



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17565 - Bassett Creek Regional Trail - Golden Valley Reconstruction and Expansion

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 3:32 PM

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## Primary Contact

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**What Grant Programs are you most interested in?** Parks Grants Acquisition

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## 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

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## Project Information

**Project Name**

Bassett Creek Regional Trail - Golden Valley Reconstruction  
and Expansion

**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 Project will construct one new segment (East Segment) and reconstruct/realign one existing segment (West Segment) of multi-use trail that in partnership with two other funded /projects will complete the Basset Creek Regional Trail, providing a contiguous facility from Theodore Wirth Parkway to French Regional Park/Medicine Lake Regional Trail (6.8 miles).

The East Segment (.25 miles) will construct a new trail on the south side of Golden Valley Road (CSAH 66) between Bonnie Lane and Theodore Wirth Parkway (RBTN Tier 1 Alignment). The West Segment (.7 miles) will reconstruct and realign 0.7 miles of local end-of-useful life trail (RBTN Tier 2 Alignment) between TH 100 and Regent Ave N and construct 500' of new regional trail on the west side of Regent Ave N to Golden Valley Road. A regional trail facility connecting the segments is fully funded for construction in 2024. The project will leverage this investment to provide a consistent facility that will improve user experience, safety, and orientation.

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

Existing facilities along the project alignment are disjointed and degraded, with a mix of surface materials, substandard bituminous curbs, narrow widths, and inconsistent signage. The East Segment experiences high numbers of crashes, and trail users and residents have safety concerns over speeding and distracted driving. The West Segment floods frequently; the final realignment will follow recommendations from a current study by Golden Valley.

Project components include:

- A 10-foot wide, off-street, protected bituminous

trail between TH 100 and Golden Valley Road and Bonnie Lane and Theodore Wirth Parkway, meeting all ADA requirements.

- Improved at-grade crossings, including accessible curb ramps
- 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 impacted curb line.
- Trail realignment to avoid flood closures.
- Trail wayfinding consistent with the regional trail system.

Project benefits include:

- Expand transportation options for equity populations throughout the service area,
- Improve access to existing transit routes 14 (service to Robbinsdale Transit Center and downtown Minneapolis) and 764 (express service to downtown Minneapolis) and the future METRO Blue Line Extension LRT West Broadway Route,
- Connect to Theodore Wirth Park, Minneapolis' Grand Rounds trail network, and other community amenities, and
- Provide a safe corridor for all ages, abilities, and travel modes, improving bikeway continuity across Plymouth, New Hope, Crystal, Golden Valley, and Minneapolis.

(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.**

BASSETT CREEK REGIONAL TRAIL - RECONSTRUCT MULTI-USE TRAIL, CURB, STORM SEWER; REGENT STREET- RECONSTRUCT SIDEWALK TO MULTIUSE TRAIL, RECONSTRUCT CURB AND STORM SEWER; CSAH 66 - CONSTRUCT MULTIUSE TRAIL, RECONSTRUCT CURB AND STORM SEWER

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

**Project Length (Miles)** 1.0

to the nearest one-tenth of a mile

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## Project Funding

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

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

**Federal Amount** \$2,604,640.00

**Match Amount** \$651,169.00

Minimum of 20% of project total

**Project Total** \$3,255,809.00

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 GO Bonds and/or State Legacy Funds / Met Council Parks GO Bonds

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:** 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**Additional Program Years:** 2025

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

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## Project Information

**County, City, or Lead Agency** Three Rivers Park District

**Zip Code where Majority of Work is Being Performed** 55422

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 10/31/2028

<b>Name of Trail/Ped Facility:</b>	Bassett Creek Regional Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b> <b>(Intersection or Address)</b>	TH 100 (West Segment) AND Bonnie Lane (East Segment)
<b>To:</b> <b>(Intersection or Address)</b>	Golden Valley Road (CSAH 66) (West Segment) AND Theodore Wirth Parkway (West Segment)
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
<b>Or At:</b>	
<b>Miles of trail (nearest 0.1 miles):</b>	1.0
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	1.0
<b>Is this a new trail?</b>	No
<b>Primary Types of Work</b>	MULTIUSE TRAIL, PED RAMPS, SIGNALS, CURB, STORM SEWER
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
<b>Old Bridge/Culvert No.:</b>	27591
<b>New Bridge/Culvert No.:</b>	
<b>Structure is Over/Under</b> <b>(Bridge or culvert name):</b>	Over RR

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (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 19, 48 to 50, and 75)

Three Rivers Park District 2040 System Plan  
(pages 17 and 21)

**List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.**

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)

Metropolitan Council 2040 Regional Parks Policy  
Plan (page 47)

*(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**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:** 06/30/2015

**Link to plan:** [https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan\\_2015.pdf](https://www.threeriversparks.org/sites/default/files/pdfs/ADA/ADATransitionPlan_2015.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. Unique projects are exempt from this qualifying requirement.



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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

### 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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$137,000.00
Removals (approx. 5% of total cost)	\$137,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$27,000.00
Striping	\$0.00
Signing	\$4,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$219,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$524,800.00</b>

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### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,695,000.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$36,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$2,731,000.00</b>

### Specific Transit and TDM Elements

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

### 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

<b>Total Cost</b>	<b>\$3,255,800.00</b>
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Construction Cost Total	\$3,255,800.00
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 Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

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 1649826561122\_BCRT\_RBTN.pdf

Please upload attachment in PDF form.

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 29124

Existing Employment Within One Mile (Integer Only) 19479

Upload the "Population Summary" map 1649826620052\_BCRT\_Population.pdf

Please upload attachment in PDF form.

## Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Both Segments will serve low-income populations, people of color, children, people with disabilities, and senior citizens. Three Rivers Park District and Golden Valley actively engaged these diverse populations during trail route planning and design development (see Equity Populations and Destinations map). Equity populations had opportunities to share feedback at open houses, through public surveys, and via direct contact with TRPD Staff.

TRPD hosted four open houses to share concepts for the Bassett Creek Regional Trail corridor through Golden Valley. Two were at the Courage Kenny Rehabilitation Institute, which serves people with disabilities. To encourage participation from diverse populations, Three Rivers:

**Response:**

- Mailed invitations to Valley Creek West and Sedona Hill Apartments (in regional environmental justice area),
- Left invitations for Courage Kenny and PRISM Food Shelf clients,
- Emailed Blue Line Coalition, and
- Hosted an info session at Cabana Apartments (affordable housing).

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

"Let's Talk Three Rivers" shared updates at <https://www.letstalkthreerivers.org/bassett-creek-regional-trail-golden-valley-segment>. Visitors could submit feedback to TRPD staff. Golden Valley

conducted an online survey in winter 2019-20. 114 respondents, 37% of whom walk, bike, or use transit along the corridor, identified safety issues with specific concerns for children and people with disabilities. Several said they would walk or bike more frequently on safer facilities.

People over 65 and/or with a disability are overrepresented in the project service area. To identify their needs, TRPD hosted an info session at Covenant Village Retirement Community and reviewed the design with their fitness instructor. These users need physical separation from vehicles, smooth/stable trail surfaces, and adequate space from bicycles.

Through Bottineau Community Works (2017-18) a Blue Line Coalition working group identified safe multimodal facilities along the project corridor as a key health equity strategy. The Coalition represents communities of color, immigrants and refugees, people living with disabilities, low-income residents, displaced workers, and aging and transit-dependent populations. Funding this project will help fulfill Council commitments made to these communities as part of the Bottineau LRT planning process.

The project responds directly to this feedback by providing a continuous, 10' wide, ADA-compliant off-road facility that protects trail users from motorized traffic and provides space for cyclists to safely pass slower users. It will connect to local destinations throughout its service area, promoting active transportation and public health.

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

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The project will provide multiple benefits to low-income populations, BIOPC, children, people with disabilities, and seniors (see Equity Populations and Destinations map). It will leverage previous and planned investments in Bassett Creek Regional Trail and the Grand Rounds, improving mobility and connectivity to equity populations throughout its service area and beyond.

BIPOC and low-income communities:

- The East Segment is less than ½ mile from an area of concentrated poverty in the Willard-Hay Minneapolis neighborhood, where 73% of residents are people of color (20.2% metro), and 25% bike, walk, or take transit to work.

- The West Segment borders a regional environmental justice area in Crystal and Golden Valley, serving neighborhoods where 20% of households lack vehicle access (5.8% suburban Hennepin County). The project will realign a route that often floods, preventing burdensome closures/detours.

- Both project segments, combined with funded and existing facilities along Golden Valley Road, will improve trail access to jobs, groceries, medical clinics, social services, and other amenities (see map).

Seniors and people with disabilities:

- In the communities directly west of the project, 24.1% of people are 65 and over (13.5% metro). Four senior living communities are within ½ of mile of the project. 18% of people served by the East Segment and 20% served by the West Segment have a disability (9.8% metro). The project will connect to a local trail segment (2024) with access

Response:



to specialty medical care. To best serve these groups, the proposed 10' protected trail will separate them from vehicles and provide adequate space for cyclists to pass. It will improve safety and mobility by constructing ADA pedestrian ramps and a smooth, stable trail surface comfortable to navigate with a mobility device.

Youth:

- 32% of residents of the east segment's service area are under 18 (23.3% metro). Youth are less predictable riders: they veer and stop without warning and travel more slowly. The project will physically separate them from vehicles and replace a 6' sidewalk with 10' trail, providing maneuvering space and ensuring safe shared use. Trails close to their homes will connect youth to destinations including Nobel Elementary, nature programming in Theodore Wirth Regional Park, and a playground and recreational fields at Scheid Park.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing developments existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

There are 358 publicly subsidized and affordable rental housing units in census tracts within one half mile of the project, including the following communities:

- The Cabana Apartments: 1725 Lilac Drive Golden Valley, 51 units, NOAH
- Pesch Place: 2000 Mary Hills Drive Golden Valley, 5 units, HUD ?Disabled Low-Income Housing? Accessible units, supportive housing for persons with disabilities
  
- Valley Creek West Apartments: 1370 Douglas Drive Golden Valley, 36 units, NOAH
  
- The Homewood Apartments: 1239 Sheridan Ave N Minneapolis, HUD 'Family Low-Income Housing'
  
- Commons at Penn: 2205 Golden Valley Road Minneapolis, 45 units, all ages; Specialized housing and support services designed for families and children
  
- Golden Valley Townhomes: 2100 Douglas Drive N Golden Valley, 8 units, all ages
- Four Seasons: 3317 Douglas Drive N Crystal, 7 units, Section 8
  
- Gateway Lofts: 2623 West Broadway Ave Minneapolis, 46 units, all ages earning less than 50% area median income
  
- Golden Valley Road Apartments: 2711 Golden Valley Road Minneapolis, 10 units, all ages
  
- St. Anne's Senior Housing: 2323 26th Ave N Minneapolis, 61 units, Section 8; Senior housing
  
- Broadway Flats: 2505 Penn Ave N Minneapolis, 103 units, income-restricted

Response:

- West Broadway Crescent: 2000 West Broadway Ave Minneapolis, 54 units, all ages earning less than 60% area median income

- Lindquist Apartments: 1931 West Broadway Ave Minneapolis, 24 units; Housing and support services for youth 16-24 who are experiencing homelessness

The project will connect the Three Rivers, Golden Valley, and Minneapolis trail networks, increasing transportation options for low-income residents. Sixteen percent of households served by the West Segment and 20 percent of neighborhoods served by the East Segment do not have access to a vehicle. Safe, multiuse trail facilities are critical for disadvantaged populations who depend on transit or walking/biking to access work, school, medical clinics, social services, and recreation. The West Segment will realign an existing trail that often floods, preventing closures/detours that add considerable time and effort.

Four of the affordable housing developments served by the project are specialized for families, youths, senior citizens, and people with disabilities. These residents will benefit from the proposed safety and accessibility when walking, biking, and rolling to their destinations.

Trail corridors support active living and community cohesion by providing underserved communities with multimodal transportation routes. The proposed trail segments will improve public health for all low-income residents in the project corridor.

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649827075426\_BCRT\_SocioEconomic.pdf

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## 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 project will create a Critical Bicycle Transportation Link by:

- Closing the final gap of the seven-mile Bassett Creek Regional Trail (located on an RBTN Tier 2 Alignment),
- Connecting the trail to an RBTN Tier 1 Alignment (Theodore Wirth Parkway),
- Linking to local trail networks,
- Providing a consistent cycling experience over TH 169, CP Rail, Burlington Northern Rail, and TH 100, and
- Improving bikeway continuity across the jurisdictions of Plymouth, New Hope, Crystal, Minneapolis, and Golden Valley.

**Response:**

The 0.25 mile East Segment from Bonnie Lane to Theodore Wirth Parkway (Tier 1 Alignment) will connect Bassett Creek Regional Trail to the Grand Rounds. It was originally programmed to be constructed through the Blue Line Extension. As expressed in the attached letter, the Met Council Chair Charlie Zelle, on behalf of the Met Council, has expressed commitment to helping provide this critical trail connection. Funding this project helps fulfill that commitment and past Council commitments made to these communities as part of the Bottineau LRT planning process

Existing facilities along this segment of Golden Valley Road are disjointed and degraded, with a mix of surface materials, substandard bituminous curbs, and inconsistent signage. Many destinations in the project's service area draw less skilled cyclists who are unlikely to bike for transportation

without a facility that separates them from vehicular traffic. The proposed 10' wide bituminous trail will provide protected routes to businesses, churches, medical facilities, and parks and ultimately increase the likelihood, safety, and comfort of people walking and biking to local destinations.

