



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17539 - Shingle Creek Regional Trail- I-94 Bridge ADA improvements; Centennial and Palmer Lake Parks Realignment and Reconstruction; TH 100 to Minneapolis and TH 100 Bridge ADA Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
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## Primary Contact

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Pronouns First Name Middle Name Last Name

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City State/Province Postal Code/Zip

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Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** THREE RIVERS PARK DISTRICT

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:**

RESERVATIONS  
3000 XENIUM LN N

\*

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

**County:**

Hennepin

**Phone:\***

763-559-6700

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000057347A1

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## Project Information

**Project Name**

Shingle Creek Regional Trail - Centennial and Palmer Lake  
Parks Realignment and Reconstruction

**Primary County where the Project is Located**

Hennepin

**Cities or Townships where the Project is Located:**

Brooklyn Center

**Jurisdictional Agency (If Different than the Applicant):**

The project will realign 0.5 miles of existing trail that floods frequently (North and Central Segments) and realign 0.5 miles of end-of-useful life regional trail (South Segment). The project was identified through ongoing engagement with equity populations who are overrepresented in Shingle Creek Regional Trail's service area and in some cases, underrepresented in its users. Its components address the major barriers that prevent BIPOC, youth, people with disabilities, and senior citizens from using the trail: flooding, degraded pavement, unsafe turns, and insufficient wayfinding and orientation.

Proposed project elements:

North and Central Segments: Realign and reconstruct 0.5 miles of existing trail (North and Central Segments) through Palmer Lake Park and Shingle Lake Parkway along Shingle Creek to eliminate flooding closures.

South Segment: Realign 0.5 miles of end-of-useful life regional trail in Centerbrook Golf Course / Lions Park to improve trail surface conditions, eliminate three blind turns, and physically separate trail users from golf cart paths. Implement trail design consistent with the regional trail network (10' wide bituminous, two-way trail with yellow center striping) to serve as wayfinding and assure users they are on their intended route.

Entire Project: Install directional signage at intersections with existing parks, trails, and major bicycle and pedestrian routes.

Project benefits include:

Providing consistent and reliable year-round trail service by eliminated flooding closures;

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

Improving community cohesion and access to active transportation for equity populations including BIPOC and recent immigrants;

Providing high quality, low cost transportation and recreation to affordable housing residents and cost-burdened households;

Connecting to two Tier 1 RBTN Corridors centered on Brooklyn Blvd and Brookdale Dr N;

Improving continuity across jurisdictions by providing a continuous, well-maintained facility between Brooklyn Center and Minneapolis, and connecting to Rush Creek Regional Trail and Twin Lake Regional Trail (both Tier 2 Alignments) and the City of Minneapolis? trail network,

Supporting multimodal trips with a protected trail facility to the C Line and planned D Line BRT and Metro Transit Routes 722, 760, 761, 781, and 789, with service to downtown Minneapolis, Target North Campus, Maple Grove Transit Center, and the University of Minnesota; and

Providing a safe trail corridor for all ages, abilities, cultural backgrounds, and modes of travel.

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

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

SHINGLE CREEK REGIONAL TRAIL THROUGH WEST PALMER LAKE PARK , RECONSTRUCT MULTIUSE REGIONAL TRAIL, INSTALL WAYFINDING; SHINGLE CREEK REGIONAL TRAIL, FROM 69TH AVENUE N TO INTERSTATE 94, RECONSTRUCT MULTIUSE REGIONAL TRAIL, INSTALL WAYFINDING; SHINGLE CREEK

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

**Project Length (Miles)**

1.0

*to the nearest one-tenth of a mile*

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## Project Funding

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

**If yes, please identify the source(s)** RAISE grant (Rebuilding American Infrastructure with Sustainability and Equity)

**Federal Amount** \$2,462,240.00

**Match Amount** \$615,560.00

*Minimum of 20% of project total*

**Project Total** \$3,077,800.00

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

**Match Percentage** 20.0%

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

**Source of Match Funds** Three Rivers Park District

*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:** 2026, 2027

*Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.*

**Additional Program Years:**

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

## Project Information

**County, City, or Lead Agency** Three Rivers Park District

**Zip Code where Majority of Work is Being Performed** 55430

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 10/31/2028

**Name of Trail/Ped Facility:** Shingle Creek Regional Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:** York Avenue N (North Segment) / 69th Avenue N (Central Segment) / Trunk Highway 100 (South Segment)

**(Intersection or Address)**

**To:** Violet Avenue N (North Segment) / Interstate 94 (Central Segment) / 53rd Avenue N (South Segment)

**(Intersection or Address)**

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 1.0

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):** 1.0

Is this a new trail?

No

Primary Types of Work

MULTIUSE TRAIL, STORM SEWER, WAYFINDING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

**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: Objective A; p2.2

Goal B: Strategies B1 and B6; p2.5, 2.8

Goal C: Objectives B, D, and E; p2.10; Strategies C1, C2, C4, C15, C16, C17; p2.10-2.11, 2.14, 2.22-2.24

Goal D: Strategy D3; p2.27

Goal E: Objectives B, C, and D; p2.30; Strategies E3 and E6; p2.31-2.32, 2.34

Goal F: Objective C; p20.35

(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.

Hennepin County 2040 Bicycle Transportation Plan  
(page 36)

Three Rivers Park District 2040 System Plan  
(pages 17 and 21)

Nine Regional Trails Master Plan (pages and 245-  
266)

Metropolitan Council 2040 Regional Parks Policy  
Plan (page 47)

Brooklyn Center Bicycle and Pedestrian Plan  
(pages 9, 14, 18, 22-23, and 30)

Brooklyn Center 2040 Comprehensive Plan (pages  
6-12, 6-13, 6-14, 6-19, 7-25, and 7-32)

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

*(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 2020 funding cycle).*

**Multise 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 the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

**Date plan completed:** 06/30/2015

**Link to plan:** [https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan\\_2015.pdf](https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan_2015.pdf)

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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

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

*11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. 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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

**Multiuse Trails on Active Railroad Right-of-Way:**



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

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

Upload Agreement PDF

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

**Multiuse Trails and Bicycle Facilities projects only:**

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

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

Upload PDF of Agreement in Other Attachments.

**Safe Routes to School projects only:**

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$130,000.00
Removals (approx. 5% of total cost)	\$130,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$26,000.00
Striping	\$0.00
Signing	\$4,800.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$207,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$497,800.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$2,580,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$2,580,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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

**Totals**

Total Cost	\$3,077,800.00
Construction Cost Total	\$3,077,800.00
Transit Operating Cost Total	\$0.00

**Measure A: Project Location Relative to the RBTN**

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649823521640\_SCRT\_RBTN.pdf

Please upload attachment in PDF form.

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	29296
Existing Employment Within One Mile (Integer Only)	9205
Upload the "Population Summary" map	1649823586860_SCRT_Population.pdf

*Please upload attachment in PDF form.*

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## 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:*

All three segments serve low-income residents/employees, people of color, recent immigrants, youth, people with disabilities, and seniors (see Equity Populations and Destinations map). To inform the Nine Regional Trails Master Plan, Three Rivers Park District (TRPD) actively engaged these equity populations, all of which are overrepresented within the project area but only those ages 10-17, Black or from households with an annual income of \$50,000 or less confirmed as underrepresented in its users based on 2019 Regional Trail Survey data.

**Response:**

TRPD developed the project through the Nine Regional Trails Master Plan (2022), which aims to increase the safety, comfort, and inclusivity of existing regional trails. Engagement efforts targeted new trail users and underrepresented groups, to better understand barriers and identify which infrastructure improvements would be most impactful for equity communities. To best understand their specific needs and preferences, TRPD used specialized engagement techniques - bike tours at Hispanic Heritage Celebration, resident meetings at mobile home communities, and a listening session with a senior walking group. In summer 2018, they hosted popups at Earle Brown Days and Tator Daze, community events close to the project and well-attended by families with children and low-income households.

Nine Regional Trails Master Plan was available to the public review online and at public venues during a 30 day comment period February 23 - March 25, 2022. After synthesizing overall feedback, TRPD confirmed the plan recommendations with community members/representatives of the equity populations to ensure they represented their experiences and recommendations.

Engagement identified three major barriers to the

safe and comfortable use of Shingle Creek Regional Trail by underrepresented groups:

- Flood closures (North and Central Segment)
- Safety concerns: blind 90-degree curves and uneven/cracked surfacing (South Segment)
- Insufficient wayfinding and orientation at intersections with local trails (especially in the Central and South Segments)

The proposed project will respond directly to engagement by:

- Realigning flood areas in the North and Central Segments, ensuring consistent and reliable trail service,
- Reconstructing and realigning the South Segment, eliminating dangerous turns, providing a smooth and stable surface, and meeting regional trail standards, and
- Installing additional wayfinding signs/maps throughout the project. By providing a consistent design throughout the regional trail facility, the trail itself acts as wayfinding to assure users they are on their intended route.

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

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## **Measure B: Equity Population 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:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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.*

The project will increase mobility and connectivity for low-income populations, BIPOC, children, people with disabilities, and seniors (see Equity Populations and Destinations Map). Its components were identified through targeted engagement, and will improve and increase trail use by the equity populations:

Low-income residents and employees:

- The North Segment and South Segments are in Regional Environmental Justice Areas less than ½ mile from an ACP. The Center Segment runs between a Regional Environmental Justice Area and an ACP.
- 15% of households surrounding the North and Central segments lack access to a vehicle (5.8% suburban Hennepin County). The project is in a diversified Regional Job and Activity Center with employees of all incomes, including those without a vehicle. Existing flood closures add significant time and effort to trips on bike and foot.
- The proposed trail realignments will avoid flooding to ensure that users who rely on the trail for transportation have dependable access to transit (including C Line BRT), groceries, and other amenities.

Response:

BIPOC and immigrants:

- 71% of residents in North/Central Segment and 57% in South Segment neighborhoods are BIPOC (20.2% metro). 25% of residents in the North and Central Segment and 23% in South Segment neighborhoods were born outside the US. 17% of North/Central and 8% of South Segment community members speak English less than very well.
- At engagement events, BIPOC and those with limited English cited fear of getting lost as a barrier to trail use. The project will implement consistent design and wayfinding, increasing confidence for

these users.

- Reliable routes to CAPI (social and educational services for immigrants and refugees), markets such as Viengchan Oriental Market and Global African Foods, and places of worship including Imam Husain Islamic Center and Shri Swaminarayan Mandir Hindu Temple will improve community connection and cohesion.

Youth:

- 26 to 31% percent of residents in the project's service area are under 18 (23.3% metro). Six schools are within ½ mile of the project and an additional four within 1 mile.
- The South Segment will replace degraded, end-of-life pavement with a smooth 10' trail, providing a stable surface (also beneficial to seniors and persons with disabilities). It will realign three blind curves, protecting less skilled/experienced riders.
- The project will directly benefit the disadvantaged populations in its service area. It will maintain access to businesses and housing throughout implementation and mitigate noise, dust, and traffic to minimize construction nuisance. During construction, current sidewalk users will be directed towards alternate routes with easy-to-follow detour signing. Road closures are not anticipated.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development 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 projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*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.*



There are 620 publicly subsidized rental housing units in census tracts within one half mile of the project, including the following communities (see Affordable Housing Map):

- The Crest Apartments: 6221 Shingle Creek Parkway, Brooklyn Center, 122 units, HUD 811 Supportive Housing for Persons with Disabilities
- Four Courts Apartments: 2838 Northway Dr, Brooklyn Center, 252 units, LIHTC
- Victoria Townhomes: 6813 Grimes Place N, Brooklyn Center, 48 units, HUD / Section 8
- Emerson Chalet: 1200 67th Avenue N, Brooklyn Center, 18 units, HUD
- The Sanctuary at Brooklyn Center: 6121 Brooklyn Boulevard, Brooklyn Center, 158 units, income-restricted senior housing, provides memory care
- Ewing Square Townhomes: 6220 France Ave N, Minneapolis, 23 units, HUD
- Lynwood Pointe: 6925 Humboldt Ave N, income-restricted, accepts Section 8

**Response:**

In addition, 51% of renting households in the North/Central Segment neighborhoods and 43% of renting households in South Segment communities are considered housing cost burdened, meaning 30% or more of their income is spent on housing (leaving limited funds for food, medical care, and transportation).

The project will help the affordable housing communities and cost-burdened households in its service area reduce transportation costs by converting short vehicle trips to biking, walking, and/or transit. It will improve bicycle and pedestrian access and orientation to destinations within ½ mile of proposed improvements, including:

- Shingle Creek and I-169 Regional Job and Activity Center, with 7,3010 diversified jobs at 349 worksites

- Shingle Creek Medical Group, Park Nicollet Clinic, and North Memorial Medical Center
- Brooklyn Center High School, Palmer Lake Elementary, St. Alphonsus Church, Brooklyn Center Community School, KIPP North Star, and Millennium Academy
- Groceries and retail at Shingle Creek Crossing
- CAPI (social and educational services for immigrants and refugees)

The project will connect users to the C Line (BRT service to downtown Minneapolis) and Metro Transit Routes 722 (service to Target North Campus), 760 and 761 (express service to downtown Minneapolis), 781 (reverse express service from downtown Minneapolis), and 789 (express service to University of Minnesota). Proposed wayfinding improvements will help less experienced users navigate the trail safely, encouraging "last mile" trips by bike and foot.

The project will address the flooding and safety concerns that discourage low-income residents from using Shingle Creek Regional Trail. Removing these barriers will improve community connection and cohesion for users throughout the trail corridor, ensuring quality service for affordable housing and cost-burdened households.

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

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## Measure D: BONUS POINTS

**Project is located in an Area of Concentrated Poverty:**

Yes

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

**Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):**

**Upload the Socio-Economic Conditions map used for this measure.**

1649823950763\_SCRT\_SocioEconomic.pdf

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## **Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project**

*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 jurisdictions bicycle facility.*

The project will create a Critical Bicycle Transportation Link by:

- Alleviating flood closures on Shingle Creek Regional Trail (located on an RBTN Tier 2 Alignment),
- Connecting to Tier 1 RBTN Corridors centered on Brooklyn Blvd and Brookdale Dr N, Rush Creek Regional Trail and Twin Lake Regional Trail (both Tier 2 Alignments), and the City of Minneapolis' trail network,
- Linking and improving wayfinding to local trail networks and destinations,
- Providing a consistent cycling/walking experience over I-94 and TH 100, and
- Improving bikeway continuity across Brooklyn Center, Brooklyn Park, and Minneapolis

**Response:**

One of the few north-south routes in the regional trail network, Shingle Creek Regional Trail serves as a linking trail for the communities in its service area. The project components were developed from feedback from underrepresented groups and will ensure that the improved trail can safely and comfortably accommodate users of all ages, incomes, cultural backgrounds, and abilities year-round. The improved trail will be a contiguous facility that connects to two other regional trails and improves bikeway continuity across Brooklyn Center, Brooklyn Park, and Minneapolis.

The North and Central Segments flood and freeze regularly, with deep puddles and/or ice extending the entire width of the trail. Flood closures on a key linking trail disrupt the entire regional network and standing water and ice present health and safety hazards. Flood detours add time and effort to trips by bike or foot, which is especially burdensome for people who rely on the trail for transportation and/or transit connections. The project will realign and reconstruct these segments to avoid flooding and

ice closures. The new segments will be fully accessible to users with disabilities, seniors, and children.

The South Segment runs through Lions Park and Centerbrook Golf Course. The existing trail design and signage are inconsistent, creating confusion between the regional trail facility and local trails. Reconstructing the segment to have a consistent design with the rest of Shingle Creek Regional Trail (10' wide bituminous trail with yellow center striping) will help users - including children and those who speak English less than very well - identify the trail as separate from local trails and golf cart paths.

The project will also install wayfinding throughout all three segments, at intersections with local trails and golf cart paths. In addition to improving orientation for regional trail users, this signage will alert golf cart drivers to watch for cyclists and pedestrians on the regional trail.

*(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**

Yes

*No Improvements to barrier crossings*

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

**Multiple**

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

---

## **Measure B: Project Improvements**

While MnCMAT crash data identified zero crashes along the project alignment from 2019-21, flooding, ice, and degraded pavement are significant deficiencies that endanger trail users - especially children, seniors, and people with disabilities. Off-road trails are the safest option for people biking and walking. The project reconstructs the deficient segments, preventing closures that could force users onto adjacent roadways that lack designated safe facilities, increasing the likelihood of bicyclist/vehicle and pedestrian/vehicle crashes.

The North and Central Segments flood frequently, interrupting trail use with deep and impassible puddles. Conditions are particularly dangerous in winter and early spring thaws, when standing water on the trail freezes into large patches of ice. Flooding has caused the pavement to degrade faster than anticipated for its age, leaving the trail surface is cracked and uneven.

