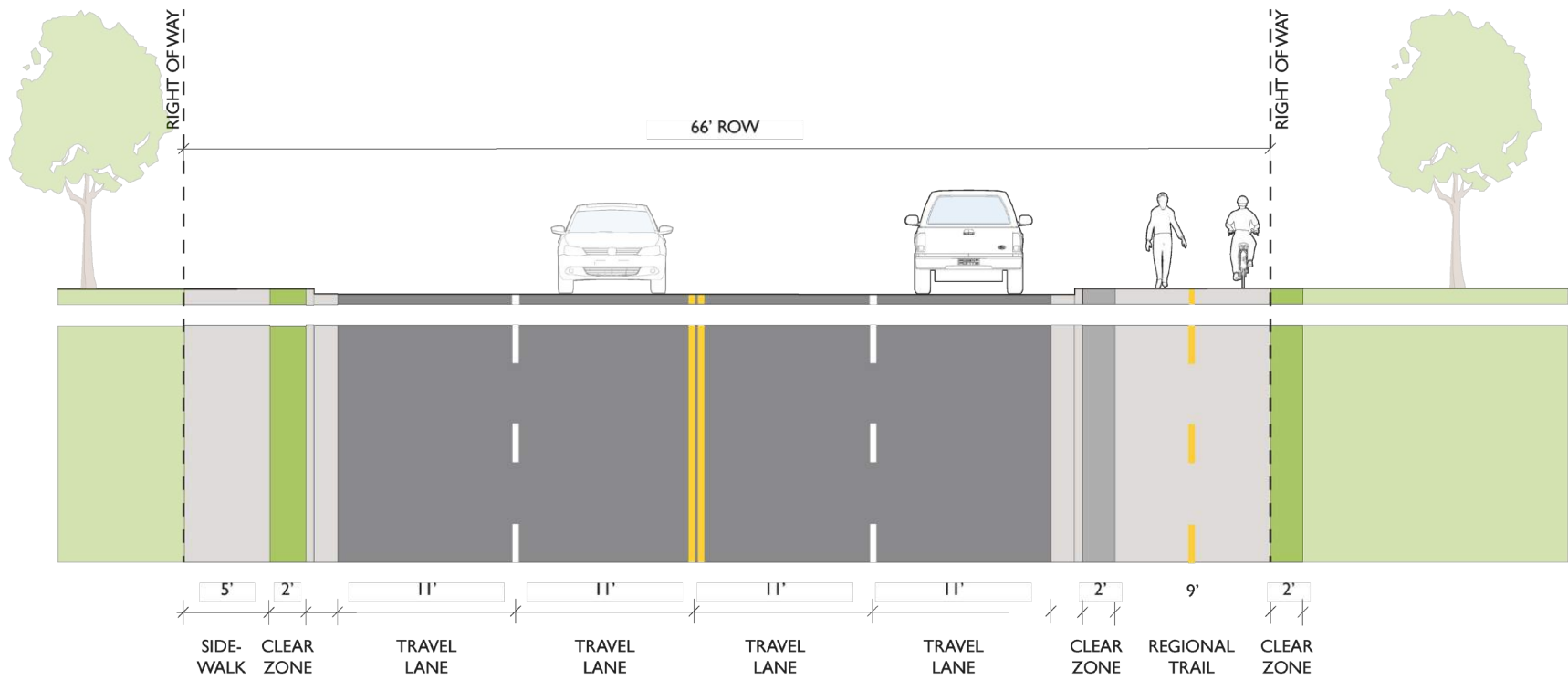
The Average Daily Traffic of Winnetka Ave. N. is over 6,000 vehicles. This is considered high motor vehicle traffic volume and supports the need for an off-street regional trail.

The corridor is generally flat with the steepest slope being just north of Bassett Creek and about 1,000’ long. This slope is approximately 4.2% and is below standard ADA guidelines for an accessible path.

The proposed regional trail crosses five driveways between Quebec Ave. N. and 36th Ave. N.



3900 WINNETKA AVE. N.



3800 WINNETKA AVE. N.



NORTH

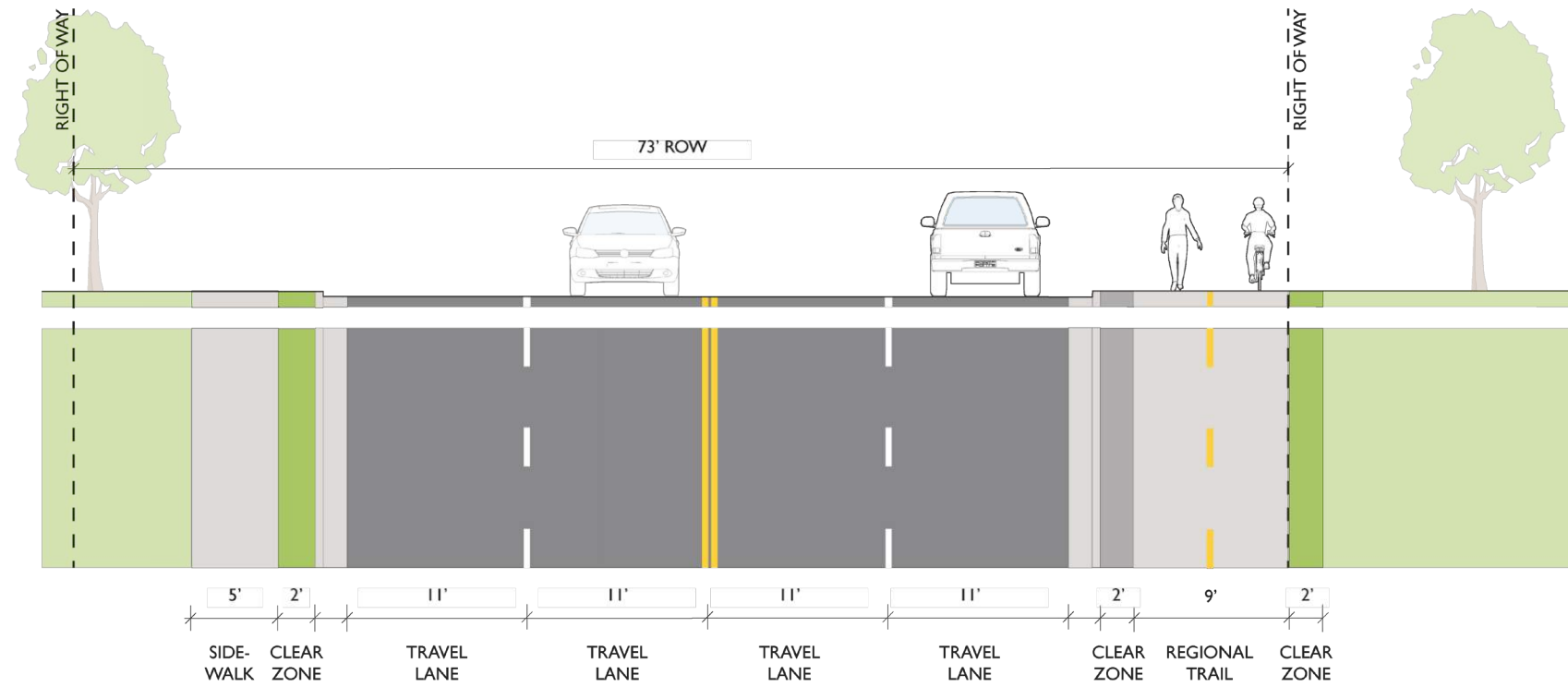
## Layout Area 2: WINNETA AVE. N. (CSAH 156 ) - 36th to Quebec

