



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10854 - Bassett Creek Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

RESERVATIONS
3000 XENIUM LN N

*

PLYMOUTH Minnesota 55441-2661
City State/Province Postal Code/Zip

County:

Hennepin

Phone:*

763-559-6700
Ext.

Fax:

PeopleSoft Vendor Number

0000057347A1

Project Information

Project Name

Bassett Creek Regional Trail

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

City of Golden Valley

Jurisdictional Agency (If Different than the Applicant):

The proposed project will construct the Bassett Creek Regional Trail along Golden Valley Road (CSAH 66) between Regent Avenue and Bonnie Lane. Combined with the Blue Line LRT project (Bonnie Lane to Xerxes Avenue), this project closes the final gap of the seven-mile Bassett Creek Regional Trail connecting French Regional Park in Plymouth to Theodore Wirth Park in Minneapolis through New Hope, Crystal and Golden Valley.

Currently, Golden Valley Road does not provide the setting where bicyclists (unless an expert) or pedestrians feel comfortable sharing a physical space with vehicular traffic as the roadway carries 9,400 to 17,500 vehicles per day and motorists often travel above the posted 35 mph. Additional challenges include the fluctuation from two to three lanes and enough topography and horizontal curves to create limited sight lines.

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

The existing corridor lacks a continuous multimodal facility as bike lanes have missing segments. In addition, 6-foot wide sidewalks are at back of curb (some of which are substandard), no boulevard or missing altogether, in poor condition and overgrown by adjacent vegetation.

The proposed project includes:

- A 10-foot wide, off-street, multi-use trail along the south side of Golden Valley Road, meeting all ADA requirements.
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts. The roadway will be narrowed where needed to accommodate the trail.

- Curb reconstruction and associated storm sewer work along the entire south curb line.
- Enhanced improvements at the Courage Kenny Rehabilitation Institute to address bus stop, crosswalk, and various users/abilities.
- Traffic signals replaced at Hidden Lakes Parkway and Noble Avenue on the south side where impacted by the trail.

The off-road multi-use trail is anticipated to:

- Provide a safe corridor for all ages, physical abilities and travel modes, spanning four communities and eliminating four significant physical barriers (TH 169, CP Rail, TH 100, and Burlington Northern Rail);
- Generate regionally significant 175,000+ annual visits;
- Connect to 24 existing bus stops and the future METRO Blue Line Extension LRT Golden Valley Road Station at Theodore Wirth Parkway;
- Improve the area's livability, support active living and provide a non-motorized transportation option for those without access to a vehicle; and
- Connect to Theodore Wirth Park, Armstrong Senior High School, Plymouth Middle School, Beacon Academy Charter School, Courage Kenny Rehabilitation Institute, Minneapolis Neurology Clinic, Schapiro Center for Multiple Sclerosis, Parkinson's Specialty Care Center, Golden Valley Fire Station, and various retail centers/health clinics/churches/gas stations/parks/etc.

(Limit 2,800 characters; approximately 400 words)

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

Golden Valley Road (CSAH 66) - construct trail, reconstruct curb and associated storm sewer, replace traffic signals

Project Length (Miles)

0.9

to the nearest one-tenth of a mile

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

\$1,635,600.00

Match Amount

\$408,900.00

Minimum of 20% of project total

Project Total

\$2,044,500.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Three Rivers Park District

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:

2019, 2020, 2021

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

Project Information

County, City, or Lead Agency

Three Rivers Park District

Zip Code where Majority of Work is Being Performed

55422

(Approximate) Begin Construction Date

04/01/2022

(Approximate) End Construction Date

11/30/2022

Name of Trail/Ped Facility:

Bassett Creek Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Regent Avenue

To:

(Intersection or Address)

Bonnie Lane

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, Ped Ramps, Signals, Curb, Storm Sewer

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):

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

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

Strategies: B1, B6 (page 2.7)

Goal C: Access to Destinations

o Objective: Increase the availability of multimodal travel options especially in congested highway corridors.

o Objective: Increase transit ridership and the share of trips taken using transit, bicycling and walking.

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

o Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly under-represented populations.

Strategies: C2, C4, C15, C16, C17 (pages 2.8 and 2.10)

Goal D: Competitive Economy

o Objective: Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D3 (page 2.11)

Goal E: Healthy Environment

o Objective: Reduce transportation-related air emissions.

o Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

o Objective: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

(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 2040 Bicycle Transportation Plan (page 36)

- Three Rivers Park District Bassett Creek Regional Trail Master Plan (pages 41, 49 to 50, and 75)

- Golden Valley Bassett Creek Regional Trail CSAH 66/Golden Valley Road Segment Feasibility Study (full document)

- Golden Valley 2040 Comprehensive Plan Draft (page 4-29) and Chapter 4 Transportation Appendix (pages 39 to 40)

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. Yes

12/05/2013

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.

