

STP – Non Freeway-Principal Arterial
PA-11-04: TH 169 Improvements
City of Champlin

Project description:

Access control, new turn lanes, traffic signals, pedestrian crossings multi-use paths on TH 169 from south of Hayden Lake Rd to north of Dayton River Rd in Champlin.

Request:

Applicant requested re-evaluation of the **B3: Congestion Reduction (75 points)**, **C3: Congestion Reduction Cost Effectiveness (100 points)**, **D2: Progress Toward Affordable Housing Goals (50 points)**, and **E: Maturity of Project Concept (100 points)**.

B3: Congestion Reduction. Applicant asked for an explanation of how the criterion was evaluated and asked if consideration was given to high existing V/C ratios and corridor constraints like the Mississippi River Bridge. The applicant also asked if credit was given to reducing the V/C ratio in the PM peak hour from over 1.0 to less than 1.0.

Applicants Response to the Criterion:

The volume to capacity (v/c) ratio analysis was conducted at the intersection of TH 169 and Dayton Road for the AM and PM peak hours.

Existing Conditions:

Southbound AM peak hour volume = 2,244

Vehicle Capacity = 1,700 (a left-turn lane, 2 through lanes, and a right-turn lane)

Even though TH 169 is an expressway, each through lane's capacity was reduced from 700 vph to 600 vph since the traffic signal is currently split phase on the minor approaches. The split phase signal reduces the green time along TH 169 and thus reduces the capacity of its through lanes.

AM V/C Ratio = $2,244/1,700 = 1.32$

Northbound PM peak hour volume = 2,182

Vehicle Capacity = 2,000 (2 left-turn lanes, 2 through lanes, and a right-turn lane). Same through-lane capacity reduction as above.

PM V/C Ratio = $2,182/2,000 = 1.09$

Proposed Conditions:

Southbound AM peak hour volume = 2,244

Vehicle Capacity = 1,900 (a left-turn lane, 2 through lanes, and a right-turn lane)

Expressway through-lane capacity assumed (700 vph).

AM V/C Ratio = $2,244/1,900 = 1.18$

Northbound PM peak hour volume = 2,182

Vehicle Capacity = 2,200 (2 left-turn lanes, 2 through lanes, and a right-turn lane)

Expressway through-lane capacity assumed (700 vph).

PM V/C Ratio = $2,182/2,200 = 0.99$

AM Improvement in V/C Ratio = $1.32 - 1.18 = 0.14$

PM Improvement in V/C Ratio = $1.09 - 0.99 = 0.10$

Total Improvement in V/C Ratio = $0.14 + 0.10 = 0.24$

Scoring Methodology and Scorer's Re-evaluation

This section was scored based on the greatest change of V/C ratio from existing to proposed condition. An argument can be made that comparing all the projects to the top V/C ratio of 1.41 is unreasonable. A 1.41 V/C ratio is unrealistic because if there is that much traffic people will change to a different route. The scorer changed the methodology to compare all projects to a 1.2 V/C ratio. However, in redoing the calculation, the scorer discovered a typo in the points already awarded to Champlin. The score originally given was 21 and should have been 12 points.

Original Scoring:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
Dakota Co	0.97	52	2
Eagan	0.54	28	3
Champlin	0.24	21	4
Scott Co	0.19	10	5

21 was supposed to be 12

Suggested Change using 1.2 as the ratio:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
Dakota Co	0.97	61	2
Eagan	0.54	34	3
Champlin	0.24	15	4
Scott Co	0.19	12	5

Scoring Committee Chair Opinion (Tom Johnson)

The Chair’s recommendation is to accept the changes recommended in the response above and to change all scores accordingly.

C3: Congestion Reduction Cost Effectiveness. The applicant asked for an explanation of how the criterion was evaluated and asked if consideration was given to high congestion areas and the relative increase in throughput from the project. The applicant questioned the difference in scoring between B3 and C3.

Applicants Response to the Criterion

The hourly throughput in the AM peak hour, in the peak direction of travel (Southbound), at the most congested location (TH 169 at Dayton Road) was calculated for existing and proposed conditions. Details on the analysis are shown below:

Existing Conditions:

Vehicle Capacity = 1,700 (a left-turn lane, 2 through lanes, and a right-turn lane)

AM peak hour vehicle occupancy = 1.07

AM peak hour ridership = 0, assume no increase in service

Hourly person throughput = 1,819 persons/hour

Proposed Conditions:

Vehicle Capacity = 1,900 (a left-turn lane, 2 through lanes, and a right-turn lane)

AM peak hour vehicle occupancy = 1.07

AM peak hour ridership = 0, assume no increase in service

Hourly person throughput = 2,033 persons/hour

Total increase in hourly person throughput = **214 persons/hour**
Cost per increase in hourly person throughput = **\$35,047**

Scoring Methodology and Scorer's Re-evaluation

The scorer awarded the most points to the lowest cost per person hourly throughput. Adjusting the cost per hourly throughput would only hurt the Champlain score because they had the second lowest change in V/C ratio.

Scoring Committee Chair Opinion

The Chair's recommendation is to accept the response from the scorer and not change the the scores in this criterion.

D2: Affordable Housing. The applicant asked for an explanation of the scoring methodology.

Applicant's Response to the Criteria

This criterion is evaluated solely by Metropolitan Council staff and does not require a response from the applicant.

Scoring Methodology and Scorer's Re-evaluation

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	

Total Housing Units	1,100	325	30%
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Scoring:

<u>Percent of Progress Made:</u>	<u>Points Awarded:</u>
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

The evaluation of housing progress is based on the community or communities in which the physical project and segment affected is located. For the Champlin application the score determined by the Livable Communities staff analysis was 20 points. Since no applicant in the pool for the Non-Freeway Principal Arterial received the maximum point score of 50 all the scores were adjusted so that the top applicant got the 50 points available. Champlin's score was thereby adjusted to 25 points.

Scoring Committee Chair Opinion

The scoring committee chair does not recommend changing the criterion scores.

E: Maturity of Project Concept. The applicant asked for an explanation of the scoring criteria and explained that the City has begun work on all aspects of the project except for construction plans including acquiring right-of-way.

The applicant's response to the criterion:

The applicant completes a checklist (appendix K). The checklist provided by the applicant is attached.

