



Three Rivers

PARK DISTRICT



Bassett Creek Regional Trail master plan

February 16, 2012

the **mission** of Three Rivers Park District is to promote environmental stewardship through recreation and education in a natural resources-based park system.

Three Rivers Park District was established in 1957 after legislation was enacted in 1955 allowing for the activation of park districts whose primary duties are “acquisition, development and maintenance of large parks, wildlife sanctuaries, forest and other reservations, and means for public access to historic sites and to lakes, rivers and streams and to other natural phenomena” (Minnesota State Statutes, Chapter 398.07).

Three Rivers Park District serves more than 8 million visitors each year with over 26,500 acres of park reserves, regional parks and special-use areas in Hennepin and six adjoining counties and 100 miles of regional trails. Current outdoor-recreation activities in regional parks and trails include camping, hiking, cross-country and downhill skiing, tubing, bicycling, in-line skating, horseback riding, nature interpretation, golfing, fishing and swimming. Three Rivers Park District also operates a natural resources management program, which administers the restoration and perpetuation of both native wildlife and plants in order to provide opportunities for a high-quality recreational experience for park visitors.



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Acknowledgements

Three Rivers Park District (Park District) gratefully acknowledges the community members and other Task Force participants who contributed to content of the Bassett Creek Regional Trail Master Plan.

The Park District extends a special thank you to the individuals listed below who provided guidance, time, questions, and critical insight throughout the process.

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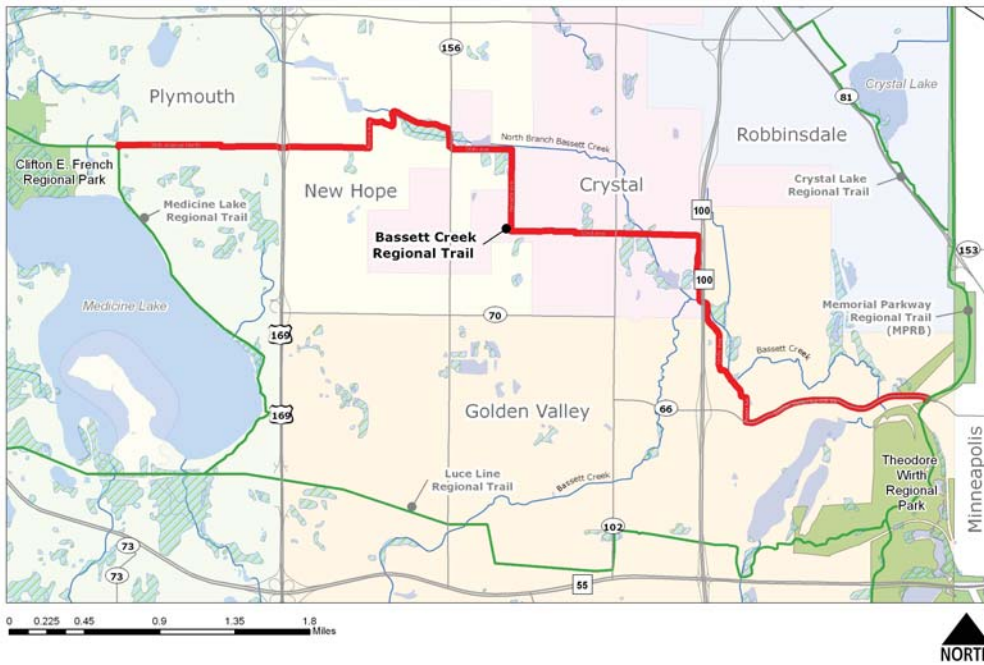
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Executive Summary

The Bassett Creek Regional Trail will fill a gap in the regional park and trail system with a safe, accessible and enjoyable option. Currently, many Twin Cities metropolitan area residents traveling to and through the first tier suburbs do not have access to safe, convenient and attractive off-road regional trail networks. The Bassett Creek Regional Trail will expand commuting, transit and recreational access to vital employment, retail and recreational sites in the metropolitan region - providing safety, economic development, mobility and environmental benefits. As a linking trail, the Bassett Creek Regional Trail may help reduce congestion and increase transportation efficiency.



Bassett Creek Regional Trail Location & Contextual Relationship

Source: Three Rivers Park District

When completed, the regional trail will measure approximately seven miles from French Regional Park, through the Cities of Plymouth, New Hope, Crystal, and Golden Valley to the Minneapolis Grand Rounds at Theodore Wirth Regional Park. The Bassett Creek Regional Trail will provide direct and indirect access to residential neighborhoods, two elementary schools, a middle and high school, commercial nodes, and numerous connections to local and regional parks and trail systems.

The regional trail corridor generally follows a route extending east and south from French Regional Park along 36th Avenue in Plymouth, over Trunk Highway 169 (TH 169) to Boone Avenue in New Hope. At Boone Avenue,

the regional trail diverts through Northwood Park before reconnecting with 36th Avenue to Nevada Avenue in Crystal. From Nevada Avenue, the regional trail corridor traverses south to 32nd Avenue and across Trunk Highway 100 (TH 100) into Golden Valley. From TH 100, the regional trail corridor traverses alongside Lilac Drive, Unity Avenue, Minnequa Drive, Westbend Road, Regent Avenue and Golden Valley Road/County Road 66 (CR 66) before connecting to its eastern destination at Theodore Wirth Regional Park.

Three Rivers Park District (Park District) established a regional trail master planning process that included representatives from all affected municipalities, public agencies, and the general public to provide opportunities for input that contributed to the master plan outcome. A Bassett Creek Regional Trail Task Force was established that guided the trail master plan and coordinated planning efforts within the local communities and greater region. Members of the Task Force included representatives from the following affected stakeholders: Cities of Plymouth, New Hope, Crystal and Golden Valley, Hennepin County Transportation Department, and Minneapolis Park and Recreation Board.

The Park District presented general regional trail information and the preliminary Bassett Creek Regional Trail route to adjacent communities at City Council and Park Board meetings during the fall of 2010. While no formal action was taken by each community, informal approval of the regional trail route was indicated.

The Park District, in conjunction with the adjacent trail communities, hosted a public open house where the general public reviewed the work of Task Force planning efforts and provided comment.

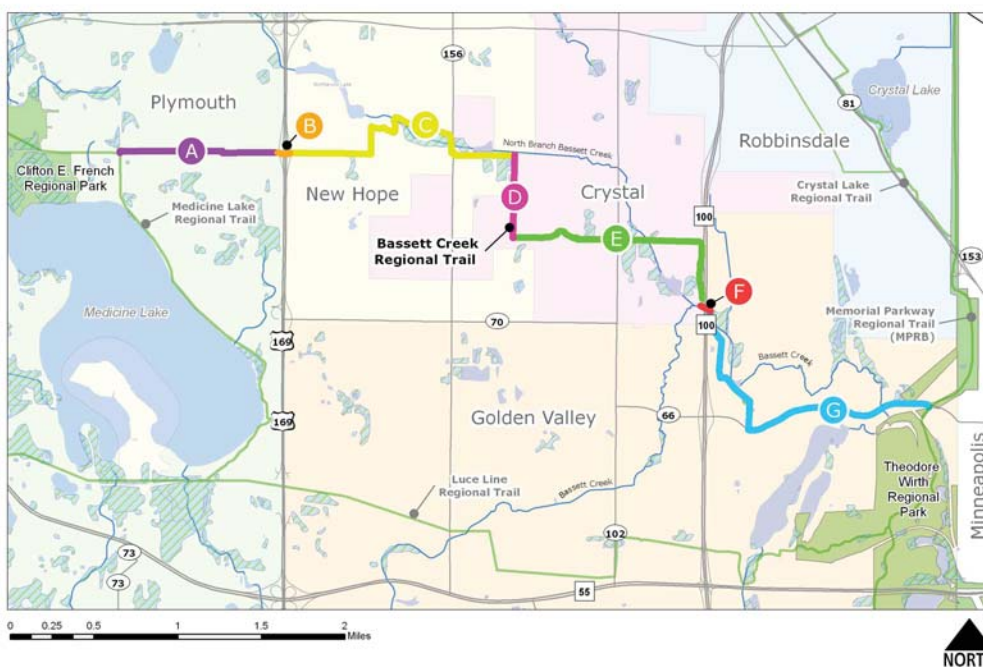
Active use of the Bassett Creek Regional Trail is expected to provide walking/hiking, bicycling, running/jogging, bicycling, in-line skating, and dog walking opportunities during the non-winter months. The Park District's seasonal-use data of existing regional trails indicates that significant use of the trail will occur in the spring, summer and fall seasons. Winter use of the Bassett Creek Regional Trail is dependent on weather conditions and independent winter use agreements with local communities to maintain and operate the trail during the winter season (defined as November 15 to March 31).

When fully constructed, the Bassett Creek Regional Trail is projected to generate 176,425 annual visits. Bassett Creek Regional Trail will connect single and multifamily residential neighborhoods, local schools, institutions, commercial areas and major recreation sites. These local and regional connections are intended to provide underserved Park District communities with a safe, multi-modal transportation option.

The Bassett Creek Regional Trail route is comprised of constructed and unconstructed segments, in varying states of Park District design standard compliance. Bassett Creek Regional Trail has been divided into seven major segments. A detailed route assessment is provided in the master plan document.

Bassett Creek Regional Trail Segments

Segment	From	To	Along Through	Length
Plymouth				
A	Zachary Lane (adjacent to French Regional Park)	TH 169 Pedestrian Bridge	36th Avenue	1.10 mile
Plymouth New Hope				
B	TH 169 Pedestrian Bridge			0.06 mile
New Hope				
C	TH 169 Pedestrian Bridge	Nevada Avenue	36th Avenue Boone Avenue Northwood Park Winnetka Avenue 36th Avenue	1.63 mile
New Hope Crystal				
D	36th Avenue	32nd Avenue	Nevada Avenue	0.50 mile
Crystal				
E	Nevada Avenue	Highway 100 Pedestrian Bridge	32nd Avenue Valley Place Park Bassett Creek Park	1.57 mile
Crystal Golden Valley				
F	TH 100 Pedestrian Bridge			0.18 mile
Golden Valley				
G	TH 100 Pedestrian Bridge	Theodore Wirth Parkway (Theodore Wirth Regional Park)	Lilac Drive Briarwood Nature Area Unity Avenue/Minnaqua Drive Westbend Road Regent Avenue Golden Valley Road/CR 66	1.98 mile



Source: Three Rivers Park District

Operations & Maintenance Plan

Bassett Creek Regional Trail is operated under Park District ordinances and policies. The regional trail is overseen by professional public safety operations and maintenance staff. Services and maintenance staffing levels increase as needed and as funding permits through the employment of seasonal staff. Park Service Officers and Park Police Officers provide public safety services. Volunteers also assist with trail patrol.

Specific patrol of the Bassett Creek Regional Trail will be the primary responsibility of trail patrol staff assigned to French Regional Park, however all public safety staff patrol trails and on an as-needed basis or when call load presents an opportunity to conduct alternative patrol.

Due to extensive property holdings, geographic distribution of facilities and the need to create an efficient and cost-effective work force, the Park District organizes and budgets maintenance services in six geographic clusters that provide maintenance service to Park District regional parks, park reserves and regional trails. The French Work Cluster provides maintenance services for the Bassett Creek Regional Trail.

Estimated Costs & Funding

Regional trail implementation has both initial costs (acquisition and development) and ongoing costs (operations and maintenance). Trail development will occur as opportunities to coordinate with other agencies/projects occur, funding becomes available, and at the discretion of the Park District Board of Commissioners. Individual development projects may move forward to coincide with development adjacent to the trail corridor for purposes of cost savings.

Regional trail development includes the cost to prepare the site, reconfigure roadways as required, modify drainage patterns where necessary, pave the trail, and install striping, and landscaping. In total, the estimated capital improvement and acquisition cost for the Bassett Creek Regional Trail is \$2,798,896 - \$2,932,664.

Annual operations and maintenance costs are estimated at \$26,000 per year with one-time costs estimated at \$3,000.



Table of Contents

	Page
Section I	Planning Framework..... 1-6
	Overview..... 1
	Metropolitan Regional Parks System..... 1-3
	Three Rivers Park District..... 3
	Relationship to Other Plans..... 3-4
	Involved Public Agencies..... 4
	District-Wide Planning Guidelines..... 4-6
Section II	Trail Description & Background..... 7-14
	Location & Contextual Relationship..... 7
	Landscape Description..... 8-10
	Natural Resource Description..... 11-12
	Acquisition Status..... 12-13
Section III	Public Process..... 15-20
	Planning History..... 15
	Task Force..... 16
	Guiding Principles..... 16
	Evaluation & Findings..... 17-18
	Public Presentations & Open Houses..... 19
	Plan Review & Formal Approval Process..... 19
Section IV	Demand Forecast..... 21-34
	Overview..... 21
	Recreational Use Trends..... 21-23
	Existing Three Rivers Park District User Data..... 23-26
	Demographics..... 27-29
	Projected Trail Use..... 30-31
	Special Needs..... 32-33
Section V	Development Concept..... 35-50
	Development Plan..... 35-37
	Primary Trail Design Elements..... 37
	Supporting Trail Elements..... 37-40
	Route Assessment..... 40-50
	Implementation..... 50

Section VI	Operations & Maintenance Plan	51-56
	Ordinances.....	51
	Operations - Public Safety.....	51-52
	Operations - Maintenance.....	52-54
	Operations Natural Resources.....	55
	Public Awareness.....	55
Section VII	Estimated Costs & Funding.....	57-60
	Boundaries & Acquisition Costs.....	57
	Development Costs.....	57
	Operating Costs.....	57
	Funding Sources.....	58
	Other Revenue.....	59
Appendix A	Regional Trail Route Maps.....	61-76
Appendix B	Detailed Capital Improvement Cost Estimate.....	77-80
Appendix C	Resolutions of Support.....	81-85

List of Tables

Table 1	Household Description of Park District Regional Trail Visitors.....	24
Table 2	Age of Park District Regional Trail Visitors.....	24
Table 3	Annual Household Income of Park District Regional Trail Visitors.....	25
Table 4	Highest Educational Level Park District Regional Trail Visitors.....	25
Table 5	Gender of Park District Regional Trail Visitors.....	26
Table 6	Race of Park District Regional Trail Visitors.....	26
Table 7	Regional Trail Activity Use.....	30
Table 8	Regional Trail Seasonal Use.....	30
Table 9	Regional Trail Estimated Annual Visits.....	30
Table 10	Regional Trail Primary Activity.....	31
Table 11	Wayfinding Signage Configurations.....	39
Table 12	Wayfinding Signage Locations.....	39
Table 13	Bassett Creek Regional Trail Segments.....	41

List of Figures

Figure 1	Metropolitan Regional Parks System.....	1
Figure 2	MetropolitanRegionalParksSystemPlanUpdate.....	2
Figure 3	First Tier Regional Trails - Preferred Scheme.....	5
Figure 4	Regional Trail Corridors, System Status.....	6
Figure 5	Bassett Creek Regional Trail Location & Contextual Relationship.....	7
Figure 6	Bassett Creek Regional Trail Service Area.....	27
Figure 7	Population Growth Comparison.....	28
Figure 8	Household Growth Comparison.....	28
Figure 9	Primary Service Area Age Distribution.....	28
Figure 10	Primary Service Area Household Description.....	28
Figure 11	Education Attainment Comparison.....	29
Figure 12	Household Income Comparisons.....	29
Figure 13	Preferred Regional Trail Cross Section.....	36
Figure 14	Bassett Creek Regional Trail Segments.....	41
Figure 15	Segment A - Plymouth.....	42
Figure 16	Segment A1 Corridor Example.....	42
Figure 17	Segment A2 Corridor Example.....	42
Figure 18	Segment B Corridor Example.....	43
Figure 19	Segment B - Plymouth New Hope.....	43
Figure 20	Segment C1 Corridor Example.....	43
Figure 21	Segment C - New Hope.....	44
Figure 22	Segment C3 Corridor Example.....	44
Figure 23	Segment C4 Corridor Example.....	44
Figure 24	Segment C6 Corridor Example.....	45
Figure 25	Segment D - New Hope Crystal.....	45
Figure 26	Segment D Corridor Example.....	45
Figure 27	Segment E - Crystal.....	46
Figure 28	Segment E1 Corridor Example.....	46
Figure 29	Segment E5 Corridor Example.....	47
Figure 30	Segment E6 Corridor Example.....	47
Figure 31	Segment F Corridor Example.....	48
Figure 32	Segment F - Crystal Golden Valley.....	48
Figure 33	Segment G - Golden Valley.....	49
Figure 34	Segment G1 Corridor Example.....	49
Figure 35	Segment G2 Corridor Example.....	49
Figure 36	Segment G4 Corridor Example.....	50

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Planning Framework

Overview

The Bassett Creek Regional Trail will fill a gap in the regional park and trail system with a safe, accessible and enjoyable option. Currently, metro area residents traveling to and through the first tier suburbs do not have access to safe, convenient and attractive off-road regional trail networks that support bicycle and pedestrian mobility and connect with existing and planned transit facilities.

The Bassett Creek Regional Trail will expand commuting and recreational access to vital employment, retail and recreational sites in the metropolitan region - providing safety, economic development, mobility and environmental benefits. As a linking trail, the Bassett Creek Regional Trail may help reduce congestion and increase transportation efficiency.

When completed, the trail will measure approximately seven miles from French Regional Park, through the Cities of Plymouth, New Hope, Crystal, and Golden Valley to the Minneapolis Grand Rounds at Theodore Wirth Regional Park (Figure 1).



Figure 1

Metropolitan Regional Parks System

Dark green areas denote existing and proposed parks and trails owned and operated by Three Rivers Park District. The Bassett Creek Regional Trail corridor is denoted in red.

Metropolitan Regional Parks System

The Twin Cities' nationally renowned Metropolitan Regional Parks System significantly contributes to the area's high quality of life. Establishing green space for recreation and resource protection enhances the region's livability and economic strength.

The Metropolitan Regional Parks System includes 51 regional parks and park reserves, 38 regional trails, and seven special recreation areas and is still growing. Currently, there are over 54,000 acres of protected lands, with planned acquisition of an additional 15,000 acres over the next 20 years. The Metropolitan Regional Parks System is made up of ten park implementing agencies, consisting of six county park departments, three city park departments and Three Rivers Park District.

The Metropolitan Council is a regional planning agency that oversees and provides partial funding of the regional parks system. The Metropolitan Council works with the implementing agencies to assist in the acquisition and development of regional parks and trails to provide outdoor recreation for public enjoyment and natural resources protection. The Metropolitan Council and implementing agencies also develop regional park policies to protect the region’s water quality, promote best management practices, and help integrate the parks system with housing, transportation and other regional priorities.

The Metropolitan Council also provides guidance in the development of master plans for units of the regional parks and trail system. The Bassett Creek Regional Trail Master Plan reflects that guidance. Each regional park or trail must have a master plan approved by the Metropolitan Council prior to receiving any acquisition, development or operational funding from the Metropolitan Council. The Bassett Creek Regional Trail is included in Metropolitan Council’s Regional Parks System Plan Update as a proposed regional trail corridor (Figure 2).

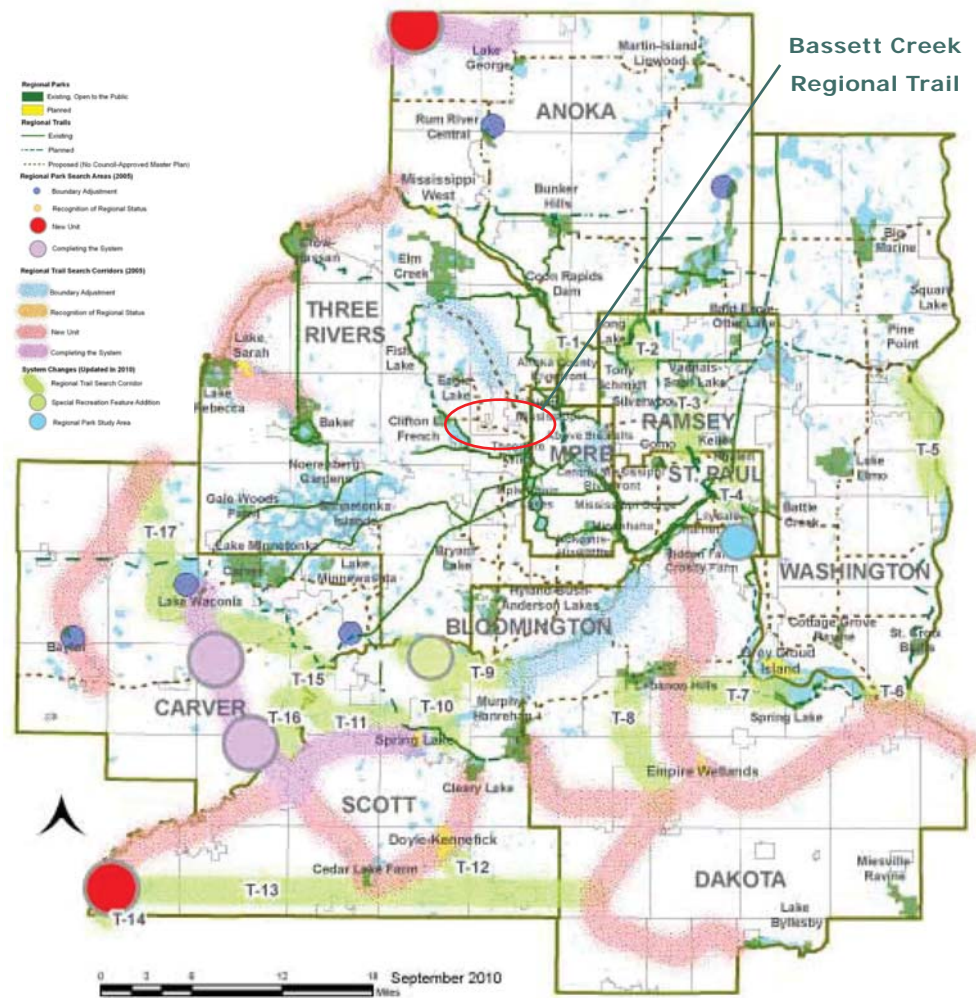


Figure 2
Metropolitan Regional Parks System Plan Update

Source: Metropolitan Council - 2030 Regional Policy Plan

The master plan for linking regional trails must address a series of topics, including boundaries and acquisition, recreation demand forecasts, development concept, implementation schedule, and development and operational cost estimates. Public input is encouraged throughout the master planning process. The Metropolitan Council's planning requirements help ensure consistency between the implementing agencies and their own regional plans.