**Response:**

Standing water, ice, and inconsistent surfaces are of particular concern to senior citizens and people with disabilities, who are more likely to fall / be seriously injured by a fall. There are four senior living communities are within ½ mile of the project, including The Sanctuary at Brooklyn Center, whose income-restricted residents are more likely to rely on trails and transit for transportation. 11% of people served by the North/Central Segments and 12% of people served by the South Segment have a disability (9.8% metro).

The proposed realignment and reconstruction of the North and Central Segments will alleviate flood closures and related dangers, ensuring reliable year-round trail service. Dependable service will also encourage cyclists and pedestrians to use Shingle Creek Regional Trail (a protected facility separated from vehicular traffic) rather than other, unprotected routes, supporting motorists as well.

The South Segment was constructed in 1990 and is at the end of its useful life. The pavement is characterized by cracking, root buckling, and potholes. The project will replace the degraded and inconsistent pavement with a consistent surface to eliminate tripping hazards. The current alignment includes three blind 90 degree turns, including one where Shingle Creek Regional Trail connects to the Minneapolis trail network. The South Segment will realign the trail to remove blind curves, reducing the risk of bicycle-bicycle and bicycle-pedestrian crashes, and improving safety for youth, seniors, and others have difficulty maneuvering on the existing route. It will also reroute the trail's alignment through Centerbrook Golf Course, creating physical separation between trail users and golf carts.

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

---

## **Measure A: Multimodal Elements**



Shingle Creek Regional Trail is a critical linking route in the existing regional trail network. The project will safely integrate all modes of transportation (bicyclist, pedestrian, transit, and vehicles) into a safe multimodal corridor.

The proposed 10' wide, off-road, two directional, multi-use trail will welcome and safely accommodate cyclists and pedestrians of all ages and abilities. Center line striping will support safe two-way directional traffic and serve as wayfinding to assure users they're on a regional trail. 10' trail width meets industry standards for the projected number of users, allowing cyclists enough space to safely pass slower trail users.

The project is entirely off-road, protecting trail users from vehicular traffic. It will connect directly to two bicycle and pedestrian grade-separated crossings over I-94 and TH 100, preventing conflicts between pedestrians / cyclists and motor vehicles. The proposed realignment in the South Segment will physically separate the trail from golf carts in Centerbrook Golf Course.

**Response:**

The North and Central Segments will realign 0.5 miles of trail that often flood. Standing water interrupts the existing route, and there is often no accessible detour for seniors, people with disabilities, and other users with safety concerns. By realigning the North and Central Segments to avoid burdensome flood closures, the project will provide a safe and protected route to the transit corridor along I-94. The Center Segment connects directly to Metro Transit routes 722 (service to Target North Campus), 760 and 761 (express service to downtown Minneapolis), 781 (reverse express service from downtown Minneapolis), and 789 (express service to Maple Grove Transit Center and University of Minnesota). The proposed realignment will support multimodal trips and

connect trail users to education, jobs, healthcare, and recreation throughout the metro.

The project will also improve and increase the transit service area for two BRT routes by enabling protected and enjoyable 'last mile' trips on bike and by foot. The south segment is less than ½ mile from Brooklyn Center Transit Center, the north terminus of the C Line (BRT service every 10 minutes to north and downtown Minneapolis) and the planned D Line (BRT service to north, downtown, and south Minneapolis and the Mall of America).

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

---

## 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.*

TRPD developed the proposed project through the Nine Regional Trails Master Plan (2022). Project identification and design was refined through multiple phases of engagement:

Engagement with partner agencies:

- Meetings, phone conferences, and email correspondence with the City of Brooklyn Center and Minneapolis Board of Parks and Recreation, to evaluate the performance of Shingle Creek Regional Trail and identify opportunities for improvement.

Engagement with the public and trail users:

- 55 people total engaged in summer 2018 through popups hosted at community events and on Shingle Creek Regional Trail

**Response:**

One of the project's main goals is to increase and improve trail use by underrepresented populations. TRPD solicited feedback from equity populations via:

- Listening session with a senior walking group (5 participants).
- Bike tours at the Hispanic Heritage Celebration. (40 participants were notified via word of mouth, social media, and personal invitations from Outdoor Latino and TRDP).

- Meeting with mobile home park residents, coordinated and publicized by resident board (21 low-income and BIPOC participants).

- Targeted mailings to 28 low-income BIPOC residents and 77 low-income senior households inviting them to provide feedback on project website and complete a trail survey.

Online outreach:

- "Let's Talk Three River" webpage Nine Regional Trails Master Plan provides planning updates, staff contact info, and a forum for public feedback. <https://www.letstalkthreerivers.org/nine-regional-trails-master-plan>.
- Nine Regional Trails Master Plan was available to the public for review online and at public venues (including libraries, city halls, and Park District facilities) during a 30-day comment period in spring 2022.

*(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 projects 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](mailto: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**

1649973823940\_ShingleCreekRT\_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)** Yes

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,077,800.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,077,800.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

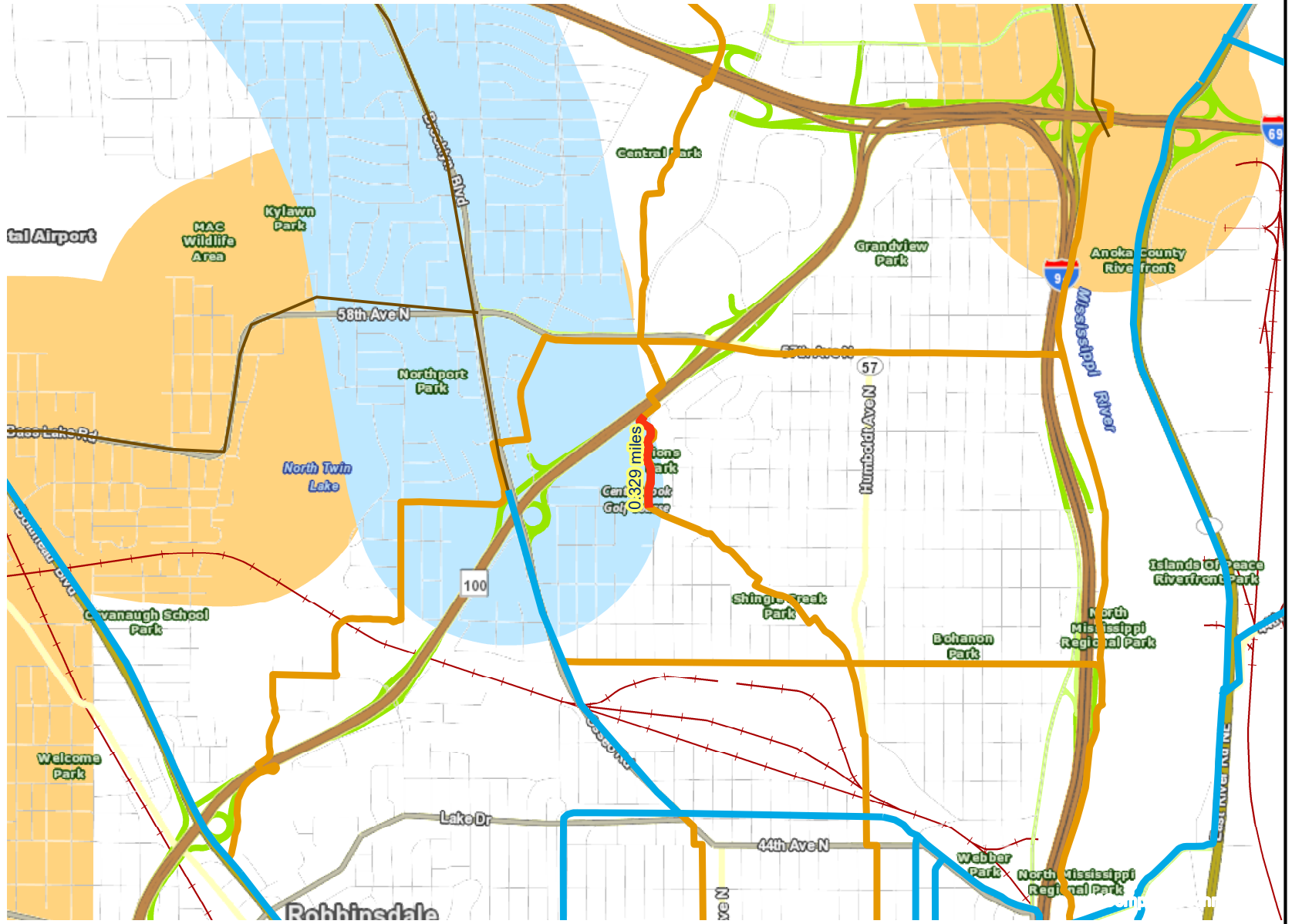
File Name	Description	File Size
LOS_ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf	Letter of Support- Hennepin County Active Transportation Committee	206 KB
LOS_Brooklyn Center_Development.pdf	Letter of Support- City of Brooklyn Center	582 KB
LOS_Brooklyn Center_Parks.pdf	Letter of Support- Brooklyn Center Parks	48 KB
LOS_HC__Multiple Regional Trail Projects off County Roadway System.pdf	Letter of Support- Hennepin County Transportation	109 KB
SCRT_AffordableHousing.pdf	Affordable Housing Map	309 KB
SCRT_EquityPopulations.pdf	Equity Populations and Destinations Map	313 KB
SCRT_Population.pdf	Population Maps	8.1 MB
SCRT_Project_Summary (1).pdf	Project Summary	4.9 MB
SCRT_RBTN.pdf	RBTN Maps	8.9 MB
SCRT_SocioEconomic.pdf	Socio-economic Maps	11.5 MB
SCRT_Transit.pdf	Transit Connection Maps	5.6 MB
Winter Maintenance Letter_SCRT_BC.pdf	Winter Maintenance Letter	152 KB

# Project to RBTN Orientation

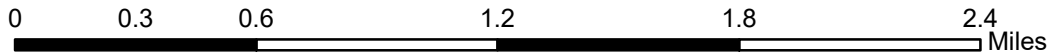
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



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



Created: 4/7/2022  
LandscapeRSA6



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





# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/7/2022  
LandscapeRSA6



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

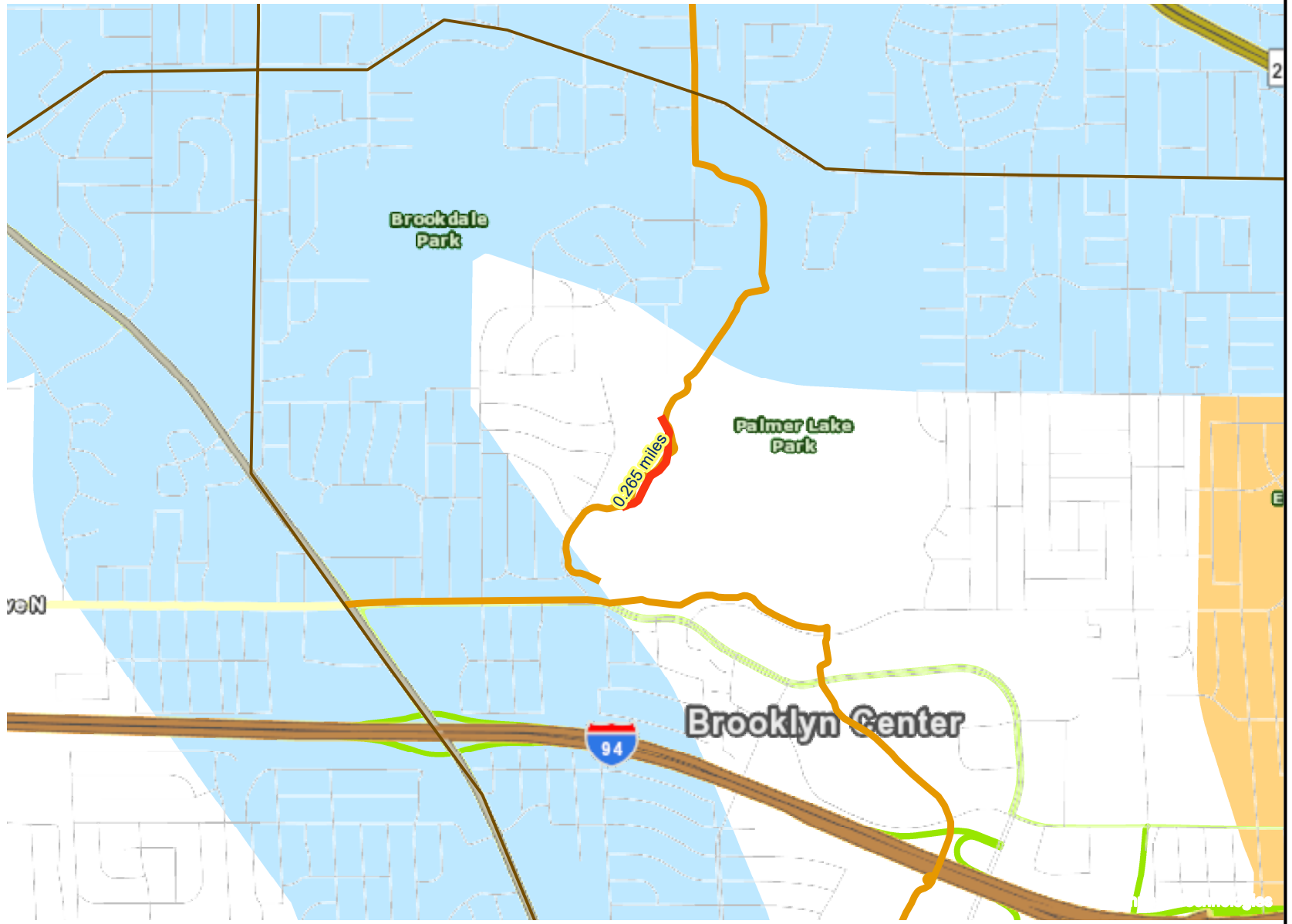


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - North | Map ID: 1649369304063

## Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



Created: 4/7/2022  
LandscapeRSA6



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

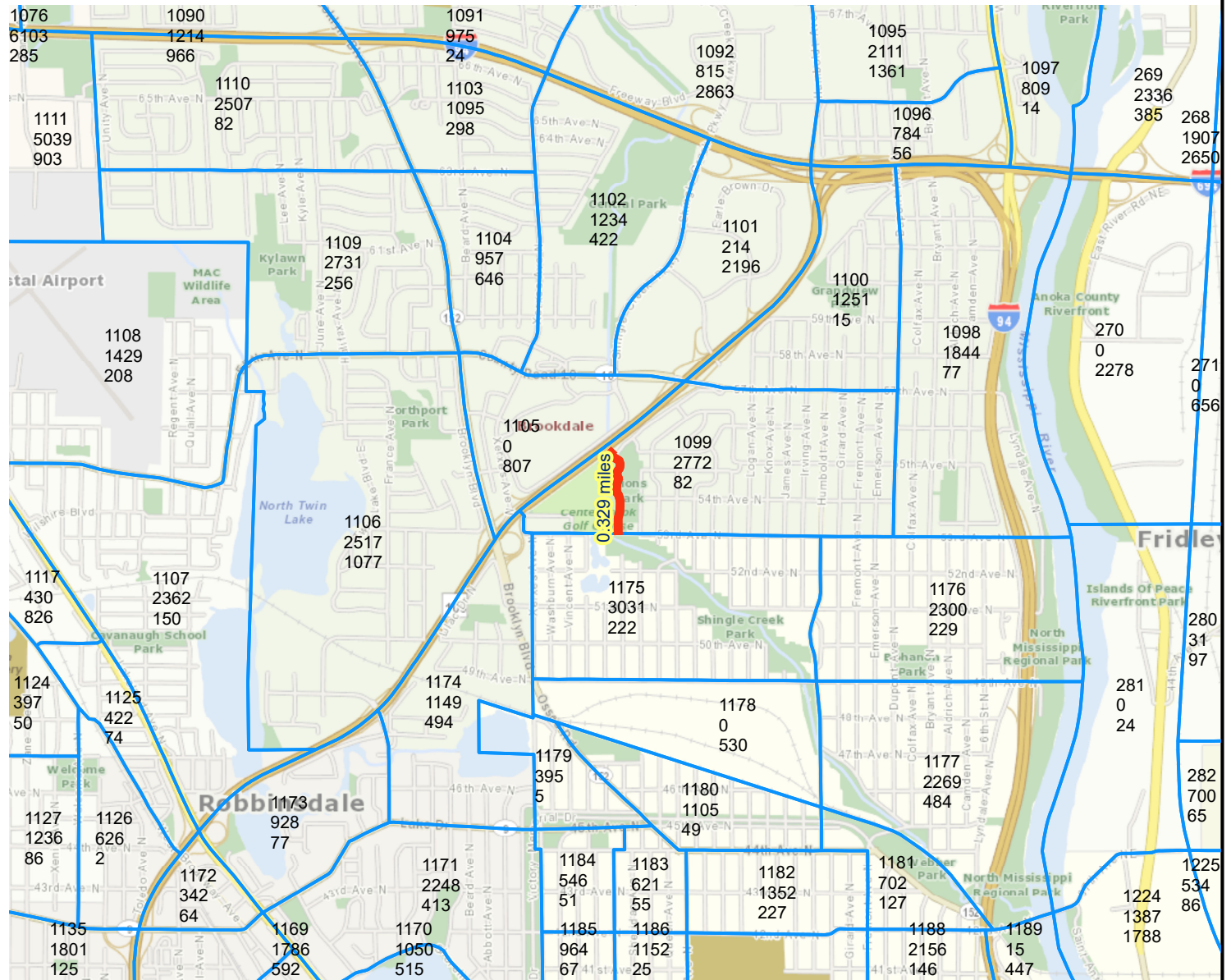


# Population/Employment Summary

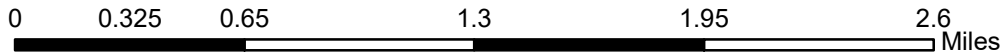
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490