### Subsegment E4

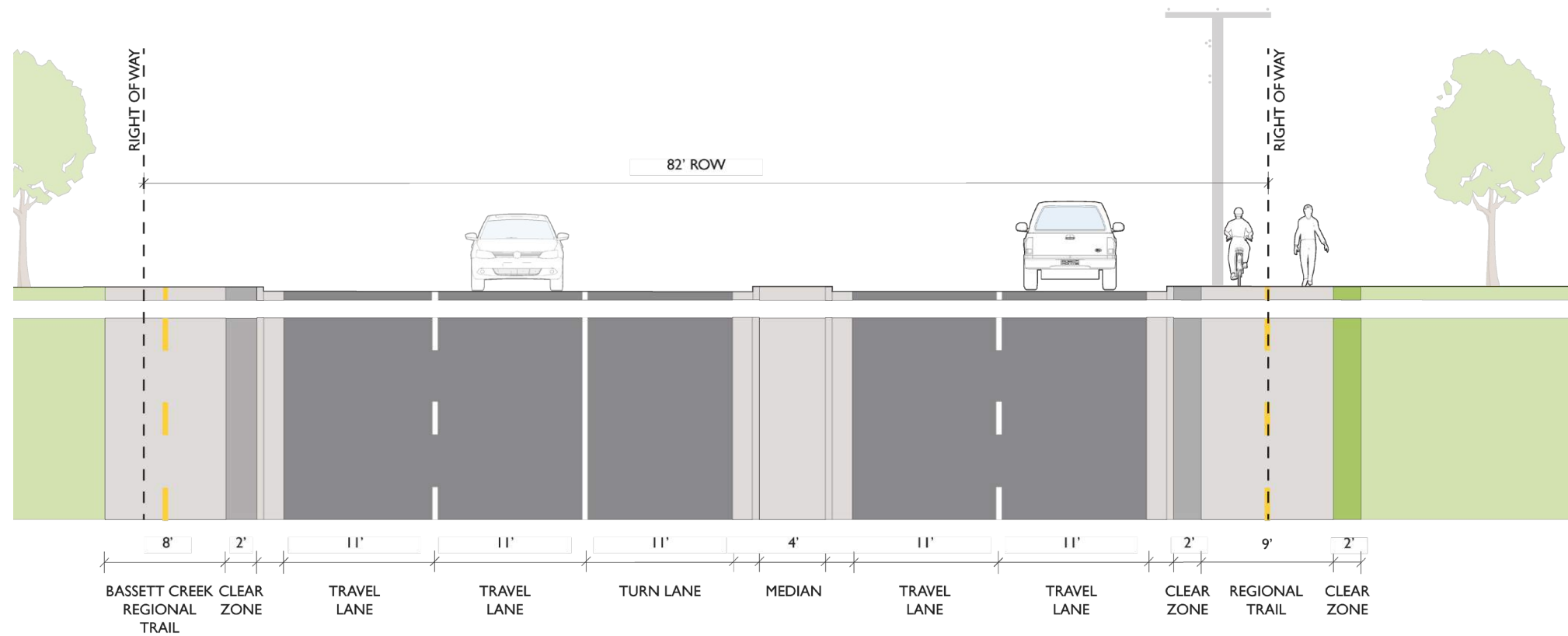
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**3700 WINNETKA AVE. N.**



**3601 WINNETKA AVE. N.**







NORTH



**Layout Area 2: WINNETKA AVE. N. (CSAH 156 ) - 36th to Quebec**  
**Subsegment E4**

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**Layout Area 2: WINNETA AVE. N. (CSAH 156 ) - 36th to Quebec**  
**Subsegment E4**

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# Quebec Ave. N. (49th to Winnetka)

The graphics on this page display a trail on the east side of the road. The trail is proposed on the east side of the road for the following reason:

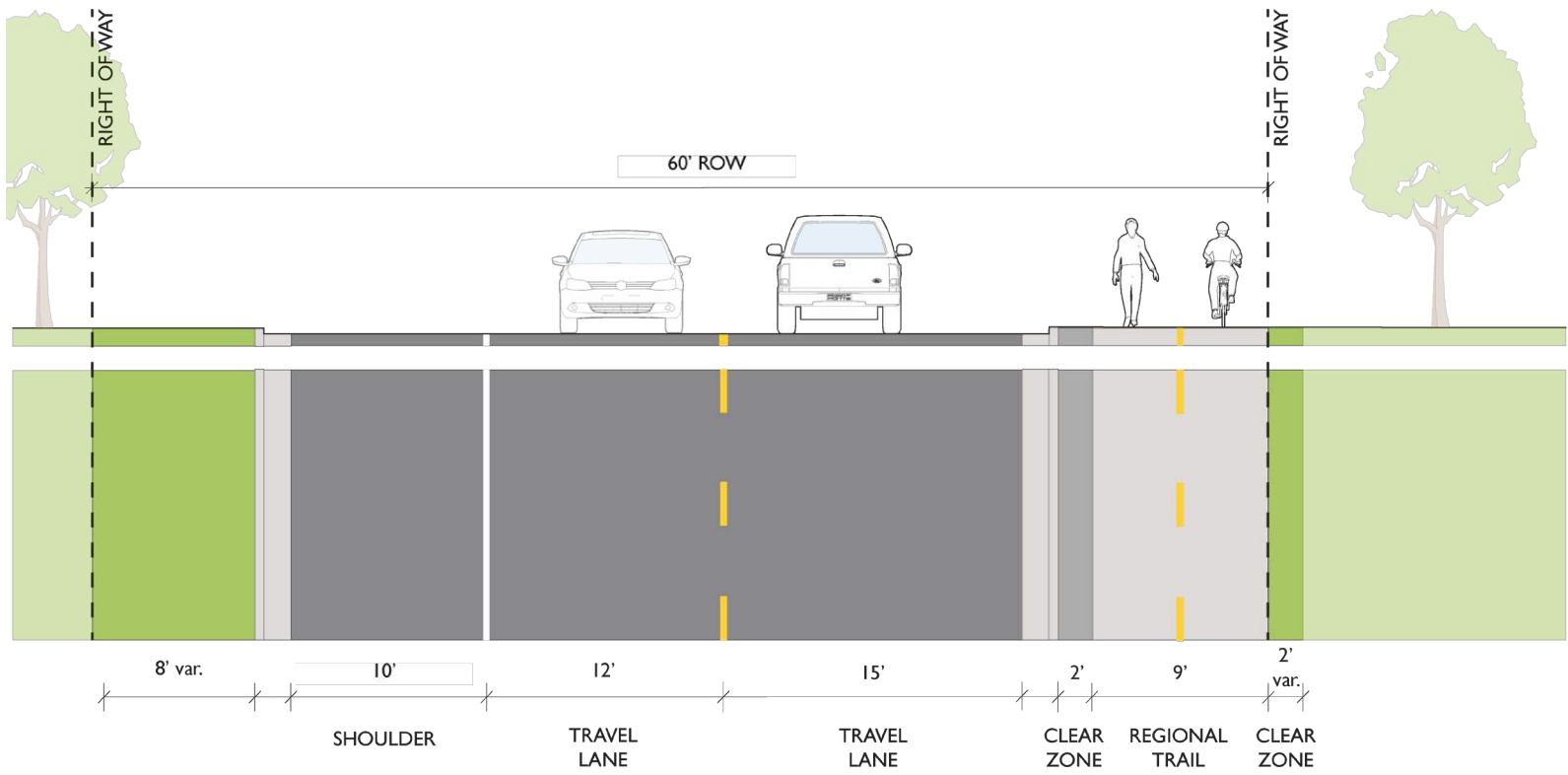
- There appears to be more public right-of-way space, however, this will need to be confirmed during the detailed design phase of the project.
- The recommended trail alignment may include:
  - Replacing the existing, varying width, boulevard lawn with a consistent 2' wide concrete clear zone.
  - Replacing the existing 5' wide concrete sidewalk with a 9 - 10' wide asphalt trail.
  - Installing an approximately 2 - 3' wide lawn clear zone up to the right-of-way line.
  - Relocating fire hydrants and other utilities.