Three Rivers Park District

Three Rivers Park District (Park District) is an independent, special park district charged with the responsibilities of acquisition, development and maintenance of regional park reserves, regional parks, regional special recreation features and regional trails for the benefit and use of the citizens of suburban Hennepin County, the seven-county Twin Cities metropolitan area and the State of Minnesota. The Park District works cooperatively with the Metropolitan Parks and Open Space Commission, Metropolitan Council and State Legislature as one of ten implementing agencies of the Metropolitan Regional Parks System.

The Park District's mission is to promote environmental stewardship through recreation and education in a natural resources-based park system. The Park District was established in 1957 by the Minnesota State Legislature when prominent members of the community promoted the benefits of parks in the outlying areas of Hennepin County. Three Rivers Park District's first park, Baker Park Reserve, was created when Morris T. Baker donated 210 acres of land, including a large section of shoreline on Lake Independence.

Today, the Park District's park reserves are among the largest wildlife habitat areas in the seven-county metro area. Eight million visitors annually access the 26,500 acres of park reserves, regional parks, and regional trail corridors and special recreation features. The Park District currently operates 100 miles of constructed regional trails with an additional 90 miles planned.

Relationship to Other Plans

In 2000, the Park District conducted a study (First Tier Trails, Greenways and Parks Master Plan) analyzing the possibility of trail corridors within the ten cities that make up the "first tier" ring of suburbs that border the northern, southern and western Minneapolis city limits. These trail corridors were developed based on recreation and transportation goals which are intended to provide value and linkages, balance recreation and natural resources, ensure safety and provide effective design (Figure 3).

In turn, the Park District developed this regional trail master plan specifically for Bassett Creek Regional Trail as part of the 2030 Regional

Parks Policy Plan requirement by the Metropolitan Council. The purpose of this trail master plan is to identify and capitalize on potential opportunities for new regional trail facilities where few facilities currently exist. The implementation of this trail corridor comes at an opportune time, by corresponding with other redevelopment plans and infrastructure improvements within the first tier suburbs.

Involved Public Agencies

The public agencies involved with the master plan process for the Bassett Creek Regional Trail include: the Park District, which is responsible for construction, operation and management of the trail; the four host cities adjacent to the corridor - Plymouth, New Hope, Crystal, and Golden Valley; Hennepin County Transportation Department; Minneapolis Park and Recreation Board; and Metropolitan Council.

District-Wide Planning Guidelines

The Park District manages its lands under four categories of regional open space: regional park reserves, regional parks, regional trail corridors and regional special recreation features.

Regional Park Reserves

Regional park reserves provide and protect representative areas of major landscape types found in the metropolitan area for the purposes of conservation, and outdoor recreation and to perpetuate appreciation and enjoyment by the public. The minimum size is 1,000 acres, with a desirable size of 2,000 acres or more. As a legacy to future generations and to establish and maintain an uncompromising sense of nature, 80 percent of each regional park reserve's land base shall be restored to and retained in a natural state as a viable entity, permitting up to 20 percent to be developed for compatible active-recreation use. The Park District owns and operates nearly 22,800 acres within seven regional park reserves.

Regional Parks

Regional parks provide a diversity of resources, contiguous to or including water resources, which can accommodate a wide variety of compatible outdoor-recreation uses. The minimum size is 100 acres, with a preferable size of 200 or more acres. The Park District develops active-recreation areas in regional parks in a manner that maintains sufficient natural areas to ensure quality outdoor-recreation experiences in a natural resources setting. The Park District owns and operates over 3,000 acres within ten regional parks.

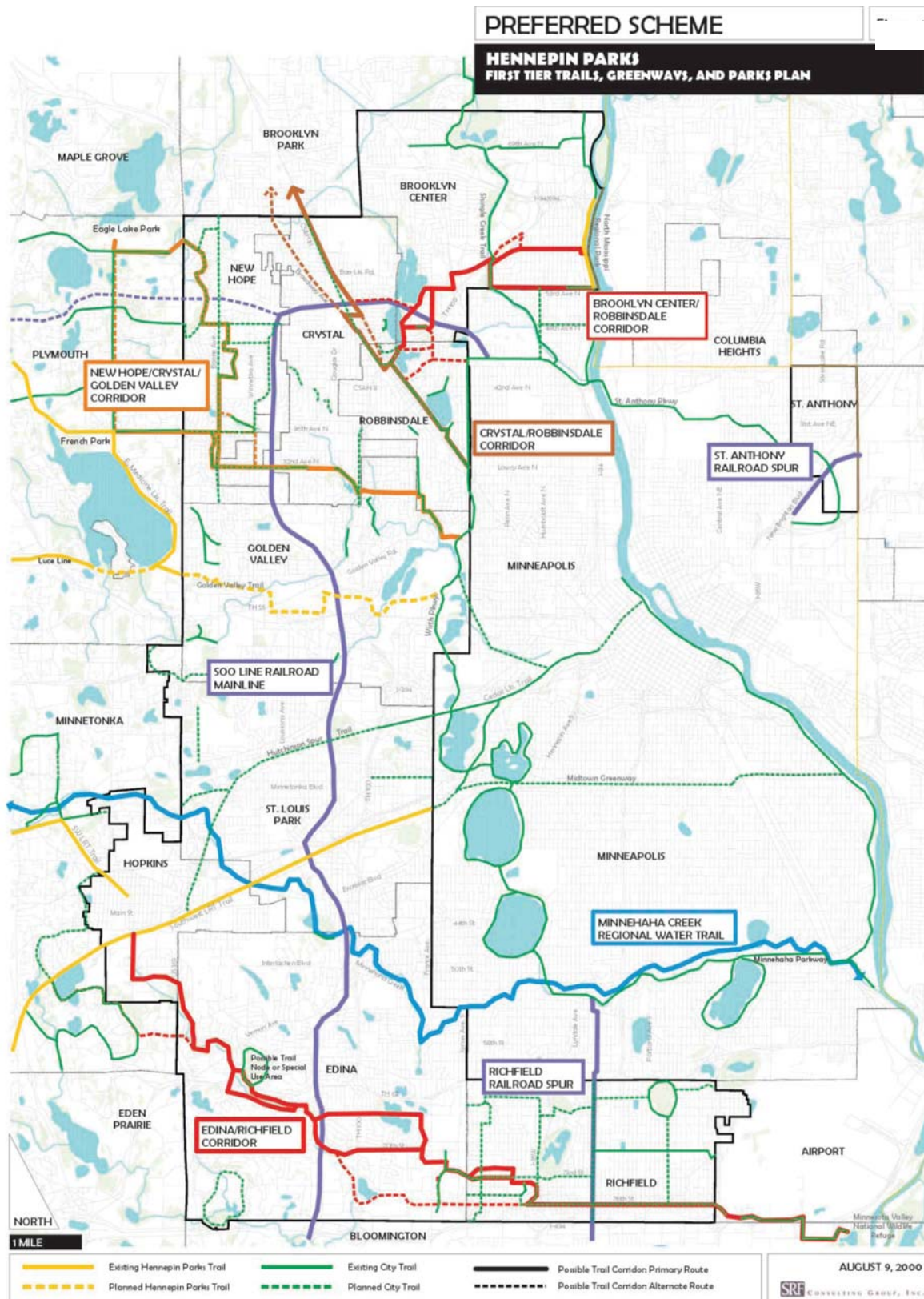


Figure 3

First Tier Regional Trails - Preferred Scheme

Bassett Creek Regional Trail is identified as its original notation, "New Hope/Crystal/Golden Valley Corridor."

Source: Three Rivers Park District - First Tier Trails, Greenways, and Parks Plan (2000)

Regional Trail Corridors

Regional trail corridors provide for recreational trail activities on linear resources. They perform a recreational-transportation function, provide access to regional parks and park reserves, and may be located along either natural or built features. To be recognized by the Metropolitan Council or the Park District, regional trails must serve a linking or destination function. In addition to recreational function, linking trails provide the backbone of the regional trail network by connecting regional parks to one another. Destination regional trails are routed and developed to provide opportunities for high quality recreation experiences through significant natural resource areas. However, destination trails also may be a component of the linking network.

For either trail type, adjacent land with significant natural resources can be acquired as part of the trail corridor. The Park District currently operates 100 miles of regional trails with an additional 90 miles planned (Figure 4).

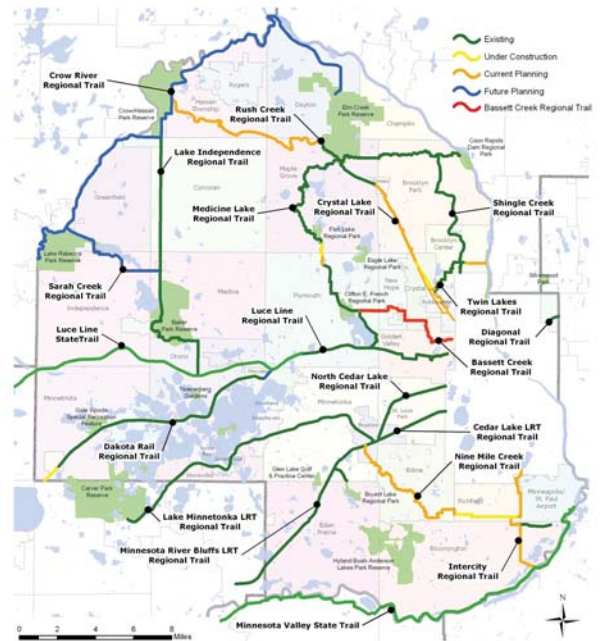


Figure 4
Regional Trail Corridors, System Status

Source: Three Rivers Park District

Regional Special Recreation Features

Regional special recreation features support participation in needed regional recreational opportunities that have a limited and specific purpose and are not found in regional park reserves and regional parks, or along regional trail corridors. Public demand, public support, financial feasibility, county-wide or regional significance, and the inherent recreational or cultural benefits are considered before designation. The Park District owns and operates four regional special recreation features.

Trail Description & Background

Location & Contextual Relationship

The Bassett Creek Regional Trail will provide direct and indirect access to French Regional Park, residential neighborhoods, two elementary schools, a middle and high school, commercial nodes, the Minneapolis Grand Rounds at Theodore Wirth Regional Park, and numerous connections to local and regional parks and trail systems. The regional trail derives its name from Bassett Creek, a meandering stream which originates in Plymouth and traverses east through each of the trail's host cities before connecting to the Mississippi River in downtown Minneapolis.

The regional trail corridor generally follows a route extending east and south from French Regional Park along 36th Avenue in Plymouth, over Trunk Highway 169 (TH 169) to Boone Avenue in New Hope. At Boone Avenue, the regional trail diverts through Northwood Park before reconnecting with 36th Avenue to Nevada Avenue in Crystal. From Nevada Avenue, the regional trail corridor traverses south to 32nd Avenue, across Trunk Highway 100 (TH 100) into Golden Valley. From TH 100, the regional trail corridor traverses alongside Lilac Drive, Unity Avenue, Minnequa Drive, Westbend Road, Regent Avenue and Golden Valley Road/County Road 66 (CR 66) before connecting to its eastern destination at Theodore Wirth Regional Park (Figure 5). See Section V | Development Concept for a more detailed description of the regional trail route.

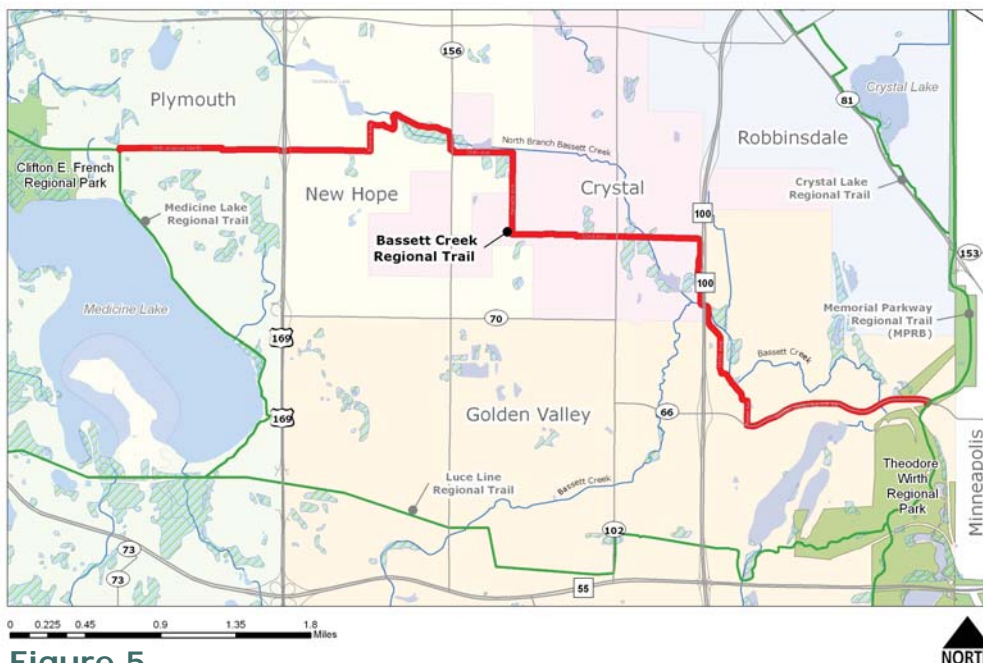


Figure 5

Bassett Creek Regional Trail Location & Contextual Relationship

Source: Three Rivers Park District

Landscape Description

The Cities of New Hope, Crystal and Golden Valley comprise a portion of Hennepin County's first tier suburban ring around the City of Minneapolis. The area is characterized predominantly by residential development patterns consisting primarily of single family homes established in the post-World War II period with some multi-family residential. The area also was shaped by the expansion of the state highway system and provides scattered commercial and industrial nodes. The City of Plymouth, developed predominantly after the first tier, is characterized by modern suburban development consisting of organically patterned residential developments interspersed with larger commercial and industrial complexes. Much of the Bassett Creek Regional Trail corridor land use pattern is auto-oriented, which creates challenges for multi-modal transportation, specifically walking and bicycling to regional destinations and between neighborhoods.

Plymouth

The Bassett Creek Regional Trail route begins and ends at the 36th Avenue/Zachary Lane intersection where the trail connects to French Regional Park, Medicine Lake Regional Trail and Robbinsdale Armstrong High School. French Regional Park offers access to Medicine Lake and a variety of outdoor recreational amenities such as a swimming beach, fishing pier, trails (biking, hiking, cross-country skiing, snowshoeing, dog walking, in-line skating), a creative play area, geocaching, boat launch, sledding, picnic areas, canoeing, kayaking and boating. In addition, Medicine Lake Regional Trail offers connection to the larger regional park and trail system and to Robbinsdale Armstrong High School which enrolls approximately 2,000 students, grades 9-12.

The remaining Plymouth trail segment along 36th Avenue is characterized by a two-lane



Plymouth's 36th Avenue is characterized by a linear, two-lane roadway flanked predominantly by single family residential.



The regional trail provides connection to Robbinsdale Armstrong High and Plymouth Middle Schools.



Recently constructed pedestrian bridge offers regional trail users safe crossing of TH 169.

roadway flanked by adjacent single family residential and Robbinsdale School District 281 property (Robbinsdale Armstrong High and Plymouth Middle Schools). Plymouth Middle School enrolls approximately 1,200 students, grades 6-8 and is located adjacent to 36th Avenue and TH 169. A grade separated pedestrian bridge was recently constructed in 2009 for safe crossing of TH 169.

New Hope

After crossing TH 169, the regional trail passes into the first tier suburb community of New Hope. The New Hope landscape adjacent to the proposed Bassett Creek Regional Trail route is predominantly single and multi-family residential with scattered commercial and institutional nodes at significant roadway intersections.

An existing segment of the regional trail extends from TH 169 to Boone Avenue, passing commercial and residential properties and St. Joseph's Catholic Church. At Boone Avenue, a local connection is offered via an existing trail south to Sonneysen Elementary School which enrolls approximately 600 students, grades K-5. At the 36th and Boone Avenues intersection, the regional trail route diverts north and east into Northwood Park offering regional trail users connection to a local community park and access to the North Branch of Bassett Creek.

The proposed Bassett Creek Regional Trail reconnects with the east/west linear trail corridor at the 36th/Winnetka Avenues intersection. From this intersection eastward, the New Hope segment of the regional trail corridor offers connection to commercial, institutional and scattered single and multi-family residential land uses.

Crystal

The regional trail enters Crystal as the Bassett Creek Regional Trail travels south from 36th to 32nd Avenues along Nevada Avenue. Land use along Nevada Avenue is primarily large lot industrial, institutional and multi-family residential, setback from the roadway. Single family residential land uses become more prevalent as the regional trail extends east along 32nd Avenue. The regional trail offers local access to both Valley Place and



As the Bassett Creek Regional Trail corridor passes into New Hope, regional trail users have access to an existing regional trail segment from TH 169 to Boone Avenue.



New Hope's 36th Avenue is adjacent to commercial, institutional and scattered single and multi-family residential land uses.



Crystal's 32nd Avenue travels through tree-lined residential neighborhoods.



Recently constructed trail segment in Crystal connects trail users to the TH 100 trail segment and pedestrian bridge.



The existing TH 100 pedestrian bridge between Crystal and Golden Valley overcomes a major physical barrier to multi-modal movement.



Golden Valley Road/County Road 66 offers neighborhood connections to single family residential and several public and semi public land uses.

Bassett Creek Parks before connecting to an existing trail segment prior to the TH 100 sound wall and pedestrian bridge.

Golden Valley

Bassett Creek Regional Trail passes between Crystal and Golden Valley via an existing pedestrian bridge that was built during the TH 100 reconstruction in 2003. The trail connects users to Briarwood Nature Area, a passive city recreation area offering access to Bassett Creek and walking trails. Subsequent land uses adjacent to the Bassett Creek Regional Trail through Golden Valley are primarily single family residential with a pocket of multi-family residential near Briarwood Nature Area. When the regional trail connects with Golden Valley Road/CR 66, the land uses remain residential, characterized by undulating topography. At this location, regional trail users have access to Golden Valley's Scheid Park, a local community park offering an internal trail system with neighborhood connections and active recreation opportunities.

Traversing eastward, Bassett Creek Regional Trail connects to several public and semi public land uses, such as speciality medical clinic facilities and Unity Christ Church. Connection to the Minneapolis Grand Rounds is made at Bassett Creek Regional Trail's eastern terminus in Theodore Wirth Regional Park. Here the regional trail user has access to the largest park within the Minneapolis Park System offering year round active and passive recreational activities. Connection to the Luce Line Regional Trail and the larger regional park and trail system is also offered in Theodore Wirth Regional Park.

Natural Resources Description

The Bassett Creek Regional Trail corridor is predominantly an urban developed area with patches of forest and wetland cover primarily within Northwood, Valley Place and Bassett Creek Parks, Briarwood Nature Area, and near French and Theodore Wirth Regional Parks.

Much of the Bassett Creek Regional Trail corridor is relatively flat with subtle topographic undulations as the regional trail approaches Theodore Wirth Regional Park in Golden Valley.

Bassett Creek is characterized as a 12-mile, shallow stream, originating in Medicine Lake (main stem) and generally flowing east through parts of Plymouth, Golden Valley, Crystal and Minneapolis. The creek is channelized into an underground stormwater tunnel, traveling beneath downtown Minneapolis for one and a half miles, before outleting into the Mississippi River. The North Branch of Bassett Creek drains portions of northern Plymouth and southern New Hope and Crystal before joining the main stem immediately upstream of TH 100. Several lakes, ponds, wetlands, smaller streams and man-made storm sewers and ditches feed Bassett Creek.



The North Branch of Bassett Creek drains portions of northern Plymouth and southern New Hope and Crystal before joining the main stem immediately upstream of TH 100.