The West Segment will reconstruct and realign 0.7 miles of end-of-life local trail between TH 100 and Golden Valley Road. The existing facility is only 8' wide. Its pavement is in poor condition, and seasonal flooding interrupts trail service. Crossings at Westbend Road, Toledo Avenue North, and CSAH 66 / Duluth Street are substandard. The project will construct a 10' wide, fully accessible multiuse trail, with ADA curb ramps at every trail-roadway intersection; and realign the route to alleviate flooding closures, and ensure a reliable route for users who depend on the trail for transportation. It will also construct 500' of trail on Regent Avenue, creating a new link between the West Segment and the funded/planned segment (2024) along Golden Valley Road.

The completed 11-mile Basset Creek Regional Trail will enable safer and more comfortable active transportation for users of all ages, incomes, cultural backgrounds, and abilities, improving access to opportunities and amenities across the jurisdictions of Plymouth, New Hope, Crystal, Golden Valley, and Minneapolis.

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

*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 East Segment is along a high volume (9,800 ADT) corridor, with many drivers exceeding the 35-mph speed limit. For routes with over 6,000 vehicles ADT or speeds over 30mph, the MnDOT Bicycle Facility Manual recommends off-road bicycle facilities physically separated from motor vehicles. Many cyclists use the narrow sidewalks to avoid riding on the street, endangering pedestrians. Existing facilities along the corridor are disjointed and degraded, with a mix of surface materials, substandard bituminous curbs, narrow widths, and inconsistent signage. Bicycle lanes are fragmented and poorly marked.

**Response:**

Residents have expressed written safety concerns about this stretch of Golden Valley Road to the City Council, citing frequent speeding and distracted driving. MnCMAT crash data for Golden Valley Road (2019 to 2021) confirms their concerns, indicating seven vehicle-only crashes from 2019-21.

Three of these incidents were at the railroad bridge over BNSF Rail. In October 2020, a vehicle spun out, hit the curb, then flipped over the railing and crashed down the slope towards the rail. The driver sustained minor injuries. Police reports also record a fatal crash in this area on December 2021, when a car traveling left the road, hit a tree, and caught fire.

MnCAT crash data shows that two cyclists have been struck by vehicles at the intersection of Golden Valley Road and Theodore Wirth Parkway in the last ten years. One was knocked to the ground in the marked crosswalk, and another sustained injury when hit by a driver with a revoked license. Neighbors report that there are other cyclists/vehicle collisions at this intersection that go unreported. According to police reports, on April



1, 2022 a driver sustained serious injury after striking a crosswalk sign in this intersection and going airborne over the railroad tracks.

The proposed 10-foot wide, off-street, multi-use trail will provide a consistent facility separating bicycles and pedestrians from vehicular traffic. This will reduce the potential for bicyclist/vehicle and pedestrian/vehicle conflicts and provide a safer travel experience for all trail users. It will also create greater visual awareness predictability of trail users.

The West Segment will reconstruct three inaccessible trail crossings so users of all ages and abilities can safely cross roadways. It will replace cracked and disintegrated end-of-life pavement with a smooth and consistent surface, alleviating tripping hazards for young users and those with disabilities. The existing local trail is only 6-8' wide, creating potential conflicts between cyclists and pedestrians. The additional width of the proposed 10' regional trail will give cyclists adequate space to pass other users, ensuring safe and comfortable travel for all modes.

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

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## **Measure A: Multimodal Elements**

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

- Construct / reconstruct a multi-use regional trail segment for the project length
- Upgrade pedestrian and bicycle crossings with ADA compliant ramps that are the full width of the trail and durable crosswalk markings
  
- Improve transit access and circulation for existing routes
- Widen the trail at transit stops (where ROW allows) to reduce standing/congregating directly on trail/travel lanes

**Response:**

The project will provide replace substandard narrow sidewalks with an accessible off-street facility, improving pedestrian access to transit and other destinations. In addition, the wider 10' trail width will increase separation from bicyclists (many of whom who currently use the sidewalk along the East Segment to avoid unsafe traffic). Where ROW allows, the project will increase trail width at transit stops, improving comfort and preventing transit users from blocking the trail. The multiuse trail will provide a safe, continuous, comfortable experience for pedestrians and cyclists of all ages and abilities.

Golden Valley Road / Duluth Street is an active Metro Transit route served by routes 14 (service to Robbinsdale Transit Center and downtown Minneapolis) and 764 (express service to downtown Minneapolis), linking residents to education, jobs, healthcare, and recreation. The East Segment will connect to a METRO Blue Line

Extension LRT (West Broadway route) station area at West Broadway Avenue & Penn Avenue N via a proposed two-way bikeway on McNair Avenue. The project will benefit transit users by creating a protected route for 'last mile' trips by foot and bike.

The West Segment will realign 0.7 miles of local trail that is often closed by seasonal flooding. Flood detours add significant time and effort to trips by foot and bike. There is often no accessible route around the flooding, limiting mobility and independence for people with seniors, children, and people with disabilities. The realignment will serve users who rely on the trail for transportation with a dependable route to transit corridor on Golden Valley Road and to local and regional trail networks.

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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public 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%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

Meeting with general public, announced via "Let's Talk Three Rivers" webpage, Facebook, word of mouth (over 50 people engaged):

- Information session: 3/9/2020, Covenant Living Retirement
- Open house: 2/24/2020, King of Grace Lutheran Church
  
- Open house: 12/19/2019, Courage Kenny Rehabilitation Institute
  
- Open house: 3/28/2018, Unity Minneapolis
- Quarterly community stakeholder mtgs with Blue Line Coalition: 2018
  
- Open house: 12/11/2013, Courage Kenny

**Response:**

Meeting with partner agencies:

- Design updates from Consultant to Partners: ongoing
  
- Project Team Kick-off: 11/26/2019 (includes members from Partner agencies)
  
- Project Scope Confirmation Meeting: 10/08/2019
  
- Pre-Project Partner Meeting (Three Rivers Park District, City of Golden Valley & Hennepin County): 7/10/2019

Online outreach:

- "Let's Talk Three Rivers" Bassett Creek Regional Trail webpage: design updates and suggestions

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

- Three Rivers Park District - Regional Trails Facebook Page: open house invites, design updates

- City of Golden Valley Online Survey (12/21/2019 ? 1/31/2020): promoted via official City Facebook and Twitter and at open houses

- 114 respondents

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

- 67 identified safety issues, especially for children and people with disabilities.

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

These efforts expand on 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 Courage Kenny bus stop. Employee feedback directly informed 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 connecting to retail, recreation, and employment hubs.

- The Blue Line Coalition advised Bottineau

Community Works Infrastructure Advanced Planning Project (2017/2018) for the planned Blue Line station at Golden Valley Road, which focused on expanding multi-use trails along this corridor. The Coalition represents communities of color, immigrants and refugees, people living with disabilities, low-income residents, displaced workers, and aging and transit-dependent populations along the Blue Line Extension Corridor.

- On June 14, 2011, TRPD and trail-adjacent communities hosted an open house to present the Bassett Creek Regional Trail master planning efforts. 25 residents and trail users provided comments in support of the plan.

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

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; \* city and/or county limits; existing ROW, labeled; existing signals; \* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width; \* proposed signals; \* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

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

Yes

50%

**Layout has been started but is not complete. A PDF of the layout must be attached to receive points.**

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

**3.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

**4.Right-of-Way (25 Percent of Points)**

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

**5.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%

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form):	\$3,255,800.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,255,800.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

**Other Attachments**

Hello neighbor! Please read through this proposed letter to the city. If you would be willing to sign off on it, please contact me (see info below). The plan will be to collect as many names as possible and email everyone on the council. Thank you!

To the attention of:

Shep Harris, Larry Fonnest, Maurice Harris, Gillian Rosenquist, Kimberly Sanberg  
We the undersigned, residents of Golden Valley Road, Bassett Creek Drive, Bonnie Lane, Mary Hills Drive and Wasatch Lane are concerned citizens of Golden Valley.

We want to express our concern about the conditions on Golden Valley Road from Wirth Parkway to the signal lights at the entrance to Hidden Lakes and Courage Center. We would like to be sure that you are aware of these concerns and would like to know what the city plans to do to alleviate them.

There are two main issues:

1. The speed of vehicles traveling that stretch, especially those coming from the parkway intersection, is frequently well above the posted speed. Most traffic does not slow down unless there is a red light at Hidden Lakes. This includes passing through a marked pedestrian crosswalk.

Recently there was a speed indicator device stationed just before Bassett Creek Drive and the speeds noted were often as high as 45-50mph. In the past there have been police vehicles occasionally parked in the fire station lot checking on traffic speeds, and some speeders were stopped. That has not been the case in quite some time. In recent years the volume of traffic on Golden Valley Road has increased dramatically and it seems that many drivers are using it as a throughway between north Minneapolis and Hwy 100. It seems that there are no consequences for traveling this route above posted speed limits.

There are many young children in our neighborhood which adds another level of concern to the situation. There are also many more bicyclists using the bike lanes on the road who are at risk from high speed cars.

It is also difficult at times to get onto Golden Valley Road from Mary Hills due to the speed of some drivers.

Is anything being done to curb this situation? We feel that it is very dangerous, and that it is only a matter of time before something tragic occurs, very possibly the loss of life.

2. There is no lighting between the parkway intersection and Bonnie Lane. That makes this stretch very dark and potentially dangerous for anyone traveling either by foot or bicycle in this area which includes crossing the bridge over the railroad tracks. Another lighting concern is that the sign on Golden Valley Road indicating an upcoming pedestrian crosswalk is not well lit. It is also partially hidden due to low hanging foliage. We would suggest that at the very least, those signs should have a flashing light component to make it more obvious and safer for pedestrians trying to cross the road.

Finally, here is a testimonial from Adrienne Rodriquez. She and her family live at 3900 Golden Valley Road:

“As a resident of Golden Valley Road, right in between Mary Hills Drive and Bassett Creek Drive, I can attest to the fact that drivers are coming down Golden Valley Road, in both directions, at much higher speeds than they should. My husband, parents, regular visitors, and myself have had to become accustomed to signaling our turn into our house well before the recommended 100 feet. Sometimes I even need to turn my hazard lights to signal cars behind me to (hopefully) slow down so I can get into my driveway. I couldn't even tell you how many times my heart has skipped a beat as I braced for the car behind me to end up in my rear. It's something I must be very cognizant of every time I get home! I'm surprised, and so grateful, that we haven't been hit in our 11 years of living here.

That leads me to your point of something tragic occurring. My husband, Edgar, and I both, have personally witnessed a handful of accidents right in front of our house. I've seen a couple on a scooter lose control and fall onto the street. Edgar witnessed a motorcycle lose control and flip various times, almost crashing into the new gas/electrical units installed there that year. That event was very scary for my entire family as my 6 year old son was witness to the entire ordeal as we had to call the police and tried to help calm the bloody victims until the ambulance showed up. There was also one incident when two cars collided in front of our home, causing one of them to flip onto its side. The car that flipped landed at the bus stop, right at the pedestrian crosswalk, and nearly missed hitting a young lady walking to work at the Courage Center. On top of these three that we were home to catch sight of, we also personally witness at least 2-3 spinouts each winter and have had to replace numerous mailboxes because of it. One time it was even a Golden Valley Police Officer who took down our mailbox!

Unfortunately, it's been a running joke at my house. I tell everyone that this stretch of road in front of our house is cursed. The high speeds, lack of lighting, and especially the way it curves from Hidden Lakes to Bassett Creek; it's all just a recipe for disaster. I have four very active kids, and this neighborhood is only growing with more young families. I'd love for it to feel a little bit safer for them, and even my own family as we're coming and going. More signs, lighting and even a speed bump or two would be fantastic!”

Thank you for your attention. Any responses can be directed to Ian Drummond at 612-269-6274 or [ianddvm@gmail.com](mailto:ianddvm@gmail.com) and he will communicate those to the rest of the undersigned.