The scorers methodology:

Although the City of Champlin has begun some of its work and states it is going to AC the project, there were three projects that actually had progressed farther in the project development process.

PA-11-01 – Dakota County

Layout/Preliminary Plan is completed – Champlin has “started” theirs.

Environmental Documentation is completed and approved – Champlin's document is “in progress”.

PA-11-02 – Scott County

Layout/Preliminary Plan is completed – Champlin has “started” theirs.

Construction plans are “in progress” – Champlin has not started their construction plans.

PA-11-03 – City of Rogers

Construction Plans are “in progress” – Champlin has not started their construction plans.

The scorer gave the project with the highest “raw” score the 100 points and then prorated the others. Champlin finished behind these three projects since they were not as far along in the process.

Scoring Committee Chair Opinion:

The Chair agrees with the scorer’s evaluation and recommends no change to the scoring for this criterion.

Summary of Scoring Committee Chair Recommendations

B3: Congestion Reduction (75 points)

Original Scoring:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
Dakota Co	0.97	52	2
Eagan	0.54	28	3
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Champlin	0.24	15	4
Scott Co	0.19	12	5

C3: Congestion Reduction Cost Effectiveness (100 points)

No change recommended.

D2: Progress Toward Affordable Housing Goals (50 points)

No change recommended.

E: Maturity of Project Concept (100 points)

No change recommended.

Federal STP-UG Funding Application (Form 1)

PA-11-04

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.**

Office Use Only

I. GENERAL INFORMATION

1. APPLICANT: City of Champlin

2. JURISDICTIONAL AGENCY (IF DIFFERENT):

3. MAILING ADDRESS: 11955 Champlin Drive

CITY: Champlin

STATE: MN

ZIP CODE: 55316

4. COUNTY: Hennepin

5. CONTACT PERSON: Bret Heitkamp

TITLE: City Administrator

PHONE NO.

(763)923-7110

CONTACT E-MAIL ADDRESS: bheitkamp@ci.champlin.mn.us

II. PROJECT INFORMATION

6. PROJECT NAME: Trunk Highway 169, Hayden Lake Road to Dayton Road Improvements

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): The proposed project includes congestion, safety and capacity improvements to Trunk Highway (TH) 169 from Hayden Lake Road to Dayton Road (CSAH 12) in the City of Champlin, Hennepin County, Minnesota. The improvements include: removing the full access intersections at Dowlin Street and Dean Avenue; providing safety and capacity improvements at Hayden Lake Road, West River Road and Dayton Road with the addition of turn lanes, new traffic signal systems and upgrading pedestrian access and crossing with APS and countdown timers; construction of a pedestrian crossing north of West River Road with path / sidewalk connections to the local and regional system; providing an auxiliary lane for northbound TH 169 from Hayden Lake Road to West River Road; providing northbound and southbound right-in only access to the future development area between West River Road and Dayton Road; construction of a revised free right turn lane with acceleration lane at Dayton Road; relocation of the bus pullout at Dayton Road with pedestrian connections.

8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.

"A" Minor Arterials:

Reliever

Expander

Non-Fwy. Principal Arterial

Connector

Augmenter

Bikeway/Walkway

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes No

If yes, please identify the source(s):

10. FEDERAL AMOUNT: \$5,976,230

13. MATCH % OF PROJECT TOTAL: 20%

11. MATCH AMOUNT: \$1,493,392

14. SOURCE OF MATCH FUNDS: State Aid, TIF

12.* PROJECT TOTAL: \$7,469,622

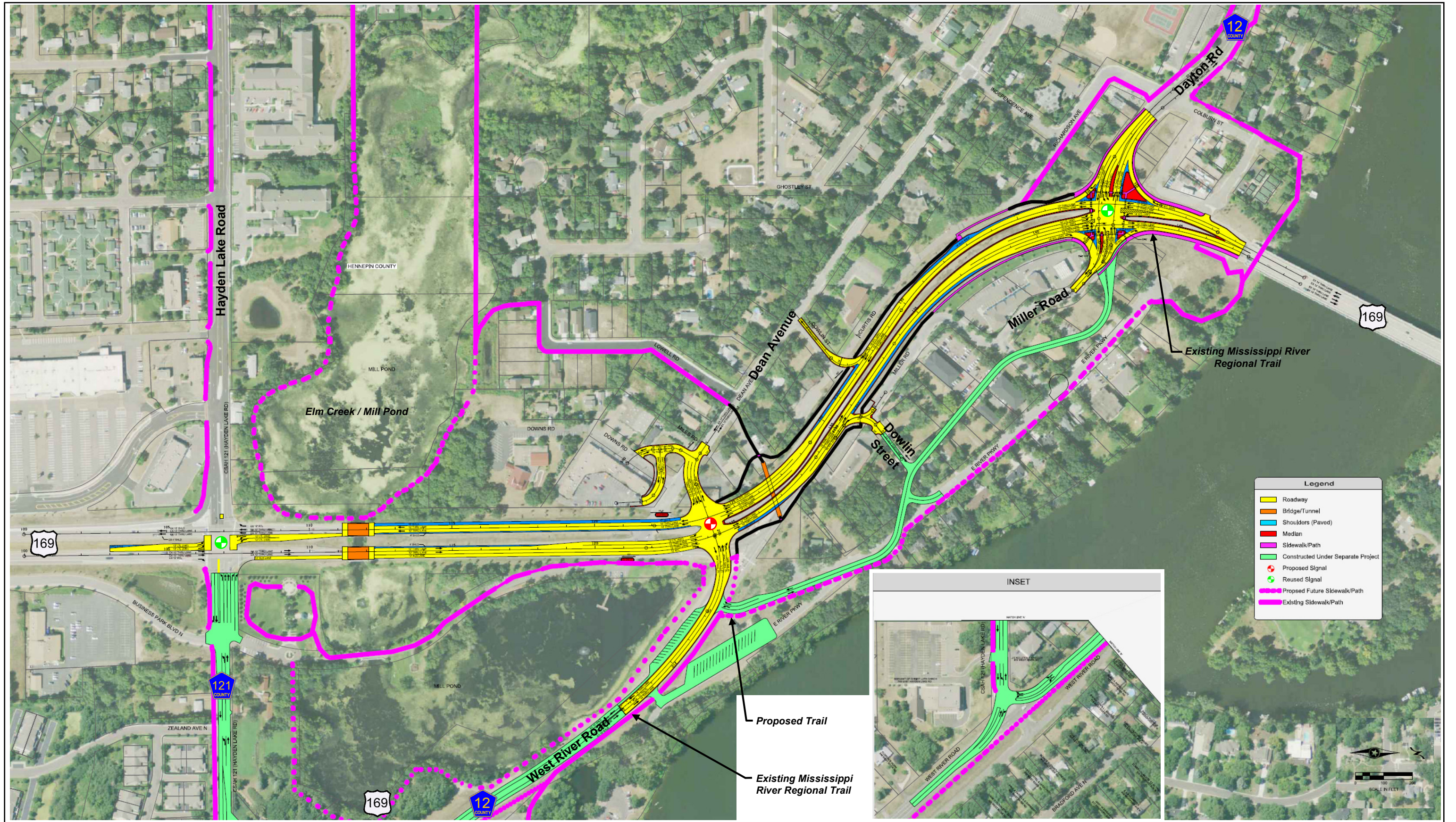
15. REQUESTED PROGRAM YEAR (CIRCLE): 2015 2016