The regional trail route makes connection to Bassett Creek in several locations. Visual and physical connection to the stream occurs as the regional trail travels over-and-adjacent-to the North Branch of Bassett Creek in New Hope's Northwood Park and then again along 32nd Avenue in Crystal between Brunswick and Adair Avenues. As the regional trail traverses through Golden Valley, it passes near the Bassett Creek main stem near Briarwood Nature Area and then again near Minnaqua Drive and Toledo Avenue. The regional trail's final encounter with Bassett Creek occurs as the route travels along Golden Valley Road/CR 66 between Bassett Creek Drive and Bonnie Lane.

The regional trail development is not expected to negatively effect Bassett Creek as best management practices will be followed during regional trail construction and maintenance activities, including erosion control measures and vegetation establishment as required.

The Minnesota County Biological Survey (MCBS) has documented several observances of rare species, aggregation areas (mussel beds, nesting

sites) and high quality plant communities near the Bassett Creek Regional Trail corridor. All documented observances are not directly adjacent to the regional trail. Element occurrences within two miles of the Bassett Creek Regional Trail include: Blandings turtle, bald eagle and colonial waterbird nesting areas, bullfrog, hooded warbler, least darter, waterwillow, trumpeter swan, peregrine falcon and select natural community areas of tamarack swamp and maple basswood forest.



Several Bassett Creek Regional Trail corridor communities have implemented projects aimed at enhancing the Bassett Creek surface and ground water resources. Recent projects include establishment of native buffer plantings and employment of bio-engineering techniques to stabilize the stream bank from erosion.

No specialized maintenance is proposed for the regional trail corridor to manage any wildlife adapted to urbanized conditions. As aviary nesting locations of bald eagles and peregrine falcons change over time, seasonal work windows may be imposed if nesting occurs in close proximity to the trail during construction.

Acquisition Status

The Bassett Creek Regional Trail route is predominantly located within existing street right-of-way of adjacent local jurisdictions. Select portions of existing trail segments do not meet the Park District's design standards, and it is the Park District's intent to work with adjacent cities and affected agencies to acquire easements as-needed to bring the trail into compliance when adjacent roadways require reconstruction or other land acquisition or redevelopment opportunities occur.

As a general guideline, the Park District will attempt to work within the established right-of-way, but in some instances, acquisition of additional land area may be necessary. In addition, since the corridor passes through fully-developed areas, the implementation of new trail segments may conflict with existing roadway curb limits, landscape features, or utilities. Design solutions will be analyzed that meet the regional trail route Guiding Principles. The Park District will coordinate with the host cities and other potentially affected agencies including Hennepin County and Mn/DOT as required.

It is important to obtain an inventory of trail parcels recommended for acquisition and to maintain good relationships with property owners. This acquisition method allows the Park District to maintain communication

with land owners when sales are contemplated. The local municipality also has an important role, as developers often contact them about zoning and other redevelopment issues. With the local municipality as a knowledgeable proponent, the inclusion of the regional trail in land redevelopment is more assured, as the involved parties can work together to formulate a development plan that includes regional trail provisions. Municipality approval is required of all regional trail land purchases and where deemed necessary and appropriate, use of eminent domain.

The Park District's regional trail acquisition process is typically a "willing-seller" approach. This means parcel acquisition alternatives are considered when the Park District engages all effected property owners in discussions and negotiations. Subsequently, construction timing of regional trail segments that require parcel acquisition becomes difficult to predict.

Parcel acquisition alternatives may include the following:

- Route the regional trail to utilize portions of the property with marginal development potential. This could include land adjacent to wetland or flood fringes.
- Acquire regional trail easements for the trail through owner/developer negotiations that may include redevelopment incentives.
- Work with the City and owner/developer to secure park dedication lands for the regional trail in advance of the actual development as applicable.
- Coordinate with City initiatives that may result in the acquisition of the entire property/parcel, with the intent to resell the property subject to easements for the regional trail.
- Acquire the development rights to the property. Development areas would then be negotiated with the developer.
- Donate a portion of the property for the regional trail corridor.
- Acquire a portion of the property through purchase.
- Obtain an easement from property owner.
- Other mitigation alternatives.

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Public Process

The Park District established a planning process that incorporated completed trail segment projects, findings from recently completed planning studies, and input from representatives from all affected municipalities, public agencies, and the general public. Each planning study referenced required a public process with opportunities for public input and local elected official and Metropolitan Council review and approval.

Planning History

Regional Trail Planning

The development of the Bassett Creek Regional Trail is an extension of the 2000 First Tier Trails, Greenways, and Parks Master Plan prepared by the Park District, in response to expressed demand for recreational and multi-modal transportation options in first tier suburban ring communities. This plan became part of the 2030 planning framework subsequently developed by the Metropolitan Council.

Related Projects and Planning

A number of other recently completed infrastructure projects and concurrent planning efforts are integral to the Bassett Creek Regional Trail Master Plan. The Park District made every effort to use the best available information on these projects and initiate preliminary coordination with the affected public agencies. The associated construction projects and planning studies include:

Recent Trail Construction

- TH 100 pedestrian bridge (Crystal | Golden Valley) - 2003
- TH 169 to Boone Avenue trail segment (New Hope) - 2003
- TH 169 pedestrian bridge (Plymouth | New Hope) - 2009
- Xenia Avenue to Vera Cruz Avenue trail segment (Crystal) - 2010

Recent Planning Studies

- 2030 Comprehensive Plan, City of Plymouth
- 2030 Comprehensive Plan Update, City of New Hope
- Crystal Comprehensive Plan Update, City of Crystal
- 2008-2018 Comprehensive Plan, City of Golden Valley
- 2007 - 2020 Comprehensive Plan, Minneapolis Park and Recreation Board

Task Force

A Bassett Creek Regional Trail Task Force was established that guided the trail master plan and coordinated planning efforts within the local communities and greater region. Members of the Task Force included representatives from the following affected stakeholders: Cities of Plymouth, New Hope, Crystal and Golden Valley, Hennepin County Transportation Department, and Minneapolis Park and Recreation Board.

The responsibilities of the Task Force included:

- Coordination with respective governing bodies such as City Councils, Planning Commissions, Park Commissions and other staff/departments within the respective city/agency.
- Assistance in implementing public participation opportunities.
- Developing regional trail route selection guiding principles.
- Providing information and support necessary to identify feasible trail routes and review/complete the trail master plan which meets Park District, city and other applicable agency goals.
- Assisting Park District in local municipality/agency approval processes.

Guiding Principles

A trail by nature is a linear feature that not only passes through its surroundings, but becomes part of the community fabric. In this developed context, the existing land uses and infrastructure that the design of the trail must navigate are complex. The Guiding Principles provide a general basis for evaluating the trail route. With that philosophical foundation, the regional trail routes were evaluated to determine if key guiding principles were met.

Task Force's charge was to confirm the selected trail route in a manner that:

- **Provides connectivity** with established points and destinations
- **Provides continuity** with most direct route (no gaps)
- **Provides safe route** with least amount of trail conflicts
- **Minimizes private property impacts**
- **Provides consistency** with existing agency planning and policies
- **Creates sense of place** within space available
- **Exemplifies good stewardship** towards existing infrastructure
- **Provides preferred trail route that is politically palatable**

Evaluation & Findings

For the purposes of the master plan, the Bassett Creek Regional Trail has been divided into seven planning segments. Each segment corresponds to the municipal jurisdiction or shared municipal jurisdiction in which the trail route traverses.

The primary opportunities and challenges of the Bassett Creek Regional Trail route provide a better understanding of why the route was ultimately selected and the potential challenges the Park District and adjacent communities may face when segments are implemented. The regional trail route is described in greater detail in Section V | Development Concept.

Segment A - Plymouth

Opportunities

- Provides connection to French Regional Park, Medicine Lake Regional Trail, residential neighborhoods, Armstrong High School Trail and Plymouth Middle School.
- Utilizes an existing trail segment from Zachary to Pilgrim Lanes.
- Accommodates adequate right-of-way to achieve preferred regional trail design guidelines.

Challenges

- Requires crossing 36th Avenue from the north to the south side of the roadway at Pilgrim Lane.
- Requires utility relocations, several roadway intersection crossings and potentially a small retaining wall.

Segment B - Plymouth | New Hope

Opportunities

- Utilizes a newly constructed grade separated pedestrian bridge across TH 169.

Segment C - New Hope

Opportunities

- Provides connection to Northwood Park, residential neighborhoods, Sonneysen Elementary School and commercial businesses.
- Utilizes an existing trail segment from TH 169 to Boone Avenue.

Challenges

- Requires ADA curb ramp upgrades at roadway intersection crossings between TH 169 and Boone Avenue.
- Requires a northern diversion from 36th Avenue between Boone and Winnetka Avenues to connect to Northwood Park.
- Requires potential compromise of regional trail design standards for locations where public right-of-way is limited.
- Does not use existing trail segment on Boone Avenue between 36th and 32nd Avenues.

Segment D - New Hope Crystal
Opportunities
<ul style="list-style-type: none"> Offers adequate public right-of-way to begin trail route's southerly transition along Nevada Avenue.
Challenges
<ul style="list-style-type: none"> Requires Nevada Avenue (partial) roadway reconstruction to provide an off-street trail. There are no immediate roadway reconstruction plans from either New Hope or Crystal.

Segment E - Crystal
Opportunities
<ul style="list-style-type: none"> Offers connection to residential neighborhoods, Valley Place and Bassett Creek Parks and commercial businesses. Utilizes existing trail segments through Valley Place Park and from Xenia Avenue to the TH 100 pedestrian bridge.
Challenges
<ul style="list-style-type: none"> Requires several roadway crossings, specifically the intersection of Douglas Drive/ County Road 102 (CR 102) - a minor arterial. Requires utility relocates in select locations and potentially a small retaining wall.


Segment F - Crystal Golden Valley
Opportunities
<ul style="list-style-type: none"> Utilizes a grade separated pedestrian bridge across TH 100.

Segment G - Golden Valley
Opportunities
<ul style="list-style-type: none"> Offers connection to residential neighborhoods, Sheild Park, commercial/institutional businesses and Theodore Wirth Regional Park (Minneapolis Grand Rounds). Utilizes existing trail segments from TH 100 pedestrian bridge to Regent Avenue.
Challenges
<ul style="list-style-type: none"> Requires Golden Valley Road/ CR 66 roadway reconstruction to provide an off-street trail. There are no immediate roadway reconstruction plans from Hennepin County. Requires creative solution through residential areas where limited right-of-way and recent road and/or sidewalk work has been completed.

Public Presentations & Open Houses

The Park District presented general regional trail information and the preliminary Bassett Creek Regional Trail route to adjacent communities at City Council and Park Board meetings during the fall of 2010. While no formal action was taken by each community, informal approval of the regional trail route was indicated.

The Park District, in conjunction with the adjacent trail communities, hosted a public open house where the general public reviewed the work of Task Force planning efforts and provided comment. The open house was held on June 14, 2011 at Crystal City Hall and collected supportive comments from approximately 25 residents and trail enthusiasts.

Bassett Creek Regional Trail Master Plan Open House June 14, 2011 Crystal City Hall – Community Room 4141 Douglas Drive Crystal, MN 55422		
Please submit your comments regarding the proposed trail: <hr/> <hr/> <hr/>		
Still have questions or comments? Submit via one of the following methods:		
Mail Three Rivers Park District Bassett Creek Regional Trail 3000 Xenium Lane North Plymouth, MN 55441	Your Contact Information (optional) Name: <input type="text"/> Address: <input type="text"/>	
Fax Three Rivers Park District Bassett Creek Regional Trail 763.557.5248		
E-mail: BassettCreekTrail@ThreeRiversParkDistrict.org		

Public feedback was collected via open house comment card, U.S. mail, fax and by email.

Plan Review & Formal Approval Process

After receiving input from the Task Force members and public open house attendees, the Park District Board of Commissioners released the draft Bassett Creek Regional Trail Master Plan for review by the public and affected governmental bodies.

The Park District used its E-News email network along with news releases to inform interested public of the opportunity to review and comment on the master plan. The master plan was made available electronically through the Park District's website (www.threeriversparks.org) and via hardcopy at public libraries in close proximity to the regional trail route. The public review period lasted for 30 days, during which time Park District staff presented the master plan to adjacent jurisdictions for comment and requested resolutions of support.

Public comment feedback was reviewed and assessed by Park District staff to identify any appropriate changes to the master plan. The Park District Board of Commissioners, after inclusion of appropriate revisions, submitted the Bassett Creek Regional Trail Master Plan to the Metropolitan Council for final review and approval.

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Demand Forecast

Overview

The Bassett Creek Regional Trail is intended to provide linkages to regional trail destinations such as French and Theodore Wirth Regional Parks, balance recreation and natural resources, and provide a safe, off-road, multi-modal transportation option for currently under-served communities. To further define a regional trail's purpose and intent, the Metropolitan Council identifies two types of regional trails:

Destination Regional Trail

A destination regional trail is a destination itself, providing opportunity for high-quality recreation experiences that traverse significant natural resource areas where the trail tread way will have no adverse impact on the natural resource base.

Linking Regional Trail

A linking regional trail links two or more units of the regional recreation open space system.

The Bassett Creek Regional Trail will serve as a linking regional trail, as it provides an opportunity for high-quality recreational experiences though the recognized primary purpose is to serve as a network connection between two regional parks.

The trail will provide a convenient, multi-modal transportation option to community destinations for residents and visitors within the trail service area, it is expected that a higher percentage of trail use will be for transportation purposes than what is currently seen on other regional trails.

Recreational Use Trends

In general, recreational use trends are affected by demographic trends. By analyzing statewide and regional data, the Park District can begin to assess how the Bassett Creek Regional Trail will function within the larger trail network.



Bassett Creek Regional Trail will serve as a linking regional trail, providing connection between French and Theodore Wirth Regional Parks.

Statewide Trends

The 2008-2012 State Comprehensive Outdoor Recreation Plan (SCORP), published by the Minnesota Department of Natural Resources (MnDNR), gives outdoor recreation decision-makers and managers a focused set of priorities and suggested actions to guide them as they make decisions about outdoor recreation. The SCORP outlines outdoor recreation trends, challenges and issues including protecting existing natural resources, sustaining existing facilities, promoting healthy lifestyles, connecting people with nature and an increasing demand for a diverse range of recreation opportunities based upon population changes.

Metropolitan Council's 2030 Regional Parks Policy Plan notes that according to the SCORP, trail recreation is becoming increasingly important as the interest and demand for more trails is being felt at all levels of government. This increased interest in trail recreation reflects the fact that it is a healthful form of exercise for people of all age groups, is suitable for all levels of physical conditioning, can be carried out by families, groups or individuals, and is often available close to home. The 2030 Regional Parks Policy Plan further explains some first ring suburbs are not close to regional parks and do not have large tracts of land available for future park development - thus regional trails should be pursued in these suburbs to help achieve equitable geographic distribution of regional recreational facilities.

Regional Trends

Use of the Park District regional trails has steadily increased over the last ten years and is expected to continue to increase. There were 706,200 visits to the five regional trails open in 1999. By 2004, visits to those same trails had increased by 41 percent, to 993,000. For the entire Park District network of regional trails, the Metropolitan Council estimates that in 2010 there were over 3,000,000 visits. In the long term, regional trail visitation is expected to continue increasing in the developing areas at a rate equal or greater than the increase in population of these areas. Within fully developed areas where the population levels are expected to remain relatively stable, trail visitation levels will reflect shifting demographics of those areas.

Aging "Baby Boomer" Generation

The baby boom generation is one of the Park District's primary user groups. The United States Census Bureau considers a baby boomer to be someone born during the demographic birth boom between 1946 and 1964 following World War II. For this group, their recreational preferences and habits are well established and the demand for these activities will continue to be strong. However, as this group ages, physical limitations will require some park and trail visitors to change their recreational activities from higher intensity activities such as running, in-line skating and biking

to lower-impact recreational activities such as walking, nature observation and educational opportunities.

While park and trail facilities are ADA (Americans with Disabilities Act) compliant, in the future, the Park District may decide to adopt more stringent standards to remove potential physical barriers to the aging population. Programs such as the Park District's "Trails at Your Pace" will become more prevalent. As this generation ages, trail use will initially decrease and then increase when the housing stock turns over to younger families with larger households.

Immigrant Groups

Metropolitan Council demographers have identified that about half of the total increase in population for the region from 1990 to 2000 was due to immigration of first-generation United States citizens and the births of their children. This trend was expected to continue at least through 2010. Within the region, there are three prevalent immigrant groups: Hmong/Southeast Asians, Hispanic/Latino and Somali/West Africans. Metropolitan Council research has indicated that these visitor groups share a common approach to park visitation. Specifically, immigrants often visit parks in very large groups (20 or more visitors) of extended families and friends that cross all age classes. They prefer clustered picnic tables with adjacent play fields for pick-up games, shaded areas with seating for older members of their group and access to water for shore fishing.

Existing Three Rivers Park District User Data

The Park District maintains an active Research and Evaluations Program that periodically interviews park and trail visitors to identify issues and gather suggestions for improvements. Information is gathered through on-site interviews and mail-back surveys. The following tables summarize data collected during 2008-2009 for household descriptions, age, household income, education attainment, gender, and race.



The Trails at Your Pace program is intended to make it easier for people of all ages and abilities to begin a walking program.

Table 1
Household Description of Park District Regional Trail Visitors

Regional Trail	Number of Respondents	Estimated Percent of Visitors					
		Live with Parents	Single, No Other Family at Home	Married / Partnered & Children at Home	Married/ Partnered & No Children at Home	Single Parent with Children at Home	Other
Bassett Creek	23	<1	21	31	43	<1	6
Cedar Lake	193	<1	25	38	27	9	<1
Dakota Rail	177	1	15	40	41	2	<1
Lake Minnetonka LRT	146	<1	13	32	53	2	<1
Luce Line	149	2	14	35	44	3	2
Medicine Lake	150	6	11	38	42	<1	2
MN River Bluffs LRT	155	2	14	44	39	<1	1
North Cedar Lake	203	1	24	26	45	2	1
Rush Creek	91	6	15	34	41	2	2
Shingle Creek	17	6	6	38	43	<1	7
All Regional Trails	1,304	2	17	36	41	3	1
All Park Visitors	2,879	4	11	53	24	5	4

Source: Three Rivers Park District

Table 2
Age of Park District Regional Trail Visitors

Regional Trail	Number of Respondents	Estimated Percent of Visitors										
		<3	3-4	5-9	10-12	13-17	18-24	25-34	35-44	45-59	60-74	75+
Bassett Creek	24	<1	6	2	<1	<1	2	10	19	26	34	<1
Cedar Lake	215	3	<1	3	2	<1	3	23	19	37	10	1
Dakota Rail	176	2	1	3	3	3	1	6	14	46	19	<1
Lake Minnetonka LRT	178	2	1	2	<1	1	3	5	14	52	20	1
Luce Line	159	7	<1	<1	<1	4	1	15	13	47	9	3
Medicine Lake	161	1	<1	5	2	3	5	14	12	39	17	2
MN River Bluffs LRT	176	<1	3	2	2	4	3	8	22	45	11	<1
North Cedar Lake	226	2	<1	3	1	2	6	16	18	34	17	2
Rush Creek	96	2	2	8	2	1	6	11	16	38	14	<1
Shingle Creek	23	2	<1	5	3	3	4	16	<1	50	17	<1
All Regional Trails	1,434	2	1	3	2	2	3	13	16	41	15	1
All Park Visitors	6,937	5	5	15	7	5	6	14	17	16	8	1

*Shaded cells denote median age range.

Source: Three Rivers Park District

Table 3**Annual Household Income of Park District Regional Trail Visitors**

Regional Trail	Number of Respondents	Estimated Percent of Visitors					
		Less than \$25,000	\$25,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$149,999	\$150,000 or more
Bassett Creek	20	4	14	33	16	21	12
Cedar Lake	182	8	12	23	19	24	15
Dakota Rail	161	3	13	10	20	21	32
Lake Minnetonka LRT	128	4	11	15	13	27	30
Luce Line	137	1	12	17	13	27	29
Medicine Lake	134	2	10	18	18	21	31
MN River Bluffs LRT	145	1	3	18	18	25	35
North Cedar Lake	183	7	11	19	22	22	19
Rush Creek	83	2	14	25	18	23	17
Shingle Creek	17	3	12	19	24	36	6
All Regional Trails	1,190	4	11	19	18	24	24
All Park Visitors	4,361	5	16	19	22	22	16

*Shaded cells denote median age range.