The section reflects the most common public right-of-way width of 60'. Approximately 3' of ROW acquisition will be required along Quebec Ave. N. north of North 42nd Ave. and potentially immediately west of Winnetka Ave. N.

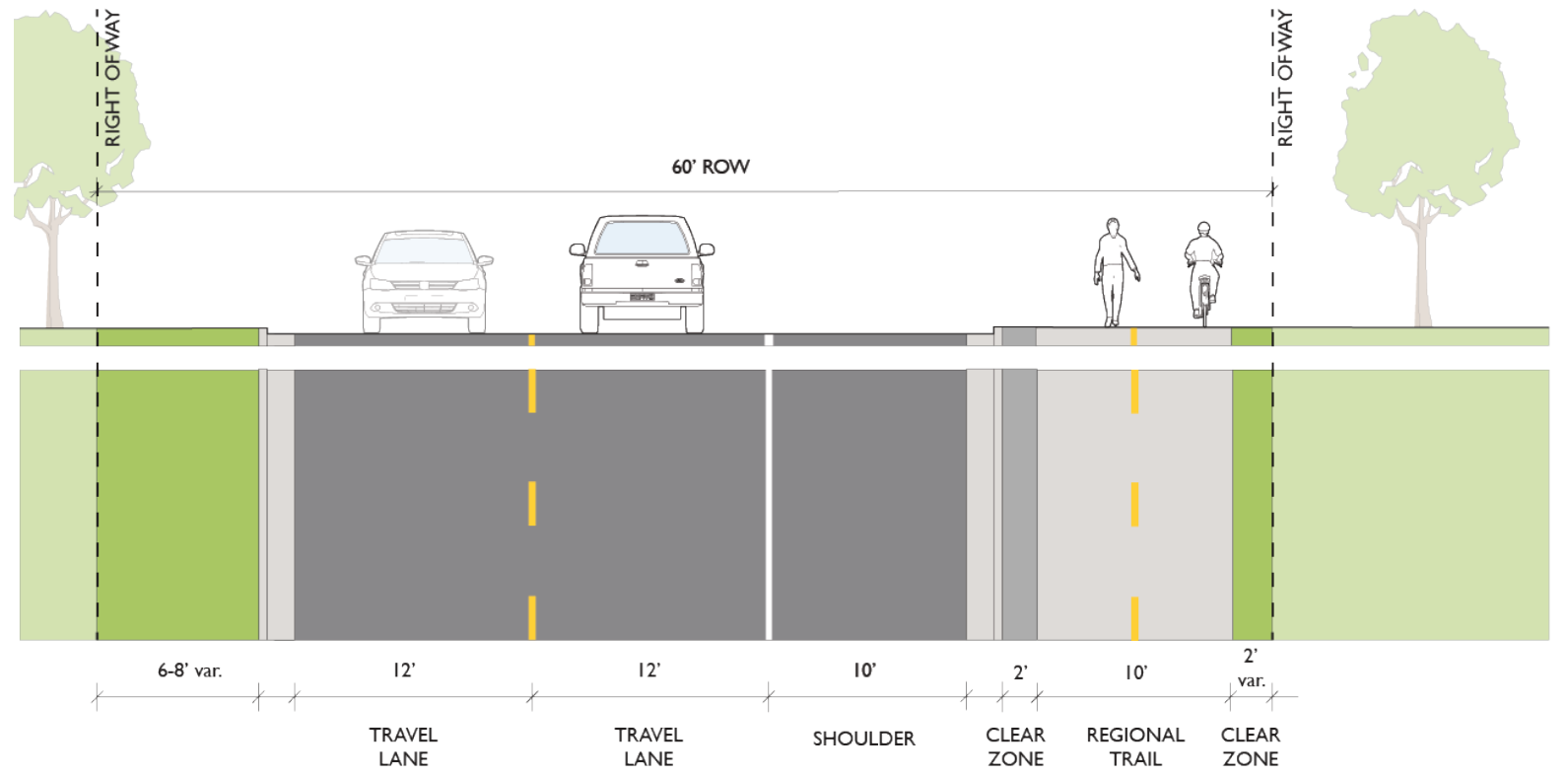
The Average Daily Traffic of Quebec Ave. N. is between 0 and 3,000 vehicles. This is considered low motor vehicle traffic volume and while an on-street facility would be acceptable, a separated regional trail is the preferred and safest solution.

The corridor is generally flat with the steepest slope between Winnetka Ave. N. and the western most entrance to the Perrigo Company parking lot, approximately 1/10 of a mile east of Winnetka Ave. N. This slope is approximately 4.3% and is below standard ADA guidelines for an accessible path.

The proposed regional trail crosses 29 driveways and one street between 49th Ave. N. and Winnetka Ave. N.



