

Bassett Creek Regional Trail

CSAH 66/Golden Valley Road Segment Feasibility Study

City of Golden Valley, MN

May 6, 2014



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Prepared for:
City of Golden Valley

Prepared by:

Consulting Group, Inc.

Acknowledgments

The City of Golden Valley gratefully acknowledges the community and citizen contributions to the content of the Bassett Creek Regional Trail Feasibility Study.

Golden Valley City Council

- » Shep Harris, Mayor
- » Joanie Clausen
- » Larry Fonnest
- » Steve Schmidgall
- » Andy Snope

Project Staff

- » Jeannine Clancy, City of Golden Valley
- » Jeff Oliver, City of Golden Valley
- » Eric Eckman, City of Golden Valley
- » Mark Ray, City of Golden Valley

Agency Partners

- » Robert Byers, Hennepin County
- » Rose Ryan, Hennepin County
- » Bruce Spanier, Hennepin County
- » Kelly Grissman, Three Rivers Park District
- » Ann Rexine, Three Rivers Park District
- » Jennifer Ringold, Minneapolis Park and Recreation Board

Consultant

- » SRF Consulting Group, Inc.

Funding

The City of Golden Valley received funding from Hennepin County to complete the Bassett Creek Regional Trail Feasibility Study.

Executive Summary

The Bassett Creek Regional Trail will provide opportunities for recreation and commuting for residents in Golden Valley and in the surrounding communities. In an effort to inform and enhance future planning and design phases of the Bassett Creek Regional Trail through the City of Golden Valley, the City initiated a feasibility study to understand the opportunities and impacts that developing the Bassett Creek Regional Trail through Golden Valley might have on the property owners and resources of the City.

The project goals include:

- » Identifying potential opportunities and challenges along the CSAH 66 corridor;
- » Evaluating the traffic control needs associated with trail development;
- » Identifying a preferred alignment along either the north or south side of CSAH 66 between Regent Avenue North and Xerxes Avenue North;
- » Preparing planning-level cost estimates for each section of the proposed trail;
- » Providing recommendations for safety and accessibility improvements along the existing segments of trail in Golden Valley.

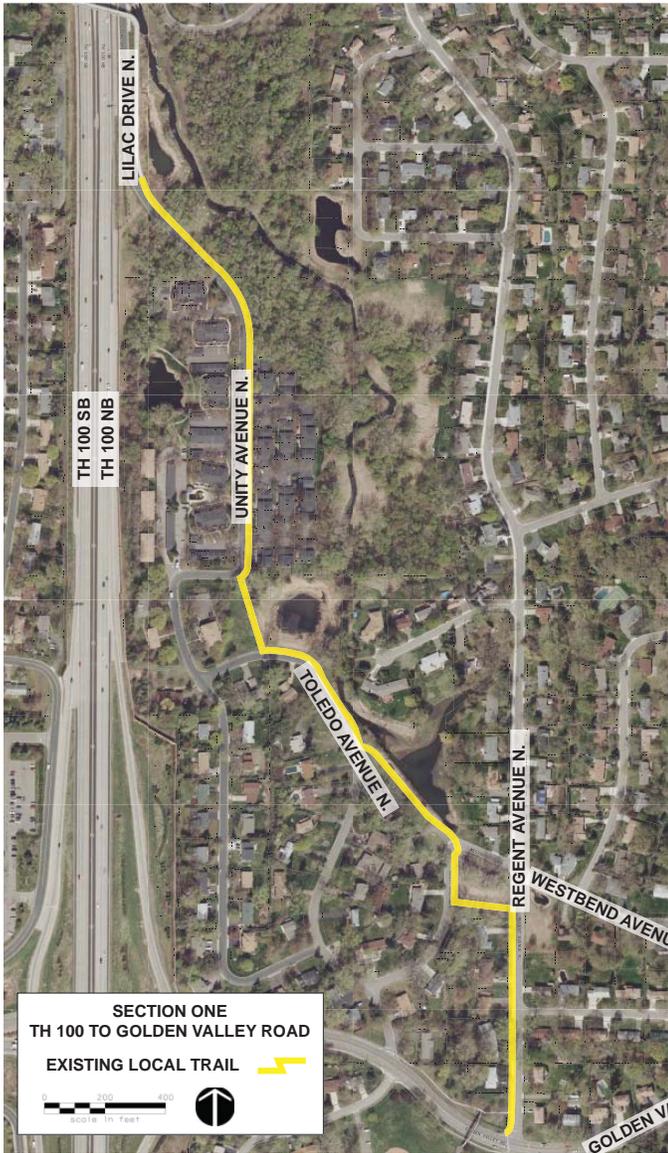
Project Area

The Bassett Creek Regional Trail Feasibility Study focuses on three sections of the proposed trail in the City of Golden Valley.

Section One encompasses the existing trail that extends from the Highway 100 pedestrian bridge at Lilac Drive to CSAH 66/Duluth Street. Section Two of the Bassett Creek Regional Trail feasibility study extends along CSAH 66 from Regent Avenue North, east to Theodore Wirth Parkway, a distance of 1.15 miles. Section Three of the feasibility study is an off-street bikeway that extends along CSAH 66/Golden Valley Road from Theodore Wirth Parkway to Xerxes Avenue North, a distance of 0.17 miles.

Section One

Section One of the trail was constructed by the City of Golden Valley and is owned and currently maintained by the City. It is anticipated that this trail will become part of the Bassett Creek Regional Trail when adjacent segments are completed. The current trail design and alignment reflects the desires of the community and the adjacent neighborhoods. It is the result of a public process that was conducted prior to trail construction.



Section One Alignment

Although the trail does not meet the ten foot recommended width for regional trails, the trail does meet the minimum trail standard of eight feet wide. There are several recommended improvements to the trail that will enhance user safety and accessibility that can be completed as part of future maintenance and capital improvement projects. These improvements include curb ramp updates at the following roadway crossings:

- » Westbend Road
- » Toledo Avenue North
- » CSAH 66/Duluth Street

Sections Two & Three

A detailed analysis was conducted to determine whether the north side or the south side of the street is more feasible for a trail along CSAH 66 between Regent Avenue North and Theodore Wirth Parkway, and for an off-street bikeway to Xerxes Avenue North. Both the north side and the south side have opportunities and challenges to trail development.

A list of elements including utilities, vegetation and driveway crossings were analyzed on the north and south side of the street. Right-of-way width, slopes and other obstructions were also identified.

Based on the analysis, the south side of the street was determined to be the more suitable location for the proposed trail. The north side of CSAH 66 has significantly

BOULEVARD ELEMENTS	SOUTH SIDE	NORTH SIDE
Residential Driveways	17	23
Mail Boxes	2	10
Hydrants	6	4
Utility Poles	27	29
Signal Poles	3	3
Catch Basins	18	17
Trees within 16 feet of curb	5	19
Walls (linear feet)	290	510

CSAH 66 Corridor Analysis Summary

more challenges with steep slopes, walls within or close to the right-of-way that would be impacted by trail development and sight line issues. It would be difficult for trail users to safely navigate the trail and to monitor traffic at intersections if the trail were developed on the north side of CSAH 66.

Pedestrian Access Improvements

Developing a trail on the south side of CSAH 66 would provide opportunities for connections to the Hidden Lakes Trail and the Grand Rounds Scenic Byway trails adjacent to Theodore Wirth Parkway.

Improving pedestrian access on both sides of CSAH 66 is a key objective of the study. South side trail development will provide direct access to Scheid Park and improve pedestrian access to the Spring Gate Center mall which is located just west of Highway 100.

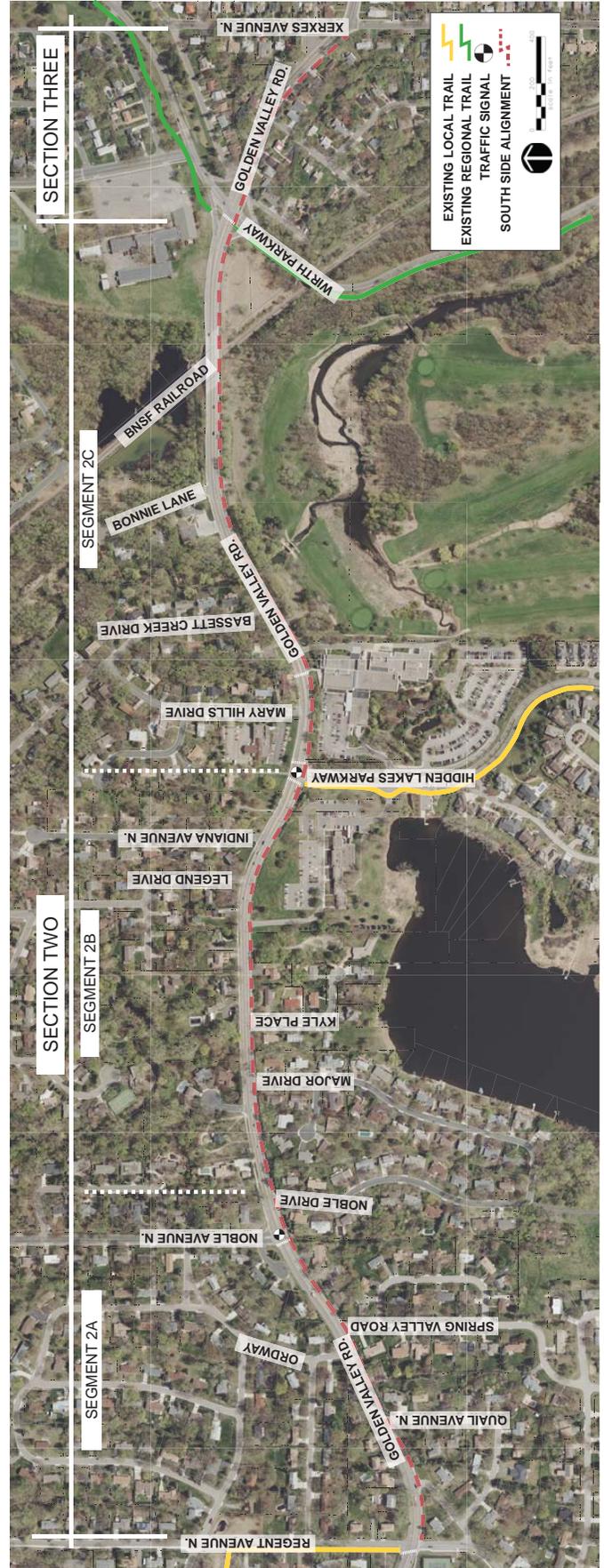
The north side of CSAH 66 currently has a sidewalk from Noble Avenue North to Theodore Wirth Parkway. Two new sidewalk segments would be needed on the north side to fill gaps and allow continuous pedestrian access from Regent Avenue North to Xerxes Avenue North, including:

- » Approximately 1,400 feet of sidewalk between Regent Avenue North and Noble Avenue North;
- » Approximately 700 feet of sidewalk between Theodore Wirth Parkway and Xerxes Avenue North.

The CSAH 66 Railroad Bridge does not have adequate width on either sidewalk to accommodate a ten-foot trail. Bridge pedestrian access is not addressed as part of this study but may be addressed in future bridge improvements associated with the Bottineau LRT development.

Implementation & Next Steps

The City of Golden Valley initiated the Bassett Creek Regional Trail Feasibility Study ahead of trail development to better understand the issues and opportunities associated with



Trail Alignment Along CSAH 66

the trail along a challenging stretch of roadway. The process of undergoing a feasibility study has provided the City and its residents the opportunity to understand the issues associated with trail development and to provide input early in the development process.

Planning level cost estimates have been prepared for maintenance improvements within Section One, the existing trail from Highway 100 to CSAH 66, and for Sections Two & Three along the south side of CSAH 66 from Regent Avenue North to Xerxes Avenue North. The estimated costs in this study are for implementation only and do not address on-going operations and maintenance. This study does not include costs for bridge improvements associated with making the CSAH 66 Railroad Bridge trail-ready.

Detailed cost estimates for Sections One, Two and Three are included in Appendix A. Summarized estimated total costs for each of the three sections are as follows:

Section One- Existing local trail improvements from Highway 100 pedestrian bridge to CSAH 66/Duluth Street, including pedestrian ramp installations: \$17,000.

Section Two- Regional trail development from Regent Avenue North to Theodore Wirth Parkway: \$2,144,000.

Section Three- Off-street bikeway development from Theodore Wirth Parkway to Xerxes Avenue North: \$397,400.

The development of Bassett Creek Regional Trail along CSAH 66 is not yet included in future capital plans and therefore may be several years in the future. As improvements in the CSAH 66/Golden Valley Road corridor are planned, trail development could be completed in phases to align with other projects in the area.

Table of Contents

Introduction	1
Project Area	5
Issues & Opportunities	15
South Side Trail Corridor	19
Implementation & Next Steps	33
Appendix A: Preliminary Cost Estimates	35
Appendix B: Section One Alignment	39
Appendix C: Sections Two & Three Alignments	43
Appendix D: CSAH 66/Golden Valley Road Traffic Volumes ..	47
Appendix E: MnDOT Standard Plate 7036.....	49
Appendix F: Open House Announcement.....	51
Appendix G: Open House Letter & Mailing List.....	53
Appendix H: Open House Comments & Sign-In Sheet.....	61



Local trails in Golden Valley bring users close to Bassett Creek.



Plans for the Bassett Creek Regional Trail call for the trail to connect to the Grand Rounds National Scenic Byway at Theodore Wirth Parkway and CSAH 66/Golden Valley Road.

Introduction

The Bassett Creek Regional Trail is an urban, multi-use paved trail that when completely constructed, will extend through four communities connecting two regional parks and several local parks, neighborhoods and businesses. The Bassett Creek Regional Trail will provide opportunities for recreation and commuting for residents in Golden Valley and in the surrounding communities. In an effort to inform and enhance future planning and design phases of the Bassett Creek Regional Trail through the City of Golden Valley, the City initiated a feasibility study to understand the opportunities and impacts that developing the Bassett Creek Regional Trail through Golden Valley might have on the property owners and resources of the City. The purpose of the study is three-fold:

1. Gather input from citizens and stakeholders on the planned development of a regional trail along County State Aid Highway (CSAH) 66/Golden Valley Road;
2. Identify safety, accessibility and maintenance improvements for the existing trail that extends from the Highway 100 pedestrian bridge at Lilac Drive to CSAH 66/Golden Valley Road;
3. Assess the feasibility of developing a regional trail along CSAH 66 between Regent Avenue North and Theodore Wirth Parkway, and an off-street bikeway between Theodore Wirth Parkway and Xerxes Avenue North, a total distance of 1.3 miles.



Bassett Creek flows under CSAH 66/Golden Valley Road in a large culvert.



The proposed Bassett Creek Regional Trail will run along CSAH 66/Golden Valley Road. Shown here is Fire Station #3 on the north side of CSAH 66/Golden Valley Road.

Project Process

The project process for the Bassett Creek Trail Feasibility Study in Golden Valley included site visits for data collection, data analysis, several meetings with project staff, two stakeholder meetings and one public open house to gather input from partner agencies, property owners, businesses and others interested in the Bassett Creek Regional Trail along CSAH 66/ Golden Valley Road (Figure 1).

