THREE RIVERS PARK DISTRICT

PARK AND TRAIL OPERATIONS COMMITTEE MEETING
Administrative Center - Board Room
3000 Xenium Lane North, Plymouth, MN

Thursday, August 1, 2013
10:15 – 11:00 a.m.

Committee Chair: Larry Blackstad

AGENDA

1. CALL TO ORDER

2. APPROVAL OF AGENDA

Board members who wish to delete or add any item(s) to the agenda shall do so at this time.

Superintendent’s Recommendation:
MOTION TO APPROVE THE AGENDA OF THE AUGUST 1, 2013, PARK AND TRAIL OPERATIONS COMMITTEE MEETING.

3. APPROVAL OF COMMITTEE REPORT OF JULY 11, 2013

Superintendent’s Recommendation:
MOTION TO APPROVE THE REPORT OF THE JULY 11, 2013, PARK AND TRAIL OPERATIONS COMMITTEE MEETING.

4. BUSINESS ITEM(S)

A. Snowmobiling Policy Discussion

Superintendent’s Recommendation:
MOTION TO RECOMMEND THAT THE BOARD REVISE THE SNOWMOBILING POLICY TO INCLUDE SNOWMOBILE PARKING LOTS AND ASSOCIATED TRAIL SPURS AS COMPONENTS OF THE APPROVED SNOWMOBILE TRAIL SYSTEM WITHIN PARKS, AND TO AMEND AGREEMENTS WITH SNOWMOBILE CLUBS TO ELIMINATE THE NEED FOR ANNUAL APPROVAL BY THE BOARD OF COMMISSIONERS.

B. Southwest LRT Update

Superintendent’s Recommendation:
MOTION TO RECOMMEND THAT THE BOARD ADOPT RESOLUTION NO. 13-11 IN SUPPORT OF SOUTHWEST LRT PROJECT FUNDING FOR GRADE-SEPARATED CROSSINGS OF THE CEDAR LAKE LRT REGIONAL TRAIL AT BELTLINE BOULEVARD, WOODDALE AVENUE AND BLAKE ROAD.

5. ADJOURNMENT

MOTION TO ADJOURN.
Meeting Date: 08/01/13  Business Item: Report  Item Number: 3

Department: Superintendent’s Office  Originating Source: Cris Gears, Superintendent

Agenda Item: July 11, 2013, Park and Trail Operations Committee Report

Superintendent’s Recommendation:

MOTION TO APPROVE THE REPORT OF THE JULY 11, 2013, PARK AND TRAIL OPERATIONS COMMITTEE MEETING.

Background:

Report attached.
THREE RIVERS PARK DISTRICT

PARK AND TRAIL OPERATIONS COMMITTEE MEETING

July 11, 2013

Commissioners Present: Larry Blackstad, Chair; Steven Antolak, Jennifer DeJournett, Daniel Freeman, John Gibbs, John Gunyou and Penny Steele


1. CALL TO ORDER

The Park and Trail Operations Committee meeting was called to order by Chair Larry Blackstad at the Administrative Center, Board Room, 3000 Xenium Lane North, Plymouth, MN at 9:30 a.m.

2. APPROVAL OF AGENDA

MOTION by Steele, seconded by Gibbs, TO APPROVE THE AGENDA OF THE JULY 11, 2013, PARK AND TRAIL OPERATIONS COMMITTEE MEETING. MOTION CARRIED

3. APPROVAL OF COMMITTEE REPORT OF JUNE 6, 2013

MOTION by Gibbs, seconded by Antolak, TO APPROVE THE REPORT OF THE JUNE 6, 2013, PARK AND TRAIL OPERATIONS COMMITTEE MEETING.

Six ayes, no nays, one abstention, MOTION CARRIED

Commissioner Gunyou abstained.