## Results

Within ONE Mile of project:  
 Total Population: 24864  
 Total Employment: 7889



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 4/7/2022  
 LandscapeRSA4



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

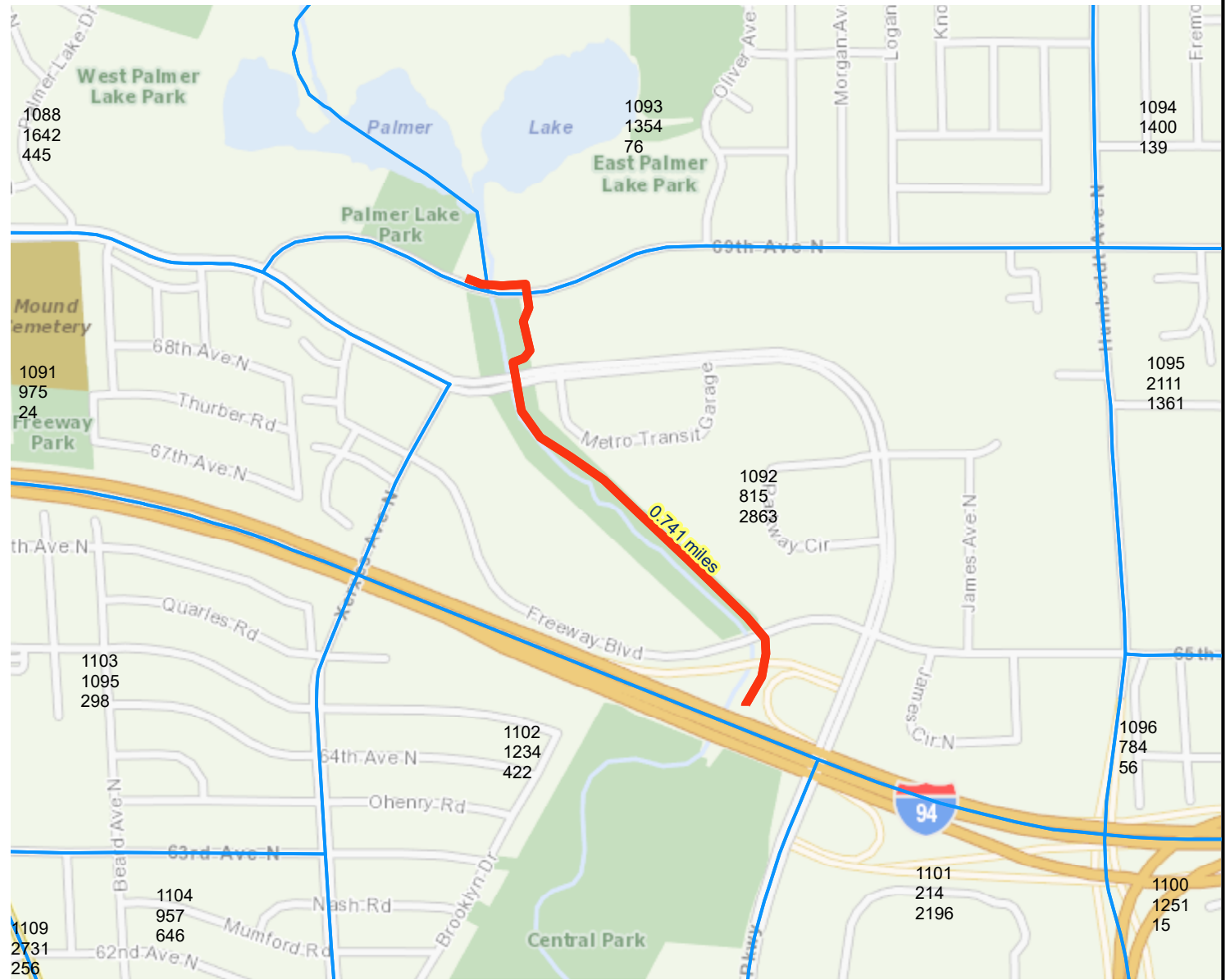


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085

## Results

Within ONE Mile of project:  
 Total Population: 30229  
 Total Employment: 11144



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/7/2022  
 LandscapeRSA4

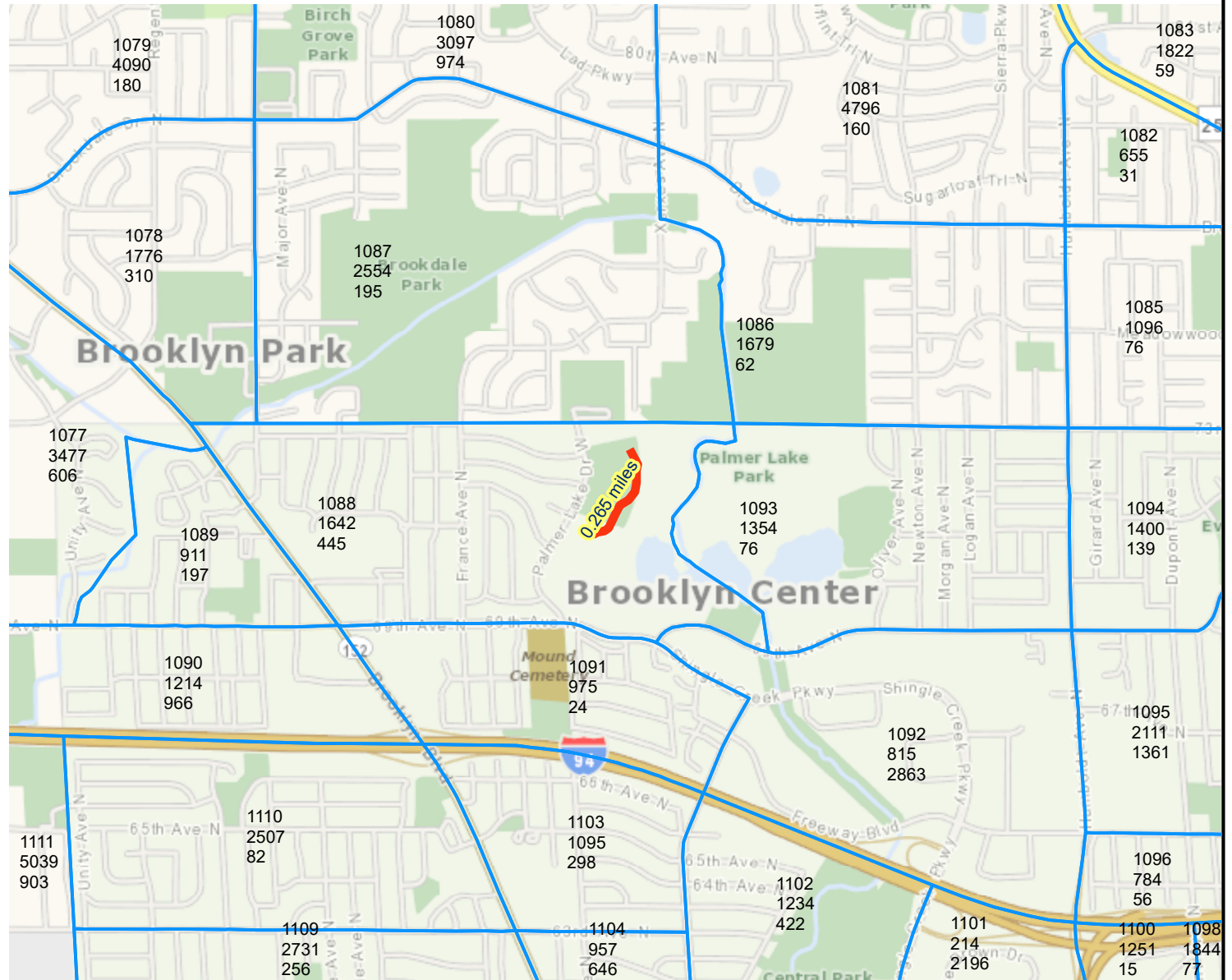


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

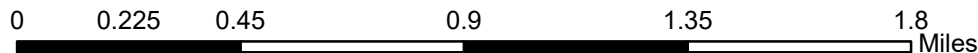
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - North | Map ID: 1649369304063



## Results

Within ONE Mile of project:  
 Total Population: 32814  
 Total Employment: 8582

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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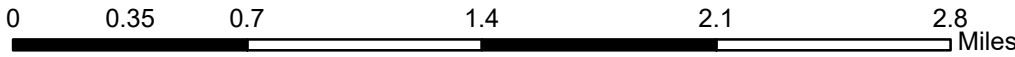
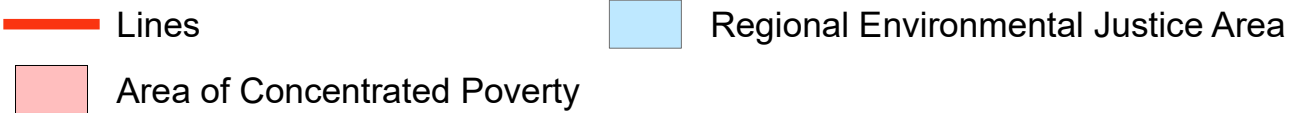
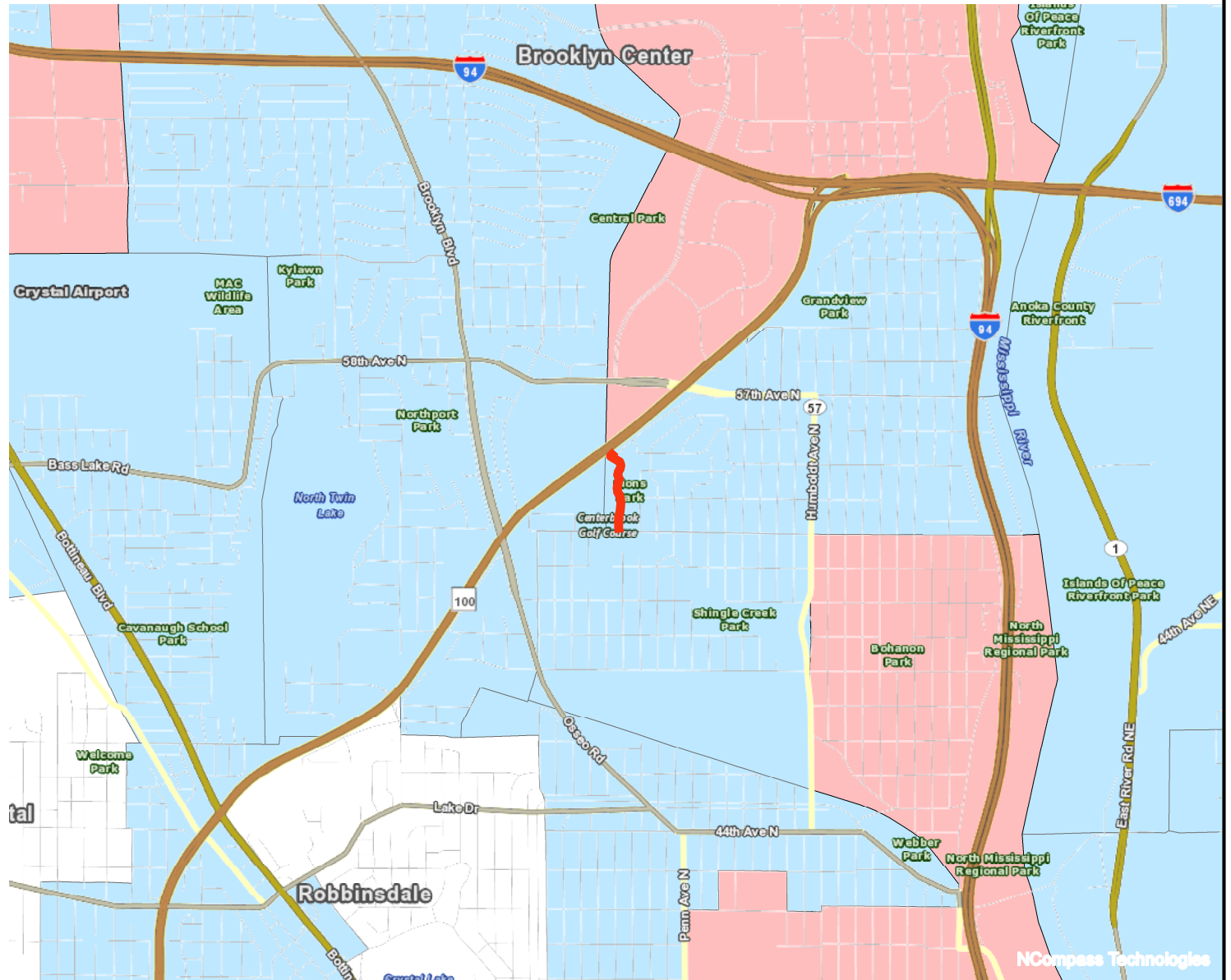
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 620

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



Created: 4/7/2022  
LandscapeRSA2



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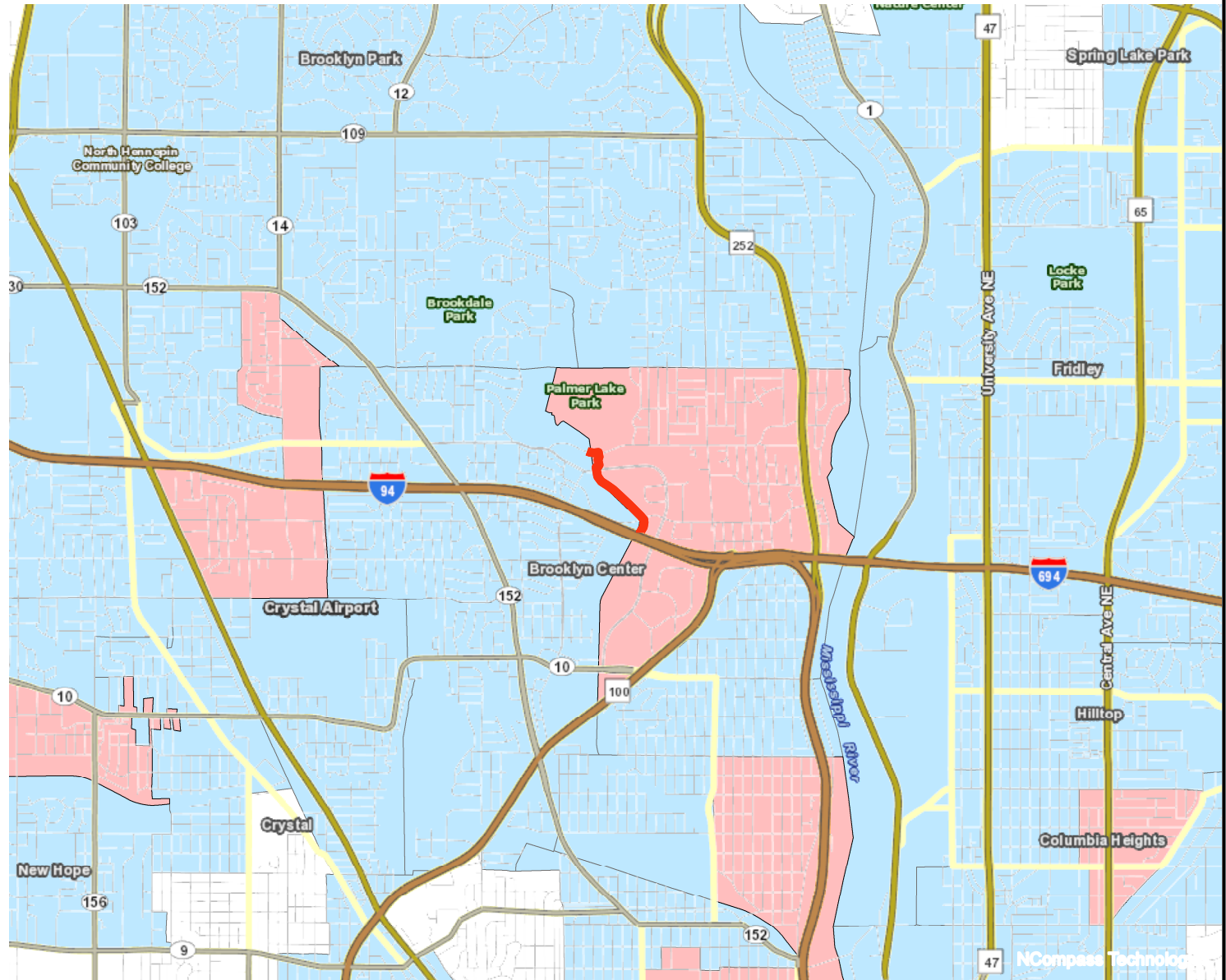
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 605

