



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

13983 - Bassett Creek Regional Trail Gap / Duluth Street Extension

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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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 Gap / Duluth Street Extension

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Golden Valley

Jurisdictional Agency (If Different than the Applicant):

City of Golden Valley, Hennepin County

The proposed project will construct two segments of shared-use trail that will provide a contiguous, 1.75-mile facility extending from Douglas Drive to Bonnie Lane to better serve cyclists and pedestrians of all ages, incomes and abilities. The east segment will be a part of the Three Rivers Park District Basset Creek Regional Trail and the west segment will be a local trail.

The east segment will run along the south side of Golden Valley Road (CSAH 66) between Regent Avenue and Bonnie Lane. The west segment will run along the north side of Duluth Street (CSAH 66) between Douglas Drive and Lilac Drive and links the regional trail to a local trail network. The east segment and west segment are connected by an existing trail along the north side of Duluth St. that already meets federal standards.

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

Most cyclists and pedestrians feel uncomfortable sharing space with vehicular traffic on Golden Valley Road / Duluth Street. 9,400 to 17,500 vehicles travel the corridor per day (often above the posted 35 mph) and topography and horizontal curves limit sight lines.

The existing corridor lacks a continuous multimodal facility. Bike lanes are missing segments and sidewalks are in poor condition or missing altogether.

The proposed project includes:

- An 8 to 10-foot wide, off-street, multiuse trail between Toledo Avenue and Bonnie Lane and between Douglas Drive and Lilac Drive, meeting all ADA requirements, meeting all ADA requirements.
- Construction within existing right-of-way, to the

greatest extent possible to minimize property impacts. Roadway will be narrowed where needed to accommodate trail.

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

The off-road multiuse trail is anticipated to:

- Provide a safe corridor for all ages, 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 190,000+ annual visits;
- Connect to 24 existing bus stops and the future METRO Blue Line Extension LRT Golden Valley Road Station;
- Improve the area's livability, support active living and expand transportation options for those without access to a vehicle; and
- Connect to Theodore Wirth Park, Robbinsdale Academy, Courage Kenny Rehabilitation Institute and various retail centers/health clinics/churches/parks/etc.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

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

Project Length (Miles)

1.5

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

\$2,561,876.00

Match Amount

\$640,469.00

Minimum of 20% of project total

Project Total

\$3,202,345.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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:

2025

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2021, 2022, 2023

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

05/01/2025

(Approximate) End Construction Date

12/01/2025

Name of Trail/Ped Facility:

Bassett Creek Regional Trail & Duluth Street (Local Trail)

(i.e., CEDAR LAKE TRAIL)

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

From: Regent Avenue (Bassett Creek Regional Trail) AND Lilac Drive
(Intersection or Address) (Duluth Street)

To: Bonnie Lane (Bassett Creek Regional Trail) AND Douglas
(Intersection or Address) Drive(Duluth Street)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.5

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.5

Is this a new trail? Yes

Primary Types of Work MULTIUSE TRAIL, BIKE/PED BRIDGE, 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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal A: Objective A; p2.2

Goal B: Strategies B1 and B6; p2.5, 2.8

Goal C: Objectives B, D, and E; p2.10; Strategies C1, C2, C4, C15, C16, C17; p2.10-2.11, 2.14, 2.22-2.24

Goal D: Strategy D3; p2.27

Goal E: Objectives B, C, and D; p2.30; Strategies E3 and E6; p2.31-2.32, 2.34

Goal F: Objective C; p20.35

(Limit 2,800 characters; approximately 400 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)

List the applicable documents and pages:

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)

(Limit 2,800 characters; approximately 400 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 State Aid 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: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 12/05/2013

Link to plan: https://www.threeriversparks.org/sites/default/files/pdfs/ADA/Accessibility_Copy_intro-section-iv.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. 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.

5. 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)	\$144,000.00
Removals (approx. 5% of total cost)	\$229,560.00
Roadway (grading, borrow, etc.)	\$34,794.00
Roadway (aggregates and paving)	\$119,112.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$196,146.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$172,800.00
Traffic Control	\$36,000.00
Striping	\$102,571.00
Signing	\$84,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$111,000.00
Bridge	\$0.00
Retaining Walls	\$57,600.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$264,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$22,890.00
Totals	\$1,574,473.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,331,568.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$101,504.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$126,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,559,072.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$1,800.00
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	\$67,000.00
Other Transit and TDM Elements	\$0.00
Totals	\$68,800.00

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	\$3,202,345.00
Construction Cost Total	\$3,202,345.00
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 Yes

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 1589403007260_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 43147

Existing Employment Within One Mile (Integer Only) 24408

Upload the "Population Summary" map 1589403039726_PopulationEmployment.pdf

Please upload attachment in PDF form.

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

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

Three Rivers Park District, City of Golden Valley, and Hennepin County actively engaged with diverse populations during the project's development (see attached map).

Four open houses were held to share concepts for the proposed segments of the Basset Creek Regional Trail. Two were at the Courage Kenny Rehabilitation Institute, which serves disabled people.

Direct engagement with diverse populations included:

- Mailed invitations to Valley Creek West and Sedona Hill Apartments (in areas of concentrated minority poverty project service area)

Response:

- Connected with staff and provided invitations for Courage Kenny and PRISM Food Shelf clients

- Emailed Blue Line Coalition (member organizations include CAPI and the Metropolitan Interfaith Council on Affordable Housing)

- Hosted resident information session at Covenant Living Retirement Community; reviewed project with fitness coordinator who takes residents out on the trail

- Residents at Copocabana Apartments (affordable housing) received direct mailers with information regarding the project and were provided with a means to provide input. Scheduled direct engagement was not feasible due to the Covid-19

health emergency.

Participants expressed support for proposed protected facilities, traffic calming and connections to local destinations.

In previous project phases, Courage Kenny employees and patients informed design for a specialized crosswalk to their Metro Mobility stop; and a Community Working Group of residents identified safe multimodal facilities along this segment of Bassett Creek Regional Trail as a key health equity strategy.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The proposed Bassett Creek Regional Trail will provide multiple benefits to low-income populations, people of color, children, people with disabilities, and elderly.

The proposed west segment is in a census tract that is above the regional average for population in poverty or populations of color. The east end is less than ½ mile from an area of concentrated poverty with 50% 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:

- North Minneapolis residents: the east segment ends less than a ½ mile from the Willard-Hay neighborhood, where 77% of residents are people of color, 39% are under 18 and 25% bike, walk or take transit to work. Many North Minneapolis residents use the east segment to shop for groceries and other amenities at the retail center at Highway 100. A multi-use trail ensures safe and enjoyable active transportation.

- Business owners and customers of the West Broadway Business District: a continuous regional trail from the West Metro increases access to these businesses and other cultural resources in Minneapolis' Northside.

- Low-income communities: the proposed segments extend trail service to residents of Pesch Place, Golden Valley Townhomes and other affordable housing.

The proposed east segment will connect directly to

Response:

the planned bicycle and pedestrian trails at the Golden Valley Road Station. An enhanced pedestrian crossing at the LRT station as indicated in the project's 60% plans will provide safe and comfortable access to all users, regardless of age or ability, potentially increasing ridership and mixed-mode trips to work, school, shopping and recreation.

Current sidewalk users including families with strollers, senior citizens with restricted mobility and others with mobility and cognitive disabilities destined for Courage Kenny, churches and businesses, will benefit greatly with the 10-foot trail expansion. Project designers worked closely with employees and patients to design a four-foot pedestrian-only lane along the trail serving Courage Kenny. A special trail crosswalk treatment with clear crossing signage will allow patients to safely walk or roll from the bus stop to the clinic.

The proposed trail serves several senior housing and care facilities, including Parkinson's Specialty Care, Rakhma Memory Care and Covenant Living of Golden Valley. The proposed segments greatly enhance 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.

Overall, the engagement process indicated overwhelming support for the implementation of this trail project.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

The proposed project will not negatively impact 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)

Select one:

3. **Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Measure B: Part 1: Housing Performance Score

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	1.5	1.0	66.0	66.0

Total Project Length

Total Project Length 1.5

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.5

Total Housing Score 66.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

The proposed project will improve access for the following affordable housing residents within ½ mile of the project (see attached map):

- Copacabana Apartments, 1725 Lilac Drive

- Existing development

- 4 - 1BR, 40 - 2BR, 7 - 3BR

- NOAH (Naturally Occurring Affordable Housing)

- Golden Valley Townhomes, 2100 Douglas Drive North

- Existing development

- 8 - 3BR

- HUD 'Family Low-Income Housing' / federally subsidized

- Pesch Place, 2000 Mary Hills Drive

- Existing development

- 5 - 1BR, accessible units, supportive housing for persons with disabilities

- HUD 'Disabled Low-Income Housing' / federally subsidized

- Valley Creek West Apartments, 1370 Douglas Drive

- Existing development

Response:

-6 - 1BR, 30 - 2BR

-NOAH (Naturally Occurring Affordable Housing)

The proposed project will connect the Three Rivers, Golden Valley and Minneapolis trail networks, increasing transportation options for people with limited access to vehicles. This is critical for disadvantaged populations that utilize transit or walk/bike to work, school, medical clinics, social services and recreation. The east segment will link directly to pedestrian and bicycle facilities at a future Blue Line LRT station, enabling multimodal trips.

Three of the four affordable housing developments are specialized housing for families, senior citizens and people with disabilities. These residents will benefit from the proposed safety and accessibility when walking, biking and rolling.

In addition to transportation, trail corridors support active living, unity and family development. 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 communities with a safe, multimodal transportation option." The proposed trail segments will improve public health for all low-income residents in the project corridor.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589401118496_Basset-Creek_Affordable-Housing.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed trail extensions create a Critical Bicycle Transportation Link by:

- Closing the final gap of the seven-mile Bassett Creek Regional Trail (located on a RBTN Tier 2 Alignment)

- Connecting the trail to a RBTN Tier 1 Alignment (Theodore Wirth Parkway)

- Linking to a Tier 2 Corridor (centered on Douglas Drive) and local trail network

- Expanding service to a planned Blue Line LRT station (Golden Valley Road)

Response:

- Providing a consistent cycling experience over TH 169, CP Rail, Burlington Northern Rail, and TH 100 (a Tier 1 Regional Bicycle Barrier Crossing Improvement Area) thus improving bikeway continuity across the jurisdictions of Plymouth, New Hope, Crystal and Golden Valley.

By adding two segments, Bassett Creek Regional Trail will better serve cyclists and pedestrians of all ages, incomes, and abilities, increasing ridership and active transportation throughout the regional trail network. The improved facility will enable safer cycling, walking and transit commutes to job centers, schools and medical centers in the West Metro.

The existing bike lanes along Golden Valley Road are inconsistent with missing segments. Sidewalks

are narrow, at back of curb, in poor condition and overgrown by adjacent vegetation, or missing altogether. Many destinations along Golden Valley Road draw less skilled cyclists who are unlikely to bike for transportation or recreation without a protected facility to separate them from vehicular traffic. The proposed off-street multiuse trail will provide safe and reliable alternative transportation to the surrounding neighborhoods, businesses, churches, medical facilities and local parks.

Disjointed and degraded facilities from Regent Avenue to Bonnie Lane significantly reduce the effectiveness of the entire Bassett Creek Regional Trail corridor. The proposed east segment connects the Bassett Creek Regional Trail to the Grand Rounds at Theodore Wirth Parkway via the planned Blue Line Golden Valley Road Station (from Bonnie Lane to Xerxes Avenue), providing access to Minneapolis Park and Recreation Board's and Minneapolis' 50-mile off-road trail system.

At Regent Avenue, the Bassett Creek Regional Trail connects to the Medicine Lake Regional Trail, providing access to Three River's 140-mile existing regional trail system. The proposed west segment extends the proposed trail from Lilac Drive to Douglas Drive, a Tier 2 corridor which connects to a robust local trail network.

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.

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The proposed project will address existing safety concerns along the corridor that discourage many residents from walking and biking along Duluth Street/Golden Valley Road.

The existing bike facilities primarily serve expert bicyclists. Lanes are missing segments at the most challenging spots to navigate

- intersections and limited sightlines. Along some stretches, cyclists must share the road with 9,400 to 17,500 vehicles per day, many 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. There is a high volume of pedestrians near Hidden Lanes Parkway, due to its proximity to two churches, a hospital, rehabilitation facility and well-used bus stops by Courage Kenny visitors, patients and staff. Pedestrian volumes will increase when LRT opens.

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 vehicle-vehicle 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. A boulevard and improved standard concrete curb will further buffer and protect trail users. This will reduce the crash potential for bicyclist/vehicle and pedestrian/vehicle conflicts and provide a safer travel experience for all trail users.

Courage Kenny Rehabilitation Institute on Golden Valley Road is the number-one drop off spot for Metro Mobility's service area. However, a Hennepin County study found that cars only stopped 30% of the time for pedestrians crossing from the bus stop to Courage Kenny. The Bottineau Community Works Connectivity Project constructed a temporary demonstration crossing. In a follow-up survey, 70% of Courage Kenny employees believed cars were more likely to stop at improved crosswalk; and 60% felt more comfortable crossing. Based on these findings, the proposed trail segments include an enhanced pedestrian crossing and pedestrian-only trails leading to Courage Kenny, allowing persons of all abilities to safely use the regional trail.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Golden Valley Road is a planned off-street bikeway in Hennepin County's bicycle plan and a 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 and countdown timers

Response:

- Enhance improvements near the Courage Kenny 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 along a majority of the project length 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

The safety, security and quality of bicycle and pedestrian facilities on the corridor vary widely. The project will enable pedestrians to use a protected

off-street facility instead of the existing substandard narrow sidewalk. Bicyclists will benefit from an off-road trail that will provide a continuous, comfortable and safe experience for all users and abilities.

Golden Valley Road / Duluth Street is an active Metro Transit route 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 of the Basset Creek Regional Trail and links it to a local trail network. A continuous facility 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 (25 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. Yes

100%

Attach Layout

1589402123380_BassetCreek_layout.pdf

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.

50%

Attach Layout

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 (15 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 (25 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 Yes

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful.

The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/09/2020

Meeting with partner agencies: 11/26/2019

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Meetings with general public:

- Information session: 3/9/20, Covenant Living Retirement
- Open house: 2/24/20, King of Grace Lutheran Church
- Open house: 12/19/19, Courage Kenny Rehabilitation Institute
- Open house: 3/28/18, Unity Minneapolis
- Quarterly community stakeholder mtgs with Blue Line Coalition: 2018
- Open house: 12/11/13, Courage Kenny Rehabilitation Institute

Meeting with partner agencies:

Response (Limit 2,800 characters; approximately 400 words):

- Design updates from Consultant to Partners: ongoing
- Project Team Kick-off: 11/26/19 (includes members from Partner agencies)
- Project Scope Confirmation Meeting: 10/08/19
- Pre-Project Partner Meeting (Three Rivers Park District, City of Golden Valley & Hennepin County): 7/10/19

Online outreach:

- "Let's Talk Three Rivers" webpage (ongoing): Bassett Creek Regional Trail page provides design updates, visitors can submit feedback and

suggestions

- <https://www.letstalkthreerivers.org/bassett-creek-regional-trail-golden-valley-segment>

- Three Rivers Park District Regional Trails Facebook Page (ongoing): invitations to open houses, design updates via "Let's Talk Three Rivers"

- City of Golden Valley Online Survey (12/21/19 - 1/31/20): promoted via official City Facebook and Twitter and at open houses

- 114 respondents

- 37% walk, bike or use transit along the proposed segment

- 67 expressed specific safety issues, especially for children and people with disabilities. Concerns included distracted and hazardous driving, limited sight lines, substandard sidewalks and inconsistent bike lanes

- Several noted that they would walk or bike more frequently on safer facilities

These efforts expand upon community relationships built by Hennepin County, the City of Golden Valley and Three Rivers Park District during previous project phases:

- Bottineau Community Works Connectivity Project (2019) constructed temporary enhanced pedestrian crossing at the Courage Kenny bus stop. Employee feedback directly informed proposed design, which

will comfortably accommodate users of all abilities.

- Bassett Creek Regional Trail CSAH 66/Golden Valley Road Segment Feasibility Study (2014) hosted open houses and identified community desire for grade-separated protected facilities, traffic calming and connections to local retail, recreation and employment hubs.

- The Blue Line Coalition advised Bottineau Community Works Infrastructure Advanced Planning Project (2017-18) for the planned Blue Line station at Golden Valley Road, which focused on expanding multi-use trails along this corridor. The Coalition represents the following populations along the Blue Line Extension Corridor: communities of color, immigrants and refugees, people living with disabilities, low-income residents, displaced workers, and aging and transit-dependent populations.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,202,345.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,202,345.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

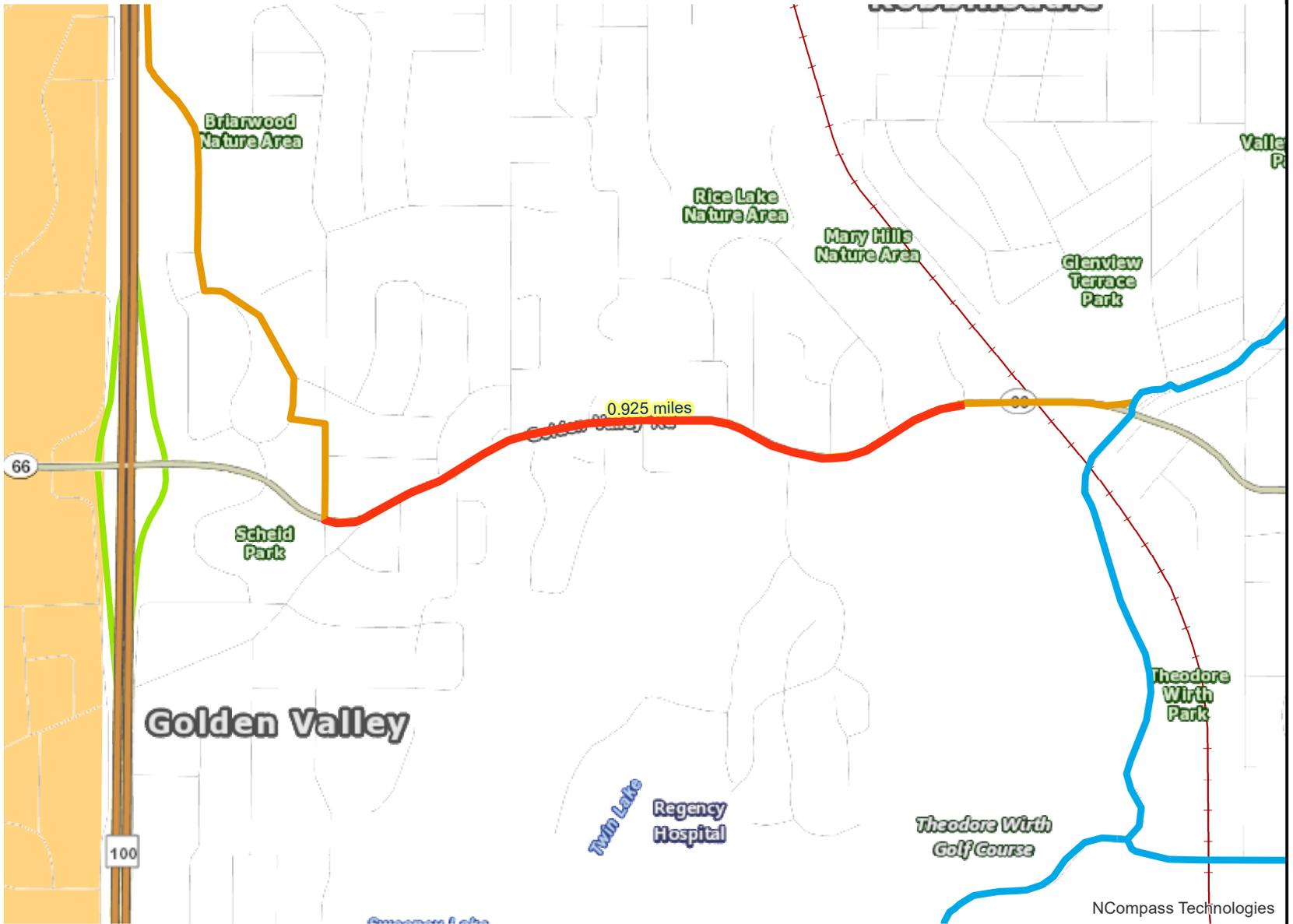
File Name	Description	File Size
2020 TRPD BCRT One-Page Summary.pdf	Project summary	343 KB
20200501_Winter Maintenance_BCRT CSAH 66.pdf	Three Rivers Park District letter confirming winter maintenance	98 KB
20200501_Winter Maintenance_GV_LocalTrail.pdf	Golden Valley letter confirming winter maintenance	235 KB
Existing Conditions Photos.pdf	Existing conditions photos	410 KB
Golden Valley - Letter of Support.pdf	Golden Valley letter of support	186 KB
Hennepin County - Letter of Support.pdf	Hennepin County Letter of Support	88 KB
MAP (15-Page Plan Set).pdf	Project extents map (portion of 60% plan set)	8.0 MB

Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Basset Creek: Segment 1 | Map ID: 1583431745750

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- + + + Railroads
- RBTN Tier 1
- RBTN Tier 2



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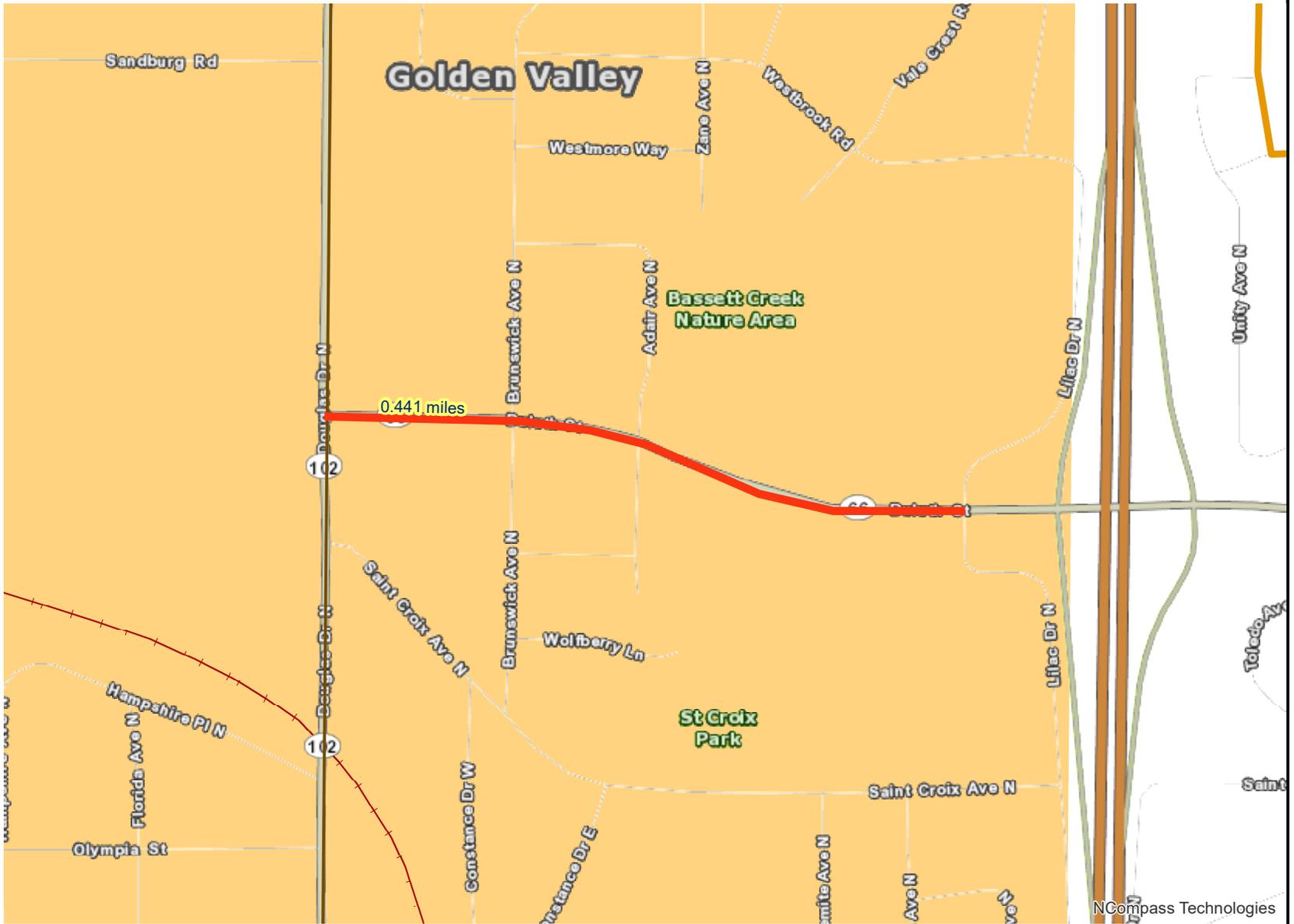
NCompass Technologies

