

Three Rivers Park District

Lake Independence Regional Trail Reconstruction –
Wayzata Boulevard Trail to Luce Line State Trail
Regional Solicitation - Bicycle and Pedestrian
Facilities

ID: R-2026-05267

Stephen Shurson

Requested: \$2,804,000

Status

Initial Review

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What application category are you applying for.*

Regional Bike Facilities

General Information

Organization Name: Three Rivers Park District

▼ Organization Information

Organization Name	Three Rivers Park District
Legal Name	Three Rivers Park District
Street Address	3000 Xenium LN N
Street Address 2	
City	Plymouth
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55441

▼ Contact Information

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▼ Project Information

Project Name* Lake Independence Regional Trail Reconstruction – Wayzata
Boulevard Trail to Luce Line State Trail

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Orono

Jurisdictional Agency (if different than applicant):

Brief project description*

This project will reconstruct 1.2 miles of protected multi-use, off-road trail in Orono along Old Crystal Bay Road (Major Collector) between the local trail along Wayzata Boulevard to the Luce Line State Trail restoring a critical active transportation corridor that has reached the end of its useful life. The greater Lake Independence Regional Trail (380,000 annual visits) is 17 miles long and connects the cities of Hanover, Corcoran, Medina, Independence, Maple Plain, and Orono to Crow Hassan Park Reserve, Baker Park Reserve, and the Luce Line State Trail.

Current Conditions: The existing trail was constructed in 1998 and, at nearly 30 years old with pazer ratings between 3-5 and most falling within the 4 category, has deteriorated beyond the point where pavement maintenance is feasible or cost-effective. Several segments were classified as "poor condition" over five years ago and have continued to degrade, creating safety concerns and accessibility barriers for users. The trail includes a grade-separated crossing of Trunk Highway 12 which is a concrete wall divided two-lane highway with an ADT of 24,741 and one railroad crossing along the Old Crystal Bay Road bridge.

Project Scope

- Full trail reconstruction — Replacing the deteriorated pavement along 1.2 miles of the trail corridor
- Improved road crossings — Reviewing the safety and ease of use of 5 at-grade road crossings and 2 major driveway crossings and implementing any suggested improvements to enhance visibility, safety and accessibility (curb cuts/truncated domes).
- Improved bridge crossings: The project will remove an existing 8' sidewalk on the roadway bridge over Trunk Highway 12 and the railroad tracks and replace it with a 10' wide, two way travel laned paved multi-use trail.

Expected Outcomes

Once complete, the reconstructed trail will provide a safe, accessible route for active transportation and recreation, strengthening connections between parks, schools, local/regional destinations and the greater trail network. The improvements will serve users of all ages and abilities.

**Transportation Improvement Program (TIP)
Description***

IN ORONO, ALONG OLD CRYSTAL BAY ROAD RECONSTRUCT 1.2 MILES OF MULTI-USE PAVED TRAIL BETWEEN WAYZATA BOULEVARD/LOCAL MULTIUSE TRAIL AND LUCE LINE STATE TRAIL

Provide the project length to the nearest one-tenth of a mile* 1.2

Lead Agency* Three Rivers Park District

ZIP Code where majority of work is being performed* 55356

Approximate begin construction date (mo/yr)* 1/1/2030

Approximate end construction date (mo/yr)* 11/30/2030

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)
Lake Independence Regional Trail

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corridor)

Roadway Name* Old Crystal Bay Road

From Cross-Street* Wayzata Boulevard

To Cross-Street* Luce Line State Trail

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)* 1.2

Multituse trail* 1.2

Separated bicycle facility* 0

On-street bicycle facility* 0

Sidewalk* 0

Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)* 1.2

Miles of new RBTN facilities* 0

Miles of improved existing RBTN facilities* 1.2

Miles of facility on the regional trail network (nearest 0.1 miles)* 1.2

Miles of new Regional Trail facilities* 0

Miles of improved existing Regional Trail facilities* 1.2

AADT on parallel or adjacent roadway* 2935

Number of improved ADA ramps* 15

Number of intersection improvements* 3

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Park and ride, etc.)*

RECONSTRUCT BIKE/PED TRAIL

Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park, Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):

Within 1/4 mile of project* More

Within 1/2 mile of project*

More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No. 27275

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

Trunk Highway 12 and railroad

Project Funding

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

No

Grant Request Amount, US\$* \$2,804,000.00

Project Total: \$* \$3,505,000.00

Match Amount: \$ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: \$701,000.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage: 20%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds* Three Rivers Park District GO Bonds and/or Formula-based
State Legacy/Met Council Bond Funding