NORTH OF NORTH 42ND AVENUE



SOUTH OF NORTH 42ND AVENUE



NORTH

## Layout Area 3: QUEBEC AVE. N. - 49TH TO WINNETKA AVE (CSAH 156)

Subsegment E5

## Preliminary Concept - Not for Construction

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NORTH



**Layout Area 3: QUEBEC AVE. N. - 49TH TO WINNETKA AVE (CSAH 156)**

**Subsegment E5**

**Preliminary Concept - Not for Construction**

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Layout Area 3: QUEBEC AVE. N. - 49TH TO WINNETKA AVE (CSAH 156)  
Subsegment E5

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## Layout Area 3: QUEBEC AVE. N. - 49TH TO WINNETKA AVE (CSAH 156)

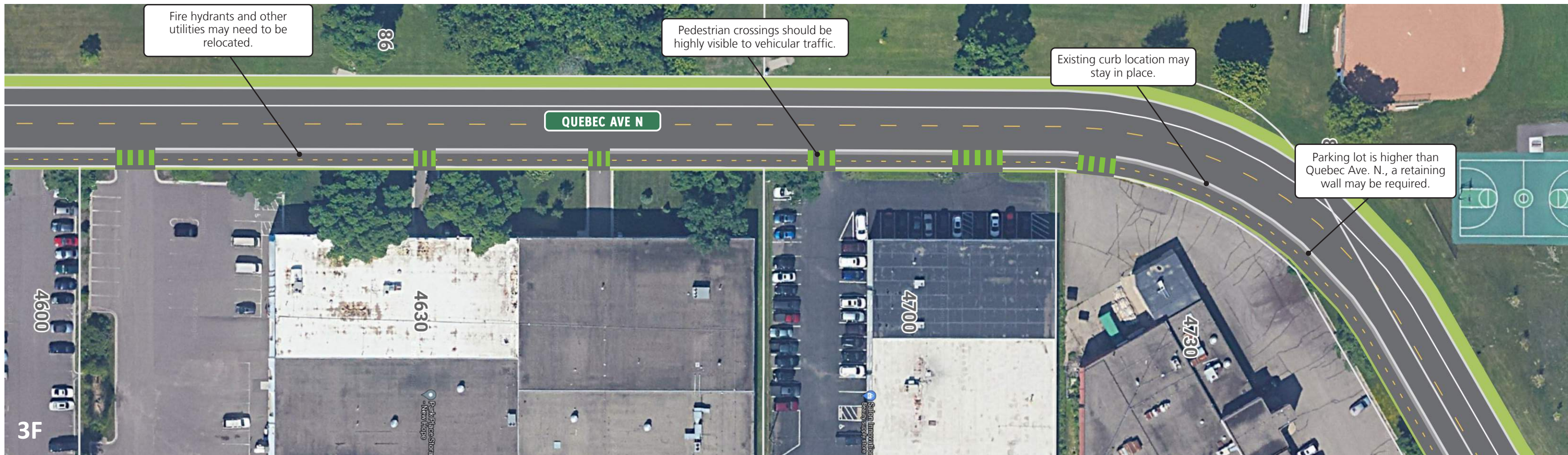
Subsegment E5

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## FOCUS AREA 3: QUEBEC AVE N (SECTIONS 1-2)

### Subsegment E5

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# 49th Ave. N. (Quebec to Louisiana)

The graphic on this page display's the alignment on the north side for the trail along 49th Ave. N. The trail is proposed on the north side of the road for the following reasons:

- Fewer driveway crossings.
- Fewer utility conflicts (overhead utility lines).
- Existing sidewalk on the north side lessens impact of constructing the regional trail.

The recommended trail alignment may include:

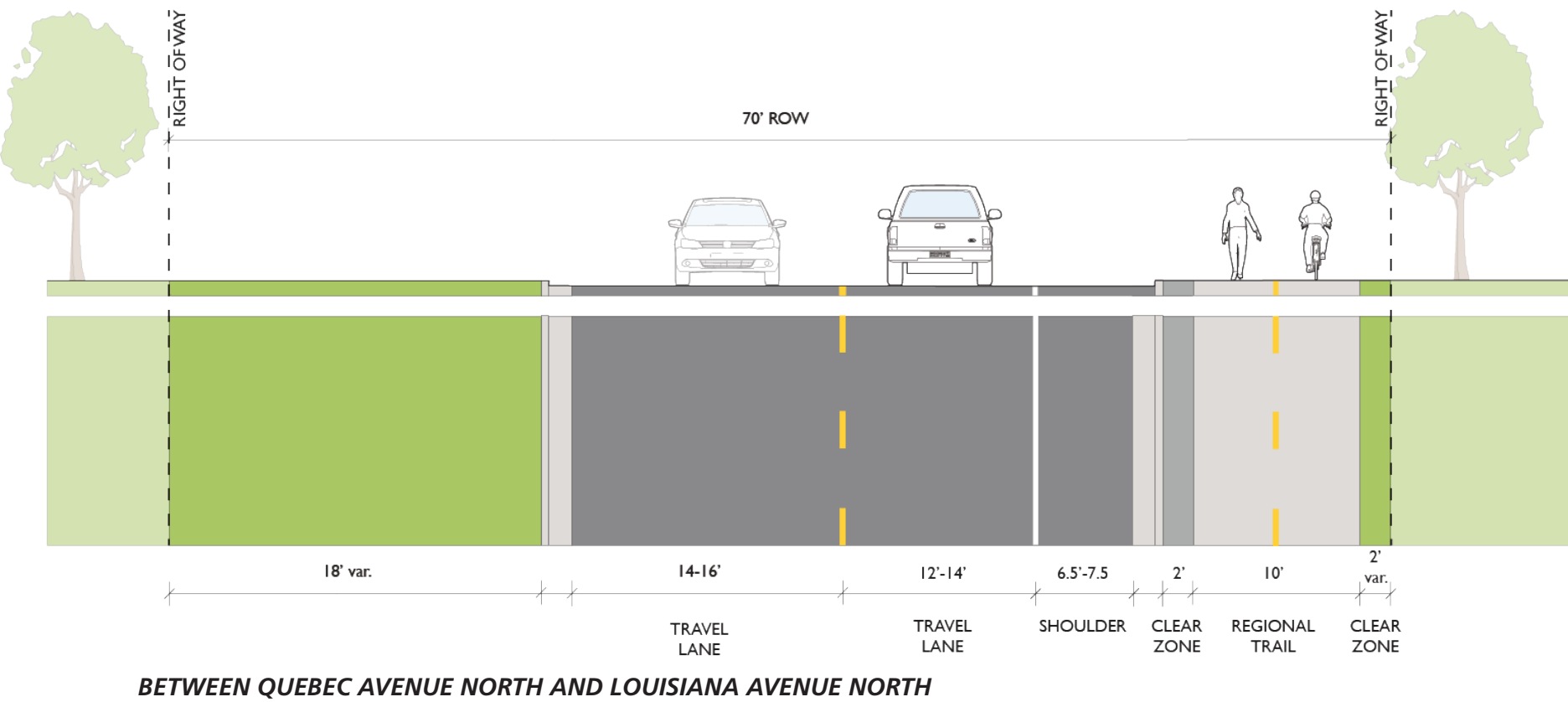
- Replacing the existing, varying width, boulevard lawn with a consistent 2' wide concrete clear zone.
- Replacing the existing 5' wide concrete sidewalk with a 10' wide asphalt trail.
- Installing an approximately 2' wide lawn clear zone up to the right-of-way line.
- Relocating light poles and fire hydrants.

This section reflects the most common public right-of-way width of 70'. There is one instance, in front of the New Hope Ice Arena, where the right-of-way extends to the road centerline.

The section shows varying lanes widths to reflect existing road widths along 49th Ave. N. The road section is greater on the west side of the railroad tracks than the east.

For this section:

- The Average Daily Traffic of 49th Ave. N. is between 3,001 and 6,000 vehicles. This is considered moderate motor vehicle traffic volume and supports the need for a separated regional trail.
- The corridor is generally flat with the steepest slope between Quebec Ave. N. and the railroad tracks to the east. The slope is approximately 2.5% and is below standard ADA guidelines for an accessible path.
- The proposed regional trail crosses three driveways and one street between Quebec Ave. N. and Louisiana Ave. N.