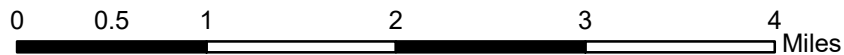
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/7/2022  
LandscapeRSA2



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



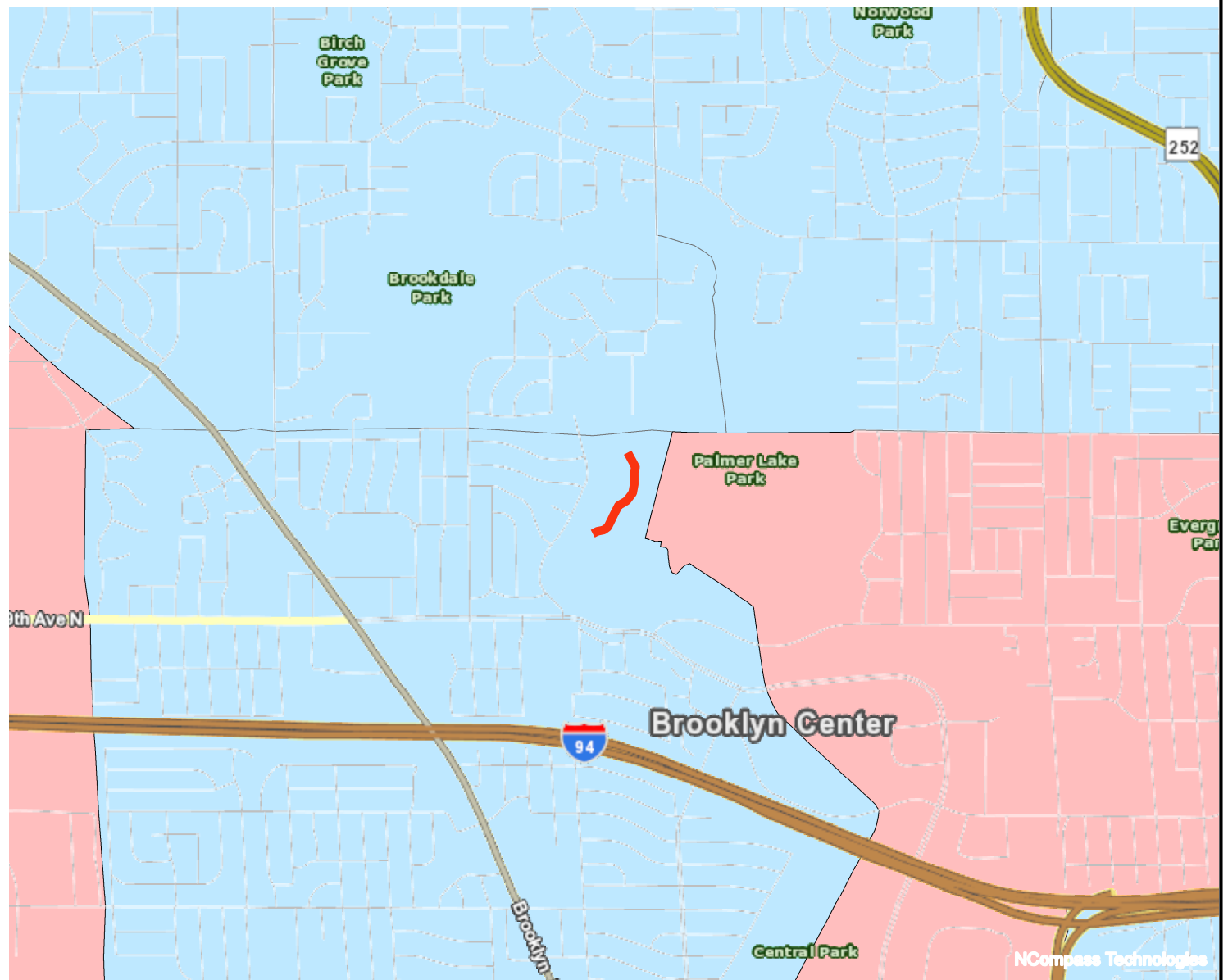
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - North | Map ID: 1649369304063

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 326

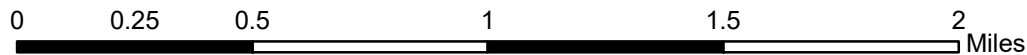
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/7/2022  
LandscapeRSA2



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







EXISTING  
RIGHT OF WAY

TRAIL END

WEST PALMER  
LAKE PARK

PROPOSED 10'  
WIDE TRAIL

TRAIL BEGIN

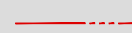
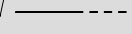
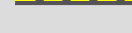
WOODBINE LANE

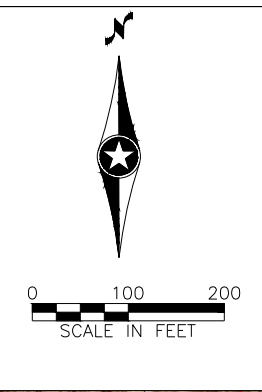
72ND AVENUE

N. VIOLET AVENUE

W. PALMER LAKE DRIVE

FINAL TRAIL  
ALIGNMENT PENDING  
FLOOD REDUCTION  
STUDY BY CITY OF  
BROOKLYN CENTER

**LEGEND**  
 EXISTING ROW   
 PROPOSED ROW   
 TRAIL 



SCALE IN FEET

NO	DATE	BY	CKD	APPR	

DRAWN BY  
S. SMITH  
 DESIGNED BY  
S. SMITH  
 CHECKED BY  
S. PRUSAK  
 COMM. NO. 15522



SHINGLE CREEK REGIONAL TRAIL  
 CENTRAL SEGMENT  
 BROOKLYN CENTER, MINNESOTA 55430

SHEET  
1  
OF  
4



LEGEND	
EXISTING ROW	
PROPOSED ROW	
TRAIL	

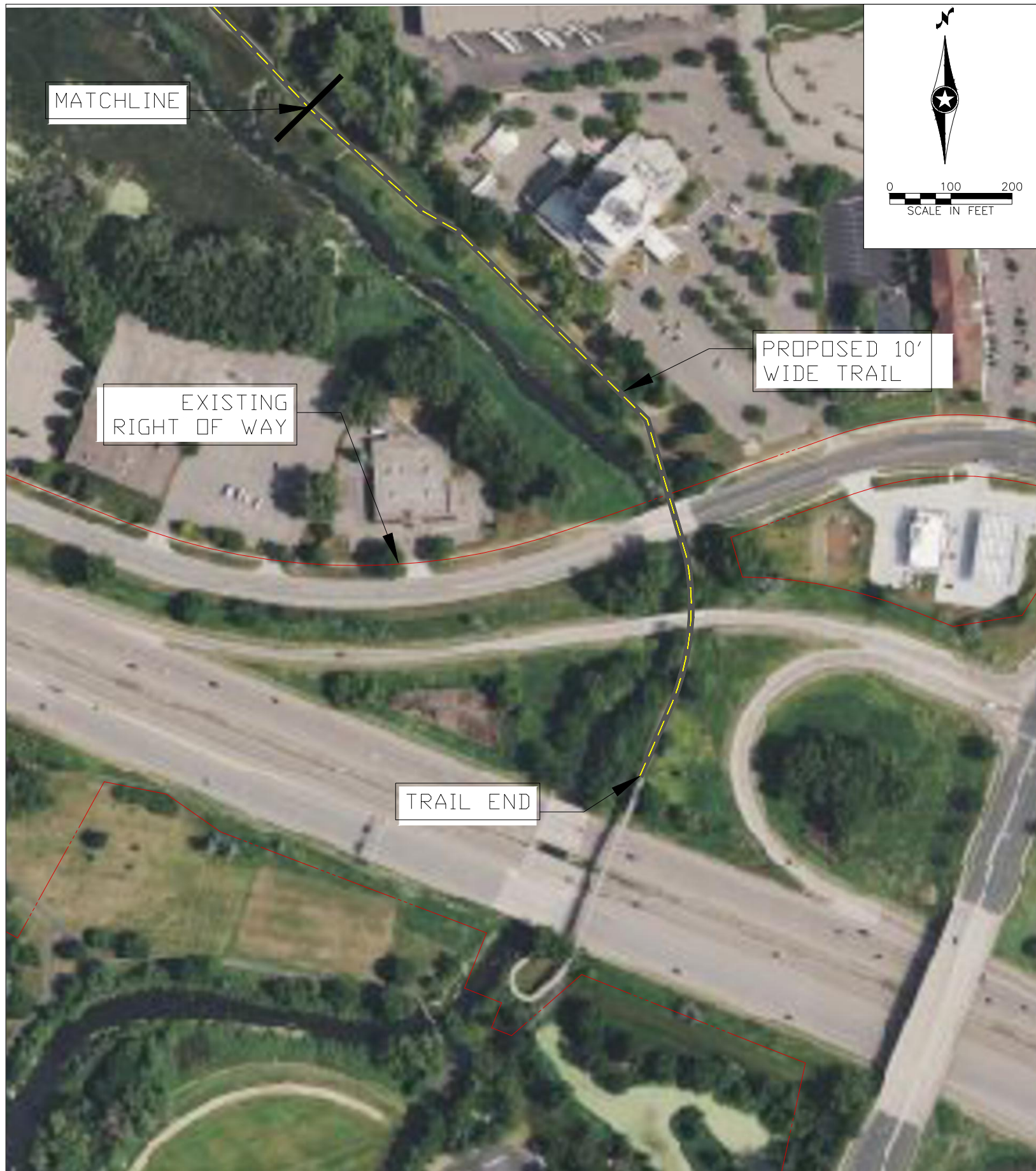
NO	DATE	BY	CKD	APPR

DRAWN BY  
S. SMITH  
 DESIGNED BY  
S. SMITH  
 CHECKED BY  
S. PRUSAK  
 COMM. NO. 15522



SHINGLE CREEK REGIONAL TRAIL  
 CENTRAL SEGMENT  
 BROOKLYN CENTER, MINNESOTA 55430

SHEET  
 2  
 OF  
 4



LEGEND	
EXISTING ROW	
PROPOSED ROW	
TRAIL	

NO	DATE	BY	CHKD	APPR


DRAWN BY  
S. SMITH  
 DESIGNED BY  
S. SMITH  
 CHECKED BY  
S. PRUSAK  
 COMM. NO. 15522



SHINGLE CREEK REGIONAL TRAIL  
 CENTRAL SEGMENT  
 BROOKLYN CENTER, MINNESOTA 55430

SHEET  
 3  
 OF  
 4



LEGEND	
EXISTING ROW	
PROPOSED ROW	
TRAIL	

NO	DATE	BY	CKD	APPR


DRAWN BY S. SMITH
DESIGNED BY S. SMITH
CHECKED BY S. PRUSAK
COMM. NO. 15522



SHINGLE CREEK REGIONAL TRAIL
CENTRAL SEGMENT
BROOKLYN CENTER, MINNESOTA 55430

SHEET
4
OF
4

***A Resolution supporting Three Rivers Park District efforts to apply for federal funding in the 2022 Regional Solicitation Process***

Date: March 21, 2022

Motion: Moved by: Courtney Costigan Seconded by: Greg Anderson

WHEREAS; The Metropolitan Council released 2022 Regional Solicitation application on February 22<sup>nd</sup> 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 13 applications, for federal grant funding for construction and reconstruction on 12 regional trails throughout Hennepin County; and,

WHEREAS; The projects include the Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion, Bryant Lake Regional Trail Construction, CP Rail Regional Trail: Bloomington/Edina Construction, Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail; Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction; Medicine Lake Regional Trail: Reconstruct 3.75 miles in Plymouth, Nine Mile Creek Regional Trail: 11th Avenue Reconstruction, Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation and Trail Realignment/Reconstruction, Shingle Creek Regional Trail: Noble Avenue Reconstruction, West Mississippi River Regional Trail: TH 169 to Douglas Avenue Construction and West Mississippi River Regional Trail: Douglas Avenue to 109th Ave Construction; and,

WHEREAS; These projects would add about 12 miles of new regional trail, reconstruct about 10 miles of substandard regional trail, improve about 8 miles of existing regional trails and provide a trail underpass of Winnetka Ave (CSAH 103); and,

WHEREAS; These projects are consistent with the 2040 Hennepin County Bicycle Transportation Plan; and,

WHEREAS; Physically protected bike lanes provide greater safety and comfort for people riding bikes; 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	Hokan – District 4	Absent
Gilbert Odonkor – District 1	Aye	Courtney Costigan – District 5	Aye
Jenny Ackerson – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Bob Byers – District 6	Absent
Dave Carlson – District 3	Absent	Lou Miranda – District 6	Aye
Laura Groenjes Mitchell – District 3	Aye	Greg Anderson – District 7	Aye
Jay Eidsness – District 4	Aye	Lee Newman – District 7	Absent

RESOLUTION ADOPTED

Attest:   
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator



March 3, 2022

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

Re: Letter of Support  
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
Shingle Creek Regional Trail- Reconstruction and ADA Trail Improvements

Dear Ms. Grissman:

The City of Brooklyn Center (City) supports Three Rivers Park District's federal transportation funding request for reconstruction and improvements on the Shingle Creek Regional Trail. The City understands that this project will enhance the local and regional bicycle transportation system by improving trail crossings at two major barriers in our city- T.H. 100 and T.H. 694.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Shingle Creek Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the regional trail by entering into a joint power's agreement with the Park District in 2009 for planning and development of the Shingle Creek Trail.

Specifically, this project will:

- Make significant ADA improvements to trail bridges over TH 694 and TH 100
- Realign and reconstruct .5 miles of existing trail through Centennial and Palmer Lake Parks to mitigate flood induced trail closures and improve safety by eliminating bicycle and pedestrian conflicts around the Centerbrook Golf Course area.

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

Sincerely,

Meg Beekman, AICP  
Community Development Director  
mbeekman@ci.brooklyn-center.mn.us

**City of Brooklyn Center | Community Development Department**

April, 5<sup>th</sup> 2022

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

Re: Letter of Support  
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
Shingle Creek Regional Trail – Brooklyn Center Reconstruction and Flooding Mitigation

Dear Ms. Grissman:

The City of Brooklyn Center (City) supports Three Rivers Park District's federal transportation funding request for reconstruction and flooding mitigation of three segments of the Shingle Creek Regional Trail. The City understands that this project will enhance the local and regional bicycle transportation system by improving the trail safety, useability and reliability thus improving mobility, enjoyment and use of the regional trail for both transportation and recreation purposes.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The Shingle Creek Regional Trail is recognized in the City's 2040 Comprehensive Plan and the City supported the regional trail by entering into a joint power's agreement with the Park District in 2009 for planning and development of the Shingle Creek Trail.

Specifically, this project will:

- Realign and reconstruct about 1 mile of existing trail through Centennial and Palmer Lake Parks and Shingle Creek Parkway to mitigate flood induced trail closures and improve safety by eliminating bicycle and pedestrian conflicts around the Centerbrook Golf Course area.

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

Sincerely,



Cordell Wiseman

Director of Parks and Recreation  
cwiseman@ci.brooklyn-center.mn.us



# HENNEPIN COUNTY

MINNESOTA

March 30, 2022

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

Re: Support for 2022 Regional Solicitation Application  
Multiple Regional Trail Projects off County Roadway System

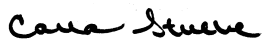
Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting a number of applications for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed projects include the following locations that are anticipated to improve conditions for people walking and biking as recommended in current master planning efforts. Hennepin County supports each of these funding applications; noting that no impacts to roadways under county jurisdiction are anticipated.