Source: Three Rivers Park District

Table 4**Highest Education Level Completed of Park District Regional Trail Visitors**

Regional Trail	Number of Respondents	Estimated Percent of Visitors Age 12 or Older						
		Less than 9 th Grade	9 th – 12 th Grade but did not Graduate	High School Graduate	Some College, No Degree	Associate (two-year) Degree	Bachelor's Degree	Graduate or Professional Degree
Bassett Creek	23	<1	<1	<1	21	5	48	26
Cedar Lake	190	<1	<1	2	9	8	49	32
Dakota Rail	177	<1	<1	3	11	16	42	29
Lake Minnetonka LRT	144	<1	<1	3	9	4	49	35
Luce Line	145	<1	2	2	14	6	44	31
Medicine Lake	148	<1	3	3	13	11	37	33
MN River Bluffs LRT	153	1	<1	<1	6	8	49	35
North Cedar Lake	200	<1	<1	5	14	5	41	36
Rush Creek	90	<1	<1	5	23	15	39	17
Shingle Creek	17	<1	<1	<1	16	25	27	32
All Regional Trails	1,287	<1	1	3	12	9	44	32
All Park Visitors	3,455	1	2	8	17	12	35	26

Source: Three Rivers Park District (Row totals may not equal 100 due to rounding)

Table 5

Gender of Park District Regional Trail Visitors

Regional Trail	Number of Respondents	Estimated Percent of Visitors	
		Female	Male
Bassett Creek	24	61	39
Cedar Lake	217	32	68
Dakota Rail	180	49	51
Lake Minnetonka LRT	179	52	48
Luce Line	163	35	65
Medicine Lake	165	39	61
MN River Bluffs LRT	177	40	60
North Cedar Lake	226	32	68
Rush Creek	98	39	61
Shingle Creek	23	46	54
All Regional Trails	1,452	40	60
All Park Visitors	7,071	49	51

Source: Three Rivers Park District

Table 6

Race of Park District Regional Trail Visitors

Regional Trail	Number of Respondents	Estimated Percent of Visitors					
		African American / Black	American Indian or Alaska Native	Asian	Pacific Islander	White	Other
Bassett Creek	23	3	<1	<1	<1	97	<1
Cedar Lake	211	1	<1	2	1	92	3
Dakota Rail	175	<1	<1	<1	<1	99	1
Lake Minnetonka LRT	177	1	<1	<1	<1	95	4
Luce Line	155	<1	<1	<1	<1	94	6
Medicine Lake	160	<1	<1	1	<1	98	1
MN River Bluffs LRT	173	<1	<1	1	<1	97	2
North Cedar Lake	219	1	<1	1	<1	97	2
Rush Creek	95	<1	<1	<1	<1	98	2
Shingle Creek	23	9	<1	5	<1	86	<1
All Regional Trails	1,411	1	<1	1	<1	96	2
All Park Visitors	7,032	3	1	4	<1	89	3

Source: Three Rivers Park District

Demographics

Metropolitan Area Projections

The Metropolitan Council is responsible for tracking and forecasting demographic projections within the seven-county Twin Cities metropolitan area. The Metropolitan Council estimates that as of 2010, there were 2.85 million people living within the seven-county area. By 2030, the regional population is expected to increase to 3.61 million - a 21 percent increase in twenty years.

The average age of persons living within the seven-county area in 2009 was 45-49 years old, according to the American Community Survey (ACS). This category was closely followed by young professionals ages 25-29.

As the population increases, so does the recreational demand for programs and facilities by the aforementioned age groups and their families.

Methodology

To analyze demographics specific to the Bassett Creek Regional Trail and project trail usage, the Park District utilizes a quantitative measuring methodology described in two categories: core service area (.5 mile radius) and primary service area (2 mile radius). This methodology provides the Park District with a greater level of detail regarding its projected regional trail users (Figure 6). The demographic data on the following pages is based on the regional trail's primary service area.

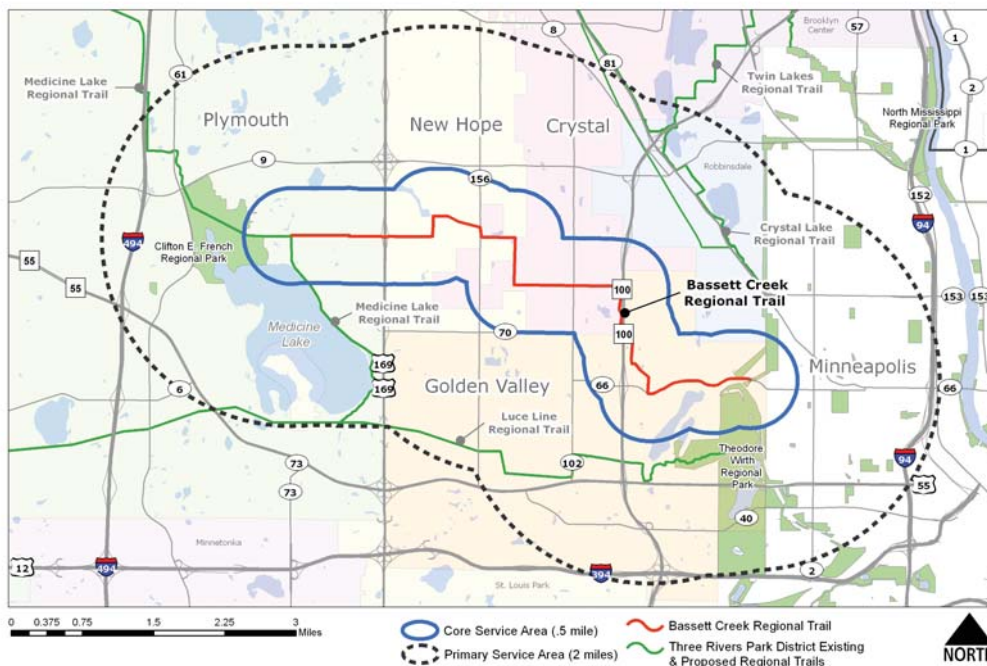


Figure 6
Bassett Creek Regional Trail Service Area

Source: Three Rivers Park District

Population and Number of Households

Similar to Hennepin County and the seven-county metropolitan area, the population and number of households in the primary service area is projected to increase through 2030 (Figures 7 and 8). Of the communities included in the primary service area, Plymouth’s population and household growth is expected to increase at the greatest rate, followed by Golden Valley and New Hope. This trend is consistent with Plymouth’s geographic location outside of the fully developed first ring suburb classification with the ability to continue expanding.

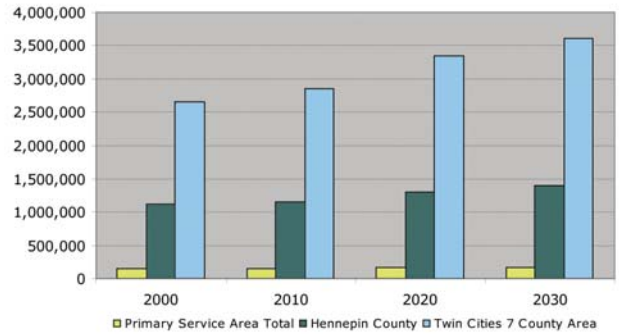


Figure 7
Population Growth Comparison (2000-2030)
 Source: Metropolitan Council/U.S. Census Bureau

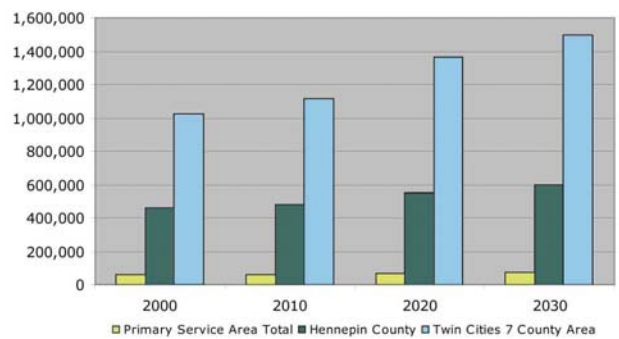


Figure 8
Household Growth Comparison (2000-2030)
 Source: Metropolitan Council/U.S. Census Bureau

Age Distribution and Household Description

Most recent census data available (2010 Census) for the Bassett Creek Regional Trail primary service area indicates that demographic trends are consistent with the regional trends of an aging baby-boom generation, as indicated with the age distribution skewing towards the older age groups and the high percentage of family households without children (Figures 9 and 10).

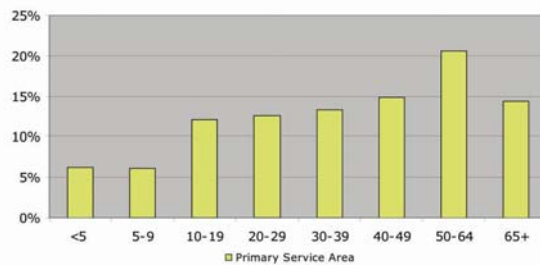


Figure 9
Primary Service Area Age Distribution
 Source: 2010 U.S. Census Bureau

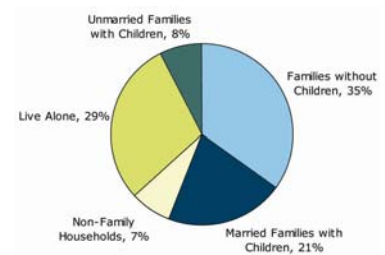


Figure 10
Primary Service Area Household Description
 Source: 2010 U.S. Census Bureau

Based upon regional trends, the demographic data for the primary service area indicates decreased trail usage over time due to an aging population. However, Bassett Creek Regional Trail is expected to be a unique regional trail type within the Park District, as the majority of the corridor is located in fully built-out, urban communities. Increases in community costs and desire to utilize more alternative transportation methods may make-up or exceed the anticipated decline in trail usage.

Education Attainment and Household Income

The most recent census data available (2005-2009 ACS) indicates that primary service area residents have a higher bachelor and graduate degree rate than both Hennepin County and the seven-county metropolitan area (Figure 11).

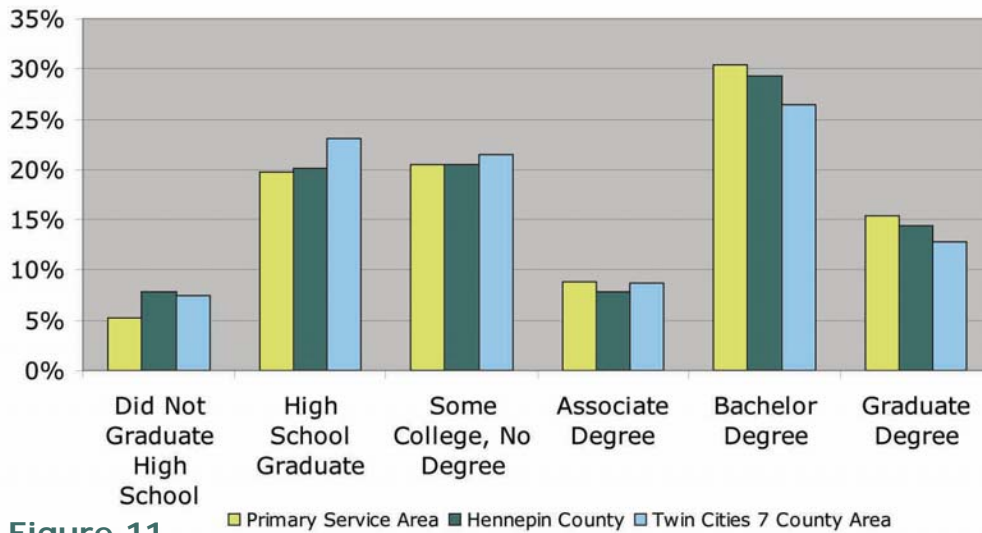


Figure 11 Education Attainment Comparison | Source: 2005-2009 American Community Survey

The primary service area household income reflects the older age distribution and higher levels of educational attainment (Figure 12). From the communities located within the primary service area, Plymouth and Golden Valley exceed both Hennepin County and the seven-county metropolitan area median household income levels.

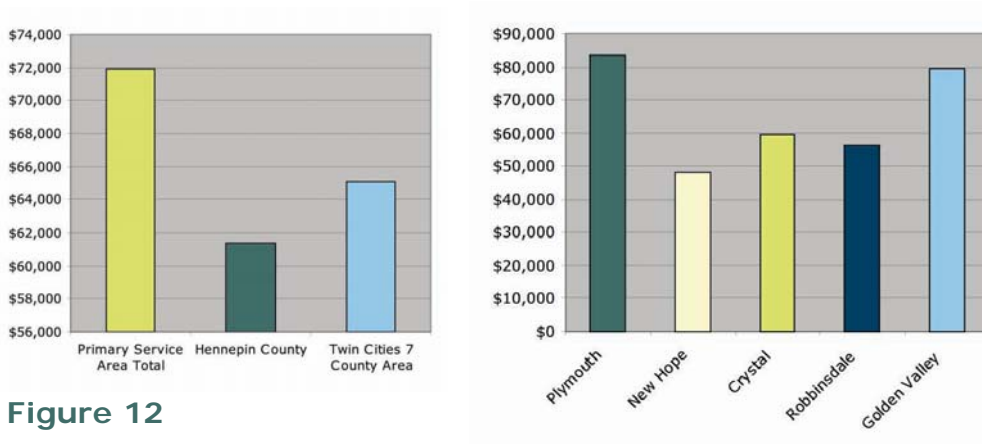


Figure 12 Household Income Comparisons
Source: 2005-2009 American Community Survey

Projected Trail Use

Active use of the Bassett Creek Regional Trail is expected to provide walking/hiking, bicycling, running/jogging, bicycling, in-line skating, and dog walking opportunities during the non-winter months (Table 7). The Park District’s seasonal-use data of existing regional trails indicates that significant use of the trail will occur in the spring, summer and fall seasons (Table 8). Winter use of the Bassett Creek Regional Trail is dependent on weather conditions and independent use agreements reached with local communities to maintain and operate the trail during the winter season (defined as November 15 to March 31).

When fully constructed, the Bassett Creek Regional Trail is projected to generate 176,425 annual visits (Table 9). The Luce Line Regional Trail was used to assist in estimating annual use to Bassett Creek Regional Trail. Studies performed by the Metropolitan Council indicate that regional trails with this type of use have typically seen a strong correlation between trail visits and the population of communities that these trails pass through. Bassett Creek Regional Trail will connect single and multifamily residential neighborhoods, local schools, institutions, commercial areas and major recreation sites such as the French and Theodore Wirth Regional Parks. These local and regional connections are intended to provide underserved Park District communities with a safe, multi-modal transportation option (Table 10).

Table 7

Regional Trail Activity Use

Trail Activity	Percent of Expected Use
Walking/Hiking	12%
Bicycling	79%
Running/Jogging	6%
In-line Skating	3%
Other	<1%

Source: Three Rivers Park District

Table 8

Regional Trail Seasonal Use

Quarter	Percent of Total Trail Visitation
December - February	8%
March - May	24%
June - August	42%
September - November	26%

Source: Three Rivers Park District

Table 9

Regional Trail Estimated Annual Visits

	Luce Line Regional Trail	Bassett Creek Regional Trail
Population within 0.5 mile	19,849	21,384
Population within 2.0 miles	130,514	102,800
Annual visits within 0.5 mile <i>(Every person makes 9.53 annual visits)</i>	189,160	203,790
Annual visits within 2.0 miles <i>(Every person makes 1.45 annual visits)</i>	189,245	149,060
Estimated Annual Visits	189,000*	176,425**

* 2010 Metropolitan Council estimate (actual calculation before rounding equals 189,202)

**Annual visits of both 0.5 and 2 mile populations divided by 2

Source: Three Rivers Park District

Table 10**Regional Trail Primary Activity***

Regional Trail	Number of Respondents	Estimated Percent of Visitors			
		Recreation/ Exercise	Commuting to Work	Access to Commercial/ Retail Areas	Access to Family/Friends Home
Bassett Creek	24	97	3	<1	<1
Cedar Lake	206	78	17	4	1
Dakota Rail	178	95	3	2	<1
Lake Minnetonka LRT	178	97	2	1	<1
Luce Line	163	73	10	17	<1
Medicine Lake	163	92	8	<1	<1
MN River Bluffs LRT	178	88	11	<1	<1
North Cedar Lake	223	81	10	7	2
Rush Creek	97	96	2	1	<1
Shingle Creek	23	>99	<1	<1	<1
All Regional Trails	1,433	88%	9%	3%	<1%

*Response to survey question: Is your primary use of this trail today for recreation/exercise, community to work, access to commercial/retail areas, or access to family/friends home?

Source: Three Rivers Park District

Special Needs

The Park District is committed to providing access and recreational opportunities to all people, including persons with disabilities, minorities and other special-population groups. The Park District meets this commitment through appropriate facility design and programming considerations, and by actively addressing potential barriers to participation.

All Park District facilities described in the master plan will be developed in accordance with ADA standards and guidelines. More specifically, the Bassett Creek Regional Trail will adhere to the *Minnesota Bikeway Facility Design Manual* (Mn/DOT 2007); *Trail Planning, Design and Development Guidelines* (MnDNR 2007); *Designing Sidewalks and Trails for Access, Part I and II: Best Practices Design Guide* (FHWA); *ADA Accessibility Guidelines for Outdoor Developed Areas* (United States Access Board); and *ADA and ABA Accessibility Guidelines for Buildings and Facilities* (United States Access Board) unless more current guidelines and standards exist at the time of development.

All unconstructed segments and those associated with regional trail reconstruction, associated trailheads and trail amenities such as rest stops, parking, rest rooms and water access will be designed to accommodate individuals with disabilities. In addition, the ten-foot-wide paved trail will safely accommodate two-way directional multi-modal traffic and incorporate periodic rest stops to provide users an opportunity

to rest, and to comfortably interact with other trail users. Compliance with ADA standards is an important goal of the trail design.

The routing of the trail within existing street right-of-way makes it a challenge in certain areas to be fully compliant with ADA standards. The Park District and local municipalities have made every attempt to identify a trail route that minimizes these occurrences. Parking will be provided at existing regional and local parks on and along the trail in addition to on-street locations. Regional parks will act as trailheads for the proposed trail as well as other identified key orientation points.

Crossing major roadways is necessary because of the unique urban character of the trail. The Park District will investigate opportunities to modify or add traffic signal timing, crosswalks and signage to encourage a safe, family-oriented facility. The trail has also been designed to provide access to important local community destinations such as parks, commercial areas, community facilities, cultural destinations and transit

facilities. The regional trail passes through a variety of neighborhoods with varying demographics, providing access to people with a wide range of social and cultural backgrounds.



The Park District is committed to providing access and recreational opportunities to all people, including persons with disabilities, minorities and other special-population groups.

On a broader scale, the Bassett Creek Regional Trail provides direct access to the metropolitan regional trail system for an area currently under served by regional trails (Metropolitan Council's 2030 Regional

Parks Policy Plan). Communities adjacent to the trail will not only have access to the Bassett Creek Regional Trail, but also gain direct access to several existing regional parks and existing and planned regional trails. Neighborhood trail connections are anticipated at regular intervals as the trail develops to further increase trail access to the neighboring communities.

The Park District has several programs designed to assist in obtaining access for persons for whom cost could be a barrier to participation. The "Parks for All People" program is designed to provide free passes for swimming and cross-country skiing to qualified recipients of Hennepin County economic assistance programs. Discounted camping, equipment rental, and educational programs are available. The Park District does not charge entrance fees to its regional parks, park reserves or regional trails.

The Park District pursues promotional outreach activities, and works with special-interest organizations such as the Courage Center and Wilderness Inquiry to further encourage participation in activities and use of park facilities. If arrangements are made in advance, interpreters and alternative forms of printed material are available at programmed events.

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Development Concept

The Bassett Creek Regional Trail provides the communities of Plymouth, New Hope, Crystal and Golden Valley direct access to the regional park and trail system with connections to the greater metropolitan area. The regional trail corridor travels through established urban areas where few opportunities exist to otherwise significantly expand their trail systems in the future.

The regional trail corridor generally follows a route extending east and south from French to Theodore Wirth Regional Parks. As the regional trail traverses each community, residential neighborhoods, commercial nodes and local amenities are connected to complete a gap in the regional park and trail system.

Development Plan

Permitted Regional Trail Uses

The regional trail will be open to the general public, and its intended uses include walking, jogging, in-line skating, bicycling and other uses mandated by state law including, but not limited to, non-motor electric personal assisted devices. Motorized vehicle and equestrian uses will be prohibited, except for motorized vehicles used by the Park District for maintenance or law enforcement activities or otherwise permitted for ADA access.

Regional Trail Design Guidelines

The optimum trail design for its anticipated use is a ten-foot-wide paved surface separated from vehicular traffic. There may be instances that require the trail to be temporarily on-road or reduced in width for short segments or until long range plans for appropriate right-of-way are resolved or funding is available to address sections that do not meet typical regional trail design guidelines. Bituminous trail surface is preferred because it is cost effective and is less prone to erosion than aggregate surfaces.

A number of factors will be taken into consideration as final designs for unconstructed regional trail segments are implemented, such as:

- Right-of-way width
- Topography and drainage impacts
- Existing vegetation
- Curb cuts and driveway crossings

- Overhead and subsurface utilities
- Intersection crossings
- Proximity to adjacent buildings, homes, businesses and industrial facilities

In limited circumstances, trails may parallel the roadway at back of curb separated from the road by a minimum paved two-foot-wide 'clear zone.' This clear zone provides a buffer between the trail users and motorists and should be striped to delineate the edge of the trail. Curb ramps should be used at all roadways. Regional trails should have a maximum of five percent (5%) grade and a cross slope of two percent (2%) for drainage (Figure 13).

