



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10848 - Bass Lake Road Multi-Use Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

07/13/2018 3:03 PM

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## Primary Contact

Name:\*

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Salutation

First Name

Middle Name

Last Name

Title:

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Department:

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Medina

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55340

City

State/Province

Postal Code/Zip

Phone:\*

612-596-0395

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Roadways Including Multimodal Elements

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## Organization Information

Name:

HENNEPIN COUNTY

Jurisdictional Agency (if different):			
Organization Type:		County Government	
Organization Website:			
Address:		701 FOURTH AVE S #400	
*	MINNEAPOLIS	Minnesota	55401-1362
	City	State/Province	Postal Code/Zip
County:		Hennepin	
Phone:*		612-348-9260	
		Ext.	
Fax:			
PeopleSoft Vendor Number		0000028004A19	

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## Project Information

Project Name	Bass Lake Road Multi-Use Trail
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Crystal
Jurisdictional Agency (If Different than the Applicant):	



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

Hennepin County is proposing to construct a multi-use paved trail along the south side of Bass Lake Road (CSAH 10) from W Broadway Avenue (CSAH 8) to Xenia Avenue N. This proposal also includes the construction of a trail on the north side of Bass Lake Road from Yates Avenue N to Bottineau Boulevard for people traveling westbound, as well as striping bike lanes on the north and south sides of Bass Lake Road between Yates Avenue N and Xenia Avenue N to connect to existing bicycle facilities. As part of the Becker Park redesign, the City of Crystal will construct the portion of the trail from Sherburne Avenue to Bottineau Boulevard. Crossing improvements across Bottineau Boulevard will be constructed as part of the Blue Line Extension Light Rail Transit project, and crossing improvements at additional intersections will be evaluated as part of this trail project. One of the goals of this project is to provide adequate off-road accommodations for bicyclists along both sides of Bass Lake Road between Bottineau Boulevard and Yates Avenue to fill an existing gap in the bikeway network and eliminate unnecessary bicycle crossings. New off-road accommodations were introduced along both sides of Bass Lake Road as part of a recent capital project along Bottineau Boulevard. Staff will investigate these facilities during the design phase to determine if they provide adequate accommodations for people biking or if further revisions are necessary.

Bass Lake Road is an important east/west connection. The roadway is classified as an A-minor arterial-augmenter, with two lanes of traffic and turn lanes in each direction. The posted speed limit from W Broadway Avenue to Bottineau Boulevard is 30 mph, and from Bottineau Boulevard to Xenia Avenue N the speed limit is 35 mph. The Average Annual Daily Traffic (AADT) along Bass Lake Road is 21,200 vehicles per day west of

Bottineau Boulevard and 11,600 vehicles per day east of Bottineau Boulevard.

Upon completion of this project, people biking and walking will have a safe and comfortable connection to Becker Park, the proposed Bass Lake Road light rail station, the Crystal Lake Regional Trail, the Medicine Lake Regional Trail, the Rush Creek Regional Trail and the Grand Rounds in Minneapolis.

This bikeway gap is identified in Hennepin County's 2040 Bicycle Transportation Plan and is a key connection to light rail as identified in the Bottineau LRT/ Metro Blue Line Extension Bicycle Study and Bass Lake Road Station Area Plan. The high traffic volumes on Bass Lake Road, the isolated trail through Becker Park, and the congested intersection at Bottineau Boulevard, discourage people from walking and biking. By providing a comfortable, safe, and accessible connection, more people will be encouraged to walk and bike.

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

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CSAH 10 (Bass Lake Road) from CSAH 8 (W Broadway Avenue) to Xenia Avenue N in Crystal - Construct multi-use trail, ADA, restriping and signal modifications

**Project Length (Miles)**

0.4

*to the nearest one-tenth of a mile*

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## Project Funding

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

No

**If yes, please identify the source(s)**

**Federal Amount**

\$457,220.00

**Match Amount**

\$114,305.00

*Minimum of 20% of project total*

**Project Total**

\$571,525.00

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** Hennepin County

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### **Preferred Program Year**

**Select one:** 2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

### **Additional Program Years:**

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

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## **Project Information**

**County, City, or Lead Agency** Hennepin County

**Zip Code where Majority of Work is Being Performed** 55429

**(Approximate) Begin Construction Date** 04/01/2022

**(Approximate) End Construction Date** 11/30/2022

**Name of Trail/Ped Facility:** Bass Lake Road Multi-Use Trail

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

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

**From:** W Broadway Ave (CSAH 8)  
**(Intersection or Address)**

**To:** Xenia Ave N  
**(Intersection or Address)**

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

**Or At:**

**Primary Types of Work** multi-use trail, signals, ADA, restriping, pavement, curb

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

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

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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## **Requirements - All Projects**

### **All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).*

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

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

Goal B: Safety and Security - The regional transportation system is safe and secure for all users.

Objective: A) Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies: B1, B4, B6

Page 2.20 - 2.23

Goal C: Access to Destinations - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives: A) Increase the availability of multimodal travel options, especially in congested highway corridors. D) Increase transit ridership and share of trips taken using transit, bicycling, and walking. E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1, C2, C15, C16

Pages: 2.24 - 2.37

Goal D: Competitive Economy - The Regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives: A) Improve multimodal transportation access to regional job concentrations identified in Thrive MSP 2040. B) Invest in a multimodal transportation system to attract and retain businesses and residents.

List the goals, objectives, strategies, and associated pages:

Strategies: D1, D3

Pages: 2.38 - 2.41

Goal E: Healthy Environment - The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives: A) Reduce transportation- related air emissions. C) Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles. D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies: E3, E6

Pages: 2.42 - 2.47

*(Limit 2500 characters; approximately 750 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

- Hennepin County 2018-2022 Transportation CIP:  
pages II-30 - II-31

- Hennepin County 2040 Bicycle Transportation  
Plan: pages 36, 44-45, 50

- City of Crystal Park and Recreation System  
Master Plan: pages 78-81

- Bass Lake Road Station Area Plan - entire  
document

- Bottineau LRT/ Metro Blue Line Extension Bicycle  
Study: page 2-12

List the applicable documents and pages:

*(Limit 2500 characters; approximately 750 words)*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

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

*5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

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

*6. Applicants must not submit an application for the same project in more than one funding sub-category.*

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

*7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.*

***Multituse Trails and Bicycle Facilities:*** \$250,000 to \$5,500,000

***Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):*** \$250,000 to \$1,000,000

***Safe Routes to School:*** \$150,000 to \$1,000,000

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

*8. The project must comply with the Americans with Disabilities Act (ADA).*

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

*9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.**

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Yes

05/02/2011

Date process started

04/06/2020

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

Upload Agreement PDF

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

Safe Routes to School projects only:



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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$25,000.00
Removals (approx. 5% of total cost)	\$25,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$15,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$25,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00

**Totals**

**\$90,000.00**

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## Specific Bicycle and Pedestrian Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

**Cost**

Path/Trail Construction	\$121,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$160,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$75,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$15,125.00
Wayfinding	\$400.00
Bicycle and Pedestrian Contingencies	\$110,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$481,525.00</b>

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## Specific Transit and TDM Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

**Cost**

Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

Number of Platform hours

0

Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$571,525.00
Construction Cost Total	\$571,525.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1531322600796\_Bass Lake Rd\_RBTN\_Overview Map.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 33752

Existing Employment Within One Mile (Integer Only) 8702

Upload the "Population Summary" map 1531322678671\_Bass Lake Rd\_Pop\_Employment\_Overview Map.pdf

Please upload attachment in PDF form.

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## Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

**Response:** If yes, please include a link to and/or description of maintenance plan.

<https://www.hennepin.us/-/media/hennepinus/business/work-with-hennepin-county/docs-m-z/cost-part-policy-feb-2012-final.pdf?la=en>

**Upload Maintenance Plan (if no link is available)**

*Please upload attachment in PDF form.*

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

**Select one:**

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):**

*(up to 100% of maximum score)*

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

*(up to 80% of maximum score )*

**Projects census tracts are above the regional average for population in poverty or population of color:**

Yes

*(up to 60% of maximum score )*

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

*(up to 40% of maximum score )*

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

**Response:**

Through the Blue Line Extension station area planning process, engagement with stakeholders began in 2015 when the Health Equity and Engagement Cohort was formed in order to more meaningfully engage with community members. Specifically, the Cohort is composed of members of the African Career and Education Resources Inc., African American Leadership Forum, CAPI USA, La Asamblea de Derechos Civiles, Lao Assistance Center of MN, MN African Women's Association, and the Northwest Hennepin Human Services Council. Several open houses, workshops, and focus group sessions were held to understand community needs as they relate to planning around the new light rail station. The project team learned that the community desires a walkable area with safe crossings of Bass Lake Road and Bottineau Boulevard.

Hennepin County will continue to engage with the community as the project progresses. As the Becker Park redesign and its trail project move forward, there may be additional opportunities for the county to work with the City of Crystal to coordinate engagement efforts. Regular conversations will ensure that improvements serve people of all ages and abilities, complement the new light rail station, and connect to key community assets.

*(Limit 1,400 characters; approximately 200 words)*

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

Residents will be able to access new places via biking, walking and public transportation. This trail is located in a census tract that is above the regional average concentration for population in poverty or population of color. The station area plan notes that 14% of people within a half mile of the station area are living in poverty. Considering that many low-income populations have lower rates of vehicle ownership and rely heavily on public transportation, walking, and biking at higher rates than those with greater income, access to safe, comfortable and convenient forms of transportation are critical. Connection to the new LRT line will provide access to many of the job centers, including Downtown Minneapolis, the U of M, and airport.

**Response:**

People biking eastbound on Bass Lake Road will have a continuous bicycle facility from W Broadway Avenue to just west of Brooklyn Boulevard via a combination of on and off-street facilities. Additionally, people biking and walking will have direct access to the Crystal Lake Regional Trail which extends along Bottineau Boulevard. Hennepin County's 2040 Bicycle Transportation plan has identified several nearby biking connections, including Bass Lake Road from W Broadway Avenue west to an existing trail in Plymouth, and on-street facilities along W Broadway Avenue.

The Bass Lake Road Station Area Plan notes the importance of access to parks and active transportation as a key component of healthy communities. As a result of this project, residents and visitors will have direct access to the Medicine Lake and Rush Creek regional trails via the Crystal Lake Regional Trail, as well as the Elm Creek Park Reserve and the Grand Rounds in Minneapolis. The station area plan focuses on health equity, ensuring that the Blue Line Extension and

associated projects enhance the livability and accessibility to community resources for residents. Furthermore, the health equity portion of the plan focuses on continued engagement with low-income, minority, and immigrant populations to reduce health disparities through community improvements. The plan also identifies several nearby opportunity sites with the potential for redevelopment. As these sites are redeveloped, the benefits provided by the proposed multi-use trail will increase and serve an important function in connecting community destinations to the light rail station.

Finally, Becker Park is a family-friendly asset and the transportation options surrounding it need to reflect this value. The current environment surrounding Bass Lake Road lacks welcoming appeal for children, people with disabilities or the elderly as the facilities are difficult to traverse. This trail project will provide a facility that is safe and comfortable for people of all ages and abilities.

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

*3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

While additional right of way is required to construct the proposed trail, this project is expected to have minimal right of way impacts to private properties. Any right of way acquisition will not alter the property or neighborhood character.

With design underway for the W Broadway Avenue to Sherburne Avenue and the Bottineau Boulevard to Xenia Avenue N segments, coordination efforts with the City of Crystal will occur for construction of the trail segment along Becker Park.

Response:

Construction impacts such as dust and noise will be temporary, and will only last during the construction period. Hennepin County will ensure that residents and businesses directly impacted by the construction are aware of the project and understand who to contact in case of any questions or concerns. In the case of minor disturbances resulting from construction activities (i.e. damage to private landscaping), Hennepin County will compensate property owners.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531323554671\_Bass Lake Rd\_Socio\_Econ\_Overview Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Crystal	0.4	1.0	98.0	98.0

Total Project Length



Total Project Length (as entered in the "Project Information" form) 0.4

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## Affordable Housing Scoring

Total Project Length (Miles) or Population 0.4

Total Housing Score 98.0

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## Affordable Housing Scoring

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### Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

*Gap improvements can be on or off the RBTN and may include the following:*

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

*Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

**Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** Yes

*Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions** Yes

This project serves as an important first mile and last mile connection for the proposed Bass Lake Road light rail station on the southwest corner of Bottineau Boulevard at Bass Lake Road. The proposed project is within the half mile radius of the station (or ten minute walkshed) as well as the bikeshed for both the Bass Lake Road and 63rd Avenue stations as outlined in the Bottineau LRT/ Metro Blue Line Extension Bicycle Study. As part of the Bottineau Community Works Infrastructure Advanced Planning process, a multi-use trail from Winnetka Avenue N to Yates Avenue N will be designed to 60%, providing design assistance to this project and enabling construction of future trail segments. Bike lanes will be striped between Yates Avenue and Xenia Avenue to connect to existing on-street bike facilities, which continue until just west of Brooklyn Boulevard in Brooklyn Center.

**Response:**

This trail connects to the Crystal Lake Regional Trail along Bottineau Boulevard that extends from Minneapolis to the Elm Creek Park Preserve in Maple Grove. The proposed trail segment is classified as a RBTN Tier 2 corridor and intersects a RBTN Tier 1 alignment (Crystal Lake Regional Trail).

Bass Lake Road is a high volume roadway with AADTs that range from 11,600-21,200 vehicles per day. These high volumes, along with the roadway's proximity to the Bottineau Boulevard intersection, discourage people from walking and biking. Bass Lake Road is the most direct east-west connection, and while local streets with sidewalks are an option, they require additional time to reach a destination along Bass Lake Road. Today, people biking can utilize the existing trail at Becker Park for a portion of this segment; however, no bicycle facilities exist from W Broadway Avenue to Sherburne Avenue or from Bottineau Boulevard to Xenia Avenue N. A

separated and continuous facility along Bass Lake Road would provide a safe place for people of all ages and abilities to walk, bike and roll.

This project crosses a physical barrier as defined by the Regional Bicycle Barriers Study. The railroad parallel to Bottineau Boulevard is identified as a barrier (ID H095). As part of a past trail project, a smooth crossing for people walking and biking was provided at the railroad tracks. Hennepin County does not anticipate any changes to the trail crossing over the railroad tracks at this location.

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

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## **Measure B: Project Improvements**

The roadway configuration of Bass Lake Road can be separated into two segments on either side of Bottineau Boulevard. The west segment (from West Broadway Ave to Bottineau Boulevard) includes two lanes in each direction divided by a raised concrete median. The east segment (from Bottineau Boulevard to Xenia Avenue N) transitions from two lanes in each direction to a three-lane section with a continuous left-turn lane. On-street bicycle facilities are provided along Bass Lake Road west of Xenia Avenue N.

**Response:**

From 2013-2015, there were more than 140 crashes along Bass Lake Road within the project limits. Eighty-eight of these crashes occurred at the intersection of Bass Lake Road and Bottineau Boulevard, while 30 occurred at Bass Lake Road and W Broadway Avenue. From 2011-2015, there were three crashes involving bicycles, and one involving a pedestrian. Two of these crashes occurred at the Bottineau Boulevard and Bass Lake Road intersection, while the other two occurred between Bottineau Boulevard and Xenia Avenue N. Several portions of the corridor were identified as above the critical crash rate.

By applying a crash modification factor of 0.75 from the study, "Statewide Analysis of Bicycle Crashes" by Alluri et al. from 2017, Hennepin County estimates more than a 25% decrease in bike and pedestrian related crashes with the addition of the multi-use trail.

As described in Hennepin County's 2040 Bicycle Transportation Plan, the County is dedicated to providing infrastructure for the 'interested but concerned,' a group that makes up more than half of the population and would be more likely to bike if facilities were safe, comfortable and separated from

moving vehicles. The proposed trail project would provide separation from the roadway by building a multi-use trail along the south side of the roadway from W Broadway Avenue to Sherburne Avenue and Bottineau Boulevard to Yates Avenue N. A multi-use trail is proposed on the north side of roadway between Bottineau Boulevard and Yates Avenue N to better accommodate the transition from off-road facilities to on-road facilities on the east side of Bottineau Boulevard. All crossings will be ADA compliant and accessible to people of all ages and abilities. Given the crash history along this corridor, the county will evaluate additional pedestrian improvements.

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

---

## **Measure A: Multimodal Elements**

The Bass Lake Road multi-use trail project will improve connectivity to existing bicycle facilities and a proposed Blue Line Extension station at Bottineau Boulevard and Bass Lake Road. People biking can access several regional trails, most notably the Crystal Lake Regional Trail which provides connections to the Medicine Lake Regional Trail, Rush Creek Regional Trail, and the Grand Rounds in Minneapolis. Additionally, the trail will connect to on-street bike lanes at Xenia Avenue N that extend to Brooklyn Center.

This corridor is served by Metro Transit's bus route 721, a limited stop bus traveling between Minneapolis and Brooklyn Center, connecting users to the Hennepin Technical College. The existing bus stop is located at Bass Lake Road and W Broadway Avenue.

**Response:**

Most notably, the Bass Lake Road light rail station is proposed to be constructed in the southwest quadrant of Bottineau Boulevard at Bass Lake Road. The light rail will serve residents and visitors alike traveling to and from Minneapolis and Brooklyn Park. The proposed multi-use trail project is within the half mile walkshed of the station as well as the bikeshed for both the Bass Lake Road station and the 63rd Avenue station.

By providing a dedicated space for people to walk and bike that is separated from vehicles, the county expects this trail project will make the roadway safer for all modes along this corridor. It is expected that the majority of people walking and biking will utilize the multi-use trail, rather than the roadway, reducing conflicts between vulnerable users and people driving. With these proposed improvements, there is potential for more people to choose to walk, bike, and utilize transit rather than drive, which

would reduce the number of cars on the roadway.

(Limit 2,800 characters; approximately 400 words)

---

## Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

**Attach Layout**

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

**Attach Layout**

1531424074781\_CSAH 010 - CP 1728 - Layout - 2018.07.11  
8.5X11.pdf

Please upload attachment in PDF form.

**Layout has not been started**

0%

**Anticipated date or date of completion**

### 2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

### 3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition 12/31/2021

### 4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

#### Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$571,525.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$571,525.00

Points Awarded in Previous Criteria



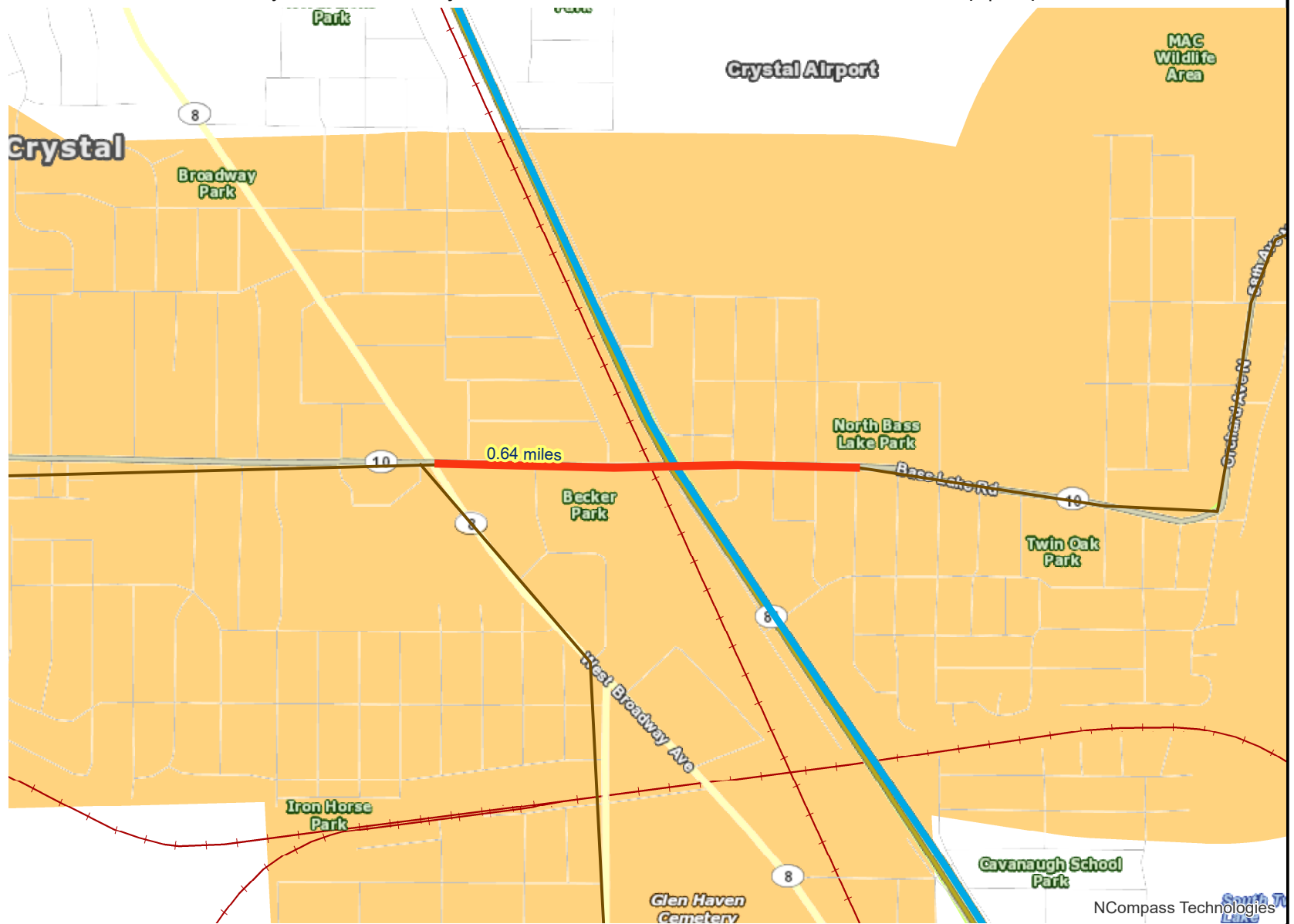
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## Other Attachments