- Shingle Creek Regional Trail – Through Palmer Lake Park, Shingle Creek Parkway, and Centerbrook Golf
- Dakota Rail & Luce Line Connector – Along Ferndale Road, Wayzata Boulevard, and Barry Avenue
- Nine Mile Creek Regional Trail – Along 11th Avenue

At this time, Hennepin County has no funding programmed for these projects in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in these projects. Additionally, we kindly request that Three Rivers Park District includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along each of these important regional trail corridors.

Sincerely,

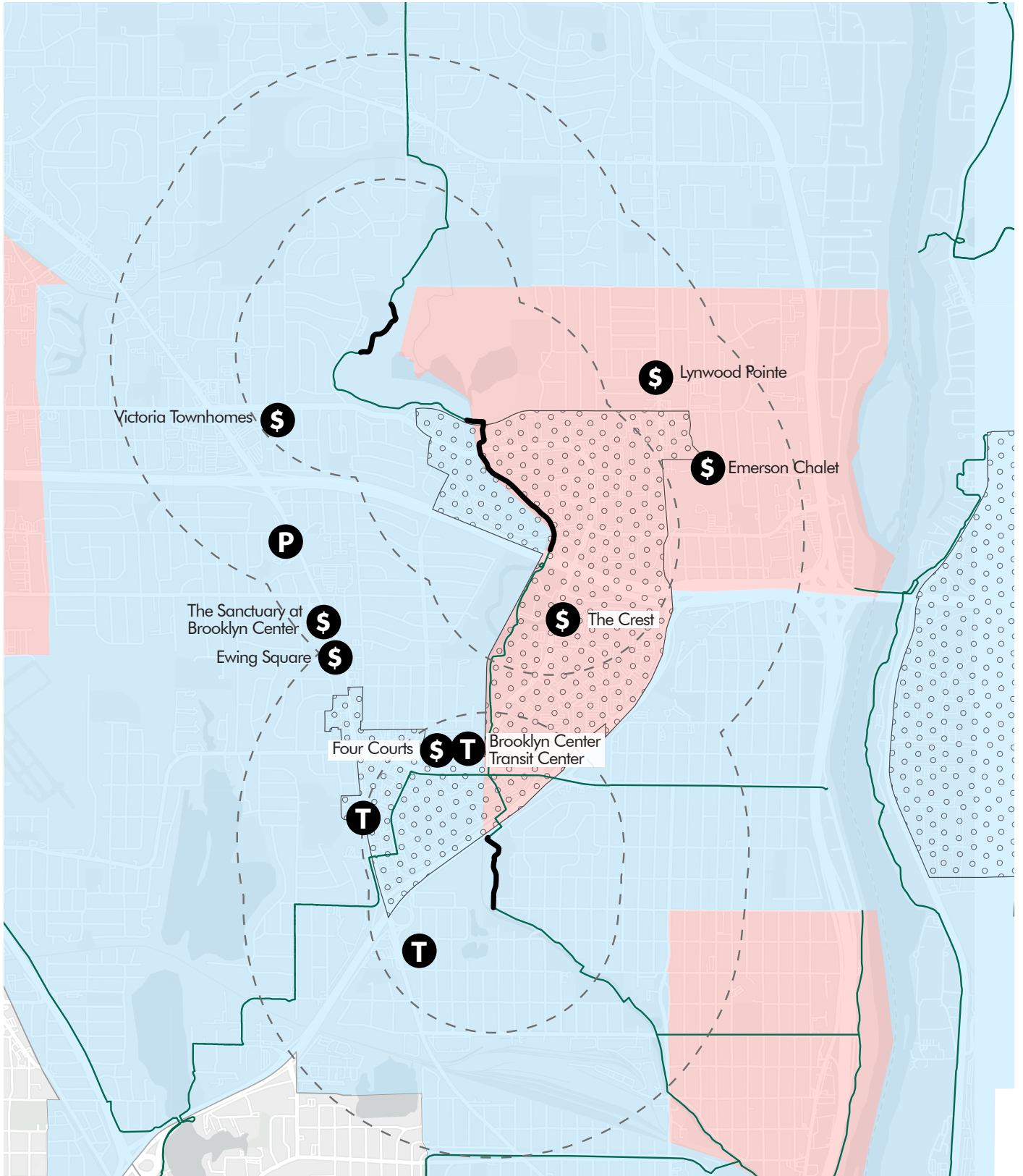


Carla Stueve, P.E.  
Transportation Project Delivery Director and County Engineer




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




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






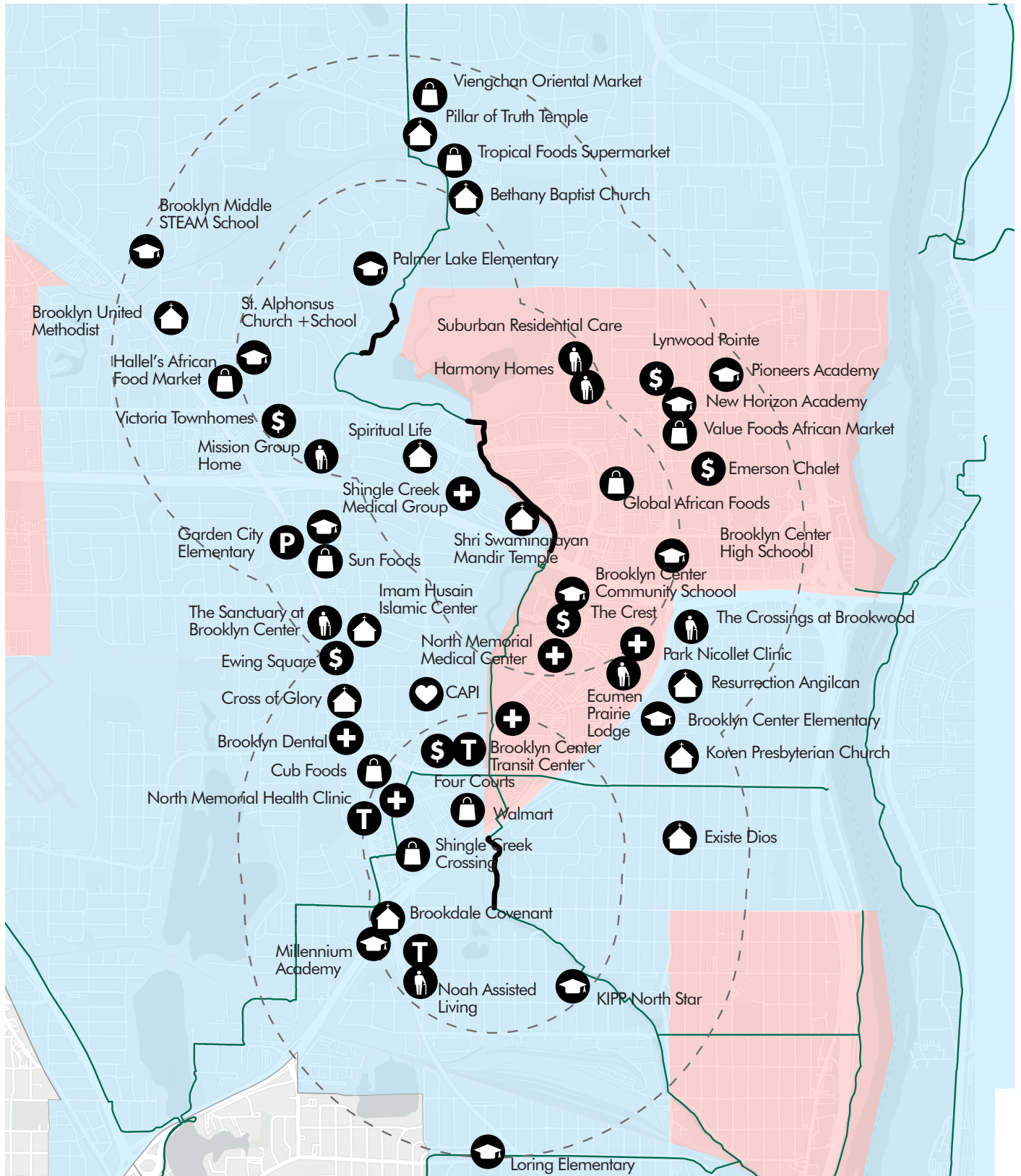


## Shingle Creek Trail Affordable Housing

-  Proposed project
-  Project corridor
-  Regional trail network

-  Regional job + activity center
-  Regional environmental justice area
-  Area of concentrated poverty

-  Affordable housing
-  Park and ride
-  Transit station



## Shingle Creek Trail Equity Populations and Destinations

- Proposed project
- 1/2 mile project corridor
- Regional trail network

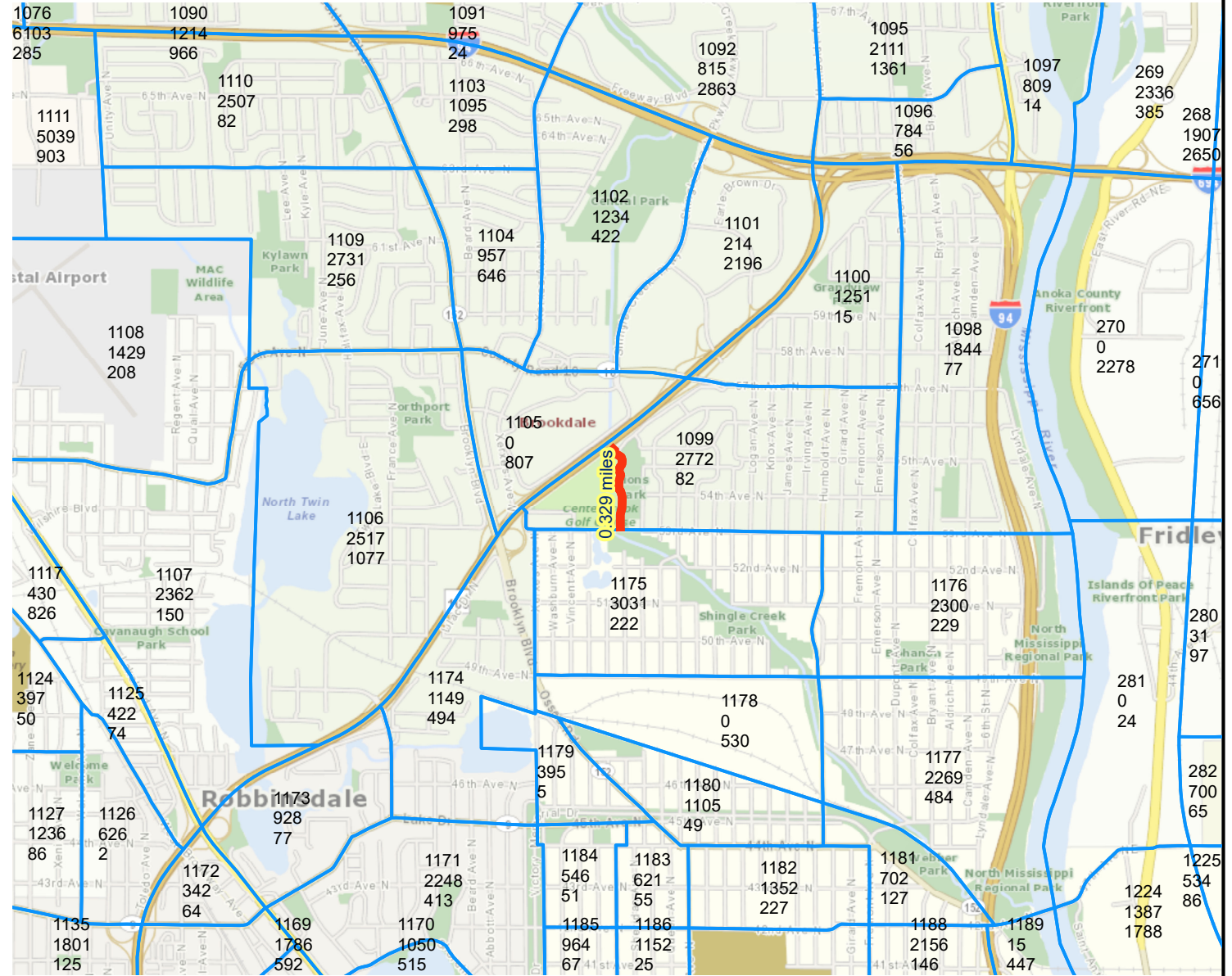
- Regional environmental justice area
- Area of concentrated poverty
- Park and ride
- Transit station

- Place of worship
- Social services
- Medical clinic
- Retail center

- School
- Senior housing
- Affordable housing

# Population/Employment Summary

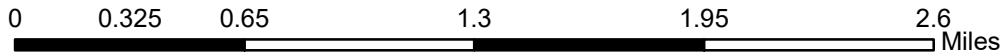
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490



## Results

Within ONE Mile of project:  
 Total Population: 24864  
 Total Employment: 7889

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/7/2022  
 LandscapeRSA4



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

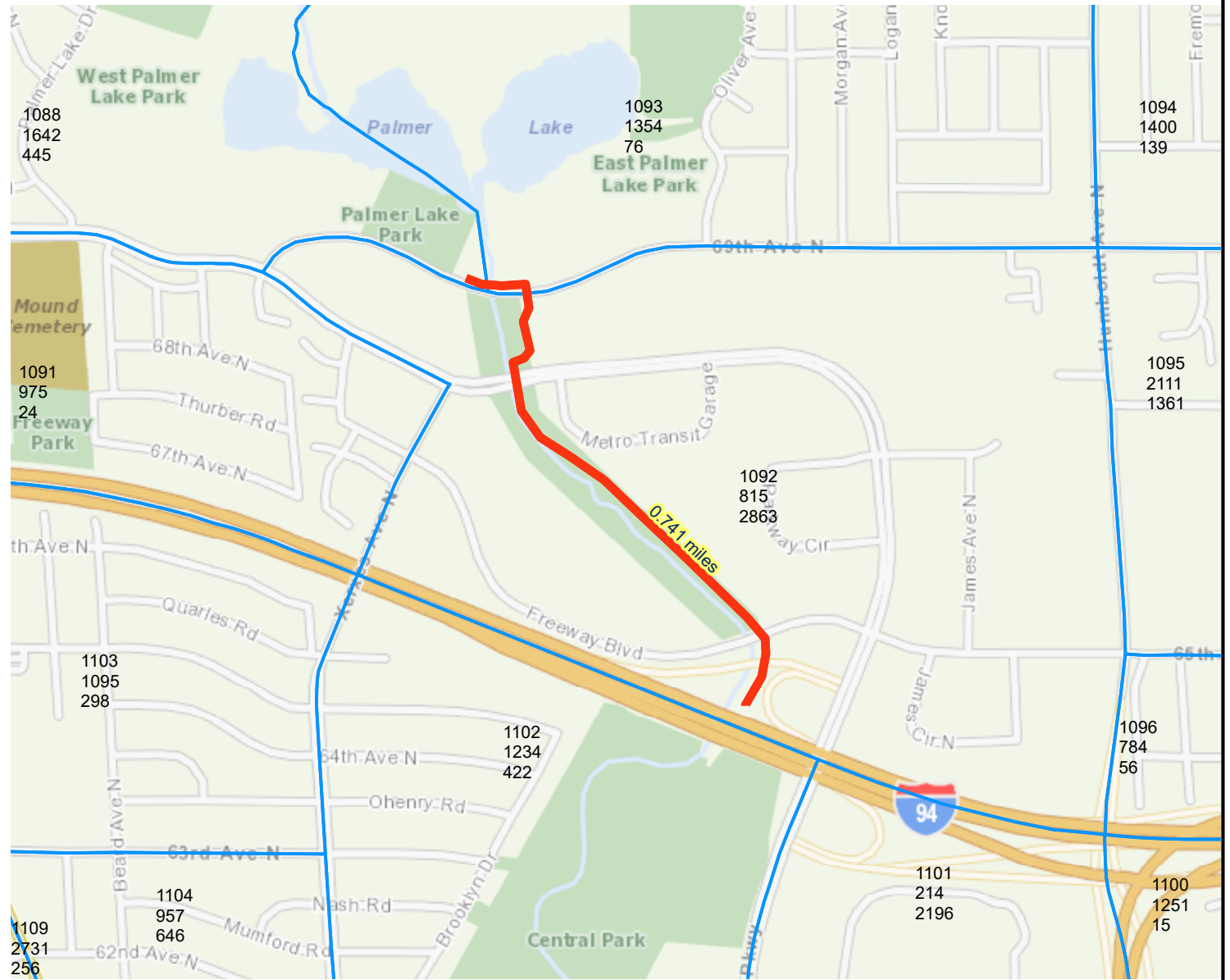


# Population/Employment Summary

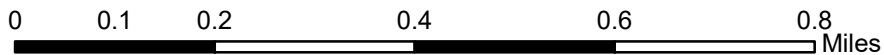
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085