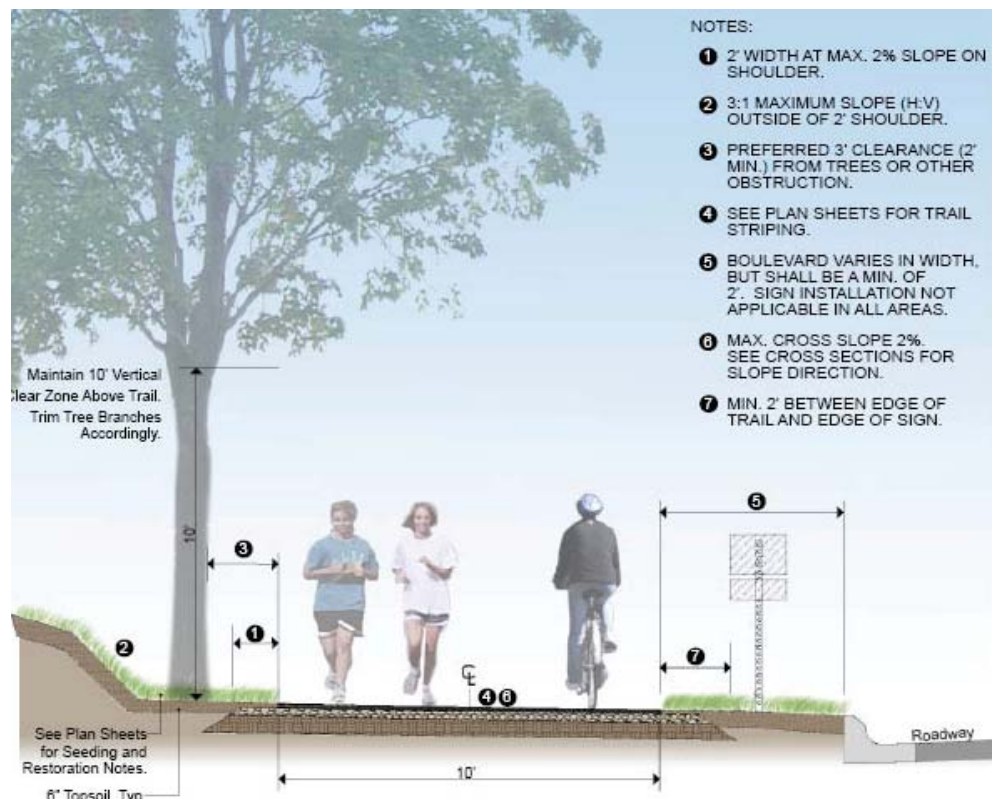


Figure 13
Preferred Regional Trail Cross Section, Source: Three Rivers Park District

Unconstructed regional trail segments will be designed in accordance with all applicable federal, state and local codes. In addition, the following sources will be referred and adhered to when preparing the design and construction plans as appropriate:

- Guide for the Development of Bicycle Facilities, prepared by the American Association of State Highway and Transportation Officials (AASHTO), 1999
- Selecting Roadway Design Treatments to Accommodate Bicycles, Federal Highway Administration, January 1994

- Mn/DOT Bikeway Facility Design Manual, Minnesota Department of Transportation (Mn/DOT), March 2007
- State Aid Rule 8820.9995 Minimum Bicycle Path Standards, State Aid for Local Transportation
- Trail Planning, Design, and Development Guidelines, Minnesota Department of Natural Resources (MnDNR)
- Manual on Uniform Traffic Control Devices (MMUTCD), Mn/DOT, May 2005
- Public Right of Way Access Guidelines (PROWAG)

Primary Trail Design Elements

Trail Crossings

The urban setting for the Bassett Creek Regional Trail requires that it coexist with the higher volume roadways that serve transportation needs. There are numerous locations where the regional trail crosses established roadways. The relationship between roadway and regional trail users is important. Generally, where the trail crosses a roadway, the crossing is proposed to be marked with safety signage and surface paint to alert motorists and trail users. As vehicular traffic fluctuates, there may be a need for additional traffic signals or modifications to existing signalized intersections.

Signage is proposed to be placed to alert regional trail users and drivers of the upcoming crossing. General warning signs may be placed in areas with greater congestion. In all cases, existing roadway configuration, roadway infrastructure elements, vegetation and other potential visual obstructions will be evaluated so sight lines can be maintained. Special provisions, such as mirrors, may be added to improve trail visibility from driveways if deemed appropriate.

Supporting Trail Elements

Trail wayfinding signage, traffic signage and devices, rest stops, and drainage are important elements of regional trails. Their proper design and placement add both aesthetic and functional value to the trail.

Wayfinding Signage

Regional trail wayfinding signage provides trail users with orientation and location information for amenities and services. Wayfinding signage typically provides:

- An overview map of the regional trail network in Hennepin County, and of the specific regional trail.
- Directions and distances to major destinations and points of interest along the regional trail.

- Directions for long-term detours or interim routes when there are gaps within the regional trail.
- Location information for nearby amenities such as local parks and local trails.
- Location information for nearby services, such as drinking water, public restrooms, and public parking.
- Visual identification of the regional trail network through physical kiosk/signage structures.



Regional trail wayfinding signage provides trail users with visual identification of the regional trail network through the physical kiosk/signage structures.

The Park District employs three types of wayfinding signage structures; system kiosks, regional trail kiosks and directional signage.

Descriptions of each are as follows:

- **System Kiosks**

A free-standing, roofed structure that provides trail users with a map of Three Rivers' Regional Park and Trail System, the regional trail rules and general information about the Park District.

- **Regional Trail Kiosks**

A free-standing, roofed structure that provides trail users with a map of the entire regional trail, a description of trail highlights, and a two-mile by two-mile aerial map which depicts local trails, amenities and services near the regional trail.

- **Directional Sign**

A post structure with description blades attached, depicting the direction, the name and the distance to major destinations and points of interest on the trail. Each post structure has the capability of holding up to 12 description blades.

Placement of wayfinding signage structures along regional trails typically follow three levels of primary configuration (Table 11). Exact location and content of wayfinding signage is determined in conjunction with local community input and is often dictated by available public right-of-way. The unique urban nature of the Bassett Creek Regional Trail requires wayfinding signage at strategic delineated points (Table 12).

Table 11
Wayfinding Signage Configurations

Level A		
Location	Components	Estimated Cost
Beginning/end of regional trail and at halfway point if regional trail is greater than 10 miles.*	<ul style="list-style-type: none"> System kiosk Regional trail kiosk Directional signage 	\$41,800 (2011 dollars) <i>Includes all signage and concrete pad.</i>

Level B		
Location	Components	Estimated Cost
Approximately every two miles along regional trail. For new Level B locations, consider establishing on trail's north side.*	<ul style="list-style-type: none"> Regional trail kiosk Directional signage 	\$25,850 (2011 dollars) <i>Includes all signage and concrete pad.</i>

Level C		
Location	Components	Estimated Cost
Approximately every mile along regional trail. For new Level C locations, consider establishing at intersections with other regional trails or comprehensive trail systems (not trail spurs).*	<ul style="list-style-type: none"> Directional signage 	\$6,050 (2011 dollars)

*Exact location and content determined in conjunction with local community input.

Source: Three Rivers Park District

Table 12
Wayfinding Signage Locations

Level A	Level B	Level C	Other
N/A	One (1) along 36th Avenue (south side) near Plymouth Middle School (Robbinsdale Independent School District 281) tennis courts*	One (1) at southwest quadrant of 36th and Nevada Avenues intersection	One (1) regional trail kiosk added to existing signage at French Regional Park's trolley stop
	One (1) in Northwood Park near western entrance	One (1) near TH 100 pedestrian bridge terminus (Golden Valley)	One (1) sign in conjunction Minneapolis Park and Recreation Board at Theodore Wirth Regional Park entrance, adjacent to Golden Valley Road/CR 66
	One (1) in Bassett Creek Park near Yates Avenue	One (1) at southwest quadrant of Golden Valley Road/CR 66 and Regent Avenue intersection, adjacent to Shield Park	

*Requires coordination with Robbinsdale Independent School District 281 and City of Plymouth

Traffic Signage and Devices

In addition to wayfinding signage, plans for providing traffic control signs and devices, such as trail stop signs and center line pavement markings will be prepared. Signs and devices should reflect the physical characteristics and usability of individual trail segments and the system as a whole. Thus, as trail segments are developed (or reconstructed), trail signs and devices may require modification. The cost to add traffic control signs and devices to a regional trail in a first ring suburb is approximately \$3,000 per trail mile (2010 dollars).

Rest Stops

Rest stops on regional trails are useful elements as they provide places for trail users to enter and exit the trail and an area for amenities such as trash receptacles, benches and bicycle racks. These simple but important amenities can serve to reinforce understanding of the regional trail route. Locations for rest stops



Example of regional trail rest stop elements which incorporate trail user amenities.

will be evaluated and incorporated into Bassett Creek Regional Trail as appropriate during design and implementation. The cost to add rest stops to a regional trail every mile where adequate space exists is approximately \$6,700 each (2011 dollars).

Drainage

In many locations, the drainage of the regional trail is similar to that of a typical sidewalk. As such, stormwater sheet flows over the trail pavement and onto the adjacent roadway, where it is collected and conveyed by the roadway stormwater drainage system. In areas where the regional trail is on an independent route, such as through parks or other green spaces, the trail must be designed to function during periods of wet weather. Stormwater must shed rapidly from the surface of the trail, and concentrated flows must be conveyed beneath the trail surface, so as not to create a hazardous situation for the users.

Route Assessment

The Bassett Creek Regional Trail has been divided into seven major segments (Figure 14 and Table 13) which are comprised of constructed and unconstructed segments, in varying states of Park District design standard compliance. Preliminary field review has revealed that some constructed regional trail segments do not meet the Park District's design standards. In light of their relatively recent construction, the Park District intends to utilize the existing trail segments as-is for the life of the pavement, or until local road reconstruction projects or adjacent development/redevelopment allow upgrade to any non-conforming regional trail segments.

Trail easements are recommended for each bituminous trail segment currently constructed, regardless of their compliance with Park District design standards. Easements are not recommended for existing non-compliant concrete sidewalk segments until said segments are reconstructed to meet preferred regional trail design standards.

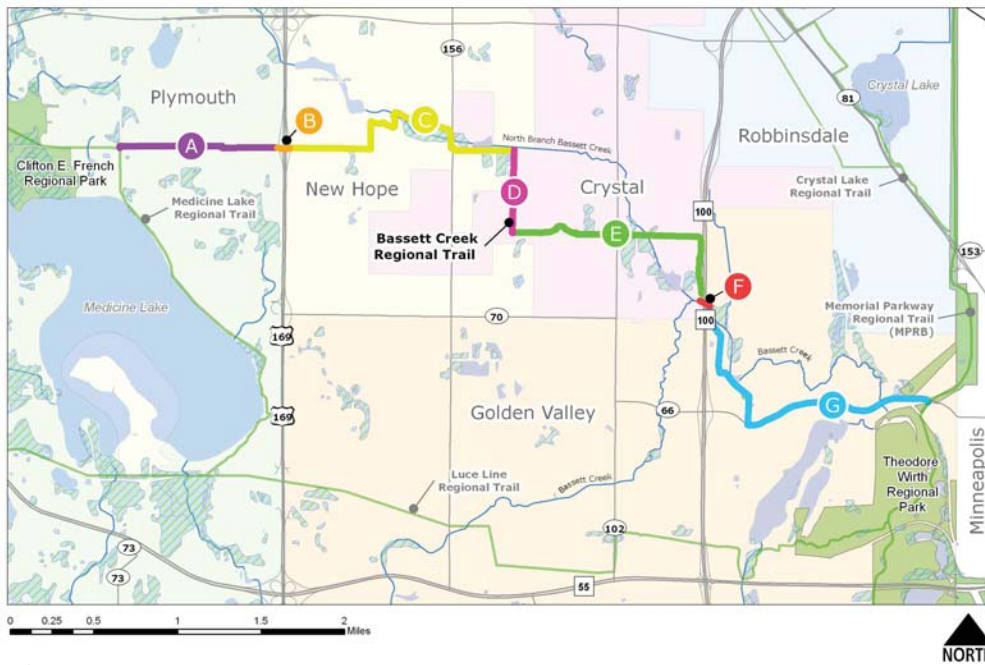


Figure 14
Bassett Creek Regional Trail Segments

Source: Three Rivers Park District

Table 13
Bassett Creek Regional Trail Segments

Segment	From	To	Along Through	Length
Plymouth				
A	Zachary Lane (adjacent to French Regional Park)	TH 169 Pedestrian Bridge	36th Avenue	1.10 mile
Plymouth New Hope				
B	TH 169 Pedestrian Bridge			0.06 mile
New Hope				
C	TH 169 Pedestrian Bridge	Nevada Avenue	36th Avenue Boone Avenue Northwood Park Winnetka Avenue 36th Avenue	1.63 mile
New Hope Crystal				
D	36th Avenue	32nd Avenue	Nevada Avenue	0.50 mile
Crystal				
E	Nevada Avenue	TH 100 Pedestrian Bridge	32nd Avenue Valley Place Park Bassett Creek Park	1.57 mile
Crystal Golden Valley				
F	TH 100 Pedestrian Bridge			0.18 mile
Golden Valley				
G	TH 100 Pedestrian Bridge	Theodore Wirth Parkway (Theodore Wirth Regional Park)	Lilac Drive Briarwood Nature Area Unity Avenue/Minnaqua Drive Westbend Road Regent Avenue Golden Valley Road/CR 66	1.98 mile
Total				7.03 miles

Source: Three Rivers Park District

Segment A - Plymouth

Segment A, which is subdivided into two segments A1 and A2, measures approximately 1.10 miles along 36th Avenue between Zachary Lane and the TH 169 pedestrian bridge (Figure 15).



Segment	From	To	Along Through	Length
Plymouth				
A	Zachary Lane (adjacent to French Regional Park)	TH 169 Pedestrian Bridge	36th Avenue	
A1	Zachary Lane	Pilgrim Lane	36th Avenue (north side)	0.72
A2	Pilgrim Lane	TH 169 Pedestrian Bridge	36th Avenue (south side)	0.38
<i>Subtotal</i>				1.10 miles

Figure 15

Segment A - Plymouth

Source: Three Rivers Park District

A1 | Currently, an eight-foot bituminous trail on the north side of 36th Avenue exists within the right-of-way between Zachary and Pilgrim Lanes (Figure 16). Widening the bituminous trail to preferred regional trail design standards is recommended as opportunities arise.

A2 | East of Pilgrim Lane, a five-foot sidewalk exists within the right-of-way on the south side of 36th Avenue (Figure 17). This existing sidewalk continues the length of 36th Avenue to the TH 169 pedestrian bridge. 36th Avenue also serves as an on-street bicycle route. Segment A2 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way.



Figure 16

Existing bituminous trail on north side of 36th Avenue between Zachary and Pilgrim Lanes.



Figure 17

Existing sidewalk on south side of 36th Avenue between Pilgrim Lane and TH 169 pedestrian bridge.

Segment B - Plymouth | New Hope

The grade separated TH 169 pedestrian bridge was recently constructed and completed in 2009. This pedestrian bridge implemented on the south side of 36th Avenue is 14-foot wide and accommodates multi-modal, two directional pedestrian and bicycle traffic (Figures 18 and 19). As this bridge meets Park District standards, no modifications are recommended.



Figure 18

TH 169 pedestrian bridge crossing along 36th Avenue between Plymouth and New Hope.



Segment	From	To	Along Through	Length
Plymouth New Hope				
B	TH 169 Pedestrian Bridge			
			<i>Subtotal</i>	0.06 miles

Figure 19

Segment B - Plymouth | New Hope

Source: Three Rivers Park District

Segment C - New Hope

Segment C, located within the City of New Hope, measures approximately 1.63 miles and is subdivided into five segments between the TH 169 pedestrian bridge and Nevada Avenue. The trail route generally follows 36th Avenue with a northern diversion through Northwood Park (Figure 21 next page). Should the opportunity arise, and at the City of New Hope’s request, the Park District may entertain a future regional trail alignment along 36th Avenue between Boone and Winnetka Avenues as a more direct route.



Figure 20

An existing regional trail segment between TH 169 and Boone Avenue.



Segment	From	To	Along Through	Length
New Hope				
C	TH 169 Pedestrian Bridge	Nevada Avenue	36th Avenue Boone Avenue Northwood Park Winnetka Avenue 36th Avenue	
C1	TH 169 Pedestrian Bridge	Boone Avenue	36th Avenue (south side)	0.46
C2	36th Avenue	Northwood Park Entrance	Boone Avenue (east side)	0.12
C3	Northwood Park Entrance	Northwood Park Ped Bridge	Northwood Park	0.35
C4	Northwood Park Ped Bridge	36th Avenue	Winnetka Avenue (west side)	0.33
C5	Winnetka Avenue	Nevada Avenue	36th Avenue (south side)	0.37
<i>Subtotal</i>				1.63 miles

Figure 21

Segment C - New Hope

Source: Three Rivers Park District

C1 | In 2003, a 10-foot bituminous trail on the south side of 36th Avenue was constructed between TH 169 and Boone Avenue (Figure 20). Minor upgrades, such as ADA curb ramps at intersections, are required as opportunities arise.

C2 | As the trail route turns north towards Northwood Park, a five-foot wide sidewalk exists on the east side of Boone Avenue. Segment C2 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way.

C3 and C4 | Northwood Park (Figure 22) provides an existing 10-foot wide bituminous trail at its western portion and transitions to an aggregate path (Figure 23) as the route moves east towards Winnetka Avenue. The existing bituminous appears to meet the preferred regional trail design standard, but requires centerline striping. A new ten-foot-wide bituminous trail is required to replace the existing aggregate path.



Figure 22

Northwood Park between Boone and Winnetka Avenues within New Hope.



Figure 23

Existing aggregate path in Northwood Park to be replaced with regional trail.

C5 | As the regional trail route rejoins 36th Avenue at Winnetka Avenue, an existing five-foot wide sidewalk traverses the remaining stretch of 36th Avenue on the south side of the road to Nevada Avenue (Figure 24). Segment C5 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way. The preferred regional trail design may require compromise in certain locations along this segment, specifically at the grade separated railroad crossing.



Figure 24

Existing sidewalk along 36th Avenue to be replaced with new bituminous trail on the south side of the road.

Segment D - New Hope | Crystal

The regional trail begins a southerly descent as it travels south on Nevada Avenue for approximately 0.50 miles between 36th and 32nd Avenues where currently there are no off-street pedestrian or bicycling accommodations (Figures 25 and 26). The existing public right-of-way measures 66 feet with on-street parking allowed. According to the Cities of New Hope and Crystal, there are no imminent plans for Nevada Avenue roadway reconstruction. The master plan recommends striping an on-street

bike lane along Nevada Avenue’s west side as a short term solution. As opportunities arise, the master plan recommends seeking funding to construct this segment off-street.



Figures 25 & 26

Segment D - New Hope | Crystal

Along Nevada Avenue, the trail is proposed on the west side (right side of photograph).

Source: Three Rivers Park District

Segment	From	To	Along Through	Length
New Hope Crystal				
D	36th Avenue	32nd Avenue	Nevada Avenue (west side)	
<i>Subtotal</i>				0.50 miles

Segment E - Crystal

Segment E, located within the City of Crystal, is subdivided into six segments measuring approximately 1.57 miles along 32nd Avenue between Nevada Avenue and the TH 100 pedestrian bridge. For the length of 32nd Avenue, the regional trail is proposed on the north side between Nevada and Hampshire Avenues, and then the south side from Hampshire Avenue until Vera Cruz Avenue (Figure 27).



Segment	From	To	Along Through	Length
Crystal				
E	Nevada Avenue	TH 100 Pedestrian Bridge	32nd Avenue Valley Place Park Bassett Creek Park	
E1	Nevada Avenue	Louisiana Avenue	32nd Avenue (north side)	0.12
E2	Louisiana Avenue	Kentucky Avenue	32nd Avenue (north side)	0.07
E3	Kentucky Avenue	Hampshire Avenue	Valley Place Park	0.18
E4	Hampshire Avenue	Douglas Drive	32nd Avenue (south side)	0.25
E5	Douglas Drive	Vera Cruz Avenue	32nd Avenue (south side)	0.50
E6	Vera Cruz Avenue	TH 100 Pedestrian Bridge	TH 100 right-of-way (west side)	0.45
<i>Subtotal</i>				1.57 miles

Figure 27
Segment E - Crystal

Source: Three Rivers Park District

E1 | No off-street pedestrian accommodations are currently available on the north side of 32nd Avenue between Nevada and Louisiana Avenues where the regional trail is proposed (Figure 28). The master plan recommends construction of a ten-foot-wide, off-street bituminous trail with further recommendation to convert parking lanes which creates a boulevard, in cooperation with the City of Crystal.



Figure 28

No off-street pedestrian accommodations are currently available between Nevada and Louisiana Avenues where the regional trail is proposed.

E2 | Between Louisiana and Kentucky Avenues, there is an existing eight-foot sidewalk. Segment E2 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way.

E3 | From Kentucky to Hampshire Avenues, the regional trail follows an existing eight-foot bituminous trail through Valley Place Park. Widening the bituminous trail to preferred regional trail design standards is recommended as opportunities arise.

E4 | At the intersection of Hampshire and 32nd Avenues, an five-foot sidewalk exists on the south side of the roadway which extends to Douglas Drive/CR 102. Segment E4 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way.

E5 | From Douglas Drive/CR 102 to Xenia Avenue, an existing eight-foot bituminous trail connects regional trail users to residential areas and Bassett Creek Park (Figure 29). A newly constructed trail segment which meets preferred regional park district standards exists from Xenia to Vera Cruz Avenues. Widening the bituminous trail to preferred regional trail design standards from Douglas Drive/CR102 to Xenia Avenue is recommended as opportunities arise.