Key components of the process included:

- » Kick-off meeting/site visit, May 20, 2013
- » GPS data gathering/site analysis, June 2013
- » Stakeholder meeting with Courage Kenny Institute, Minneapolis Neurological Clinic, Unity Church and the Church of St. Margaret Mary, September 30, 2013
- » Stakeholder meeting with Hennepin County, Three Rivers Park District and Minneapolis Park & Recreation Board, October 9, 2013
- » Stakeholder meeting with members of the Hidden Lakes Association Board, October 30, 2013
- » Develop typical cross-sections
- » Detailed analysis of key intersections

» Public open house, December 11, 2013

» Prepare feasibility study

» Presentation to Golden Valley City Council, March 11, 2014

Comments from the Public Open House were reviewed by City staff and the consultant after the meeting. Comments relevant to the study were incorporated in the draft document. A complete list of public comments and how the comments were addressed is included in Appendix H.

Project Goals

The project goals include identifying potential opportunities and challenges along the CSAH 66/Golden Valley Road corridor, evaluating the traffic control needs associated with trail development and identifying a preferred alignment along either the north or south side of CSAH 66/Golden Valley Road between Regent Avenue North and Theodore Wirth Parkway, with an off-street bikeway to Xerxes Avenue North.

Preparing a planning-level cost estimate and providing recommendations for safety and accessibility improvements along the existing segments of trail in Golden Valley are two additional project goals.

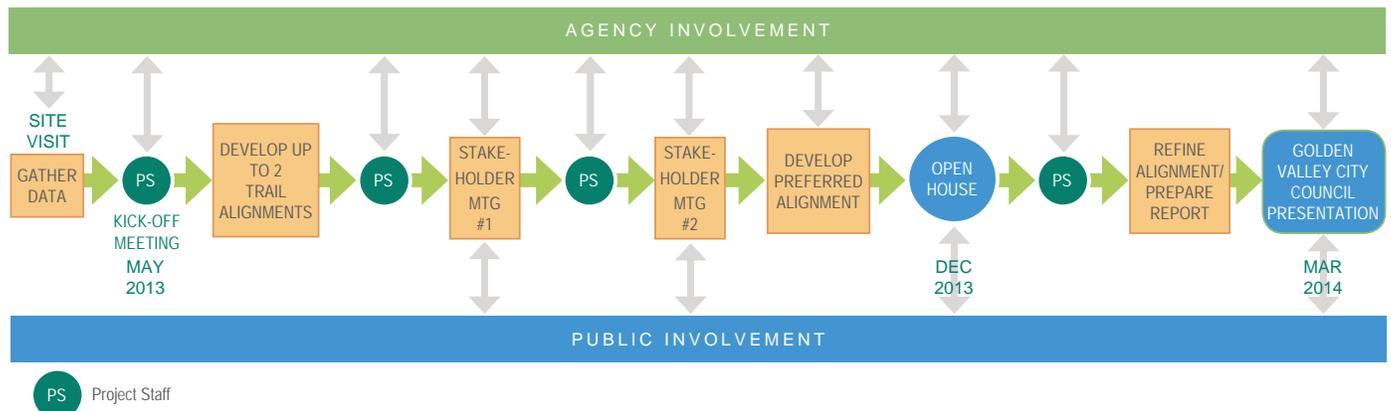


Figure 1: Project Approach Diagram

Bassett Creek Regional Trail

Three Rivers Park District prepared a master plan for the Bassett Creek Regional Trail in 2012 to guide the planning and development of the trail between French Regional Park in Plymouth and Theodore Wirth Park in Minneapolis (Figure 2).

Several segments of the Bassett Creek Regional Trail have been developed, including a grade-separated overpass across Trunk Highways 169 and 100 that provides safe pedestrian crossing from Plymouth to New Hope and Crystal to Golden Valley. The planned trail will pass through Plymouth, New Hope, Crystal and Golden Valley and will fill a gap in the regional trail system in the first-tier Minneapolis suburbs. Completion of the Bassett Creek Regional Trail will provide opportunities for recreation and commuting for local residents and visitors to the area. CSAH 66 is included in the Hennepin County Bicycle System Plan as a bikeway.

Assumptions

For the purpose of this study, several assumptions have been made, including the following:

- » The Bassett Regional Creek Trail, once developed, will strive to meet Three Rivers Park District trail standards, and trail standards established by Minnesota Department of Transportation, the American Association of State Highway Transportation Officials (AASHTO) and the Americans with Disabilities Act (ADA).
- » The trail will be ten feet wide (Figure 3).
- » The trail will be set back from the roadway a minimum of five feet with a desired setback of seven feet. The separation from the roadway will provide snow storage and room for signage and decorative elements such as bollards, and landscaping.
- » Three Rivers Park District has not historically maintained trails during the winter months. Pilot projects are currently underway to explore the possibility of future winter trail maintenance.

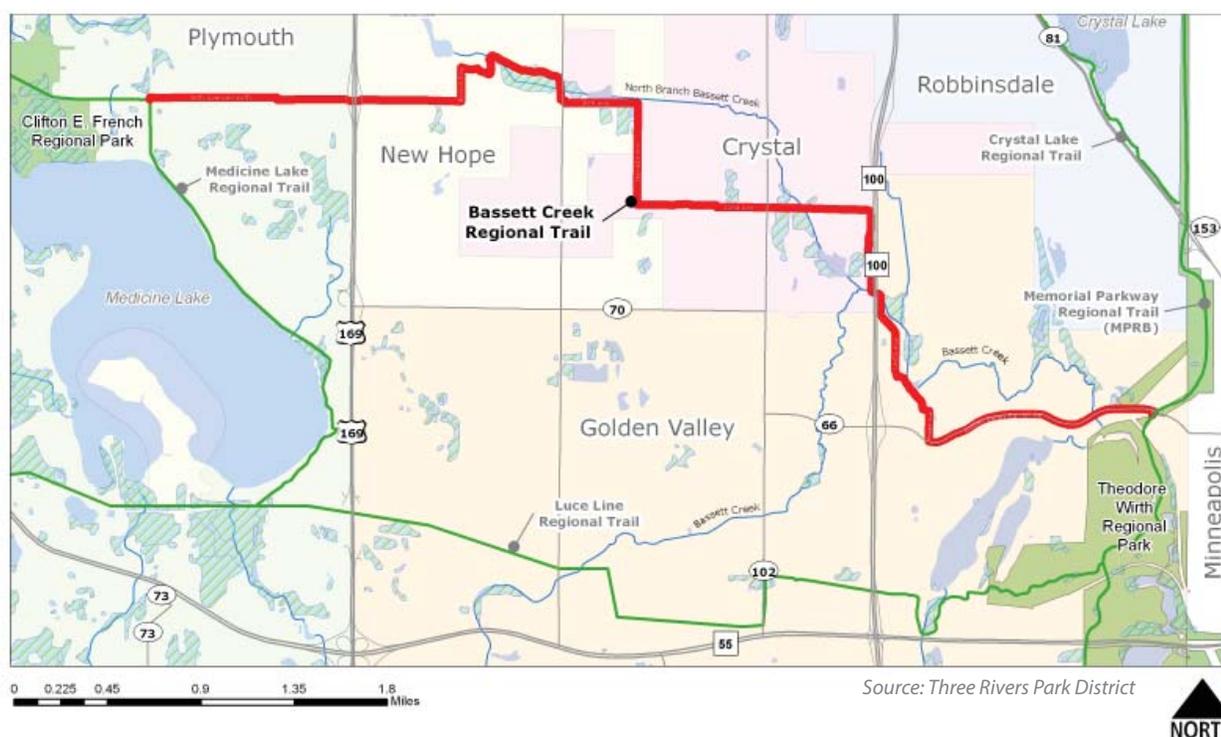


Figure 2: Bassett Creek Regional Trail Location Map

Introduction

- » To the extent possible, the trail will be developed within the CSAH 66/Golden Valley Road right-of-way, which is owned by Hennepin County. Trail easements may be necessary at critical points where grades, bus stops, amenities or intersection improvements mandate more space for trail development.
- » The City of Golden Valley has a minimum sidewalk width of six feet. When a sidewalk is constructed back of curb, the minimum width is eight feet.
- » Three Rivers Park District and Hennepin County will be the lead agencies in the future trail development project, with the City of Golden Valley participating as a partner.
- » Future potential projects in the roadway corridor may impact planning and design of the proposed Bassett Creek Regional Trail.
- » The Bottineau Light Rail Transit (LRT) line is currently being studied/evaluated and may be developed along the BNSF Railroad corridor. Associated with the Bottineau LRT line, one of the potential station locations is near the CSAH 66/Golden Valley Road bridge over the BNSF Railroad. The type of station and its layout are not known at this time.



The existing pedestrian bridge over Highway 100 lands on the east side of Lilac Drive North in Golden Valley.



Figure 3: Typical Trail Section

Project Area

The Bassett Creek Regional Trail Feasibility Study focuses on three sections of the proposed trail in the City of Golden Valley:

Section One encompasses the existing trail that extends from the Highway 100 pedestrian bridge at Lilac Drive to CSAH 66/Duluth Street. The trail is currently maintained by the City of Golden Valley and is anticipated to become part of the Bassett Creek Regional Trail when adjacent segments are completed. The trail heads south along the east side of Lilac Drive/Unity Avenue on the edge of the Briarwood Nature Area and the Minnaqua Wetland to Minnaqua Drive. The existing trail follows Minnaqua Drive to Toledo Avenue and then crosses Scott Avenue North and extends through a public green space. It connects with the concrete sidewalk along the west side of Regent Avenue North and extends south to the intersection of Regent Avenue North and CSAH 66/Duluth Street. Section One contains a total of .83 miles of existing trail and sidewalk (Figure 4) that generally follow city streets.

Section Two of the Bassett Creek Regional Trail feasibility study extends along CSAH 66 from Regent Avenue North, east to Theodore Wirth Parkway, a distance of 1.15 miles (Figure 5). Proposed trail segments in Section Two will follow the County road.

Section Three of the Bassett Creek Regional Trail feasibility study includes an off-street bikeway that extends along CSAH 66/Golden Valley Road from Theodore Wirth Parkway to Xerxes Avenue North, a distance of .17 miles (Figure 5). Proposed trail segments in Section Three will follow the County road.



Figure 4: Section One Alignment

Section One

Section One of the Golden Valley Bassett Creek Regional Trail encompasses the existing local trail that extends from the Highway 100 pedestrian overpass at Lilac Drive to CSAH 66/Duluth Street. This section of trail was constructed by the City of Golden Valley and is owned and currently maintained by the City. It is anticipated that this trail will become part of the Bassett Creek Regional Trail when adjacent segments are completed. The current trail design and alignment reflects the desires of the community and the adjacent neighborhoods. It is the result of a public process that was conducted prior to trail construction.

Although the trail does not meet the ten foot recommended width for regional trails, the trail does meet the minimum trail standard of eight feet wide. In the future, as opportunities arise, Three Rivers Park District may be interested in implementing additional improvements along this section.

As part of this study, there are several recommended improvements to the trail that will enhance user safety and accessibility that can be completed as part of future maintenance and capital improvement projects. Improvements include clear zone maintenance and updated curb ramps. Trail shoulders should be clear of obstructions a minimum of two feet from the edge of pavement and trails should have a vertical clearance of ten feet.

To meet MnDOT trail design, ADA standards and Public Rights-of-Way Accessibility Guidelines (PROWAG), trail curb ramps should be constructed at every intersection between a shared-use trail and a roadway. The width of the curb ramp should be as wide as the average width of the trail. Curb ramps shall include a two-foot-wide strip of detectable warnings at their base, equal to the width of the trail, to ensure trail users with vision impairments are aware of the intersection. Detectable warnings should consist of truncated domes that meet the specifications of MnDOT Standard Plate 7036, which is included in Appendix E.

Curb ramp updates are necessary at the following roadway crossings:

- » Westbend Road
- » Toledo Avenue North
- » CSAH 66/Duluth Street



Curb ramp updates to current Americans with Disabilities Act (ADA) standards are recommended for the local trail segment from Highway 100 to CSAH 66. Shown here is the trail crossing at Westbend Road.



Figure 5: Sections Two & Three Alignments

Section Two

Section Two of the Bassett Creek Regional Trail extends along CSAH 66 from Regent Avenue North east to Theodore Wirth Parkway, a distance of 1.15 miles. The analysis of Section Two will review the existing conditions of the north and south side of three sub-segments along CSAH 66, which will lead into recommendations for future trail development. The sub-segments for Section Two are graphically represented on Figure 5. They include:

- » Segment 2A: Regent Avenue North to Noble Drive
- » Segment 2B: Noble Drive to Hidden Lakes Parkway
- » Segment 2C: Hidden Lakes Parkway to Theodore Wirth Parkway

Segment 2A: Regent Avenue North To Noble Drive

CSAH 66 between Regent Avenue North and Noble Drive is lined with residential properties on both sides. The right-of-way varies from 80 feet near Regent Avenue North to 66 feet near Noble Drive. No on-street parking is permitted along this stretch of CSAH 66.

North Side

On the north side of this segment there are two intersections including Ordway and Noble Avenue North. The Noble Avenue North intersection is signalized. There are four residential driveways with access onto CSAH 66/Golden Valley

Road. The majority of the segment does not have sidewalk, except from Noble Avenue North heading east, which has a five-foot concrete sidewalk. There are eight utility poles and one hydrant in the right-of-way. Metro Transit buses stop at three locations along this stretch of road. Vegetation in the right-of-way includes:

- » Two 30" Diameter Breast Height (DBH) cottonwood trees
- » One 9" DBH crabapple tree
- » One 25' tall pine tree
- » Seven 25' tall spruce trees
- » Shrubs

South Side

On the south side of this segment there are three intersections including Golden Valley Road, Quail Avenue North and Spring Valley Road. There are four residential driveways with access onto CSAH 66/Golden Valley Road. An existing six-foot-wide concrete sidewalk is located at the back of curb along this entire segment. There are five utility poles and no hydrants in the right-of-way. Metro Transit buses stop at three locations along this stretch of road. There are approximately 420 linear feet of steep slopes along the south side of CSAH 66/Golden Valley Road in this segment behind the curb and/or sidewalk. Vegetation in the right-of-way includes a row of shrubs at the back of the sidewalk.

Segment 2B: Noble Drive to Hidden Lakes Parkway

CSAH 66/Golden Valley Road between Noble Drive and Hidden Lakes Parkway is adjacent to residential properties and one office complex. The right-of-way varies from 66 feet near Noble Drive to 83 feet east of Kyle Place to 73 feet near Hidden Lakes Parkway. No on-street parking is permitted along this stretch of CSAH 66/Golden Valley Road.

North Side

On the north side of this segment there are three intersections including Major Circle, Legend Drive and Indiana Avenue North. There are 11 driveways that access onto CSAH 66/Golden Valley Road. A five-foot wide concrete sidewalk extends along the north side of CSAH 66/Golden Valley Road from Noble Avenue North to Hidden Lakes Parkway. There are five utility poles and one hydrant in the right-of-way within this segment. Metro Transit has three bus stops along the north side of this stretch of CSAH 66/Golden Valley Road. Approximately 300 feet of low walls are in the right-of-way along this stretch of the north side of the road. Vegetation in the right-of-way includes:

- » Three 30' spruce trees
- » One 36" DBH oak tree
- » Three 3" DBH maple trees



Tall decorative walls flank the north side of CSAH 66/Golden Valley Road west of Legend Drive.



Stone walls and a substantial oak tree are located within the road right-of-way east of Noble Avenue North.