Please check the years that are feasible for your program.* 2030 (Federal projects), 2031 (Federal projects)

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Roadway Costs* \$2,270,400.00

Bicycle/Pedestrian Costs* \$1,234,600.00

Transit/TDM Capital Costs* \$0.00

Transit/TDM Operating Costs* \$0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

PROTECT funds eligible infrastructure that makes surface transportation more resilient to flooding and extreme weather. The following project cost items are eligible:

Stormwater Management/Drainage Infrastructure/Ponding/Retention (up to \$108,000)

Upsizing pipes and adding inlets to handle projected future flood elevations is eligible. FHWA guidance cites a flooded bicycle/pedestrian facility as a model PROTECT project, where improved drainage and bioswales made the trail resilient to future flooding. Detention basins and stormwater BMPs functionally connected to the trail and designed to manage floodwater intrusion are eligible system resilience elements.

Erosion Control Landscaping and Revegetation (up to \$81,000)

Vegetation management and native plantings are eligible as natural infrastructure. Plantings outside the ROW qualify if functionally connected to the trail.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link Yes and entered the required information.

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS	
Filter by Type	All document types (10) 
 LIRT Wayzata Blvd to Luce 2026 One Pagers.pdf	   
Project Summary	
 Current version added by Maggie Heurung at 5:10 AM on June 25, 2026	



LIRT_Total-Project-Cost-Worksheet.xlsx



Total Project Cost Worksheet

Added by Kelly Grissman at 9:35 AM on June 24, 2026



LIRT_Total-Project-Cost-Worksheet.pdf



Total Project Cost Worksheet

Added by Kelly Grissman at 9:35 AM on June 24, 2026



LIRT south layout
map.pdf



Map or Concept Drawing

Current version added by Stephen Shurson at 9:26 AM on June 23, 2026



Orono Schools LOS - LIRT Recon Wayzata Blvd to Luce
Line_signed.pdf



Resolution of Support

Added by Stephen Shurson at 11:30 AM on June 22, 2026

1 - 5 of 10 Records

1 2

Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project will follow all applicable federal and state design standards, including state statutes such as **State Aid Rule 8820** as required*

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

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Goal: Equitable and inclusive region

Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

Objectives

2. We better meet the transportation needs of people who have disabilities or limited mobility.

Policies

Policy 5: Needs of People with Disabilities - Ensure communities and investments meet federal Americans with

Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement.

Goal: Our communities are healthy and safe

Our communities are healthy and safe. All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.

Objectives

1. People do not die or face life-changing injuries when using any form of transportation.
2. People feel safer, more comfortable, and more welcome when using any form of transportation.
4. People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
5. People can increase physical activity with more opportunities to walk, roll, or bike.

Policies

Policy 9. Plan for and invest in transportation facilities that are context-sensitive and are high quality and comfortable for all users.

Policy 11. Emphasize and prioritize the safety of people outside of vehicles in transportation rights-of-way.

Goal: Our region is dynamic and resilient

Our region is dynamic and resilient. Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

Objectives

2. People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

Policies

Policy 15. Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network alignments to provide connections between regional destinations and local bicycle networks.

Policy 16. Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede nonmotorized travel.

Policy 17. Provide regional resources to support local planning and implementation for pedestrian travel.

Policy 23. Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.

Check the box to indicate that the project meets the requirement above.*

Yes

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.*

Yes

List the applicable document(s) and pages*

Nine Regional Trail Master Plan
Most Relevant Pages 45-82

Orono Comprehensive Plan
Most Relevant Pages Map 4E-1 and Map 4A-6

Met Council Regional Parks Policy Plan
Most Relevant Pages 44 and 46

The project complies with the Americans with Disabilities Act (ADA).

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

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

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

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

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

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 other construction elements to be delivered for the proposed project to be achieved.

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

The infrastructure 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. 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 the requirement above.* Yes

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

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

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

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

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition 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 that is otherwise eligible.

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

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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 the requirement above.* Yes

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 transition plan must be completed by the local agency before the Regional Solicitation application deadline.