NORTH

## Layout Area 4: 49TH AVE. N. - QUEBEC TO LOUISIANA

Subsegment E6

## Preliminary Concept - Not for Construction

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



# Fairview Ave. N. (Louisiana to Douglas)

The graphics on this page display a trail on the north side of the road with two trail widths to fit within the existing right-of-way and curb location. The trail is proposed on the north side of the road for the following reasons:

- Fewer driveway crossings.
- Fewer utility conflicts (overhead utility lines).
- Existing sidewalk on the north side lessens impact of constructing the regional trail.

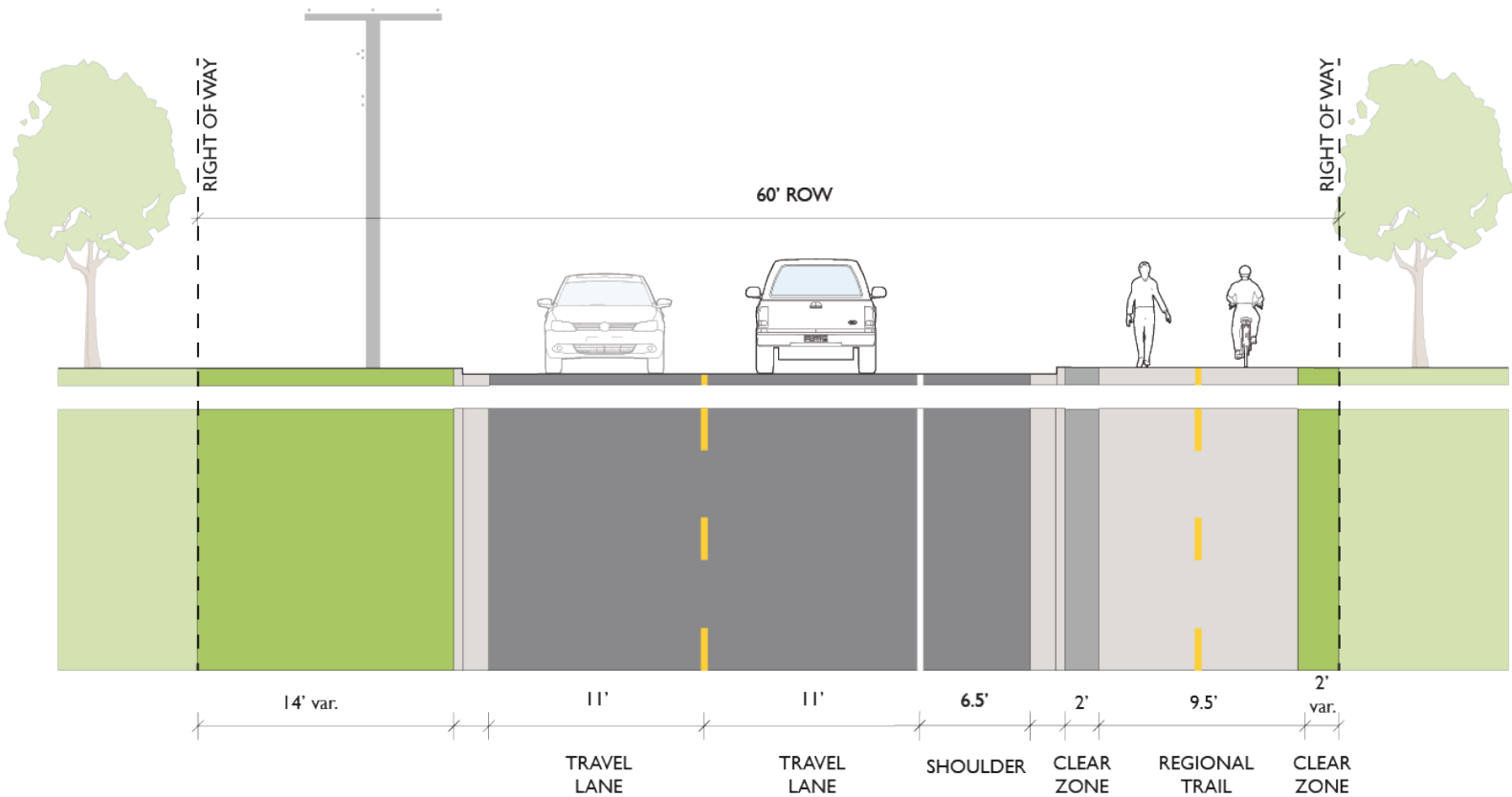
The recommended trail alignment may include:

- Replacing the existing, varying width, boulevard lawn with a consistent 2' wide concrete clear zone.
- Replacing the existing 5' wide concrete sidewalk with a 9.5'-10' wide asphalt trail.
- Installing an approximately 2 - 3' wide lawn clear zone up to the right-of-way line.
- Relocating fire hydrants.

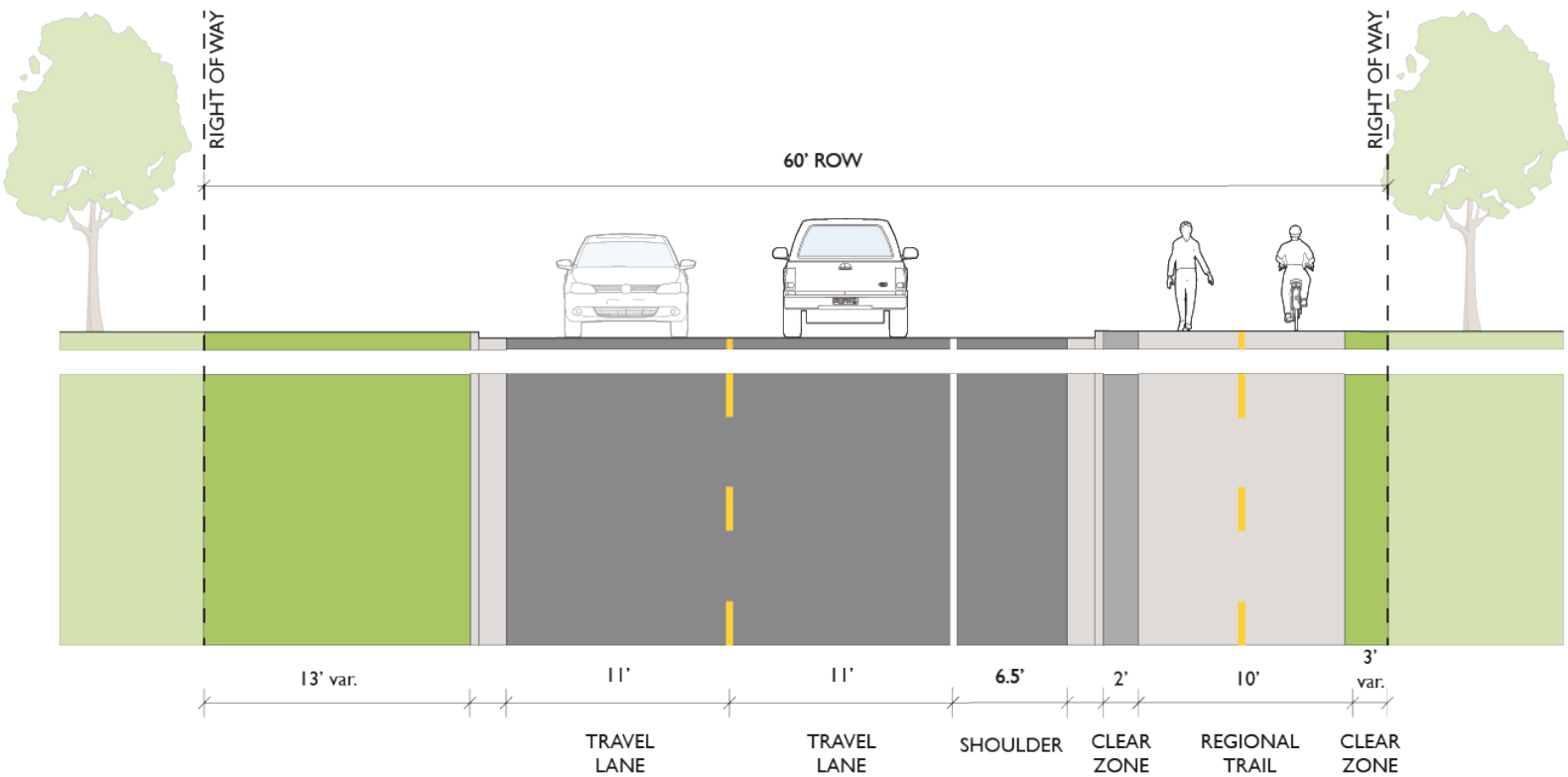
This section reflects the most common public right-of-way width of 60'. There are a few instances, at 6324, 6526, 6600, and 6602 Fairview Ave. N., where the right-of-way extends to the road centerline; however, an existing easement allows for street and sidewalk infrastructure improvements.