Project Area

South Side

On the south side of this segment there are two intersections between Noble Drive and Hidden Lakes Parkway including Major Drive and Kyle Place. There are five residential driveways and one entrance to the parking lot for the Minneapolis Clinic of Neurology. A six-foot wide concrete sidewalk extends along the south side of CSAH 66/Golden Valley Road from Noble Drive to Hidden Lakes Parkway. There are 16 utility poles and two hydrants in the right-of-way within this segment. Metro Transit has four bus stops along the south side of this stretch of CSAH 66/Golden Valley Road. There are about 425 feet of steep slopes behind the sidewalk and 250 feet of 7-foot tall fence in the right-of-way along this stretch of road. Vegetation in the right-of-way includes:

- » Shrubs along the back of the sidewalk at Kyle Place
- » One 4" DBH elm



There is an existing sidewalk and paved boulevard along the south side of CSAH 66/Golden Valley Road.



CSAH 66/Golden Valley Road heading east toward Hidden Lakes Parkway.

Segment 2C: Hidden Lakes Parkway to Theodore Wirth Parkway

CSAH 66/Golden Valley Road between Hidden Lakes Parkway and Theodore Wirth Parkway is adjacent to a variety of land uses including residential, a public golf course, municipal facilities, a health care provider and churches. This segment also passes over Bassett Creek which runs in a culvert underneath the roadway, and the BNSF Railroad tracks. Hidden Lakes Parkway is a private road that provides access to medical facilities and residential properties. A local trail, the Hidden Lakes Trail, extends along the west side of Hidden Lakes Parkway up to CSAH 66/Golden Valley Road. Theodore Wirth Parkway, on the segment's east end, is part of the Minneapolis Grand Rounds National Scenic Byway and shares its right-of-way with heavily used multi-use trails. The right-of-way along this segment is 66 feet wide. No on-street parking is permitted along this stretch of CSAH 66/Golden Valley Road.

North Side

On the north side of the road along this segment there are three intersections including Mary Hills Drive, Bassett Creek Drive and Bonnie Lane. Golden Valley Fire Station #3 is located on the west side of Bonnie Lane. There are two residential driveways along the north side of the road. A



Stone retaining wall along the north side of CSAH 66/Golden Valley Road west of Hidden Lakes Parkway.



A sidewalk segment at the back of curb along the north side of CSAH 66/Golden Valley Road east of Bonnie Lane.

Project Area

five-foot sidewalk extends along the north side of the road throughout this segment. There are nine utility poles and two hydrants in the right-of-way within this segment. Metro Transit has four bus stops along the north side of this stretch of CSAH 66/Golden Valley Road. There are approximately 125 feet of steep slopes and approximately 215 feet of existing walls in the right-of-way. Vegetation in the right-of-way includes three 9" DBH maple trees.

South Side

On the south side of the road along this segment there are no residential driveways but there is one service driveway for the Courage Kenny Institute. A six-foot sidewalk extends along the road the entire length of the segment. There are five utility poles and three hydrants in the right-of-way. Metro Transit has four bus stops along the south side of this stretch of CSAH 66/Golden Valley Road including a bus shelter at the bus stop adjacent to the Courage Kenny Institute. There are approximately 130 feet of steep slopes and approximately 40 feet of retaining wall in the right-of-way. The wall is 3'-6" tall and is on the southwest corner of the Hidden Lakes Parkway intersection. Vegetation in the right-of-way includes:

- » One 9" DBH boxelder tree
- » Shrubs east of Hidden Lakes Parkway

CSAH 66 Railroad Bridge

The bridge carrying CSAH 66/Golden Valley Road over the BNSF Railroad on the east end of this segment includes raised sidewalks on both the north and south sides of the road. The north sidewalk is eight feet wide and the south side sidewalk is 11'-6" feet wide. The bridge does not meet minimum trail standards because both sidewalks are too narrow to accommodate a trail and clear zones.



CSAH 66/Golden Valley Road extends along the north side of Theodore Wirth Golf Course, which is to the right of the trees in the image above.



The CSAH 66/Golden Valley Road Bridge over the BNSF Railroad has elevated sidewalks that are too narrow to accommodate a trail or meet Three Rivers Park District trail standards.

Section Three

Section Three of the Bassett Creek Regional Trail Feasibility Study will extend along CSAH 66/Golden Valley Road from Theodore Wirth Parkway to Xerxes Avenue North as an off-street bikeway for a distance of .17 miles (Figure 5). CSAH 66/Golden Valley Road is adjacent to single family residential lots throughout this section. The right-of-way varies from 85 feet wide at Theodore Wirth Parkway to 66 feet wide at Xerxes Avenue North. No on-street parking is permitted along this stretch of CSAH 66/Golden Valley Road. Xerxes Avenue North is the city limit line between Golden Valley and Minneapolis.

North Side

On the north side of the road there are six residential driveways. There is no sidewalk on the north side of the road. There is a large paved lot at the northwest corner of Xerxes Avenue North and CSAH 66/Golden Valley Road that is used by Metro Transit buses for staging. There are seven utility poles, no hydrants and no bus stops along the north side of the road. Approximately 175 feet of steep slopes are within the right-of-way. Vegetation in the right-of-way includes lilac shrubs at the right-of-way line.



The north side of CSAH 66/Golden Valley Road east of Theodore Wirth Parkway has no existing sidewalk and is lined with single family homes.



A paved parking lot at the northwest corner of the CSAH 66/Golden Valley Road and Xerxes Avenue North intersection is used by buses as a staging area.

Project Area

South Side

On the south side of the road there are eight residential driveways. An eight foot sidewalk extends from Theodore Wirth Parkway to Xerxes Avenue North on the south side of CSAH 66/Golden Valley Road. There is one utility pole, one hydrant and one bus stop along this segment of road. Approximately 175 feet of steep slopes are within the right-of-way. Vegetation in the right-of-way includes:

- » One 4" DBH ash tree
- » One 9" DBH maple tree
- » Lilac shrubs behind the sidewalk
- » One 3" maple tree



The south side of CSAH 66/Golden Valley Road east of Theodore Wirth Parkway has an eight-foot-wide sidewalk at the back of curb.



CSAH 66/Golden Valley Road east of Theodore Wirth Parkway.

Issues & Opportunities

To determine a recommended route, several key objectives were identified for the study, including:

- » Incorporate citizen and stakeholder input in the study process.
- » Identify a location for the proposed Bassett Creek Regional Trail that will utilize existing road right-of-way and minimize impacts to adjacent property, to the extent possible.
- » Determine the best side of CSAH 66 for a multi-use trail and identify locations on the opposite side of the road that have incomplete sidewalk segments.
- » Keep the trail consistent on one side of the road to avoid mid-block crossings of CSAH 66.

There is no easy way to develop a multi-use, paved trail along a busy roadway in an urban environment without impacting the existing conditions. The proposed development of the Bottineau LRT line with a proposed station at CSAH 66/Golden Valley Road will likely alter traffic patterns and volumes along CSAH 66/Golden Valley Road. In addition, the LRT line may increase the pedestrian and non-motorized traffic in the area. Planning for pedestrian access along CSAH 66/Golden Valley Road should include continual access on both the north side and south side of the corridor.

A detailed analysis was conducted to determine whether the north side or the south side of the street is more feasible for a trail (Figure 6). Both the north side and the south side have opportunities and challenges to trail development.

A list of elements including utilities, vegetation and driveway crossings were analyzed on the north and south side of the street (Table 1). Right-of-way width, slopes and other obstructions were also identified.

South Side

Based on the analysis, the south side of the street was determined to be the more suitable location for the proposed trail. Several key factors were noted that support the recommendation to develop the trail on the south side of the road, including:

- » Right-of-way width behind the curb
- » Impediments within the right-of-way, such as slopes, walls and vegetation
- » The location of existing utilities
- » Number of driveways
- » Width restrictions on the CSAH 66 Railroad Bridge
- » Proposed locations for the Bottineau LRT station

BOULEVARD ELEMENTS	SOUTH SIDE	NORTH SIDE
Residential Driveways	17	23
Mail Boxes	2	10
Hydrants	6	4
Utility Poles	27	29
Signal Poles	3	3
Catch Basins	18	17
Trees within 16 feet of curb	5	19
Walls (linear feet)	290	510

Table 1: Corridor Analysis Summary

The north side of CSAH 66 has significantly more challenges with steep slopes, walls within or close to the right-of-way that would be impacted by trail development and sight line issues. The geometry of CSAH 66/Golden Valley Road is such that there is poor visibility on the north side in two key locations including between Bassett Creek Drive and Indiana Avenue and between Ordway and Regent Avenue North. In both locations, the roadway curves to the north with an uphill/downhill slope creating sightline issues for roadway users traveling west. It would be difficult for trail users to safely navigate the trail and to monitor traffic at intersections in these areas.

Pedestrian Access Improvements

Developing a trail on the south side of CSAH 66 would provide opportunities for connections to the Hidden Lakes Trail and the Grand Rounds Scenic Byway trails adjacent to Theodore Wirth Parkway. Access to existing businesses and same-side connections to the proposed Bottineau LRT station are also enhanced by developing a trail on the south side of CSAH 66/ Golden Valley Road.

Improving pedestrian access on both sides of CSAH 66 is a key objective. South side trail development will provide direct access to Scheid Park and improve pedestrian access to the Spring Gate Center mall which is located just west of Highway 100.

The north side of CSAH 66 currently has a sidewalk from Noble Avenue North to Theodore Wirth Parkway. Two new sidewalk segments would be needed on the north side to fill gaps and allow continuous pedestrian access from Regent Avenue North to Theodore Wirth Parkway, including:

- » Approximately 1,400 feet of sidewalk between Regent Avenue North and Noble Avenue North;
- » Approximately 700 feet of sidewalk between Theodore Wirth Parkway and Xerxes Avenue North.

The gaps in the sidewalk along CSAH 66 are identified in the City’s comprehensive plan and are noted as gaps by Hennepin County as well.

The estimated cost to fill the gaps in the north side sidewalk system are included in the preliminary cost estimates in Appendix A.

Adjusted Right of Way Available on North & South Sides

Cross-Section	South Side
1	24'
2	20'
3	20'
4	21'
5	34'
6	11.5'
7	11.5'
8	18'
9	18'
BNSF Bridge	12'

Cross-Section	North Side
1	25'
2	19'
3	19'
4	15.5'
5	19'
6	13'
7	10'
8	18'
9	22'
BNSF Bridge	8'

Anticipated right of way available by adjusting curb locations on the south side of Golden Valley Road

Anticipated right of way available by adjusting curb locations on the north side of Golden Valley Road

Note 1: Color corresponds with Figure 6: Issues & Opportunities Map with orange indicating issues and blue indicating opportunities.

Note 2: A minimum of 17 feet is needed behind the curb for trail development.

Table 2: Adjusted Available Right-of-Way

(No content on this page)

South Side Trail Corridor

The south side of CSAH 66 is the recommended route for the proposed Bassett Creek Regional Trail. Developing the trail on the south side of CSAH 66 between Regent Avenue North and Theodore Wirth Parkway along with an off-street bikeway to Xerxes Avenue North will provide improved pedestrian and bicycle access along this busy roadway. The following cross-sections provide an understanding of how the trail will fit along the south side of CSAH 66. Nine representative sections illustrate trail placement in varying locations along the corridor (Figures 7-15). Changes in right-of-way width, roadway width and lane configurations effect trail development. In order to make room for the trail, it is necessary to reconfigure the lane and shoulder widths. The proposed lane widths meet the minimum State Aid standards and allow for appropriate reaction zones in the shoulders. Opportunities for bikeable shoulders along CSAH 66 may be explored during final design. In many cases the curb along the south side of CSAH 66 will need to be relocated to gain additional space to develop the trail. Although the intent is to stay within the existing road right-of-way, two locations may require trail easements because the required lane configurations at intersections utilize more of the existing right-of-way. These two locations are at Noble Avenue North and Hidden Lakes Parkway.

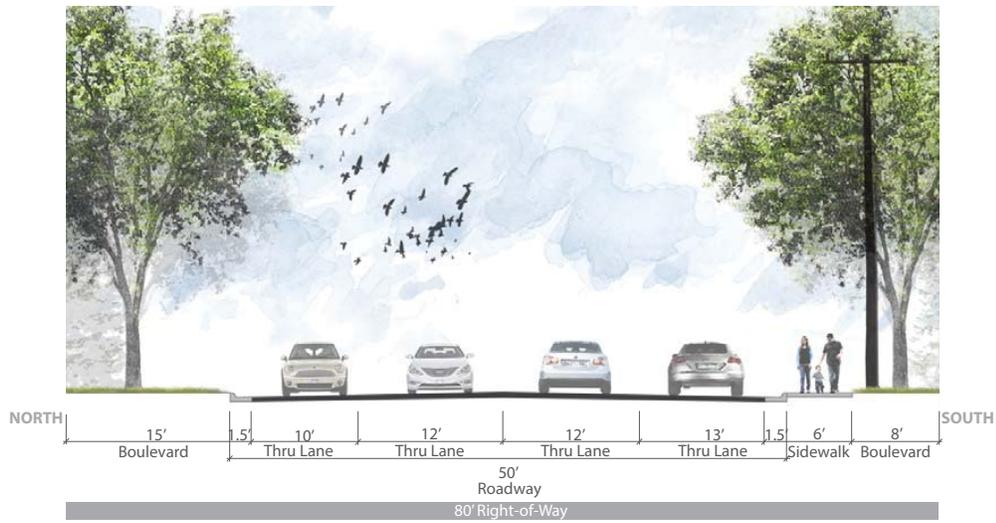
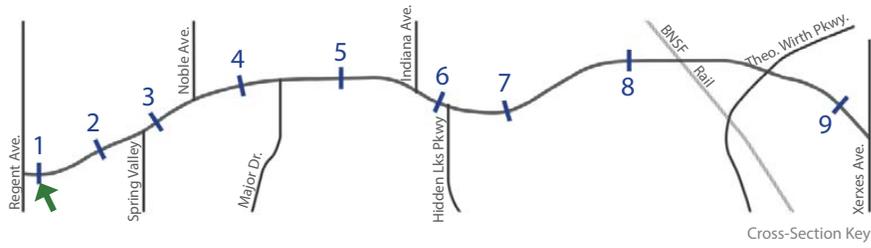


The recommended route would extend along the south side of CSAH 66/ Golden Valley Road and would replace the south-side existing sidewalk.

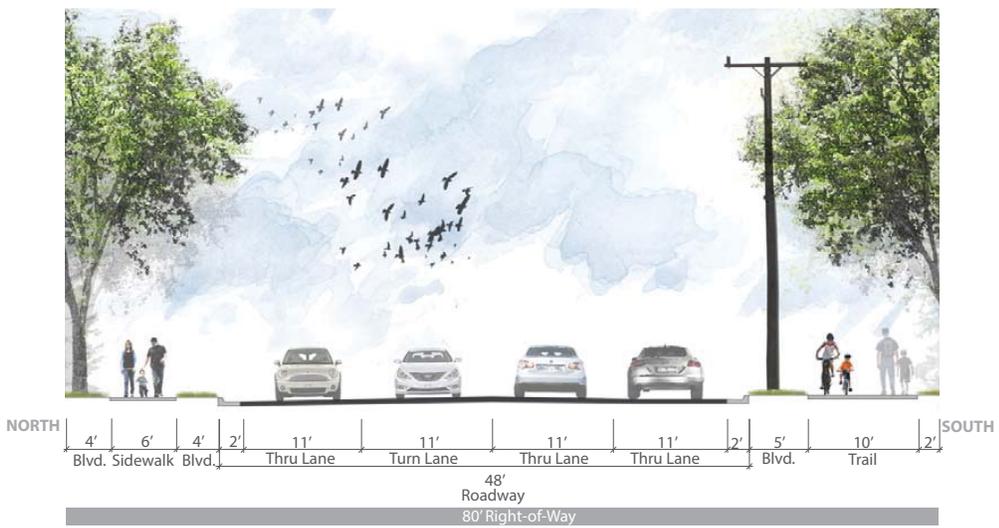


The paved boulevard and concrete sidewalk would be removed to make room for the proposed ten-foot paved trail on the south side of CSAH 66/ Golden Valley Road.