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

Date plan completed by governing body* 6/30/2015

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

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

All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connects 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 the requirement above.* Yes

Regional Bike Facilities: The proposed project in the Regional Bike Facilities application category must be identified on the Regional Bicycle Transportation Network (RBTN), Regional Bike Barrier Study (RBBS), or council-approved regional trail plan. For projects that implement or improve RBTN facilities, at least 50% of the total project length must follow an existing or planned alignment or extend along and within an RBTN corridor. Projects including less than 50% of total project length to improving the RBTN (excluding regional trails that are not on the RBTN) should apply in the Local Bicycle Facilities application category.

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Regional Bicycle Facilities application category is intended to fund construction of and improvements to the regional bicycle system, and projects must either build out the Regional Bicycle Transportation Network (RBTN), address barriers identified in the Regional Bicycle Barrier Study (RBBS), or construct regional trails identified in the Regional Parks and Trails System Plan.

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails
- Bicycle or multiuse trail facility bridges or underpasses
- Dedicated on- or off-street bicycle facilities, including separated or protected bikeways
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

▼ Evaluative Criteria

1. Regional Bicycle Priorities

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on established regional policies and priorities.

Regional Bicycle Transportation Network (RBTN) is the official regional bikeway network that sets the region's priority vision for planning and investment. The network was established in 2014 based on a Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

Regional Trails are part of the Regional Parks system and include planned alignments from the 2050 Regional Parks and Trails Policy Plan.

Regional Bicycle Barrier Crossings are the barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as adopted in 2025 and shown in the Regional Bike Boulevard Study (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 bicycle facility treatment, to receive points.

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 figure 6 of the Bicycle Investment Plan within the 2050 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.

Measure A Identified Network Priorities

Select the category that best applies, based on the project's location*

RBTN Alignment (Tier 2), Regional Bicycle Barrier Crossings
(Tier 2)

Provide an optional narrative to explain why multiple boxes were selected:

Project corridor is entirely along RBTN Tier 2 alignment, improves a grade-separated crossing of Trunk Highway 12 and is adjacent to a railroad (Railroad Tier 2 Barrier).

The Lake Independence Regional Trail project completely reconstructs a 1.2 mile segment of the 17-mile trail corridor (RBTN Tier 2 Alignment) by replacing poor pavement conditions with a new off-road, multiuse paved trail, and addresses a system deficiency by improving road crossings and maximizing the distance between pedestrians/bikers and motor vehicles, and increasing the trail width from 8' to 10'. The trail serves as a major north/south bicycle transportation corridor and sees an overall annual use of 380,000 trips, with 17,500 annual trips on this project segment alone.

1) Road crossing improvements: This regional trail crosses Trunk Highway 12 in a rural area where no other grade separated trails cross the freeway within 2 miles east of the project area and well over 10 miles west of the project, making it the only contiguous trail corridor within a large rural area.

2) Pavement reconstruction: The pavement condition acts a barrier/deficiency as it is 30 years old, has an average PAZER rating of 4 (range of 3-5) and degraded to point that pavement maintenance practices are no longer a viable option.

3) Distance from motor vehicles: Existing trail segments already include a grass/vegetated boulevard/buffer between the back of curb and trail.

(Note: Projects that create or improve a bicycle barrier crossing AND an RBTN facility of differing tiers will receive points for the higher tier level improvement.)

Measure A Scoring Guidance

The applicant will receive points based on the project's ability to advance previously defined regional bicycle priorities. Projects that include more than one type of improvement will receive the point value of the highest scoring improvement (e.g., RBTN Tier 1 alignment and Regional Trail would get the highest of those point totals based on the table below). In cases where a Regional Trail alignment that runs along and adjacent to a roadway does not match exactly with the parallel RBTN alignment in the same roadway corridor, the trail alignment may be interpreted as the RBTN alignment at the scorer's discretion. The scoring for regional trails will be revisited next funding cycle based on the results of the planning project to add RBTN corridors and alignments in rural communities. This regional effort will evaluate additions to the RBTN network in the rural parts of the region.