16. SIGNATURE



17. TITLE: City Administrator

CITY ADMINISTRATOR



Proposed Improvements

TH 169, HAYDEN LAKE ROAD TO DAYTON ROAD IMPROVEMENTS
STP Application (Non-freeway Principal Arterial)
City of Champlin

Figure 4

STP-Reliever
AR-11-02: Kenrick Avenue Construction
City of Lakeville

Project Description

Construction of new two-lane roadway between existing portions of Kenrick Avenue from 181st Street to just south of Juniper Path, in Lakeville.

Request

Applicant requested the re-evaluation of **B1: Crash Reduction (100 points)**, **C1: Crash Reduction Cost Effectiveness (125 points)**, **C2: Congestion Reduction Cost Effectiveness (75 points)**, **D4: Access Management Improvements (75 points)**.

B1: Crash Reduction and C1: Crash Reduction Cost Effectiveness. The applicant asked for a summary of the methodology used to score these criteria in comparison with projects that are on existing roadways with actual traffic and crash data. This project is unique in that it is a new roadway.

The applicant's response to the criterion:

On the principal arterial being relieved: Using MnDOT's TIS system data, the corresponding section of I-35 between CSAH 50 and CSAH 60 had a total of 125 crashes from January 1, 2007 through December 31, 2009. The crash rate for I-35 (Principal Arterial) is 0.9 crashes per million vehicle miles per year (see Appendix C).

On the Reliever: With the gap in Kenrick Avenue, motorists currently use CSAH 50 and CSAH 60 as an alternative reliever route to I-35. In addition, as local trips are being made to/from residential areas north and east of CSAH 50 to commercial areas near I-35/CSAH 60 or, to/from residential areas south of CSAH 60 to commercial areas near I-35/CSAH 50, motorists currently use I-35 or CSAH 50 and CSAH 60 for shorter trips. The proposed construction of the Kenrick Avenue extension will provide a continuous reliever route to I-35 and an improved linkage between two major commercial nodes and several areas of residential development.

Due to the construction of Kenrick Avenue, existing traffic volumes on CSAH 50 and CSAH 60 are expected to decrease by 16 and 20 percent, respectively. An unpublished analysis using the Met Council Regional Model was conducted to determine the change in traffic volumes on CSAH 50 and CSAH 60, due to the new Kenrick Avenue segment.

Since the proposed segment of Kenrick Avenue is a new facility, the crash reduction calculation will be conducted for the following roadways:

- The existing segment of CSAH 50 between Kenrick Avenue and CSAH 60
- The existing segment of CSAH 60 between Kenrick Avenue and CSAH 50

According to Mn/DOT's TIS system data from January 1, 2007 through December 31, 2009, there are a total of 8 crashes on the study segment of CSAH 50 and 3 crashes on the study segment of CSAH 60 (see Appendix C). The proposed project is unique and the methodology in Appendix E of the

solicitation guidelines to estimate the crash reduction of the existing segment of Kenrick Avenue cannot be used. Therefore, the following calculations indicate the reduction in crashes on CSAH 50 and CSAH 60 due to the construction of the proposed Kenrick Avenue segment.

CSAH 50 between Kenrick Avenue and CSAH 60 – Existing Conditions:

Total number of crashes = 8

Distance = 0.94 mile

AADT = 17,700 vehicles per day

Accident Rate = $(1 \times 10^6) \times 8 \text{ crashes} = 0.44 \text{ crashes per million vehicle miles}$
 $365(3 \text{ years})(0.94 \text{ mile})17,700$

Due to the construction of Kenrick Avenue, the overall segment volumes are expected to decrease by 16 percent on CSAH 50. An unpublished analysis using the Met Council Regional Model was conducted to determine the change in traffic volumes on CSAH 50, due to the new Kenrick Avenue segment.

CSAH 50 between Kenrick Avenue and CSAH 60 – Future Conditions: ADT reduced by 16 percent = 14,900 Number of crashes = $0.44 (365) (3 \text{ years}) (0.94 \text{ mile}) 14,900 = 7 \text{ crashes} \times 10^6$

Crash Reduction on CSAH 50 = 1 crash

CSAH 60 between Kenrick Avenue and CSAH 50 – Existing Conditions:

Total number of crashes = 3

Distance = 0.61 mile

AADT = 13,500 vehicles per day

Accident Rate = $(1 \times 10^6) \times 3 \text{ crashes} = 0.33 \text{ crashes per million vehicle miles}$
 $365(3 \text{ years})(0.61 \text{ mile})13,500$

Due to the construction of Kenrick Avenue, the overall segment volumes are expected to decrease by 20 percent on CSAH 60. An unpublished analysis using the Met Council Regional Model was conducted to determine the change in traffic volumes on CSAH 60, due to the new Kenrick Avenue segment.