South Side Trail Corridor

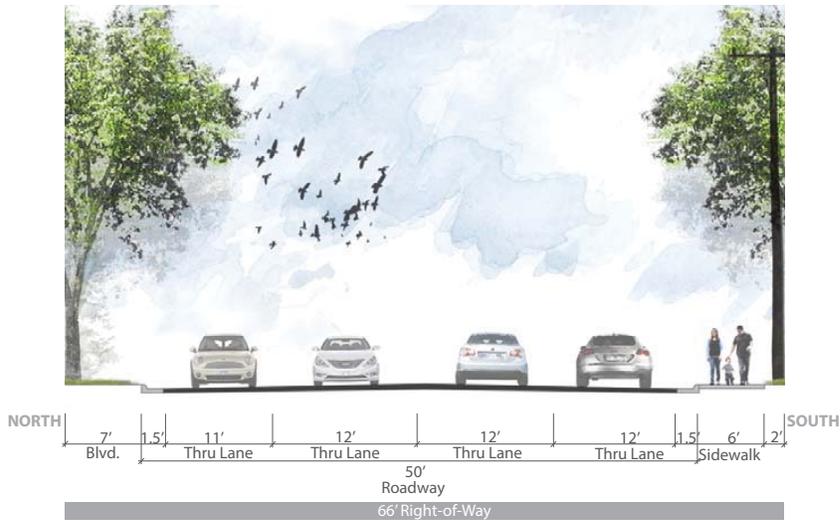
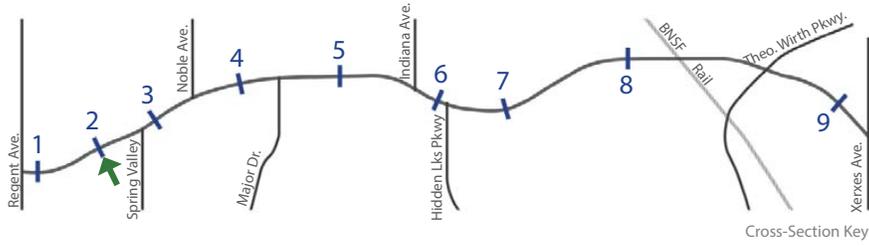


Existing Conditions

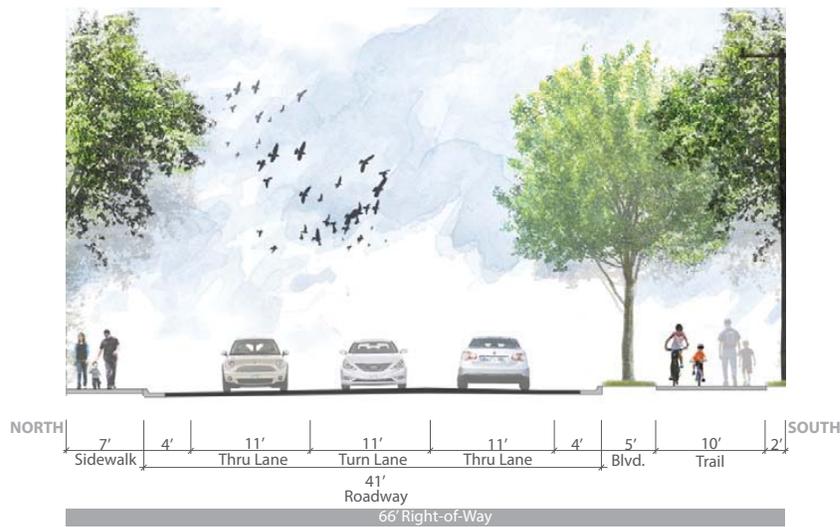


Proposed Conditions

Figure 7: Cross-Section 1



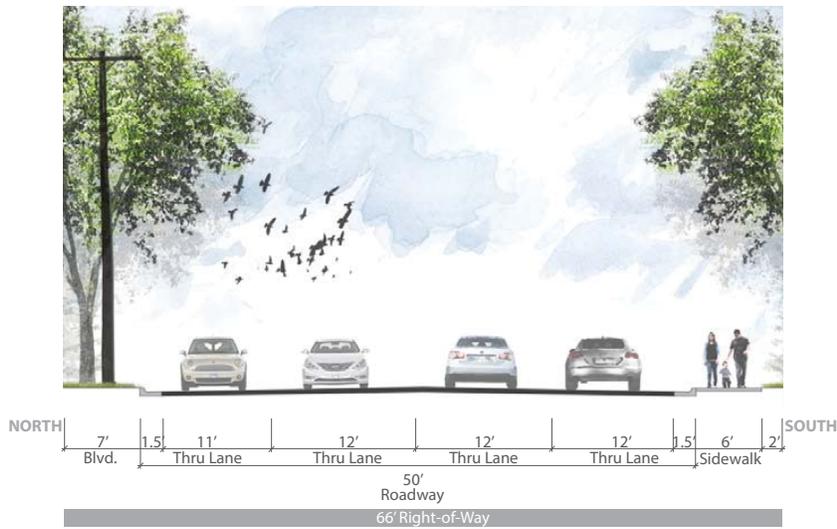
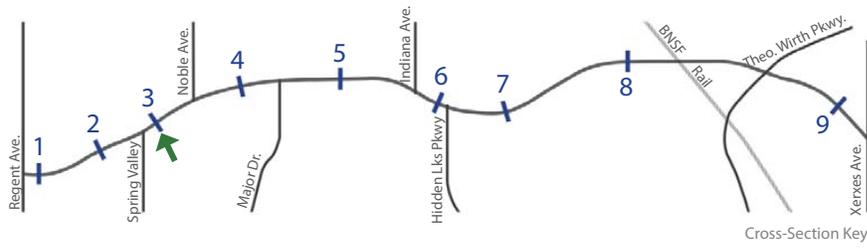
Existing Conditions



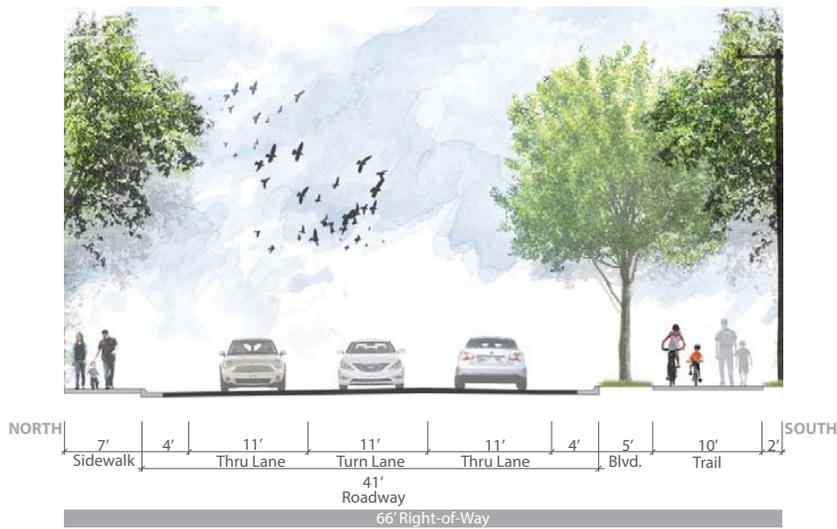
Proposed Conditions

Figure 8: Cross-Section 2

South Side Trail Corridor

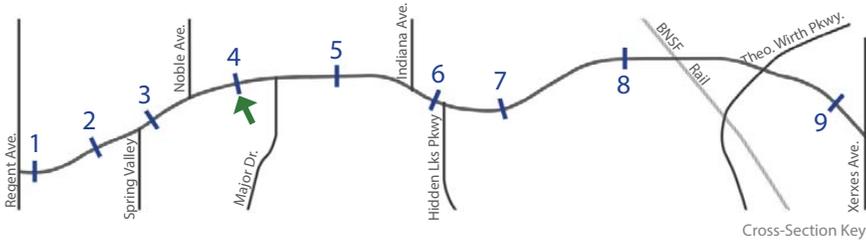


Existing Conditions



Proposed Conditions

Figure 9: Cross-Section 3



Existing Conditions



Section 4, Proposed Conditions

Figure 10: Cross-Section 4

South Side Trail Corridor

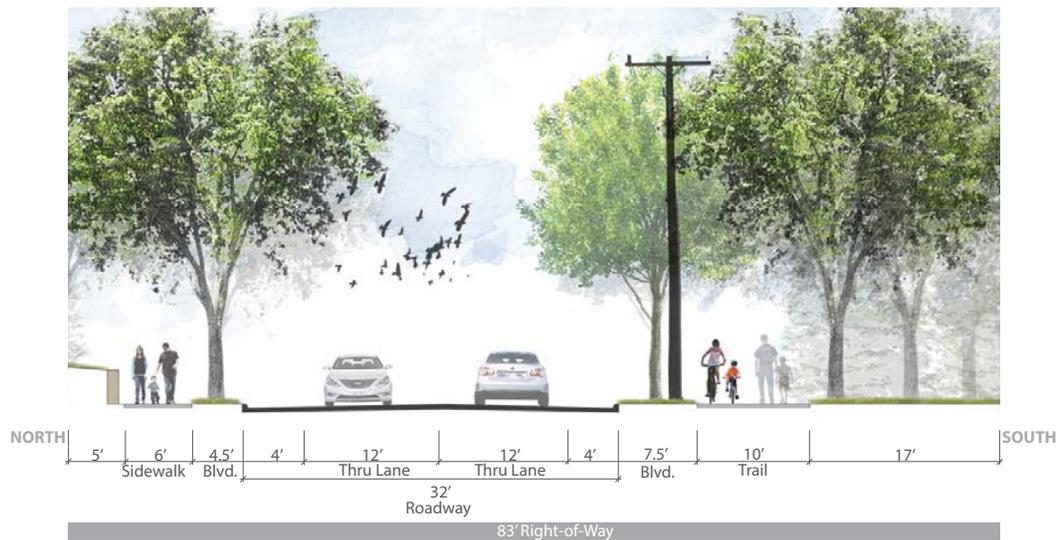
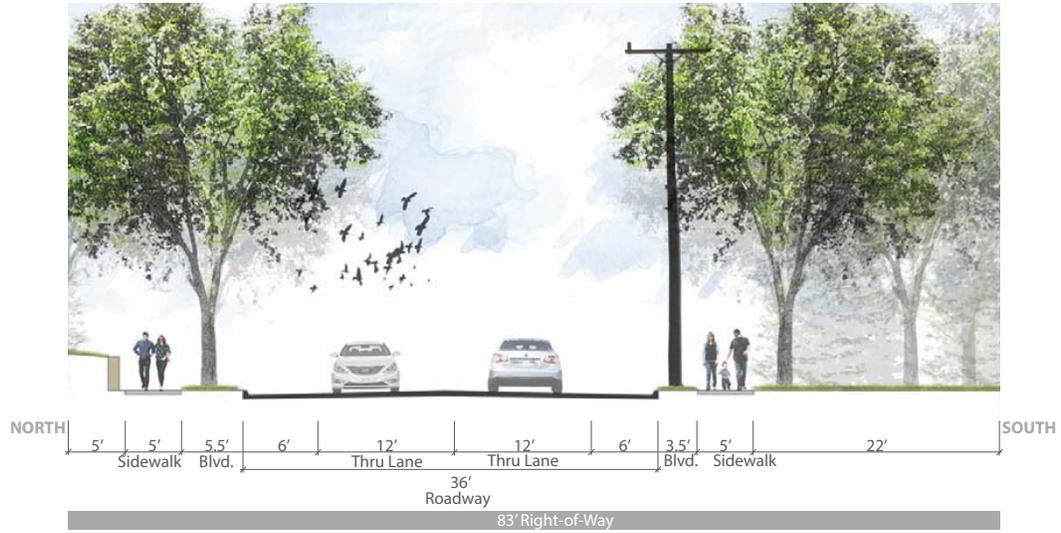
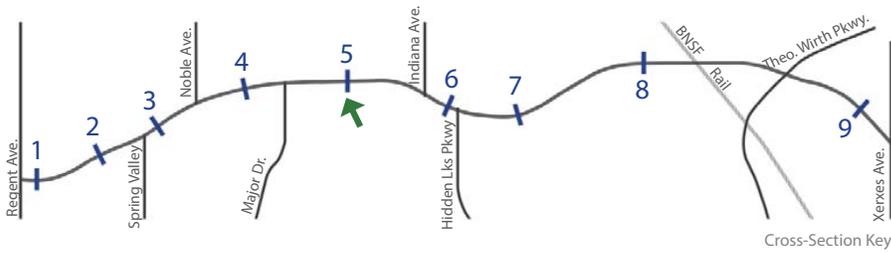
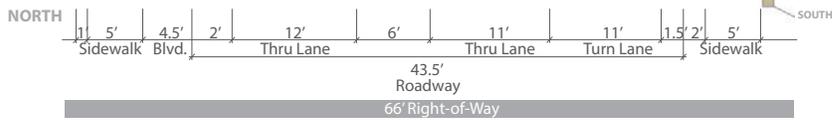
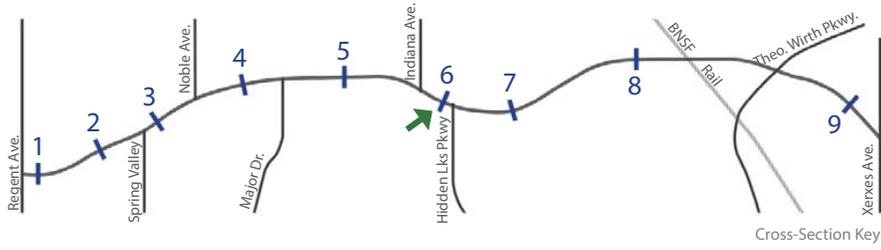


Figure 11: Cross-Section 5



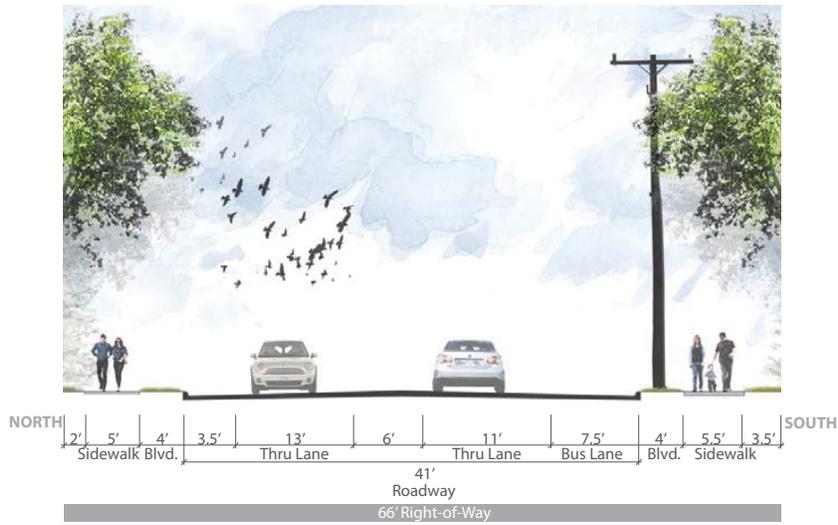
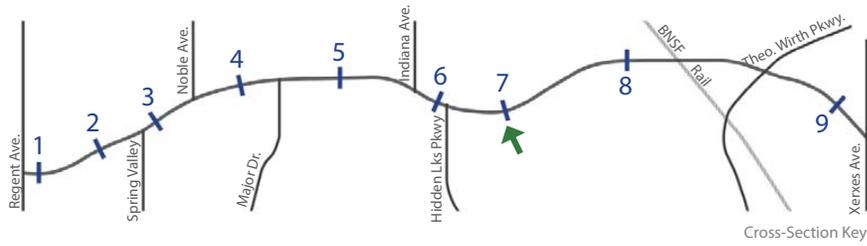
Existing Conditions