- 30 Points Projects with 50% or more of the project's length within and along a Tier 1 RBTN alignment Improvements to a Tier 1 Regional Bicycle Barrier or Major Bicycle Barrier Crossing

- 25 Points Projects with 50% or more of the project's length within and along a Tier 1 RBTN corridor or Tier 2 RBTN alignment, or a non-RBTN Regional Trail Corridor or alignment Improvements to a Tier 2 Regional Bicycle Barrier
- 20 Points Projects with 50% or more of the project's length within and along a Tier 2 RBTN corridor Improvements to a Tier 3 Regional Bicycle Barrier
- 10 Points N/A Non-tiered bicycle barriers
- 0 Points Project does not implement a regional facility or address a regional barrier

Scorers may use discretion to apply a lower point value to projects that are located at a defined barrier crossing, but do not meaningfully improve upon existing condition

2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map (in the Document Requirements section), along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

This Lake Independence Regional Trail (LIRT) segment serves as the primary active transportation corridor in a predominantly rural, low-density area where the roadway network offers few safe alternatives for people walking or biking. This project directly connects two major regional anchors — Baker Park Reserve (435,266 annual visitors; offering biking, hiking, camping, fishing, boating, golfing, equestrian therapy, and accessible play areas) via the north extension of Lake Independence Regional Trail and the Luce Line State Trail — while passing near downtown Long Lake (accessible via local trail along Wayzata Boulevard).

Within ½ mile of the project, the trail connects to a concentration of community-essential destinations, including:

- Civic Centers: Orono City Hall, the Orono Activities Center/Community Education, the Orono Police Department
- Schools: Orono Senior High School, Middle School, Intermediate School, and Schumann Elementary, Special Education, Minnesota Preparation Academy Trip School
- Parks: Hackberry Park, Orono Soccer Field, Orono Softball Field
- Restaurants: McDonald's
- Healthcare & Services: Kotteman Orthodontics

Around 1 mile, and accessible via a continuous local bicycle facility along the trail corridor, additional critical destinations include:

- Healthcare & Services: Lakeside Family Dental, wellness center, acupuncture clinic, hair salon, post office, gas station, Long Lake Veterinary Clinic
- Childcare & Education: Children's Workshop Montessori School
- Recreation & Retail: 3 fitness centers (Anytime Fitness, Moxx, FitHAUS), 2 dance studios (Dance Unlimited and West Met Classical Training), garden center (Otten Bros), several hardware stores, several auto parts stores, Gear West (ski, bike and run store)
- Restaurants: Carbone's, Buck's Pub, Talavera Mexican Restaurant, Primo, Red Rooster

These destinations are especially critical for youth, seniors, people with disabilities, and lower-income or car-free households — populations for whom safe, off-road active transportation access is not just convenient, but essential. Future LIRT extensions will connect the Luce Line State Trail to the Dakota Rail Regional Trail, further amplifying this corridor's regional significance.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- **Medium-Low**
- **Low:** Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- **Non-responsive/Not relevant:** Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.
- **Non-responsive/Not relevant:** Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

3. All Ages & Abilities Design

This criterion measures how well the project provides bicycling infrastructure for all ages and abilities. Guidance from sources such as the following may be referenced as part of the written explanation, but the applicant should, at a minimum, provide the information requested below.

- Minnesota Department of Transportation's Bicycle Facility Design Manual
- National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide 3rd Edition
- American Association of Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities 5th Edition
- Federal Highways Administration's Bikeway Selection Guide
- FHWA guidance provides authorization for use of alternate roadway design guides in federally-funded projects. See Alternate Roadway Design Publications Recognized by FHWA under IIJA and FAST Act for details.

Measure A – Facility Type

Describe the minimum level of protection this facility will provide. If your project proposes more than one facility type, provide the following information for each segment. Applicants are encouraged to consider how the project development process may affect the final layout after application to minimize need for scope changes.*

- **Proposed facility types:** Multiuse trail, sidepath, off-street bikeway, on-street bikeway protected with permanent materials, on-street bikeway protected with temporary materials, on-street bikeway with painted buffer, constrained bike lane, advisory bike lane, bike boulevard, shared space.
- **Roadway AADT:** Use the highest value from the most recent count available.
- **Motor vehicle design speed:** This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of design speed. If state aid rules require a design speed greater than 25 mph, the applicant should acknowledge risk of a scope change if their application bases facility selection on a lower design speed on premise of receiving a variance.
- **Number of lanes in each direction:** This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of number of lanes. If state aid rules require or the project development process could lead to requiring more than one lane in any direction, the applicant should acknowledge risk of a scope change if their application bases facility selection on the premise of having no more than one lane per direction.

The table below shows the minimum recommended level of separation based on roadway features and operational characteristics.