Figure 29

Existing bituminous trail along the south side of 32nd Avenue within Crystal.



Figure 30

Existing bituminous trail along the TH 100 right-of-way.

E6 | At Vera Cruz Avenue, the regional trail travels south along an existing segment of trail to meet the TH 100 pedestrian bridge (Figure 30). This segment meets the Park District's preferred regional trail design standards. The trail alignment may shift slightly if a proposed City of Crystal residential subdivision of existing TH 100 Mn/DOT right-of way comes to fruition. Should the trail require reconstruction due to said subdivision, the cost for trail relocation shall be borne from the City of Crystal or passed on to the developer.

Segment F - Crystal | Golden Valley

A pedestrian bridge, constructed in conjunction with the 2003 TH 100 reconstruction, allows connection between Crystal and Golden Valley (Figures 31 and 32). This previously defined physical barrier was overcome

with a 14-foot-wide bridge that accommodates multi-modal, two directional pedestrian and bicycling traffic. As this bridge meets Park District standards, no modifications are recommended at this time.



Figure 31

TH 100 pedestrian bridge between Crystal and Golden Valley, constructed in 2003.

Segment	From	To	Along Through	Length
Crystal Golden Valley				
F	TH 100 Pedestrian Bridge			
			<i>Subtotal</i>	0.18 miles

Figure 32

Segment F - Crystal | Golden Valley

Source: Three Rivers Park District

Segment G - Golden Valley

Segment G includes 1.98 miles of regional trail within Golden Valley and is subdivided into four segments (Figure 33).

G1 | As the regional trail enters Golden Valley from the TH 100 pedestrian bridge, it utilizes an existing eight-foot-wide bituminous trail along the east side of Lilac Drive and Unity Avenue. During this stretch, the regional trail connects users to Briarwood Nature Area and multi-family residential (Figure 34). Widening the bituminous trail to preferred regional trail design standards is recommended as opportunities arise.



Segment	From	To	Along Through	Length
Golden Valley				
G	TH 100 Pedestrian Bridge	Theodore Wirth Parkway (Theodore Wirth Regional Park)	Unity Avenue Open Space Toledo Avenue Open Space Scott Avenue Regent Avenue Golden Valley Road/CR66	
G1	TH 100 Pedestrian Bridge	Minnaqua Drive	Unity Avenue (east side) Open Space	0.34
G2	Minnaqua Drive	Regent Avenue	Toledo Avenue (east side) Open Space Scott Avenue (east side)	0.31
G3	Westbend Road	Golden Valley Road/CR 66	Regent Avenue (west side)	0.18
G4	Regent Avenue	Theodore Wirth Parkway (Theodore Wirth Regional Park)	Golden Valley Road/CR 66 (south side)	1.15
<i>Subtotal</i>				1.98 miles

Figure 33

Segment G - Golden Valley

Source: Three Rivers Park District

G2 | The regional trail route continues south and east via an existing eight-foot wide bituminous trail through a series of open spaces, passing on the north and east side of Minnaqua Drive before making connection to Westbend Road and eventually Regent Avenue (Figure 35). Widening the bituminous trail to preferred regional trail design standards is recommended as opportunities arise.



Figure 34

Existing bituminous trail segments east of TH 100 offer connections to Briarwood Nature Area and residential.

G3 | At Regent Avenue, an existing five-foot-wide concrete sidewalk is located on the west side of the street, which continues southward towards Golden Valley Road/CR 66. Segment G3 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way as opportunities arise.



Figure 35

Existing bituminous trail segments currently in place between Unity and Regent Avenues in Golden Valley.

G4 | The regional trail begins an eastward direction onto Golden Valley Road/CR 66 where a six-foot-wide existing concrete sidewalk runs the length of this road's south side to Theodore Wirth Regional Park (Figure 36). Segment G4 requires removal of the existing sidewalk and construction of a new bituminous trail within right-of-way. The master plan recommends segment G4 construction in conjunction with Golden Valley Road/CR 66 road reconstruction as it will require significant utility relocations with limited space for boulevard and full trail width per preferred regional design standards.



Figure 36

Golden Valley Road/CR 66 offers connection to Theodore Wirth Regional Park. The trail is proposed on the road's south side (right side of photo).

Implementation

It is anticipated that the regional trail will be developed in stages, with the construction of various stages driven by available funding and local factors such as availability of land, timing of adjacent roadway improvements, and public desire to expand the existing recreational trail system. Until the corridor is fully developed, gaps in the regional trail will exist and may be overcome by existing sidewalks or interim use of city streets. However, the ultimate trail geometry will consist of a ten-foot-wide paved surface separate from any adjacent roadway, so that trail users will not share the roadway with motorized vehicles.

The development and implementation of unconstructed trail segments and upgrading of certain trail segments to Park District standards will require additional activities beyond the master plan phase. These activities typically include the preparation of final construction documents, additional property and natural resource analysis, final cost estimates, City staff review, typical railway cooperative agreements, and public approval meetings (such as City Council and Park Commission/Board meetings).

A detailed planning level cost estimate, including segment assessments and plans for construction and/or reconstruction, is included in Appendix B | Cost Estimate. In summary, approximately 3.47 miles require new construction, 2.05 miles require reconstruction, 0.80 miles require striping and/or signage and 0.71 miles meet Park District design guidelines.

Operations & Maintenance Plan

Bassett Creek Regional Trail is operated under Park District ordinances and policies. The regional trail is overseen by professional public safety operations and maintenance staff. Services and maintenance staffing levels increase as needed and as funding permits through the employment of seasonal staff. Park Service Officers and Park Police Officers provide public safety services. Volunteers also assist with trail patrol. Maintenance services for Bassett Creek Regional Trail are provided by maintenance operations emanating from French Regional Park.

Ordinances

The Park District Board of Commissioners has adopted a set of ordinances that define the rules and regulations to provide for the safe and peaceful use of the parks and trails and corresponding facilities; for the educational and recreational benefits and enjoyment of the public; for the protection and preservation of the property, facilities and natural resources; and for the safety and general welfare of the public.

A copy of the ordinances may be obtained from the Park District website (www.threeriversparks.org). Rules and regulations are also posted throughout Park District properties and facilities. Posted information includes park hours, permitted and prohibited activities, fees, map of the park and/or trails, and who to contact in case of an emergency. Park District Police and Park Service Officers regularly patrol all property and trails on foot and by bicycle and motor vehicles. When necessary, ordinances may be enforced via citations.

Operations—Public Safety

The Public Safety Section consists of Park Police Officers, Park Service Officers, seasonal security staff, and support staff. Park Police Officers are licensed peace officers in the State of Minnesota and have the authority to arrest and detain criminal offenders and enforce a variety of traffic laws just like other law-enforcement officers throughout the state. Officers are trained and certified as Emergency Medical Technicians and First Responders. Park Police Officers strive to be proactive and utilize a variety of alternative patrol techniques that include horse-mounted, bicycle, electric scooter and four-wheel ATV patrols.

Park Service Officers have enforcement authority as well, but it is limited to minor park offenses. Additionally, Park Service Officers are trained and certified as Emergency Medical Technicians and First Responders. Park Service Officers are an important component of the Public Safety

function, and communicate directly with the Park Police Officers when they observe suspicious or criminal behavior. Park Service Officers are very knowledgeable about park activities and readily assist with traffic flow, parking issues, and park guest information as well as administer first aid to park users who are ill or injured.



Park Service Officers readily assist with traffic flow, parking issues, and park guest information as well as administer first aid to park users who are ill or injured.

The Park District's Public Safety Plan includes the general patrol of regional parks, park reserves and regional trails by a Park Police Officer or Park Service Officer. Many high-volume parks have a Park Service Officer stationed at the respective park to be readily available to provide assistance to park users.

Mutual Aid

The Park District participates in a statewide mutual aid program that facilitates the sharing of public safety resources in times of emergency or other unusual conditions. This program serves to facilitate the assistance received from surrounding police agencies.

Staffing

The Park District uses a combination of Park Service Officers and certified Park Police Officers for trail patrol on the Bassett Creek Regional Trail. Additional seasonal staff may be hired to support the safe and efficient operation of the Bassett Creek Regional Trail system. Public Safety staff is deployed from various offices throughout the six-county Park District. Specific patrol of the Bassett Creek Regional Trail will be the primary responsibility of trail patrol staff assigned to French Regional Park, however, all public safety staff patrol trails on an as needed basis or when call load presents an opportunity to conduct alternative patrol.

Operations—Maintenance

Due to extensive property holdings, geographic distribution of facilities and the need to create an efficient and cost-effective work force, the Park District organizes and budgets maintenance services in six geographic clusters that provide maintenance service to Park District regional parks, park reserves and regional trails. The French Work Cluster provides maintenance services for the Bassett Creek Regional Trail.

Many existing trail sections of the Bassett Creek Regional Trail have non-standard regional trail characteristics including trail design, trail width, trail shoulders and surfaces. Maintenance operations will not be typical as compared to other Park District regional trail corridors. Maintenance

operations will be limited to seasonal condition assessments and periodic inspections, followed by necessary maintenance actions. Inspections will address possible safety issues, vandalism and non-routine maintenance concerns. The Park District will also respond to maintenance issues identified by the public, on a timely basis, as funding permits. Extraordinary maintenance occurs in response to storm damage, vandalism or other unplanned circumstances.

The Bassett Creek Regional Trail will receive scheduled striping, seal coating and redevelopment under the Park District's pavement management program and in accordance with Park District standards and as funding permits. The Park District will also seek opportunities to work with Hennepin County and local cities in conjunction with road projects, redevelopment and other opportunities to improve trail design and surfacing.

Operations and maintenance of non-constructed regional trail segments are subject to typical railway agreements and associated easements between the Park District and adjacent jurisdictions.

Proposed Maintenance Activities

While regional trails are open year round, the Park District's present policy provides for trail operation from April 1 to November 14. Local municipalities wishing to offer winter use of the trail may apply for a winter trail operations permit from the Park District. If winter operations are permitted, the local municipality is responsible for operations and maintenance.

Limited additional staffing and equipment are needed to operate and maintain the trail corridor; however, some equipment and staffing resources will be shared with the existing Park District maintenance operations emanating from the French Work Cluster.

Routine maintenance is outlined below.

- **April and May:** Sign inventory and replacement, spring cleanup, limited mowing, trash pickup, bridge and underpass repair, as needed.
- **June, July, August and September:** Erosion repair, fence repair, sign and post replacement, trail trimming, mowing, weed control, trash pickup, bridge and boardwalk repair (as needed).
- **October and November:** Bituminous patching and striping replacement, as needed.
- **December to March:** No planned operations or maintenance during winter unless permitted to area cities and/or Three Rivers Park District elects to conduct winter trail activities.

- **Throughout the year and storm-related damage:** Periodic trail sweeping and clean-up, as needed.

Several specific management/maintenance programs are in place to ensure a safe, user-friendly experience to all trail programs.

- **Sign Maintenance:** Directional, safety, regulatory, interpretive and informational signage is typically installed during trail development. During the operational season, signage is inspected as part of the routine inspection and maintenance tasks.
- **Sweeping/Blowing/Vacuuming:** Natural debris such as leaves, acorns, twigs and grass clippings may be swept, blown or vacuumed on a periodic basis. Extraordinary maintenance may be required in the event of storm debris and conducted in cooperation with the local cities.
- **Pavement Management Program:** Pavement management is a systematic method for tracking and addressing pavement conditions at a District-wide level. The pavement management program greatly enhances The Park District's ability to perform preventive maintenance and optimize pavement condition and performance. The pavement management system provides the Park District with a tool to assist in making consistent, cost-effective decisions about maintaining and preserving the pavement investment.
- **Contractual Services:** The Park District may contract for regional trail striping services, and pothole and crack repairing on an as-needed basis.
- **Trail/Bridge Maintenance:** Trails are inspected annually in the spring as part of the pre-season maintenance program and are then inspected periodically by Park District maintenance staff as part of ongoing operations. Minor trail repair is handled on a timely basis, and probable major repair needs are evaluated and recommended to Park District management for planning or engineering review. Major trail rehabilitation projects are submitted to the Park District Board of Commissioners for funding as part of the annual operating budget, preservation and rehabilitation program, or capital improvement program. Mn/DOT pedestrian bridges are the responsibility of Mn/DOT. The Park District only maintains the trail use of said bridges and underpasses to sweep, clean and paint as necessary, unless otherwise defined by separate agreement.
- **Noxious Weed Management:** The Park District mechanically or chemically removes noxious weeds within the defined trail corridor at the request of cities.

- **Edge/Trail Shoulder Vegetation Management:** Due to the unique existing trail design and location in fully developed communities, the local cities will continue to maintain mowing, road easements and other right-of-ways that have not been transferred to the Park District. The Park District will trim substantial trees and shrubs which do not meet safety clearances.

Operations - Natural Resources

In order to maximize operating resources, the Park District maintains geographically dispersed work units for maintenance, public safety, and facility and program services. Natural Resources Management services are dispersed on a system-wide basis. The Park District monitors all resources needed to provide support services across Park District work units.

Public Awareness

The Park District's Marketing and Communications Department manages a centralized marketing communications function that oversees public relations, marketing, media relations, the website, brand management, event planning and promotion. A number of effective marketing and outreach tools are used to promote the Park District, including but not limited to an annual distribution of District-wide map, the website, direct mail, press releases, centralized reservation system, feedback phone line, brochures, ads and on-site promotion.

The Park District collaborates with a wide array of community, business and government organizations to promote its facilities, programs and services, and to educate the public about its resources. The Park District also works with the Metropolitan Regional Parks System and the State Office of Tourism to leverage shared opportunities for creating awareness and visibility and works with the county agencies to provide information about scholarship programs available to individuals receiving economic assistance.

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Estimated Costs & Funding

Regional trail implementation has both initial costs (acquisition and development) and ongoing costs (operations and maintenance). Trail development will occur as opportunities to coordinate with other agencies/projects occur, funding becomes available, and at the discretion of the Park District Board of Commissioners. Individual development projects may move forward to coincide with development adjacent to the trail corridor for purposes of cost savings.

Boundaries & Acquisition Costs

The Bassett Creek Regional Trail primarily follows public roadways where right-of-way exists. Certain pedestrian bridges require agreements with third parties such as Hennepin County and/or MnDOT.

Development Costs

Regional trail development includes the cost to prepare the site, reconfigure roadways as required, modify drainage patterns where necessary, pave the trail, and install signage, striping, and landscaping. In total, the estimated development cost for the Bassett Creek Regional Trail is \$2,235,725 - \$2,357,125. Additional items including wayfinding signage, traffic signage and devices, rest stops and miscellaneous trail costs are included in Appendix B | Detailed Capital Improvement Cost Estimate.

Operating Costs

Operating costs include an estimate of labor hours expended. At the trail unit, commodities and contracted services are directly charged and administrative and management costs are not included in the estimates. The estimates for future operating budget expenditures, as reflected in this master plan, represent anticipated additional costs incurred by District-wide or geographical work units as capital development is implemented. All operating costs and associated staff/equipment are subject to the annual operating budget preparation process administered by the Superintendent and are considered formally by the Board of Commissioners.

Operating Costs	
Annual Costs (Public Safety and Maintenance)	\$26,000
One-Time Costs	\$3,000

Source: Three Rivers Park District

Public Safety Operating Costs

The estimated annual public safety services for Bassett Creek Regional Trail is \$21,000 in 2011 dollars. This includes salary and benefits of seasonal patrol. There is also estimated equipment costs of \$3,000 for uniforms and associated duty gear, radios, bicycles etc.

Maintenance Operating Costs

Due to the cost savings associated with providing maintenance through geographically dispersed work clusters, much of the maintenance equipment and tools needed for maintenance of planned facilities are already in place.

The estimated annual routine maintenance costs for the Bassett Creek Regional Trail is \$5,000 in 2011 dollars. Additional non-routine costs for trail preservation and rehabilitation activities (i.e. trail surface repairs, striping replacement and pavement management) are anticipated and depend on trail conditions identified through seasonal inspections. These costs will be included in the Park District annual Asset Management Program.

Natural Resources Operating Costs

Due to the urbanized location of the Bassett Creek Regional Trail, no additional costs for natural resources management are anticipated.

Funding Sources

Annual operating costs are funded through the Park District General Fund Budget. The primary source of funds is property tax with some revenue received from the State of Minnesota as part of the Operations and Maintenance Fund allocations from the Metropolitan Council. Some of the annual rehabilitation costs also may be funded from the Park District's Park Maintenance and Rehabilitation Fund, which includes revenues allocated to the Park District from the State of Minnesota as well as Park District general obligation bonds.

The Metropolitan Council and State of Minnesota provide funding for acquisition, development and redevelopment projects through the Regional Parks Capital Improvement Program (CIP). The development proposed in this master plan may be funded through the Regional Parks CIP, through Park District bonds, donations and/or funding sources that may be available at the time of development. Opportunities for Federal funding may also be explored.

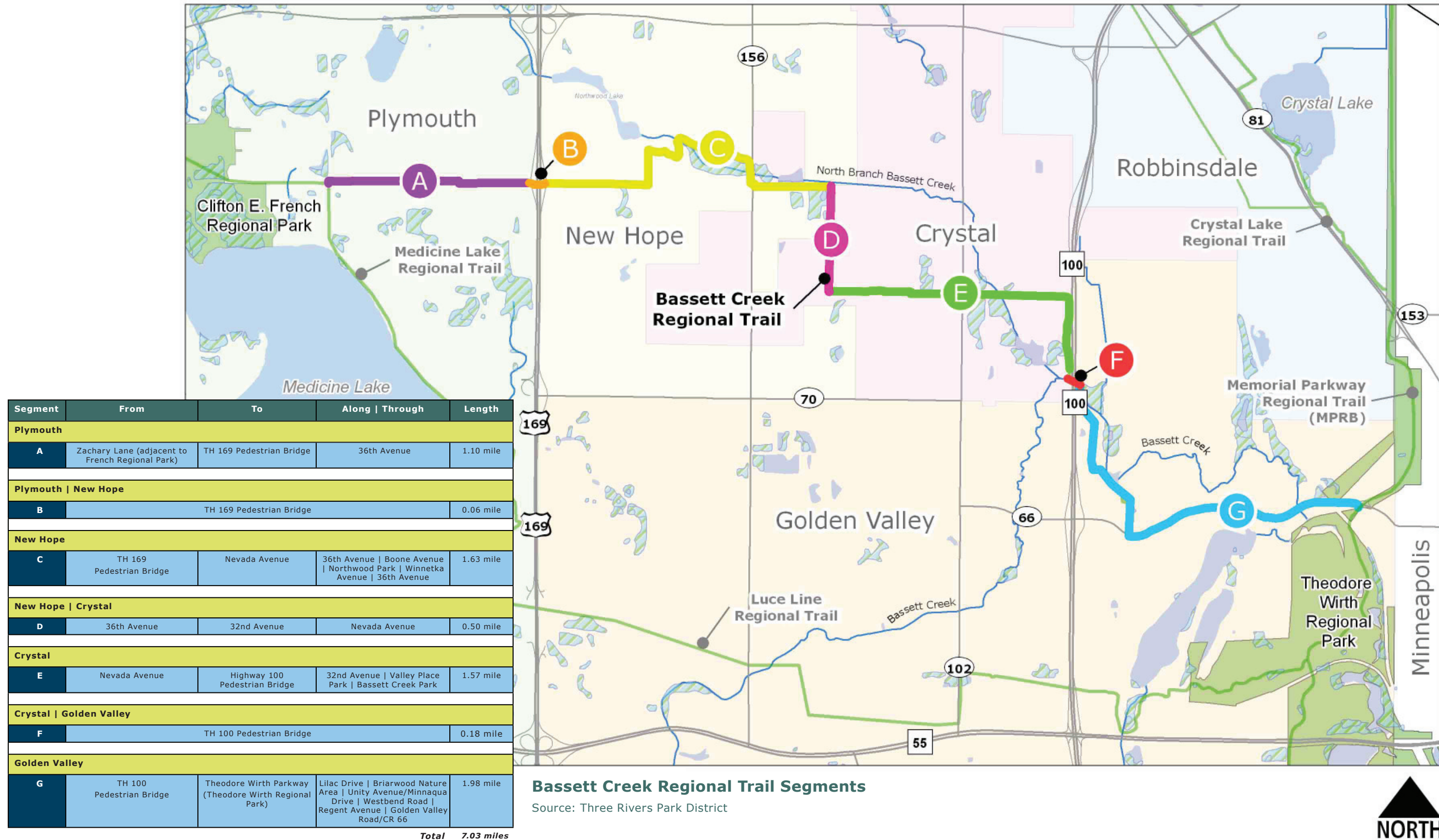
All operating costs and associated staff/equipment are subject to the annual operating budget preparation process administered by the Park District Superintendent and considered formally by the Board of Commissioners.

Other Revenue

The Park District does not charge an entrance fee to any of its parks and trails. At this time, the Park District does not anticipate any direct revenue generation from the development of the regional trail system. However, secondary revenue sources may be available. For example, the proposed regional trail system provides a more direct and clear connection to the existing regional park system, potentially resulting in increased park visitor and revenue opportunities.