## Results

Within ONE Mile of project:  
 Total Population: 30229  
 Total Employment: 11144



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/7/2022  
 LandscapeRSA4

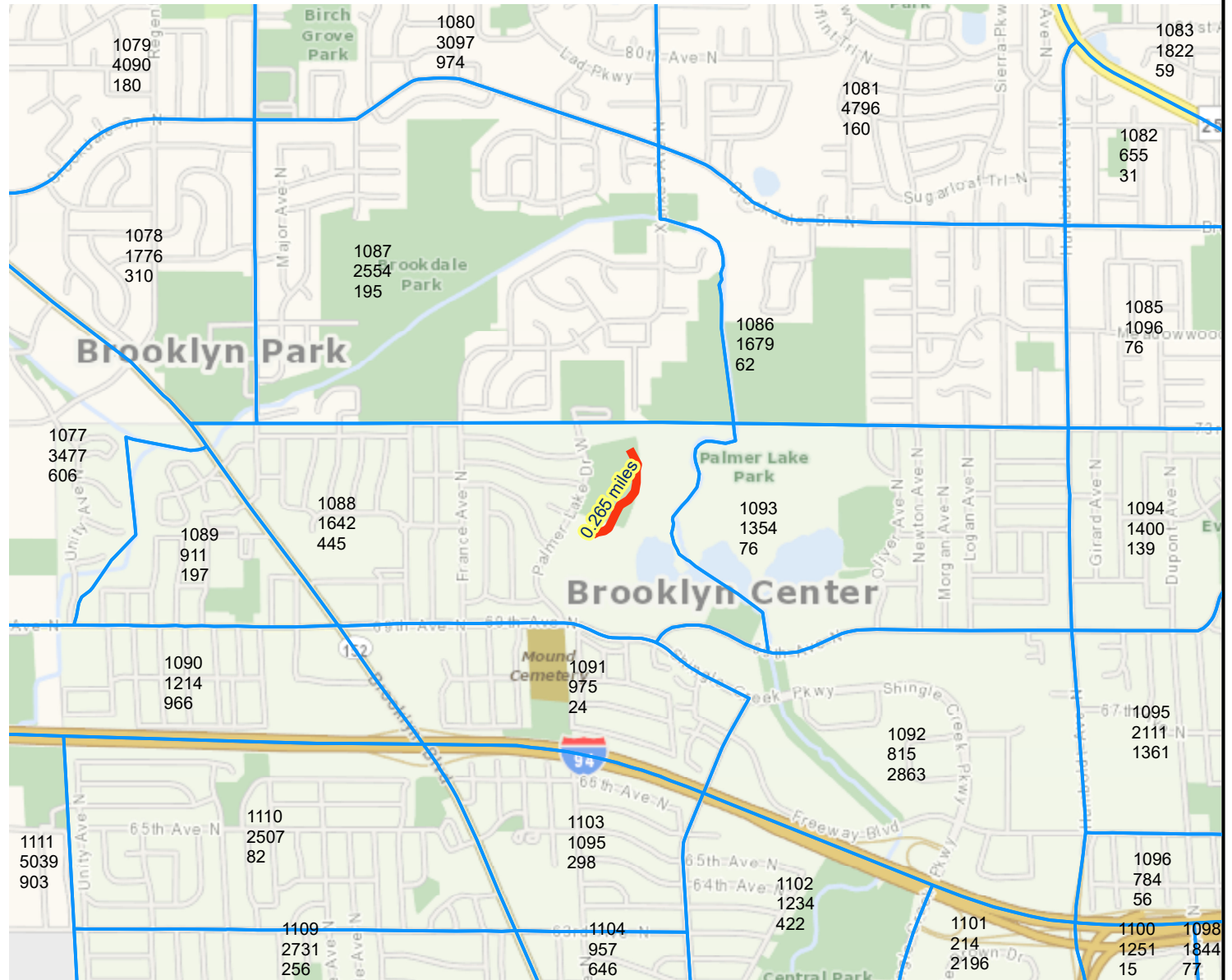


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

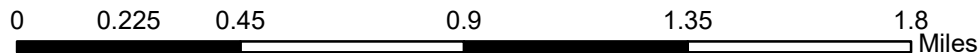
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - North | Map ID: 1649369304063



## Results

Within ONE Mile of project:  
 Total Population: 32814  
 Total Employment: 8582

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/7/2022  
 LandscapeRSA4



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# Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Within Palmer Lake Park, Shingle Creek Parkway and Center Brook Golf Course/Lions Park in Brooklyn Center, Hennepin County

**Total Project Cost** – \$3,085,000

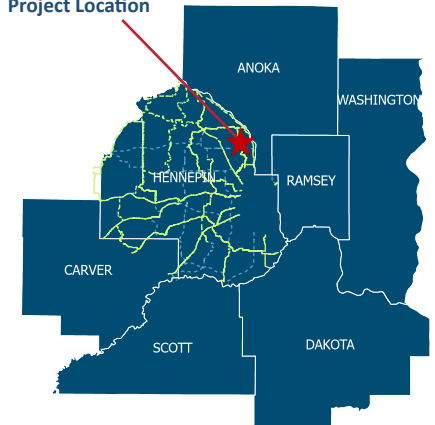
**Requested Federal Amount** - \$2,468,000

**Local, Secured Match Amount** - \$617,000

### Project Description:

The project will realign 0.5 miles of existing trail that floods frequently (North and Central Segments) and realign 0.5 miles of end-of-useful life regional trail (South Segment). The project was identified through ongoing engagement with equity populations who are overrepresented in Shingle Creek Regional Trail’s service area and, in some cases, underrepresented in its users. The project addresses the major barriers that prevent BIPOC, youth, people with disabilities, and senior citizens from using the trail: flooding, degraded pavement, unsafe turns, and insufficient wayfinding and orientation. The project directly connects to two pedestrian and bicycle grade-separated crossings over Interstate 94 and TH 100 (weekday use: 100 users/day & weekend use: 150 user/day) helping to connect different areas of the community to each other, connects residents to major retail and job centers around the Shingle Creek Crossing Shopping Center (former Brookdale Mall site) and provides convenient walking/biking access to Brooklyn Center’s Transit Hub, Hennepin County Regional Center (library, court, library and human services), City Hall and Community Center.

### Project Location



### Proposed Project Elements:

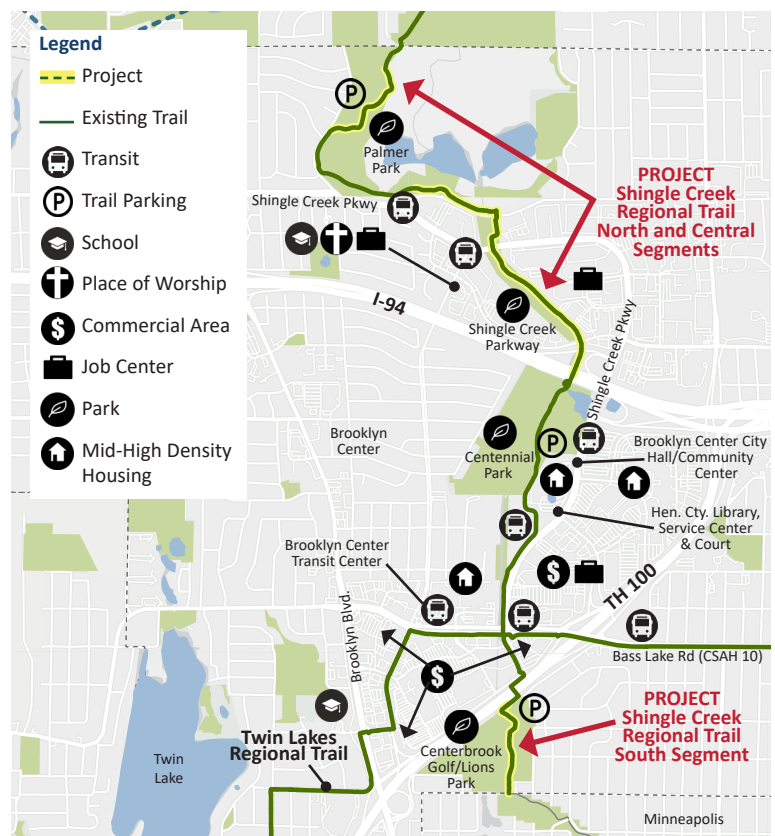
- North & Central Segments: Realign and reconstructing 0.5 miles of existing trail through Palmer Lake Park and Shingle Lake Parkway along Shingle Creek to eliminate flooding closures.
- South Segment: Realign 0.5 miles of end-of-useful life regional trail in Centerbrook Golf Course / Lions Park to improve trail surface conditions, eliminate three blind turns, and physically separate trail users from golf cart paths. Implement trail design consistent with the regional trail network (10’ wide bituminous, two-way trail with yellow center striping) to serve as wayfinding and assure users they are on their intended route.
- Entire Project: Install directional signage at parks, trails, and major bicycle and pedestrian routes.

**Use:** Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail’s annual use is attributed to transportation related purposes.

### Proposed Benefits Include:

- Providing consistent and reliable year-round trail service by eliminated flooding closures;
- Improving community cohesion/access to active transportation for equity populations including BIPOC and recent immigrants;
- Providing high quality, low cost transportation and recreation to affordable housing residents and cost-burdened households;
- Connecting to two Tier 1 RBTN Corridors centered on Brooklyn Blvd and Brookdale Dr N;
- Improving continuity across jurisdictions by providing a continuous, well-maintained facility between Brooklyn Center and Minneapolis, and connecting to Rush Creek Regional Trail and Twin Lake Regional Trail (both Tier 2 Alignments) and the City of Minneapolis’ trail network,
- Supporting multimodal trips with a protected trail facility to the C Line and planned D Line BRT and 4 Metro Transit Routes 7 with service to downtown Minneapolis, Target North Campus, Maple Grove Transit Center, and the University of Minnesota; and
- Providing a safe trail corridor for all ages, abilities, cultural backgrounds, and modes of travel.

### Project Map



Desirable After Condition

Flat, level surface; reliable, year round; & clear sight lines and route

# Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation Supporting Photos



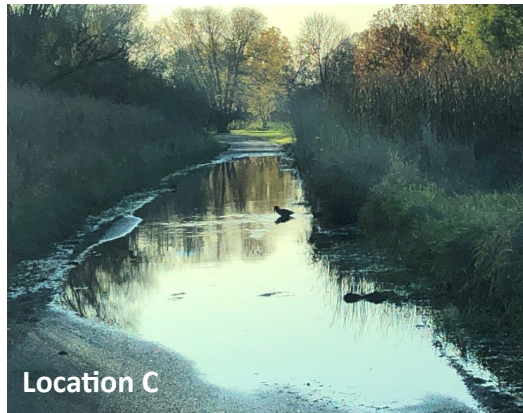
## Palmer Park and Shingle Creek Parkway:




Location A



Location B




Location C

 **Flooded Trail Conditions:** The above photos demonstrate common flooding during spring thaw and after major rain events - which is becoming more frequent and significant. Additionally, flooding poses a significant safety threat during the typical January thaw when any standing water may freeze and create an ice rink on the trail for the remaining winter months. This project will address the flooding conditions, and in doing so, increase the safety, reliability and useability of the trail on a year round basis.

## Centerbrook Golf/Lions Park:



Location D

 **End of Useful Life:** This section of pavement was built in 1990 and has reached the end of its useful life. The pavement section is no longer maintainable and the cracks are significant enough that they pose a safety threat.

**Blind Curve:** This is one of three blind curves in a short trail segment in which users cannot see incoming trail users. This project will realign these trail sections to eliminate all three blind curves increasing safety and comfort for all users.



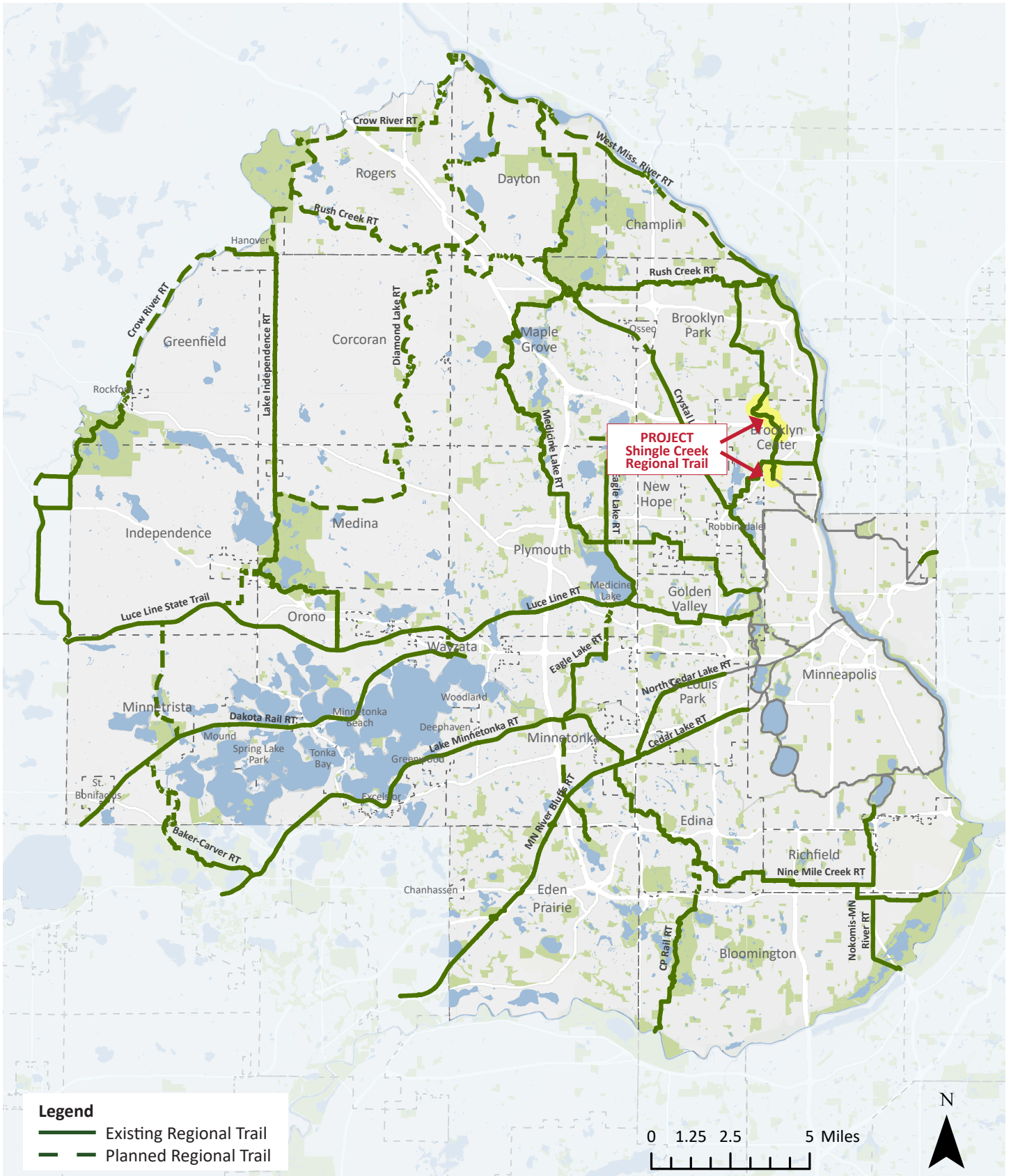
Location E



Photo Location Map



# Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation Regional Trail Context Map