Facility Type	Target Motor Vehicle Speed	Motor Vehicle Lanes in Same Direction	Motor Vehicle AADT
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Off-street (multiuse trail, sidepath, or bikeway)	Any	Any	Any
Protected Bike Lane (with permanent materials)	Any	Any	Any
Bike Lane with Buffer or temporary protection	≤25 mph	Single lane	≤6,000
Bike Lane	≤20 mph	Single lane	≤1,500-3,000
Advisory Bike Lane or Bicycle Boulevard	≤20 mph	Single lane or no centerline	≤500-2,000
Shared Spaces	≤10 mph	No centerline	≤1,000

Click the + button below to add and provide details of the Proposed Facilities. Add all of the facilities required.*

Proposed Facilities*

- Lake Independence Regional Trail
- Edit | [View](#) 

Segment Name/Description	Proposed Facility Type	Proposed Facility Length	Roadway AADT	Motor Vehicle Design Speed	Number of Lanes in Each Direction
Lake Independence Regional Trail	Multiuse trail	1.2	2935	40	1

Measure A Scoring Guidance

The project will be scored based on the following guidance. Projects may be rated at any point along the scale based on their performance against the stated criteria.

Single facility type

- High: All off-street multiuse trails, sidepaths, or bikeways and on-street bike lanes separated with permanent materials will receive high scores. All on-street facilities matching the recommended facility type or providing a higher level of protection will receive high scores.
- Medium-High
- Medium: Projects that do not adhere to the facility type guidance but provide an accepted justification for why they are providing the “next best facility type,” such as the examples listed in the prompt above, will receive a medium score.
- Medium: Applicants who are not in alignment with the recommended facility types may receive a medium score if they cite alternate guidance along with a clearly stated and accepted explanation of why that guidance is appropriate for the project.
- Medium-Low
- Low: Projects that do not adhere to the facility type guidance and do not provide an accepted justification.

Multiple facility types

Projects that include multiple facility types will receive length proportionate points based on the score of each proposed segment.

Measure B - Design Features and roadway crossings

Provide a brief description (400 words or less) outlining the ways the project will meet or exceed the applicable design standards, specifically focusing on ways the project provides facilities suitable for users of all ages and abilities.*

The description should include the best available information on the facility’s proposed width, buffer or separation, pavement markings and signage, facility transitions, ADA considerations, intersection design, driveways and conflict points, and any traffic calming elements.

In order to implement the Imagine 2050 Transportation Policy Plan actions seeking to provide a bicycle network suitable for riders of all ages and abilities, applicants are encouraged to meet or exceed the outlined guidance wherever possible.

Design Features

Three Rivers Park District embeds Complete Streets principles directly into its operations by designing and building its regional trail system as an essential component of the active transportation and multimodal networks. While Three Rivers does not maintain jurisdictional control over public roadways, it actively advances Complete Streets goals within the public right-of-way by constructing off-road, multi-use paved trails that safely separate vulnerable right-of-way users from vehicular traffic and supports a low stress experience for all right of way users.

Regional trails are engineered to be 10 feet wide and fully ADA-compliant, safely accommodating people of all ages and abilities who are walking and biking. This project will fully reconstruct the existing end of life trail, increasing the width from 8' to 10' to support its multi-use two way function. The right of way may limit outright trail expansion without the acquisition of easements (none are grant costs) or roadway modification. This will be evaluated closely during the design phase and if possible that relocation right of way may be needed. If this is pursued, it will also create traffic calming effectively making the corridor more comfortable to people outside of vehicles. It will replace substandard ADA ramps at 5 at-grade road crossings and 2 major driveway crossings. Typical safety measures include crosswalk paint, advanced warning signage, pedestrian refuges, ADA compliance, and clear sight lines.

Additionally, the project will replace the existing 8' sidewalk with a 10' wide trail along the east side along the Old Crystal Bay Road bridge that crosses Trunk Highway 12 (Major Barrier-2 lane rural highway with concrete divider and 60mph speed limit) and an active railroad line. Once complete, the reconstructed trail will provide a safe, accessible route for active transportation and recreation, strengthening connections between parks, schools, local/regional destinations and the greater trail network. The improvements will serve users of all ages and abilities.