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Basset Creek: Segment 2 | Map ID: 1583432496490

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



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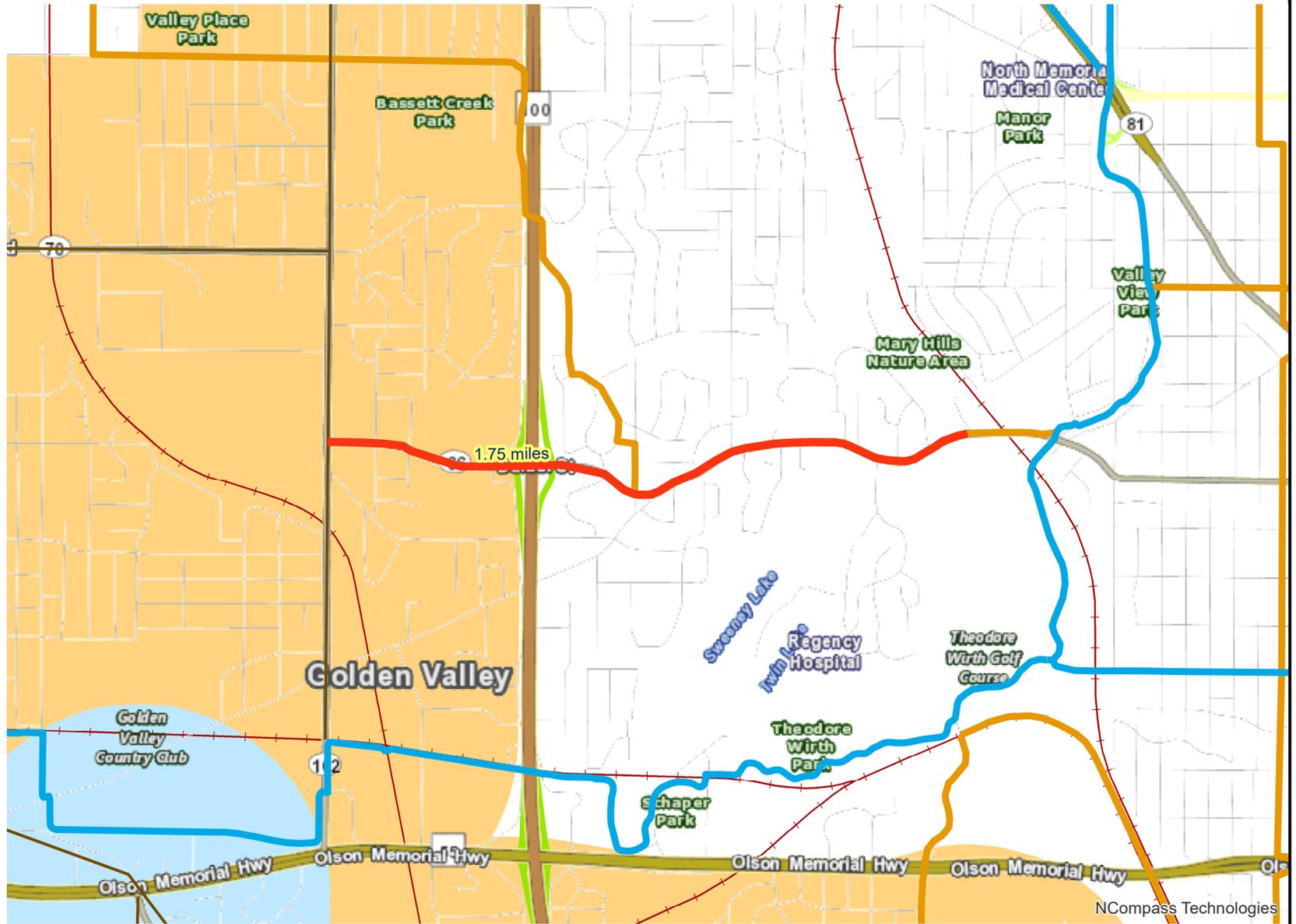
NCompass Technologies

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bassett Creek Regional Trail Gap Closure | Map ID: 1583430941500

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



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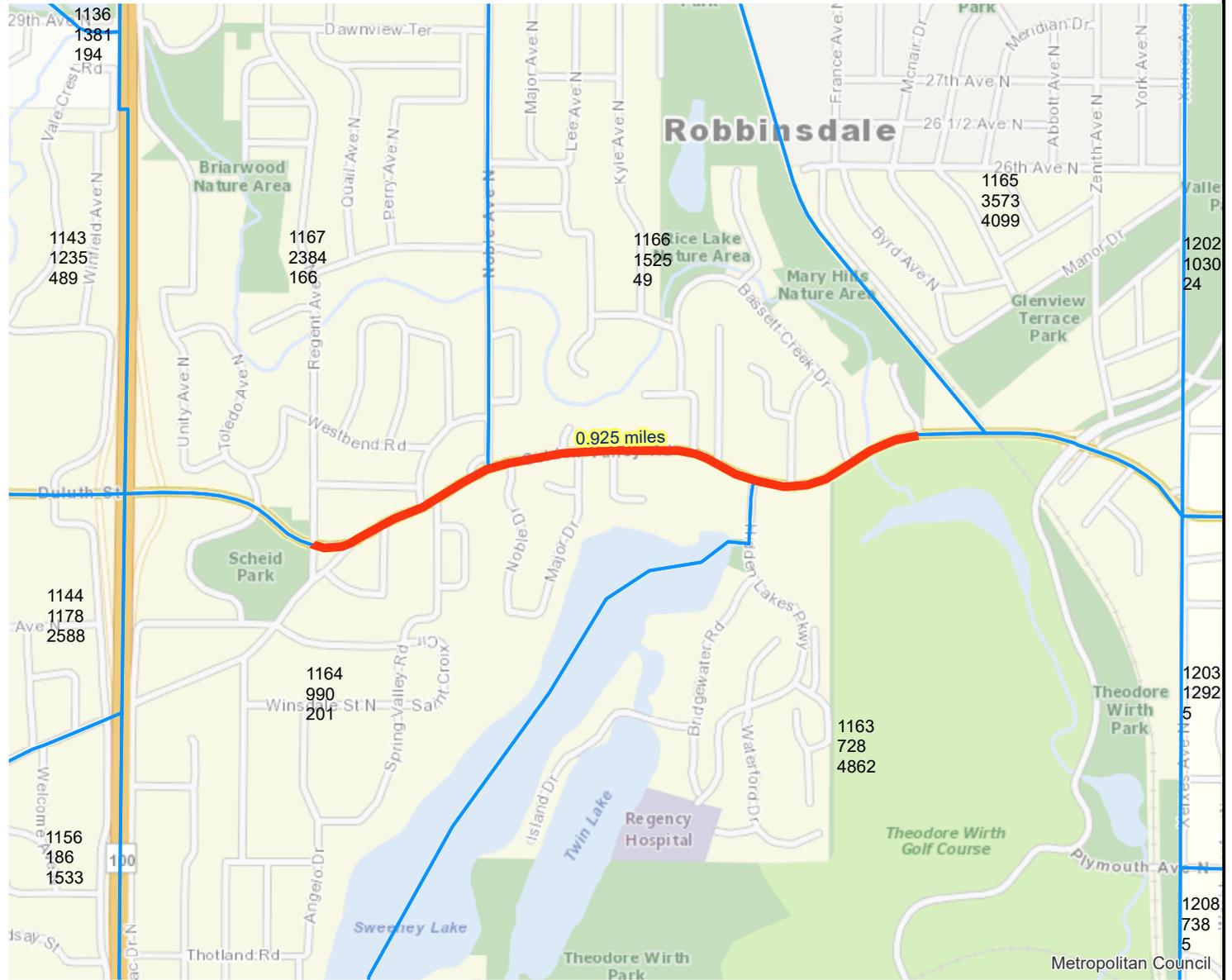


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Bassett Creek: Segment 1 | Map ID: 1583431745750

Results

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



- Project Points
- Project Area
- Project
- 2016 TAZ



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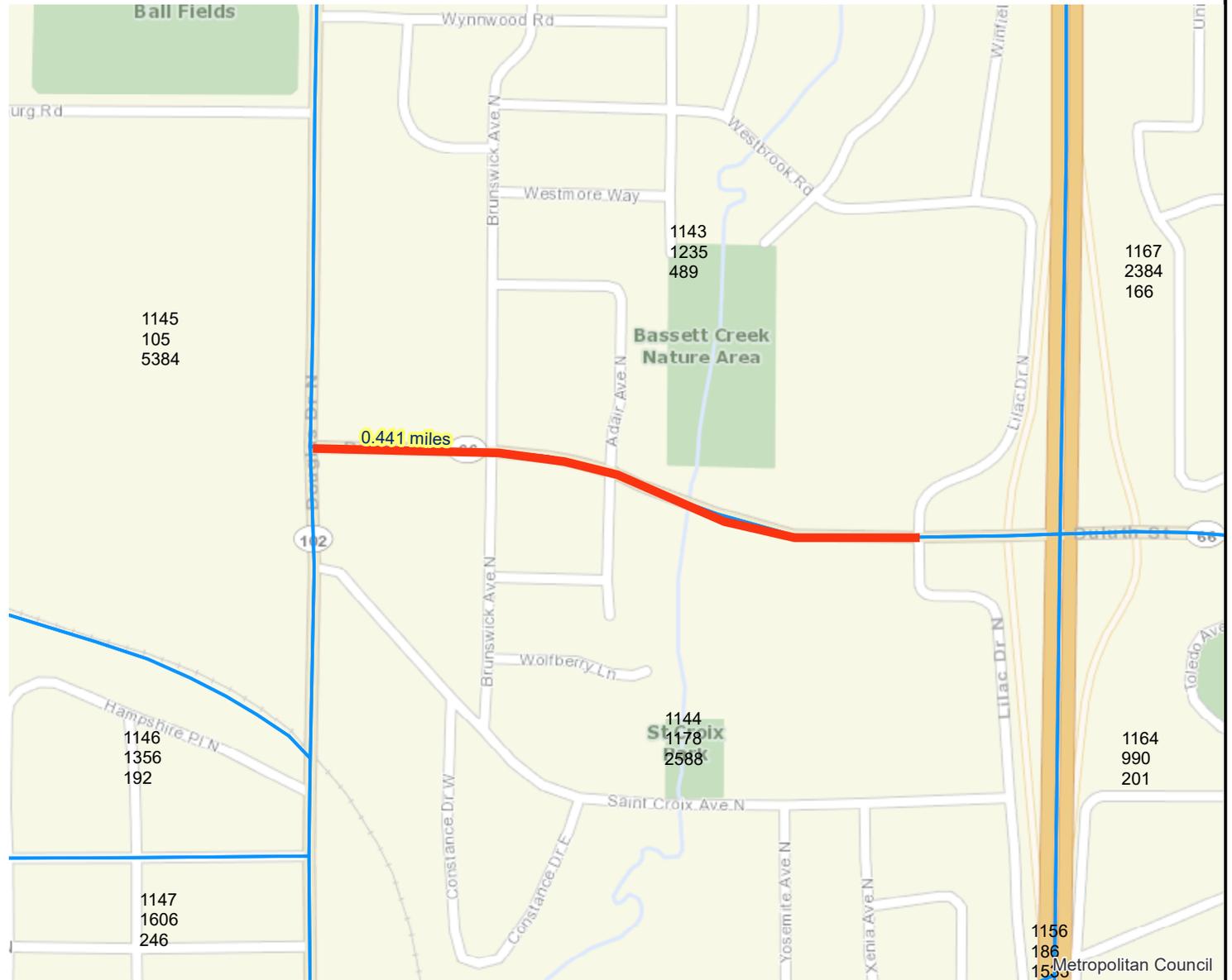


Population/Employment Summary

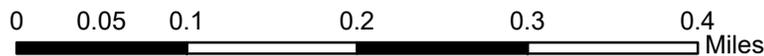
Multiuse Trails and Bicycle Facilities Project: Basset Creek: Segment 2 | Map ID: 1583432496490

Results

Within ONE Mile of project:
 Total Population: 19048
 Total Employment: 16295



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



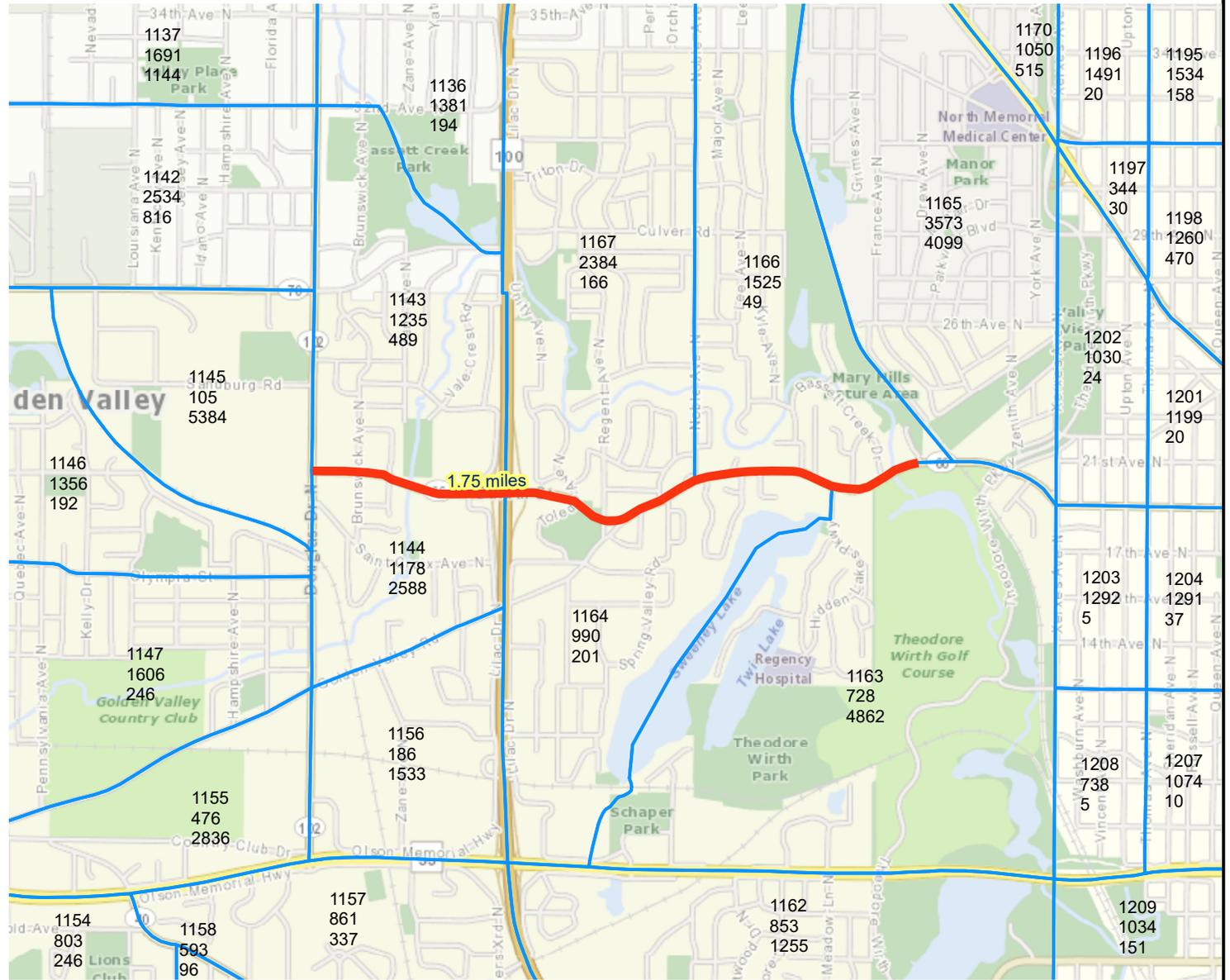
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Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 43147
 Total Employment: 24408



- Project Points
- Project
- Project Area
- 2016 TAZ



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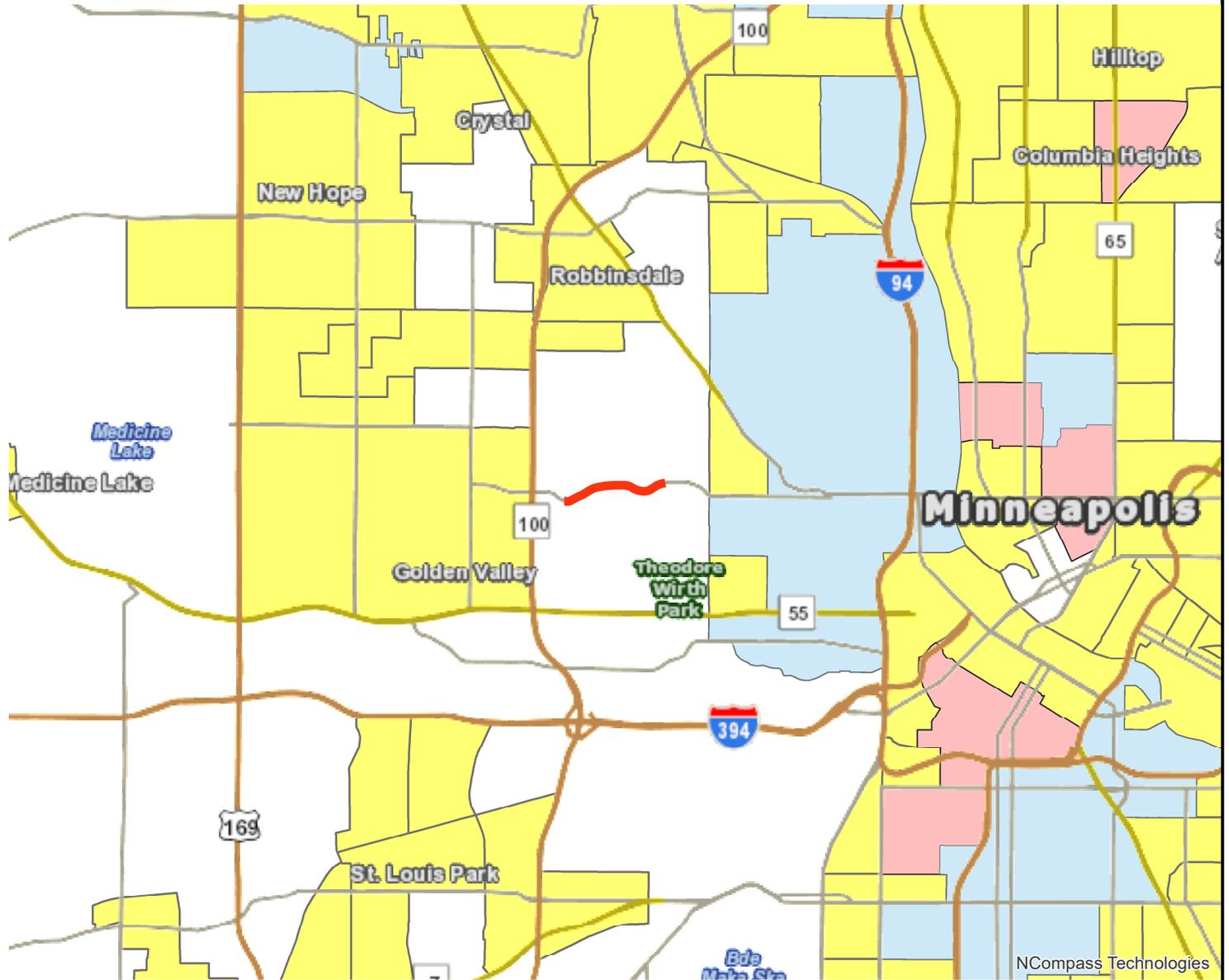
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Basset Creek: Segment 1 | Map ID: 1583431745750

Results

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:
(0 to 12 Points)

Tracts within half-mile:
2700 21400 21602
21700 102000



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

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LandscapeRSA2



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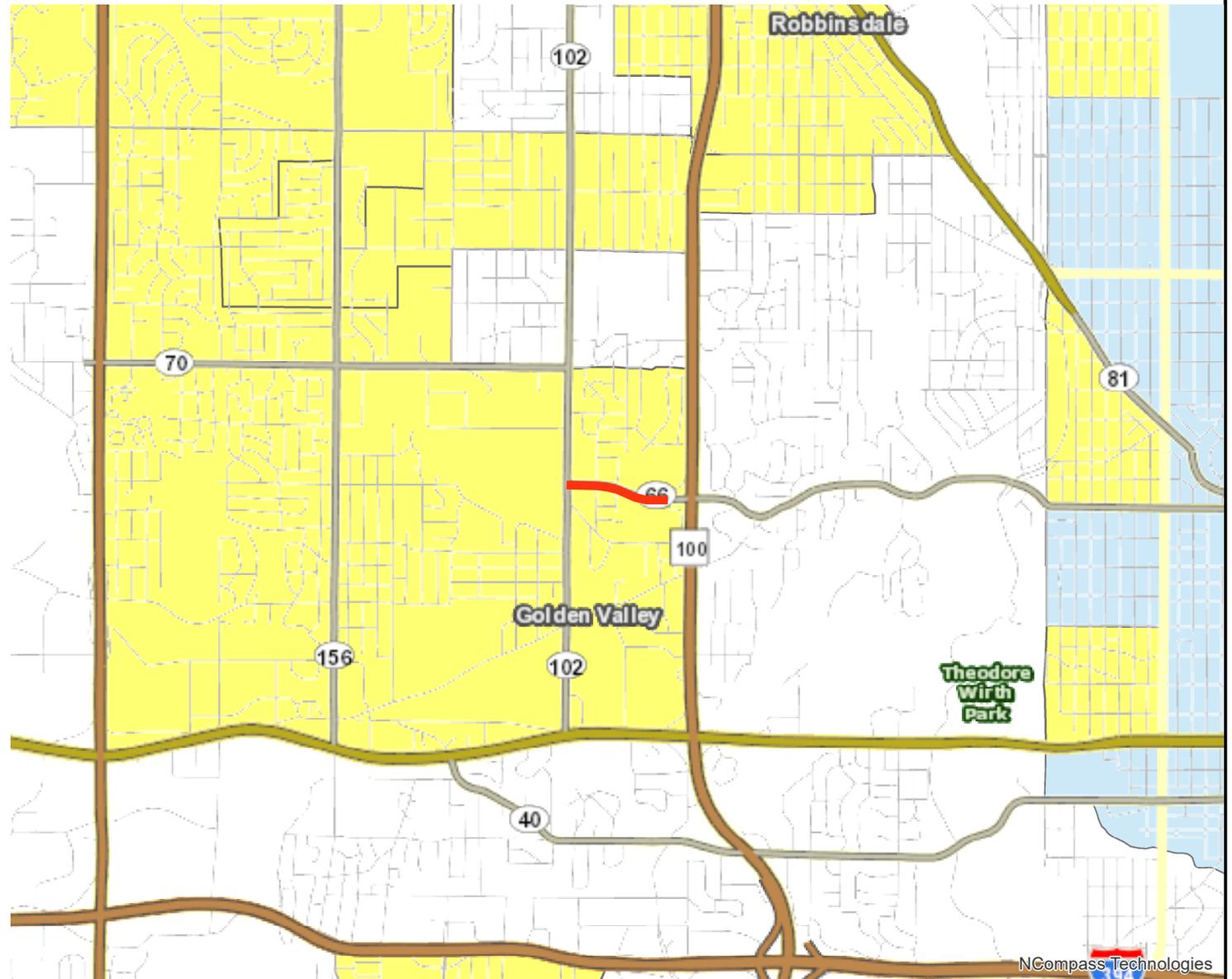
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Basset Creek: Segment 2 | Map ID: 1583432496490