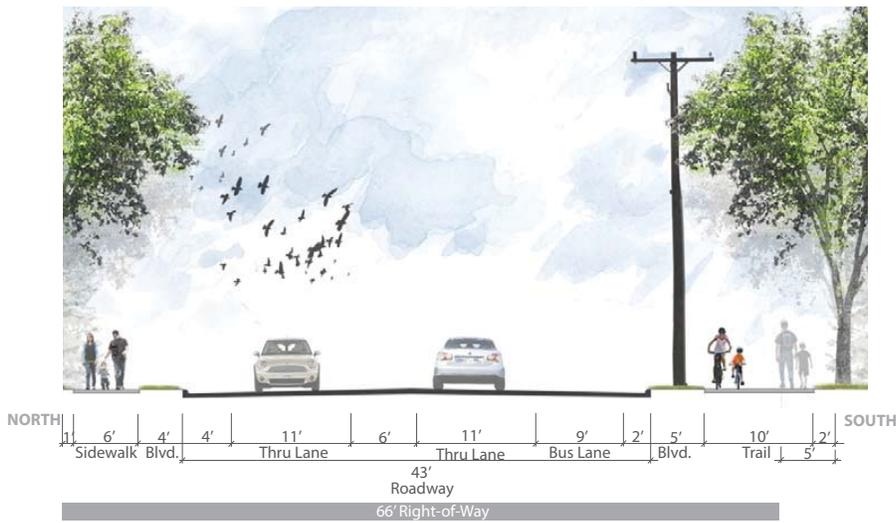
Proposed Conditions

Figure 12: Cross-Section 6

South Side Trail Corridor

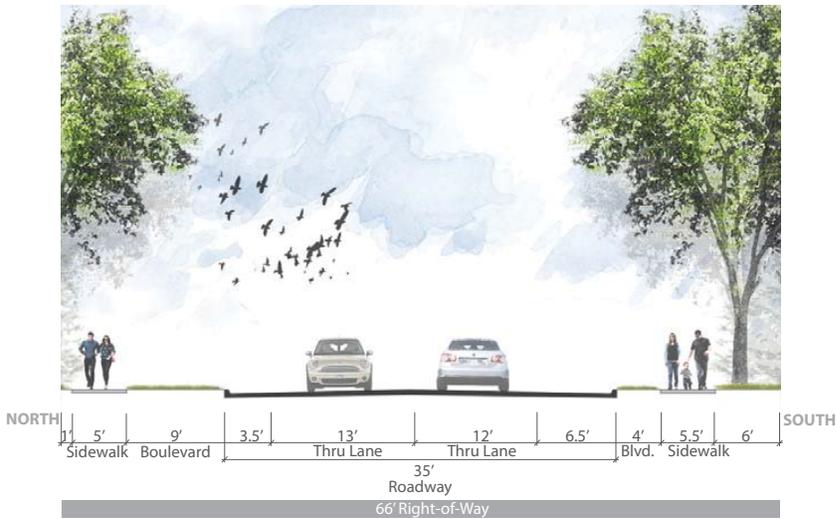
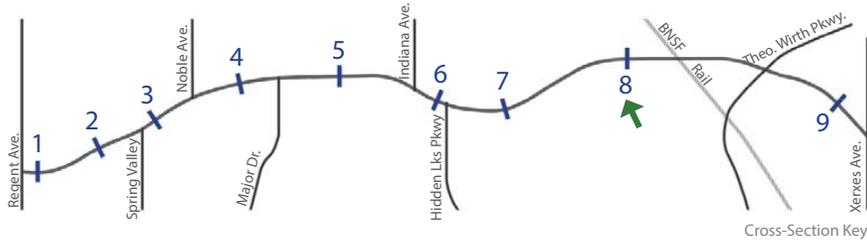


Existing Conditions

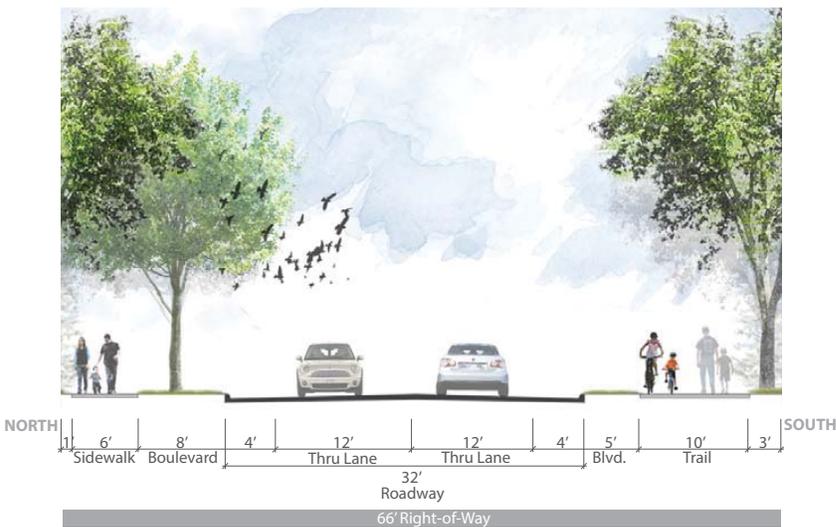


Proposed Conditions

Figure 13: Cross-Section 7



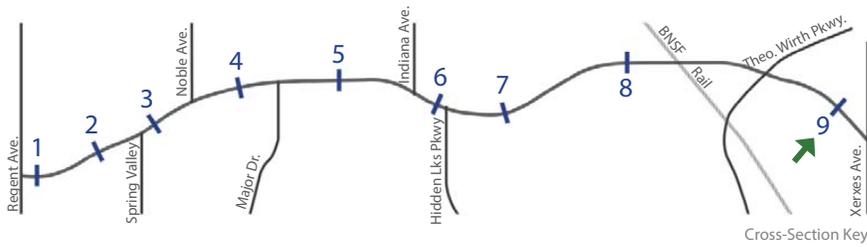
Existing Conditions



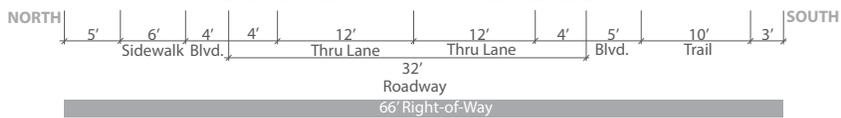
Proposed Conditions

Figure 14: Cross-Section 8

South Side Trail Corridor



Existing Conditions



Proposed Conditions

Figure 15: Cross-Section 9

South Side Impacts

Trail development on the south side of CSAH 66 will impact the existing road including its width, location of the south side curb and gutter and roadway elements behind the curb including signage, utility poles, signal poles and other non-roadway elements. These impacts include:

- » Relocating 48 signs
- » Relocating 27 utility poles
- » Relocating six hydrants
- » Relocating 17 storm drain structures
- » Revising two traffic signals
- » Removing 11 trees and shrubs
- » Removing 25 pedestrian ramps
- » Removing 6,890 linear feet of curb and gutter
- » Removing 39,120 square feet of concrete walk
- » Removing 1,800 square yards of bituminous boulevard
- » Reconstruction of monuments at Hidden Lakes Parkway

Bus Stop Concept

The close proximity of two churches, a clinic, a hospital and a rehabilitation facility near Hidden Lakes Parkway generate a lot of pedestrian traffic including a wide variety of mobility types. Young families with strollers, senior citizens with restricted mobility and wheel chair users frequently utilize the sidewalk system at Hidden Lakes Parkway and all along CSAH 66. A busy bus stop with a bus shelter is located east of Hidden Lakes Parkway. A large number of visitors, patients and staff of the Courage-Kenny Institute use the bus stop and the building's north entrance as their primary access point to the facility. Special care will be required to develop a trail facility that will allow a wide variety of regional trail users including walkers, runners, bicyclists and pedestrians with impaired mobility in the area of the bus stop. The following

concept (Figures 16 & 17) highlights a wider trail cross-section that includes a four-foot-wide colored pavement pedestrian zone on the edge of the standard ten-foot trail from Hidden Lakes Parkway east to the service entrance of the Courage-Kenny Institute. This concept also includes a colored trail crossing adjacent to the bus stop and shelter east of Hidden Lakes Parkway. Additional trail signage should be placed in this location to alert trail users to the wide variety of users.

The 14-foot trail cross-section provides more room for trail users but it requires more space than the existing right-of-way provides. It is likely that trail or utility easements may be needed to develop the wide trail section between Hidden Lakes Parkway and the Courage-Kenny service entrance. The wider trail will also have an impact on the Hidden Lakes Parkway intersection elements including the decorative stone wall and arbor on the east side. The private stairway that provides access between CSAH 66/Golden Valley Road and the Courage-Kenny Institute parking lot will also be impacted. However, it is likely the stairway can be redesigned to connect to the proposed trail. Additional connections between the Courage-Kenny Institute parking lot and the bus stop could be incorporated in the trail design, including a new path to the Institute's north entrance. Additional detail beyond the concept shown in this study will be addressed during design development.



The proposed trail route would extend behind the bus shelter that is located east of Hidden Lakes Parkway on the south side of CSAH 66/Golden Valley Road.

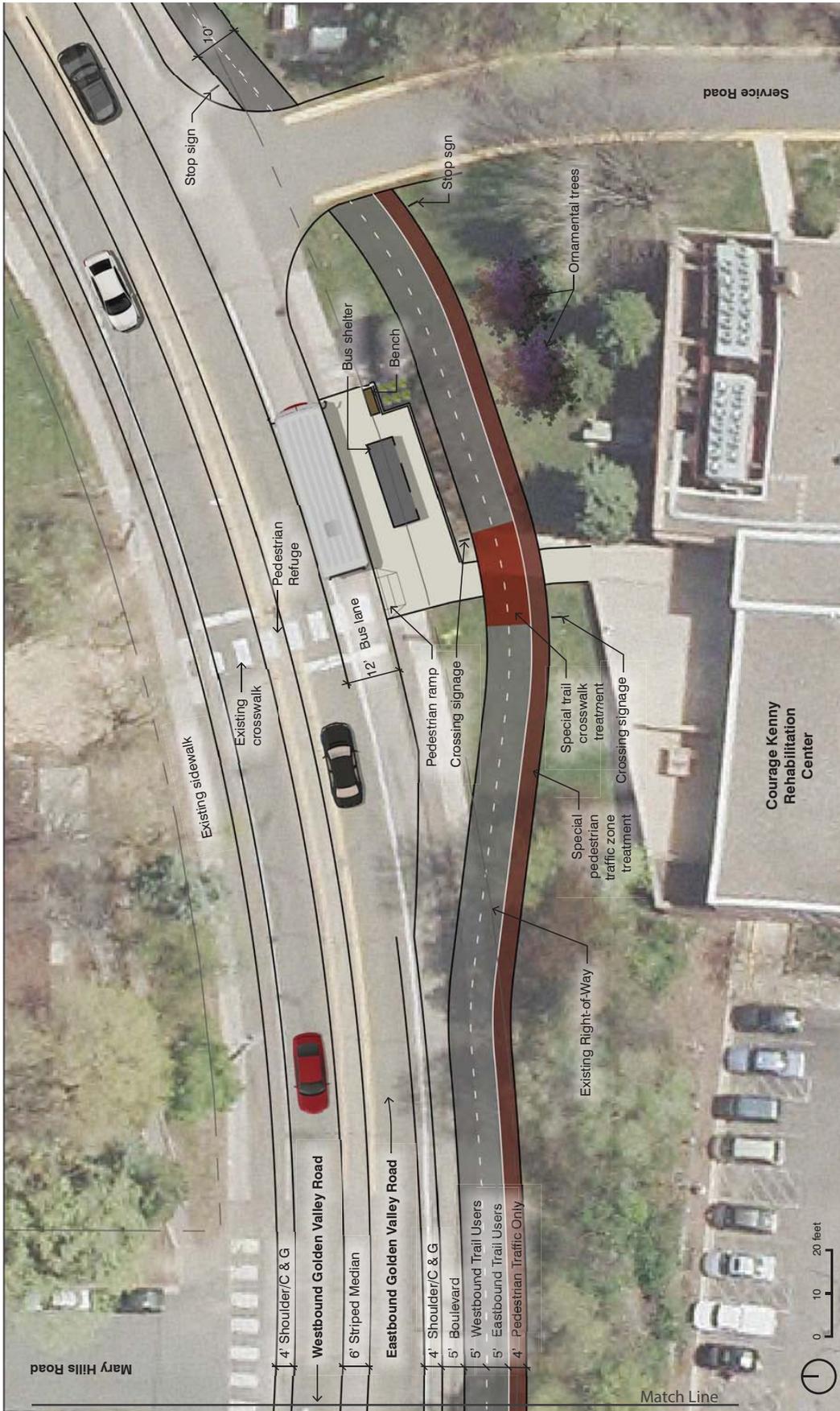


Figure 16: Bus Stop Concept-East



Figure 17: Bus Stop Concept- West

CSAH 66 Railroad Bridge

The CSAH 66 Railroad Bridge does not have adequate width on either sidewalk to accommodate a ten-foot trail. The south side has a raised sidewalk that is 11'-6" wide and falls just short of the requirement for two-foot clear zones on the outside of the 8-foot minimum trail width. This study does not include costs for bridge improvements. Bridge pedestrian access may be addressed in future bridge improvements associated with the Bottineau LRT development.

Theodore Wirth Parkway Intersection

Future development along CSAH 66/Golden Valley Road associated with the Bottineau LRT project may have a dramatic impact on traffic and pedestrian activity in the area. The layout of the CSAH 66/Golden Valley Road/Theodore Wirth Parkway intersection may change as a result of the proposed LRT station at CSAH 66/Golden Valley Road. The trail alignment along the south side may need to be adjusted to provide access to the proposed LRT station and to cross the Theodore Wirth Parkway intersection.

Implementation & Next Steps

The City of Golden Valley initiated the Bassett Creek Regional Trail Feasibility Study ahead of trail development to better understand the issues and opportunities associated with the trail along a challenging stretch of roadway. The process of undergoing a feasibility study has provided the City and its residents the opportunity to understand the issues associated with trail development and to provide input early in the development process. This feasibility study will be useful when the Bassett Creek Regional Trail is developed in the future by Hennepin County or Three Rivers Park District. No plans are in place to develop this stretch of trail in the next several years.



The Bassett Creek Regional Trail would provide safe access for residents and commuters along a busy stretch of roadway.

