

1995 Project Abstract
For the Period Ending June 30, 1997.

This project was supported by the Environment and Natural Resource Trust Funds.

TITLE: Cedar Lake Park Trail Development
Project Manager: Sandra Welsh
Organization: Minneapolis Park and Recreation Board
200 Grain Exchange
400 South 4th Street
Minneapolis, MN 55415-1400

Legal Citation: ML 93 Chpt. Art 1, 172, Sec. 14, Subd. 10f.

Appropriation Amount: \$610,000.00

Other Funds:	ISTEA	\$ 640,562.00
	Met Council:*	354,440.00
	Private:	246,943.00
	Miscellaneous:	<u>190.00</u>
		\$1,852,095.40

Statement of Objectives:

Establishes two one-way bicycle paths and a 6' wide paved pedestrian path with an additional 3' of soft surface material from Highway 100 in St. Louis Park to Royalston Avenue in Minneapolis.

Overall Project Results:

The project corridor is 3.3 miles. The project opened for use in September, 1995. Bicycle paths are separated ~~were separate~~ and are 10 feet wide in either direction. and The bicycle path is 14 feet wide where space required combining the paths. Median strips between paths of varying width are provided.

Project Results and Dissemination:

By actual count there is an average of 1,000 bikes/day using the trail. It is estimated that an equal number of walkers and runners use the pedestrian treadways.

A public ground breaking was held for this project in the spring of 1995.

Presentations about the project were made to the following state and national groups:

National Rails to Trails Conservancy, Washington D.C., 1993
Minnesota State Bicycle Conference, St. Paul, 1993

*Met Council Funds from an LCMR Grant to Met Council

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National Rails to Trails Conference, San Francisco, 1994

Friends of St. Paul and Ramsey County Open Space, 1995

Federal Highway Administration, Washington, D.C., 1995

Federico Pena: Secretary of Transportation, 1995

The project has also been the subject of many news articles and is regularly written about in the Cedar Lake Park Newsletter which is distributed to 3,000 households.

I. Project Title: Cedar Lake Park Trail Development
Program Manager: ~~Gary Criter~~ Sandra Welsh
Agency Affiliation: Minneapolis Park and Recreation Board
Address: 200 Grain Exchange
 400 South 4th Street
 Minneapolis, Minnesota 55415-1400
Telephone: (612) 661-4821

B. LMIC Compatible Data Language
 N.A.

C. Status of Match Requirement
Match Required: \$200,000
Funds raised to date: ~~\$200,000*~~ 246,943.00
 *The matching funds have been committed by a private party. This amount does not include an additional \$640,582 of federal ISTEA funds as recently recommended expended for this project.

A. Legal Citation ML 93 Chpt. Art. 1, 172, Sec. 14 Subd. 10 f.

Total LCMR Budget:	\$610,000.00		
Balance:	\$223,432.69	0.00	
			\$1,852,095.40
Total Budget:			\$1,664,000.00
Expenditure to date:			\$1,306,904.27
Bridge Award and Final:	\$108,050.00		\$1,852,095.40
Trail Award	-918,794.18	\$1,350,753.85	
Trail Testing, Staking and Engineering & Misc.	90,210.50		
Design, Engineering, Permits	148,349.61	393,292.55	
			<u>\$357,095.73</u>
<u>Balance</u>			0.00

II. Narrative

Plan and construct Cedar Lake Park Recreational and non-motorized commuter trail from Highway 100 to downtown Minneapolis intersecting with Chain of Lakes thereby reducing emissions and Chain of Lakes overuse.

III. Statement of Objective:

A. Title of Objective: Design Trail Corridor and Construct Trail

IV. Title of Objective:

1. Narrative: The Cedar Lake Park Transportation Corridor (CLPTC) will consist of two one-way bicycle paths. Each directional pathway will be 10 feet in width. In narrower portions of the corridor, a 14 foot wide, combined directional trail will be constructed. Also included within the corridor will be a 9 foot wide pedestrian pathway of which 6 feet will be paved and 3 feet of soft surface material. The bicycle facility and pedestrian pathway will be physically separated by a median of varying width and used as a green area. While the entire project is envisioned to be completed in two phases, this project only includes the first phase.

The first phase will begin at Hwy. 100 on the West and extend easterly to Royalston Avenue for a total length of 3.3 miles. Phase two will continue the corridor further into downtown Minneapolis by one mile and will link this corridor with the West River Parkway bicycle/walkway system near Nicollet Island. Work is being coordinated with MN/Dot by interfacing with the Washington Avenue North bridge design process.

Appropriation Language as drafted 7/27/92

(1) R3/5-11 CEDAR LAKE TRAIL DEVELOPMENT

This appropriation is from the Trust Fund to the Commissioner of Trade and Economic Development for a contract with Metropolitan Council for a subgrant to the Minneapolis Park and Recreation Board to plan and construct Cedar Lake recreational and non-motorized commuter trail from Highway 100 to downtown Minneapolis intersecting with the Chain of Lakes. This appropriation must be matched by \$200,000 of nonstate funds. This appropriation is contingent on the facility being designated as part of the Metropolitan Regional Park and Open Space system.

Design of the trails will enhance, preserve and integrate natural areas adjacent to Cedar Lake. This will allow for the greatest compatible interaction between trail and park users.