Results

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

Tracts within half-mile:
21002 21602 21700



NCompass Technologies

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/5/2020
LandscapeRSA2



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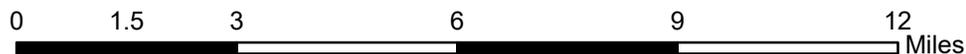
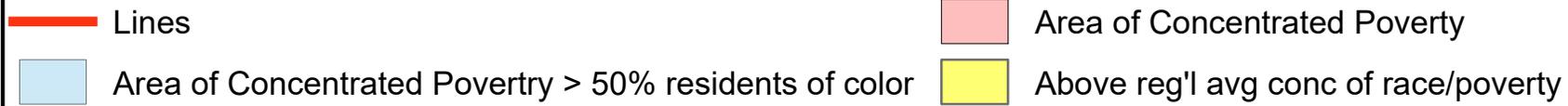
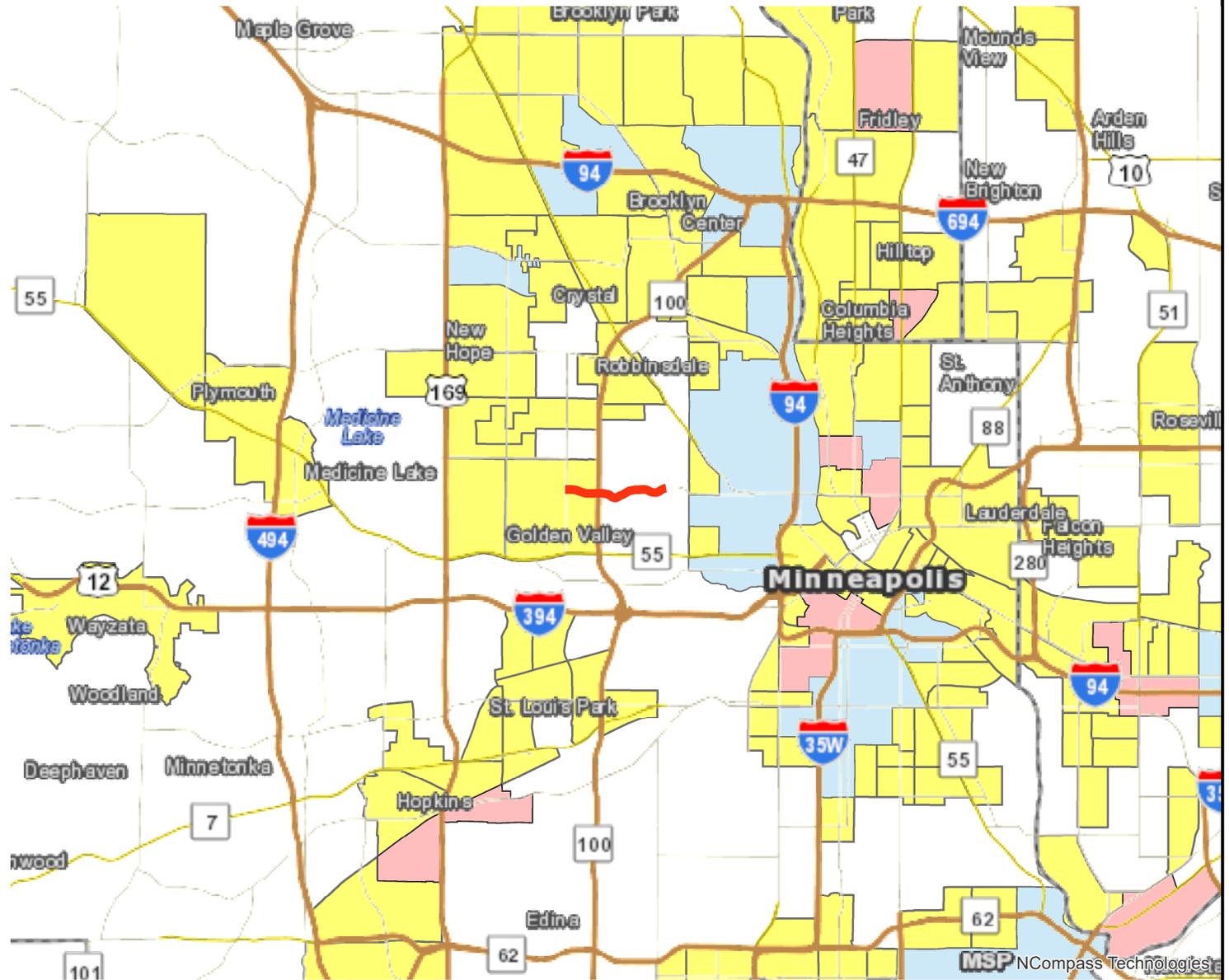


Socio-Economic Conditions

Results

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

Tracts within half-mile:
2700 21002 21400
21602 21700 102000

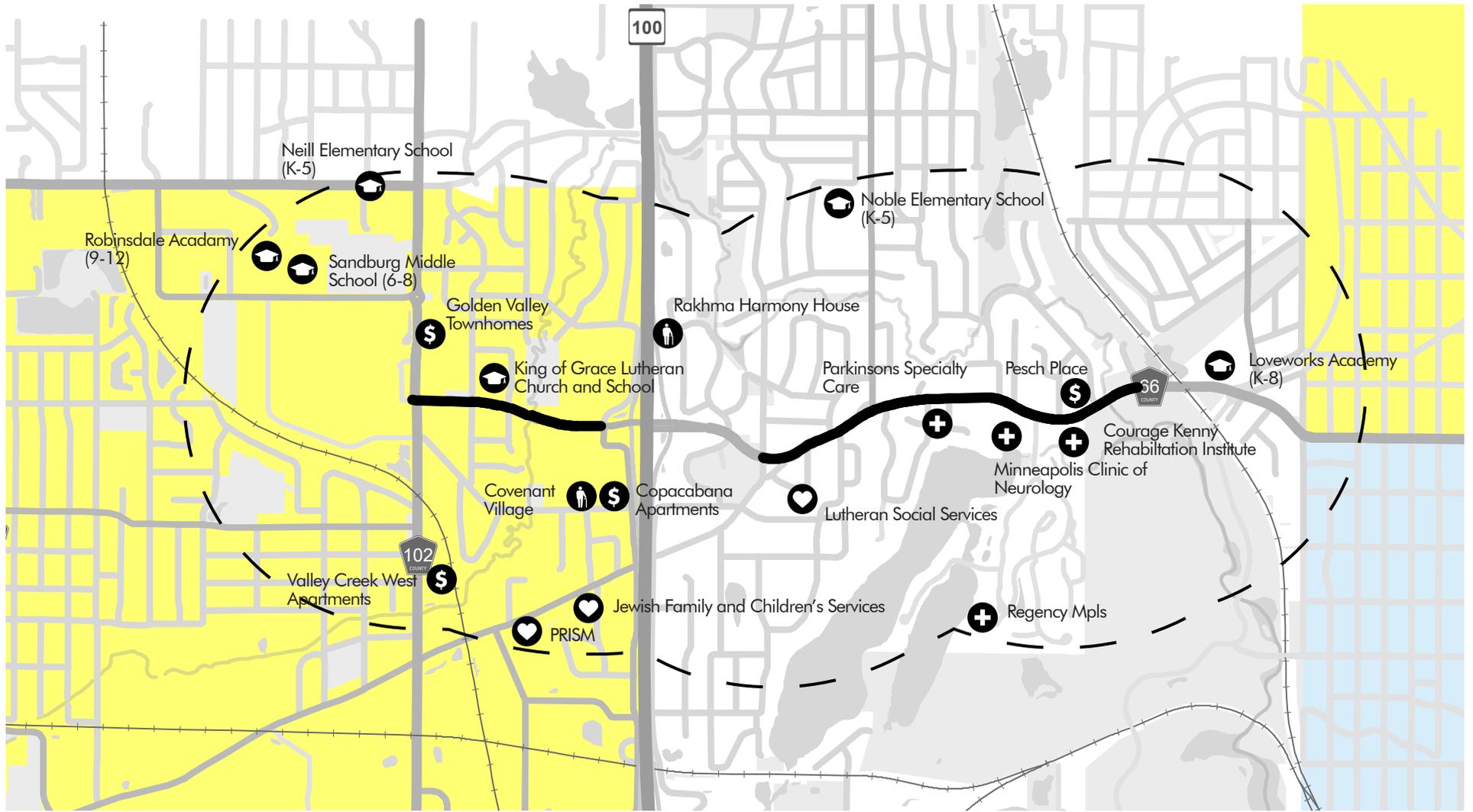


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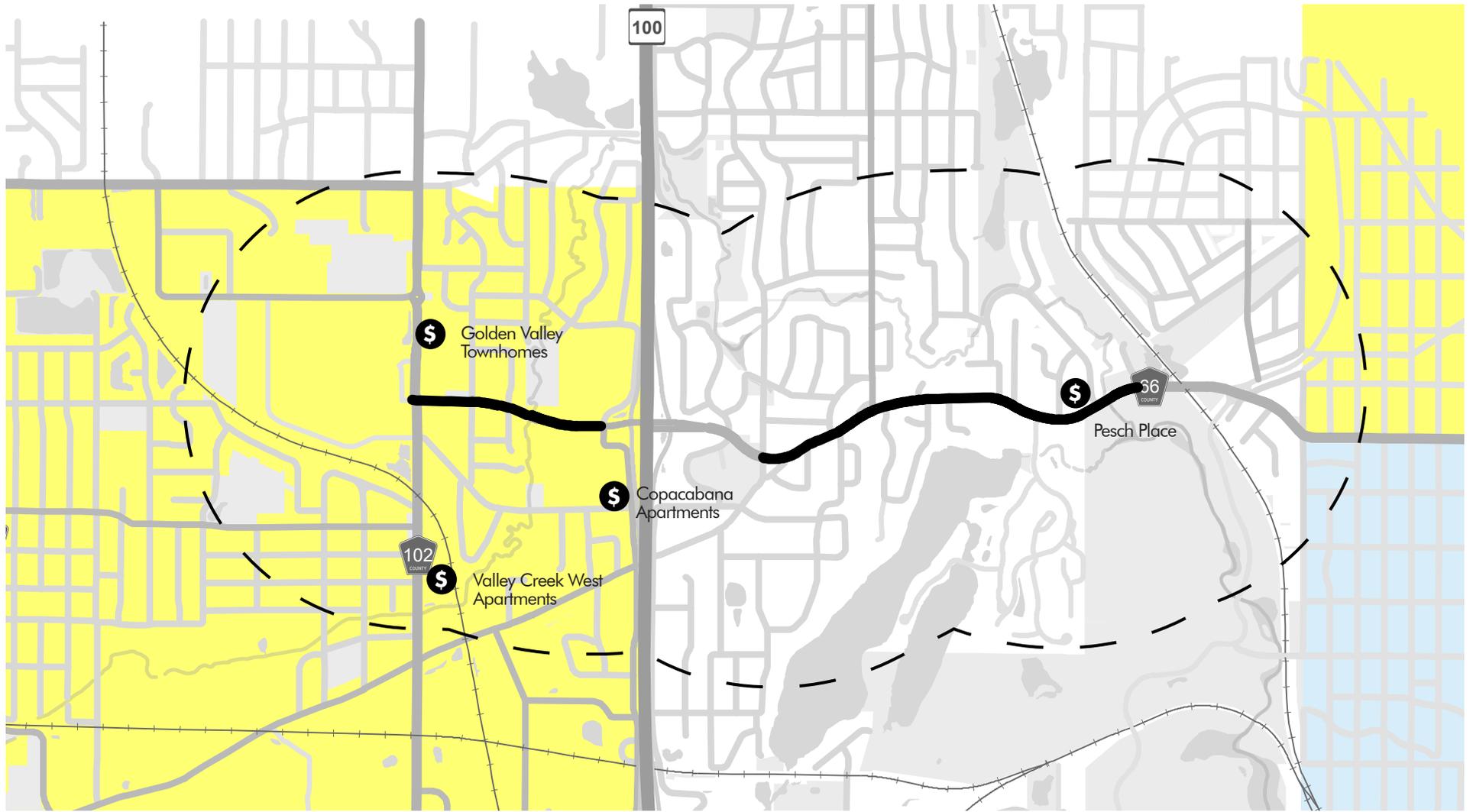


Bassett Creek Regional Trail Equity Populations and Destinations

- Proposed project
- 1/2 mile project corridor
- Above regional average concentration of race / poverty
- Area of concentrated poverty > 50% residents of color

- School
- Senior housing
- Affordable housing
- Social services
- Medical clinic





Bassett Creek Regional Trail Affordable Housing

-  Proposed project
-  1/2 mile project corridor
-  Above regional average concentration of race / poverty
-  Area of concentrated poverty > 50% residents of color
-  Affordable housing



3" = 1 MILE





Regional Trail (0.93 miles):

- 4,930' between Regent Ave & Bonnie Ln (proposed)

Local Trail (0.82 miles):

- 457' between Regent Ave & Toledo Ave (proposed)
- 1,600' between Toledo Ave & Lilac Dr (existing)
- 2,250' between Lilac Dr. and Douglas Dr (proposed)



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NO	DATE	BY	CHKD	APPR

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: STEVEN B. PRUSAK
 Date: / / License # #47622

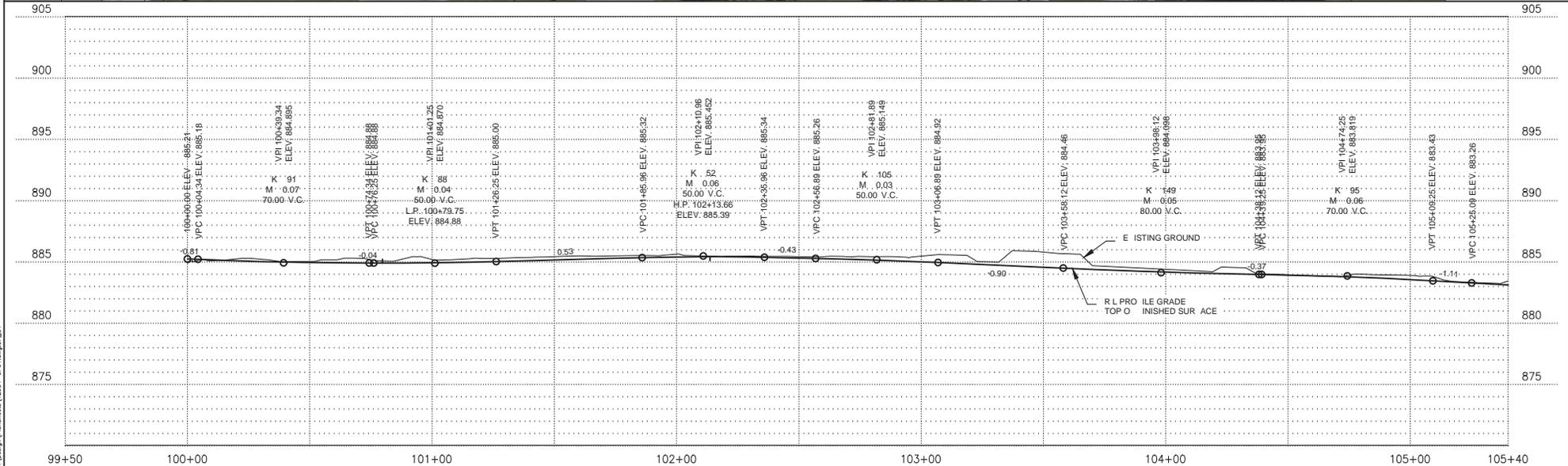
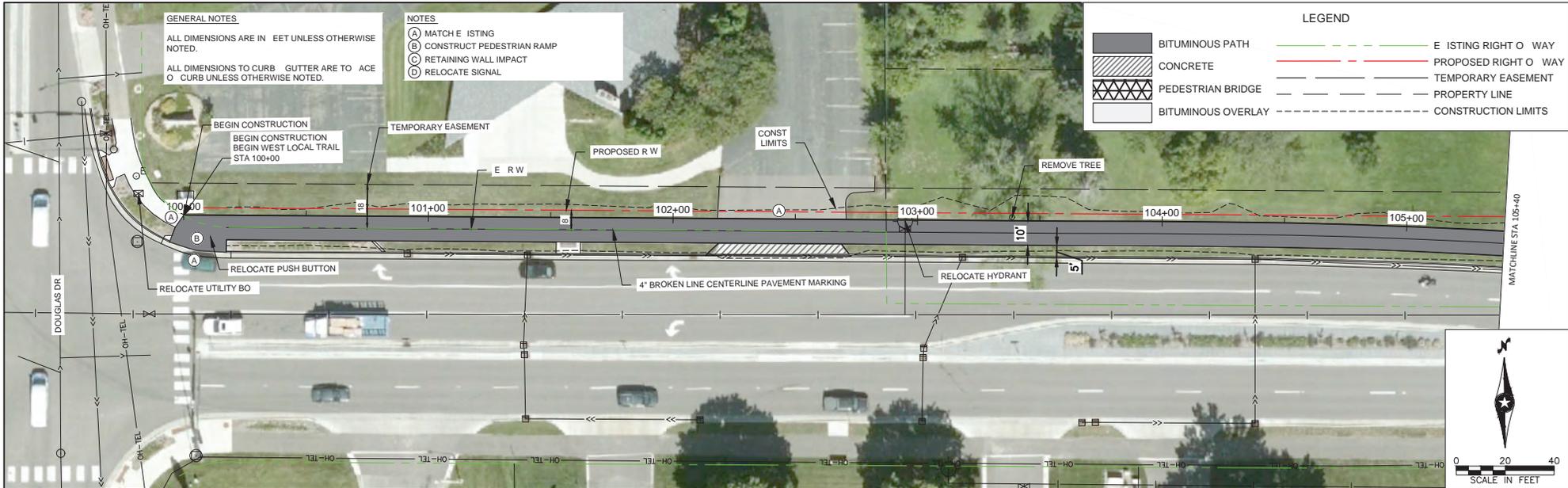
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 COUNTY PROJECT NO.
 CITY PROJECT NO.

DRAWN BY
 DESIGNED BY
 CHECKED BY
 COMM. NO. 12934



THREE RIVERS PARK DISTRICT
 GENERAL LAYOUT
 BASSETT CREEK REGIONAL TRAIL

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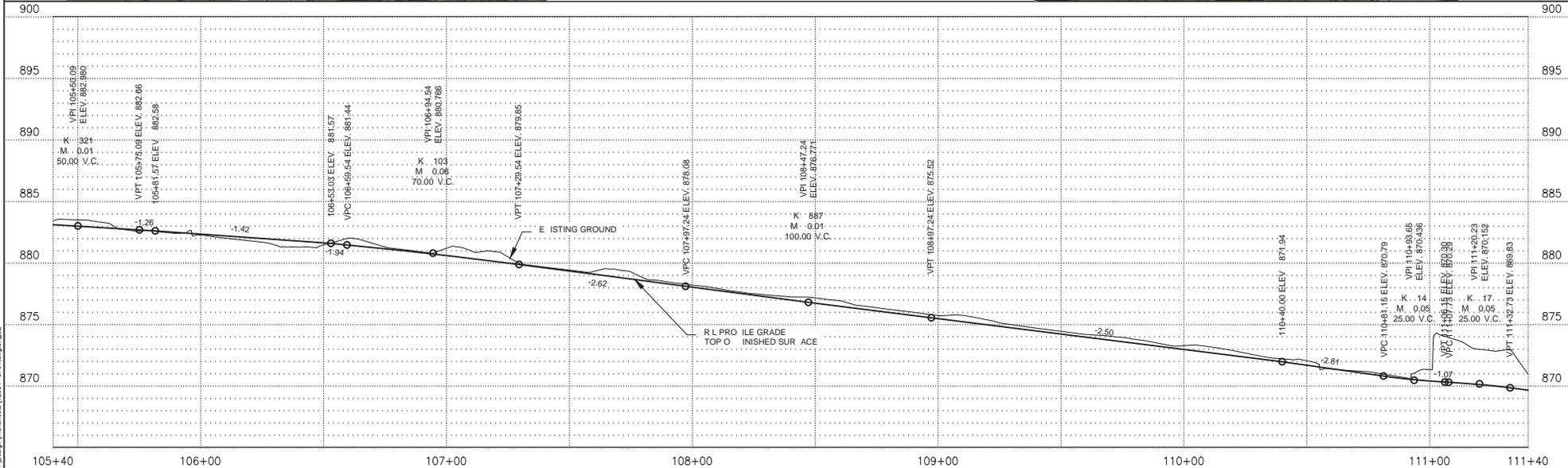
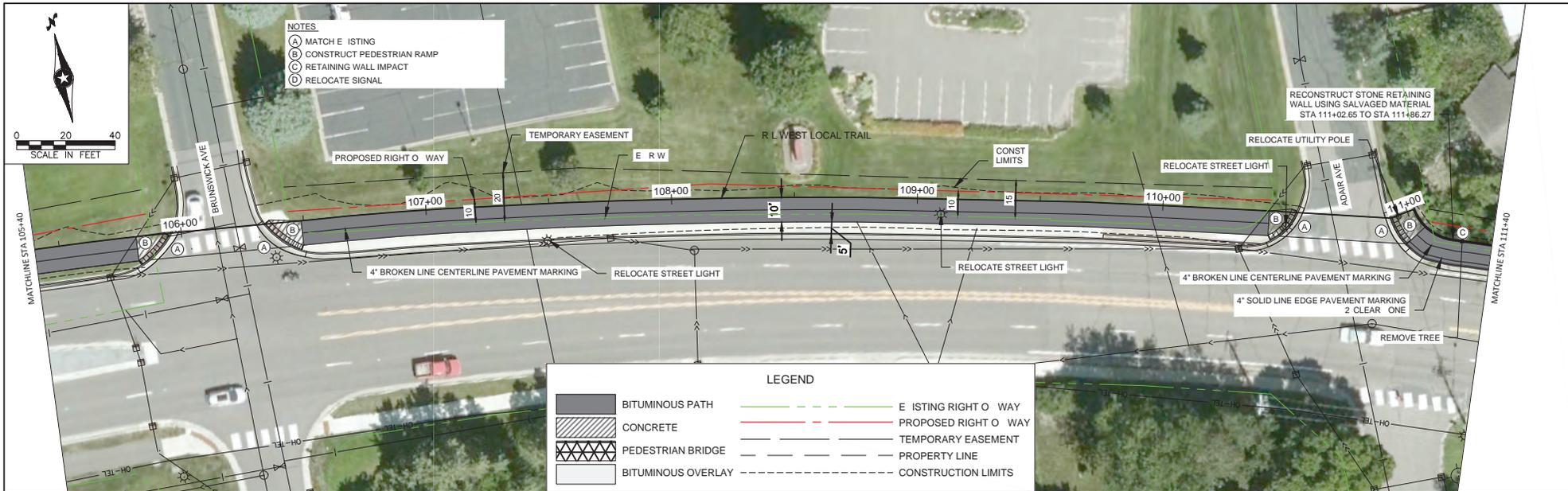
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: **STEVEN B. PRUSAK**
 Date: ---/---/--- License # **#47622**

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STATE PROJECT NO.	DESIGNED BY
COUNTY PROJECT NO.	CHECKED BY
CITY PROJECT NO.	COMM. NO. 12934



THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

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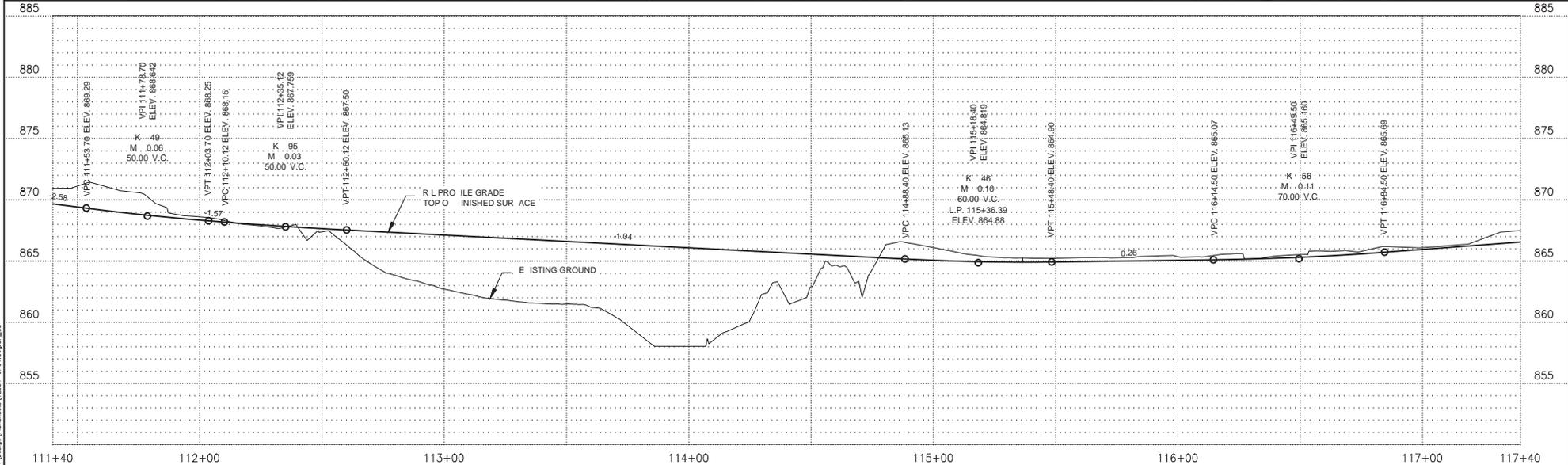
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NO	DATE	BY	CHK	APPR