Date process started

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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|--------------|
| Mobilization (approx. 5% of total cost) | \$72,000.00 |
| Removals (approx. 5% of total cost) | \$107,550.00 |
| Roadway (grading, borrow, etc.) | \$0.00 |
| Roadway (aggregates and paving) | \$33,000.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$52,000.00 |

| | |
|--|-----------------------|
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$120,200.00 |
| Traffic Control | \$43,000.00 |
| Striping | \$0.00 |
| Signing | \$0.00 |
| Lighting | \$0.00 |
| Turf - Erosion & Landscaping | \$43,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$264,000.00 |
| Noise Wall (not calculated in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$200,000.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$0.00 |
| Other Roadway Elements | \$182,300.00 |
| Totals | \$1,117,050.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|---------------------|
| Path/Trail Construction | \$444,800.00 |
| Sidewalk Construction | \$0.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$48,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$0.00 |
| Wayfinding | \$5,850.00 |
| Bicycle and Pedestrian Contingencies | \$0.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$498,650.00 |

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 | \$340,000.00 |
| Right-of-Way | \$88,800.00 |
| Other Transit and TDM Elements | \$0.00 |
| Totals | \$428,800.00 |

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 |

Totals

| | |
|------------------------------|----------------|
| Total Cost | \$2,044,500.00 |
| Construction Cost Total | \$2,044,500.00 |
| Transit Operating Cost Total | \$0.00 |

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

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

1531329637515_Bassett Creek RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 37249

Existing Employment Within One Mile (Integer Only) 21988

Upload the "Population Summary" map 1531329680062_Bassett Creek Pop-Employ.pdf

Please upload attachment in PDF form.

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.

Three Rivers Park District contracts with Tree Trust to provide winter maintenance of regional trail facilities in Golden Valley. This includes snow plowing and snow removal November 15th through March 31st each year. Bassett Creek would be added.

Upload Maintenance Plan (if no link is available)

1530195465327_171010 Luce Line - 169 to Theodore Wirth Pkwy Snow Removal 2017 - fullypdf

Please upload attachment in PDF form.

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:

(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:

Yes

(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.

A full cross-section of the community was actively engaged during the project planning process. The City of Golden Valley also initiated an engagement process during the Bassett Creek Regional Trail CSAH 66/Golden Valley Road Segment Feasibility Study to:

- Allow residents to understand trail issues and solicit input early in the process
- Conduct two stakeholder meetings - one with Courage Kenny Rehabilitation Institute, Minneapolis Neurological Clinic, Unity Church and the Church of St. Margaret Mary and another with the Hidden Lakes Association Board
- Conduct a public open house to collect community comments.

Response:

Three Rivers Park District, representing the Bassett Creek Regional Trail project, participated in stakeholder engagement activities as part of the METRO Blue Line Extension Golden Valley Road Station Area Planning process. A Community Working Group comprised of community residents, including populations of low-income and color, guided the development of station area improvement recommendations that included a portion the Bassett Creek Regional Trail encompassed in this proposed project. Three Rivers will continue to work with the greater community and the Courage Kenny Rehabilitation Institute, Neurological Clinic and churches to ensure the final design safely and comfortably accommodates their users.

(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.

The proposed project will provide safety, access and public health benefits to the City's low-income populations, people of color, children, people with disabilities, and the elderly. It also leverages the future Blue Line LRT project improvements to construct a segment of the regional trail from Bonnie Lane to Xerxes Avenue.

Safety: Current sidewalk users including families with strollers, senior citizens with restricted mobility, wheelchair users, and others with mobility and cognitive disabilities destined for Courage Kenny Rehabilitation Institute, churches and businesses, will benefit greatly with the 10-foot trail expansion. It will also provide a faster, safer connection between people and LRT. In addition, the project greatly enhances safety for the elderly and disabled by constructing ADA compliant pedestrian ramps, Accessible Pedestrian Signals (APS), durable crosswalk markings, pedestrian median islands, countdown timers and boulevards/buffer.

Response:

Access: The west segment of the Bassett Creek Regional Trail is approximately $\frac{1}{4}$ mile from an area above the regional average for population in poverty or populations of color while the east end is less than $\frac{1}{2}$ mile from an area of concentrated poverty with 50 percent or more of residents are people of color. The project segment provides a vital link to employment and services for people living in these adjacent areas to the east and west. Enhanced improvements at the Courage Kenny Rehabilitation Institute will address access concerns for all users and abilities.

With auto ownership rates trending down, more people rely on transit, bicycling and walking as their primary means of transport. The proposed trail provides a convenient trail connecting low-income

populations, people of color, youth, people with disabilities and the elderly to jobs, community amenities, and local transit routes. For example, the proposed project improves access to recreational destinations such as the Basset Creek Park in the City of Crystal, connecting to amenities such as basketball, tennis, volleyball, disc golf.

