



CEDAR LAKE LRT

LAKE INDEPENDENCE

LAKE MINNETONKA LRT

LUCE LINE

MEDICINE LAKE

MN RIVER BLUFFS LRT

NORTH CEDAR LAKE

NORTHEAST DIAGONAL LRT

SHINGLE CREEK

REGIONAL TRAIL MASTER PLANS

FEBRUARY 2022

DRAFT

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).

There are nearly 13.8 million annual visits to more than 26,500 acres of park reserves, regional parks and special-use areas in Hennepin and five adjoining counties and over 170 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 park and trail visitors opportunities for high-quality recreational experiences.

Board of Commissioners

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Marge Beard

Corcoran, Greenfield, Hanover, Independence, Long Lake, Loretto, Maple Plain, Medicine Lake, Medina, Minnetrista, Minnetonka Beach, Mound, New Hope, Orono (precincts 1, 3 & 4), Plymouth, Rockford, Rogers, Spring Park, St. Bonifacius, Wayzata

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DISTRICT 3

Daniel Freeman

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John Gibbs

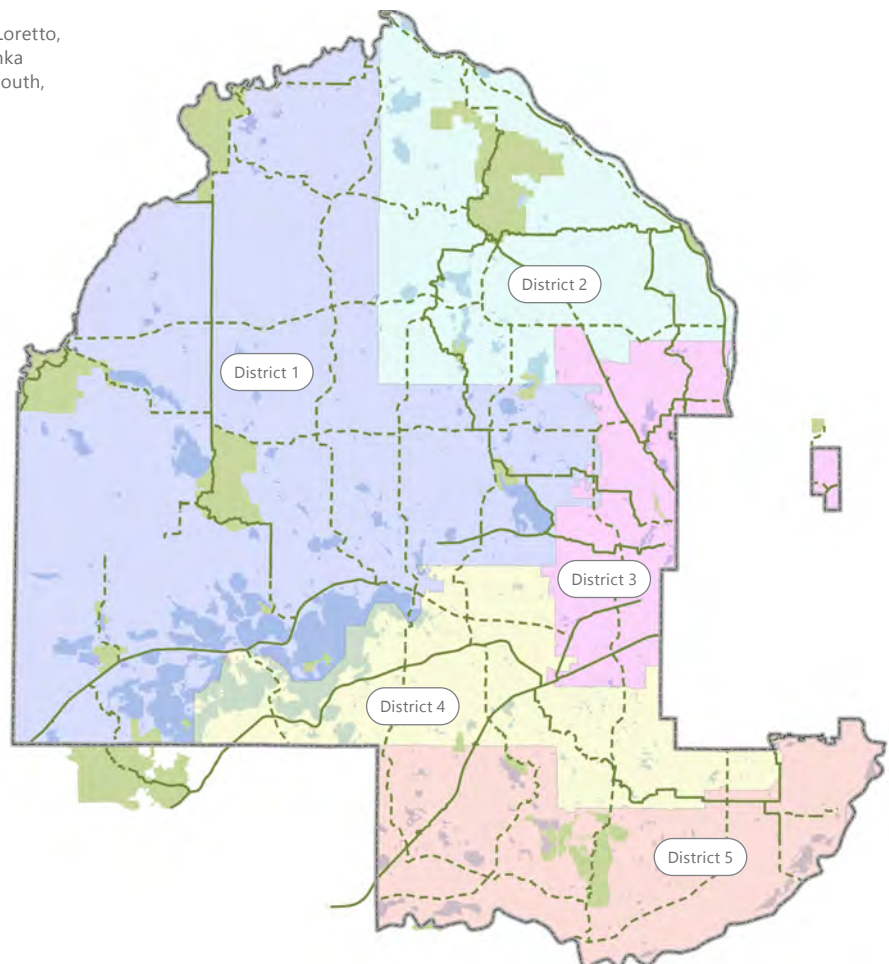
Bloomington, Chanhassen, Eden Prairie, Fort Snelling, Richfield (precincts 6 & 9)

Jesse Winkler

Hennepin County Appointee - serves at large

Gene Kay

Hennepin County Appointee - serves at large



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EXECUTIVE SUMMARY

MASTER PLAN

Three Rivers Park District (Park District) operates a robust 170-mile regional trail system that extends along and through railroad corridors, roadway public right-of-way, parks and independent trail corridors and across nearly 20 regional trail corridors. While many of the regional trails have master plans, some existing regional trails were developed before the master plan requirement was developed by the Metropolitan Council. This master plan was initiated to bring nine existing Park District regional trails into compliance with that requirement

(Map I):

- Cedar Lake LRT Regional Trail
- Lake Independence Regional Trail
- Lake Minnetonka LRT Regional Trail
- Luce Line Regional Trail
- Medicine Lake Regional Trail
- Minnesota River Bluffs LRT Regional Trail
- North Cedar Lake Regional Trail
- Northeast Diagonal LRT Regional Trail
- Shingle Creek Regional Trail

These nine regional trails comprise some of the most popular trails in the Twin Cities metro area with over 3.6 million annual visits (2019 estimate) and are commonly used for both recreation uses and transportation corridors. The regional trails are generally 10' wide, multi-use and two directional - allowing for walking, running, biking, in-line skating and dog-walking. Most are paved, with the exception of Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails which are crushed limestone.

A master plan for these regional trails will enable the Park District to identify, fund and implement future trail

improvements in accordance with the 2040 Regional Parks Policy Plan and with financial support of the Metropolitan Council.

Five regional trails are located on corridors owned by the Hennepin County Regional Rail Authority (HCRRA). These corridors were preserved by HCRRA for future transportation needs, specifically light rail transit (LRT) use. The Cedar Lake, Dakota Rail, Lake Minnetonka, Minnesota River Bluffs and Northeast Diagonal Regional Trails all exist as interim recreational land uses. During the establishment of the interim trail use, the term 'LRT' was added to some trail names for identifying the mission and original purpose of these rail corridors.

Recognizing the regional trail system as an integral part of the region's transportation system, HCRRA is no longer requiring the 'LRT' acronym in the name of regional trails within their corridors. The Park District will be removing the LRT portion in trail names as sign replacement and wayfinding information updates are made.

Only two of the nine regional trails in this master plan have proposed trail segments. The Medicine Lake Regional Trail has a planned trail segment extending from Elm Creek Park Reserve to the West Mississippi River Regional Trail in Dayton (included and approved as part of the West Mississippi River Regional Trail Master Plan). The Lake Independence Regional Trail has a regional search corridor that connects the gap from the Luce Line State Trail to the Dakota Rail Regional Trail in Orono. Additional details on trail improvements are outlined in Chapters 6 & 9 respectively.

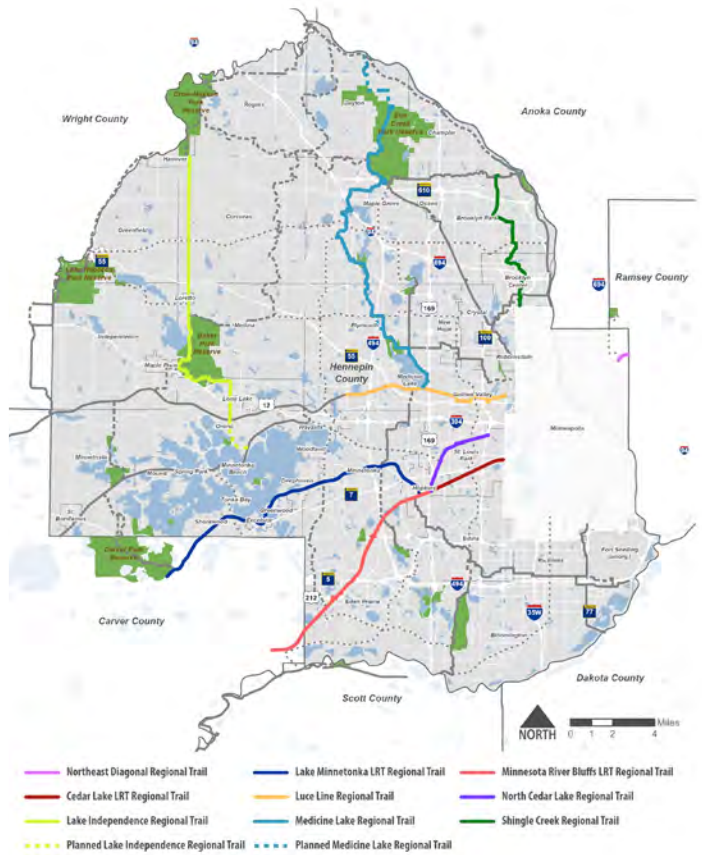
CEDAR LAKE LRT REGIONAL TRAIL

The 3.9-mile paved Cedar Lake LRT Regional Trail follows the former railroad corridor of the Great Northern Railway and the Minneapolis and St. Louis Railway. It runs through Hopkins, Saint Louis Park and Minneapolis and connects to other popular bike and pedestrian trails along the corridor and beyond.

The primary intended regional trail use is recreation.

However, it also provides access to local residential

MAP I | NINE REGIONAL TRAILS MASTER PLAN CONTEXT
SOURCE: PARK DISTRICT & SRF CONSULTING



neighborhoods, local parks, as well as several regional trails: Cedar Lake LRT Regional Trail (directly) and includes to the Minnesota River Bluffs LRT, Lake Minnetonka LRT, Nine Mile Creek, North Cedar Lake and Kenilworth Regional Trails (indirectly).

The trail also intersects with the Canadian Pacific Rail Regional Trail search corridor, an important future north-south regional trail corridor. As the trail connects into Minneapolis, it seamlessly transitions to the Midtown Greenway.

The Southwest Light Rail Transit (METRO Green Line Extension) is currently under construction along Cedar Lake LRT Regional Trail and will result in a realigned and reconstructed regional trail for its entire length as well as new grade separated crossings of Blake Road, Wooddale Avenue and Beltline Boulevard. The METRO Green Line Extension plans include seven stations along the corridor, creating connections to the broader LRT system and likely increasing the trail's transportation function. Construction of the METRO Green Line Extension and reconstruction of the regional trail is expected to be completed by 2026, with light rail service starting in 2027. Completed regional trail segments are anticipated to open for public use



Chapter 5
Cedar Lake LRT Regional Trail Master Plan

prior to 2026 if light rail construction impacts allow.

The entire trail will be paved and its updated termini are the Hopkins Depot Trailhead on the west end and the Kenilworth Regional Trail to the east.

LAKE INDEPENDENCE REGIONAL TRAIL

Lake Independence Regional Trail connects Crow-Hassan Park Reserve, Baker Park Reserve, Crow River Regional Trail and Luce Line State Trail through the communities of Corcoran, Medina, Loretto and Orono in western Hennepin County. The regional trail will also connect directly to the Dakota Rail Regional Trail, Diamond Lake Regional Trail (master plan under development) and Noerenberg Memorial Gardens when fully complete. The full build-out of paved Lake Independence Regional Trail will measure 19.3 miles (17.3 miles existing and 2 miles undeveloped/regional trail search corridor). About 1.4 miles of the Lake Independence Regional Trail is also part of the Crow River Regional Trail along CR 19 in Hanover and 3 miles through Baker Park Reserve will also be part of the future Diamond Lake Regional Trail.



Chapter 6
Lake Independence Regional Trail
Master Plan

The primary intended use of the regional trail is recreation. Lake Independence Regional Trail provides a safe, off-road trail option for residents in this predominantly rural part of Hennepin County. Walking, jogging, hiking, dog-walking, in-line skating and bicycling are all supported on the 10-foot-wide, multi-use regional trail.

LAKE MINNETONKA LRT REGIONAL TRAIL

The 16.1-mile Lake Minnetonka LRT Regional Trail starts near Carver Park Reserve and continues east to the Minnesota River Bluffs Regional Trail, just west of the Hopkins Depot in downtown Hopkins. It offers scenic views of Lake Minnetonka and passes through the communities of Victoria in Carver County (3.3 miles) and Shorewood, Tonka



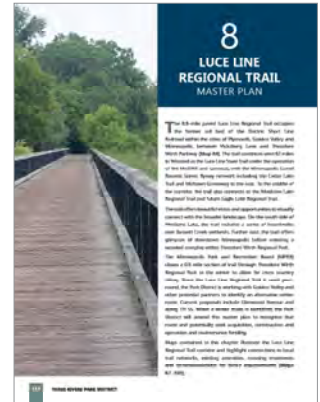
Chapter 7
Lake Minnetonka LRT Regional Trail
Master Plan

Bay, Greenwood, Deephaven, Minnetonka and Hopkins in Hennepin County (12.8 miles).

The primary regional trail purpose is recreation; however, nearly 30% of visits are at least partially attributed to a transportation function. The transportation function and corresponding percentage will likely increase with the opening of the METRO Green Line Extension (estimated by 2027) as the regional trail will provide access to the LRT at the Hopkins Downtown Station at Excelsior Boulevard.

LUCE LINE REGIONAL TRAIL

The 8.8-mile paved Luce Line Regional Trail occupies the former railroad corridor of the Electric Short Line Railroad within the cities of Plymouth, Golden Valley and Minneapolis; between Vicksburg Lane and Theodore Wirth Parkway. The trail continues west 63 miles to Winsted as the Luce Line State Trail under the operation of the MnDNR and connects with the Minneapolis Grand Rounds Scenic Byway network to the east. In the middle of the corridor, the trail also connects to the Medicine Lake Regional Trail and future Eagle Lake Regional Trail.



Chapter 8
Luce Line Regional Trail Master Plan

The trail offers beautiful vistas and opportunities to visually connect with the broader landscape. On the south side of Medicine Lake, the trail includes a series of boardwalks over Bassett Creek wetlands. Further east, the trail offers glimpses of downtown Minneapolis before entering a wooded complex within Theodore Wirth Regional Park.

The Minneapolis Park and Recreation Board (MPRB) closes a 0.6 mile section of trail through Theodore Wirth Regional Park in the winter to allow for cross country skiing. Since the Luce Line Regional Trail is used year-round, the Park District is working with Golden Valley and other potential partners to identify an alternative winter route. Current proposals include Glenwood Avenue and along TH 55. When a winter route is identified, the Park District will amend this master plan to recognize that route and potentially seek acquisition, construction and operation and maintenance funding.

MEDICINE LAKE REGIONAL TRAIL

The 25.6-mile paved Medicine Lake Regional Trail is a multi-use trail that extends south from the Mississippi River in Dayton through Maple Grove and Plymouth to the southwest corner of Medicine Lake in the City of Medicine Lake. The regional trail provides an important north/south trail corridor for recreation and includes connections to Elm Creek Park Reserve, Fish Lake Regional Park and French Regional Park. In addition, the regional trail provides connections with the planned West Mississippi River Regional Trail at its northern terminus, Rush Creek and Bassett Creek Regional Trails mid-route, the Luce Line and planned Eagle Lake Regional Trails at its southern terminus as well as many community trails along the way.



Chapter 9
Medicine Lake Regional Trail Master Plan

The trail is nearly complete which the exception of the 1.6-mile planned extension to the West Mississippi River Regional Trail in Dayton and inclusion of the 0.6 mile long-term interim route along Northwest Boulevard in Plymouth. The interim route though Plymouth may be abandoned should relocating the regional trail through land predominately owned by the Park District along I-494 become financially feasible at some point in the future. Until then, the interim route safely satisfies the regional trail purpose and intent.

MINNESOTA RIVER BLUFFS LRT REGIONAL TRAIL

The Minnesota River Bluffs LRT Regional Trail (MN River Bluffs LRT) follows an old railroad route from Hopkins through Minnetonka and Eden Prairie to the Hennepin-Carver County border and beyond to and through Chanhassen and Chaska. This master plan only addresses the 10.1-mile section within Hennepin County.



Chapter 10
Minnesota River Bluffs LRT Regional Trail Master Plan

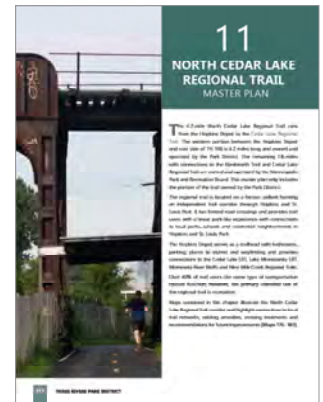
The regional trail begins at the Hopkins Depot in Hopkins and connects with the Cedar Lake LRT, Nine Mile Creek, Lake Minnetonka LRT and North Cedar Lake Regional Trails. As it runs south-west, it offers views of Shady Oak Lake, Miller Park, Riley Lake Park and the forested hills around the Minnesota River Valley before entering Carver County just south of Pioneer Trail/CR 1. Its primary function is recreation although 15% of visits support transportation purposes.

Portions of the MN River Bluffs LRT Regional Trail between the Hopkins Depot and 16th Avenue South in Hopkins are undergoing significant changes as part of the METRO Green Line Extension development. This section will be relocated and paved within the existing corridor to make room for the light rail facility. The remainder of the regional trail will remain as is and generally aggregate.

As part of the METRO Green Line Extension LRT development, several bridges and underpasses and connections to light rail stations will be developed. These improvements are included in the LRT construction plans and summarized on maps in this chapter.

NORTH CEDAR LAKE REGIONAL TRAIL

The 4.2-mile North Cedar Lake Regional Trail runs from the Hopkins Depot to the Cedar Lake Regional Trail in Minneapolis. The western portion between the Hopkins Depot and east side of TH 100 is 4.2-miles and is owned and operated by the Park District. The remaining 1.8-miles, with connections to the Kenilworth Trail and Cedar Lake Regional Trail, are owned and operated by the Minneapolis Park and Recreation Board. This master plan only includes the portion of the trail owned by the Park District.



Chapter 11
North Cedar Lake Regional Trail Master Plan

The regional trail is located on a former railroad corridor forming an independent trail corridor through Hopkins and St. Louis Park. It has limited road crossings and provides trail users with a linear park-like experience with connections to local parks, schools and residential neighborhoods in Hopkins and St. Louis Park.

The Hopkins Depot serves as a trailhead with bathrooms, parking, places to sit/rest and wayfinding and provides

connections to the Cedar Lake LRT, Lake Minnetonka LRT, Minnesota River Bluffs and Nine Mile Creek Regional Trails. Additionally, the western terminus of North Cedar Lake Regional Trail will provide users with direct access to the METRO Green Line Extension.

Over 40% of trail users cite some type of transportation related function; however, the primary intended use of the regional trail is recreation.

NORTHEAST DIAGONAL LRT REGIONAL TRAIL

The 2-mile Northeast Diagonal LRT Regional Trail starts at Walnut Street in Roseville (Ramsey County) and extends east into Saint Anthony and Minneapolis (Hennepin County) generally along a former railroad corridor or within public right-of-way. The short 700' segment in Roseville between Walnut Street and the St. Anthony border is owned by Ramsey County Regional Rail Authority and operated by the Park District and the 1.25-mile segment along New Brighton Boulevard between Lowry and Broadway is owned and operated by the Minneapolis Park and Recreation Board. This master plan covers the remaining 0.6-mile in Saint Anthony generally between the Roseville border and Lowry Avenue and in which is owned and operated by the Park District.

The paved regional trail is predominately for recreation purposes; however, with over 30% of visits attributed to transportation purposes it also plays a strong role in the multimodal transportation system. In addition, it includes a connection to Minneapolis Park and Recreation Board's Francis A. Gross Golf Course and serves a popular retail node in Northeast Minneapolis.



Chapter 12
Northeast Diagonal LRT Regional Trail
Master Plan

SHINGLE CREEK REGIONAL TRAIL

The 11-mile Shingle Creek Regional Trail runs between Rush Creek Regional Trail in Brooklyn Park through Brooklyn Center to Weber Park and North Mississippi Regional Park in Minneapolis. The 8.4 more northerly/west miles of the regional trail are owned, operated and maintained by the Park District and the 2.6 more southerly/east miles are owned, operated and maintained by the Minneapolis Park and Recreation Board. This master plan addresses only the section in which the Park District is responsible for.

The paved, multi-use trail follows a generally north-south route and connects to Eidem Historical Farm, Edinburgh Golf Course, Brookdale Park, Palmer Lake Environmental Nature Area, Centennial Park, and Centerbrook Golf Course before entering into Minneapolis and connecting with its parks. The regional trail corridor also connects to and follows Shingle Creek – its name sake – in south Brooklyn Park and all of Brooklyn Center.

The trail was designed as a linking trail to help connect community members to the broader regional park and trail system via foot or bike; however, the majority of use is solely for recreation with only 12% of visits having a transportation related function.

The current Shingle Creek Regional Trail northern terminus is at the intersection with the Rush Creek Regional Trail in Brooklyn Park. Future considerations should be made to extend Shingle Creek Regional Trail further north to intersect with the West Mississippi River Regional Trail at 109th Avenue N by improving the existing local trail along Nobel Parkway N (0.5 miles). An amendment to the Regional Parks Policy Plan and this master plan is required to make this change.



Chapter 13
Shingle Creek Regional Trail
Master Plan

FUTURE IMPROVEMENTS & COSTS

Future regional trail improvements and associated costs for each of the nine regional trails are identified in this master plan and are summarized below (**Table I**). Associated costs with each proposed improvement is included in a detailed cost estimate for each regional trail.

TABLE I | NINE REGIONAL TRAILS MASTER PLAN COSTS (2022 DOLLARS)

SOURCE: PARK DISTRICT

Regional Trail	ONE-TIME COSTS			ANNUAL COSTS		
	Acquisition**	Capital Improvements	Total Cost	Staffing	Maintenance	Total Cost
Cedar Lake LRT Regional Trail	-	\$182,000	\$182,000	\$10,000	\$14,000	\$24,000
Lake Independence Regional Trail	\$326,000	\$7,081,000	\$7,407,000	\$43,000	\$63,000	\$106,000*
Lake Minnetonka LRT Regional Trail*	\$805,000	\$3,283,000	\$4,088,000	\$32,000	\$33,000	\$65,000
Luce Line Regional Trail	\$76,000	\$282,000	\$358,000	\$22,000	\$32,000	\$54,000
Medicine Lake Regional Trail	\$373,000	\$3,019,000	\$3,392,000	\$49,000	\$70,000	\$119,000
Minnesota River Bluffs LRT Regional Trail	\$24,000	\$589,000	\$613,000	\$25,000	\$27,000	\$52,000
North Cedar Lake Regional Trail	\$124,000	\$1,972,000	\$2,096,000	\$11,000	\$15,000	\$26,000
Northeast Diagonal LRT Regional Trail	-	-	-	\$2,000	\$3,000	\$5,000
Shingle Creek Regional Trail	\$282,000	\$4,087,000	\$4,369,000	\$21,000	\$51,000	\$72,000
GRAND TOTALS	\$2,010,000	\$20,495,000	\$22,505,000	\$215,000	\$308,000	\$523,000*

* Park District segments only (not including Carver County)

** Acquisition costs do not include potential costs of conveying land from partner cities or agencies to the Park District, should that be deemed in all parties best interest at a later date.



ACKNOWLEDGMENTS

Three Rivers Park District (Park District) gratefully acknowledges the staff, elected officials, community members and other participants who contributed to the 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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City of Hanover

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City of Maple Grove

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1

INTRODUCTION PLANNING FRAMEWORK



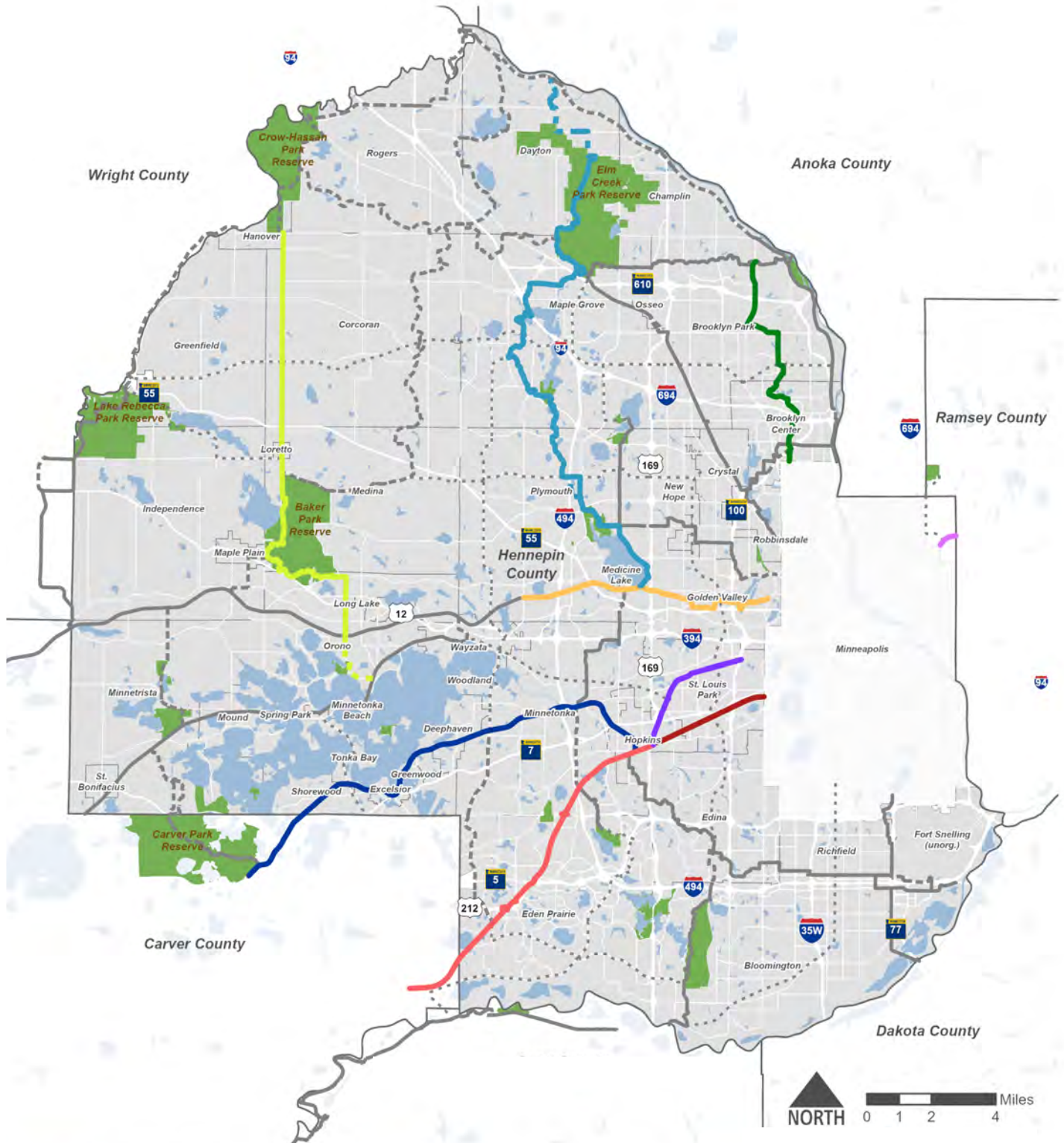
Three Rivers Park District (Park District) has developed a robust regional trail system that extends along or through railroad corridors, public road right-of-way, parks and independent trail corridors, offering over 170 miles of off-road trails. Several of these existing regional trails were developed before the master plans were required by the Metropolitan Council (Met Council). This master plan intends to fulfill that requirement.

PLANNING SCOPE

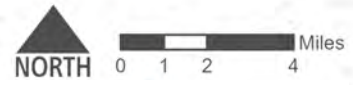
This master plan includes nine existing Park District regional trails (**Map 1**):

- Cedar Lake LRT Regional Trail
- Lake Independence Regional Trail
- Lake Minnetonka LRT Regional Trail
- Luce Line Regional Trail
- Medicine Lake Regional Trail
- Minnesota River Bluffs LRT Regional Trail
- North Cedar Lake Regional Trail
- Northeast Diagonal LRT Regional Trail
- Shingle Creek Regional Trail

These nine regional trails comprise some of the most popular trails in the Twin Cities metro area and are commonly used for both recreation uses and transportation corridors. The regional trails are generally 10' wide, multi-use and two directional - allowing for walking, running, biking, in-line skating and dog-walking. Most are paved, with the exception of Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails which are crushed limestone.



- Northeast Diagonal Regional Trail
- Cedar Lake LRT Regional Trail
- Lake Independence Regional Trail
- - - Planned Lake Independence Regional Trail
- Lake Minnetonka LRT Regional Trail
- Luce Line Regional Trail
- Medicine Lake Regional Trail
- - - Planned Medicine Lake Regional Trail
- Minnesota River Bluffs LRT Regional Trail
- North Cedar Lake Regional Trail
- Shingle Creek Regional Trail



A master plan for these regional trails will enable the Park District to identify, fund and implement future trail improvements in accordance with the 2040 Regional Parks Policy Plan and with financial support of the Metropolitan Council.

Only two of the nine regional trails in this master plan have proposed trail segments. The Medicine Lake Regional Trail has a planned trail segment extending from Elm Creek Park Reserve to the West Mississippi River Regional Trail in Dayton (identified and approved as part of the West Mississippi River Regional Trail Master Plan). The Lake Independence Regional Trail has a planned segment that connects the gap from the Luce Line State Trail to the Dakota Rail Regional Trail in Orono. Additional details on these trail extensions are outlined in Chapters 6 & 9.

REGIONAL PARK SYSTEM & METROPOLITAN COUNCIL

The Metropolitan Regional Parks System, includes 62 regional parks, park reserves and special recreation features - plus 340 miles of regional trail open to the public. Currently, there are 54,286 acres of protected land open for public use, with planned acquisition of an additional 70,000 parkland acres and 760 regional trail miles over the next 25 years to meet the region's growth expectations. The Metropolitan Regional Parks System is made up of 10 park implementing agencies consisting of six county park departments, three city park departments and the Park District.

The Metropolitan Council is the regional planning agency that oversees and provides partial funding of the acquisition, development and operation of the Metropolitan Regional Parks System. The Metropolitan Council develops 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 provides guidance in the development of regional park and trail master plans which this master plan reflects. Each regional park or trail must have a master plan approved by the Metropolitan Council prior to receiving Metropolitan Council funding. The master plan must address boundaries and acquisition, demand, development concept, implementation schedule, engagement and equity, development and operational costs and natural resources. Public input and a critical equity lens is encouraged throughout the master

planning process. Ultimately the Metropolitan Council's planning requirements help ensure consistency between the implementing agencies' and their own regional plans. The nine regional trails are identified as a mix of existing regional trails and search corridors in the Metropolitan Council's 2040 Regional Parks System Plan (Map 2).

THREE RIVERS PARK DISTRICT

The Park District is an independent, special park district charged with the responsibilities of acquisition, development and maintenance of regional parks and 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 local communities, counties, public agencies, the Metropolitan Council and the State Legislature.

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.



Regional Trail Planning Guidelines

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

Regional trail corridors, are intended to provide recreational travel along linear pathways that transcend multiple jurisdictions and may, or may not, also serve a transportation component. In addition, regional trails follow criteria established by the Metropolitan Council and Park District:

“Regional trail corridors are carefully selected to follow natural or cultural linear features with scenic appeal and/or historical, architectural and developmental interest, connect people with places, help create a sense of place amongst the greater community, intersect with local

trail, sidewalk and bicycle networks, provide access to mass transit and link components of the regional park system together.”

Regional trails may function as a destination or linking regional trail or both. For either regional trail type, adjacent land with significant natural or cultural resources may be acquired as part of the trail corridor.

- **Destination regional trails** are developed as greenways or linear parks, and are distinct in that the trail itself is a destination. This type of regional trail typically is an independent facility and includes a wide corridor providing opportunities for improving wildlife habitat, protecting natural/cultural resources and providing recreational opportunities.
- **Linking regional trails** serve a greater transportation function and act as the back bone to the regional trail system by connecting the regional park system to itself and the people it serves in a logical and efficient manner.

The nine regional trails in this master plan consist of both destination and linking regional trail designations. Six trails are designated as destination regional trails and three are designated as linking regional trails.

The six destination trails are:

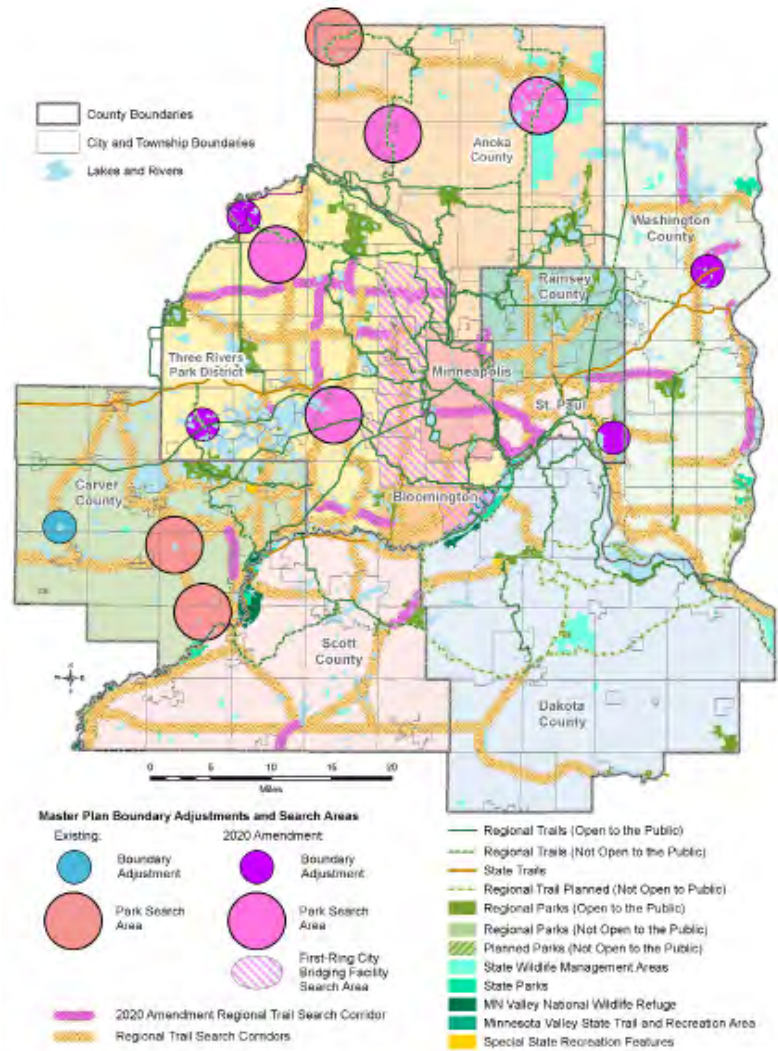
- Cedar Lake LRT Regional Trail
- Lake Minnetonka LRT Regional Trail
- Luce Line Regional Trail
- Medicine Lake Regional Trail
- MN River Bluffs LRT Regional Trail
- North Cedar Lake Regional Trail

The three linking regional trails are:

- Lake Independence Regional Trail
- Northeast Diagonal LRT Regional Trail
- Shingle Creek Regional Trail

MAP 2 | 2040 REGIONAL PARK SYSTEM

SOURCE: METROPOLITAN COUNCIL



Five regional trails are located on corridors owned by the Hennepin County Regional Rail Authority (HCRA). The corridors were acquired for future transportation needs, specifically light rail transit (LRT) use and currently allow the regional trails to exist as an interim recreational land use. The regional trails located on HCRA land include Cedar Lake LRT, Dakota Rail (under separate master plan), Lake Minnetonka LRT, Minnesota River Bluffs LRT and Northeast Diagonal LRT Regional Trails. During the establishment of the interim trail use, the term ‘LRT’ was added to some trail names for identifying the mission and original purpose of these rail corridors.

Recognizing the regional trail system as an integral part of the region’s transportation system, HCRA is no longer requiring the ‘LRT’ acronym in the name of regional trails within their corridors. The Park District will be removing the LRT portion in trail names as sign replacement and wayfinding information updates are made.

PRECEDENT PLANNING DOCUMENTS

All nine regional trails are consistent with the vision of several agencies. This master plan serves to solidify those independent visions into one documented regional trail plan - agreed upon by all. The nine regional trails are identified by the following plans:

- Three Rivers Park District 2040 System Plan
- Metropolitan Council 2040 Regional Parks Policy Plan as 'existing regional trails' or 'search corridor'
- Metropolitan Council 2040 Transportation Policy Plan, Regional Bicycle Transportation Network (RBTN)
- Hennepin County 2040 Bicycle Transportation Plan

In addition, the nine regional trail corridors are identified in local comprehensive plans - directed by the Met Council.

With approval and adoption of this master plan, the nine regional trails will remain eligible for regional funding for trail improvements, expansion, and operations and maintenance.



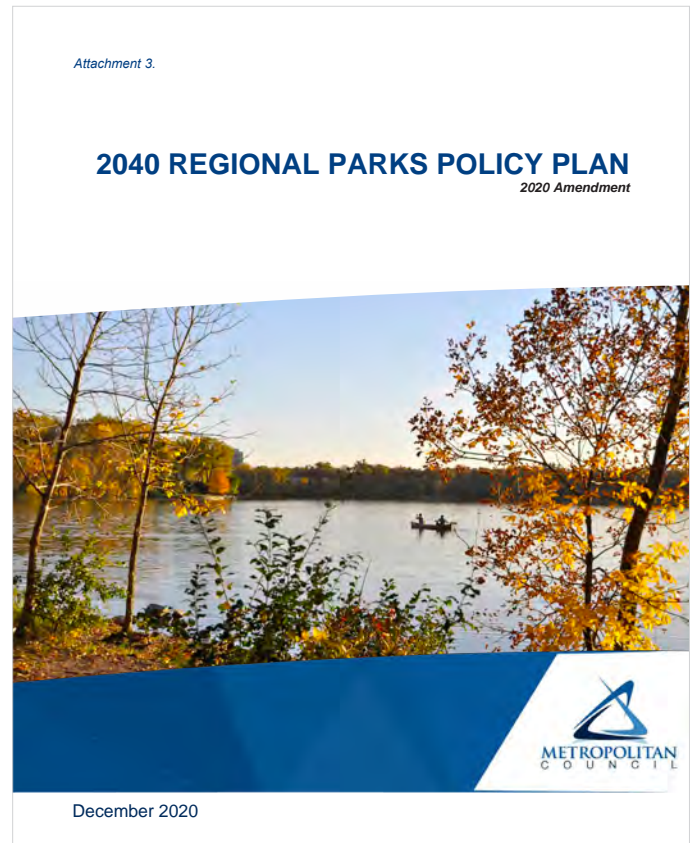
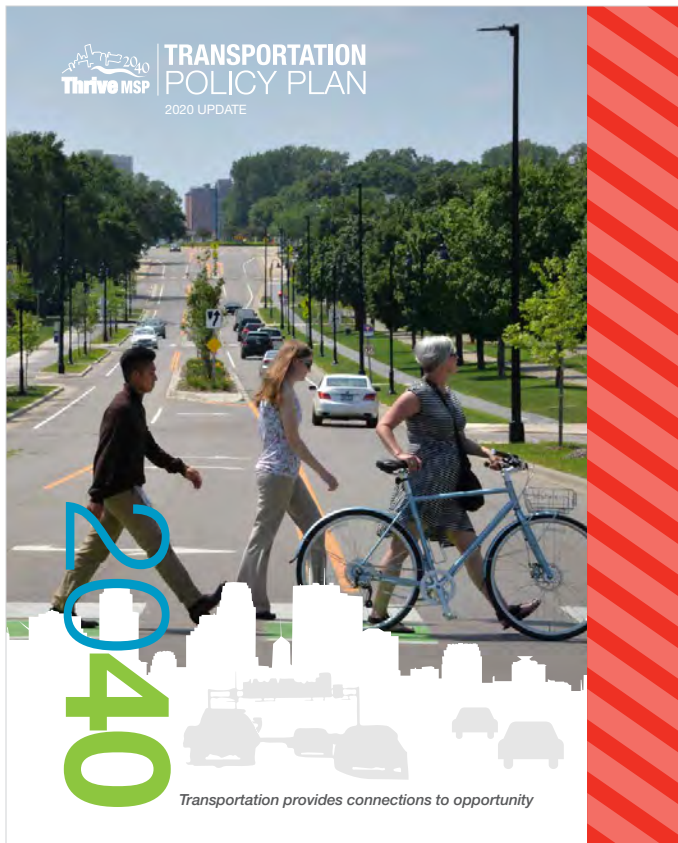
**Hennepin County
2040
Bicycle Transportation Plan:
Making bicycling safe and comfortable**

April 14, 2015



The 2040 Bicycle Transportation Plan emphasizes ways to make bicycling safe and comfortable for people of all ages and abilities. The plan guides how, where and when the county and Three Rivers Park District will build bikeways, and outlines an integrated system that will be developed through 2040.

Source: Hennepin County



The Metropolitan Council is responsible for preparing a comprehensive development guide for the seven-county Twin Cities metropolitan area including: Transportation Policy Plan (including Aviation), Regional Parks Policy Plan, Water Resources Policy Plan (not pictured) and Housing Policy Plan (not pictured).
Source: Metropolitan Council



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2

INPUT ENGAGEMENT & EQUITY

Community and partner engagement are now instrumental in determining regional trail routes, desired amenities, implementation timing and more; however, this was not always the case for regional trail planning.

Some of the regional trails included in this master plan were first envisioned over 30 years ago and were planned, designed, and implemented with little to no participation or collaboration from the public or other stakeholders. While these corridors have provided a solid backbone for the regional trail system, a more inclusive and community-driven planning process is crucial now and in the future. Furthermore, community engagement and support are typically required before securing funding and implementing new initiatives.

This master plan is unique in that it is for trails that are generally complete. As a result, the engagement efforts and focus are different compared to new regional trail initiatives. The engagement efforts were centered around increasing the enjoyment, safety, comfort, and welcoming nature of the existing regional trails, especially for new users and those currently underrepresented throughout the regional trail system.

While all feedback was accepted and documented, this master plan focuses on infrastructure improvements rather than programmatic planning. The Park District addresses programming needs for regional trails separately as master plans are long-term planning documents (10+ years) and programmatic needs tend to be more immediate and change over shorter periods of time.

In addition to gathering information from events and opportunities tied solely to this master plan, relevant information obtained from other recent planning and

engagement initiatives as well as industry research was used to ensure the recommendations included in this master plan help foster more equitable access and use of the regional trails in respect to infrastructure investment. The over arching goals of the public engagement were as follows:

Engagement Goals

- Engage all interested and affected parties.
- Make engagement easy, convenient, interactive, thoughtful and valuable to all parties.
- Focus engagement on improving the safety, comfort and use of the regional trail for all users, especially new users and groups who are currently underrepresented.
- Develop/expand relationships and partnerships with local communities, affected public agencies and community groups.
- Mitigate existing racial, ethnic, cultural, or linguistic barriers and include people of diverse ages, races, ethnicities, incomes, national origins, and abilities.

ENGAGEMENT SCOPE

Engagement Scope addresses Metropolitan Council Equity Requirement 1, A

The engagement scope or efforts were geographically focused on those areas in which would be most likely to benefit or use the regional trail(s). In accordance with the Park District’s research findings and the 2040 System Plan, 50% of visits are anticipated to originate from 1.5

miles of a regional trail (core service area) and 75% of visits are anticipated to originate from within 3 miles of a regional trail (primary service area). Therefore, the Park District’s engagement efforts are generally focused on reaching and engaging cities and agencies located within or adjacent to the designated service areas, as well as community members that live or spend time within or near these service areas. As stated earlier, the Park District also pulled engagement findings from other recent planning initiatives which shared a similar purpose, but may have occurred outside these areas.

The Park District divided its engagement efforts into the following four categories:

General Public

The general public represents the full range of potential trail users – and includes people of all ages, abilities, races, ethnicity, income levels and more which generally live or spend time within the defined service area. This category includes everyone who is intended to benefit from the project.

It includes both existing and non-trail users as well as property owners, renters and visitors. This helps ensure that the feedback is not biased toward one group or the other.

It also has the potential to capture feedback from underrepresented community members; however, typically underrepresented community groups have significant barriers to participation and maybe less represented within the feedback obtained through engagement efforts focused solely on the general public.



Youth are underrepresented on many regional trails.

Photo credit: Three Rivers Park District

Engagement efforts with this group focus on increasing awareness, understanding barriers and obtaining more broad, general feedback on preferences and recommendations.

Existing Regional Trail Users

Existing regional trail users tend to skew toward adults aged 35-74, community members from households with an annual income of \$75,000 or greater and White adults. They also generally represent the broader community composition for Hispanic/non-Hispanic adults, males/females (with some exceptions), American Indian and Asian adults. About 93% use the trails for recreation purposes and 23% use the trails for transportation purposes. Biking is by far the most popular activity at 57% followed by hiking (34%), running (8%) and roller blading/skiing (<1%) and other (<1%).

Typically, this group has a higher level of comfort on the trails than non-trail users and greater trail awareness, access to gear/equipment and knowledge of the wayfinding system and locations of parking, drinking water, bathrooms and rest areas. Taking this into consideration, engagement efforts with this group often focus on identifying specific locations for improvements (i.e., specific trail crossings, missing wayfinding signage or desired local connection) and expansion.

Underrepresented Community Members/Groups

Underrepresented community members or groups are those who are not visiting or using the regional trails to the extent which is expected given their percentage of the overall population and often were historically left out of park/trail planning processes. Since this varies from one regional trail to another, underrepresented community groups for the regional trails in this plan as well as Three Rivers' broader underrepresented community groups as defined by the 2040 System Plan were considered throughout engagement efforts. Additional context as to how these demographic groups are growing, why they are still underrepresented and how they region's history has contributed to inequitable outcomes throughout these regional trail corridors is detailed in **Table 1**.

The scope of the plan purposefully focused on identifying infrastructure investments that would increase the safety and inclusion of these groups since the regional trails are already in place and significant reroutes or expansion were outside the scope of the master plan.

The engagement efforts for this group focused primarily on building awareness, understanding barriers, and identifying infrastructure improvements which help create a more inviting and comfortable user experience.

Cities & Public Agencies

Cities are those in which the trail is proposed to run through or adjacent to and their support and coordination for acquisition, implementation and operation and maintenance may be required. For this master plan effort, this includes Rogers, Hanover, Corcoran, Loretto, Medina, Maple Plain, Orono, Long Lake, Maple Grove, Plymouth, Golden Valley, St. Louis Park, Hopkins, Minnetonka, Deephaven, Excelsior, Shorewood, Chanhassen, Victoria, Eden Prairie, Brooklyn Park, and Brooklyn Center.

Public agencies are defined as those in which the trail is proposed to impact their facilities or land and their support and coordination is desired. For this master plan effort, this includes the Minnesota Department of Transportation, Minnesota Department of Natural Resources, Minneapolis Park and Recreation Board, Carver County and Hennepin County.

For this regional trail master planning effort, engagement efforts for this group generally stayed at the staff level as the regional trails are in place and challenging and opportunity areas are well known to staff.

TABLE 1 | EQUITY CONSIDERATION: UNDERREPRESENTED GROUPS CONTEXT
SOURCE: PARK DISTRICT

Table 1 addresses Metropolitan Council Equity Requirement 1, B

UNDERREPRESENTED GROUPS	HISTORICAL CONTEXT/ BACKGROUND
Underrepresented on at Least One of the Regional Trails Included in this Master Plan	
<p>Elementary aged youth and younger</p>	<p>Although youth are not underrepresented across the Park District, they are underrepresented on several regional trail corridors. For some age groups (ages 0-3) this is partly expected due to life stage and ability. For youth ages 4- 12, this is due to a wide range of factors including:</p> <ul style="list-style-type: none"> • Lack of time and other priorities or preferences (i.e., playgrounds, sports, school, dance, etc.) • Economic and racial factors (e.g., economic hardship, lack of cultural competency among service providers, and racist encounters in parks and on trails) • Lack of desirable youth destinations along the route • Speed, amount of use and shared-use nature of the regional trails – this can create an unwelcoming environment for new users/those learning new skills (youth tend to be slower, do not stay to the right and/or frequently stop without warning) • Preference toward shorter distances and duration of time (e.g., effort involved to use a regional trail with a child may not outweigh the benefit if other options closer to home exist) • Safety concerns around the isolated nature of some regional trail corridors which may require adult supervision/participation <p>Since developing healthy habits and strong connections to nature at an early age helps set the stage for lifelong habits, additional focus on making the regional trail system a welcoming, safe, and enjoyable experience for youth is needed.</p>
<p>Seniors over 75 years old</p>	<p>Older adults, specifically those over 75 years old represent an increasingly large share of the population, but their use of regional trails is disproportionately low, which research attributes to a lack of inter-generational design and perceived and actual safety concerns. Specific factors likely include:</p> <ul style="list-style-type: none"> • Speed, amount of use and shared use nature of the regional trails – this can create an unwelcoming environment to older seniors that may require assistance, travel at a slower speed, are more likely to fall/be injured by a fall or simply prefer a quieter, less busy experience • Lack of supportive amenities like benches • Not easily accessible or part of shorter, more localized loops • Limited or poor winter maintenance • Preference for other activities • Reduced physical ability <p>As this age cohort continues to grow and the trend for seniors to age in place and remain active longer than previous generations, strengthens, additional effort to provide convenient high-quality and safe recreation opportunities is needed. While improvements to the regional trail system may create a more welcoming and safe experience for this community group, it is acknowledged that regional trails may not be the best method to serve this group due to preference, ability, and other user behavior.</p>



One of the many engagements that Park District staff collected feedback at.
Source: Park District

UNDERREPRESENTED GROUPS	HISTORICAL CONTEXT/ BACKGROUND (continued)
Underrepresented on at Least One of the Regional Trails Included in this Master Plan	
Black Adults	<p>The Minnesota State Demographic Center reported that Black and African American is the fastest growing racial group in Minnesota between 2010 and 2018, increasing by 36% and adding nearly 100,000 new residents, however they are underrepresented on the regional trail system.</p> <p>There is still a lack of definite research to explain this finding, but the following items are believed to contribute to why Black adults are unrepresented on many regional trail corridors:</p> <ul style="list-style-type: none"> • Lack of awareness, including awareness of the following: a) what a regional trail is; b) where regional trails are located; c) how to get to regional trails; d) regional trail rules; e) what to do on regional trails; and f) events occurring on regional trails • Proximity, transportation, and safe pedestrian/bicyclist connectivity of trail from home, place of work and desired destinations • Safety – the Met Council outreach efforts found a sense of safety was one of the top five reasons for BIPOC groups not visiting regional parks and trails. African Americans spoke specifically about their fears of violent crime and accidents preventing them from visiting parks and trails • Map Challenges – the Met Council outreach efforts found understanding maps and lacking directions were among the top three barriers for African American focus groups since it led to people being afraid of getting lost on their way or while recreating • Cultural Insensitivity/Discrimination – the Met Council outreach efforts also found questions around cultural accommodations prevented people from visiting parks and trails • Available free time and free time priorities/preferences • Cost/access to outdoor recreation gear/equipment <p>Systemic racism, meaning the compounded and cumulative economic, social and health inequities that many Black community members endure, requires a collective response. Black Americans have historically been discriminated against in housing, employment, community development (e.g. park systems and parks and trails) and more. Due to the long history of systemic racism in institutions that intersect with park systems themselves, this community group deserves thoughtful time and attention to better understand the barriers they face as well as their preferences, which will require building trust and collaboration between the Black community and public agencies such as the Park District.</p>
Hispanic	<p>Minnesota Compass reports that Hispanics are one of the fastest growing community groups in Minnesota, in addition to being younger and earning less than Minnesota’s overall population. They are also underrepresented on some Park District regional trails.</p> <p>The Met Council’s in-depth focus groups and conversations indicated the following factors influence participation:</p> <ul style="list-style-type: none"> • Lack of time, e.g., Met Council outreach efforts found that they perceived people were too busy or that they were consumed with trying to meet their basic needs • Lack of awareness, including wayfinding and providing materials in Spanish • Safety concerns, such as darkness/lighting and getting lost • Cost/access to outdoor recreation gear/equipment • Other outdoor preferred activities, including celebrations and parties, picnicking and/or barbecuing and spending time with family <p>Proximity and safe pedestrian/bicyclist connectivity of regional trail from their home, place of work or other destination also likely contributes to participation but perhaps to a lesser degree.</p> <p>Because this community group is growing, younger and more frequently from lower income households, efforts to increase their participation and enjoyment of the regional trails will also support several other underrepresented community groups.</p>
Women	<p>Prior to 2009 women were underrepresented across most of the regional trail system. At that time, it was not entirely clear why women did not use the regional trails as expected, however it was assumed personal safety was a contributing factor. Regional trail survey findings, as well as women having a long history of being subjected to unwanted sexual harassment and violence especially in isolated settings support this assumption.</p> <p>In 2009, the Dog Walking Policy was updated to allow dog walking on regional trails and a notable difference was observed in subsequent regional trail surveys. However, women remain slightly underrepresented on a few regional trail corridors. This is likely due to: differences in recreational preference (women are not typically underrepresented at Park District parks), safety concerns/comfort and available free time.</p> <p>Until women are represented as expected on all the regional trail corridors or clear research findings indicate the discrepancy is due solely to recreation preference, this will remain an area of thoughtful consideration and effort.</p>

UNDERREPRESENTED GROUPS	HISTORICAL CONTEXT/ BACKGROUND (continued)
Underrepresented on at Least One of the Regional Trails Included in this Master Plan	
Households with an Annual Income Under \$75,000	<p>Community members from households with an annual income between \$50,000 and \$75,000 are unrepresented on some regional trail corridors and community members from households with an annual income of under \$50,000 are underrepresented on many regional trail corridors included in this master plan. The greatest factors are likely:</p> <ul style="list-style-type: none"> • Proximity and safe pedestrian/bicyclist connectivity of a regional trail from their home, place of work or other desired destination • Available free time and free time priorities/preferences • Cost/access to outdoor recreation gear/equipment • Awareness <p>Of the above barriers, the biggest barrier is likely the location of the trail relative to affordable housing options. New regional trail corridors are purposely planned to directly connect to these areas; however, previously regional trail corridor planning such as those included in this master plan did not emphasize connections to low-income neighborhoods. This is reflected in visitation patterns.</p> <p>Unfortunately, rerouting existing regional trail corridors to better connect to areas of affordable housing is not an easily implement-able solution. Instead, focusing on removing or minimizing the impact of the other barriers will be prioritized.</p>
Three Rivers: 2040 System Plan Focus	
First Tier Community Members	<p>Due to the historic lack of physical park, trail and recreation facilities in the first-tier suburbs, these eleven communities (Bloomington, Brooklyn Center, Brooklyn Park, Crystal, Edina, Golden Valley, Hopkins, New Hope, Richfield, Robbinsdale and St. Louis Park) continue to be focus areas for additional park, trail, and programming investment.</p> <p>These communities were already developing or fully developed when the Park District was established. Affordable, large blocks of land for preservation of parkland were not available in this area and instead located in second and third-tier communities. This inadvertently resulted in a geographically imbalanced park and trail system and the first-tier communities were not served as well. These areas have the greatest numbers and concentration of BIPOC community members and lower-income households. Lack of physical park and trail facilities compounds the other factors listed above as to why these groups are also unrepresented within the broader park and trail system.</p> <p>Over the last 20 years, this has been and will continue to be a significant focus for the Park District.</p>
BIPOC	<p>BIPOC community members have historically been underrepresented within the Park District system of parks and trails. This is likely due to a wide range of items: location of parks and trails relative to where BIPOC community members live and work, lack of public transit options which serve parks/trails, the composition of offerings and whether they match the preferences of the BIPOC community, the racial makeup of Park District representatives, the fees and cost of recreation equipment, past marketing efforts and priorities, and rules and regulations which may restrict access and use of the parks and trails.</p> <p>While much work remains on this front, the Park District has prioritized better serving this community group and has seen significant growth of BIPOC visitors over the last ten years. In fact, if the past growth trend continues over the next five to ten years, BIPOC community members will reflect the broader community composition within the Park District’s system of parks and trails.</p> <p>Regardless of recent growth and success, the BIPOC community has historically been discriminated against; therefore, continued collaboration will remain a priority for the future to ensure more equitable access and enjoyment of the Park District and its offerings.</p>
New Immigrants & Refugees	<p>Minnesota has a rich history on accepting and welcoming new immigrants and refugees. This continues with the recent Afghan refugee resettlement efforts. Immigrants and refugees experience barriers around their differences in language and culture and may also have different recreation preferences, limited free time, reduced awareness, lack of recreation equipment and less disposable income. Although not always, these community members are often also BIPOC community members and/or community members from lower-income households – both of which are also underrepresented and have additional barriers to participation.</p> <p>Because this community group is constantly evolving given current immigrant and refugee patterns as well as acclimation from one generation to the next, the work to better understand the needs and barriers for immigrants and refugees is ongoing and will remain a Park District focus in the future.</p>
Community Members with a Range of Abilities	<p>Community members with one or more disabilities have a long history of facing additional barriers and challenges which contribute to them being underrepresented in parks, trails, and nature. This is due in part to many facilities not being designed with a wide range of users and abilities in mind.</p> <p>Many outdoor recreation facilities do not meet current ADA guidelines and provide unwelcoming and uncomfortable experiences for those that may require additional support. Additionally, many facilities focus primarily on better serving those with physical disabilities that primarily affect mobility (13.7% of adults) and do not fully embrace the wide range of disabilities (cognitive, independent living, hearing, vision and self care) and abilities within the broader community that prohibit or reduce one’s ability to fully participate in a recreation offering independently or with support.</p> <p>Examples of barriers include unstable surfaces, tripping hazards, signage/maps that are difficult or impossible for people with visual impairments to read, sensory overload, and lack of support facilities/amenities (e.g., benches, ADA restrooms/parking, and equipment like all terrain wheel chairs).</p> <p>This is something that merits additional consideration and focus moving forward especially in consideration that the CDC reports that one in four adults have some type of disability. This is a significant and growing part of our community that likely affects nearly every household in some manner.</p>

¹ Seniors over 75 years old and households with an annual income under \$50,000 are also identified as an underrepresented community groups within the 2040 System Plan. However, since they are noted and discussed as part of regional trail summary information, they are not noted and discussed as part of the 2040 System Plan summary information.

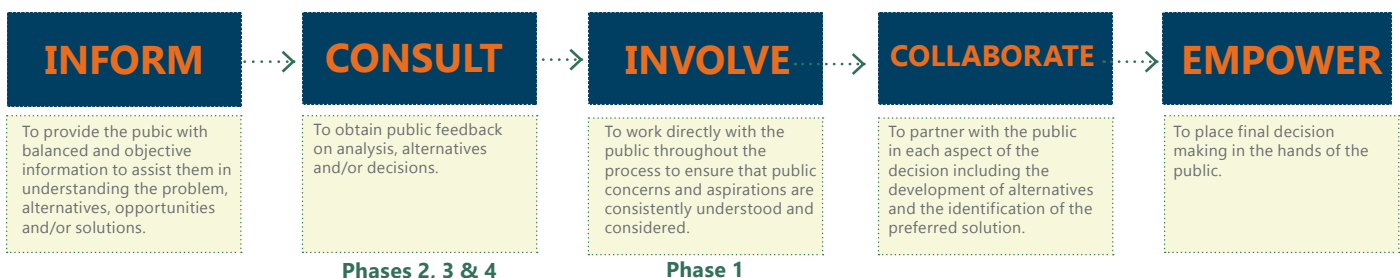
ENGAGEMENT PLAN & FINDINGS

The engagement plan for this master plan followed a 4-phase engagement process which focused first on gathering background information and ideas for infrastructure improvement followed by confirmation that the feedback was appropriately considered and incorporated into the master plan. The Park District's engagement framework was modeled after the Spectrum of Public Participation, an engagement tool developed by the International Association for Public Participation (IAP2). The spectrum describes five general modes of public participation that fall on a progressive continuum of increasing influence over decision-making in a given civic-engagement process. Importantly, the model not only describes the goals of a given mode of public participation, but also the "promise" that each mode communicates - whether implicitly or explicitly - to the public (Figure 1).

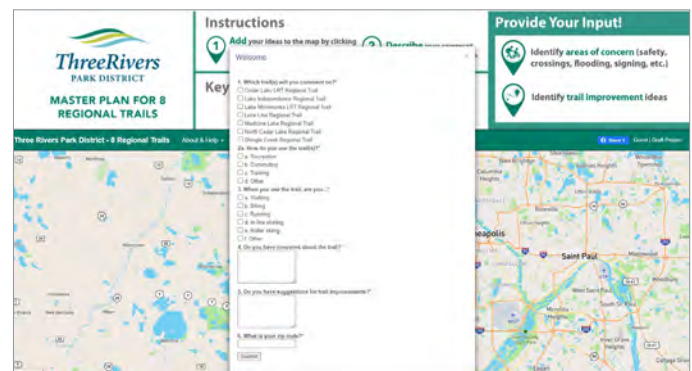
Engagement Phases 1 and 2 occurred in 2018, with much of the resulting analysis and mapping extending into 2019 and then placed on pause due to the pandemic. Because this master plan is for existing regional trails, there was lower risk in delaying completion of this master plan compared to other master plans and Park District operational priorities. This pause allowed planning staff participating in this initiative an opportunity to better support routine park and trail operations due to seasonal staffing shortages, record numbers of park and trail visitation and significant changes to typical workflow. In addition, many of the city and agency partners were in similar situations and were also less available to support the master planning effort as they too completely adjusted their workflow and worked tirelessly to keep their communities safe and open.

During this pause, the Metropolitan Council adopted additional equity analysis requirements. This plan works

FIGURE 1 | PUBLIC PARTICIPATION SPECTRUM
SOURCE: INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION



Example of yard signs that were printed and placed along the nine regional trails, directly back to the Wiki Map website through a QR code.
Source: Park District



Wiki Map website accessed via QR code where users added their feedback.
Source: Park District

to meet those requirements while also recognizing that the initial engagement was already complete and that this master plan is for existing regional trails and focuses on documenting existing conditions and desired future infrastructure improvements.

Engagement Phases 3 and 4 and general master planning efforts picked back up in 2021 despite the continuation of the pandemic as new operational solutions were employed to overcome staffing shortages and support park and trail visitors.

TABLE 2 | PHASE 1 GENERAL PARTNER THEMES & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

MAIN THEME	How feedback was addressed in the Master Plan
Trail Realignments and Bridge Improvements to Improve Safety and Wayfinding	The master plan includes several trail realignments and bridge replacements/improvements which help users better navigate and identify the regional trail system (versus local trail systems), increase directness, improve safety and better support the number of users and multiuse activities of trail users. Suggested improvements (noted directly on the regional trail maps) and their associated cost estimates are detailed in subsequent chapters.
Add More Local Connections	Local trail connection requests were evaluated and, where appropriate, (i.e., safe, not immediately next to another local connection, connects to a broader trail/sidewalk/bike lane system) noted directly on the regional trail maps for each regional trail in subsequent chapters. Local trail connections are paid for by the requesting party. As such, they are not included in the enclosed regional trail cost estimates.
Add More Trailheads and Amenities	Trailhead and other amenities were evaluated and included in the master plan where appropriate (i.e., gap in current trailheads/amenities, space to do so either independently or with a local partner, safe). Suggested trailheads and additional amenities (noted directly on the regional trail maps) and their associated cost estimates are detailed in subsequent chapters.
Add More Wayfinding	Wayfinding kiosks/signs follow district-wide spacing guidance. Each regional trail corridor was evaluated to see where wayfinding is currently missing per existing guidance and where additional wayfinding would be beneficial to trail users. Existing and proposed wayfinding signs/kiosks (noted directly on the regional trail maps) and their associated cost estimates are detailed in subsequent chapters.
Trail Crossing Safety	The Park District completed a regional trail crossing study in 2017. Many of the recommended improvements have since been completed. However, this remains a high priority for the Park District and partners. The Park District anticipates completing a second regional trail crossing study within the next five years to reassess each crossing and provide recommendations accordingly. In the meantime, known challenging crossings as well as associated ADA improvements (noted directly on the regional trail maps) and their associated cost estimates are detailed in subsequent chapters.
Winter Maintenance	Several cities requested that the Park District improve/provide winter maintenance. Current use patterns/volumes do not yet support the Park District providing a higher level of service in respect to winter maintenance than currently provided on most regional trail corridors. This will continually be monitored and may change at a future date. However, in response to these requests and since the initial partner engagement in 2018, the Park District updated its regional trail policy to reimburse cities that provide winter regional trail maintenance on a per mile basis.
Paving/Not Paving Aggregate Trails	User opinion regarding paving (or not) the aggregate regional trails is split evenly. The aggregate trails also provide for diversity of experience within the greater regional trail system and provide a desirable trail surface for runners. As such, the Park District is not yet proposing to pave either of the aggregate trail corridors. The Park District will continue to monitor this and may consider paving later if better supported by existing/potential users and partners. In the meantime, the master plan calls for paving sections in downtown Hopkins and Excelsior to reduce trail maintenance and increase user satisfaction on the most heavily used trail segments.
Partnerships and Agreements	There are several areas where regional trail cooperative agreements or property rights are not yet in place. This is a high priority for the Park District to address following the completion of the master plan. In addition, the METRO Green Line project will satisfy many identified agreement/property right issues along the Cedar Lake and Minnesota River Bluffs LRT Regional Trails.

TABLE 3 | PHASE 2 ENGAGEMENT STRATEGIES & NOTIFICATION METHODS

SOURCE: PARK DISTRICT

	General Public	Underrepresented Community Groups	Existing Regional Trail Users
Direct Engagement Strategies	Wiki Map Community Events	Community Events	Pop Up Engagement on Regional Trails
Indirect Engagement & Associated Research Strategies	2018 General Population Survey	Virtual Listening Session with Senior Women Bike Tours with Outdoor Latino Met Council Report: Regional Park Use Among Select Communities of Color Met Council Report: Adventure Close to Home: Connecting Youth to the Regional Parks System, Community Events (from recent similar planning efforts)	2014 and 2019 Regional Trail Visitor Survey

The engagement phases, strategies, findings and impact on the master plan are summarized in greater detail in this section and in **Appendixes A-E**.

PHASE 1

Project Kick-off & Background Gathering

Phase 1 focused on working closely with local city and agency partners to better understand the performance of the existing regional trails in their communities, including their concerns, opportunities and recommendations for them moving forward. Phase 1 worked in collaboration with the community partners to understand and consider their perspectives during the analysis and decision-making processes. This level of public engagement places final decision making by the Park District.

This feedback was received through meetings, phone conferences and email correspondence between the Park District, SRF (the Park District's consultant), and staff from the local agency/city. A summary of themes heard from the partner cities and agencies and how they influenced or were addressed in the master plan is located on **Table 2** (previous page). Specific comments from each partner and how the feedback was or wasn't incorporated in the master plan is detailed in **Appendix A**.

PHASE 2

General Public, Underrepresented Community Members & Regional Trail User Engagement

Phase 2 focused on engaging members of the public, underrepresented community members and existing regional trail users. Similar to Phase 1, the Park District focused its engagement on better understanding how the existing regional trails are working, what known concerns and opportunities exist, and recommendations for improvement; however, different engagement strategies were employed during this phase (**Table 3**, previous page). Phase 2 obtained feedback from community members and keep them informed of decisions and how their feedback was considered during the process. While community members were welcomed to offer suggestions, they did not have a promised role in evaluating and determining final recommendations.

This phase utilized several engagement strategies to ensure all three targeted groups were easily reached and provided an opportunity to participate. In addition,

other recent engagement and research work focusing on better understanding regional trail use, preferences, barriers, and recommendations were also drawn from when their findings were directly relevant.

A summary of the engagement opportunities is outlined in **Tables 4-6** (following pages) and more detailed engagement summaries are in **Appendix B**.

PHASE 3

Preliminary Partner Review

Phase 3 reengaged partners and focused on obtaining additional feedback from partners and kept them informed of decisions and how their feedback was considered during the process. While partners were invited to offer suggestions, they did not have a promised role in evaluating and determining final recommendations.

Phase 3 including sharing relevant draft master plan text and graphics with affected cities and agencies and encouraging their thoughtful review and comment. This was primarily done by email. Each partner was given several weeks to review the applicable material and reminded of review deadlines. Partners that requested additional review time were granted additional time as their feedback was critical to ensuring the information in this master plan is as accurate as possible when the master plan was prepared.

Not every partner elected to participate; however, they were also welcome to review and provide feedback during Phase 4 during the 30-day comment period. A summary of the main themes heard during this phase and how they were generally addressed is outlined in **Table 7** (page 19). Specific detail from each partner and how their feedback is outlined in **Appendix C**.

PHASE 4

30-Day Official Comment Period & Underrepresented Follow Up

Subject to revision following 30-day comment period

The focus of Phase 4 was to obtain feedback from community members and partners and keep them informed of decisions and how their feedback was considered during the process. While community members and partners were welcomed to offer suggestions, they did not have a promised role in evaluating and determining final recommendations.