4. BUSINESS ITEM(S)

A. Proposed Regional Trail Property Acquisitions in Minnetrista

MOTION by Steele, seconded by Freeman, TO RECOMMEND THAT THE BOARD AUTHORIZE THE SUPERINTENDENT TO: (1) INITIATE DISCUSSIONS REGARDING THE ACQUISITION, LOT SPLIT, AND PARTIAL RESALE OF THE PROPERTY LOCATED AT 7070 COUNTY ROAD 15 IN THE CITY OF MINNETRISTA, MN ALONG THE FUTURE REGIONAL TRAIL CORRIDOR AND, IF APPROPRIATE, CONTRACT FOR A PROPERTY APPRAISAL, PROFESSIONAL PHASE ONE ENVIRONMENTAL ASSESSMENT, AND NEGOTIATE NECESSARY AGREEMENTS; AND (2) INITIATE DISCUSSIONS WITH THE BOYS AND GIRLS CLUB REGARDING THE PURCHASE OF PROPERTY SOUTH OF COUNTY ROAD 15 AND LEASE OR PURCHASE OF TRAIL EASEMENTS ON THE WEST SIDE OF THE BOYS AND GIRLS CLUB PROPERTY CONNECTING TO THE FUTURE REGIONAL TRAIL SEGMENT THROUGH THE KINGSWOOD PROPERTY. MOTION CARRIED
B. **Hennepin County/Three Rivers Coordination on County-wide Trail System Plan**

MOTION by Steele, seconded by Freeman, TO RECOMMEND THAT THE BOARD AUTHORIZE THE SUPERINTENDENT TO NEGOTIATE AN AGREEMENT WITH HENNEPIN COUNTY TO PROVIDE PROFESSIONAL PLANNING SERVICES AS NECESSARY TO UPDATE THE THREE RIVERS REGIONAL TRAIL SYSTEM PLAN AS PART OF THE COUNTY’S BICYCLE TRANSPORTATION PLAN UPDATE.

MOTION CARRIED

C. **Southwest LRT Update**

No action required; this item was presented for information and discussion by Associate Superintendent Jonathan Vlaming and Planner Ann Rexine.

After discussion, the following motion was proposed:

MOTION by Gunyou, seconded by Freeman, TO RECOMMEND THAT THE BOARD AUTHORIZE THE SUPERINTENDENT TO DRAFT A LETTER TO THE CHAIR OF THE METROPOLITAN COUNCIL REQUESTING THAT THE PARK DISTRICT BE REPRESENTED ON THE SOUTHWEST LRT CORRIDOR MANAGEMENT COMMITTEE AND AUTHORIZE STAFF TO PREPARE A RESOLUTION IN SUPPORT OF GRADE SEPARATED CROSSINGS AT THE BELTLINE, WOODDALE AND BLAKE INTERSECTIONS.

MOTION CARRIED

5. **ADJOURNMENT**

MOTION by Steele, seconded by Freeman, TO ADJOURN THE JULY 11, 2013, MEETING OF THE PARK AND TRAIL OPERATIONS COMMITTEE.

MOTION CARRIED

The meeting was adjourned at 10:28 a.m.
MOTION TO RECOMMEND THAT THE BOARD REVISE THE SNOWMOBILING POLICY TO INCLUDE SNOWMOBILE PARKING LOTS AND ASSOCIATED TRAIL SPURS AS COMPONENTS OF THE APPROVED SNOWMOBILE TRAIL SYSTEM WITHIN PARKS, AND TO AMEND AGREEMENTS WITH SNOWMOBILE CLUBS TO ELIMINATE THE NEED FOR ANNUAL APPROVAL BY THE BOARD OF COMMISSIONERS.

Background:
At the July 18, 2013 Board meeting, Commissioners reviewed feedback from three public forums on snowmobiling that were held in June and July. Five common themes were identified from this feedback including:

1. Preserve existing snowmobiling opportunities. There is no apparent call for reducing snowmobiling opportunities and the relationship between Three Rivers and the Snowmobile Clubs is working well.

2. Consider amending snowmobile policy to legitimize the parking lot use and associated trail spurs that are not compliant with current policy.

3. Explore potential for limited sharing of snowmobile trails with other uses.

4. There is strong support for enforcing snowmobile rules and regulations. Violators give rule-abiding snowmobilers a bad image. Ticket offenders.

5. Consider amending the agreements between Three Rivers and snowmobile clubs to eliminate the need for annual review of the snowmobile policy. Routine trail alignment changes and maps can be approved administratively on an annual basis.