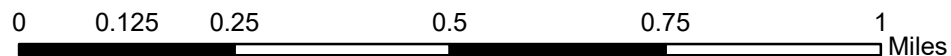
File Name	Description	File Size
00. List of Attachments.pdf	List of supplemental attachments	398 KB
01. Project Summary.pdf	Attachment 1: Project Summary	1004 KB
02. Project Location Map.pdf	Attachment 2: Project location map	673 KB
03. CSAH 010 - CP 1728 - Layout - 2018.07.11 8.5X11.pdf	Attachment 3: Project layout	2.7 MB
04. Photos of Existing Conditions.pdf	Attachment 4: Photos of existing conditions	20.9 MB
05. Met Council generated maps.pdf	Attachment 5: Met Council generated maps for project + segments 1 and 2	19.4 MB
06. Letter of Support - City of Crystal.pdf	Attachment 6: Letter of Support - City of Crystal	85 KB
07. Hennepin County 2018-2022 Transportation CIP.pdf	Attachment 7: Hennepin County 2018-2022 Transportation CIP	776 KB
08. Hennepin County Complete Streets Policy.pdf	Attachment 8: Hennepin County Complete Streets Policy	65 KB
09. Hennepin County 2040 Bicycle Transportation Plan.pdf	Attachment 9: Hennepin County 2040 Bicycle Transportation Plan	2.1 MB
10. Bass Lake Road Station Area Plan.pdf	Attachment 10: Bass Lake Rd Station Area Plan	2.5 MB
11. Bottineau LRT Metro Blue Line Extension Bicycle Study.pdf	Attachment 11: Bottineau LRT/METRO Blue Line Extension Bicycle Study	1.1 MB
12. Bottineau Community Works Infrastructure Advanced Planning Map.pdf	Attachment 12: Bottineau Community Works Infrastructure Advanced Planning Map	4.5 MB
13. Cityof Crystal Parks Master Plan.pdf	Attachment 13: City of Crystal Parks Master Plan	382 KB
14. Bass Lake Road Streetscape.pdf	Attachment 14: Bass Lake Road Streetscape	4.1 MB
15. Crash Detail Report 2015 7yr CSAH 010.pdf	Attachment 15: Crash data	284 KB
16. Crash Modification Factor.pdf	Attachment 16: Crash modification factor	173 KB
17. Hennepin County Board Resolution.pdf	Attachment 17: Hennepin County Board Resolution - 2018 Regional Solicitation	666 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Overview Map | Map ID: 1529512678858



- |  |   |  |
|--|---|--|
| <span style="color: red;">—</span> Project                     | <span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RBTN Tier 1 | <span style="color: green;">—</span> Minor Arterials |
| <span style="color: brown;">—</span> RBTN Corridor Centerlines | <span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RBTN Tier 2    | <span style="color: red;">- - -</span> Railroads     |
| <span style="color: blue;">—</span> RBTN Tier 1 Alignment      | <span style="color: green;">—</span> Principal Arterials  |  |



Created: 6/20/2018  
LandscapeRSA6



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

NCompass Technologies

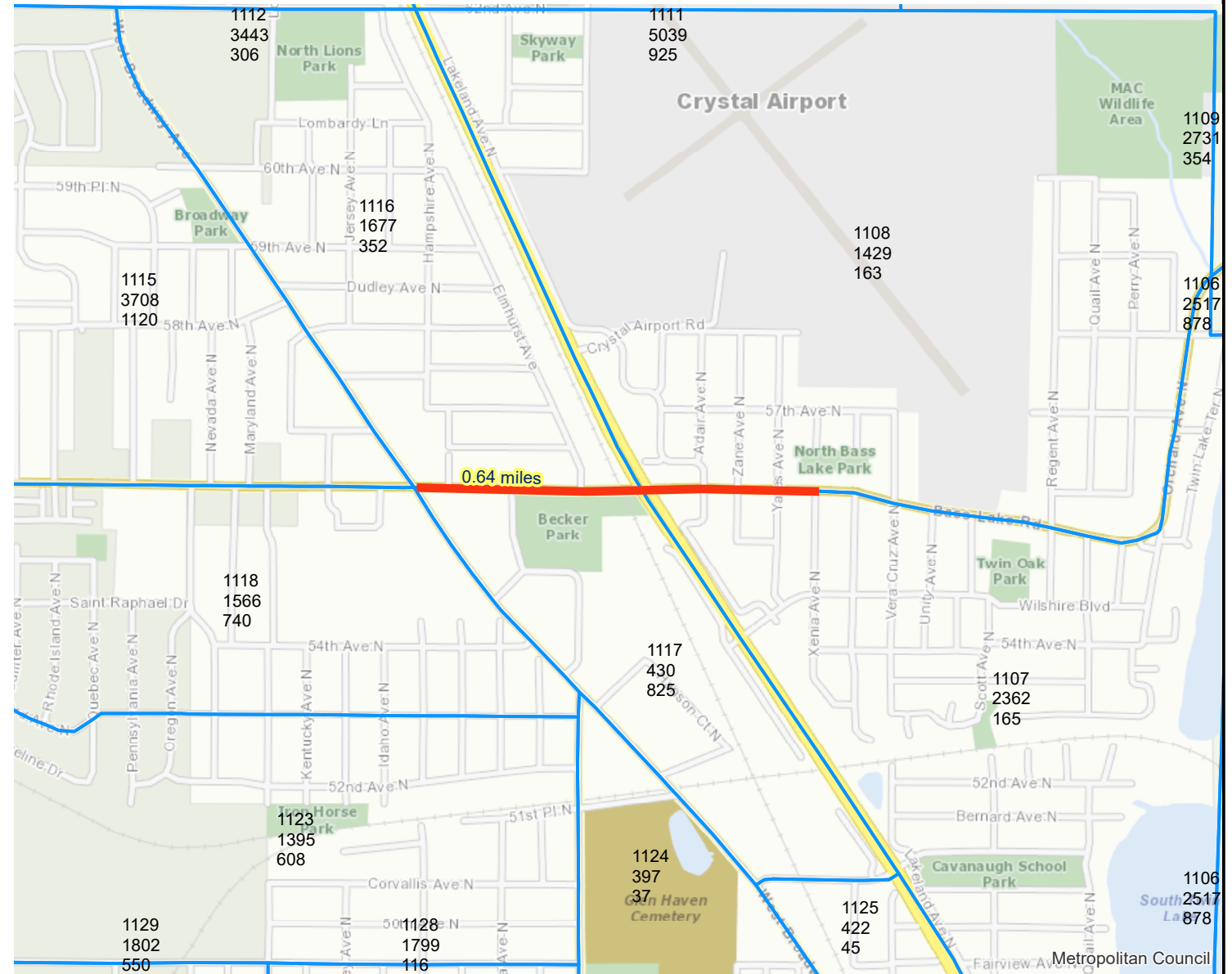


# Population/Employment Summary

## Results

Within ONE Mile of project:  
Total Population: 33752  
Total Employment: 8702

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Overview Map | Map ID: 152951267885



Project  
2010 TAZ

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/20/2018  
LandscapeRSA4



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

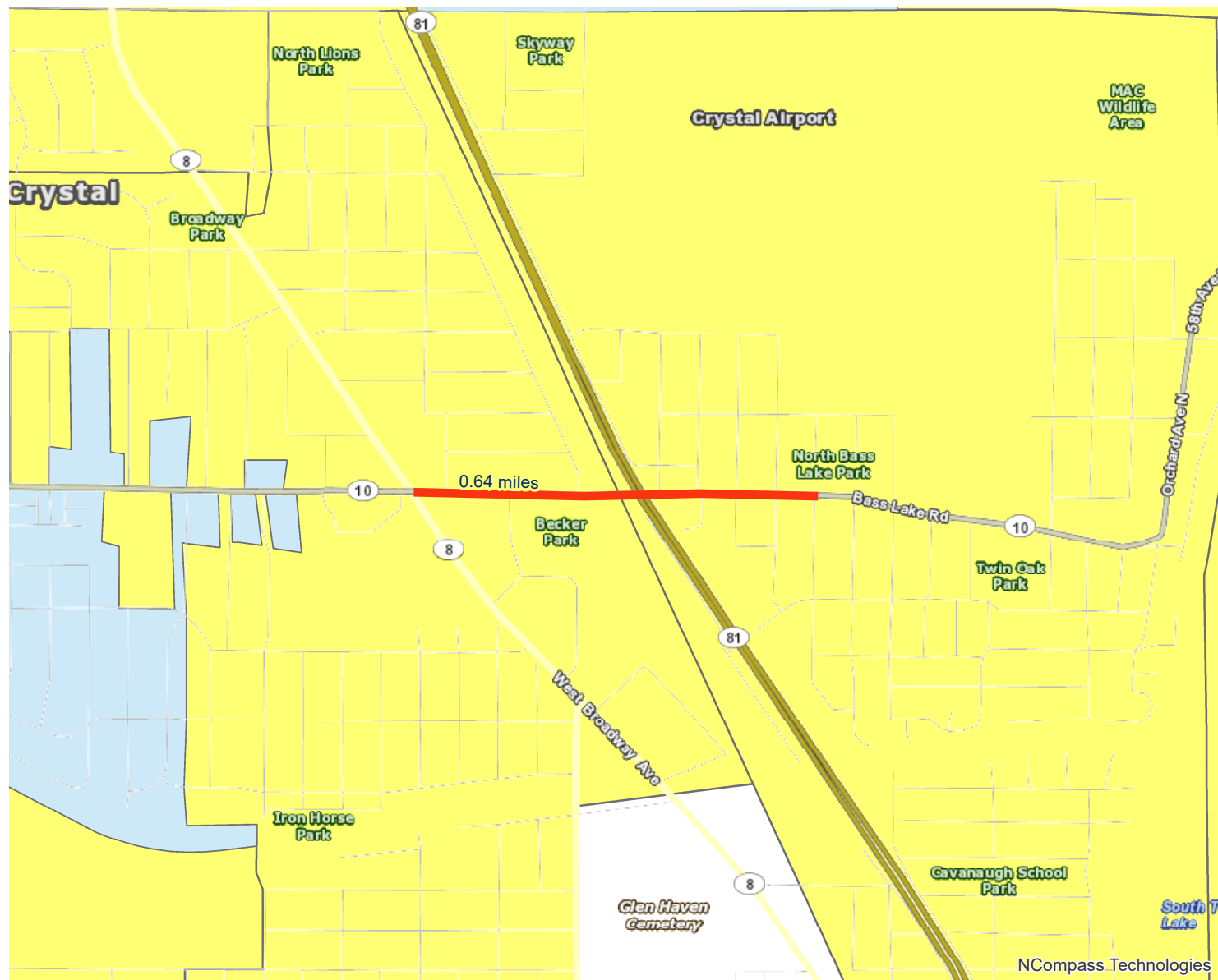


# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Overview Map | Map ID: 1529512678858

## Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/20/2018  
LandscapeRSA2

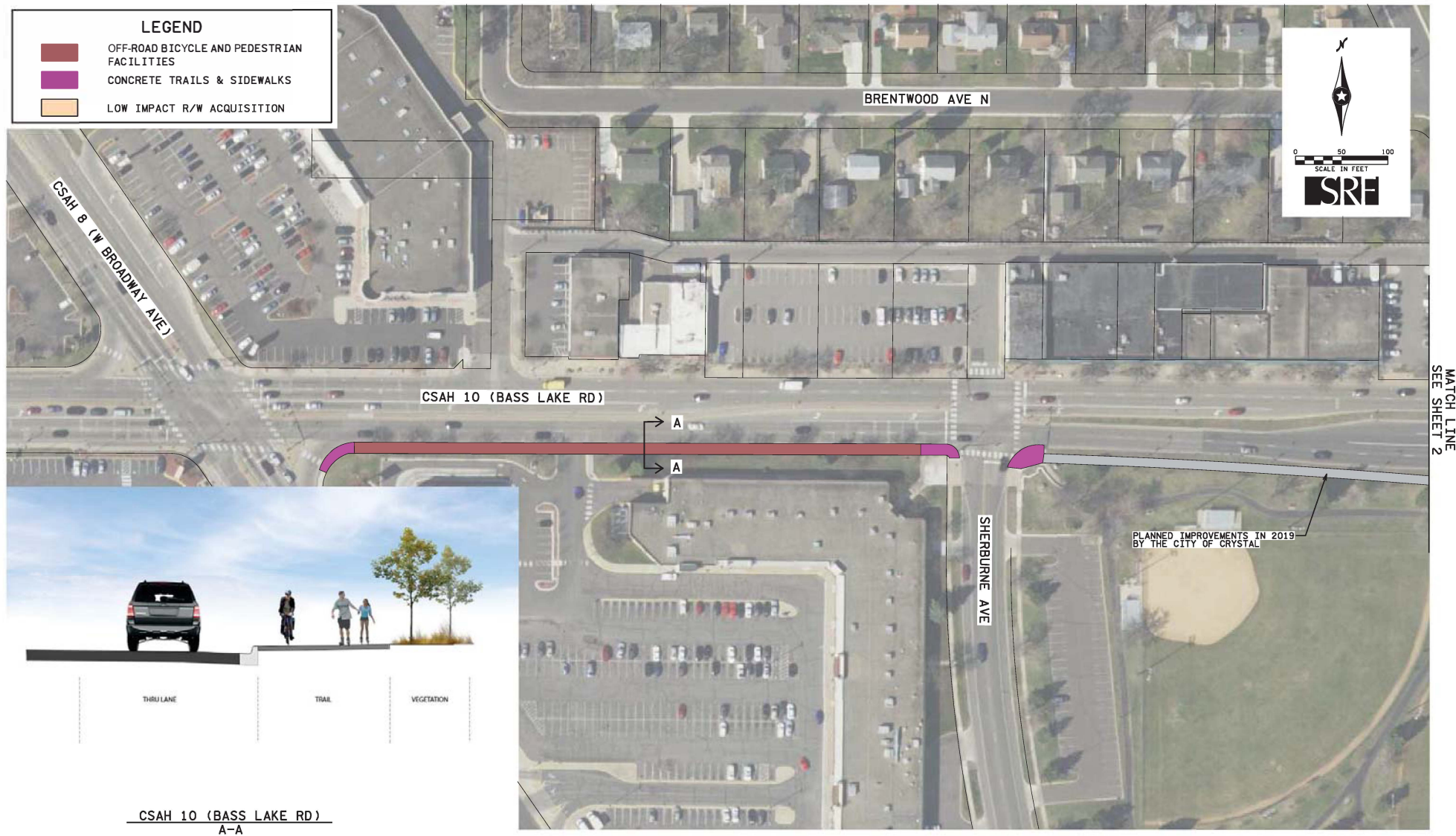


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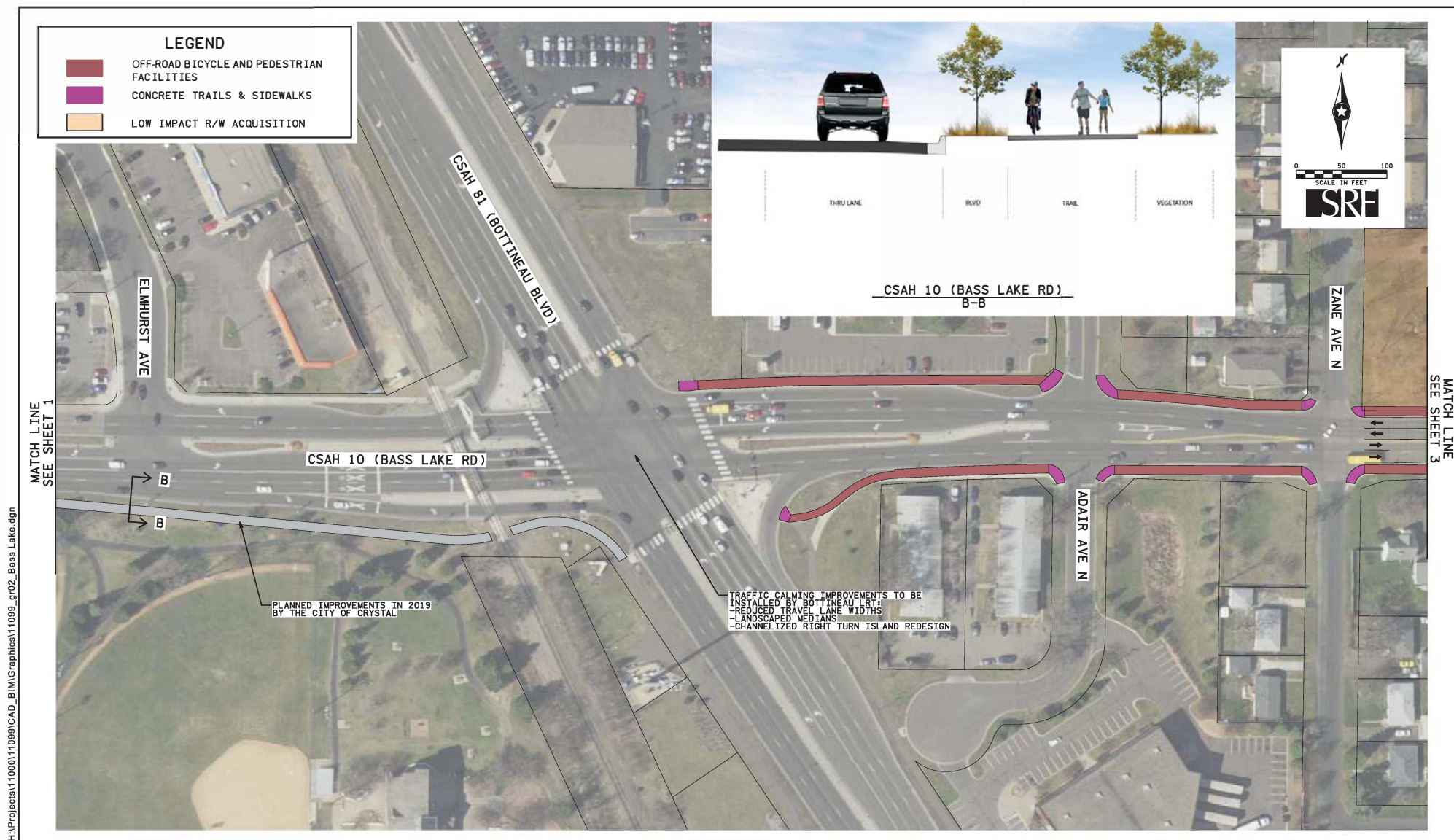
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### Hennepin County Improvements

CSAH 10 (Bass Lake Road) from CSAH 8 to Xenia Avenue  
Crystal, MN

Figure 1



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## Hennepin County Improvements

CSAH 10 (Bass Lake Road) from CSAH 8 to Xenia Avenue  
Crystal, MN

Figure 2



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### Hennepin County Improvements

CSAH 10 (Bass Lake Road) from CSAH 8 to Xenia Avenue  
Crystal, MN

Figure 3

# List of Attachments

## Bass Lake Road Multi-Use Trail Project

1. Project Summary
2. Project Location Map
3. Project Layout
4. Photos – Existing Conditions
5. Met Council generated maps for project + segments 1 and 2 (9 maps total)
6. Letter of Support – City of Crystal
7. Hennepin County 2018-2022 Transportation CIP
8. Hennepin County Complete Streets Policy
9. Hennepin County 2040 Bicycle Transportation Plan
10. Bass Lake Road Station Area Plan
11. Bottineau LRT /METRO Blue Line Extension Bicycle Study
12. Bottineau Community Works Infrastructure Advanced Planning Map
13. City of Crystal Parks Master Plan
14. Bass Lake Road Streetscape
15. Crash Data
16. Crash Modification Factor
17. Hennepin County Board Resolution – 2018 Regional Solicitation



## Project Location



## Existing Conditions



## Project Overview

<b>Project Name:</b>	CSAH 10 (Bass Lake Road) Multi-Use Trail
<b>Roadway:</b>	CSAH 10 (Bass Lake Road)
<b>Project Termini:</b>	CSAH 8 (W Broadway Avenue) to Xenia Avenue N
<b>Project Location:</b>	City of Crystal

## Solicitation Information

<b>Applicant:</b>	Hennepin County
<b>Funding Requested:</b>	\$457,220
<b>Total Project Cost:</b>	\$571,525

## Project Information

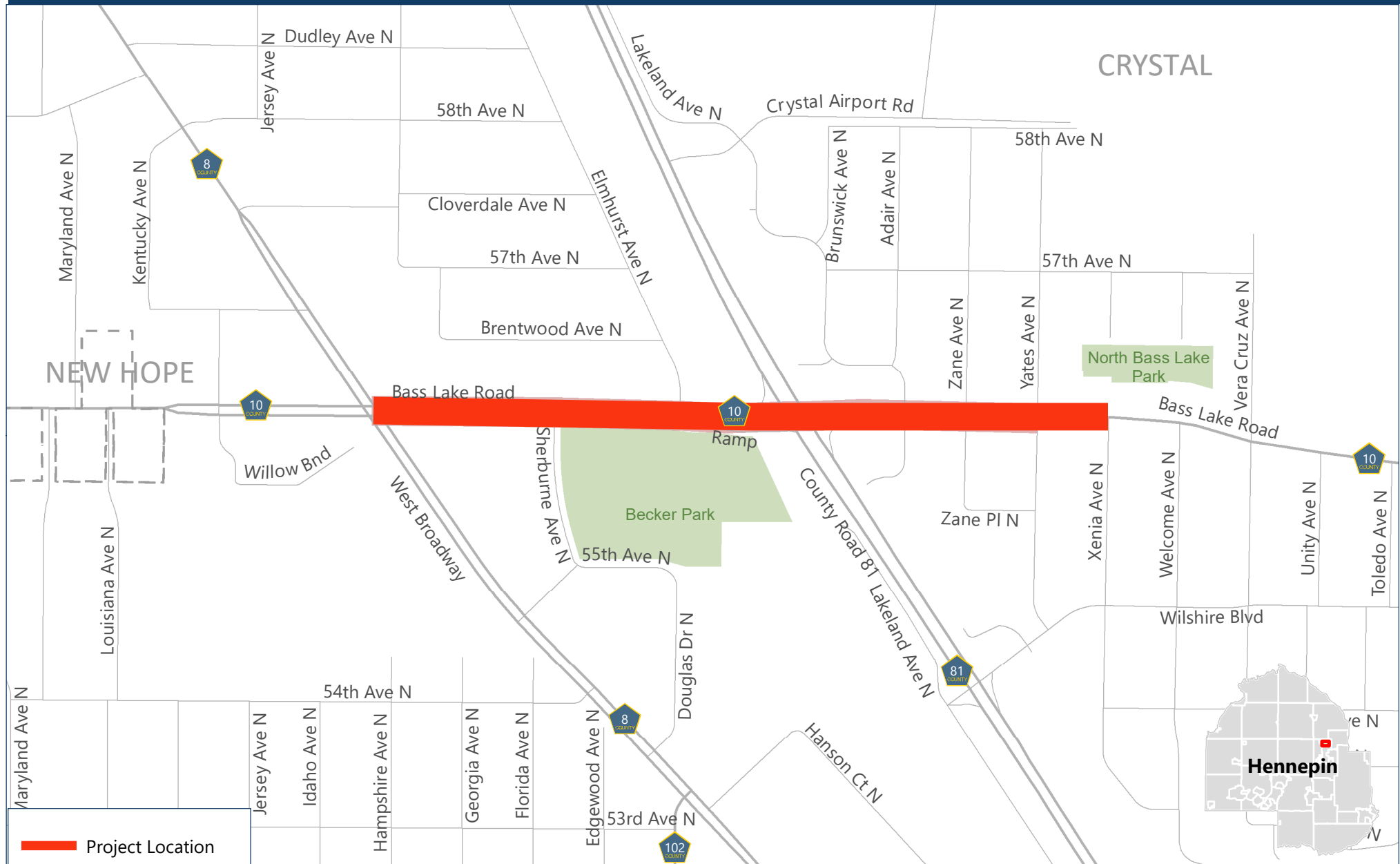
Hennepin County is proposing to construct a multi-use paved trail along the south side of Bass Lake Road (CSAH 10) from W Broadway Avenue (CSAH 8) to Yates Avenue N. Additionally, Hennepin County will construct a trail on the north side of Bass Lake Road from Yates Avenue to Bottineau Boulevard for people traveling westbound, and will stripe on-street bike lanes on the north and south sides of Bass Lake Road between Yates Avenue and Xenia Avenue in order to connect to existing bike lanes. The segment between Sherburne Avenue and Bottineau Boulevard (CSAH 81) will be constructed by the City of Crystal as part of the Becker Park redesign. Crossing improvements across Bottineau Boulevard will be constructed as part of the Blue Line Extension Light Rail Transit project, and crossing improvements at additional intersections will be evaluated as part of this project.