TABLE 4 | GENERAL PUBLIC ENGAGEMENT SUMMARY & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

Engagement Opportunity	Engaged Persons	Feedback Summary	Master Plan Influence
<p>Wiki Map The Park District created an interactive webmap to collect public feedback geo-located directly into a map.</p>	3	A direct connection to Bryant Lake Regional Park is desired. Dangerous crossing along Cedar Lake LRT Regional Trail.	<p>The connection into Bryant Lake Regional Park will be accomplished with the new Eagle – Bryant Lake Regional Trail Master Plan.</p> <p>All busy street crossings for the Cedar Lake LRT Regional Trail are being resolved with the SWLRT project.</p>
<p>Nite to Unite – Corcoran The Park District tabled at the Nite to Unite event to share information and gather feedback mostly on the Lake Independence Regional Trail due to location, but participants were also welcomed to comment on any regional trail.</p> <p>Participants were notified of these community events through city communication channels (e.g., City newsletters, websites, and Facebook pages).</p>	37	Many positive comments. Suggested improvements include: desire for more connections east/west of trail including to Elm Creek Park Reserve and through Crow-Hassan Park Reserve.	The Park District is planning for and exploring additional regional trail connections to the Lake Independence Regional Trail including the Crow River Regional Trail through Crow-Hassan Park Reserve, Rush Creek Regional Trail, Lake Sarah Regional Trail and Diamond Lake Regional Trail as separate planning initiatives. Local trail connections are planned in Corcoran and Medina.
<p>Community Picnic - Maple Plain The Park District tabled at the Community Picnic event to share information and gather feedback on the Lake Independence Regional Trail due to location, but participants were also welcomed to comment on any regional trail.</p> <p>Participants were notified of these community events through city communication channels (e.g., City newsletters, websites, and Facebook pages).</p>	25-30	Provide more options during wintertime such as plowing a section of trail in Baker Park Reserve for winter walking and winter fat biking; add scenic overlook trail spurs and mountain biking in Baker Park Reserve; improve wayfinding; provide trail connection to Maple Plain.	<p>This master plan addresses improving wayfinding across all regional trails. Winter maintenance of the Lake Independence Regional Trail through Baker Park Reserve is not being considered at this time due to staff resources and projected use but could be reevaluated at a future date.</p> <p>The Baker Park Reserve Master Plan will address/consider winter fat biking, scenic overlooks, and mountain biking trails.</p> <p>The Baker – Carver Regional Trail is planned to go through Maple Plain and connect to Baker Park Reserve/Lake Independence Regional Trail.</p>
<p>Earle Brown Days – Brooklyn Center The Park District tabled at the Earle Brown Days event to share information and gather feedback on the Shingle Creek Regional Trail, but participants were also welcomed to comment on any regional trail.</p> <p>The goal of this event was to reach general public members as well as reach underrepresented groups concentrated in this area, including BIPOC community members, refugees and immigrants, and low-income households.</p> <p>Participants were notified of these community events through city communication channels (e.g., City newsletters, websites, and Facebook pages).</p>	5-8	People generally liked the Shingle Creek Regional Trail. Improvement suggestions included better wayfinding and/or trail realignments at intersections with local trails to avoid getting lost; trail alignment at Lions Park and near TH 100 is difficult to maneuver; flooding issues in Palmer Park; bridge over I-94 is challenging and intimidating (steep and narrow) for users with disabilities; concrete trail along Xerxes and Noble Aves. is uneven; need more garbage cans and drinking fountains.	<p>Several improvements to the Shingle Creek Regional Trail were incorporated into the master plan:</p> <ul style="list-style-type: none"> • Several trail realignments, trail reconstruction and bridge replacement projects are proposed in Palmer Lake Park, Centennial Park and Lions Park to help reduce conflicts, better navigate the regional trail and alleviate flooding issues. • Wayfinding improvements are proposed. • Bridge improvements over I-94 and TH100 are proposed. • Trail paving to 10' wide along Xerxes has been completed, paving along Noble Ave to replace the concrete trail is planned. • Wayfinding kiosks identify where water is publicly available, often in adjacent local parks. Drinking water is typically not feasible for the Park District to install if not near an existing Park District facility; however, the Park District is open to working with partners to provide this level of service where feasible.
<p>Tator Daze – Brooklyn Park The Park District tabled at Brooklyn Park's Tator Daze event to share information and gather feedback on the Shingle Creek Regional Trail, but participants were also welcomed to comment on any regional trail.</p> <p>The goal of this event was to reach general public members as well as underrepresented groups concentrated in this area, including people of color, refugees and immigrants, and low-income households.</p> <p>Participants were notified of these community events through city communication channels (e.g., City newsletters, websites, and Facebook pages).</p>	30	Comments were generally specific to Shingle Creek Regional Trail: improvements needed in Palmer Lake and Edinborough Parks such as trail realignments, fix trail flooding issues and better wayfinding to distinguish local trails from regional trails. Trail condition along Noble and Xerxes – concrete surface is cracked/uneven.	<p>All concerns are incorporated into the master plan:</p> <ul style="list-style-type: none"> • Several trail realignments and improved wayfinding (including at Palmer and Edinborough Parks) are included. • Trail improvements to alleviate flooding issues in Palmer Park are included. • Trail paving along Xerxes has been completed, paving along Noble Ave to replace the concrete trail is planned.
<p>Tour de Tonka – Lake Minnetonka area The Park District tabled at the Tour de Tonka event to talk to attendees about Luce Line, Lake Minnetonka LRT, MN River Bluffs, Cedar Lake Regional Trails, but participants were also welcomed to comment on any regional trail.</p> <p>The Tour de Tonka event is highly advertised across the City of Minnetonka school district's communication channels (City newsletters, websites, and Facebook pages).</p>	35	<p>Luce Line Regional Trail is great. A connection with the Dakota Rail Regional Trail is desired.</p> <p>Lake Minnetonka LRT Regional Trail should connect to Dakota Rail Regional Trail through Carver Park Reserve.</p> <p>MN River Bluffs LRT Regional Trail needs the washed-out trail segment in Carver County repaired and more frequent maintenance.</p> <p>Cedar Lake LRT Regional Trail needs crack repairing.</p> <p>There were mixed opinions on whether to pave the aggregate LRT trails or not. In general, runners like the trail unpaved while bikers prefer paved.</p>	<p>The upcoming Diamond Lake Regional Trail Master Plan will include a connection between the Luce Line State Trail and Dakota Rail Regional Trail and the Baker to Carver Regional Trail Master Plan includes a connection between the Dakota Rail and Lake Minnetonka LRT Regional Trails already.</p> <p>MN River Bluffs Regional Trail washout repair in Carver County is complete.</p> <p>Cedar Lake Trail is being reconstructed as a part of the SWLRT METRO Green Line Extension project.</p> <p>Paving of the more heavily used LRT trails is recommended in/near the cities of Excelsior and Hopkins; however, the remaining trail corridors are proposed to remain aggregate to provide a diversity of opportunity within the greater regional trail system.</p>
<p>AARP Senior Bike Ride The Park District attended an AARP senior event at the Hopkins Senior Citizens Center and bike ride along the Lake Minnetonka Regional Trail. Park District staff shared information on the regional trail system and solicited feedback on this master planning effort.</p> <p>AARP coordinated the notification efforts with their members and staff from Hopkins and Park District coordinated event details.</p>	17	Safer crossings of busy roads in Hopkins and Minnetonka area are needed. Group mostly supported the trail system.	Enhanced crossing improvements are identified in the master plan and some crossings have been improved since engagement began.

TABLE 5 | UNDERREPRESENTED COMMUNITY GROUPS ENGAGEMENT SUMMARY & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

Table 5 addresses Metropolitan Council Equity Requirement 2, A-C & 3, A

Engagement Opportunity	Engaged Persons	Feedback Summary	Master Plan Influence
Earle Brown Days – Brooklyn Center		See Table 4 for additional detail as engagement was focused on general public and underrepresented community groups.	
Tator Daze – Brooklyn Park		See Table 4 for additional detail as engagement was focused on general public and underrepresented community groups.	
AARP Senior Bike Ride		See Table 4 for additional detail as engagement was focused on general public and underrepresented community groups.	
<p>Virtual listening session with senior women’s Nordic walking groups¹</p> <p>In partnership with Maple Grove Age Friendly and Parks and Recreation, a listening session was held for Maple Grove senior women’s Nordic walking groups. Participants described their observations, preferences and insights when it came to using regional trails.</p> <p>Senior walking groups were notified through the Maple Grove Parks and Recreation e-newsletter.</p>	5 senior women	<p>Participants prefer trails that accommodate physical needs (smooth pavement, wide boulevards, access to restrooms) and appreciate park-like settings/natural aspects along the route (unpaved loops, nature viewing locations, sightseeing, etc.) They also prefer a variety of trail experiences (neighborhoods, local connections, natural surroundings, trail types & lengths) and requested better interactions between trail user groups (specifically between bikers and walkers) and suggest more user-friendly wayfinding (QR code signs, loops and accessible maps)</p>	<p>Many of the improvements included in this master plan reflect the values and needs of senior trail users. Specific examples include:</p> <ul style="list-style-type: none"> • ADA-requirement improvements • Trail surface maintenance/reconstruction • Pedestrian bridge improvements • Additional rest stops, wayfinding and improvements <p>All nine regional trails included in this master plan have segments that are more park-like and natural, as well as connections to local parks, trails and amenities.</p>
<p>Bike tours at the Hispanic Heritage Celebration¹</p> <p>The Park District in partnership with Outdoor Latino provided bike tours and shared information with the Latino community in attendance at the Hispanic Heritage Celebration.</p> <p>Participants were notified by word of mouth, social media, and personal invitations from both Outdoor Latino and the Park District.</p>	40 Latino community members	<p>Participants provided the following insights: wayfinding along the trail is hard to follow; there is a lack of awareness of the regional trail system; transporting bikes to the regional trails is a barrier; and they would prefer additional facilities such as bathrooms and water fountains along the trails.</p> <p>Overwhelmingly, participants stated they would use the regional trail system more often if they knew where to go. They suggested improving wayfinding and increasing trail awareness to eliminate the most pressing barriers keeping them from visiting the regional trails.</p>	<p>The regional trail improvements proposed in this master plan include trail realignments and wayfinding designed to help users follow the regional trail route. In addition, rest stops and other amenities (fix it stations, benches, garbage cans) already exist or are proposed for most trails to support regional trail users.</p> <p>Wayfinding kiosks identify where water and bathrooms are publicly available, often in adjacent local parks are already in place.</p> <p>Drinking water and bathrooms are typically not feasible for the Park District to install if not near an existing Park District facility; however, the Park District is open to working with partners to provide this level of service should opportunities present themselves.</p>
<p>Dayton Mobile Park¹</p> <p>Monthly resident meeting¹</p> <p>The Park District attended and solicited feedback on regional trails and regional trail planning. The Dayton Mobile Park Resident Board coordinated meeting details and notifications with their residents.</p>	21 Low-income, BIPOC and Hispanic community members	<p>Dayton Mobile Park community members indicated safety for kids as a top priority. Their community does not have sidewalks, so kids have to walk on roads. They would like to see local trails that connect their neighborhood regional trails.</p> <p>Residents preferred more scenic, park-like trails, rather than road based regional trail corridors. They enjoy being in nature and being able to access Elm Creek Park Reserve. Currently, they must drive to Elm Creek to use the facilities there. Residents would like to have trail access from their neighborhood to the park.</p>	<p>The Park District is very supportive of local trail connections – especially those that better help integrate the regional trail directly into the communities it is intended to serve and connect to local and regional destinations. With that in mind, the Park District works closely with local communities to connect their local trail plans to the regional system.</p> <p>Wayfinding kiosks, signs and rest stops already exist or new ones are proposed on many trails in the master plan to help users feel comfortable using regional trails and be able to navigate to their desired destinations – like Elm Creek Park Reserve and its natural areas which will be better accessible via the Medicine Lake Regional Trail extension and Dayton local trail system expansion.</p>
<p>Dayton Mobile Park Maple Hill Estates¹</p> <p>(mobile home communities in Dayton and Corcoran)</p> <p>Interfaith Outreach & Community Partners¹</p> <p>(food shelf and coordinator of many underrepresented groups)</p> <p>Participants were sent a mailing inviting them to provide feedback at the project website and complete a questionnaire regarding trails.</p>	28 Low-income, BIPOC and Hispanic community members	<p>Respondents liked trails that connect them to destinations like parks, trails and shopping.</p> <p>Like many community members, they want to feel safe. This means local trail connections close to home and good wayfinding to avoid the feeling of being lost are desired.</p> <p>They liked trails with more natural, park-like experiences rather than road based.</p>	<p>The Park District is very supportive of local trail connections – especially those that better help integrate the regional trail directly into the communities it is intended to serve and connect to local and regional destinations. With that in mind, the Park District works closely with local communities to connect their local trail plans to the regional system.</p> <p>Wayfinding kiosks, signs and rest stops already exist or new ones are proposed on many trails in the master plan to help users feel comfortable using regional trails and be able to navigate to their desired destinations.</p> <p>As a natural resources agency, the Park District supports efforts to better integrate natural areas directly into and along regional trail corridors where there are opportunities to do so.</p>
<p>Boardwalk Apartments¹</p> <p>(low income and senior housing)</p> <p>Residents were sent a mailing inviting them to provide feedback at the project website and complete a questionnaire regarding trails.</p>	77 Low income senior households	<p>Respondents appreciate trails that were easily accessible and wide. Extra width provides better separation from bikers and safety for pedestrians. They liked trails that were ADA compliant and not steep.</p>	<p>Per Park District Design Guidelines, all regional trails should be 10’ wide with centerline striping and be ADA compliant with grades not exceeding 5%. This master plan includes improving all sub-standard pedestrian ramps up to current MnDOT ADA standards. Several trail segments are proposed to be widened from 8’ to 10’.</p>
<p>Medina Townhomes¹</p> <p>(BIPOC and new immigrant populations)</p> <p>The Park District tabled at an Interfaith Outreach & Community Partners (BIOCP) event. Interfaith Outreach & Community Partners organized and notified residents.</p>	7 people, BIPOC communities, new immigrants	<p>Respondents commented that they loved trails, being outside and in nature. Most commented that it was very important to have a good trail system close to home, connecting to other trail systems and parks. Many were unaware of where all the trails and parks were in the area.</p>	<p>The Park District understands the importance of and is very supportive of local trail connection to the regional system. New wayfinding kiosks, signs and rest stops already exist or are proposed along the regional trail corridors.</p>

¹These engagement opportunities were tied to other Park District planning and research efforts. Additional feedback detail is available upon request.

TABLE 6 | EXISTING REGIONAL TRAIL USERS ENGAGEMENT SUMMARY & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

Engagement Opportunity	Engaged Persons	Feedback Summary	Master Plan Influence
<p>Cedar Lake Regional Trail Pop Ups The Park District set up a pop-up tabling event along the regional trail near Beltline Boulevard.</p>	120 people	Love the trail; pavement condition issues; safety issue at crossings, especially Wooddale Ave; add more trees, shrubs, native plantings; add north-south connection to/from North Cedar Lake Regional Trail.	<p>Bridges and tunnels at major intersections and railroad tracks are being constructed as a part of the SWLRT project. Some new plantings will be included in the SWLRT project. Wayfinding kiosks and bike repair stations are being planned with a new proposed housing development.</p> <p>The CP Rail Regional Trail search corridor is a north-south regional trail corridor and will connect Cedar Lake and North Cedar Lake Regional Trails.</p>
<p>Lake Minnetonka LRT Regional Trail Pop Ups The Park District set up two pop-up tabling events along the regional trail at the Deephaven kiosk and at Excelsior Boulevard.</p>	37 people across both events	Loved the secluded natural setting; pave trail under 494 bridge to prevent poor trail conditions; add amenities such as water, repair stations; desire more connections: trail on Williston Rd. & CR 19, Dakota Rail RT connection; 50/50 split to pave or not, in general runners like the trail unpaved while bikers prefer paved.	<p>Paving the trail under I-494, wayfinding, rest stop, local trail connections and other trail amenity improvements are included in the master plan.</p> <p>Wayfinding kiosks identify where water is publicly available, often in adjacent local parks are already in place. Drinking water is typically not feasible for the Park District to install if not near an existing Park District facility; however, the Park District is open to working with partners to provide this level of service should opportunities present themselves.</p> <p>The Baker to Carver Regional Trail Master Plan includes a connection between the Dakota Rail Regional and Lake Minnetonka LRT Regional Trail.</p> <p>Paving of the more heavily used aggregate trails is recommended in/near the cities of Excelsior and Hopkins; however, the remaining trail corridors are proposed to remain aggregate to provide a diversity of opportunity within the greater regional trail system.</p>
<p>Luce Line Regional Trail Pop Ups The Park District set up two pop-up tabling events along the regional trail near Schaper Park and at Winnetka Avenue N.</p>	37 people across both events	Loved the trail, especially through natural areas; liked bike repair stations; improvements include better wayfinding at Douglas Dr.; water along trail; directional signs too high to be noticed.	<p>Wayfinding and rest stop improvements are included in the master plan, including at Douglas Drive. The directional signs are purposefully high so they remain out of the trail clear zone and less likely to be damaged by any equipment on the trail (i.e. plows/emergency response vehicles).</p> <p>Wayfinding kiosks identify where water is publicly available, often in adjacent local parks are already in place. Drinking water is typically not feasible for the Park District to install if not near an existing Park District facility; however, the Park District is open to working with partners to provide this level of service should opportunities present themselves.</p>
<p>Medicine Lake Regional Trail Pop Ups The Park District set up two pop-up tabling events along the regional trail at Rice Lake and I-94 and near Edwards Lake.</p>	21 people across both events	Great trail, especially liked the secluded natural segments; good trail surface; suggested improvements include trail connection near CR 47 to Lake Camelot; restrooms south of Fish Lake; maintain trail in winter; safer crossing of CR 47; more benches and garbage cans.	<p>Wayfinding improvements are planned, including benches, garbage cans and bike repair stations.</p> <p>Trail connections to Lake Camelot now exist as a part of Plymouth's Northwest Greenway Trail system and restrooms and other amenities have been installed as a part of Plymouth's Northwest Greenway project.</p> <p>The CR 47 crossing is signalized and meets engineering recommendations. The Park District will monitor this crossing similar to all trail crossings to evaluate if additional safety enhancements are needed.</p>
<p>Minnesota River Bluffs LRT Regional Trail Pop Ups The Park District set up two pop-up tabling events along the regional trail at the Hopkins Depot and Riley Lake Road.</p>	47 people across both events	Loved the trail; 50/50 split to pave or not, in general runners like the trail unpaved while bikers prefer paved, improve crossing of CR 62, add restrooms.	<p>Paving of the more heavily used aggregate trails is recommended in/near the cities of Excelsior and Hopkins; however, the remaining trail corridors are proposed to remain aggregate to provide a diversity of opportunity within the greater regional trail system.</p> <p>Improvements to the CR 62 crossing are noted. A safe and more direct at-grade crossing of the railroad will be explored in coordination with the railroad and City.</p>
<p>North Cedar Lake Regional Trail Pop Ups The Park District set up two pop-up tabling events along regional trail at Dakota Park and Aquila Park.</p>	28 people across both events	Great trail, nice smooth surface except for some cracks; improvement ideas include a better crossing at Virginia Ave.; crack repair; trail connection north over railroad tracks and south down to Cedar Lake LRT Regional Trail; continue plowing in winter.	<p>Crack filling repairs will occur at which time the Cedar Lake Regional Trail is reopened to prevent both trails from being closes simultaneously.</p> <p>The Park District will partner with the St. Louis Park to provide a safer trail crossing design when Virginia Ave. is realigned in the future.</p> <p>A new bridge over the BNSF railroad is under construction at Dakota Park and future bridge is being considered by the St. Louis Park near TH 100 which would provide better north-south connection and access.</p>
<p>Shingle Creek Regional Trail Pop Ups The Park District set up two pop-up tabling events along the regional trail at 69th Avenue and Centennial Park.</p>	17 people across both events	Many positive comments, especially regarding the more scenic segments and connections to local amenities; improvement suggestions include: better wayfinding at intersections with local trails; alignment is difficult at Lions Park and near TH 100; flooding issues in Palmer Park; bridge over 94 is challenging and intimidating (steep and narrow) for users with disabilities; replace concrete trail along Xerxes and Noble Aves.; need drinking fountains.	<p>The following items are addressed in the master plan:</p> <ul style="list-style-type: none"> • Several trail realignments and improved wayfinding. • Bridge improvements at I-94 and TH 100. • Trail improvements to alleviate flooding issues in Palmer Park. • Trail paving along Xerxes has been completed, paving along Noble Ave to replace the concrete trail. <p>Wayfinding kiosks identify where water is publicly available, often in adjacent local parks are already in place. Drinking water is typically not feasible for the Park District to install if not near an existing Park District facility; however, the Park District is open to working with partners to provide this level of service should opportunities present themselves.</p>

¹ Participants were not notified of pop-up engagement opportunities as this strategy is focused on going to where people are and engaging them in an easy and accessible way.

TABLE 7 | GENERAL THEMES OF PARTNER REVIEW & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

Main Theme	How Feedback was Addressed in the Master Plan
Add More Local Connections	Additional local trail connections requests were evaluated and, where appropriate (e.g., safe, not immediately next to another local connection, connects to a broader trail/sidewalk/bike lane system), are noted directly on the regional trail maps in subsequent chapters. Local trail connections are paid for by the requesting party. As such, they are not included in the enclosed regional trail cost estimates.
Add More Trailheads and Amenities	Additional trailhead and other amenity requests were evaluated and included in the master plan where appropriate (i.e.; gap in current trailheads/amenities, space to do so either independently or with a local partner, safe). Suggested trailheads and additional amenities (noted directly on the regional trail maps) and their associated cost estimates are detailed in subsequent chapters.
Add More Wayfinding	Additional wayfinding kiosks/signs were evaluated and incorporated where they meet district-wide spacing guidance or meet an identified need. Existing and proposed wayfinding signs/kiosks are noted directly on the regional trail maps and associated cost estimates for each regional trail in subsequent chapters.



Park District naturalists often accompany master plan staff to provide interactive demonstrations and encourage participation.

Source: Park District

TABLE 8 | GENERAL THEMES OF 30-DAY COMMENT PERIOD & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

Engagement Opportunity	Feedback Summary	Master Plan Influence

TABLE 9 | GENERAL THEMES OF UNDERREPRESENTED COMMUNITY GROUP FOLLOW UP & MASTER PLAN INFLUENCE

SOURCE: PARK DISTRICT

Engagement Opportunity	Feedback Summary	Master Plan Influence

The general public, regional trail users, underrepresented community members and partners were welcomed to review and provide comments on the draft master plan over a 30-day comment period from **February 23, 2022 to March 25, 2022**. The Park District shared this opportunity through several methods including a press release, social media posts which partners shared/reposted, Park District list serves, and news item on the Park District website. The plan was available online, at local public venues (libraries, city halls, and nearby Park District facilities) and shared via email to identified partners and others upon request.

In addition to the standard 30-day comment period, the Park District met with 3-5 groups which represented underrepresented community members to ensure the master plan recommendations represent their experiences and recommendations in respect to making the trail more inviting and comfortable for all users.

A summary of the main themes heard during this phase and how they were generally addressed is outlined in **Tables 8 and 9**. In addition, a more detailed overview of all raw comments and Park District responses, including how a comment was or was not addressed in the master plan, are listed in **Appendixes D and E** and were posted on the Park District's project website.

At the completion of the 30-day comment period partner cities and agencies were asked to provide a letter or resolution of support. These are included in **Appendix F**.

ACCOUNTABILITY MOVING FORWARD

The Park District will continue to work with the general public, underrepresented communities, existing users, and partners to implement the recommendations included in this master plan as resources become available to ensure that they best address the identified challenges or opportunities at the time of implementation.

The Park District also recognizes that many of these regional trails were planned and implemented as opportunities presented themselves (i.e., abandoned rail corridors) and did not always include extensive public engagement or connections to communities that may face significant barriers to participation. Further, the communities in which the regional trails are intended to serve are changing with several trail corridors becoming more racially, ethnically, and economically diverse and, in several cases, older (or younger).

With that in mind, the Park District will remain open to additional recommendations to better integrate the regional trails directly into the communities they are intended to serve, which includes but is not limited to:

- Improving safety and directness
- Better connecting with nature, parks and other destinations
- Developing more operational/programming solutions to increase awareness, comfort and ability and remove barriers such as lack of equipment

In simpler terms, this master plan is intended to be a starting point for improvements and the Park District will continue to be inclusive and responsive to changing needs and priorities.

This commitment to the general public, underrepresented communities, existing users, and partners is laid out in **Table 10**.

TABLE 10 | ACCOUNTABILITY & COMMITMENT MOVING FORWARD

SOURCE: PARK DISTRICT

Commitment Focus	Accountability & Commitment
<p>Funding</p> <p>Highlighted bullets address Metropolitan Council Equity Requirement 3, B</p>	<ul style="list-style-type: none"> • Work in partnership with the local cities, Hennepin County, MnDOT and other potential funding partners to secure funding in a manner that fosters collaboration and aligns priorities. • Prioritize funding opportunities which promote efficiency of staff, financial resources, and safety. • Prioritize funding/implementation which directly improves access, comfort, and a sense of inclusion to new users and underrepresented community groups (wayfinding, benches, trail connections, safety improvements). • Prioritize funding to evaluate and improve trail crossing safety.
<p>Design Development & Construction</p>	<ul style="list-style-type: none"> • Identify locations for local trail connections (i.e., schools, local trail network, retail/commercial nodes, parks) and work with partners to implement connections – especially at locations which help reach and serve underrepresented community groups. • Evaluate, and if needed, implement improvements to signage to ease wayfinding (e.g., in languages other than English). • Adhere to Park District regional trail design standards (ADA accessible, 10' wide, paved, multi-directional, etc.), whenever possible/appropriate to ensure safety and high-quality user experiences. • Design and implement recommendations in a manner which is sensitive and responsive to the surrounding environment. • Incorporate natural surroundings and landscapes where they are wanted and feasible. • Continue efforts to evaluate and improve trail crossing safety. • Continue to monitor preference of aggregate versus paved trails and remain open to additional pavement if supported by use, preference and partners. • Consider future trail reroutes (above and beyond master plan recommendations) which eliminate safety concerns, improve directness, better support local planning efforts, better connect to users (especially underrepresented community groups), and strengthen the integration of the trail within the broader community.
<p>Operations & Maintenance</p>	<ul style="list-style-type: none"> • Provide routine and preventive pavement maintenance in accordance with district-wide regional trail standards. • Consider improving winter maintenance practices as resources allow and when winter regional, recreation use increases. • Continue to explore additional regional trail programming (affinity groups, learn-to-bike, bike maintenance, and similar) designed specifically for non-users/underrepresented community groups. • Support local safe routes to school efforts. • Continue improving wayfinding efforts.

3

OPERATIONS & MAINTENANCE PLANS & DETAILS

The Park District operates the nine existing regional trails included in this master plan using a wide variety of professional staff and in accordance with Park District policies, guidelines, and ordinances.

GENERAL OPERATIONS

The Park District Ordinance specifies rules and regulations in order to provide for the safe and peaceful public use of Park District areas and facilities; for the educational and recreational benefit and enjoyment of the public; for the protection and preservation of the property, facilities and natural resources of the Park District; and for the safety and general welfare of the public.

Regional trails are open to the public year round, from 5 AM to 10 PM. The Park District's present policy provides for the operation and maintenance of regional trails from April 1 to November 15, however the regional trails are open year round. The Park District does not anticipate plowing or otherwise maintaining the nine regional trails during the winter season, unless agreed to on an individual basis. Local communities may elect to operate and maintain regional trail segments during the winter season via a winter use permit and receive reimbursement from the Park District for winter maintenance based on a per mile cost calculation.

At the time this master plan was written, general regional trail rules to be observed by users are as follows:

- No motorized vehicles
- No horses
- Obey traffic signs and rules
- Dogs must be leashed (6 foot, non-retractable max)
- Dog owners must pick up pet waste
- Yield to slower trail users
- Keep right except when passing



- Warn others when passing
- Respect adjoining landowner's rights and privacy
- Be alert and be courteous

A simplified signage version of the official regional trail rules is posted alongside regional trails (**Figure 2**), reminding users that this is a multi-use trail and to be considerate of all trail users.

PUBLIC SAFETY PLAN

The Park District Public Safety Department is the law enforcement agency responsible for providing a safe environment for regional park and trail users. Law enforcement officers strive to educate and inform trail users on safe trail usage but also have arrest and enforcement authority as a fully licensed police department within the State of Minnesota.

Regional Trail Patrol

Public Safety Officers utilize a variety of specialized patrol methods and are supported by volunteer Trail Patrollers which assist with patrol and incident response. Regional trail patrol is adjusted as necessary to account for trail use, incident level, other concerns which arise and available funding. In addition to routine patrol, Public Safety Officers are dispatched through the Hennepin County Dispatch System to respond to incidences as they occur.

Mutual Aid

While Park Police Officers assume the lead role in providing public safety services to regional trails, a statewide mutual aid program assists to facilitate assistance and sharing public safety resources from surrounding police agencies in times of emergency or other unusual conditions.

Public Safety Equipment & Staffing

Due to the creative deployment of existing Park District Police Officers, utilization of seasonal staff, statewide mutual aid program, and a successful Trail Patrol volunteer program, no additional equipment or full-time Public Safety positions are anticipated to serve the existing nine regional trails. As such, no additional operational funds are anticipated to provide public safety services.

MAINTENANCE PLAN

The Park District is responsible to maintain parks and trails in a safe, clean and usable manner. It is an important part of providing high-quality customer service and meeting trail user expectations.



Share the Trail

This is a multi-use trail. Please be considerate of all trail users.

Trail Rules

- Obey traffic signs
- Yield to slower trail users
- Keep to the right
- Warn others before passing
- Keep dogs on a non-retractable leash
- Pick up after your dog

ThreeRiversParks.org **Emergency Call 911**

FIGURE 2 | REGIONAL TRAIL RULES

SOURCE: PARK DISTRICT



Public safety officers & trail ambassadors (at left, preceding page) patrol regional trails. Photo credits: Three Rivers Park District

Maintenance is completed by a wide variety of highly skilled and trained maintenance professionals including carpenters, mechanics, park workers and electricians - in addition to seasonal staff.

Maintenance operations include routine, specialized and seasonal tasks and inspections. On occasion, this may include extraordinary maintenance due to unforeseen events. Routine maintenance tasks include mowing, sweeping and trash clean-up. Specialized maintenance includes small building construction, non-paved trail repair and grooming. Seasonal maintenance includes inspection, minor repairs and spring/fall clean-up. Extraordinary maintenance occurs in response to storm damage, vandalism or other unplanned circumstances (**Table 11**). The Park District also responds to maintenance issues identified by the public on a timely basis, as funding permits.

Maintenance of regional trail segments with limited property rights or segments that do not meet standard regional trail characteristics may require atypical maintenance which is not detailed in this high level plan.

On average, paved regional trails cost about \$200 per year/mile to maintain (routine maintenance) and aggregate regional trails cost about \$2,250 per year/mile to maintain (routine maintenance) (2021 dollars).

Vegetation Control

The Park District maintains vegetative clearances so as not to negatively affect trail use on any sections where

trail shoulder vegetation exists. Vegetation control includes addressing vegetation along trail shoulders such as mowing, but it also includes managing vegetation within the wider trail corridor. During the growing season, vegetation control can take up to 50% of trail maintenance staff time to keep trails and the trail corridors open and free of impeding vegetation.

The Park District mechanically or chemically removes noxious weeds within the defined trail corridor at the request of cities.

Raingardens adjacent to regional trails are inspected and maintained in coordination with the Park District’s natural resource department.

Preventative Surface Treatment

The nine regional trails 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. Preventative surface treatment for paved trails is estimated to cost approximately \$3,380/year/mile. The Park District also seeks opportunities to work with Hennepin County and local cities in conjunction with road projects to improve trail design and surfacing.

Maintenance Staffing

The nine regional trails are already maintained by the Park District’s regional trail maintenance crew, currently consisting of 2 FTE and 3 summer seasonal staff. This seasonal staffing level does fluctuate to account for seasonal use patterns, maintenance requirements and available funding. The addition of the proposed Medicine Lake and Lake Independence Regional Trail segments are relatively minor in comparison with the total mileage of the existing nine regional trail miles included in this plan; therefore no additional permanent staff or equipment is anticipated for those segments. However, additional regular staffing will be needed as part of the greater regional trail system full-build out due to increased use, longer growing season and user expectations.

In the event additional mitigation requirements are necessary such as rain gardens or other best management practices, additional seasonal staffing may be required to complete the work. If necessary, seasonal staffing budgets will be adjusted as part of the annual budget process.

TABLE 11 | ROUTINE MAINTENANCE SCHEDULE

SOURCE: PARK DISTRICT

TIME OF YEAR	ROUTINE MAINTENANCE
SPRING April & May	<ul style="list-style-type: none"> • Documented inspection • Sign inventory and replacement • Spring cleanup • Minor bridge and underpass repair (as needed)
SUMMER June, July, August & September	<ul style="list-style-type: none"> • Erosion repair • Fence repair • Sign and post replacement • Trash pickup • Bridge and boardwalk repair (as needed) • Vegetation control (as needed)
FALL October & November	<ul style="list-style-type: none"> • Documented inspection • Bituminous patching and striping replacement (as needed)
Throughout the season and/or in response to storm-related damage	<ul style="list-style-type: none"> • Mowing • Periodic trail sweeping • Trash pickup • General clean-up and similar tasks



Regional trail maintenance includes maintaining vegetative clearance (where appropriate per Trailway Cooperative Agreements).
Photo credit: Three Rivers Park District



Park District regional trails are maintained to a high level of standard for trail user experience and enjoyment.
Photo credit: Three Rivers Park District

NATURAL & CULTURAL RESOURCES PLAN

The Park District protects and enhances natural and cultural resources along its regional trail corridors. For any future trail improvements, the Park District will utilize best practices to minimize any potential negative impacts, work with adjacent property owners on how to best protect and manage significant resources, and incorporate opportunities to enjoy and interpret the resources present.

If the Park District acquires additional property along one of the regional trails which encompasses significant natural or cultural resources, the Park District will develop a stewardship plan specific to that resource and in accordance with other Park District natural and cultural resource management plans.

Resource Staffing

As linear facilities, the trail corridors typically do not extend wider than 100 feet in right-of-way and do not require substantial resource management on an annual basis. To account for minimal resource management along these trail corridors, the Park District utilizes seasonal or contract staffing, such as Conservation Corps of Minnesota to assist in maintenance. No regular staff are required for the regional trails included in this master plan.

Sustainability

The updated 2016 Sustainability Plan guides the Park District's efforts toward achieving established sustainability goals and targets by outlining broad strategies for organizational implementation.

The following goals provide overall guidance and intent to the Park District's sustainability efforts:

- Manage and operate Park District parklands and facilities in a manner that ensures ecological, financial and social integrity of the park system in perpetuity.
- Reduce dependence on fossil fuels to minimize greenhouse gas (GHG) emissions and reduce public expenditures.
- Reduce Park District environmental impacts to demonstrate (or model) organizational commitment to environmental stewardship.
- Design parks and trails that maximize the ability of the public to use non-motorized transportation.

Specific to regional trails, the 2016 Sustainability Plan provides the following strategies:

- Place priority on regional trail routes that have the potential for the greatest number of non-motorized commuting trips over routes with lesser commuting potential;
- Work collaboratively with municipalities and neighborhoods to reconfigure park and regional trail access points to encourage pedestrian and bicycle access.

The Park District strives to utilize appropriate sustainable best management practices and guidelines such as the Minnesota Sustainable Building Guidelines (B3 Project) and Leadership in Energy and Environmental Development (LEED) Rating System on construction projects. Additionally, for regional trails, best management practices may include utilizing porous pavement, rain gardens, and recycled construction materials, whenever feasible.

PUBLIC AWARENESS & TRAIL INFORMATION

The Marketing & Community Engagement Department manages a centralized marketing communications function that oversees the Park District's website, public relations, marketing, media relations, social media, 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 events calendars, maps, digital and social media, direct mail, press releases, a centralized reservation system, brochures, advertising 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 Council Regional Parks System, the State Office of Tourism and other partners to leverage shared opportunities for creating awareness and visibility. Additionally, a focus is placed on developing partnerships and programming opportunities that allow the Park District to better serve all residents of Suburban Hennepin County, especially those with less access to its facilities and programs.

Share the Trail

Safety for all regional trail users is a top priority. Regional trails are a shared public space which serve a variety of user groups. However, from time to time, trail users may find themselves in conflict with other users. Everyone benefits when people respect each other's mode of travel. The Park District encourages users to respect each other through a "Share the Trail" safety campaign.

The most common conflicts involve cyclists and pedestrians as they move at very different speeds and take up different spaces. Cyclists often do not alert pedestrians when passing at high speeds, which can cause sudden and startled responses from those on foot. Sometimes groups of walkers can take up both lanes, which leaves cyclists nowhere to pass as they move through. Both users have a responsibility to share the trail.

Another common safety concern revolves around obeying traffic signs. Trail users are sometimes required to stop at roadway crossings and there is often confusion between motorists and trail users regarding right of way. Overall, trail users need to obey all traffic signs in order to stay safe.





In partnership with a local graphic designer, updated Share the Trail signage - like the ones seen here - have been added along the regional trails to promote trail safety.

Photo credit: Three Rivers Park District, artwork by Adam Turman



4

DESIGN GUIDANCE PLANS & DETAILS

The nine regional trails in this master plan vary in age, surface type and location - but all were designed to regional trail guidelines current at the time of development. One intent of this master plan is to identify existing design deficiencies in order to develop a plan for updating the existing trails to meet current design standards when opportunities present themselves. The following section outlines the standard design guidelines used for Three Rivers Park District regional trails. Current and future planned work along the nine regional trails are intended to adhere to these standards.

PERMITTED USES

All nine regional trails are open to the general public, free of charge. Their intended uses include walking, running, in-line skating, bicycling and other uses mandated by state law including, but not limited to, non-motorized electric personal assisted devices. Motorized vehicles are prohibited, except for motorized vehicles used by the Park District and partner cities for maintenance or law enforcement activities or otherwise permitted for ADA access. Electric bicycles (E-bikes), electric foot scooters, and similar that are given the same rights as a bicycle by state statute are allowed on regional trails.

ACCESS TO ALL

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

All regional trail facilities, including associated trailheads and trail amenities, will be designed to accommodate

individuals with disabilities and developed in accordance with Americans with Disabilities Act (ADA) standards and guidelines. Specific design guidelines are discussed on the following pages of this section.

In respect to programming opportunities, the Park District offers its own adaptive recreation offerings and works with special-interest organizations such as the Courage Kenny Rehabilitation Institute and Wilderness Inquiry to encourage participation in regional trail activities by persons with special needs. If arrangements are made in advance, interpreters and alternative forms of printed material are available at programmed events.

In addition to supporting individuals with disabilities, these trails span nearly all of Hennepin County, providing access to people with a wide range of social and cultural backgrounds and connecting community members with important local community destinations such as parks, trails, commercial areas, community facilities, cultural destinations and transit facilities.

On a broader scale, communities adjacent to the trails will not only have access to regional trails but also gain direct and indirect access to the regional park and trail system, as well as state trails. To improve local access, neighborhood trail connections are encouraged at regular intervals.

The Park District does not charge entrance fees for its regional trails; therefore, the regional trails are available for all users to enjoy regardless of financial status.

DESIGN GUIDELINES

In accordance with their regional designation and associated use, all nine regional trails are predominantly designed as off-road 10-foot-wide, non-motorized paved multi-use trails - with the exception of Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails which are, and proposed to remain, predominantly aggregate for the foreseeable future. A bituminous trail surface is generally preferred because it is cost-effective, less prone to erosion than aggregate surfaces, provides a desirable trail user experience and is more appropriate given the anticipated visitation and connections to other paved facilities. Maintaining two regional trails with aggregate surfaces allows for a diversity of experiences and was desired by many users - especially those trail running.

Curb ramps are utilized at all roadway crossings and trails are designed to be ADA compliant to the greatest extent possible with a preferred maximum 5 percent grade and

FIGURE 3 | URBAN AND/OR CURBED RURAL TRAIL SECTION
SOURCE: PARK DISTRICT

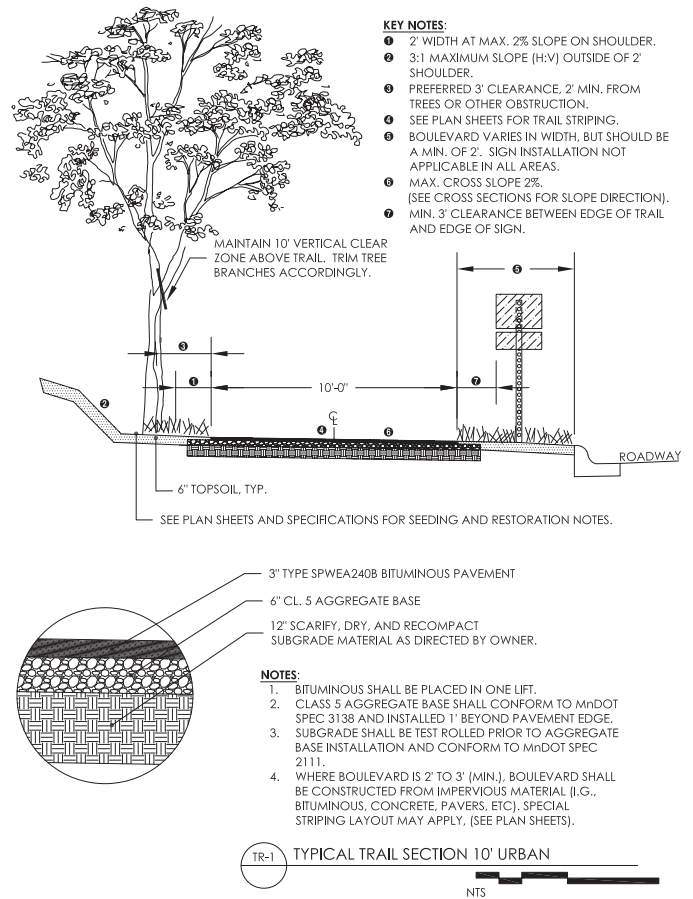


FIGURE 4 | RURAL AND/OR PARK TRAIL SECTION
SOURCE: PARK DISTRICT

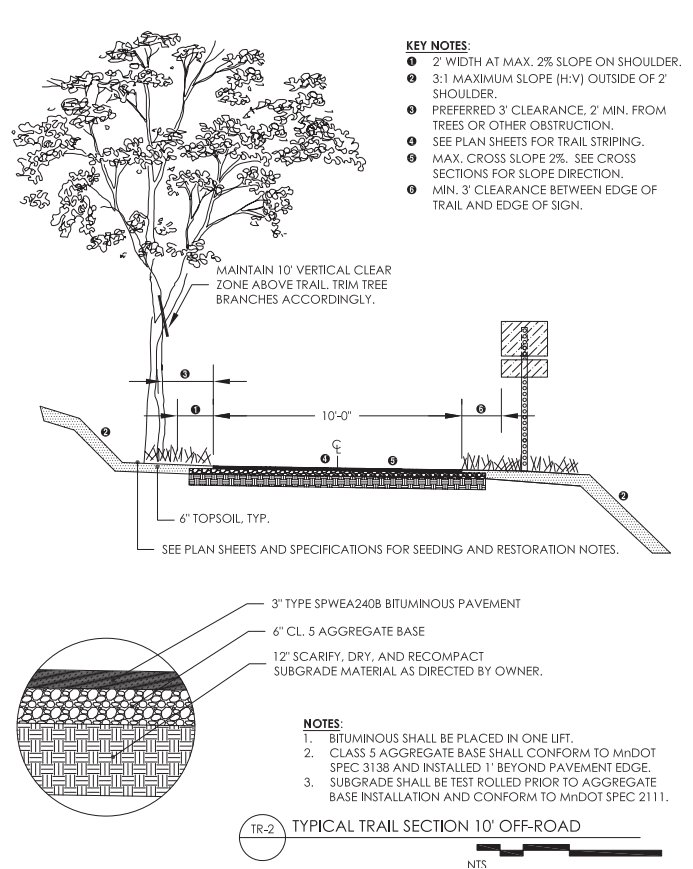


TABLE 12 | REGIONAL TRAIL CONSTRUCTION COSTS

SOURCE: PARK DISTRICT

New Construction		
Trail Type	Unit Cost (2022 dollars) ¹	Description
Urban	\$490 / LF	Trail construction replacing an existing curb/gutter, cut/remove existing pavement, relocating storm sewer and other utilities, working under traffic controls.
Curbed Rural	\$490 / LF	Trail construction in a rural/suburban environment that has no existing curb/gutter, converting it to a curb/gutter design with storm sewer as needed.
Rural	\$170 / LF	Trail construction through a rural road ditch area with enough separation with the road to not require a curb/gutter. No major extra fill or excavation.
Park	\$170 / LF	Trail construction through a park or open space where curb and gutter is not required and ample space is provided for signage and rest stops.

¹This includes design, construction and contingency costs.

a 2 percent cross slope for drainage. Although the trails in this master plan are already developed, there may be new segments or extensions constructed in the future. Both existing and new trails may include multiple typical sections, including urban/curbed rural and rural/park sections (**Figures 3 & 4, previous page**). Descriptions and associated construction costs for regional trail typicals are included in **Table 12**.

In areas where new trail segments will be constructed adjacent to roadways, the following design considerations apply:

- Where right-of-way allows, final trail design will attempt to maximize the boulevard width to account for sign placement, snow storage and possibly trees or other complementary enhancements.
- In circumstances with limited right-of-way, the trail is still planned to be located off-road, but with less boulevard between the trail edge and back of the curb. In these locations, the trail will be separated from the road by a minimum paved two-foot-wide clear zone. This paved clear zone between the back of the curb and the trail edge provides a buffer between the trail users and motorists and will be striped to delineate the edge of the trail.

In the event there are instances where the trail will not initially meet the preferred design, trail designers will evaluate a wide variety of design tools to determine the best fit for the unique situation. Unless the alternative trail design is an acceptable long range solution, it is anticipated that noncompliant trail segments would be

improved as funding, right-of-way or other opportunities present themselves.

A number of factors will be considered during the design phase, such as:

- Right-of-way width/acquisition needs
- Ability to provide physically separated trail travel lanes
- Topography and drainage impacts
- Existing vegetation
- Driveway/road crossings (user and/or vehicle sight lines)
- Overhead and subsurface utilities
- Proximity to adjacent buildings, homes, businesses and industrial facilities
- Wetlands/floodplain locations, potential impacts and rules
- Wildlife (species, nesting/breeding areas and times and concentrations)
- Existing infrastructure
- Connectivity with other trail/sidewalk/bicycle facilities
- Safety
- Cost
- Obstructions
- Trail user preferences/desired trail user experience
- Opportunities to coordinate with other projects/agencies

In addition to the discussed design considerations, new regional trail segments will be designed in accordance with all applicable federal, state and local codes. More specifically, 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), 2012
- Selecting Roadway Design Treatments to Accommodate Bicycles, Federal Highway Administration, January 1994
- MnDOT Bikeway Facility Design Manual, Minnesota Department of Transportation (MnDOT), 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 (MUTCD), MnDOT, May 2015
- Public Right-of-Way Access Guidelines (PROWAG)
- Best Practices for Traffic Control at Regional Trail Crossings, a collaborative effort of Twin Cities road and trail managing agencies, July 2011

- Bicycle and Pedestrian Wayfinding, Metropolitan Council, October 2011
- 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 (U.S. Access Board)
- Guidance for Three Rivers Park District Trail Crossings, December 2013

For new trail segments that may be added to these regional trails, the Park District will work closely with local communities to route the trail in a manner that has the greatest public benefit and least amount of private property impacts. These include:

Trail/Road Crossings

When a regional trail crosses a roadway careful attention to detail is required to provide a safe and user friendly crossing. The types of trail crossing treatments will be designed in accordance with industry best standards to ensure conflicts between trail users and roadway traffic are minimal.

In all cases, existing roadway configuration, 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. As vehicular traffic fluctuates, there may be a need for additional traffic signals or modifications to existing signalized intersections. These type of design considerations and trail enhancements will be addressed during the trail design phase and as necessary to address safety concerns.

Wetland & Floodplain Crossings

There may be portions of regional trail segments that traverse wetlands and floodplains. In these instances, the regional trail design may incorporate bridges, boardwalks and other creative solutions to minimize potential natural resources impacts while maintaining a contiguous and continuous trail corridor. Design and implementation of bridges and boardwalks will be coordinated with the appropriate regulatory agencies to ensure all requirements are met and any potential impacts are minimized.

Drainage

In locations where segments of regional trail are adjacent to a roadway, the drainage of the regional trail is similar to that of a typical sidewalk. Stormwater sheet flows over the trail pavement and onto adjacent urban roadways, where it is collected and conveyed by the roadway stormwater drainage system. In areas where regional trails are on independent routes, such as through parks or other green spaces, or adjacent to rural road segments, alternative stormwater best management practices, such as rain gardens and infiltration swales, are explored during the design phase. Stormwater must shed rapidly from the surface of the trail and not pool on the trail surface to prevent hazardous situations for the users. Design of stormwater management practices will be coordinated with regulatory and other affected parties (including, but not limited to, watershed commissions etc.), to ensure all requirements are met and any potential impacts are minimized.



Bridges, boardwalks and other creative crossings are utilized when having to cross wetlands and floodplains.
Photo credit: Three Rivers Park District

Traffic Signage & Devices

In addition to wayfinding signage, the regional trails will incorporate traffic control signs and devices, such as trail stop or yield signs and center line pavement markings. Center line stripes are a critical safety measure and provide both a safety and wayfinding benefit. These signs and devices will reflect the physical characteristics and usability of individual trail segments and the system as a whole. The cost to add traffic control signs and devices, including striping, to a regional trail is approximately \$1 per linear foot (2021 dollars).

KIOSKS, WAYFINDING & TRAIL AMENITIES

Regional trail kiosks, wayfinding signage trail amenities provide trail users with orientation and location information for amenities and services.

Wayfinding Kiosks

Wayfinding kiosks and signage along regional trails is intended to complement, and work in collaboration with, local and regional wayfinding efforts as well as adjacent land uses and development initiatives. Wayfinding signage typically provides:

- An overview map of the regional trail system and 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.
- ADA information regarding trail surface, slope, etc.

TABLE 13 | REGIONAL TRAIL WAYFINDING STRUCTURES

SOURCE: PARK DISTRICT

Park and Trail System Kiosk	Free-standing, roofed structure	Displays map of District-wide regional trail systems and regional trail rules.
Regional Trail Kiosk	Free-standing, roofed structure	Displays aerial map, description of trail highlights, and a map of the entire regional trail that depicts local trails, amenities and services nearby.
Directional Sign	Post structure with description blades attached	Displays the direction, name and distance to major destinations and points of interest on the trail. Each post structure has the capability of holding up to 12 description blades.



Not all Level A components depicted in photo
Photo credit: Three Rivers Park District

LEVEL A		
Recommended Location	Components	Estimated Cost
Beginning/end of regional trail, halfway point if regional trail is 10 - 15 miles or greater, major trailheads and/or other key sites	<ul style="list-style-type: none"> • Park & Trail System Kiosk • Regional Trail Kiosk • Directional Sign • Bicycle repair station • Bench(es) • Trash can • Bike rack 	\$69,500*



Not all Level B components depicted in photo
Photo credit: Three Rivers Park District

LEVEL B		
Recommended Location	Components	Estimated Cost
Approximately every 2 miles along regional trail. For new Level B locations, consider establishing on trails north side.	<ul style="list-style-type: none"> • Regional Trail Kiosk • Directional Sign • Bench(es) • Trash can 	\$40,500*



LEVEL C		
Recommended Location	Components	Estimated Cost
Approximately every 1 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 Sign 	\$13,000*

*Includes all related site elements and installation.

The Park District employs three types of wayfinding signage structures: park and trail system kiosks, regional trail kiosks, and directional signage (**Table 13** previous page).

Placement of wayfinding signage structures along regional trails typically follows one of three configurations listed as Levels A, B or C. Wayfinding for the nine regional trails includes signage at strategic delineated points.

The exact location and content of wayfinding signage is identified within the individual regional trail maps within the following chapters. New wayfinding opportunities will be determined in conjunction with agency stakeholders and local community input, and is often dictated by available public right-of-way. There may be conditions along the regional trail corridor where the wayfinding signage is altered or otherwise enhanced to better serve the trail user and appropriately fit the surrounding environment.

Rest Stops

Rest stops are generally located every mile and provide places for trail users to stop and rest and an area for amenities such as trash receptacles, benches and bicycle racks. These simple but important amenities can serve to reinforce the identity and natural resource significance (where appropriate) of the regional trail route and better support trail users with mobility challenges. Locations are generally determined during the design phase and may be modified to best meet the available right-of-way, adjacent land use and complimentary facilities such as a bus stop.

Bicycle Repair Stations

Recently, the Park District has been installing bicycle repair stations, which provide tools necessary to perform basic bike repairs and maintenance - from changing a flat to adjusting brakes and derailleurs. The tools and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments. Bicycle repair stations are recommended at Level A wayfinding configurations and as-needed throughout the regional trail corridor.



Regional trail rest stop amenities may be modified to best meet the needs of the stop - and may include benches, trash receptacles and bicycle racks.
Photo credit: Three Rivers Park District



Often times bicycle repair stations are incorporated into wayfinding nodes, and include tools necessary to perform basic bike repairs and maintenance.
Photo credit: Three Rivers Park District



Created to be a one-stop-shop for Park District regional trail information, the kiosk system have become integrated community landmarks for placemaking and social enrichment.
Photo credit: Three Rivers Park District

5

CEDAR LAKE LRT REGIONAL TRAIL MASTER PLAN

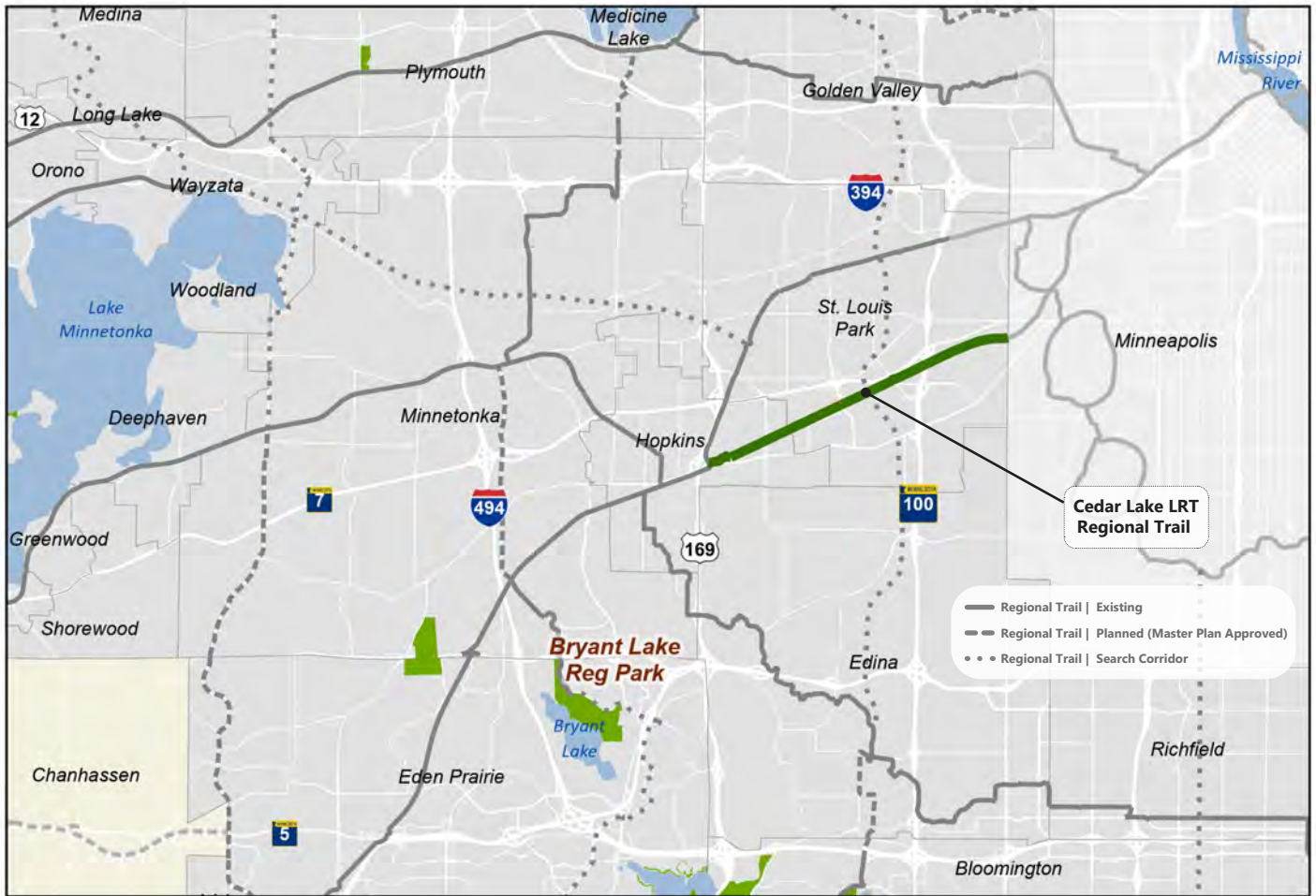


The 3.9-mile paved Cedar Lake LRT Regional Trail follows the former railroad corridor of the Great Northern Railway and the Minneapolis and St. Louis Railway. It runs through Hopkins, Saint Louis Park and Minneapolis and connects to other popular bike and pedestrian trails along the corridor and beyond (**Map 3**).

The primary intended use of the regional trail is recreation. However, the regional trail also provides access to local residential neighborhoods, local parks, as well as several regional trails: Cedar Lake LRT Regional Trail (directly) and Minnesota River Bluffs LRT, Lake Minnetonka LRT, Nine Mile Creek, North Cedar Lake and Kenilworth Regional Trails (indirectly). The trail also intersects with the Canadian Pacific Rail Regional Trail search corridor, an important future north-south regional trail corridor. As the trail connects into Minneapolis, it seamlessly transitions to the Midtown Greenway.

The Southwest Light Rail Transit (METRO Green Line Extension) is currently under construction along Cedar Lake LRT Regional Trail and will result in a realigned and reconstructed regional trail for its entire length as well as new grade separated crossings of Blake Road, Wooddale Avenue and Beltline Boulevard. The METRO Green Line Extension plans include seven stations along the corridor, creating connections to the broader LRT system and likely increasing the trail's transportation function. Construction of the METRO Green Line Extension and reconstruction of the regional trail is expected to be completed by 2026, with light rail service starting in 2027. Completed regional trail segments are anticipated to open for public for use prior to 2026 if light rail construction impacts allow.

The entire trail will be paved and its updated termini are the Hopkins Depot trailhead on the west end and the Kenilworth Regional Trail to the east.



MAP 3 | CEDAR LAKE LRT REGIONAL TRAIL CONTEXT
 SOURCE: PARK DISTRICT



The 3.9-mile Cedar Lake LRT Regional Trail has many crossings, some of which are grade-separated like this bridge across Minnehaha Creek.
 Photo credit: Three Rivers Park District

Maps contained in this chapter illustrate the Cedar Lake LRT Regional Trail and highlight connections to local trail networks, existing amenities, crossing treatments, changes due to the METRO Green Line Extension and recommendations for future improvements (Maps 6-13).

BOUNDARIES & EASEMENTS

The Cedar Lake LRT Regional Trail extends along property formerly owned and preserved by the Hennepin County Regional Railroad Authority (HCRRA) for future light rail transit. The property is currently owned by the Metropolitan Council in order to most effectively construct the METRO Green Line Extension. The Cedar Lake LRT Regional Trail corridor will be conveyed back to HCRRA after construction is complete and could be permanently conveyed at no cost to the Park District in the future. This equates to approximately 13.5 acres. Property boundary maps are included within the METRO Green Line Extension project agreements and construction documents.

With support of the HCRRA, the Park District will be removing the 'LRT' portion of the trail name as sign replacement and wayfinding information updates are made.

SERVICE AREA & VISITATION

The Cedar Lake LRT Regional Trail currently receives an estimated 584,000 annual visits (2018 estimate as the regional trail was closed summer 2019). Its 3-mile ideal primary service area (75% of all visits are anticipated to originate from this area) encompasses residents of Eden Prairie, Edina, Golden Valley, Hopkins, Minneapolis, Minnetonka and St. Louis Park (Map 4).

- Currently, 50% of the trail users live within 2.3 miles of the regional trail (actual core service area) and 75% of the trail users live within 4.5 miles of the trail (actual primary service area).
- By 2040, assuming similar user patterns, the annual Cedar Lake LRT Regional Trail visitation will increase by about 89,000 annual visits to nearly 673,000 visits, equating to 15.2 percent growth (Table 14). In reality, this growth could be more significant due to the synergy with the parallel light rail transit.

The comparison of the ideal and actual service area indicates that this regional trail certainly fulfills a regional role as it draws from a bigger geography than expected or intended. This data analysis also supports that the regional trail has a destination role, as well as a utilitarian, multi-modal transportation linking role (approximately 34% of all visits have a transportation related purpose).

MAP 4 | CEDAR LAKE LRT REGIONAL TRAIL SERVICE AREA

SOURCE: PARK DISTRICT



TABLE 14 | CEDAR LAKE LRT REGIONAL TRAIL VISITATION PROJECTIONS

SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2018 Visits	2040 Projected
209,724	241,638	15.2%	584,000	673,000

DEMOGRAPHICS

The Cedar Lake LRT Regional Trail meets or exceeds visitation expectations for people ages 35-74, males, white/American Indian/Asian adults, non-Hispanic adults and people from households with an annual income of \$50,000 or more (Table 15).

Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which is expected given their percentage of the overall population - these are groups the Park District would like to better serve. For the Cedar Lake LRT Regional Trail, underrepresented groups include:

- People under 35 years old or over 75 years old
- Females
- Black adults
- Hispanic adults
- People from households with an annual income of less than \$50,000

The underrepresented community groups are generally consistent with district-wide regional trail trends and are not satisfactory or easily understood. However, there may be acceptable rationale as to why visitation does not mirror service area demographics.

For example, this trail has one of the highest percentages of transportation related visits (34%) and these visits tend to be from adults. The Cedar Lake LRT Regional Trail attracts a lot of fitness bicyclists, which also tend to be adults. As such, visitor age does not mirror the service area (it is skewed toward adults ages 45-74) and this is generally an acceptable finding. What is not acceptable is when one user or user group displaces or prohibits another user or user group from participating or having a positive experience.

This may be occurring on the Cedar Lake LRT Regional Trail and partially explain why youth which are old enough to walk, bike, run or otherwise recreate independently (compared to being held, in a stroller, in a pull-behind or similar) are not visiting as expected.

TABLE 15 | CEDAR LAKE LRT REGIONAL TRAIL DEMOGRAPHICS*
SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years	✓ ¹			White			✓
5-9 years	✓ ²			Black	✓ ⁸		
10-17 years	✓ ³			American Indian		✓	
18-24 years	✓ ⁴			Asian		✓	
25-34 years	✓ ⁵			Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years			✓	Not Hispanic			✓
60-74 years			✓	Hispanic	✓ ⁹		
75+ years	✓ ⁶			ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ¹⁰		
Female	✓ ⁷			\$50,000 - \$75,000		✓	
Male			✓	>\$75,000			✓

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

- | | |
|---------------------------------|------------------------------------------------------------------|
| 1. <5 years = 122 visits/day | 6. 75+ years = 81 visits/day |
| 2. 5-9 years = 103 visits/day | 7. Female users = 307 visits/day |
| 3. 10-17 years = 125 visits/day | 8. Adult Black users = 105 visits/day |
| 4. 18-24 years = 66 visits/day | 9. Adult Hispanic users = 76 visits/day |
| 5. 25-34 years = 171 visits/day | 10. Annual household incomes <\$50,000 per year = 384 visits/day |

Both commuters and fitness bicycle user groups tend to be more experienced, generally faster and reportedly more aggressive. Numerous documented concerns from the public indicate that this behavior often discourages more casual, recreational users from using this and other regional trails. This issue is most common on trails that are in more densely populated areas and on trails that are very direct (not circuitous) and without multiple intersections, such as the Cedar Lake LRT Regional Trail.

Casual or recreational type users that are more intimidated by this behavior tend to include walkers, youth/groups with youth (many that are just learning to bike and are slower, do not stay to the right and frequently stop without warning), and those that are over 75 years old (especially those individuals with visual, hearing, or physical impediments). BIPOC community members and community members from lower income households are also likely affected by more aggressive, faster cyclists as they currently tend to be primarily casual or recreational trail users and frequently newer users.

Related, cultural norms, access, awareness, a sense of feeling welcome/belonging and available free time also likely contributes to regional trail use – particularly to BIPOC community members and community members from lower income levels. Over the last ten years many of these factors are being more purposefully addressed and are improving. However, available free time and competition for free time appear to continue to be barriers to BIPOC community members and community members from lower income levels.

These phenomena are not unique to this trail as they are occurring across the regional trail system. To better address these findings, the Park District is:

- Revamping its trail etiquette signage, employing a volunteer trail patrol to help better educate users on sharing the trail and, when needed, considering enforcement measures.
- Working on initiatives to help teach community members of all ages and abilities how to bike, navigate the trail system, do basic maintenance and prepare for all weather conditions.
- Partnering with other organizations to provide bikes to those in need, improve local access and better connectivity to destinations such as parks, schools, places of worship, libraries, commercial nodes and employment centers along the corridor.
- Adding wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water and bathrooms, where needed, to serve a wider range of users.

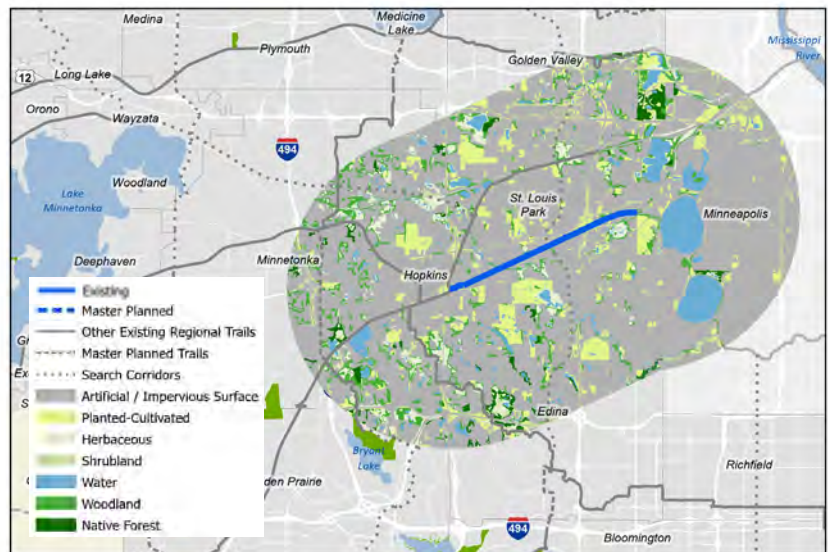
In consideration of the items above and upcoming METRO Green Line Extension opening, the Park District anticipates that the trail demographics will see a shift and better reflect the broader community - especially in light of the direct trail connection to as the light rail transit which generally serves many of these same underrepresented community members and groups.

NATURAL RESOURCES & MLCCS

The Cedar Lake LRT Regional Trail extends through a fully-developed urban landscape along an active railroad through the cities of Minneapolis, St. Louis Park and Hopkins.

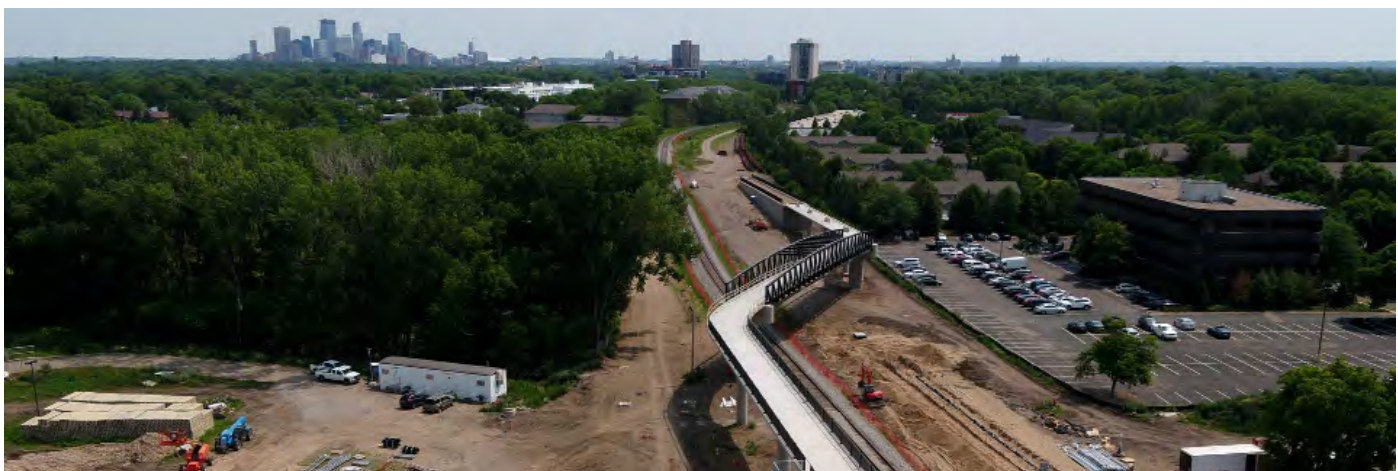
MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to the Cedar Lake LRT Regional Trail as: artificial/impervious surfaces and planted or cultivated vegetation with pockets of woodlands, shrublands and herbaceous land cover (**Map 5**). Cedar Lake, Minnehaha Creek and Bde Maka Ska are the predominate water features.

MnDNR’s National Heritage Information System (NHIS) provides information on Minnesota’s rare plants, animals, native plant communities, and other rare features. NHIS data indicates that within 1-mile of the Cedar Lake LRT Regional Trail, the vascular plant *Valeriana edulis* var. *ciliata* (common name Valerian) can be found. The trail is not anticipated to negatively affect this threatened plant.



MAP 5 | CEDAR LAKE LRT REGIONAL TRAIL MLCCS

SOURCE: PARK DISTRICT



Cedar Lake LRT Regional Trail and light rail transit under construction near Beltline Boulevard. Downtown Minneapolis can be seen in the distance.

Photo credit: METRO Green Line Extension

CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain and upgrade the Cedar Lake LRT Regional Trail (**Table 16**). Each segment map contained within this chapter further details where those anticipated improvements are proposed. The majority of Cedar Lake LRT Regional Trail will be reconstructed as part of the METRO Green Line Extension project. Costs associated with reconstruction are not included in this estimate.

TABLE 16 | CEDAR LAKE LRT REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)

SOURCE: PARK DISTRICT

Notes	Seg	Improvement Description	Unit Legend	Unit Price	Qty	Total
1	1	Excelsior Blvd. signal modification, bike crossing	LS	\$35,000	1	\$35,000
	1	Jackson Ave. relocate signal box	LS	\$100,000	1	\$100,000
	3	Level B wayfinding	LS	\$43,000	1	\$43,000
	3	Bike repair station	LS	\$3,500	1	\$3,500
TOTAL*						\$181,500
1. Includes modifications to signal timing, new push buttons and bike signals.						
* Figure includes construction, design and engineering contingencies.						
LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre						

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Cedar Lake LRT Regional Trail, while temporarily closed and under reconstruction, has existed and been operated and maintained by the Park District for several decades. As such, no additional operation and maintenance expenses or staff are foreseen at this time.