Public Health: The Bassett Creek Regional Trail Master Plan indicates that the regional trail "will connect single and multifamily residential neighborhoods, local schools, institutions, commercial areas and major recreation sites. These local and regional connections are intended to provide underserved Park District communities with a safe, multi-modal transportation option." Trail corridors provide an important transportation mode while promoting exercise, unity and family development. The project's regional trail last gap closure improves public health for all underserved communities.

(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

Response:

The proposed project will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, while minimizing construction nuisances through proper mitigation of noise, dust and traffic. During construction, current sidewalk users will be directed towards alternate routes with easy to follow detour signing. Road closure not anticipated.

(Limit 2,800 characters; approximately 400 words)

Upload Map

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 |
|---------------|--|-------------------------------------|-------|---|
| Golden Valley | 0.9 | 1.0 | 90.0 | 90.0 |

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.9

Affordable Housing Scoring

| | |
|--|------|
| Total Project Length (Miles) or Population | 0.9 |
| Total Housing Score | 90.0 |

Affordable Housing Scoring

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

The proposed project will complete the final gap of the seven-mile Bassett Creek Regional Trail located on a RBTN Tier 2 Alignment, providing a safer off-street multimodal facility separated from vehicular traffic. It will also eliminate four significant physical barriers (TH 169, CP Rail, TH 100, and Burlington Northern Rail). This missing segment significantly reduces the effectiveness of the entire Bassett Creek Regional Trail corridor as a non-motorized transportation and recreation multi-use trail. On its west end, the regional trail connects to the Medicine Lake Regional Trail providing access to Three River's 140-mile existing regional trail system. On its east end, it connects to the Grand Rounds at Theodore Wirth Parkway providing access to Minneapolis Park and Recreation Board's and Minneapolis' 50-mile off-road trail system.

Response:

The existing bike lanes along Golden Valley Road are inconsistent with missing segments. In addition, the narrow six-foot sidewalks are at back of curb with no boulevard or missing altogether, in poor condition and overgrown by adjacent vegetation. This project and the greater regional trail will provide a safe and comfortable facility for walkers, runners, in-line skaters and persons with mobility challenges regardless of age and ability.

The proposed project will improve the biking environment along the corridor to better serve all abilities and experience levels. This is especially important along the project corridor of Golden Valley Road as many of area destinations (parks, schools and businesses) draw the less skilled bicyclist who would likely not choose biking as a form of transportation or recreation without a protected, off-street facility. Therefore, a protected off-street multi-use trail is the appropriate facility type and serves the greatest number of persons as it does not discriminate in respect to ability level.

The completion of this regional trail provides a missing link in the local transportation network, supporting the surrounding neighborhoods, businesses, churches, medical facilities and local parks by providing safe and reliable alternative transportation options. It will also provide an improved facility for commuting bicyclist accessing job centers in the West Metro. This is important for disadvantaged populations and senior citizens with restricted mobility that utilize transit or walk/bike to jobs, businesses and recreational opportunities.

The completed seven-mile Bassett Creek Regional Trail will provide a contiguous multimodal facility from French Regional Park in Plymouth to Theodore Wirth Park in Minneapolis, improving bikeway continuity across the jurisdictions of Plymouth, New Hope, Crystal and Golden Valley.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Currently, Golden Valley Road bike facilities are inconsistent and primarily serve the expert bicyclists. Bicyclists are forced to travel in and out of bike lanes with missing segments at the most challenging spots to navigate - intersections, lane and topo changes. This creates a safety issue with bicyclists sharing the road in some areas with vehicles, ranging from 9,400 to 17,500 per day, traveling above the 35-mph speed limit.

Pedestrian facilities are in poor condition with inconsistent widths and surfaces, lack of a boulevard and overgrown vegetation. Safety is also impacted by the high volume of pedestrians near Hidden Lakes Parkway due to its proximity to two churches, a hospital, rehabilitation facility and well-used bus stop by Courage Kenny Rehabilitation Institute visitors, patients and staff. Pedestrian volumes will increase when the LRT opens. In fact, many residents won't walk/bike along Golden Valley Road because they do not feel safe.

Response:

MnCMAT crash data for Golden Valley Road (2011 through 2015) identifies a safety problem that directly impacts bicyclists and pedestrians along the corridor. Data indicates 38 crashes along the project segment, including 20 rear-end, four ran off road and three sideswipe crashes. In addition, there were three rollovers and seven collisions with a parked vehicle, fence, post or tree, creating a higher risk for bicyclists and pedestrians along the corridor.

Using the City's police reports, two additional crashes occurred post 2015. A 2017 crash resulted in a vehicle ending up in Bassett Creek with a small child in the back seat and a 2018 head-on collision near Bonnie Lane resulting in seven injuries.