Three Rivers Park District chooses to place center line stripes on all regional trails. This inexpensive enhancement (not required) creates a safer experience for trail users by clearly defining direction of travel and lane spacing, reducing conflicts.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the guidelines provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: High rated projects will provide low-stress facilities suitable for riders of all ages and abilities, provide simple to navigate and/or protected crossings, and provide strong vertical and horizontal separation from traffic or a low-speed, low-volume traffic place to ride.
- Medium-High
- Medium: Medium rated projects will provide bicycle facilities that are suitable for most adults, provide crossings that are easy for an adult to navigate, and provide a place to ride separated with permanent materials from higher speed and multilane traffic.
- Medium-Low
- Low: Low-rated projects have elements that meet minimum state design standards, but do not provide a low-stress facility. This may include providing facilities with adequate width and temporary or painted separation, but few improvements to roadway crossings or other conflict points.
- Non-responsive/Not relevant: Projects that do not meet minimum state design standards should receive zero points for this measure.

4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists *(note an online map is being developed and a link will be provided in final application)*

Crash Risk Index >15, Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.

Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).*

Alternate Routes

This project corridor is well established (2009) and serves as the primary north/south bicycle and pedestrian corridor within a very large rural area. There are only two alternate north/south routes for cyclist and pedestrians looking to travel across TH 12.

Brown Road (CSAH 46) which has a high risk score of 24.9 which would require travel on Wayzata Blvd to access. Wayzata Blvd has a bicycle crash risk score >15 with some areas even higher. Users would also need to contend with on street parking. There are no trail facilities along Brown Road (CSAH 46).

Willow Lane

The existing Lake Independence Regional Trail corridor provides a much more direct and safe route to schools and businesses in the Orono and Long Lake Area.

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The project mitigates risk factors in the following ways:

Separates the Right-of-way's Most Vulnerable Users from Motor Vehicles

The existing segments of the trail are located within the public right-of-way as an off-road, protected multi-use trail, it is completely separated from motor vehicles; however the trail is located at back of curb and only 8' wide. This design is not as comfortable as a buffer or larger clear zone, which is preferred by many use and required by multi-use trail standards. This project aims to correct that. Where right-of-way and site conditions allow, the trail will be set back to create a boulevard between the trail and back of curb.

Further, in areas with limited right-of-way, design solutions to accommodate both trail users and motor vehicles and help reduce motor speeds and increase overall safety (i.e. reduced roadway width) as well as acquisition of new trail easements will be evaluated during the design phase.

Limits the Number of Road Crossings

At grade road crossings are generally the most dangerous spots along trail corridors for people walking, biking and rolling. These are points of conflict between the right of way users and those outside of vehicles are the least protected and most prone to injury even with marked cross walks, signage, warning lighting and other safety features. This trail route minimizes road crossings; however, where there are lower volume road crossings of residential streets potential solutions include crosswalk paint, advanced warning signage and ADA improvements. The project includes the evaluation and implementation of recommendations for each crossing.

Adheres to Bikeway/Industry Standards

MnDOT bicycle design guidance recommends an off-road facility given the use (this trail segment supports 17,500 annual trips), adjacent road conditions (speed: up to 45 MPH along Old Crystal Bay Road), and regional connectivity. Further, the project intends to widen the trail segments that are currently 8' to 10' to better support two-way directional use and the multi-use function and add a trail clearance zone where none currently exists.

ADA Improvements

The project includes adding/upgrading 10 non-compliant curb cuts/ramps and truncated domes to meet ADA guidelines – including expanding the width of existing curb ramps/truncated domes from 8' to 10' to alignment with trail width expansion from 8' to 10' to meet regional trail standards.

Alternatively, if this project is not funded and completed, people walking, biking and rolling will experience greater safety challenges with further deteriorating pavement and trail users will eventually be forced into the roadway without adequate space and protection from adjacent traffic travelling 45mph or higher.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked [here](#) Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project's ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area's community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The 1.2-mile Lake Independence Regional Trail project between Wayzata Boulevard and the Luce Line State Trail in the City of Orono and immediately adjacent to the City of Long Lake serves a corridor that, while situated in a generally affluent region, contains pocketed, localized concentrations of vulnerable community members that exceed Twin Cities metropolitan averages. Met Council community mapping tools identify census tracts within one mile of the corridor with elevated youth populations under age 15 at 22%, 26%, 27% and 32% (compared to the 19% metro average), older adult populations aged 65+ at 22%, 30%, and 36% (compared to the 15% metro average), Asian populations at 23% (compared to the 8% metro average), and other + multiracial populations at 7%, 13% and 25% (compared to the 5% metro average). There are also 92 publicly subsidized rental housing units within ½ mile of the project corridor (Metropolitan Council Data, 2023).