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. This regional trail is 3.9 miles long and requires an estimated 0.1 FTE maintenance position at an estimated cost of \$10,000/year (\$2,500/mile). In addition to regular, permanent full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operations and maintenance of the Cedar Lake LRT Regional Trail is \$24,000/year based on the estimated per mile costs (**Table 17**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. No additional cultural or natural resources staffing needs are foreseen.

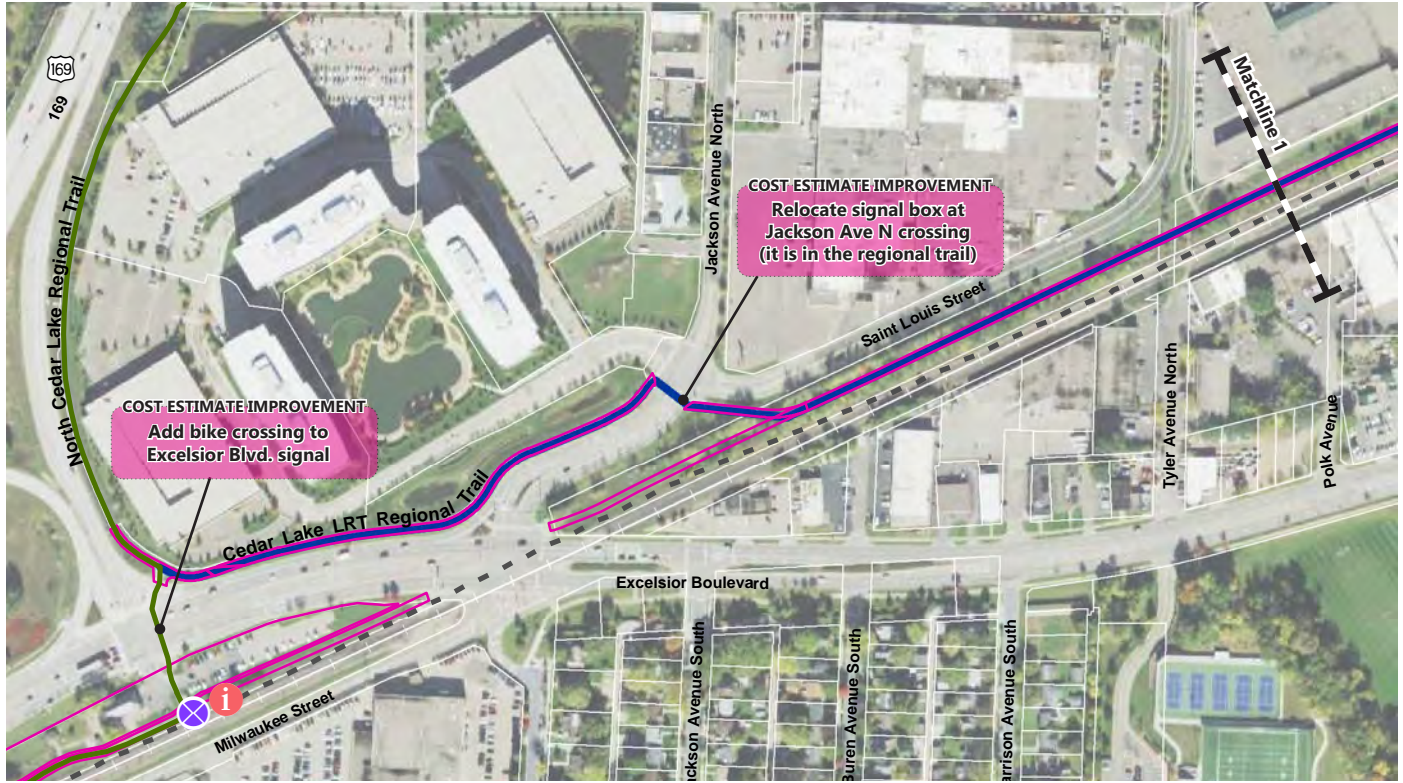
TABLE 17 | CEDAR LAKE LRT REGIONAL TRAIL MAINTENANCE EXPENSES (2022 DOLLARS)

SOURCE: PARK DISTRICT

Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	3.9 miles	\$2,500	\$10,000
Routine Maintenance Aggregate Trails	N/A	\$2,250	N/A
Routine Maintenance Paved Trails	3.9 miles	\$200	\$1,000
Preventative Pavement Maintenance Paved Trails	3.9 miles	\$3,380	\$13,000
ESTIMATED TOTAL PER YEAR			\$24,000

MAP 6 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



MAP 7 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 2

SOURCE: PARK DISTRICT



- | | | | |
|-------------------------------------|--------------------------------------------------------|--------------------------------|-----------------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Permit Area (Park District Grantee) | | | Future METRO Green Line Alignment |
| | | | Future METRO Green Line Station |

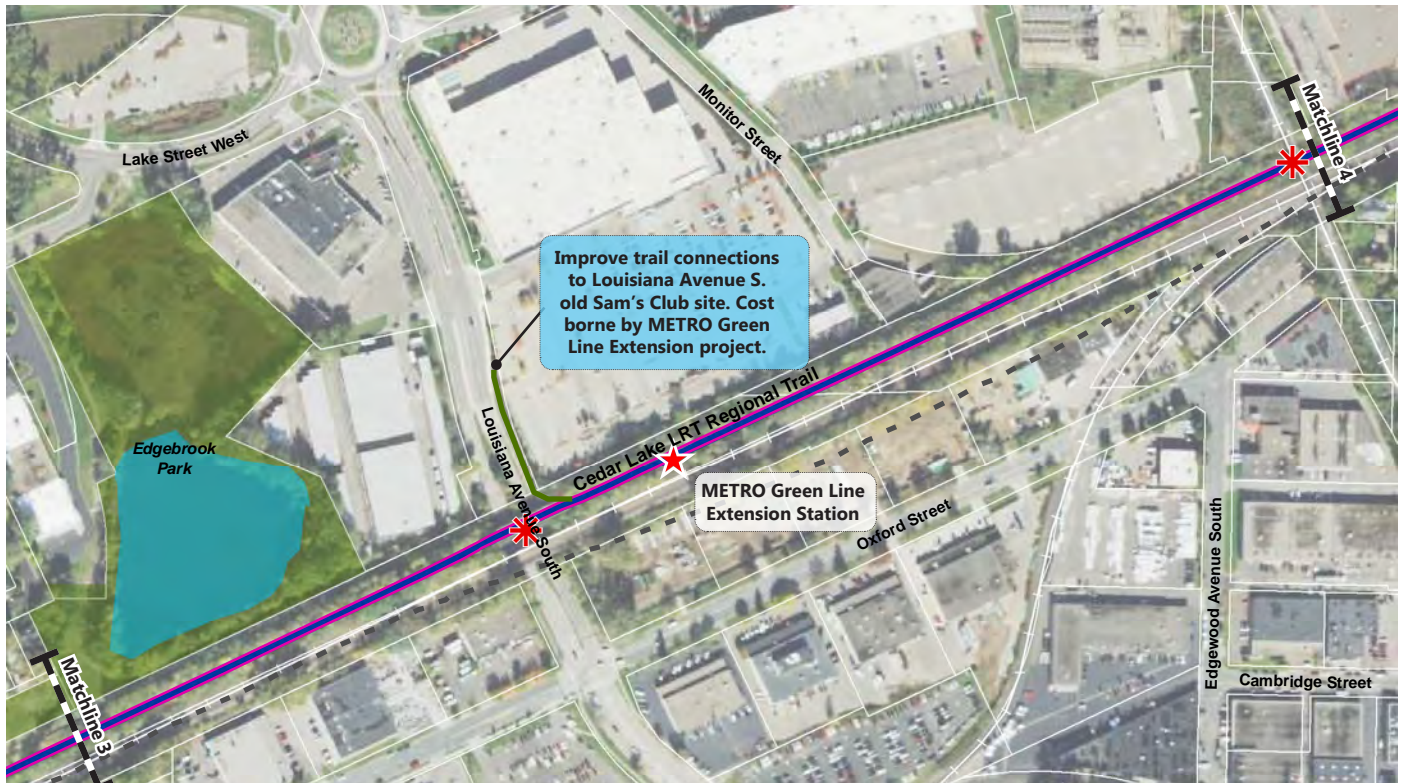
MAP 8 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 3

SOURCE: PARK DISTRICT



MAP 9 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 4

SOURCE: PARK DISTRICT



- | | | | |
|-------------------------------------|--------------------------------------------------------|--------------------------------|-----------------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | Capital Investment Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | | Other Existing Trail Amenity | ADA Improvements Needed |
| Permit Area (Park District Grantee) | | | Future METRO Green Line Alignment |
| | | | Future METRO Green Line Station |

MAP 10 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 5

SOURCE: PARK DISTRICT



MAP 11 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 6

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Permit Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✳ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed
- Future METRO Green Line Alignment
- ★ Future METRO Green Line Station

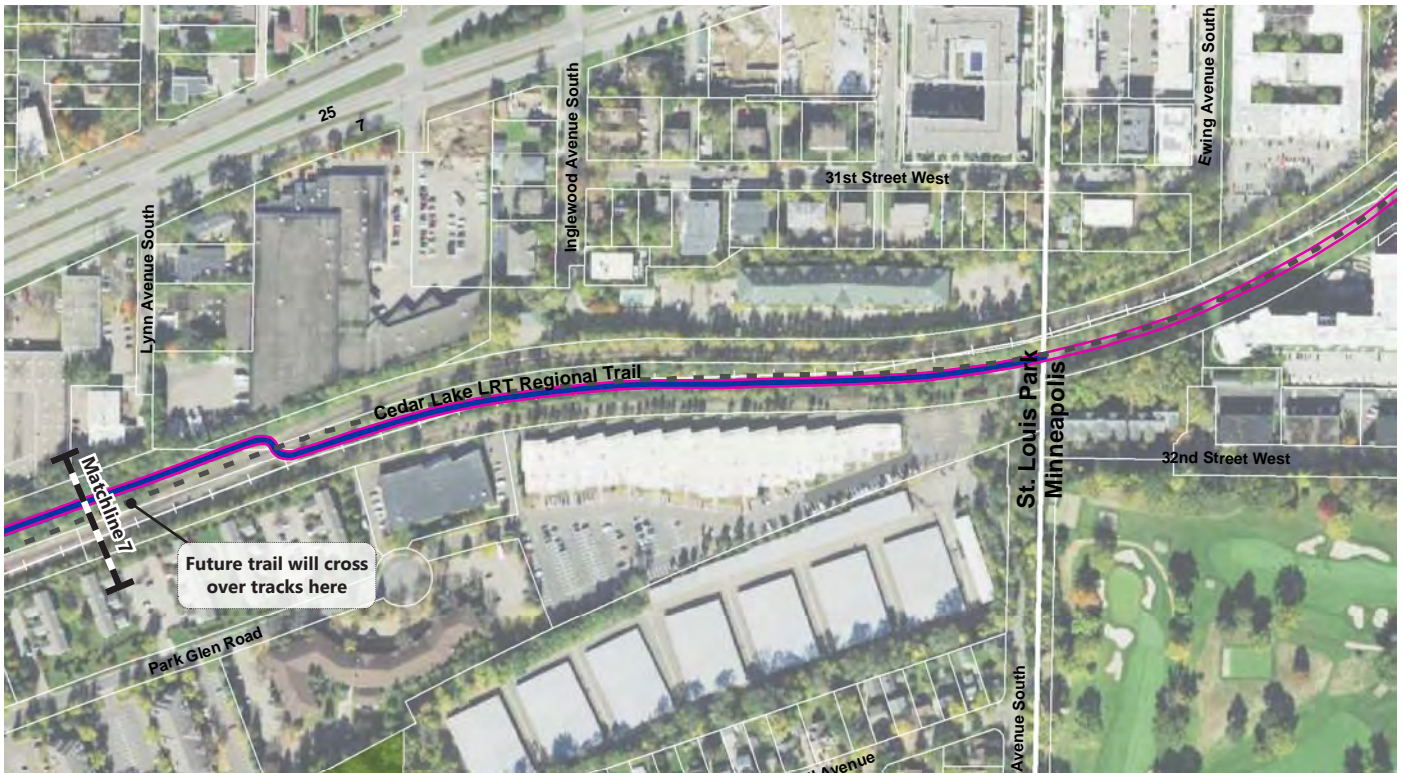
MAP 12 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 7

SOURCE: PARK DISTRICT



MAP 13 | CEDAR LAKE LRT REGIONAL TRAIL | SEGMENT 8

SOURCE: PARK DISTRICT



- | | | | |
|-------------------------------------|--------------------------------------------------------|--------------------------------|-----------------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Permit Area (Park District Grantee) | | | Future METRO Green Line Alignment |
| | | | Future METRO Green Line Station |



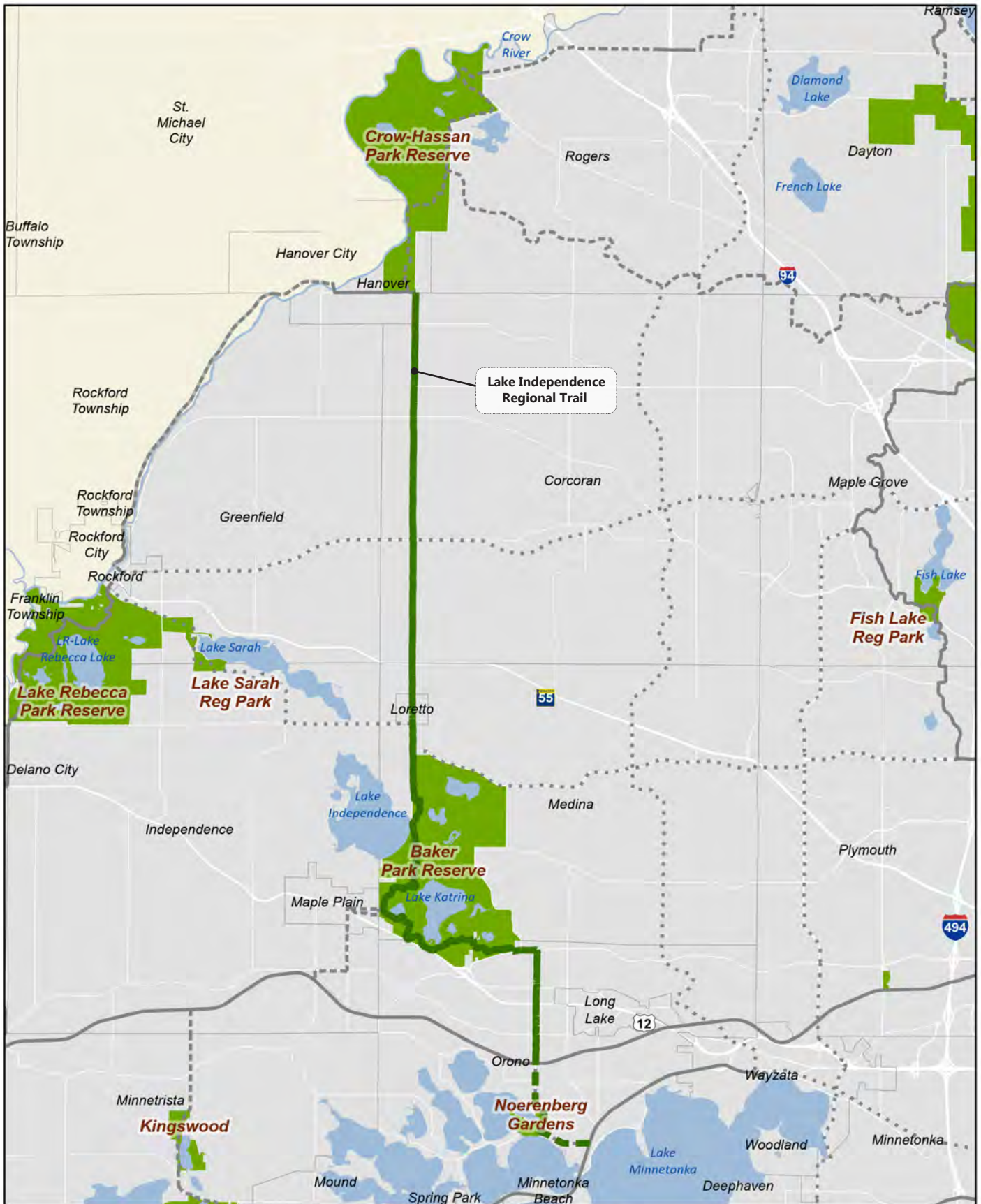
6

LAKE INDEPENDENCE REGIONAL TRAIL MASTER PLAN

Lake Independence Regional Trail connects Crow-Hassan Park Reserve, Baker Park Reserve, Crow River Regional Trail and Luce Line State Trail through the communities of Corcoran, Medina, Loretto and Orono in western Hennepin County (**Map 14**). The regional trail will also connect directly to the Dakota Rail Regional Trail, Diamond Lake Regional Trail (master plan under development) and Noerenberg Memorial Gardens when fully complete. The full build-out of paved Lake Independence Regional Trail will measure 19.3 miles (17.3 miles existing and 2 miles undeveloped/regional trail search corridor). About 1.4 miles of the Lake Independence Regional Trail is also part of the Crow River Regional Trail along CR 19 in Hanover and 3 miles through Baker Park Reserve will also be part of the future Diamond Lake Regional Trail.

The primary intended use of the regional trail is recreation. Lake Independence Regional Trail provides a safe, off-road trail option for residents in this predominantly rural part of Hennepin County. Walking, jogging, hiking, dog-walking, in-line skating and bicycling are all supported on the 10-foot-wide, multi-use regional trail.

Maps within this chapter illustrate the Lake Independence Regional Trail and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements (**Maps 17 - 46**). This chapter includes details for the 2-mile extension, however that information is a placeholder and additional study and master plan amendment is required to confirm the trail route and local support.



MAP 14 | LAKE INDEPENDENCE REGIONAL TRAIL CONTEXT

SOURCE: PARK DISTRICT

- Regional Trail | Existing
- - - Regional Trail | Planned (Master Plan Approved)
- • • Regional Trail | Search Corridor



BOUNDARIES & EASEMENTS

The Lake Independence Regional Trail extends along County Road 19 (CR 19) right-of-way, through Crow-Hassan and Baker Park Reserves, which are owned by the Park District, along the rights-of-way of County Road 6 (CR 6) and Old Crystal Bay Road to the Luce Line State Trail. From the Luce Line State Trail to the Dakota Rail Regional Trail, the Lake Independence Regional Trail is still considered a search corridor until additional engagement and analysis is complete. The regional trail search corridor currently aligns with Old Crystal Bay Road (CR 84), south to North Shore Drive (CR 51), and then east along North Shore Drive (CR 51) to the Dakota Rail Regional Trail.

While the majority of the existing regional trail is located within road right-of-way via a limited use permit or cooperative agreement, portions of the regional trail are also located within private property via easement or within property owned by the Park District.

There are segments of the existing trail where property rights are likely missing. These are generally illustrated on Maps 17-46 and will be something the Park District intends to actively research and address as-needed.

In addition, it is assumed that property rights via permit for areas within the right of way and via easement for areas across private property will be required for the regional trail search corridor. For purposes of this master plan and as a general placeholder, it is assumed that an additional 60,100 square feet or 1.38 acres of easement will be needed for the undeveloped trail segments.

A general acquisition cost estimate for master planning purposes only is generalized in **Table 18**.

SERVICE AREA & VISITATION

The Lake Independence Regional Trail 3-mile ideal primary service area (75% of all visits are anticipated to originate from this area) encompasses residents from up to 21 cities across western Hennepin County (**Map 15**).

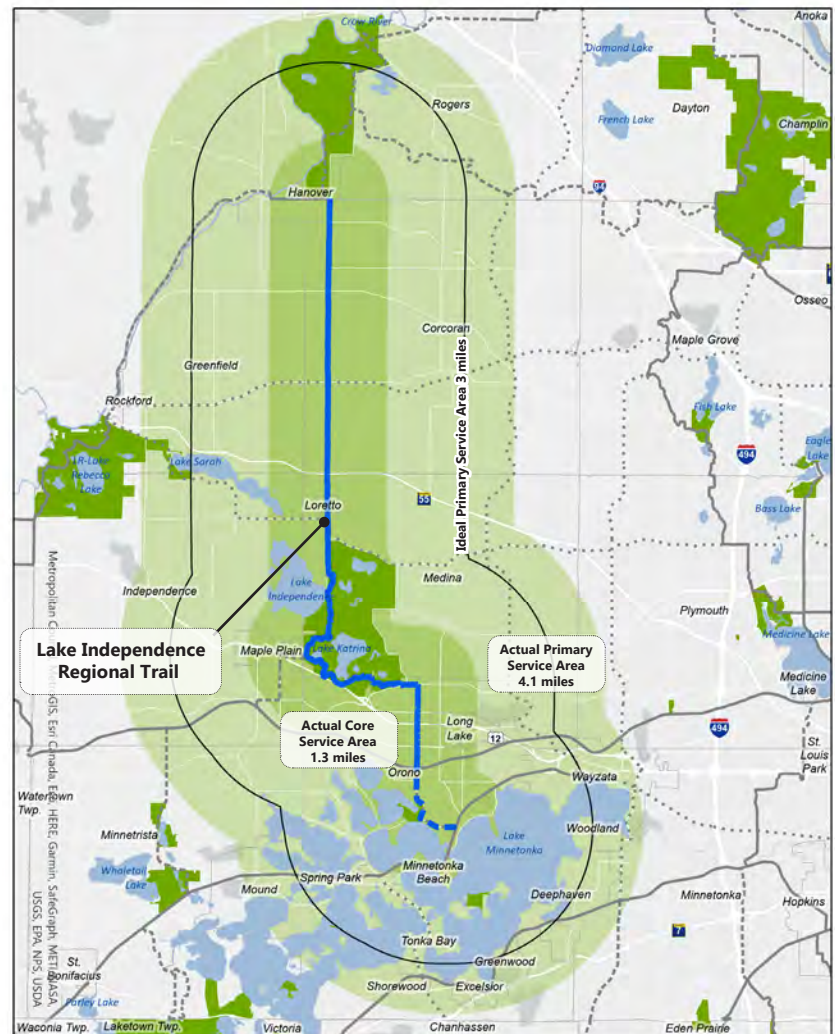
TABLE 18 | LAKE INDEPENDENCE RT ACQUISITION COST ESTIMATE

SOURCE: PARK DISTRICT

General Location(s)		Estimated SF	Cost per SF*	Estimate Total Acquisition
Limited Use Permit/Agreement				
Segment 27	Luce Line State Trail for trail & kiosk (MnDNR)	1,350 SF	N/A	N/A
Private Easement				
Segments 3, 6, 7, 8, 9, 10	Along CR 19 north of TH 55 (if no such easements from the County exist)	211,900 SF (outside MUSA)	\$ 0.3132	\$ 66,400
Segment 12	Canadian Pacific Railroad Crossing	2,900 SF (inside MUSA)	\$ 4.4648	\$ 12,950
Segment 13	Northwest corner of Baker Park Reserve	227 SF	\$0.3132	\$75
Segment 23	Along CR 6 west of Old Crystal Bay Rd	620 SF (outside MUSA)	\$ 0.3132	\$ 200
Segment 25, 26	South of TH 12, north of Luce Line (if no such easements from the City of Orono exist)	41,350 SF (outside MUSA)	\$ 0.3132	\$ 13,000
Segments 28, 29, 30	South of Luce Line State Trail to Dakota Rail Regional Trail**	8,300 SF (outside MUSA) 51,800 SF (inside MUSA)	\$ 0.3132 \$ 4.4648	\$ 2,600 \$ 231,300
TOTAL				\$326,450

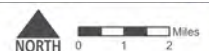
* Estimated cost per sq ft derived from the Metropolitan Council's 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

**This is part of the regional trail search corridor and is a placeholder only, until study is complete and the master plan is amended.



MAP 15 | LAKE INDEPENDENCE REGIONAL TRAIL SERVICE AREA

SOURCE: PARK DISTRICT



Since the service area is configured using a simple buffer and does not account for barriers (like Lake Minnetonka), this master plan recognizes that some communities and areas are served more readily than others. Currently, the regional trail receives an estimated 94,000 annual visits (2019).

- In 2019, 50% of the trail users lived within 1.3 miles of the regional trail (actual core service area) and 75% lived within 4.1 miles of the trail (actual primary service area).
- By 2040, and assuming similar user patterns, the Lake Independence Regional Trail visitation is projected to increase by about 24,000 annual visits, which equates to 24.8 percent growth (Table 19).

The comparison of the ideal and actual primary service areas indicates that the Lake Independence Regional Trail receives visitors from a further distance than expected, supporting its regional destination role.

DEMOGRAPHICS

The Lake Independence Regional Trail is on-target for all monitored demographic categories except annual household income (Table 20). People from households with an annual income less than \$50,000 are underrepresented. Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given the percent of the overall population—these are the group the Park District would like to better serve. While it is not known exactly why these community members are underrepresented, it is assumed that several barriers exist which prohibit their participation or frequency of participation. This may include: lack of available free time, lack of equipment (e.g. bike), lack of transportation and inconvenient access.

While the Park District cannot easily address lack of free time, it has recently been partnering to help provide gear and equipment to those in need and is actively working with local communities to plan and develop their local trail, sidewalk and bikeway systems to better

TABLE 19 | LAKE INDEPENDENCE RT VISITOR PROJECTIONS

SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
34,165	42,649	24.8%	95,000	119,000

TABLE 20 | LAKE INDEPENDENCE REGIONAL TRAIL DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years		✓		White		✓	
5–9 years		✓		Black		✓	
10–17 years		✓		American Indian		✓	
18–24 years		✓		Asian		✓	
25–34 years		✓		Other		✓	
35–44 years		✓		ETHNICITY			
45–59 years		✓		Not Hispanic		✓	
60–74 years		✓		Hispanic		✓	
75+ years		✓		ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ¹		
Female		✓		\$50,000 - \$75,000		✓	
Male		✓		>\$75,000		✓	

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

1. Annual household incomes <\$50,000 per year = 43 visits/day

connect community members and local neighbors with the regional trail corridor.

PLANNED REGIONAL TRAIL EXTENSION

The master plan recognizes the benefits of extending the Lake Independence Regional Trail south from its current terminus at the Luce Line State Trail to Noerenberg Memorial Gardens and then to Dakota Rail Regional Trail. The total distance of the proposed extension is about 2 miles, increasing the total mileage from 17.3 miles to 19.3 miles. Completion of this proposed extension would increase north/south options and create desirable loop opportunities.

This proposed extension, while consistent with the City of Orono’s 2040 Comprehensive Plan and a priority project for the City, is a challenging segment given available right-of-way, topography, adjacent wetlands and driveway and roadway crossings. It will require additional analysis and public engagement coordination to ensure the route and design minimizes potential private property as well as natural resources impacts and best meets the overall community needs. Upon determination of a preferred route in partnership with the City, Hennepin County and adjacent property owners, this master plan will be amended to include those findings and recommendations.

For the purposes of this master plan and as a placeholder only, it is assumed that the new Lake Independence Regional Trail extension will extend along the east side of CR 84 to maintain consistency with the

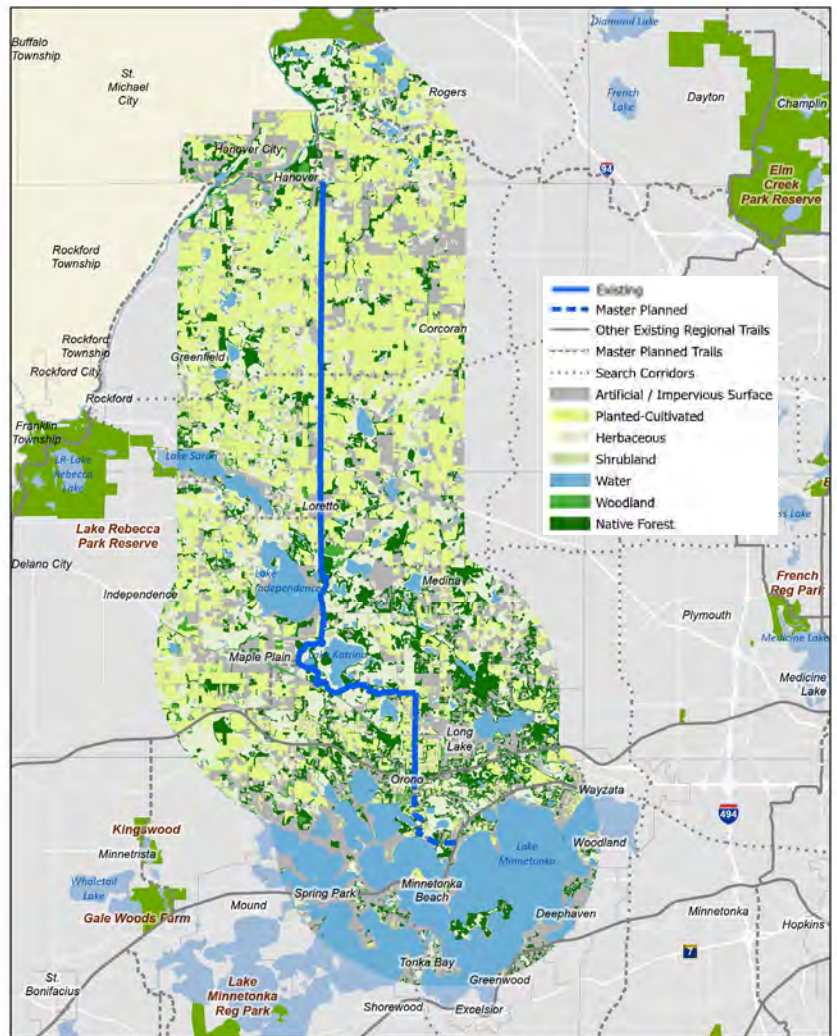
existing segment of the regional trail north of Luce Line State Trail and along the south side of CR 18 to the Dakota Rail Regional Trail. This preliminary concept appears to have fewer impacts and be less expensive; however, additional study is needed to confirm these planning level assessments. Including this conceptual option as a place holder only allows the master plan to recognize potential costs associated with this proposed extension.

NATURAL RESOURCES & MLCCS

The Lake Independence Regional Trail extends along a variety of landscapes. In the north, the regional trail begins at Crow-Hassan Park Reserve which consists of native and restored hardwood forest and prairie landscapes.

As the regional trail extends south to Baker Park Reserve, it passes through a landscape dominated by large-scale agriculture. The segment within Baker Park Reserve extends around wetlands and through native and restored woodlands and prairies. South of Baker Park Reserve, the regional trail extends through suburban developments and public school property. Future expansion of the regional trail south to Dakota Rail Regional Trail is adjacent to mixed hardwood forests (Noerenberg Memorial Gardens) and wetlands of French Lake and French Creek Reserve.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to Lake Independence Regional Trail as: planted or cultivated vegetation, woodlands and pockets of artificial/impervious surfaces (**Map 16**). Lake Independence, Lake Katrina, Lake Minnetonka and Lake Sarah are the predominate adjacent water features.



MAP 16 | LAKE INDEPENDENCE REGIONAL TRAIL MLCCS

SOURCE: PARK DISTRICT



CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain, upgrade and expand the Lake Independence Regional Trail (**Table 21**). Each segment map contained within this chapter further details where those anticipated improvements are located.

TABLE 21 | LAKE INDEPENDENCE REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)
SOURCE: PARK DISTRICT

Notes	Segment	Improvement Description	Unit Legend	Unit Price	Qty	Total
1, 2	1, 25, 26, 27	ADA crossing improvement	EA	\$5,600	5	\$28,000
3	4	New Level B wayfinding plus rest stop amenities	LS	\$46,000	1	\$46,000
	15, 16, 17, 18	Wayfinding directional signage	EA	\$250	6	\$1,500
4	17, 18, 21	Trail realignment	LF	\$190	2,000	\$380,000
5	18	Parking lot expansion	SY	\$100	1,000	\$100,000
6	23, 24, 25, 26	Reconstruct trail, widen from 8' to 10'	LF	\$125	10,820	\$1,352,500
7	25	Relocate fence to improve clear zone	LF	\$100	200	\$20,000
8	24	Rectangular Rapid Flash Beacon (RRFB) install	EA	\$32,000	1	\$32,000
	24	Relocate Level C directional standard + add logo	EA	\$7,500	1	\$7,500
	25	Reconstruct bridge deck	LS	\$150,000	1	\$150,000
2, 9	27, 28, 29, 30	Trail new construction	LF	\$330	9,950	\$3,283,500
	29	Boardwalk	LF	\$1,400	1,200	\$1,680,000
TOTAL*						\$7,081,000

Notes

- Assumes \$2,600 per ramp. Estimated unit cost assumes two ramp replacements per intersection. Segments 1 (0.5), Segment 25 (1), Segment 26 (3) and Segment 27 (0.5).
- Includes costs associated with the regional trail search corridor (Segments 27, 28, 29 and 30) - as a placeholder only.
- Includes trail information kiosk, directional standard, two benches, bike rack and bike repair station.
- Cost includes pricing for removal of existing trail and new trail construction.
- Assume reclaiming existing asphalt, 2x expansion with two rows of parking with drive aisle.
- Cost includes pricing for removal of existing trail and new trail construction.
- Cost includes time and materials to clear site lines of woody debris.
- Assumes one RRFB unit on each side of crossing.
- Assumes minimal grading on flat surface for half the length, curb and gutter for half the length.

* Figure includes construction, design and engineering contingencies.

LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre



Lake Independence Regional Trail traverses adjacent to County Road 19 for much of the corridor.
Photo credit: Park District

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Lake Independence Regional Trail is nearly complete and open to the public. Only minor operation and maintenance expenses or staff adjustments are foreseen at this time to account for the future trail extension (2 miles).

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. Since this trail includes a 1.4 mile overlap with the Crow River Regional Trail, the operations and maintenance staffing and costs identified in this master plan are for the remaining 15.9-miles of existing trail and 2 miles of future extension for a total of 17.3 miles. This regional trail requires a 0.5 FTE maintenance position at an average cost of about \$40,000/year (\$2,500/mile). At which time the regional trail extension is complete, this will increase to 0.6 FTE with an estimated cost of about \$43,250/year.

In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operations and maintenance for the Lake Independence Regional Trail is \$105,300 per year when complete based on estimated per mile costs (**Table 22**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. Similarly, no additional cultural or natural resources staffing needs are foreseen.

TABLE 22 | LAKE INDEPENDENCE REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)

SOURCE: PARK DISTRICT

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	17.3 miles	\$2,500	\$43,300
Routine Maintenance Aggregate Trails	N/A	\$2,250	- - -
Routine Maintenance Paved Trails	17.3 miles	\$200	\$3,500
Preventative Pavement Maintenance Paved Trails	17.3 miles	\$3,380	\$58,500
ESTIMATED TOTAL PER YEAR			\$105,300



The regional trail transitions to concrete surfacing through downtown Loretto, a small independent city with a population of 650 residents (2010 census). Photo credit: Park District

MAP 17 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



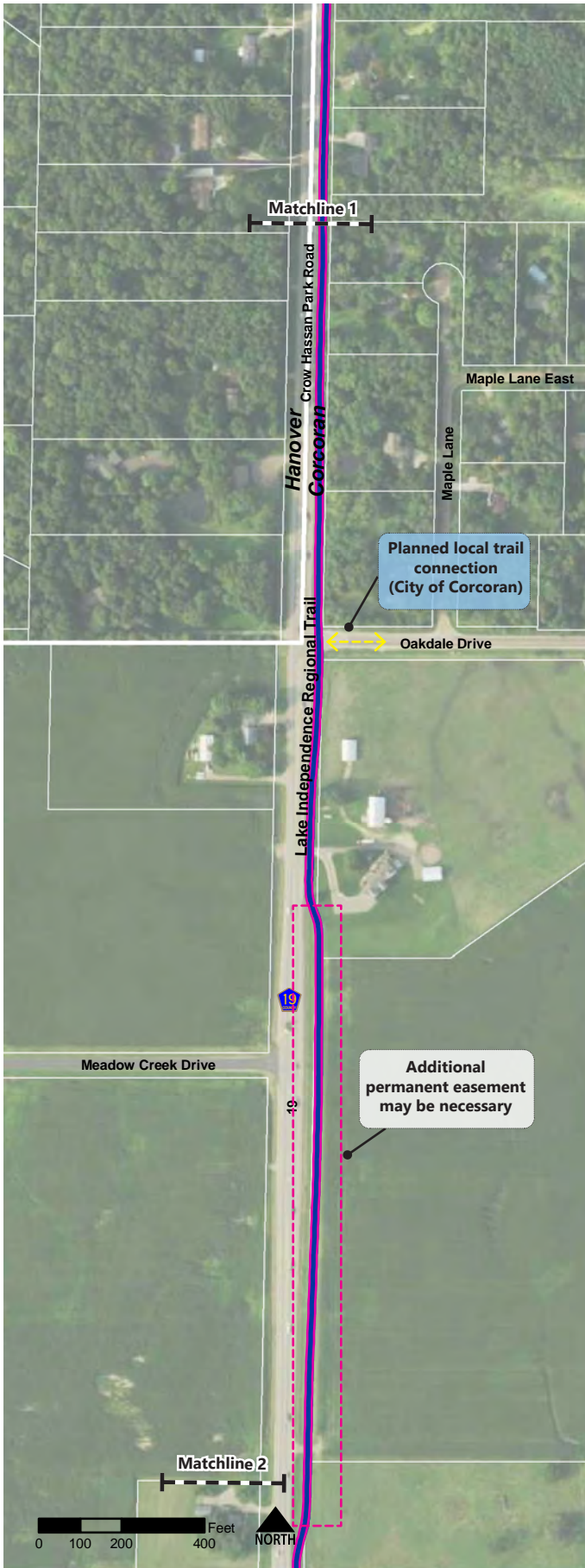
Lake Independence Regional Trail connecting point with Crow-Hassan Park Reserve (shown here at left) and 109th Avenue North/County Road 19.

Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 18 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 2

SOURCE: PARK DISTRICT

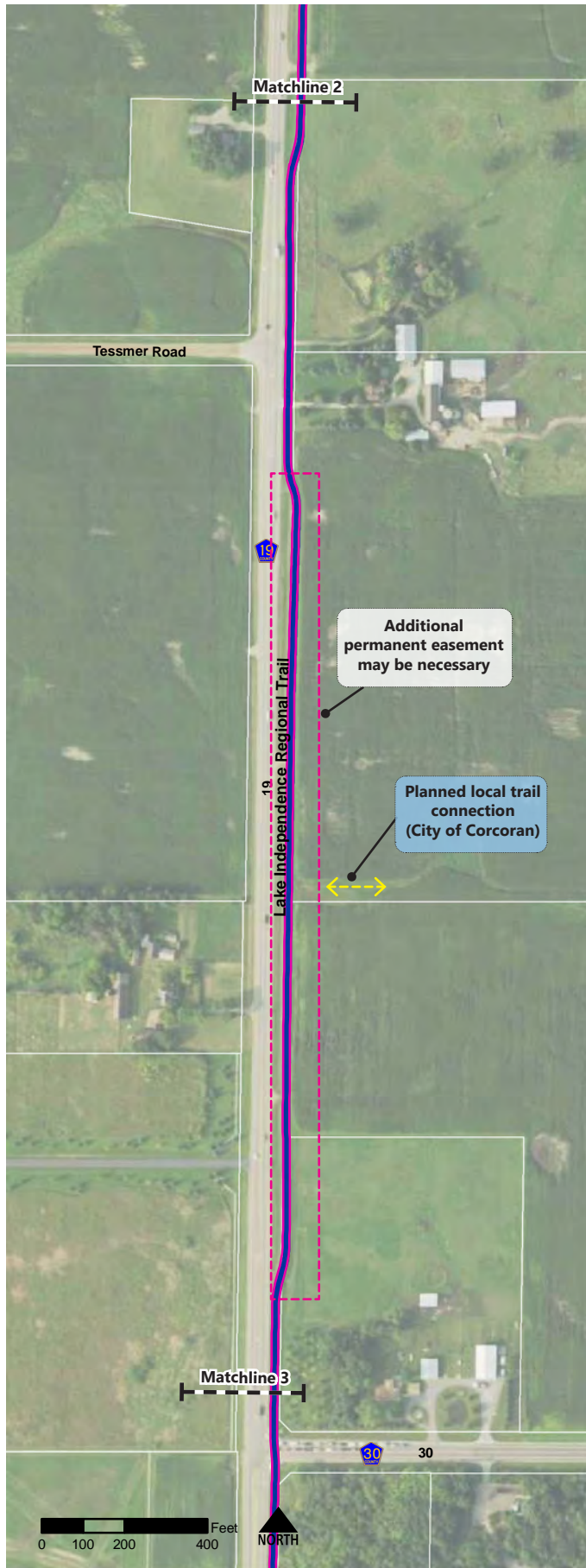


Regional trail along County Road 19 and its intersection with Oakdale Drive.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 19 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 3

SOURCE: PARK DISTRICT



Regional trail along County Road 19 north of County Road 30.
Photo credit: Three Rivers Park District

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 20 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 4

SOURCE: PARK DISTRICT



Intersection with County Road 10, near trailhead area.

Photo credit: Three Rivers Park District



Trailhead parking lot adjacent to Lake Independence Regional Trail with restrooms and trash receptacle.

Photo credit: Three Rivers Park District

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 21 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 5

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 22 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 6

SOURCE: PARK DISTRICT



Regional Trail at Strehler Road intersection, looking north.
Photo credit: Three Rivers Park District



Regional Trail at Strehler Road intersection, looking south.
Photo credit: Three Rivers Park District

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 23 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 7



Regional trail along County Road 19 with in-line skate user.
Photo credit: Three Rivers Park District

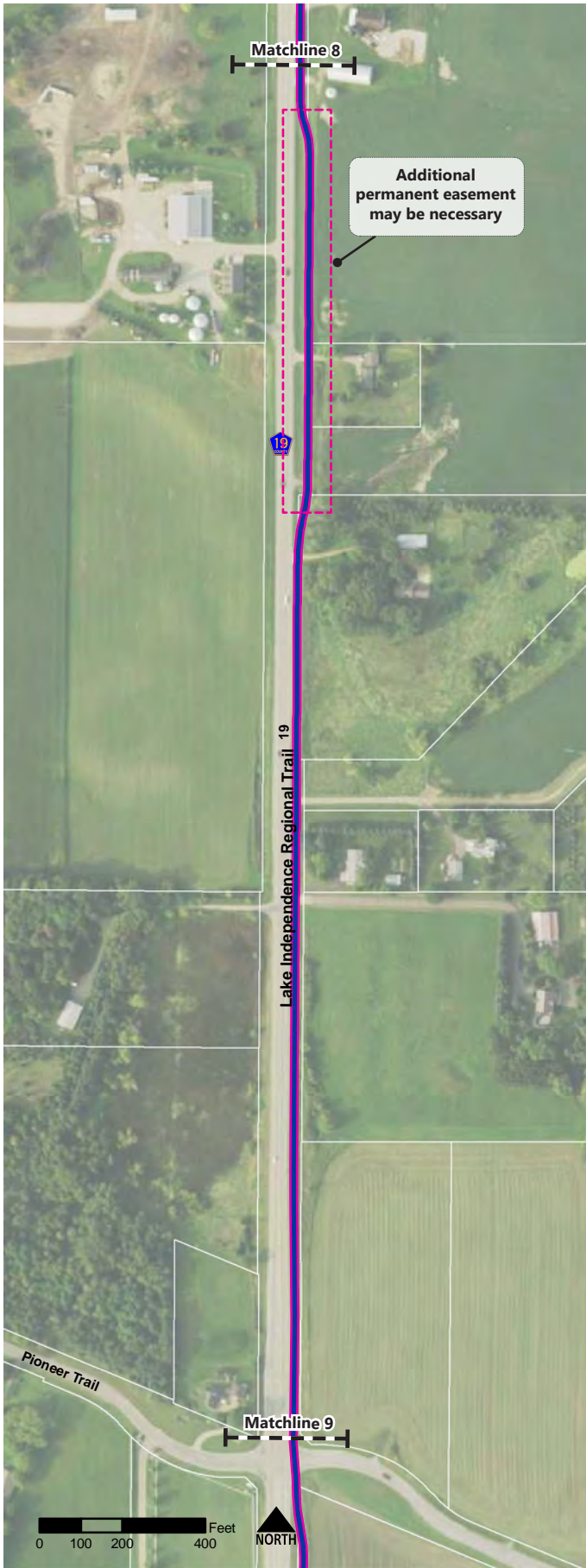
- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 24 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 8

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

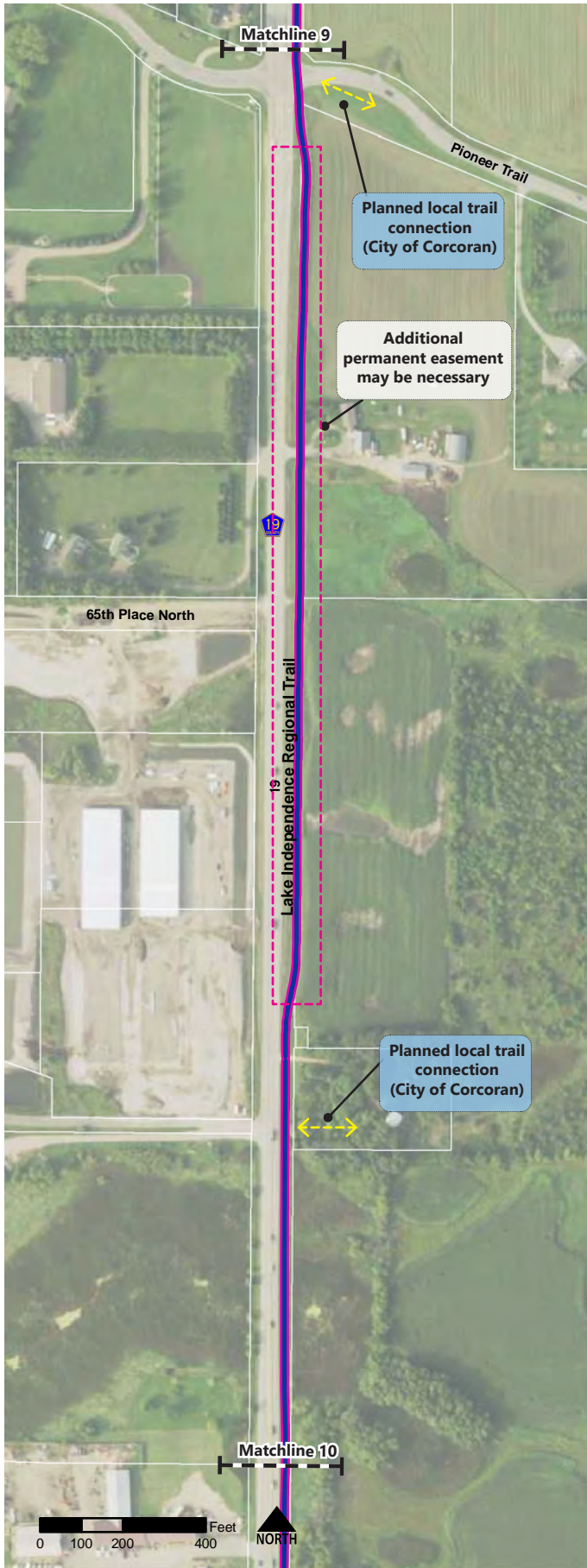


Lake Independence Regional Trail north of Pioneer Trail along County Road 19.
Photo credit: Three Rivers Park District

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 26 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 10

SOURCE: PARK DISTRICT

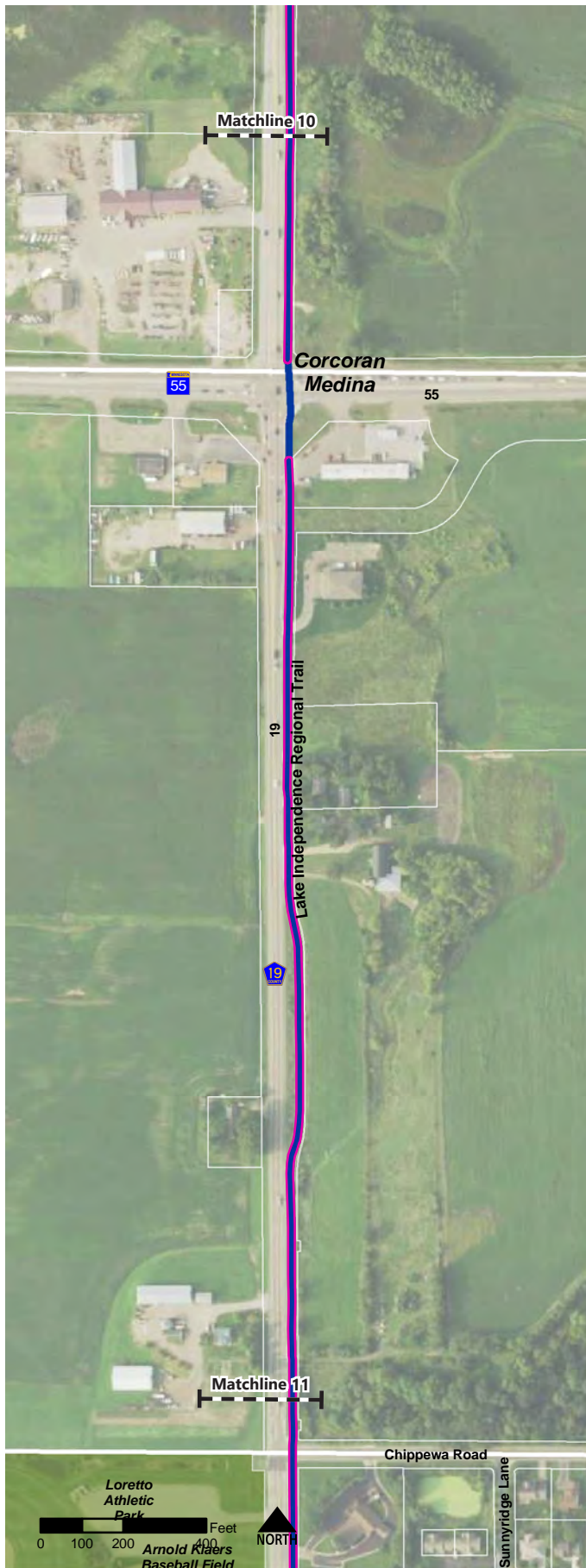


Lake Independence Regional Trail south of Pioneer Trail along County Road 19.
Photo credit: Three Rivers Park District

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 27 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 11

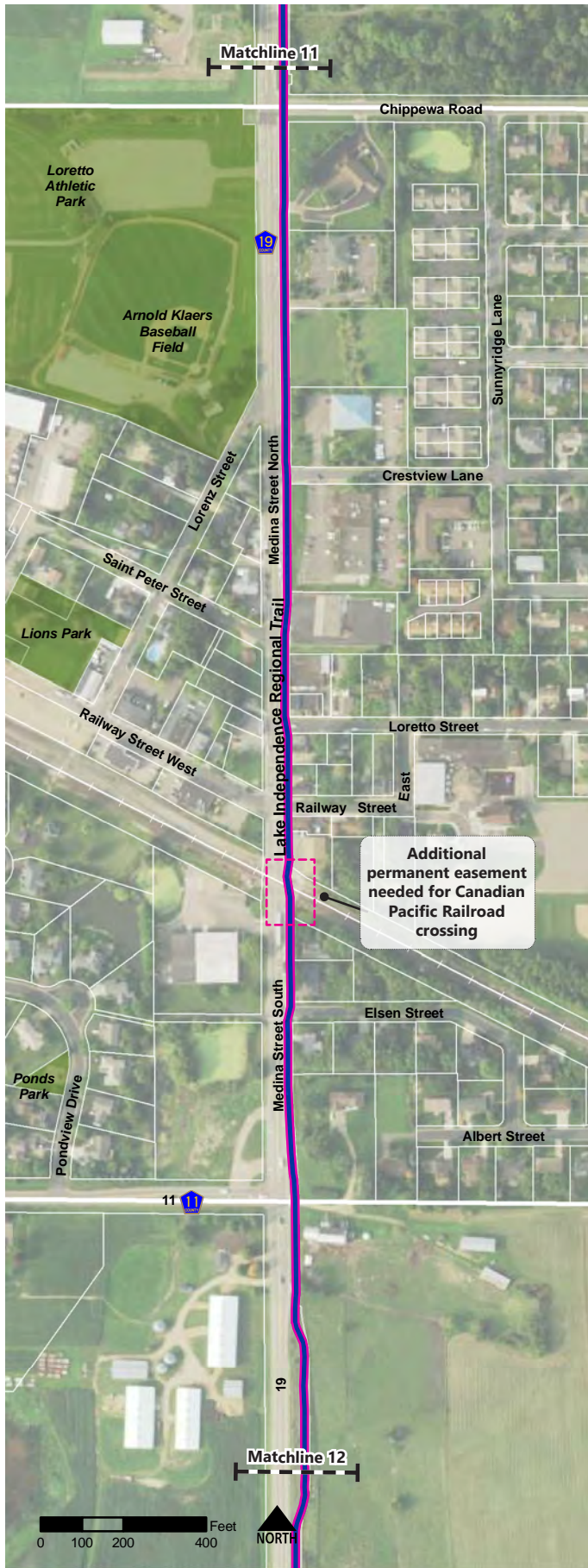
SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 28 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 12

SOURCE: PARK DISTRICT



Lake Independence Regional Trail through Loretto, incorporated into sidewalk streetscape. Photo credit: Three Rivers Park District

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 29 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 13

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 30 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 14

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- Existing Bike Repair Station
- Existing Bike Rack
- Existing Bench
- Existing Trash Can (permanent)
- Other Existing Trail Amenity
- Existing Kiosk, Level A
- Existing Kiosk, Level B
- Existing Kiosk, Level C
- Bridge/Tunnel
- ADA Improvements Needed

MAP 31 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 15

SOURCE: PARK DISTRICT



The regional trail travels along boardwalk for portions through Baker Park Reserve. Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 32 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 16

SOURCE: PARK DISTRICT



COST ESTIMATE IMPROVEMENT
 Install wayfinding directional signage
 Add additional wayfinding signage along 6-mile loop (internal Baker Park Reserve trail)

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- Existing Bike Repair Station
- Existing Bike Rack
- Existing Bench
- Existing Trash Can (permanent)
- Other Existing Trail Amenity
- Existing Kiosk, Level A
- Existing Kiosk, Level B
- Existing Kiosk, Level C
- Bridge/Tunnel
- ADA Improvements Needed

MAP 33 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 17

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 34 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 18

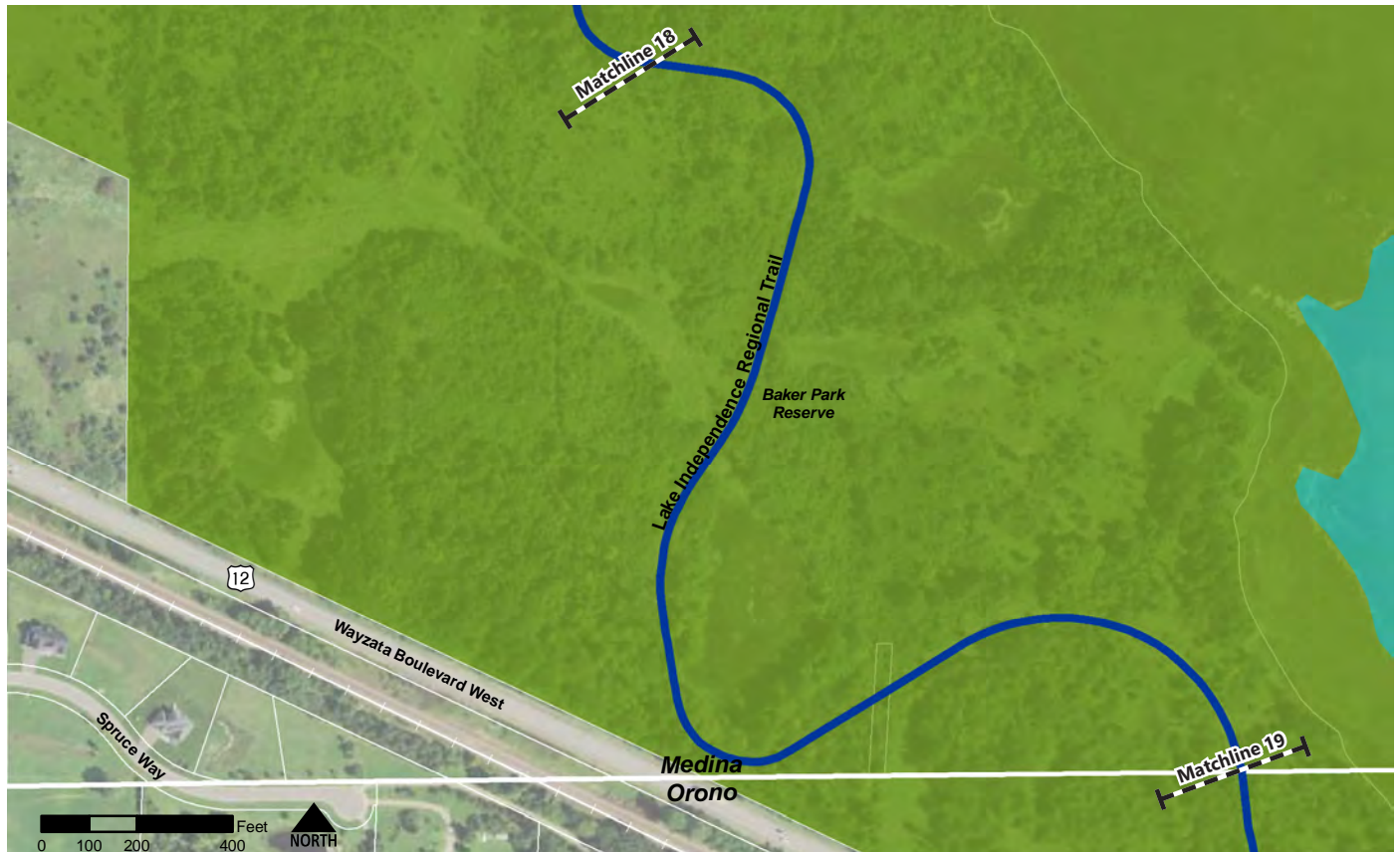
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 35 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 19

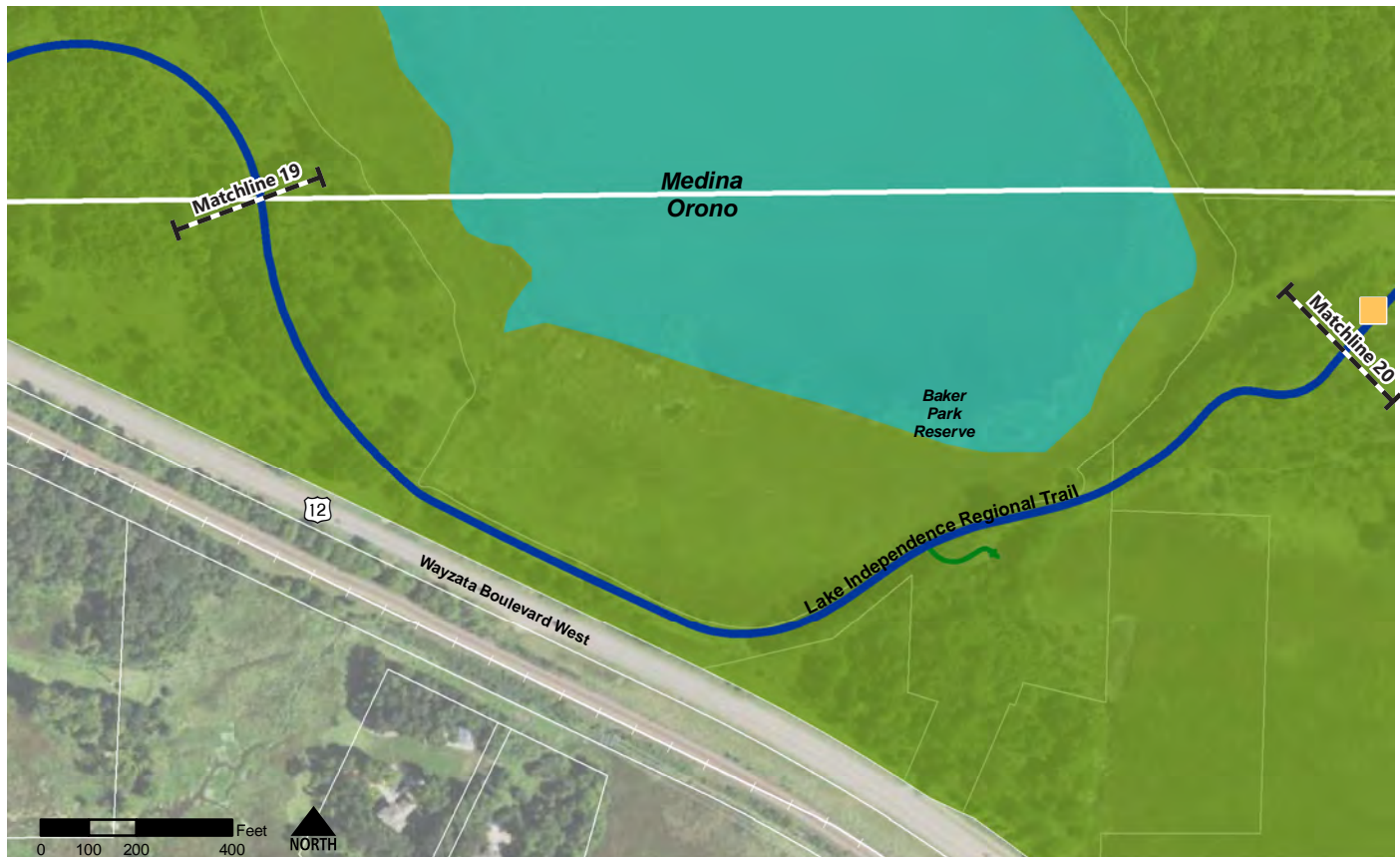
SOURCE: PARK DISTRICT



- | | | | | | | | |
|--|---------------------------------------|--|--------------------------------------------------------|--|--------------------------------|--|-------------------------|
| | Regional Trail (paved) | | Park | | Existing Bike Repair Station | | Existing Kiosk, Level A |
| | Planned Regional Trail (paved) | | Park District Owned Property (outside designated park) | | Existing Bike Rack | | Existing Kiosk, Level B |
| | Regional Trail (aggregate) | | Park District Comment | | Existing Bench | | Existing Kiosk, Level C |
| | Consider Paving Regional Trail | | City Comment | | Existing Trash Can (permanent) | | Bridge/Tunnel |
| | Other Trails | | Capital Investment Comment | | Other Existing Trail Amenity | | ADA Improvements Needed |
| | Easement Area (Park District Grantee) | | | | | | |

MAP 36 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 20

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 37 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 21

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 38 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 22

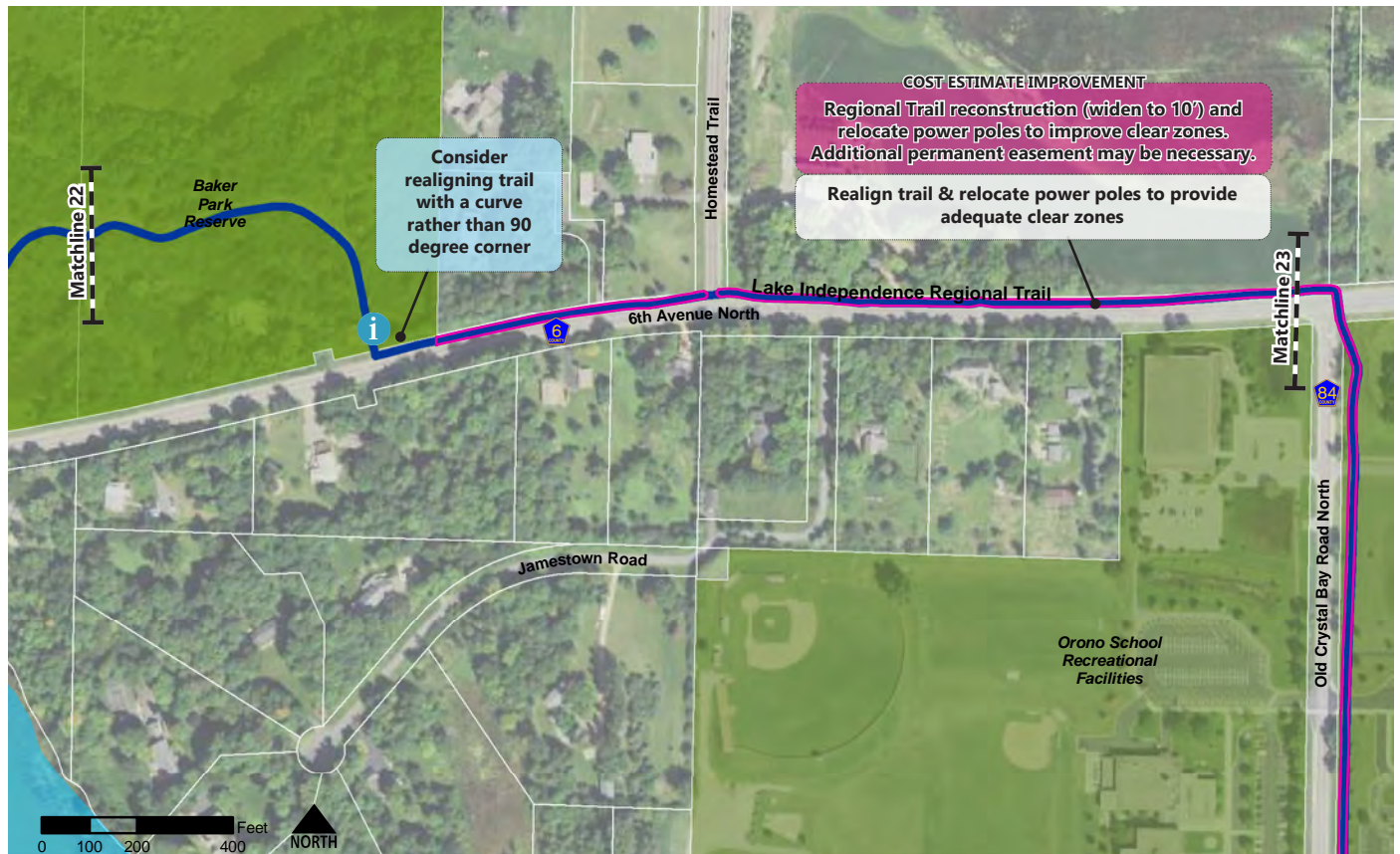
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 39 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 23

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Regional trail entrance to Baker Park Reserve along 6th Avenue N (CR 6).
Photo credit: SRF Consulting Group

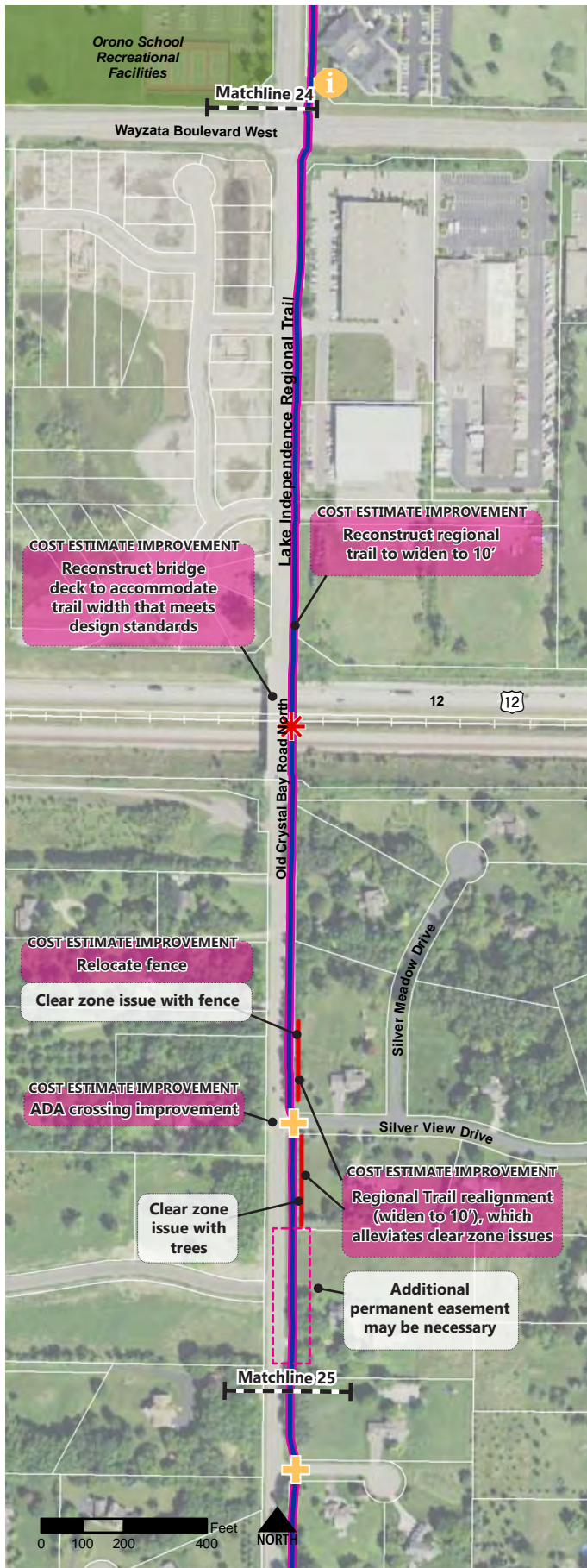
MAP 40 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 24
 SOURCE: PARK DISTRICT



Regional trail along Old Crystal Bay Road between Orono Middle and High Schools.
 Photo credit: Google