For this section:

- The Average Daily Traffic of Fairview Ave. N. is between 0 and 3,000 vehicles. This is considered low motor vehicle traffic volume and while an on-street facility would be acceptable, a separated regional trail is the preferred and safest solution and will result in a cohesive alignment with other segments of the regional trail.
- The corridor is generally flat, with the steepest slope between Louisiana Ave. N. and Idaho Ave. N. The slope is approximately 1.9% and is below standard ADA guidelines for an accessible path.
- The proposed regional trail crosses 10 driveways and three streets between Louisiana Ave. N. and Douglas Dr N..



BETWEEN LOUISIANA AVENUE NORTH AND JERSEY AVENUE NORTH



BETWEEN JERSEY AVENUE NORTH AND DOUGLAS DRIVE NORTH



NORTH

## Layout Area 4: FAIRVIEW AVE. N. - LOUISIANA TO DOUGLAS

Subsegment E6

## Preliminary Concept - Not for Construction

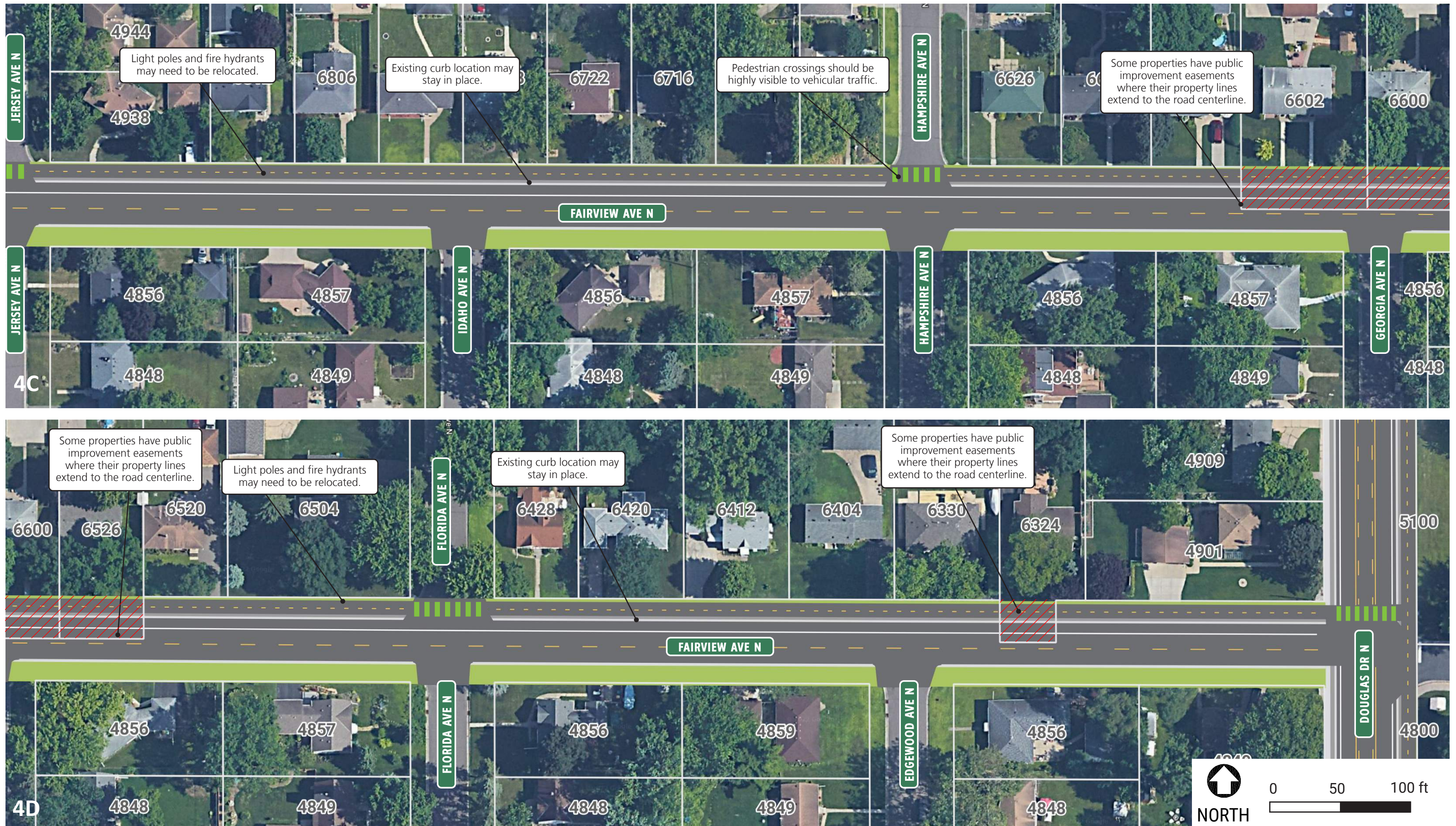
THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.