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
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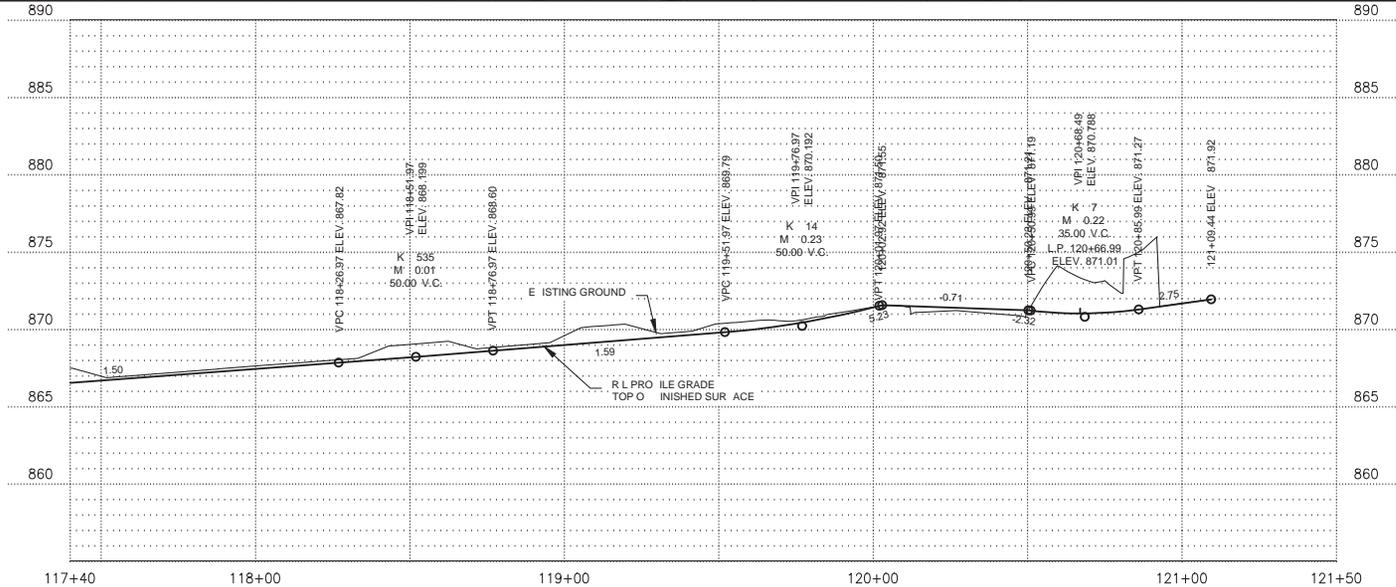
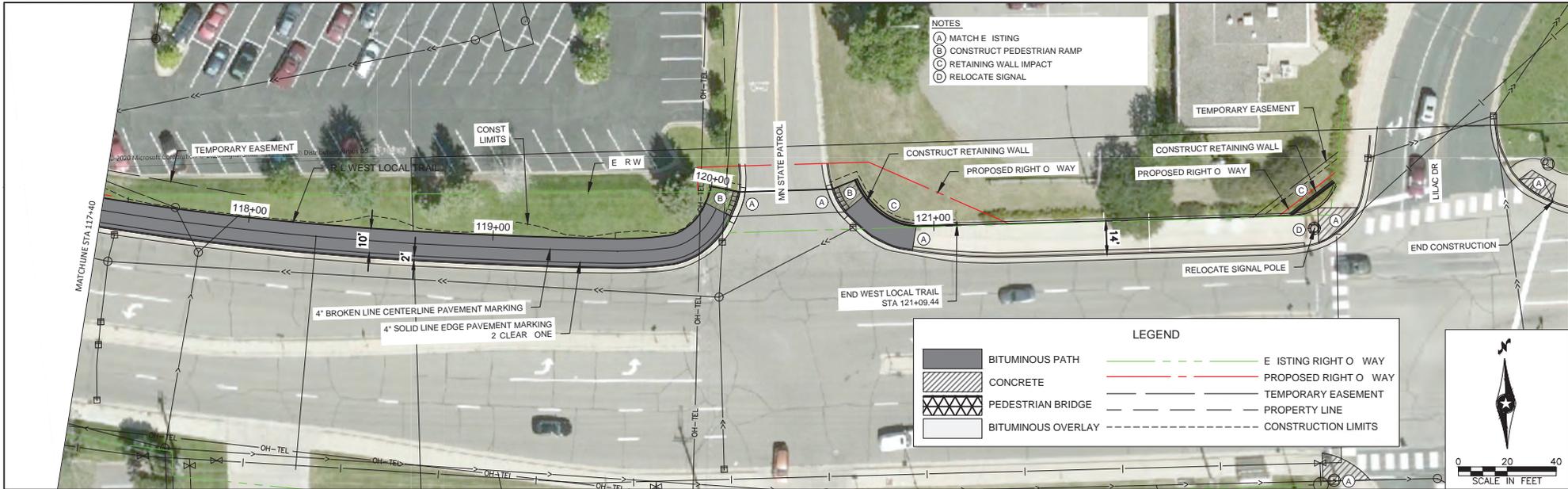
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 COMM. NO. 12934



THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

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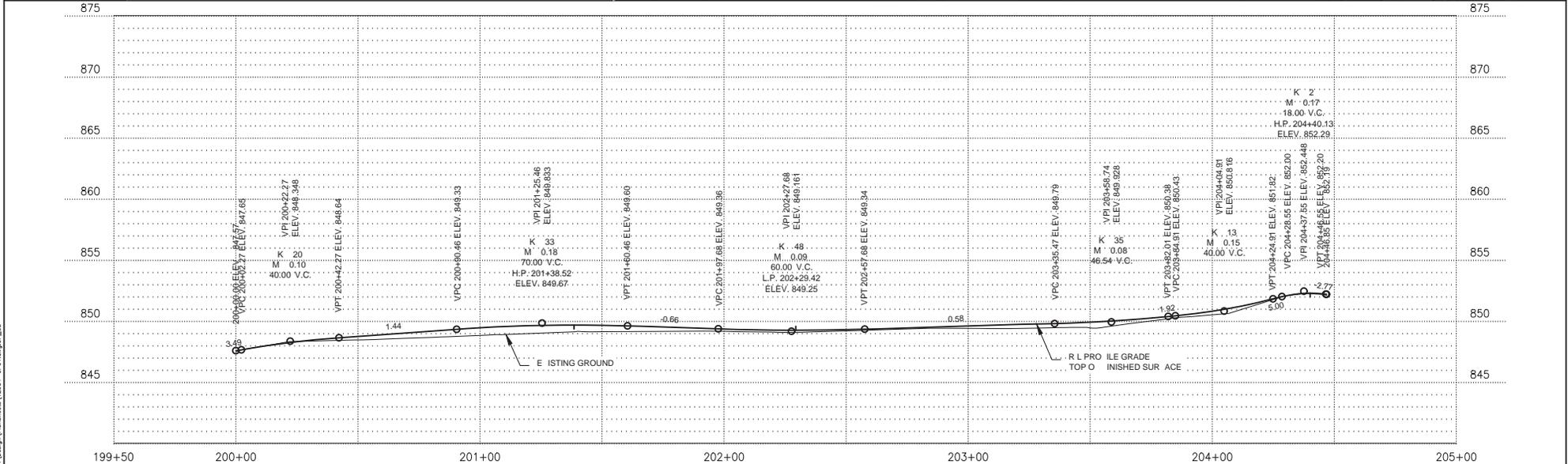
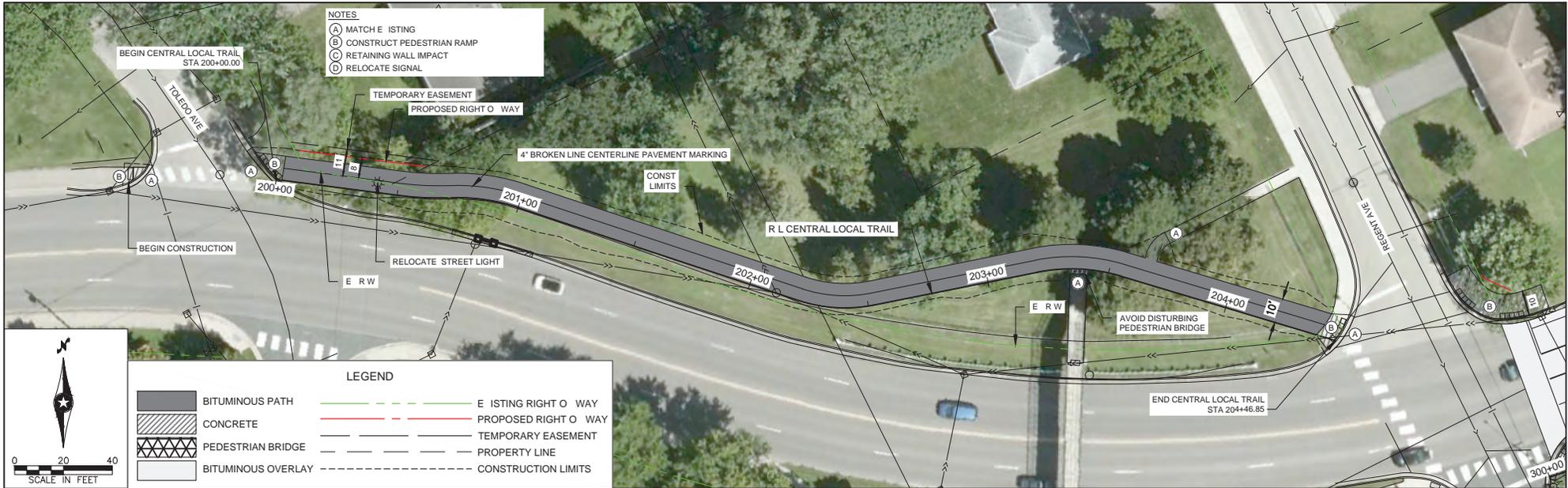
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THREE RIVERS PARK DISTRICT
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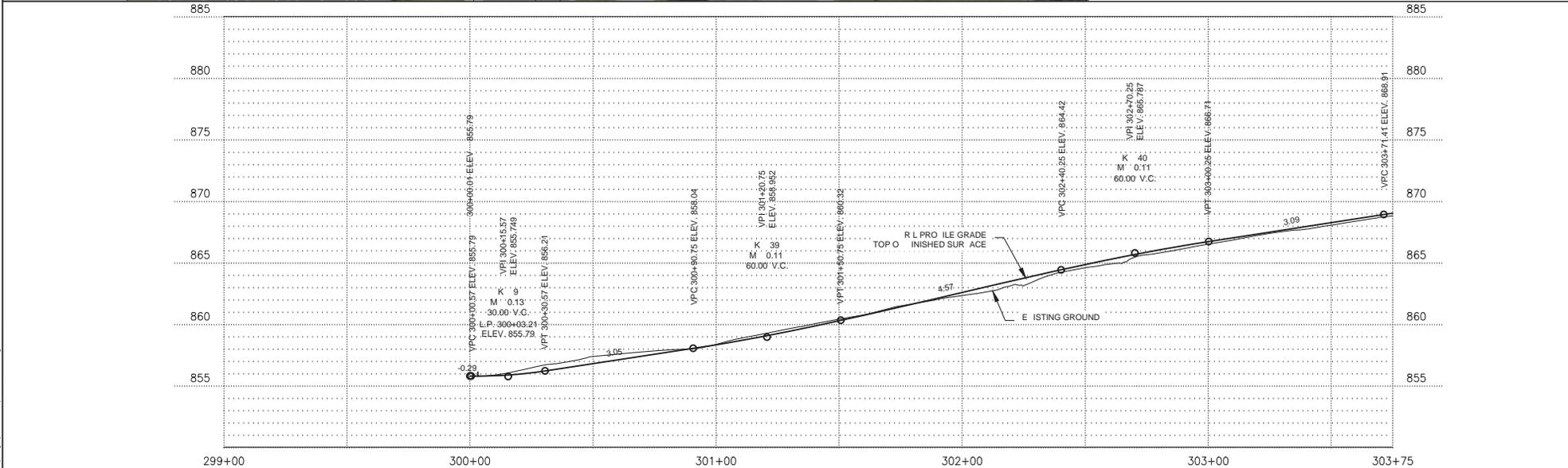
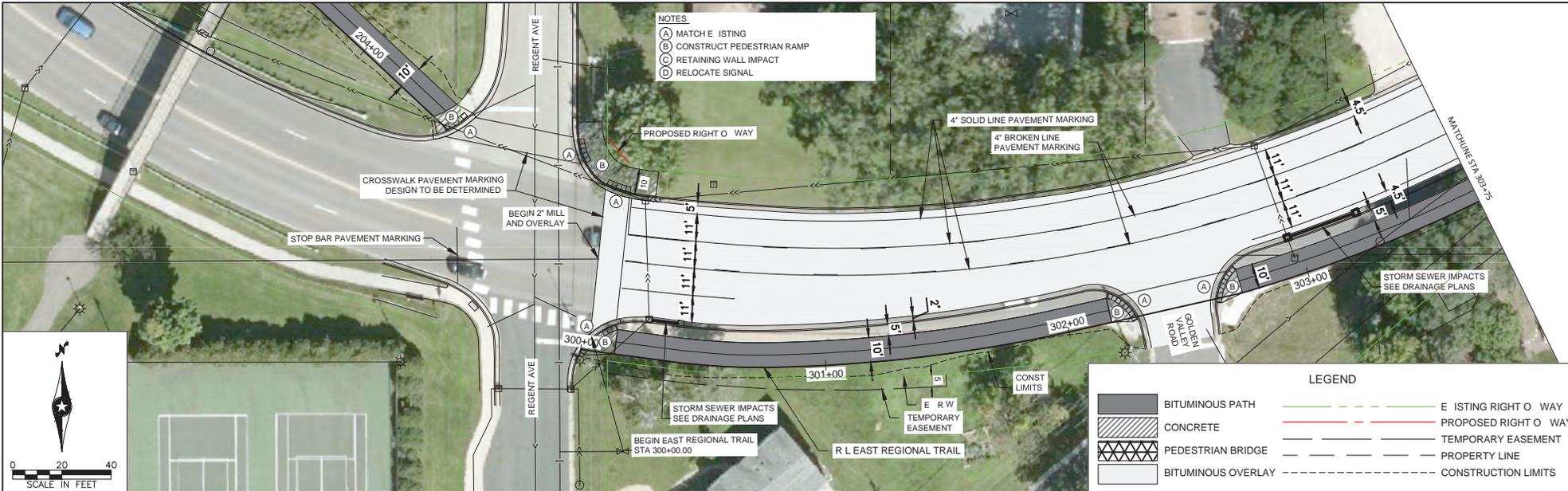
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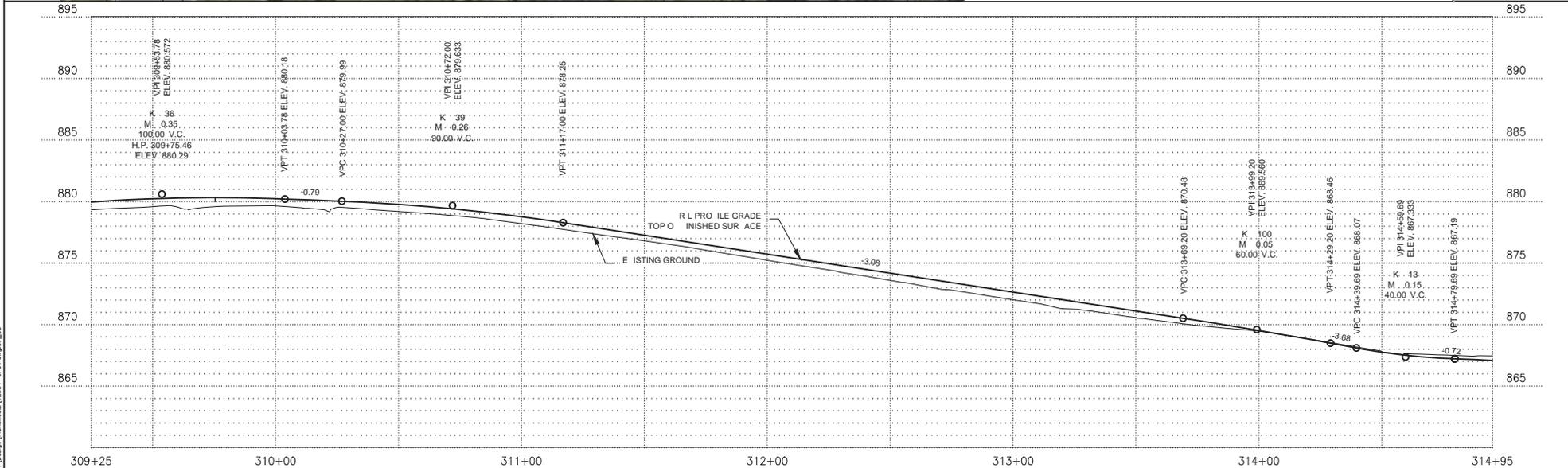
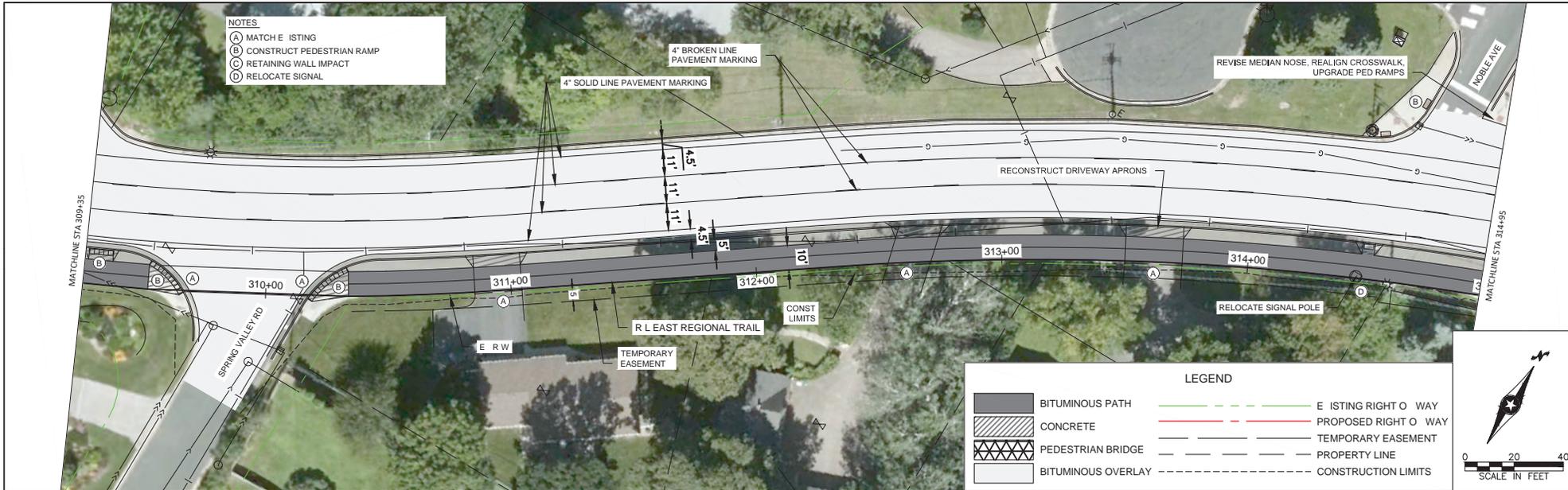
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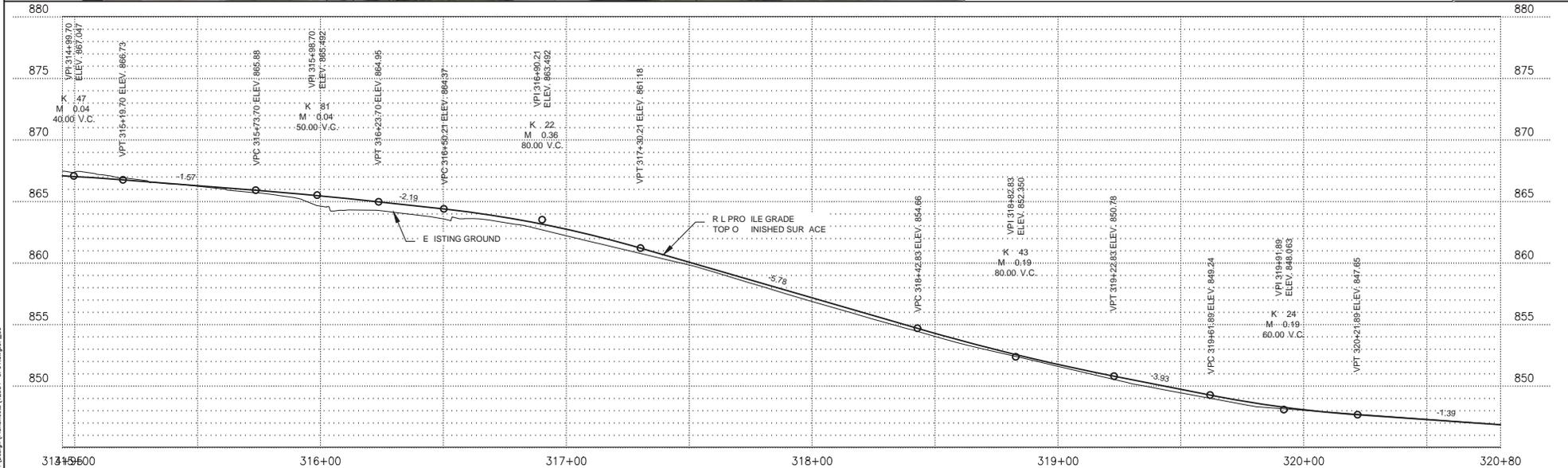
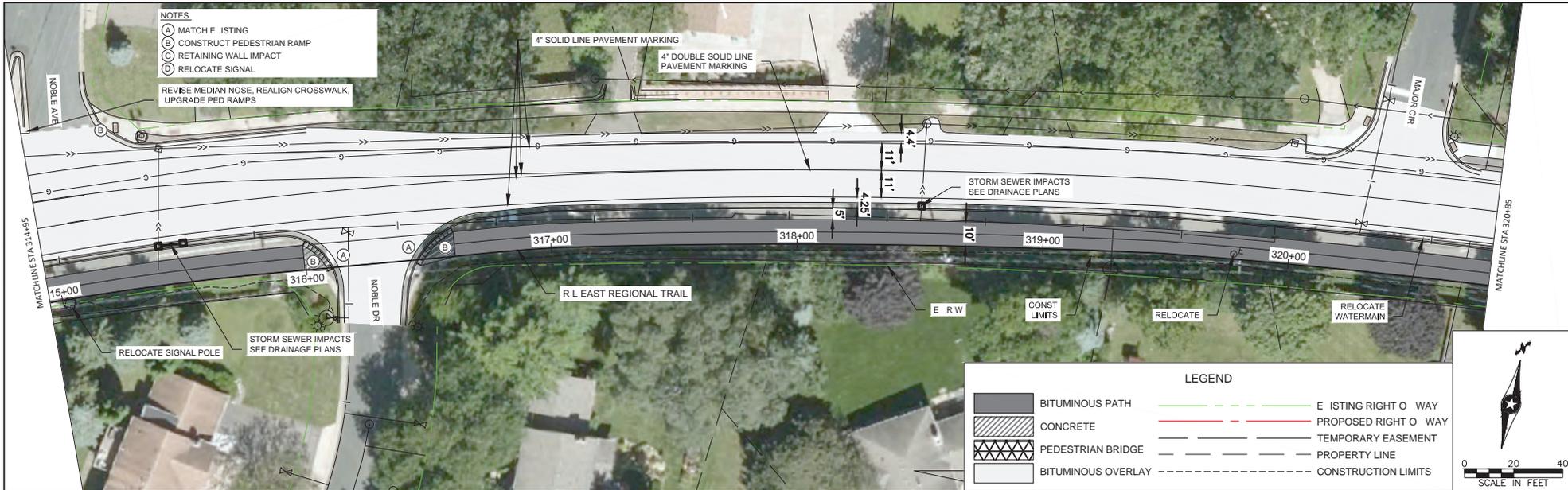
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THREE RIVERS PARK DISTRICT
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- NOTES**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL
- REVISE MEDIAN NOSE, REALIGN CROSSWALK, UPGRADE PED RAMPS