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

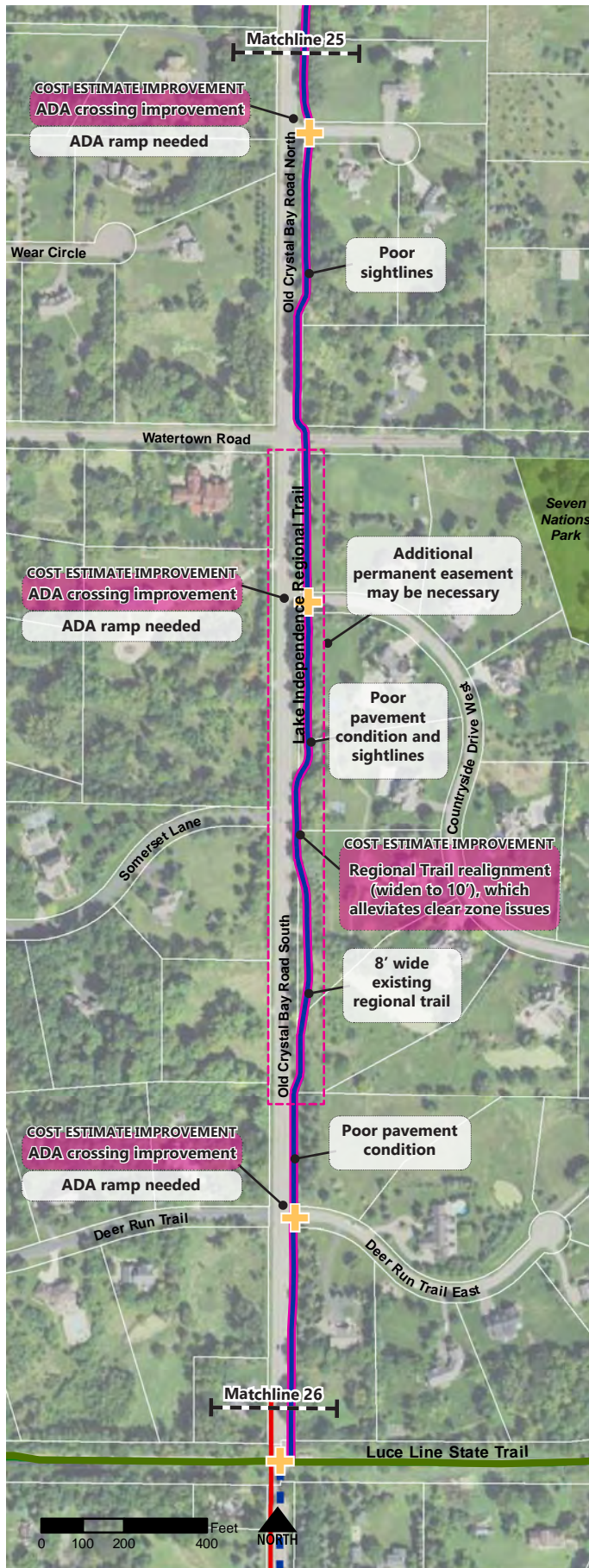
MAP 41 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 25
 SOURCE: PARK DISTRICT



Regional trail at Old Bay Road bridge.
 Photo credit: SRF Consulting

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 42 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 26
 SOURCE: PARK DISTRICT



Regional trail crossing of Deer Run Trail.
 Photo credit: SRF Consulting

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ⊗ Existing Bike Rack
- ⊕ Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 43 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 27 (REGIONAL TRAIL SEARCH CORRIDOR)

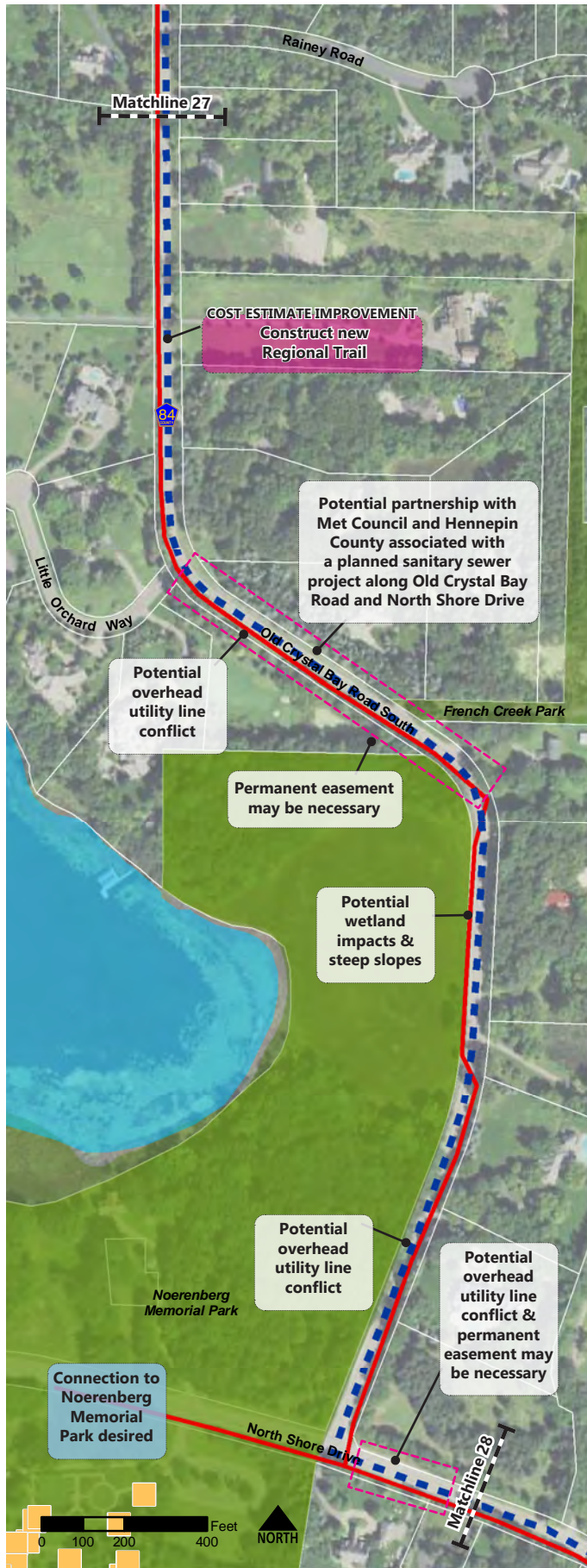
SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

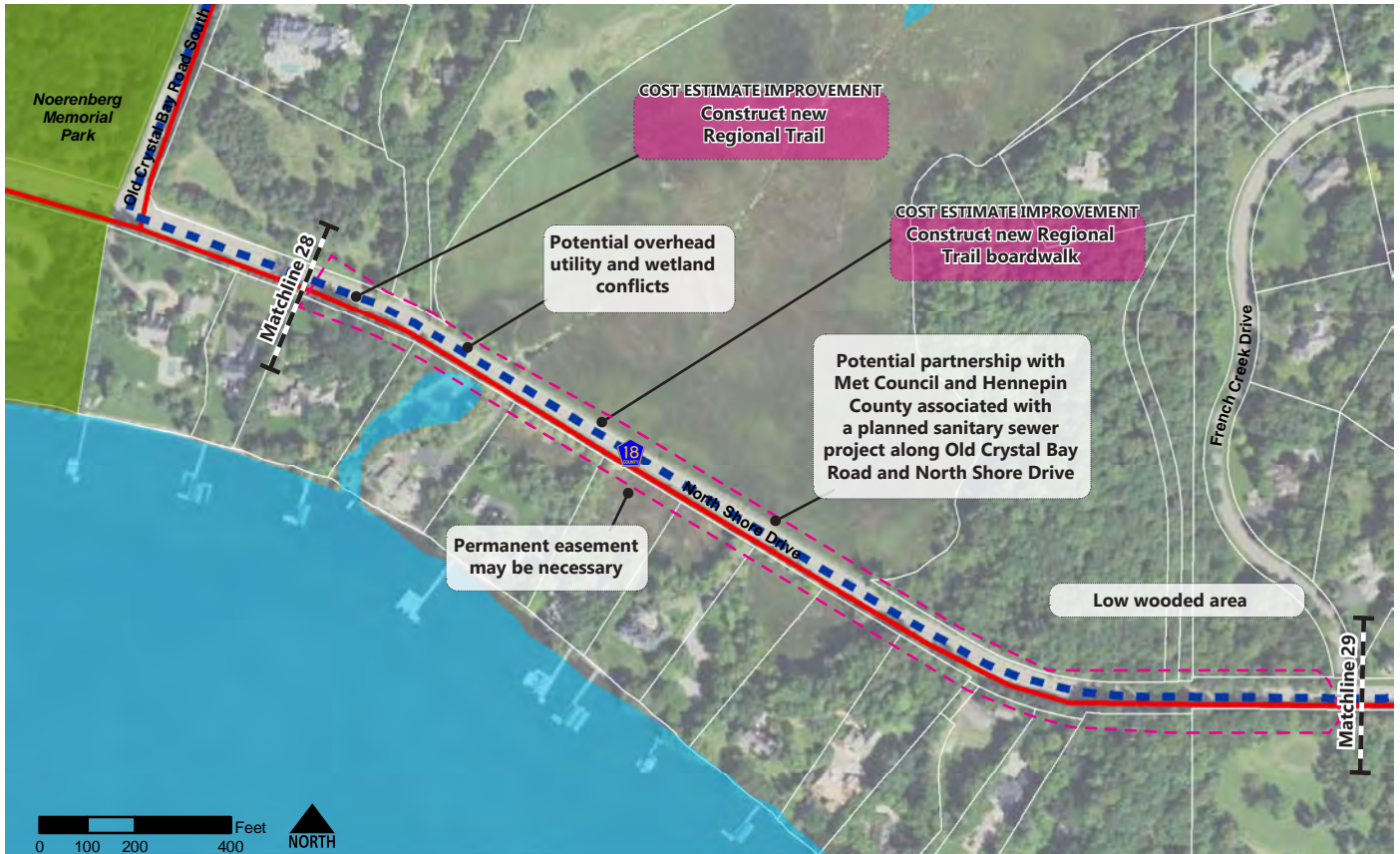
MAP 44 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 28 (REGIONAL TRAIL SEARCH CORRIDOR)

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

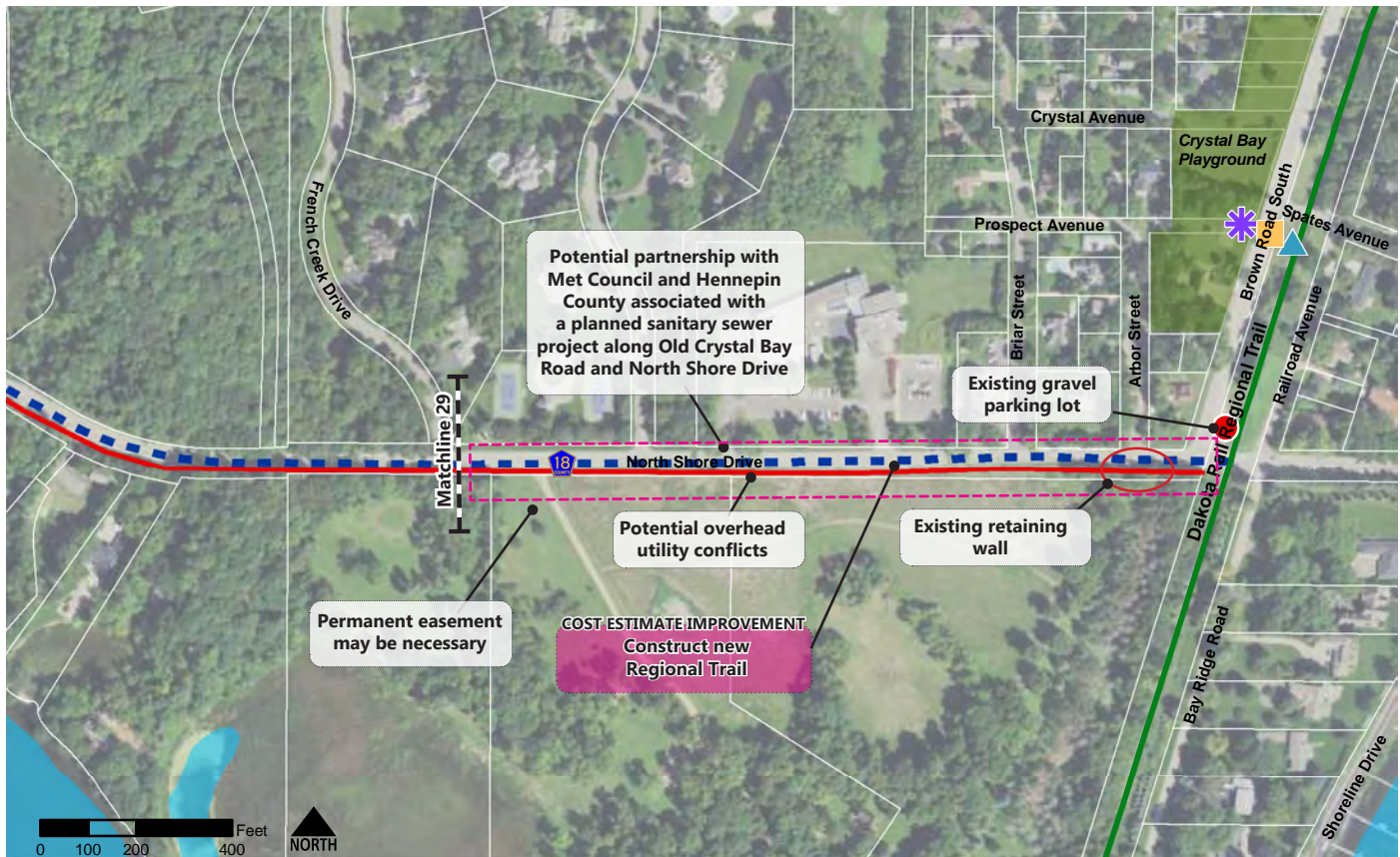
MAP 45 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 29 (REGIONAL TRAIL SEARCH CORRIDOR)
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 46 | LAKE INDEPENDENCE REGIONAL TRAIL | SEGMENT 30 (REGIONAL TRAIL SEARCH CORRIDOR)

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

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7

LAKE MINNETONKA LRT REGIONAL TRAIL MASTER PLAN

The 16.1-mile Lake Minnetonka LRT Regional Trail starts near Carver Park Reserve and continues east to the Minnesota River Bluffs Regional Trail, just west of the Hopkins Depot in downtown Hopkins. It offers scenic views of Lake Minnetonka and passes through the communities of Victoria in Carver County (3.3 miles) and Shorewood, Tonka Bay, Greenwood, Deephaven, Minnetonka and Hopkins in Hennepin County (12.8 miles) **(Map 47)**.

The primary regional trail purpose is recreation; however, nearly 30% of visits are at least partially attributed to a transportation function. The transportation function and corresponding percentage will likely increase when the METRO Green Line Extension opens (estimated 2027), as the regional trail will provide access to the LRT at the Hopkins Downtown Station at Excelsior Boulevard.

Maps contained in this chapter illustrate the Lake Minnetonka LRT Regional Trail corridor and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements **(Maps 50 - 83)**.

TRAIL SURFACE

The regional trail is predominately aggregate and connects Carver Park Reserve and the Southwest Regional Trail Connection to the west with the Cedar Lake LRT, North Cedar Lake, Nine Mile Creek and Minnesota River Bluffs LRT Regional Trails to the east. There are three segments which are currently paved or are proposed to be paved **(Table 23, next page)**.

These areas are planned to be paved in response to local municipal request, connectivity of adjacent local trail/sidewalk networks, adjacent development patterns/density, overall trail use and congestion and public



MAP 47 | LAKE MINNETONKA LRT REGIONAL TRAIL CONTEXT
SOURCE: PARK DISTRICT



sentiment. In fact, the public is generally split on paving the entire trail or leaving it aggregate. Currently, the plan is to keep the trail primarily aggregate as it provides diversity of opportunities within the greater regional trail system. Should any of these factors significantly change, the Park District would further evaluate the trail surface and consider paving. This change of surface type is allowable under this master plan guidance and would not require a master plan amendment.

TABLE 23 | LAKE MINNETONKA LRT RT TRAIL SURFACE
SOURCE: PARK DISTRICT

Location	Existing Pavement	Planned New Pavement	Total Future Pavement
Victoria	0.9 miles (just west of TH 5 to Stieger Lake access and TH 7 underpass)	2.4 miles (Stieger Lake access to Carver/Hennepin County boundary)	3.3 miles
Excelsior	0.4 miles (downtown Excelsior and bridge over Excelsior and Albans Bays)	1.6 miles (balance of CR 19 to bridge of Excelsior and Albans Bays)	2.0 miles
Hopkins	0.4 miles (9th Avenue to Minnesota River Bluffs LRT Regional Trail)	0.6 miles (17th Avenue to 9th Avenue)	1.0 mile

BOUNDARIES & EASEMENTS

The regional trail is primarily owned and operated by the Park District except for a 0.1 mile segment at its western terminus which is owned by Carver County but operated by the Park District and the 0.4 mile cycle track segment along 8th Avenues, known as ‘The Artery,’ which is owned and operated by Hopkins. The long-term plan is for Carver County to own and operate the portion of the regional trail within Carver County (3.3 miles) and for Hopkins to continue ownership and operation of the 8th Avenue segment.

The most westerly 0.1 mile trail segment within and from Victoria’s Kirkelachen Park to just west of TH 5 is on land owned by the City of Victoria. The ownership of this segment is anticipated to remain as is.

The segment between TH 5 (Victoria) to 8th Avenue (Hopkins) is primarily located within property owned by the Hennepin County Regional Railroad Authority (HCRRA) with a few short segments within other public property/right-of-way or private easement. HCRRA acquired and preserved this former railroad property for future light rail transit,

however, the corridor will likely not be utilized for LRT purposes for the next 50+ years – if at all. Therefore, HCRRA has allowed and is supportive of the corridor being used as a regional trail as an interim use via permit. The current permit is generally for a 16’ corridor which equates to approximately 30.45 acres.

Carver County and HCRRA are discussing conveying the portion of the corridor within Carver County from HCRRA to Carver County. While the conveyance terms are not yet know, this conveyance could equates to about 33 acres (estimated value \$11.5 million per 2018 appraisal) and by inclusion in this master plan, should be eligible for Metropolitan Council acquisition funding support should payment be required.

Similarly, the Park District and HCRRA may also consider conveying the portion of the corridor within Hennepin County from HCRRA to the Park District at a future date. This could equate to up to 133 acres (estimated value of \$33.7 million per Metropolitan Council’s 2040 Regional Parks Policy Plan valuation methodology). Conveyance of the property from HCRRA to Carver County and/or the Park District would solidify the regional trail as a permanent use of the property. There are about 3 acres that are in private or other public ownership as well - Three Rivers would consider acquisition of these parcels under a willing-seller basis. While these conveyances are not currently in the works or planned, they are included in the master plan and should be eligible for Metropolitan Council acquisition funding support should the conveyance be determined to be in each parties’ best interest at a future date and payment be required.

The remaining segment is The Artery (8th Avenue), owned by the City of Hopkins. Should the City elect to terminate its property rights or no longer operate and maintain the trail segment in a manner that supports the regional trail function and corridor, the City is obligated by an existing 2018 agreement to provide the Park District a regional trail easement for free.

Since light rail transit is unlikely along this corridor in the foreseeable future and in recognition of the regional trail as an integral part of the region’s transportation system, HCRRA is no longer requiring the ‘LRT’ acronym in the name of regional trails within their corridors. The Park District will be removing the LRT portion in trail names as sign replacement and wayfinding information updates are made. General costs for the Lake Minnetonka LRT Regional Trail acquisition (not including the potential HCRRA property conveyance) are summarized in **Table 24**.

TABLE 24 | LAKE MINNETONKA LRT RT ACQUISITION COST ESTIMATE
SOURCE: PARK DISTRICT

General Location(s)	Estimated SF	Cost per SF*	Estimate Total Acquisition
Fee Title			
Numerous parcels – all owned by HCRRA between Carver County border to 8th Avenue (except for properties noted below)***	5,793,480 SF	\$5.82	--
Excelsior			
PID: 3511723220032 (220 Tonka Bay Road)	35,881 SF		\$210,000
Greenwood			
PID: 2611723330012 (142 Minnetonka Blvd)	96,821 SF		\$565,000
Minnetonka			
PID: 1511722310019 (address unassigned)	5,000 SF		\$30,000
TOTAL			\$805,000

* Estimated cost per sq ft derived from the Metropolitan Council’s 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

SERVICE AREA & VISITATION

The Lake Minnetonka LRT Regional Trail 3-mile ideal primary service area (75% of all visits are anticipated to originate from this area) encompasses residents of 23 cities of southwestern Hennepin County (**Map 48, next page**). Since the service area is configured using a simple buffer and does not account for barriers (like Lake Minnetonka), this master plan recognizes that some communities and areas are served more readily than others. The regional trail receives an estimated 640,000 annual visits (2019).

- Currently, 50% of the trail users live within 1.1 miles of the regional trail (actual core service area) and 75% of the trail users live within 2.9 miles of the trail (actual primary service area).
- By 2040 (assuming similar use patterns as 2020), the Lake Minnetonka LRT Regional Trail visitation is projected to increase by 143,000 annual visits, which equates to 22.4 percent growth (**Table 25, next page**).

Actual Lake Minnetonka LRT Regional Trail primary service area mileages (2.9 miles) closely resemble the ideal primary service area goals (3 miles); however, the actual core service mileage (1.1 miles) is less than anticipated (1.5 miles) likely due to the presence of Lake Minnetonka to the north. Lake Minnetonka acts as a barrier, restricting access and resulting in an actual core service area coverage slightly less than anticipated for a regional trail.

DEMOGRAPHICS

The Lake Minnetonka LRT Regional Trail meets or exceeds visitation expectations for people ages 35-74, males and females, white/American Indian/Asian adults, non-Hispanic and Hispanic adults and people from households with an annual income of \$75,000 or more (Table 26).

Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given their percentage of the overall population - these are groups the Park District would like to better serve. For the Lake Minnetonka LRT Regional Trail, underrepresented groups include:

- People under 35 years old or over 75 years old
- Black adults
- People from households with an annual income of \$75,000 or less

The underrepresented community groups are generally consistent with district-wide regional trail trends and are not satisfactory or easily understood. However, there may be acceptable rationale as to why visitation does not mirror service area demographics.

For example, this trail has one of the higher percentages of transportation related visits (30%) and these visits tend to be from adults. Similarly, the Lake Minnetonka LRT Regional Trail attracts a lot of fitness bicyclists. As a result, visitor age does not mirror the service area (it is skewed toward adults ages 45-74) and this is generally an acceptable finding. What is not acceptable is when one user or user group displaces or prohibits another user or user group from participating or having a positive experience. This may explain why youth who are old enough to walk, bike, run or otherwise recreate independently (compared to being held, in a stroller, in a pull-behind or similar) are not visiting as expected.

Both commuters and fitness bicycle user groups tend to be more experienced, generally faster and reportedly more aggressive. Numerous

MAP 48 | LAKE MINNETONKA LRT REGIONAL TRAIL SERVICE AREA

SOURCE: PARK DISTRICT

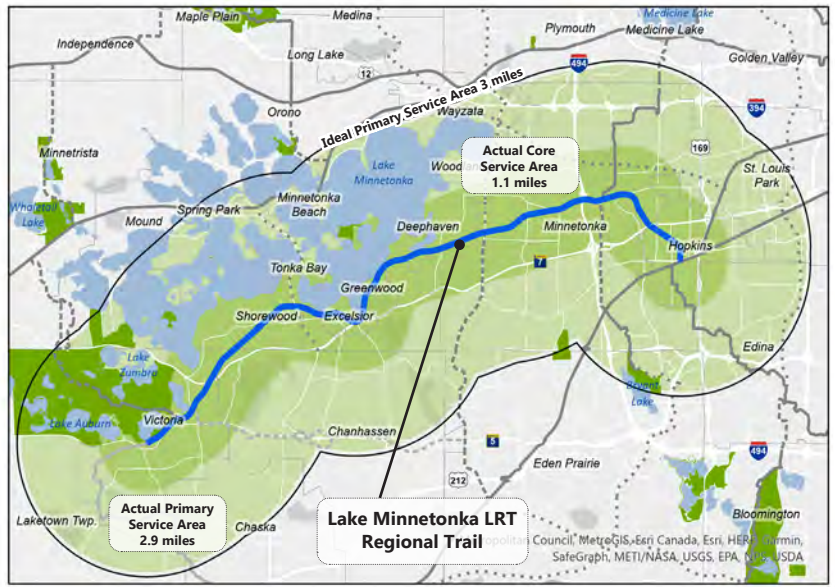


TABLE 25 | LAKE MINNETONKA LRT RT VISITATION PROJECTIONS

SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
164,467	201,323	22.4%	640,000	783,000

TABLE 26 | LAKE MINNETONKA LRT REGIONAL TRAIL DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years	✓ ¹			White			✓
5-9 years	✓ ²			Black	✓ ⁷		
10-17 years	✓ ³			American Indian		✓	
18-24 years	✓ ⁴			Asian		✓	
25-34 years	✓ ⁵			Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years			✓	Not Hispanic		✓	
60-74 years			✓	Hispanic		✓	
75+ years	✓ ⁶			ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ⁸		
Female		✓		\$50,000 - \$75,000	✓ ⁹		
Male		✓		>\$75,000			✓

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

1. <5 years = 93 visits/day
2. 5-9 years = 125 visits/day
3. 10-17 years = 142 visits/day
4. 18-24 years = 111 visits/day
5. 25-34 years = 117 visits/day
6. 75+ years = 108 visits/day
7. Adult Black users = 105 visits/day
8. Annual household incomes <\$50,000 per year = 443 visits/day
9. Annual household incomes \$50,000 - \$75,000/year = 135 visits/day

documented concerns from the public indicate that this behavior often discourages more casual, recreational users from using this and other regional trails. This issue is most common on trails that are in more densely populated areas and on trails that are very direct (not circuitous) and without multiple intersections, such as the Lake Minnetonka LRT Regional Trail.

Casual or recreational type users that are more intimidated by this behavior tend to include walkers, youth/groups with youth (many that are just learning to bike and are slower, do not stay to the right and frequently stop without warning), and those that are over 75 years old (especially those individuals with visual, hearing, or physical impediments). BIPOC community members and community members from lower income households are also likely affected by more aggressive, faster cyclists as they currently tend to be primarily casual or recreational trail users and frequently new users.

Related, cultural norms, access, awareness, a sense of feeling welcome/belonging and available free time also likely contributes to regional trail use – particularly to BIPOC community members and community members from lower income levels. Over the last ten years many of these factors are being more purposefully addressed and are improving. However, available free time and competition for free time appear to continue to be barriers to BIPOC community members and community members from lower income levels.

These phenomena are not unique to this trail as they are occurring across the regional trail system. To better address these findings, the Park District is:

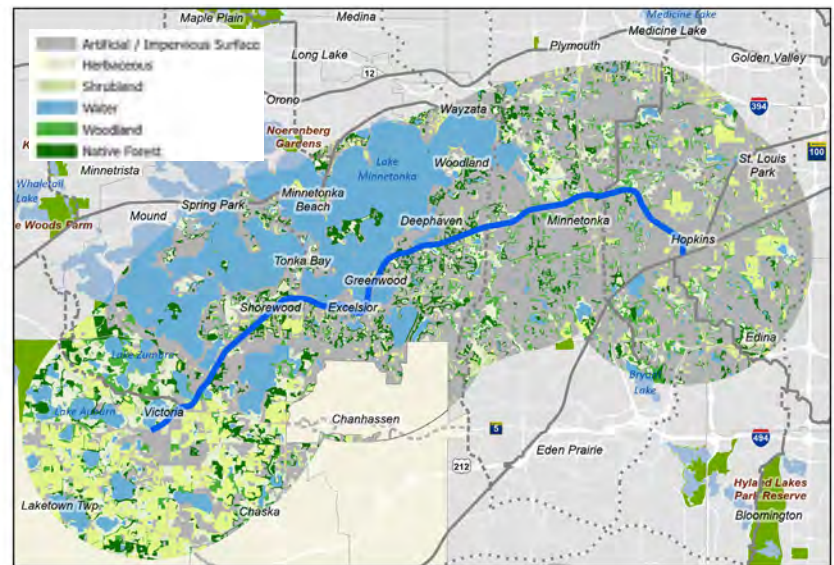
- Revamping its trail etiquette signage, employing a volunteer trail patrol to help better educate users on sharing the trail and, when needed, will also consider enforcement measures.
- Working on initiatives to help teach community members of all ages and abilities how to bike, navigate the trail system, do basic maintenance and prepare for all weather conditions.
- Partnering with other organizations to provide bikes to those in need, improve local access and better connect to destinations such as parks, schools, places of worship, libraries, commercial nodes and employment centers along the corridor.

- Adding wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water and bathrooms, where needed, to serve a wider range of users.

In consideration of the items above and upcoming METRO Green Line Extension opening, the Park District anticipates that the trail demographics will see a shift and better reflect the broader community - especially in light of the direction connection to the light rail transit which generally serves many of these same underrepresented community members and groups.

NATURAL RESOURCES & MLCCS

The Lake Minnetonka LRT Regional Trail extends west through suburban communities and along the shores of Lake Minnetonka. The MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to Lake Minnetonka LRT Regional Trail as: artificial/impervious surfaces, forests, and water land cover throughout the segment, with pockets of planted or cultivated vegetation, woodlands, shrublands and herbaceous land cover (**Map 49**). Lake Minnetonka is the predominate water feature.



MAP 49 | LAKE MINNETONKA LRT REGIONAL TRAIL MLCCS
SOURCE: PARK DISTRICT



MnDNR’s National Heritage Information System (NHIS) provides information on Minnesota’s rare plants, animals, native plant communities, and other rare features. NHIS data indicates that within 1-mile of the Lake Minnetonka LRT Regional Trail the following can be found:

Landscape Type

- Ice Deposition (Quaternary)

Species of Concern

- Least Darter, *Etheostoma microperca*
- Pugnose Shiner, *Notropis anogenus*
- Red-shouldered Hawk, *Buteo lineatus*

- Waterwillow, *Decodon verticillatus*
- Western Foxsnake, *Pantherophis ramspotti*

Threatened

- Blanding’s Turtle, *Emydoidea blandingii*
- Eastern Spotted Skunk, *Spilogale putorius*

CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain and upgrade the Lake Minnetonka LRT Regional Trail (**Table 27**) to Park District regional trail design standards. Each segment map contained within this chapter further details where those anticipated improvements are located. The combined Park District and Carver County construction estimate totals \$3,423,000.

TABLE 27 | LAKE MINNETONKA LRT REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)

SOURCE: PARK DISTRICT

Carver County Segments (1-7)

Notes	Segment	Improvement Description	Unit Legend	Unit Price	Qty	Total
1	2	Trailhead, new	EA	\$70,000	1	\$70,000
2	2	Parking lot, new	SY	\$100	650	\$65,000
3	6	Drainage repair	LS	\$5,000	1	\$5,000
Total Carver County*						\$140,000

Hennepin County [Park District] Segments (7-32)

Notes	Segment	Improvement Description	Unit Legend	Unit Price	Qty	Total
4	7,8,10,12,13,15,18(2), 25, 28, 29, 31, 32(2), 33(2)	ADA crossing improvements	EA	\$5,600	16	\$89,600
5	10, 28, 29, 31	Trail crossing realignment/regrade	EA	\$56,000	4	\$224,000
6	11	Grade-separated crossing (underpass)	LF	\$4,500	200	\$900,000
7	11, 12, 13, 14, 15, 27, 32	Trail, new	LF	\$125	11,000	\$1,375,000
	14	Wayfinding, directional sign	EA	\$270	1	\$270
	14	Kiosk, new Level A	EA	\$70,000	1	\$70,000
8	14, 15	Improve sight lines	LS	\$2,700	2	\$5,400
9	16, 31, 32	Drainage repair	LS	\$2,000	3	\$6,000
	19	Kiosk, relocate	EA	\$8,000	1	\$8,000
	19	Bike repair station	EA	\$3,500	1	\$3,500
	20	Erosion repair	LS	\$5,000	1	\$5,000
10	20	Fishing platforms, install	EA	\$100,000	1	\$100,000
11	23, 29	Rest stop, new	EA	\$10,500	2	\$21,000
	31	Bench	EA	\$3,500	1	\$3,500
	31	Trash receptacle	EA	\$3,000	1	\$3,000
12	33	Grade-separated crossing (underpass)	LF	\$4,500	100	\$450,000
Total Hennepin County*						\$3,283,000

COMBINED TOTAL **\$3,423,000**

Notes

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> 1. Includes concrete pad, two benches, bike rack, bike repair station, trash receptacle and Level B kiosk. 2. 20 stalls. Assume cost of \$2,000 per parking stall for removals, concrete curb, base material and asphalt. 3. Cost includes equipment and materials for culvert replacement. 4. Assumes \$2,800 per ramp. Estimated unit cost assumes two ramp replacements per intersection. 5. Assumes removal of existing trail approach, construction of new trail approach and two pedestrian ramps. | <ol style="list-style-type: none"> 6. Assumes 10' wide prefab truss pedestrian bridge, 100 linear feet. 7. Cost includes 6" Class 5 base and 3" paving. Assumes minimal grading on flat surface. 8. Cost includes time and materials to clear site lines of woody debris. 9. Cost includes equipment and materials for culvert replacement. 10. Assumes dock-style, floating wood fishing platform. 11. Cost includes removal and relocation of existing amenities and new concrete slab. 12. Cost assumes no walls will be required for trail underpass. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

*Figure has been rounded.

LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Lake Minnetonka Regional LRT Regional Trail is complete and open to the public. As a result, no additional operation and maintenance staff or costs are foreseen. It should be noted that when segments of the regional trail are upgraded from aggregate to pavement, additional maintenance costs will be incurred.

Since Hopkins is responsible to operate and maintain the 0.4 mile 8th Avenue segment, the operations and maintenance staffing and costs identified in this master plan are for the remaining 15.7 miles of existing trail of which 3.3 miles is in Carver County and 12.4 miles is in Hennepin County.

In general, one full time maintenance staff position is needed for every 32-miles of regional trail. This equates to about 0.5 FTE maintenance position for the entire trail at an average cost of about \$40,000/year (\$2,500/mile) for this regional trail. Should Carver County assume ownership and operation responsibilities for the portion of the trail within their county and maintain the corridor similar to its current condition, this should plan for about 0.1 FTE at \$9,000/year. The balance or remaining segment within Hennepin County is 0.4 FTE at \$31,000/year and would continue to be Park District's responsibility.

In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operations and maintenance Park District is \$86,000 per year (\$21,000 for the Carver County Segment and \$65,000 for the Hennepin County segment) based on estimated per mile costs (**Table 28**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. No additional cultural or natural resources staffing needs are foreseen.

TABLE 28 | LAKE MINNETONKA LRT REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)

SOURCE: PARK DISTRICT

Carver County Segments (1-7)

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year*
Staffing Regular/Permanent	3.3 miles	\$2,500	\$9,000
Routine Maintenance Aggregate Trails	- -	\$2,250	- -
Routine Maintenance Paved Trails	3.3 miles	\$200	\$1000
Preventative Pavement Maintenance Paved Trails	3.3 miles	\$3,380	\$11,000
ESTIMATED TOTAL PER YEAR			\$21,000

Park District Segments (7-32)

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year*
Staffing Regular/Permanent	12.8 miles	\$2,500	\$32,000
Routine Maintenance Aggregate Trails	9.8 miles	\$2,250	\$22,000
Routine Maintenance Paved Trails	3.0 miles	\$200	\$1,000
Preventative Pavement Maintenance Paved Trails	3.0 miles	\$3,380	\$10,000
ESTIMATED TOTAL PER YEAR			\$65,000

COMBINED TOTAL PER YEAR			\$86,000
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*Rounded to the nearest thousand



MAP 50 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 1 (CARVER COUNTY)

SOURCE: PARK DISTRICT



MAP 51 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 2 (CARVER COUNTY)

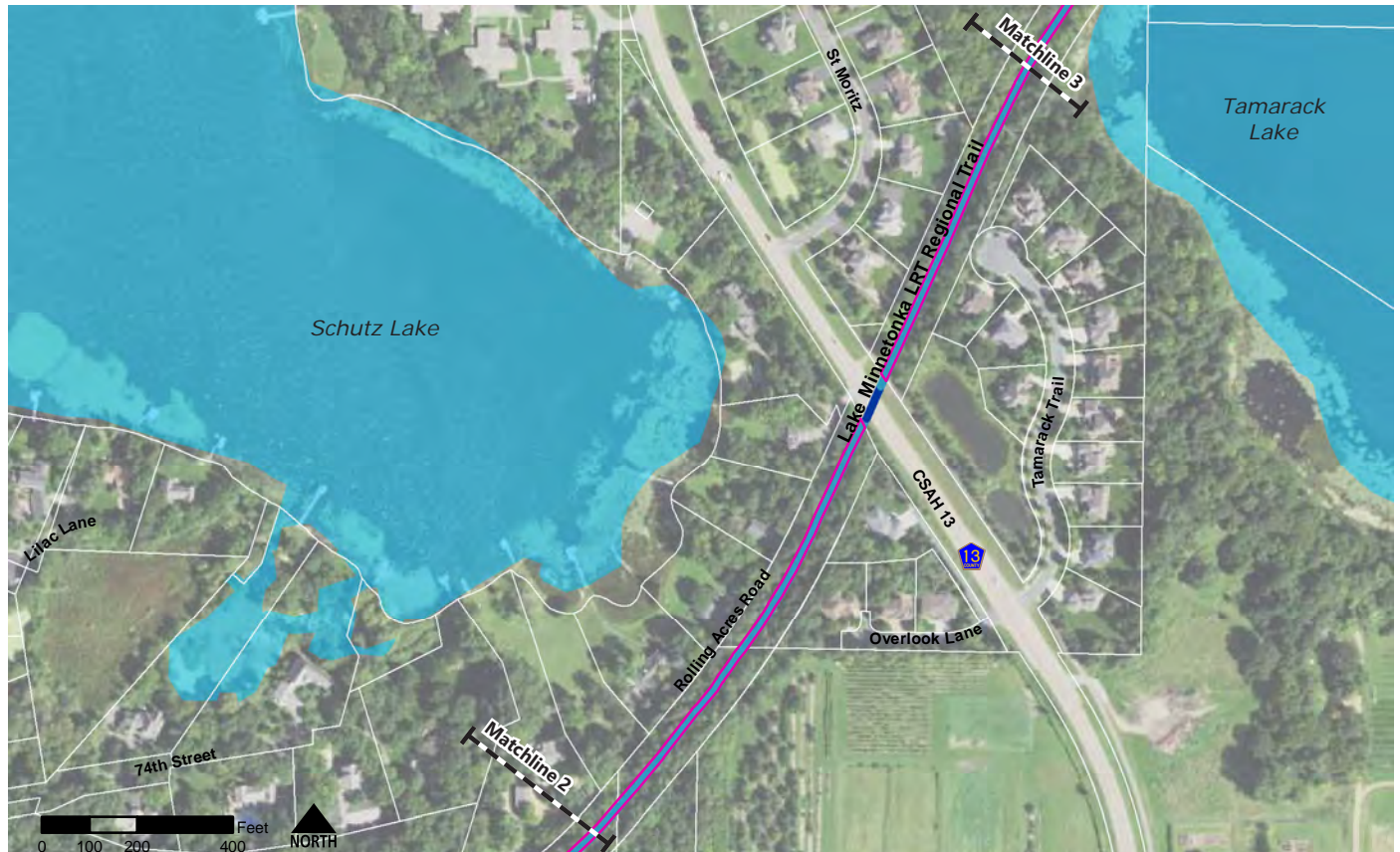
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 52 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 3 (CARVER COUNTY)

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The intersection of CSAH 13 and Lake Minnetonka LRT Regional Trail recently underwent upgrades including tree removal and RRFB installation.
Photo credit: SRF Consulting Group

MAP 53 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 4 (CARVER COUNTY)

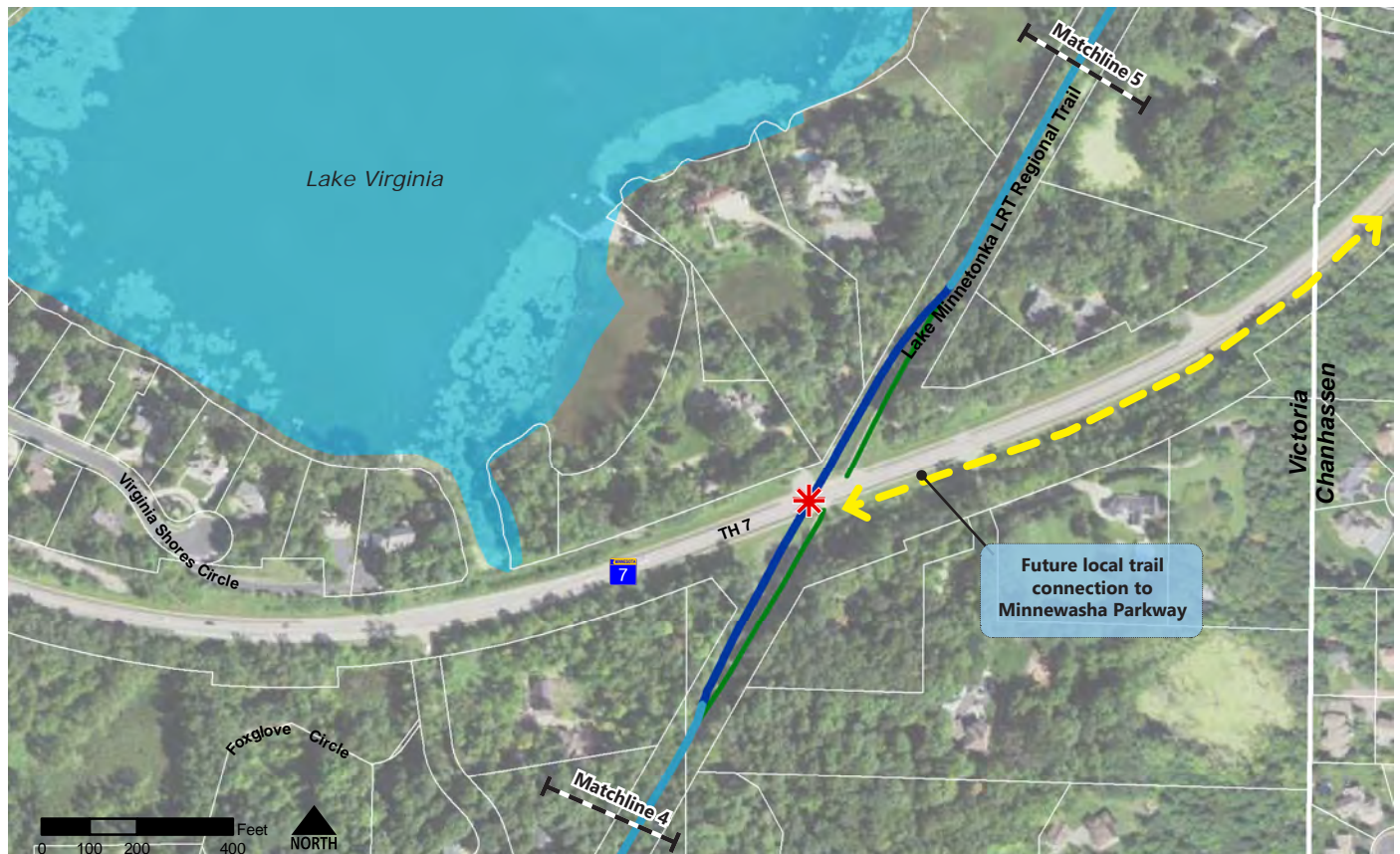
SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 54 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 5 (CARVER COUNTY)

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Lake Minnetonka LRT Regional Trail travels under TH 7 at this grade-separated tunnel. Photo credit: SRF Consulting Group

MAP 55 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 6 (CARVER COUNTY)

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

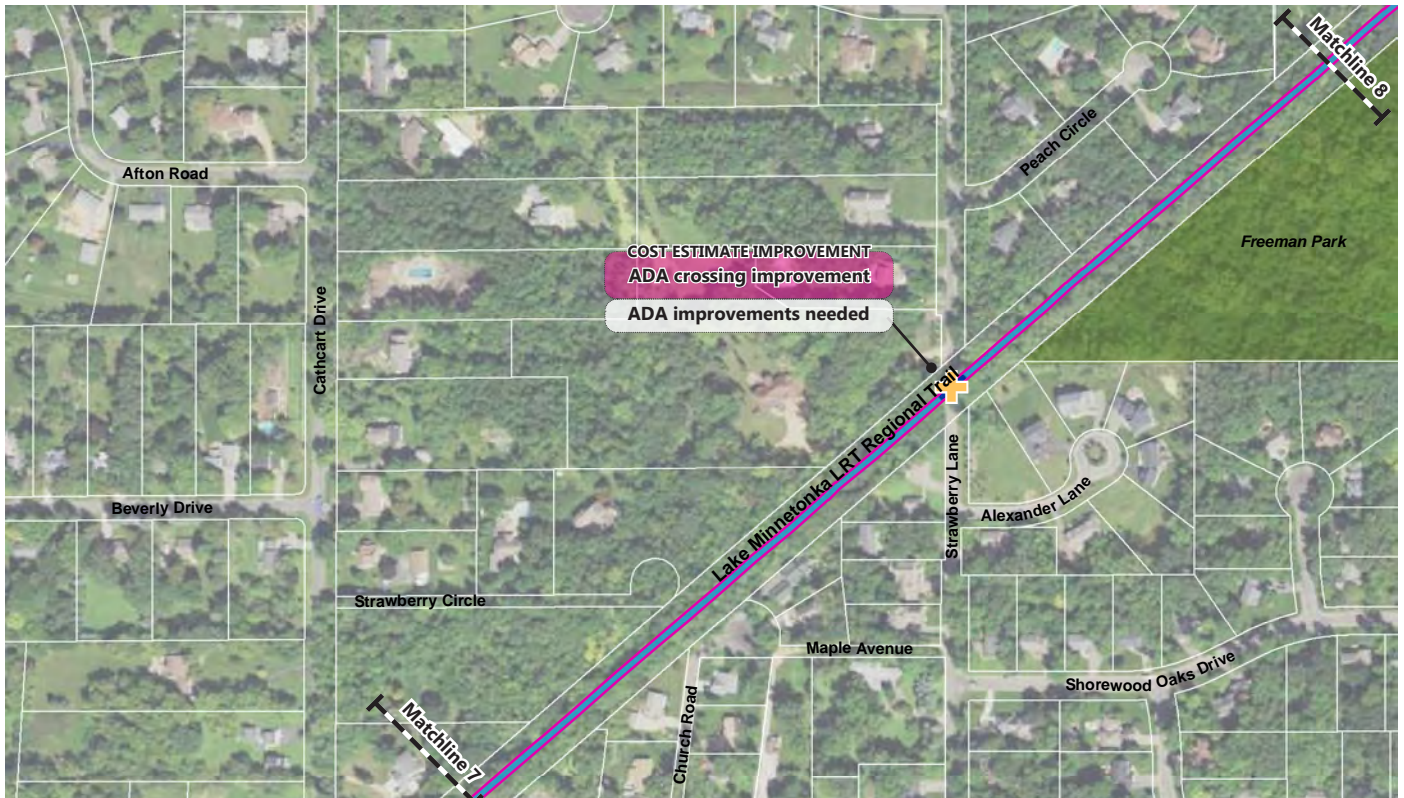
MAP 56 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 7 (CARVER COUNTY)

SOURCE: PARK DISTRICT



MAP 57 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 8

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 58 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 9

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 59 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 10
 SOURCE: PARK DISTRICT



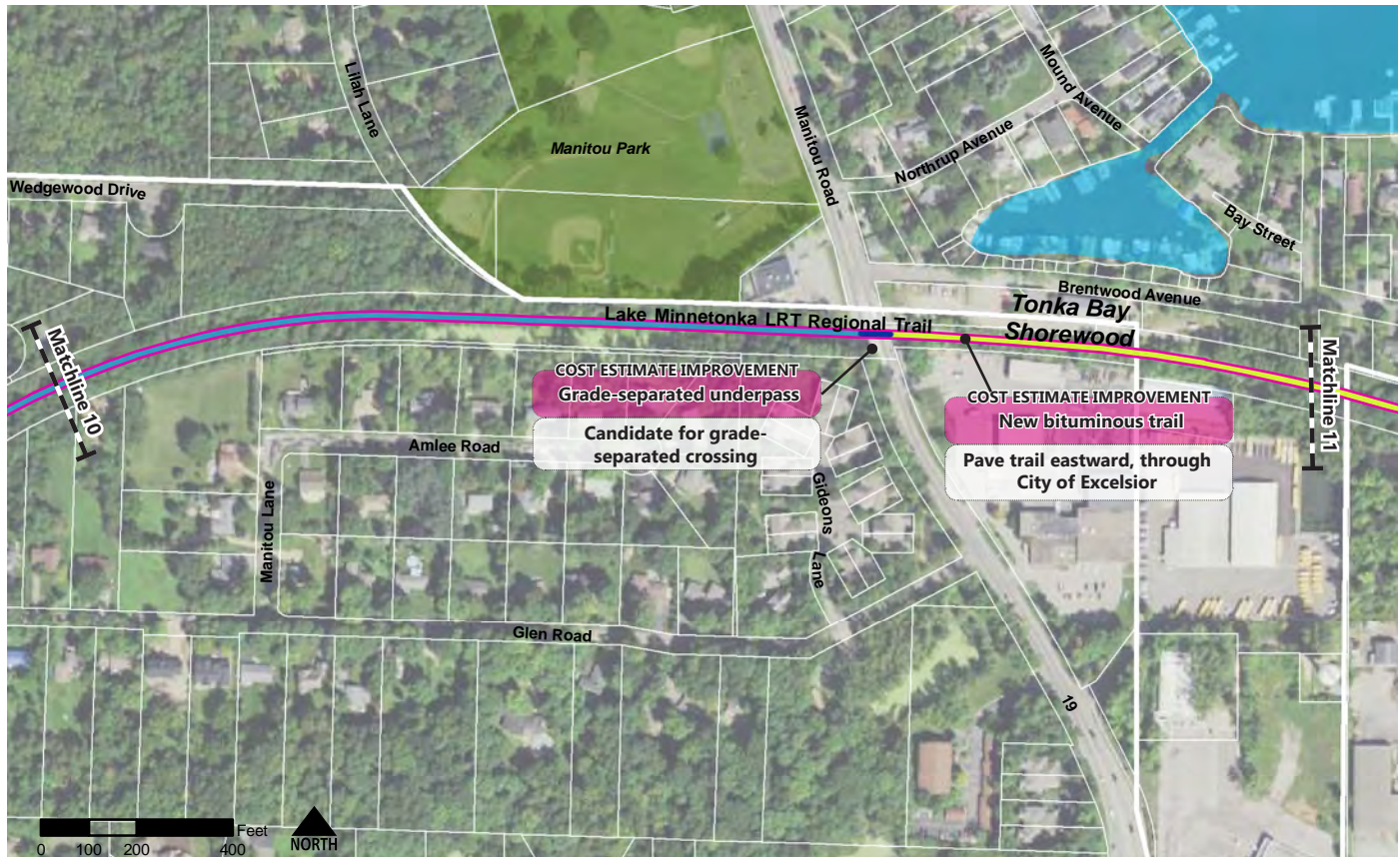
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail crosses Smithtown Road diagonally.
 Photo credit: SRF Consulting Group

MAP 60 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 11

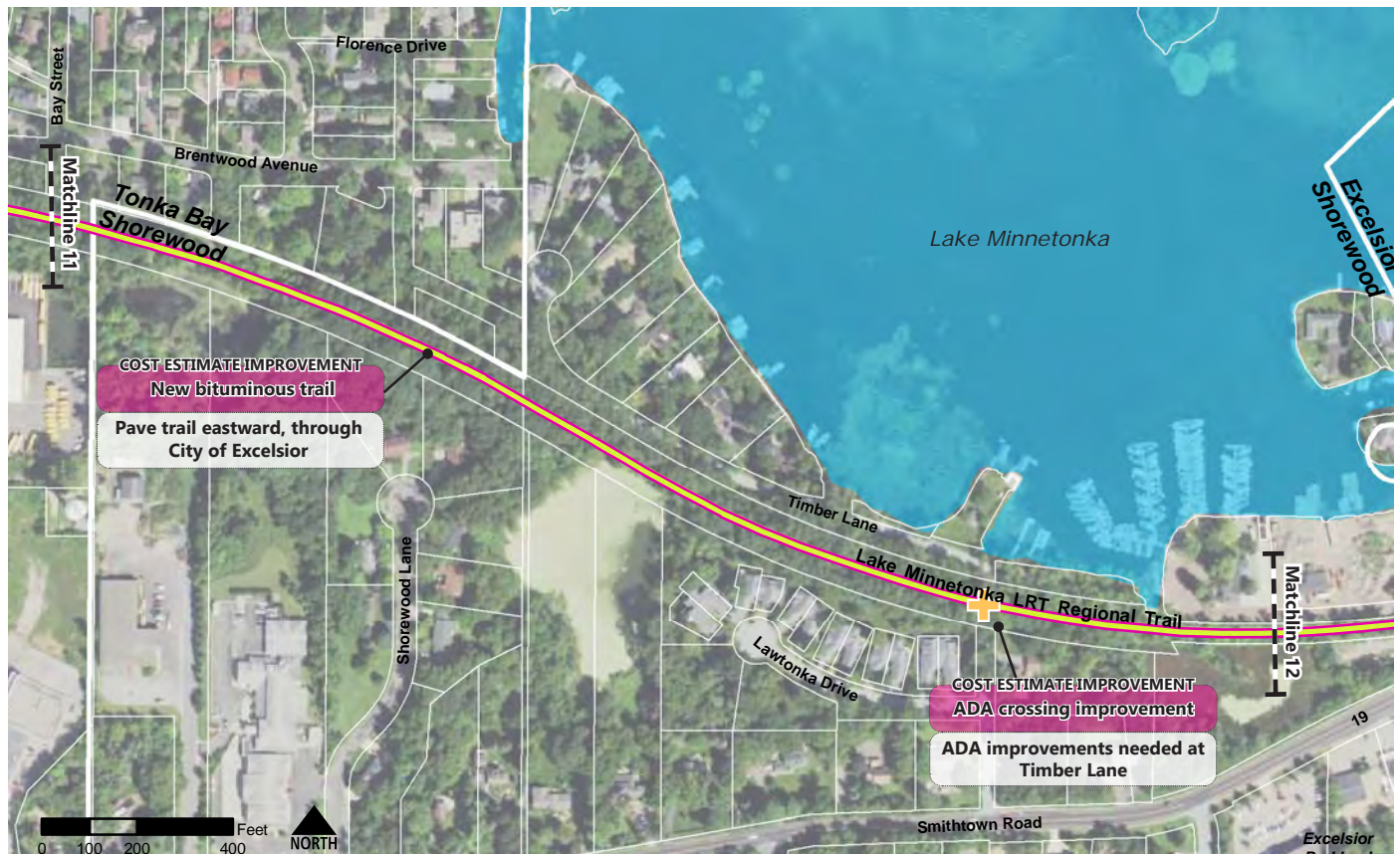
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 61 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 12

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail crosses Timber Lane intersection.
Photo credit: SRF Consulting Group

MAP 62 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 13
 SOURCE: PARK DISTRICT



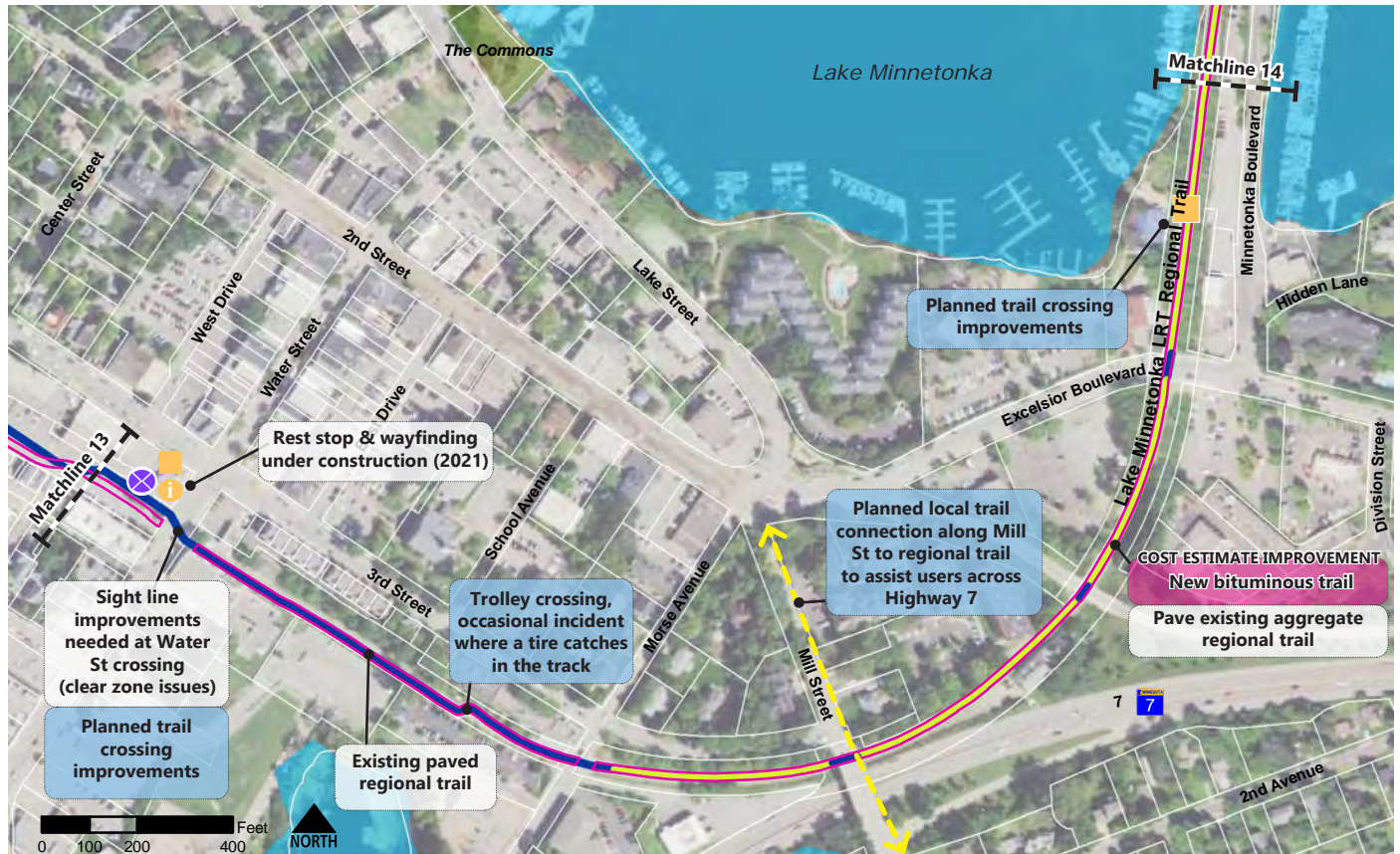
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



A small segment of the regional trail is currently paved through downtown Excelsior.
 Photo credit: SRF Consulting Group

MAP 63 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 14

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

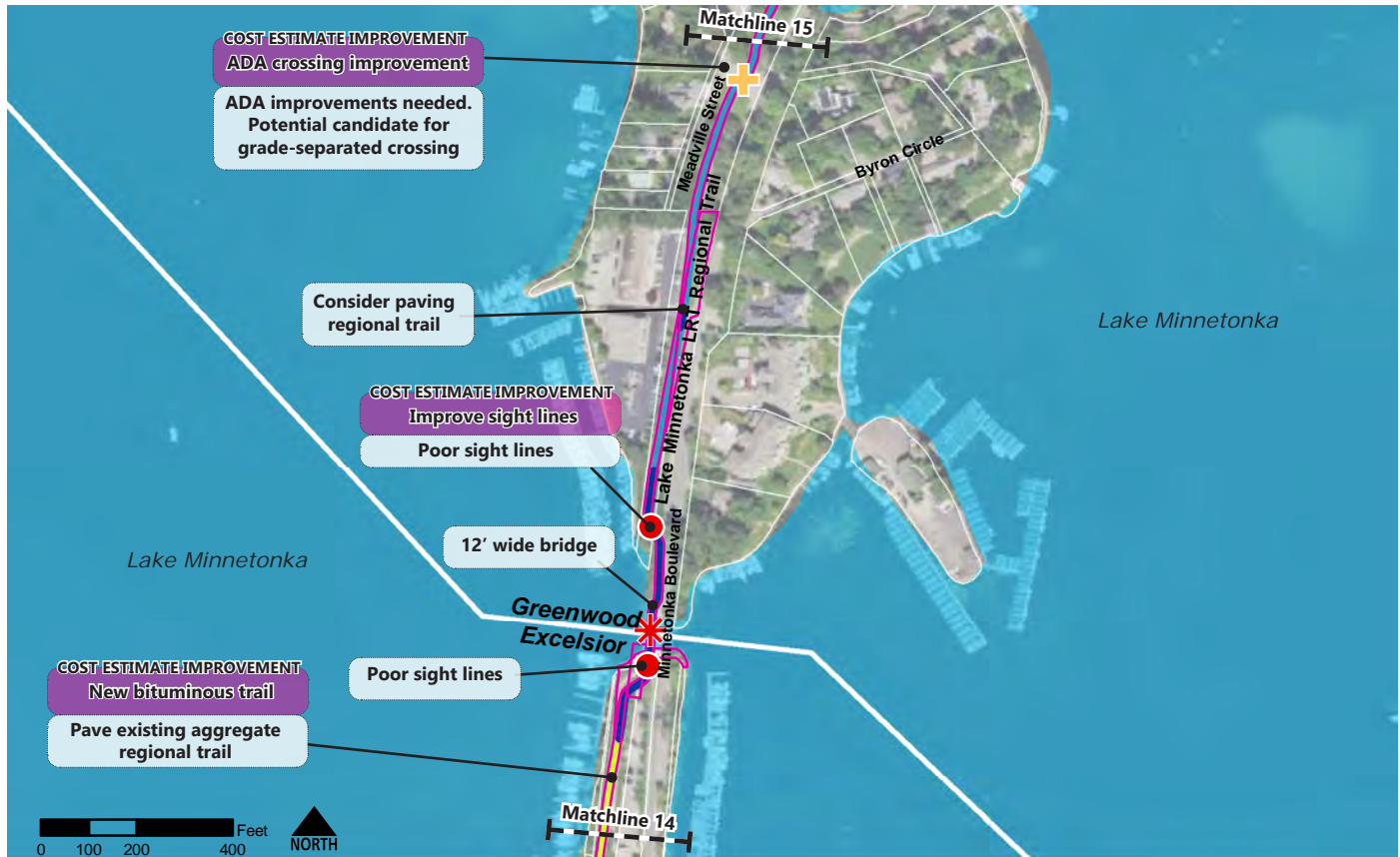


The regional trail crosses the trolley line.