Estimated Costs for Trail Development

Planning level cost estimates have been prepared for maintenance improvements within Section One, the existing trail from Highway 100 to CSAH 66, and for construction of Sections Two & Three along the south side of CSAH 66 from Regent Avenue North to Xerxes Avenue North (Appendix A). The estimated costs included in this study are for trail implementation only and do not address on-going operations and maintenance once the trail is developed. Estimates for pedestrian improvements to the Golden Valley Bridge over the BNSF Railroad are not included because it is assumed that improvements to this bridge will occur in conjunction with other projects.



The proposed trail would connect to Scheid Park south west of Regent Avenue and CSAH 66/Duluth Street.

One objective of the feasibility study was to identify locations for new sidewalk along the north side of CSAH 66 to provide continuous pedestrian access on both sides of the roadway. This is included as a line item in the cost estimates for Sections Two and Three. Costs associated with upgrading the existing sidewalk segments to City standards on the north side of CSAH 66 are not included in the study or in the cost estimates.

Implementation & Next Steps

Estimated costs for relocating utility poles in the right-of-way are included in the cost estimate. If utility poles require relocation to the edge of the road right-of-way, additional costs may be incurred to acquire utility easements. The City may explore the option of burying utility lines along CSAH 66. For the purpose of this study, costs associated with utility burial, which may be significantly higher, are not included. Additional planning and design are needed in consultation with utility companies to determine the feasibility and cost of utility burial.

Trail Development and Phasing

The development of Bassett Creek Regional Trail along CSAH 66 is not yet included in future capital plans and therefore may be several years in the future. As improvements in the CSAH 66/Golden Valley Road corridor are planned, trail development could be completed in phases to align with smaller projects in the area.

Future Projects

Several projects are planned or anticipated for the CSAH 66/Golden Valley Road corridor in the coming years. These projects may provide an opportunity to develop portions of the trail. Potential projects include:

- » Bottineau LRT and station
- » CenterPoint Energy gas main replacement project
- » Hennepin County bituminous overlay project
- » Other potential utility improvement projects

Appendix A: Preliminary Cost Estimates

Section 1 Preliminary Cost Estimate

UNIT LEGEND: <u>LS</u> =Lump Sum, <u>SF</u> =Square Feet, <u>SY</u> =Square Yard, <u>EA</u> =Each, <u>LF</u> =Lineal Foot, <u>CY</u> =Cubic Yards, <u>AC</u> =Acre, <u>RD STA</u> =Road Station					
Section 1: TH 100 Pedestrian Bridge to Golden Valley Road Preliminary Construction Estimate (2014 Dollars)					
Notes	Trail Improvements	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
	Tree Trimming	40	HOUR	\$150	\$6,000
	Remove Concrete Walk for Pedestrian Ramp Installation	250	SF	\$2	\$500
13	Concrete Pedestrian Ramp w/Truncated Domes	5	EA	\$1,500	\$7,500
Trail Improvements Total:					\$14,000
SUBTOTAL					\$14,000
Construction Contingency, 20%*					\$3,000
SECTION 1 TOTAL					\$17,000

* Figure has been rounded.

Notes: See Page 38 for details.

Section 2 Preliminary Cost Estimate

UNIT LEGEND: LS=Lump Sum, SF=Square Feet, SY=Square Yard, EA=Each, LF=Lineal Foot, CY=Cubic Yards, AC=Acre, RD STA=Road Station					
Section 2: Regent Avenue N. to Theodore Wirth Parkway (1.15 miles) Preliminary Construction Estimate (2014 Dollars)					
Notes	Right-of-Way Acquisition	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
3	Purchase Easements for trail corridor	7,400	SF	\$12	\$88,800
Right-of-Way Acquisition Total:					\$88,800
Notes	Sign & Utility Relocation	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
	Relocate Sign	41	EA	\$200	\$8,200
4	Relocate Utility Pole	26	EA	\$1,500	\$39,000
	Relocate Hydrant and Adjust Gate Valve	5	EA	\$1,500	\$7,500
5	Relocate Storm Drain	14	EA	\$3,000	\$42,000
6	Revise Traffic Signal	2	EA	\$80,000	\$160,000
Sign & Utility Relocation Total:					\$256,700
Notes	Trail Construction	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
7	Clearing & Grubbing	8	EA	\$1,000	\$8,000
	Remove Existing Pedestrian Ramp	17	EA	\$100	\$1,700
	Remove Concrete Walk	32000	SF	\$1	\$32,000
9	Remove Bituminous Boulevard	1800	SY	\$3	\$5,400
11	Reconstruct Hidden Lakes Parkway Monuments & Walls	1	LS	\$100,000	\$100,000
12	10-Foot Wide Paved Trail, 3" Thickness	4900	LF	\$43	\$210,700
12	14-Foot Wide Paved Trail, 3" Thickness	480	LF	\$60	\$28,800
13	Concrete Pedestrian Ramp w/Truncated Domes	17	EA	\$1,500	\$25,500
	Modular Block Retaining Wall	3,200	SF	\$40	\$128,000
14	Trail Signage	95	SF	\$60	\$5,700
Trail Construction Total:					\$545,800
Notes	Roadway Elements	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
8	Sawcut Bituminous Roadway	6000	LF	\$4	\$24,000
	Remove Curb and Gutter	6000	LF	\$5	\$30,000
10	Remove Bituminous Roadway	3300	SY	\$3	\$9,900
	Concrete Curb and Gutter	5300	LF	\$15	\$79,500
	Concrete Driveway Apron	11	EA	\$2,000	\$22,000
18	Pave Bituminous Roadway, 6" Thickness	1300	SY	\$13	\$16,900
Roadway Elements Total:					\$182,300
Notes	North Side Sidewalk Elements	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
7	Clearing & Grubbing	3	EA	\$1,000	\$3,000
	Purchase Easements for Walkway	7000	SF	\$12	\$84,000
	Relocate Utility Pole	7	EA	\$1,500	\$10,500
	Concrete Driveway Apron	4	EA	\$2,000	\$8,000
16	New Concrete Walk	11200	SF	\$6	\$67,200
17	Upgrade Existing Concrete Walk (Not Determined)	0	SF	\$0	\$0
North Side Sidewalk Elements Total*:					\$173,000
				SUBTOTAL 1*	\$1,250,000
15				Erosion Control, 3%*	\$38,000
				Construction Surveying, 8%*	\$100,000
				Traffic Control, 3%*	\$38,000
				Mobilization, 5%*	\$63,000
				SUBTOTAL 2	\$1,489,000
				Construction Contingency, 20%*	\$298,000
				CONSTRUCTION SUBTOTAL	\$1,787,000
				Design & Engineering Contingency, 20%*	\$357,000
				SECTION 2 TOTAL	\$2,144,000

* Figure has been rounded.

Notes: See Page 38 for details.

Section 3 Preliminary Cost Estimate

UNIT LEGEND: LS=Lump Sum, SF=Square Feet, SY=Square Yard, EA=Each, LF=Lineal Foot, CY=Cubic Yards, AC=Acre, RD STA=Road Station					
Section 3: Theodore Wirth Parkway to Xerxes Avenue N. (.17 miles) Preliminary Construction Estimate (2014 Dollars)					
Notes	Sign & Utility Relocation	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
	Relocate Sign	7	EA	\$200	\$1,400
4	Relocate Utility Pole	1	EA	\$1,500	\$1,500
	Relocate Hydrant and Adjust Gate Valve	1	EA	\$1,500	\$1,500
5	Relocate Storm Drain Structure	3	EA	\$3,000	\$9,000
Sign & Utility Relocation Total:					\$13,400
Notes	Trail Construction	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
7	Clearing & Grubbing	3	EA	\$1,000	\$3,000
	Remove Existing Pedestrian Ramp	8	EA	\$100	\$800
	Remove Concrete Walk	7120	SF	\$1	\$7,120
12	10-Foot Wide Paved Trail, 3" Thickness	890	LF	\$43	\$38,270
13	Concrete Pedestrian Ramp w/Truncated Domes	8	EA	\$1,500	\$12,000
14	Trail Signage	15	SF	\$60	\$900
Trail Construction Total*:					\$62,000
Notes	Roadway Elements	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
8	Sawcut Bituminous Roadway	890	LF	\$4	\$3,560
	Remove Curb and Gutter	890	LF	\$5	\$4,450
10	Remove Bituminous Roadway	690	SY	\$3	\$2,070
	Concrete Curb and Gutter	890	LF	\$15	\$13,350
	Concrete Driveway Apron	8	EA	\$2,000	\$16,000
18	Pave Bituminous Roadway, 6" Thickness	218	SY	\$13	\$2,800
Roadway Elements Total*:					\$42,000
Notes	North Side Sidewalk Elements	Estimated Qty.	Unit	Unit Price (in Dollars)	Total (In Dollars)
	Purchase Easements for Walkway	3500	SF	\$12	\$42,000
	Relocate Utility Pole	6	EA	\$1,500	\$9,000
	Concrete Curb and Gutter	700	LF	\$15	\$10,500
18	Pave Bituminous Roadway, 6" Thickness	310	SY	\$13	\$4,030
	Concrete Driveway Apron	6	EA	\$2,000	\$12,000
16	New Concrete Walk	6000	SF	\$6	\$36,000
North Side Sidewalk Elements Total*:					\$114,000
Notes	SUBTOTAL 1				\$231,400
15	Erosion Control, 3%*				\$7,000
	Construction Surveying, 8%*				\$19,000
	Traffic Control, 3%*				\$7,000
	Mobilization, 5%*				\$12,000
SUBTOTAL 2					\$276,400
	Construction Contingency, 20%*				\$55,000
CONSTRUCTION SUBTOTAL					\$331,400
	Design & Engineering Contingency, 20%*				\$66,000
SECTION 3 TOTAL					\$397,400

* Figure has been rounded.

Notes: See Page 38 for details.

Preliminary Cost Estimate Notes

1. Construction cost estimate includes a 20% design and administration fee and an additional 20% construction contingency for unknown costs.
2. Estimates are based on 2014 construction costs. Actual prices may vary depending on when the project is developed.
3. Actual right of way or easement requirements shall be confirmed in final design. Easement costs were determined based on current land values in the area. Estimated costs are in 2014 dollars.
4. Assumes utility pole relocation cost will be a project cost. If the project is coordinated with a roadway reconstruction project, utility improvement costs may be different.
5. Relocation of storm drain to new curb location includes removal of old structure, adjusting height of structure base, up to eight feet of 15" concrete pipe connection and installation of a new storm drain structure.
6. Relocation of existing traffic signal poles on the south side of CSAH 66/Golden Valley Road. Costs may vary depending on the condition of the signal pole and the signal layout.
7. Assumes removal of trees and shrubs within the right-of-way where trail will be constructed.
8. Sawcutting roadway asphalt for removal of a portion of roadway for relocation of proposed curb and gutter.
9. Removal of paved boulevard between the existing sidewalk and roadway, where necessary.
10. Removal of a portion of roadway for relocation of proposed curb and gutter to make room for new trail.
11. Lump sum cost for removal, design and installation of new monuments and stone walls at Hidden Lakes Parkway entrance.
12. Trail construction cost includes grading, Class 5 base material and 3" bituminous pavement and striping.
13. Cost includes concrete and truncated domes for pedestrian crossings.
14. Assumes 84 square feet of signage per mile. Average based on sign pricing from previous trail projects and includes intersection signage.
15. Includes all erosion control materials, labor and turf establishment. This cost does not include permanent stormwater management practices which may be required by the local watershed district.
16. Concrete sidewalk quantity is for the north side of CSAH 66 to fill in gaps in the existing sidewalk system with a 8-foot-wide walk. Cost includes site preparation, base material and concrete.
17. Existing segments of sidewalk on the north side of CSAH 66 may require improvements to meet current design standards. The feasibility study does not address the costs associated with these potential sidewalk improvements.
18. Includes base material, two lifts of three-inch-thick bituminous asphalt and re-striping roadway.