The proposed 10-foot wide, off-street, multi-use trail provides a consistent facility separating bicycles and pedestrians from vehicular traffic, safely accommodating two-way directional traffic along the trail. A boulevard and improved standard concrete curb will also be included to further buffer and protect trail users from vehicular traffic. This will reduce the crash potential for bicyclist/vehicle and pedestrian/vehicle conflicts and provide a safer travel experience for all trail users.

The proposed project also includes enhanced improvements near the Courage Kenny Rehabilitation Institute to address access concerns for all users and abilities, allowing persons with electric wheelchairs and other types of motorized mobility devices to use the regional trail. In addition, it enhances safety for the elderly, disabled and children by constructing ADA compliant pedestrian ramps, Accessible Pedestrian Signals (APS), durable crosswalk markings, median islands, countdown timers, and physically separated facilities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Golden Valley Road is a planned off-street bikeway in the County's bicycle plan and planned alignment for the Three Rivers Park District's Bassett Creek Regional Trail. The proposed project objective is to safely integrate all modes of transportation (bicyclist, transit, pedestrian and vehicles) into a corridor that serves important purposes across these modes. The following multimodal elements are included:

- Construct a shared-use regional trail segment for the project length

- Upgrade pedestrian and bicycle crossings with ADA compliant ramps, Accessible Pedestrian Signals (APS), durable crosswalk markings, pedestrian median islands, and countdown timers

- Enhance improvements near the Courage Kenny Rehabilitation Institute to address access concerns for all users and abilities, allowing persons with electric wheelchairs, manual wheelchairs, and walkers to use the regional trail

- Construct a boulevard to improve safety by providing a buffer and upgrading the curb between pedestrians/bicyclists/trail users and vehicular traffic

- Improve transit access and circulation for existing routes and planned LRT station. There is a wide variation in the safety, security and quality of the bicycle and pedestrian facilities on the corridor. The project will enable pedestrians to use a protected off-street trail facility instead of the existing substandard narrow sidewalk. Bicyclists will also benefit from an off-road trail that will safely integrate two-way directional traffic and provide a facility for all users and abilities. It also provides a continuous facility as bicyclists and pedestrians come and go along Golden Valley Road, often disappearing in the toughest spots to navigate. Golden Valley Road is an active Metro Transit route

Response:

served by routes 14 and 758, linking residents to educational facilities, the regional workforce, health care providers and recreation. Trail improvements provide direct benefits to transit users. Context-sensitive improvements to the Courage Kenny Institute transit stop will benefit riders who are more likely to experience mobility limitations. The METRO Blue Line Extension LRT is also planned within a quarter mile of the project, including a station at Golden Valley Road. This project implements improvements specified in previous station area plans, which call for improved pedestrian and bicycle access to the station. Final connections between this project, the Golden Valley station and Minneapolis Grand Rounds will be implemented in coordination with Blue Line LRT construction.

The proposed project completes the last gap to a regional trail that will reduce the risks and conflicts between bicyclists, pedestrians, transit and vehicles, making the environment safer for all modes of transportation.

(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

1531330485890_Project Map.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

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): \$2,044,500.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,044,500.00