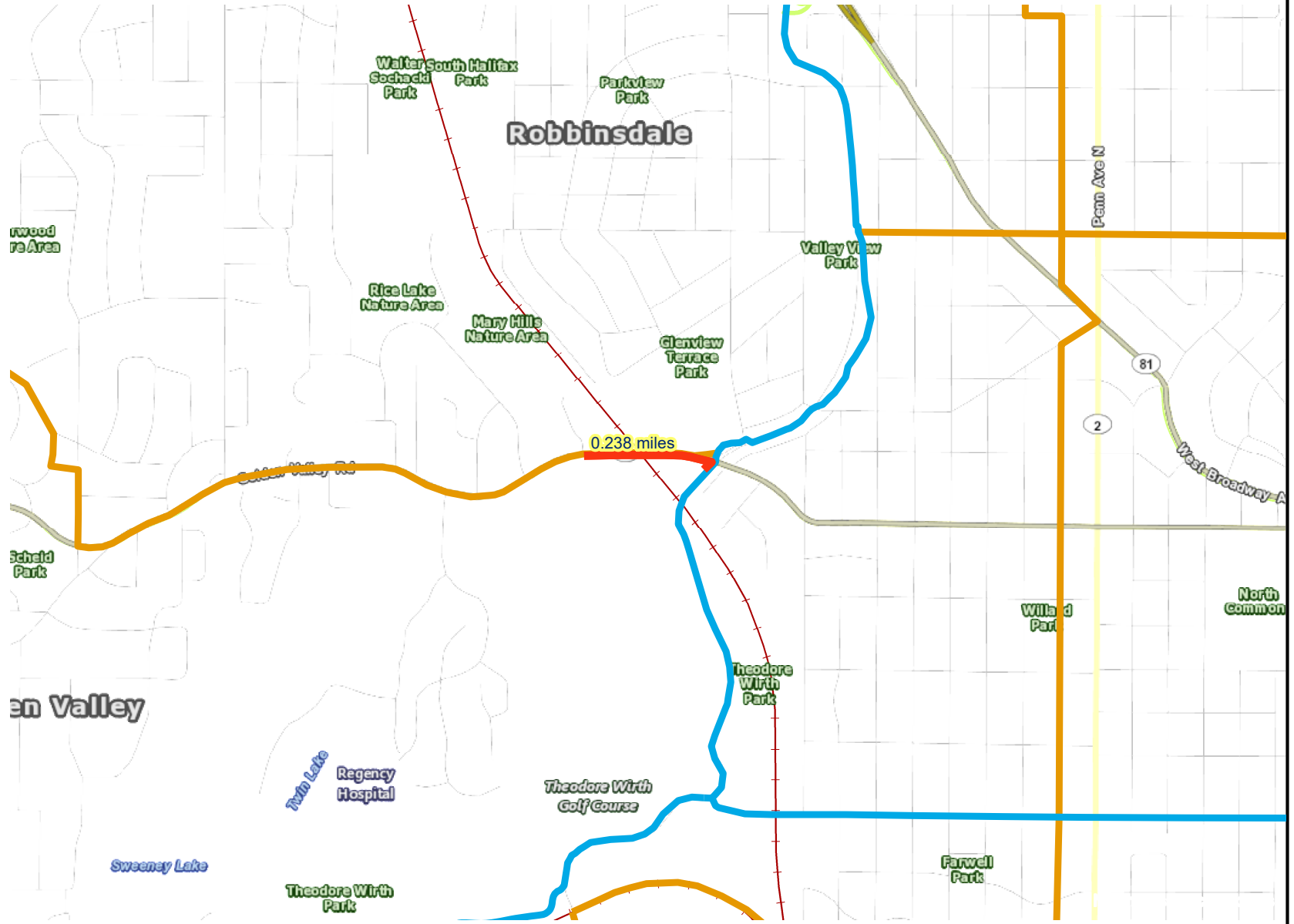
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4.11.22 BLRT_Golden Valley response.pdf	Blue Line Extension (Met Council) Letter of Support	265 KB
BCRT_AffordableHousing.pdf	Affordable Housing Map	264 KB
BCRT_EquityPopulations.pdf	Equity Populations and Destinations	267 KB
BCRT_Layout.pdf	BCRT Layout	7.3 MB
BCRT_Population.pdf	Population Mapsaps	7.7 MB
BCRT_Project Summary.pdf	Project Summary	2.4 MB
BCRT_RBTN.pdf	RBTN Maps	4.2 MB
BCRT_SocioEconomic.pdf	Socio-economic Maps	5.1 MB
BCRT_Transit.pdf	Transit Connection Maps	3.7 MB
Golden Valley_Letter of Support_TRPD_Bassett Creek Trail.pdf	Golden Valley Letter of Support	130 KB
HC_LOS_Bassett Creek Regional Trail Project.pdf	Hennepin County Letter of Support	86 KB
LOS_ATC Resolution - TRPD Regional Solicitation - 3.21.2022.pdf	Hennepin County Active Transportation Committee Letter of Support	206 KB
Winter Maintenance Letter_BCRT.pdf	Winter Maintenance Letter	152 KB

# Project to RBTN Orientation

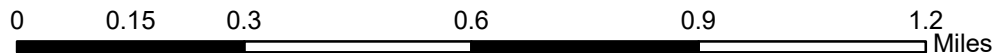
Multiuse Trails and Bicycle Facilities Project: BCRT East | Map ID: 1648854034910

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 4/1/2022  
LandscapeRSA6



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

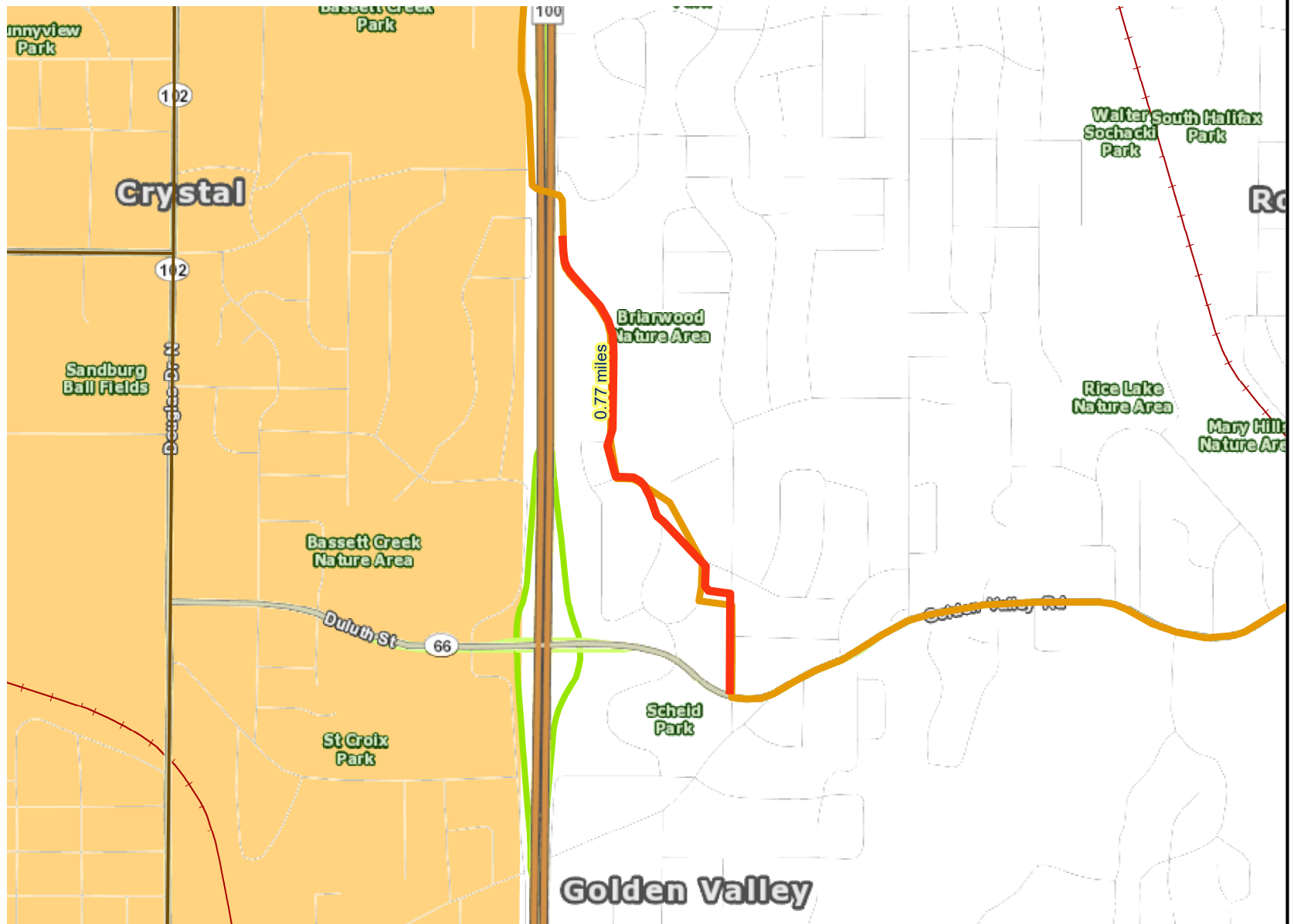


# Project to RBTN Orientation

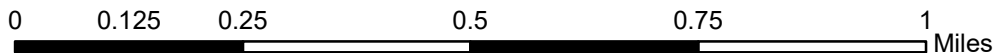
Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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LandscapeRSA6



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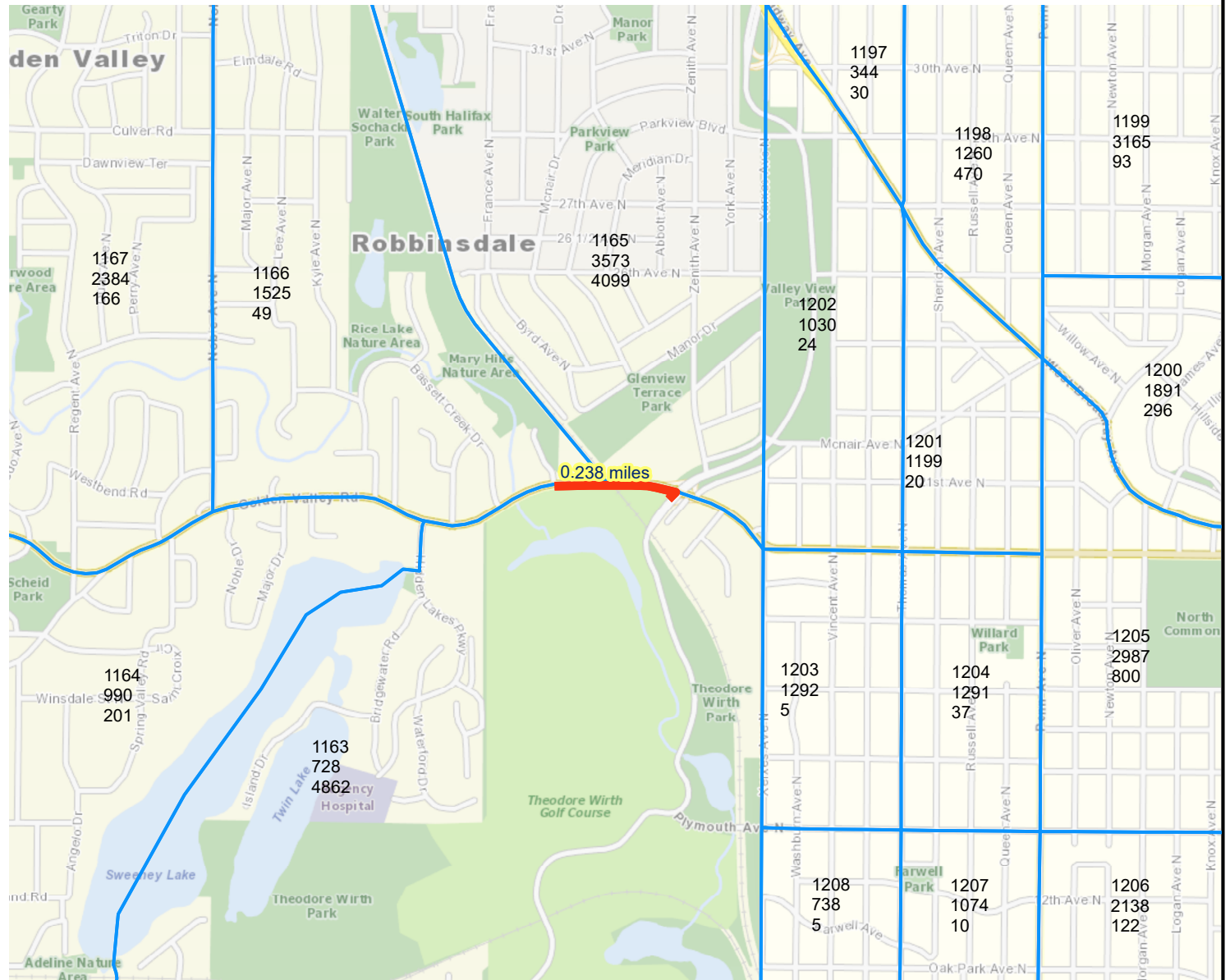


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: BCRT East | Map ID: 1648854034910

## Results

Within ONE Mile of project:  
 Total Population: 31684  
 Total Employment: 11982



- Project Points
- Project
- Project Area
- 2016 TAZ



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 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