## Project Benefits

The proposed project fills a bikeway gap as identified in Hennepin County's *2040 Bicycle Transportation Plan*, and will improve safety by providing a separated space for people to walk and bike. Upon completion of this project, people biking and walking will have a safe and comfortable connection to Becker Park, the proposed Bass Lake Road light rail station, and the Crystal Lake Regional Trail.

# 2018 Regional Solicitation | Project Location Map

CSAH 010 (Bass Lake Rd) Bicycle Project

HENNEPIN COUNTY  
MINNESOTA

**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 7/11/2018

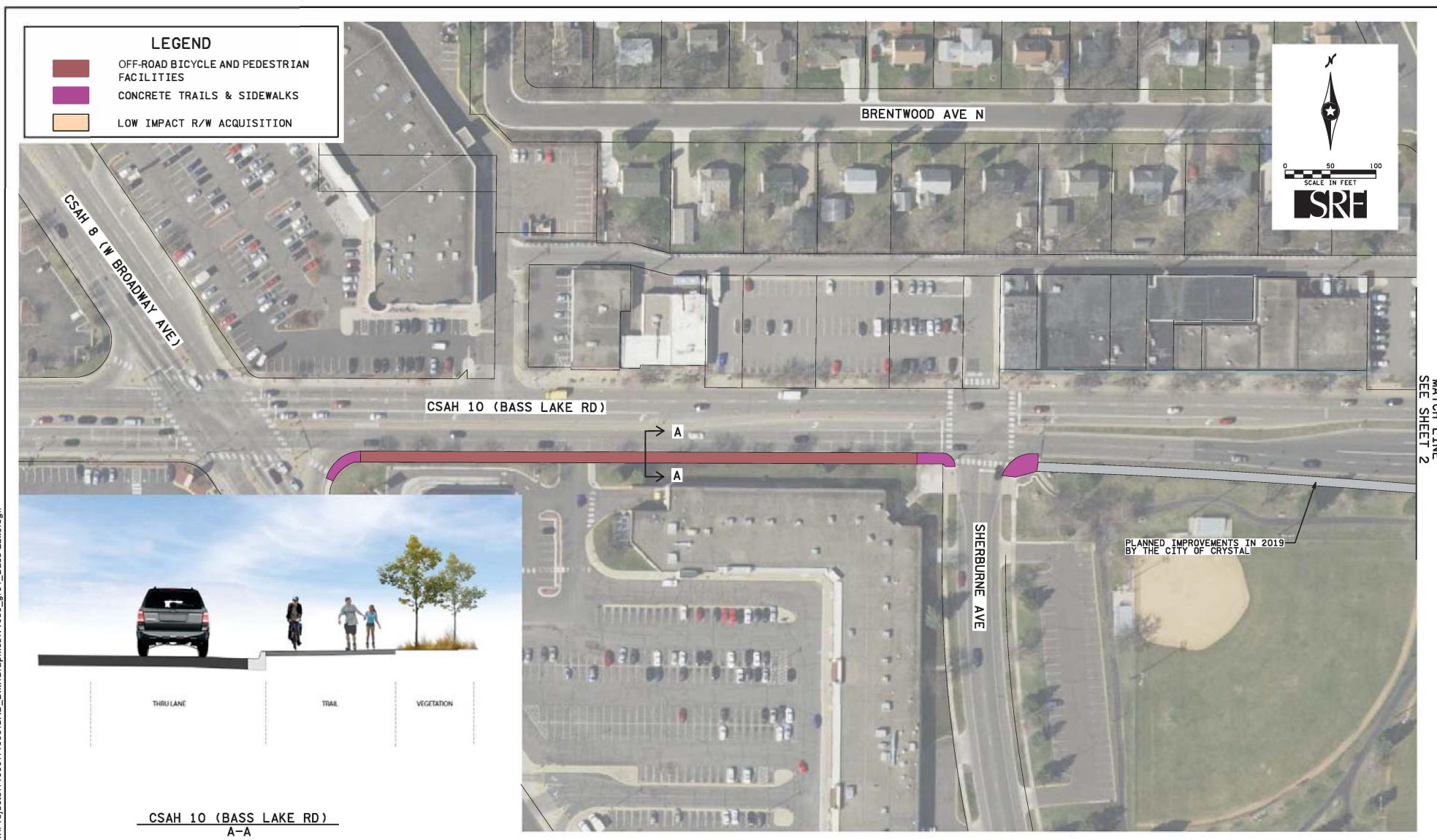


0

0.25

0.5  
Miles

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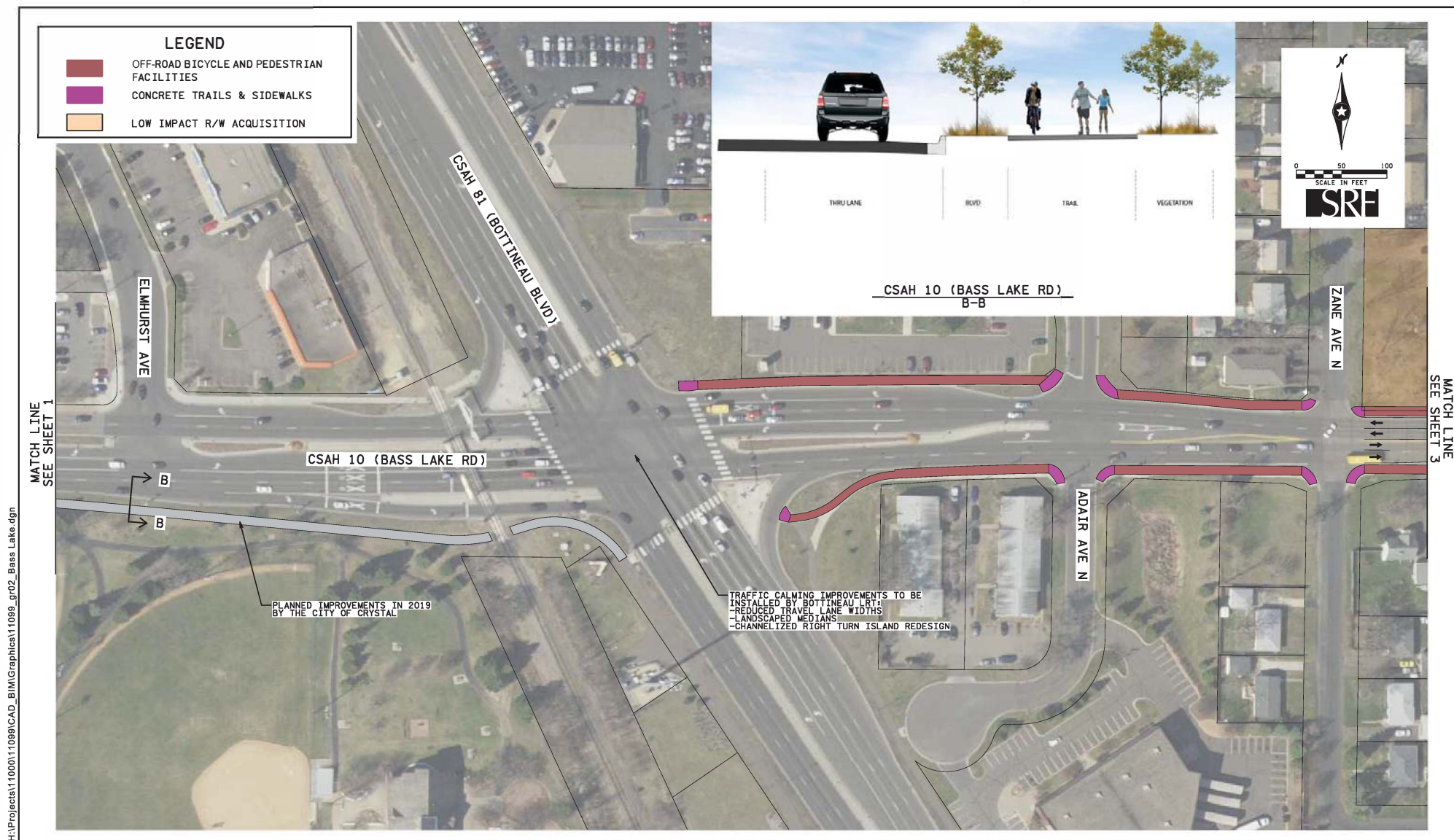


### Hennepin County Improvements

CSAH 10 (Bass Lake Road) from CSAH 8 to Xenia Avenue  
Crystal, MN

Figure 1





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## Hennepin County Improvements

CSAH 10 (Bass Lake Road) from CSAH 8 to Xenia Avenue  
Crystal, MN

Figure 2



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### Hennepin County Improvements

CSAH 10 (Bass Lake Road) from CSAH 8 to Xenia Avenue  
Crystal, MN

Figure 3



## Existing Conditions



Bass Lake Rd & E of Sherburne Ave



Bass Lake Rd & E of W Broadway Ave



Bass Lake Rd & W of Bottineau Boulevard



Bass Lake Rd & W of Zane Ave N

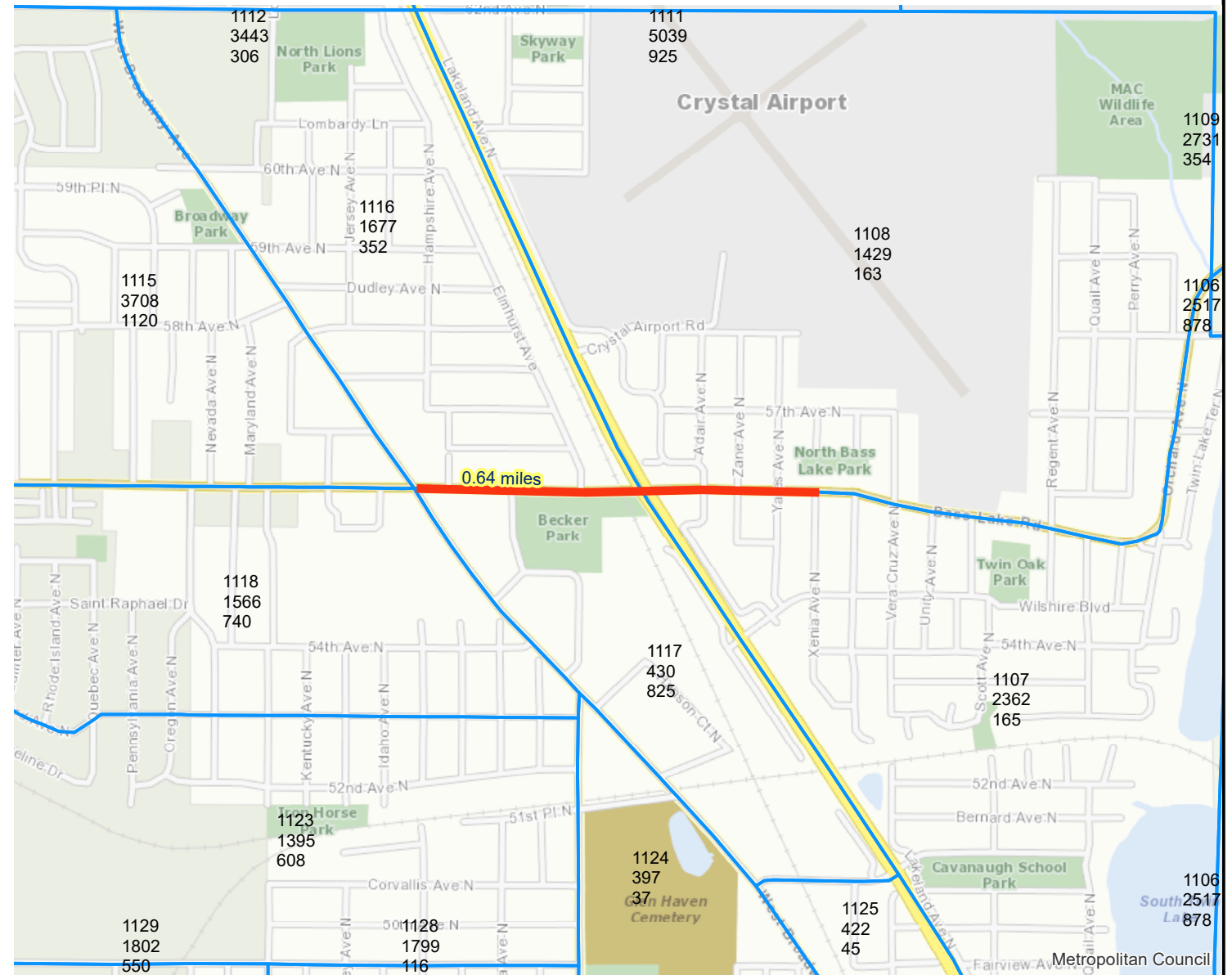


## Population/Employment Summary

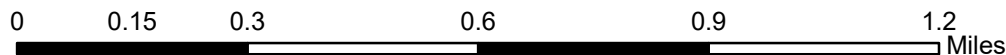
### Results

Within ONE Mile of project:  
Total Population: 33752  
Total Employment: 8702

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Overview Map | Map ID: 152951267885



Project  
2010 TAZ



Created: 6/20/2018  
LandscapeRSA4



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

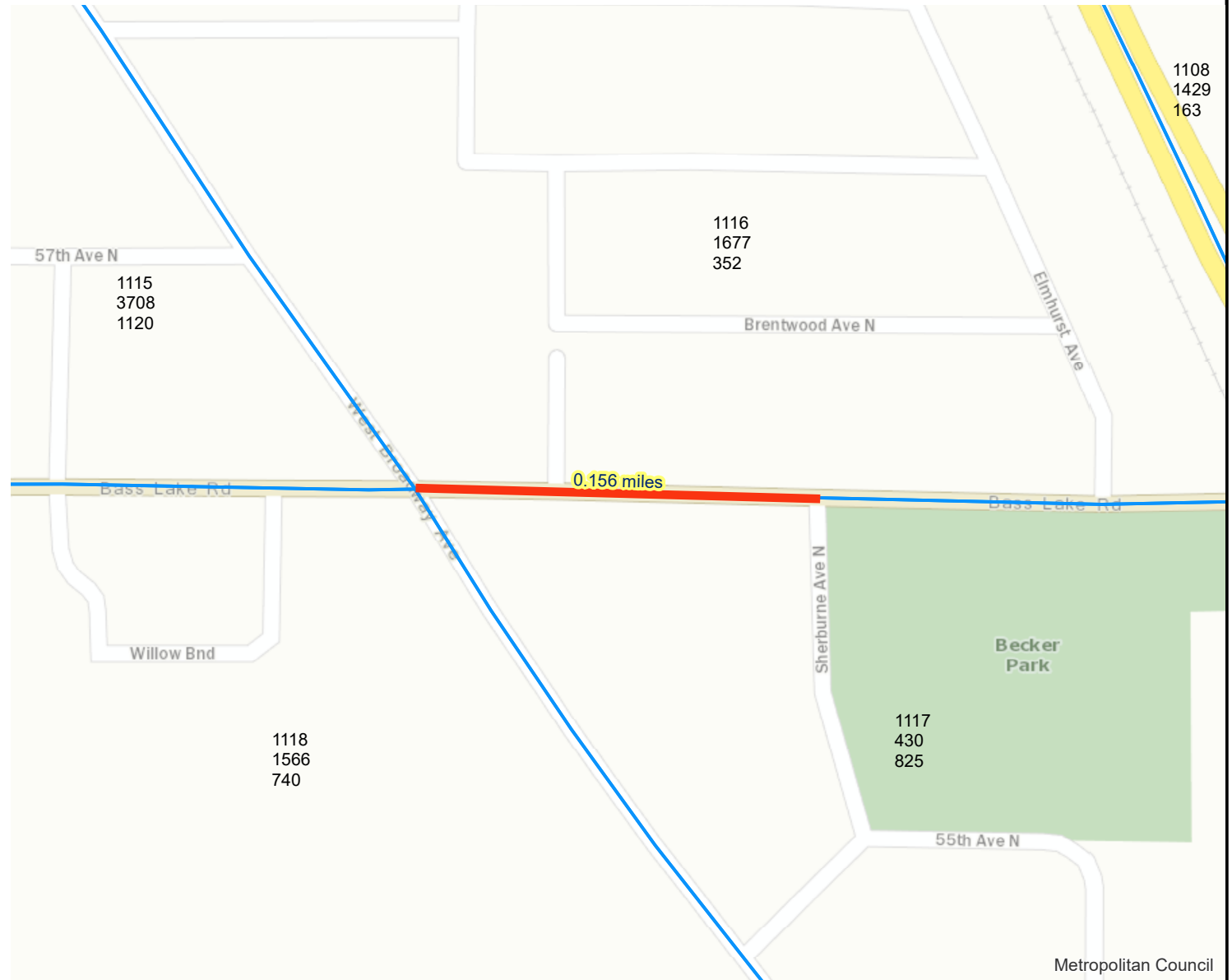


# Population/Employment Summary

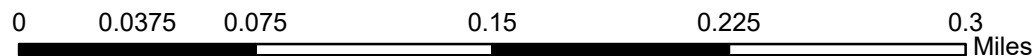
Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Segment 1 | Map ID: 1530213767439

## Results

Within ONE Mile of project:  
Total Population: 31235  
Total Employment: 7824



Project  
2010 TAZ



Created: 6/28/2018  
LandscapeRSA4



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



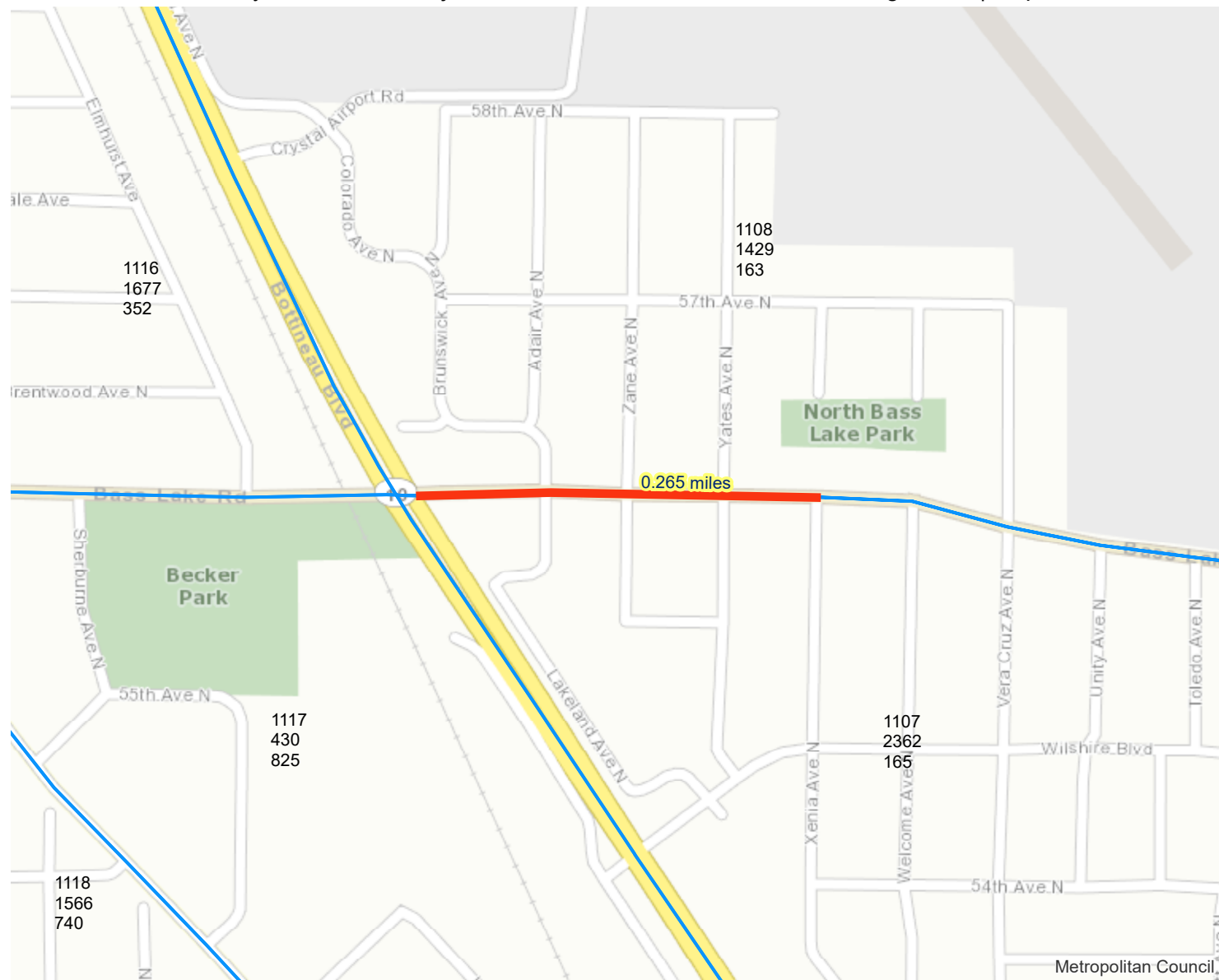


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Segment 2 | Map ID: 1531321768001