In addition to the public forums, feedback was also solicited via an online survey which generated 839 responses. Whereas almost 100% of the public forum commentary was provided from snowmobilers, 1/3 of the online feedback was provided by non-snowmobilers. Staff feels it is important that this perspective, offered by other park users, be considered in addition to the concerns voiced by the snowmobiling community. A summation of the online survey and the 839 responses is attached (Reference 4A-1). Commissioners may access the online written commentary in its entirety via G:\Research\2013 Snowmobile Online Survey Comments.pdf.
Much of the online data reinforced the same previously identified themes, however a sixth additional theme was apparent in the feedback:

6. A substantial portion of non-snowmobilers believe the noise generated by snowmobiles make the activity incompatible with the other forms of trail recreation offered by Three Rivers and do not support expanding snowmobile trails.

At the July 18th committee meeting Commissioners voiced several concerns and requested a variety of information related to snowmobiling. These questions and answers are provided as Reference 4A-2. As requested at the July 18th Board meeting, staff has proposed a revision of the snowmobiling policy that responds to the concerns most frequently identified by snowmobilers. This draft is attached as Reference 4A-3, with the proposed revised text identified in red.

Relationship to the Vision
The Request for Action supports the following element(s) of the Vision Plan:

- Inspire people to recreate
2013 Snowmobiling Feedback
Prepared by Research & Evaluation Section

Background & Public Response
Data was collected through an online survey that was publicly available from June 17 through July 15, 2013. A link to the site was made available to the public via Three Rivers’ website, distribution through four snowmobile clubs, postcards mailed to residents within 1000 feet of parks with snowmobile trails, press releases, and through unsolicited, voluntary distribution by other groups. Because of the potential for sampling bias, these findings should not be considered representative of any larger population other than the responding individuals.

In total 839 responses were received; and 38 percent of the responses with identifying origin came from residents of Suburban Hennepin County. Based on responses to questions regarding participation in snowmobile riding and use of Three Rivers parks for snowmobiling, respondents were grouped into one of three categories:

- **In-Park Snowmobilers** - respondents who had both ridden a snowmobile in the past 12 months and had ridden within Three Rivers parks in that time period
- **Other Snowmobilers** - respondents who had ridden snowmobile in the past 12 months but had not ridden within Three Rivers during that period.
- **Non-Snowmobilers** - respondents who had not snowmobiled in the prior 12 months

Table 1. Origin of Survey Respondents by User Group

<table>
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<tr>
<th>User Group</th>
<th>Total Number</th>
<th>Percent of Total</th>
<th>Suburban Hennepin</th>
<th>Mpls.</th>
<th>Anoka</th>
<th>Carver</th>
<th>Dakota</th>
<th>Ramsey</th>
<th>Scott</th>
<th>Washington</th>
<th>Out of Metro</th>
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<tr>
<td>In-Park Snowmobilers</td>
<td>421</td>
<td>50.2</td>
<td>36</td>
<td>1</td>
<td>5</td>
<td>12</td>
<td>8</td>
<td>1</td>
<td>26</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>Other Snowmobilers</td>
<td>136</td>
<td>16.2</td>
<td>32</td>
<td>9</td>
<td>8</td>
<td>5</td>
<td>9</td>
<td>10</td>
<td>6</td>
<td>2</td>
<td>21</td>
</tr>
<tr>
<td>Non-Snowmobilers</td>
<td>282</td>
<td>33.6</td>
<td>43</td>
<td>15</td>
<td>3</td>
<td>2</td>
<td>9</td>
<td>17</td>
<td>3</td>
<td>4</td>
<td>4</td>
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</tbody>
</table>

1Percent of respondents who provided either city or zip code. 2Out of Metro includes Wright County’s percentages of response: 6 percent of In-Park Snowmobilers, 5 percent of Other Snowmobilers and <1 percent of Non-Snowmobilers.