Photo credit: SRF Consulting Group

MAP 64 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 15

SOURCE: PARK DISTRICT

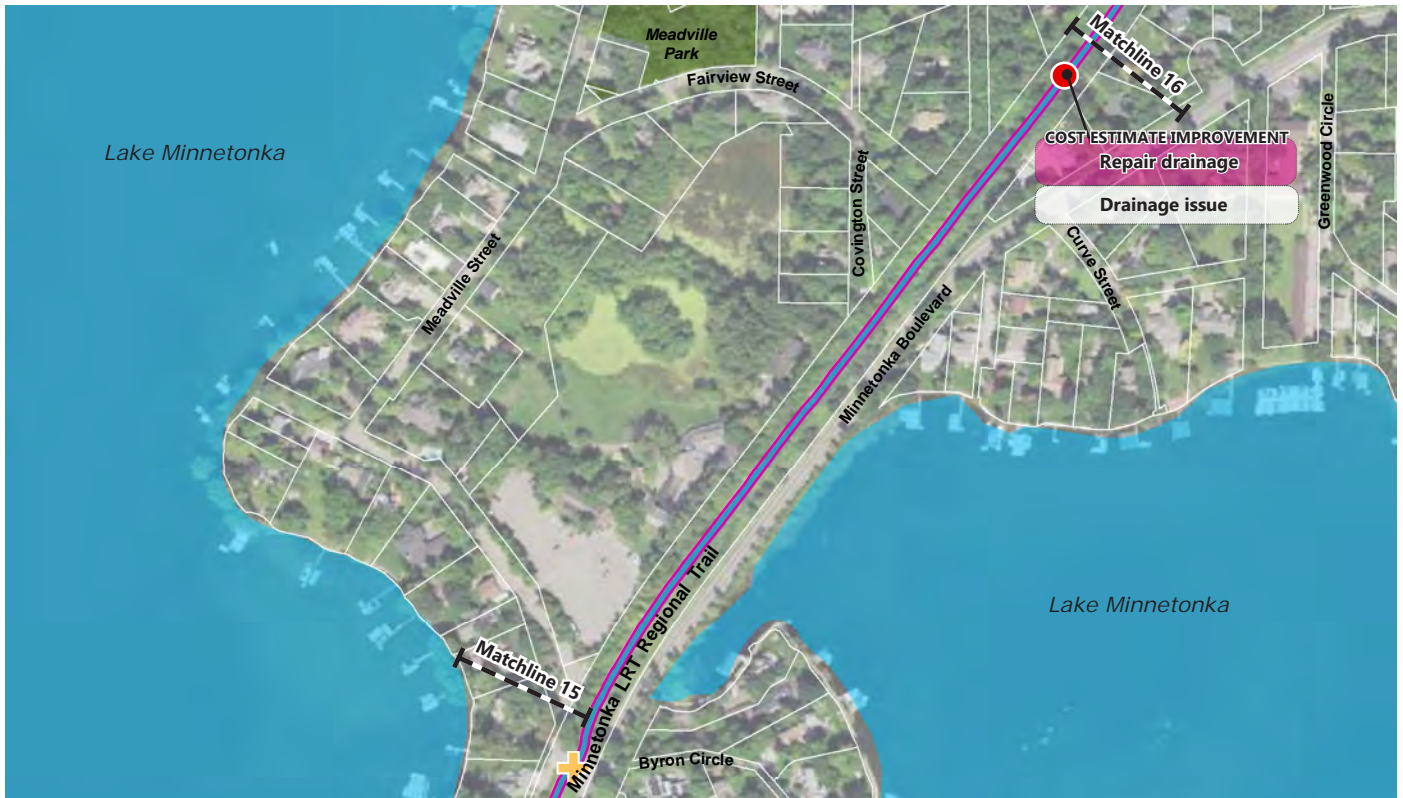


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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail crosses the trolley line.
Photo credit: SRF Consulting Group

MAP 65 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 16
 SOURCE: PARK DISTRICT



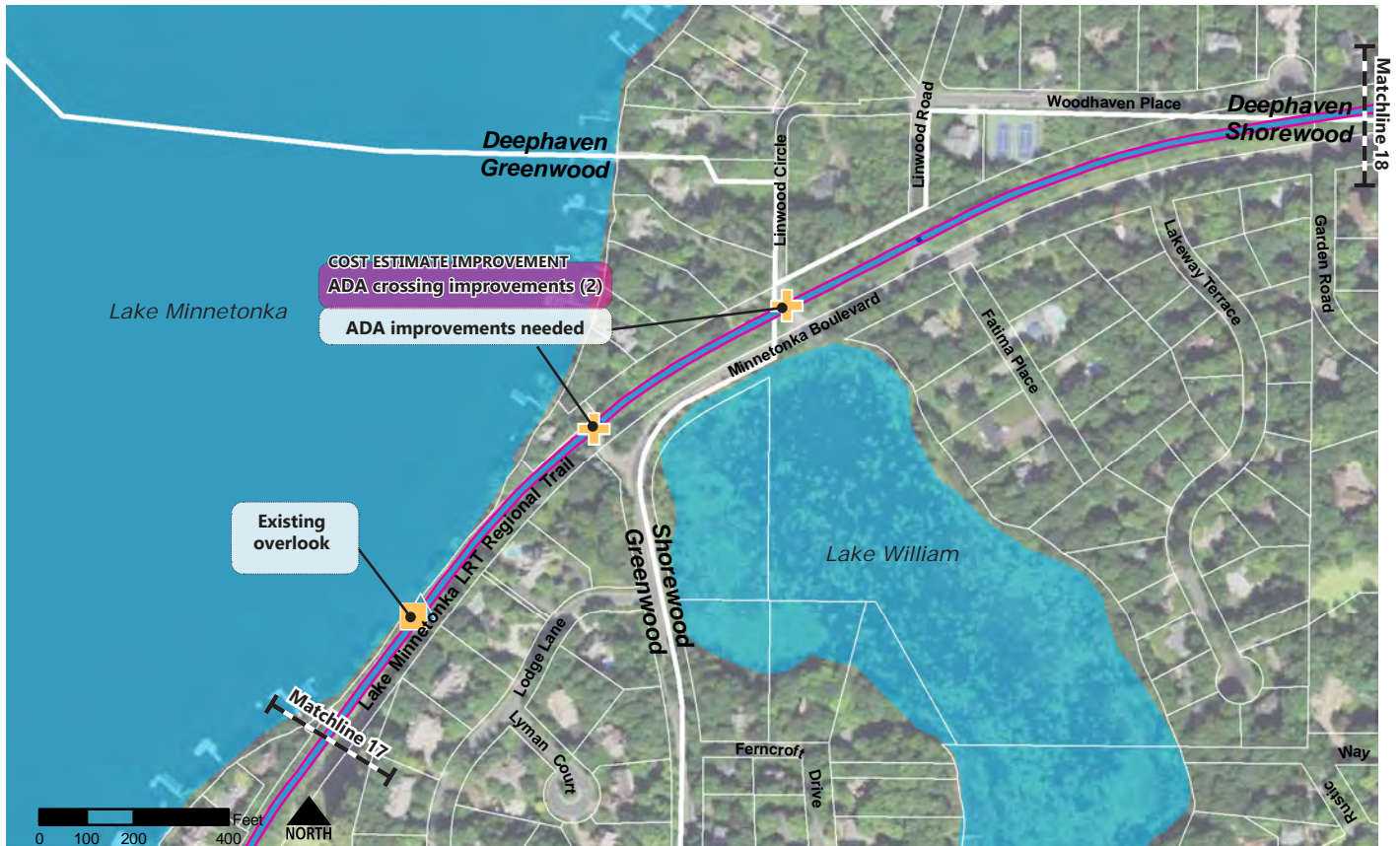
MAP 66 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 17
 SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 67 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 18

SOURCE: PARK DISTRICT

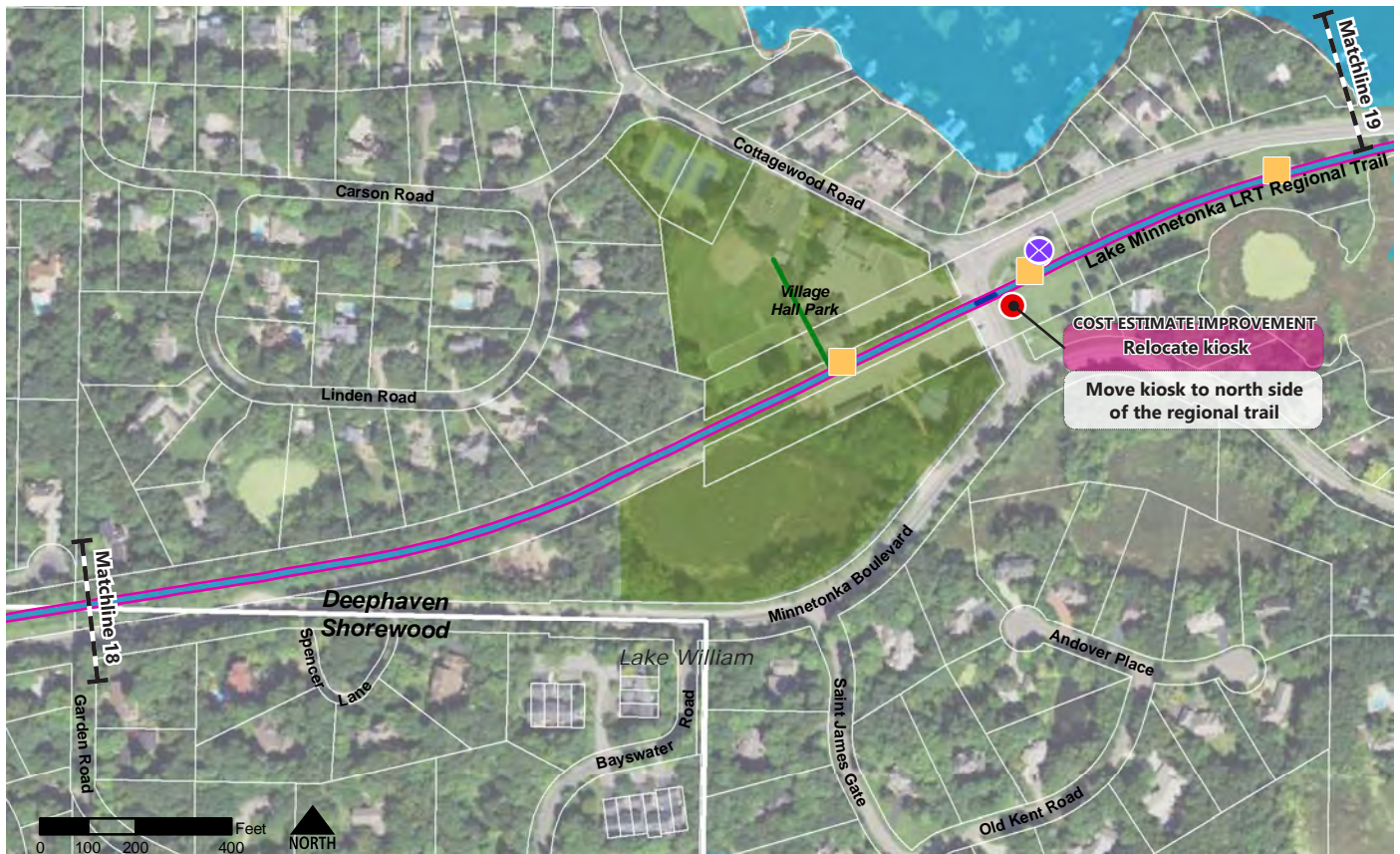


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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



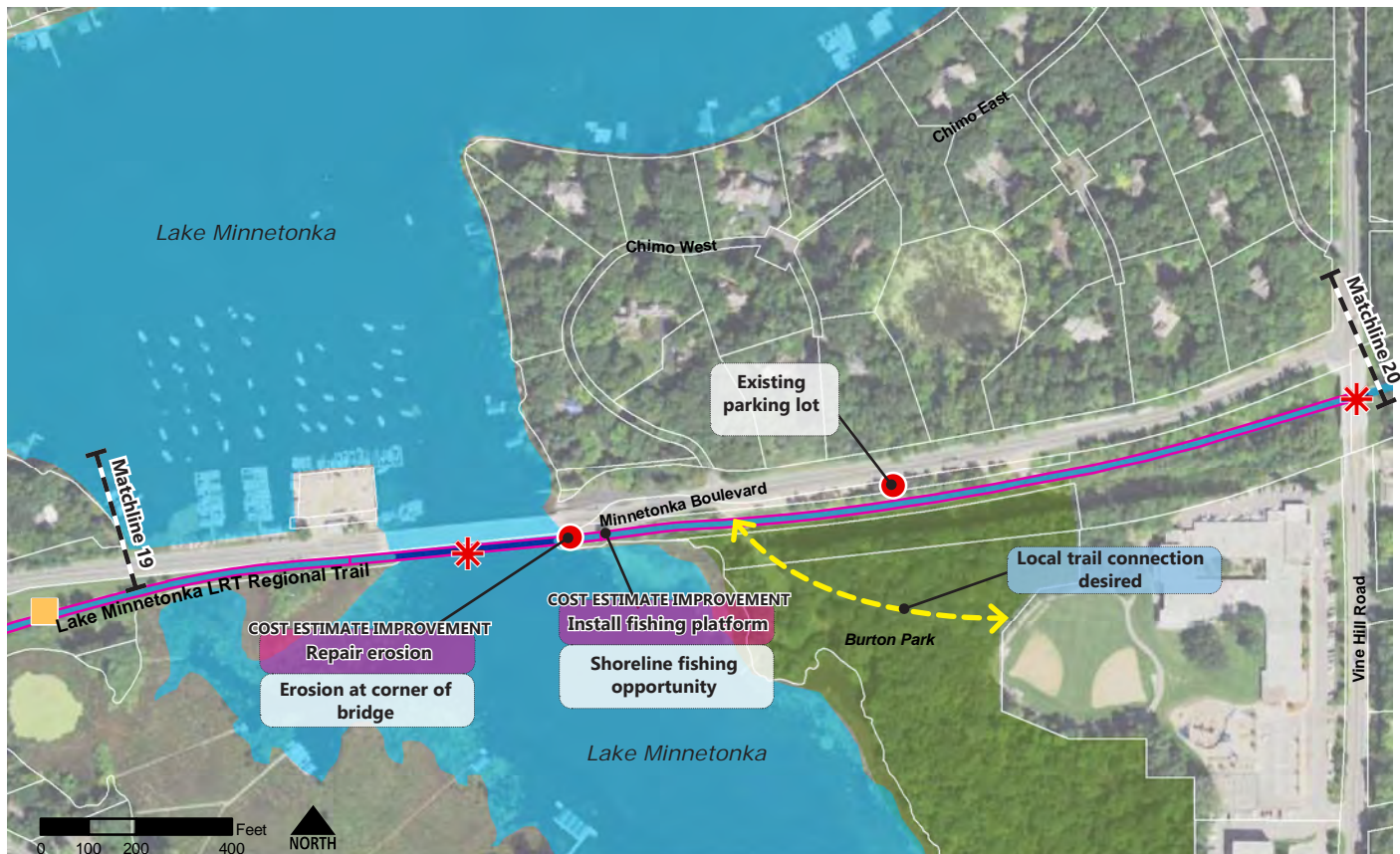
A rest stop overlooking Lake Minnetonka is located just south of Linwood Circle. Photo credit: SRF Consulting Group

MAP 68 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 19
 SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 69 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 20
 SOURCE: PARK DISTRICT



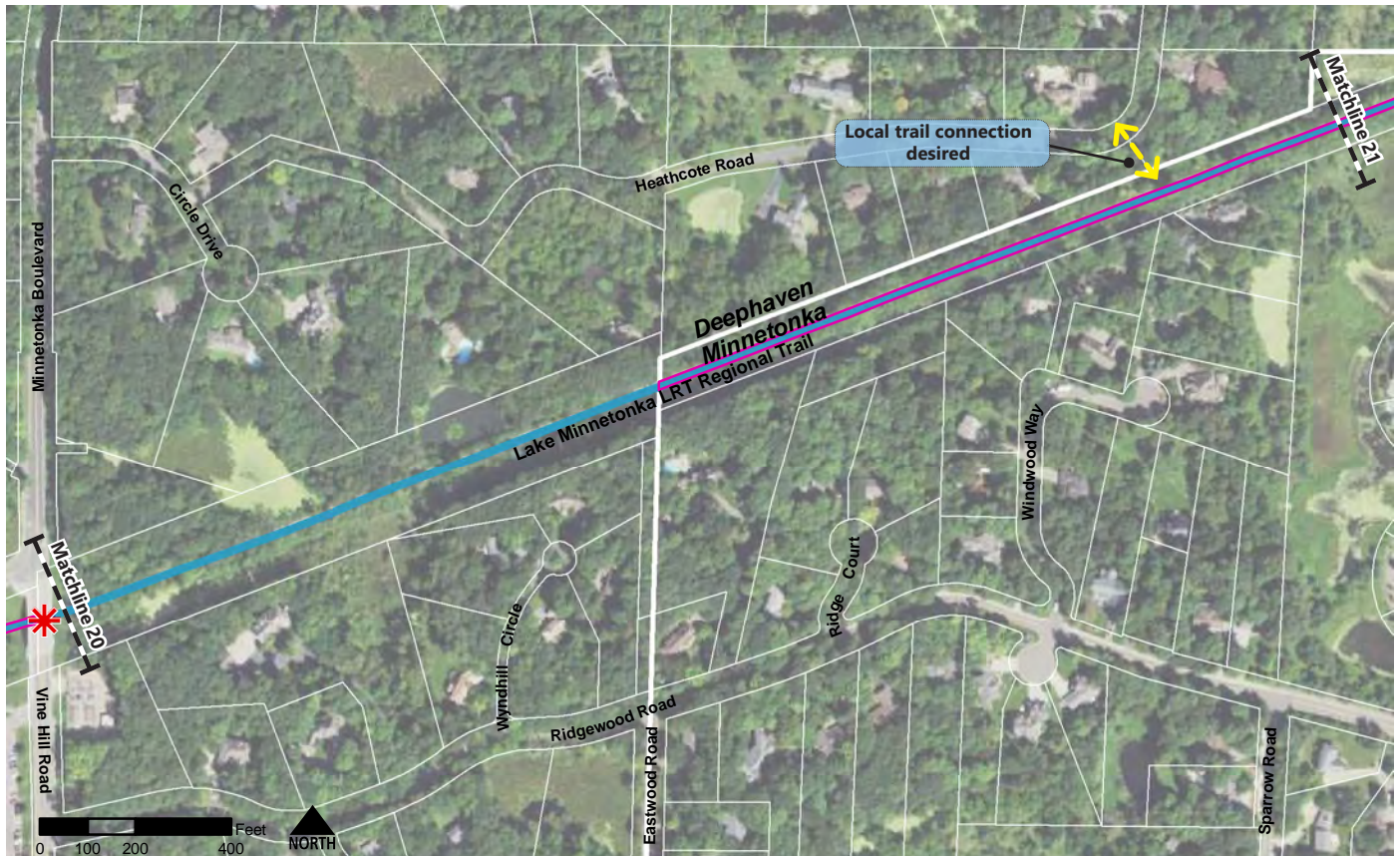
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Observed erosion near the corner of the bridge.
 Photo credit: SRF Consulting Group

MAP 70 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 21

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Typical Lake Minnetonka LRT Regional Trail corridor viewshed.
Photo credit: SRF Consulting Group

MAP 71 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 22
 SOURCE: PARK DISTRICT



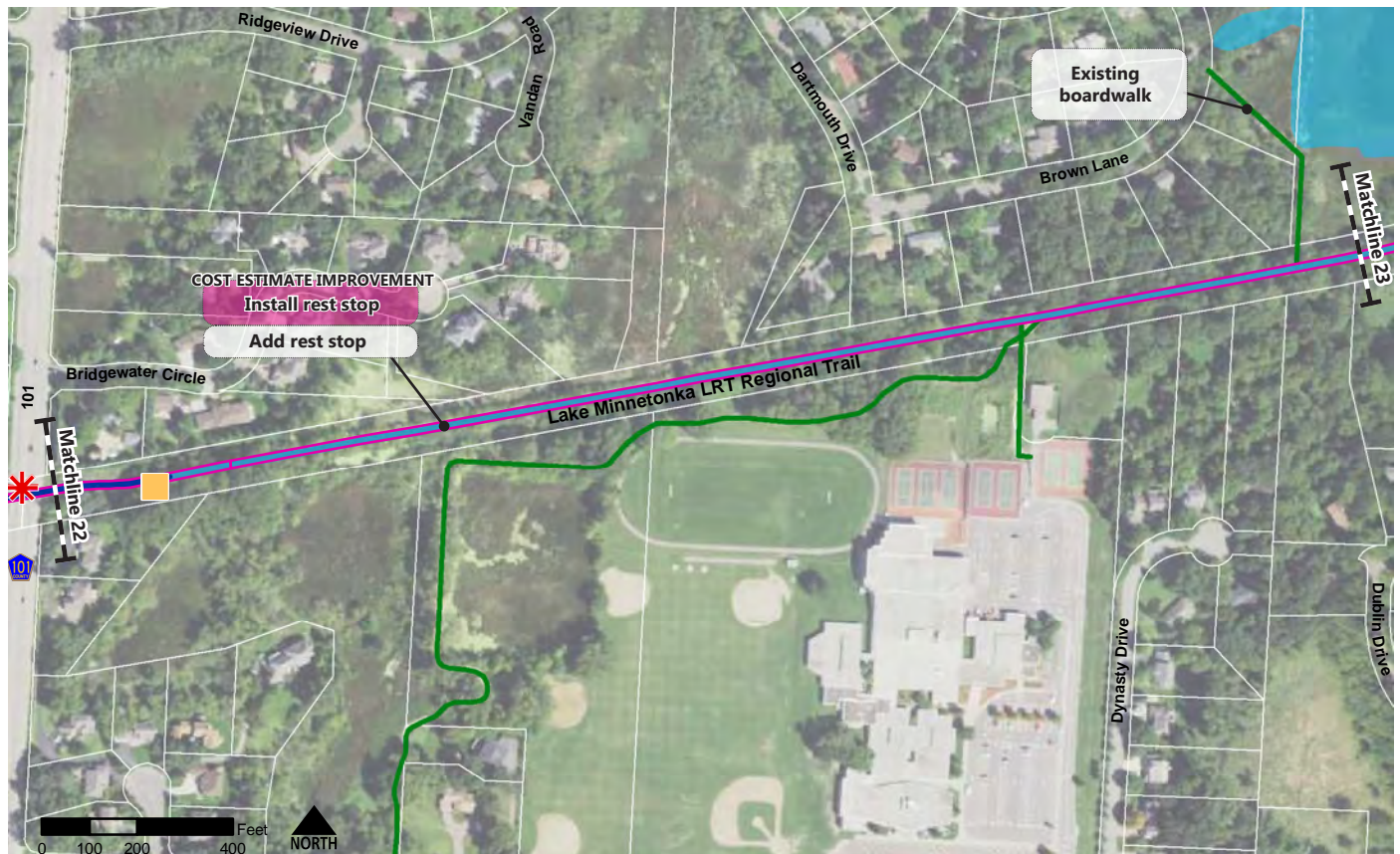
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Existing grade-separated underpass of CR 101.
 Photo credit: SRF Consulting Group

MAP 72 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 23

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Local boardwalk connection connecting regional trail to Brown Lane.
Photo credit: SRF Consulting Group

MAP 73 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 24

SOURCE: PARK DISTRICT



MAP 74 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 25

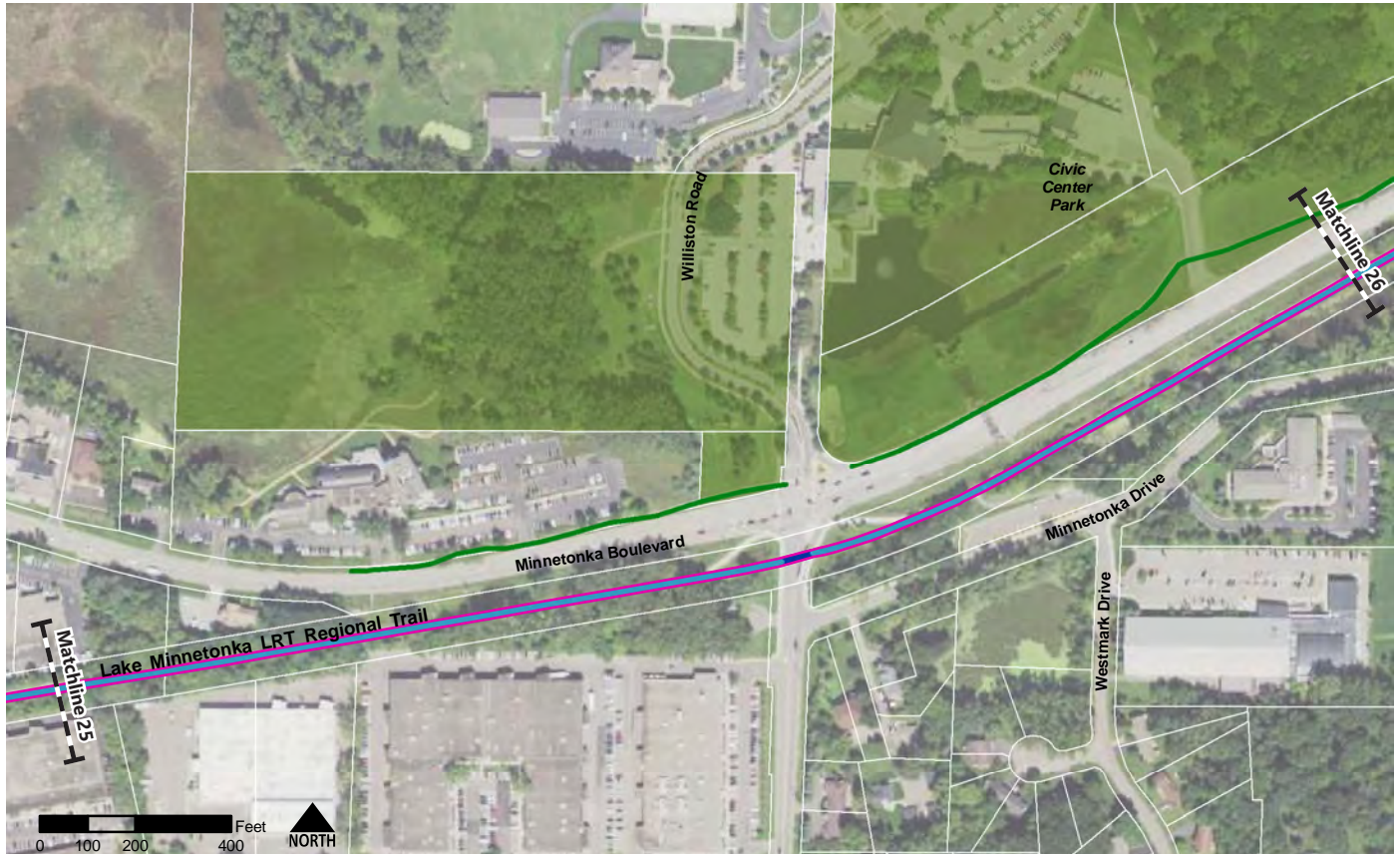
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 75 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 26

SOURCE: PARK DISTRICT



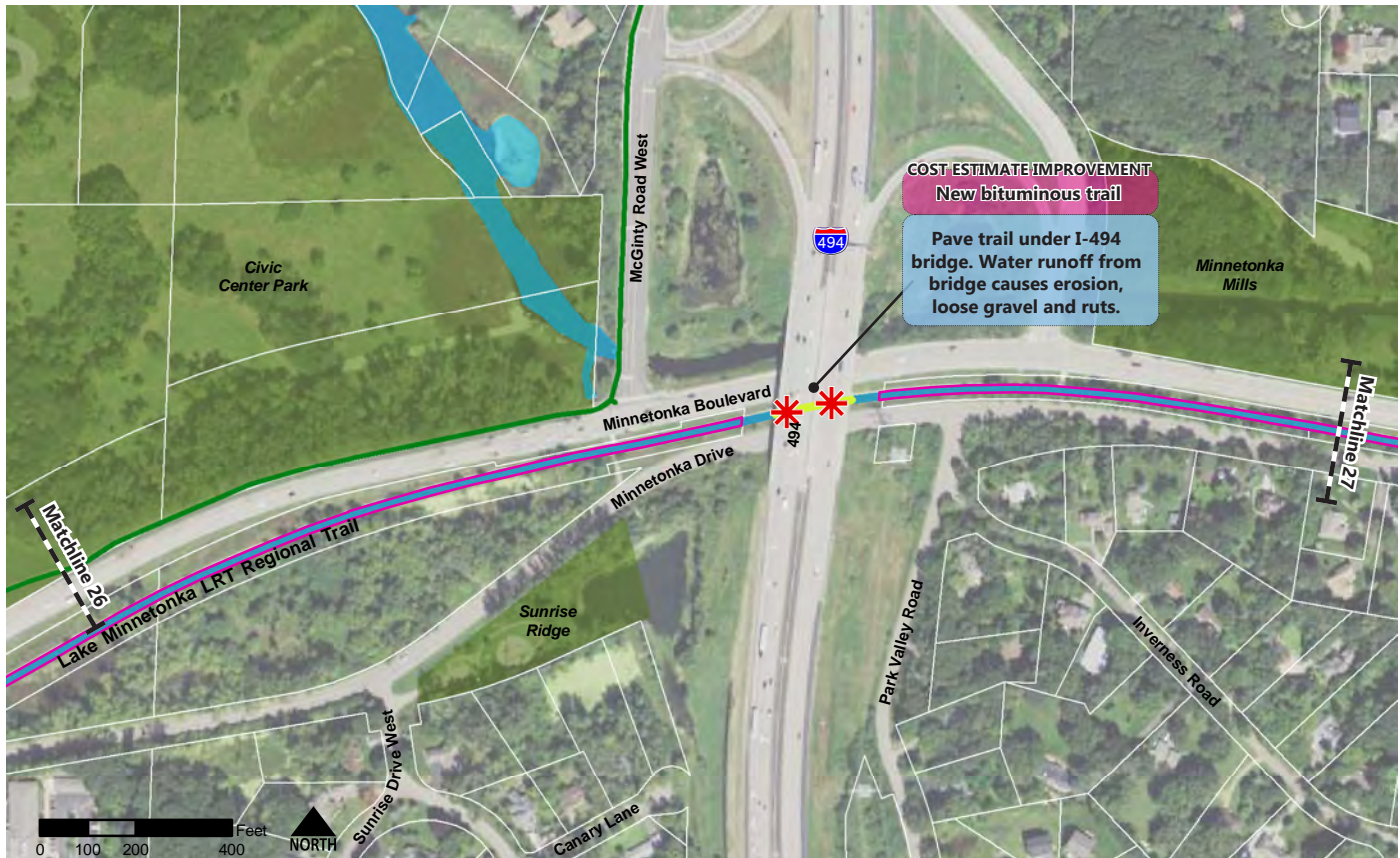
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail crosses Williston Road as it parallels Minnetonka Boulevard.
Photo credit: SRF Consulting Group

MAP 76 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 27

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail passes under I-494.
Photo credit: SRF Consulting Group

MAP 77 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 28

SOURCE: PARK DISTRICT



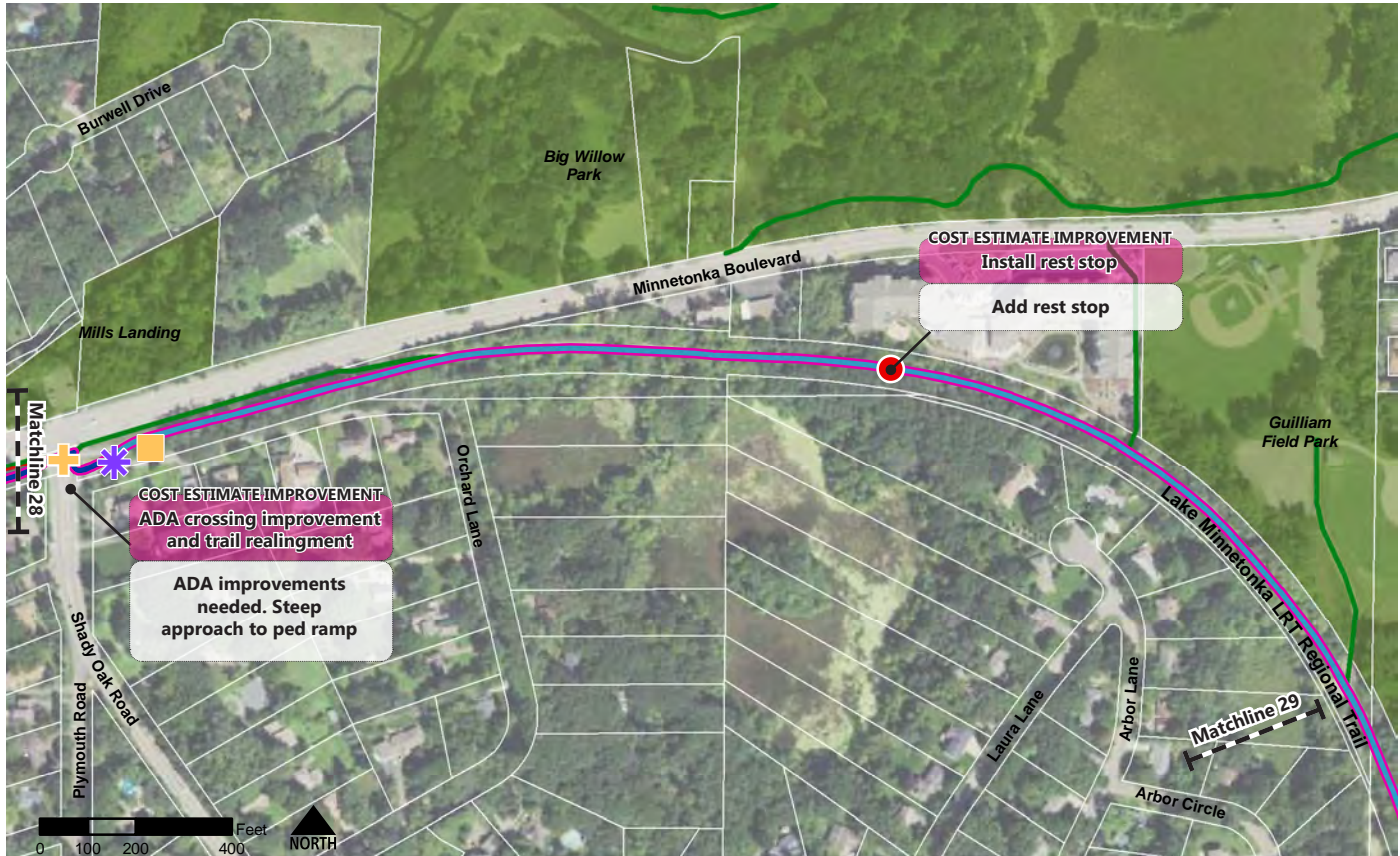
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail crosses Williston Road as it parallels Minnetonka Boulevard.
Photo credit: SRF Consulting Group

MAP 78 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 29

SOURCE: PARK DISTRICT



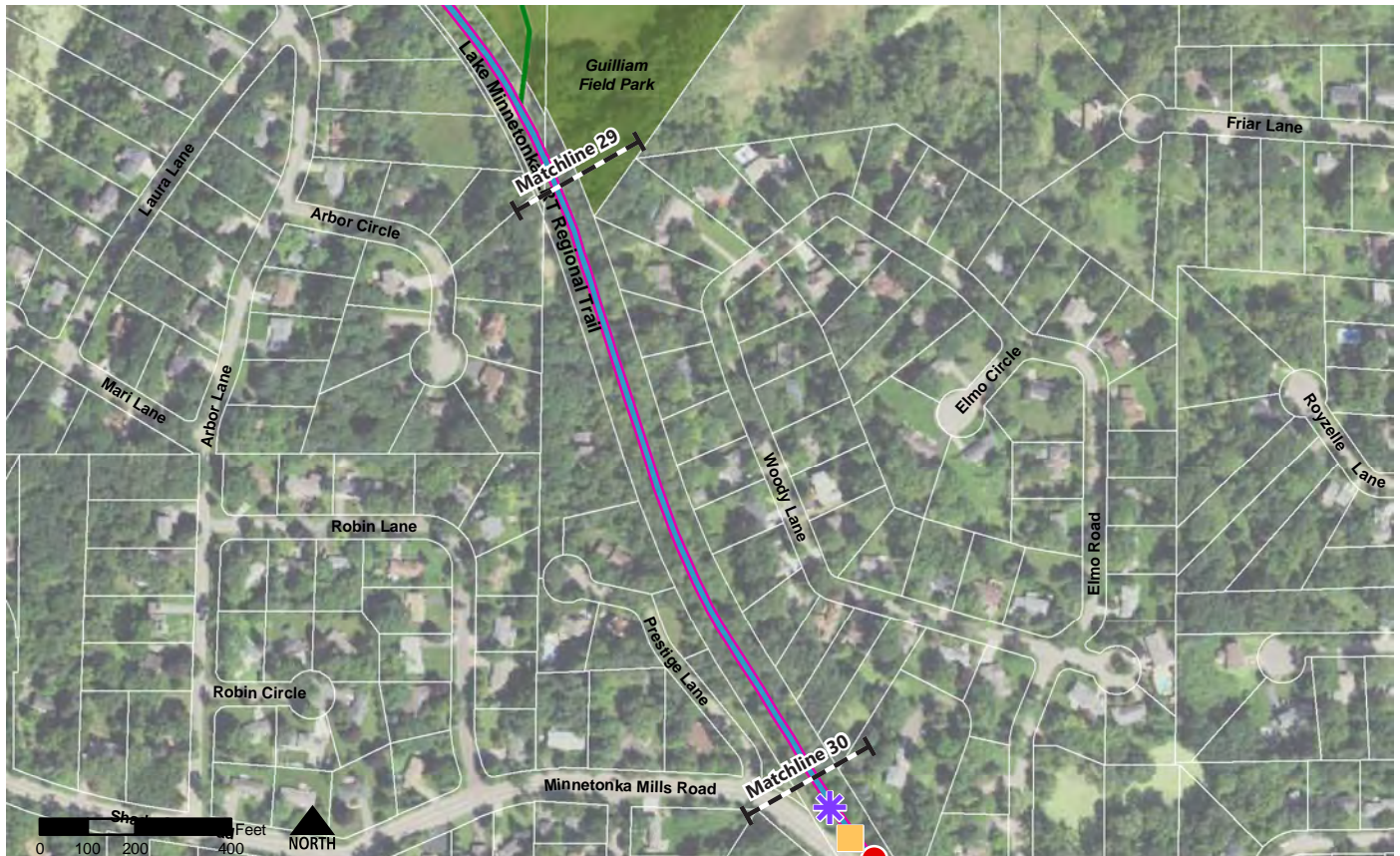
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Steep grades and approaches are found near the Shady Oak Road crossing.
Photo credit: SRF Consulting Group

MAP 79 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 30

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 80 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 31

SOURCE: PARK DISTRICT

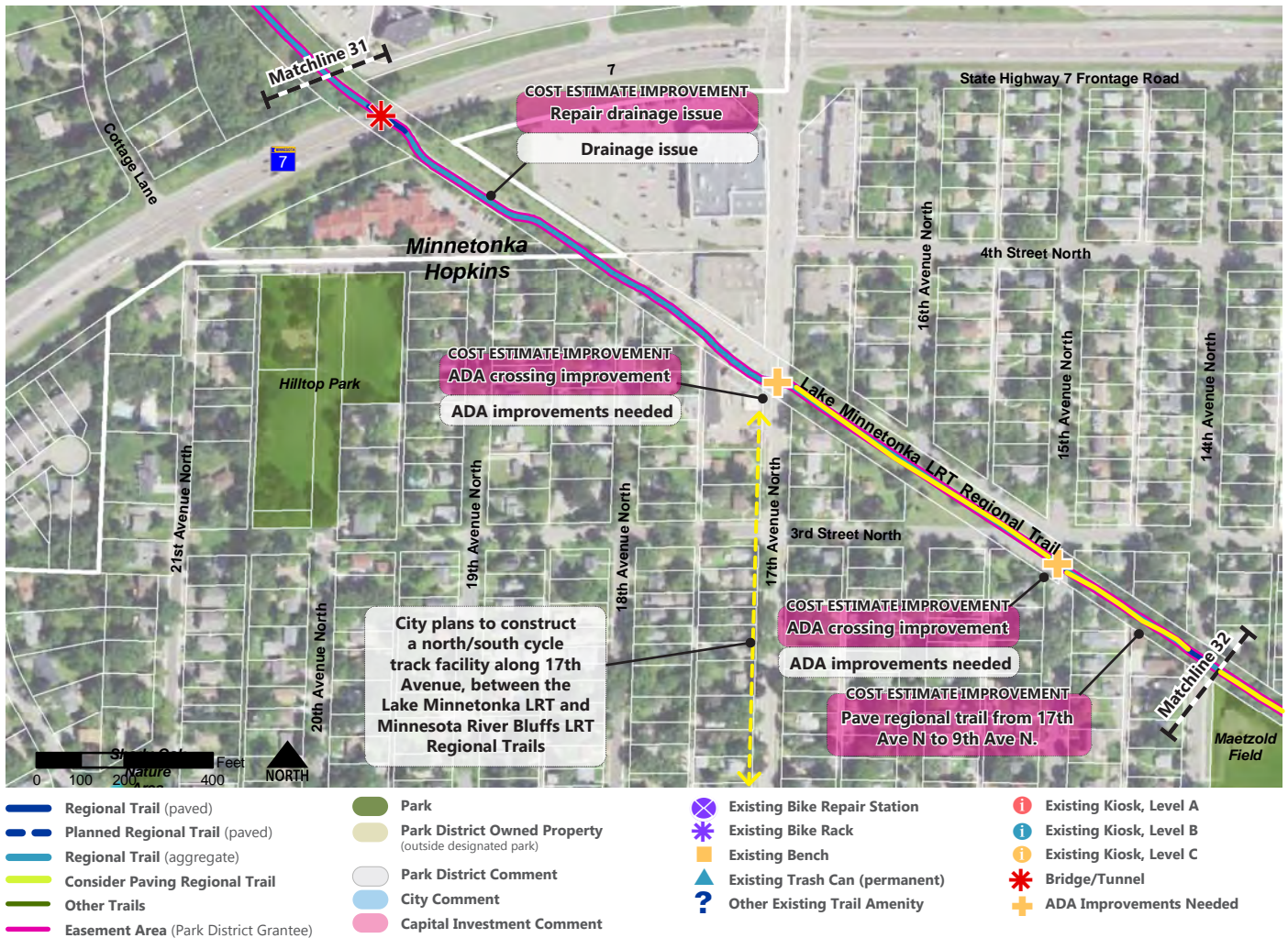


- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The current Minnetonka Mills Road crossing has poor sight lines and alignment. Photo credit: SRF Consulting Group

MAP 81 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 32
 SOURCE: PARK DISTRICT



The regional trail is grade-separated by a bridge crossing over Highway 7.
 Photo credit: SRF Consulting Group

MAP 82 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 33
 SOURCE: PARK DISTRICT



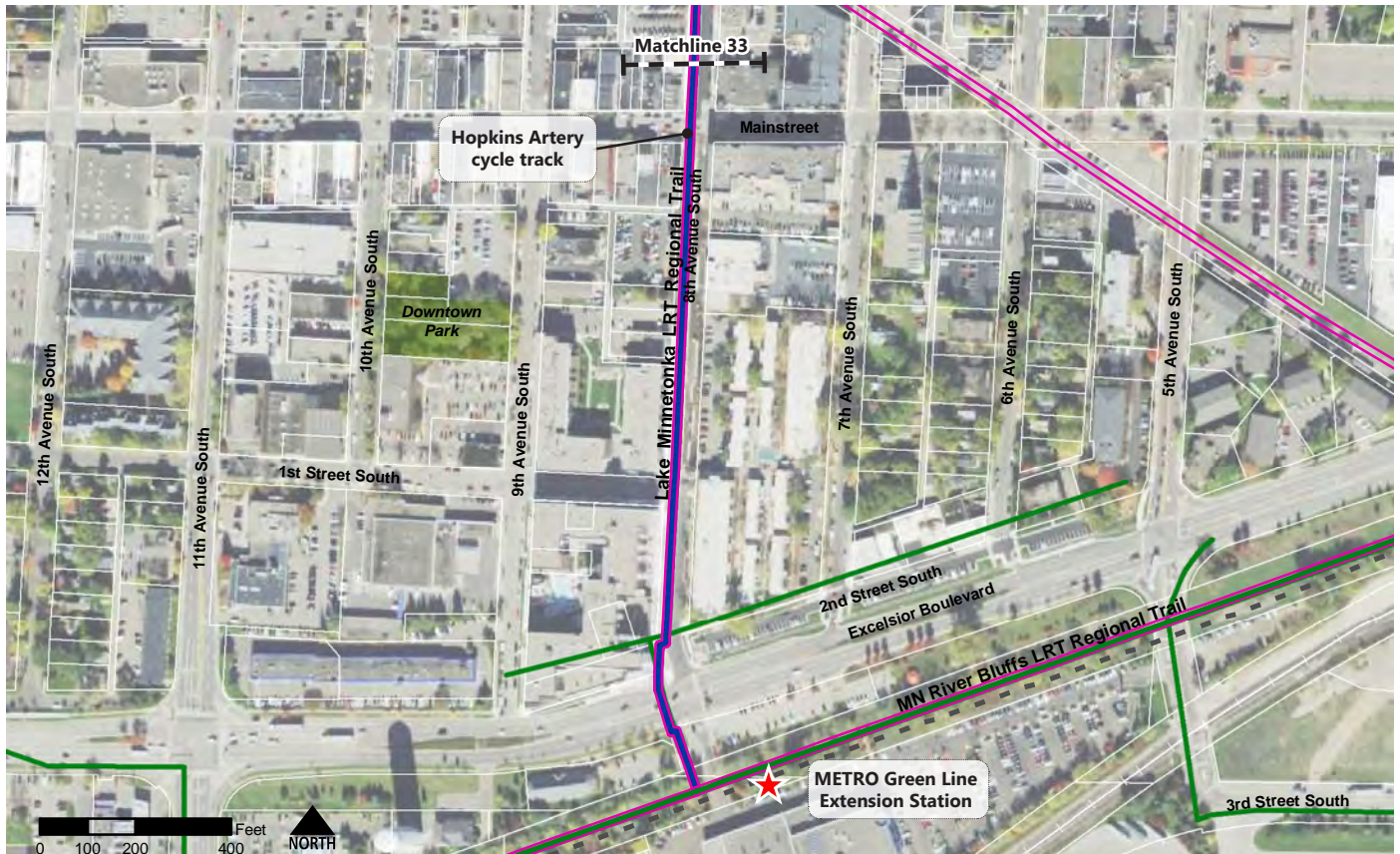
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Minimum clear zone clearance is not being achieved near 9th Avenue North.
 Photo credit: SRF Consulting Group

MAP 83 | LAKE MINNETONKA LRT REGIONAL TRAIL | SEGMENT 34

SOURCE: PARK DISTRICT



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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail is incorporated into the Hopkins Artery streetscape as a cycle track. Photo credit: SRF Consulting Group



8

LUCE LINE REGIONAL TRAIL MASTER PLAN

The 8.8-mile paved Luce Line Regional Trail occupies the former railroad corridor of the Electric Short Line Railroad within the cities of Plymouth, Golden Valley and Minneapolis and between Vicksburg Lane and Theodore Wirth Parkway (**Map 84**). The trail continues west 63 miles to Winsted as the Luce Line State Trail under the operation of the MnDNR and connects with the Minneapolis Grand Rounds Scenic Byway network to the east. In the middle of the corridor, the trail also connects to the Medicine Lake Regional Trail and future Eagle Lake Regional Trail.

The trail offers beautiful vistas and opportunities to visually connect with the broader landscape. On the south side of Medicine Lake, the trail includes a series of boardwalks over Bassett Creek wetlands. Further east, the trail offers glimpses of downtown Minneapolis before entering a wooded complex within Theodore Wirth Regional Park.

The Minneapolis Park and Recreation Board (MPRB) closes a 0.6 mile section of trail through Theodore Wirth Regional Park in the winter to allow for cross country skiing. Since the Luce Line Regional Trail is used year-round, the Park District is working with Golden Valley and other potential partners to identify an alternative winter route. Current proposals include Glenwood Avenue and along TH 55. When a winter route is identified, the Park District will amend this master plan to recognize that route and potentially seek acquisition, construction and operation and maintenance funding.

Maps contained in this chapter illustrate the Luce Line Regional Trail corridor and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements (**Maps 87 -103**).



MAP 84 | LUCE LINE REGIONAL TRAIL CONTEXT
SOURCE: PARK DISTRICT



BOUNDARIES & EASEMENTS

The Park District has secured property rights via permit, easement and fee-title for much of the corridor; however, there are a few segments where additional easements are needed. The Park District intends to work with the property owners on a willing-seller basis to secure the missing property rights as opportunities present themselves (**Table 29**). There may be other areas where additional property rights are needed but not yet known to secure a continuous and contiguous trail corridor or which help preserve and highlight the adjacent landscape. These should be eligible for Metropolitan Council acquisition funding should they meet the overall regional trail intent.

TABLE 29 | LUCE LINE REGIONAL TRAIL ACQUISITION COST ESTIMATE
SOURCE: PARK DISTRICT

General Location(s)		Property Rights	Estimated SF	Estimate Total Acquisition*	
Plymouth					
Segment 5	PID: 2611822330039	Easement within MUSA	3,449 SF	\$15,046	
	PID: 2711822440054		794 SF	\$3,463	
Segment 7	PID: 2511822330076		945 SF	\$4,120	
	PID: 2611822440008		118 SF	\$22,548	
	PID: 2611822440009		5,169 SF	\$22,211	
	PID: 2611822440091		5,092 SF	\$2,644	
Segment 8	PID: 2511822430022		118 SF	\$513	
Segment 9	MnDOT TH169 crossing		Limited Use Permit (LUP)	N/A	-- **
Golden Valley					
Segment 12	PID: 3211821210002	Easement within MUSA	725 SF	\$3,160	
	City of Golden Valley Right-of-Way	LUP	3,952 SF	-- **	
Segment 14	PID: 3211821140003	Easement within MUSA	599 SF	\$2,614	
Segment 15	PID: 1902924230016	LUP/Easement	9,117 SF	-- **	
Segment 16	PID: 1902924240023		24,600 SF	-- **	
TOTAL				\$76,320	

* Estimated cost per sq ft derived from the Metropolitan Council's 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

** Assumed that as a partner agency/city, the LUP/easement would be provided at no cost. If this is not obtainable, conveyance costs should receive Metropolitan Council acquisition support.

SERVICE AREA & VISITATION

The Luce Line Regional Trail 3-mile ideal primary service area (75% of all visitors are anticipated to originate from this area) encompasses residents of Crystal, Golden Valley, Hopkins, Medicine Lake, Medina, Minneapolis, Minnetonka, New Hope, Orono, Plymouth, Robbinsdale, St. Louis Park, Wayzata and Woodland (**Map 85**). The regional trail currently receives an estimated 480,000 annual visits (2019).

- Currently, 50% of the trail users live within 1.4 miles of the regional trail (core service area) and 75% of the trail users live within 4.0 miles of the trail (primary service area).
- By 2040 (assuming similar use patterns), the Luce Line Regional Trail visitation is projected to increase by 93,000 annual visits, which equates to 19.5 percent growth (**Table 30**).

The actual Luce Line Regional Trail primary service area mileage indicates visitors are traveling from a greater distance than anticipated to use the regional trail. This data supports the Luce Line Regional Trail being classified as a destination regional trail.

MAP 85 | LUCE LINE REGIONAL TRAIL SERVICE AREA

SOURCE: PARK DISTRICT



TABLE 30 | LUCE LINE REGIONAL TRAIL VISITATION PROJECTIONS

SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
233,108	278,651	19.5%	480,000	573,000



The Luce Line Regional Trail in Golden Valley, near Golden Valley Road. Photo credit: Three Rivers Park District

DEMOGRAPHICS

The Luce Line Regional Trail meets or exceed visitation expectations for people under 5 years old or 35 years old or older, females/males, white/American Indian/Asian adults, non-Hispanic and Hispanic adults, and people from households with an annual income greater than \$75,000 (Table 31).

Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given the percent of the overall population – these are the group the Park District would like to better serve. For the Luce Line Regional Trail, underrepresented groups include:

- People 5 to 34 years old
- Black adults
- People from households with an annual income of \$75,000 or less

The underrepresented community groups are generally consistent with district-wide regional trail trends and are not satisfactory or easily understood. However, there may be acceptable rationale as to why visitation does not mirror service area demographics.

For example, this trail has one of the highest percentages of transportation related visits (27%) and these visits tend to be from adults. Similarly, the Luce Line Regional Trail attracts a lot of fitness bicyclists. As such, visitor age does not mirror the service area (it is skewed toward adults ages 45-74) and this is generally an acceptable finding. What is not acceptable is when one use or user group displaces or prohibits another user or user group from participating or having a positive experience. This may explain why youth which are old enough to walk, bike, run or otherwise recreate independently (compared to being held, in a stroller, in a pull-behind or similar) are not visiting as expected.

Both commuters and fitness bicycle user groups tend to be more experienced, generally faster and reportedly more aggressive. Numerous documented concerns

TABLE 31 | LUCE LINE REGIONAL TRAIL DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years		✓		White			✓
5–9 years	✓ ¹			Black	✓ ⁵		
10–17 years	✓ ²			American Indian		✓	
18–24 years	✓ ³			Asian		✓	
25–34 years	✓ ⁴			Other		✓	
35–44 years		✓		ETHNICITY			
45–59 years			✓	Not Hispanic		✓	
60–74 years			✓	Hispanic		✓	
75+ years		✓		ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ⁶		
Female		✓		\$50,000 - \$75,000	✓ ⁷		
Male		✓		>\$75,000			✓

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

- | | |
|---------------------------------|--------------------------------------------------------------------------|
| 1. 5-9 years = 73 visits/day | 5. Adult Black users = 199 visits/day |
| 2. 10-17 years = 69 visits/day | 6. Annual household incomes <\$50,000 per year = 397 visits/day |
| 3. 18-24 years = 73 visits/day | 7. Annual household incomes \$50,000 - \$75,000 per year = 86 visits/day |
| 4. 25-34 years = 143 visits/day | |

from the public indicate that this behavior often discourages more casual, recreational users from using this and other regional trails. This issue is most common on trails that are in more densely populated areas and on trails that are very direct (not circuitous) and without multiple intersections, such as the Luce Line Regional Trail.

Casual or recreational type users that are more intimidated by this behavior tend to include walkers, youth/groups with youth (many that are just learning to bike and are slower, do not stay to the right and frequently stop without warning), and those that are over 75 years old (especially those individuals with visual, hearing, or physical impediments). BIPOC community members and community members from lower income households are also likely affected by more aggressive, faster cyclists as they currently tend to be primarily casual or recreational trail users and frequently newer users.

Related, cultural norms, access, awareness, wayfinding, a sense of feeling welcome/belonging, cost/access to gear/equipment and available free time also likely contributes to regional trail use – particularly to BIPOC community members and community members from lower income levels. Over the last ten years many of these factors are being more purposefully addressed and are improving. However, available free time and competition for free time appear to continue to be barriers to BIPOC community members and community members from lower income levels and no easy solution exists. These phenomena are not unique to this trail as they are occurring across the regional trail system. To better address these findings, the Park District is:

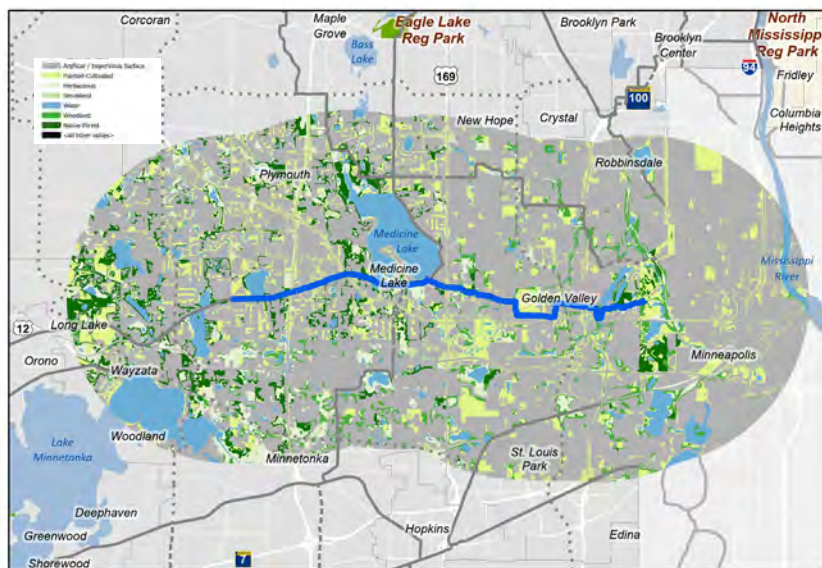
- Revamping its trail etiquette signage, employing a volunteer trail patrol to help better educate users on sharing the trail and, when needed, considering enforcement measures.
- Working on initiatives to help teach community members of all ages and abilities how to bike, navigate the trail system, do basic maintenance and prepare for all weather conditions.
- Partnering with other organizations to provide bikes to those in need, improve local access and better connectivity to destinations such as parks, schools, places of worship, libraries, commercial nodes and employment centers along the corridor
- Adding wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water and bathrooms, where needed, to serve a wider range of users
- Partnering with local cities to invest in amenities which create destination along the regional trail corridors for visitors of all ages and abilities such as the ninja course and universal play area at Schaper Park in Golden Valley.

In consideration of the items above, the Park District anticipates that trail demographics will start to shift to better reflect the broader community.

NATURAL RESOURCES & MLCCS

The Luce Line Regional Trail generally follows a railroad corridor that is vegetated along its right-of-way boundaries by volunteer trees and plants. It also passes through several city parks including Parkers Lake and along the southern edge of Medicine Lake through the Bassett Creek wetland complex.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to Luce Line Regional Trail as: predominantly artificial/impervious surfaces, with pockets of planted or cultivated vegetation, shrublands and herbaceous land cover (**Map 86**). Forested areas are located within Theodore Wirth and French Regional



MAP 86 | LUCE LINE REGIONAL TRAIL | MLCCS MAP
SOURCE: PARK DISTRICT

Parks. Medicine Lake is the predominate adjacent water feature with Lake Minnetonka clipping the southwest edge of the 3-mile buffer.

MnDNR’s National Heritage Information System (NHIS) provides information on Minnesota’s rare plants, animals, native plant communities, and other rare features. NHIS data indicates that within 1-mile of the Luce Line Regional Trail the following can be found:

Species of Concern

- Bullfrog, *Lithobates catesbeianus*
- Blanding’s Turtle, *Emydoidea blandingii*
- Dwarf Trout Lily, *Erythronium propullans*
- Hooded Warbler, *Setophaga citrina*
- Peregrine Falcon, *Falco peregrinus*

CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain, upgrade and expand the Luce Line Regional Trail (**Table 32, next page**). Each segment map contained within this chapter further details where those anticipated improvements are located.

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Luce Line Regional Trail is complete and open to the public. As such, no additional operation and maintenance staff or costs are foreseen.

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. This regional trail requires a 0.3 FTE maintenance position at an average cost of about \$22,000/year (\$2,500/mile).

In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement

maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operations and maintenance for the Luce Line Regional Trail is \$54,000/year based upon estimated per mile costs (**Table 33**). While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. Similarly, no additional cultural or natural resources staffing needs are foreseen.

TABLE 32 | LUCE LINE REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)
SOURCE: PARK DISTRICT

Notes	Segment	Improvement Description	Unit Legend	Unit Price	Qty	Total
1	3	Rest stop, relocate	EA	\$8,000	1	\$8,000
2	3, 4	Trail, widen/realign railroad crossing	EA	\$22,000	2	\$44,000
	4	Trailhead parking lot development (approx. 8 cars)	LS	\$75,000	1	\$75,000
3	5, 7, 8, 9, 12, 14	ADA crossing improvements	EA	\$5,600	6	\$33,600
	5	Striping trail clear zone on trail under TH 55 bridge	LF	\$1	650	\$650
4	5, 8	Improve clear zone	LF	\$5,000	2	\$10,000
	7	Trail, reconstruct to 10' wide	LF	\$200	200	\$40,000
5	7	Boardwalk, repair approach panels	EA	\$5,500	2	\$11,000
	9, 14	Wayfinding directional sign	EA	\$270	4	\$1,080
	12	Trail, widen/realign	LS	\$50,000	1	\$50,000
	14	Kiosk, relocate	EA	\$8,000	1	\$8,000
6	16	Signage, mountain bike crossing	LS	\$1,100	1	\$1,100
TOTAL*						\$282,000
Notes						
1.	Cost includes removal and relocation of existing amenities and new concrete slab.	4.	Cost includes time and materials to clear site lines of woody debris.			
2.	Includes revisions to trail approach radii on both sides of crossing.	5.	Reconstruction of reinforced concrete approach panels, including removal of existing panels.			
3.	Assumes \$2,800 per ramp. Estimated unit cost assumes two ramp replacements per intersection.	6.	Assumes four signs total; two approaching and two at crossing.			
*Figure has been rounded.						
LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre						

TABLE 33 | LUCE LINE REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)
SOURCE: PARK DISTRICT

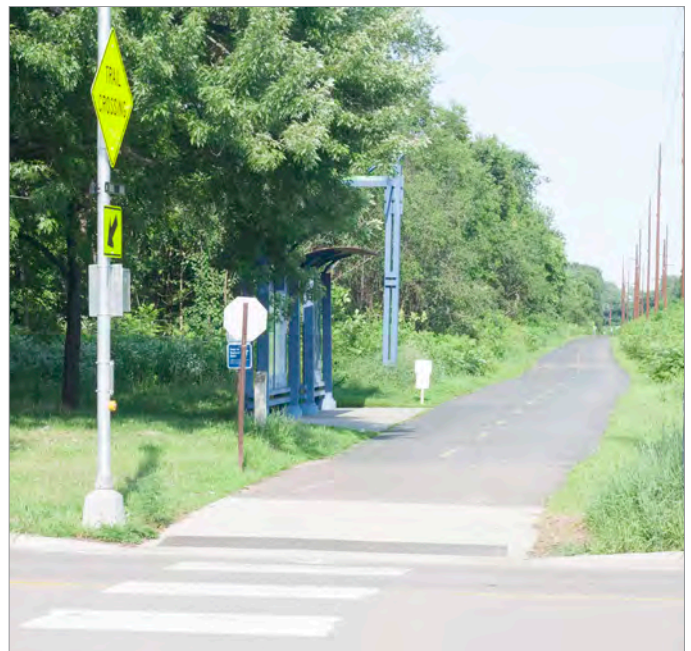
Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	8.8 miles	\$2,500	\$22,000
Routine Maintenance Aggregate Trails	N/A	\$2,250	---
Routine Maintenance Paved Trails	8.8 miles	\$200	\$2,000
Preventative Pavement Maintenance Paved Trails	8.8 miles	\$3,380	\$30,000
ESTIMATED TOTAL PER YEAR			\$54,000

MAP 87 | LUCE LINE REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Luce Line Regional Trail termini at Vicksburg Lane North, with Park District Level A kiosk. Photo credit: SRF Consulting Group

MAP 88 | LUCE LINE REGIONAL TRAIL | SEGMENT 2

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Luce Line Regional Trail crossing of Shenandoah Lane North.
Photo credit: SRF Consulting Group

MAP 89 | LUCE LINE REGIONAL TRAIL | SEGMENT 3
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



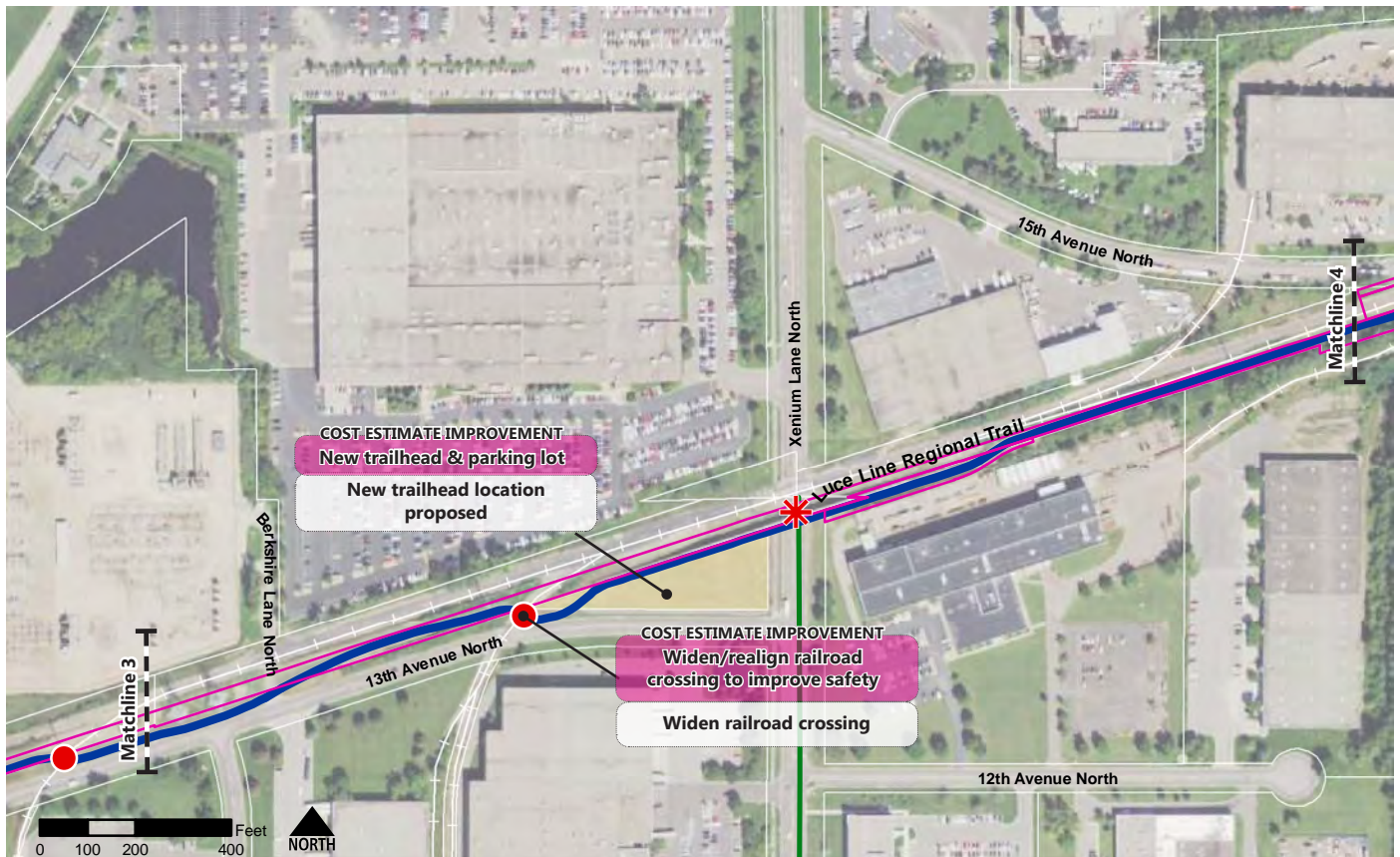
Regional trail underpass of I-494.
 Photo credit: SRF Consulting Group



Rest stop with benches, bike rack and trash receptacle near I-494.
 Photo credit: SRF Consulting Group

MAP 90 | LUCE LINE REGIONAL TRAIL | SEGMENT 4

SOURCE: PARK DISTRICT



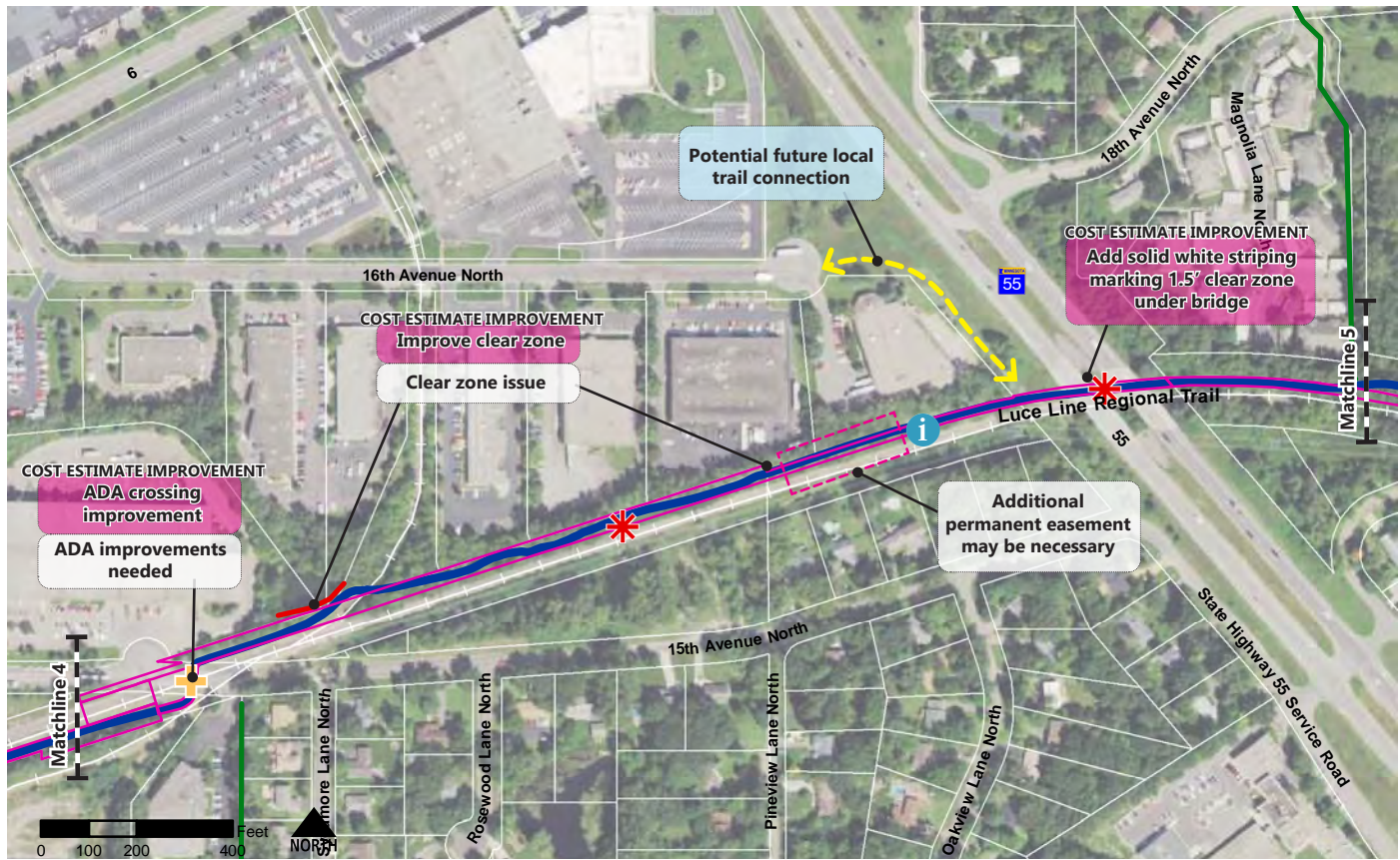
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Recently constructed grade-separated bridge crossing of Xenium Lane North.
Photo credit: SRF Consulting Group

MAP 91 | LUCE LINE REGIONAL TRAIL | SEGMENT 5

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Luce Line Regional Trail route under TH 55.