Points Awarded in Previous Criteria

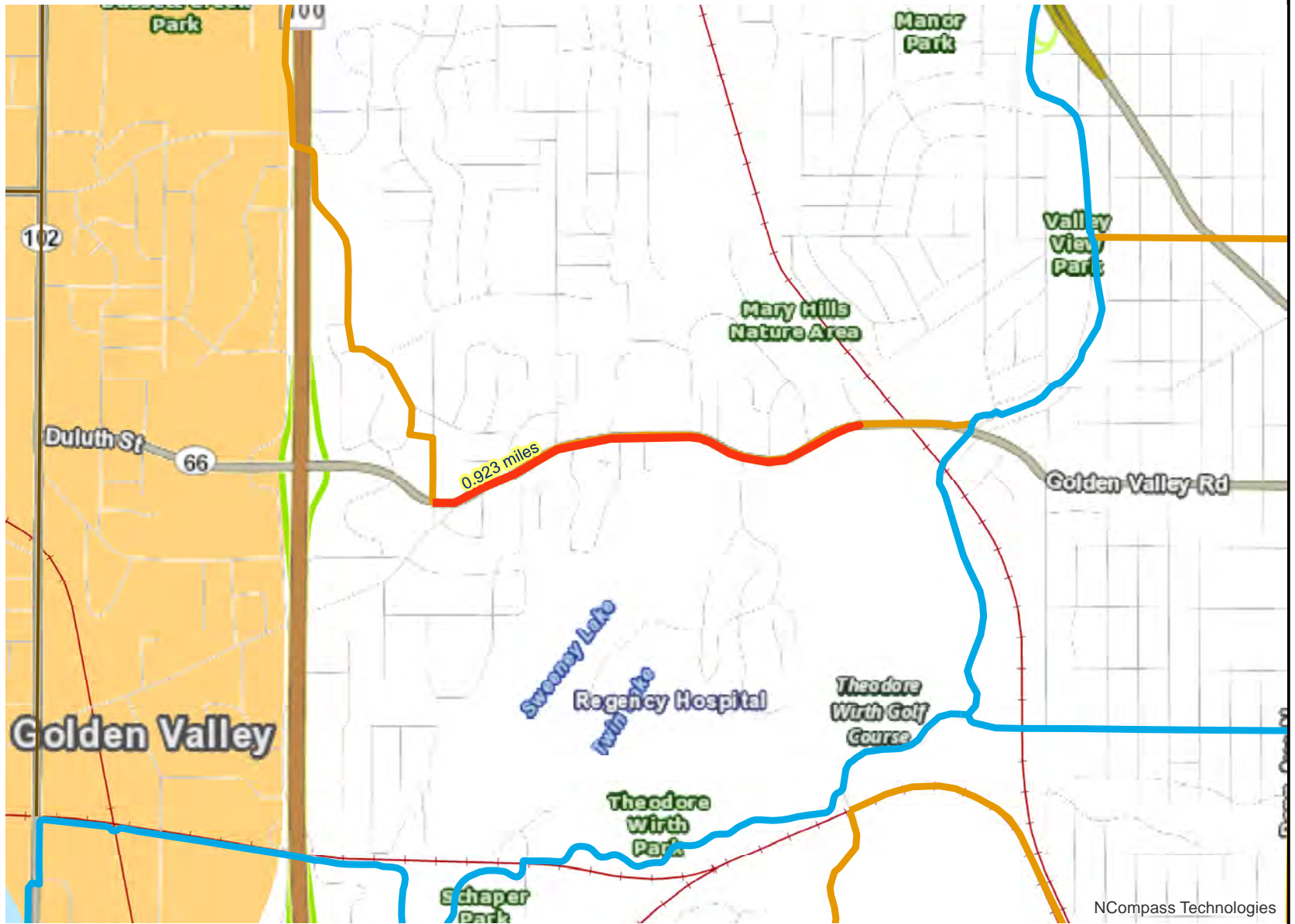
Cost Effectiveness \$0.00

Other Attachments

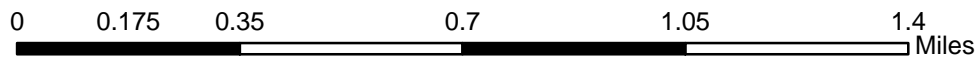
| File Name | Description | File Size |
|--|---------------------------|-----------|
| Bassett Creek Trail One Page Summary.pdf | One Page Project Overview | 269 KB |
| Existing Photos.pdf | Existing Photos | 372 KB |
| GV Letter of Support BCRT.pdf | Letter of Support | 40 KB |
| Hen Cty Letter of Support BCRT.pdf | Letter of Support | 123 KB |
| Project Map.pdf | Concept | 1.1 MB |

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bassett Creek Regional Trail | Map ID: 1530215962195