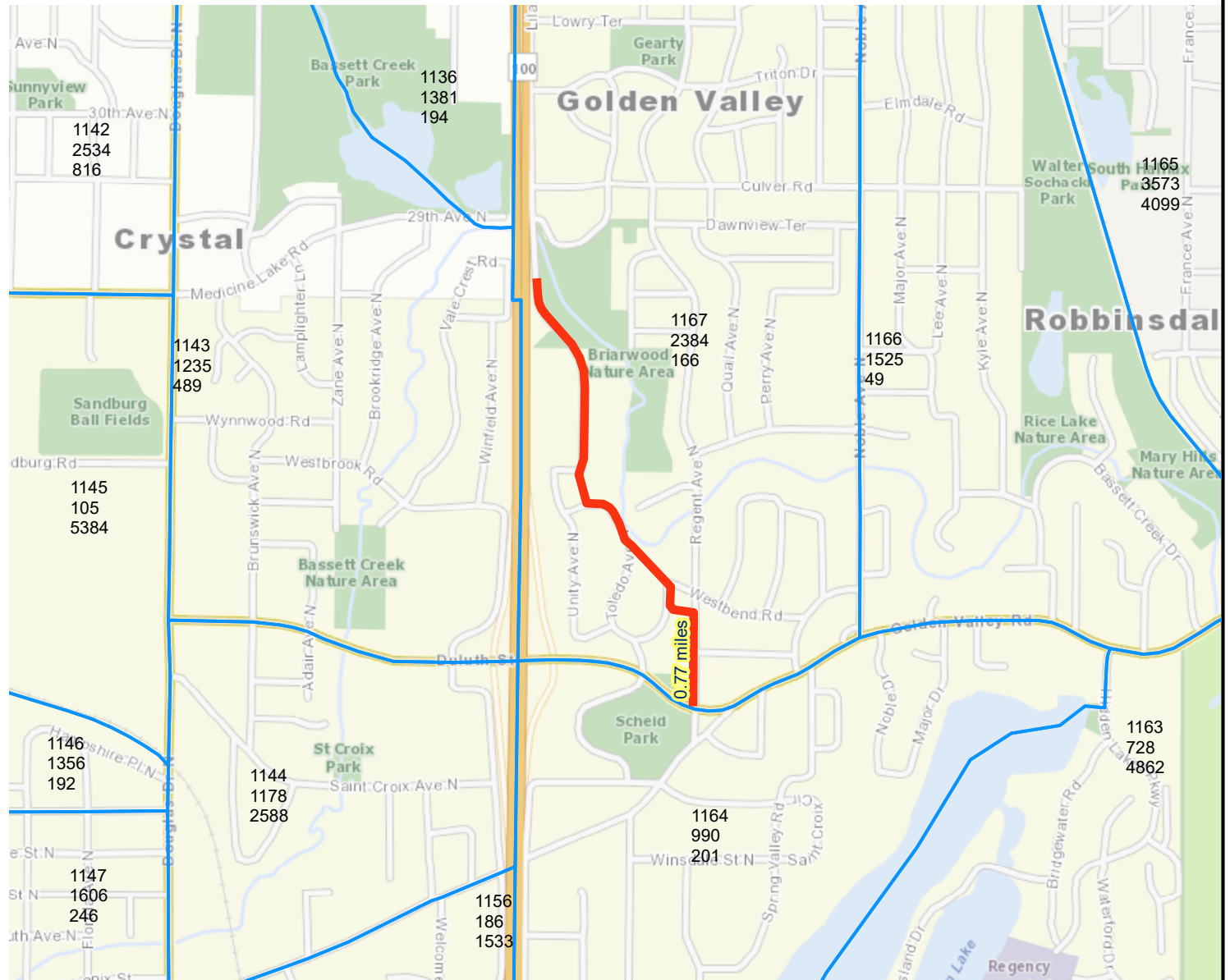


# Population/Employment Summary

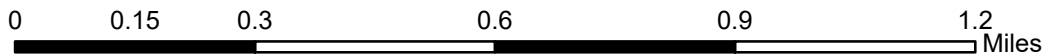
Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845

## Results

Within ONE Mile of project:  
 Total Population: 26564  
 Total Employment: 26974



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/6/2022  
 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gis/notice.aspx>





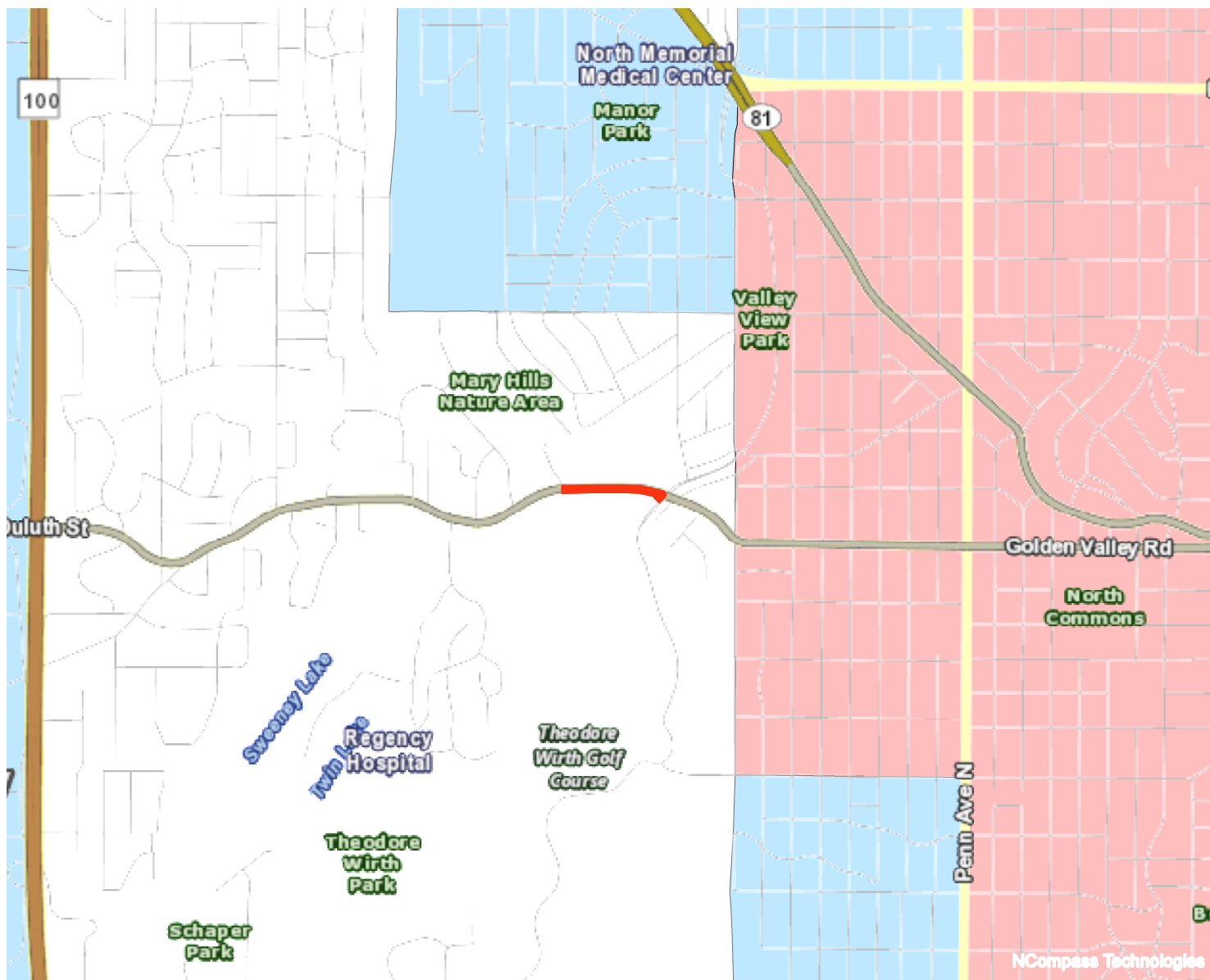
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: BCRT East | Map ID: 1648854034910

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 303

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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LandscapeRSA2



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



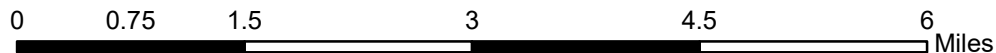
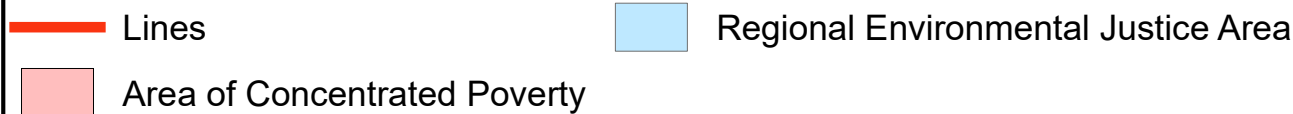
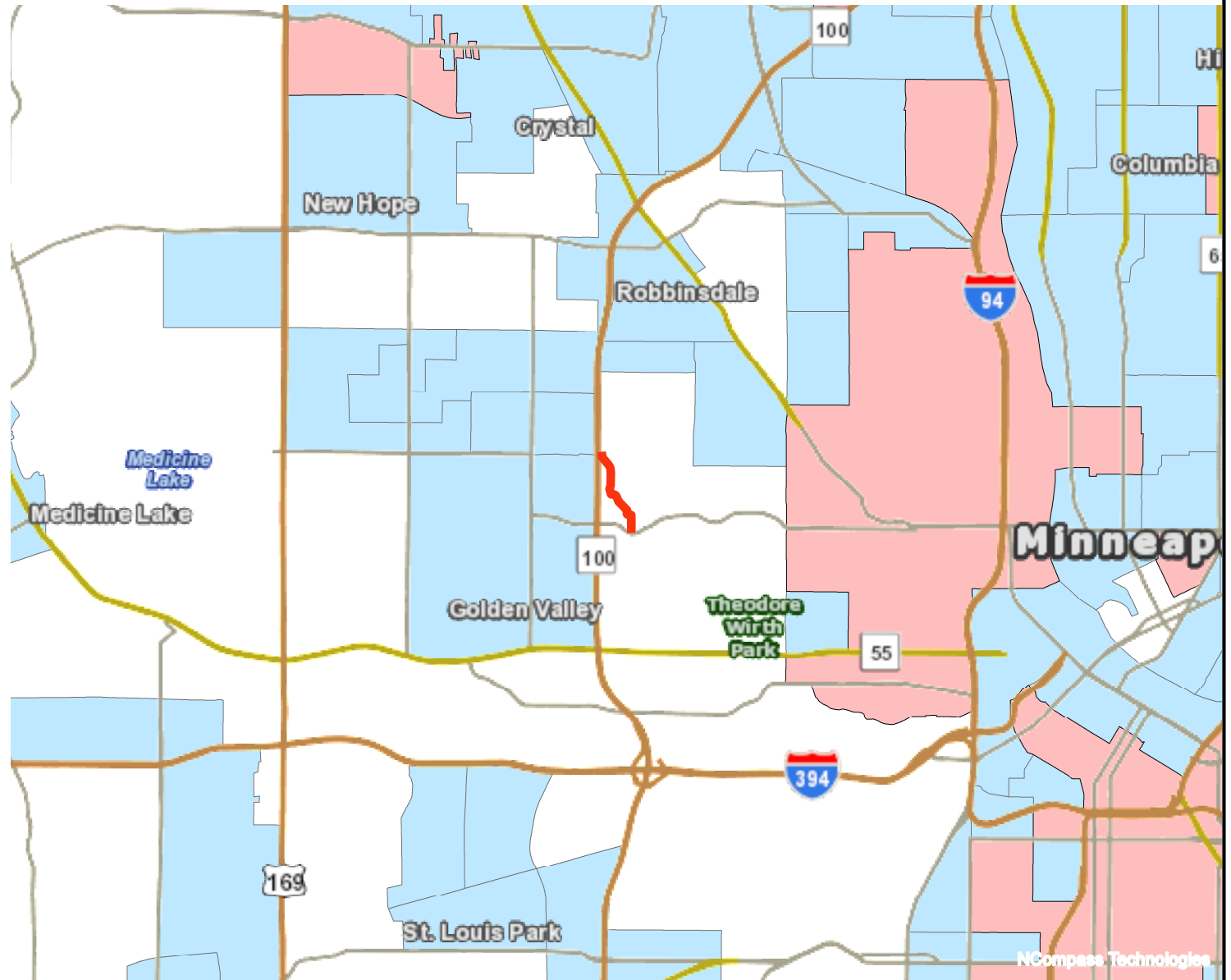
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 55

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Created: 4/6/2022  
LandscapeRSA2



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





April 11, 2022

Marc Nevinski, Physical Development Director  
7800 Golden Valley Road  
Golden Valley, MN 55427

Dear Mr. Nevinski,

I would like to thank the City of Golden Valley for being a collaborative and dedicated partner in the development of the METRO Blue Line Extension (BLRT) project. The Metropolitan Council remains committed to working with the city to seek solutions to previous project commitments even if those improvements cannot be completed or funded as part of the BLRT project.

As you have identified in your letter, many of the improvements, without the Blue Line Extension traveling through Golden Valley, will need to occur in coordination with other government entities that have the appropriate jurisdiction. Alternative sources of funding may also need to be identified.

Hennepin County, as a Blue Line Extension Project partner, is actively involved with this work and is assisting us in identifying solutions. The County is researching available programs in which to implement the improvements previously proposed along Golden Valley Road.

The Blue Line Extension project team remains available to help coordinate discussions and find creative solutions. The team will track this list to see if there are opportunities through existing local, regional, and federal programs that could see this list from planning to implementation. Should funding opportunities present themselves, as Chair of the BLRT Corridor Management Committee, I am willing to bring that discussion forward in effort to support the city's vision.

In addition to what was outlined in this letter, we remain supportive of the city's priority to advance Bus Rapid Transit along Olson Memorial Highway, connecting the city center and business hubs.