## Results

Within ONE Mile of project:  
Total Population: 31343  
Total Employment: 7184



Project  
2010 TAZ

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/11/2018  
LandscapeRSA4

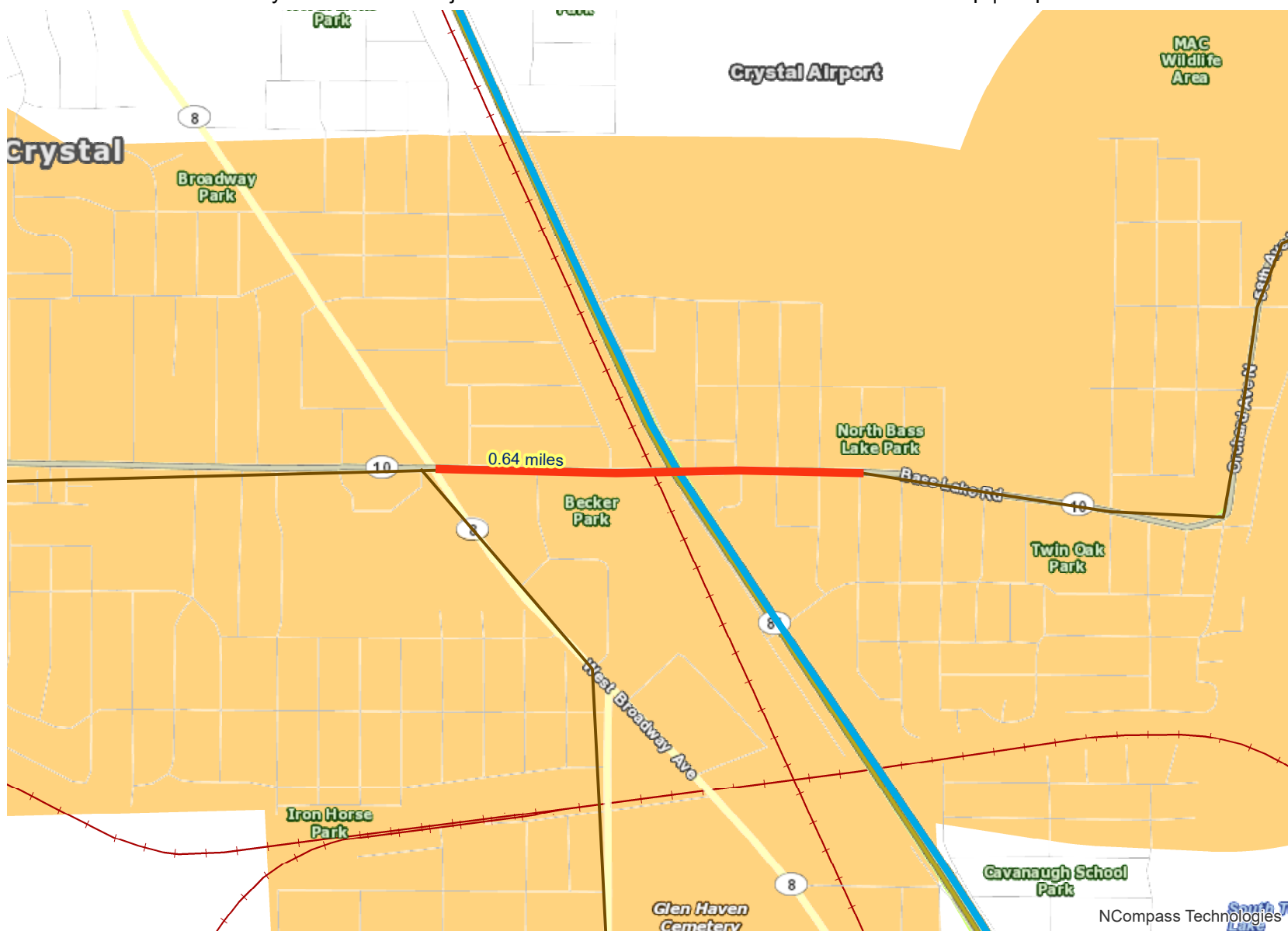


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# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Overview Map | Map ID: 1529512678858



- |  |   |  |
|--|---|--|
| <span style="color: red;">—</span> Project                     | <span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RBTN Tier 1 | <span style="color: green;">—</span> Minor Arterials |
| <span style="color: brown;">—</span> RBTN Corridor Centerlines | <span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RBTN Tier 2    | <span style="color: red;">- - -</span> Railroads     |
| <span style="color: blue;">—</span> RBTN Tier 1 Alignment      | <span style="color: green;">—</span> Principal Arterials  |  |

0 0.125 0.25 0.5 0.75 1 Miles

Created: 6/20/2018  
LandscapeRSA6



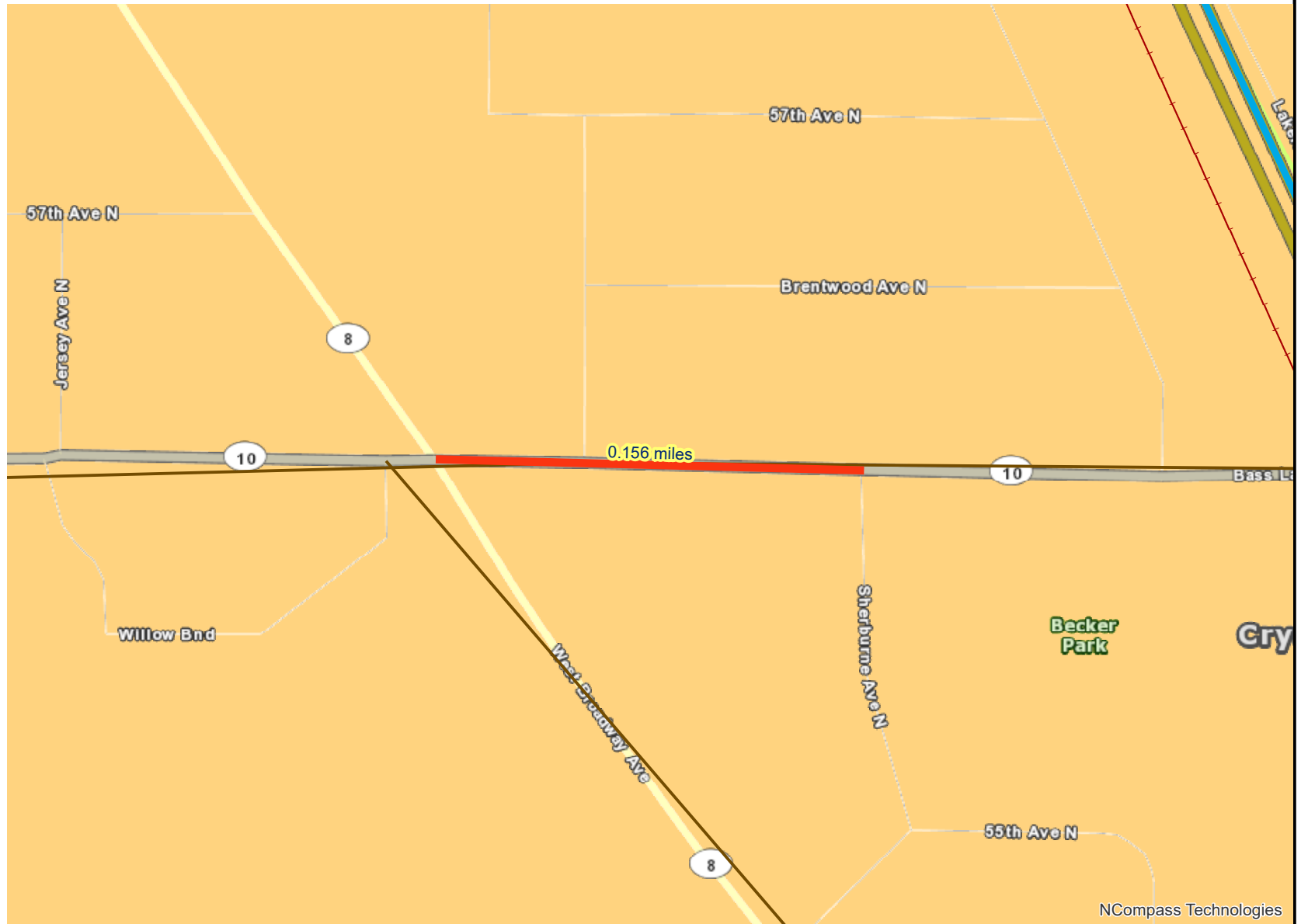
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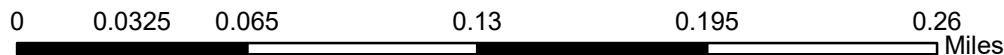


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Segment 1 | Map ID: 1530213767439



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



Created: 6/28/2018  
LandscapeRSA6



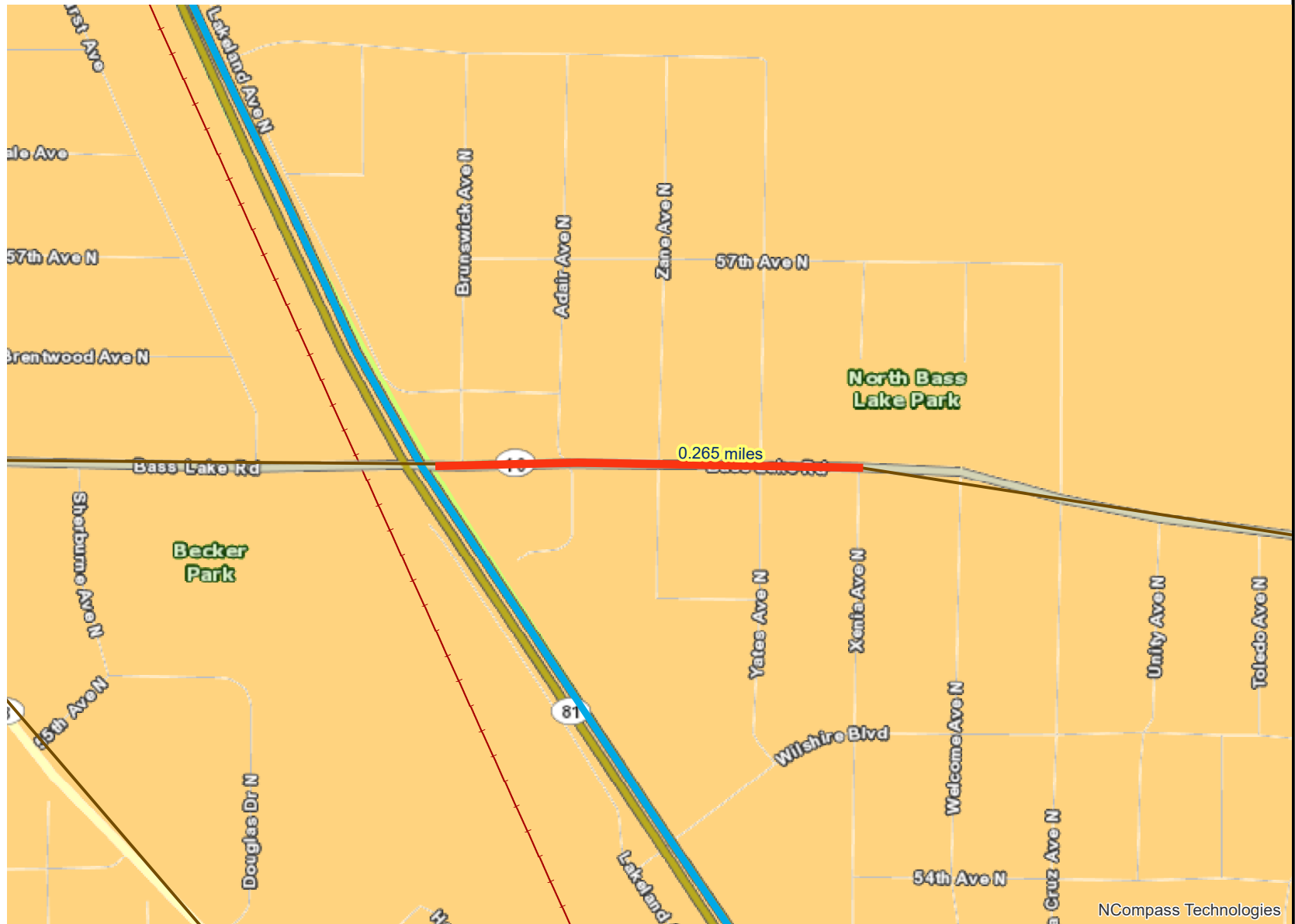
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# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Segment 2 | Map ID: 1531321768001



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

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/11/2018  
LandscapeRSA6



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



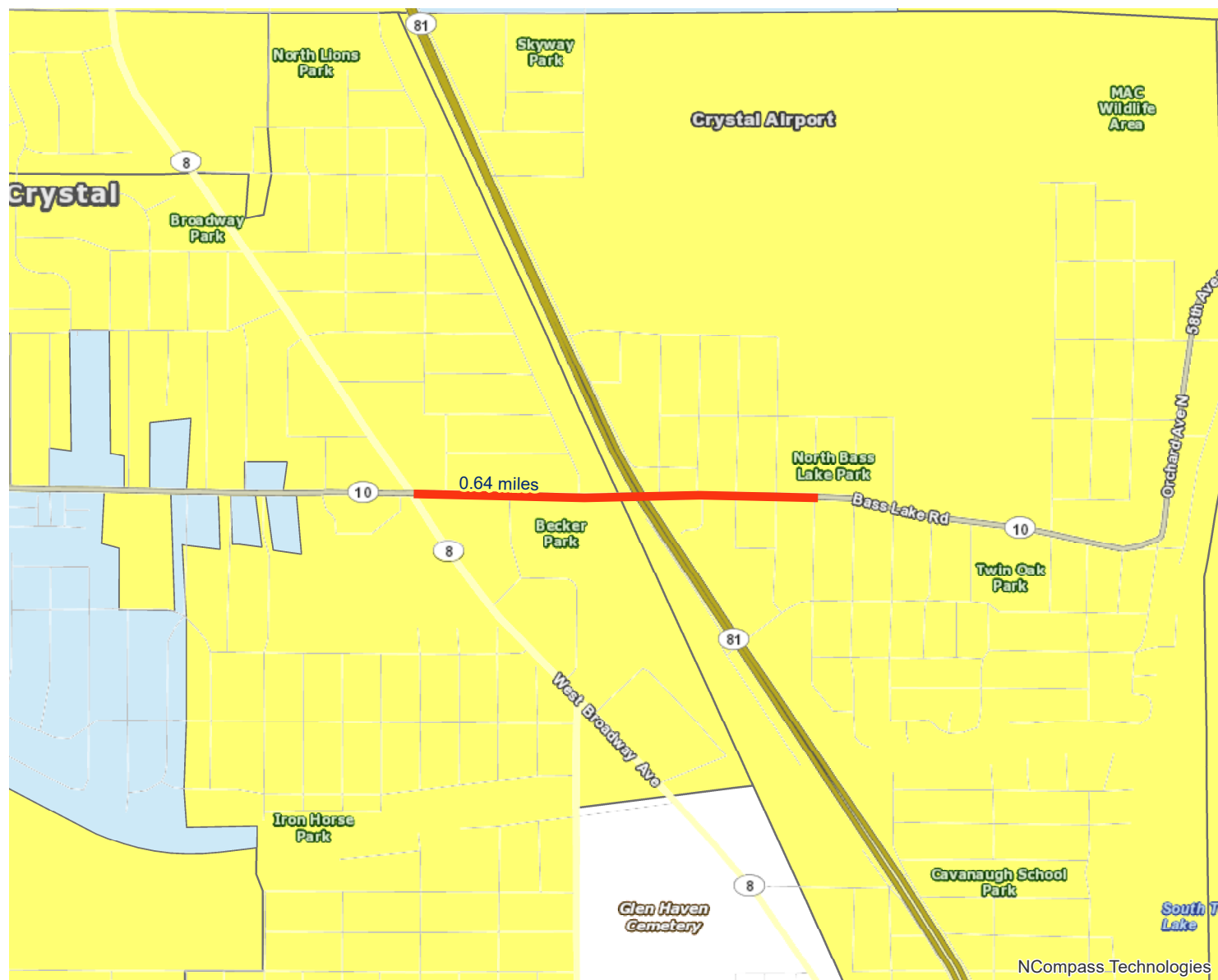
NCompass Technologies

**Socio-Economic Conditions**

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Overview Map | Map ID: 1529512678858

**Results**

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project

Area of Concentrated Poverty &gt; 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/20/2018  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
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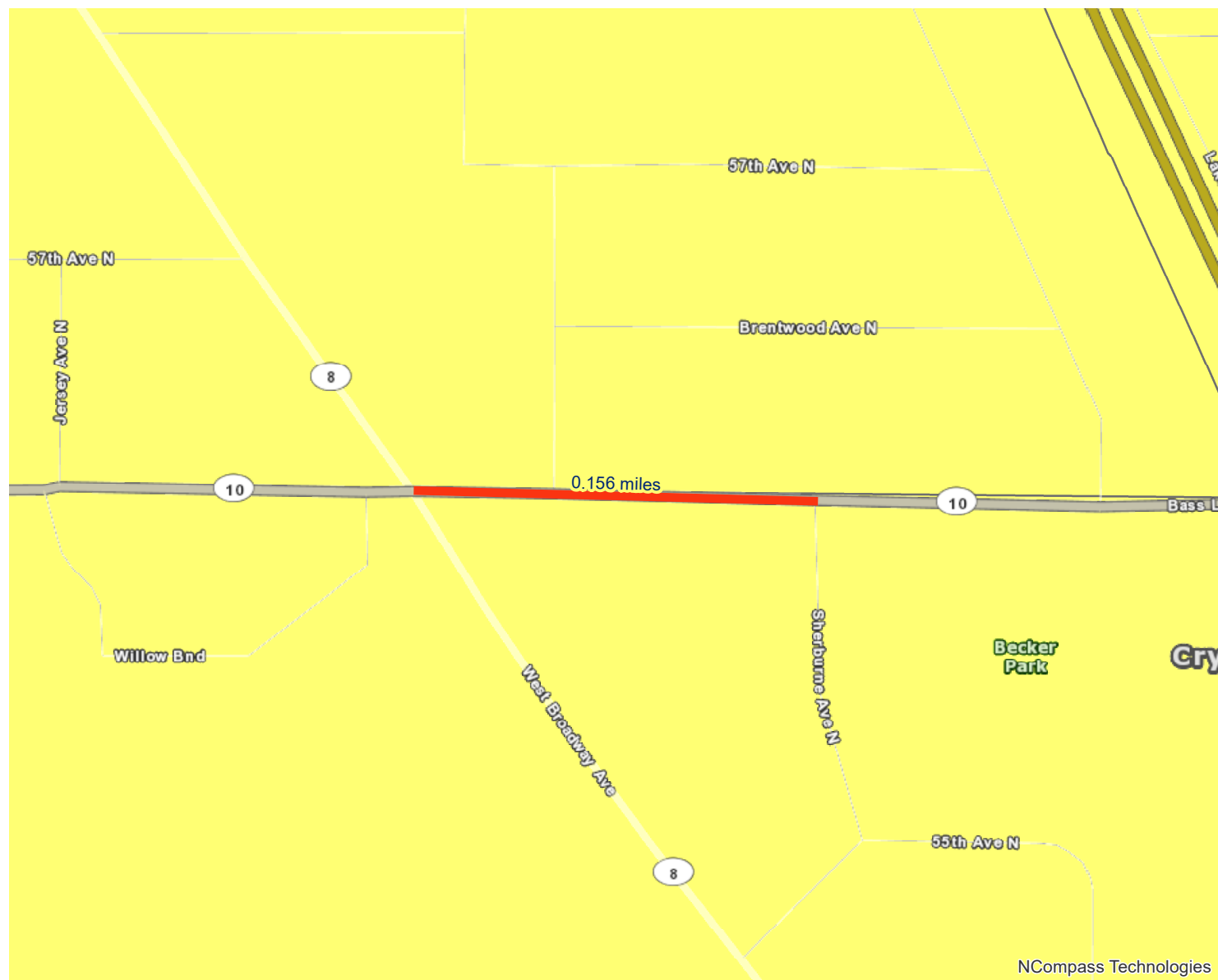


# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Segment 1 | Map ID: 1530213767439

## Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project



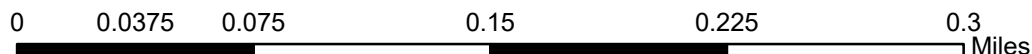
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 6/28/2018  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
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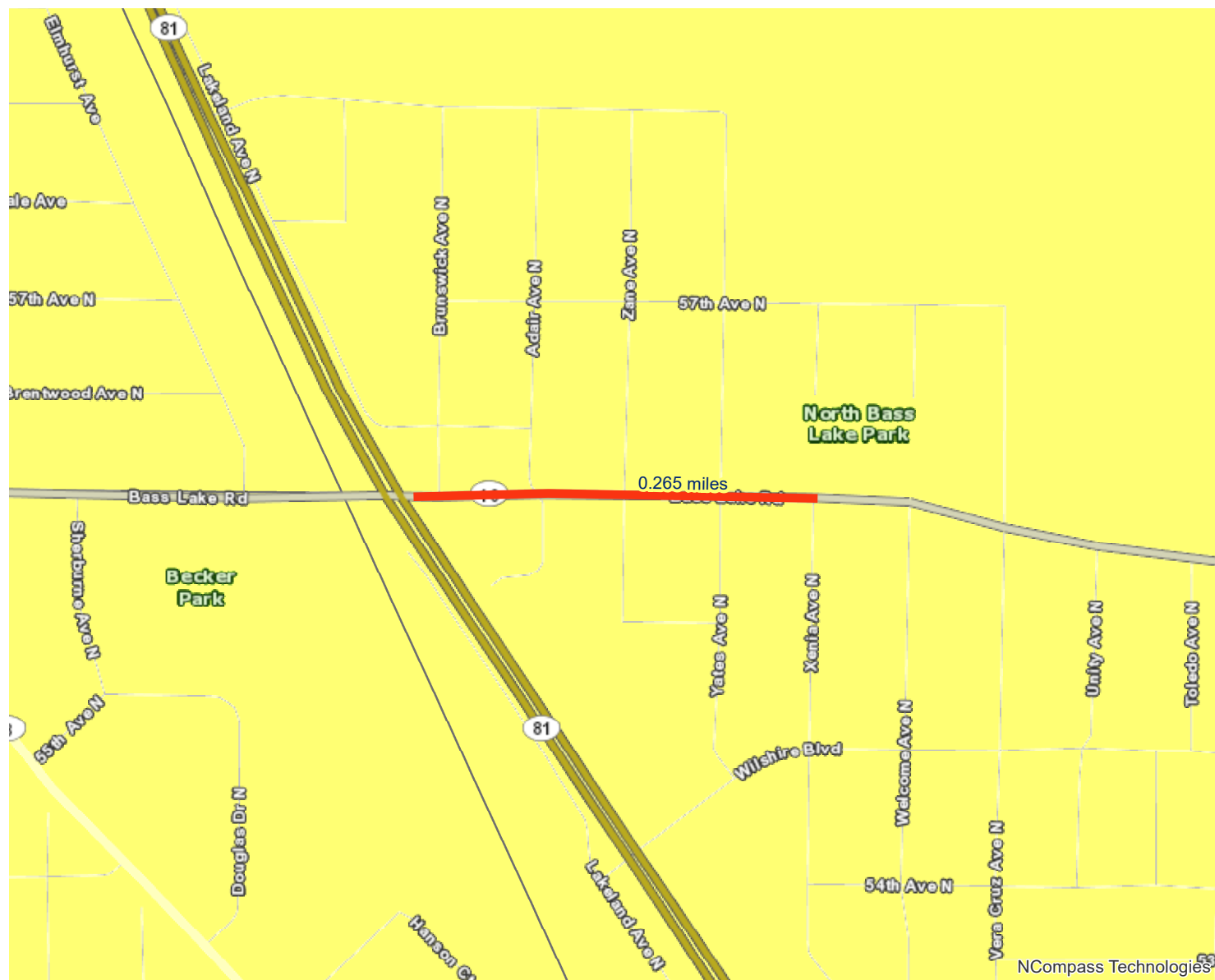


**Socio-Economic Conditions**

Multiuse Trails and Bicycle Facilities Project: Bass Lake Road Multi-Use Trail - Segment 2 | Map ID: 1531321768001

**Results**

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



— Project



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/11/2018  
LandscapeRSA2



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





## Attachment 6 : Letter of Support - City of Crystal



**CITY of CRYSTAL**

4141 Douglas Drive North • Crystal, Minnesota 55422-1696

Tel: (763) 531-1000 • Fax: (763) 531-1188 • [www.crystalmn.gov](http://www.crystalmn.gov)

June 19, 2018

Carla Stueve, P.E., P.T.O.E  
Hennepin County Engineer  
Transportation Project Delivery  
1600 Prairie Drive  
Medina, MN 55340

**Re:** Support for Regional Solicitation Application  
CSAH 10 (Bass Lake Road) Bikeway Project –West Broadway Avenue (CSAH 8) to Xenia Avenue

Dear Ms. Stueve:

The City of Crystal hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed bikeway project on CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue. This trail connection is shown in the city's proposed 2040 Comprehensive Plan update which has been approved by the City Council for review of the plan by affected jurisdictions. Final approval of the 2040 plan is anticipated in December 2018.