CSAH 60 between Kenrick Avenue and CSAH 50 – Future Conditions:

ADT reduced by 20 percent = 10,800

Number of crashes = $0.33 (365) (3 \text{ years}) (0.61 \text{ mile}) 10,800 = 2 \text{ crashes}$
 1×10^6

Crash Reduction on CSAH 60 = 1 crash

Total Crash Reduction due to the Kenrick Avenue Extension = 2 crashes

It is also important to note that the construction of the remaining segment of Kenrick Avenue will result in shorter trips being relocated from I-35 to the new roadway segment. This will relieve congestion, improve the operations and provide a safer I-35 facility during peak hour conditions.

The scorers methodology:

Scoring for crash reduction was done using a straight line relationship. The project with the highest number of “crashes reduced” was awarded the total 50 points. A project with 0 crashes reduced would have been awarded 0 points for crash reduction

This same method was used for the Principal Arterial (PA) crash rate. Scoring for PA crash rate was done using a straight line relationship. The project relieving the PA with the highest crash rate was awarded the total 50 points. A project relieving a PA with a zero crash rate would have been awarded 0 points for the PA crash rate.

These two numbers were added together for the total for B1.

The highest number of crashes reduced was 68, and the lowest number was 2 (3 projects). The highest PA crash rate was 2.46, the lowest was 0.0. This project had a PA with a crash rate of 0.9 and reduced 2 crashes. The scorer did not adjust the information given by the applicant when applying the score.

Scoring for cost effectiveness gave the project with the lowest cost per crash reduced the maximum 125 points.

To distribute points to the other projects, the project's cost per crash reduced was compared to the lowest cost per crash reduced. The percent difference was multiplied by 125 to obtain that projects score.

The best cost effectiveness was \$221,206 per crash reduced; the least cost effective was \$5,144,000 per crash reduced.

The Lakeville project reduced 2 crashes on the Reliever. This resulted in a cost per crash reduced of \$716,265. $125 * (221,206 / 716,265) = 39$.

Scoring Committee Chair Opinion (Brian Sorenson):

The scoring committee chair agrees with the assessment of the scorer and does not recommend a change to the criterion scores.

C2: Congestion Reduction Cost Effectiveness. The applicant requested a summary of the methodology used for this criterion since it scored lower than the congestion reduction score.

The applicant's response to the criterion:

Due to the construction of Kenrick Avenue, a percentage of the motorists will shift from their current route of CSAH 50 and CSAH 60 to the direct route provided by the proposed project.

Therefore, the hourly person throughout was compared for the existing CSAH 60 roadway and proposed Kenrick Avenue conditions.

Existing Conditions (southbound CSAH 50 at CSAH 60):

Vehicle capacity = 1,100 vph (left-turn lane, through lane and a right-turn lane)

A.M. peak hour vehicle occupancy = 1.10

A.M. peak hour ridership = 0, assume no increase in service

Hourly person through put = $1,100 \times 1.10 = 1210$ persons per hour

Proposed Conditions (Kenrick Avenue and CSAH 60):

Vehicle capacity = 1,700 vph (left-turn lane, two through lanes and a right-turn lane)

A.M. peak hour vehicle occupancy = 1.10

A.M. peak hour ridership = 0, assume no increase in ridership with this project

Hourly person through put = $1700 \times 1.10 = 1870$ persons per hour

Total increase in hourly person throughput = 660 persons per hour
Cost per increase in hourly person throughput = $\$1,432,530/660 = \$2,171$

The scorers methodology and re-evaluation:

Per Appendix I, “The applicant must calculate the increase in hourly person throughput in the AM peak hour, in the peak direction of travel, at the most congested location in the project area.”

Instead of calculating throughput at the same location (to get a before and after), the applicant calculated throughput at two different existing intersections (CSAH 50/CSAH 60 and Kenrick Avenue/CSAH 60) that do not change as part of the project. Neither of these intersections gain increases in hourly person throughput based on the methodology the applicant must follow in Appendix I. The applicant received 5 points for attempting to answer the question.

Scoring Committee Chair Opinion:

If they are inferring that some traffic today that uses 50 to 60 would use this new connection, then you really need to look only at the EB to NB LTL at 50/60 – this traffic would not use the thru or RTL at 50/60. In the after condition, they are again counting lanes that exist today as part of the project, and they are using the SB approach, which would not be the peak direction in the AM.

The Scoring Committee Chair does not recommend a change to the score in this criterion. However, the Chair recommends that the TAC take up the issue of application guidance for new alignments for the solicitation revision. Today, applicants are expected to conduct a corridor analysis of parallel routes but there is not a common methodology for this analysis.

D4: Access Management Improvements. The applicant requested that this criterion be re-evaluated because, as a new roadway, it cannot improve poor access management but it would be constructed to current standards for access management.

The applicant’s response to the criterion:

As previously described, the proposed project includes a new roadway extension which does not currently exist, therefore there are currently no access points. The proposed Kenrick Avenue extension will adhere to the City’s Access Management Policies as discussed herein. As new development occurs along the proposed roadway extension, access points will be managed to best fit these guidelines, taking into account that existing wetlands and the layout of individual parcels will require some parcels to have direct access in order to avoid being land locked.

a. Private Residential Driveways/Field Entrances:

No roadway currently. Private residential driveways are not allowed access to a minor arterial roadway.

b. Low-Volume Private Driveways * (Under 500 trips per day)

No roadway currently. Individual private driveways are not permitted. Shared commercial driveways are required to have 1/8 mile access spacing. The City of Lakeville will evaluate each site and access plan as new development occurs along the proposed roadway extension. Access points will be managed to best fit these guidelines.

c. High-Volume Private Driveways * (Over 500 trips per day)

No roadway currently. Individual private driveways are not permitted. Shared commercial driveways are required to have 1/8 mile access spacing. The City of Lakeville will evaluate each site and access plan as new development occurs along the proposed roadway extension. Access points will be managed to best fit these guidelines.

d. Public Streets

No roadway currently. 1/4 mile spacing is required.

The scorer's re-evaluation and methodology:

AR-11-02 scored a 57/75 and 0/75 for sections D3 and D4, respectively. Based on their re-evaluation request, Lakeville would like further consideration of their points for section D4, Corridor Access Management Improvement. The scoring criteria specifically stated that these projects will be scored based on their ability "to implement the access management plan by removing or modifying nonconforming access points". Unfortunately, this style of project does not lend itself to scoring well based on this criterion. The score received is consistent with other projects of similar nature. There is no removal or modification of nonconforming access points.