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



Created: 6/28/2018
LandscapeRSA6



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

NCompass Technologies

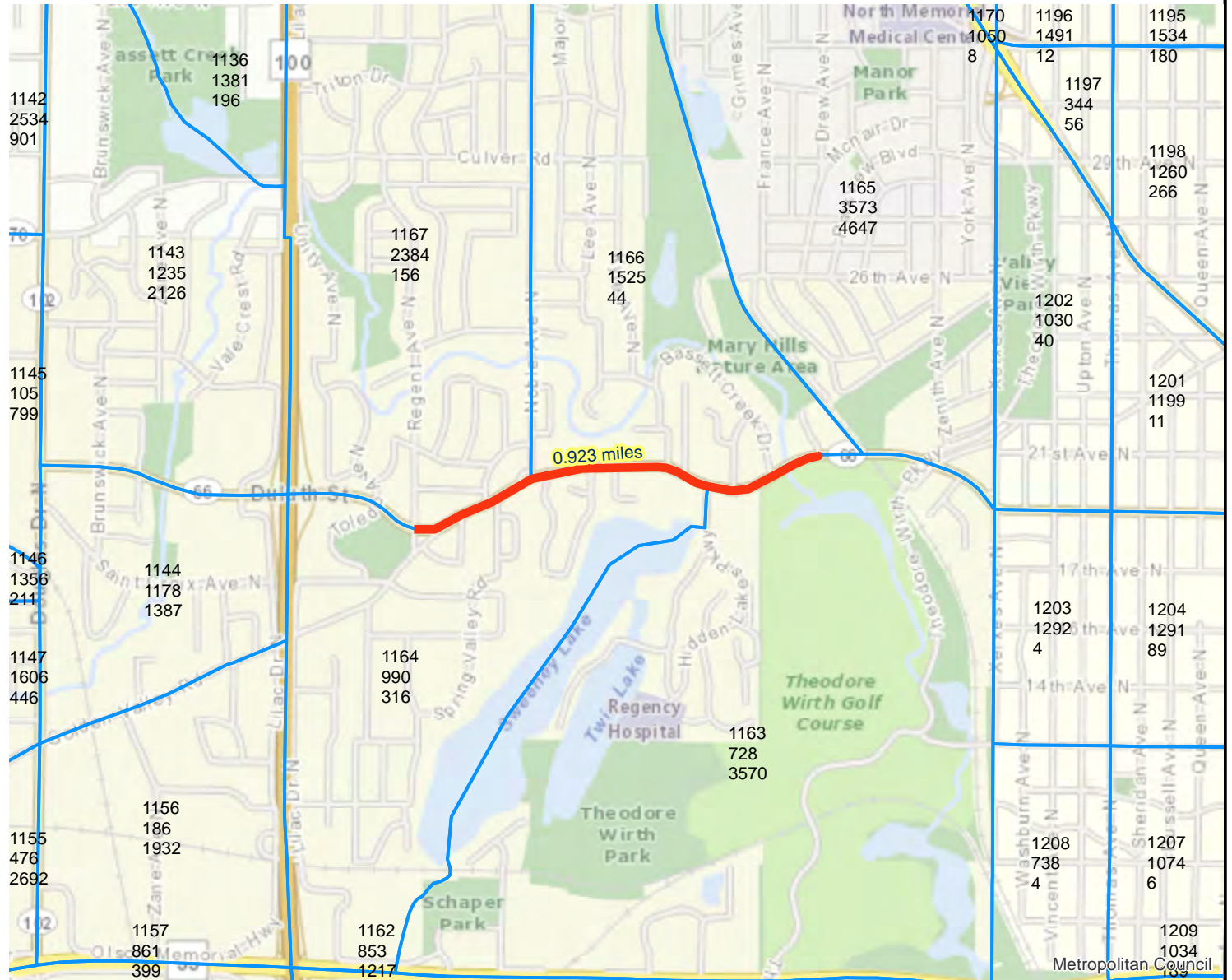


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Bassett Creek Regional Trail | Map ID: 1530215962195

Results

Within ONE Mile of project:
 Total Population: 37249
 Total Employment: 21988



Project
 2010 TAZ



Created: 6/28/2018
 LandscapeRSA4



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





Service Proposal

Landscape Services

Client Name: Three Rivers Park District
Project Name: Luce Line - 169 to Theodore Wirth Pkwy Snow Removal 2017
Jobsite Address: 169/Plymouth Ave Crossing to Theodore Wirth Parkway Golden Valley, MN
Billing Address: Attn: Brian J Brown 3000 Xenium Lane North Plymouth, MN 55441
Estimate ID: EST268421
Version #: Per Visit
Date: Sep 26, 2017

Thank you for choosing Tree Trust Landscape Services to manage your snow and ice. The following agreement describes the terms and conditions of the work to be performed.

Tree Trust Landscape Services will provide the equipment, labor and materials to remove snow from designated paved surfaces. Tree Trust Landscape Services can remove snow by means of snow plow, snow throwing or shoveling, or the application of a de-icing agent.

Term of Agreement

- Term of Agreement is in effect from November 1, 2017 to March 31, 2018.

Insurance

- Tree Trust maintains all necessary certificates of insurance as required by Minnesota Law. Copies available upon request.

Snow and Ice Management Conditions and Guidelines

- Tree Trust will provide snow removal after any snow occurrence of **one (1) inch** or more.
- Snowfall amounts are determined by the National Weather Service. Tree Trust will monitor snowfall predictions and official amounts during snow events.
- For all snow cessation times, snow will be removed within **48 hours**, unless otherwise noted below in "Scope of Work and Rates" section.
- Tree Trust is not responsible for removing snow within three **(3) feet** of vehicles. Snow will be plowed away from vehicles where possible. Please keep areas to be plowed free of vehicles and obstacles.
- The resulting removal of snow may not leave bare pavement or sidewalks.
- Tree Trust will send invoices monthly.

Please check the 'Approved' box beside all services you wish included in your seasonal service package.

| Approved | Service Description | Per Visit Price |
|--------------------------|---|-----------------|
| <input type="checkbox"/> | Plow and Shovel <ul style="list-style-type: none">Snow removal will take place after city has completed snow removal where trail is adjacent to city streets.Plow ridges will need to be removed where trail crosses driveways and sidewalks. | \$225.00 |
| <input type="checkbox"/> | On Site Snow Pile Consolidation <ul style="list-style-type: none">Consolidate snow piles using front loader by client request - \$125.00 per hour w/ a two (2) hour minimum. | \$125.00 |