Appendix B: Section One Alignment

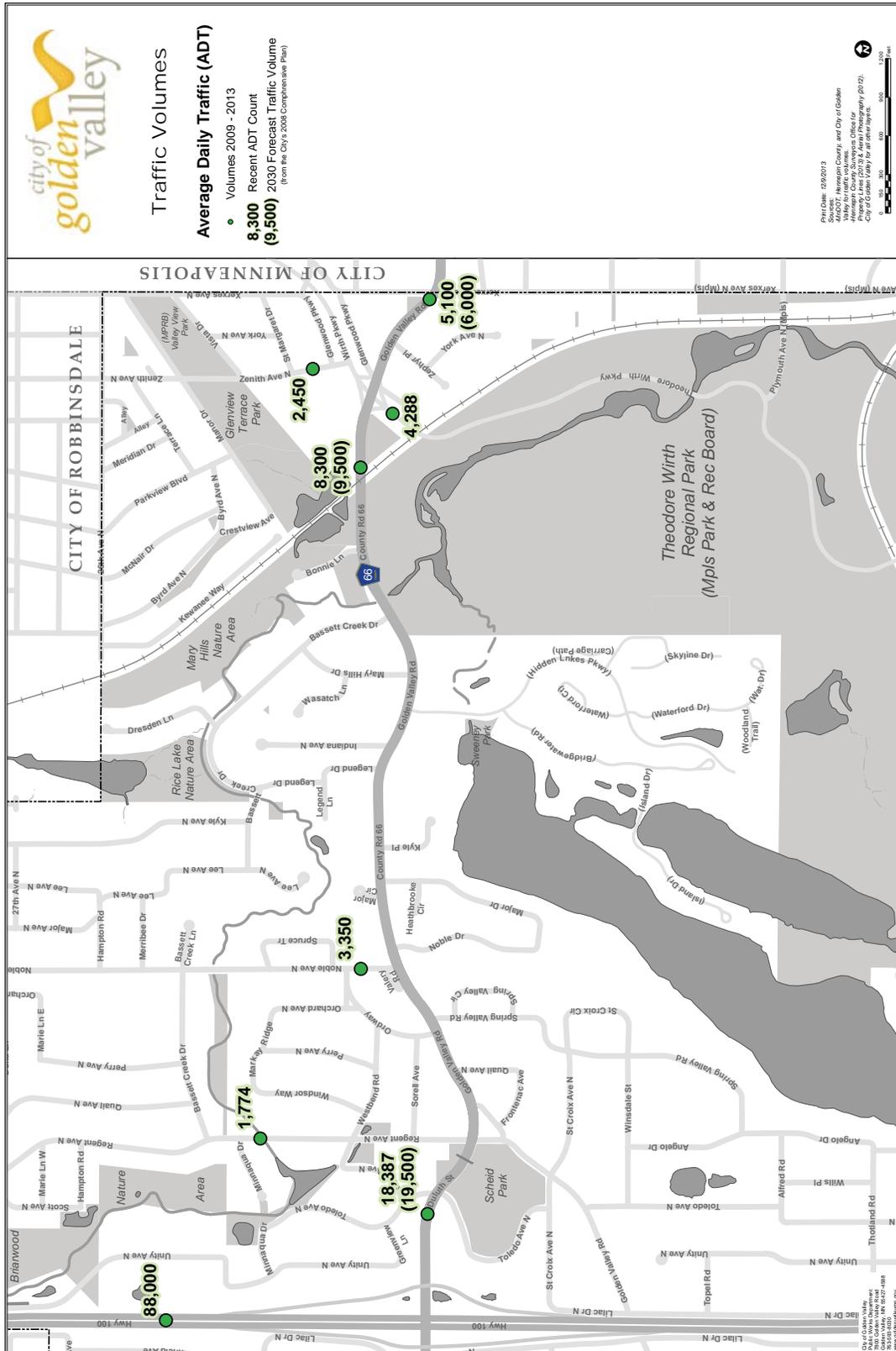


Appendix C: Sections Two & Three Alignments

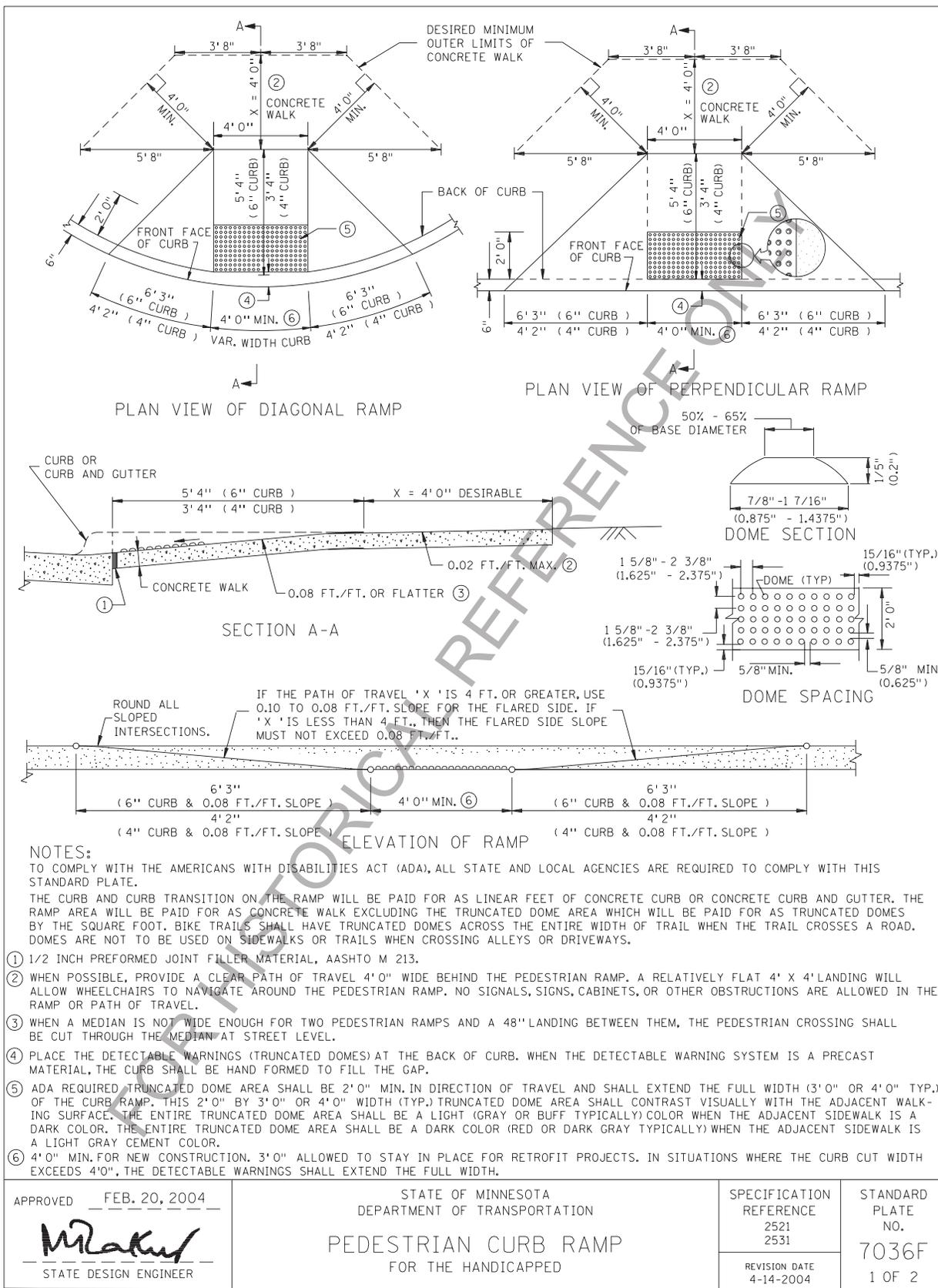


Appendix C: Sections 2 & 3 Alignment

Appendix D: CSAH 66/Golden Valley Road Traffic Volumes



Appendix E: MnDOT Standard Plate 7036



APPROVED FEB. 20, 2004

Milakus
STATE DESIGN ENGINEER

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
PEDESTRIAN CURB RAMP
FOR THE HANDICAPPED

SPECIFICATION
REFERENCE
2521
2531

REVISION DATE
4-14-2004

STANDARD
PLATE
NO.
7036F
1 OF 2

Appendix F: Open House Announcement

City of Golden Valley, MN: City To Host Informational Open House For Bassett Creek R... Page 1 of 2

YOU ARE HERE: [Home](#) > [News & Events](#) > [News Archive](#) > City To Host Informational Open House For Bassett Creek Regional Trail Study

City To Host Informational Open House For Bassett Creek Regional Trail Study

POSTED 11-27-2013

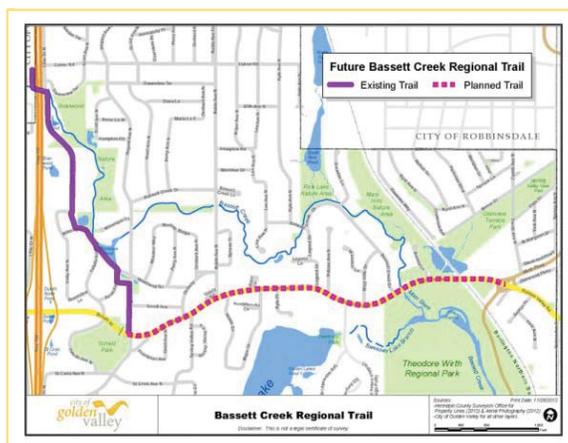
The City of Golden Valley is hosting an informational open house as part of a planning study for the future Bassett Creek Regional Trail. It's scheduled for Wednesday, Dec 11, 5-7 pm, in the East Lobby Atrium at the Courage Kenny Institute (Courage Center), 3915 Golden Valley Rd.

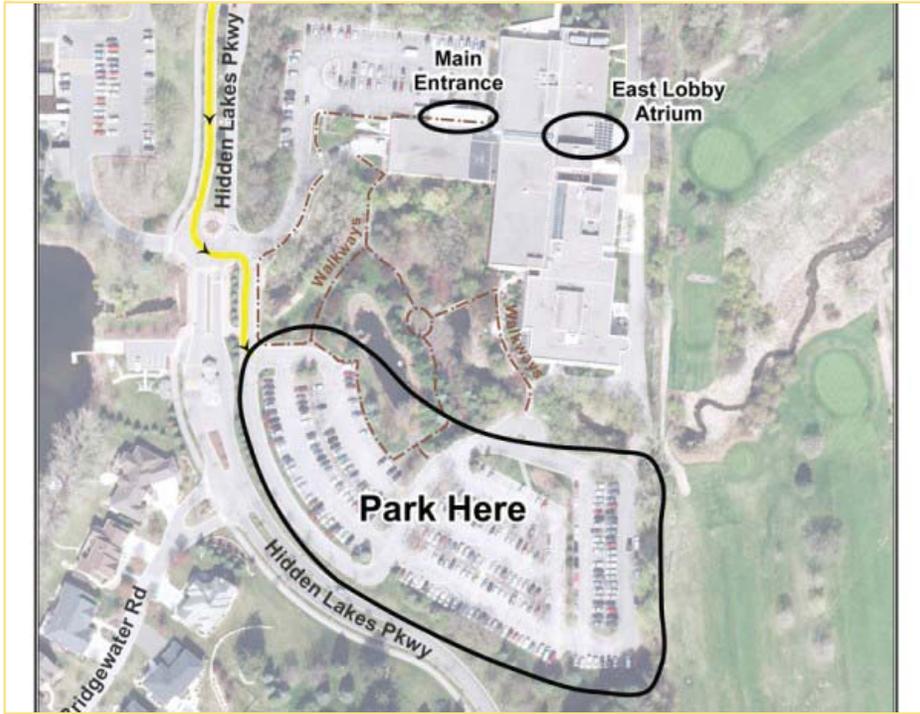
The trail, proposed to follow Golden Valley Rd from Regent Ave to Wirth Parkway, is identified by the City, Hennepin County, and Three Rivers Park District as a future regional trail facility which would connect French Park in Plymouth to Theodore Wirth Park in Golden Valley ([get additional information and a map of the general trail alignment](#)).

The Bassett Creek Regional Trail segment along Golden Valley Rd is not currently programmed for construction. However, Golden Valley has received a grant from Hennepin County to assist in the completion of a feasibility study of the Golden Valley Rd corridor. It is likely that future construction of the trail will be a collaborative effort between Three Rivers Park District, Hennepin County, and the City of Golden Valley.

Residents and stakeholders on Golden Valley Rd have been invited to the open house meeting to discuss the opportunities and challenges present along this corridor and to provide valuable input for the planning study. The general public is encouraged to attend this meeting. Information provided at the meeting will help to guide the planning and design of this future trail project.

Questions about this study can be directed to [Eric Eckman](#), the City's project manager, at 763-593-8084.





This

Site map of Courage Kenny Institute showing parking facilities and meeting location.

entry posted in | [Community](#) | [Public Works](#)

Golden Valley Public Works Department

7800 Golden Valley Rd
Golden Valley, MN 55427

Phone: 763-593-8030

Fax: 763-593-3988

TTY: 763-593-3968

[▶ Email Us](#)

© City of Golden Valley, 2013
7800 Golden Valley Road, Golden Valley, MN 55427
763-593-8000 | TTY: 763-593-3968

Appendix G: Invitation Letter & Mailing List



7800 Golden Valley Road
Golden Valley, MN 55427

November 26, 2013

<Tax_Name1>

<Tax_Name2>

<Address 1>

<Address 2>

Dear <Tax_Name1><Tax_Name2>:

The purpose of this letter is to invite you to an informational open house meeting being held as part of a planning study for the future Bassett Creek Regional Trail. The Bassett Creek Regional Trail is identified by the City, Hennepin County, and Three Rivers Park District as a future regional trail facility which would connect French Park in Plymouth to Theodore Wirth Park in Golden Valley. A location map of the Golden Valley section is attached to this letter.

The Public Open House is scheduled for Wednesday, December 11, 2013, between 5:00 and 7:00 pm in the East Lobby Atrium at the Courage Kenny Institute (Courage Center).
The Courage Kenny Institute is located at 3915 Golden Valley Road. A map showing the parking facilities and building entrance is attached to this letter.

Some portions of the Bassett Creek Regional Trail have already been constructed and other portions are planned for construction in the future. The following link to Three Rivers Park District's website provides information and a map of the general trail alignment:

<http://www.threeriversparks.org/trails/bassett-creek-trail.aspx>.

The portion of the trail proposed along Golden Valley Road (from Regent Avenue to Wirth Parkway) is not currently programmed for construction. However, Golden Valley has received a grant from Hennepin County to assist in the completion of a feasibility study of the Golden Valley Road corridor. Work items include:

- Meetings with stakeholders and community participation
- Identification of challenges and opportunities
- Preparation of typical sections for the existing corridor and the proposed alignment
- Evaluation of potential traffic control needs

Golden Valley and its consultant, SRF Consulting Group, have begun work on the study and are currently hosting meetings to solicit input from stakeholders along the Golden Valley

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763-593-8000

FAX 763-593-8109

TTY 763-593-3968

www.goldenvalleymn.gov

Road corridor. We would like to share information about the future project with property owners and residents, and provide an opportunity to discuss opportunities and challenges in more detail. Although it is very early in the planning process, it is important that we hear from you about your specific concerns regarding trail design and aesthetics, safety, drainage and grade issues, trees, utilities, and other items. The information you provide now will help to guide the planning and design of this project.

Staff from the City of Golden Valley, SRF Consulting Group, Three Rivers Park District, and Hennepin County Transportation will be present at the meeting to discuss the project and gather information from you. The City of Golden Valley sees this as a real opportunity to provide valuable input before the design process begins, and therefore we strongly encourage you to attend this open house. Please feel free to call me at 763.593.8084, if you have any questions or if you are unable to attend and would like more information about the study.

Sincerely,



Eric Eckman
Public Works Specialist

Enclosures

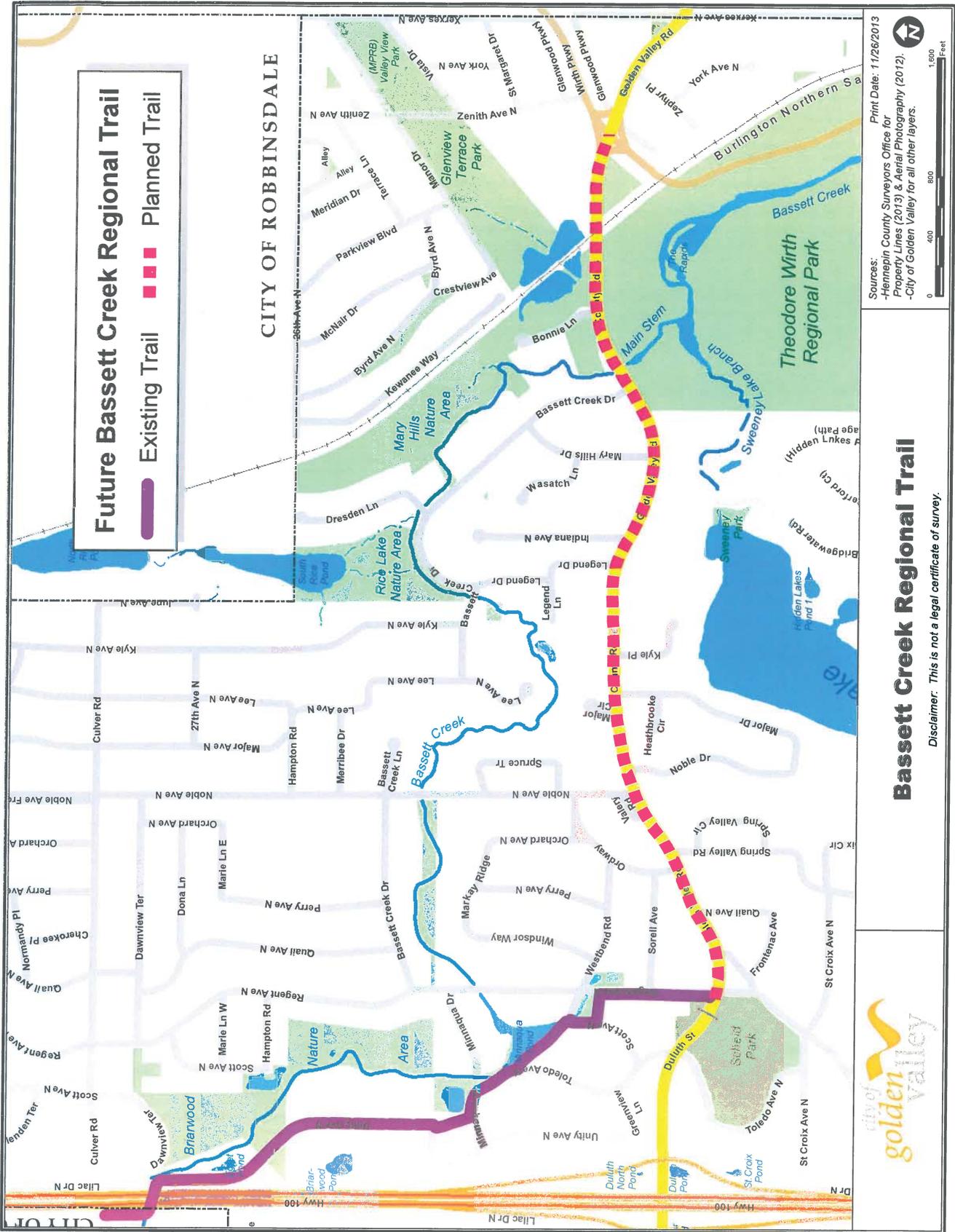
C: City Council Members
Environmental Commission
Open Space and Recreation Commission
Planning Commission
Tom Burt, City Manager
Jeannine Clancy, Director of Public Works
Jeff Oliver, City Engineer
Stewart Crosby, SRF
Mike McGarvey, SRF
Kelly Grissman, Three Rivers Park District
Annie Rexine, Three Rivers Park District
Bob Byers, Hennepin County
Rose Ryan, Hennepin County
Jennifer Ringold, Minneapolis Park and Recreation Board



Courage Kenny Rehabilitation Institute

Sources: Print Date: 11/26/2013
-Hennepin County Surveyors Office for Property Lines (2013) & Aerial Photography (2012).
-City of Golden Valley for all other layers.