Furthermore, their application states that as new development occurs access point will only be managed to best fit their access guidelines and will require some parcels to have direct access to the new alignment to avoid wetlands and may be required based on the layout of the new parcels. Commercial access will be allowed at 1/8 mile spacing. Public street access will be allowed at 1/4 mile spacing. This is inconsistent with the goal of this scoring category. Access points are to be eliminated based on this scoring criterion.

So while this project did not score well in section D4 Corridor Access Management Improvements, they did score a 57 out of 75 on the previous section related to Land Use and Access Management Planning.

Scoring Committee Chair Opinion:

The Chair agrees with the re-evaluation and does not recommend changes to the criterion scores.

Summary of Scoring Committee Chair Recommendations

No changes recommended to criteria scores.

Federal STP-UG Funding Application (Form 1)

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I. GENERAL INFORMATION

1. APPLICANT: City of Lakeville			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): Same as Applicant (City of Lakeville)			
3. MAILING ADDRESS: 20195 Holyoke Avenue			
CITY: Lakeville	STATE: MN	ZIP CODE: 55044	4. COUNTY: Dakota
5. CONTACT PERSON: Steve Mielke	TITLE: City Administrator	PHONE NO. (952)985-4403	
CONTACT E-MAIL ADDRESS: smielke@ci.lakeville.mn.us			

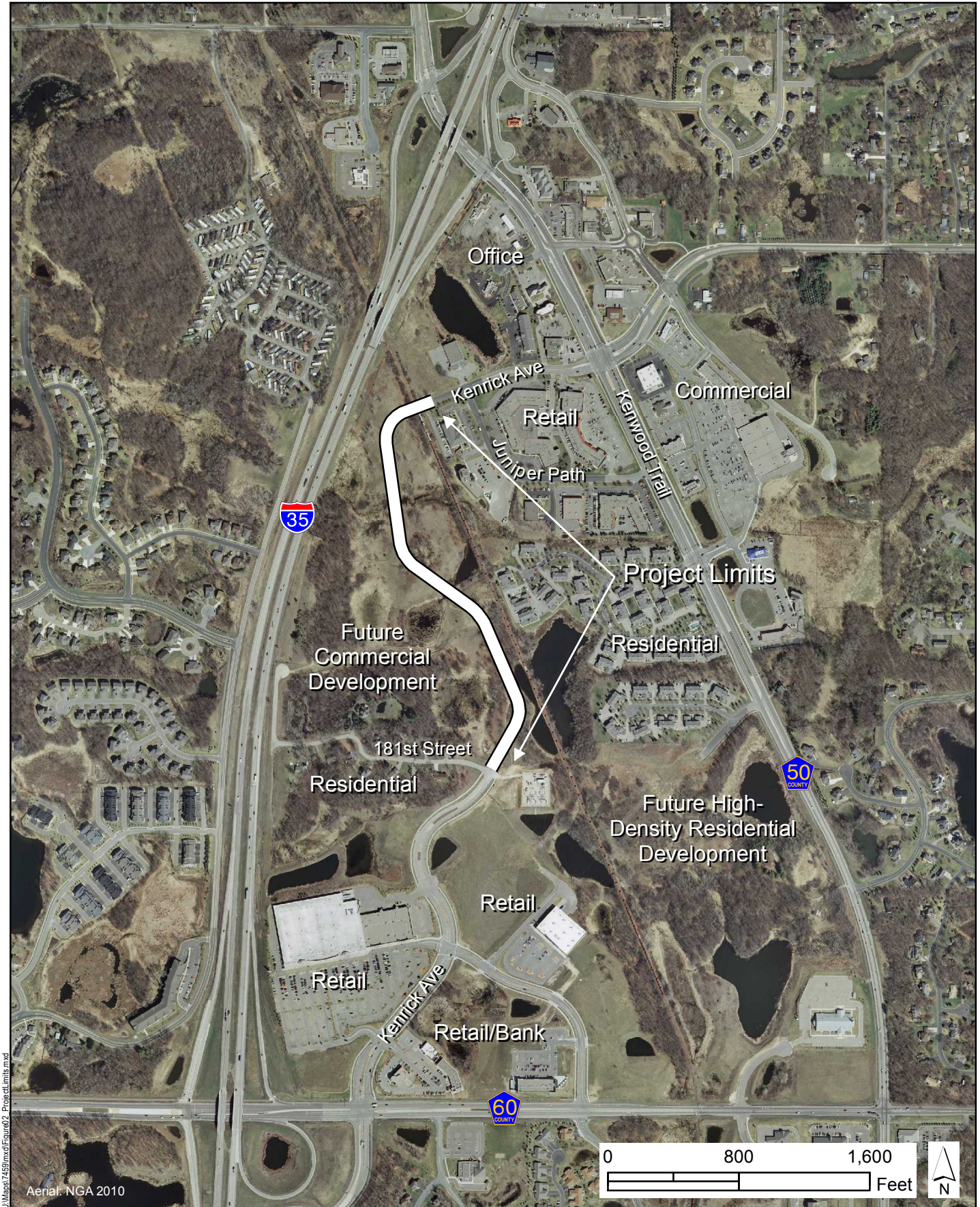
II. PROJECT INFORMATION

6. PROJECT NAME: Kenrick Avenue Extension
7. BRIEF PROJECT DESCRIPTION: <p>The proposed project includes construction of a new two-lane roadway between the existing portions of Kenrick Avenue from 181st Street to just south of Juniper Path. The construction of this 0.5 mile segment of Kenrick Avenue will provide a continuous "A" Minor Arterial Reliever route from Kenwood Trail (CSAH 50) in the City of Lakeville to 260th Street (CSAH 2) in New Market township. Upon completion, this route will provide an alternative option for north/south travel, serving as a reliever to I-35, a parallel Principal Arterial facility. It will also provide a more efficient local arterial street system with the construction of a continuous roadway segment between Kenwood Trail (CSAH 50) and 185th Street (CSAH 60).</p>
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. <p style="margin-left: 40px;">"A" Minor Arterials:</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input checked="" type="checkbox"/> Reliever <input type="checkbox"/> Connector </div> <div style="width: 30%;"> <input type="checkbox"/> Expander <input type="checkbox"/> Augmenter </div> <div style="width: 30%;"> <input type="checkbox"/> Non-Fwy. Principal Arterial <input type="checkbox"/> Bikeway/Walkway </div> </div>