Estimate authorized by: Jeff Voshell
Company Representative

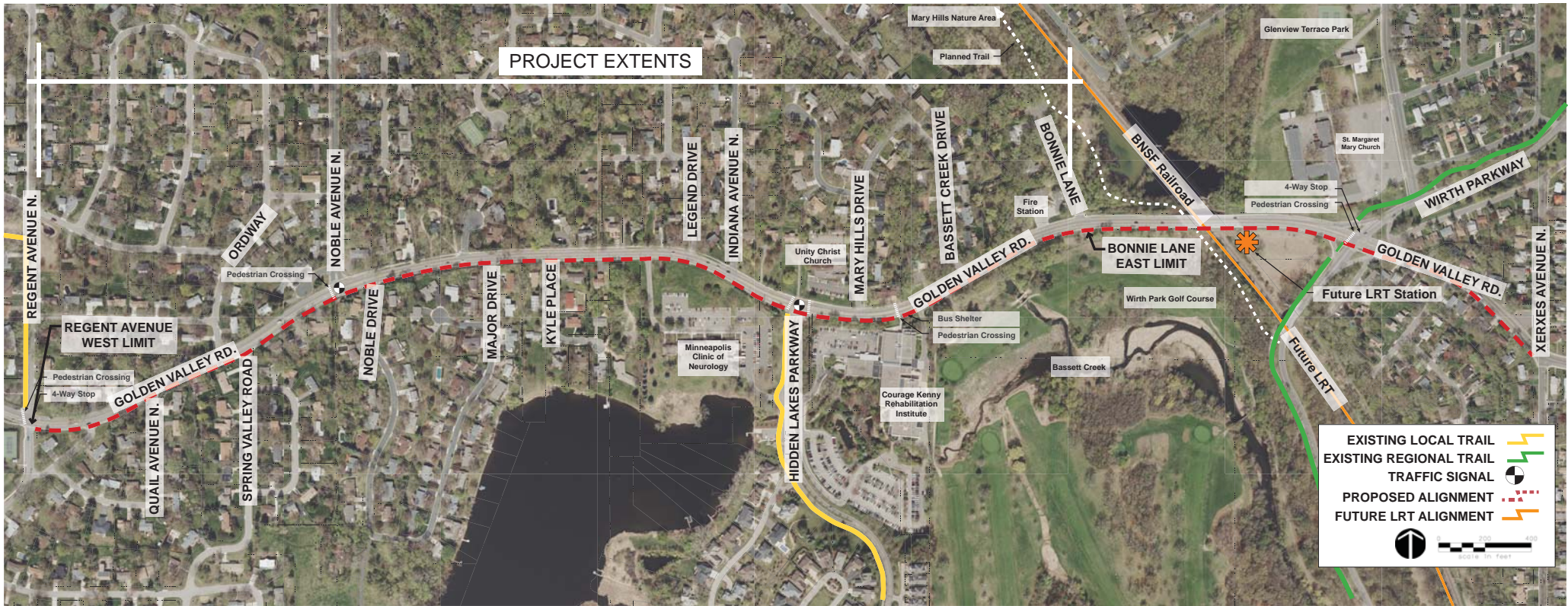
Estimate approved by: Ben J. Brown
Customer Representative

Signature Date: October 10th, 2017

Signature Date: October 9, 2017

*Prices shown do not include tax. Applicable taxes will be added to invoice(s).

Contractor Initials: _____ Customer Initials: BJB



Bassett Creek Regional Trail Project Summary



Applicant – Three Rivers Park District

Project Location – Golden Valley Road (CSAH 66) between Regent Ave. & Bonnie Lane in Golden Valley, Hennepin County

Total Project Cost – \$2,004,500

Requested Federal Amount - \$1,635,600

Local Match Amount - \$408,900

Project Description:

This project will construct the Bassett Creek Regional Trail along Golden Valley Road (CSAH 66) between Regent Avenue and Bonnie Lane. Combined with the Blue Line LRT project (Bonnie Lane to Xerxes Avenue) and Golden Valley Road Station improvements, this project closes the final gap of the seven-mile Bassett Creek Regional Trail connecting French Regional Park in Plymouth to Theodore Wirth Park in Minneapolis through New Hope, Crystal and Golden Valley.



Before Conditions:



▲ **Approaching Noble Avenue Intersection:** Bikeline gap, no boulevard, no clear zone from utility poles/vehicles, some pavement heaving

Noble Avenue Crossing: narrow sidewalk, bikeline gap, signal pole in middle of sidewalk



Hidden Lakes Parkway Intersection at Courage Kenny Rehabilitation Institute: bikeline gap, no boulevard, bus stop, crosswalk, substandard curb, narrow sidewalk shared between able-bodied people walking and biking and people with physical and cognitive disabilities often using wheel chairs, walkers, canes and similar



Proposed project elements include:

- A 10-foot wide, off-street, multi-use trail on south side of Golden Valley Road.
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts.
- Curb reconstruction and associated storm sewer work along the entire south curb line.
- Courage Kenny Rehabilitation Institute enhancements addressing bus stop, crosswalk, and various users/abilities.
- Traffic signals replaced at Hidden Lakes Parkway and Noble Avenue where impacted by the trail.