Key Destinations and Community Context

The corridor serves several concentrations of young people, families and residents as the City of Orono school campus (Orono Elementary, Middle School, High School, Intermediate School), community resources (Community Education, City Hall, Police Department) and places of recreation (Activities Center, Ice Arena, Soccer Field, Softball Field, and South Terrace Field) are connected via the immediate regional trail segment to the north (also planned for reconstruction in 2029). Other key destinations include the retail, restaurants, grocery stores, senior living (Orono Woods and Hillside Terrace Apartments), Long Lake, and downtown Long Lake along Wayzata Boulevard to the east and accessible via existing trails and sidewalks. Hillside Terrace apartments in Long Lake provides 39 publicly subsidized senior housing units — the only publicly subsidized housing in Long Lake — within the project's broader corridor. Nearly half (48.5%) of Long Lake's 822 total housing units are affordable to households at or below 80% of AMI (\$65,700/year), with 6.5% affordable to households below 30% of AMI (\$25,740/year), reflecting a significant lower-income population dependent on non-motorized transportation.

This segment is also less than a mile from Baker Park Reserve (500,000 annual visits), the planned Baker-Carver Regional Trail (183,000 projected annual visits) and the Diamond Lake Regional Trail (projected 163,600 annual visits)

Transportation History and Systemic Harms

The Old Crystal Bay Road corridor prioritizes vehicles, creating a physical barrier for pedestrians and cyclists. The existing trail has deteriorated beyond what routine maintenance can address — cracked and failing pavement, substandard pedestrian ramps, and inadequate ADA access — conditions that disproportionately burden seniors, people with disabilities, families with strollers, and children. For students of Orono schools and residents of Hillside Terrace and Orono Woods, the deteriorated trail compounds a broader history of infrastructure investment that has consistently prioritized private vehicle movement over equitable access, leaving lower-income and mobility-limited residents without a safe, functional non-motorized option.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:

- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this

neighborhood or location)

- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:

- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

How the Project Was Identified

The Lake Independence Regional Trail was identified through a Three Rivers Park District's regional trail long-range planning process which included nine existing trail corridors and focused on recommended improvements to the existing regional trails and confirmed through coordination with the City of Orono, and the Metropolitan Council in 2022. The project is consistent with the Regional Bicycle Transportation Network (RBTN) and the Three Rivers Park District's 2040 System Plan, which calls for the full buildout and on going maintenance of the regional trail system.

The long-range plan specifically calls for improving the pavement condition, making ADA upgrades, and improving several road crossings along the project segment based on community engagement feedback from the following direct and supplementary methods briefly summarized below:

- Community Events (74 people): Tabled at annual community events including Nite to Unite in Corcoran, Community Picnic in Maple Plain and Interfaith Outreach and Community Partners Event at Medina Townhomes, engaging many families with children
- Focused Conversation with Senior Women's Nordic Walking Group (5 people): Hosted a conversation to chat about seniors' needs and interests around regional trails
- AARP Senior Bike Ride (17 people): The Park District attended an AARP senior event at the Hopkins Senior Citizens Center & bike ride along the Lake Minnetonka Regional Trail
- Focus Group with ECA students (15 students): Hosted a conversation with students of color regarding their opinions about current and future park/trail infrastructure
- Online Tools (80 people): An interactive wiki map available 24/7 for community members to provide geolocated feedback and online questionnaire mailed to Boardwalk Apartments (low-income senior housing) residents.

How the Project Addresses Community Need

This project responds directly to community feedback as it includes complete reconstruction of the trail segment that is at the end of its useful life, implementing road crossing safety measures and making ADA improvements. This will ensure continued access through the community and to several significant parks/trails/natural areas (e.g., Baker Park Reserve and Luce Line State Trail) which were identified as desired community amenities and destinations for people, walking, biking and rolling.

The following is how the project addresses specific communities' needs:

- For seniors, Orono Woods Senior Living and Hillside Terrace's 39 publicly subsidized senior housing units in Long Lake are connected to the LIRT through local trails. Due to the trail's condition, these residents currently lack a safe, accessible non-motorized route to Baker Park Reserve, the Luce Line State Trail, and local commercial areas. The reconstructed trail will meet full ADA standards with improved pedestrian ramps at all road crossings, directly addressing mobility barriers for older adults and people with disabilities.
- For youth and families, the Orono school campus — serving elementary, middle, and high school students — is just north of Wayzata Boulevard along the Lake Independence Regional Trail. This project in conjunction with the planned reconstruction of the adjacent north segment in 2029 connects to schools, parks and local retail destinations. The LIRT south segment reconstruction improves the connection between Wayzata Boulevard and the Luce Line, creating a continuous, safe route for students and families.
- For lower-income residents, with 92 subsidized rental units within 1 mile of the corridor and 48.5% of Long Lake's housing stock affordable to households at or below 80% of AMI, this trail corridor serves a meaningful

lower-income population. The project provides indirect, low-cost access to downtown Long Lake commercial areas — reducing vehicle dependence and transportation costs — and addresses the City's identified concern about parking and congestion by supporting non-motorized access to its retail and commercial hub.