The proposed project will provide a continuous facility along the south side of CSAH 10 (Bass Lake Road) to better serve its users. Additionally, this project will complement the potential Bottineau Light Rail Transit (BLRT) service planned by Metropolitan Council and Metro Transit that includes a station at the intersection of CSAH 10 (Bass Lake Road) at CSAH 81 (Bottineau Boulevard). Furthermore, this project will provide users with access to the Crystal Lake Regional Trail.

Thank you for making us aware of this grant application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,



Anne Norris  
City Manager



**Project Name:** 2172800 CSAH 10 - Bass Lk Rd Bikeway Improvements fr CSAH 8 to Xenia  
**Major Program:** Public Works  
**Department:** Transportation Roads & Bridges

**Funding Start:** 2022  
**Funding Completion:** Beyond 2022

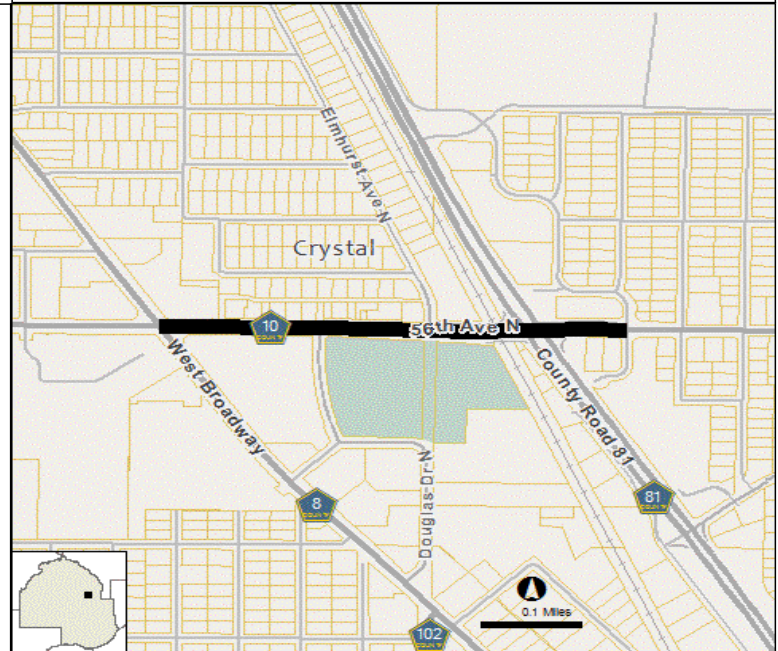
**Summary:**

Revise Bass Lake Road (CSAH 10) from West Broadway Avenue (CSAH 8) to Xenia Avenue in the City of Crystal.

**Purpose & Description:**

The proposed project will revise the existing Bass Lake Road (CSAH 10) corridor to provide a continuous facility for bicyclists and pedestrians on the south side of the roadway. A gap exists in the bikeway network along Bass Lake Road (CSAH 10) between West Broadway Avenue (CSAH 8) and Xenia Avenue, which includes a poorly aligned multi-use trail between Sherburne Avenue and Bottineau Boulevard (CSAH 81). The existing multi-use trail is located within Becker Park and deviates around the surrounding topography. Furthermore, the presence of street trees obstruct the existing sidewalk, reducing its width for users. This project would construct a more continuous multi-use trail that would provide a direct east/west route along Bass Lake Road (CSAH 10) that would be more appealing to its users. Additionally, adequate ADA accommodations would be included with this project to ensure accessibility for the multi-use trail.

This project would complement Metro Transit's Bottineau Light Rail Transit (BLRT) Project that includes a planned station at the Bottineau Boulevard (CSAH 81) at Bass Lake Road (CSAH 10) intersection.



REVENUES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Mn/DOT State Aid - Regular	-	-	-	-	-	-	-	384,000	2,560,000	2,944,000
<b>Total</b>	-	-	-	-	-	-	-	<b>384,000</b>	<b>2,560,000</b>	<b>2,944,000</b>
EXPENDITURES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Land	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	2,560,000	2,560,000
Consulting	-	-	-	-	-	-	-	384,000	-	384,000
Equipment	-	-	-	-	-	-	-	-	-	-
Furnishings	-	-	-	-	-	-	-	-	-	-
Other Costs	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	-	-	-	-	-	-	-	<b>384,000</b>	<b>2,560,000</b>	<b>2,944,000</b>

<b>Project Name:</b> 2172800 CSAH 10 - Bass Lk Rd Bikeway Improvements fr CSAH 8 to Xenia <b>Major Program:</b> Public Works <b>Department:</b> Transportation Roads & Bridges				<b>Funding Start:</b> 2022 <b>Funding Completion:</b> Beyond 2022				
<b>Current Year's CIP Process Summary</b>	Budget to Date	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Department Requested	-	-	-	-	-	384,000	2,560,000	2,944,000
Administrator Proposed	-	-	-	-	-	384,000	2,560,000	2,944,000
CBTF Recommended	-	-	-	-	-	384,000	2,560,000	2,944,000
Board Approved Final	-	-	-	-	-	384,000	2,560,000	2,944,000
<b>Scheduling Milestones (major phases only):</b> Scoping: 2018-2020 Design: 2021-2022 Procurement: TBD Construction: TBD Completion:				<b>Board Resolutions / Supplemental Information:</b>				
<b>Project's Effect on Annual Operating Budget:</b> No impact to department staff or annual operating costs are anticipated by this project.								
Annual Impact for Requesting Department: 0 Annual Impact for all other Depts: 0 <b>Total 0</b>								
<b>Changes from Prior CIP:</b> • This is a new project introduced in the 2018-2022 Transportation CIP								
<b>Last Year's CIP Process Summary</b>	Budget to Date	2017	2018	2019	2020	2021	Beyond	Total
Department Requested	-	-	-	-	-	-	-	-
Administrator Proposed	-	-	-	-	-	-	-	-
CBTF Recommended	-	-	-	-	-	-	-	-
Board Approved Final	-	-	-	-	-	-	-	-

## Attachment 8: Hennepin County Complete Streets Policy

### **Hennepin County Complete Streets Policy**

**Final Policy approved by Hennepin County Board of Commissioners**

**July 14, 2009**

This Complete Streets policy was created under Hennepin County Board Resolution 09-0058R1. The resolution demonstrates the county's commitment to develop and maintain a safe, efficient, balanced and environmentally sound county transportation system and to support Active Living – integrating physical activity into daily routines through activities such as biking, walking, or taking transit. The county strives to be a leader in providing opportunities and choices for its residents, and believes that a well-planned transportation system that includes Complete Streets demonstrates this leadership.

Hennepin County will enhance safety, mobility, accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of Complete Streets. This policy applies to all corridors under Hennepin County jurisdiction. The county will work with other transportation agencies to incorporate a Complete Streets philosophy and encourages the State of Minnesota, municipalities, other counties and regional organizations to adopt similar policies.

Given the diversity of the natural and built environment in Hennepin County, flexibility in accommodating different modes of travel is essential to balancing the needs of all corridor users. The county will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not look the same in all environments, communities, or development contexts, and will not necessarily include exclusive elements for all modes.

Developing Complete Streets will be a priority on all corridors, and every transportation and development project will be treated as an opportunity to make improvements. This will include corridors that provide connections or critical linkages between activity centers and major transit connections, and in areas used frequently by pedestrians and bicyclists today or with the potential for frequent use in the future.

Hennepin County will conduct an inventory and assessment of existing corridors, and develop Complete Streets implementation and evaluation procedures. The Complete Streets policy and implementation procedures will be referenced in the Transportation Systems Plan and other appropriate plans or documents.

Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in a county corridor. The planning, design, and implementation processes for all transitway and roadway corridors will:

- Involve the local community and stakeholders,
- Consider the function of the road,
- Integrate innovative and non-traditional design options,
- Consider transitway corridor alignment and station areas,
- Assess the current and future needs of corridor users,
- Include documentation of efforts to accommodate all modes and all users,
- Incorporate a review of existing system plans to identify Complete Streets opportunities.

## Attachment 8: Hennepin County Complete Streets Policy

Hennepin County will implement Complete Streets unless one or more of the following conditions are documented:

- The cost of establishing Complete Street elements is excessive in relation to total project cost.
- The city council refuses municipal consent or there is a lack of community support.
- There are safety risks that cannot be overcome.
- The corridor has severe topographic, environmental, historic, or natural resource constraints.

The County Engineer will document all conditions that require an exception. The Assistant County Administrator for Public Works will provide the Hennepin County Board with annual reports detailing how this policy is being implemented into all types and phases of Hennepin County's Public Works projects.

Hennepin County will identify and apply measures to gauge the impact of Complete Streets on Active Living and the quality of life of its residents.

## Hennepin County Bicycle Transportation Plan

### Planned bikeway system - March 2015

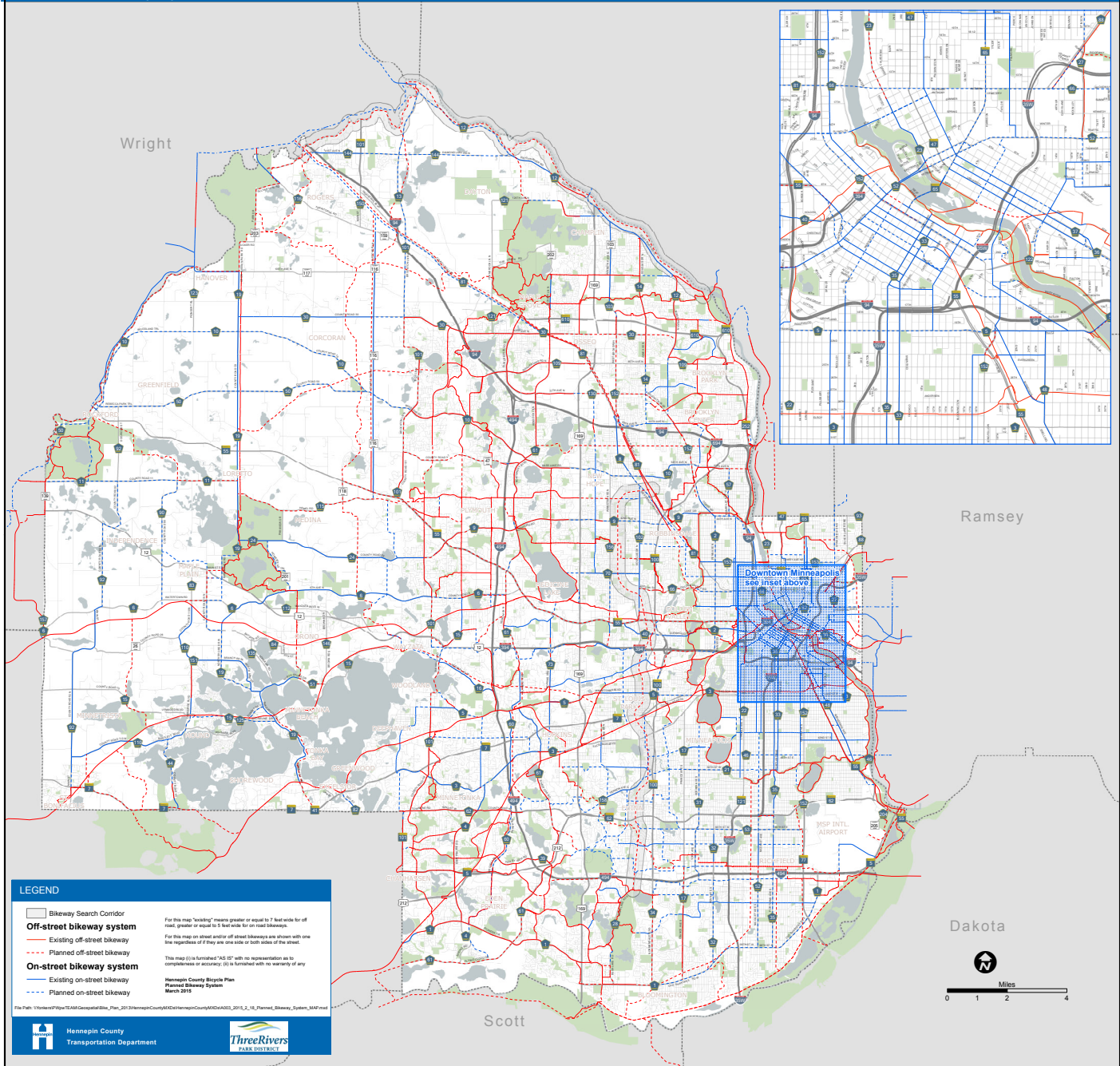


Figure 10: 2040 bikeway system

Table 4: Hennepin County bikeway system mileage

	Existing System	Planned System
Off-street planned bikeway	425	238
On-street planned bikeway	226	302
<b>Total 2040 planned system</b>	<b>651</b>	<b>540</b>



**Strategy 2.5** *Work with transit partners early in the planning phase of corridor and station area planning to incorporate bicycle supportive facilities at key transit locations.*

**Strategy 2.6** *Work with major transit providers and local communities to provide direct bicycle connections to transit stops and stations, and increase secure bicycle parking and storage to meet demand.*

### **Improve connections between transit and bicycling**

For some people, bicycling is one of several travel modes that make up their daily trips. Improving the link between bicycling and transit can significantly increase mobility options for residents. It can also have the effect of expanding the service area of the transit system, by increasing the number of people who can reasonably and conveniently access transit stops and stations. As strategies 2.5 and 2.6 highlight, improving the link between bicycling and transit can be accomplished in three primary ways: building high-quality bikeways that connect to transit stops and stations; improving support facilities at those stations; and making it easy for people to bring their bicycles on transit (for example through bike racks on the front of buses). Transit corridor and station area planning processes present opportunities to address these issues.

### **Support bike share programs**

Minneapolis and St. Paul have a thriving bike share program which is anticipated to expand over time. Nice Ride Minnesota was one of the first large-scale bike share systems to be implemented in the U.S. Launched in June 2010 in Minneapolis, the system has rapidly expanded into neighboring St. Paul. With more than 1,500 bicycles at 170 stations spanning

**Strategy 2.7** *Support local bike sharing programs.*

the two downtowns and extending into adjacent neighborhoods, the program has logged more than 590,000 rides in its four years of service. As stated in strategy 2.7, the county and park district and other partners should continue to support this growing system. In 2013, the county provided funding for additional stations at key destinations around Minneapolis.

### **Ensure integration among county, local and regional bikeways**

The 2040 bikeway system is one piece of a greater bicycle network that includes local, regional and state bikeways. The regional bikeway network is comprised of a variety of bikeway types that must be coordinated across jurisdictions to ensure continuity. Coordination is needed on facility design and phasing, as well as signage, wayfinding, maintenance and the dissemination of information (i.e. maps, online information, etc.).

The county has been and will continue to be involved with cities' plans for local bikeways and facilities on county right of way. Plan maps and other content will be updated to reflect city efforts according to the schedule on page 23.

Strategy 2.8 emphasizes that partnerships are essential to accomplish a fully-connected regional system of bikeways. The county and park district

**Strategy 2.8** *Collaborate with partners on planning, design and funding bicycle infrastructure that helps to complete or complement the county bikeway system.*

must be opportunistic in their approach to land acquisition. Securing new rights-of-way is a strategic way of expanding the bicycling system.

### **Hennepin County bikeway system**

As described earlier in this chapter, the county bikeway system includes regional bikeways, including all of the Three Rivers Park District and Minneapolis Park and Recreation Board regional

trail systems, bikeways along county roadways and in some instances includes alignments that follow some state and local roadways. Where local roadways are identified as part of the county bikeway system, the county will partner with the local implementation agency to provide bikeways that are consistent with bikeway design standards.

### ***Bikeways and transit systems***

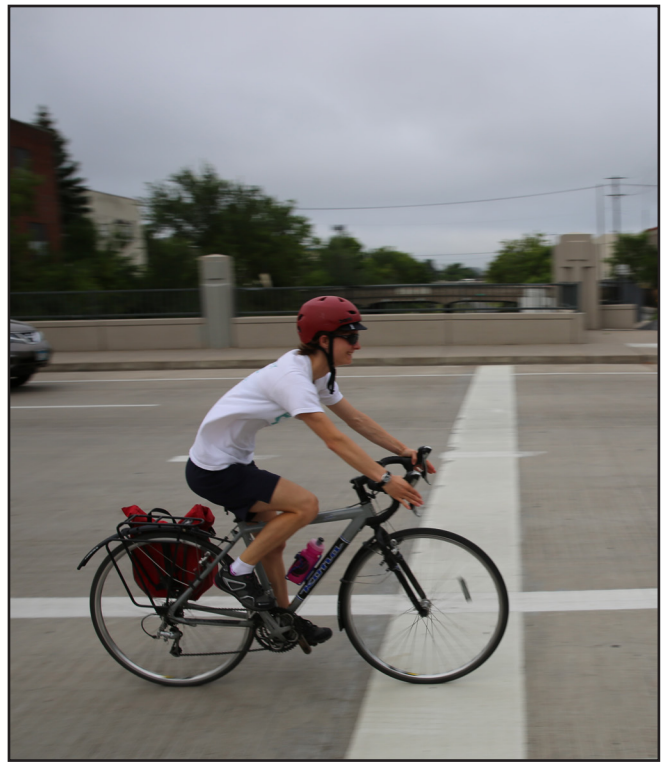
Bicycling and transit complement each other to enhance the efficacy of both. Good transit/bike connections increase the range of both modes, provide one-way trip options, reduce motor vehicle parking demand, and provide a backup mode. The 2040 bikeway system prioritizes connections to transitways. Transitways and stations should be designed and operated to facilitate these connections and to meet the needs of people biking. Bicycle plans are being developed for the Metro Blue Line and Green Line extension station areas within a three-mile radius of each station. These plans will be incorporated as future appendices to this plan.

### ***City bikeway systems***

The local bikeway systems provide more complete coverage at the local level, serving trips within and between neighborhoods and small business districts. Key local routes are also a part of the regional system. The county bikeway system is intended to connect with local routes to provide access for longer bicycle trips to more regionally significant destinations.

### ***Adjacent bikeway systems***

Many residents bike to adjacent communities (and vice versa). The county bikeway system is intended to make key connections to bikeway systems in adjacent counties. Frequently, Hennepin County and the Three Rivers Park District will partner with adjacent communities on regionally-significant bikeway projects that improve inter-county connections or overcome physical barriers, such as a river or highway crossing.



### ***Regional trails***

Regional trails (including the Three Rivers Park District system) have traditionally been planned and implemented for recreation, with much of the funding coming from dedicated park and open space sources administered by the Metropolitan Council. More recently, and particularly in the case of the park agencies, these systems are becoming integral parts of the bikeway transportation system. The collaboration of Hennepin County and Three Rivers Park District on this plan update is a critical step to better coordinate bicycle transportation and recreation systems in Hennepin County.

### ***Metropolitan Council regional bicycle transportation network and priority regional bicycle transportation corridors***

The Metropolitan Council recently conducted a study to define a regional bikeway network. The study focused on priority corridors that are intended to provide a higher level of bikeway service to critical regional destinations. Hennepin County's 2040 bikeway system includes some key elements of the priority regional bikeway system, and recommends continued coordination with regional and local agencies.



## Bikeway strategies

### Strategy 2.5

**Work with transit partners early in the planning phase** of corridor and station area planning to incorporate bicycle supportive facilities at key transit locations.

#### Actions

2.5.a Establish a communication protocol with key transit provider staff so county staff is aware of potential projects and can suggest ways to incorporate bicycle provisions in transit projects at the appropriate phase of project planning.

2.5.b Provide guidance and resources for evaluating appropriateness of, and installing, bicycle repair stations and short/long-term bicycle storage options at major transit hubs.

### Strategy 2.6

**Work with transit providers and local communities to provide direct bicycle connections** to transit stops and stations, and increase secure bicycle parking and storage to meet demand.

#### Actions

2.6.a Partner with transit agencies to identify transit/ bicycle usage patterns (such as bike boardings, or bike parking use) to prioritize bicycle improvements that increase access to transit.

2.6.b Consider prioritizing areas for bicycle improvements based on the percentage of lower income residents within a certain distance of the transit stop.

2.6.c Include bikeway planning for major transit stations. Transitway and station area planning efforts should address bikeway system connections and support facilities.

2.6.d Provide county funding eligibility for bikeway system connections and support facilities for major transit stations.



Pedestrian Network

Providing safe, comfortable access to transit for foot traffic is a central part of making the Bottineau LRT successful. A complete pedestrian network supports increased access to transit, expanded ridership, and community health through physical activity.

The rule of thumb is that people are willing to walk approximately 10 minutes, or roughly a ½-mile, on a regular basis to access light rail transit. The area that people can easily walk to within a certain period of time is called a walkshed. Around the Bass Lake Road LRT station, the 10-minute walkshed almost reaches the full ½-mile from the station platform due to the rectilinear street pattern, but large commercial parcels and limited access along County Road 81 and across the freight rail corridor prevent consistent walkability (see 10-Minute Walkshed below). The main challenge for walkers is that high traffic volumes and speeds at certain intersections make it very stressful to cross.

The Station Area Plan recommendations build on the City of Crystal's existing sidewalk network, which gives preference to sidewalks on major streets while having few or no sidewalks along residential streets. Priority projects have been identified based on resident input, station access needs, and known gaps in the network. The main points of concern identified by residents and stakeholders for improved pedestrian/bike crossings are primarily concentrated along Bass Lake Road. General recommendations for pedestrian improvements, as well as specific recommendations for these main points of concern, are outlined on the following page.