PID_NO	TAX_NAME1	TAX_NAME2	ADDRESS 1	ADDRESS 2
1702924240039	SUNTRUST MORTGAGE INC		1001 SEMMES AVE	RICHMOND VA 23224-2245
1702924240039	CURRENT RESIDENT		3022 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130036	VITALY CHERNIKH		14214 TRACE RIDGE RD	WAYZATA MN 55391
1802924130036	CURRENT RESIDENT		4250 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310059	LEE A BIERSDORF		1825 SPRING VALLEY RD	GOLDEN VALLEY MN 55422
1702924310054	KATIE M MOORE		1831 XERXES AVE N	GOLDEN VALLEY MN 55411
1802924310033	ROMA J WITZIG		1840 QUAIL AVE N	GOLDEN VALLEY MN 55422
1702924240049	MELVIN AMONDO DICKERSON		1844 GLENWOOD PKWY	GOLDEN VALLEY MN 55422
1702924240045	BRIAN T LEE & SARAH M LEE		1849 ZEPHYR PL	GOLDEN VALLEY MN 55422
1702924240059	MATTHEW ROED/JENNIFER THEIS		1850 ZEPHYR PL	GOLDEN VALLEY MN 55422
1802924310005	SETH M ALWARD		1900 REGENT AVE N	GOLDEN VALLEY MN 55422
1702924240035	MAE E MOREN		1904 GLENWOOD PKWY	GOLDEN VALLEY MN 55422
1702924240022	TIMOTHY P BLUML		1911 XERXES AVE N	GOLDEN VALLEY MN 55411
1802924130013	HAROLD L CORWIN		1930 NOBLE DR	GOLDEN VALLEY MN 55422
1802924130010	JOSE M MINTALAR		1935 NOBLE DR	GOLDEN VALLEY MN 55422
1802924130024	JAMES DOONER		1940 MAJOR DR	GOLDEN VALLEY MN 55422
1802924130006	JASON K LEWIS		1945 KYLE PL	GOLDEN VALLEY MN 55422
1802924130023	LORETTA H AGE		1945 MAJOR DR	GOLDEN VALLEY MN 55422
1802924240014	OWEN D GROSSMAN		1960 ORDWAY DR	GOLDEN VALLEY MN 55422
1802924130034	STEINAR & KIMBERLY A BERG		2000 MAJOR CIR	GOLDEN VALLEY MN 55422
1702924240001	CHURCH OF ST MARGARET MARY		2323 ZENITH AVE N	GOLDEN VALLEY MN 55422
1802924140045	ASI-GOLDEN VALLEY INC		2550 UNIVERSITY AVE W #301N	ST PAUL MN 55114
1802924140045	CURRENT RESIDENT		2000 MARY HILLS DR	GOLDEN VALLEY MN 55422
1702924240063	XAO YANG & SHOUA VANG		3001 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240055	DARRILL BERRY		2303 RIVER POINTE CIRCLE	MINNEAPOLIS MN 55411
1702924240055	CURRENT RESIDENT		3009 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240056	JENNIFER L & WILLIAM C WELSH		3015 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240040	DONZELL D JOHNSON		3016 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240057	DAN A & MISSY L ANDERSON		3023 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240038	NATHAN D & ZACHARIAH BUCK		3026 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240058	NATHAN BUCK		3029 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240037	KEITH BRIDGES		3100 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240036	MARK D BOYCE		3110 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240047	DONOVAN P MIKROT		3115 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240048	JAMES J RYAN		3121 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422

Appendix G

PID_NO	TAX_NAME1	TAX_NAME2	ADDRESS 1	ADDRESS 2
1702924230014	CHRISTOPHER BERNARD JORDAN		3800 BASSETT CREEK DR	GOLDEN VALLEY MN 55422
1702924230024	KRISTI MICHAELSON		3801 BASSETT CREEK DR	GOLDEN VALLEY MN 55422
1802924140067	ADRIANNE DE LOS REYES		3900 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924410002	COURAGE CENTER	MR. SEAN BURNS	3915 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924140014	UNITY CHRIST CHURCH INC.	MR. GREG BRODJESKI	4000 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924140001	THOMAS R NYBERG		4110 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924140003	LAWRENCE A DAVIS III		4120 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924140010	GLORIA L JOHNSON		4200 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924140012	ROBERT E & DENISE M KING		4224 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924140013	MPHS CLINIC OF NEUROLOGY	MS. MARY CLARE SUDDENDORF	4225 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130037	JEFFREY G & THEODORA B MASON		4240 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130066	BRYAN B & MARIE E FERRELL		4315 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130009	STEVE STEWART		4320 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130062	KATHY JO DALEY		4325 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130060	G E WHEELER & S S GUENTHER		4400 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130044	MARILYN RICHIE		450 HIGH CROFT RD	WAYZATA MN 55391
1802924130021	MARY E MILLER		4510 HEATHBROOKE CIR	GOLDEN VALLEY MN 55422
1802924130005	GREGORY & VERONIQUE JOHNSON		4520 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130020	DAVID W & JANET E JOHNSON		4520 HEATHBROOKE CIR	GOLDEN VALLEY MN 55422
1802924130004	H A PETERSON & J I DOERFFLER		4540 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130003	ALAN E LEUSINK		4610 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1702924240046	JACOB M. WILSON		3109 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924130002	MARIAN L & MARY H ROBINSON		4630 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240003	JUSTIN F LYNCH		4705 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240003	CURRENT RESIDENT		4707 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240002	ANDREW ANDERSON		4715 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240001	ROBERT & DENISE HEIMERMAN		4725 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240007	CURRENT RESIDENT		4740 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240015	J I LI & CHUNLAN LI		4835 SORELL AVE	GOLDEN VALLEY MN 55422
1802924310058	HUGO TREPTAU		4839 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310067	RUDI & CATHERINE MARTIGNACCO		4846 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310068	MICHAEL & MARJORIE MORD		4900 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310069	MATTHEW B SCHMIDT		4920 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310070	SAMATHA J BAKKEN		4940 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310075	CURRENT RESIDENT		4960 DULUTH ST	GOLDEN VALLEY MN 55422

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PID_NO	TAX_NAME1	TAX_NAME2	ADDRESS 1	ADDRESS 2
1802924310076	JOHN L GORDON/HOLLY M GORDON		4962 DULUTH ST	GOLDEN VALLEY MN 55422
1802924310006	LUIS A SINCHI		5000 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924310079	TTSS LLC		6200 BAKER ROAD, SUITE 200	EDEN PRAIRIE MN 55346
1802924410009	HIDDEN LAKES COMMUNITY ASSOC	MR. SCOTT FINDLEY	1810 HIDDEN LAKES PARKWAY	GOLDEN VALLEY MN 55422
1802924140062	RORY W & JACQUELINE K DEMESY		P O BOX 11013	MINNEAPOLIS MN 55411
1802924140015	CURRENT RESIDENT		4100 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422
1802924240004	SHAUNA MCKENZIE		2103 NOBLE AVE N	GOLDEN VALLEY MN 55422
1802924240005	KENT HENSLEY		4720 VALERY RD	GOLDEN VALLEY MN 55422
1802924240006	MAX ROTENBERG		4730 VALERY RD	GOLDEN VALLEY MN 55422
1802924310029	LYNN P GITELIS		4945 GOLDEN VALLEY RD	GOLDEN VALLEY MN 55422

Appendix H: Open House Comments & Sign-In Sheet

Bassett Creek Regional Trail Study Open House Comment Card Info (Wed. December 11, 2013)

HOUSE NO.	STREET	CITY/STATE/ZIP	PROPERTY OWNER(S)	Home Phone	Cell Phone	Email	Comments
4839	Golden Valley Road	Golden Valley	Hugo Treptau	763.588.5946			Lower speed limit on GV Road and please do not increase traffic!
4846	Golden Valley Road	Golden Valley	Catherine & Rudi Martignacco	763.588.8148			Three lanes instead of four. Slow down traffic! Parking? Help! No easements for utility poles! GV Road and Regent (round about).
4400	Golden Valley Road	Golden Valley	Steven Guenther	763.588.3417			Too much of all types of traffic already on GV Road and walks. Should have kept trail on Culver, where there is less traffic load. Should slow the speed limit now, like 36th Avenue North. Include trash bins along the trail.
			Dan Steinberg			dsteinbe@hotmail.com	Keep 12-feet for cars all along GV Road. Trail looks good.
200	Upton Ave S	Minneapolis	Richard Adair	612.374.3456	612.345.0539	adair001@umn.edu	I support the proposed alignment because it is relatively direct, politically do-able, and connects French Park and Medicine Lake with Wirth Park in a sensible way (nice loop with Luce Line). Bike connection to LRT station opposite SS Margaret/Mary is essential -- easier if trail is on south side of GV Road? Safety is paramount - keep driveway and side street crossings as simple and visible as possible. I envision significant use by commuters, so direct route (even though "urban" in feeling) is preferable to a crooked trail looking for scenery or nature.
2321	Kyle Ave N	Golden Valley	Gillian Rosenquist			gillianrosenquist@gmail.com	Things to consider: 1) Connectivity to parks and businesses within Golden Valley: retail around Byerly's, Scheid, Mary Hills, and Gaerty. 2) Good separation and use for pedestrians, bikes and wheelchair users. 3) Consideration of traffic flow, speed and car access. 4) Connectivity to either or both proposed LRT stations and effect of LRT on traffic levels on GV Road. We need to coordinate the work and resources of our partners: 1) Hennepin Co. Capital Improvement Plan reconstruction of Co. Road 66. 2) Federal transit dollars for transitway construction on Co. Road 66. Three Rivers Bassett Creek Trail funds on Co. Road 66 & Regent -- to phase in construction plans efficiently for a unified project to benefit Golden Valley residents.
2700	Major Ave N	Golden Valley	Billy Binder	612.521.3995	612.521.3995	billyb1943@aol.com	

H:\Projects\8121\ RECEIVED\Client\131212 open house materials\Comment Card Info.xlsx

Sign-In Sheet
 Bassett Creek Regional Trail Study - Open House
 Wednesday, December 11, 2013, at 5:00 pm

Name (Please Print)	Address	Telephone No.	Email Address
Greg Brodjesti	4000 Golden Valley Rd	763-521-4793	greg@unitychristchurch.org
Catherine Martignacco	4846 Golden Valley Rd	763-588-8148	
STEVEN GUEWATER	4400 GOLDEN VALLEY RD	763-588-5946	
Carmer, Hugo Truett	4839 S V Rd		
Dan Freeman	1031 Pennsylvania Ave G.V.	612-630-5049	
Rudi Martignacco	4846 Golden Valley Rd	763-598-5148	
Billy Binder	2200 Mayon	62524 3995	billyb1943@aol.com
Christopher Gise	1485 Island Dr		
Jennifer Brungid	MPRB 2117 West River Rd Mpls MN 55411	612-230-6464	
Steven T. Schmidgal	6534 Olympia Street	612-419-8192	schmidgal@goldenvalleyminn.org
Mike R O S K Frey	669 Olympia St.	763-234-5799	freberg@gmail.com
Pam Steinbrs	10330 Sumter Ave S.	763-981-2196	dstubbe@btmci.com
Larry Fonhest	4901 Dawnview Terr CV 55422	763-2955-763-529	dawnviewt@msu.com
Dick Heglund	6610 Linnel N 304	763-544-1557	dheglund@netscape.net

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Sign-In Sheet
 Bassett Creek Regional Trail Study - Open House
 Wednesday, December 11, 2013, at 5:00 pm

Name (Please Print)	Address	Telephone No.	Email Address
Samuel Slawson	2576 Lee	713-30-2314	tap@ymcaool.com
Shep Harris	2425 Zane Ave N.	612-219-8531	sharris@goldenvalleyymca.org
Andy SNOPE	1320 Unity Ave N		andy.snope@govnetballer.com
Dawn Hill	2000 Kelly	—	environmental commission
Roger Bergman	4525 Heathbrooke Cir.	763-522-7809	kyneandrog@comcast.net
Richard Adair	2000 Upton Ave S	612-374-3456	adair001@u.wm.edu
Karen Sloey/Philip Lund	7037 Windsdale St	—	kslo24@usn.com
Gillian Rosengust	7371 Kyle	763-579-9779	gillianrosengust@gmail.com
Cathy Waldhauss	3022 Orchard Ave N	763-529-3946	

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Bassett Creek Regional Trail Feasibility Study Open House Comments and Responses

COMMENT SUMMARY	RESPONSE
Lower speed limit on GV Rd.	The trail feasibility study is not addressing speed limits on CSAH 66/Golden Valley Road.
Three lanes instead of four.	Traffic volumes were addressed in recommending lane configurations. Future traffic volumes may affect lane configurations at the time of trail development.
Slow down traffic.	Including a boulevard between the trail and roadway will provide space to plant trees and include other streetscape elements which can provide some level of traffic calming.
Additional parking?	There is no parking on CSAH 66/Golden Valley Road currently and adding parking was not considered given the limited space in the right-of-way.
Consider round-about at Golden Valley Road and Regent Avenue North	Intersection configurations at Regent Avenue North and Theodore Wirth Parkway will likely be addressed as future roadway improvement projects are planned. Incorporating pedestrian access in intersection improvements is important.
Too much of all types of traffic on Golden Valley Road and walks.	The trail will provide a safer location for pedestrians on an independent, off-roadway alignment.
Should have kept trail on Culver where there is less traffic load.	The trail route was addressed in the Bassett Creek Regional Trail Master Plan.
Include trash bins along trail.	Appropriate locations for trail amenities will be addressed during final design.
Keep 12 feet for cars all along GV Road.	The suggested lane configurations comply with standards for State-Aid roadways.
Address driveway crossings to make them safe	Sight lines at driveways will be addressed in final design. Trail signage will also be included along this segment of the trail.
Connect trail to parks and businesses in Golden Valley.	Connections to local parks, trails and businesses were important considerations in the study analysis.
Good separation of trail from roadway for pedestrians.	Trail separation from the roadway is included in the trail feasibility concept.
Consider traffic flow and speed and car access.	Traffic volumes were reviewed in determining lane configurations on CSAH 66/Golden Valley Road.
Connect to [future] LRT station.	The trail feasibility study identifies the proposed LRT station and recommends future connections to the station.
We need to coordinate the work and resources of our partners [including] Hennepin County, federal transportation dollars and Three Rivers Park District.	Hennepin County and Three Rivers Park District were involved in the study process and their input has been incorporated.