- For BIPOC residents, these groups stressed similar priorities for this project as those listed above. In addition to safety improvements and local connections, these groups also wanted to see additional wayfinding and trailheads. This project will connect to several neighborhoods and local connections while updating directional wayfinding and informational kiosks to make the regional trail system more convenient and easier to navigate.

Ongoing and Future Engagement

Three Rivers Park District will engage adjacent property owners, the cities of Orono and Long Lake, and community members throughout reconstruction through its established public engagement process, including a dedicated project webpage, direct stakeholder notifications, and signage. Outreach will specifically prioritize seniors at Orono Woods and Hillside Terrace, families with school-age children, and lower-income households. This approach aligns with the Imagine 2050 Engagement Spectrum by moving from informing toward involving community members in design and delivery decisions.

Further, this project does not negatively impact or displace any of the specified communities of consideration and Three Rivers' consultant pool request for qualifications (RFQ) process specifically engages and prioritizes consultant owned firms that identify as small, minority or female owned, or are otherwise disenfranchised as well as those that have a strong equity statement and demonstrated actions to elevate this important work.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with "specific communities" helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with "specific communities" that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

Physical Access and Safety Improvements

The LIRT South Segment reconstruction directly addresses years of deferred maintenance and safety deficiencies on a corridor serving some of Orono and Long Lake's most vulnerable residents. Key improvements include: full reconstruction of 1.2 miles of deteriorated trail surface; a widened 10-foot trail with 2–3-foot clear zones; improved pedestrian ramps at road crossings upgraded to ADA standards; and a safe, level, smooth, and consistent surface for people of all ages and abilities. These improvements make the trail safer and more usable for seniors, people with disabilities, families with strollers, and children — the groups most burdened by current conditions.

Benefits for Specific Communities

- For seniors at Orono Woods Senior Living and Hillside Terrace Apartments — located within 1 mile of the project corridor — reconstruction provides safe, ADA-accessible independent mobility to Baker Park Reserve, the Luce Line State Trail, and local commercial services currently inaccessible without a vehicle.

- For youth in census tracts with above-average youth populations (22–32%), the project completes a continuous non-motorized route between Wayzata Boulevard and the Orono school campus via the Lake Independence Regional Trail.
- For nearly half of Long Lake households at or below 80% of AMI, the trail provides low-cost access to Baker Park Reserve for low-cost recreation activities and the indirect access to downtown Long Lake within 1 mile, reducing transportation costs and directly addressing the City's identified concern about vehicle congestion by supporting non-motorized access to its commercial hub.
- For Asian and multi-racial populations, the improvement of wayfinding will provide a better user experience.

Mitigating Past and Ongoing Burdens

The existing trail's failing pavement, substandard ADA access, and inadequate road crossing infrastructure have created conditions that discourage or prevent use by those who need it most — seniors, people with disabilities, and lower-income residents without vehicle access. This project repairs that harm by delivering a fully reconstructed, accessible, connected facility for residents. Construction-period impacts will be managed through Three Rivers Park District's standard protocols: advance notification to adjacent residents and senior facilities, minimized access disruption, detour signage to alternate routes, and full restoration of disturbed areas upon completion.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:

- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:

- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ Funds & Payments - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

**Measure A – Connection to Key
Destinations:**

**Measure A – Identified Network
Priorities:**

**Measure A – Connection to existing
safety planning efforts:**

**Measure B – Safety improvements for
people outside of vehicles:**

Measure A – Facility Type:

**Measure B – Design Features and
roadway crossings:**

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested:\$2,804,000.00

Total Project Budget:

▼ Communications & Relationships - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ Notes & History - Internal

StatusInitial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Maggie Heurung at 6:34 AM on June 25, 2026

HISTORY

Show History

Updated By:Maggie Heurung

Created By: Stephen Shurson

Updated At: 6/25/2026

Created At: 6/10/2026