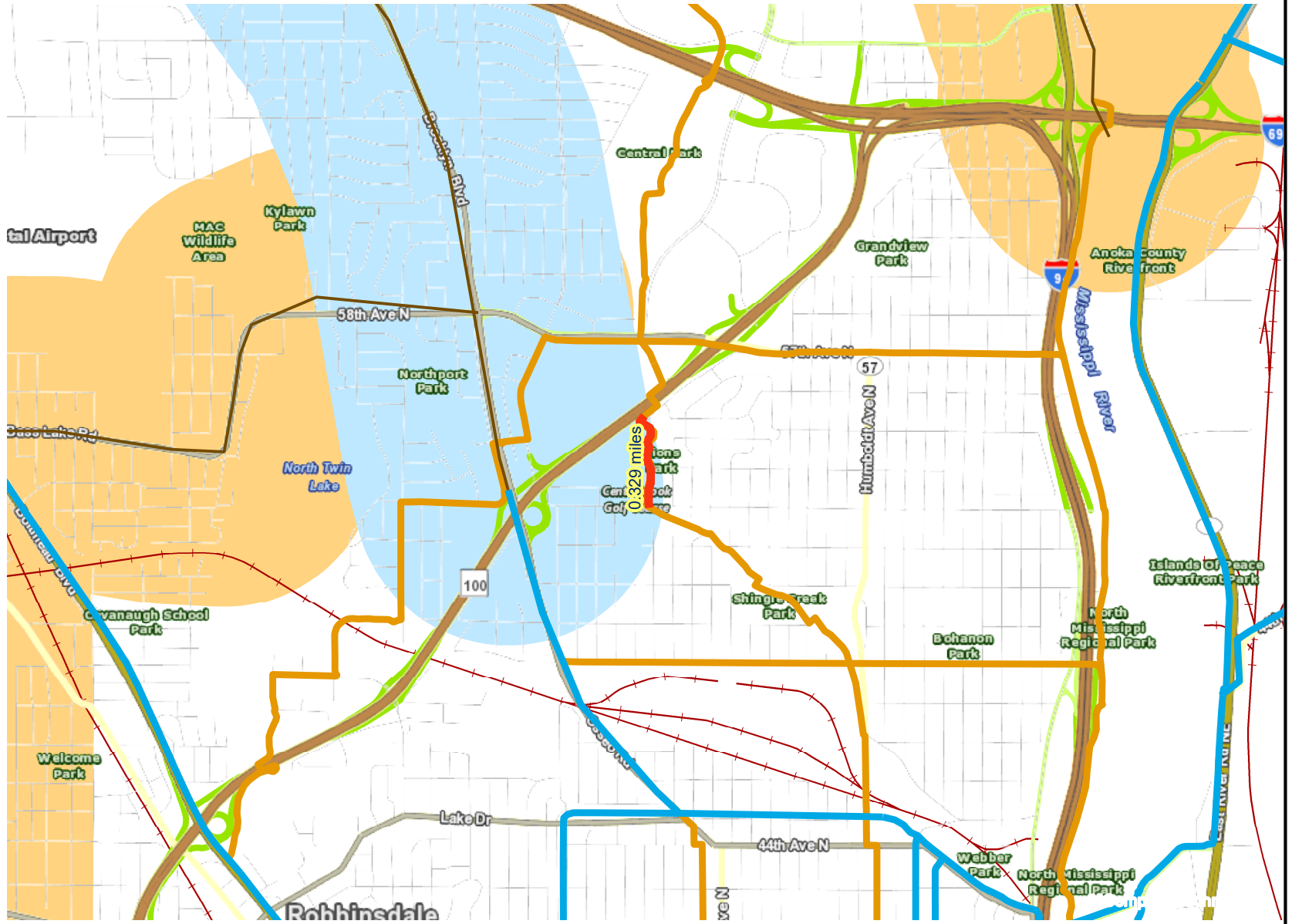


# Project to RBTN Orientation

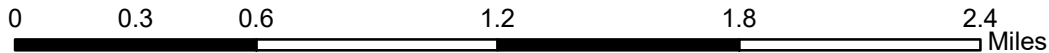
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



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



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LandscapeRSA6



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



# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/7/2022  
LandscapeRSA6



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

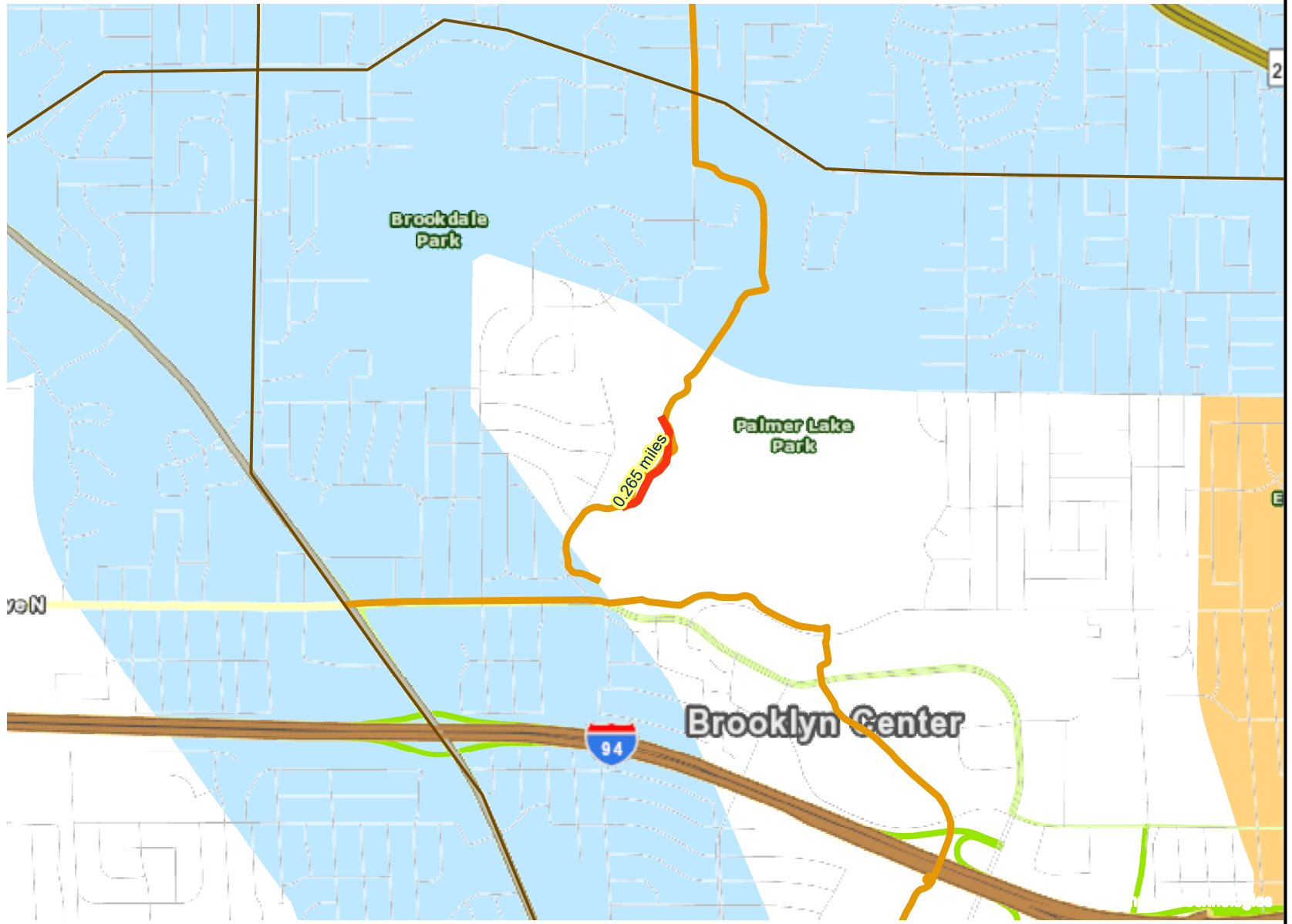


# Project to RBTN Orientation

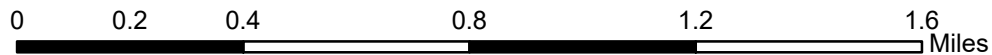
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - North | Map ID: 1649369304063

## Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



Created: 4/7/2022  
LandscapeRSA6



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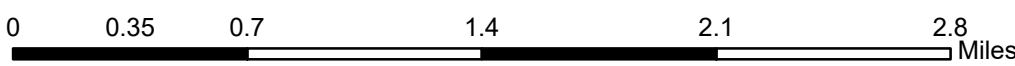
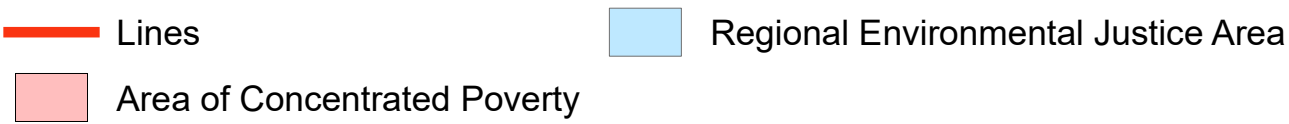
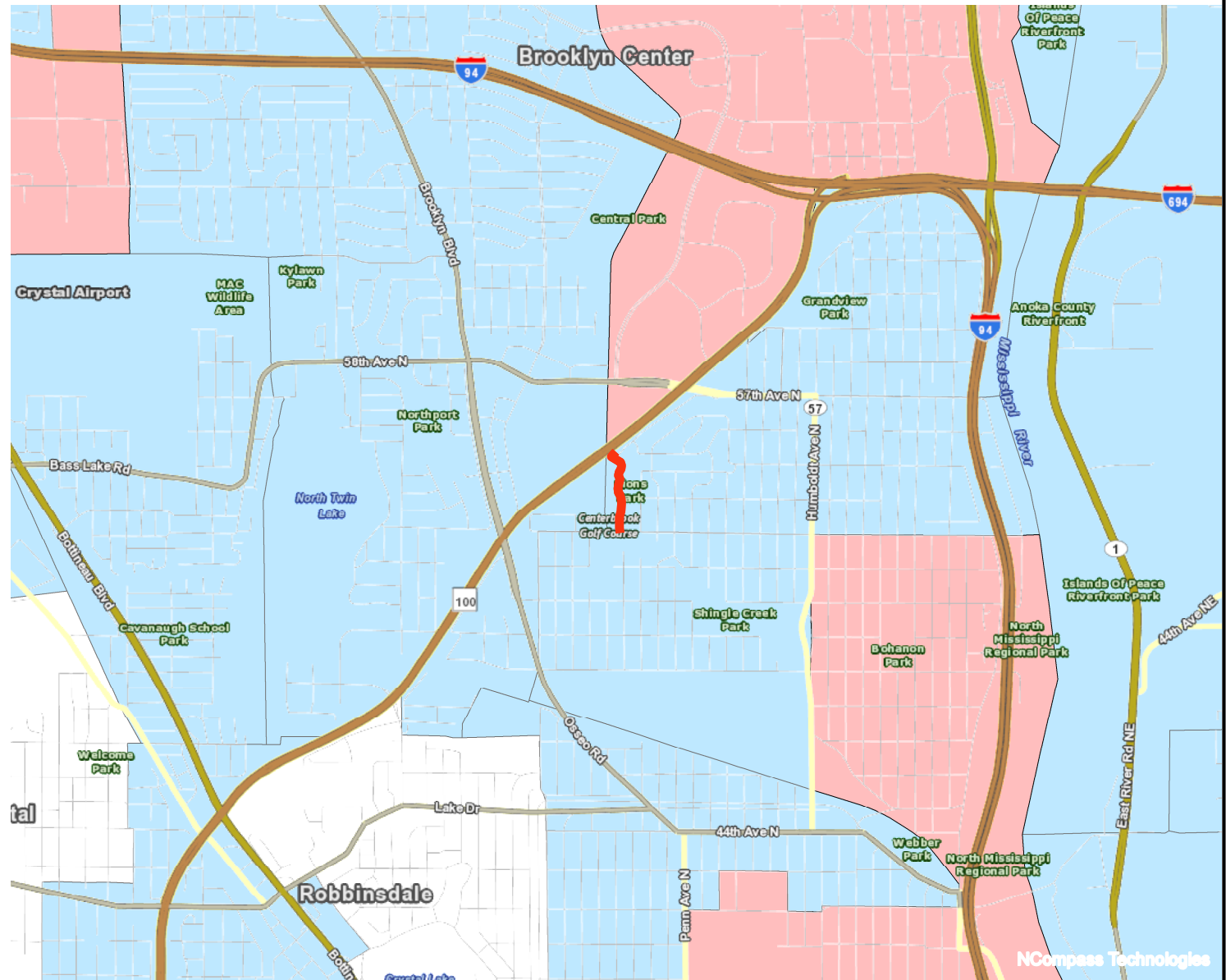
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 620

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



Created: 4/7/2022  
LandscapeRSA2



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



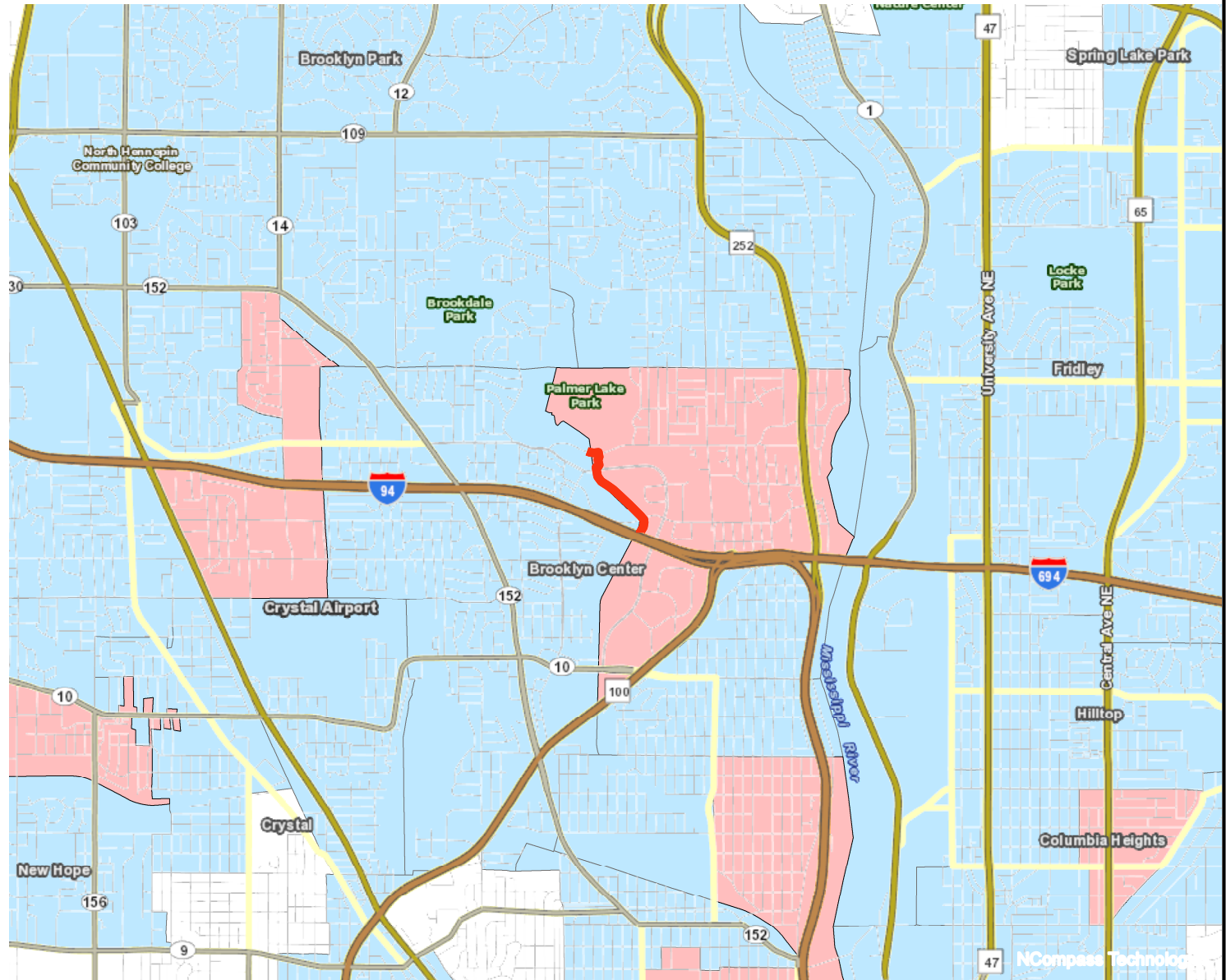
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 605

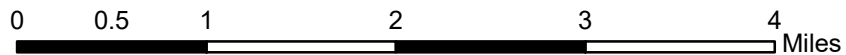
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/7/2022  
LandscapeRSA2