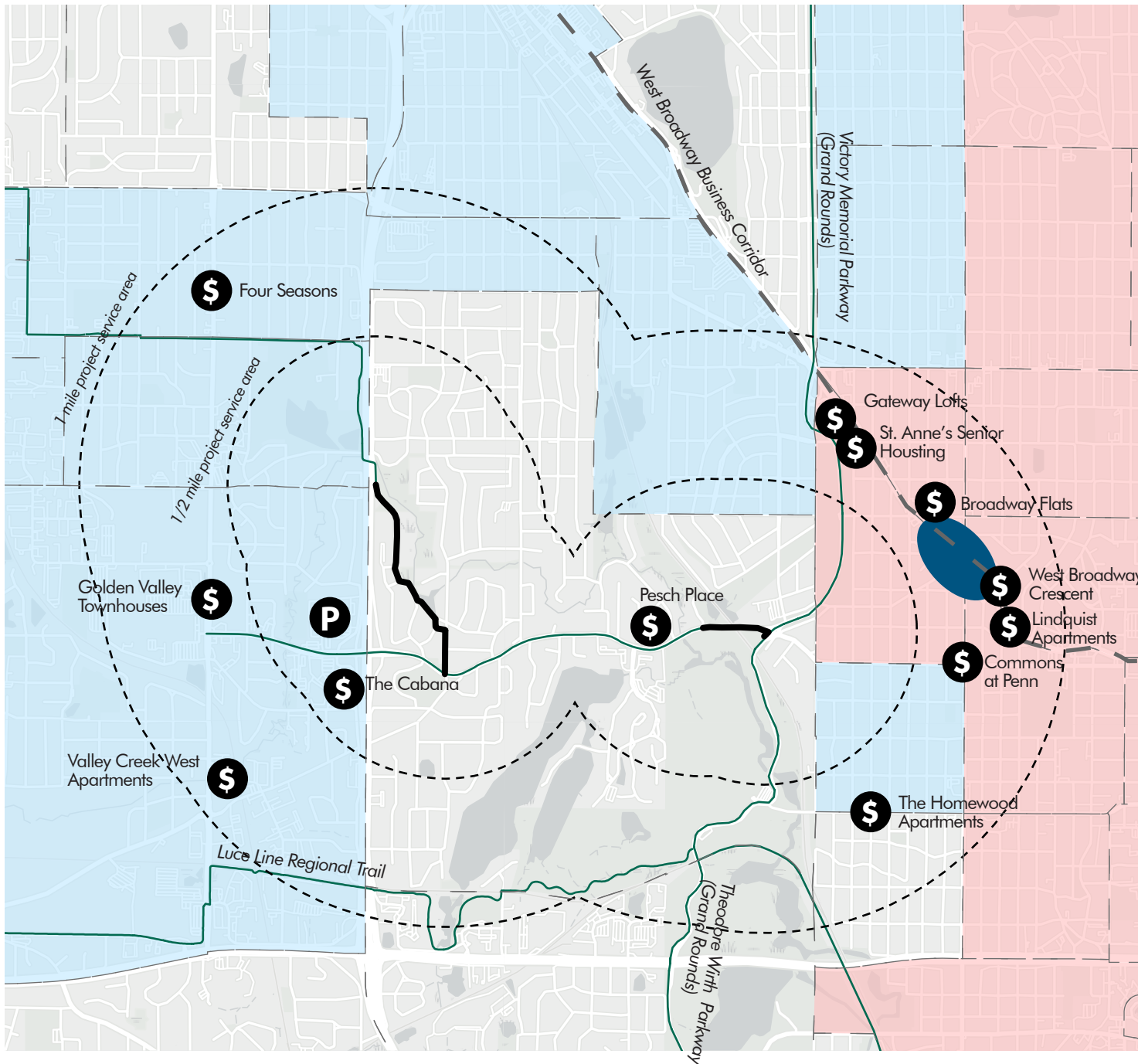
Again, thank you for your support of the Blue Line Extension and efforts to improve transit in the region.

Sincerely,



A handwritten signature in black ink that reads "Charles A. Zelle".

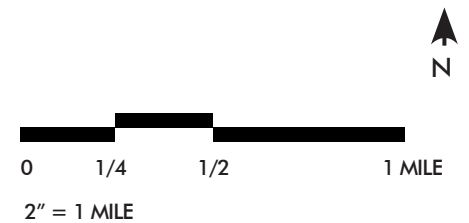
Charles A. Zelle, Chair  
Metropolitan Council

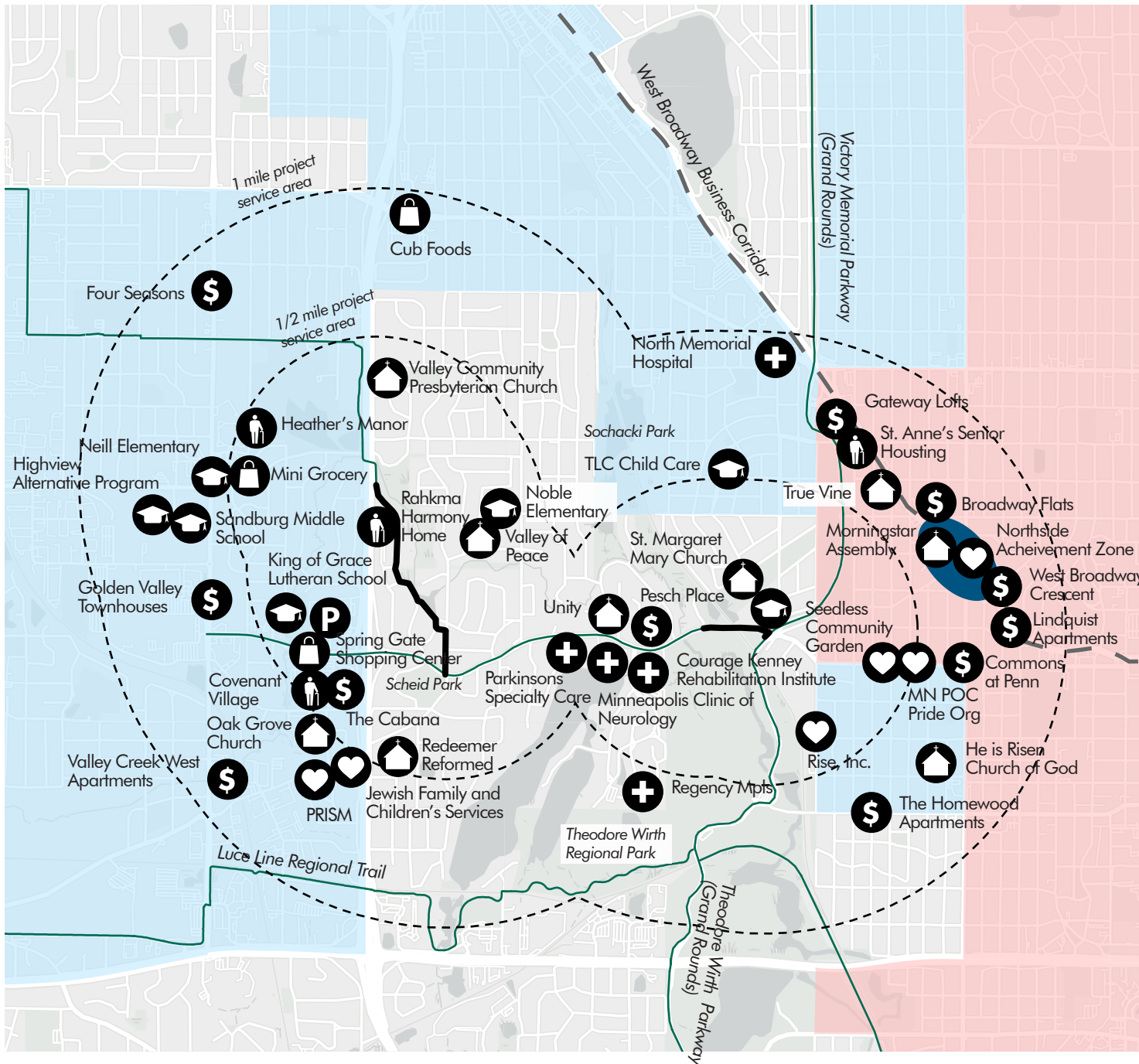
CC: Golden Valley Mayor Shep Harris  
Golden Valley Council Member Gillian Rosenquist  
Metropolitan Council Member John Pachecho  
Hennepin County Commissioner Irene Fernando  
Golden Valley City Manager Tim Cruikshank



## Bassett Creek Regional Trail Affordable Housing

-  Proposed project
-  2020 census tract boundary
-  Regional trail network
-  Regional environmental justice area
-  Area of concentrated poverty
-  Blue Line Extension Station Area (West Broadway Route)
-  Affordable housing
-  Public park

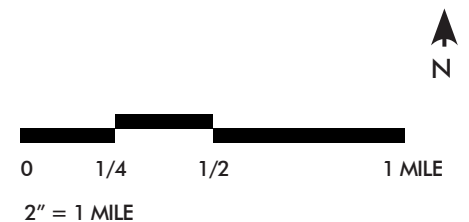


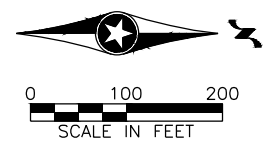


## Bassett Creek Regional Trail

### Equity Populations and Destinations

-  Proposed project
-  1/2 mile project corridor
-  Regional trail network
-  Regional environmental justice area
-  Area of concentrated poverty
-  Blue Line Extension Station Area (West Broadway Route)
-  School / daycare
-  Place of worship
-  Affordable housing
-  Social services
-  Medical clinic
-  Senior housing
-  Retail center
-  Park-and-Ride
-  Public park





LEGEND	
EXISTING ROW	
PROPOSED ROW	
TRAIL	

MATCHLINE

PROPOSED 10'  
WIDE TRAIL

EXISTING  
RIGHT OF WAY

TRAIL BEGIN

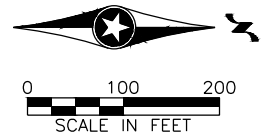
NO	DATE	BY	CKD	APPR

DRAWN BY  
S. SMITH  
DESIGNED BY  
S. SMITH  
CHECKED BY  
S. PRUSAK  
COMM. NO. 15522



BASSETT CREEK REGIONAL TRAIL  
WEST SEGMENT  
GOLDEN VALLEY, MINNESOTA 55422

SHEET  
1  
OF  
3



LEGEND	
EXISTING ROW	— · · · · ·
PROPOSED ROW	— · · · · ·
TRAIL	— — — — —

NO	DATE	BY	CKD	APPR


DRAWN BY  
 S. SMITH  
 DESIGNED BY  
 S. SMITH  
 CHECKED BY  
 S. PRUSAK  
 COMM. NO. 15522



BASSETT CREEK REGIONAL TRAIL  
 WEST SEGMENT  
 GOLDEN VALLEY, MINNESOTA 55422

SHEET  
 2  
 OF  
 3



NO	DATE	BY	CKD	APPR


DRAWN BY  
 S. SMITH  
 DESIGNED BY  
 S. SMITH  
 CHECKED BY  
 S. PRUSAK  
 COMM. NO. 15522



BASSETT CREEK REGIONAL TRAIL  
 EAST SEGMENT  
 GOLDEN VALLEY, MINNESOTA 55422

SHEET  
 3  
 OF  
 3

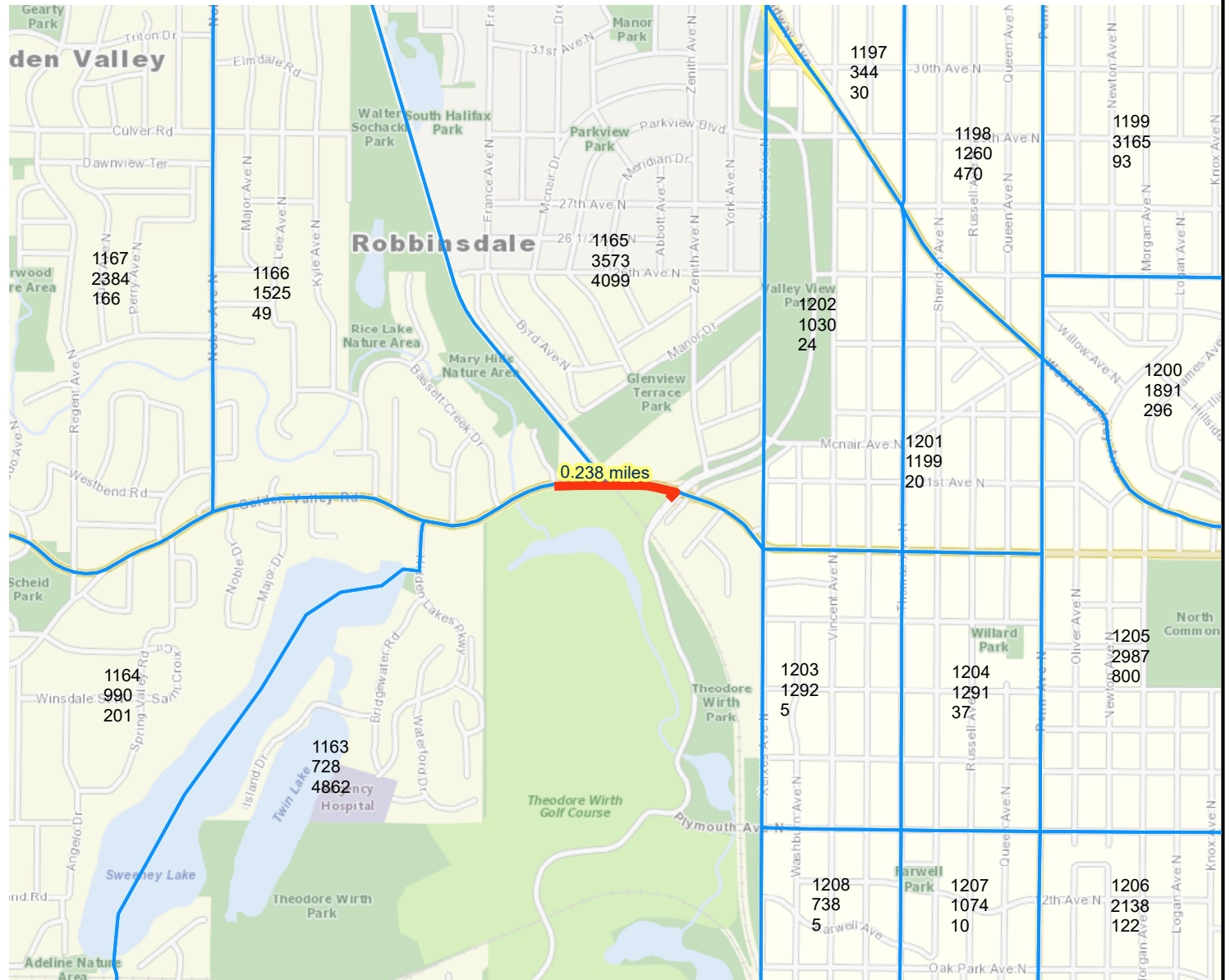


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: BCRT East | Map ID: 1648854034910

## Results

Within ONE Mile of project:  
 Total Population: 31684  
 Total Employment: 11982