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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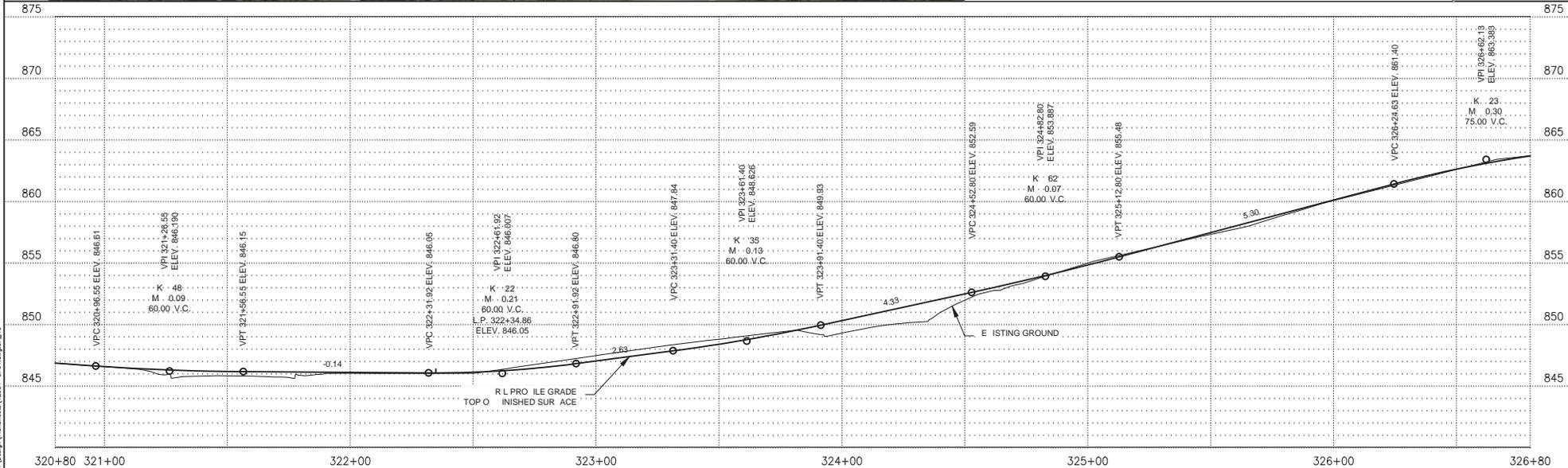
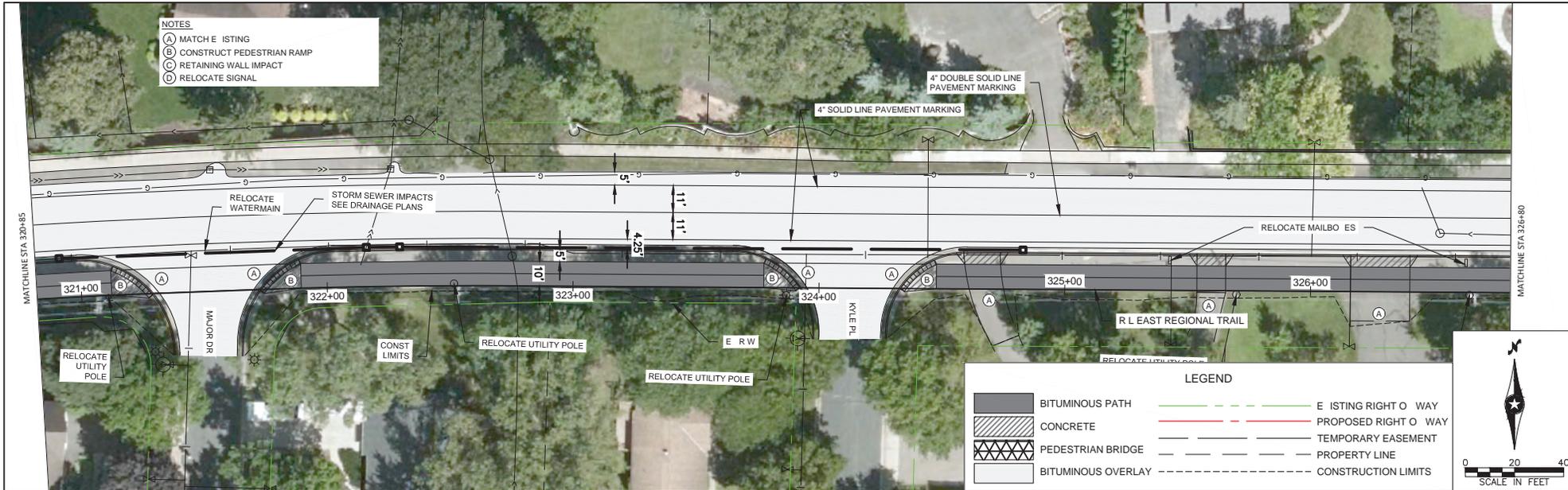
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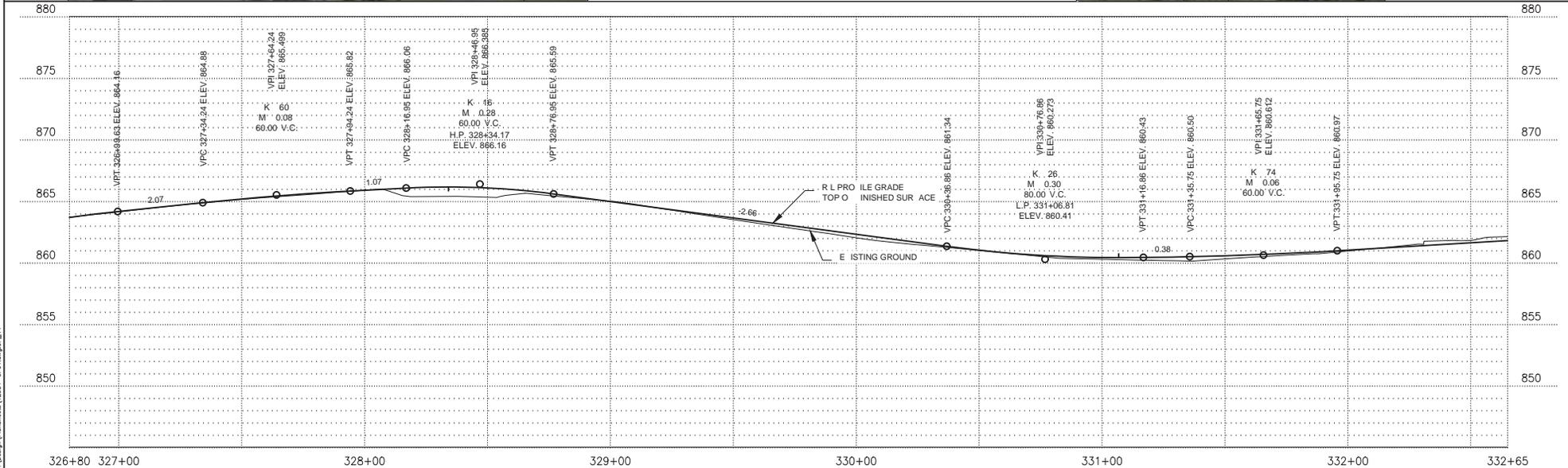
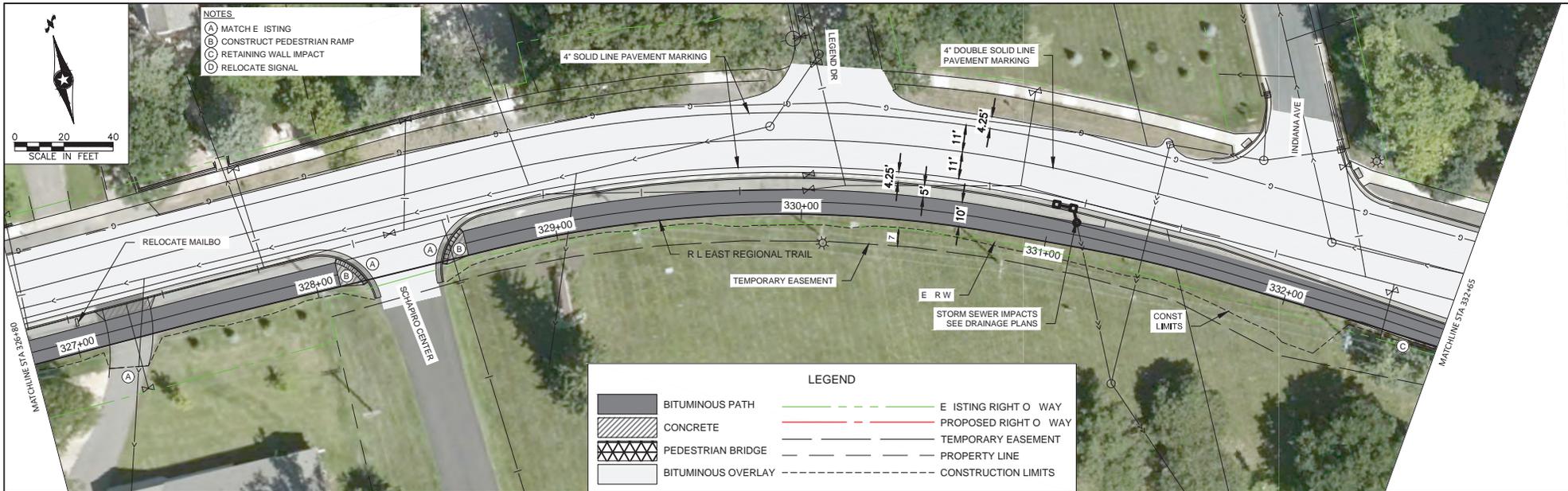
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THREE RIVERS PARK DISTRICT
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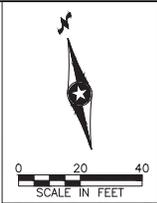
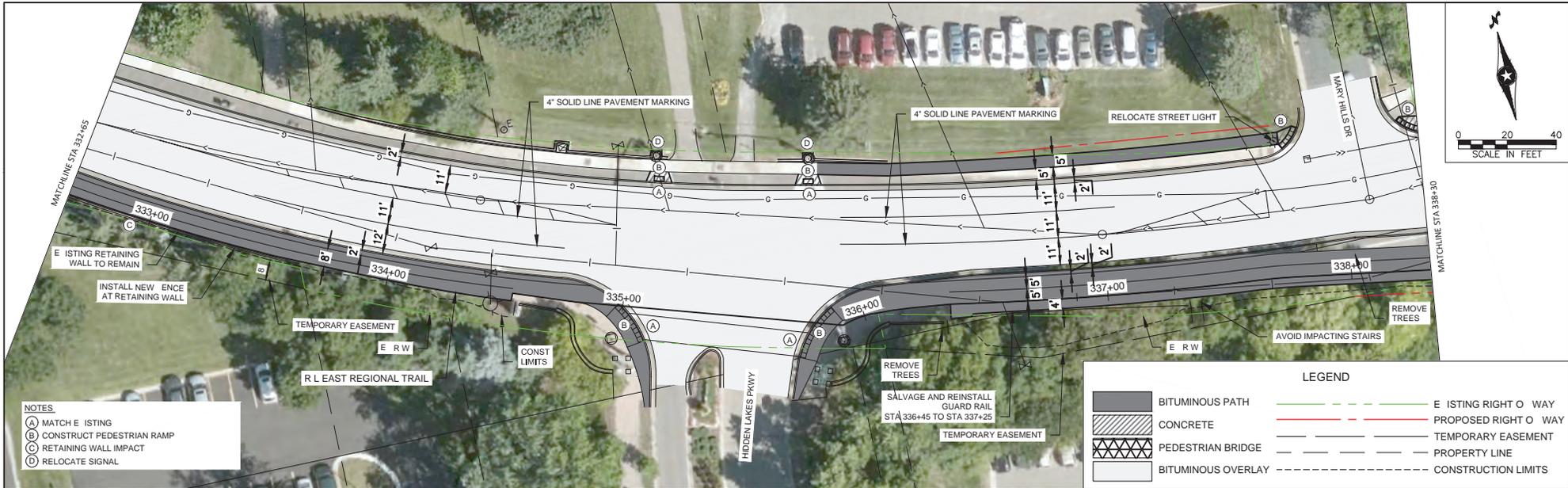
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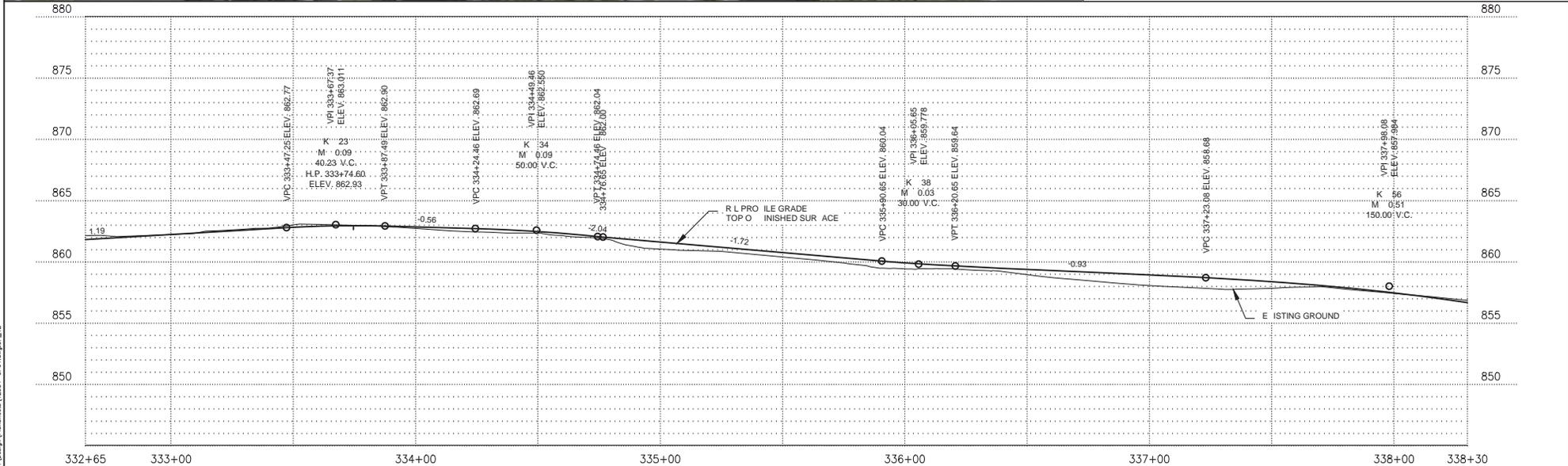
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- NOTES**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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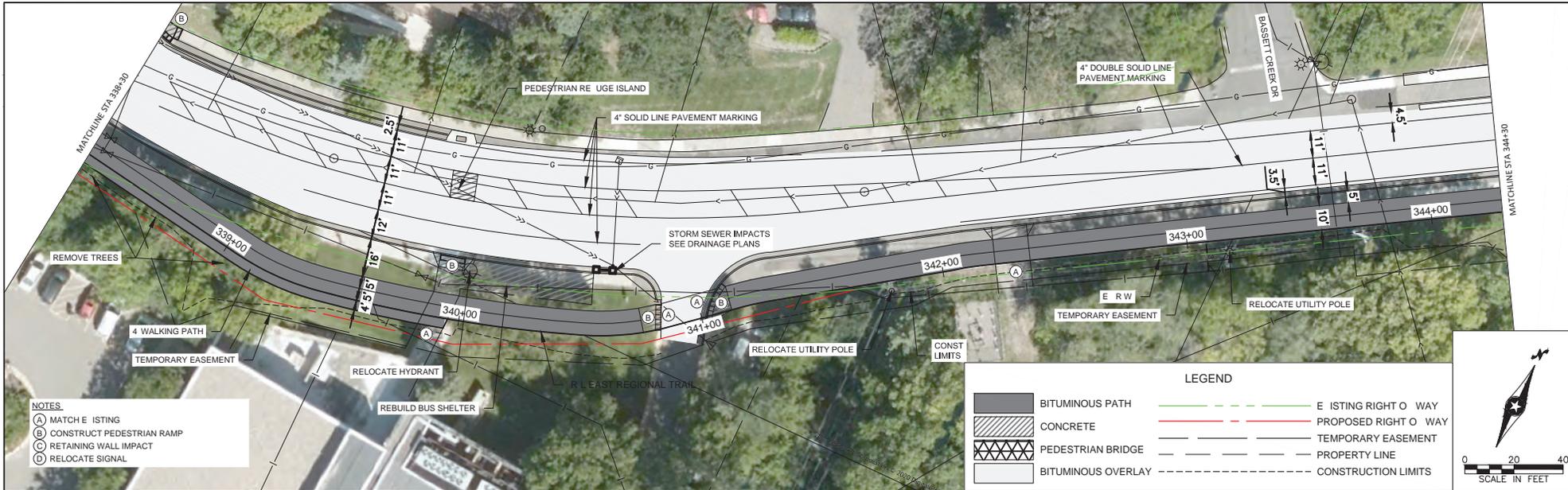
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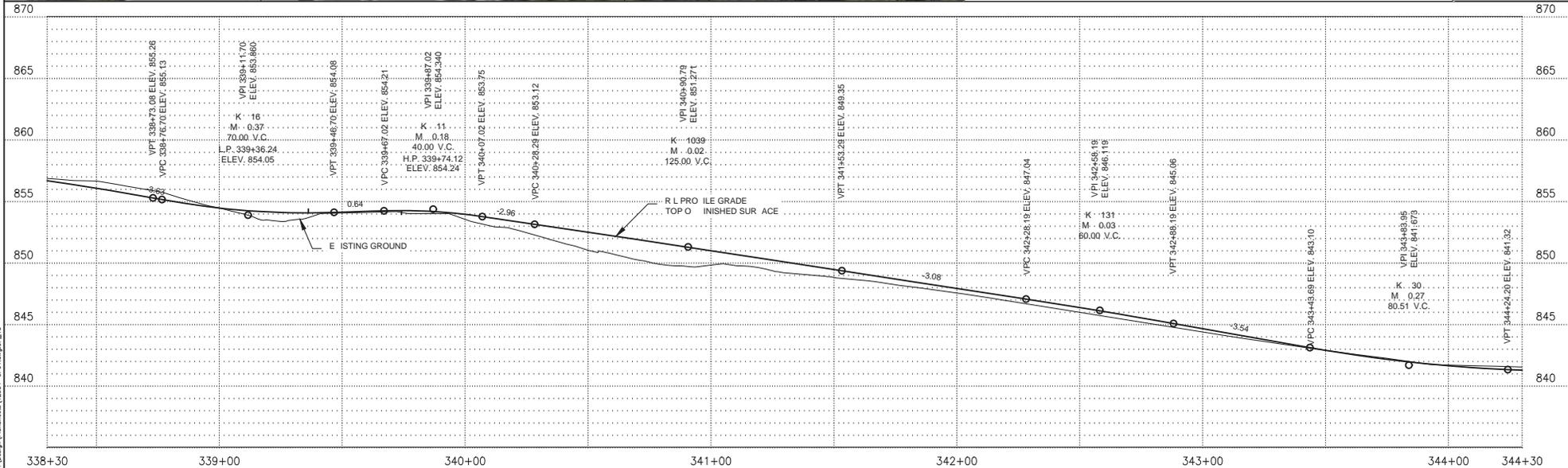
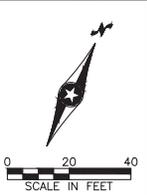
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- NOTES**
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LEGEND

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	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

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Bassett Creek Regional Trail / Local Multi-Use Trail Project Summary



Applicant – Three Rivers Park District

Project Location – Golden Valley Rd. & Duluth St. (CSAH 66) between Douglas Dr. & Bonnie Ln. in Golden Valley, Hennepin County

Total Project Cost – \$3,202,345

Requested Federal Amount - \$2,561,876

Local Match Amount - \$640,469

Project Description:

This project will construct the Bassett Creek Regional Trail along Golden Valley Road (CSAH 66) between Regent Avenue and Bonnie Lane, as well as a local shared-use trail between Regent Avenue and Douglas Drive. 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:



▲ Golden Valley Road/ Bassett Creek Regional Trail alignment: current conditions include multiple patched surface types that are failing/ heaving.

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



Hidden Lakes Parkway Intersection at Courage Kenny Rehabilitation Institute: bike lane gap, no boulevard, bus stop traffic, 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, and canes.



Proposed project elements include:

- A 10-foot wide, off-street, regional multi-use trail on south side of Golden Valley Road.
- A 10-foot wide, of-street, local multi-use trail on north side of Duluth Street
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts.
- Courage Kenny Rehabilitation Institute enhancements addressing bus stop and crosswalk deficiencies.
- Traffic signal upgrades and/or replacement at Hidden Lakes Parkway, Noble Avenue and Lilac Drive 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 and provide a protected bikeway to an area with over 24,400 jobs.
- 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.



May 1, 2020

**Three Rivers
Park District
Board of
Commissioners**

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

Marge Beard
District 1

Dear Ms. Koutsoukos,

Jennifer DeJournett
District 2

Three Rivers Park District is excited to move forward with completion of the final segment of its Bassett Creek Regional Trail along CSAH 66 in Golden Valley. The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

Daniel Freeman
Vice Chair
District 3

This letter is to confirm that, in addition to traditional maintenance of the trails through the warmer months, Three Rivers Park District intends to provide winter maintenance to ensure that the trail remains accessible for all bicyclists and pedestrians, including persons with disabilities. We generally provide winter maintenance by entering into a contract directly with a company who will provide this service or by providing a stipend to the local city to provide maintenance on our behalf. Three Rivers will determine which option to move forward with prior to completion of the trail.

John Gunyou
Chair
District 4

Sincerely,

John Gibbs
District 5

A handwritten signature in blue ink that reads "Doug Berens".

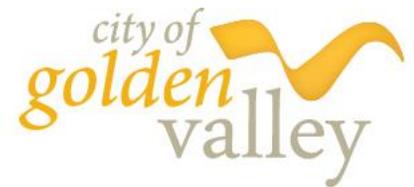
Doug Berens
Director of Maintenance
Three Rivers Park District

Steven Antolak
Appointed
At Large

Cc: Matt Swenson, Project Manager, Three Rivers Park District,
Tim Kieffer, Public Works Director, City of Golden Valley

Gene Kay
Appointed
At Large

Boe Carlson
Superintendent



7800 Golden Valley Road
Golden Valley, MN 55427

May 1, 2020

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

Dear Ms. Koutsoukos,

The City of Golden Valley is excited at the potential of a multi-use trail on Duluth Street from Regent Avenue North to Douglas Drive North, in addition to, the completion of the Bassett Creek Trail within Golden Valley. It will be a great resource for our residents and visitors.

This letter is to confirm the City will provide maintenance to ensure the trail is accessible for bicyclists, pedestrians, and persons with disabilities year-round. This includes winter maintenance and snow removal. The City's Snow and Ice Control Policy states "Priority 1 and 2 trails and sidewalks are typically plowed within 24 hours after a 2-inch snow event occurs, if resources allow." Winter maintenance often occurs more frequently to provide the best possible sidewalk and trail conditions. The proposed trail would be classified as a priority 1.