Photo credit: Park District

MAP 92 | LUCE LINE REGIONAL TRAIL | SEGMENT 6

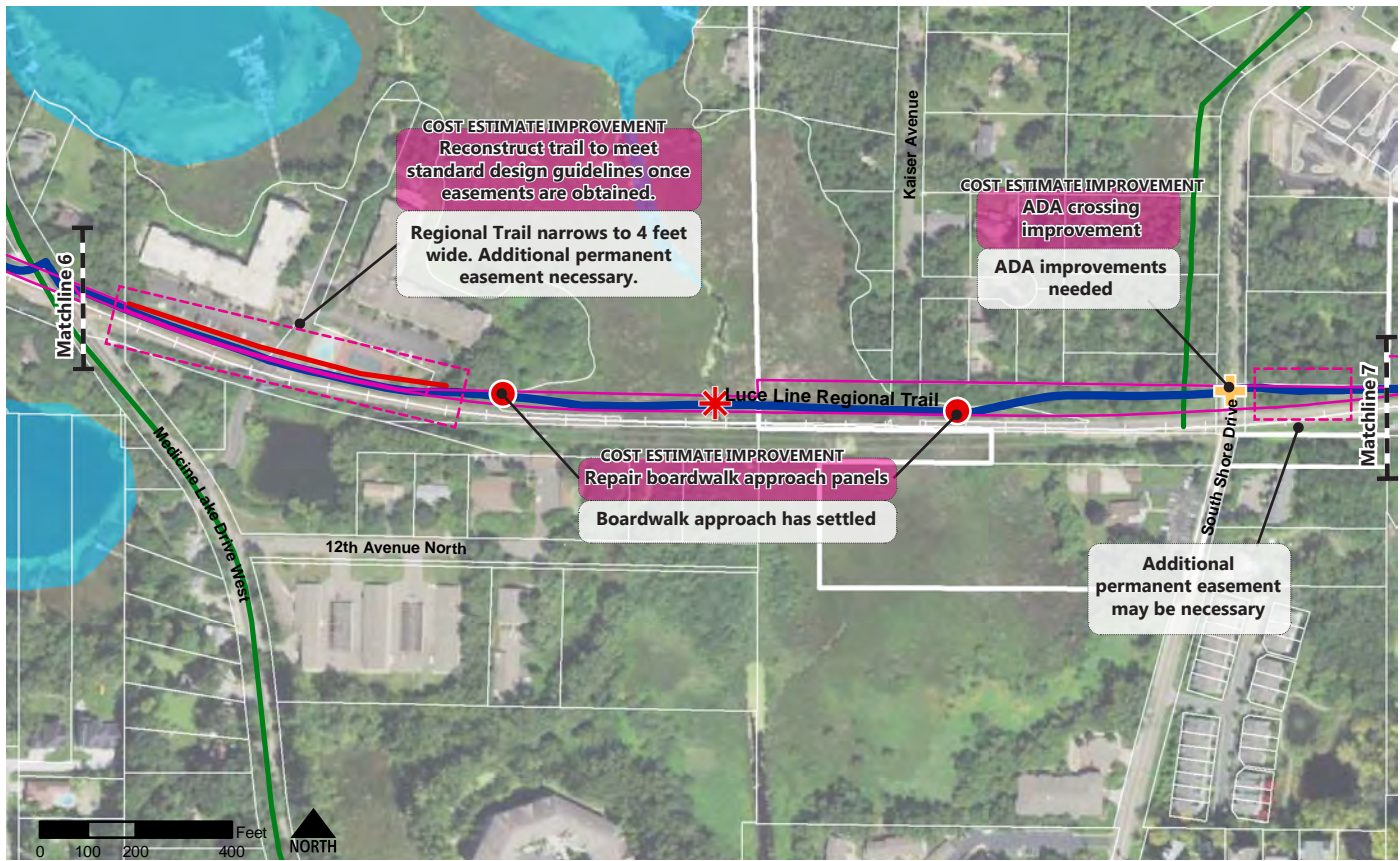
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 93 | LUCE LINE REGIONAL TRAIL | SEGMENT 7

SOURCE: PARK DISTRICT

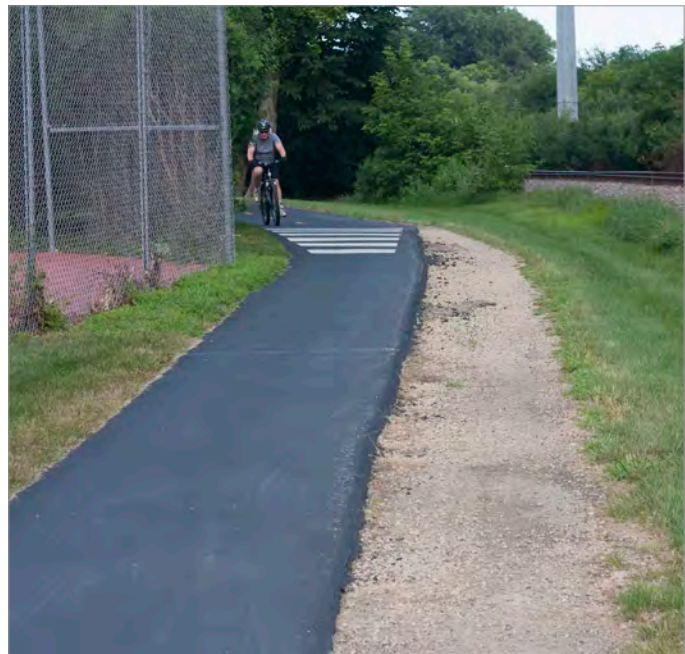


- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)

- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment

- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity

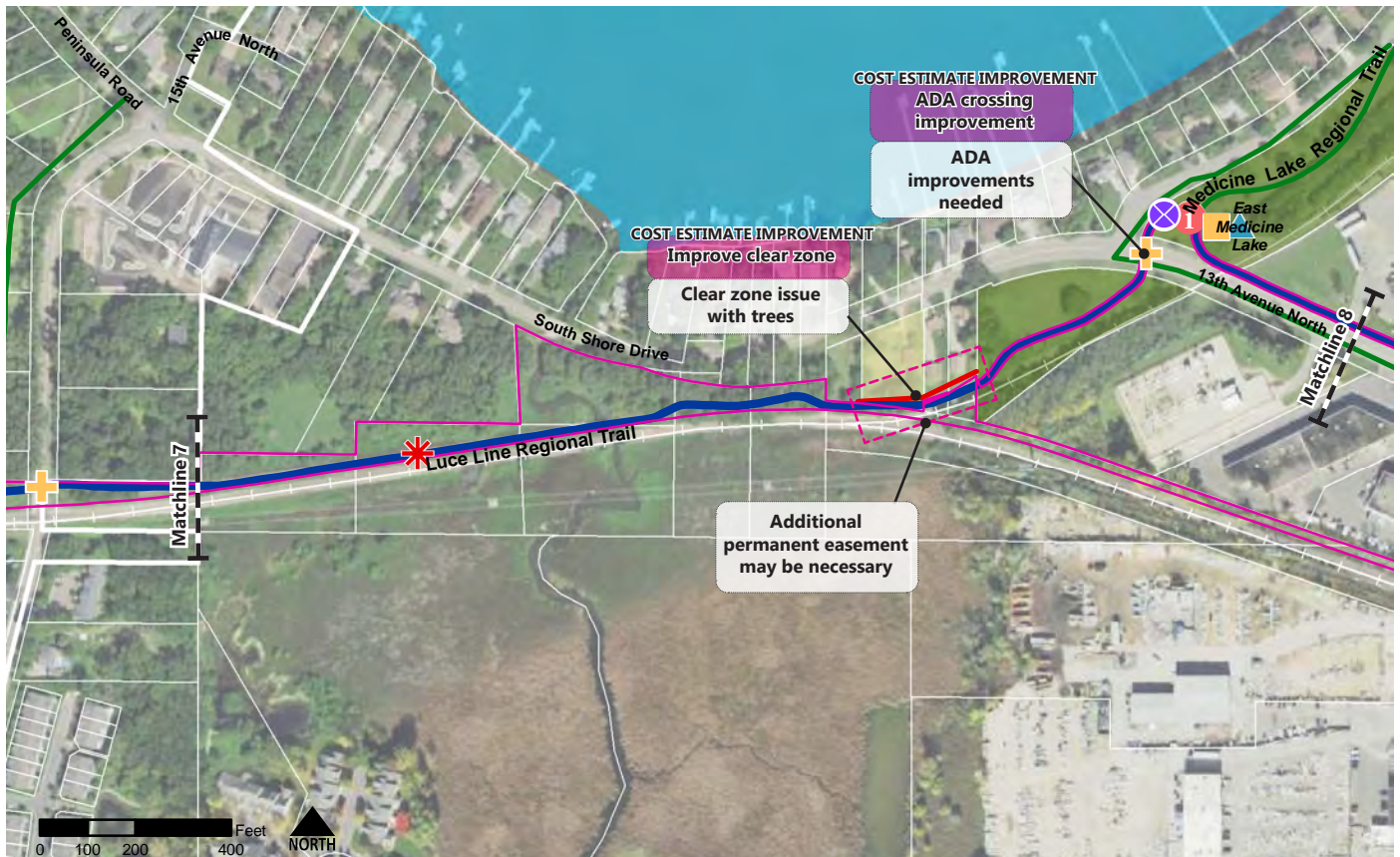
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed



Narrow part of Luce Line Regional Trail (4 feet wide). Easement needed.
Photo credit: SRF Consulting Group

MAP 94 | LUCE LINE REGIONAL TRAIL | SEGMENT 8

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

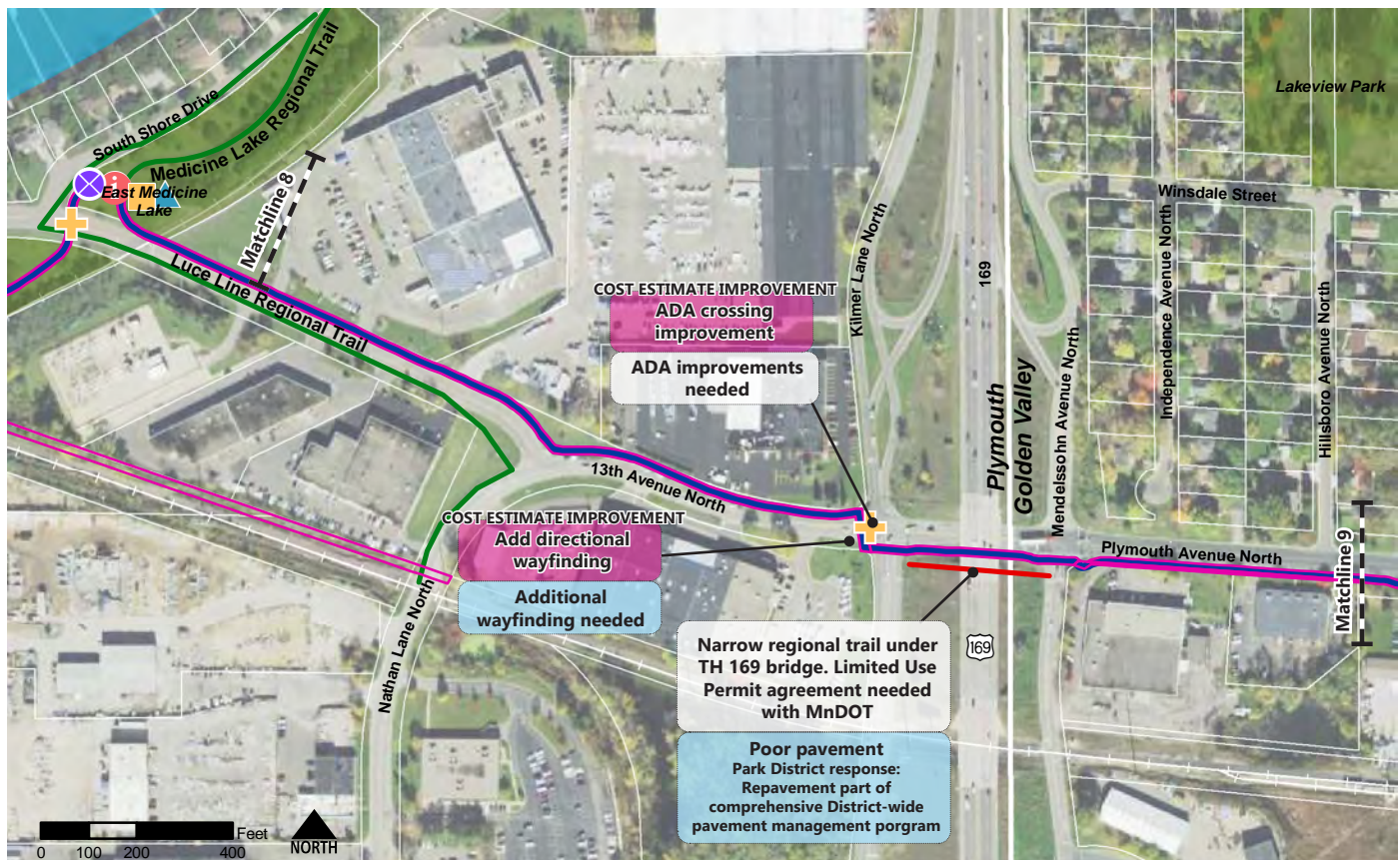


Trail segment through open space near Medicine Lake.
Photo credit: SRF Consulting Group



Boardwalk segment of Luce Line Regional Trail near Medicine Lake.
Photo credit: SRF Consulting Group

MAP 95 | LUCE LINE REGIONAL TRAIL | SEGMENT 9
 SOURCE: PARK DISTRICT



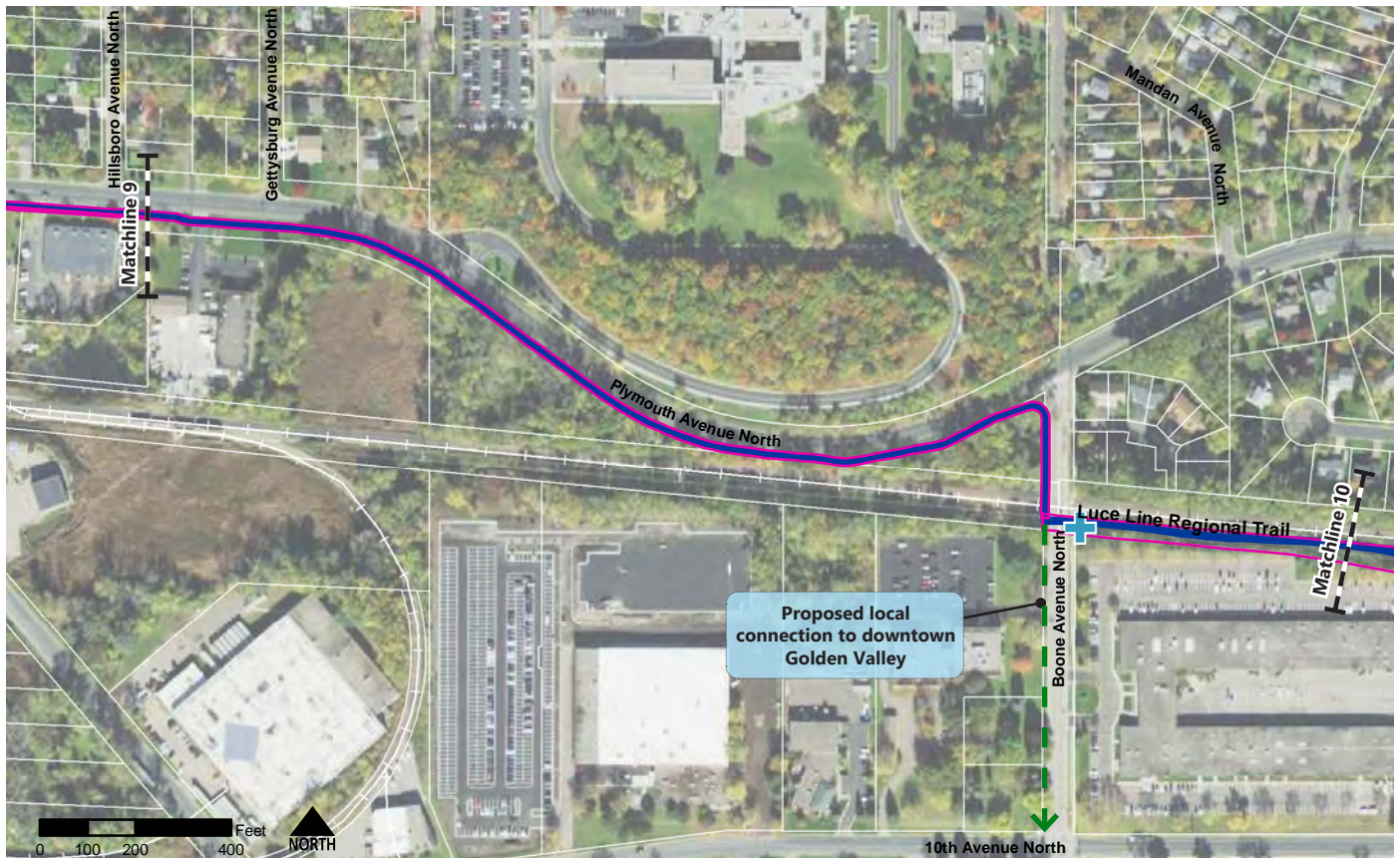
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Narrow and poor pavement condition under TH 169.
 Photo credit: SRF Consulting Group

MAP 96 | LUCE LINE REGIONAL TRAIL | SEGMENT 10

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Boone Avenue N intersection with Luce Line Regional Trail and at-grade railroad crossing. Photo credit: SRF Consulting Group

MAP 97 | LUCE LINE REGIONAL TRAIL | SEGMENT 11

SOURCE: PARK DISTRICT

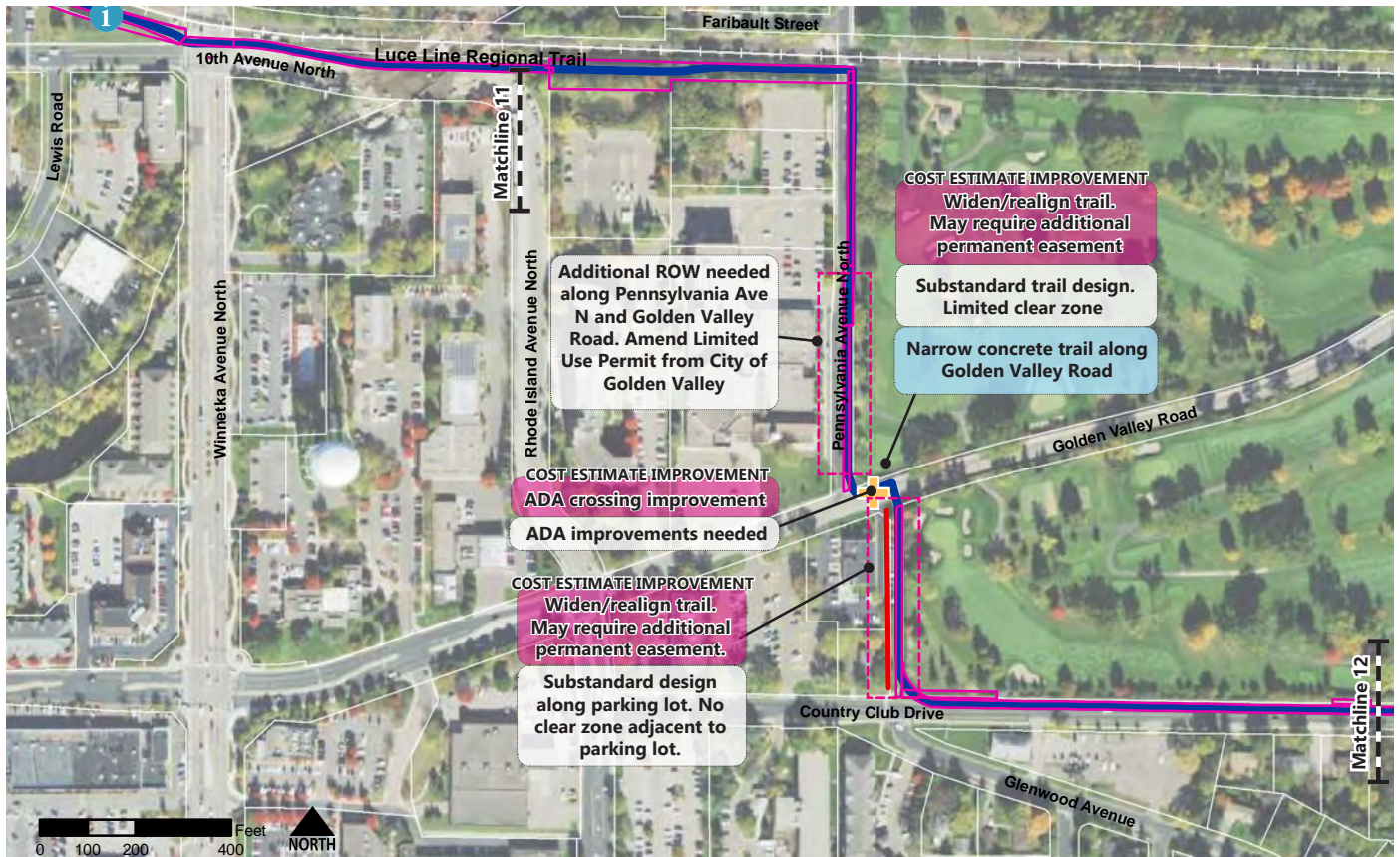


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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Luce Line Regional Trail near Winnetka Avenue N, including kiosk wayfinding.
Photo credit: SRF Consulting Group

MAP 98 | LUCE LINE REGIONAL TRAIL | SEGMENT 12
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



No clear zone adjacent to trail between Country Club Drive and Golden Valley Road.
 Photo credit: SRF Consulting Group

MAP 99 | LUCE LINE REGIONAL TRAIL | SEGMENT 13
 SOURCE: PARK DISTRICT



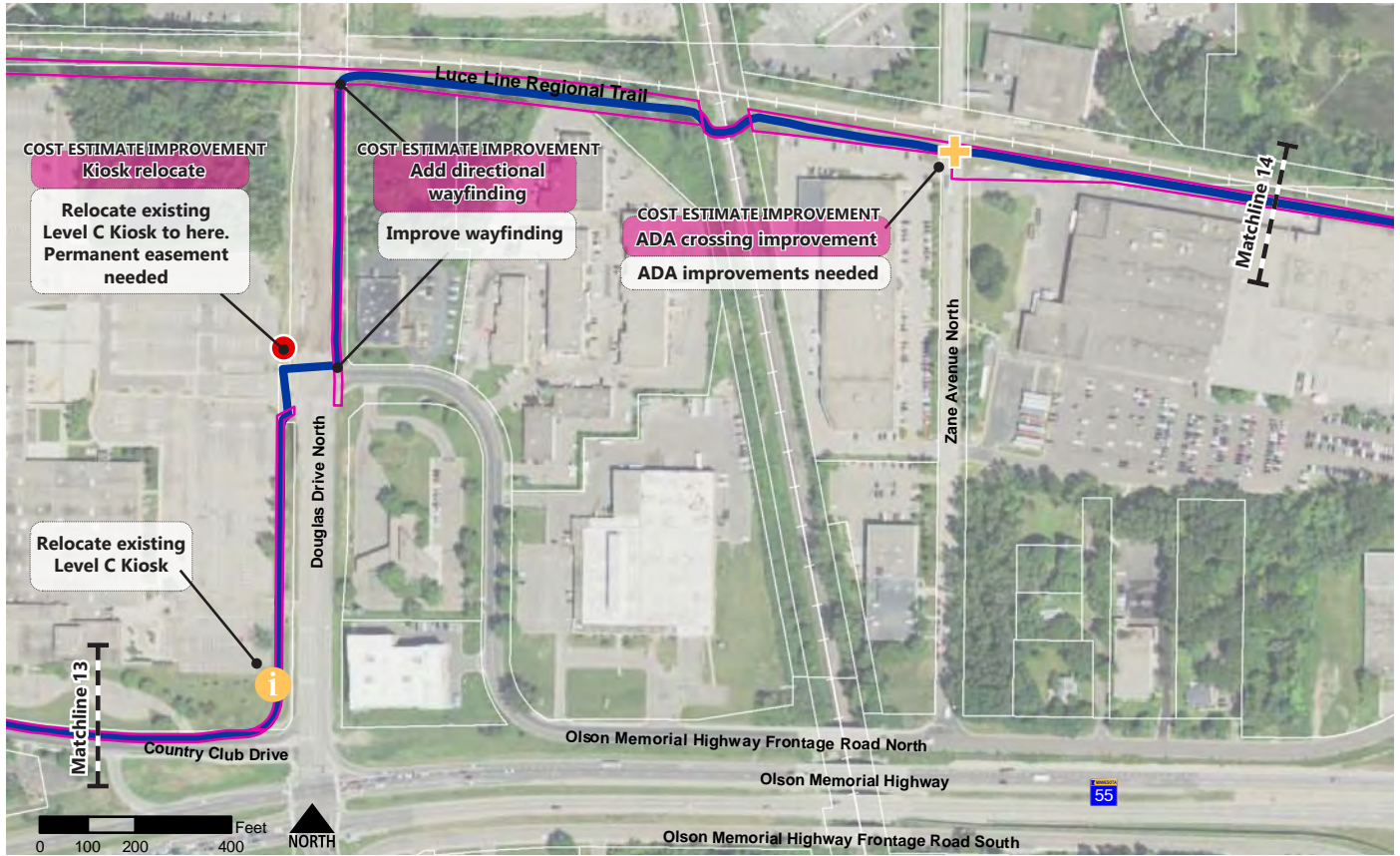
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Luce Line Regional Trail adjacent to golf course and Country Club Drive.
 Photo credit: SRF Consulting Group

MAP 100 | LUCE LINE REGIONAL TRAIL | SEGMENT 14

SOURCE: PARK DISTRICT



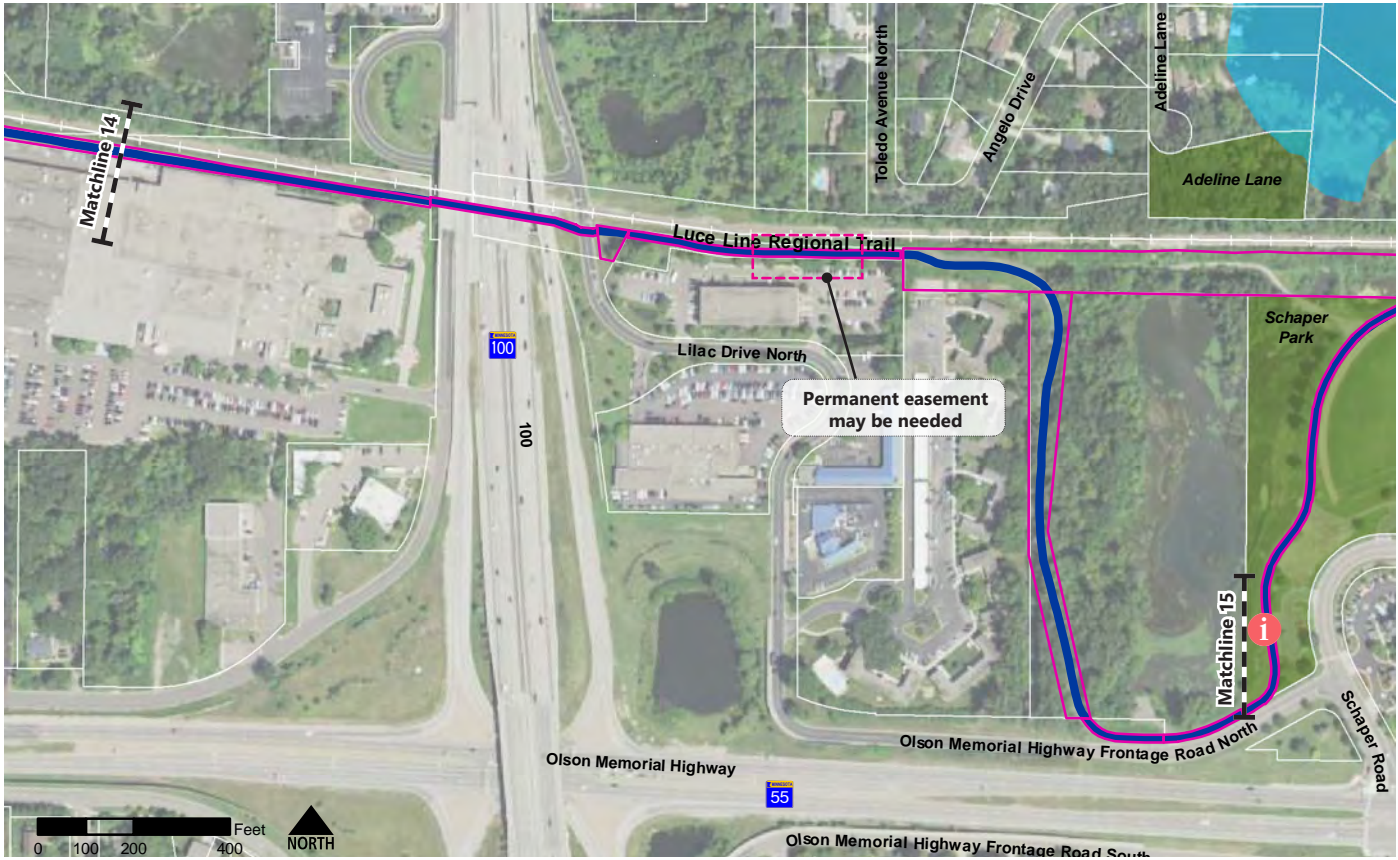
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Intersection improvements needed at the crossing of Zane Avenue N.
Photo credit: SRF Consulting Group

MAP 101 | LUCE LINE REGIONAL TRAIL | SEGMENT 15

SOURCE: PARK DISTRICT

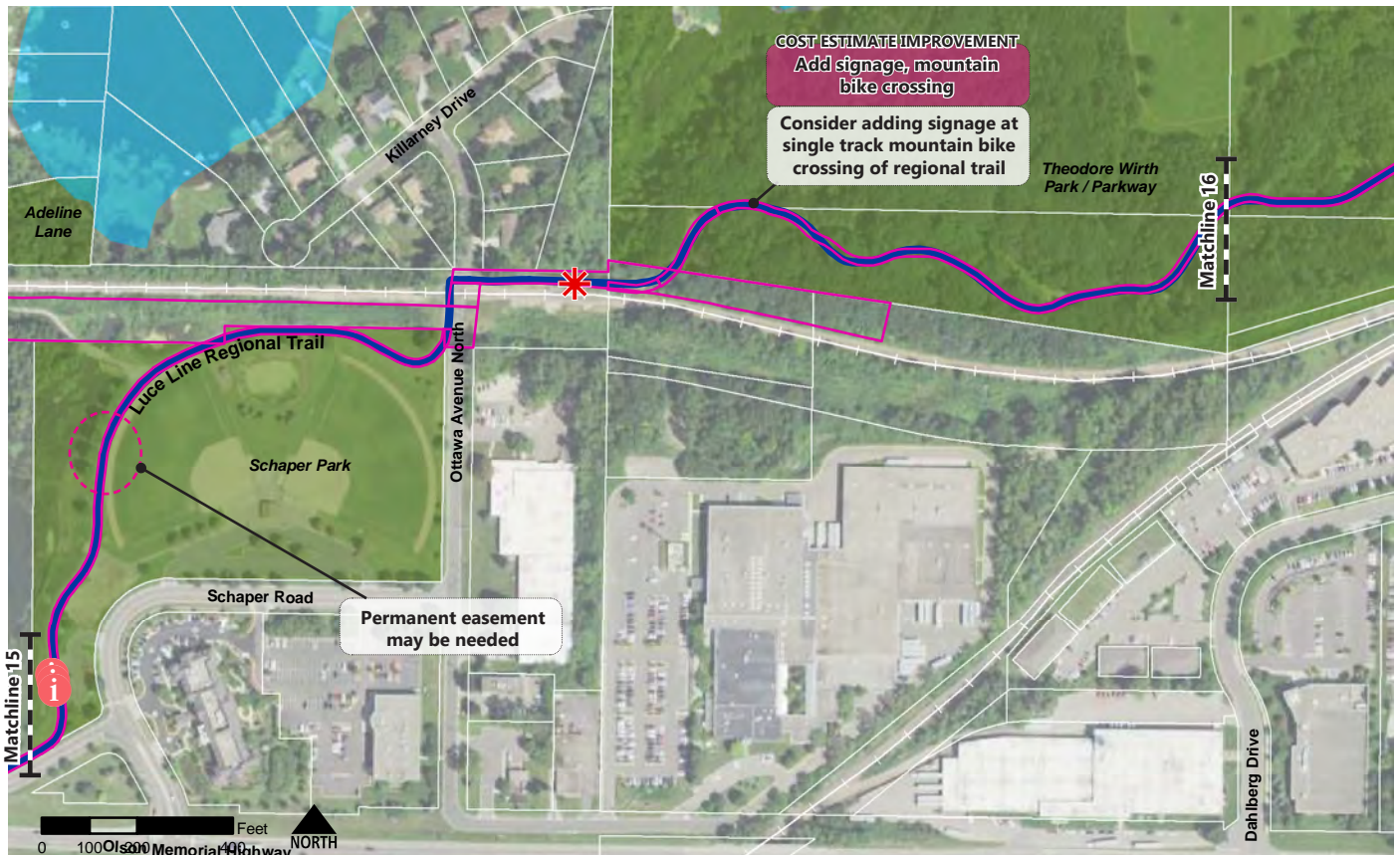


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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Luce Line Regional Trail route near Schaper Park.
Photo credit: SRF Consulting Group

MAP 102 | LUCE LINE REGIONAL TRAIL | SEGMENT 16
 SOURCE: PARK DISTRICT

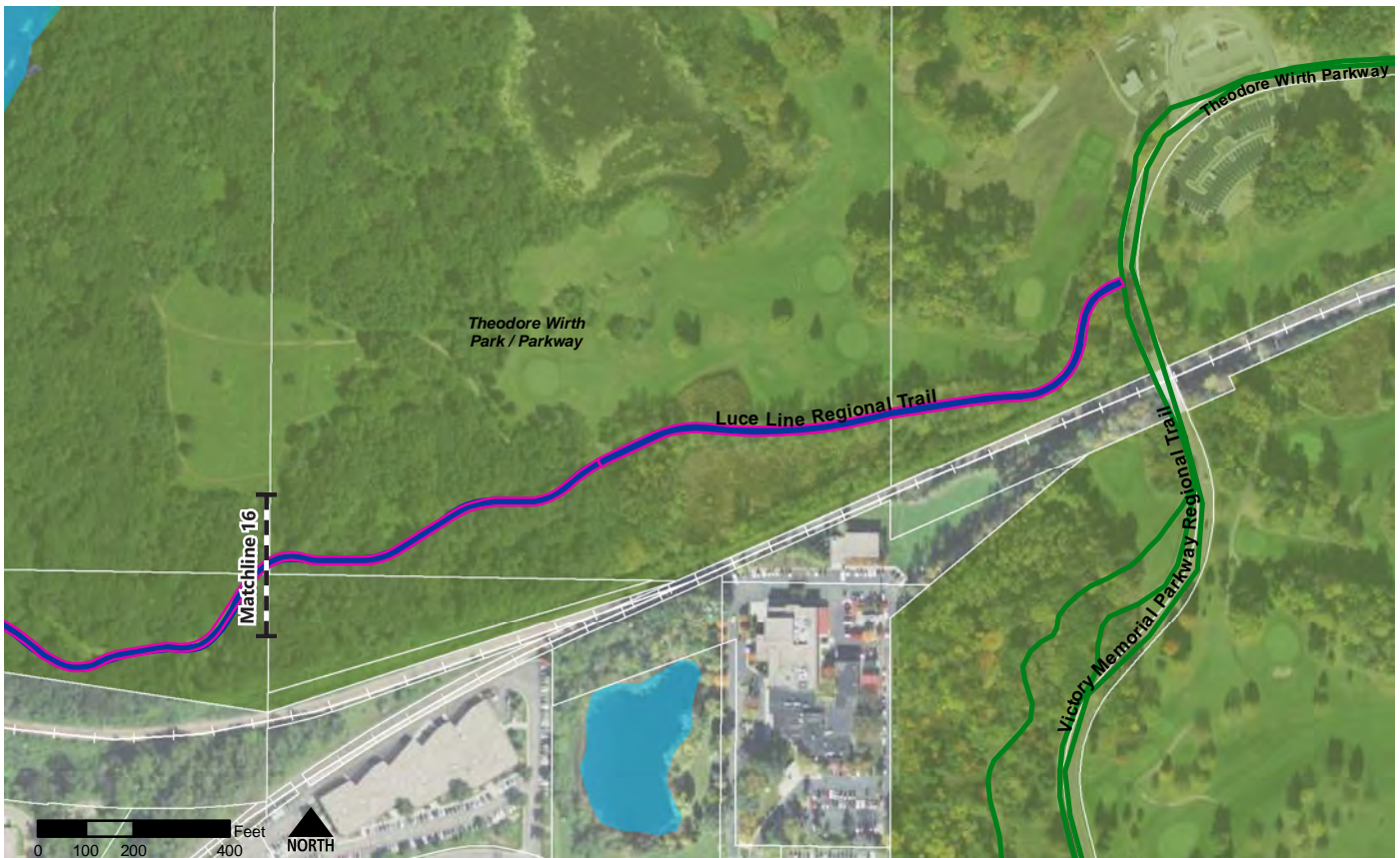


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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Single track mountain bike course intersection with Luce Line Regional Trail in Theodore Wirth Regional Park.
 Photo credit: SRF Consulting Group

MAP 103 | LUCE LINE REGIONAL TRAIL | SEGMENT 17
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Trail segment in Theodore Wirth Regional Park.
 Photo credit: SRF Consulting Group

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9

MEDICINE LAKE REGIONAL TRAIL MASTER PLAN

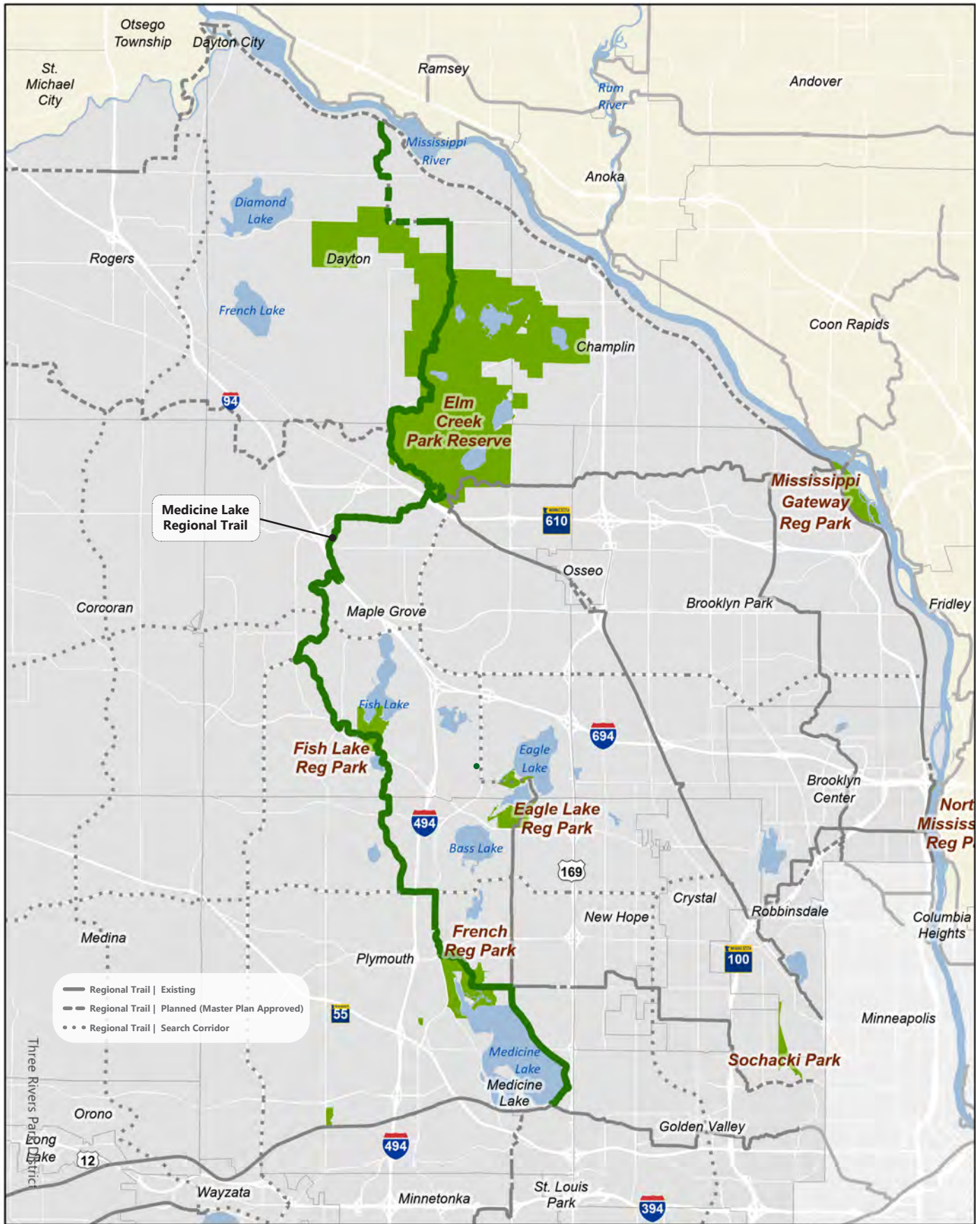
The 25.6-mile paved Medicine Lake Regional Trail is a multi-use trail that extends south from the Mississippi River in Dayton through Maple Grove and Plymouth to the southwest corner of Medicine Lake in the City of Medicine Lake. The regional trail provides an important north/south trail corridor for recreation and includes connections to Elm Creek Park Reserve, Fish Lake Regional Park and French Regional Park. In addition, the regional trail provides connections with the planned West Mississippi River Regional Trail at its northern terminus, Rush Creek and Bassett Creek Regional Trails mid-route, the Luce Line and planned Eagle Lake Regional Trails at its southern terminus as well as many community trails along the way (**Map 104**).

The trail is nearly complete with the exception of the 1.6-mile planned extension to the West Mississippi River Regional Trail in Dayton and inclusion of the 0.6 mile long-term interim route along Northwest Boulevard in Plymouth. The interim route through Plymouth may be abandoned should relocating the regional trail through land predominately owned by the Park District along I-494 become financially feasible at some point in the future. Until then, the interim route safely satisfies the regional trail purpose and intent.

Maps contained in this chapter illustrate the Medicine Lake Regional Trail corridor and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements (**Maps 107 - 149**).

BOUNDARIES & EASEMENTS

The Medicine Lake Regional Trail made up a significant section of the North Hennepin Regional Trail - one of the Park District's first regional trail corridors. The concept



MAP 104 | MEDICINE LAKE REGIONAL TRAIL CONTEXT
 SOURCE: PARK DISTRICT



of the North Hennepin Regional Trail was a visionary long-term plan. Acquisition of the Medicine Lake Regional Trail segments commenced over 40 years ago and took over 30 years to complete.

The current, planned Medicine Lake Regional Trail builds off of this original plan and includes a northerly extension through Elm Creek Park Reserve to the Mississippi River/Elsie Stephens Park/West Mississippi River Regional Trail. This extension is also recognized in the 2018 West Mississippi River Regional Trail Master Plan (**Maps 107-111**).

The existing regional trail segments are primarily located within an independent trail corridor owned by the Park District through several fully developed communities and neighborhoods. The independent trail corridor functions as a linear park or greenway – which as a destination regional trail, is a primary goal of this trail. There are also a few segments located within road right-of-way or local parkland via permit or easement.

Similar to other regional trails, there are locations along the existing regional trail where additional property rights may be needed to help meet regional trail standards or address areas where property rights are missing or incomplete. In addition, there are a few areas where additional property rights are needed to support the extension through Dayton, the long-term interim route in Plymouth and vision as a linear park or greenway.

The portion of the northerly extension trail segment located beyond Elm Creek Park Reserve is planned to traverse through recently constructed residential development, undeveloped-privately owned property and within road rights-of-way. The Park District and Dayton are actively working on conveying property rights from the City to the Park District for the trail section generally located between the new regional trail underpass of CR 12/Dayton River Road and North Diamond Lake Road through the River Hills subdivision as well as the section

between South Diamond Lake Road and Elm Creek Park Reserve along Pineview Lane. These property rights are anticipated to be in place prior to the adoption of this master plan and are not included in the acquisition cost estimate.

The resulting gap or middle section of the northerly extension is generally between/along North and South Diamond Lake Roads and is proposed through property that is currently privately held or public right-of-way. The exact location of the regional trail alignment and associated property right needs will be based on willing-sellers and

TABLE 34 | MEDICINE LAKE RT ACQUISITION COST ESTIMATE
SOURCE: PARK DISTRICT

General Location(s)		Property Rights	Estimated SF	Estimate Total Acquisition*
Dayton				
Segment 2		Easement outside MUSA	6,200 SF	\$1,897
Segment 3	Conceptual Trail Corridor	Easement inside MUSA	34,959 SF	\$152,503
		Easement outside MUSA	1,692 SF	\$518
			3,912 SF	\$1,197
			3,533 SF	\$1,081
			1,234 SF	\$378
			6,524 SF	\$1,996
Segment 4	PID: 1512022310001	Easement within MUSA	2,550 SF	\$11,125
	PID: 1512022310005		2,574 SF	\$11,229
	PID: 1512022310006		2,348 SF	\$10,241
Segment 5	PID: 1512022420001	Easement within MUSA	3,287 SF	\$14,337
	PID: 1512022420002		2,537 SF	\$11,067
	PID: 1512022420003		2,861 SF	\$12,482
	PID: 1512022420004		1,989 SF	\$8,678
	PID: 1512022420020		1,187 SF	\$5,179
	PID: 1512022420007		2,113 SF	\$9,219
	PID: 1512022420008		2,577 SF	\$11,240
Segment 6	City of Dayton PID: 2212022110002		877 SF	--
Segs 4, 5, 6	City of Dayton	Limited Use Permit	131,787 SF	--
Maple Grove				
Segment 21	PID: 1711922430058	Easement within MUSA	692 SF	\$3,019
Segment 23	PID: 2011922430013		613 SF	\$2,674
	PID: 2011922430012		528 SF	\$2,301
	PID: 2011922420017		1,191 SF	\$5,194
	City of Maple Grove Multiple properties		24,108 SF	--
Plymouth				
Segment 32	City of Plymouth	Limited Use Permit	64,930 SF	--
Segment 38	PID: 2311822110004	Easement within MUSA	19,266 SF	\$84,046
Segment 40	PID: 2411822310071		100 SF	\$438
	PID: 2411822310002		1,510 SF	\$6,587
Segment 43	PID: 2511822440011		1,097 SF	\$4,787
			TOTAL	\$373,412

* Estimated cost per sq ft derived from the Metropolitan Council's 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

future development. It is noted that while the trail sections along North/South Diamond Lake Roads are generally proposed within right-of-way, additional easement may be needed from adjacent property owners to meet regional trail standards and to provide a safe, desirable experience for trail users.

The long-term interim route through Plymouth between the intersection of Schmidt Lake Road and Cheshire Parkway and French Regional Park also requires property rights likely in the form of an easement or permit. The Park District anticipates working with Hennepin County and Plymouth in early 2022 to officially transition trail ownership, operation, maintenance, and property rights to the Park District. While this is an 'interim route,' it is recognized as the official regional trail route with the adoption of this master plan and until a route through Park District land along I-494 can be established in a manner that is not cost prohibitive.

A summary of known needed property rights/corrections are listed on **Table 34**, previous page.

SERVICE AREA & VISITATION

The Medicine Lake Regional Trail 3-mile ideal primary service area (75% of all visitors are anticipated to originate from this area) encompasses residents of 17 north-central Hennepin County cities (**Map 105**). The regional trail currently receives an estimated 665,000 annual visits (2019).

- Currently, 50% of the trail users live within 0.6 miles of the regional trail (actual core service area) and 75% of the trail users live within 1.3 miles of the trail (primary service area).
- By 2040, the Medicine Lake Regional Trail visitation is projected to increase by 215,000 annual visits, which equates to 32.2 percent growth (**Table 35**).

MAP 105 | MEDICINE LAKE REGIONAL TRAIL SERVICE AREA
SOURCE: PARK DISTRICT

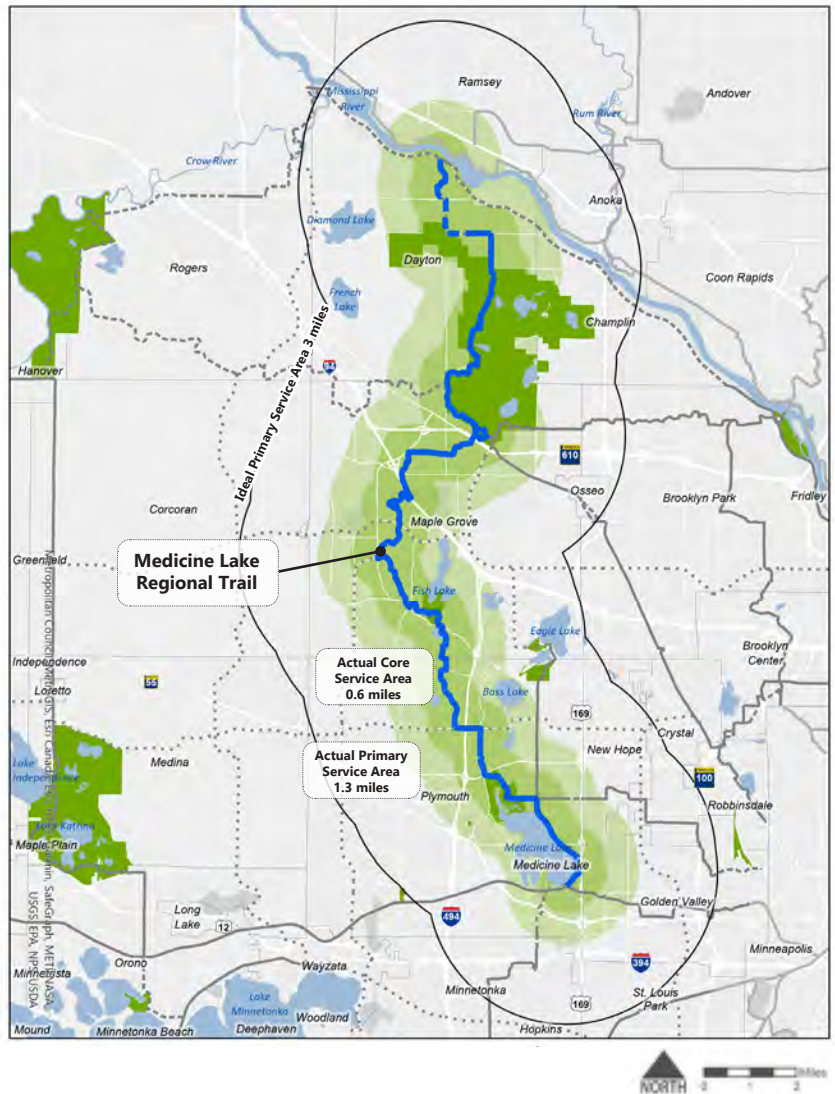


TABLE 35 | MEDICINE LAKE RT VISITATION PROJECTIONS
SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
224,438	296,757	32.2%	665,000	880,000

As the service area mileages indicate, the Medicine Lake Regional Trail receives most of its visitors from a shorter distance than desired and is counter intuitive given the trail’s destination-like qualities (independent corridor, few stop conditions, linear park experience). However as an independent corridor with limited road crossings, the regional trail is not highly visible to the broader community. Additional identification signage at road crossings, new access points, general wayfinding which interfaces with local wayfinding efforts and build out of local bike and pedestrian systems will help broaden the regional trail’s service area.

DEMOGRAPHICS

The Medicine Lake Regional Trail meets or exceeds visitation expectations for people ages 18-74, males and females, white/American Indian/Asian adults, non-Hispanic adults and people from households with an annual income of \$75,000 or more (Table 36).

Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given their percentage of the overall population - these are groups the Park District would like to better serve. For the Medicine Lake Regional Trail, underrepresented groups include:

- People under 18 years old or over 75 years old
- Black adults
- People from households with an annual income of \$75,000 or less

The underrepresented community groups are generally consistent with district-wide regional trail trends and are not satisfactory and not yet always easily understood. For example, this destination regional trail has few road crossings and offers a linear park or greenway experience. It also is more recreation focused and has a much smaller percent of transportation related visits to many of regional trails. It is reasonable to have expected youth to be more represented than they are.

Instead, it is more likely that as an independent trail corridor, the Medicine Lake Regional Trail is not as easily accessible or connected to the local trail and sidewalk network as much as it could be. As such access and proximity is likely a significant barrier to youth who tend to participate for shorter distances and times.

Related, access and proximity are likely barriers to the underrepresented community groups who live within the ideal service area but not directly on the regional trail corridor.

Much of the land secured for this trail was

TABLE 36 | MEDICINE LAKE REGIONAL TRAIL DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years	✓ ¹			White		✓	
5-9 years	✓ ²			Black	✓ ⁴		
10-17 years	✓ ³			American Indian		✓	
18-24 years		✓		Asian		✓	
25-34 years		✓		Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years			✓	Not Hispanic			✓
60-74 years			✓	Hispanic	✓ ⁵		
75+ years		✓		ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ⁶		
Female		✓		\$50,000 - \$75,000	✓ ⁷		
Male		✓		>\$75,000		✓	

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

1. <5 years = 122 visits/day
2. 5-9 years = 130 visits/day
3. 10-17 years = 192 visits/day
4. Adult Black users = 94 visits/day
5. Adult Hispanic users = 63 visits/day
6. Annual household incomes <\$50,000 per year = 438 visits/day
7. Annual household incomes \$50,000 - \$75,000 per year = 150 visits/day

done as land was subdivided and developed primarily into single-family homes. These subdivisions did not offer a variety of housing options or range of costs and are currently predominately White and with higher annual household income levels. Areas with affordable housing options and which tend to serve higher percentages of BIPOC, Hispanic and seniors are located farther from the trail corridor. The result is that the community groups which already face additional barriers to participation in respect to time, ability, equipment and awareness also have a greater physical access barrier than the predominately affluent White subdivisions located immediately adjacent to the trail.

Rerouting the trail or altering the demographics of the subdivisions immediately adjacent to the trail is not realistic or easily feasible. As such, the Park District will continue to work with its local community partners to encourage local access and support local pedestrian and bicycle networks which improve access and connectivity across and between communities and better serve underrepresented community groups. In addition, the Park District will continue its efforts to increase awareness efforts through marketing, programming and signage.

NATURAL RESOURCES & MLCCS

The Medicine Lake Regional Trail extends north through suburban development for the majority of its alignment, but it also extends along the east shore of Medicine Lake and through French Regional Park, Fish Lake Regional Park and Elm Creek Park Reserve. The trail terminates at Elsie Stephens Park on the Mississippi River, within the Mississippi National River and Recreation Area.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to Medicine Lake Regional Trail as: artificial/impervious surfaces and planted or cultivated vegetation throughout the segment, with increasing areas of forests, woodlands, and herbaceous land cover as the trail moves north (**Map 106**). Medicine Lake and several other lakes are the predominate water feature.

MnDNR’s National Heritage Information System (NHIS) provides information on Minnesota’s rare plants, animals, native plant communities, and other rare features. NHIS data indicates that within 1-mile of the Medicine Lake Regional Trail the following can be found:

Landscape Type

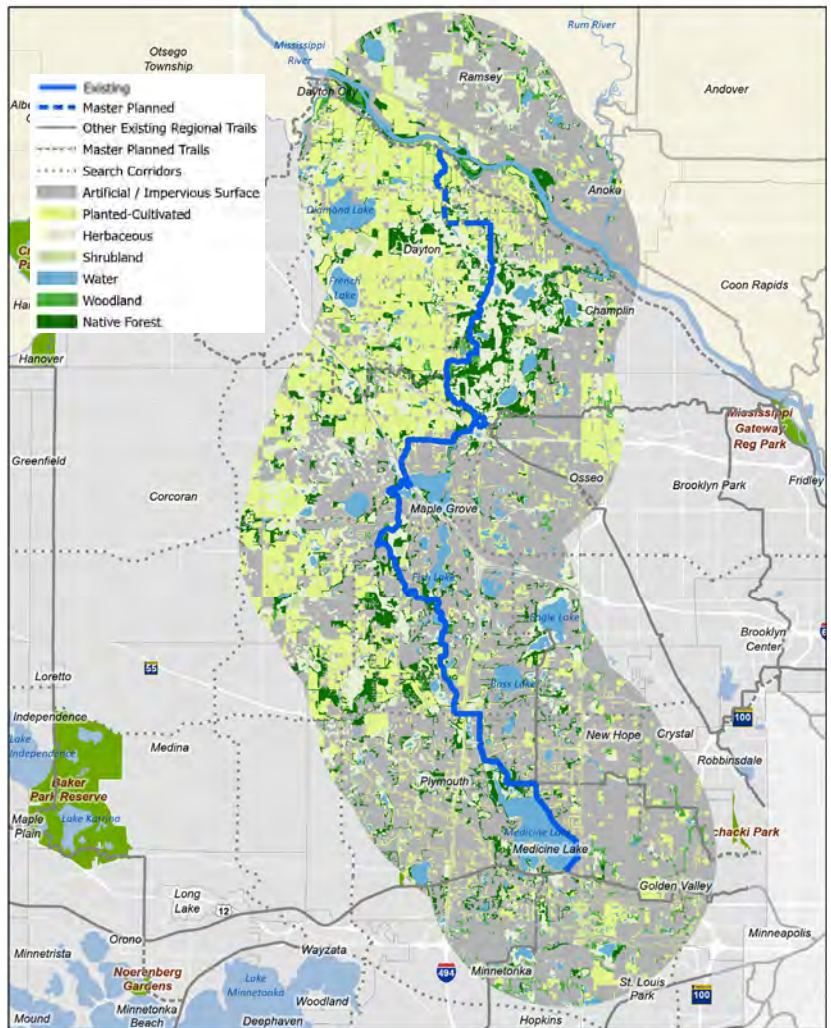
- Native Plant Community, Undetermined Class
- Seepage Meadow/Carr
- Southern Mesic Maple-basswood Forest
- Sugar Maple Forest (Big Woods)
- Tamarack Swamp (Southern)

Species of Concern

- Acadian Flycatcher, *Empidonax virescens*
- American Ginseng, *Panax quinquefolius*
- Bald Eagle, *Haliaeetus leucocephalus*
- Black Sandshell, *Ligumia recta*
- Pugnose Shiner, *Notropis anogenus*

Threatened

- Blanding’s Turtle, *Emydoidea blandingii*
- Trumpeter Swan, *Cygnus buccinator*



MAP 106 | MEDICINE LAKE REGIONAL TRAIL MLCCS
SOURCE: PARK DISTRICT



CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain, upgrade and expand the Medicine Lake Regional Trail (**Table 37**). Each segment map contained within this chapter further details where those anticipated improvements are located.

TABLE 37 | MEDICINE LAKE REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)

SOURCE: PARK DISTRICT

Notes	Segment	Improvement Description	Unit Legend	Unit Price	Qty	Total
	1	Level A kiosk installation	EA	\$69,500	1	\$69,500
1	2, 3, 4	Trail, new park section (Dayton)	LF	\$170	6,150	\$1,045,000
	2, 6, 10, 15	Level C wayfinding installation	EA	\$13,000	4	\$52,000
	4, 5	Trail, new suburban section (Dayton)	LF	\$490	2,200	\$1,078,000
2	6 (1 corner), 10, 17, 30 (2), 31 (3), 35, 39, 43	ADA crossing improvements	EA	\$5,600	10.5	\$58,800
	7, 12	Level B wayfinding installation	EA	\$43,000	2	\$86,000
	12	Parking lot (approx. 10 stalls)	SY	\$100	1,000	\$100,000
	15	Blades for Level C kiosk	LS	\$550	1	\$550
3	20	Retaining wall, relocate	SF	\$100	570	\$57,000
	20	Fishing platforms, install	EA	\$10,000	1	\$10,000
	20, 25	Relocate Level C directional sign	EA	\$3,000	2	\$6,000
4	23 (2), 28	Erosion repair	LS	\$7,500	3	\$22,500
5	24	Improve clear zone	LS	\$5,000	2	\$10,000
	31	Trail striping	LF	\$1	122	\$122
	32, 33, 34	Trail, widen from 8' to 10'	LF	\$125	3,360	\$420,000
6	35	Drainage repair	LS	\$2,700	1	\$2,700
	39	Kiosk, relocate	EA	\$8,000	1	\$8,000
TOTAL*						\$3,019,000
Notes						
1. Cost includes 6" Class 5 base and 3" paving. Assumes minimal grading on flat surface.						
2. Assumes \$2,800 per ramp. Estimated unit cost assumes two ramp replacements per intersection.						
3. Modular block retaining wall.						
4. Cost includes equipment and materials for bank stabilization.						
5. Cost includes time and materials to clear site lines of woody debris.						
6. Cost includes pricing for removal of existing trail and new trail construction.						
*Figure has been rounded.						
LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre						

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Medicine Lake Regional Trail is nearly complete and open to the public. Only minor operation and maintenance expenses or staff adjustments are foreseen at this time to account for the future trail extension (2 miles).

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. Since this trail includes a 6 mile overlap with trails in Elm Creek Park Reserve, the operations and maintenance staffing and costs identified in this master plan are for the remaining 18 miles of existing trail and 1.6 miles of future extension for a total of 19.6 miles. This regional trail currently requires a 0.5 FTE maintenance position at an average cost of about \$45,000/year (\$2,500/mile). At which time the regional trail extension is complete, this will increase to 0.6 FTE with an estimated cost of about \$49,000/year.

In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated costs for operations and maintenance for the Medicine Lake Regional Trail is estimated to be \$119,000/year based on estimated per mile costs **(Table 38)**.

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. Similarly, no cultural and natural resources staffing needs are foreseen.

TABLE 38 | MEDICINE LAKE REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)

SOURCE: PARK DISTRICT

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	19.6 miles	\$2,500	\$49,000
Routine Maintenance Aggregate Trails	N/A	\$2,250	- - -
Routine Maintenance Paved Trails	19.6 miles	\$200	\$4,000
Preventative Pavement Maintenance Paved Trails	19.6 miles	\$3,380	\$66,000
ESTIMATED TOTAL PER YEAR			\$119,000

MAP 107 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 108 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 2
 SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 109 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 3

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 110 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 4

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 111 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 5

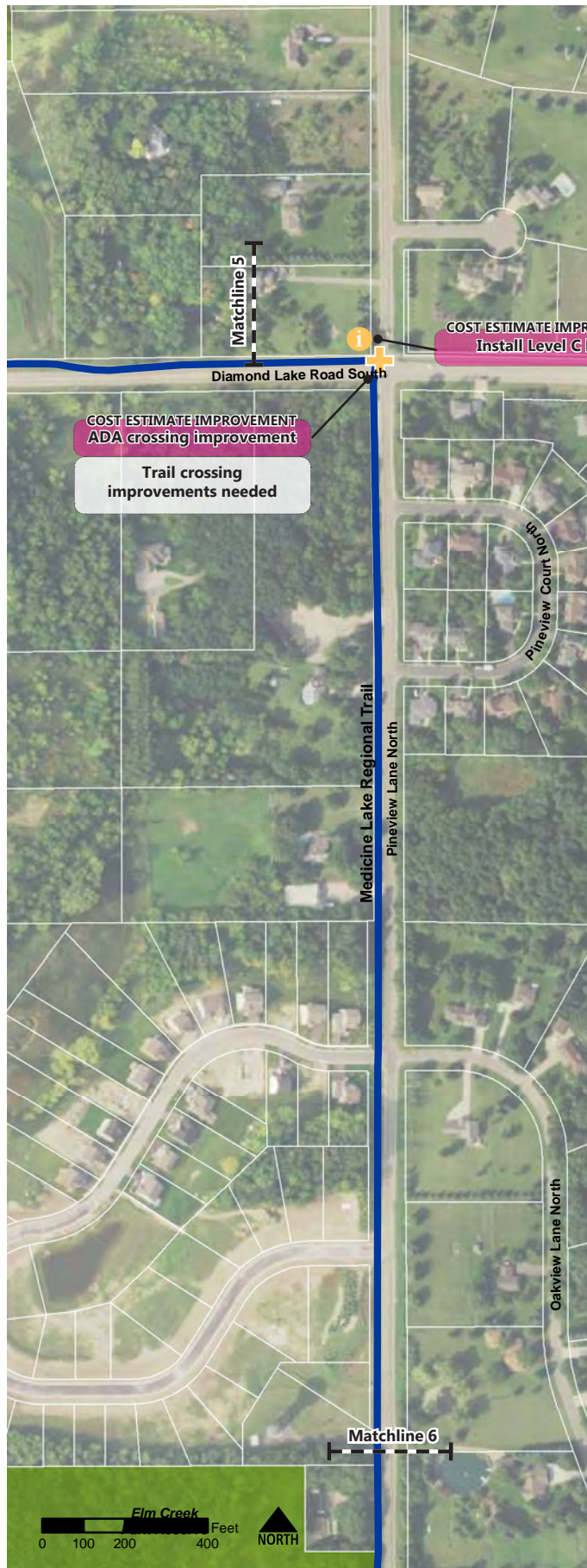
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 112 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 6

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 113 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 7

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 114 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 8
 SOURCE: PARK DISTRICT



- ▬ Regional Trail (paved)
- ▬▬ Planned Regional Trail (paved)
- ▬▬▬ Regional Trail (aggregate)
- ▬▬▬ Consider Paving Regional Trail
- ▬ Other Trails
- ▬ Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 115 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 9

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 116 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 10

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 117 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 11

SOURCE: PARK DISTRICT



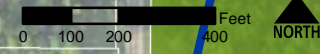
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 118 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 12

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed



MAP 119 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 13

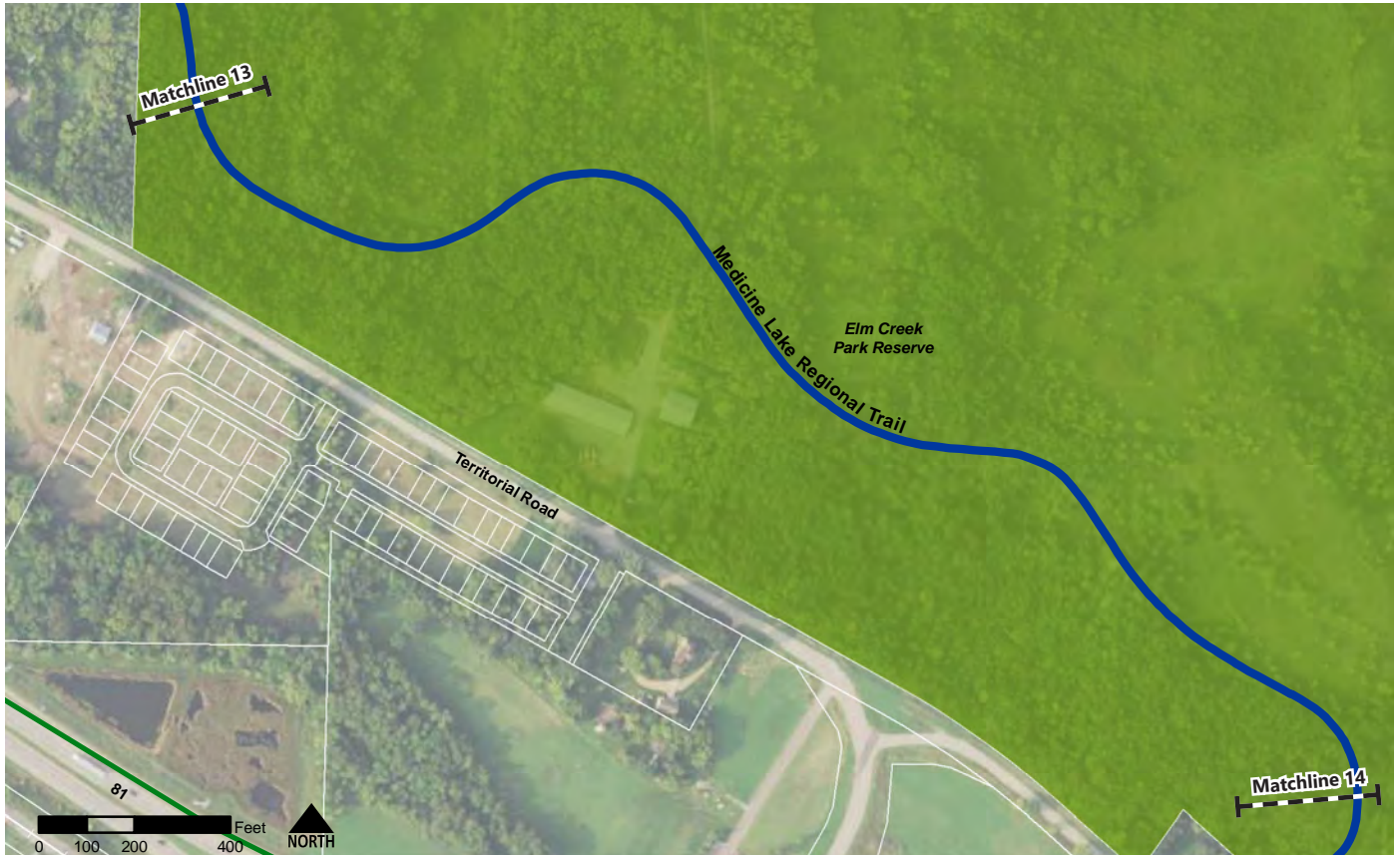
SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 120 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 14

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 121 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 15
 SOURCE: PARK DISTRICT



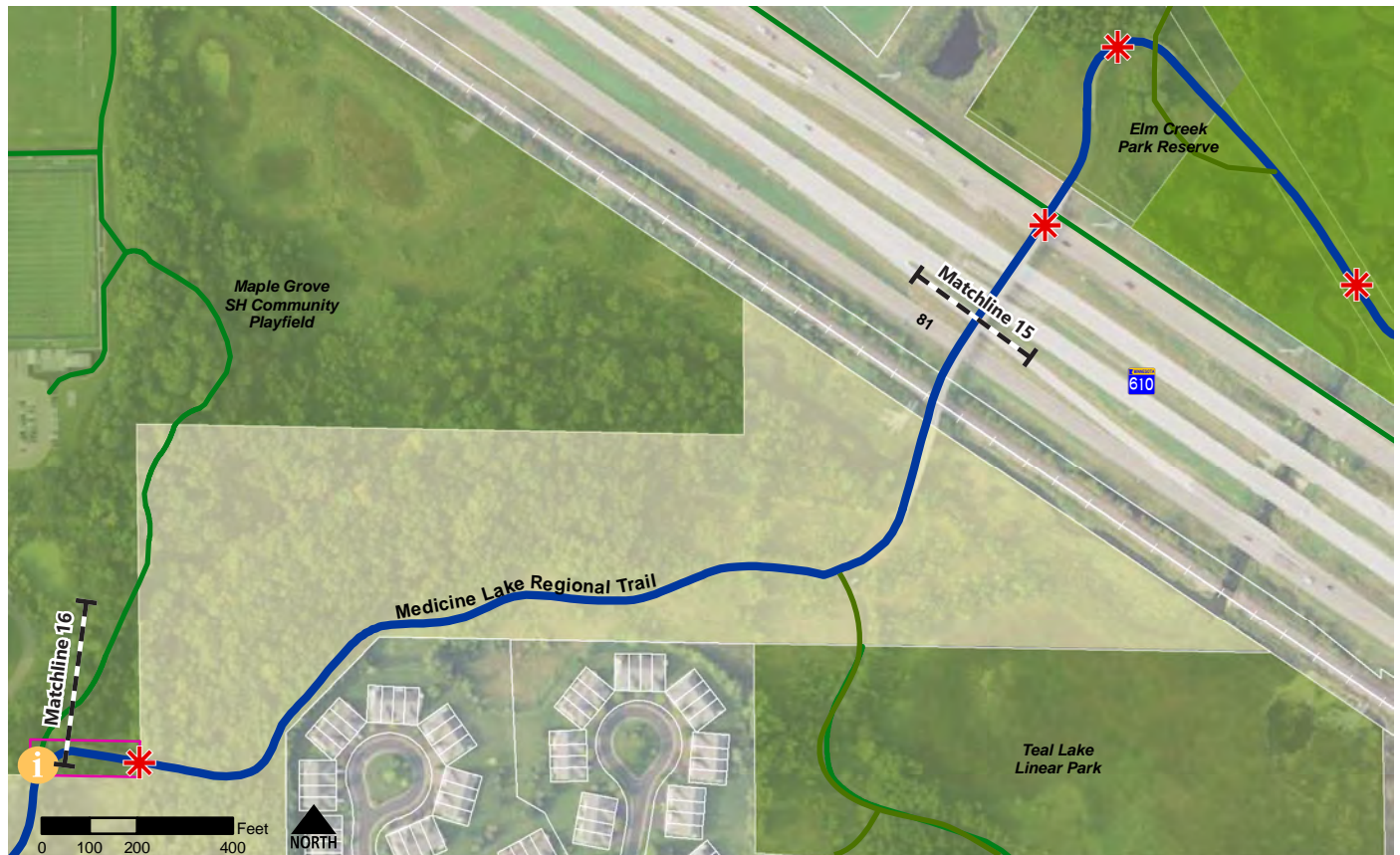
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Elm Creek Park Reserve hosts Level A wayfinding structures as part of the Medicine Lake Regional Trail.
 Photo credit: SRF Consulting Group

MAP 122 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 16

SOURCE: PARK DISTRICT



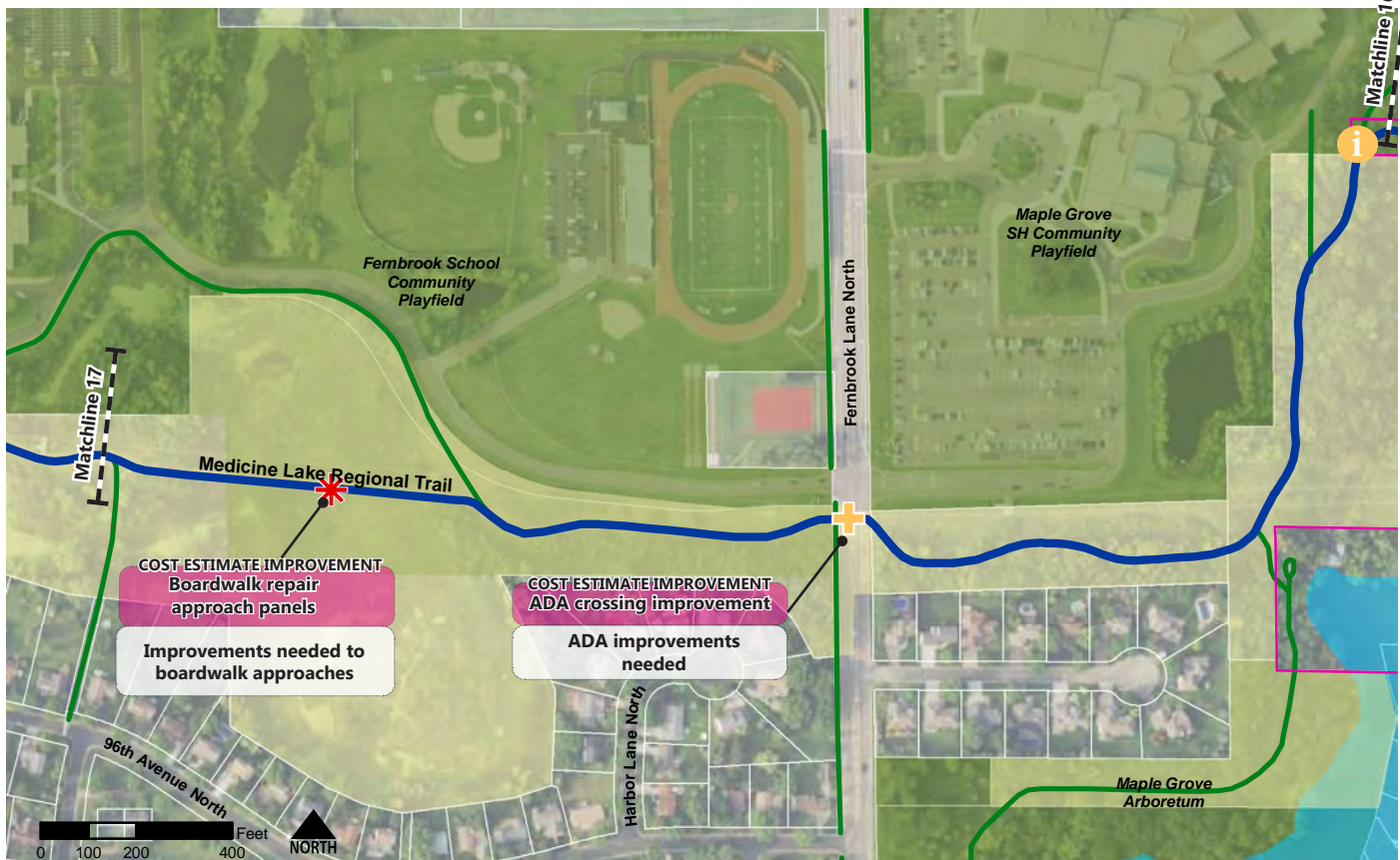
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The grade-separated Medicine Lake Regional Trail bridge crosses multiple lanes of Highways 610 and 81 through Maple Grove.
Photo credit: SRF Consulting Group