Project Benefits include:

- Provide a safe, continuous and contiguous corridor for all ages, physical abilities and travel modes, spanning five communities and eliminating four significant physical barriers (TH 169, CP Rail, TH 100, and Burlington Northern Rail).
- Generate regionally significant 175,000+ annual visits.
- Connect to 24 existing bus stops and future METRO Blue Line Extension LRT Golden Valley Road Station at Theodore Wirth Parkway.
- Improve the area's livability, support active living and provide a transportation option for those without access to a vehicle.
- Connect to Theodore Wirth Park, Armstrong Senior High School, Plymouth Middle School, Beacon Academy Charter School, Courage Kenny Rehabilitation Institute, Minneapolis Neurology Clinic, Schapiro Center for Multiple Sclerosis, Parkinson's Specialty Care Center, Golden Valley Fire Station, and various retail centers/health clinics/churches/gas stations/parks/etc.

After Condition:



▲ **Bassett Creek Regional Trail Segment in Crystal:** example of similar, recently constructed urban segment.

HENNEPIN COUNTY

MINNESOTA

Eye level photos
of the area

Golden Valley Road eastbound at Regent Avenue - no existing trail in this area, sidewalk only with no road shoulder or boulevard between back of curb and sidewalk. No bike lanes in this segment.



Golden Valley Road eastbound at Hidden Lakes Parkway - near Courage Kenny Center, sidewalk on north side of roadway in poor condition, sidewalk on south side narrows significantly east of this intersection. No boulevard between back of curb and sidewalk and bike lane narrows/disappears.

Golden Valley Road eastbound at Bassett Creek Drive - sidewalk/trail not to regional trail standard, sidewalk width has been increased with pavement addition to back of bituminous curb eliminating the boulevard condition between the back of curb and sidewalk.



Golden Valley Road eastbound near Bonnie Lane - future Bottineau LRT connection east of this location. Theodore Wirth Park located on the south side of roadway. Sidewalk/trail not to regional trail standard, sidewalk width has been increased with pavement addition to back of bituminous curb eliminating the boulevard condition between the back of curb and sidewalk.





7800 Golden Valley Road
Golden Valley, MN 55427

June 13, 2018

Kelly Grissman, Director of Planning
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441

RE: Providing Support for Bassett Creek Regional Trail: Final Gap Removal along Golden Valley Road

Dear Ms. Grissman,

The City of Golden Valley supports Three Rivers Park District's federal transportation funding request for Bassett Creek Regional Trail: Final Gap Removal along Golden Valley Road. The City understands that this project will provide a multi-use regional trail along Golden Valley Road between Regent Avenue and Bonnie Lane which will ultimately complete the last segment of the Bassett Creek Regional Trail.

The Bassett Creek Regional Trail was envisioned by the City and Three Rivers, Crystal, New Hope and Plymouth 20 years ago and formalized in the 2000 First Tier Parks, Trail and Greenway Plan. This project is the last gap in both the Bassett Creek Regional Trail Corridor and the 30-mile 2000 First Tier Parks, Trail and Greenway Plan. When complete, this project will support non-motorized transportation and recreation for over 175,000 people walking and biking a year.

The project is consistent with the City's 2030 Comprehensive Plan and Draft 2040 Comprehensive Plan, recommendations of the City's Bicycle and Pedestrian Planning Task Force and METRO Blue Line Extension station planning at Golden Valley Road.

The addition of a multi-use regional trail along Golden Valley Road will enhance the livability and quality of life in Golden Valley and improve mobility and connectivity for persons walking and biking along the County road system. The City looks forward to working with you on the implementation of this critical project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marc Nevinski", is written over a white background.

Marc Nevinski
Physical Development Director

Cc: Tim Cruikshank, City Manager

HENNEPIN COUNTY
MINNESOTA

June 12, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for Regional Solicitation Application
Bassett Creek Regional Trail Project
From Regent Avenue to Bonnie Lane

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting an application for funding as part of the Regional Solicitation through the Metropolitan Council. The project is the Bassett Creek Regional Trail Project as identified in Three Rivers Park District's Bassett Creek Regional Trail Master Plan.

The project will complete the final gap in the Bassett Creek Regional Trail that extends seven miles (when completed) from Plymouth to Minneapolis. 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 Theodore Wirth Parkway. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. At this time, Hennepin County has no funding programmed in its 2018-2022 Transportation Capital Improvement Program (CIP) for this project. Additionally, Hennepin County will operate and maintain the CSAH 66 (Golden Valley Road) roadway facilities for the useful life of the improvements.

Hennepin County looks forward to working with Three Rivers Park District on this project, if the park district is successful in securing funding.

Sincerely,



Carla Stueve, P.E., P.T.O.E.
County Engineer
Hennepin County Transportation Project Delivery

cc: Chad Ellos, Transportation Planning Division Manager