Sincerely,

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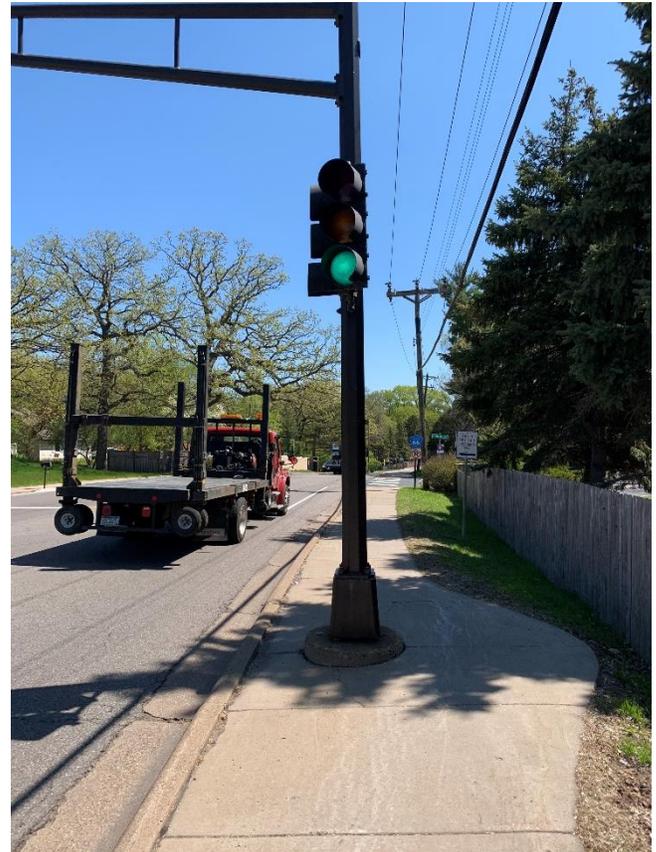
Tim Kieffer, Public Works Director
City of Golden Valley

C: Matt Swenson, Project Manager, Three River Park District
Marc Nevinski, Physical Development Director, City of Golden Valley
Jeff Oliver, City Engineer, City of Golden Valley
RJ Kakach, Assistant City Engineer, City of Golden Valley

**Bassett Creek Regional Trail / Local Multi-Use Trail
Existing Conditions Photos**



**View west of existing condition,
west segment, at Adair Avenue**



**View east of existing condition,
east segment, at Noble Avenue**



7800 Golden Valley Road
Golden Valley, MN 55427

May 13, 2020

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

Dear Ms. Koutsoukos,

The City of Golden Valley supports Three Rivers Park District's federal transportation funding request for the *Bassett Creek Regional Trail: Final Gap Removal* along Golden Valley Road. We understand the project will provide a multi-use regional trail along Golden Valley Road, between Regent Avenue and Bonnie Lane, that will ultimately complete the last segment of the Bassett Creek Regional Trail. We also support inclusion of a new multi-use local trail along Duluth Street, between Regent Avenue and Douglas Drive, that will be maintained by the City once complete. The City appreciates that the Park District has worked in partnership with the City and Hennepin County to develop 60% construction plans for the project to ensure all partners' expectations for this project are met.

The project is consistent with the City's 2040 Comprehensive Plan, which includes the City's Bicycle and Pedestrian Plan, as well as corridor related plans associated with the planned METRO Blue Line LRT station at Golden Valley Road. The addition of a multi-use trail along Golden Valley Road will significantly improve multi-modal access to and from employment areas, single and multi-family housing, and places of commerce and assembly, as well as improve access to both existing and future transit opportunities along the corridor.

At its May 12, 2020 Council-Manager meeting, the Golden Valley City Council reviewed the proposed trail alignment identified in the 60% plans and approves of the alignment. Pending award of the federal grant, the City looks forward to continuing this partnership to move towards completion of 100% construction documents for the implementation of this critical project.

Sincerely,

DocuSigned by:

AD1B5E12DF104A2...
City of Golden Valley
City Manager

Cc: Matt Swenson, Project Manager, Three Rivers Park District

HENNEPIN COUNTY
MINNESOTA

April 30, 2020

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

Re: Support for 2020 Regional Solicitation Application
Bassett Creek Regional Trail Project - From CSAH 102 (Douglas Drive) 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 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the Bassett Creek Regional Trail Project as identified within the Bassett Creek Regional Trail Master Plan.

The project will complete the final gap in the Bassett Creek Regional Trail that extends approximately seven miles from the City of Plymouth to the City of Minneapolis. As proposed, this dedicated facility for people walking and biking will complement the potential Bottineau Light Rail Transit (BLRT) service that includes an LRT station near Theodore Wirth Parkway.

Hennepin County supports this funding application and acknowledges that the project aligns with the county's 2040 Bicycle Transportation Plan. Hennepin County will operate and maintain the roadway facilities along CSAH 66 (Golden Valley Road) for the useful life of improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for construction costs associated with this project. Therefore, county staff is currently unable to commit county cost participation beyond the amount approved as part of County Board Resolution 19-0282R1. However, we request that Three Rivers Park District continues to include county staff as part of the design process to ensure project success. We look forward to working together to improve safety and mobility for people walking and biking along CSAH 66 (Golden Valley Road).

Sincerely,



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

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us





Regional Trail (0.93 miles):

- 4,930' between Regent Ave & Bonnie Ln (proposed)

Local Trail (0.82 miles):

- 457' between Regent Ave & Toledo Ave (proposed)
- 1,600' between Toledo Ave & Lilac Dr (existing)
- 2,250' between Lilac Dr. and Douglas Dr (proposed)



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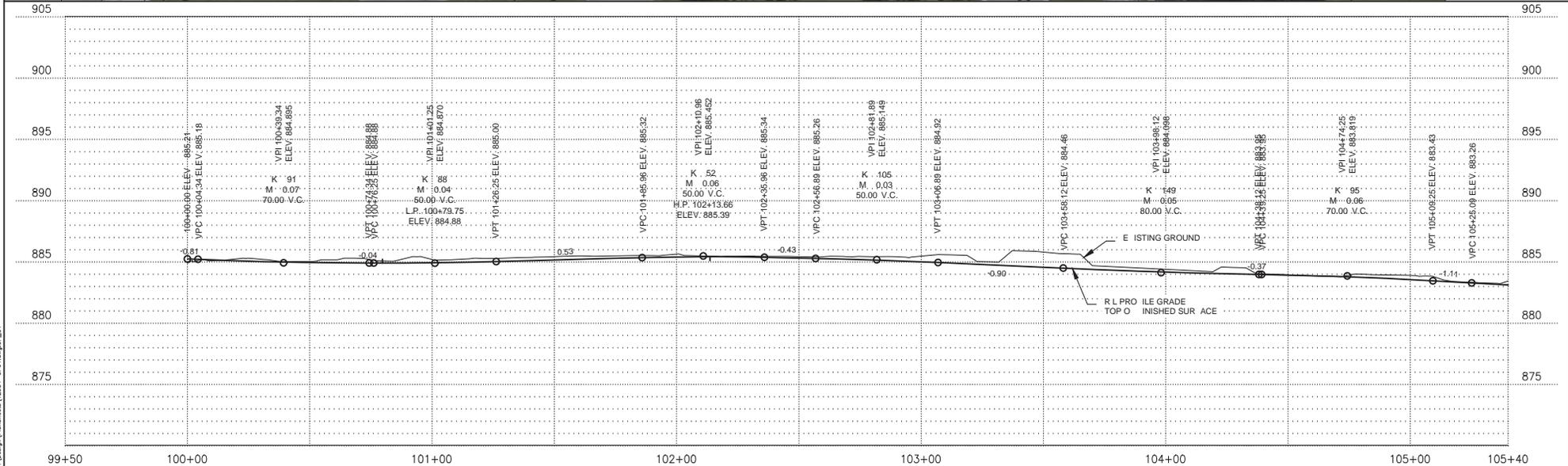
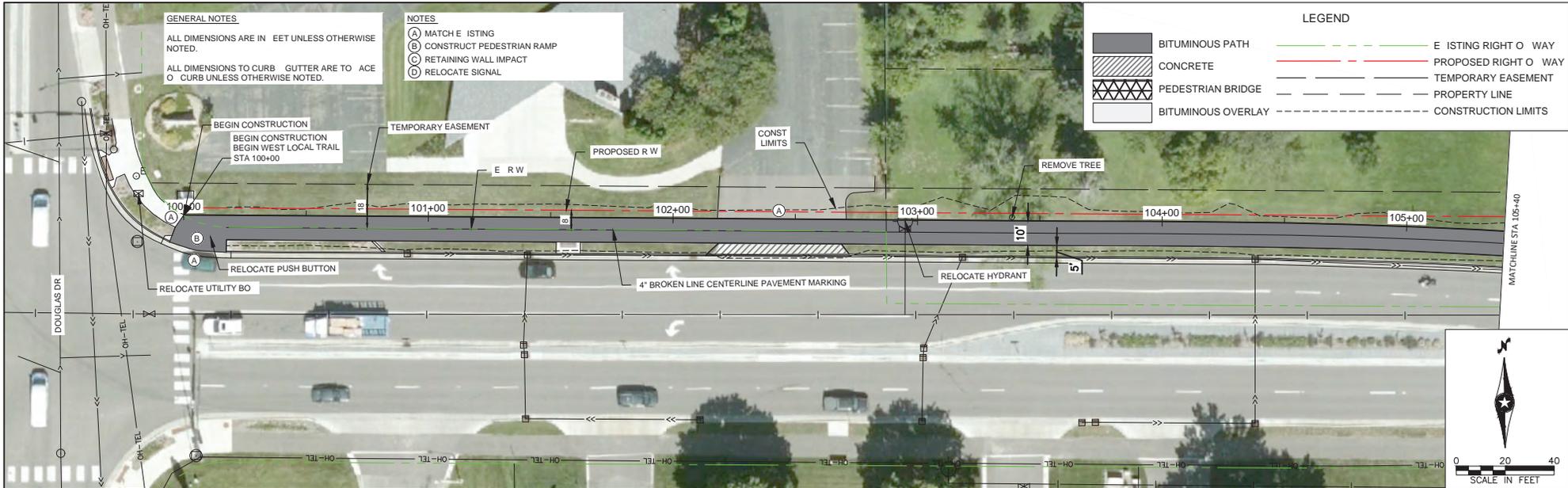
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 Date: / / License # #47622

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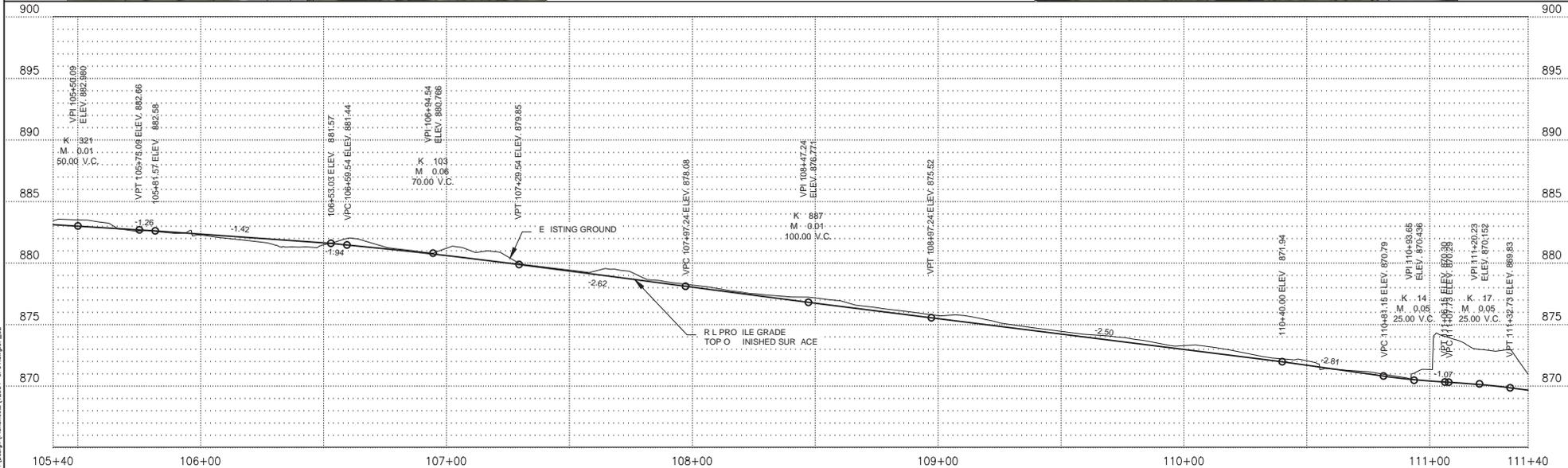
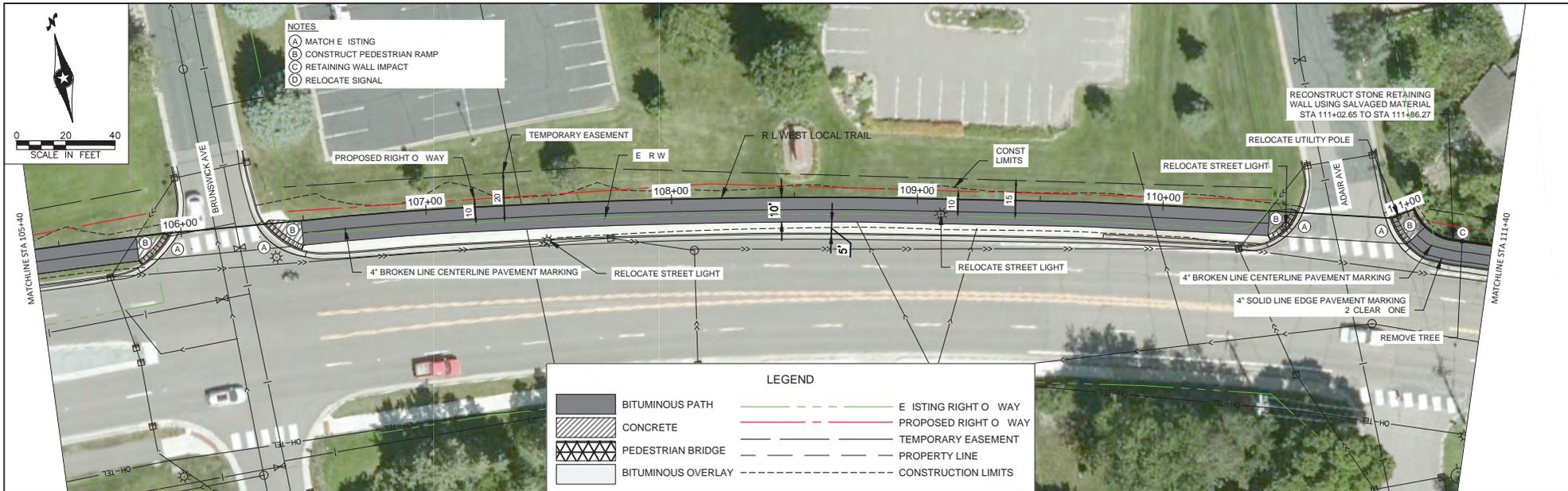
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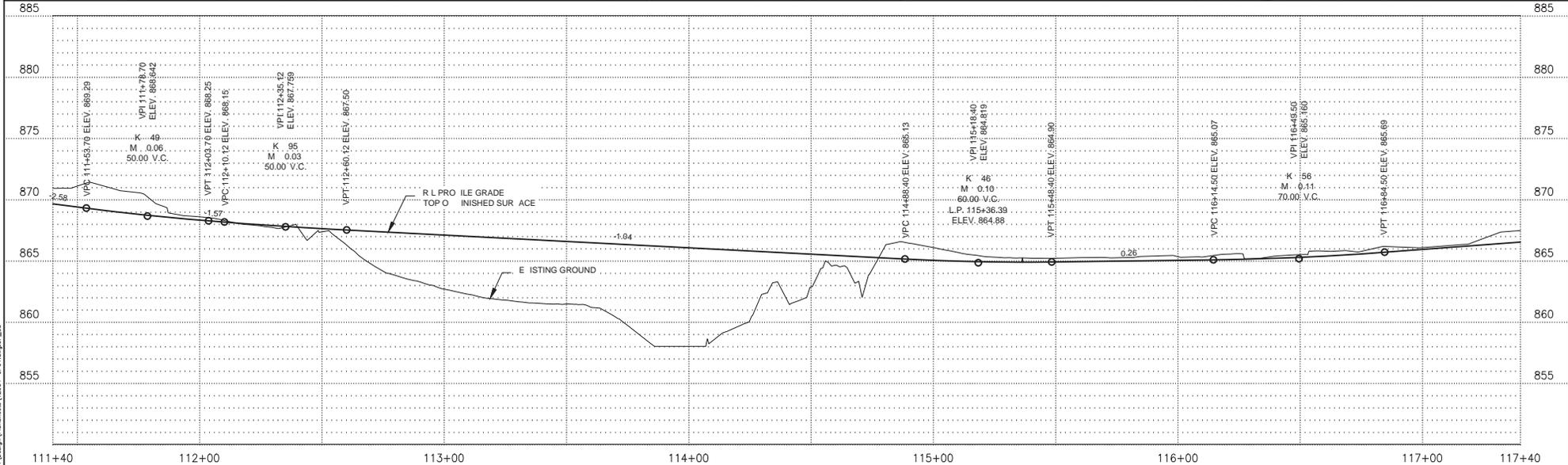
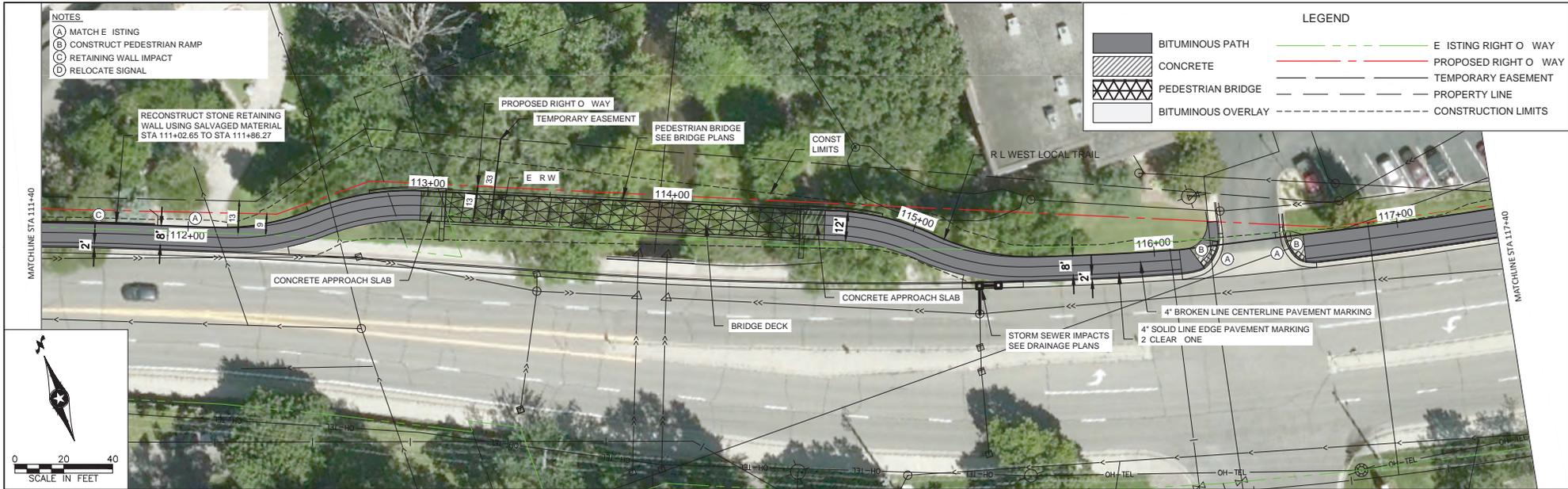
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THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