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$1,146,024	13. MATCH % OF PROJECT TOTAL: 20 percent
11. MATCH AMOUNT: \$286,506	14. SOURCE OF MATCH FUNDS: Special Assessments
12.* PROJECT TOTAL: \$1,432,530	15. REQUESTED PROGRAM YEAR (CIRCLE): <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016
16. SIGNATURE 	17. TITLE: City Administrator

*Figure should match the subtotal on the Project Elements and Construction Cost table



Project Limits

Kenrick Avenue Extension Funding Application
City of Lakeville

Figure 2

STP-BW
BW-11-03: Nine-Mile Creek Regional Trail: East Segment
Three Rivers Park District

Project Description

Pedestrian/Bicycle trail between Tracy Avenue and France Avenue/Edina Promenade in Edina.

Request

The applicant requested a re-evaluation of **A: Adding System Segments (250 points)**, and **E2: Progress Toward Affordable Housing Goals (50 points)**.

A: Adding System Segments. The applicant asserts that the project makes significant connections to existing bicycle transportation systems. The applicant questions the scoring methodology to assign 25 point breaks between the top project and each subsequent project and that projects that overcome barriers or connect system segments similarly get very different points in this criterion.

The applicant's response to the criterion:

Three Rivers Park District is planning to construct a total of 11 miles of the Nine Mile Creek Regional Trail as an off-road bikeway facility in the Cities of Edina, Hopkins, Minnetonka, Richfield, with future expansion into Bloomington. This project, Nine Mile Creek Regional Trail: East Segment is a 3.75-mile segment connecting east to a 3 mile segment in Richfield currently under construction and proposed to ultimately connect to the Minnesota Valley National Wildlife Bloomington Visitor Center, Fort Snelling, and Minneapolis International Airport. The 3 mile Richfield segment connects to the future Intercity Regional Trail providing connections to the Minneapolis Grand Rounds, Mall of America, Hiawatha LRT, future Minnesota River State Trail, and future Dakota County Minnesota River Greenway. To the west, this project connects to two additional segments of the Nine Mile Creek Regional Trail totaling an additional 4.25 miles of which 3.0 miles are pending construction funding and 1.25 miles are planned and funded for fall 2011 construction. The trail extension to the west will ultimately connect to four regional trails (North Cedar Lake Regional Trail, Cedar Lake LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail) in Hopkins providing access to over 100 miles of existing regional trails and 90 miles of planned regional trails in suburban Hennepin County as well as 50 miles of regional trails in the City of Minneapolis and hundreds of miles of local trails, sidewalks, and bike lanes. In summary, this trail segment in conjunction with the greater Nine Mile Creek Regional Trail will directly connect to:

Intercity Regional Trail 7 miles (3.8 funded for construction 3.2 miles pending construction funding)

Cedar Lake LRT 4.5 miles

Lake Minnetonka LRT 15.5 miles

Minnesota River Bluffs LRT 12 miles

North Cedar Lake LRT 3 miles

Minneapolis Grand Rounds 50.1 miles

In addition to the significant regional trail connections; this project will directly connect to several city parks containing local trails, including Bredesen Park, Creek Valley Park and Heights Park. The Nine Mile Creek Regional Trail: East Segment will terminate at the Edina Promenade

which provides the connection to the 3.0 miles regional trail segment under construction in Richfield and to Centennial Lakes Park. Centennial Lakes is a 24-acre park in the middle of an urban, highly developed area. The park has more than 1.5 miles of paved paths, a 10 acre lake and landscaped grounds with seating areas, benches, fountains and recreational opportunities.

This project, Nine Mile Creek Regional Trail: East Segment, includes construction of 3.75 of new off-road, multi-use regional trail in the City of Edina. Because the proposed trail follows the Nine Mile Creek corridor and City streets, the grades are variable. The need to minimize impacts to wetland areas will require some elevation gains and losses, however the trail goal is a maximum grade of 5% as recommended by the MnDOT Bikeway Facility Design Manual and ADA standards. In areas where the trail follows roadways, the grades will be dictated by the existing roadway profile and amount of available public right-of-way and adjacent parkland to overcome grade challenges. At a minimum, the trail will be constructed to meet the existing roadway grades.

The Nine Mile Creek Regional Trail: East Segment has a total of 5 stops in a 3.75 mile segment, which averages 1.3 stops per mile for trail users. Stops are located at the following roadways:

- W 70th Street
- 72nd Street W
- Metro Boulevard
- France Avenue
- Parklawn Avenue

Placing a regional trail in a highly developed area such as Edina typically requires a high density of stops per mile. However, utilizing the Nine Mile Creek corridor and City parks significantly reduced the number of stops for trail users making the trail more desirable, efficient, and likely increasing the annual visitation and commuting use. In addition, all stop conditions and at-grade road crossings occur at controlled intersections reducing the potential for trail user/vehicular conflicts.

The scorers re-evaluation:

We evaluated each project's score based on which question they answered; gap removed or barrier overcome. For those whose project removed a gap we looked at the number of regional connections made, the directness of connection, how easy it will be to get to the facility, and lack of other good alternative routes. For barriers overcome we look at the severity of the barrier, where the nearest crossing is located, and how well the proposed treatment removes the barrier. After reading the applications we visited each site and followed the entire alignments of each project.

To create a point spread we gave the project that best answered this question all of the points. The second ranking project was given 25 points less than the first, the third 25 points lower than the second, and so on. Since there were 10 projects, the lowest score was 25 points and the highest score was 250.

All of the projects we have evaluated in this category have the ability to overcome a barrier or to improve system connectivity. If we were to assign a fixed score solely on the number of regional connections made, or to simply score by the number of barriers overcome there would be no need for a discretionary evaluation. We both read all of the proposals and followed up with a site visit to each project. We believe that the scores we gave the projects were fair and consistent based on the importance of the gap/barrier overcome, the directness of the connection, how easy it is to find the facility, and lack of alternate routes.