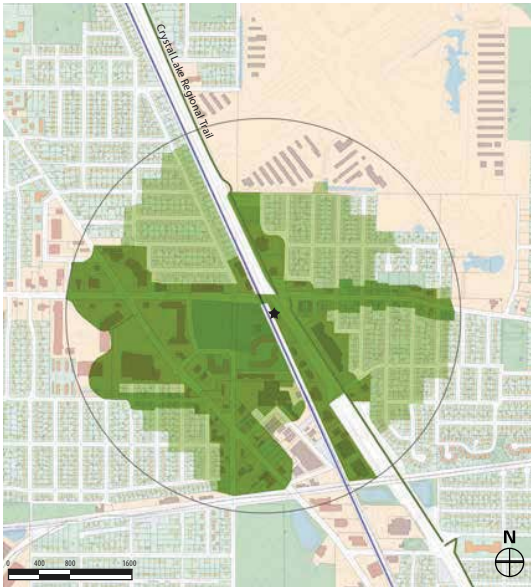


Fig. 16 10-MINUTE WALKSHED

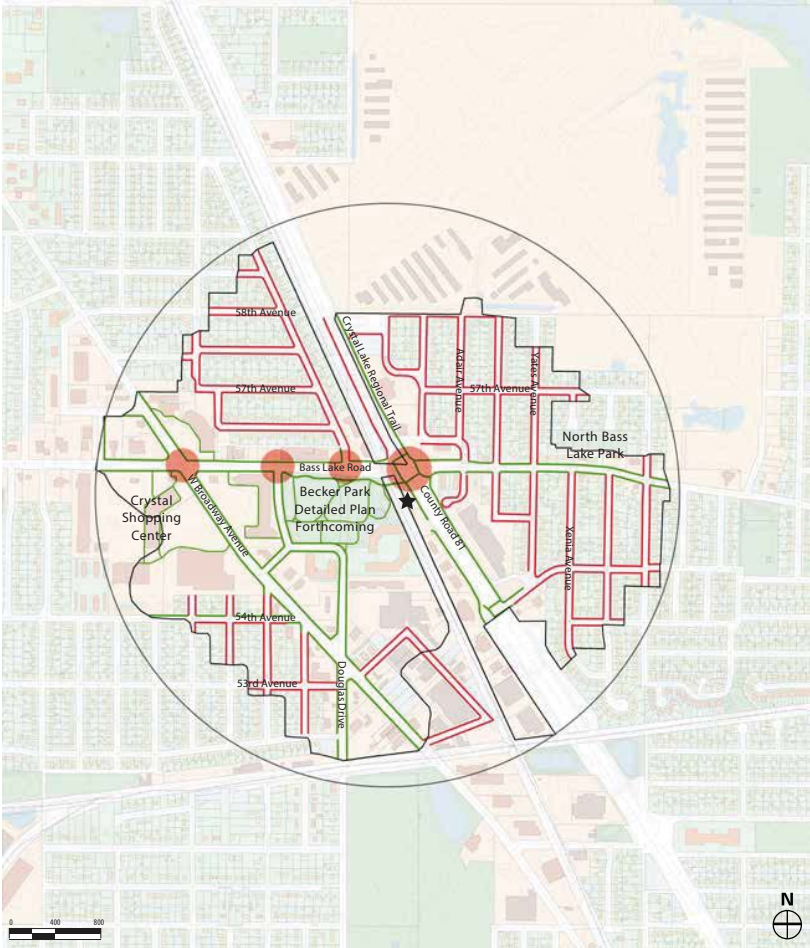


Fig. 17 GAP ANALYSIS Red lines indicate locations without sidewalks, most of which are on secondary residential streets.

# Attachment 10: Bass Lake Road Station Area Plan

## Recommendations for Pedestrian Improvements

Much can be done to improve the walking experience without compromising the movement of vehicles. The Station Area Plan recommendations outlined here build on the current City of Crystal sidewalk requirements and are consistent with the Bottineau Bike Study recommendations. Priority areas were pinpointed based on resident input, station access needs, and known gaps in the network.

Some of the most critical pedestrian improvement areas identified by stakeholders during the station area planning process were the intersections along Bass Lake Road. A Promenade is being proposed to improve pedestrian movements along Bass Lake Road and is described in more detail on page 26 of this report. The goal is to create both a strong visual and physical connection for pedestrians between the LRT station and the surrounding businesses by creating a 13- to 15-foot wide sidewalk on both the north and south sides of Bass Lake Road between the intersection with County Road 81 and West Broadway Avenue.

For streets within the station area that currently do not have sidewalks, the recommendation is to consider adding sidewalks to all major streets within the ½-mile radius of the Bass Lake Road station.

Note: Hennepin County will partner with the City of Crystal regarding all proposed changes to County roadways.



LRT Crossing at Bass Lake Road and County Road 81

## Improvements at County Road 81 and Bass Lake Road

- » Pedestrian Improvements to be Implemented:
  - › Add stop bar in advance of crosswalk (for visibility)
  - › Add crosswalks at right-turn islands
  - › Add advanced pedestrian/bike signage
  - › Add audible pedestrian signals
  - › Tighten corner radius
  - › Widen white crosswalk markings (min. 10 feet)
  - › Underlay crosswalk markings with a black field so they are more visible
- » Pedestrian Improvements Requiring Further Study:
  - › Add no right turn on red for east-west movement
  - › Add intermediate pedestrian signals/pushbuttons to medians (only when there is sufficient space)
  - › Narrow or remove left turn lanes to create larger refuge area
  - › Add bollards/landscaping in median
  - › Lower speed limit on Bottineau Boulevard (CSAH 81)
  - › Enhance crosswalk markings (raised crosswalk at channelized turns)
  - › Review east-west right turn lanes



Rectangular Rapid Flashing Beacons (RRFB) and Pedestrian Crossing Signage



Raised crosswalk

## Intersection Improvements along Bass Lake Road

- » Develop pedestrian promenades along both the north and south sides of Bass Lake Road, from County Road 81 to West Broadway
- » Add a crossing at Elmhurst with white pavement marking and a stop bar in advance of the crosswalk



Wide crosswalk with pedestrian refuge



Stop bars

## Improvements to City Streets

- » Add sidewalks to Elmhurst Avenue to connect Station Area redevelopment north of Bass Lake Road to the station and pedestrian promenade
- » Widen white crosswalk markings (minimum 10 feet)
- » Evaluate stop bars in advance of crosswalk (for visibility)
- » Provide pedestrian and bike crossing signage
- » Rapid flashing beacons
- » Raised crosswalks

# Attachment 10: Bass Lake Road Station Area Plan

## County Road 81

The main challenge for people walking or riding a bike is that high traffic volumes and speeds make County Road 81 uncomfortable to cross. This is especially true at Bass Lake Road where the posted speed limit changes from 45 mph south of Bass Lake Road to 55 mph north of Bass Lake Road. In addition, for people needing to cross kitty-corner, they may need to navigate as many as fifteen lanes of traffic, and cars have been noted to stop in the crosswalks impeding movement.

Much can be done to improve the walking experience without compromising the movement of vehicles. A list of proposed pedestrian and bicycle improvements at County Road 81 is included on the previous page and will require further study to determine what is feasible and can best address the challenges of this intersection.

Beyond improving the crosswalks, a grade-separated pedestrian bridge option was requested by City Council members and numerous residents. In response, the Blue Line Extension Project Office has tested options for a pedestrian bridge along the south side of the intersection. The City Council received a presentation of options for grade separated improvements on January 25, 2016. Additional design of a grade separated crossing will continue to be led by the Blue Line Extension Project Office.



INTERSECTION OF BASS LAKE ROAD AND COUNTY ROAD 81



Fig. 18 AERIAL OF THE INTERSECTION OF BASS LAKE ROAD AND COUNTY ROAD 81



# Attachment 10: Bass Lake Road Station Area Plan

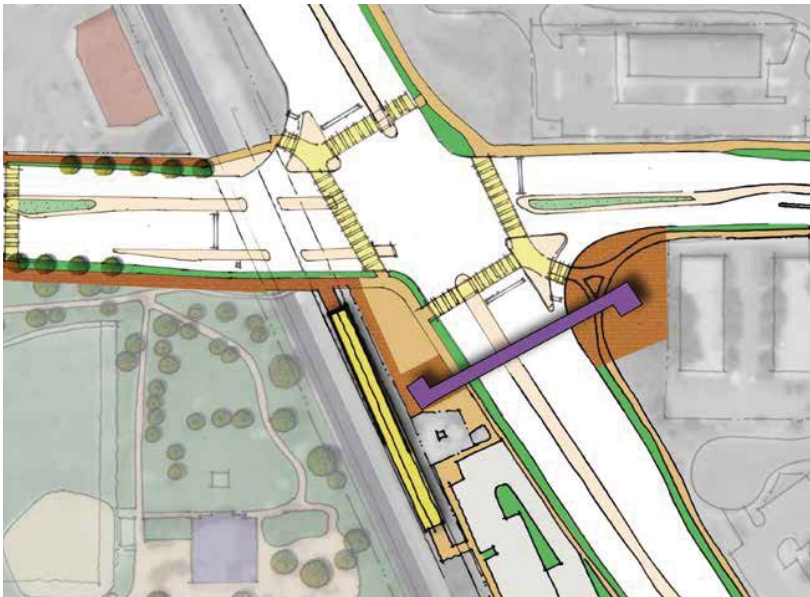


Fig. 19 PLAN OF CONCEPT PEDESTRIAN BRIDGE



PEDESTRIAN BRIDGE EXAMPLE



3-D ILLUSTRATION Proposed intersection improvements.



Fig. 20 PROPOSED INTERSECTION IMPROVEMENTS

# Attachment 10: Bass Lake Road Station Area Plan

## Bicycle Network

Providing safe and comfortable bike access to the LRT is important because it can improve the overall quality of the transit experience, extend the reach of the transit network, increase ridership, and provide opportunities for daily physical activity. The Bottineau Bike Study was conducted in parallel with this Station Area Plan and looked at bicycle access and circulation in and around station areas, as well as bike parking and corridor long bicycle travel. A summary of those results is presented below. A summary of the Bottineau Bike Study with a focus on Crystal is attached as an Appendix. The full report is available at [www.hennepin.us/bottineau](http://www.hennepin.us/bottineau).

An average person biking is willing to ride 20 minutes, or approximately three miles on flat ground, to access an LRT station. The City of Crystal features a grid of neighborhood streets divided by major avenues spaced approximately one mile apart. Twin Lake provides a natural barrier to the east of the city, while Crystal Airport creates a land use gap in the street network leaving a large area with no connections. County Road 81, traveling diagonally north-south across the grid creates another barrier, along with West Broadway, the freight railroad corridor north of 52nd Avenue, and the planned LRT transitway. Regional bicycling connections are provided by the Crystal Lake Regional Trail, connecting south to Robbinsdale and east to the Twin Lakes Regional Trail. Completed sections of the Bassett Creek Regional Trail also provide limited connectivity beyond Crystal. On-street bicycle facilities, such as the bicycle lanes on Douglas Drive, feature limited connectivity with no connections across West Broadway or County Road 81.



The existing mixed-use trail that runs through Becker Park



Winnetka Avenue shared lane for bicycles and parking



Bicyclist crossing Bass Lake Road at West Broadway Avenue



Intersection of Bass Lake Road and West Broadway Avenue



# Attachment 10: Bass Lake Road Station Area Plan

Priority recommendations of the Bottineau Bike study include:

- » Multi-use trail on the south side of Bass Lake Road, connecting existing trails west of Minnesota State Highway 169 with the Bass Lake Road LRT station and the existing Crystal Lake Regional Trail.
- » Bike lanes on Sherburne Avenue between Douglas Drive and Bass Lake Road, providing a direct connection between the LRT station, planned trails and bike lanes on West Broadway, and the existing bike lanes on Douglas Drive.
- » Bike lanes on 58th Avenue, Orchard Avenue, and Bass Lake Road connecting the Bass Lake Road LRT station with planned trails on County Road 81. This corridor is an important connection to the east of the transitway where Twin Lake and the Crystal Airport create barriers in the street network. Similarly, limited east-west crossings of County Road 81 make this an important bicycle connection across Crystal.
- » Combination of a trail, buffered bike lane, and bike lane along West Broadway connecting Brooklyn Park to Crystal and downtown Robbinsdale. This route provides local bicycle connections and an alternate on-street route to the Crystal Lake Regional Trail.
- » A trail on 36th Avenue and bike lanes on 42nd Avenue, connecting southern sections of Crystal with the Robbinsdale LRT station, the Bassett Creek Regional Trail, and the proposed low-stress route on the Crystal Lake Regional Trail and in Sochacki Park. Further study is needed to determine trail feasibility of 36th Avenue and the type of bike facility on 42nd Avenue.
- » Bike boulevards on Vera Cruz, 48th Avenue, and Adair Avenue to connect residents to the community center/aquatic center at Josh Grogan Park.



This is a bicycle boulevard in Portland, OR. Pavement markings indicate that the roadway is a shared street.



Bicycle boulevards can include treatments like this diverter that encourages drivers to take other routes.



This is a bike boulevard on 17th Avenue South in Minneapolis. The neighborhood roundabout helps slow traffic, making the street more comfortable for people biking. There are bicycle boulevards proposed on Elmhurst Avenue and 62nd Street, as well as parts of Vera Cruz and Adair Avenues.



This is a multi-use trail in Hopkins, MN. Multi-use trails are proposed along Bass Lake Road and 36th Avenue.



Bicycle lane on Plymouth Avenue in Minneapolis. Bike lanes are recommended on Douglas Drive, West Broadway, and Orchard Avenue in Crystal.

# Attachment 10: Bass Lake Road Station Area Plan

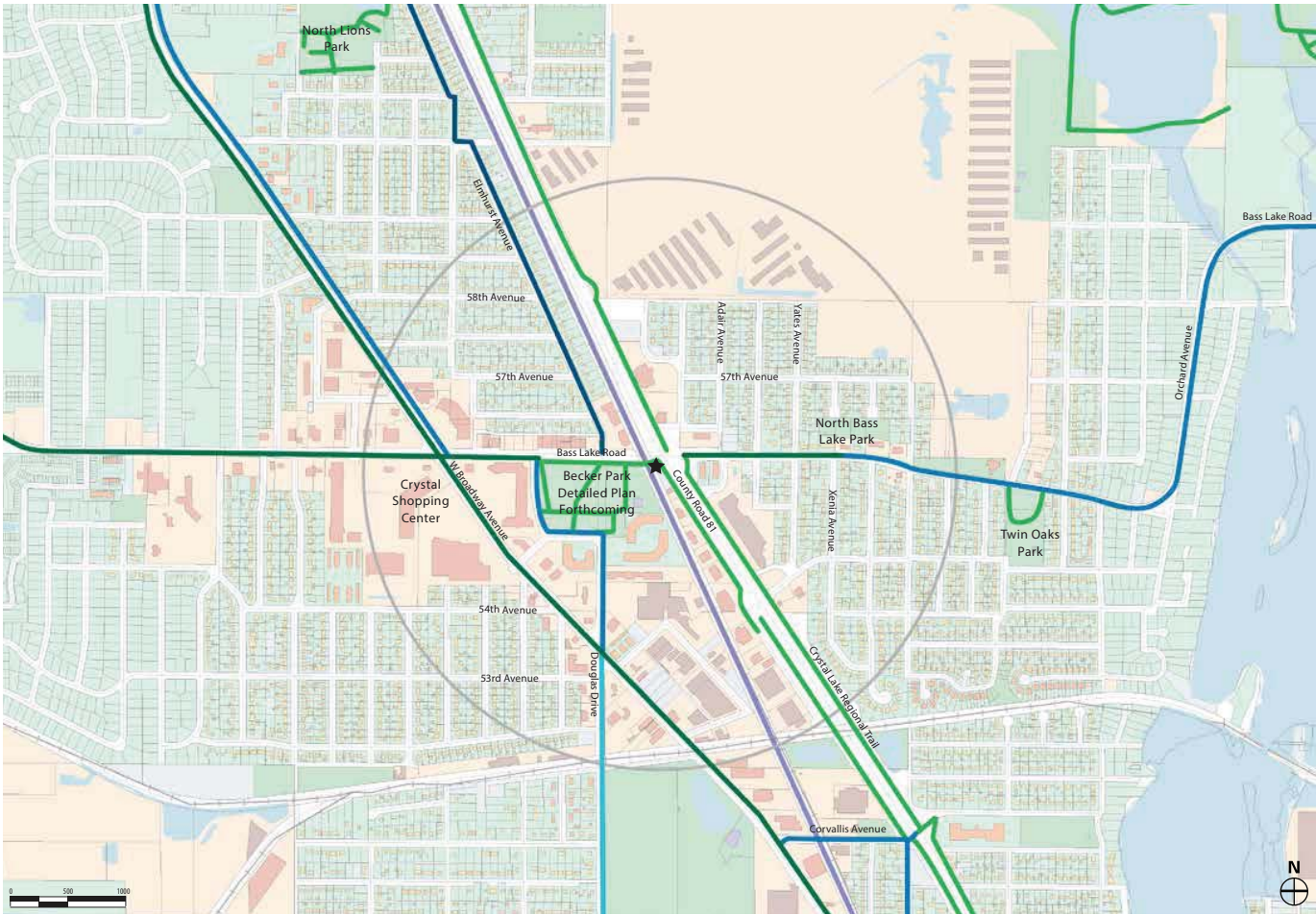


Fig. 21 PROPOSED BIKE ROUTES

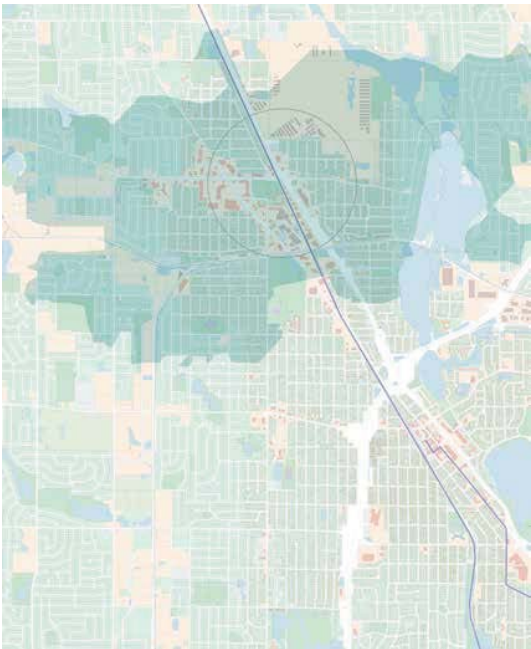


Fig. 22 20-MINUTE BIKESHED MAP

- ★ APPROXIMATE STATION LOCATION
- EXISTING SHARED-USE TRAIL
- PROPOSED SHARED-USE TRAIL
- EXISTING ON-STREET BIKE LANE
- PROPOSED ON-STREET BIKE LANE
- 20-MINUTE BIKESHED
- LIGHT RAIL CORRIDOR



# Attachment 10: Bass Lake Road Station Area Plan

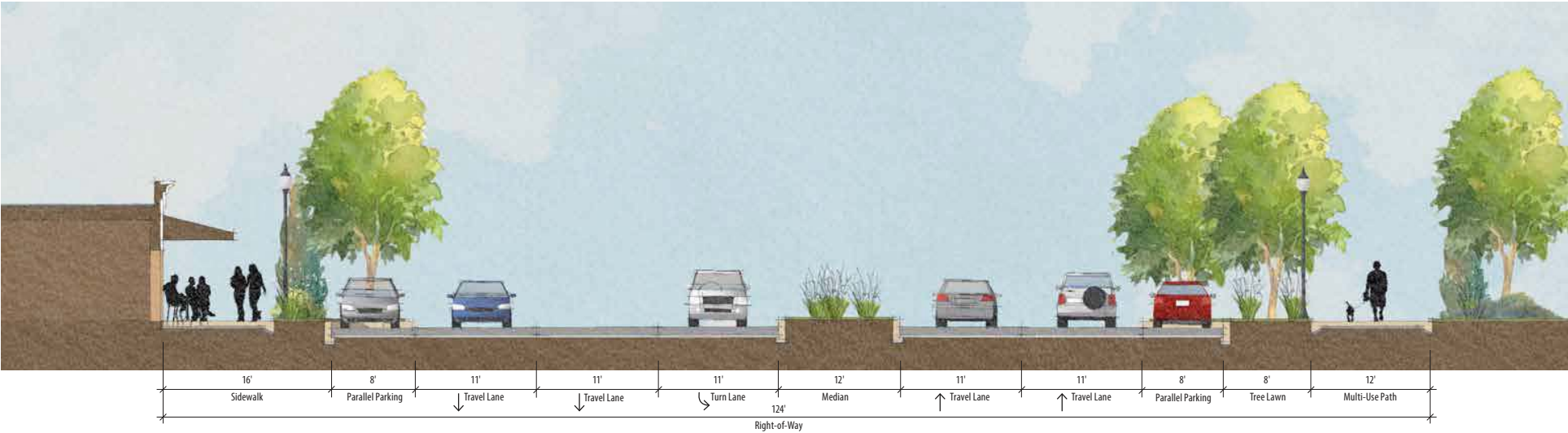


Fig. 29 BASS LAKE ROAD PROPOSED STREET SECTION A-A Pedestrian upgrades and new on-street parking help to create a nice experience for residents.

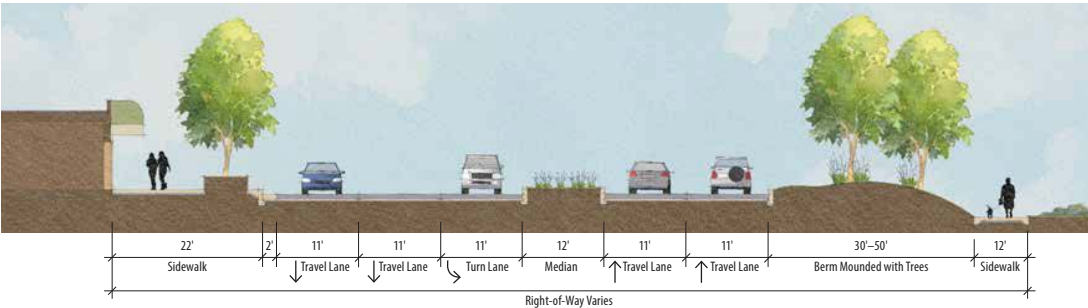


Fig. 30 BASS LAKE ROAD EXISTING STREET SECTION Dated streetscapes and disconnected park sidewalk contribute to a pedestrian-unfriendly street.