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APPENDIX A



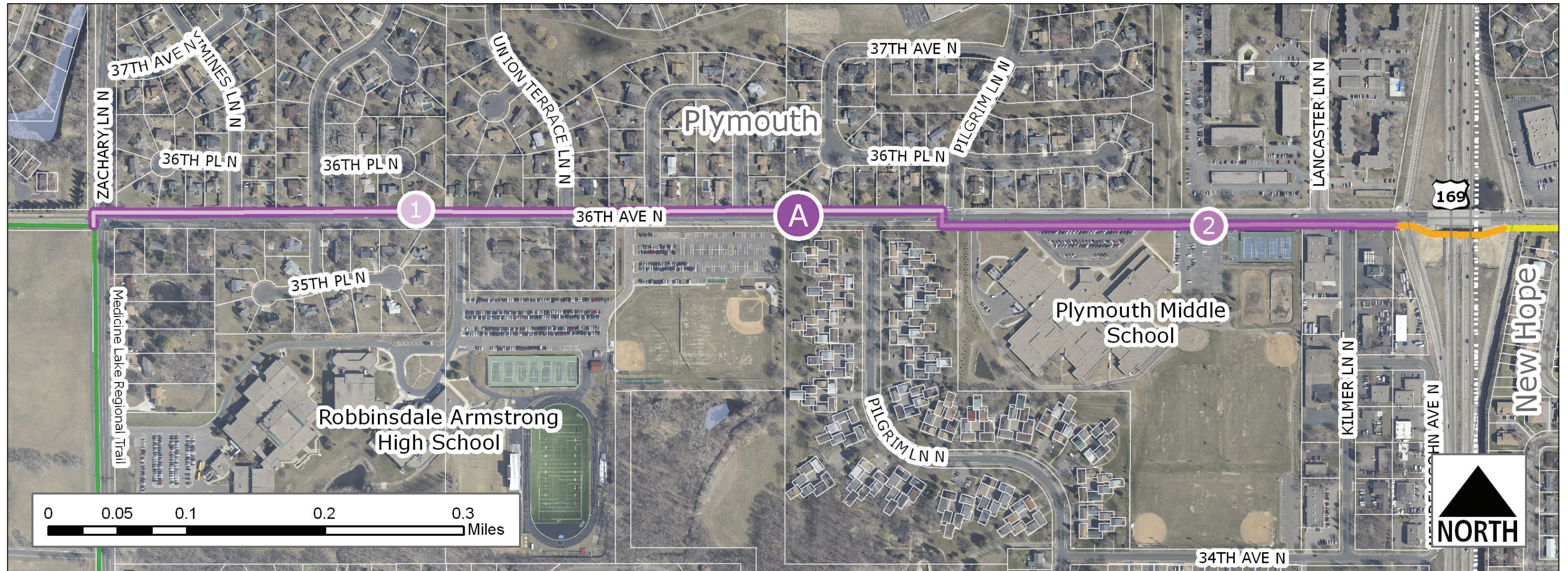
Bassett Creek Regional Trail Segments

Source: Three Rivers Park District



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APPENDIX A



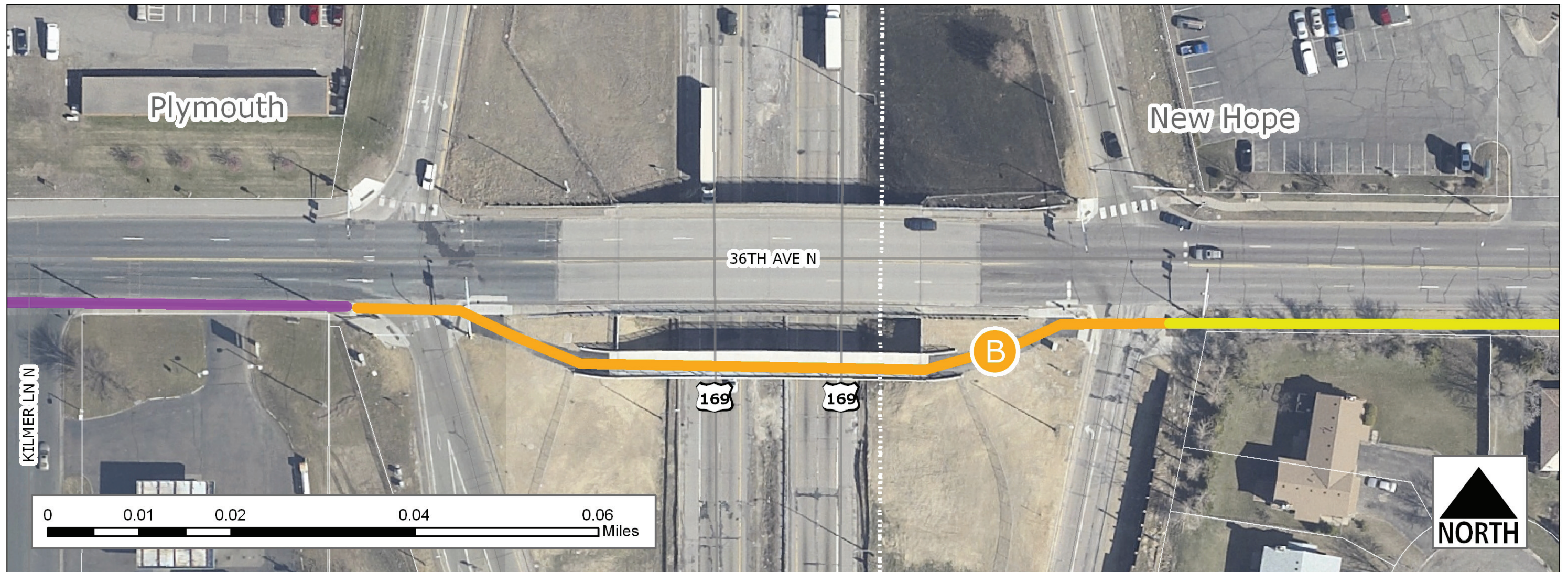
Segment	From	To	Along Through	Length
Plymouth				
A	Zachary Lane (adjacent to French Regional Park)	Highway 169 Pedestrian Bridge	36th Avenue	
A1	Zachary Lane	Pilgrim Lane	36th Avenue (north side)	0.72
A2	Pilgrim Lane	Highway 169 Pedestrian Bridge	36th Avenue (south side)	0.38
<i>Subtotal</i>				1.10 miles

Segment A - Plymouth

Source: Three Rivers Park District

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APPENDIX A



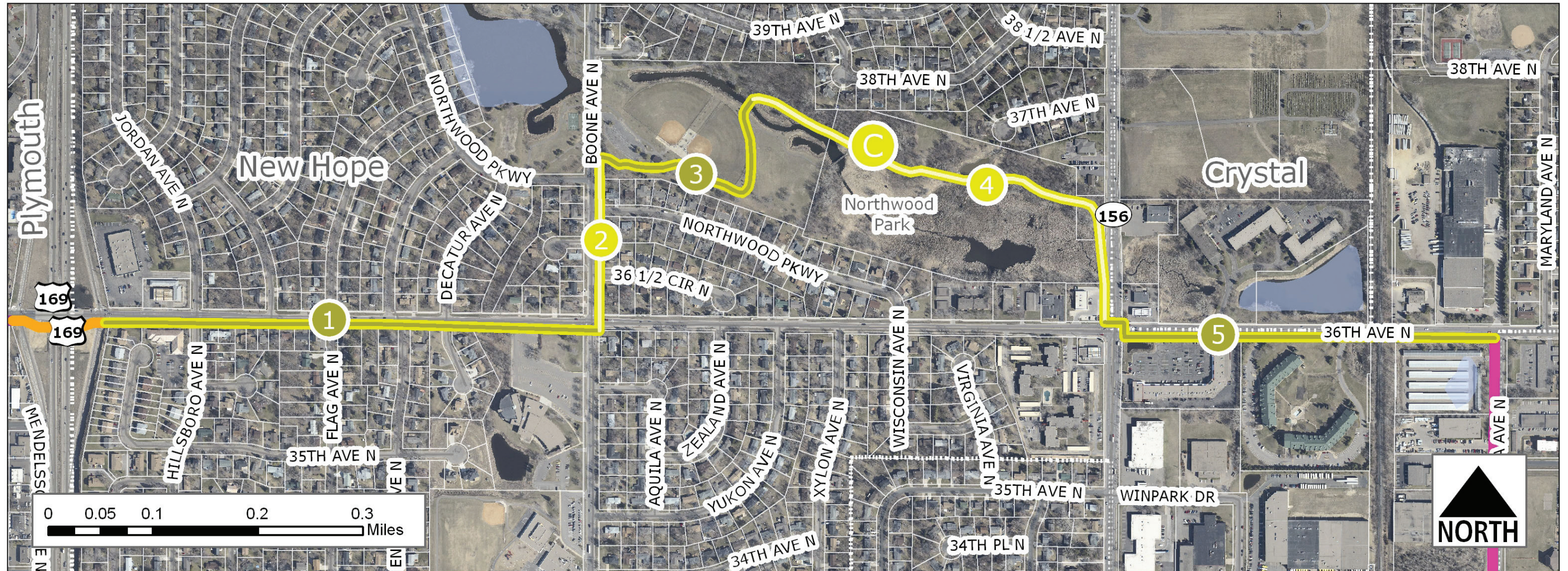
Segment	From	To	Along Through	Length
Plymouth New Hope				
B	Highway 169 Pedestrian Bridge			
<i>Subtotal</i>				0.06 miles

Segment B - Plymouth | Crystal

Source: Three Rivers Park District

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APPENDIX A



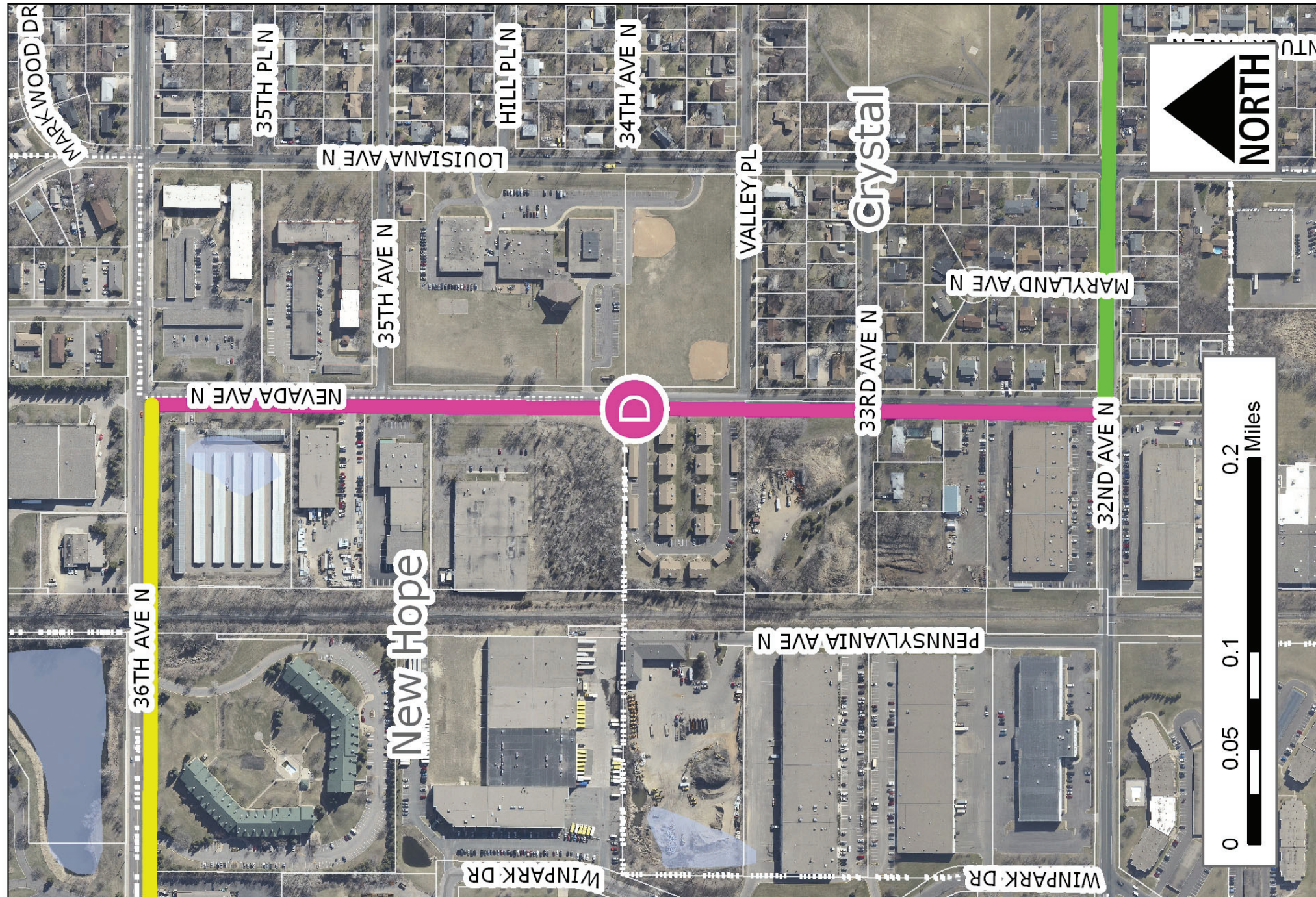
Segment	From	To	Along Through	Length
New Hope				
C	Highway 169 Pedestrian Bridge	Nevada Avenue	36th Avenue Boone Avenue Northwood Park Winnetka Avenue 36th Avenue	
C1	Highway 169 Pedestrian Bridge	Boone Avenue	36th Avenue (south side)	0.46
C2	36th Avenue	Northwood Park Entrance	Boone Avenue (east side)	0.12
C3	Northwood Park Entrance	Northwood Park Midway	Northwood Park	0.35
C4	Northwood Park Midway	36th Avenue	Winnetka Avenue (west side)	0.33
C5	Winnetka Avenue	Nevada Avenue	36th Avenue (south side)	0.37
<i>Subtotal</i>				1.63 miles

Segment C - New Hope

Source: Three Rivers Park District

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APPENDIX A



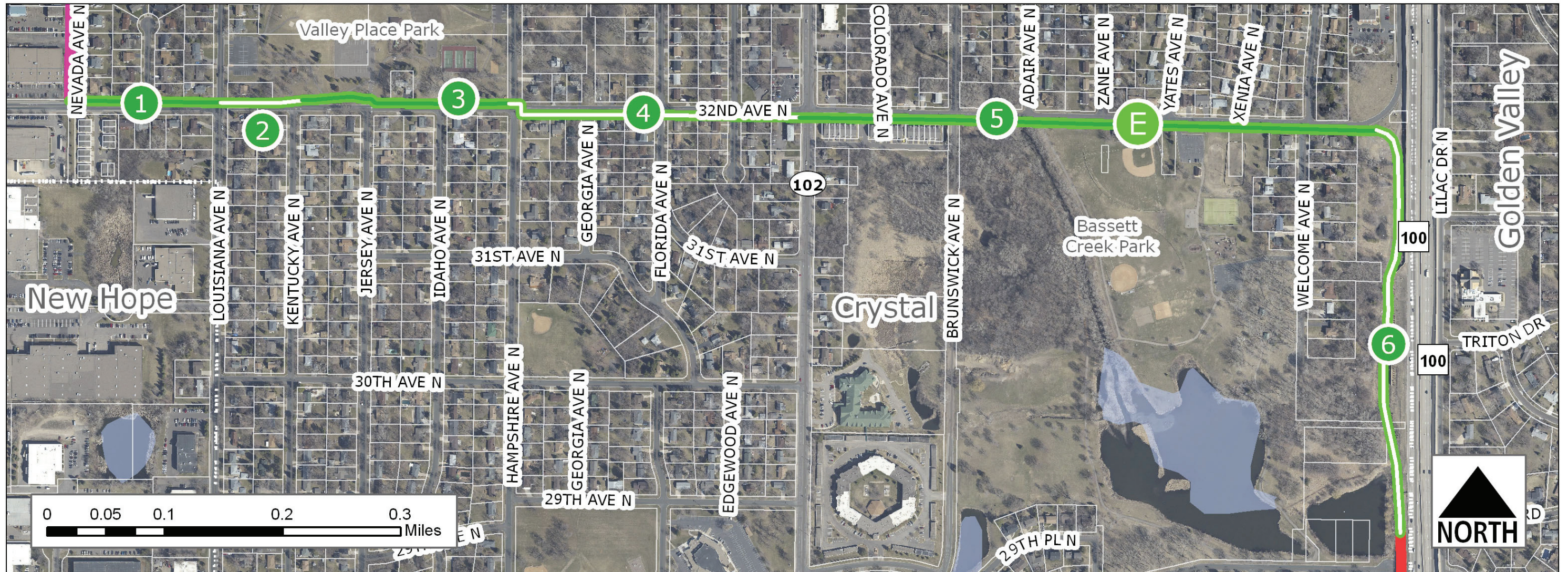
Segment	From	To	Along Through	Length
New Hope Crystal				
D	36th Avenue	32nd Avenue	Nevada Avenue (east side)	
			<i>Subtotal</i>	0.50 miles

Segment D - New Hope | Crystal

Source: Three Rivers Park District

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APPENDIX A



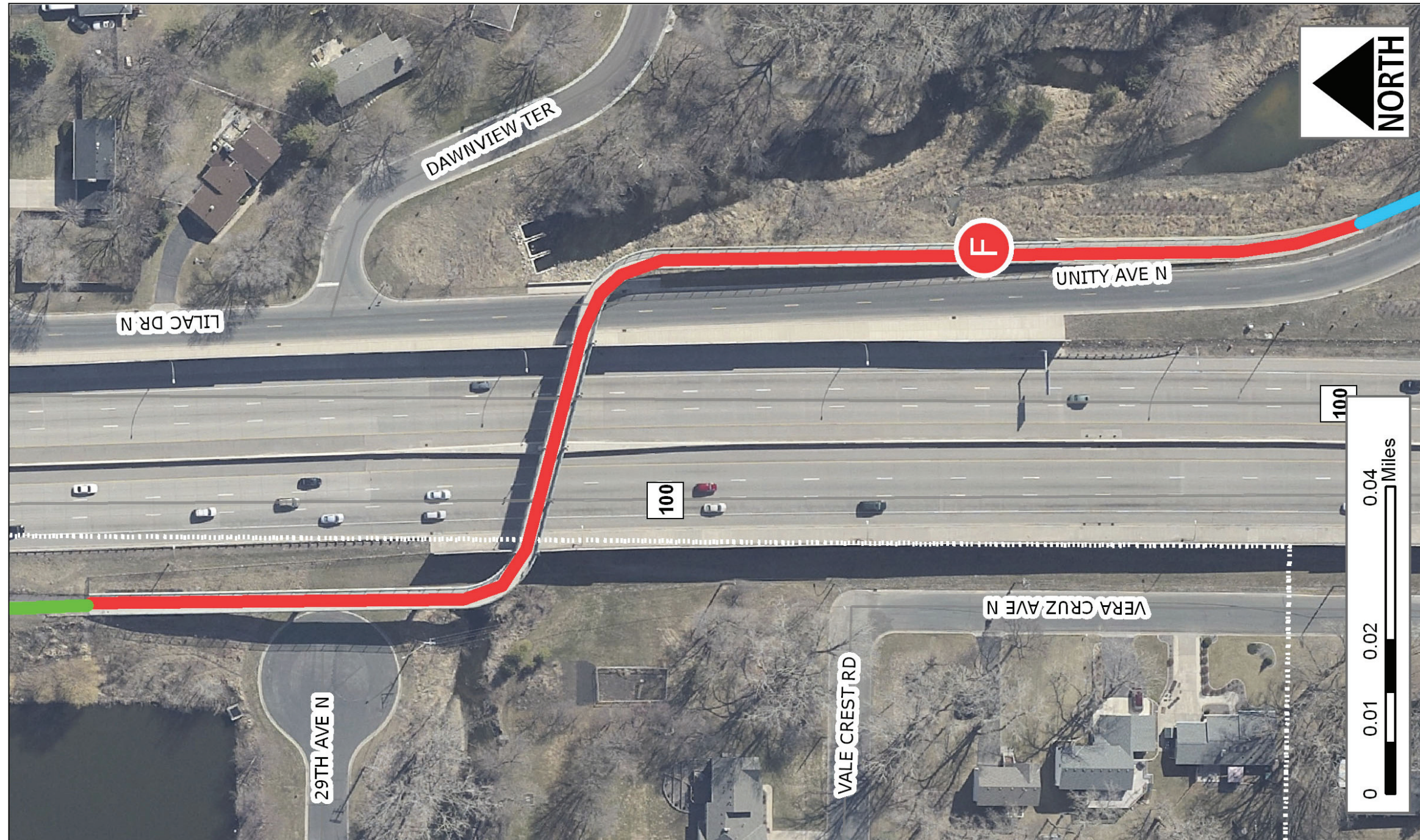
Segment	From	To	Along Through	Length
Crystal				
E	Nevada Avenue	Highway 100 Pedestrian Bridge	32nd Avenue Valley Place Park Bassett Creek Park	
E1	Nevada Avenue	Louisiana Avenue	32nd Avenue (north side)	0.12
E2	Louisiana Avenue	Kentucky Avenue	32nd Avenue (north side)	0.07
E3	Kentucky Avenue	Hampshire Avenue	Valley Creek Park	0.18
E4	Hampshire Avenue	Douglas Drive	32nd Avenue (south side)	0.25
E5	Douglas Drive	Vera Cruz Avenue	32nd Avenue (south side)	0.50
E6	Vera Cruz Avenue	Highway 100 Pedestrian Bridge	Highway 100 (west side)	0.45
<i>Subtotal</i>				1.57 miles