MAP 123 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 17

SOURCE: PARK DISTRICT

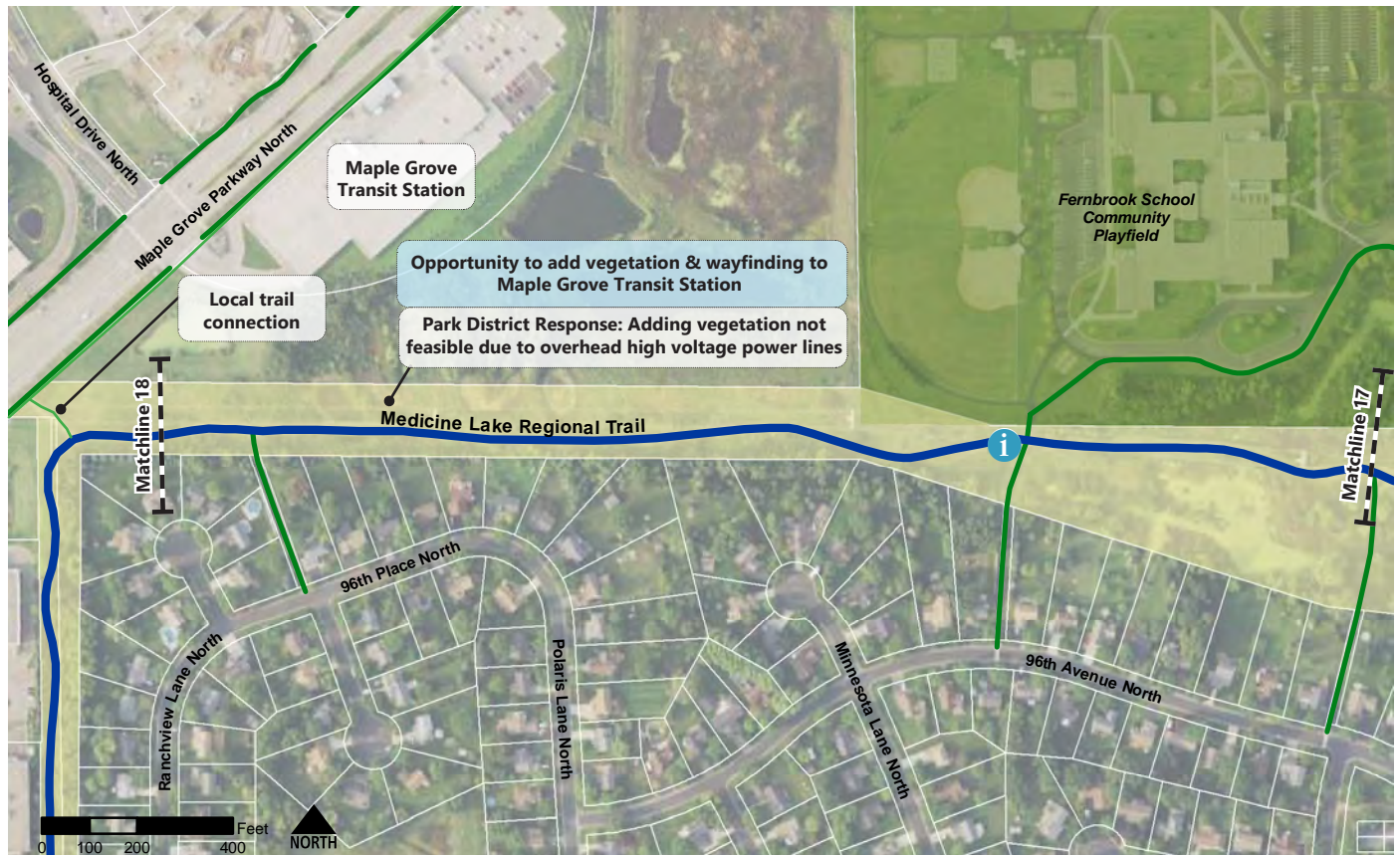


- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



A boardwalk traverses wetland complexes near the Maple Grove High School.
Photo credit: SRF Consulting Group

MAP 124 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 18
 SOURCE: PARK DISTRICT



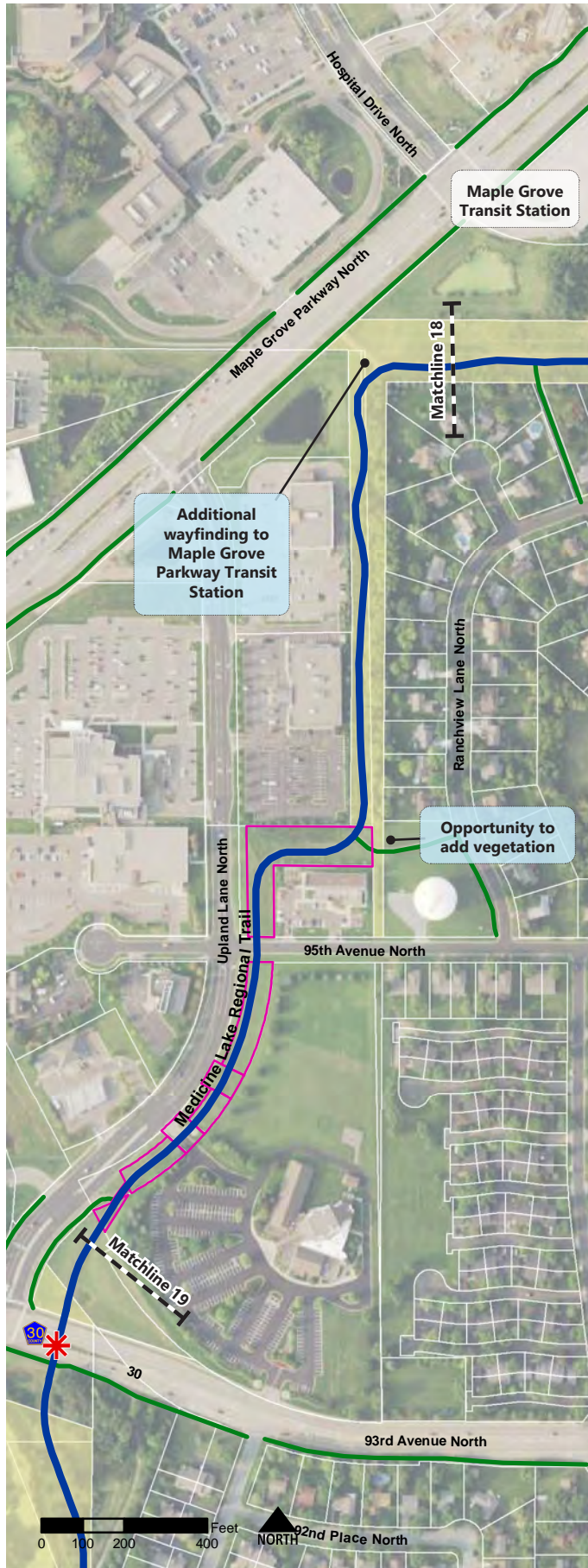
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



A Level B wayfinding suite assists Medicine Lake Regional Trail users near the Fernbrook School Community Playfield.
 Photo credit: SRF Consulting Group

MAP 125 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 19

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 126 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 20

SOURCE: PARK DISTRICT



A grade-separated underpass allows regional trail users safe travel underneath CR 30. Photo credit: SRF Consulting Group



The regional trail allows water vistas of Rice Lake in Maple Grove. Photo credit: SRF Consulting Group

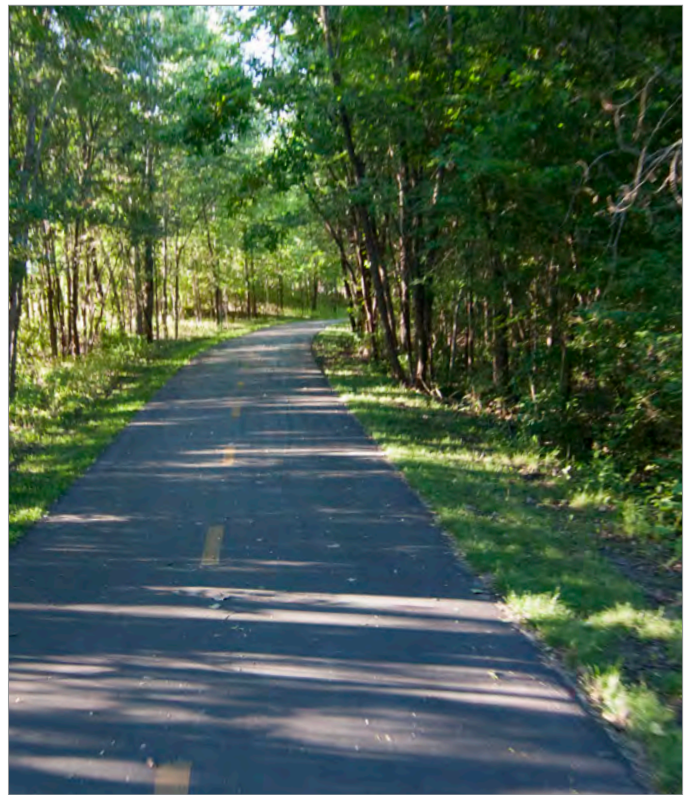


The regional trail travels underneath multiple lanes of I-94 traffic in Maple Grove. Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 127 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 21

SOURCE: PARK DISTRICT



The regional trail passes through wooded areas of the Weaver Lake Knolls Conservancy.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✕ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 128 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 22

SOURCE: PARK DISTRICT



The regional trail travels underneath Weaver Lake Road N via an underpass.
Photo credit: SRF Consulting Group



A boardwalk traverses a large wetland complex near Weaver Lake Road N.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 129 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 23

SOURCE: PARK DISTRICT



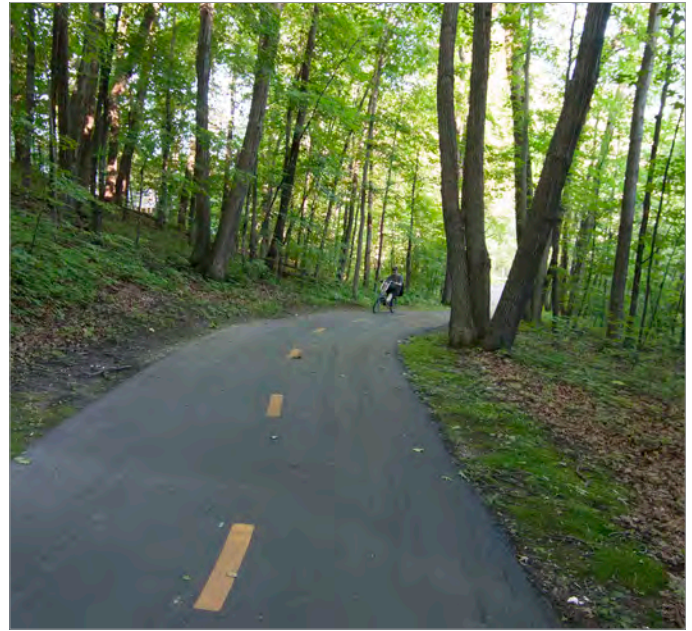
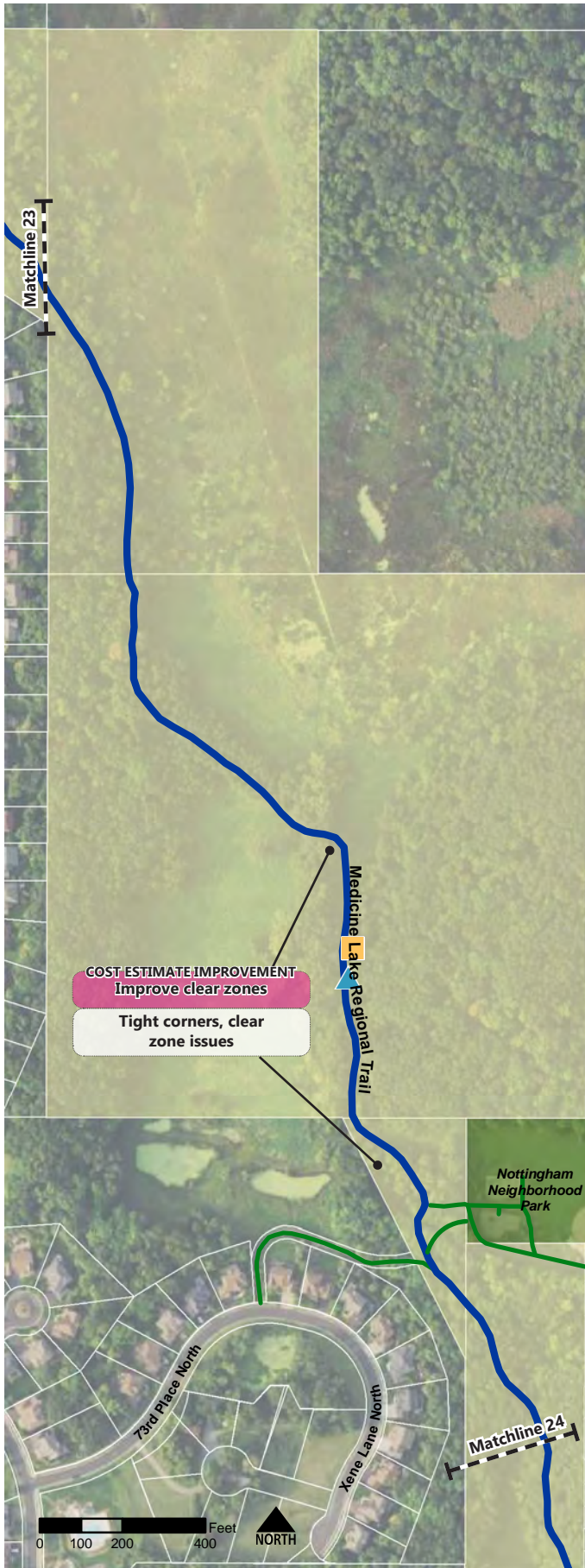
A rest stop adjacent to the Medicine Lake Regional Trail includes benches, trash receptacle and bike lock.

Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✳ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 130 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 24

SOURCE: PARK DISTRICT



Near the Nottingham Neighborhood Park and residential development, the Medicine Lake Regional Trail experiences several tight turns and topographic relief.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✕ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 131 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 25

SOURCE: PARK DISTRICT



The regional trail is located back of curb, adjacent to West Fish Lake Road.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 132 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 26

SOURCE: PARK DISTRICT



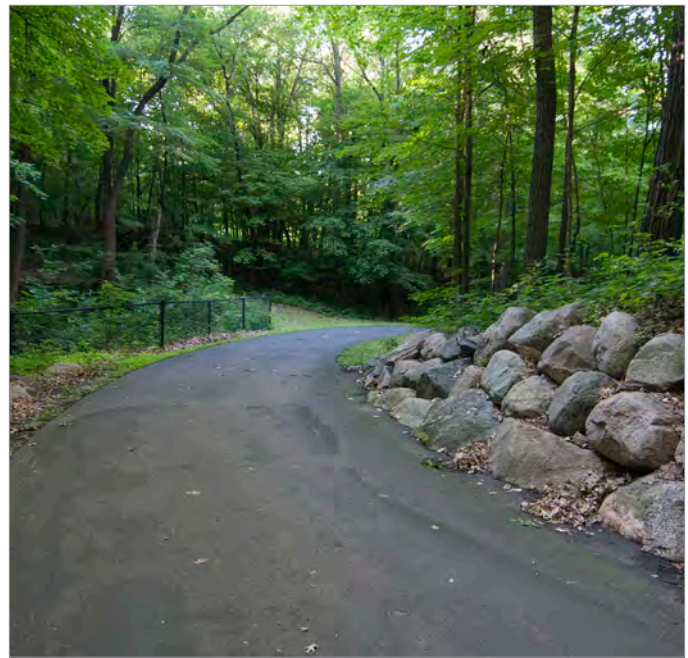
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



A Level A wayfinding suite is located within Fish Lake Regional Park, guiding Medicine Lake Regional Trail users.
Photo credit: SRF Consulting Group

MAP 133 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 27

SOURCE: PARK DISTRICT

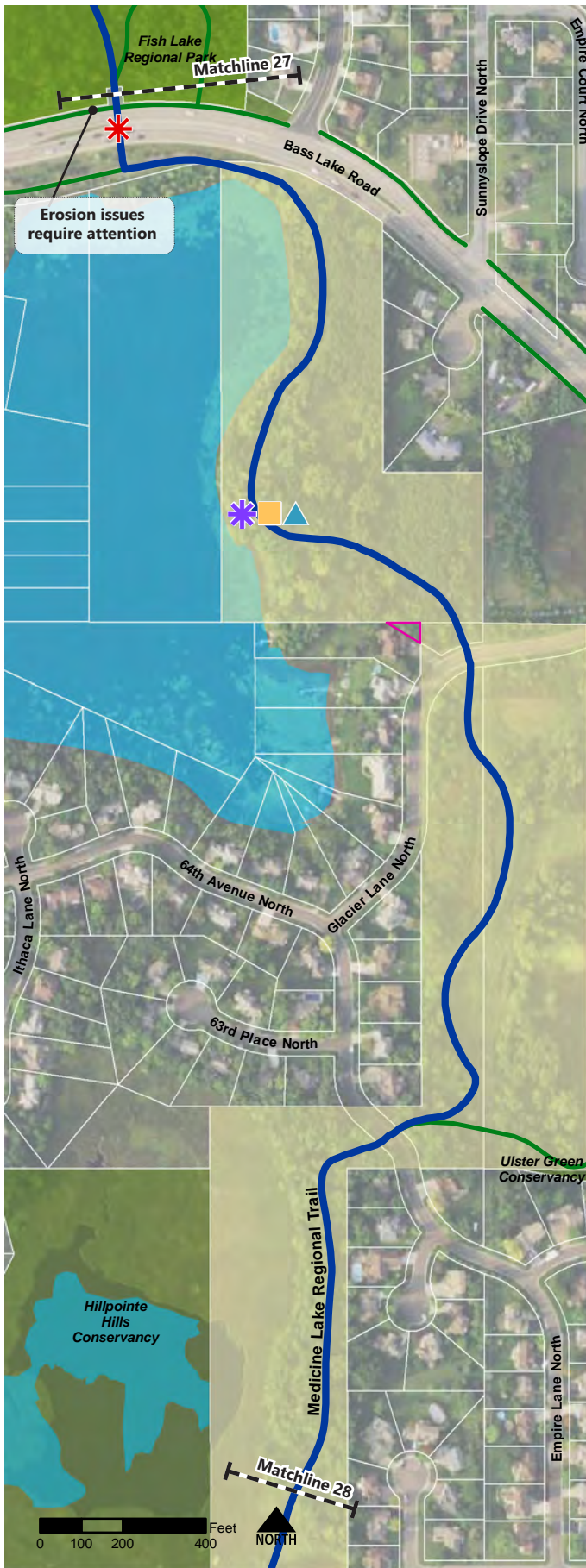


Fish Lake Regional Park offers a shaded regional trail corridor through the park.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 134 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 28

SOURCE: PARK DISTRICT



An underpass underneath Bass Lake Road allows regional trail users safe passage.
Photo credit: SRF Consulting Group



A rest stop adjacent to the Medicine Lake Regional Trail includes benches, trash receptacle and bike lock.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✕ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 135 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 29

SOURCE: PARK DISTRICT



Medicine Lake Regional Trail crosses CR 47 where more substantial wayfinding is proposed.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 136 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 30

SOURCE: PARK DISTRICT

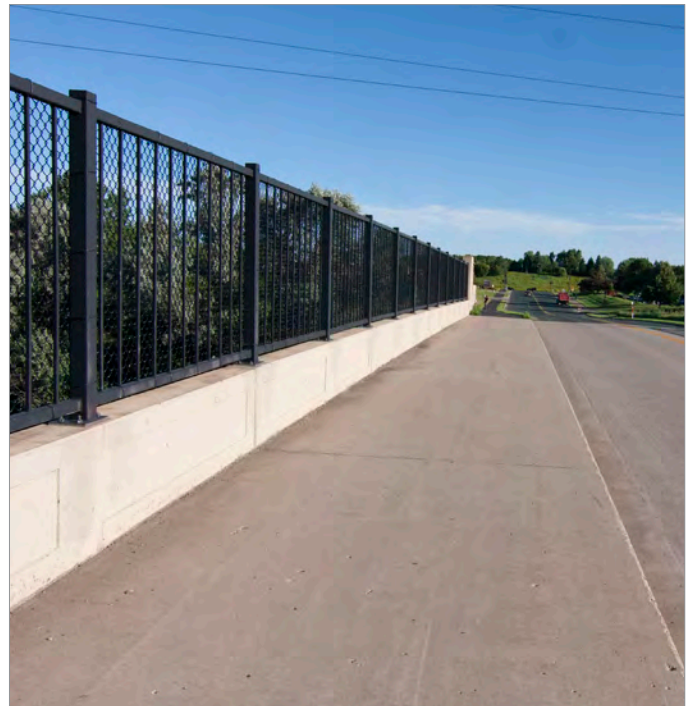
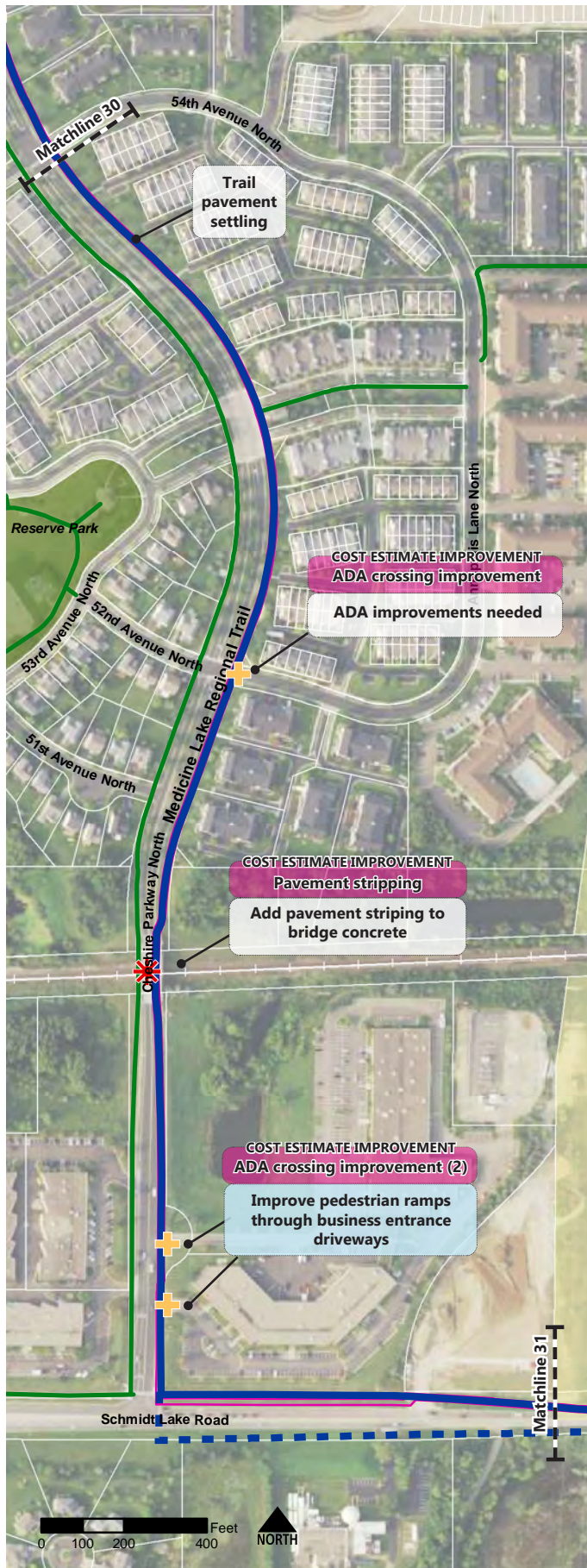


Medicine Lake Regional Trail connects to the City of Plymouth’s Northwest Greenway Trail and trailhead.

Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

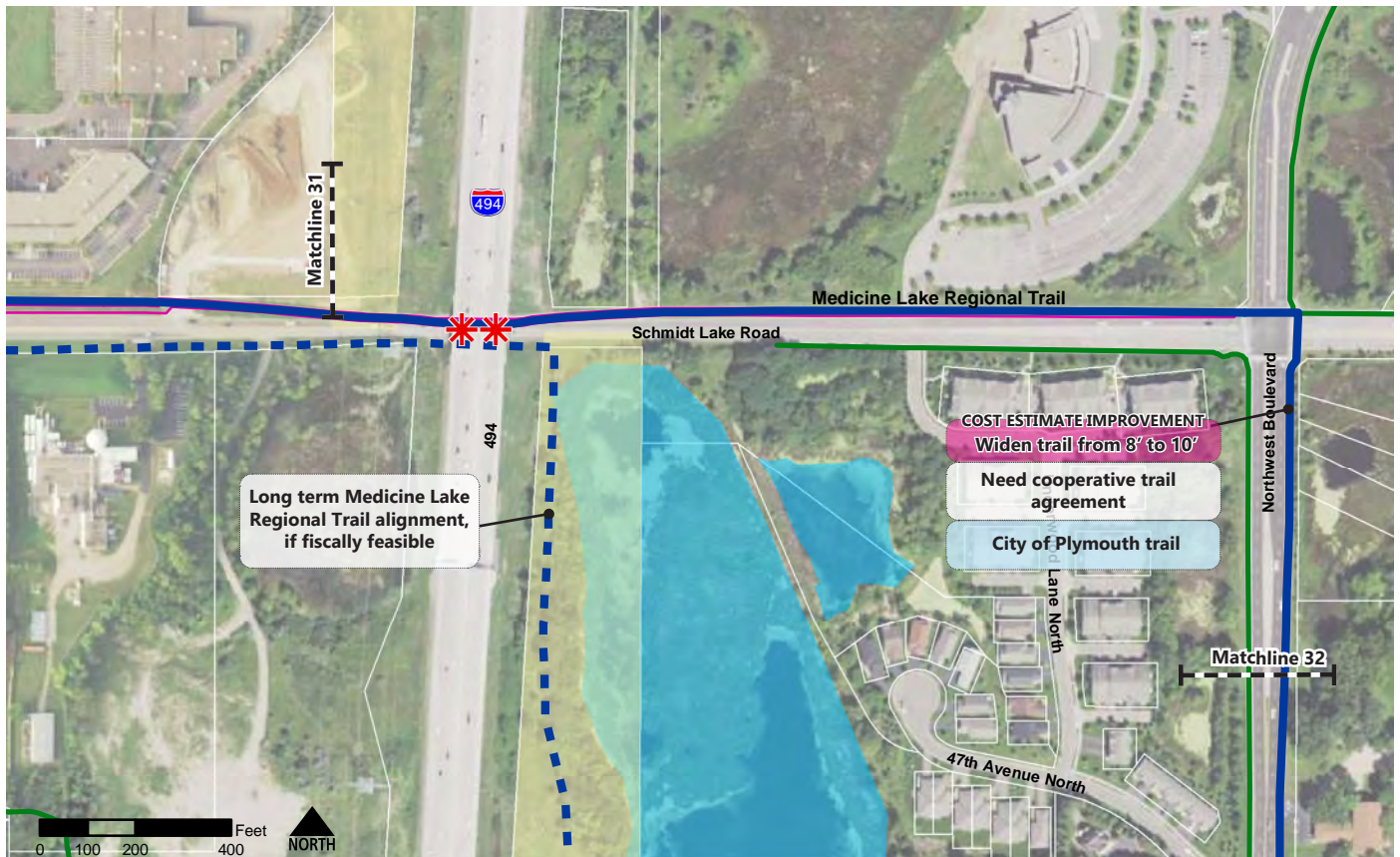
MAP 137 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 31
 SOURCE: PARK DISTRICT



The regional trail follows the Cheshire Parkway North bridge over a railroad corridor.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 138 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 32
 SOURCE: PARK DISTRICT



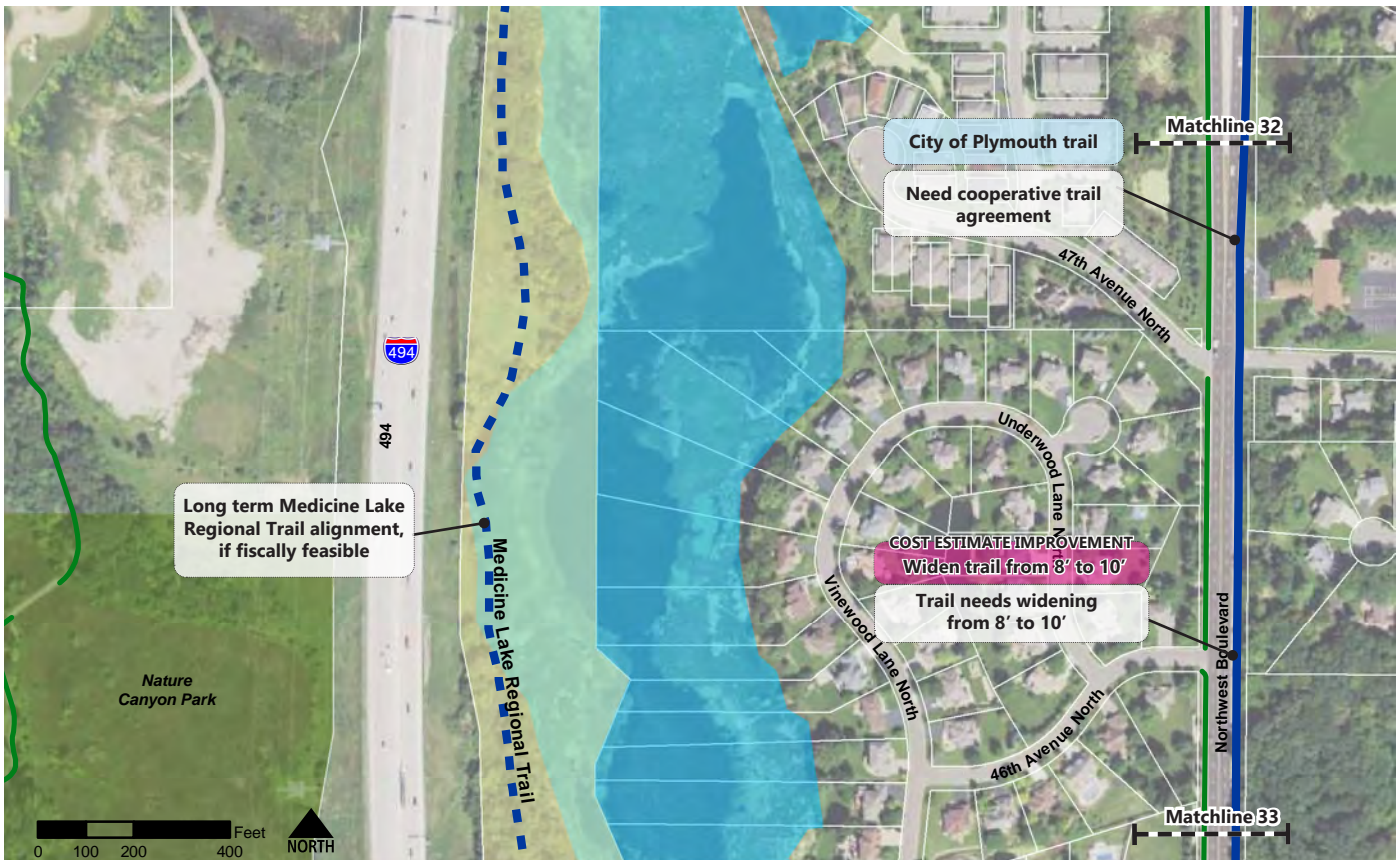
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



A small carsonite wayfinding sign is attached to a traffic signal at Schmidt Lake Road. Photo credit: SRF Consulting Group

MAP 139 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 33

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 140 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 34
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

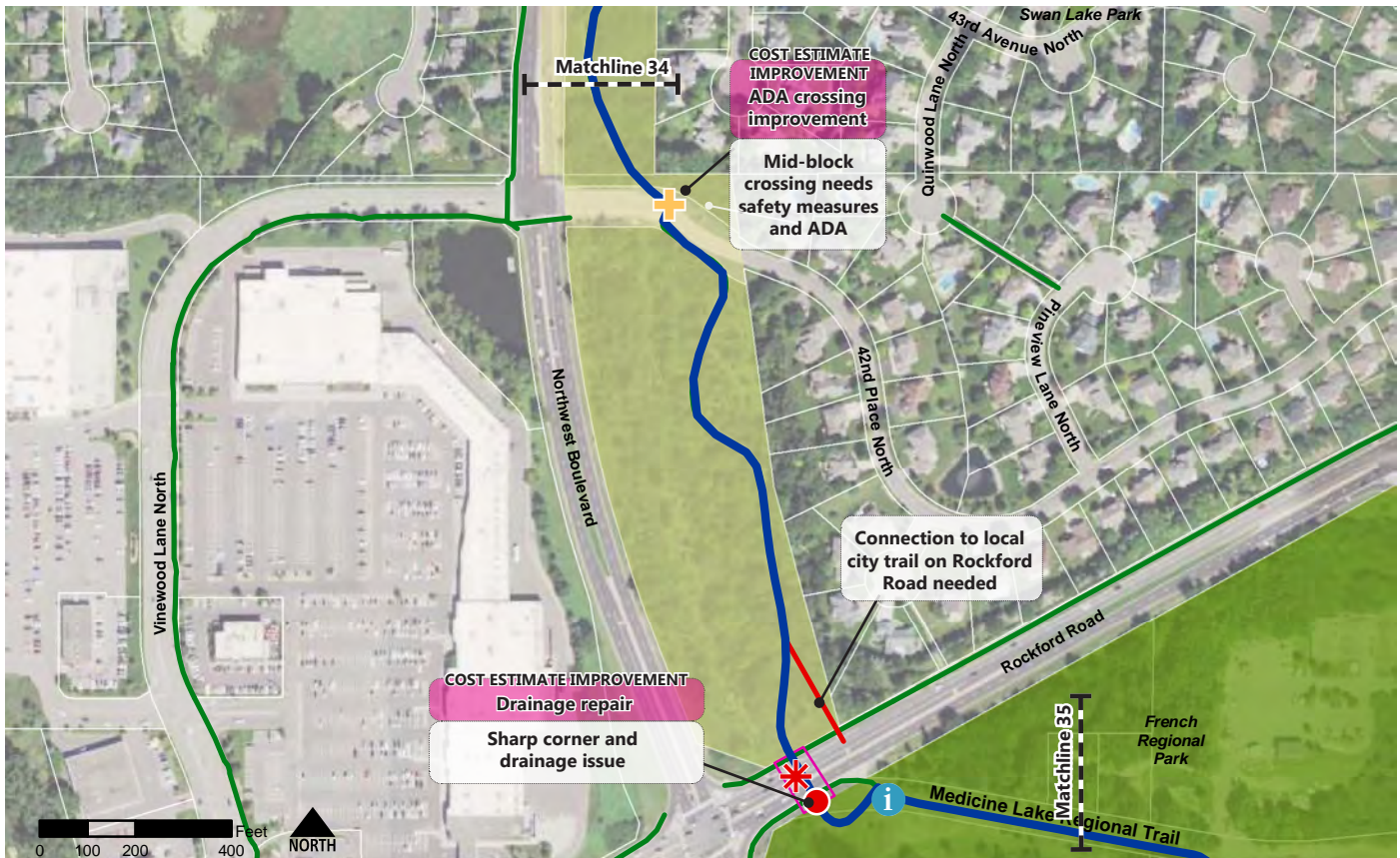


Current city-owned segment of the Medicine Lake Regional Trail, adjacent to Northwest Boulevard.

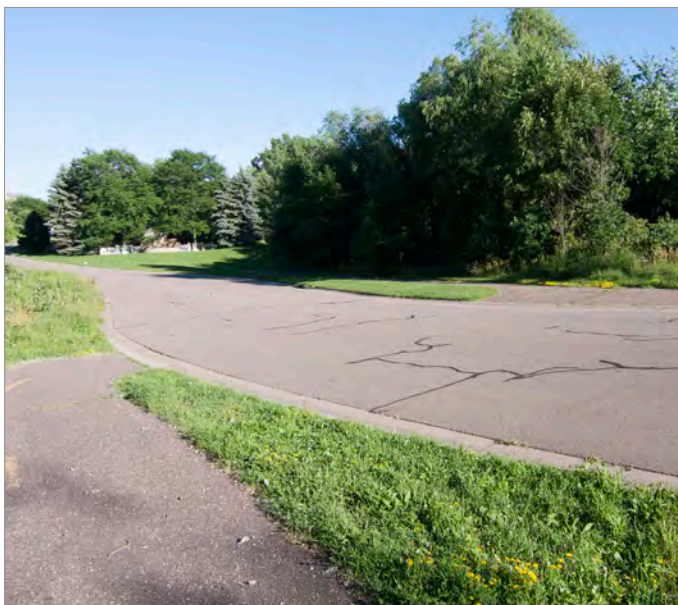
Photo credit: SRF Consulting Group

MAP 141 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 35

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Mid-block crossing of 42nd Place North requires improvements.
Photo credit: SRF Consulting Group



The Medicine Lake Regional Trail traverses Rockford Road via an underpass.
Photo credit: SRF Consulting Group

MAP 142 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 36

SOURCE: PARK DISTRICT



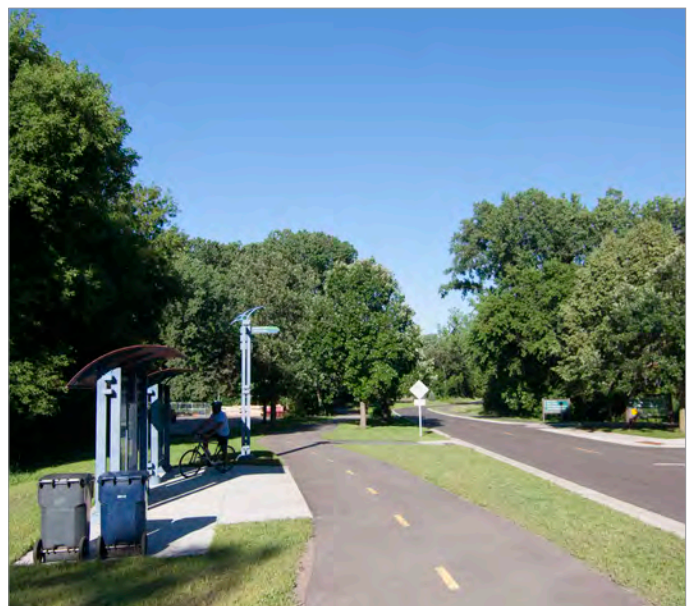
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 143 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 37

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

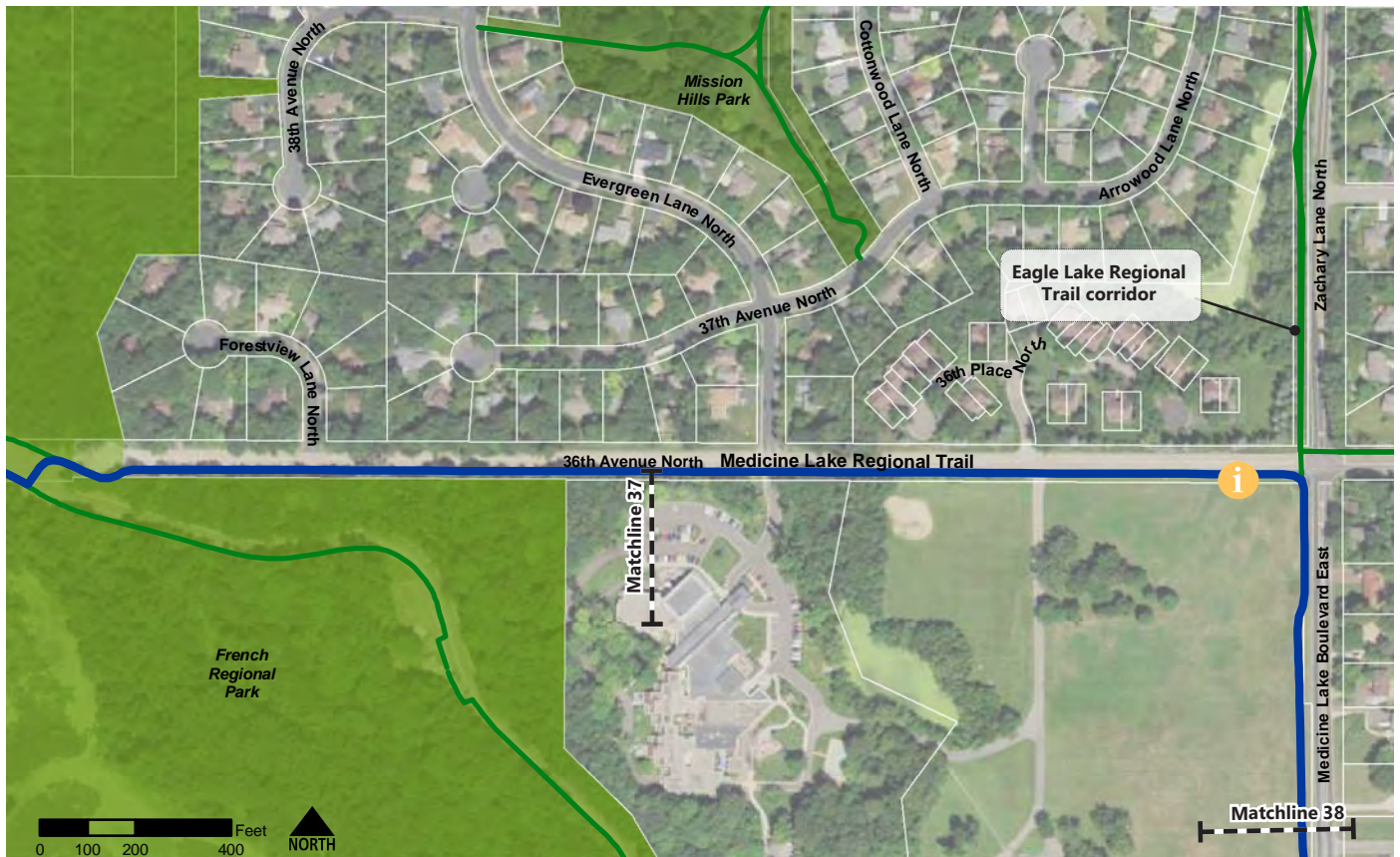


Level A kiosk in French Regional Park, near the visitor center, tram stop and overflow/nature exploration area.

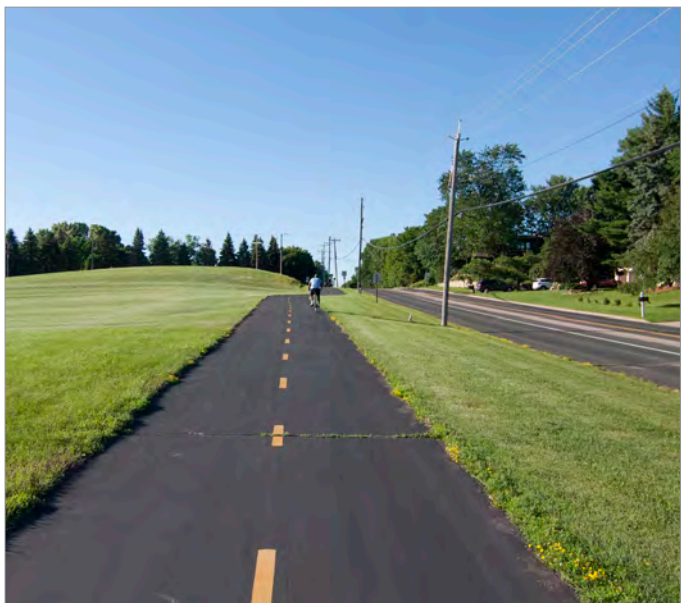
Photo credit: SRF Consulting Group

MAP 144 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 38

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Medicine Lake Regional Trail adjacent to Medicine Lake Boulevard East.
Photo credit: SRF Consulting Group

MAP 145 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 39

SOURCE: PARK DISTRICT



Medicine Lake Regional Trail offers views and vistas of Medicine Lake, like at this rest stop adjacent to the regional trail.

Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✕ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 146 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 40

SOURCE: PARK DISTRICT



Section of Medicine Lake Regional Trail which was very narrow. Recent 2021 construction alleviated this pinch point.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- ▬ Planned Regional Trail (paved)
- ▬ Regional Trail (aggregate)
- ▬ Consider Paving Regional Trail
- ▬ Other Trails
- ▬ Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 147 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 41

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Section of Medicine Lake Regional Trail where volunteer trees grow along the retaining wall. Requires routine maintenance.

Photo credit: SRF Consulting Group

MAP 148 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 42

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 149 | MEDICINE LAKE REGIONAL TRAIL | SEGMENT 43
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Level A kiosk located at the confluence of the Medicine Lake and Luce Line Regional Trails.
 Photo credit: SRF Consulting Group

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10

MN RIVER BLUFFS LRT REGIONAL TRAIL MASTER PLAN

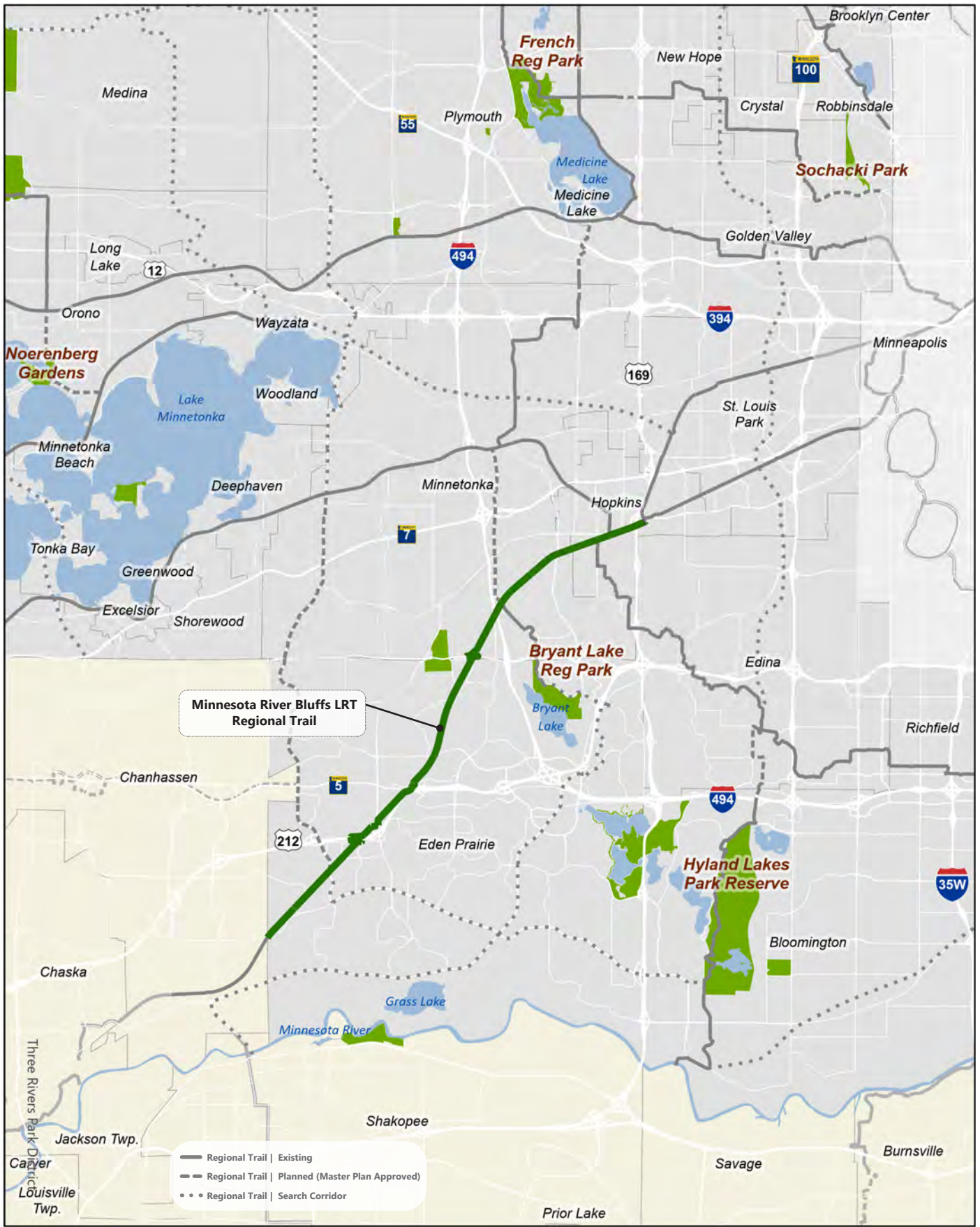
The Minnesota River Bluffs LRT Regional Trail (MN River Bluffs LRT) follows an old railroad route from Hopkins through Minnetonka and Eden Prairie to the Hennepin-Carver County border and beyond to and through Chanhassen and Chaska (**Map 150**). This master plan only addresses the 10.1-mile section within Hennepin County.

The regional trail begins at the Hopkins Depot in Hopkins and connects with the Cedar Lake LRT, Nine Mile Creek, Lake Minnetonka LRT and North Cedar Lake Regional Trails. As it runs south-west, it offers views of Shady Oak Lake, Miller Park, Riley Lake Park and the forested hills around the Minnesota River Valley before entering Carver County just south of Pioneer Trail/CR 1. Its primary function is recreation although 15% of visits support transportation purposes.

Portions of the MN River Bluffs LRT Regional Trail between the Hopkins Depot and 16th Avenue South in Hopkins are undergoing significant changes as part of the METRO Green Line Extension development. This section will be relocated and paved within the existing corridor to make room for the light rail facility. The remainder of the regional trail will remain as is and generally aggregate.

As part of the METRO Green Line Extension LRT development, several bridges and underpasses and connections to light rail stations will be developed. These improvements are included in the LRT construction plans and summarized on maps in this chapter.

Maps contained in this chapter illustrate the MN River Bluffs LRT Regional Trail corridor and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements (**Maps 153 - 172**).



MAP 150 | MN RIVER BLUFFS LRT REGIONAL TRAIL CONTEXT
 SOURCE: PARK DISTRICT



TRAIL SURFACE

The regional trail is planned to remain predominately aggregate as it helps provide a diversity of opportunities within the greater regional trail system. For example, this trail connects to and serves residents also served by four regional trails which are or are planned to be paved: Cedar Lake LRT, North Cedar Lake, Nine Mile Creek and Minnesota River Bluffs (Carver County segment) Regional Trails and only one regional trail that is predominately not paved: Lake Minnetonka Regional Trail. In addition, the public is generally split on paving the entire trail or leaving it aggregate.

Of the 10 miles of trail, approximately 1.5 miles are currently paved. An additional 3 miles are planned for pavement in response to local municipal request, connectivity of adjacent local trail/sidewalk networks, adjacent development patterns/density, overall trail use and congestion, crossing safety and public sentiment.

Should any of these factors significantly change, the Park District would further evaluate the trail surface and consider paving. This change of surface type is allowable under this master plan guidance and would not require a master plan amendment.

BOUNDARIES & EASEMENTS

The MN River Bluffs LRT Regional Trail is primarily located within a former railroad property acquired by Hennepin County Regional Railroad Authority (HCRRA) for future light rail transit. Much of the corridor will likely not be utilized for LRT purposes for the next 50+ years – if at all. Therefore, HCRRA allowed and was supportive of the corridor being used as a regional trail on an interim use basis via a permit.

The most easterly section from the Hopkins Depot to 16th Avenue South in Hopkins will support LRT use in the near future and was recently conveyed to the Metropolitan Council in order to most effectively construct the METRO Green Line Extension.

Minnesota River Bluffs LRT Regional Trail corridor will be conveyed back to HCRRA after construction is complete and could be permanently conveyed at no cost to the Park District in the future. This equates approximately 10.5 acres. Property boundary maps are included within the Metropolitan Council’s METRO Green Line Extension project agreements and construction documents.

The remainder of the corridor is still owned by HCRRA and the regional trail is planned to continue to operate via permit for the foreseeable future. The 16’ permit encompasses about 14.6 acres of property in which the Park District is responsible to operate and maintain.

HCRRA may consider conveying this portion of the trail and associated underlying property (106.7 acres with an estimated value of \$27 million per the Metropolitan Council 2040 Regional Parks Policy Plan valuation methodology) to the Park District at a future date. While this conveyance is not currently in the works or planned, it is included in the master plan and should be eligible for Metropolitan Council acquisition funding support should the conveyance be determined to be in each parties’ best interest at a future date and payment be required.

Recognizing the regional trail system as an integral part of the region’s transportation system, HCRRA is no longer requiring the ‘LRT’ acronym in the name of regional trails within their corridors. The Park District will be removing the LRT portion in trail names as sign replacement and wayfinding information updates are made.

A summary of known needed property rights/corrections (not including the potential HCRRA conveyance) are listed on **Table 39**.

TABLE 39 | MN RIVER BLUFFS LRT RT ACQUISITION COST ESTIMATE
SOURCE: PARK DISTRICT

General Location(s)		Property Rights	Estimated SF	Estimate Total Acquisition*
Segment 5	MnDOT	Limited Use Permit (LUP)	35,146 SF	N/A
Segment 6	MnDOT	LUP	11,204 SF	N/A
Segment 7	MnDOT	LUP	18,594 SF	N/A
Segments 8 & 9	MnDOT	LUP	24,340 SF	N/A
Segment 13	Hennepin County	LUP	19,837 SF	N/A
Segment 13	PID: 3411722310001 Hennepin County	LUP/Easement	23,993 SF	-- **
Segment 13	Twin Cities Western Railroad Co. PID: 3411722340004	Easement	5,330 SF	\$23,797
			TOTAL	\$23,797

* Estimated cost per sq ft derived from the Metropolitan Council's 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

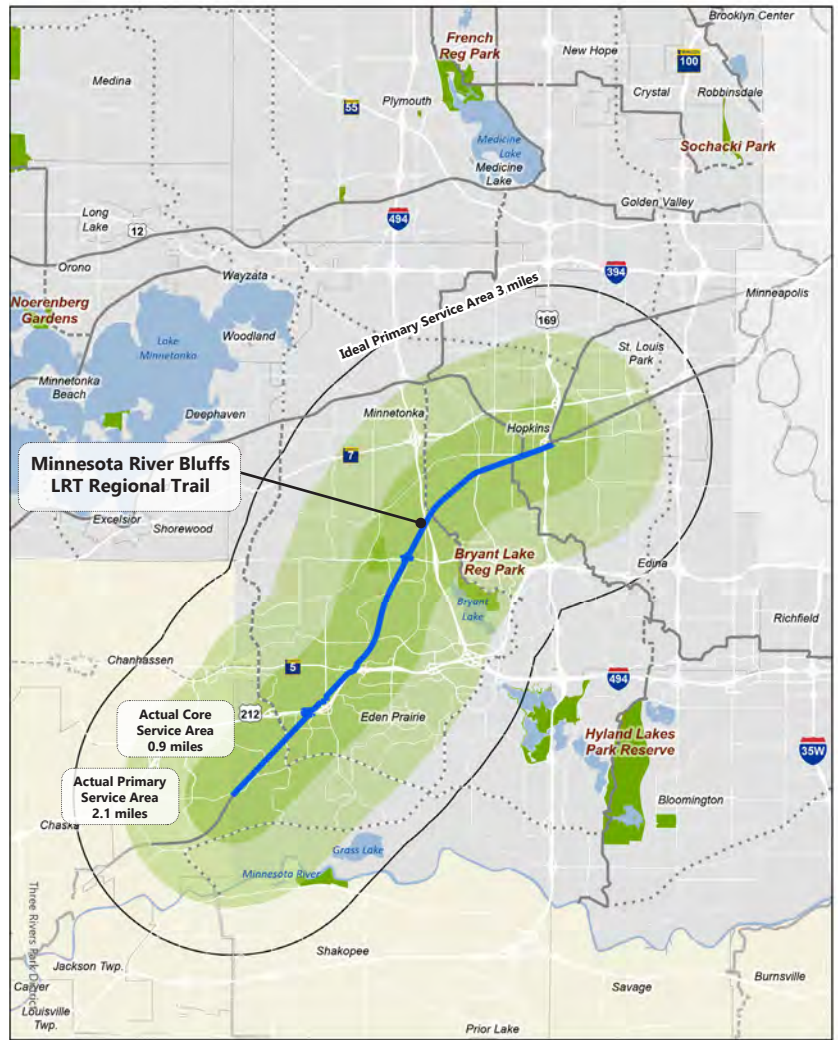
** Assumed that as partner agency, the of the LUP/Easement would be donated. If this is not obtainable, conveyance costs should be eligible for Metropolitan Council acquisition funding support.

SERVICE AREA & VISITATION

The Minnesota River Bluffs LRT Regional Trail 3-mile ideal primary service area (75% of all visitors are anticipated to originate from this area) encompasses residents of Chanhassen, Chaska, Eden Prairie, Edina, Hopkins, Minnetonka and St. Louis Park (**Map 151**). The regional trail currently receives an estimated 300,000 annual visits (2019).

- Currently, 50% of the trail users live within 1.1 miles of the regional trail (actual core service area) and 75% of the trail users live within 2.9 miles of the trail (actual primary service area).
- By 2040, (assuming similar use patterns) the Minnesota River Bluffs LRT Regional Trail visitation is projected to increase by 74,000 annual visits, which equates to 24.7 percent growth (**Table 40**).

To increase its regional draw, additional local wayfinding, connections and awareness may be considered as opportunities present themselves. Actual Minnesota River Bluffs LRT Regional trail primary service area mileage (2.9 miles) closely resembles the ideal primary service area goals (3 miles); however, the actual core service area mileage (1.1 miles) is less than anticipated (1.5 miles)



MAP 151 | MN RIVER BLUFFS LRT REGIONAL TRAIL SERVICE AREA
SOURCE: PARK DISTRICT



TABLE 40 | MN RIVER BLUFFS LRT RT VISITATION PROJECTIONS
SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2018 Visits	2040 Projected
174,000	217,000	24.7%	300,000	374,000

DEMOGRAPHICS

The Minnesota River Bluffs LRT Regional Trail meets or exceeds visitation expectations for people ages 18-24 and 35-74, males and females, White/American Indian/Asian adults, non-Hispanic adults and people from households with an annual income of \$75,000 or more (Table 41).

Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given their percentage of the overall population - these are groups the Park District would like to better serve. For the Minnesota River Bluffs LRT Regional Trail, underrepresented groups include:

- People under 18, 25-34 or over 75 years old
- Black adults
- Hispanic adults
- People from households with an annual income of \$75,000 or less

The underrepresented community groups are generally consistent with district-wide regional trail trends and are not satisfactory. However, there may be acceptable rationale as to why visitation does not mirror service area demographics. For example, this destination regional trail has few road crossings and offers a linear park or greenway experience. It also is more recreation focused and has a much smaller percent of transportation related visits to many of the regional trails. It is reasonable to have expected youth to be more represented than they are.

Instead, it is more likely that as an independent trail corridor, the Minnesota River Bluffs LRT Regional Trail, similar to the Medicine Lake Regional Trail, is not as easily accessible or connected to the local trail and sidewalk network as it could be. As such, access and proximity is likely a significant barrier to youth who participated for shorter distances and times or any community group with limited time, awareness, or live further from the regional trail.

TABLE 41 | MN RIVER BLUFFS LRT REGIONAL TRAIL DEMOGRAPHICS*
SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years	✓ ¹			White			✓
5-9 years	✓ ²			Black	✓ ⁶		
10-17 years	✓ ³			American Indian		✓	
18-24 years		✓		Asian		✓	
25-34 years	✓ ⁴			Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years			✓	Not Hispanic			✓
60-74 years			✓	Hispanic	✓ ⁷		
75+ years	✓ ⁵			ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ⁸		
Female		✓		\$50,000 - \$75,000	✓ ⁹		
Male		✓		>\$75,000		✓	

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

1. <5 years = 49 visits/day
2. 5-9 years = 51 visits/day
3. 10-17 years = 61 visits/day
4. 25-34 years = 81 visits/day
5. 75+ years = 46 visits/day
6. Adult Black users = 37 visits/day
7. Adult Hispanic users = 32 visits/day
8. Annual household incomes <\$50,000 per year = 230 visits/day
9. Annual household incomes \$50,000 - \$75,000 per year = 87 visits/day

Outside of Hopkins, much of the adjacent land is primarily high-end single-family homes. Home values increase the further from Hopkins they are and include several adjacent prestigious neighborhoods such as Bearpath, the neighborhoods around Riley Lake and private golf courses.

These subdivisions generally did not offer a variety of housing options or range of costs and are predominately White and with higher annual household income levels. Areas with affordable housing options and which tend to serve higher percentages of BIPOC, Hispanic and seniors are located farther from the trail corridor. The result is that the community groups which already face additional barriers to participation in respect to time, ability, equipment and awareness also have a greater physical access barrier than the more affluent, predominantly White subdivisions located immediately adjacent to the trail.

Rerouting the trail or altering the demographics of the subdivisions immediately adjacent to the trail is not realistic or easily feasible. As such, the Park District will continue to work with its local community partners to allow and encourage local access and support local pedestrian and bicycle networks which improve access and connectivity across and between communities and better serve underrepresented community groups. In addition, the Park District will continue its efforts to increase awareness through marketing, programming and signage.

NATURAL RESOURCES & MLCCS

The MN River Bluffs LRT Regional Trail extends southwest through suburban development, a golf course, along and down the bluffs of the Minnesota River Valley. The natural resource features of the corridor are described as classified by the MLCCS land cover classification.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to MN River Bluffs LRT Regional Trail as: artificial/impervious surfaces, planted or cultivated vegetation throughout the segment, with pockets of forests, woodlands, shrublands and herbaceous land cover that increase as the regional trail moves southwest (**Map 152**). Several lakes on either side of the regional trail make up the predominate water land cover.

MnDNR’s National Heritage Information System (NHIS) provides information on Minnesota’s rare plants, animals, native plant communities, and other rare features. NHIS data indicates that within 1-mile of the Minnesota River Bluffs LRT Regional Trail the following can be found:

Landscape Type

- Dry Sand - Gravel Prairie (Southern) Type
- Northern Poor Fen Class
- Sugar Maple Forest (Big Woods) Type

Species of Concern

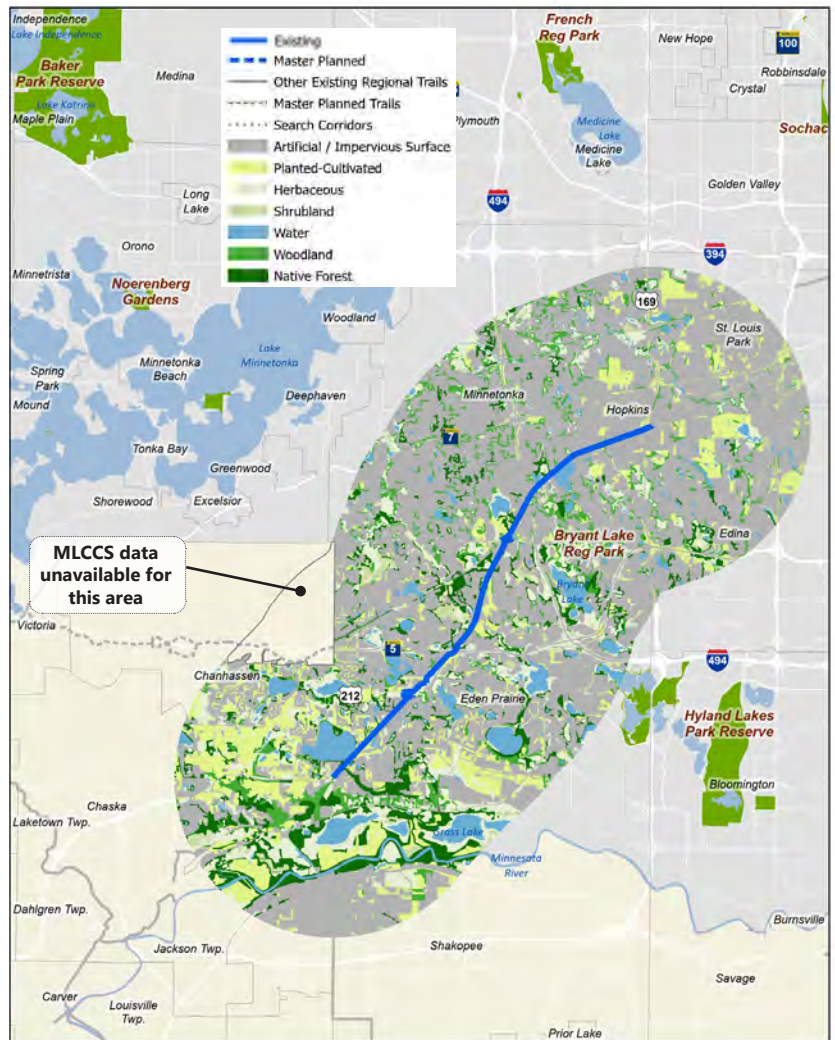
- Smooth Rock Cress, *Arabis laevigata* var. *laevigata*
- American Ginseng, *Panax quinquefolius*
- Gophersnake, *Pituophis catenifer*

Threatened

- Kitten-tails, *Besseyia bullii*

Tracked, but No Legal Status

- Dragon’s-mouth, *Arethusa bulbosa*



MAP 152 | MN RV BLUFFS LRT REGIONAL TRAIL MLCCS MAP

SOURCE: PARK DISTRICT



CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain, upgrade and expand the Minnesota River Bluffs LRT Regional Trail (**Table 42**). Each segment map contained within this chapter further details where those anticipated improvements are located.

TABLE 42 | MN RIVER BLUFFS LRT PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)

SOURCE: PARK DISTRICT

Notes	Segment	Improvement Description	Unit Legend	Unit Price	Qty	Total
	3	Bike repair station	EA	\$3,500	1	\$3,500
1	5, 6 (1), 7, 9, 15	ADA crossing improvements	EA	\$5,600	4.5	\$25,200
2	9, 14	Parking lot, new (approx 10 stalls)	LS	\$100,000	2	\$200,000
	10, 16	Bench, double	EA	\$6,000	2	\$12,000
3	13, 14	Level B Wayfinding	EA	\$43,000	2	\$86,000
4	16, 17	Railing, new	LF	\$250	434	\$108,500
5	16, 17	Fence, new	LF	\$75	2,050	\$153,750
TOTAL*						\$589,000
Notes						
1. Assumes \$2,800 per ramp. Estimated unit cost assumes two ramp replacements per intersection.						
2. Assume cost of \$2,000 per parking stall for removals, concrete curb, base material and asphalt.						
3. Includes concrete pad, two benches, bike rack, bike repair station, trash receptacle and Level B kiosk.						
4. 80 LF railing at trailhead east of Dominick Drive on Minnesota River Bluffs LRT RT.						
5. Assumes fence will be black, vinyl-covered chain link						
*Figure has been rounded.						
LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre						

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The MN River Bluffs LRT Regional Trail is complete and open to the public. As such, no additional operation and maintenance staff or costs are foreseen. In general, one full time maintenance staff position is needed for every 32 miles of regional trail. This regional trail requires a 0.3 FTE maintenance position at an average cost of about \$25,000/year (\$2,500/mile).

In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operation and maintenance for the Minnesota River Bluffs LRT Regional trail is estimated to be \$52,000/year based on estimated per mile costs (**Table 43**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. No additional cultural or natural resources staffing needs are foreseen.

TABLE 43 | MN RIVER BLUFFS LRT REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)

SOURCE: PARK DISTRICT

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	10.1 miles	\$2,500	\$25,000
Routine Maintenance Aggregate Trails	7 miles	\$2,250	\$16,000
Routine Maintenance Paved Trails	3.1 miles	\$200	\$1,000
Preventative Pavement Maintenance Paved Trails	3.1 miles	\$3,380	\$10,000
ESTIMATED TOTAL PER YEAR			\$52,000

MAP 153 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail passes over Riley Creek with a small bridge, which creates an ideal setting for a rest stop.