Findings
The belief that Three Rivers’ snowmobile policy supports the Park District’s mission is significantly stronger among snowmobilers (74%) than non-snowmobilers (38%). Figure 1 shows beliefs also differ significantly among snowmobilers, with 78 percent of in-park snowmobilers and 62 percent of other snowmobilers reporting the snowmobile policy supports the mission. While some comments by snowmobilers who don’t feel the policy is supportive of the mission object because they find the two contradictory the vast majority of comments express frustration that the policy limits pursuit of the mission as they envision it. Non-snowmobilers are evenly split regarding their belief that the snowmobile policy supports Three Rivers’ mission.
When asked if Three Rivers’ snowmobile trails should be shared with other trail users, 48 percent of in-park snowmobilers replied "No", 28 percent said "Yes", and 24 percent were unsure (Figure 2). The belief that snowmobile trails should be shared with multiple users was significantly greater among other snowmobilers (40%) and non-snowmobilers (43%).

Non-snowmobilers and in-park snowmobilers have polarized views on the impact snowmobile use has on Three Rivers’ natural resources (Figure 3) as well as other users and park neighbors (Figure 4). Other snowmobilers have a more moderate stance.

Less than one-fifth of non-snowmobilers view current snowmobile use in Three Rivers has no impact or a positive impact with approximately one-third believing there is a strong negative impact on natural resources, other users, and park neighbors. Their views are statistically different from each snowmobile group for both the impact on natural resources and other park users and neighbors.

The single largest response category of either snowmobile group is that current snowmobile use in parks has no impact to natural resources or other users and neighbors. If the responses of positive and strong positive are combined for in-park snowmobilers, there is no significant difference between the percent reporting a positive impact and no impact.

In-park snowmobilers are significantly more likely than other snowmobilers to believe a strong positive benefit exists to the natural resources (25% vs. 6%), and also other park users and neighbors (20% vs. 8%). In-park snowmobilers are also significantly less likely to believe that negative or strong negative impacts exist than do other snowmobilers. Only one percent of in-park snowmobilers believe there is a negative impact on natural resources versus 25 percent of other snowmobilers. And only four percent of in-park snowmobilers
believe there is a negative impact on other users and neighbors versus 29 percent of other snowmobilers.

Figure 4. Believed Impact on Other Park Users and Neighbors from Current Snowmobile Use
Snowmobiling Questions and Requests For Information

Where do variances or discrepancies exist between policy and practice, and what (if any) are the operational problems that result?
Staff has identified two trail segments that do not comply with existing policy:
- The trail spur on the east side of Elm Creek Park Reserve which terminates at the reservation picnic area parking lot. Our policy permits parking lots.
- The trail spur on the southeast corner of Murphy-Hanrehan Park Reserve that connects with Orchard Lake.

What constitutes a State Trail?
A trail established by a snowmobile club with the appropriate landowner permits submitted to the State is considered a State Trail and eligible for support from State funding.

What revenue does Three Rivers generate from snowmobile trails?
$0

What does Three Rivers expend to provide maintenance support for snowmobiling? (if possible by park)
The trails used by snowmobilers are maintained by the Park District for horseback riding and hiking, so there are no maintenance expenditures directly attributed to supporting snowmobiling.

What does Three Rivers expend to provide enforcement on snowmobile trails?
District-wide enforcement efforts on snowmobile trails are estimated at 6 hours per week during the winter season or less than $3,000 annually.

What does each snowmobile club spend on grooming and trail maintenance? (if possible by park)
Information from the snowmobile clubs suggests that their experience is comparable to data from the Minnesota United Snowmobile Association which indicates that clubs expend approximately $500 per mile of groomed trail. Roughly 3/5 of this amount is supplied by state funding and the remainder is provided by volunteer labor.

We don’t charge a fee to park a snowmobile trailer in Three Rivers. What do we charge for other similar uses, like boat trailers?
We currently have only two snowmobile parking lots identified on Park District maps. No passes are required. Currently a $35 annual fee is charged for access to:
- boat trailer parking lots
- archery ranges
- off leash dog areas
- horse trails
- disc golf courses
- xc ski trails ($50)
Proposed Three Rivers Park District Snowmobile Policy

The following policy was initially approved by the Board in conjunction with a revision of the Winter Recreation Area Report in 1998, and modified by the Board in 2013.