Segment E - Crystal

Source: Three Rivers Park District

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APPENDIX A



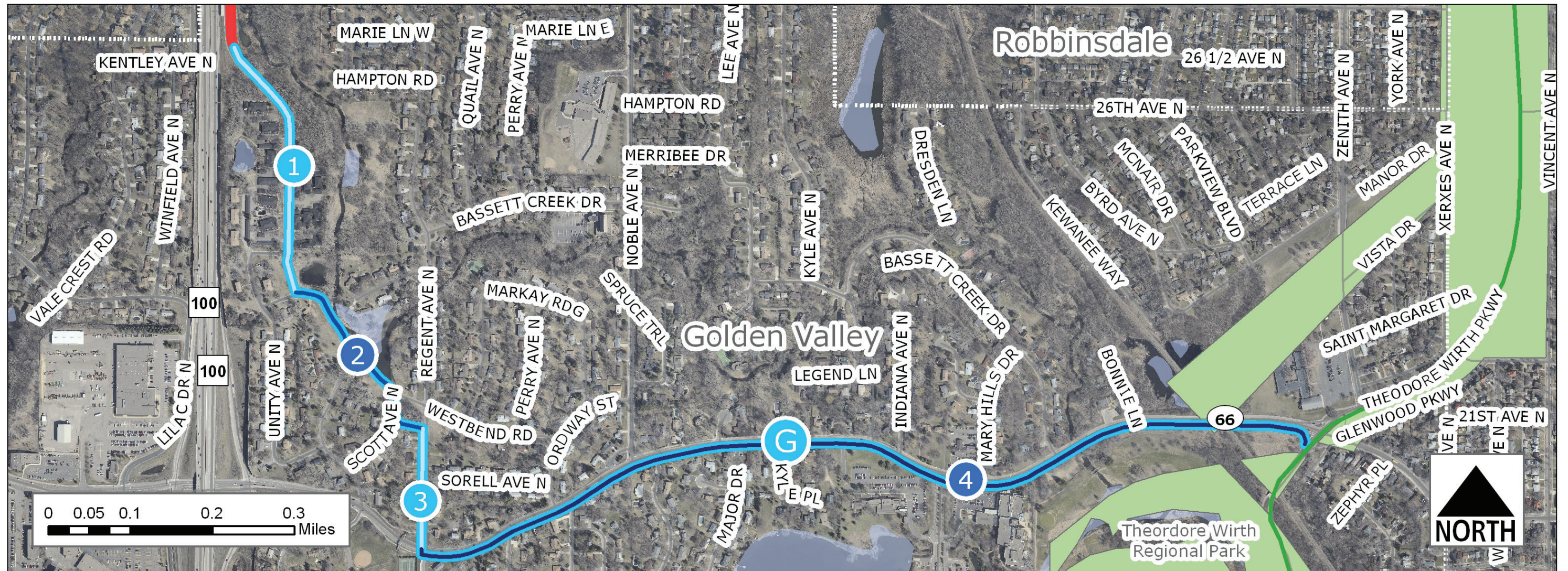
Segment	From	To	Along Through	Length
Crystal Golden Valley				
F	Highway 100 Pedestrian Bridge			
			<i>Subtotal</i>	0.18 miles

Segment F - Crystal | Golden Valley

Source: Three Rivers Park District

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APPENDIX A



Segment G - Golden Valley

Source: Three Rivers Park District

Segment	From	To	Along Through	Length
Golden Valley				
G	Highway 100 Pedestrian Bridge	Theodore Wirth Parkway (Theodore Wirth Regional Park)	Unity Avenue Open Space Toledo Avenue Open Space Scott Avenue Regent Avenue Golden Valley Road/CR66	
G1	Highway 100 Pedestrian Bridge	Minnaqua Drive	Unity Avenue (east side) Open Space	0.34
G2	Minnaqua Drive	Regent Avenue	Toledo Avenue (east side) Open Space Scott Avenue (east side)	0.31
G3	Westbend Road	Golden Valley Road/CR 66	Regent Avenue (west side)	0.18
G4	Regent Avenue	Theodore Wirth Parkway (Theodore Wirth Regional Park)	Golden Valley Road/CR 66 (south side)	1.15
<i>Subtotal</i>				1.98 miles

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APPENDIX B

Segment A - Plymouth Zachary Lane to TH 169 Pedestrian Bridge

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
A1	Zachary Lane	Pilgrim Lane	3,805	0.72	Existing Trail Restricted width, requires reconstruction as opportunities arise.	Reconstruct	\$50	\$190,250	Existing 8' bituminous trail along 36th Avenue (north side) requires widening and reconstruction. Utility relocates and small retaining wall may be required.
A2	Pilgrim Lane	TH 169 Pedestrian Bridge	2,025	0.38	Proposed Trail Existing sidewalk, requires removal and reconstruction with bituminous trail.	New Construction	\$70	\$141,750	Existing 5' concrete sidewalk along 36th Avenue (south side) to be reconstructed to 10' bituminous trail.
Subtotal for Segment A			5,830	1.10				\$332,000	

Segment B - Plymouth | New Hope TH 169 Pedestrian Bridge

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
B	West side of TH 169	East side of TH 169	335	0.06	Existing Trail Meets Park District preferred regional trail design guidelines.	None	\$0	\$0	Grade separated bridge construction appears to meet Park District standards.
Subtotal for Segment B			335	0.06				\$0	

Segment C - New Hope TH 169 Pedestrian Bridge to Nevada Avenue

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
C1	TH 169 Pedestrian Bridge	Boone Avenue	2,440	0.46	Existing Trail Meets Park District preferred regional trail design guidelines.	Reconstruct	\$0	\$30,000	Existing 10' bituminous trail along 36th Avenue (south side) appears to meet Park District standards. Minor upgrades are required (10' ADA curb ramps) as opportunities arise.
C2	36th Avenue	Northwood Park Entrance	640	0.12	Proposed Trail Existing sidewalk requires removal and reconstruction with bituminous trail.	New Construction	\$70	\$44,800	Existing 5' concrete sidewalk along Boone Avenue (east side) to be reconstructed to 10' bituminous trail.
C3	Northwood Park Entrance	Pedestrian bridge in Northwood Park	1,840	0.35	Existing Trail Meets Park District preferred regional trail design guidelines.	Striping	\$5	\$9,200	Existing 10' bituminous trail appears to meet Park District standards. Requires centerline striping.
C4	Pedestrian bridge in Northwood Park	36th Avenue	1,740	0.33	Proposed Trail Existing aggregate pathway to be reconstructed with bituminous trail.	New Construction	\$60	\$104,400	Construct new 10' bituminous trail on gravel base. Assumes no wetland impacts.
C5	Winnetka Avenue	Nevada Avenue	1,950	0.37	Proposed Trail Existing sidewalk requires removal and reconstruction with bituminous trail.	New Construction	\$70	\$136,500	Existing 5' concrete sidewalk along 36th Avenue (south side) to be reconstructed to 10' bituminous trail.
Subtotal for Segment C			8,610	1.63				\$324,900	

Segment D - New Hope | Crystal Nevada Avenue

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
D	36th Avenue	32nd Avenue	2,650	0.50	Proposed Trail No existing off-street pedestrian accommodations.	New Construction	\$150	\$397,500	Construct 10' off-street, bituminous trail along Nevada Avenue (west side). Assumes partial removal of existing roadway within right-of-way. Does not include costs for crown adjustments.
Subtotal for Segment D			2,650	0.50				\$397,500	

*Note: On-street bike lane with striping/signage along Nevada Avenue (west side) as short term solution = \$26,500 (2,650 ft @ \$10/LF).

Appendix B | Detailed Capital Improvement Cost Estimate

**Segment E - Crystal
Nevada Avenue to TH 100 Pedestrian Bridge**

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
E1	Nevada Avenue	Louisiana Avenue	640	0.12	Proposed Trail No existing off-street pedestrian accommodations.	New Construction	\$75	\$48,000	Construct 10' off-street, bituminous trail along 32nd Avenue (north side). Utility relocates and small retaining walls may be required. Potential to convert parking lanes to trail and boulevard, with coordination from the City of Crystal at time of design.
E2	Louisiana Avenue	Kentucky Avenue	365	0.07	Proposed Trail Existing sidewalk requires removal and reconstruction with bituminous trail.	New Construction	\$70	\$25,550	Existing 8' sidewalk along 32nd Avenue (north side) to be reconstructed to 10' bituminous regional trail.
E3	Kentucky Avenue	Hampshire Avenue	975	0.18	Proposed Trail No existing off-street pedestrian accommodations.	New Construction	\$75	\$73,125	Construct 10' off-street, bituminous trail along 32nd Avenue (north side). Utility relocates may be required.
E4	Hampshire Avenue	Douglas Drive/CR 102	1,300	0.25	Proposed Trail Existing sidewalk requires removal and reconstruction with bituminous trail.	New Construction	\$70	\$91,000	Existing 5' sidewalk along 32nd Avenue (south side) to be reconstructed to 10' bituminous trail.
E5	Douglas Drive/CR 102	Vera Cruz Avenue	2,650	0.50	Existing Trail Restricted width, requires reconstruction as opportunities arise.	Reconstruct	\$54	\$143,100	Existing 8' bituminous trail along 32nd Avenue (south side) from Douglas Drive/CR 102 to Xenia Ave. (2,050 ft) to be reconstructed to 10' bituminous trail. Trail segment along 32nd Avenue (south side) from Xenia Ave. to Vera Cruz Ave. (600 ft) constructed to Park District standards by City of Crystal in 2010.
E6	Vera Cruz Avenue	TH 100 Pedestrian Bridge	2,370	0.45	Existing Trail Meets Park District preferred regional trail design guidelines.	Striping	\$5	\$11,850	Trail construction appears to meet Park District standards, but requires striping. Trail alignment may shift slightly if City of Crystal's residential subdivision (creation of seven new lots) occurs within current Mn/DOT right-of-way.*

*Note: If E6 requires reconstruction, 10' bituminous trail estimated cost = \$177,750 (2,370 ft @ \$75/ft)

Subtotal for Segment E 8,300 1.57 **\$392,625**

**Segment F - Crystal | Golden Valley
TH 100 Pedestrian Bridge**

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
F	West side of TH 100	East side of TH 100	975	0.18	Existing Trail Meets Park District preferred regional trail design guidelines.	None	\$0	\$0	Grade separated bridge construction appears to meet Park District standards.

Subtotal for Segment F 975 0.18 **\$0**

**Segment G - Golden Valley
TH 100 Pedestrian Bridge to Theodore Wirth Parkway**

Segment	From	To	Length (feet)	Length (miles)	Assessment	Type of Construction	Assumed Cost per LF	Segment Cost	Basis of Cost Assumption
G1	TH 100 Pedestrian Bridge	Minnaqua Drive	1,770	0.34	Existing Trail Restricted width, requires reconstruction as opportunities arise.	Reconstruct	\$70	\$123,900	Existing 8' bituminous trail along Unity Avenue (east side) and open space requires widening and reconstruction.
G2	Minnaqua Drive	Regent Avenue	1,630	0.31	Existing Trail Restricted width, requires reconstruction as opportunities arise.	Reconstruct	\$70	\$114,100	Existing 8' bituminous trail along Toledo Avenue (east side), open space and Scott Avenue (east side) requires widening and reconstruction. Tight curves and proximity to Bassett Creek is problematic at some locations.
G3	Westbend Road	Golden Valley Road/CR 66	930	0.18	Proposed Trail Existing sidewalk requires removal and reconstruction with bituminous trail as opportunities arise.	New Construction	\$70	\$65,100	Existing 5' concrete sidewalk along Regent Avenue (west side) to be reconstructed to 10' bituminous trail.
G4-A	Regent Avenue	Theodore Wirth Parkway	6,070	1.15	Proposed Trail Existing sidewalk requires removal and reconstruction with bituminous trail.	New Construction	\$80	\$485,600	South Side of Golden Valley Road/CR 66: Existing 6' concrete sidewalk along Golden Valley Road/CR66 to be reconstructed with 10' bituminous trail. Significant utility relocates, limited space for boulevard and full width regional trail.
G4-B	Regent Avenue	Theodore Wirth Parkway	6,070	1.15	Proposed Trail No existing walk from Regent Avenue to Noble Avenue. Existing walk east of Noble Avenue requires removal and reconstruction with bituminous trail.	New Construction	\$100	\$607,000	North Side of Golden Valley Road/CR 66: No existing walk between Regent Avenue and Noble Avenue. Significant conflicts with landscaping, retaining walls, and utilities. Existing 6' concrete sidewalk between Noble Avenue and Theodore Wirth Parkway to be reconstructed with no 10' bituminous trail.

Subtotal for Segment G 10,400 1.98 **\$788,700 - \$910,100**

Cost Estimate Notes

Regional Trail Construction

Description	Unit	Cost
New construction	3.65 miles	\$1,613,325 - \$1,734,725
Reconstruction	1.87 miles	\$601,350
Striping and/or signage	0.80 miles	\$21,050
Meets Park District standards	0.71 miles	\$0

Subtotal **7.03 miles** **\$2,235,725 - \$2,357,125**

Additional Trail Enhancement Costs

Description	Unit	Cost
Segment D, Nevada Avenue bike lane*	0.50 miles	\$26,500
Segment E6, trail reconstruction**	0.45 miles	\$177,750
Level B Wayfinding Signage (\$25,850 each)	3	\$77,550
Level C Wayfinding Signage (\$6,050 each)	3	\$18,150
Clifton E. French Regional Park Signage	1	\$19,800
Theodore Wirth Regional Park Signage***	1	\$1,500
Traffic signage and devices	7.03 miles	\$21,090
Rest stops	7.03 miles	\$47,101

Subtotal **\$389,441**

* Optional short term solution at City expense

** Costs borne of the City of Crystal and/or developer

*** In conjunction with Minneapolis Park and Recreation Board (MPRB) kiosk signage

Estimated Easements/Right-of-Way Costs

Segment	Estimated Quantity	Unit of Measurement	Easement Type	Estimated Cost	Estimated Total Cost
A1	423	Square Feet	Residential	\$7.50	\$3,173
A2	6,075	Square Feet	Public*/Commercial	\$7.50	\$45,563
B	0	Square Feet	N/A	\$7.50	\$0
C1	0	Square Feet	N/A	\$7.50	\$0
C2	2,560	Square Feet	Residential	\$7.50	\$19,200
C3	0	Square Feet	N/A	\$7.50	\$0
C4	2,112	Square Feet	Commercial	\$7.50	\$15,840
C5	0	Square Feet	N/A	\$7.50	\$0
D	0	Square Feet	N/A	\$7.50	\$0
E1	3,520	Square Feet	Residential	\$7.50	\$26,400
E2	0	Square Feet	N/A	\$7.50	\$0
E3	0	Square Feet	N/A	\$7.50	\$0
E4	0	Square Feet	N/A	\$7.50	\$0
E5	0	Square Feet	N/A	\$7.50	\$0
F	0	Square Feet	N/A	\$7.50	\$0
G1	0	Square Feet	N/A	\$7.50	\$0
G2	0	Square Feet	N/A	\$7.50	\$0
G3	0	Square Feet	N/A	\$7.50	\$0
G4-A	8,474	Square Feet	Residential/Commercial	\$7.50	\$63,555
G4-B	10,123	Square Feet	Residential/Commercial	\$7.50	\$75,923
Total					\$173,730 - \$186,098

* Public land under ISD 281 Robbinsdale School District jurisdiction - potential to negotiate.

Total Capital Improvements and Acquisition Cost Estimate

Description	Cost
Regional Trail Construction	\$2,235,725 - \$2,357,125
Additional Trail Enhancement Costs	\$389,441
Estimated Easement/Right-of-Way Costs	\$173,730 - \$186,098

Total **\$2,798,896 - \$2,932,664**

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APPENDIX C

CITY OF PLYMOUTH

RESOLUTION No. 2011 -

A RESOLUTION APPROVING SUPPORT FOR THE BASSETT CREEK REGIONAL TRAIL MASTER PLAN

WHEREAS, the City of Plymouth recognizes Bassett Creek Regional Trail as an important component of the regional parks system that serves residents of the city and the region; and

WHEREAS, the City of Plymouth recognizes that Three Rivers Park District has gathered significant public input in the development of the master plan for Bassett Creek Regional Trail; and

WHEREAS, the City of Plymouth recognizes that Three Rivers Park District has drafted the Bassett Creek Regional Trail Master Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that that the City of Plymouth supports the Bassett Creek Regional Trail Master Plan.

Approved this 8th day of November 2011.

APPENDIX C

CITY OF NEW HOPE

Resolution No. 2011- 115

Resolution endorsing the Bassett Creek Regional Trail that has been developed
by the Three Rivers Park District

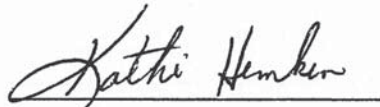
WHEREAS, Three Rivers Park District has taken the lead on a study regarding the potential for trails, greenways and parks in the first tier communities of Hennepin County, including the City of New Hope; and

WHEREAS, the Three Rivers Park District has worked with cities to develop a trail system to connect cities to one another; and

WHEREAS, the Three Rivers Park District desires that communities initiate and support the implementation of said plan; and

NOW, THEREFORE, BE IT RESOLVED, that the city of New Hope supports the efforts of the Three Rivers Park District to implement a first tier system of trails and endorses the plan for the Bassett Creek Regional Trail using route option C3b.

Adopted by the City Council of the City of New Hope, Hennepin County, Minnesota, this 8th day of August 2011.



Mayor

Attest: 

City Clerk

APPENDIX C

CITY OF CRYSTAL

RESOLUTION NO. 2011- 77

A RESOLUTION OF SUPPORT FOR THE BASSETT CREEK REGIONAL TRAIL MASTER PLAN

WHEREAS, The City of Crystal recognizes Bassett Creek Regional Trail as an important component of the regional parks system that serves residents of the City and the region; and

WHEREAS, The City of Crystal recognizes that Three Rivers Park District has gathered significant public input in the development of the master plan for Bassett Creek Regional Trail; and

WHEREAS, The City of Crystal recognizes that Three Rivers Park District has drafted the Bassett Creek Regional Trail Master Plan; and

WHEREAS, The Bassett Creek Regional Trail Master Plan is consistent with the city's Comprehensive Plan; and

WHEREAS, The City of Crystal supports the management and development of Bassett Creek Regional Trail pursuant to the Three Rivers Park District Master Plan, provided that certain specific concerns are addressed in the future regarding particular trail segments.

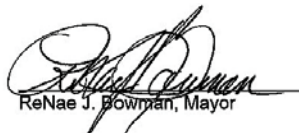
THEREFORE, BE IT RESOLVED, that the City of Crystal supports the Bassett Creek Regional Trail Master Plan and hereby recommends that Three Rivers Park District manage and develop the Regional Trail within the conditions and guidelines delineated by the District's Board of Commissioners in the Master Plan; and

BE IT FURTHER RESOLVED that the following specific concerns will be addressed at some later date:

1. For the segment along 32nd Avenue from Hampshire Avenue to Douglas Drive, the final design must recognize and be sensitive to the potential impacts on adjacent single family homes; and
2. For the crossing of Douglas Drive at 32nd Avenue, the final design must include reasonable steps to facilitate safe crossing by trail users; and
3. On the south side of 32nd Avenue near the Trunk Highway 100 noisewall, the trail currently crosses a future development site and may be re-routed by the city or a developer so that it more closely follows 32nd Avenue and the noisewall.

Adopted by the Crystal City Council this 20th day of September, 2011.

ATTEST:


ReNae J. Bowman, Mayor


Chrissy Serres, City Clerk

APPENDIX C

Resolution 11-56

October 18, 2011

Member Scanlon introduced the following resolution and moved its adoption:

RESOLUTION OF SUPPORT FOR THE BASSETT CREEK REGIONAL TRAIL MASTER PLAN

WHEREAS, the City of Golden Valley recognizes Bassett Creek Regional Trail as an important component of the regional parks system that serves residents of the City and the region; and

WHEREAS, the City of Golden Valley recognizes that Three Rivers Park District is gathering public input in the development of the master plan for Bassett Creek Regional Trail; and

WHEREAS, the City of Golden Valley recognizes that Three Rivers Park District has drafted the Bassett Creek Regional Trail Master Plan; and

WHEREAS, the City of Golden Valley supports the management and development of Bassett Creek Regional Trail pursuant to the Three Rivers Park District Master Plan; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Golden Valley supports the Bassett Creek Regional Trail Master Plan and hereby recommends that Three Rivers Park District manage and develop the Regional Trail within the conditions and guidelines delineated by the District's Board of Commissioners in the Master Plan.


Linda R. Loomis, Mayor

ATTEST:


Susan M. Virnig, City Clerk

The motion for the adoption of the foregoing resolution was seconded by Member Freiberg and upon a vote being taken thereon, the following voted in favor thereof: Freiberg, Loomis, Pentel, Scanlon and Shaffer; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted, signed by the Mayor and her signature attested by the City Clerk.