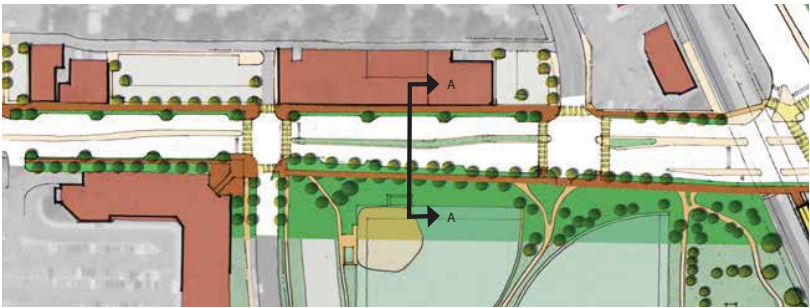


Fig. 31 STREET SECTION A-A LOCATION THROUGH PROPOSED PLAN

Becker Park

Becker Park is a source of great community pride. This was evident throughout the public engagement process. It is home to the Crystal Frolics, an annual festival and softball tournament. The 12.4-acre park is also the site of concerts, court sports, and other forms of both active and passive recreation. In January 2016, based on feedback from the Station Area Planning process, the city decided to initiate a separate detailed planning process for Becker Park. This city-led process will engage both residents and commission members to determine what changes, if any, should be made. The Becker Park planning process will create a long-term vision for the park that is useful, feasible, and realistic, but does not downsize the park.

The following pages document the planning ideas that framed the City Council decision to take the next step. None of these plans will be the final plan — they are simply included as a benchmark for community discussion. The three alternatives that emerged from the November planning workshop include:

- 1 The Light Touch Plan
- 2 The Park Reimagined
- 3 The Main Street Plan

BECKER PARK	
STRENGTHS	CONCERNS
» Green space for community	» No eyes-on-the-park
» Beautifully maintained	» Single-purpose facilities
» Venue for fundraising/frolics	» Seasonal use in a place with year-round activity
	» Security issues and loitering
	» Hurts the retail by using private parking

TABLE 7 SWOT Analysis



Becker Park existing open space



Becker Park existing fields



Becker Park existing trail



Becker Park existing conditions

## Attachment 10: Bass Lake Road Station Area Plan

### THE LIGHT TOUCH PLAN

This alternative proposes to keep the park largely as it is today. The only change would be to overlay the Bass Lake Road Promenade concept over the park, creating a more direct link between the light rail station and downtown. This approach improves security by increasing visibility into the park.

#### Key features of this plan include:

- » Park remains the same size
- » Park elements remain in their same location
- » Removes berms/mounding along Bass Lake Road to improve visibility and safety
- » Creates a promenade along the north edge of the park, connecting the station to downtown



Fig. 32 THE LIGHT TOUCH PLAN Multi-use path along the north edge improves connectivity.



# Attachment 10: Bass Lake Road Station Area Plan

LIGHT TOUCH PARK			
Use		Acreage (ac)	Percentage (%)
	Park	12.4	100
	Civic Park	2.0	16
	Recreational Park	10.4	84
	Development	0	0
	Street	0	0
Total		12.4	100

TABLE 8 Light Touch Plan Development Quantities



Fig. 33 LIGHT TOUCH USE DIAGRAM



BASS LAKE ROAD STATION AERIAL WITH THE LIGHT TOUCH PLAN View looking Southwest

# Attachment 10: Bass Lake Road Station Area Plan

## THE PARK REIMAGINED PLAN

This option is a redevelopment alternative that keeps the park at 12.4 acres, but trades one softball field for a Great Lawn and associated uses. The remaining softball field and all courts have been reorganized and consolidated in the east part of the park. A central pedestrian connection, called The Stroll, that aligns with Douglas Drive helps define this area. The biggest change is the introduction of a spacious oval lawn as an organizing element for the playground, park building, stage, and park restaurant. This balances space for sports and civic uses, and is a useful feature given the park's location near downtown Crystal.

### Key features of this plan include:

- » Mixes active and passive uses
- » Provides a wide pedestrian link (The Stroll in line with Douglas Drive) with special paving for pedestrians and bicyclists
- » The Stroll could be a space for Frolics vendors, large events, or weekly markets
- » Groups the active recreation uses east of The Stroll
- » Retains one championship ball field adjacent to the LRT station
- » Creates a Civic Park with uses for all west of The Stroll
- » Introduces a Great Lawn for informal recreation, picnics, concerts, a skating rink, and other community events
- » Relocates playground and community facility to a more visible and functional location (along 55th Avenue)
- » Creates a special restaurant in the Park with cafe seating, opening up to the Great Lawn.
- » Creates a promenade along the north edge of the park, connecting the station to downtown



Fig. 34 ILLUSTRATIVE PARK REIMAGINED PLAN



# Attachment 10: Bass Lake Road Station Area Plan

THE PARK REIMAGINED			
Use		Acreage (ac)	Percentage (%)
	Park	12.4	100
	Civic Park	7.4	60
	Recreational Park	5.0	40
	Development	0	0
	Street	0	0
Total		12.4	100

TABLE 9 The Park Re-imagined Development Quantities



Fig. 35 THE PARK RE-IMAGINED USE DIAGRAM



BASS LAKE ROAD STATION AERIAL WITH THE PARK REIMAGINED View looking Southwest



## Attachment 10: Bass Lake Road Station Area Plan

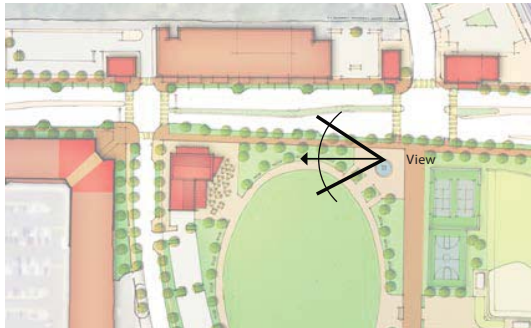


Fig. 36 PERSPECTIVE LOCATING PLAN



PARK REIMAGINED PLAN PERSPECTIVE



# Attachment 10: Bass Lake Road Station Area Plan

The Stroll

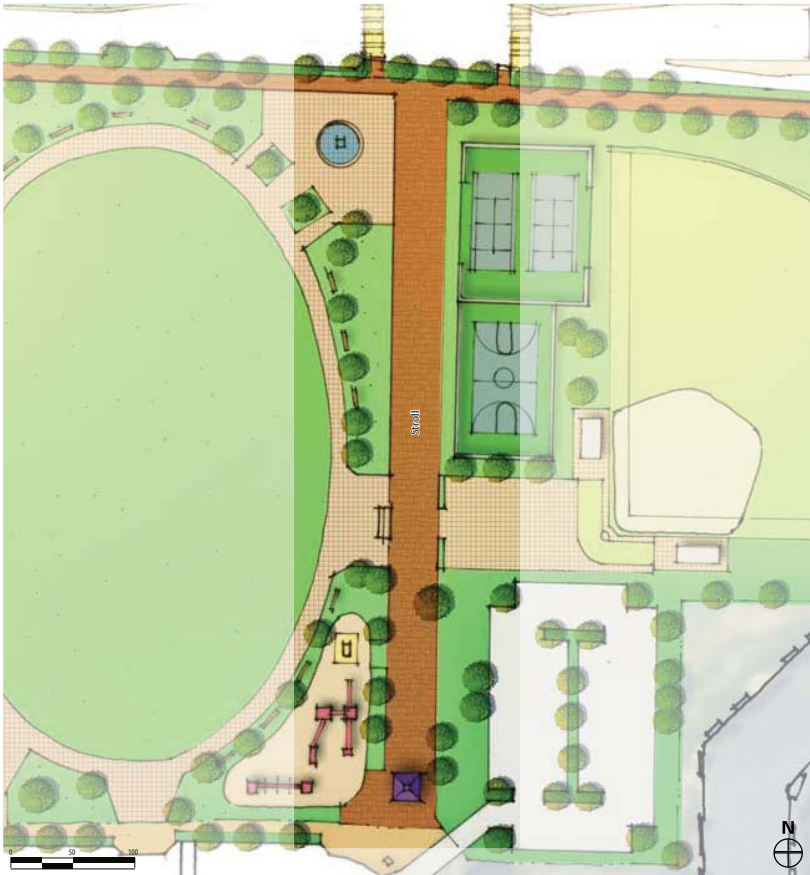


Fig. 37 PLAN DETAIL AND EXAMPE IMAGES FOR THE STROLL



PEDESTRIAN WALKWAY EXAMPLE

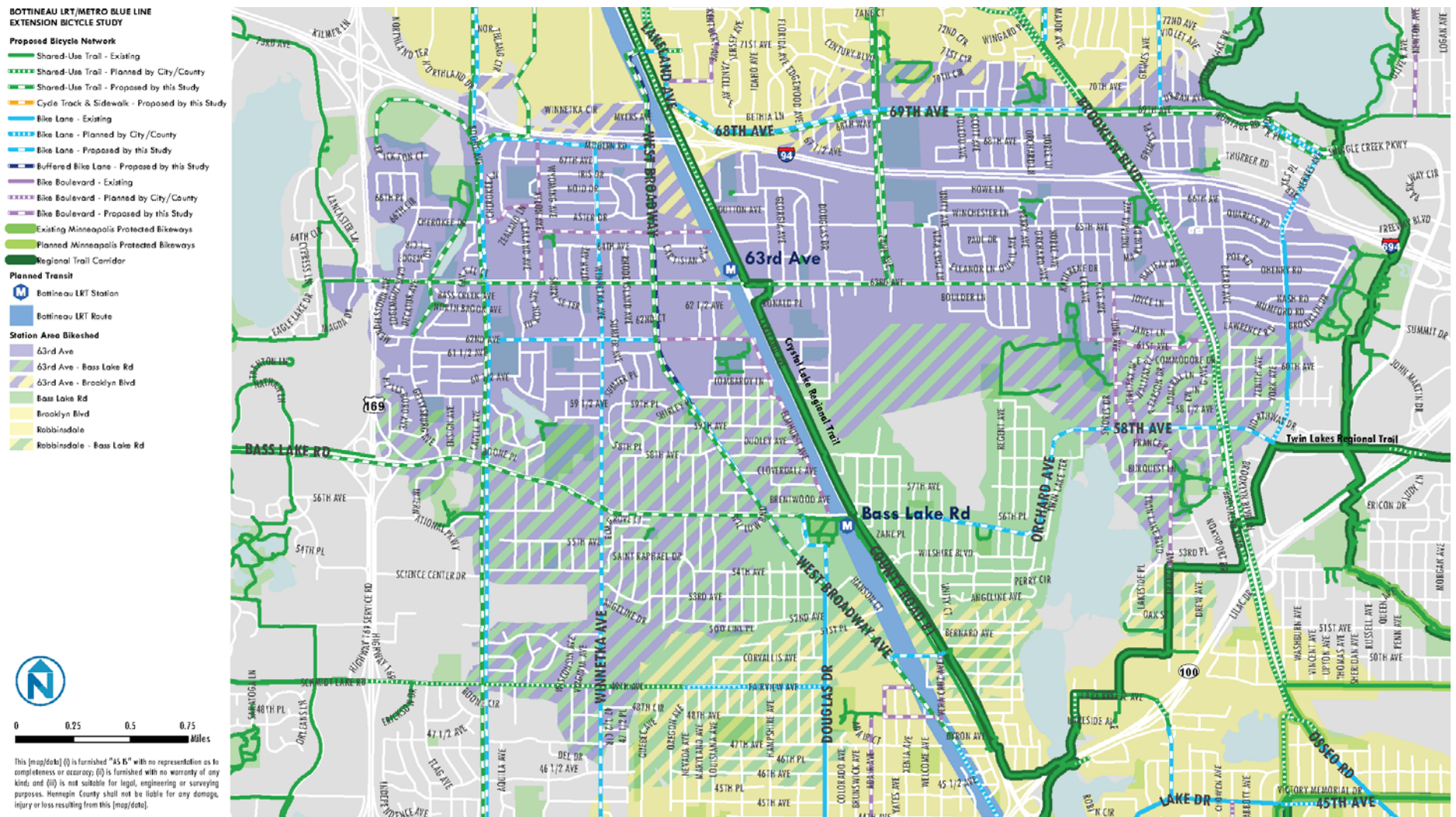


PEDESTRIAN WALKWAY EXAMPLE

# Attachment 11: Bottineau LRT / Metro Blue Line Extension Bicycle Study

## BOTTINEAU LRT / METRO BLUE LINE EXTENSION BICYCLE STUDY Hennepin County

Figure 12 Proposed Bicycle Network – 63rd Ave, Bass Lake Rd Bikesheds





# Bottineau Community Works Infrastructure Advanced Planning

Hennepin County - May 15, 2018

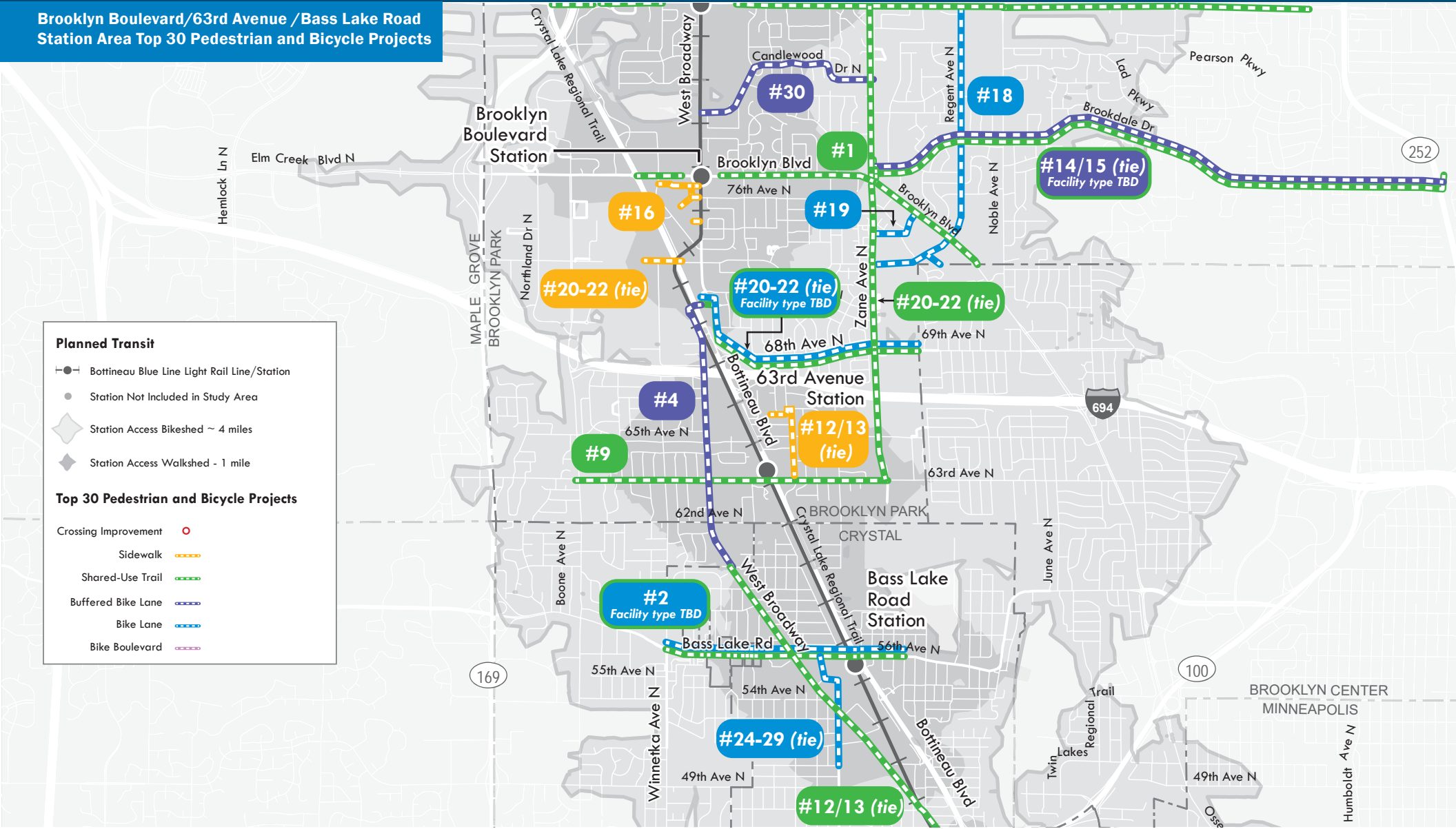
Brooklyn Boulevard/63rd Avenue /Bass Lake Road  
Station Area Top 30 Pedestrian and Bicycle Projects

**Planned Transit**

- Bottineau Blue Line Light Rail Line/Station
- Station Not Included in Study Area
- ◊ Station Access Bikeshed ~ 4 miles
- ◆ Station Access Walkshed - 1 mile

**Top 30 Pedestrian and Bicycle Projects**

- Crossing Improvement ○
- Sidewalk —
- Shared-Use Trail —
- Buffered Bike Lane —
- Bike Lane —
- Bike Boulevard —



## Becker Park

Classification: Destination Park

Location: 5501 Douglas Drive North

Size: 12.2 acres

### Park Function and Overview

While the park gets some use for softball, other uses of the park are limited. Planning efforts over the past two years have recommended new uses to attract visitors throughout the day, so a new vision has been developed and refined through this plan. Significant changes are expected and are detailed in the following pages discussing the concept and master planning process.

### Park Features/Amenities

Current park features include:

1. Ballfield with lighting
2. Basketball court
3. Tennis courts (3)
4. Ballfield with lighting
5. Performance stage / concession building
6. Playground

*BECKER PARK AERIAL (IMAGERY PROVIDED BY BING)*



## Assessment

The layout of the park creates an unwelcoming environment due to the fencing found in most of the programmed spaces. The current orientation of the two softball fields is also problematic because of sun glare for participants and spectators.

Site furnishings are in acceptable condition, but are improperly located and lack a consistent style. The current building is at the southeastern portion of the site contains wasted space and is difficult to have open and available for use without staff present. A play area is located adjacent to this building but is rarely used because it is hidden by the building. In addition, the play area contains minimal, dated play equipment which currently does not conform to ADA requirements for playground accessibility.

## Recommendations

Recommendations and additional information pertaining to the development of this park are further discussed in the following concept and master plan sections.

## Interrelationship with Other Parks

The park is relatively isolated from other parks, but contains accessible routes around the entire perimeter of the site.

## Trail & Accessibility Issues

The condition of trails and parking lot are good, offering direct connections to site amenities. Improvements are needed for the playground to meet ADA requirements for accessibility.



*PHOTOGRAPH OF VIEW A*



*PHOTOGRAPH OF VIEW B*



*PHOTOGRAPH OF VIEW C*



## Concept Plan

The City of Crystal began taking a hard look at Becker Park when a station for a new light rail line was proposed adjacent to the park. At the same time, a stormwater infiltration project was being proposed that would require the removal of many amenities currently in the park. With the softball fields in the park being used less than they once were, and adjacent businesses wanting the park to be more active, a new vision for the park and the city's business district began taking shape.

Early thoughts for an updated Becker Park began to form when planning for the adjacent light rail station took place. The station area planning included Becker Park, and proposed concepts for a new look and function of the park. These concepts were further refined in June of 2016, when a group of interested citizens and business owners participated in a visioning session that laid the framework for amenities proposed today. The desire was to make this park a community gathering area with a variety of things to make the park active throughout the day and year. The vision for the park from this meeting is:

*“Becker Park is a multi-use destination park that provides a vibrant, year-round gathering place that includes recreation, community events and entertainment for residents and guests of all ages serving a variety of interests.”*

Based on the outcomes of this meeting, the following concepts were prepared that identified three variations focused on providing community gathering. Desired features included areas for performance opportunities, central promenade, flexible green space, a plaza for community gatherings, a destination play area, and wayfinding opportunities.

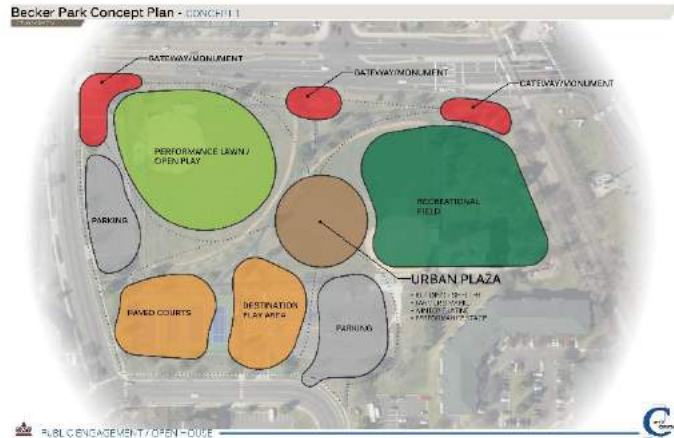


FIGURE 3.22 – BECKER PARK – CONCEPT 1



FIGURE 3.23 – BECKER PARK – CONCEPT 2

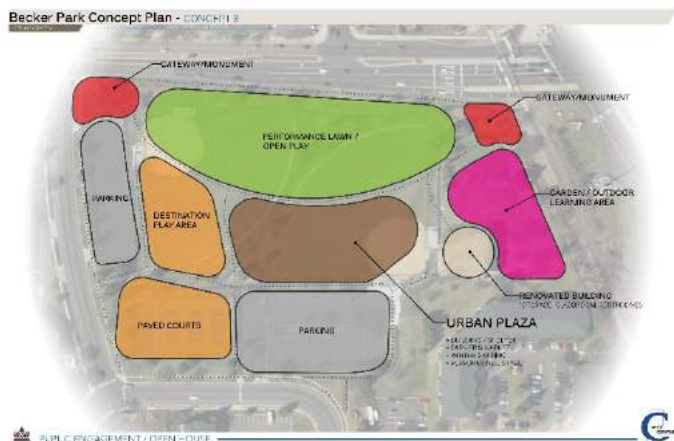


FIGURE 3.24 – BECKER PARK – CONCEPT 3

## Master Plan

The following master plan is a hybrid of the three concepts previously illustrated. Corners of the park were identified as entry nodes serving as gateway entrances to the park. The gateways may include seating opportunities and water features to create a pleasant ambiance. A trail loop system allows users to traverse through the multiple stopping points as well as a linear trail corridor located through the center of the park providing direct access to future local and regional trail connections. Parking is primarily located along the perimeter of the park offering direct access to and from the park with on-street parking to be incorporated in the planned streetscape improvements on Bass Lake Road. Adjacent to the southwestern parking lots is a destination play area providing a safe and easy access for users requiring vehicular travel. Additional complementary amenities include a plaza /skating area (potentially refrigerated) for year-round use, performance stage, and ample flexible green space. The plan for Becker Park does not currently include sports fields or courts. However, it was noted that basketball is popular now, so it may be something to add back in if demand warrants. If it is added, it should be in a form that reflects the “destination” designation of the park. Imagery depicting the potential vision of these spaces can be found in the Park and Recreation System Master Plan -Supplementary Document.



FIGURE 3.25 – BECKER PARK MASTER PLAN

Below is a list of the site amenities.