2. Procedure: Upon completion of an innovative selection process, the design team of Jones and Jones/Richard Haag from Seattle, Washington, and Strgar Roscoe Fausch, Inc. has been chosen to develop a master plan for Cedar Lake Park and Trail. Costs for the plan are being provided by additional private sources. A minimum of five meetings will be held with citizens during the course of this design process.

The same design team has completed construction documents. Again, citizens have been involved throughout this process including land restoration and landscape plantings. Construction of the first phase will begin in August 1994, entirely on land owned by the Minneapolis Park and Recreation Board, the City of Minneapolis and the Hennepin County Regional Railroad Authority.

3. Budget: Funding sources include:

<u>LCMR</u>	\$610,000.00
<u>ISTEA</u>	500,000 640,562.00
Metropolitan Council*	354,400.00
Private	200,000 246,943.00
Misc.	190.40
	1,664,400 \$1,852,095.40

*The Metropolitan Council funds would be a portion of the overall trail funding allocation for the City of Minneapolis.

The Proposed Final budget for Phase I:

A. Design Expenses

• Trail Design and Engineering, testing prior to 12/3/93	\$67,325.90
• Trail Design and Engineering from 12/3/93 to 12/31/95	\$80,684.87
Total to date	\$147,335.77

Summary of Estimated Total Expenses:

A. Design, Engineering & Misc.	\$227,710.00 \$393,292.55
B. Engineering Construction	58,250.00 1,458,802.85
	\$1,852,095.40

LCMR Budget Comparison

~~\$549,000~~ \$436,512.63 Trail Construction, landscaping, signage, etc.
~~61,000~~ \$173,487.37 Design and Engineering & Misc.

4. Timeline:

	7/93	10/93	7/94	10/94	4/95	6/95	6/96	12/96
Master Plan Development	X-----X							
Trail (corridor) Design Development	X-----X	X-----X	X-----X					
Design Review by MnDot		X-----X						
Bid			X					
Trail Construction		X-----X	X-----X					
Landscaping, Signage and Amenities				X---X	X---X	X---X	X---X	X---X

5. Status:

Construction on the first phase has been completed. Trails have been paved from Highway 100 to Royalston Avenue. The paths completed to date include a pedestrian path and directional bike paths. All of the grading for this phase has been completed. The retaining walls at Kenwood Parkway and Highway 100 access road have been completed. The access trails at these three locations are complete. Prairie grass seeding is complete. All signage, both regulatory and directional are complete. The lighting under the bridges is complete.

The connection to the Bassett's Creek Commuter Trail design is complete and submitted to Mn/DOT for their review.

The pre-fab bridge which crosses the channel between Cedar Lake and Brownie Lake is totally erected.

The final section of this trail development is entering has completed its final design phase. This is the section from Royalston Avenue to West River Parkway. Construction documents will be have been submitted to MnDOT in April 1996 for their review.

6. Benefits: This multi-purpose trail is being designed to provide an alternative transportation system linking the neighborhoods of St. Louis Park, Golden Valley, and Minneapolis with Downtown Minneapolis and regional trail systems. This is the first section of a comprehensive commuter bike system planned for the City of Minneapolis which will reduce our dependency upon automobiles and fossil fuels. Three trail connections with existing regional trails are now possible which can further increase these benefits.

This trail corridor will restore and enhance the land significantly altered by the railroads. Native plant communities will be reconstituted along the trail to provide both commuters and recreationalists with the opportunity to enjoy and understand our native landscape. Integrating the trail and trail corridor will provide additional amenities to residents and visitors and thereby reduce some of the overuse at the Chain of Lakes.

V. Evaluation: Several evaluation components are being built into the project. Various soil remediation and plant material studies are being planned. Recycled materials and porous hard-surface materials will be considered and possibly incorporated into the trail and consequently evaluated. Monitoring equipment for transportation studies are being considered for possible inclusion in the trail to evaluate trail usage. User surveys will be conducted by the Park and Recreation Board and Department of Public Works to determine types of trail users, destinations, etc.

VI. Context: This project emerges from broad citizen interest in creating a nature park on the north and east side of Cedar Lake and connecting trails in the City of Minneapolis and beyond. Forty-eight acres of land were purchased in 1991 for \$1.6 million with 41 million provided by the Minnesota Legislature and over \$600,000 in private contributions. Since that time, more than 50 acres of land adjacent to the purchased parcel have become incorporated into the project through a joint-use agreement between the Minneapolis Park and Recreation Board, Minneapolis Department of Public Works and Hennepin County Regional Railroad Authority. With the recently approved Intermodal Surface Transportation and Efficiency Act, the envisioned recreation trail was upgraded to provide an environmentally sound alternative means of transportation. It is one of the few bicycle projects in the country which receive funding through the Surface Transportation Program component of ISTEA and has been called the premier trail-with-rail projects in the nation.

VII. Qualifications:

1. Program Manager - ~~Gary Criter~~, Sandra Welsh, Landscape Architect for the Minneapolis Park and Recreation Board, B.S. Landscape Architecture from University of Wisconsin Iowa State University.
2. Cooperators:
City of Minneapolis Department of Public Works - Michael Monahan
Save Cedar Lake Park - Laurie Lundy
Burlington Northern Railroad - Max Steele
Hennepin County Regional Railroad Authority - Don Lawrence

VIII. Reporting Requirements:

Semi-annual status reports will be submitted not later than January 1, 1994, July 1, 1994, January 1, 1995 and a final status report by December 31, 1996.