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/1/2022  
 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

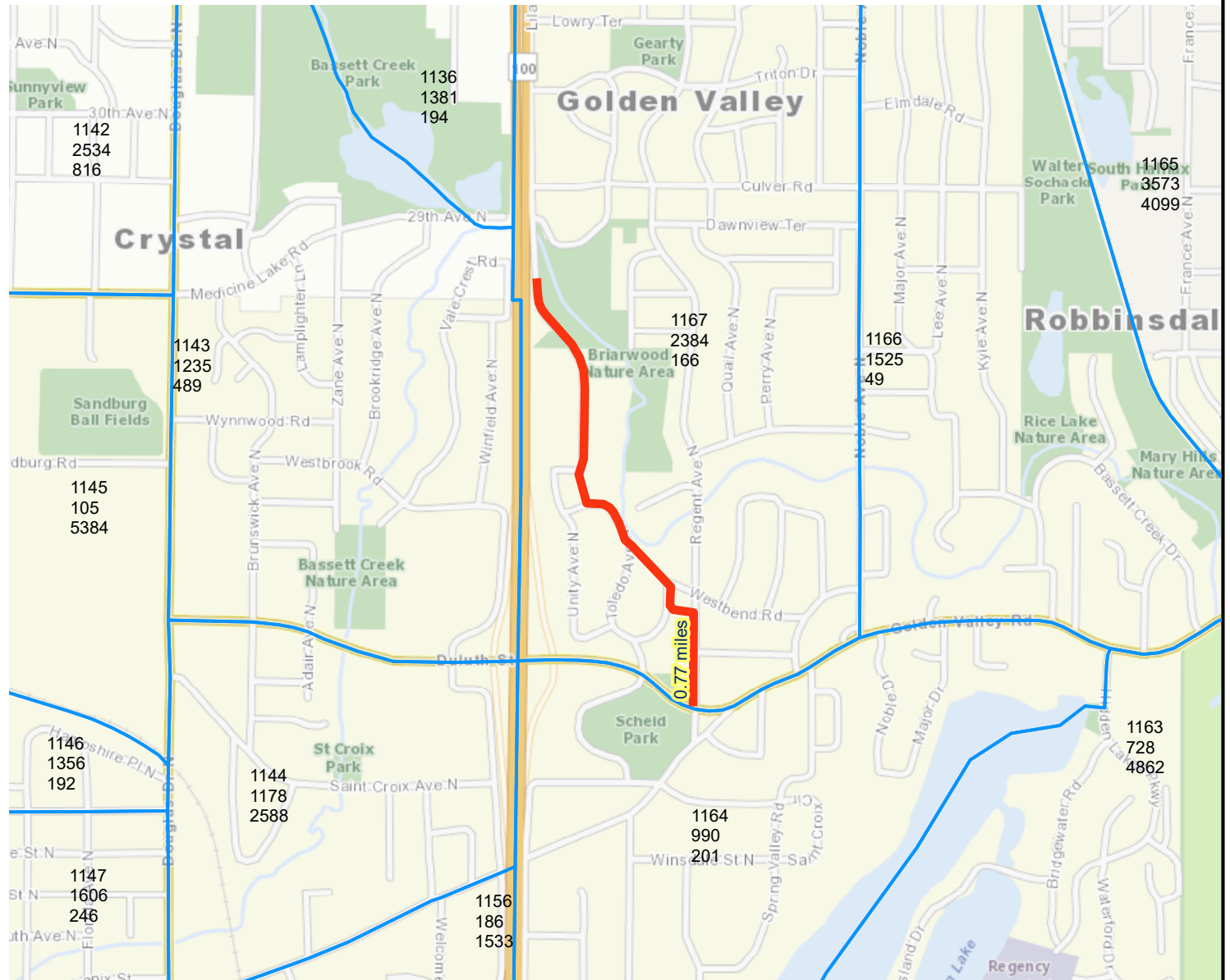


# Population/Employment Summary

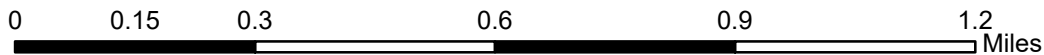
Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845

## Results

Within ONE Mile of project:  
 Total Population: 26564  
 Total Employment: 26974



-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 4/6/2022  
 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Between TH 100 to Duluth Street (CSAH 66) along Unity Ave., Toledo Ave., Scott Ave., and Regent Ave. and between Bonnie Lane and Theodore Wirth Parkway along Golden Valley Road (CSAH 66) in Golden Valley, Hennepin County

**Total Project Cost** – \$3,255,800

**Requested Federal Amount** - \$2,604,640

**Local, Secured Match Amount** - \$651,160

### Project Description:

The project will construct one new segment (East Segment) and reconstruct/realign one existing segment (West Segment) of multi-use trail that in partnership with two other funded /projects will complete the Bassett Creek Regional Trail, providing a contiguous facility from Theodore Wirth Parkway to French Regional Park/Medicine Lake Regional Trail (6.8 miles).

The East Segment (.25 miles) will construct a new trail on the south side of Golden Valley Road (CSAH 66) between Bonnie Lane and Theodore Wirth Parkway (RBTN Tier 1 Alignment). The West Segment (.7 miles) will reconstruct and realign 0.7 miles of local end-of-useful life trail (RBTN Tier 2 Alignment) between TH 100 and Regent Ave N and construct 500' of new regional trail on the west side of Regent Ave N to Golden Valley Road. A regional trail connecting the segments is fully funded for construction in 2024. The project will leverage this investment to provide a consistent facility that will improve user experience, safety, and orientation.

Existing facilities along the project alignment are disjointed and degraded, with a mix of surface materials, substandard bituminous curbs, narrow widths, and inconsistent signage. The East Segment experiences high numbers of crashes, and trail users and residents have safety concerns over speeding and distracted driving. The West Segment floods frequently; the final realignment will follow recommendations from a current study by Golden Valley.

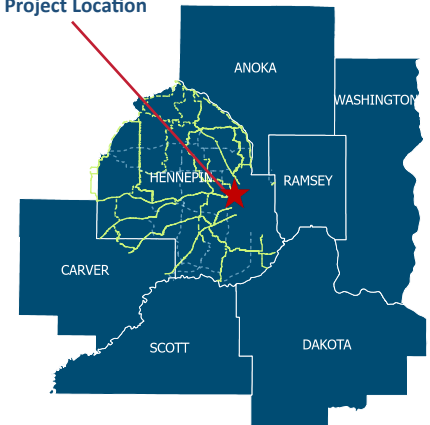
### Proposed Project Elements:

- A 10-foot wide, off-street, protected bituminous trail between TH 100 and Golden Valley Road and Bonnie Lane and Theodore Wirth Parkway, meeting all ADA requirements.
- Improved at-grade crossings, including accessible curb ramps
- 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 impacted curb line.
- Trail realignment to avoid flood closures.
- Trail wayfinding consistent with the regional trail system.

### Proposed Benefits Include:

- Expand transportation options for equity populations throughout the service area,
- Improve access to existing transit routes 14 (service to Robbinsdale Transit Center and downtown Minneapolis) and 764 (express service to downtown Minneapolis) and the future METRO Blue Line Extension LRT West Broadway Route,
- Connect to Theodore Wirth Regional Park, Minneapolis' Grand Rounds trail network, and other community amenities, and
- Provide a safe corridor for all ages, abilities, and travel modes, improving bikeway continuity across Plymouth, New Hope, Crystal, Golden Valley, and Minneapolis.

Project Location



Desirable After Conditions:



Typical regional trail along road through a more developed setting: The above photo shows an example of what the trail will look like following construction.

### Project Map

**Legend**

- Project
- Existing/Planned Trail
- 🚗 Transit
- P Parking




# Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion Supporting Photos



## Reconstruct End of Useful Life Trail:



Location A

➤ **Replace End of Useful Life/Substandard Trail:** This photo shows the deterioration of the existing 8' trail and attempts to maintain it with patching.

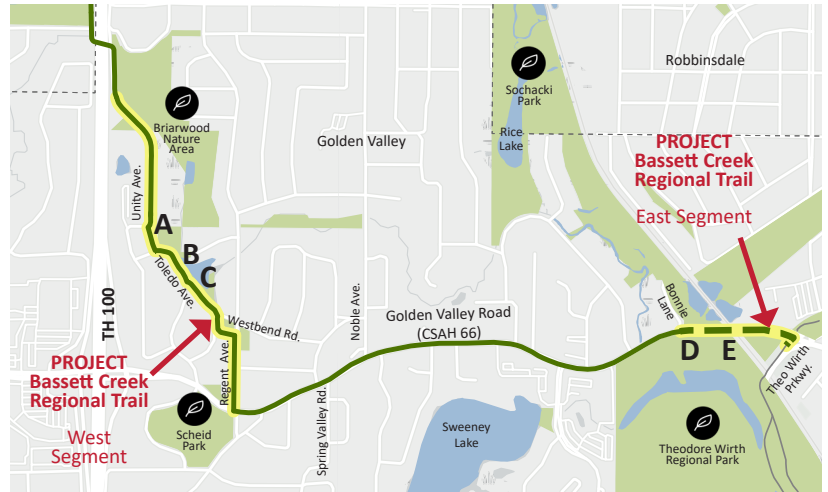


Photo Location Map

## ADA Improvements/Regional Trail Upgrades:



Location B

➤ **Trail Accessibility and Functionality:** This project upgrades pedestrian ramps that are not ADA compliant with new curb ramps and truncated domes and upgrades the trail to meet regional trail standards (10' wide, striping, 100' curve radii) supporting multi-use and two way directional travel.



Location D

## Realign/Upgrade Trail to Avoid Flooding:



Location C

➤ **Flooded Trail Conditions:** The above photo demonstrate the affects of common flooding during spring thaw and after major rain events - which is becoming more frequent and significant. This project will address the flooding conditions, and in doing so, increase the safety, reliability and useability of the trail on a year round basis.



Location E

➤ **Consistent, Seamless Regional Trail Facility:** This project replaces a patchwork of concrete, deteriorating bituminous boulevard, and substandard bituminous curb with an off-road, multi-use 10' wide bituminous trail and concrete curb creating a safe place for people walking and biking along a stretch of Golden Valley Road with several significant accidents in the recent past. It, in partnership with 2 other funded and planned projects, also results in a consistent, seamless regional trail facility for the entire 7 mile regional trail corridor.

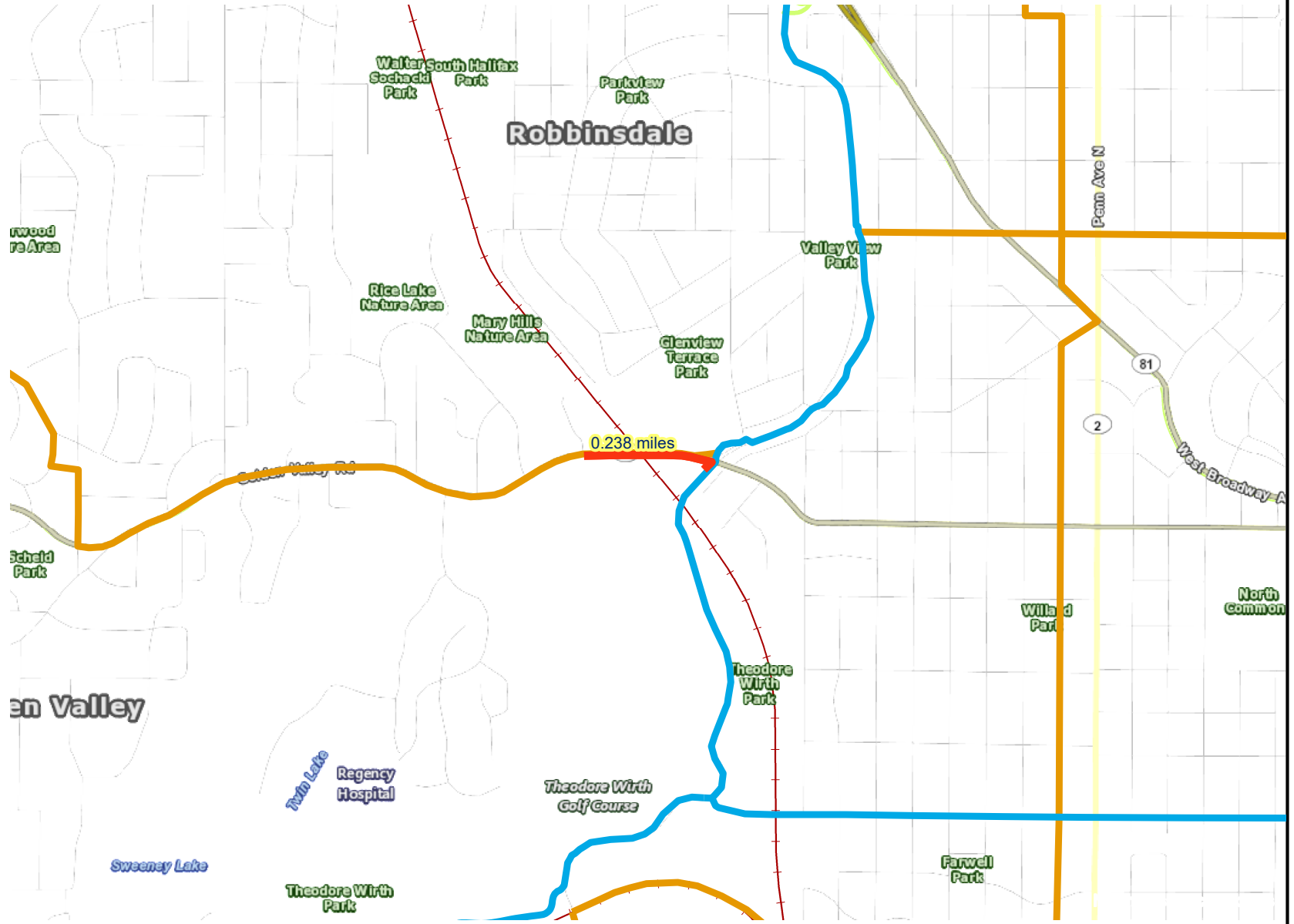
## Completes Final Bassett Creek Regional Trail Gap:

# Project to RBTN Orientation

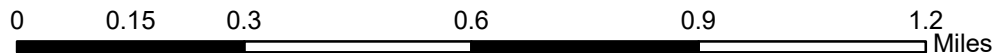
Multiuse Trails and Bicycle Facilities Project: BCRT East | Map ID: 1648854034910

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 4/1/2022  
LandscapeRSA6



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

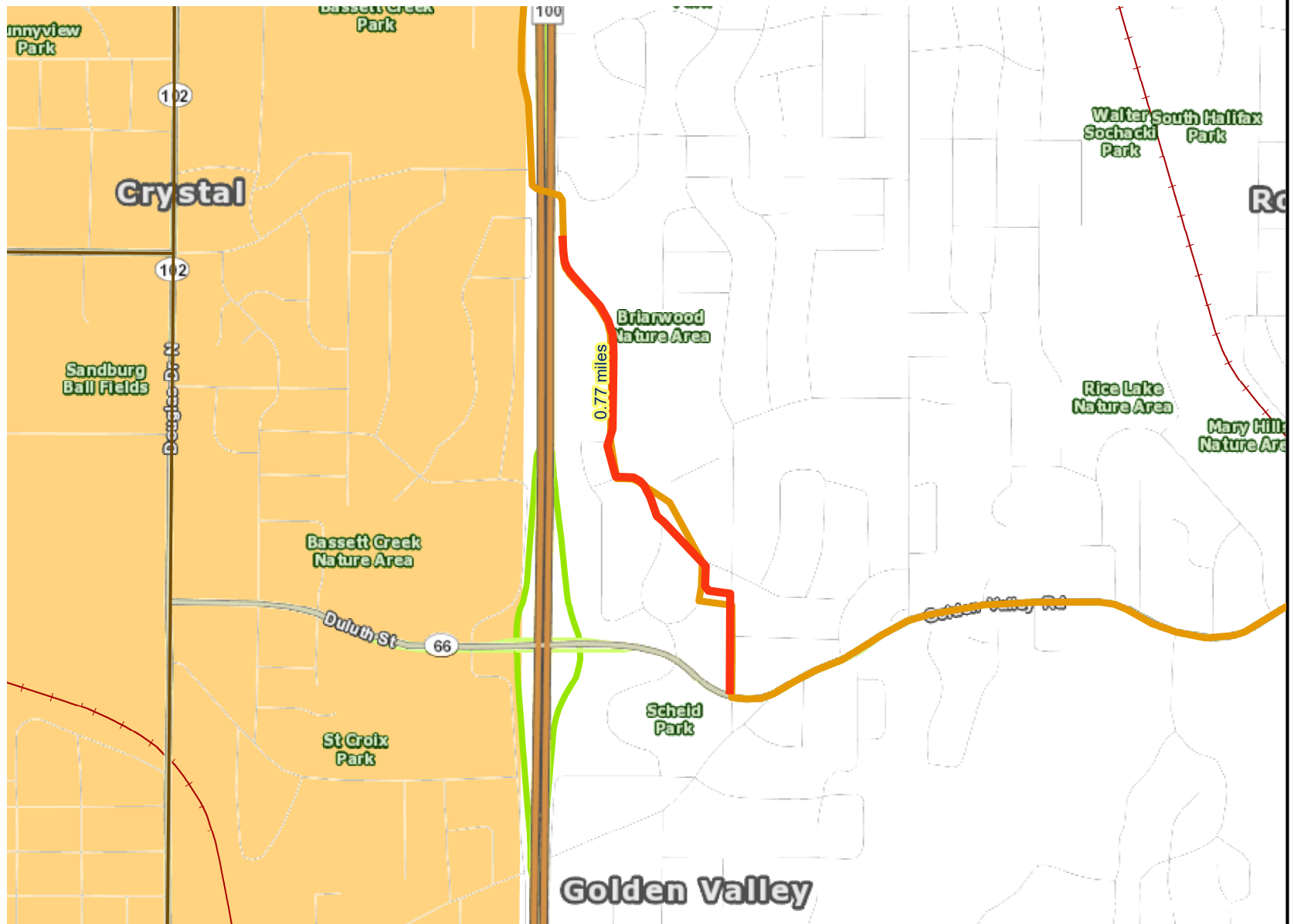


# Project to RBTN Orientation

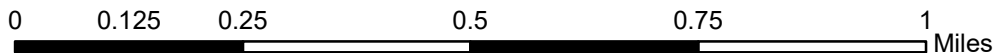
Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 4/6/2022  
LandscapeRSA6



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

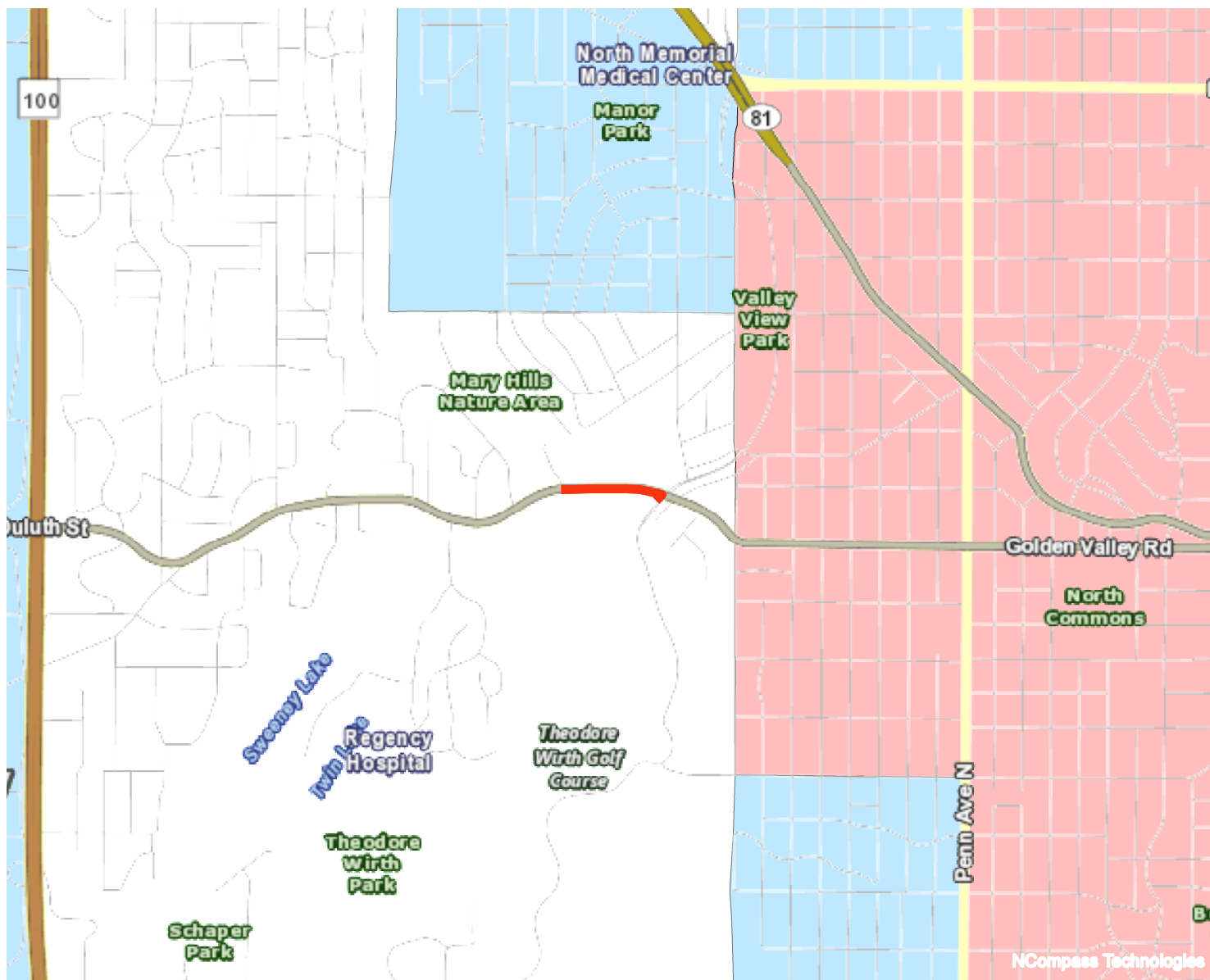


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 303

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/1/2022  
LandscapeRSA2



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



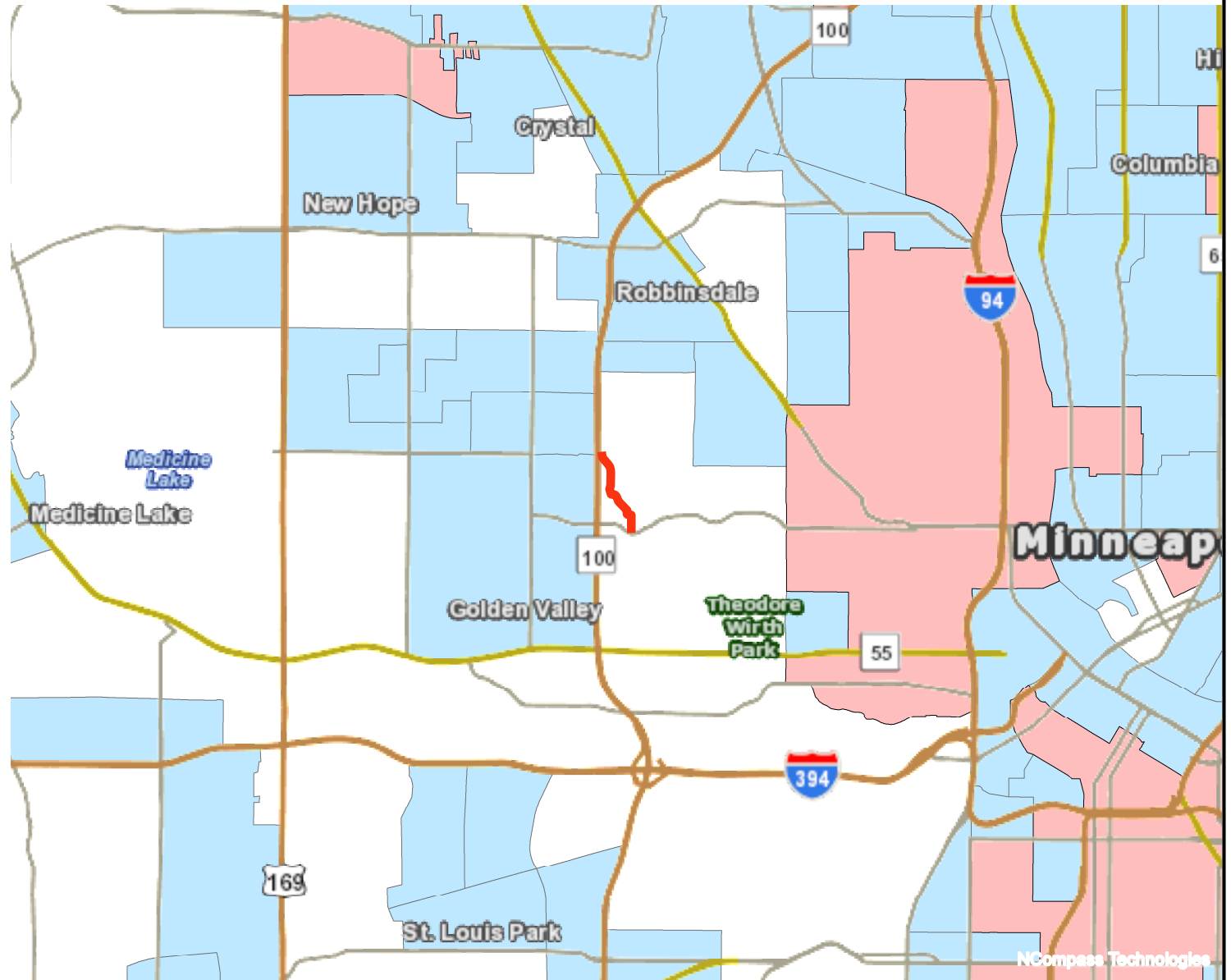
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 55

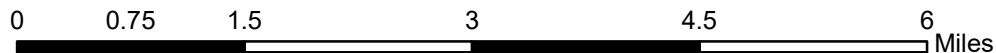
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/6/2022  
LandscapeRSA2