Snowmobile trails will only exist on the periphery of park reserves and regional parks, on regional trail corridors, or adjacent to roadways where the impact on park resources can be minimized. These peripheral trails will occur where needed to connect Minnesota Grant-in-Aid snowmobile trails existing outside of parkland, or to connect Minnesota Grant in Aid trails with parking lots and other access points. Any exceptions Snowmobile trails may also exist on Regional Trail Corridors if must be approved by the Board of Commissioners.

If a Minnesota Grant-in-Aid snowmobile trail adjacent to Park District Hennepin Parks land ceases to exist, the trail within a park reserve or regional park is no longer needed to serve as a link and may be discontinued as well. However, modifications to these peripheral trails will be made if possible to ensure that the link function is maintained when external trails are re-routed. Discontinuation of a trail will not eliminate the possibility of future reinstatement if a club is able to establish a new alignment. If a park development impacts an approved snowmobile trail, the Park District will work with the appropriate snowmobile club to identify an alternative alignment.

Snowmobile trails within the Park District Hennepin Parks are to exist as connecting links in trail corridors and not as trails for repetitive activity.

As a safety precaution, all Park District Hennepin Parks snowmobile trail alignments are to avoid crossing lake surfaces whenever possible and will be marked with uniform signs including posted speed limits. If no alternative exists, and it becomes necessary for a trail to utilize a lake surface, adequate warning signs will be installed.

Parking lots may be provided at some park locations for public access to snowmobile trail corridors.
Meeting Date: 08/01/13  Item Number: 4B


Agenda Item: Southwest LRT Update

Superintendent’s Recommendation:

MOTION TO RECOMMEND THAT THE BOARD ADOPT RESOLUTION NO. 13-11 IN SUPPORT OF SOUTHWEST LRT PROJECT FUNDING FOR GRADE-SEPARATED CROSSINGS OF THE CEDAR LAKE LRT REGIONAL TRAIL AT BELTLINE BOULEVARD, WOODDALE AVENUE AND BLAKE ROAD.

The following information was prepared by Jonathan Vlaming.

Background:

The SWLRT Project Office (SPO) made public their recommended design changes for the SWLRT at meetings held beginning on July 17th. That design work now includes cost estimates for all components proposed to be funded through the SWLRT project.

The Preliminary Engineering design work shows grade-separated crossings for the regional trail at Blake Rd. (underpass), Wooddale Ave. (underpass) and Beltline Blvd. (bridge) (Reference 4B-1). The SPO has informally estimated the additional cost for these three grade-separated crossings at $5 to $7 million.

However, the funding for the grade-separation has not been included as a proposed SWLRT project-funded component. The SPO, which manages the Preliminary Engineering Process, has indicated that they believe at-grade crossing solutions for the trail are technically feasible for these streets without degrading pedestrian safety, and without significantly impacting the “Level of Service” – or car wait times – of vehicles on the roads. Because the SPO team indicates that an at-grade trail crossing solution is feasible, the grade-separated trail crossings are considered ineligible for SWLRT project funding. The Issue Resolution Teams for these sites, and the Technical Project Advisory Committee, considered various crossing solutions for the regional trail at these streets and recommended the grade-separated solutions. Three Rivers, St. Louis Park and Hopkins staff strongly disagree with the conclusion that a trail crossing at-grade for any of these streets is a feasible solution.

The original budget estimate for the SWLRT project was $1.25 billion. The preliminary Engineering design changes, including the rail re-locate/co-locate options, have resulted in a project budget increase of $335 to $570 million. That amount does not include the $5 to $7 million for the three trail grade-separated crossings.

Until July 19th, staff had been led to believe that the decision of the rail re-locate/co-locate was to occur in August, followed by additional design work and funding recommendations in September or October. All of these issues are now being combined into single package that
will be considered by the Metropolitan Council in late August (critical dates are shown in Reference 4B-2).

While there may be additional opportunities to get the grade-separated crossings funded as part of the SWLRT project at a later time (e.g. using project contingency funds if they become available; SPO opinions being over-ridden in the Value-Engineering phase, etc.); staff believes this is the best time to effectively and proactively pursue funding of the grade-separated crossings as part of the design package being considered by the Metropolitan Council.