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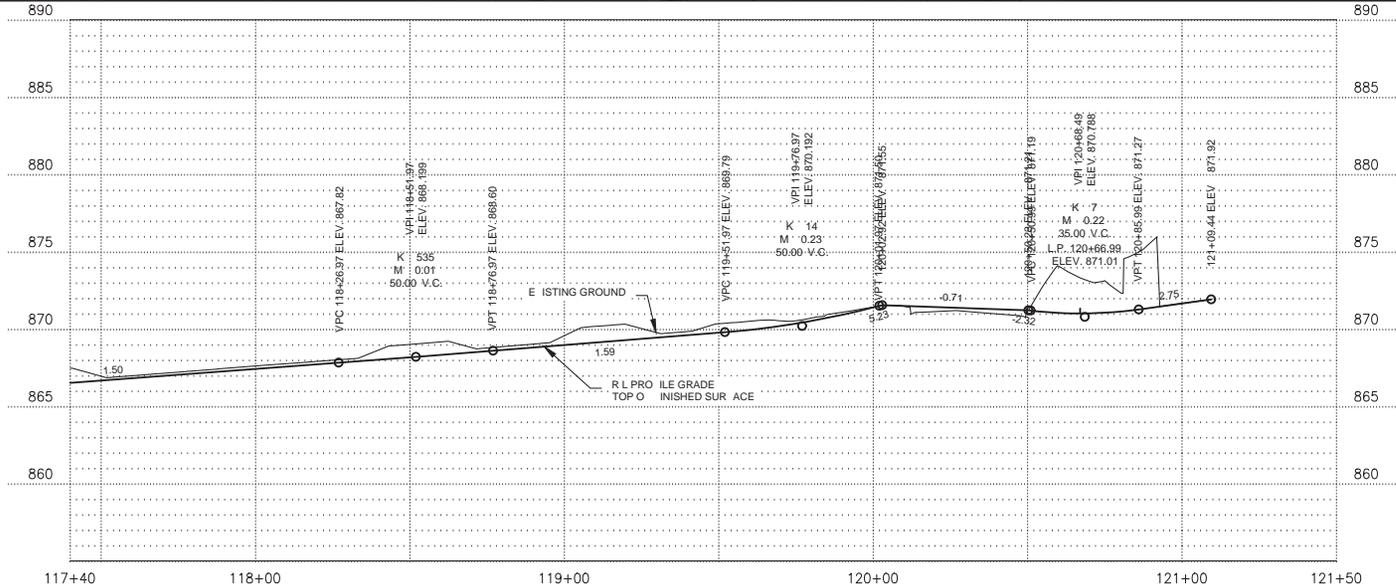
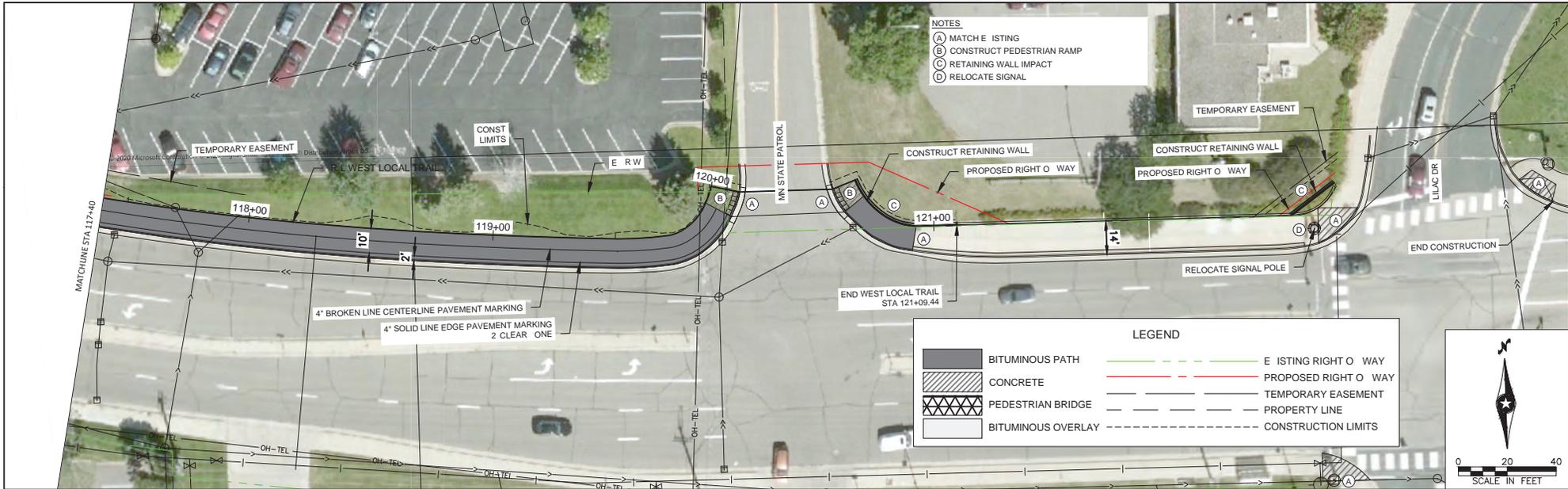
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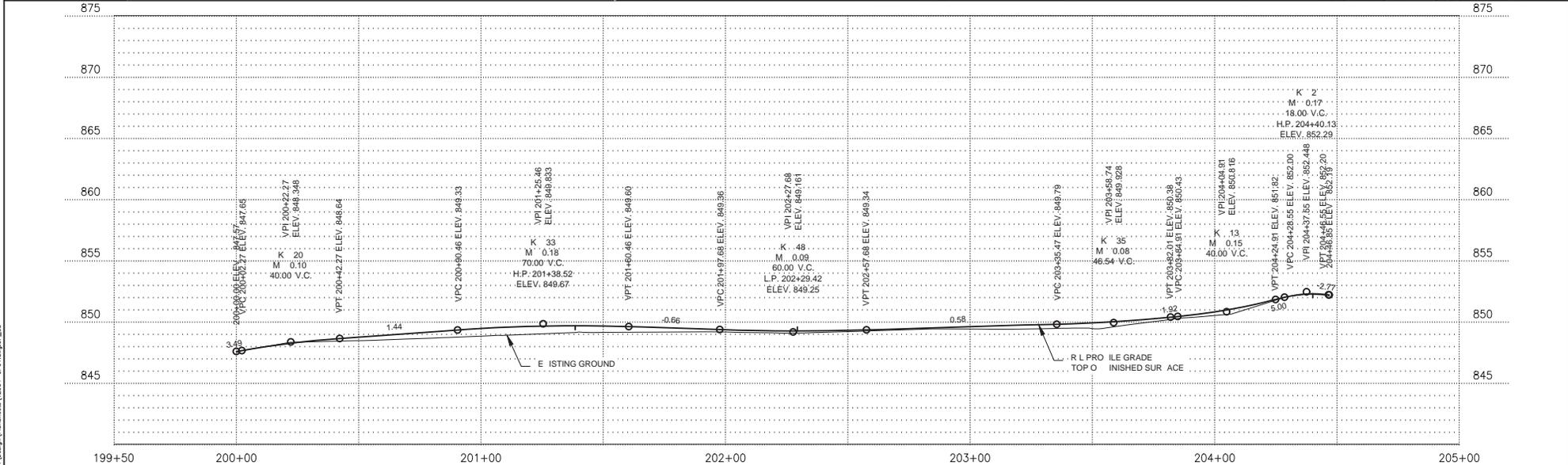
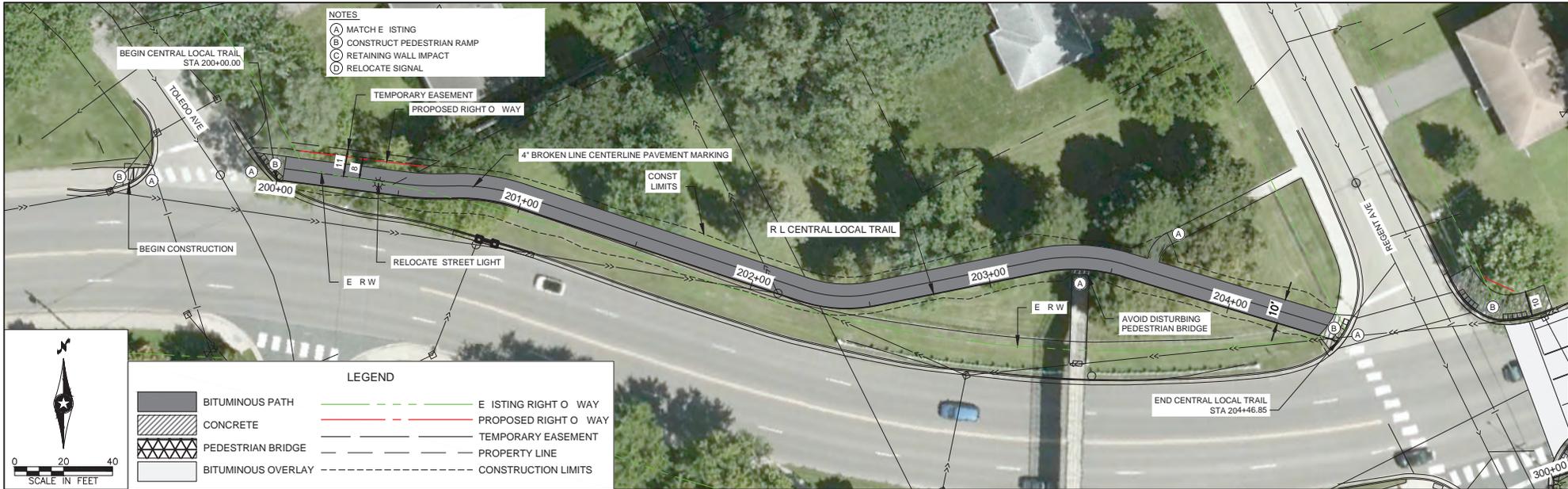
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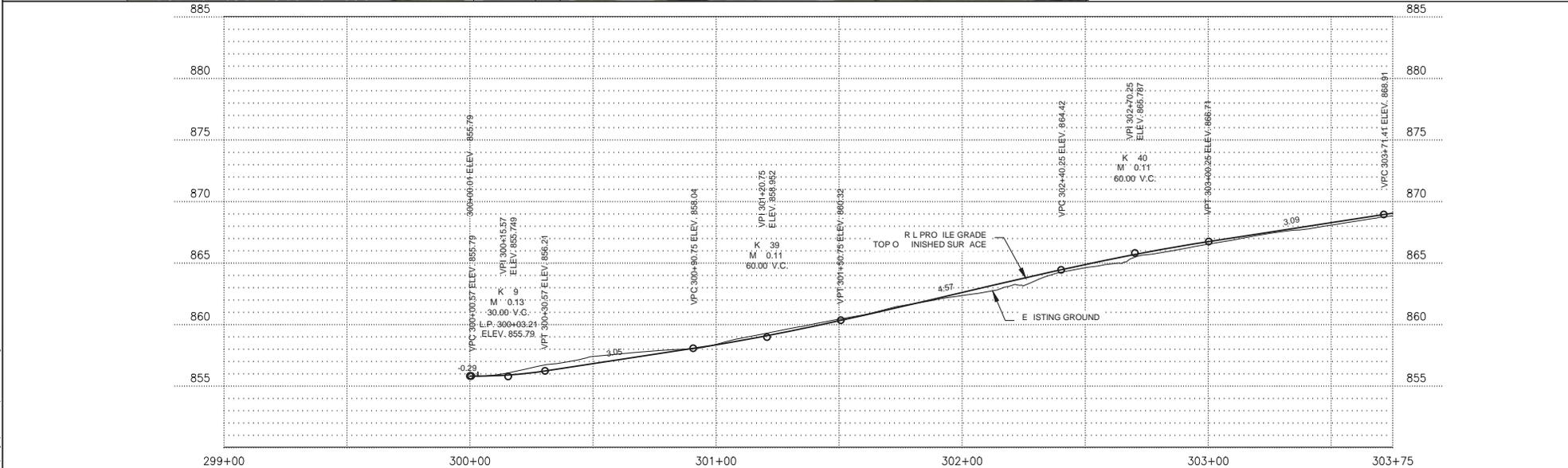
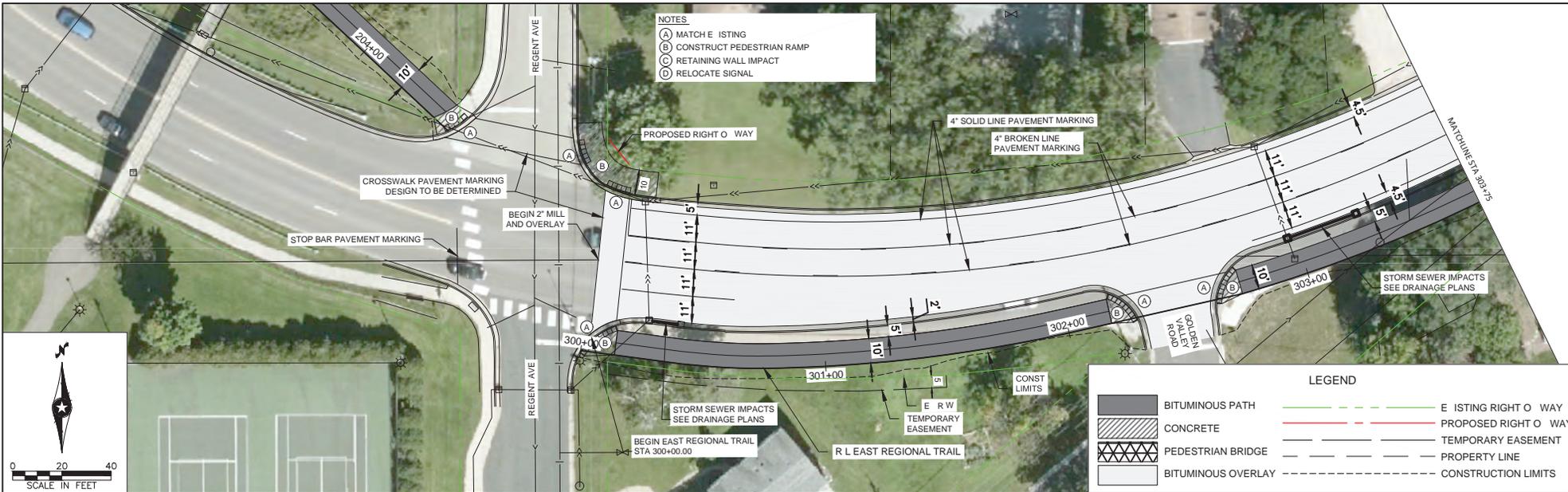
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78



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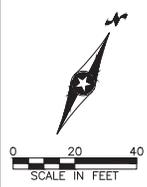
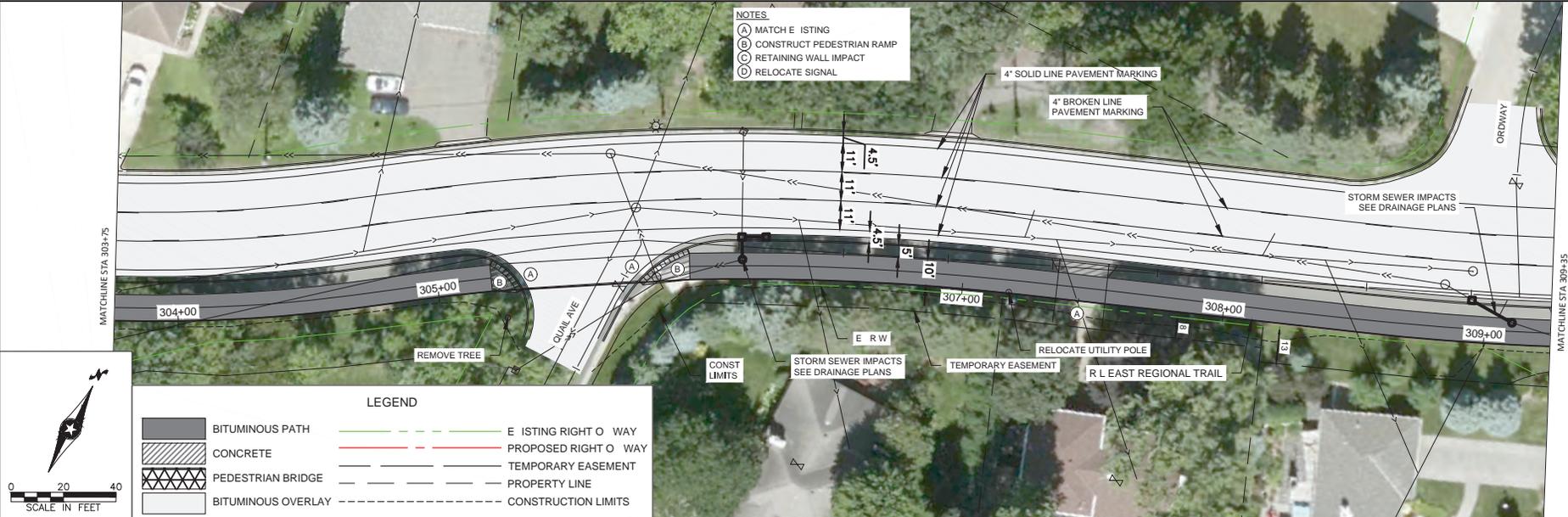
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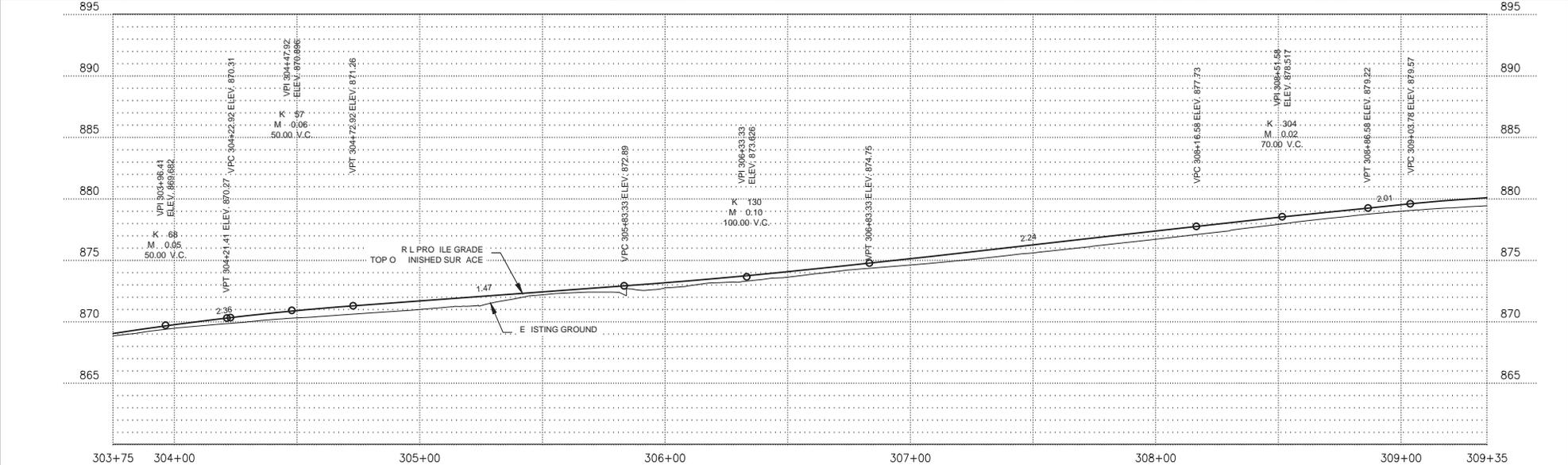
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LEGEND

	BITUMINOUS PATH		E ISTEING RIGHT O WAY
	CONCRETE		PROPOSED RIGHT O WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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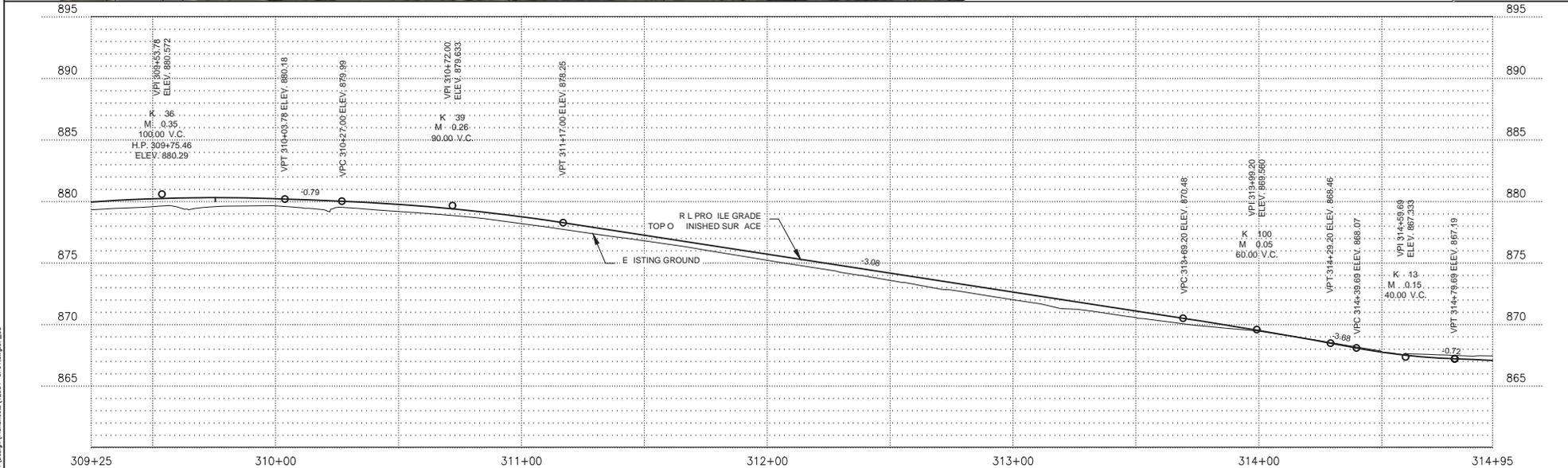
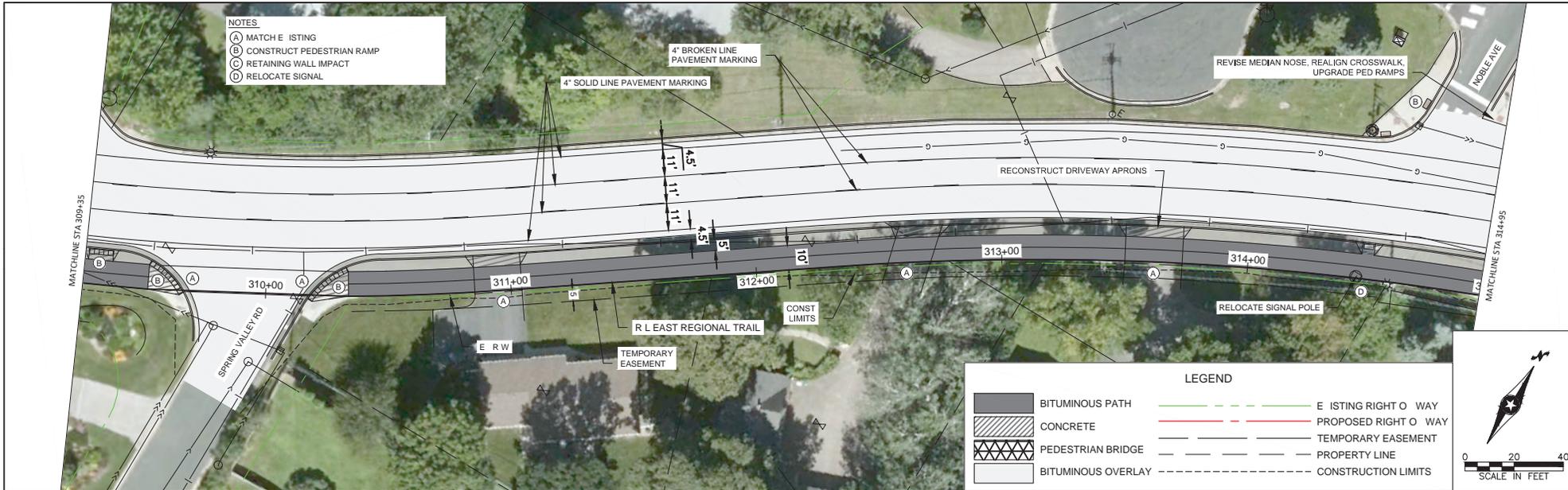
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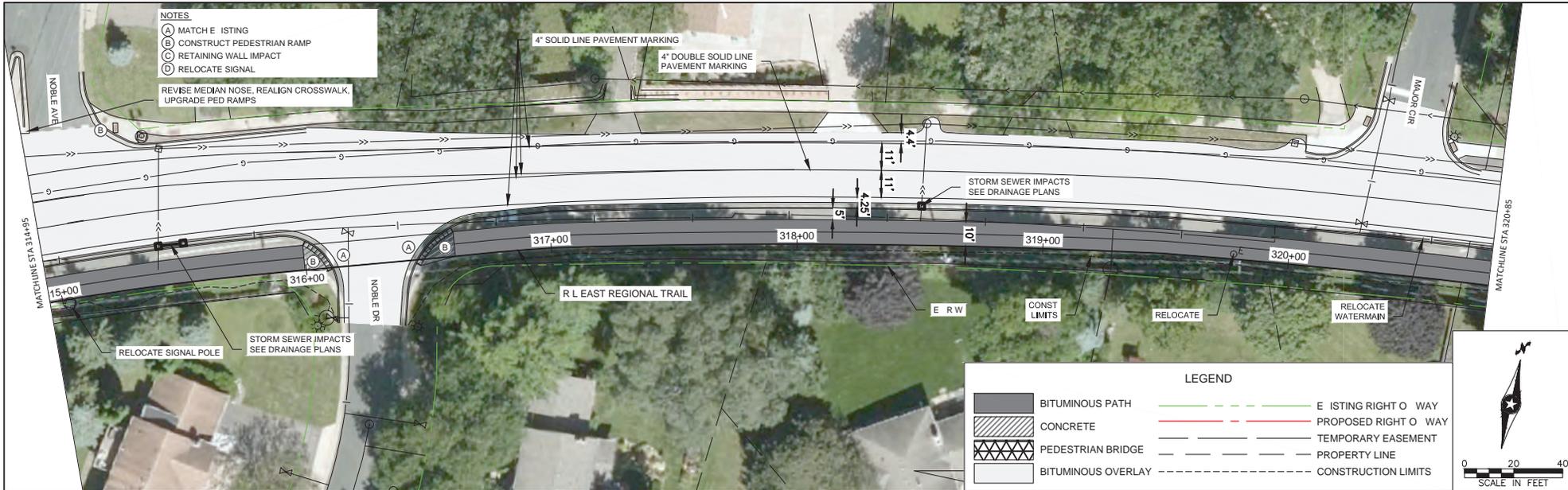
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THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

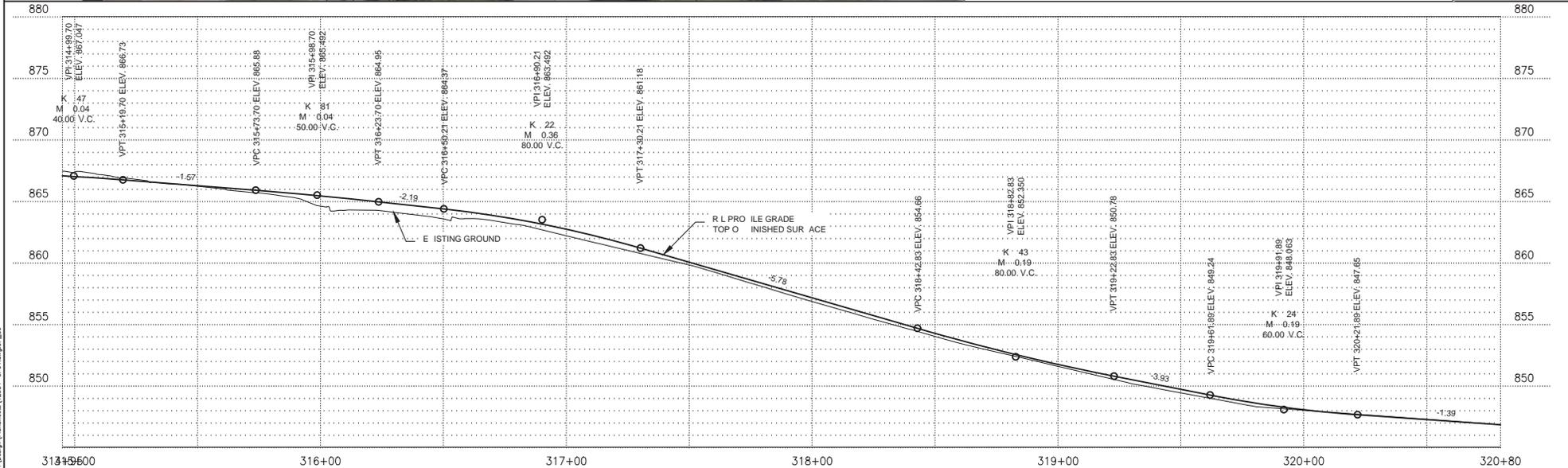
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- NOTES**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL
- REVISE MEDIAN NOSE, REALIGN CROSSWALK, UPGRADE PED RAMPS