Unfortunately, there is not enough funding to do all of the projects submitted and we felt the need to create as significant of a point spread as possible to help separate the great projects from the good projects. Other evaluators in other categories use a similar methodology and scoring spread, which helps to determine which projects are worthy of funding. If we would have reduced the point spread, the points are still relative to one another and it would have been tougher to determine the best projects because they would likely have been more bunched together when criteria scores were summed up.

The projects below are in order of score received for the Category A question.

St Paul Parks Grand Rounds Implementation Pedestrian/Bicycle Trail (250 points) – This project made direct connections from the existing Bruce Vento Trail to the existing Indian Mounds regional Park Trails on the south end of the corridor. There are currently no good off-street facilities in this part of the city and the trail will be easy to find and use once built.

Minneapolis 26th Ave North Multi-Use Trail (225 points) – This project connects the existing Wirth Parkway Trail to trails proposed along the Mississippi River. This is a direct connection between two major regional amenities and provides a good connection through the heart of North Minneapolis, which lacks an east/west trail. This project does not provide connections to existing facilities on both ends like the St. Paul Grand Rounds project. However, the project does create a direct east/west route that will be easy to find. This project scores higher than the projects below because it fills in a large gap in a relatively mature trail system, which will result in a stronger bicycle transportation network.

St Paul Parks Great River Passage Pedestrian/Bicycle Trail (200 points) – This project makes a number of regional connections to existing trails on both ends of the project. However, it is a bit circuitous and there are other options for bikers and walkers that are more direct. From a transportation network perspective, the projects above better fill in the system gaps. However this project does a better job of those below in connecting to existing facilities and completing the adopted local and regional trail plans.

Dakota County Highway 42 Trail (175 points) – While this project does not have the regional trail connections as the projects above, it does solve a major problem for pedestrians and bicyclists who have very limited choices at the present time. Currently there are no bicycle or pedestrian accommodations along this busy county road, and constructing this trail will improve mobility for all non-motorized users. In this case, the lack of good facilities is the area (especially along a busy highway) is the most compelling reason to score this higher than the projects below, but the projects above have better regional connectivity.

Maplewood Gladstone Area Sidewalk and Trail (150 points) – This project does connect to the Bruce Vento/Lake Phalen trail system on the western end but lacks a good regional connection on the eastern end of the project. The project does provide value to local bicyclists and pedestrians, but does not provide the regional value the projects above have demonstrated. While there is some redundancy with the nearby Gateway Trail, in terms of connecting system segments, this project better enhances the network than the projects below.

Scott County Minnesota River Floodway Trail (125 points) – This project connects to excellent regional facilities on both ends of the project (better than those below), however there are some concerns about the quality of the connection on the south end of the project (the trail dumps onto a busy street and there is no convenient way proposed to get to the trails below without crossing a busy highway or switch backing using existing roads/sidewalks). This facility is also useless

when it floods. The projects above provide stronger arguments for completing system gaps and alleviating barriers for non-motorized users.

MVTA Cedar Grove Transit Station Pedestrian/Bicycle Trail (100 points) – This project has an excellent transit facility on the west end of the project, but the proposed facility only serves local users. The project demonstrates a greater need than the projects below in terms of directness and connectivity, but does not have the regional significance as the projects above.

Cottage Grove 70th Street Pedestrian Underpass Pedestrian Underpass (75 points) - This project is located along an existing trail with a trail crossing at a busy county road. The barrier is not as significant as in projects above, but will provide a safer and more direct route than what exists today. While this project is justified on projected traffic volumes due to nearby growth, it is not as compelling to construct as the projects above. This project is more direct and easier to understand than the projects below.

Nine Mile Creek Regional Trail: East Segment (50 points) - While there is a good connection to a regional park system on the east side of the project, this project is circuitous, confusing, and hard to access. While it is noted that Edina has a unique roadway system (which inhibits direct bicycle and pedestrian connections) the value of this project to the overall non-motorized transportation system network is not as significant as the projects above. The barriers overcome are a function of the project alignment, which is more scenic than direct.

Three Rivers Park District Nine Mile Creek Regional Trail: West Segment (25 points) – Similar to the east segment, the project alignment for the west segment is hard to understand. There are a lot of zigs and zags throughout the project and the proposed project only makes a planned connection to the SW LRT trail. In this category, all of the projects above have more direct routes with more understandable end points, better serving transportation users.

Scoring Committee Chair Opinion (Greta Alquist):

The scorers visited each project site and took photos and described at length the rationale for their scores to the scoring committee, which accepted the scores. This methodology is consistent with the methodology used in previous solicitations. The Chair's recommendation is to not change the scores for this criterion.

E2: Progress Toward Affordable Housing Goals. The applicant would like a re-evaluation of the criterion for all of the cities that the full regional trail is located in, and not just in Edina where the project is being built.

The applicant's response to the criterion:

Applicants did not answer this criterion. The score was assigned by Metropolitan Council housing staff based on affordable housing data for the communities in which the project was located.

The scorers re-evaluation:

The evaluation of housing progress is based on the community or communities in which the physical project and segment affected is located not the entire length of the corridor or route. This case it is solely in the city of Edina. This has been the practice since the first Solicitation process.

Scoring Committee Chair Opinion:

The Chair accepts this response and does not recommend any change to the scores in this criterion.

Summary of Scoring Committee Chair Recommendations:

No changes recommended to the criteria scores.