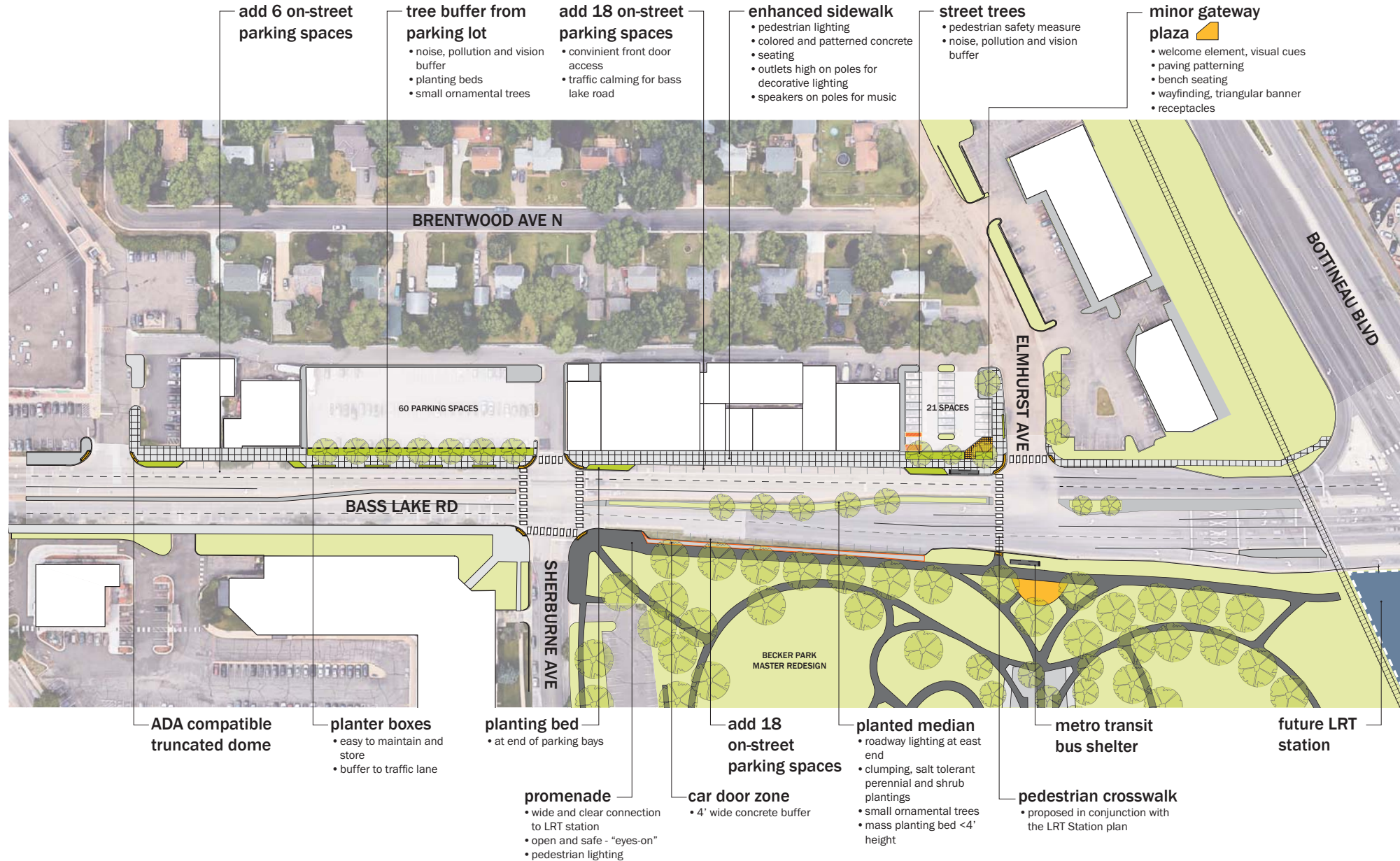
- Destination play area
- Kid-friendly water features / fountain
- Great lawn / performance area
- Plaza area
- Park building
- Picnic shelter
- Four-season buildings
- Ice skating (potential for refrigeration)
- Basketball court (if demand warrants)
- Trail improvements



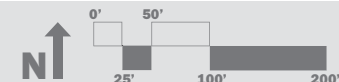
# CONCEPT REDESIGN

## a new bass lake road

### Attachment 14: Bass Lake Road Streetscape



## CRYSTAL: BASS LAKE ROAD STREETScape



06/22/17

Hennepin County Public Works  
**CSAH 10 (Bass Lake Rd) CSAH 8 to Xenin Ave N**  
 2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
Intersection - CSAH 8 (W Broadway Ave) at CSAH 10 (Bass Lake Rd)																						
8	2.09	0	0	0	15	2013	3	16	17	7	130760133	7	870	N	1	1	2	1	1	1	1	98
8	2.06	0	0	0	15	2013	3	12	15	3	130840025	7	870	C	1	1	2	1	1	1	1	
8	2.07	0	0	0	15	2013	6	15	16	7	131660093	7	870	N	1	1	2	1	1	3	2	98
8	2.09	0	0	0	15	2013	7	26	11	6	132070093	7	870	N	1	1	2	1	1	2	1	98
8	2.06	0	0	0	15	2013	10	14	7	2	132960070	7	870	C	1	1	2	1	2	1	1	
8	2.09	0	0	0	15	2014	1	23	22	5	140240014	7	870	C	1	1	2	1	4	1	1	98
8	2.06	0	0	0	15	2014	3	2	17	1	140610177	7	870	N	1	1	2	1	1	1	5	98
8	2.09	0	0	0	15	2014	8	8	16	6	142200138	7	870	C	1	1	2	1	1	1	1	98
8	2.09	0	0	0	15	2014	11	2	16	1	143060095	7	870	C	1	1	2	1	1	1	1	98
8	2.06	0	0	0	15	2015	1	3	16	7	150030089	7	870	N	1	1	2	1	1	1	1	98
8	2.08	0	0	0	15	2015	1	21	22	4	150220009	7	870	N	1	1	2	1	4	1	2	98
8	2.06	0.01	0	0	15	2015	5	29	16	6	151490187	7	870	N	1	1	2	1	1	3	2	98
8	2.06	0	0.01	0	15	2015	7	29	18	4	152110031	7	870	N	1	1	2	1	1	1	1	98
8	2.06	0	0	0	15	2015	7	31	16	6	152120165	7	870	N	1	1	2	1	1	1	1	98
8	2.06	0.01	0	0	15	2015	8	23	13	1	152350075	7	870	N	1	1	2	1	1	2	1	98
8	2.06	0	0	0	15	2015	9	6	11	1	152490089	7	870	N	1	1	2	1	1	2	1	98
8	2.06	0	0	0	15	2015	9	18	7	6	152610112	7	870	N	1	1	2	1	1	1	1	98
8	2.04	0	0	0	15	2015	10	14	17	4	152870152	7	870	N	1	1	2	1	1	1	1	98
8	2.09	0	0	0	15	2013	3	28	14	5	130870121	7	870	N	2	1	2	1	1	1	1	98
8	2.09	0	0	0	15	2013	6	25	18	3	131770017	7	870	N	2	1	2	1	1	1	1	98
8	2.09	0	0	0	15	2014	8	1	16	6	142130088	7	870	C	2	1	2	1	1	1	1	98
8	2.09	0	0	0	15	2014	12	18	9	5	143520093	7	870	N	2	1	2	1	1	2	2	98
8	2.06	0.02	0	0	15	2015	2	6	12	6	150370150	7	870	N	2	1	2	1	1	1	1	98
8	2.06	0	0.02	0	15	2015	7	30	20	5	152120006	7	870	N	2	1	2	1	3	1	1	98
8	2.06	0	0	0	15	2015	7	31	18	6	152120017	7	870	C	2	1	2	90	1	1	1	98

Hennepin County Public Works  
CSAH 10 (Bass Lake Rd) CSAH 8 to Xenin Ave N  
2013 - 2015

RD NO	MI LE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
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8	2.06	0	0	0	15	2015	6	7	15	1	151580114	7	870	N	3	1	2	1	1	1	1	98
8	2.09	0	0	0	15	2014	2	22	8	7	140530070	7	870	N	5	1	2	1	1	1	5	98
8	2.06	0	0	0	15	2013	10	31	16	5	133050028	7	870	N	7	41	1	1	1	2	1	98
8	2.07	0	0	0	15	2015	5	12	15	3	151320093	7	870	N	7	41	1	1	1	1	1	98
Total				30																		
<b>Segment - E of CSAH 8 (W Broadway Ave) to W of Sherburn Ave</b>																						
10	21.26	0	0	54	0	2013	9	14	9	7	132580029	7	870	N	2	1	2	1	1	2	1	98
10	21.26	0	0	54	0	2013	9	8	16	1	132520053	7	870	N	2	1	2	1	1	1	1	98
<b>Intersection - CSAH 10 (Bass Lake Road) at Sherburn Ave</b>																						
10	21.35	0	0	0	13	2014	2	15	16	7	140460177	7	870	N	1	1	2	1	1	4	3	98
10	21.36	0	0	0	13	2014	2	28	8	6	140590059	7	870	N	1	1	2	1	1	2	5	98
10	21.38	0	0	0	13	2014	11	29	14	7	143330091	7	870	N	1	1	3	1	1	1	2	98
10	21.35	0	0	0	13	2014	1	28	6	3	140280377	7	870	N	2	1	2	1	4	1	5	98
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10	21.36	0	0	0	13	2014	11	13	14	5	143170185	7	870	N	5	1	2	1	1	1	4	98
10	21.36	0	0	0	13	2015	5	12	11	3	151320083	7	870	C	5	1	2	1	1	1	1	98
<b>Intersection - CSAH 10 (Bass Lake Road) at Elmhurst Ave</b>																						
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10	21.47	0	0	0	5	2014	2	28	15	6	140590239	7	870	N	4	26	1	1	1	1	5	98
10	21.47	0	0	0	5	2015	11	10	16	3	153140166	7	870	B	5	1	2	1	1	1	1	98
10	21.47	0	0	0	5	2014	2	27	13	5	140580276	7	870	C	9	1	2	1	1	1	5	98
<b>Intersection - CSAH 10 (Bass Lake Rd) at CSAH 81 (Bottineau Blvd)</b>																						
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81	5.75	0	0.02	0	15	2013	1	29	18	3	130370147	7	870	C	1	1	3					
81	5.77	0	0	0	15	2013	2	13	22	4	130450024	7	870	N	1	1	2	1	4	4	3	98

Hennepin County Public Works  
CSAH 10 (Bass Lake Rd) CSAH 8 to Xenin Ave N  
2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
81	5.77	0	0	0	15	2013	1	21	12	2	130570064	7	870	N	1	1	2		1	1	1	98
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81	5.77	0	0	0	15	2013	6	13	11	5	131640084	7	870	N	1	1	2	1	1	1	1	98
81	5.77	0	0	0	15	2013	6	21	19	6	131730020	7	870	B	1	1	2	1	99	3	2	98
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81	5.77	0	0	0	15	2013	10	1	13	3	132740117	7	870	N	1	1	2	1	1	1	1	98
81	5.78	0	0	0	15	2013	10	31	6	5	133040100	7	870	C	1	1	3	1	4	3	2	98
81	5.77	0	0	0	15	2013	12	4	15	4	133380358	7	870	N	1	1	2	1	1	4	5	98
81	5.77	0	0	0	15	2013	12	10	16	3	133440369	7	870	C	1	1	2	1	1	1	5	98
81	5.75	0	0	0	15	2014	1	15	6	4	140150045	7	870	N	1	1	2	1	4	2	4	98
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81	5.77	0	0	0	15	2014	1	7	16	3	140420110	7	870	N	1	1	2		1	2	2	98
81	5.76	0	0	0	15	2014	4	8	18	3	140980169	7	870	N	1	1	2	1	1	1	1	98
81	5.75	0	0	0	15	2014	5	22	10	5	141420066	7	870	C	1	1	2	1	1	1	1	98
81	5.75	0.02	0	0	15	2014	6	2	9	2	141530057	7	870	N	1	1	2	1	1	1	1	98

Hennepin County Public Works  
**CSAH 10 (Bass Lake Rd) CSAH 8 to Xenin Ave N**  
 2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
81	5.77	0	0	0	15	2014	6	12	11	5	141630116	7	870	N	1	1	2	1	1	2	1	98
81	5.75	0	0.01	0	15	2014	6	14	21	7	141660025	7	870	N	1	1	2	1	4	3	2	98
81	5.77	0	0	0	15	2014	6	29	14	1	141800067	7	870	N	1	1	2	1	1	1	1	98
81	5.77	0	0	0	15	2014	8	18	13	2	142310039	7	870	B	1	1	2	1	1	1	1	98
81	5.75	0.01	0	0	15	2014	9	4	18	5	142480007	7	870	N	1	1	2	1	1	1	1	98
81	5.78	0	0	0	15	2014	9	11	12	5	142540075	7	870	N	1	1	2	5	1	2	1	98
81	5.78	0	0	0	15	2014	9	15	17	2	142580175	7	870	N	1	1	2	5	1	1	1	98
81	5.77	0	0	0	15	2014	10	8	19	4	142820020	7	870	C	1	1	2	1	4	1	1	98
81	5.77	0	0	0	15	2014	10	21	6	3	142940099	7	870	C	1	1	2	1	4	1	1	98
81	5.77	0	0	0	15	2014	11	3	11	2	143070075	7	870	N	1	1	2	1	1	2	1	98
81	5.75	0	0	0	15	2014	11	7	18	6	143110163	7	870	N	1	1	2	1	4	2	2	98
81	5.77	0	0	0	15	2014	11	19	15	4	143230180	7	870	N	1	1	2	1	1	4	2	98
81	5.76	0	0	0	15	2014	11	28	17	6	143330028	7	870	N	1	1	2	1	4	2	4	98
81	5.75	0	0.02	0	15	2014	12	5	13	6	143390147	7	870	N	1	1	2	1	1	2	1	98
81	5.75	0.01	0	0	15	2014	12	19	15	6	143540035	7	870	N	1	1	2	1	1	2	1	98
81	5.75	0	0	0	15	2015	1	13	18	3	150130261	7	870	N	1	1	2	1	4	1	4	98
81	5.75	0	0	0	15	2015	1	23	12	6	150230096	7	870	N	1	1	2	1	1	1	2	98
81	5.73	0	0	0	15	2015	1	29	14	5	150300025	7	870	N	1	1	2	1	1	2	1	98
81	5.76	0	0	0	15	2015	2	23	16	2	150540117	7	870	C	1	1	2	1	1	2	2	98
81	5.74	0	0	0	15	2015	2	28	12	7	150590083	7	870	N	1	1	2	1	1	1	1	98
81	5.74	0	0	0	15	2015	3	2	15	2	150610130	7	870	N	1	1	2	1	1	2	1	98
81	5.76	0	0	0	15	2015	3	15	12	1	150740060	7	870	N	1	1	2	1	1	1	1	98
81	5.76	0	0	0	15	2015	3	26	13	5	150860050	7	870	N	1	1	3	1	1	2	1	98
81	5.76	0	0	0	15	2015	4	10	17	6	151000128	7	870	N	1	1	2	1	1	1	1	98
81	5.73	0	0	0	15	2015	4	18	16	7	151080103	7	870	N	1	1	2	1	1	1	1	98
81	5.72	0	0	0	15	2015	4	24	18	6	151140133	7	870	N	1	1	2	1	1	3	2	98



Hennepin County Public Works  
CSAH 10 (Bass Lake Rd) CSAH 8 to Xenin Ave N  
2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
81	5.77	0	0	0	15	2015	5	18	16	2	151380176	7	870	N	1	1	1	1	1	2	1	98
81	5.73	0	0	0	15	2015	6	30	15	3	151810153	7	870	N	1	1	2	1	1	1	1	98
81	5.78	0	0	0	15	2015	7	3	12	6	151840095	7	870	C	1	1	2	5	1	1	1	98
81	5.75	0	0	0	15	2015	7	7	17	3	151880156	7	870	N	1	1	2	1	1	1	1	98
81	5.76	0	0	0	15	2015	7	14	17	3	151960076	7	870	N	1	1	2	1	1	1	1	98
81	5.76	0	0	0	15	2015	7	20	15	2	152010179	7	870	N	1	1	2	1	1	1	1	98
81	5.77	0	0	0	15	2015	8	14	19	6	152270007	7	870	C	1	1	2	1	1	1	1	98
81	5.76	0	0	0	15	2015	9	1	13	3	152440109	7	870	C	1	1	2	1	1	2	1	98
81	5.75	0	0	0	15	2015	9	9	8	4	152520070	7	870	N	1	1	3	1	1	2	1	98
81	5.74	0	0	0	15	2015	10	21	14	4	152940151	7	870	N	1	1	2	1	1	1	1	98
81	5.77	0	0	0	15	2015	10	28	11	4	153010113	7	870	C	1	1	2	1	1	2	2	98
81	5.74	0	0	0	15	2015	11	13	18	6	153180022	7	870	N	1	1	2	5	4	1	1	98
81	5.77	0	0	0	15	2015	11	30	6	2	153340302	7	870	A	1	1	2	1	4	4	3	98
81	5.77	0	0	0	15	2015	12	4	14	6	153380196	7	870	N	1	2	2	1	1	1	1	98
81	5.76	0	0	0	15	2015	12	17	13	5	153520099	7	870	N	1	1	2	1	1	2	1	98
81	5.77	0	0	0	15	2013	1	8	13	3	130080118	7	870	N	2	1	2	1	1	2	1	98
81	5.77	0	0	0	15	2013	7	6	18	7	131880013	7	870	C	2	1	2	1	1	2	1	98
81	5.77	0	0	0	15	2013	9	13	21	6	132570042	7	870	N	2	1	2	1	4	1	1	1
81	5.77	0	0	0	15	2013	10	16	8	4	132890083	7	870	N	2	1	2	1	1	2	1	98
81	5.77	0	0	0	15	2013	12	5	13	5	133390229	7	870	N	2	1	2	1	1	1	3	98
81	5.77	0	0	0	15	2013	12	12	13	5	133460261	7	870	N	2	1	2	1	1	1	2	98
81	5.75	0.02	0	0	15	2014	2	21	14	6	140520320	7	870	N	2	1	2	6	1	1	5	98
81	5.77	0	0	0	15	2014	4	3	19	5	140940011	7	870	N	2	1	2	1	1	4	3	98
81	5.78	0	0	0	15	2014	6	29	7	1	141800031	7	870	N	2	1	2	1	1	1	1	98
81	5.75	0.02	0	0	15	2014	8	29	23	6	142420011	7	870	N	2	1	2	1	4	3	2	98
81	5.76	0	0	0	15	2015	2	10	17	3	150410266	7	870	N	2	1	2	1	4	4	3	98

Hennepin County Public Works  
CSAH 10 (Bass Lake Rd) CSAH 8 to Xenia Ave N  
2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
81	5.76	0	0	0	15	2015	11	6	20	6	153100221	7	870	N	2	1	2	1	4	1	1	98
81	5.75	0	0	0	15	2015	7	8	0	4	151890007	7	870	N	3	1	2	1	4	1	1	98
81	5.75	0	0	0	15	2015	11	20	16	6	153240175	7	870	N	5	1	2	1	3	2	1	98
81	5.75	0	0	0	15	2014	11	13	8	5	143180035	7	870	N	7	22	1	1	1	1	5	98
81	5.77	0	0	0	15	2013	8	5	12	2	132250064	7	870	C	9	1	4	1	1	1	1	98
81	5.75	0	0	0	15	2013	9	6	10	6	132490095	7	870	C	90	7	1	1	1	1	1	98
81	5.77	0	0	0	15	2015	9	22	15	3	152650160	7	870	C	90	6	1	1	1	1	1	98
Total						88																
Segment - E of CSAH 81 (Bottineau Blvd) to Adair Ave N																						
10	21.65	0	0	54	0	2013	11	11	17	2	133160014	7	870	N	1	1	2	1	4	1	1	98
10	21.66	0	0	54	0	2015	7	23	15	5	152040137	7	870	N	1	1	3	1	1	1	1	98
10	21.66	0	0	54	0	2015	11	12	13	5	153160143	7	870	N	5	1	2	1	1	1	1	98
10	21.65	0	0	54	0	2013	10	17	10	5	132900070	7	870	N	7	26	1	1	1	2	1	98
10	21.66	0	0	54	0	2014	10	8	15	4	142810117	7	870	C	90	6	1	1	1	1	1	98
Segment - E of Adair Ave N to Xenia Ave N																						
10	21.78	0	0	53	0	2013	6	5	8	4	131560056	7	870	C	1	1	2	1	1	2	2	98
10	21.72	0	0	53	0	2013	9	17	8	3	132600059	7	870	N	1	1	2	1	1	1	1	98
10	21.77	0	0	53	0	2013	11	24	14	1	133280067	7	870	C	1	1	2	1	1	1	1	98
10	21.78	0	0	53	0	2014	6	7	15	7	141590032	7	870	B	1	1	3	2	1	3	2	98
10	21.76	0	0	53	0	2015	3	12	16	5	151630160	7	870	N	1	1	2	1	1	1	1	98
10	21.72	0	0	53	0	2013	9	16	7	2	132590065	7	870	N	5	1	2	1	1	1	1	98
10	21.78	0	0	53	0	2015	9	7	20	2	152510025	7	870	N	5	1	2	1	3	2	1	98
10	21.78	0	0	53	0	2014	7	26	18	7	142080024	7	870	B	90	6	1	1	1	1	1	98



# CMF / CRF Details

CMF ID: 9250


Install shared path

Description:

Prior Condition: No shared path present

Category: Bicyclists

Study: [Statewide Analysis of Bicycle Crashes, Alluri et al., 2017](#)

Star Quality Rating	
Star Quality Rating:	<div> <a href="#">[View score details]</a></div>

Crash Modification Factor (CMF)	
Value:	0.75
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	25 (This value indicates a <b>decrease</b> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	

Attachment 16: Crash Modification Factor

Applicability	
Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	6
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Urban
Traffic Volume:	5700 to 98500 <i>Annual Average Daily Traffic (AADT)</i>
Time of Day:	Not specified
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	



## Attachment 16: Crash Modification Factor

<b>Type of Methodology Used:</b>	Regression cross-section
<b>Sample Size Used:</b>	

Other Details	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jun-17-2018
<b>Comments:</b>	Minor arterial, major collector, and minor collector facility types were also included.

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This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*

# HENNEPIN COUNTY

## MINNESOTA

### Hennepin County, Board of Commissioners

### **RESOLUTION 18-0258**

2018

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The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

#### **Roadway reconstruction/modernization**

- Programmed in 2018-2022 CIP
- 1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100
- 2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100
- 3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900
- Project Not Programmed in 2018-2022 CIP
- 4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

#### **Roadway expansion**

- Programmed in 2018-2022 CIP
- 5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

#### **Bridges**

- Programmed in 2018-2022 CIP
- 6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400
- Projects Not Programmed in 2018-2022 CIP
- 7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
- 8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

#### **Multi-use trails and bicycle facilities**

- Programmed in 2018-2022 CIP
- 9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
- 10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
- 11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
- 12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
- 13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

#### **Pedestrian facilities**

## Attachment 7 - Hennepin County Board Resolution - 2018 Regional Solicitation

- Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin Board of County Commissioners			
YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

RESOLUTION ADOPTED ON 6/26/2018

ATTEST: M. Rozel  
Deputy/Clerk to the County Board