Staff has prepared a resolution for consideration by Three Rivers Board of Commissioners (Reference 4B-3) and, following direction from the Committee, will begin circulation of a similar resolution for consideration by the five Municipal Consent cities, Hennepin County, and the Hennepin County Regional Railroad Authority.

As discussed at the last Committee Meeting, Chair Gunyou has requested a position on the SWLRT Corridor Management Committee.

Direct communication with decision-makers in this project is likely to be the most effective means to securing SWLRT project funding for the grade-separated crossings. A list of decision-makers involved in this project, along with their contact information, is provided in Reference 4B-4. A list of talking points is provided in Reference 4B-5.
GRADE-SEPARATED CROSSINGS
FOR THE SW LRT TRAIL AT BLAKE RD. (UNDERPASS),
WOODDALE AVE. (UNDERPASS) AND BELTLINE BLVD. (BRIDGE).

Click below to view/print aerial maps.

2013 Comm. References\July-Dec Committee\08-01 PTO - SWLRT Update Maps.pdf
### SWLRT Critical Dates – Project Scope and Cost Rollout: Next Steps

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<td>August 28</td>
<td>SPO: 请求批准范围和成本: 大都会委员会</td>
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THREE RIVERS PARK DISTRICT

RESOLUTION NO. 13-11

A RESOLUTION IN SUPPORT OF SOUTHWEST LIGHT RAIL TRANSIT PROJECT FUNDING FOR GRADE-SEPARATED CROSSINGS OF THE CEDAR LAKE LRT REGIONAL TRAIL AT BELTLINE BOULEVARD, WOODDALE AVENUE AND BLAKE ROAD.

WHEREAS, Three Rivers Park District is a political subdivision, organized and existing under the laws of the State of Minnesota and authorized by statute to acquire, establish, operate and maintain regional trail systems, and

WHEREAS, Three Rivers Park District constructed and operates the Cedar Lake LRT Regional Trail within the Cities of Hopkins and St. Louis Park, and the Minnesota River Bluffs LRT Regional Trail within the Cities of Hopkins, Minnetonka and Eden Prairie; and,

WHEREAS, These two Regional Trails serve over 725,000 trail visitors annually, and are critical bicycle commuting components of the transit network; and,

WHEREAS, The Southwest Light Rail Transit (SWLRT) project will be located in the existing regional trail corridors, resulting in removal and reinstallation of the regional trails within the Cities of Hopkins and St. Louis Park; and,

WHEREAS, The SWLRT Issue Resolution Teams and the Technical Project Advisory Committee reviewed modeled impacts on vehicular and trail traffic if the SWLRT becomes operational at Blake Road, Wooddale Avenue and Beltline Blvd.; and,

WHEREAS, The SWLRT Issue Resolution Teams, and the Technical Project Advisory Committee identified safety concerns for trail crossings at-grade if the SWLRT becomes operational at Blake Road, Wooddale Avenue and Beltline Blvd.; and,

WHEREAS, The SWLRT Issue Resolution Teams and the Technical Project Advisory Committee advised the SWLRT project team to mitigate these safety concerns through designing grade-separated crossings for the trail at Blake Road, Wooddale Avenue and Beltline Blvd.; and,

WHEREAS, The SWLRT project team incorporated the grade-separated trail crossings into the SWLRT Preliminary Engineering design plans for Blake Road, Wooddale Avenue and Beltline Blvd.; and,

WHEREAS, The SWLRT project does not currently include funding for the grade-separated trail crossings at Blake Road, Wooddale Avenue and Beltline Boulevard.

NOW, THEREFORE BE IT RESOLVED that the Three Rivers Park District Board of Commissioners supports the use of Southwest Light Rail Transit project funding for development of grade-separated crossings of the Cedar Lake LRT Regional Trail at Beltline Boulevard, Wooddale Avenue and Blake Road.
AND BE IT FURTHER RESOLVED that the Park District Board of Commissioners respectfully request the Cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park and Minneapolis; Hennepin County; and the Metropolitan Council to support the use of Southwest Light Rail Transit project funding for development of grade-separated crossings of the Cedar Lake LRT Regional Trail at Beltline Boulevard, Wooddale Avenue and Blake Road.