**Layout Area 4: FAIRVIEW AVE. N.**  
**Subsegment E6**

**Preliminary Concept - Not for Construction**

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







Dec. 14, 2023

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

Re: 2024 Regional Solicitation - Multiuse Trails and Bicycle Facilities

**CP Rail Regional Trail: North Segment – New Construction**

**CP Rail Regional Trail: North Segment – New Construction**

**Crow River Regional Trail – New Construction**

Dear Ms. Koutsoukos:

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

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

**CP Rail Regional Trail: North Segment**

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

**CP Rail Regional Trail: South Segment**

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

**Crow River Regional Trail**

Crossing located along Rebecca Park Trail in Greenfield, Hennepin County

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

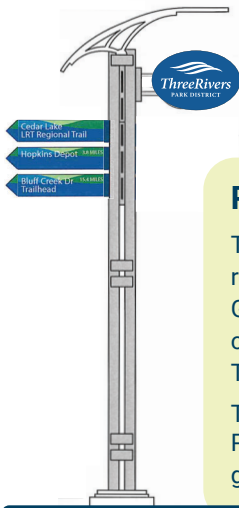


CPKC does not intend to provide funding and formal approval cannot be made until design plans and appropriate agreements are negotiated and finalized.

Sincerely,

Andy Cummings  
Senior Manager, Community Relations  
[Andy.Cummings@cpkcr.com](mailto:Andy.Cummings@cpkcr.com)





# CP Rail Regional Trail

## North Segment | New Construction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes construction of 2.9 miles of regional trail in Crystal and New Hope, upgrading 1.1 miles of existing trail to meet regional trail standards in Golden Valley, installing road crossing improvements (i.e., adding APS at Rockford Road (CSAH 9), and adding critical wayfinding and support facilities along the entire 5.7 mile trail corridor between the Luce Line Regional Trail and Crystal Community Center.

This project builds off planned construction of a 1-mile regional trail segment to the north connecting to Becker Park, the Crystal Lake Regional Trail, and METRO Blue Line LRT Extension: Bass Lake Road Station and a new grade-separated trail crossing of TH 55 to the south connecting to the Perpich Center for Arts Education.

### Location & Route

Between the Luce Line Regional Trail and Crystal Community Center along Douglas Drive (CSAH 102) between 32nd Ave, Nevada Ave, 36th Ave, Winnetka Avenue (CSAH 156), Quebec Avenue, and 49th Avenue/Fairview Avenue in New Hope, Crystal, and Golden Valley, 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:**  
\$5,500,000

### Local Match:

\$1,575,384

### Total Construction Cost

\$7,075,384

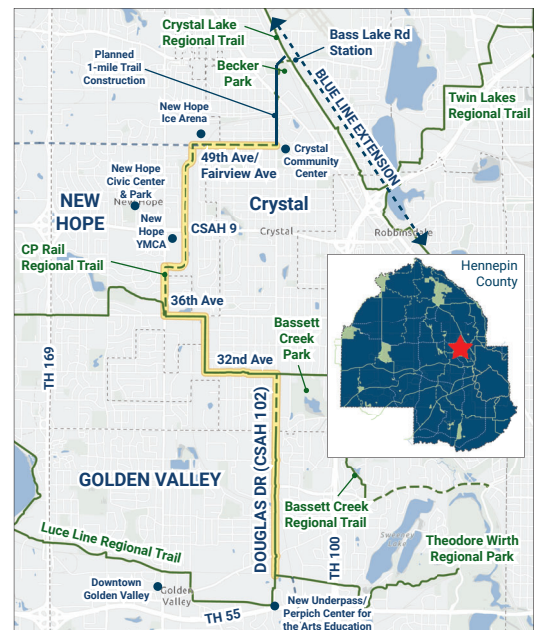
### Project Elements

- Construct a new, urban 2.9 mile 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing roadways where feasible to lessen the impact to neighboring properties
- Improve 1.1 miles of existing trail to meet regional trail standards
- Meet all ADA requirements including improving 45+ curb ramps and adding APS at Quebec Ave and CSAH 9/Rockford Rd.
- Upgrade 1 CP Rail crossing at 49th Ave.
- Relocate associated above and underground utilities, if needed
- 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 inconsistent or do not exist.
- Connects people and destinations: YMCA, Lifetime Fitness, Crystal Community Center; Bassett Creek, Valley Place, Northwoods, Sunnyside, and John Grogan parks; Crystal, Bassett Creek, and Luce Line Regional Trails; RBTN routes (1 Tier 1 Alignment, 1 Tier 2 Alignment, and 2 Tier 2 Corridors); and METRO Blue Line LRT Extension and four bus routes.
- Provides a protected bikeway to 72,546 people - connecting them to 39,367 jobs within 1 mile of the project area.

### Location



**CP Rail Regional Trail:** This project improves a CP Rail crossing (left photo) along Fairview Ave (pavement, ADA, width, drainage) and includes narrowing a segment of Douglas Drive (CSAH 102) (right photo) and constructing a new trail segment within existing ROW.







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  
**CP Rail Regional Trail: North Segment – New Construction**

Dear Ms. Koutsoukos,

Erin Kolb  
District 3

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **CP Rail Regional Trail: North 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

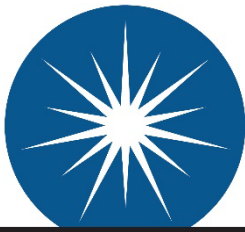
Sincerely,

Boe Carlson  
Superintendent

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







**CITY of CRYSTAL**

4141 Douglas Drive North • Crystal, Minnesota 55422-1696

Tel: (763) 531-1000 • [www.crystalmn.gov](http://www.crystalmn.gov)

October 16, 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  
CP Rail Regional Trail: North Segment – New Construction

Dear Ms. Koutsoukos:

The City of Crystal (City) supports Three Rivers Park District's federal transportation funding request for construction of the CP Rail Regional Trail: North Segment between the Luce Line Regional Trail and 32nd Ave/Bassett Creek Regional Trail along Douglas Drive/CSAH 102 and 36th Avenue and the Crystal Community Center/Douglas Drive/CSAH 102 along Winnetka Avenue/CSAH 156, Quebec Avenue, and 49th Avenue/Fairview Avenue in New Hope, Crystal, and Golden Valley in Hennepin County. The City understands that this project will enhance the local and regional bicycle transportation system for our residents.

The City and the Park District partnered in 2022 to evaluate potential regional trail routes, conduct extensive public engagement, and establish a preferred regional trail route. This grant request builds off that work as well as the City's 2040 Comprehensive Plan and includes:

- Construct 2.9 miles of new urban trail
- Improve 1.1 miles of existing trail to meet regional trail standards
- Add/improve critical wayfinding and support facilities along 5.7 miles of trail

This project will enhance the livability and quality of life in the City, adjacent communities, and greater region 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 Three Rivers Park District on the implementation of this project and fully supports the funding efforts. At this time, it appears that Three Rivers Park District does not estimate Crystal having any cost share, and the City of Crystal is unable to commit to cost participation for this project.