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

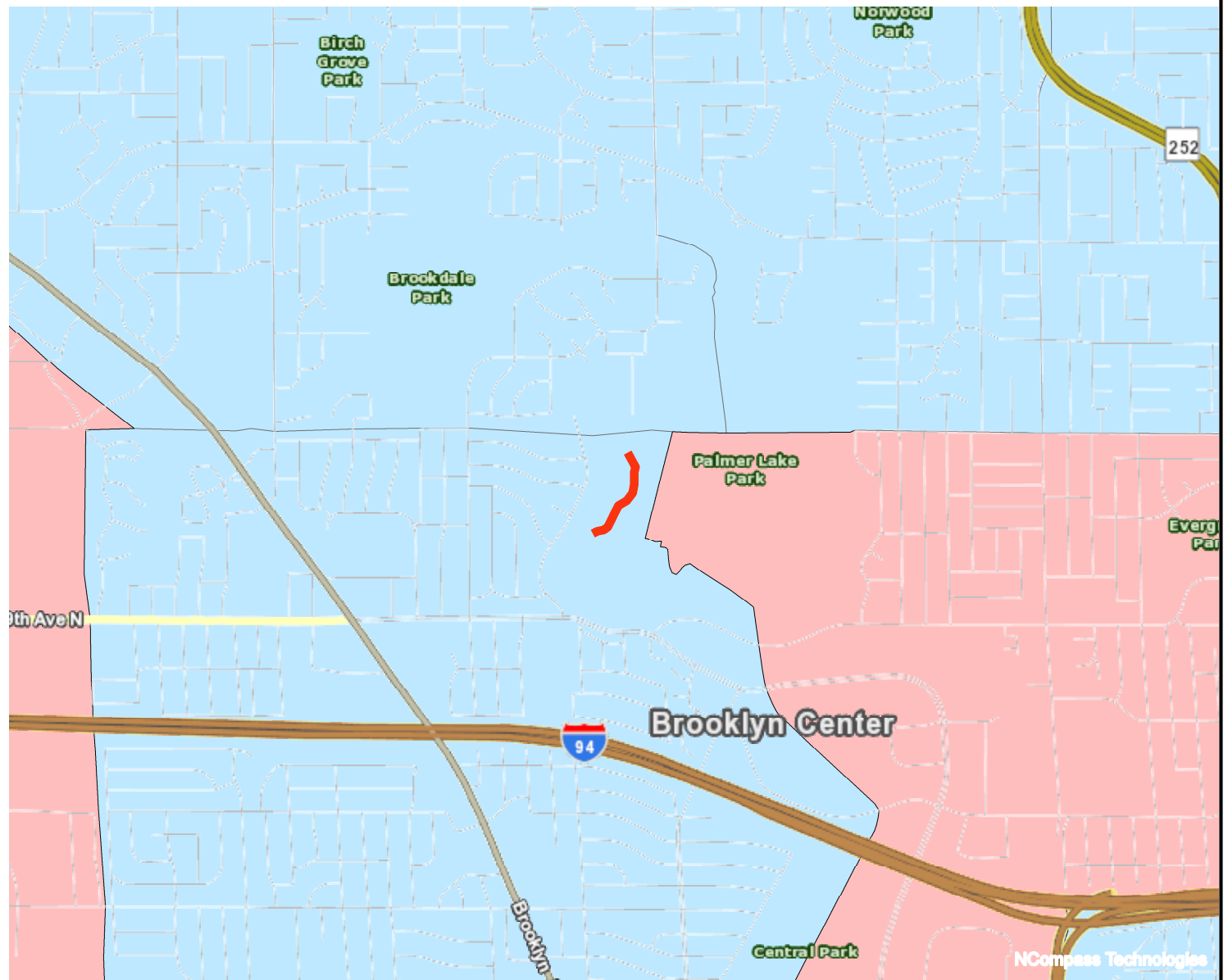


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 326

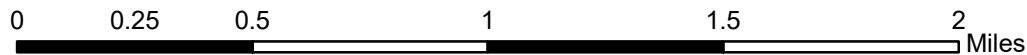
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



# Transit Connections

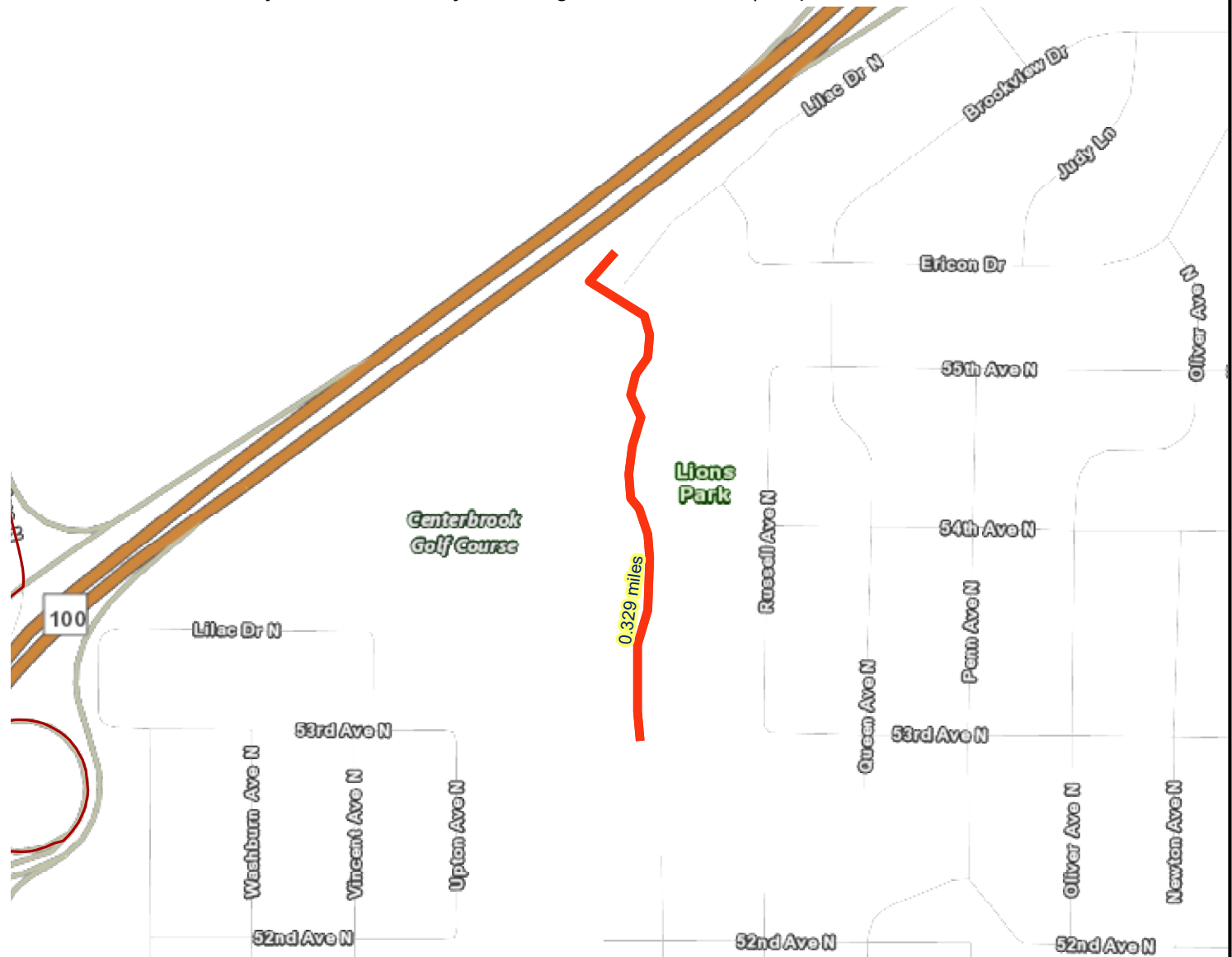
Multiuse Trails and Bicycle Facilities Project: Shingle Creek - South | Map ID: 1649369795490

## Results

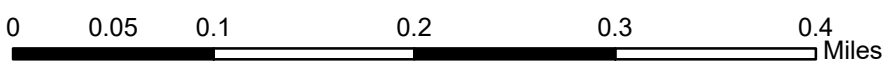
Transit with a Direct Connection to project:  
-- NONE --

*\*indicates Planned Alignments*

Transit Market areas: 2



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



Created: 4/7/2022  
LandscapeRSA3



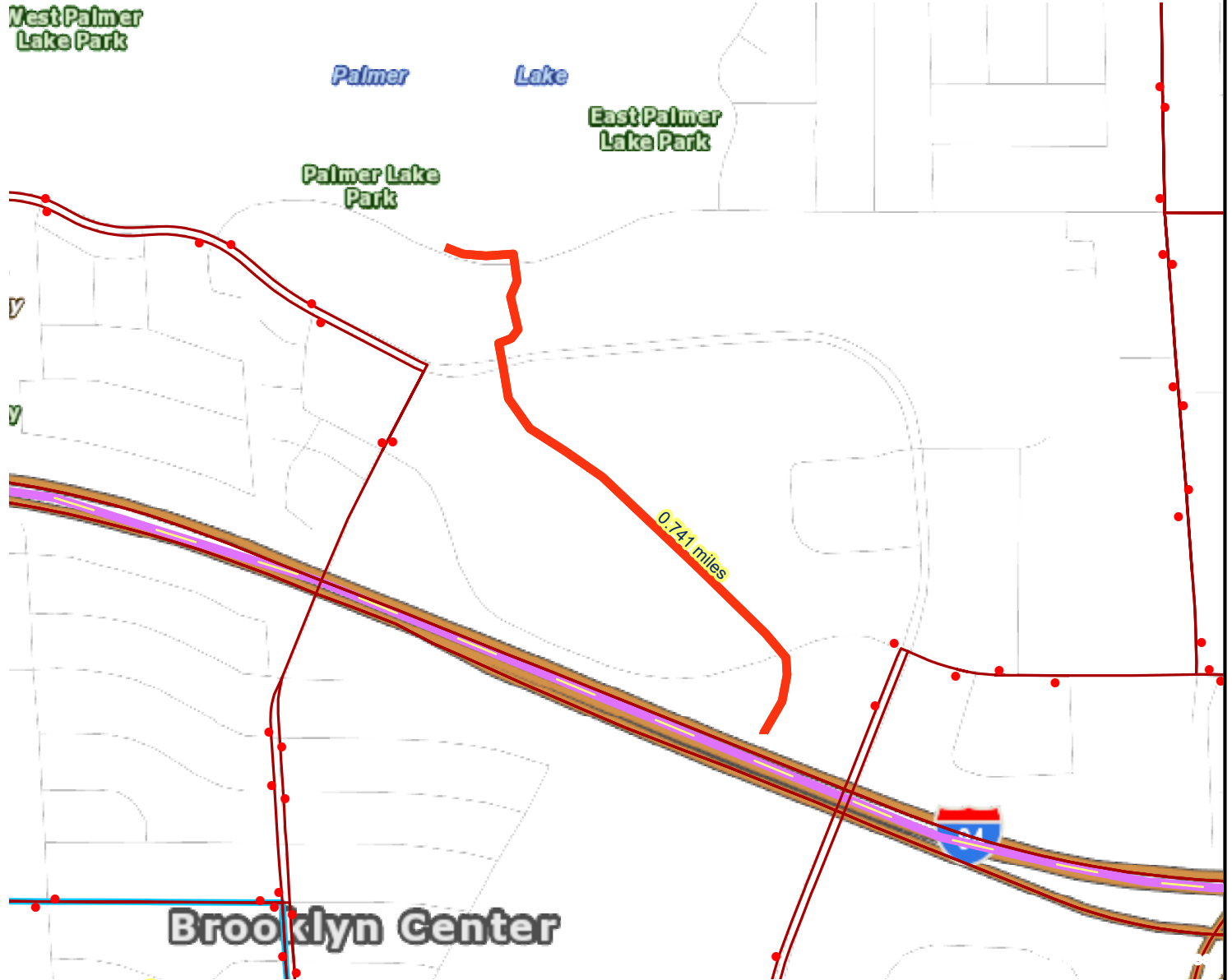
For complete disclaimer of accuracy, please visit  
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# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - Central | Map ID: 1649369548085



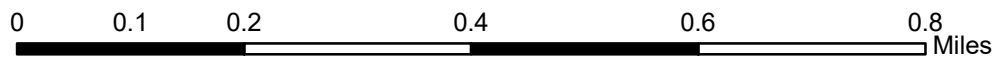
## Results

Transit with a Direct Connection to project:  
722 760 761 781 789  
\*I-94 West

\*indicates Planned Alignments

Transit Market areas: 3

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



Created: 4/7/2022  
LandscapeRSA3

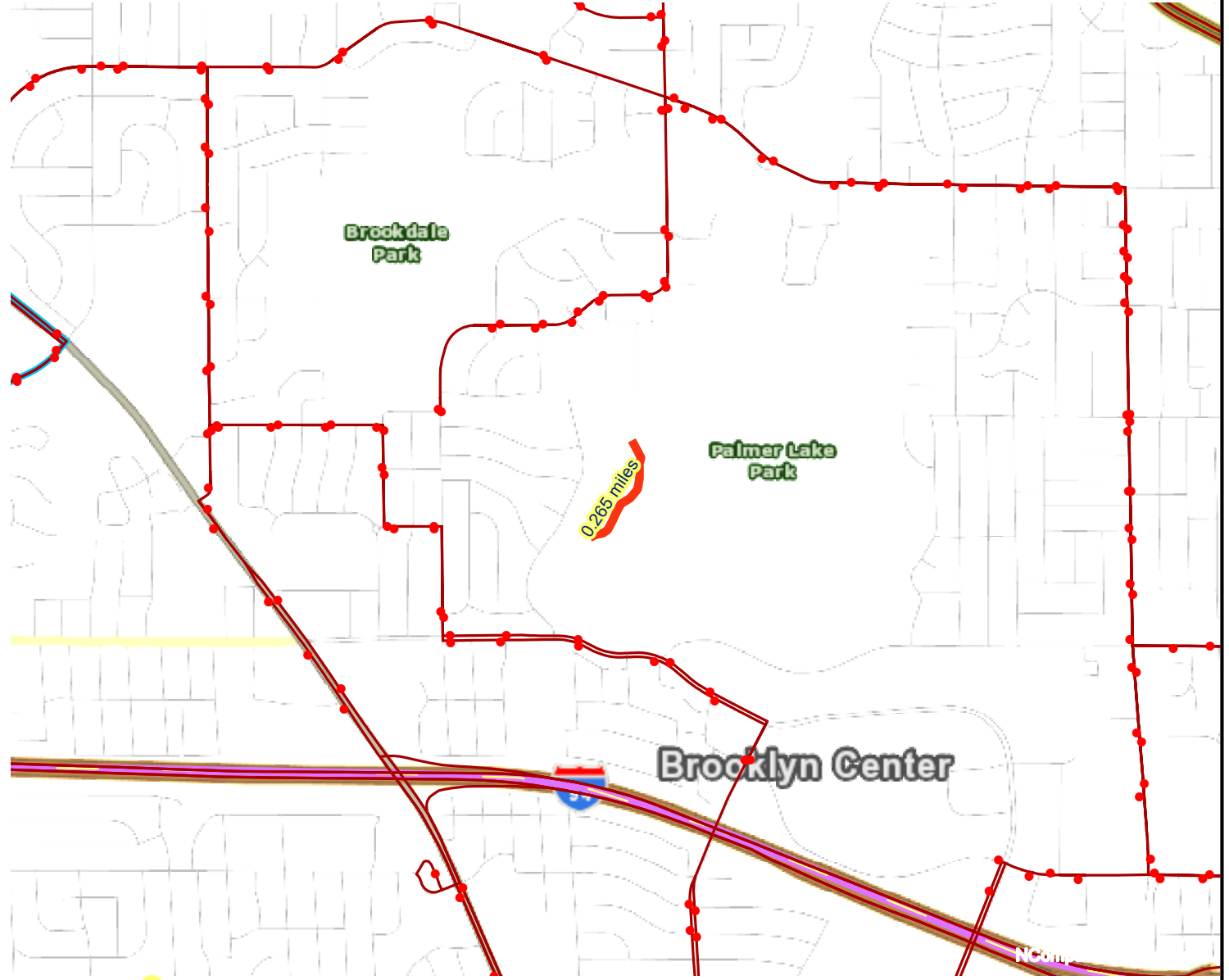


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# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Shingle Creek - North | Map ID: 1649369304063



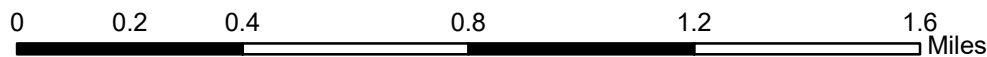
## Results

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

*\*indicates Planned Alignments*

Transit Market areas: 3

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



Created: 4/7/2022  
LandscapeRSA3



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**Three Rivers  
Park District  
Board of  
Commissioners**

April 11, 2022

Elaine Koutsoukos, TAB Coordinator  
Transportation Advisory Board | Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Marge Beard  
District 1

Dear Ms. Koutsoukos,

Jennifer DeJournett  
District 2

Three Rivers Park District is excited to move forward with completion of Shingle Creek Regional Trail – Brooklyn Center Reconstruction and Flooding Mitigation. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman  
Vice Chair  
District 3

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. 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.

John Gunyou  
Chair  
District 4

John Gibbs  
District 5

Sincerely,

Gene Kay  
Appointed  
At Large

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

Jesse Winkler  
Appointed  
At Large

Cc: Danny McCullough, Regional Trail System Manager, Three Rivers Park District

Boe Carlson  
Superintendent