The Park District Board of Commissioners adopted this resolution on the 15th day of August, 2013, by a vote of ___ Ayes and ___ Nays.

THREE RIVERS PARK DISTRICT,
a public corporation and political subdivision of the State of Minnesota

By:___________________________
John Gunyou, Board Chair

By:___________________________
Cris Gears, Superintendent
and Secretary to the Board

STATE OF MINNESOTA )
 ) ss.
COUNTY OF HENNEPIN )

The foregoing instrument was acknowledged before me this _______ day of ______________________, __________, by John Gunyou, Board Chair, and Cris Gears, Superintendent and Secretary to the Board, of Three Rivers Park District, a public corporation and political subdivision under the laws of Minnesota.

NOTARIAL STAMP

___________________________________________  Signature of Notary Public

Notary Public Hennepin County, Minnesota.
## Metropolitan Council Members

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<th>Name</th>
<th>Represents</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Gary L. Cunningham</td>
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<td>Edward Reynoso</td>
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<td>John Đoàn</td>
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<td>Sandy Rummel</td>
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## Hennepin County Board Members

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## SWLRT Corridor Management Committee

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## Mayors

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Talking Points

Grade-separated crossings are needed for trail safety

1. The SWLRT will impact safety of trail users crossing Blake Rd., Wooddale Ave. and Beltline Blvd, because:
   a. Trail and road traffic are both expected to increase due to the LRT.
   b. There will be an LRT station at each of these roads; making for significant increases in pedestrian and bicycle use of the road crossing at each station.
   c. There will be a Park and Ride at Blake and Beltline, and a "Kiss and Ride” at Wooddale, bringing more traffic at peak trail times to the road.
   d. There will be additional vehicle turns due to the Park/Kiss & Rides
   e. Vehicle traffic will likely back up over an at-grade trail crossing when waiting for the LRT to pass.
   f. The LRT will pass by every 3.5 minutes during rush hour.
   g. Visual sightlines for both vehicles and trail users will be significantly impacted by the additional visual clutter from LRT stop arms, LRT signs, Park and Ride signs, etc.
   h. An at-grade alternative for Blake and Beltline would involve a mid-block pedestrian-activated crossing signal for trail users, with a 90-second delay prior to changing to green. Use of a stand-alone (not at a road intersection) pedestrian-activated signal has had limited success in other locations (Midtown Greenway and Minnehaha Ave in southeast Minneapolis is one of a few in the metro), and is not a recommended road crossing treatment for trails.
   i. The at-grade trail crossing alternative at Wooddale involves a crossing at a stop-sign intersection. However, modeling of car "Stacking“ – backups waiting for the LRT - show cars stacking and blocking the trail crossing.

Consensus supports grade-separated trail crossings

2. The Technical Teams (Issue Resolution Teams for those three LRT stations and the Technical Project Advisory Committee) agreed that grade-separated crossings are needed for these roads.

3. The Preliminary Engineering design incorporates a trail underpass at Blake and at Wooddale, and a trail bridge over Beltline.

SWLRT should fund the grade-separated trail crossings

4. The Southwest Project Office has not yet recognized the SWLRT project’s responsibility to fund the three grade-separated trail crossings, instead simply saying that some other source will pay for them.
   a. The Preliminary Engineering Design proposes SWLRT cost increases of $335 to $570 million. The trail crossings are a tiny fraction of the total increase, and are not even included in that increase.
   b. Historical funding streams for trail bridges, such as the Federal Transportation Grant program, cannot be used to mitigate issues caused by other federally funded transportation programs.
   c. The funds in the Hennepin County SWLRT Community Works program are meant for station area improvements, not for mediating issues caused by the LRT itself.

Trails are a legitimate component of the Transit System

1. The five regional trails that connect with the SWLRT have a combined annual use of over 3.5 million visits annually.
2. Commuter use of these trails is increasing, and is over 25 % of all trail use in some cases.