Over the years, the City of Crystal has spent city resources on improving pedestrian accessibility, safety, and mobility along portions of the existing corridor's sidewalks. Examples of the city's sidewalk efforts include removing trip edges, replacing square metal castings with round castings so there are no sharp edges, regular snow removal in the winter, and reconstructing

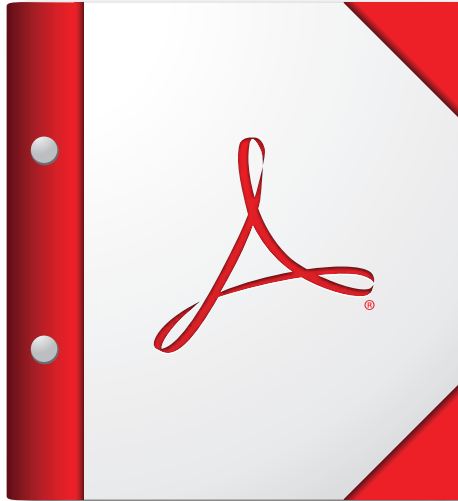
pedestrian ramps to be ADA-compliant. The proposed project, with the grant funding support, will enhance accessibility and mobility along the corridor.

Thank you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project. Please contact me at [adam.bell@crystalmn.gov](mailto:adam.bell@crystalmn.gov) or 763.531.1140 if you need anything further.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Bell', with a stylized, flowing script.

Adam R. Bell  
City Manager



**For the best experience, open this PDF portfolio in  
Acrobat X or Adobe Reader X, or later.**

**Get Adobe Reader Now!**



7800 Golden Valley Road  
Golden Valley, MN 55427

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  
**CP Rail Regional Trail: North Segment – New Construction**

Dear Ms. Koutsoukos:

The City of Golden Valley (City) supports Three Rivers Park District's federal transportation funding request for construction of the North Segment of the CP Rail Regional Trail between the Luce Line Regional Trail and 32nd Ave/Bassett Creek Regional Trail along Douglas Drive/CSAH 102 and 36th Avenue and the Crystal Community Center/Douglas Drive/CSAH 102 along Winnetka Avenue/CSAH 156, Quebec Avenue, and 49th Avenue/Fairview Avenue in New Hope, Crystal, and Golden Valley in Hennepin County. The city understands that this project will enhance the local and regional bicycle transportation system for our residents.

The City and the Park District partnered in 2022 to evaluate potential regional trail routes, conduct extensive public engagement, and establish a preferred regional trail route. This grant request builds off that work as well as the City's 2040 Comprehensive Plan and includes:

- The construction of 2.9 miles of new urban trail
- Improve 1.1 miles of existing trail to meet regional trail standards
- Add/improve critical wayfinding and support facilities along 5.7 miles of the trail

This project will enhance the livability and quality of life in the city, adjacent communities, and greater region 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. The city will need to request a formal Resolution of the City Council if funding is needed from the city.

Sincerely,

  
Timothy Cruikshank (Nov 20, 2023 16:50 CST)

Tim Cruikshank  
City Manager  
tcruikshank@goldenvalleymn.gov



# 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  
CP Rail Regional Trail – North Segment Project

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 Canadian Pacific (CP) Rail Regional Trail which is anticipated to improve conditions for people walking and biking and is consistent with the CP Rail Regional Trail long-range planning work and 2022 local route approvals. This project will add a multi-use trail along various roadways from the Bassett Creek Regional Trail to the Crystal Community Center.

As proposed, the CP Rail Regional Trail – North Segment Project is anticipated to impact CSAH 9 (42<sup>nd</sup> Avenue), CSAH 102 (Douglas Drive), and CSAH 156 (Winnetka Avenue) that are currently under Hennepin County jurisdiction. At this time of application submittal, county staff would like to formally notify TRPD of the following planned improvements in the vicinity of CSAH 102 (Douglas Drive) – understanding that these improvements, and others not yet programmed, are subject to change without notice.

- Multimodal safety improvements at various locations from CSAH 70 (Medicine Lake Road) to 51<sup>st</sup> Place that's tentatively scheduled for 2026 (SP 027-702-023)
- Pavement preservation activities from approximately CSAH 70 (Medicine Lake Road) to 51<sup>st</sup> Avenue that's tentatively scheduled for 2027 (CP 2220900)

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 9 (42<sup>nd</sup> Avenue), CSAH 102 (Douglas Drive), and CSAH 156 (Winnetka Avenue) 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 TRPD includes county staff in the project development process for the CP Rail Regional Trail – North Segment Project to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the CP Rail 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;

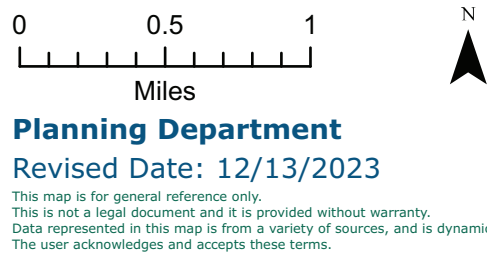
The Hennepin County Active Transportation Committee supports Three Rivers Park District in efforts to secure federal funds through the Metropolitan Council's Regional Solicitation process.

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





November 14, 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  
**CP Rail Regional Trail: North Segment – New Construction**

Dear Ms. Koutsoukos:

The City of New Hope (City) supports Three Rivers Park District's federal transportation funding request for construction of the CP Rail Regional Trail: North Segment between the Luce Line Regional Trail and 32nd Ave/Bassett Creek Regional Trail along Douglas Drive/CSAH 102 and 36th Avenue and the Crystal Community Center/Douglas Drive/CSAH 102 along Winnetka Avenue/CSAH 156, Quebec Avenue, and 49th Avenue/Fairview Avenue in New Hope, Crystal, and Golden Valley in Hennepin County. The City understands that this project will enhance the local and regional bicycle transportation system for our residents.

The City and the Park District partnered in 2022 to evaluate potential regional trail routes, conduct extensive public engagement, and establish a preferred regional trail route. This grant request builds off that work as well as the City's 2040 Comprehensive Plan and includes:

- Construct 2.9 miles of new urban trail
- Improve 1.1 miles of existing trail to meet regional trail standards
- Add/improve critical wayfinding and support facilities along 5.7 miles of trail

This project will enhance the livability and quality of life in the City, adjacent communities, and greater region 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 Three River's Park District on the implementation of this project and fully supports their funding efforts.

Sincerely,

Reece Bertholf  
City Manager

## CITY OF NEW HOPE

4401 Xylon Avenue North ♦ New Hope, Minnesota 55428-4898 ♦ [www.ci.new-hope.mn.us](http://www.ci.new-hope.mn.us)  
City Hall: 763-531-5100 ♦ Police (non-emergency): 763-531-5170 ♦ Public Works: 763-592-6777  
City Hall Fax: 763-531-5136 ♦ Police Fax: 763-531-5174 ♦ Public Works Fax: 763-592-6776



## On Going Railroad Agreement Status

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


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

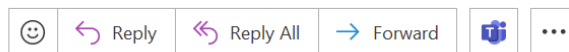
Per direction from Council staff, Three Rivers is selecting the box that says agreements are in place even though they would be forth coming during the next project phase.

### RE: railroad agreement question



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

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



Mon 11/27/2023 8:20 AM

Hi Kelly,

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

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

---

**From:** Grissman, Kelly <[Kelly.Grissman@threeriversparks.org](mailto:Kelly.Grissman@threeriversparks.org)>  
**Sent:** Monday, November 20, 2023 1:14 PM