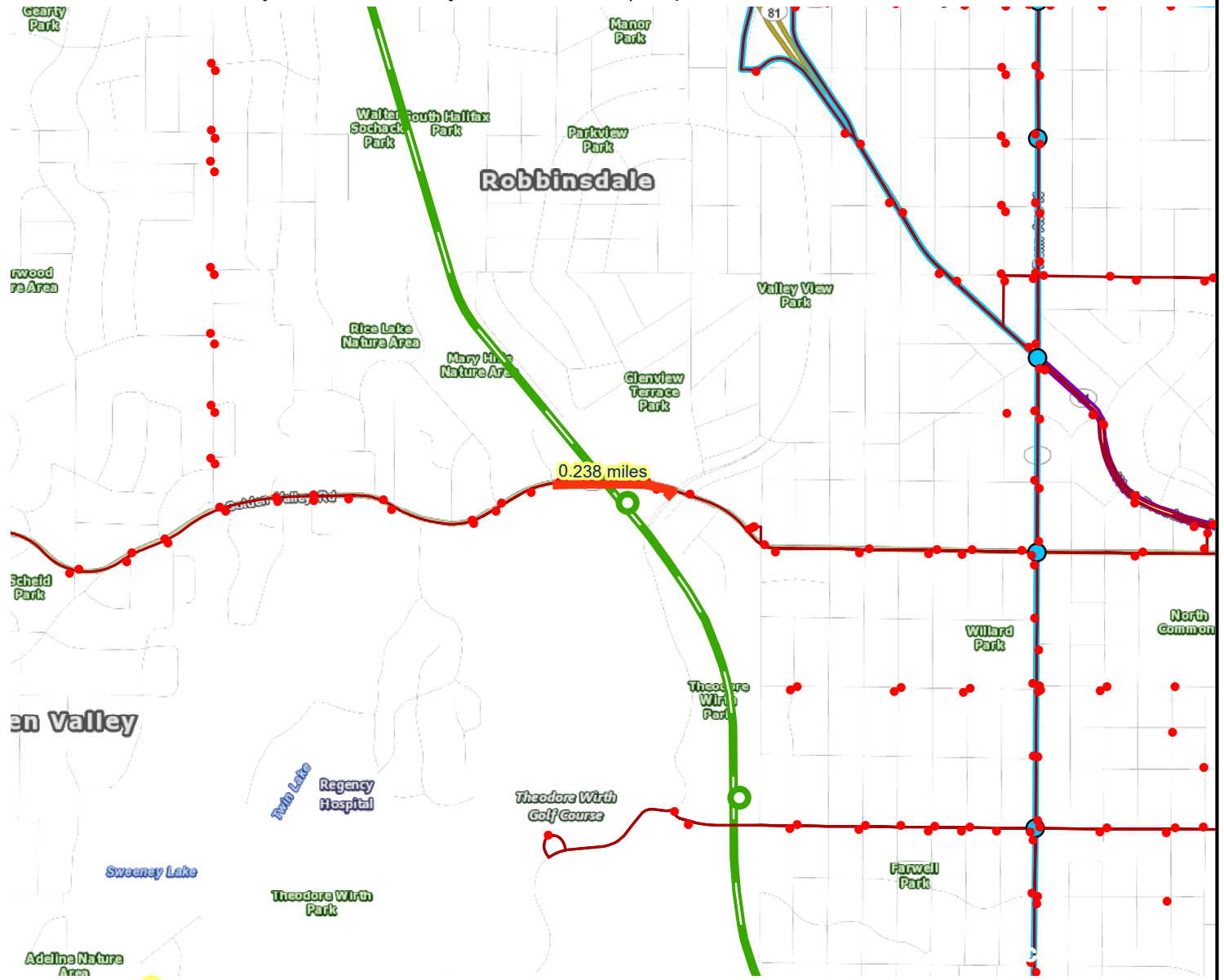
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





# Transit Connections

Multiuse Trails and Bicycle Facilities Project: BCRT East | Map ID: 1648854034910



## Results

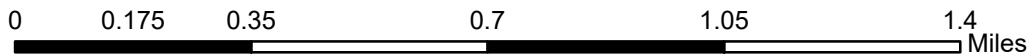
Transit with a Direct Connection to project:  
14

\*Blue Line Extension

\*indicates Planned Alignments

Transit Market areas: 3

- |  |                            |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Transit Routes              |  | Modern Streetcar            |  |                             |  |                           |



Created: 4/1/2022  
LandscapeRSA3

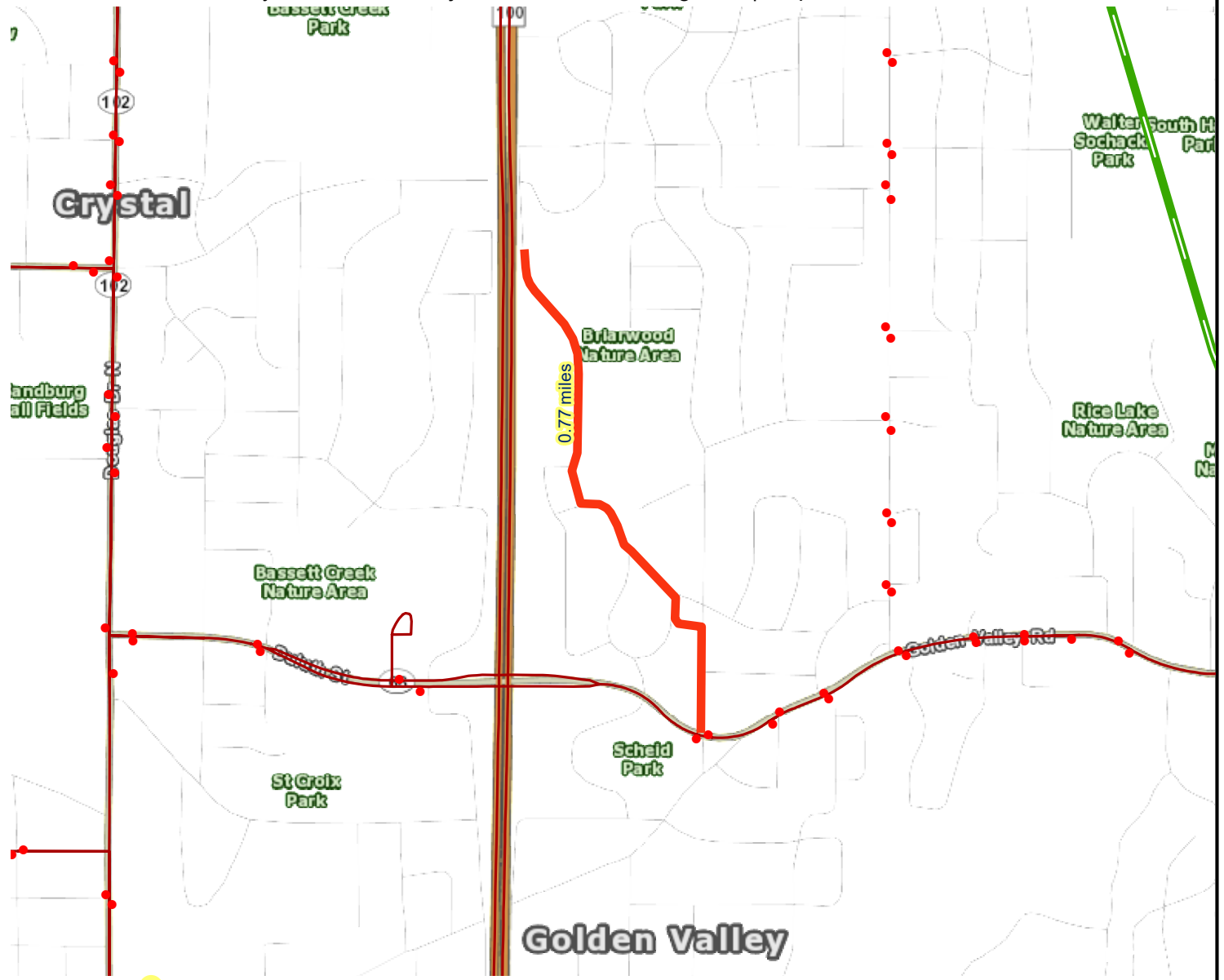


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: BCRT - West Segment | Map ID: 1649262370845



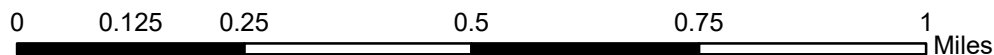
## Results

Transit with a Direct Connection to project:  
14 764

*\*indicates Planned Alignments*

Transit Market areas: 3

- |  |                            |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  |                           |



Created: 4/6/2022  
LandscapeRSA3



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7800 Golden Valley Road  
Golden Valley, MN 55427

March 11, 2022

Kelly Grissman, Director of Planning  
Three Rivers Park District  
3000 Xenium Lane North  
Plymouth, MN 55441-1299

Re: Letter of Support  
2022 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
Bassett Creek Regional Trail – Golden Valley Reconstruction and Expansion

Dear Ms. Grissman,

The City of Golden Valley supports Three Rivers Park District's federal transportation funding request to reconstruct an existing, end-of-life trail segment (TH 100 to Regent) and construct the last missing trail segment (Bonnie Lane to Theodore Wirth Parkway) of the Bassett Creek Regional Trail in Golden Valley. The City understands that this project, in conjunction with the funded and scheduled regional trail segment between Regent to Bonnie Lane, will fully complete the Bassett Creek Regional Trail within the City - closing a major gap in the regional bicycle transportation system.

Further, this project builds off the City and the Park District's successful history of planning, designing, constructing and operating the regional trail system within the City. In fact, the Bassett Creek Regional Trail is recognized in the City's 2040 Comprehensive Plan and was supported by resolution with the adoption of the master plan in October 2011.

The reconstruction and expansion of the regional trail will enhance the livability and quality of life in Golden Valley by improving mobility and connectivity to and between the local and regional trail systems, as well as public transit, neighborhoods, job centers and local retail centers. The City looks forward to working with you on the implementation of this project and fully supports your funding efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marc Nevinski".

Marc Nevinski  
Physical Development Director

HENNEPIN COUNTY  
MINNESOTA

March 30, 2022

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

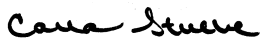
Re: Support for 2022 Regional Solicitation Application - Bassett Creek Regional Trail  
Along CSAH 66 (Golden Valley Road) from Bonnie Lane to Theodore Wirth Parkway  
Along various roadways from TH 100 to CSAH 66 (Golden Valley Road)

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the Bassett Creek Regional Trail which is anticipated to improve conditions for people walking and biking as originally recommended in the 2012 Bassett Creek Regional Trail Master Plan.

Hennepin County supports this funding application and agrees to 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 for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that Three Rivers Park District includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the future Bassett Creek Regional Trail.

Sincerely,



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

cc: Jason Pieper, P.E. – Capital Program Manager



***A Resolution supporting Three Rivers Park District efforts to apply for federal funding in the 2022 Regional Solicitation Process***

Date: March 21, 2022

Motion: Moved by: Courtney Costigan Seconded by: Greg Anderson

WHEREAS; The Metropolitan Council released 2022 Regional Solicitation application on February 22<sup>nd</sup> for metro agencies to apply for federal grant funding to construct and/ or reconstruct Multiuse Trails and Bicycle Facilities; and,

WHEREAS; Three Rivers Park District intends to submit 13 applications, for federal grant funding for construction and reconstruction on 12 regional trails throughout Hennepin County; and,

WHEREAS; The projects include the Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion, Bryant Lake Regional Trail Construction, CP Rail Regional Trail: Bloomington/Edina Construction, Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail; Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction; Medicine Lake Regional Trail: Reconstruct 3.75 miles in Plymouth, Nine Mile Creek Regional Trail: 11th Avenue Reconstruction, Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation and Trail Realignment/Reconstruction, Shingle Creek Regional Trail: Noble Avenue Reconstruction, West Mississippi River Regional Trail: TH 169 to Douglas Avenue Construction and West Mississippi River Regional Trail: Douglas Avenue to 109th Ave Construction; and,

WHEREAS; These projects would add about 12 miles of new regional trail, reconstruct about 10 miles of substandard regional trail, improve about 8 miles of existing regional trails and provide a trail underpass of Winnetka Ave (CSAH 103); and,

WHEREAS; These projects are consistent with the 2040 Hennepin County Bicycle Transportation Plan; and,

WHEREAS; Physically protected bike lanes provide greater safety and comfort for people riding bikes; and,

WHEREAS; The Hennepin County Active Transportation Committee (ATC) has reviewed the proposed application efforts and discussed its merits with County staff;

NOW THEREFORE BE IT RESOLVED;

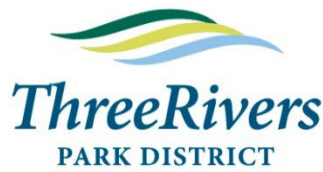
The Hennepin County Active Transportation Committee supports Three Rivers Park District in efforts to secure federal funds through the Metropolitan Council's Regional Solicitation process.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Aye	Hokan – District 4	Absent
Gilbert Odonkor – District 1	Aye	Courtney Costigan – District 5	Aye
Jenny Ackerson – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Bob Byers – District 6	Absent
Dave Carlson – District 3	Absent	Lou Miranda – District 6	Aye
Laura Groenjes Mitchell – District 3	Aye	Greg Anderson – District 7	Aye
Jay Eidsness – District 4	Aye	Lee Newman – District 7	Absent

RESOLUTION ADOPTED

Attest:   
Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator



Three Rivers  
Park District  
Board of  
Commissioners

April 11, 2022

Marge Beard  
District 1

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

Dear Ms. Koutsoukos,

Jennifer DeJournett  
District 2

Three Rivers Park District is excited to move forward with completion of Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion. 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 our regional trail system 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 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 in partnership with the local city will determine which option to move forward with prior to completion of the trail.

John Gunyou  
Chair  
District 4

John Gibbs  
District 5

Sincerely,

Gene Kay  
Appointed  
At Large

A handwritten signature in blue ink that reads "Boe R. Carlson".

Boe R. Carlson  
Superintendent and Secretary to the Board  
Three Rivers Park District

Jesse Winkler  
Appointed  
At Large

Cc: Danny McCullough, Regional Trail System Manager, Three Rivers Park District

Boe Carlson  
Superintendent