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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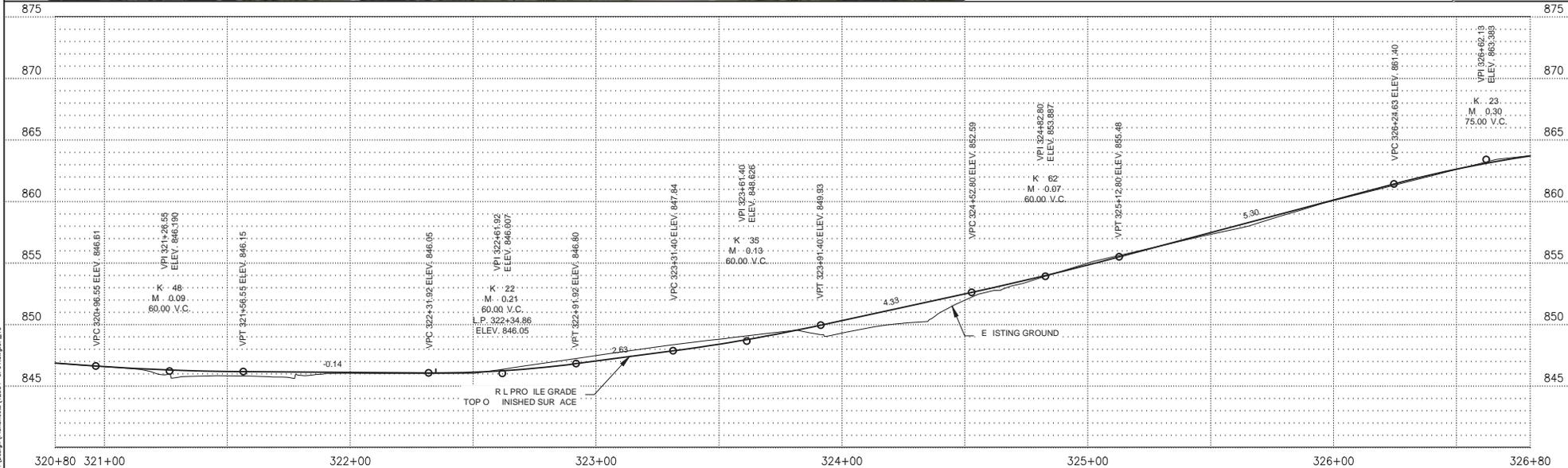
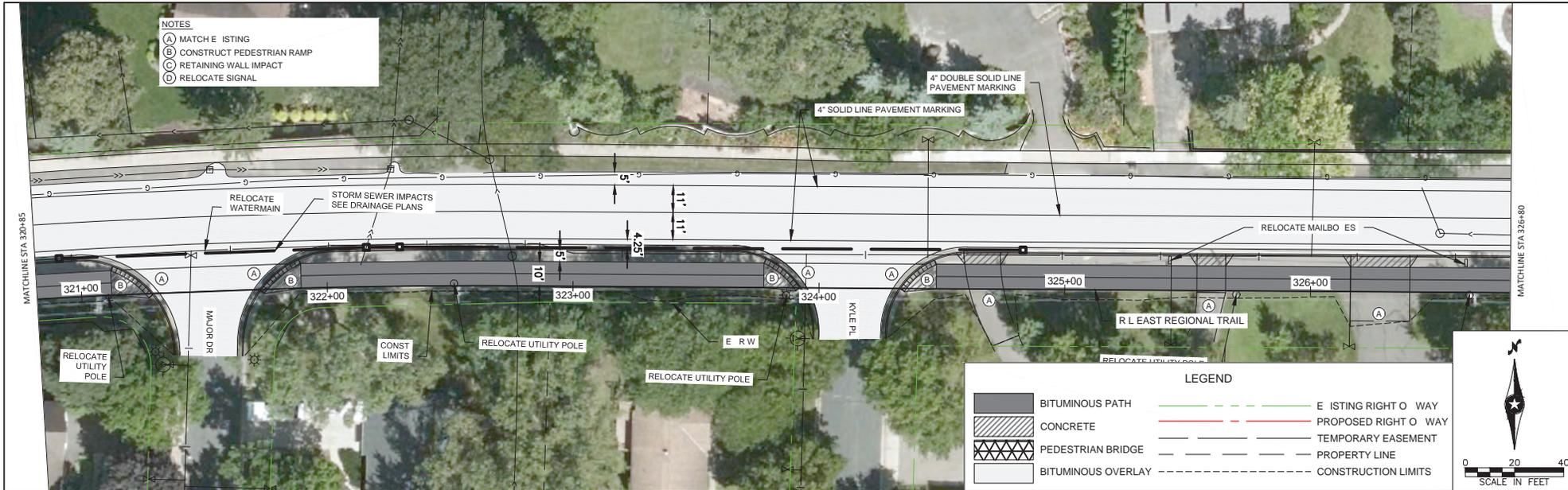
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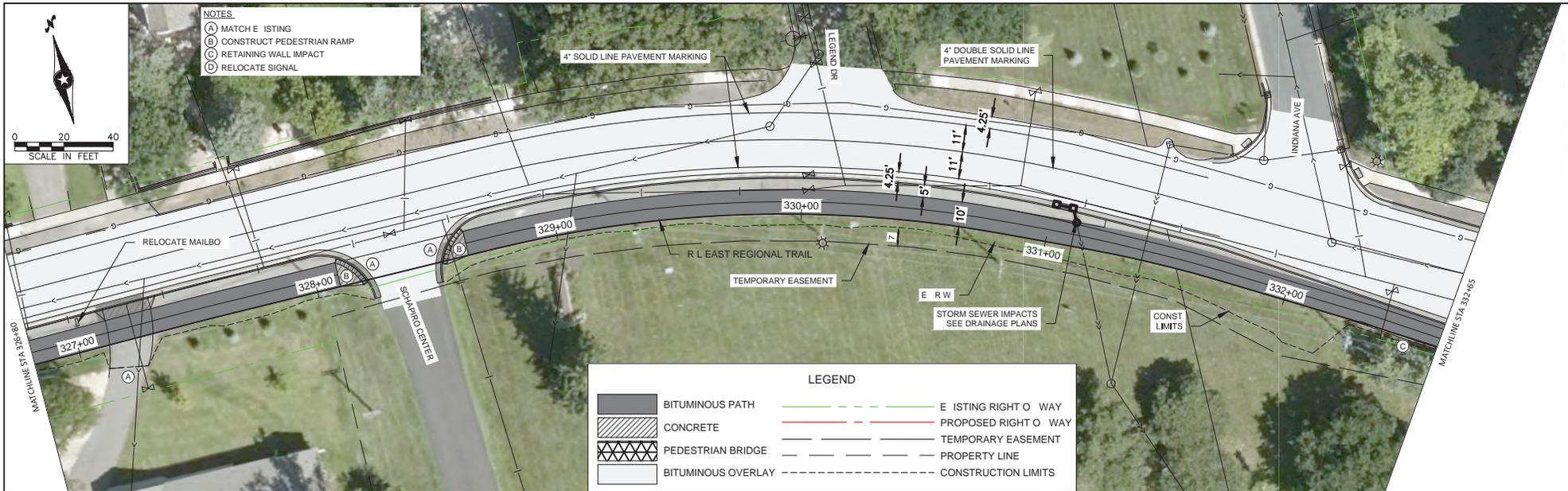
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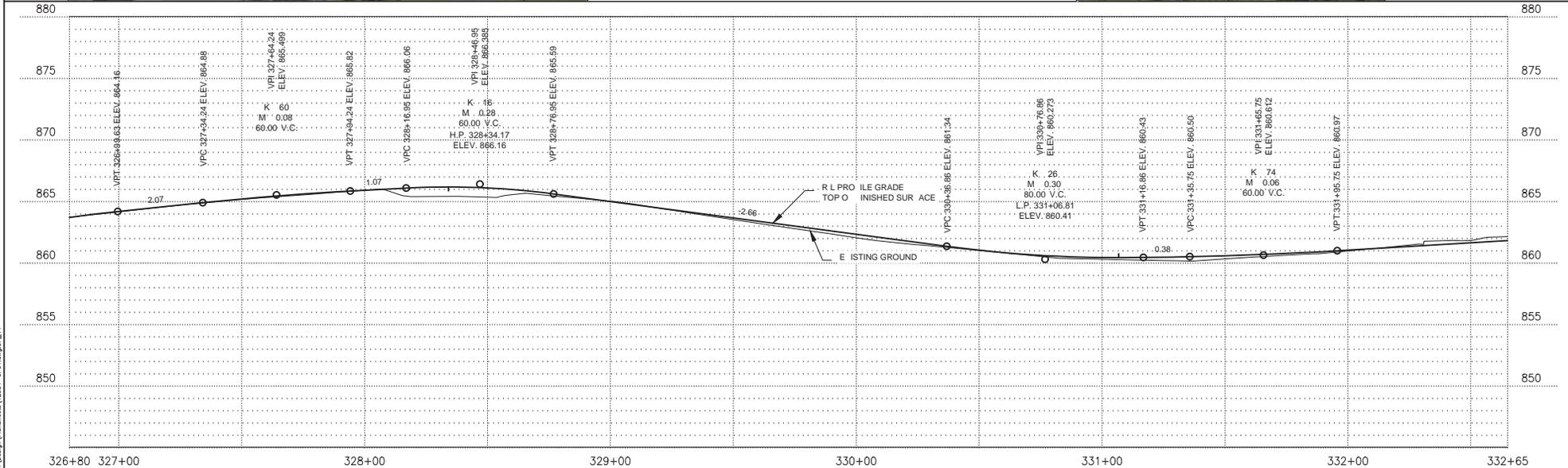
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78



- NOTES**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL

LEGEND

	BITUMINOUS PATH		E EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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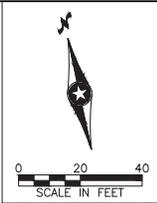
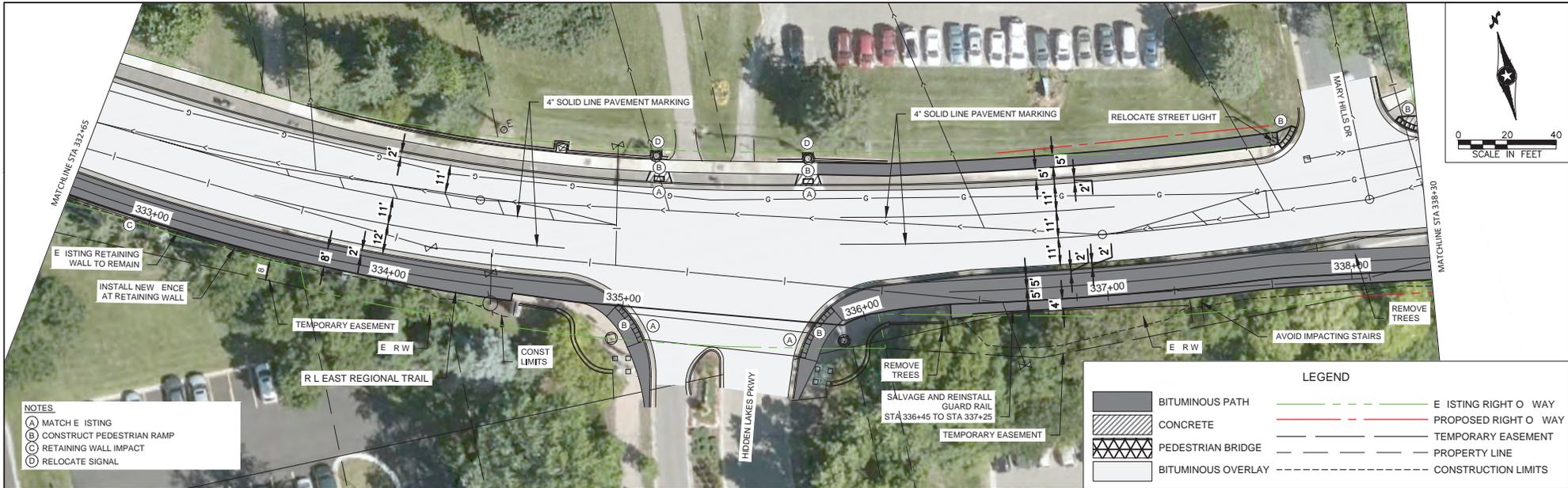
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SHEET **40**
 OF **78**

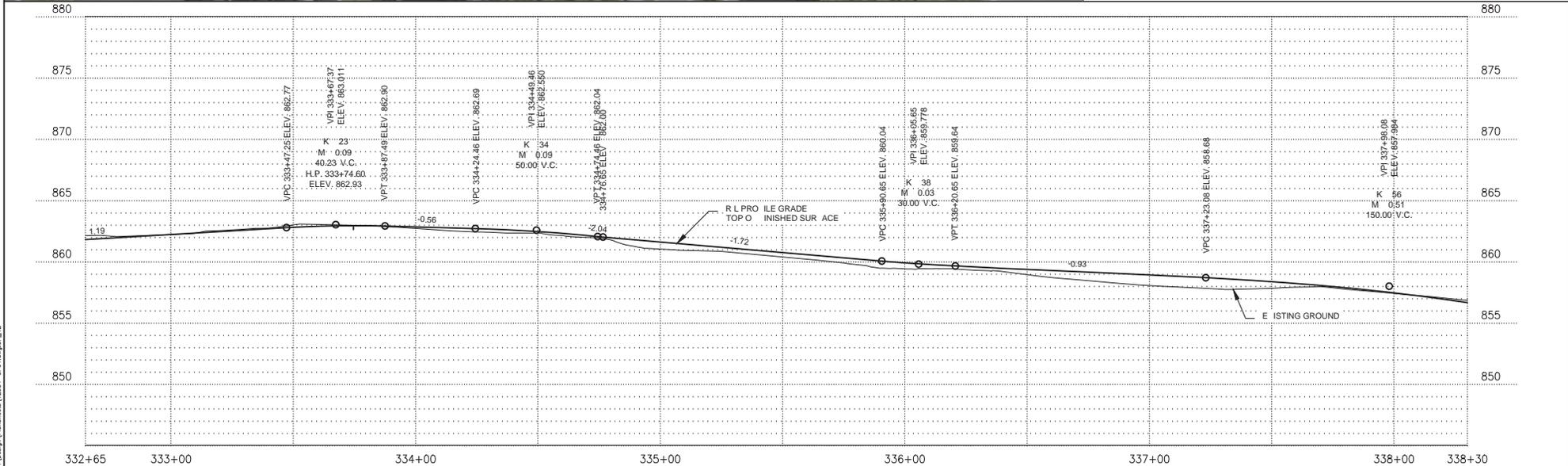
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- NOTES**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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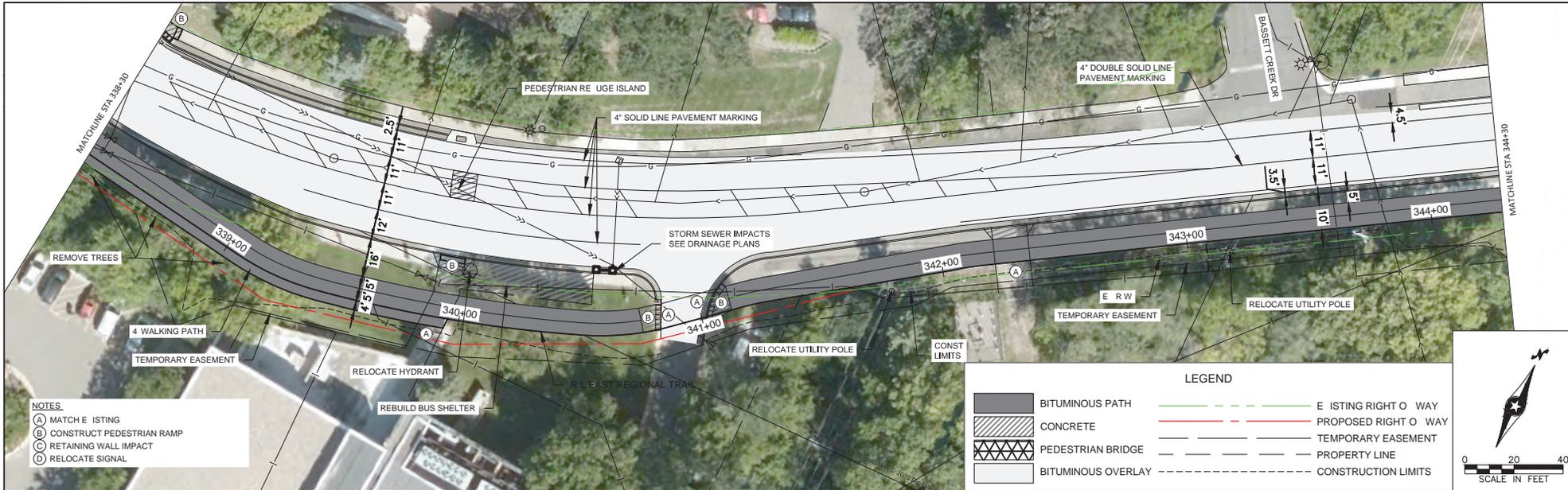
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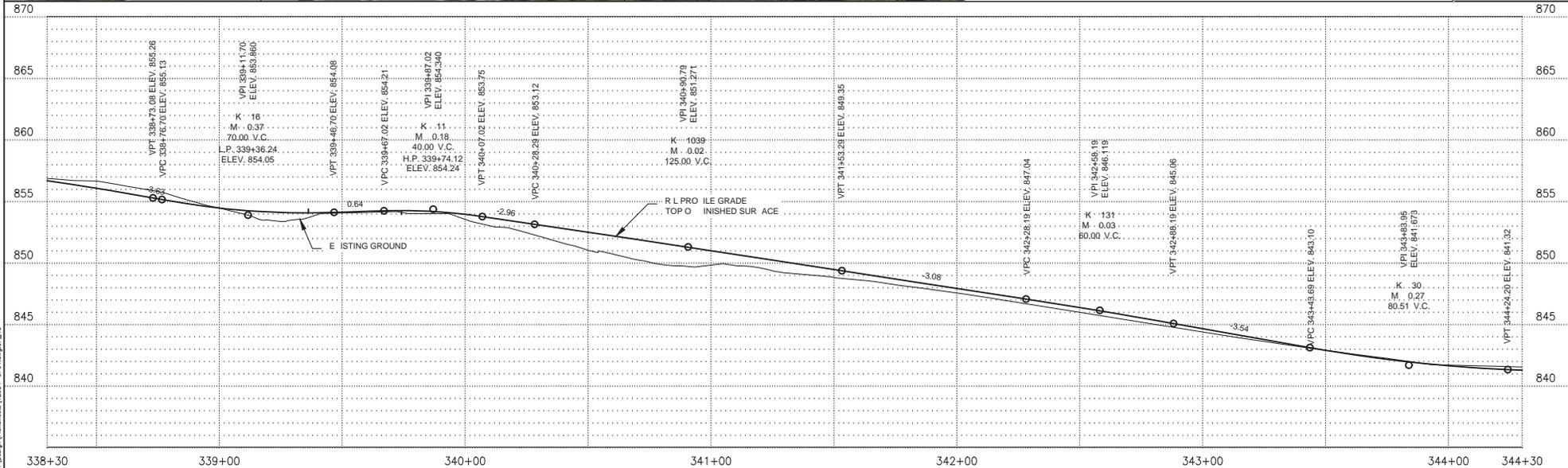
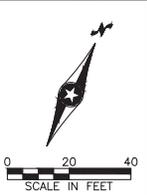
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- NOTES**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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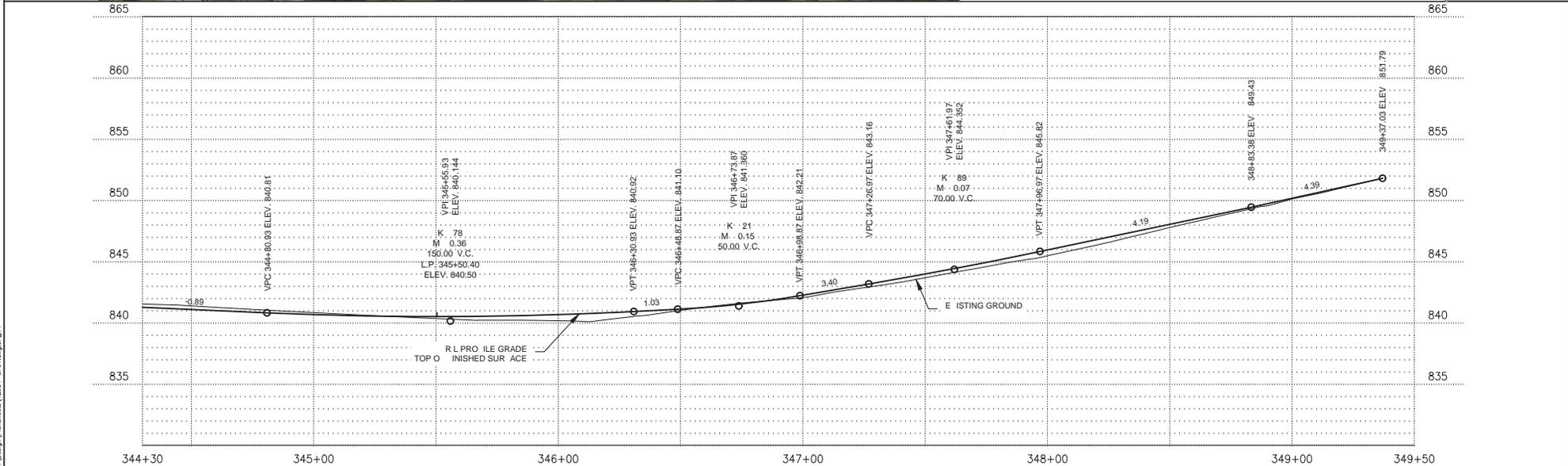
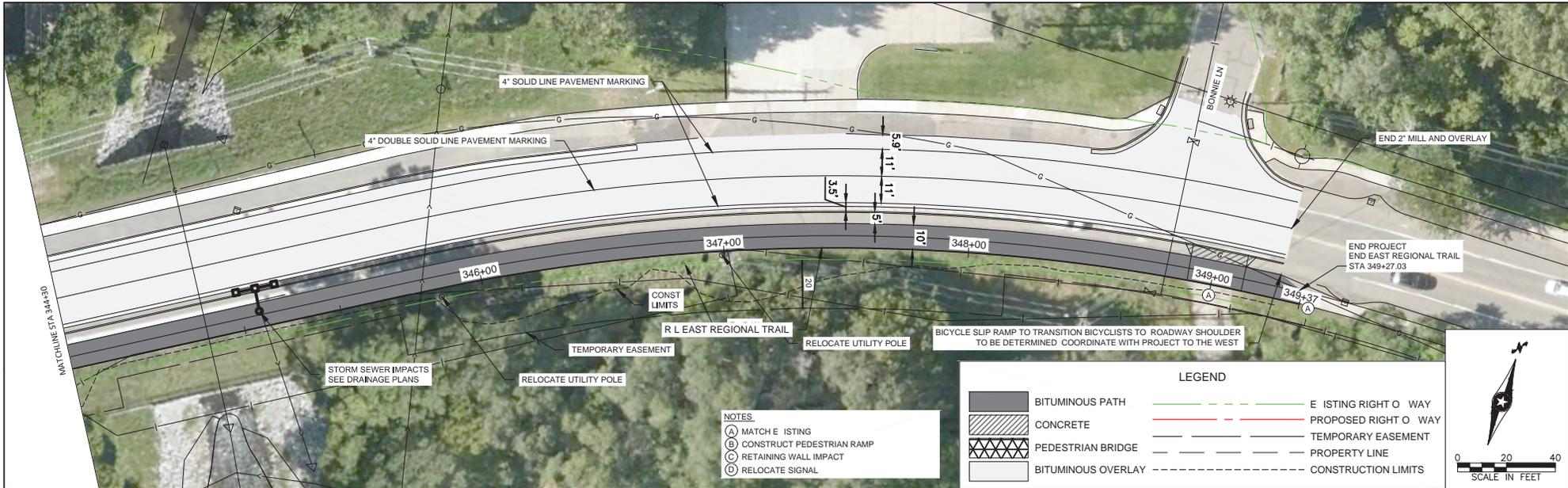
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