Federal STP-UG Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: Three Rivers Park District			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 3000 Xenium Lane North			
CITY: Plymouth	STATE: MN	ZIP CODE:55441	4. COUNTY: Hennepin
5. CONTACT PERSON: Donald J. DeVeau	TITLE: Director, Department of Planning and Development	PHONE NO. (763)559-6759	
CONTACT E-MAIL ADDRESS: ddeveau@threeriversparkdistrict.org			

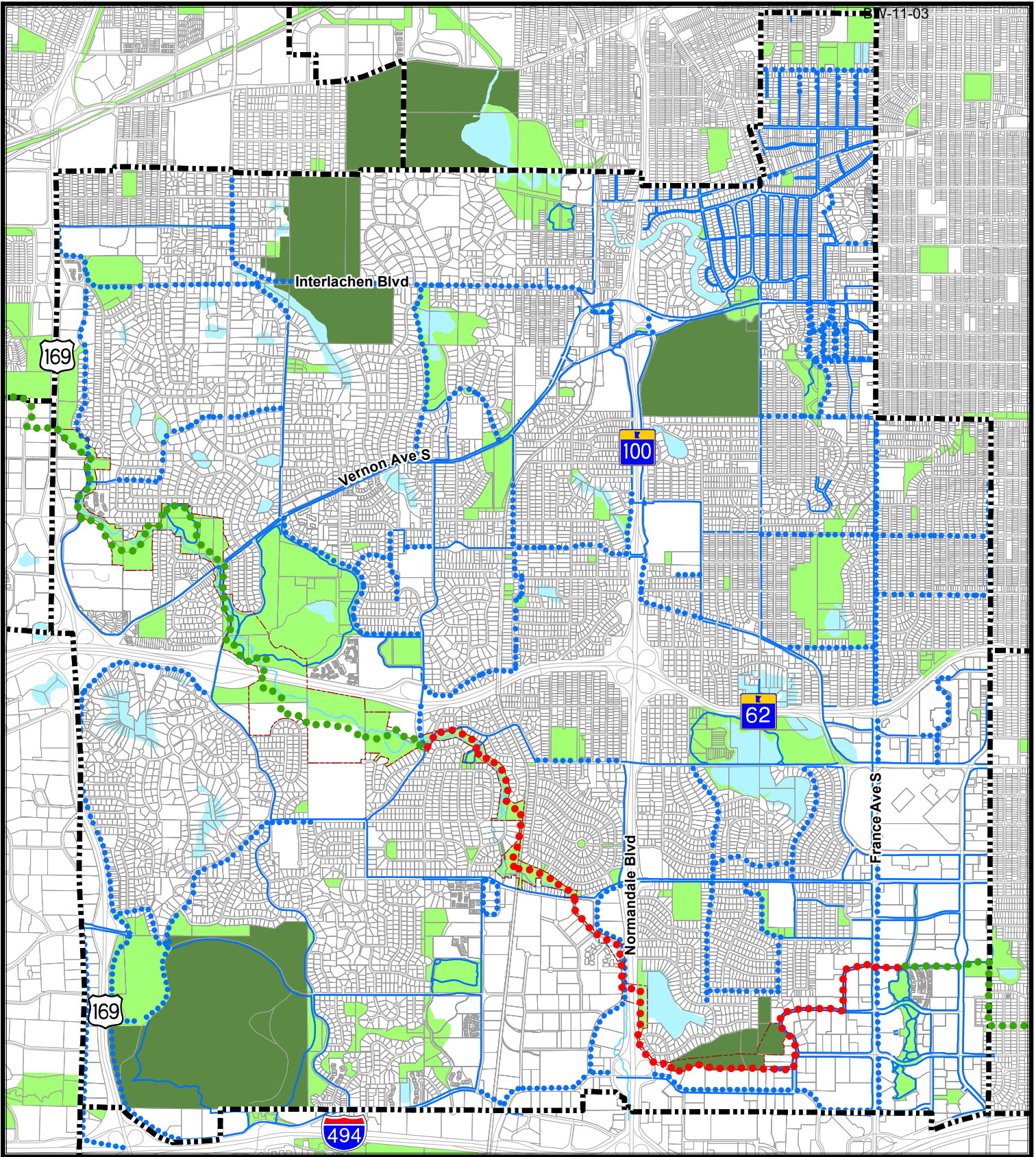
II. PROJECT INFORMATION

6. PROJECT NAME: Nine Mile Creek Regional Trail: East Segment
7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to fill a critical gap in the 11 mile Nine Mile Creek Regional Trail in the City of Edina between Tracy Avenue and the Edina Promenade (France Avenue). This project includes a new pedestrian bridge over TH 100 and new underpass of the CP Railroad north of 70 th Street. The Nine Mile Creek Regional Trail: East Segment will connect neighborhoods and residential areas to transit, retail, commercial, employment, schools, and parks, ultimately fulfilling a critical component of the multimodal transportation system. The Nine Mile Creek Regional Trail: East Segment project will connect to a 3.0 mile trail segment currently under construction to create a contiguous 6.75 mile unified regional route in an area underserved by regional trails. Future trail construction will extend 3.0 miles west and connect to a 1.25 mile trail segment planned for fall 2014 construction. When complete the regional trail will connect the communities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington and to the planned Intercity Regional Trail in Richfield, four existing regional trails in Hopkins, and LRT and bus transit systems (Hiawatha LRT, SWLRT, and numerous bus routes). The trail will serve multiple users including bicyclists, walkers and skaters and support both commuters and recreational users.
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. <div style="text-align: center; margin-top: 5px;"> "A" Minor Arterials: </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"> <input type="checkbox"/> Reliever <input type="checkbox"/> Connector </div> <div style="width: 30%;"> <input type="checkbox"/> Expander <input type="checkbox"/> Augmenter </div> <div style="width: 30%;"> <input type="checkbox"/> Non-Fwy. Principal Arterial <input checked="" type="checkbox"/> Bikeway/Walkway </div> </div>

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$5,500,000	13. MATCH % OF PROJECT TOTAL: 46 percent
11. MATCH AMOUNT: \$4,700,000	14. SOURCE OF MATCH FUNDS: Three Rivers Park District
12.* PROJECT TOTAL: \$10,200,000	15. REQUESTED PROGRAM YEAR (CIRCLE): <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016
16. SIGNATURE	17. TITLE: Director, Department of Planning and Development

*Figure should match the subtotal on the Project Elements and Construction Cost table



Parks and Trails

Nine-Mile Creek Regional Trail East Segment STP Application

- Conceptual Trail Route
- Nine Mile Creek Regional Trail Corridor
- Project Boundary
- Existing Trail/Sidewalk
- Proposed Trail/ Sidewalk
- City Boundaries
- Parks/Open Space
- Golf Course
- Open Water



Source: MNDOT, Metropolitan Council, City of Edina, Three Rivers Park Dist.

Figure 4

August 2011



K:/1017/1017111280/GIS/Projects/park n trail east.mxd