Photo credit: SRF Consulting Group

MAP 154 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 2

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 155 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 3

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail provides access to Riley Lake and surrounding park.
Photo credit: SRF Consulting Group

MAP 156 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 4

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Recent crossing improvements have improved safety at the Dell Road intersection.
Photo credit: SRF Consulting Group

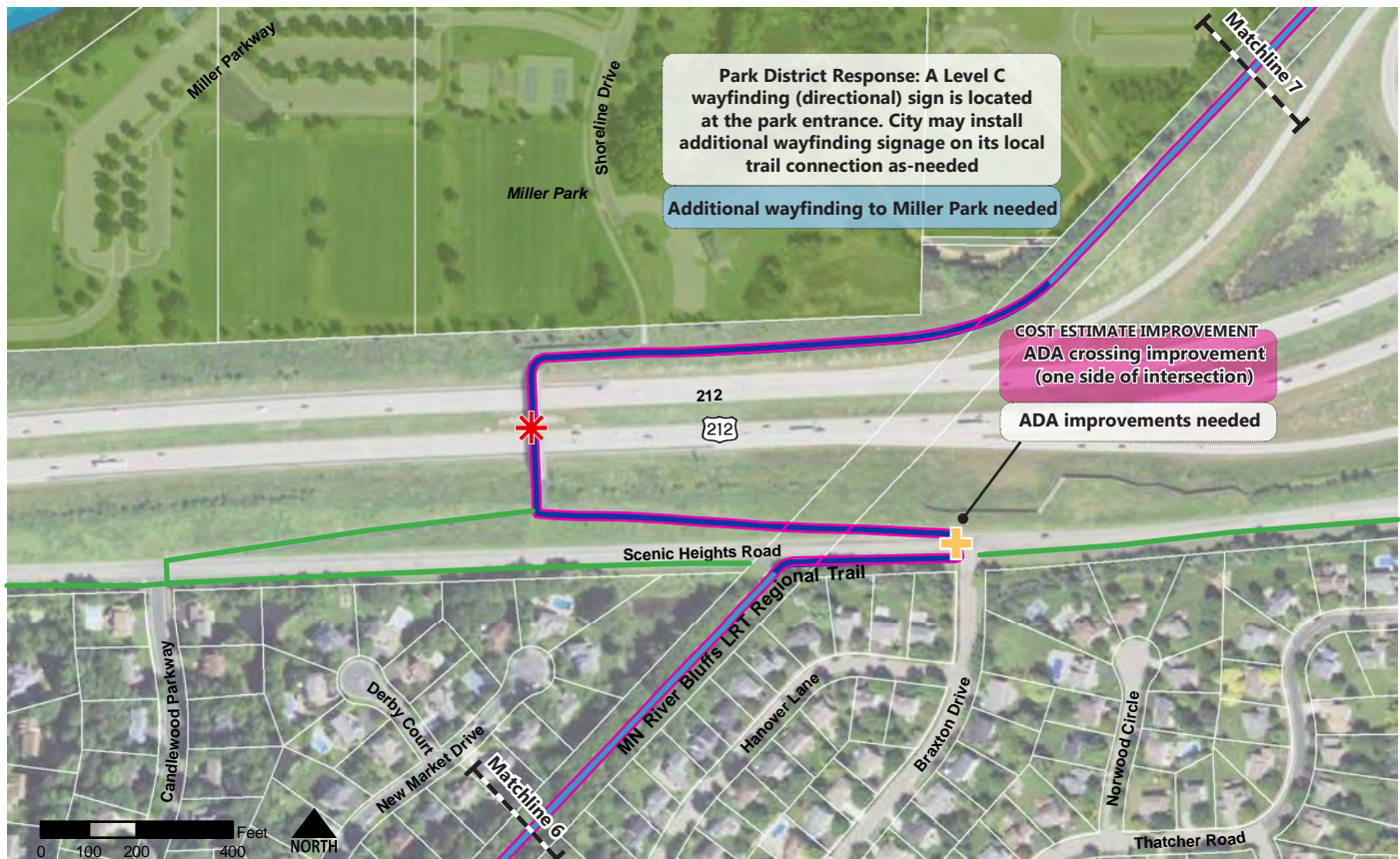
MAP 157 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 5

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 158 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 6
 SOURCE: PARK DISTRICT

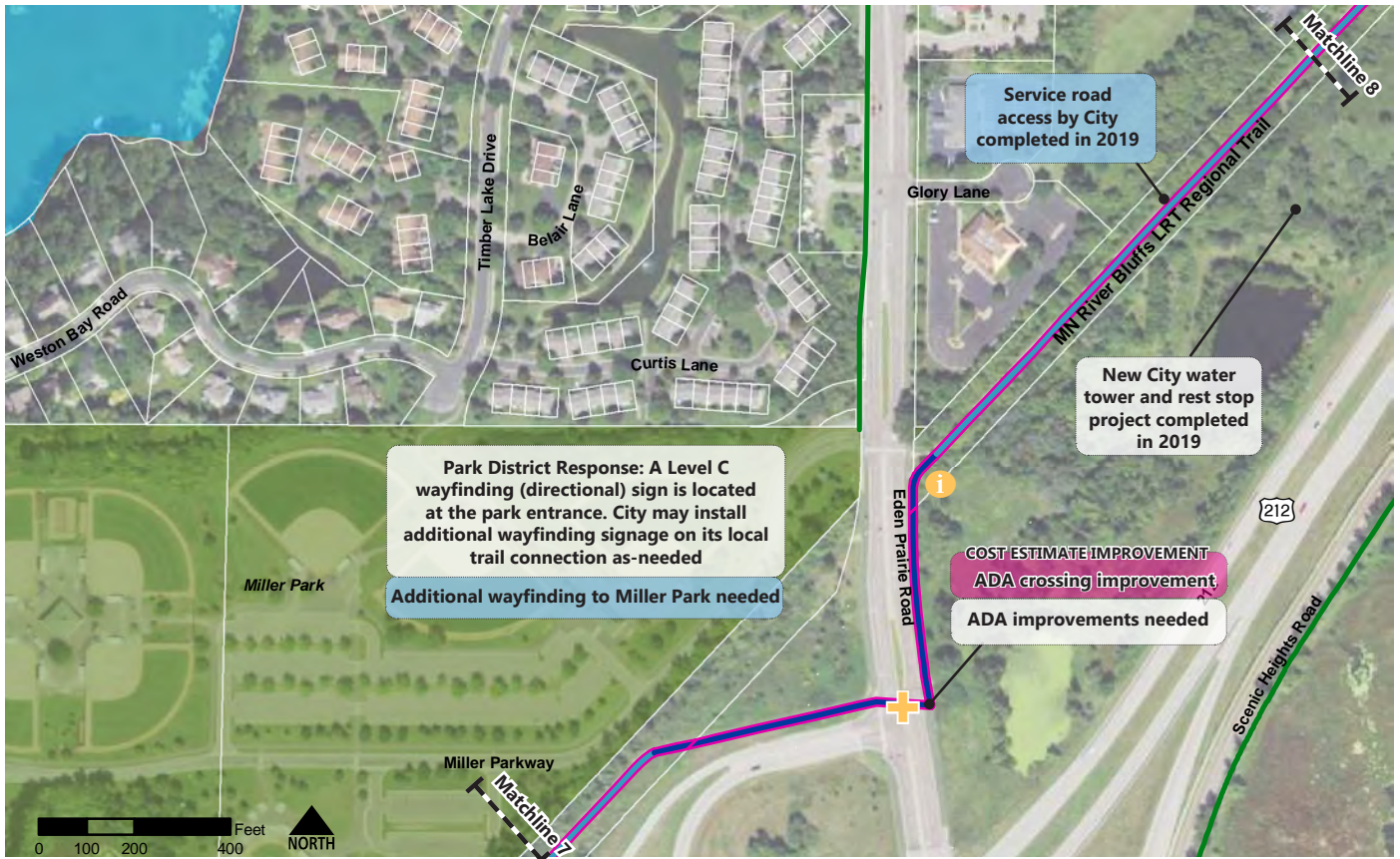


- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



A grade-separated crossing safely takes regional trail users over TH 212.
 Photo credit: SRF Consulting Group

MAP 159 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 7
 SOURCE: PARK DISTRICT



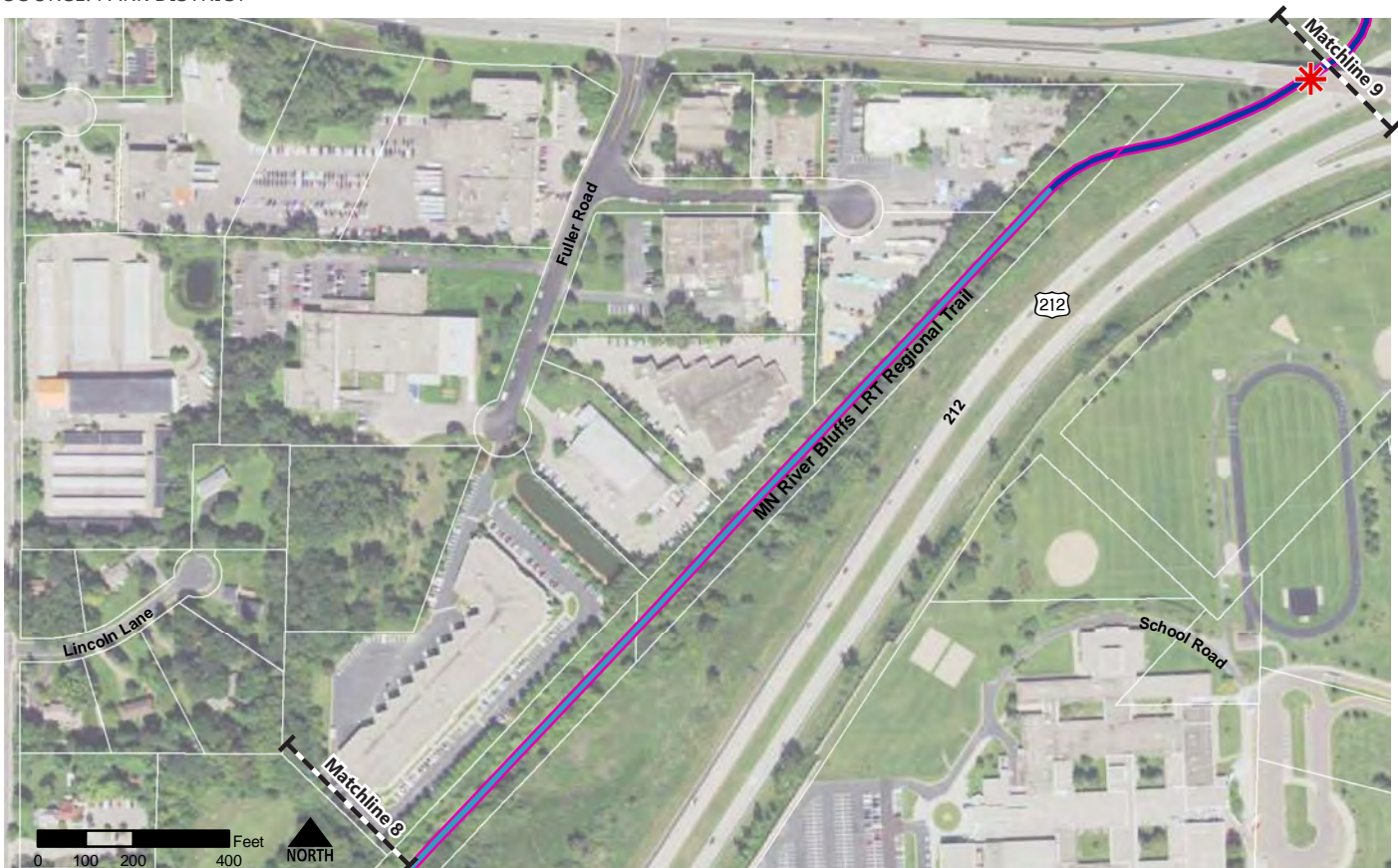
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail travels along Eden Prairie Road.
 Photo credit: SRF Consulting Group

MAP 160 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 8

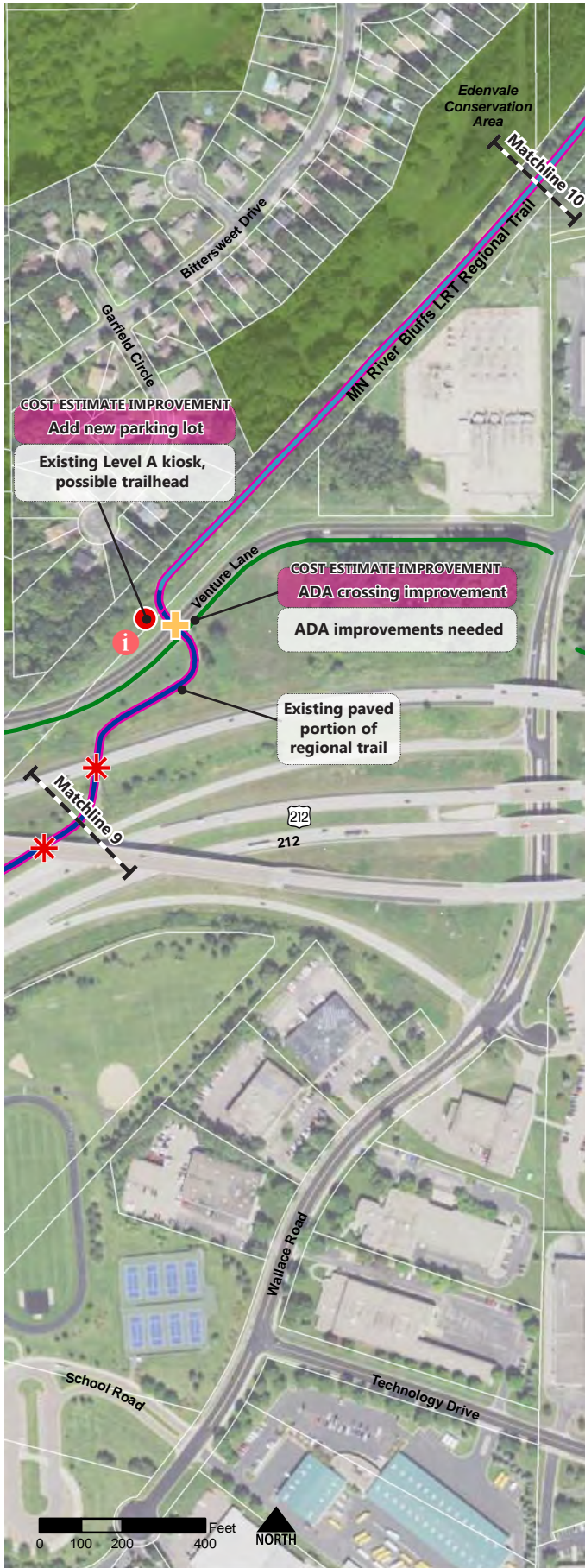
SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |

MAP 161 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 9

SOURCE: PARK DISTRICT



Existing Level A kiosks at a proposed trailhead location.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 162 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 10
 SOURCE: PARK DISTRICT



Regional trail bridge approach over Valley View Road.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 163 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 11

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 164 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 12

SOURCE: PARK DISTRICT

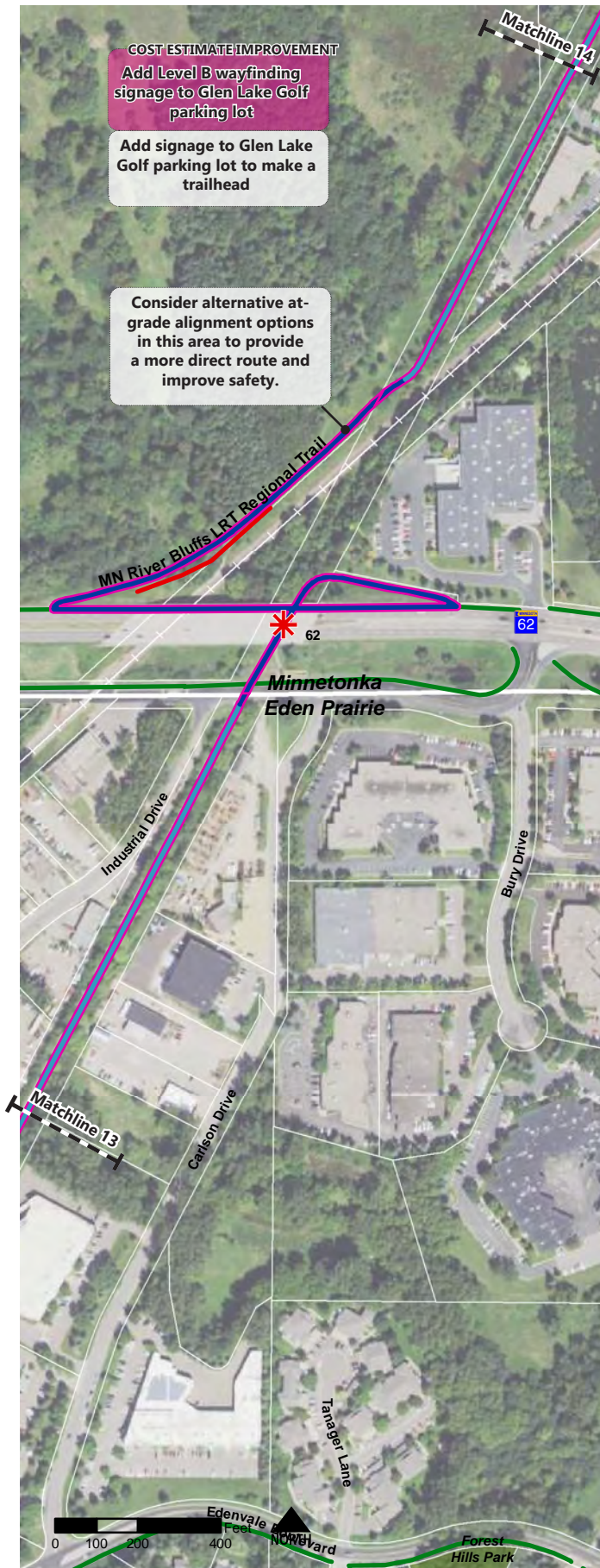


Regional trail crossing and Level B wayfinding at Edenvale Boulevard.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ✕ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 165 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 13

SOURCE: PARK DISTRICT



Existing at-grade regional trail crossing proposed for grade separation.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 166 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 14
 SOURCE: PARK DISTRICT



Existing gravel parking area adjacent to regional trail crossing of Baker Road, proposed for trailhead.

Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 167 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 15

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail travels under I-494.
Photo credit: SRF Consulting Group

MAP 168 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 16

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Existing Level B kiosk wayfinding and rest stop near Dominick Drive.
Photo credit: SRF Consulting Group

MAP 169 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 17
 SOURCE: PARK DISTRICT



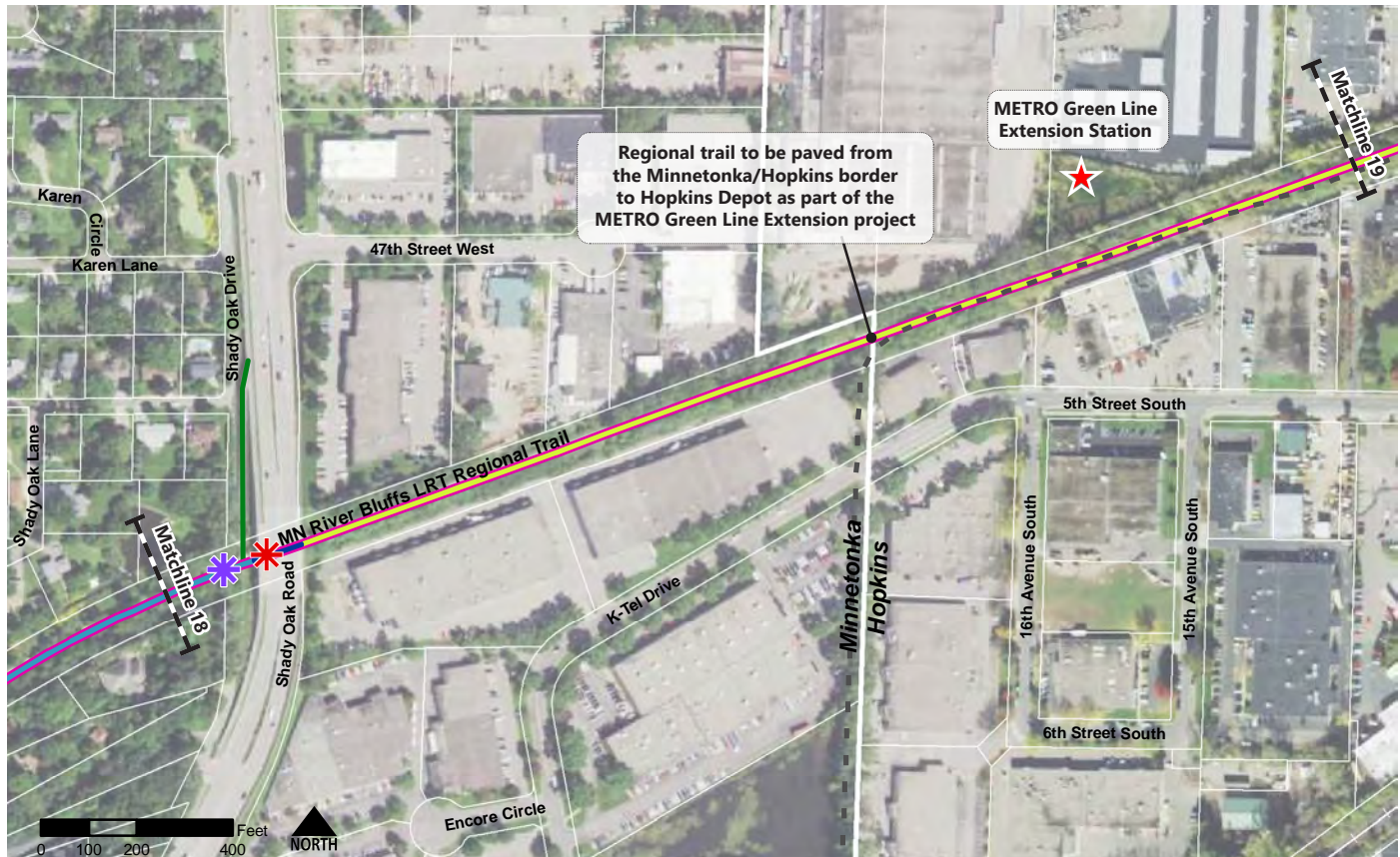
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



View of the Shady Oak Lake recreation area from the regional trail.
 Photo credit: SRF Consulting Group

MAP 170 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 18

SOURCE: PARK DISTRICT



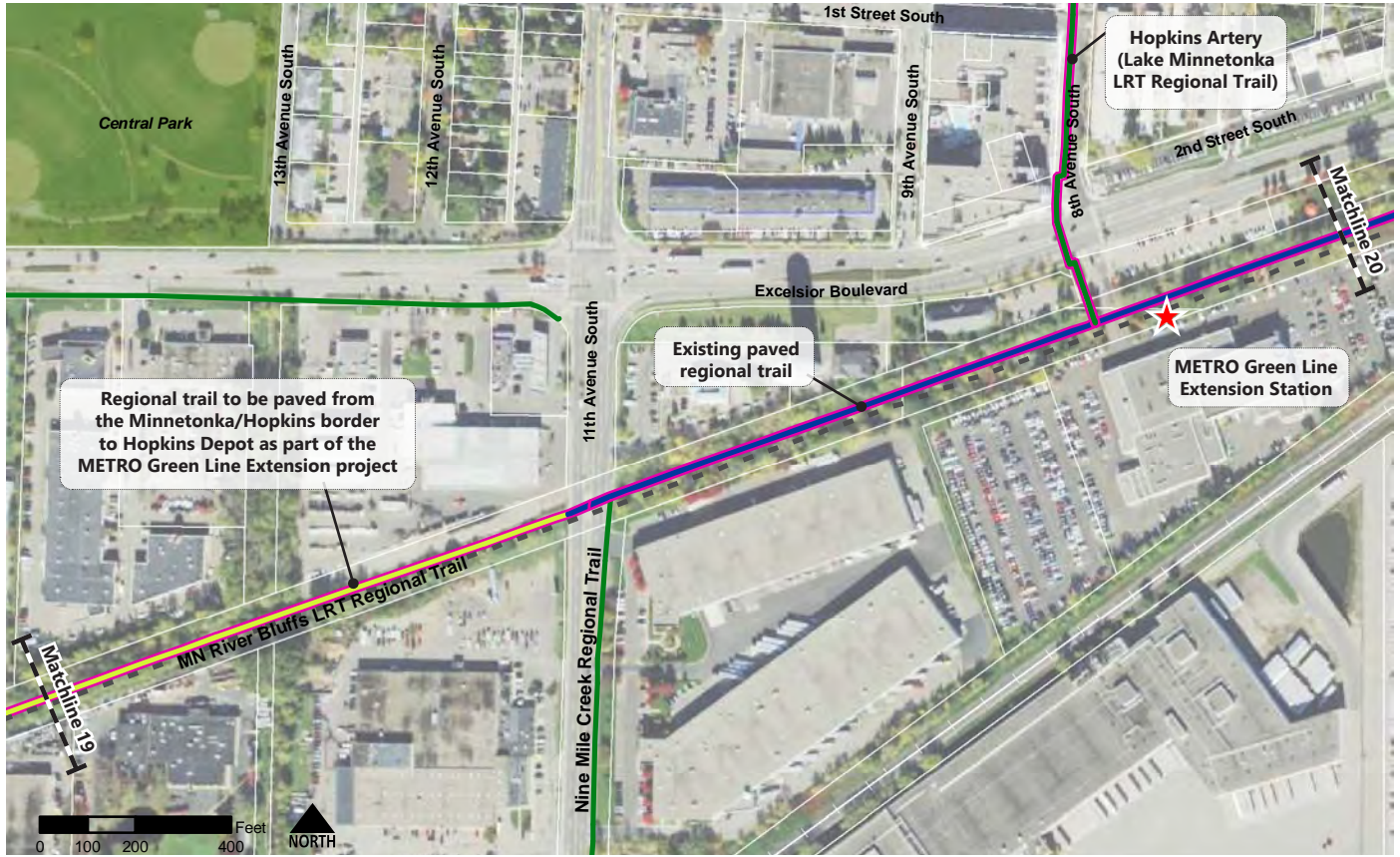
- | | | | | | | | |
|--|---------------------------------------|--|--------------------------------------------------------|--|--------------------------------|--|-------------------------|
| | Regional Trail (paved) | | Park | | Existing Bike Repair Station | | Existing Kiosk, Level A |
| | Planned Regional Trail (paved) | | Park District Owned Property (outside designated park) | | Existing Bike Rack | | Existing Kiosk, Level B |
| | Regional Trail (aggregate) | | Park District Comment | | Existing Bench | | Existing Kiosk, Level C |
| | Consider Paving Regional Trail | | City Comment | | Existing Trash Can (permanent) | | Bridge/Tunnel |
| | Other Trails | | Capital Investment Comment | | Other Existing Trail Amenity | | ADA Improvements Needed |
| | Easement Area (Park District Grantee) | | | | | | |



Typical viewshed of the aggregate regional trail corridor.
Photo credit: SRF Consulting Group

MAP 171 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 19

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



View from Nine Mile Creek Regional Trail across 11th Ave S to the MN River Bluffs LRT Regional Trail (currently aggregate).
Photo credit: SRF Consulting Group

MAP 172 | MN RIVER BLUFFS LRT LAKE REGIONAL TRAIL | SEGMENT 20
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Hopkins Depot adjacent to the regional trail - a popular stop for trail users.
 Photo credit: SRF Consulting Group

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11

NORTH CEDAR LAKE REGIONAL TRAIL MASTER PLAN

The 4.2-mile North Cedar Lake Regional Trail runs from the Hopkins Depot to the Cedar Lake Regional Trail in Minneapolis. The western portion between the Hopkins Depot and east side of TH 100 is 4.2 miles long and owned and operated by the Park District. The remaining 1.8-miles with connections to the Kenilworth Trail and Cedar Lake Regional Trail are owned and operated by the Minneapolis Park and Recreation Board. This master plan only includes the portion of the trail owned by the Park District.

The regional trail is located on a former rail road corridor forming an independent trail corridor through Hopkins and St. Louis Park. It has limited road crossings and provides trail users with a linear park-like experience with connections to local parks, schools and residential neighborhoods in Hopkins and St. Louis Park.

The Hopkins Depot serves as a trailhead with bathrooms, parking, places to sit/rest and wayfinding and provides connections to the Cedar Lake LRT, Lake Minnetonka LRT, Minnesota River Bluffs and Nine Mile Creek Regional Trails. Additionally, the western terminus of North Cedar Lake Regional Trail will provide users with direct access to the METRO Green Line Extension.

Over 40% of trail users cite some type of transportation related function; however, the primary intended use of the regional trail is recreation.

Maps contained in this chapter illustrate the North Cedar Lake Regional Trail corridor and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements (**Maps 176- 183**).

BOUNDARIES & EASEMENTS

North Cedar Lake Regional Trail is located primarily on property owned by the cities of Hopkins and St. Louis Park



MAP 173 | NORTH CEDAR LAKE REGIONAL TRAIL CONTEXT
SOURCE: PARK DISTRICT

and BNSF Railroad. The Park District operates the trail under agreements with Hopkins and St. Louis Park as well as a lease with BNSF for the portion of the trail between West 27th Street and TH 100. The BNSF lease currently requires an annual \$12,000 payment, plus an annual 3% increase thereafter (2021 dollars) and should be eligible for Metropolitan Council operation and maintenance funding support.

While there are no active discussions for either city (St. Louis Park: 10.8 acres, valued at \$2.7 million and Hopkins: 6 acres valued at \$1.5 million per Metropolitan Council’s 2040 Regional Parks Policy Plan valuation methodology) or BNSF to convey the underlying property to the Park District, this is something the Park District would be open to discussing and evaluating should it be of an interest to the underlying property owner. If property conveyance to the Park District is determined to be in all the affected parties best interest and require a conveyance cost, the conveyance cost should be eligible for Metropolitan Council acquisition funding support. A summary of known needed property rights (not including potential conveyances from either cities or BNSF) are listed on **Table 44**.

TABLE 44 | NORTH CEDAR LAKE ACQUISITION COST ESTIMATE
SOURCE: PARK DISTRICT

General Location(s)		Property Rights	Estimated SF	Estimate Total Acquisition*
Hopkins				
Segment 1	MnDOT	Limited Use Permit	18,374 SF	N/A
	PID: 1911721320033	Easement inside MUSA	11,606 SF	\$50,628
	PID: 1911721320039		10,630 SF	\$46,373
St. Louis Park				
Segment 3	PID: 1811721120001	Easement inside MUSA	4,101 SF	\$17,889
	PID: 1811721120048		1,204 SF	\$5,254
	PID: 1811721120050		89 SF	\$389
	PID: 1811721120049		782 SF	\$3,411
TOTAL				\$123,944*

* Estimated cost per sq ft derived from the Metropolitan Council’s 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

SERVICE AREA & VISITATION

The North Cedar Lake Regional Trail 3 mile ideal primary service area (75% of all visitors are anticipated to originate from this area) encompasses residents of Eden Prairie, Edina, Golden Valley, Hopkins, Minneapolis, Minnetonka, Plymouth, Robbinsdale and St. Louis Park (Map 174). The regional trail currently receives an estimated 493,000 annual visits (2019).

- Currently, 50% of the trail users live within 2.1 miles of the regional trail (actual core service area) and 75% of the trail users live within 3.6 miles of the trail (actual primary service area).
- By 2040 (assuming similar use patterns), the North Cedar Lake Regional Trail visitation is projected to increase by 93,000 annual visits, which equates to 18.7 percent growth (Table 45).

The comparison of the ideal and actual service area indicates that this regional trail certainly fulfills a regional role by drawing from and serving a geographic area larger than expected. The user origin data also confirms the regional trail’s role as a destination trail.

MAP 174 | NORTH CEDAR LAKE REGIONAL TRAIL SERVICE AREA
SOURCE: PARK DISTRICT

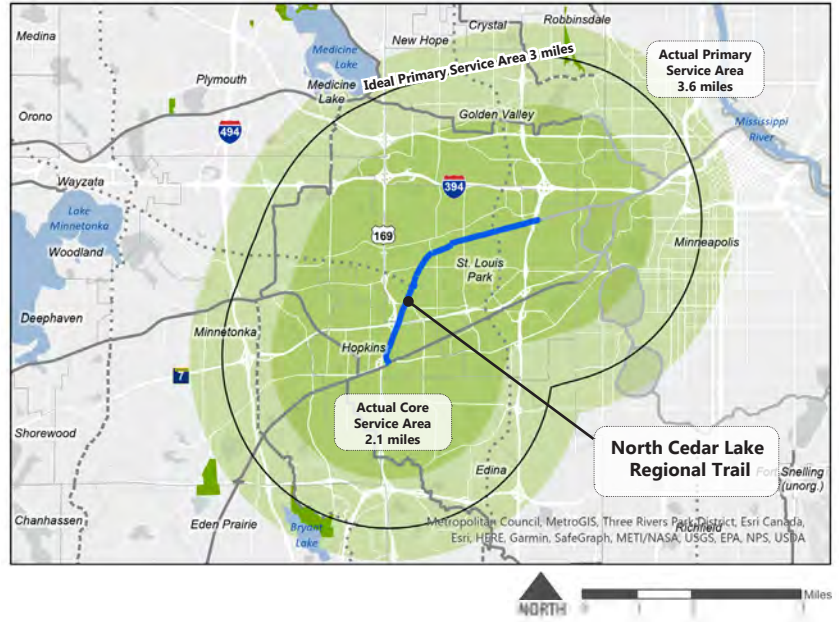


TABLE 45 | NORTH CEDAR LAKE RT VISITATION PROJECTIONS
SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
178,884	212,263	18.7%	493,000	586,000



North Cedar Lake Regional Trail has several grade separated road and railway crossings.
Photo credit: Park District

DEMOGRAPHICS

The North Cedar Lake Regional Trail meets or exceeds visitation expectations for people ages 35-74, males, White/American Indian/Asian adults, non-Hispanic adults and people from households with an annual income of \$50,000 or more (Table 46).

Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given their percentage of the overall population - these are groups the Park District would like to better serve. For North Cedar Lake Regional Trail, underrepresented groups include:

- People under 35 years old or over 75 years old
- Females
- Black adults
- Hispanic adults
- People from households with an annual income of less than \$50,000

The underrepresented community groups are generally consistent with district-wide regional trail trends and are not satisfactory. However, there may be acceptable rationale as to why visitation does not mirror service area demographics.

For example, this trail has one of the highest percentages of transportation related visits (42%) and these visits tend to be from adults. The North Cedar Lake Regional Trail attracts a lot of fitness bicyclists, which also tends to be adults. As such, visitor age does not mirror the service area (it is skewed toward adults ages 35-74) and this is generally an acceptable finding. What is not acceptable is when one user or user group displaces or prohibits another user or user group from participating or having a positive experience.

This may explain why youth who are old enough to walk, bike, run or otherwise recreate independently (compared to being held, in a stroller, in a pull-behind or similar) are not visiting as expected.

Both commuters and fitness bicycle user groups tend to be more experienced, generally faster and reportedly more aggressive.

TABLE 46 | NORTH CEDAR LAKE REGIONAL TRAIL DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years	✓ ¹			White			✓
5-9 years	✓ ²			Black	✓ ⁷		
10-17 years	✓ ³			American Indian		✓	
18-24 years	✓ ⁴			Asian		✓	
25-34 years	✓ ⁵			Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years			✓	Not Hispanic		✓	
60-74 years			✓	Hispanic		✓	
75+ years		✓		ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ⁸		
Female	✓ ⁶			\$50,000 - \$75,000		✓	
Male			✓	>\$75,000			✓

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

- | | |
|--------------------------------|-----------------------------------------------------------------|
| 1. <5 years = 61 visits/day | 5. 25-34 years = 149 visits/day |
| 2. 5-9 years = 88 visits/day | 6. Female users = 151 visits/day |
| 3. 10-17 years = 59 visits/day | 7. Adult Black users = 94 visits/day |
| 4. 18-24 years = 82 visits/day | 8. Annual household incomes <\$50,000 per year = 347 visits/day |

Numerous documented concerns from the public indicate that this behavior often discourages more casual, recreational users from using this and other regional trails. This issue is most common on trails that are in more densely populated areas and on trails that are very direct (not circuitous) and without multiple intersections, such as the North Cedar Lake Regional Trail.

Casual or recreational type users that are more intimidated by this behavior tend to include walkers, youth/groups with youth (many that are just learning to bike and are slower, do not stay to the right and frequently stop without warning), and those that are over 75 years old (especially those individuals with visual, hearing, or physical impediments). BIPOC community members and community members from lower income households are also likely affected by more aggressive, faster cyclists as they currently tend to be primarily casual or recreational trail users and frequently newer users.\.

Related, cultural norms, access, awareness, a sense of feeling welcome/belonging and available free time also likely contributes to regional trail use – particularly to BIPOC community members and community members from lower income levels. Over the last ten years many of these factors are being more purposefully addressed and are improving. However, available free time and competition for free time appear to continue to be barriers to BIPOC community members and community members from lower income levels.

These phenomena are not unique to this trail as they are occurring across the regional trail system. To better address these findings, the Park District is:

- Revamping its trail etiquette signage, employing a volunteer trail patrol to help better educate users on sharing the trail and, when needed, considering enforcement measures.
- Working on initiatives to help teach community members of all ages and abilities how to bike, navigate the trail system, do basic maintenance and prepare for all weather conditions.
- Partnering with other organizations to provide bikes to those in need, improve local access and better connectivity to destinations such as parks, schools, places of worship, libraries, commercial nodes and employment centers along the corridor.
- Adding wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water and bathrooms, where needed, to serve a wider range of users.

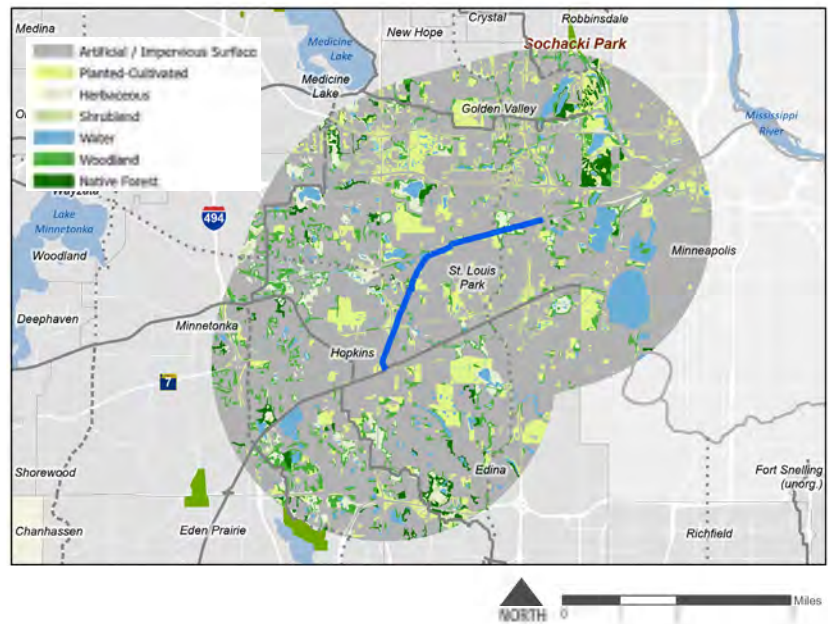
NATURAL RESOURCES & MLCCS

The North Cedar Lake Regional Trail extends through a developed landscape through suburban development and along an active railroad through the cities of St. Louis Park and Hopkins. The natural resource features of the corridor are described as classified by the MLCCS land cover classification.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to North Cedar Lake Regional Trail as: artificial/impervious surfaces, planted or cultivated vegetation throughout the segment, with pockets of woodlands, shrublands and herbaceous land cover (**Map 175**). Minnehaha Creek and smaller pockets of small lakes are the predominate water features.

MnDNR’s National Heritage Information System (NHIS) provides information on Minnesota’s rare plants, animals, native plant communities, and other rare features. NHIS data indicates that within 1-mile of North Cedar Lake Regional Trail, two threatened species can be found: *Valeriana edulis* var. *ciliata* (common name Valerian) and *Falco peregrinus* (Peregrine Falcon). The trail is not anticipated to negatively affect these species.

MAP 175 | NORTH CEDAR LAKE REGIONAL TRAIL MLCCS
SOURCE: PARK DISTRICT



North Cedar Lake Regional Trail passes under Louisiana Avenue S, adjacent to the active rail bed.
Photo credit: Park District

CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain, upgrade and expand the North Cedar Lake Regional Trail (**Table 47**). Each segment map contained within this chapter further details where those anticipated improvements are located.

TABLE 47 | NORTH CEDAR LAKE REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)
SOURCE: PARK DISTRICT

Notes	Seg	Improvement Description	Unit Legend	Unit Price	Qty	Total
	1	Realign trail (chicane) to improve safety at crossing	LS	\$60,000	1	\$60,000
	1, 2, 3, 4, 6, 7	Widen trail from 10' to 12' wide	LF	\$125	14,500	\$1,812,500
1	2, 5	ADA crossing improvements	EA	\$5,600	2	\$11,200
	3	Bench	EA	\$3,500	1	\$3,500
2	7	Trail realignment	LF	\$170	500	\$85,000
					TOTAL*	\$1,972,000
Notes						
1. Assumes \$2,800 per ramp. Estimated unit cost assumes two ramp replacements per intersection.						
2. Cost includes pricing for removal of existing trail and new trail construction.						
*Figure has been rounded.						
LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre						

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The North Cedar Lake Regional Trail is complete and open to the public. As such, no additional operation and maintenance staff or costs are foreseen.

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. This regional trail requires a 0.1 FTE maintenance position at an average cost of about \$11,000/year (\$2,500/mile).

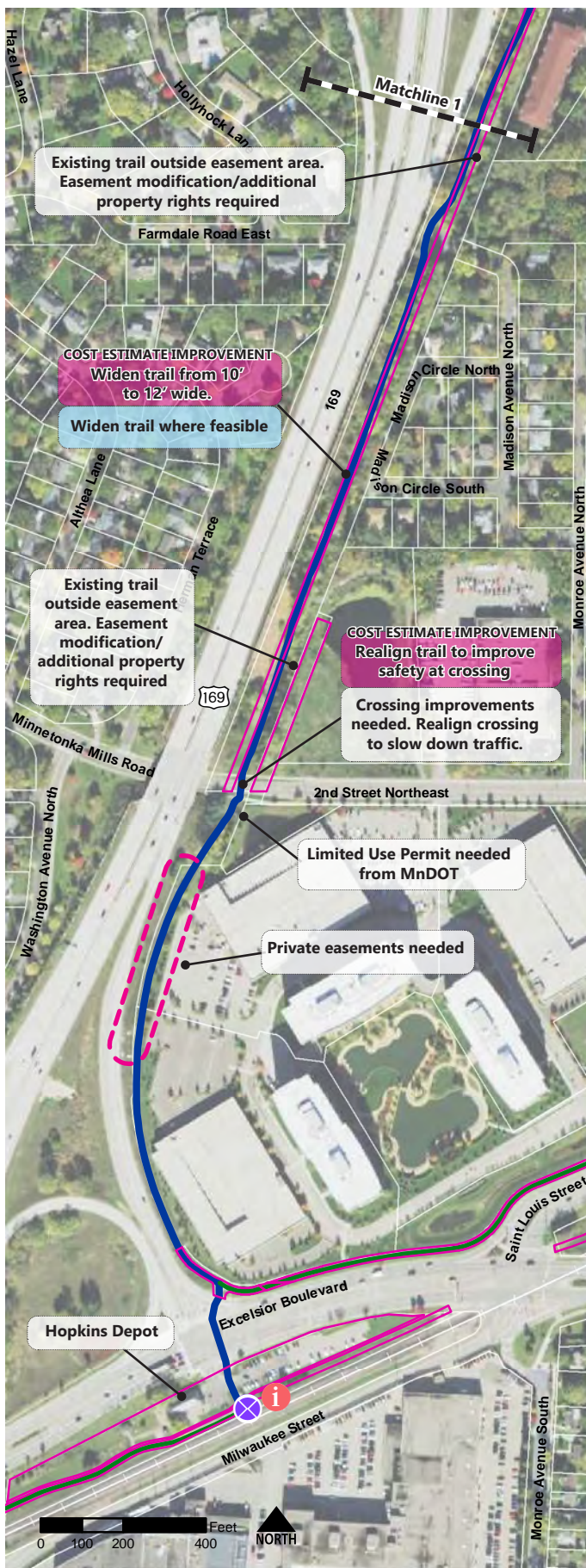
In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operations and maintenance for the North Cedar Lake Regional Trail is expected to be about \$26,000/year, based on the per mile costs (**Table 48**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. No additional cultural or natural resources staffing needs are foreseen.

TABLE 48 | NORTH CEDAR LAKE REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)
SOURCE: PARK DISTRICT

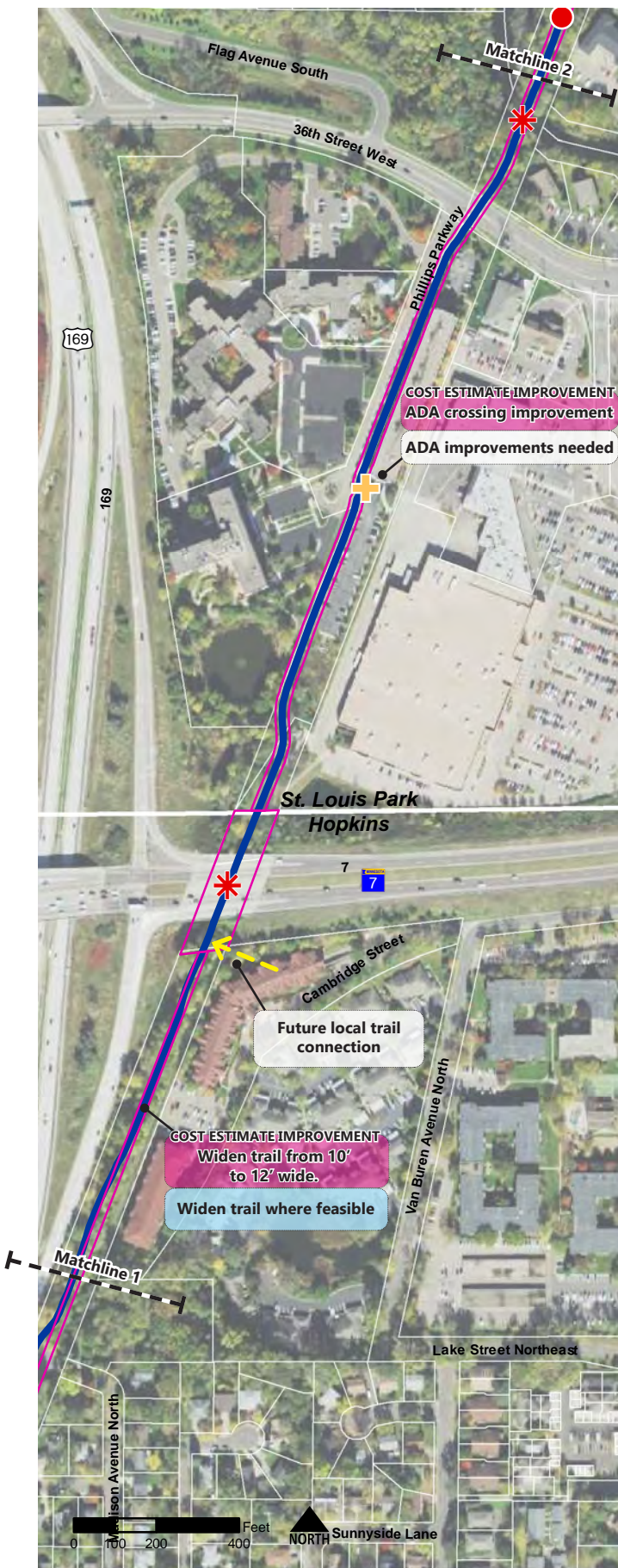
Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	4.2 miles	\$2,500	\$11,000
Routine Maintenance Aggregate Trails	0 miles	\$2,250	---
Routine Maintenance Paved Trails	4.2 miles	\$200	\$1,000
Preventative Pavement Maintenance Paved Trails	4.2 miles	\$3,380	\$14,000
ESTIMATED TOTAL PER YEAR			\$26,000

MAP 176 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 1
 SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 177 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 2
 SOURCE: PARK DISTRICT

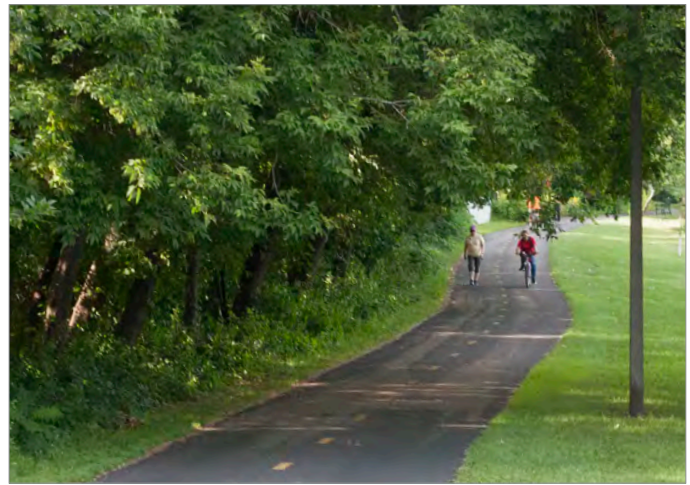


Poor visibility due to adjacent shrub vegetation is a safety concern at intersection.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 178 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 3

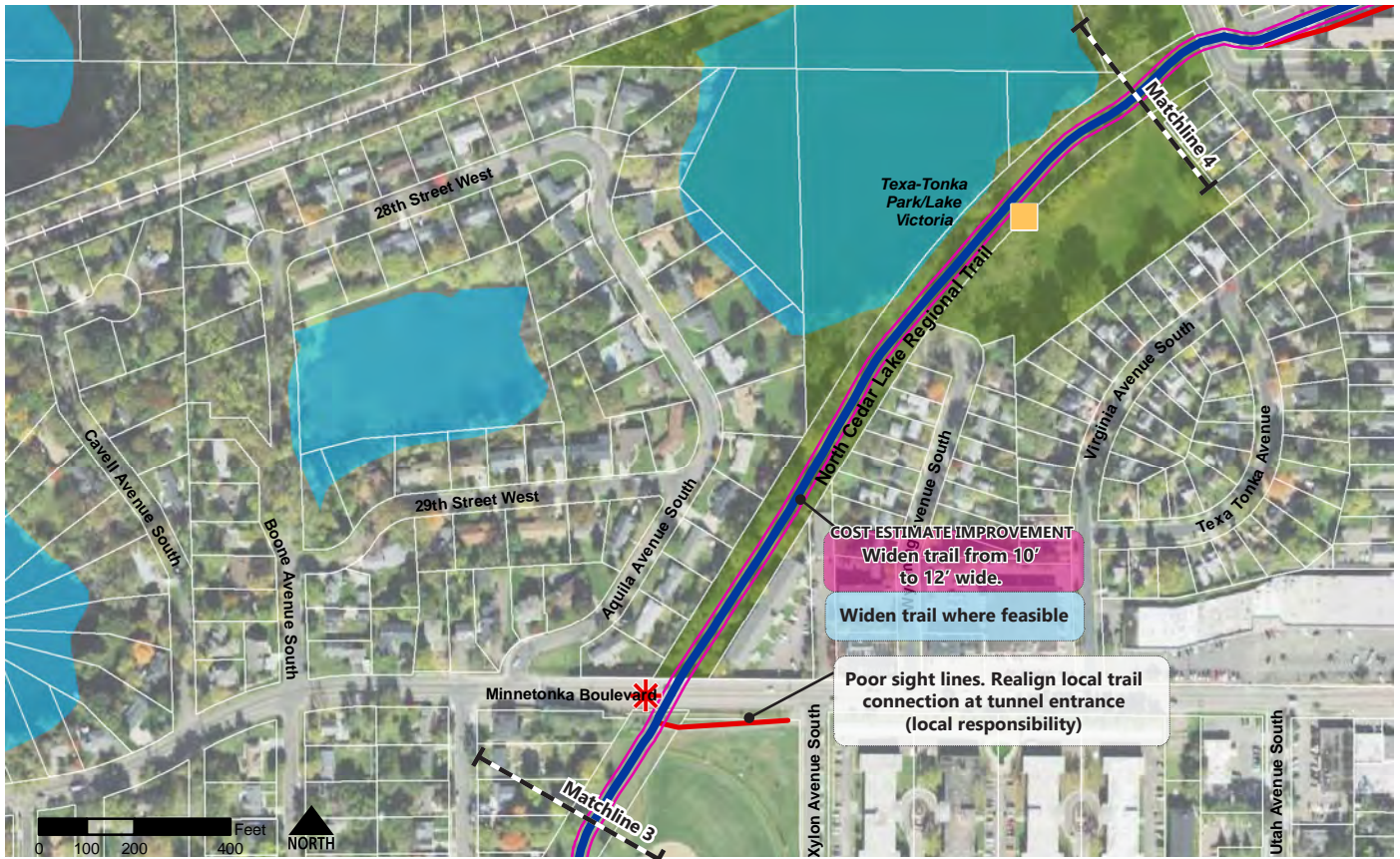
SOURCE: PARK DISTRICT



North Cedar Lake Regional Trail near Aquila Park in St. Louis Park.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- - - Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ⊗ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 179 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 4
 SOURCE: PARK DISTRICT



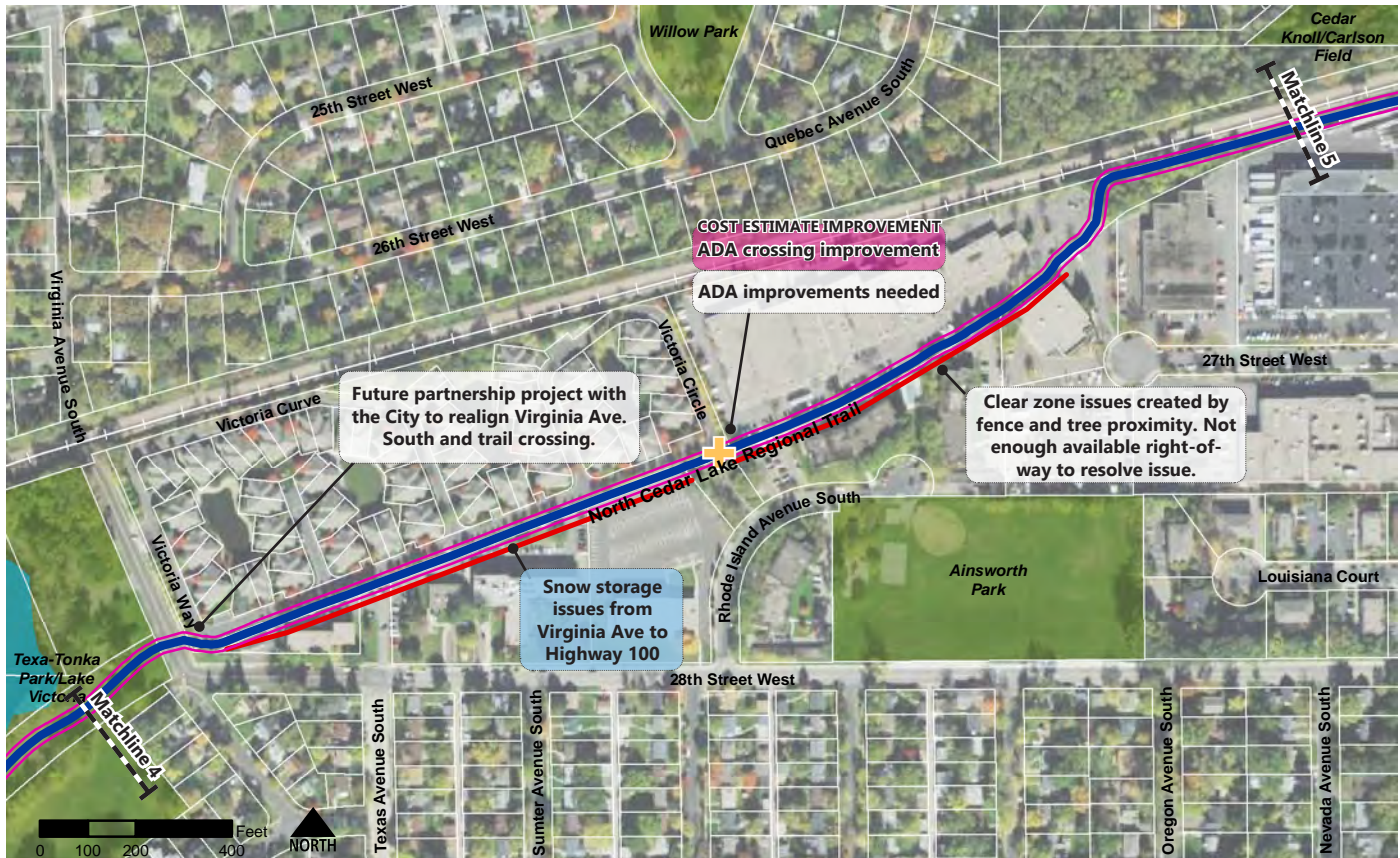
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



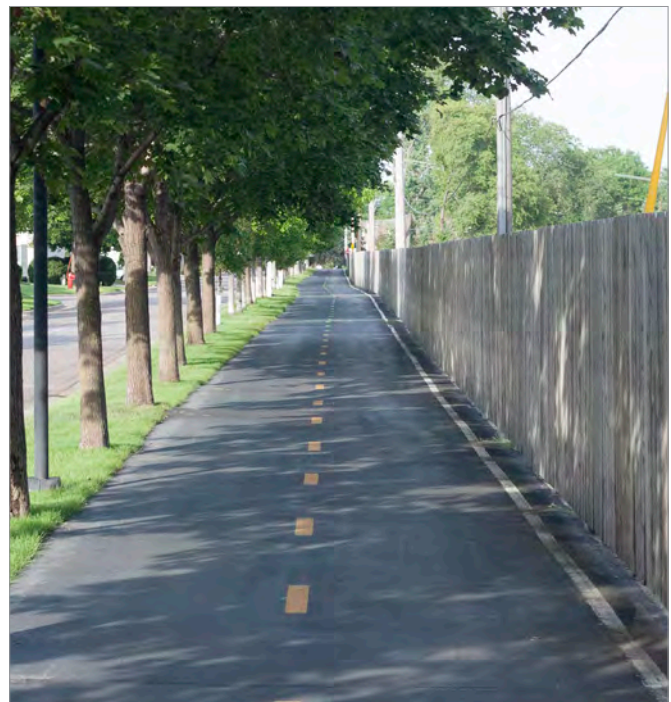
Local trail spur has poor sight lines when connecting to the North Cedar Lake Regional Trail so close to the Minnetonka Blvd underpass tunnel .
 Photo credit: SRF Consulting Group

MAP 180 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 5

SOURCE: PARK DISTRICT



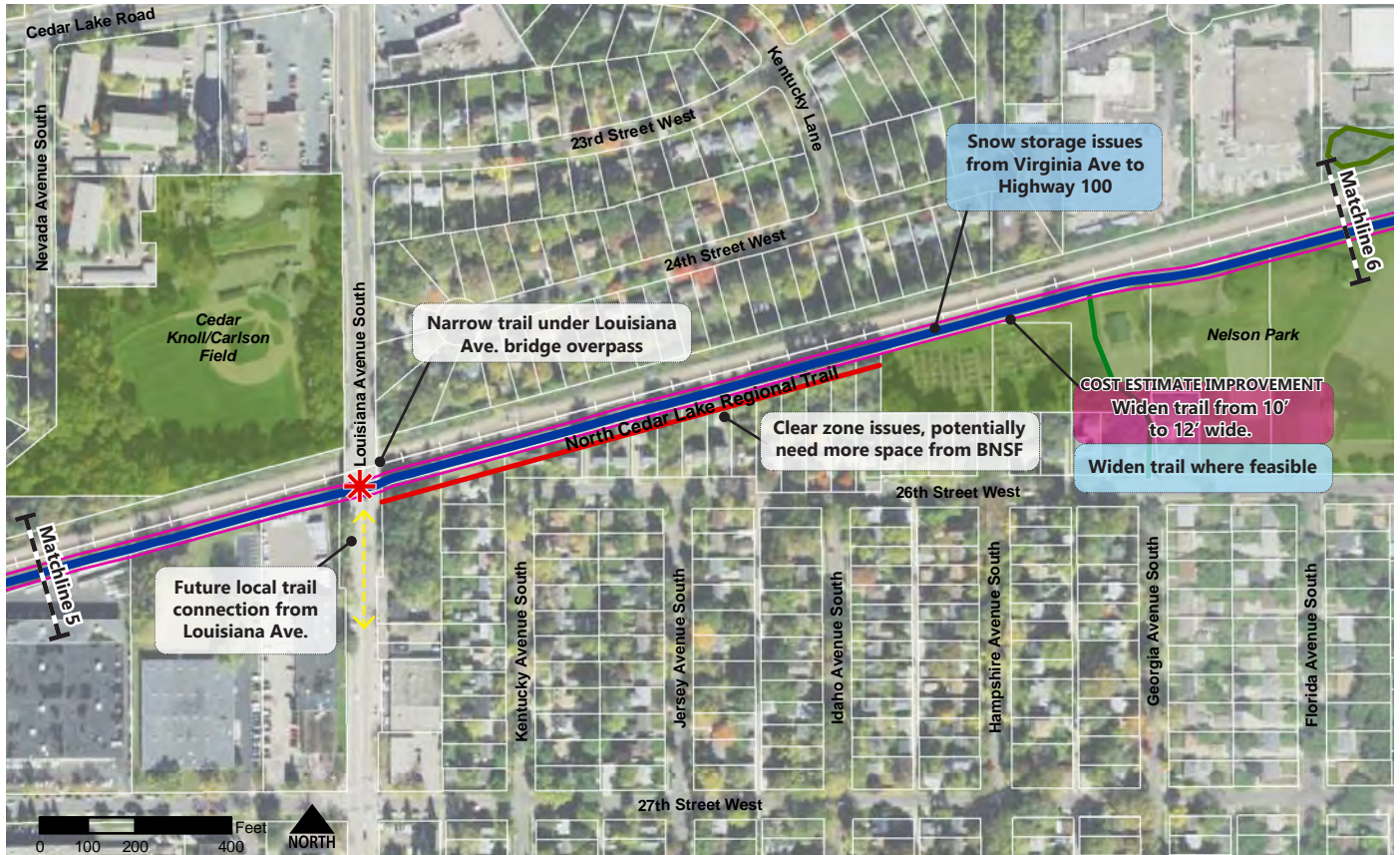
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|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The tight urban right-of-way creates clear zone compliance issues.
Photo credit: SRF Consulting Group

MAP 181 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 6

SOURCE: PARK DISTRICT



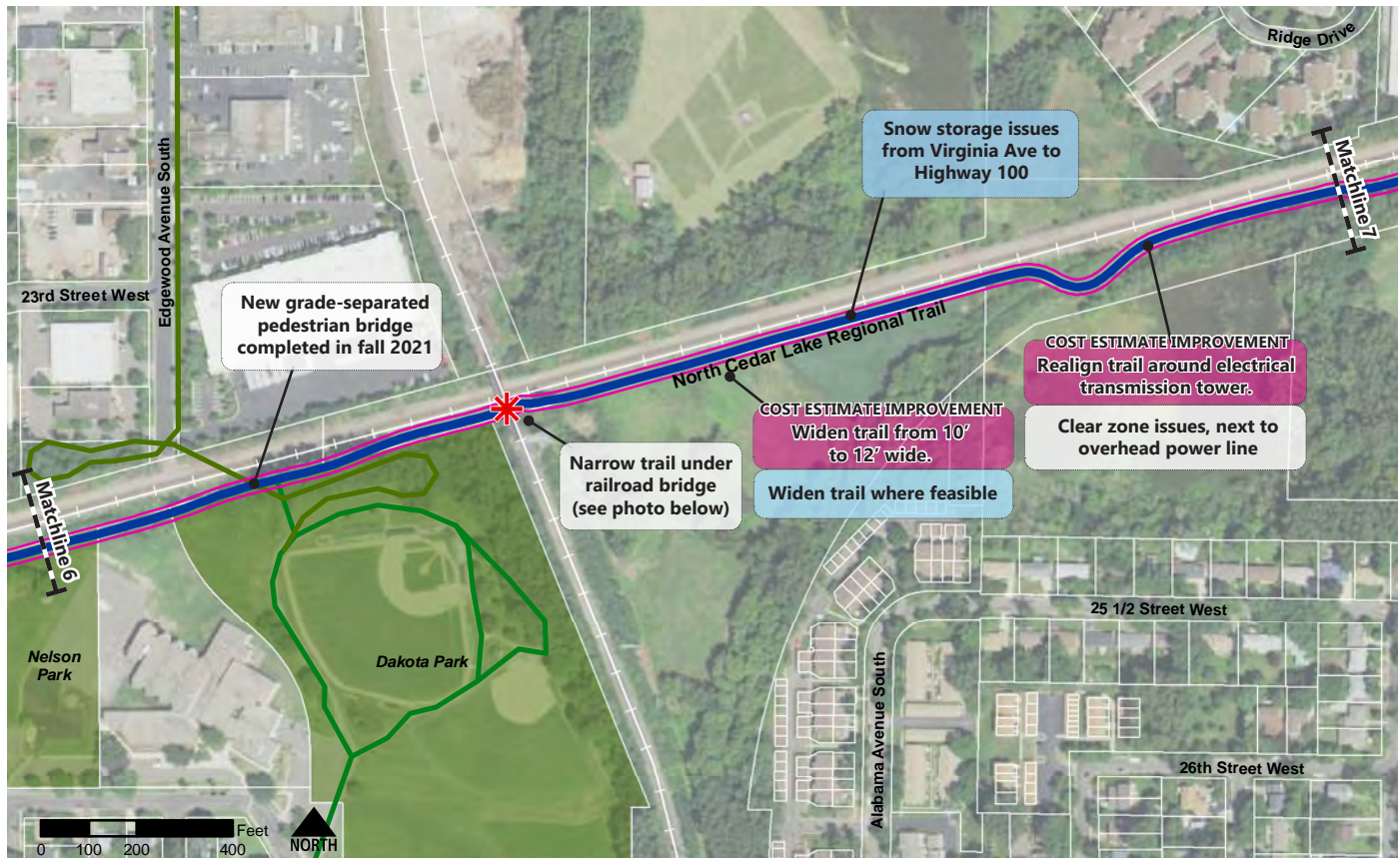
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The tight railroad right-of-way creates clear zone compliance issues, as seen here under the Louisiana Avenue bridge overpass.
Photo credit: Park District & SRF Consulting Group

MAP 182 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 7

SOURCE: PARK DISTRICT



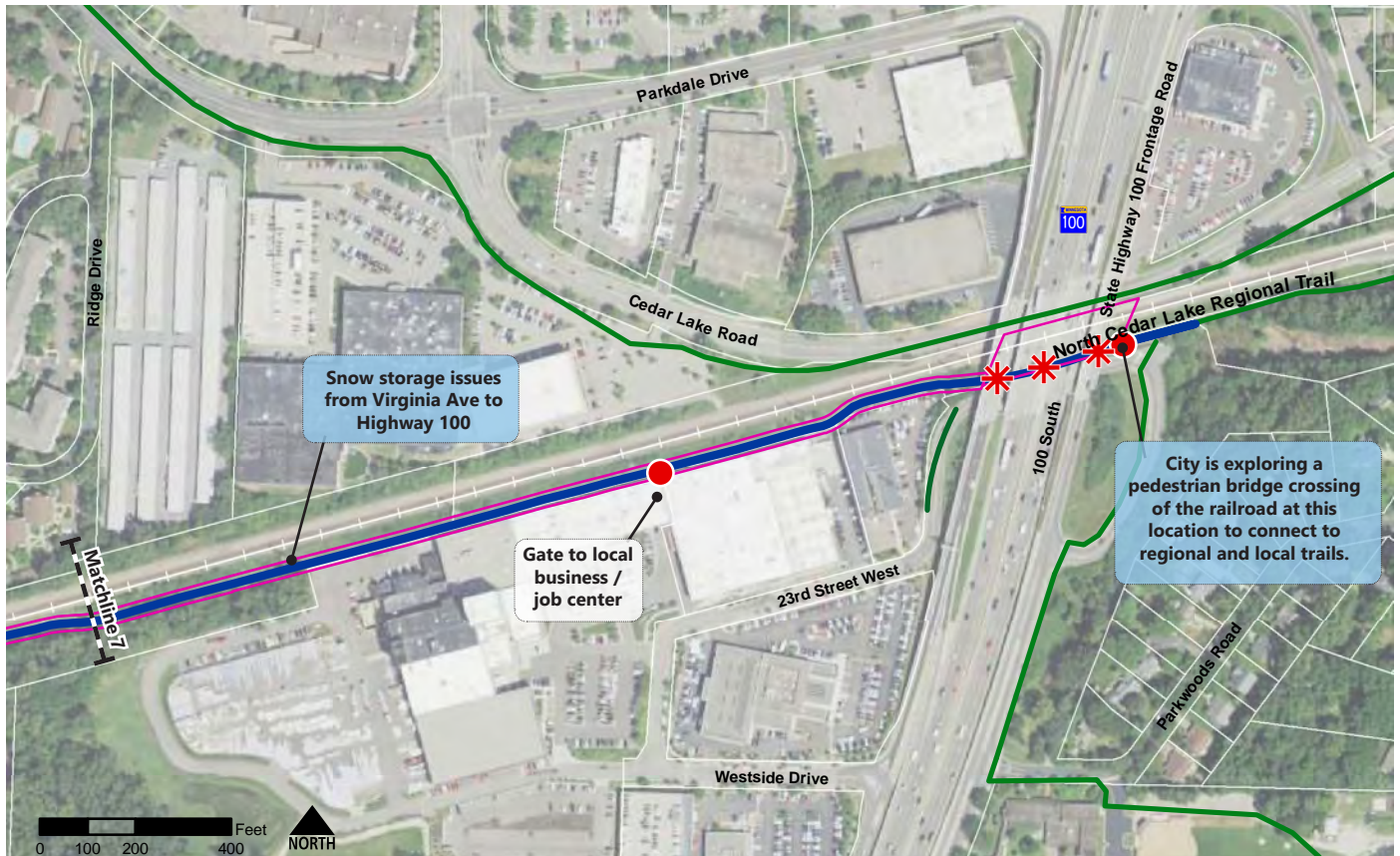
- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment

- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed



The tight railroad right-of-way creates clear zone compliance issues, as seen here under the railroad bridge overpass.
Photo credit: SRF Consulting Group

MAP 183 | NORTH CEDAR LAKE REGIONAL TRAIL | SEGMENT 8
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



To allow greater regional trail access to and from adjacent businesses, coded gates are utilized in coordination with the Park District.
 Photo credit: SRF Consulting Group

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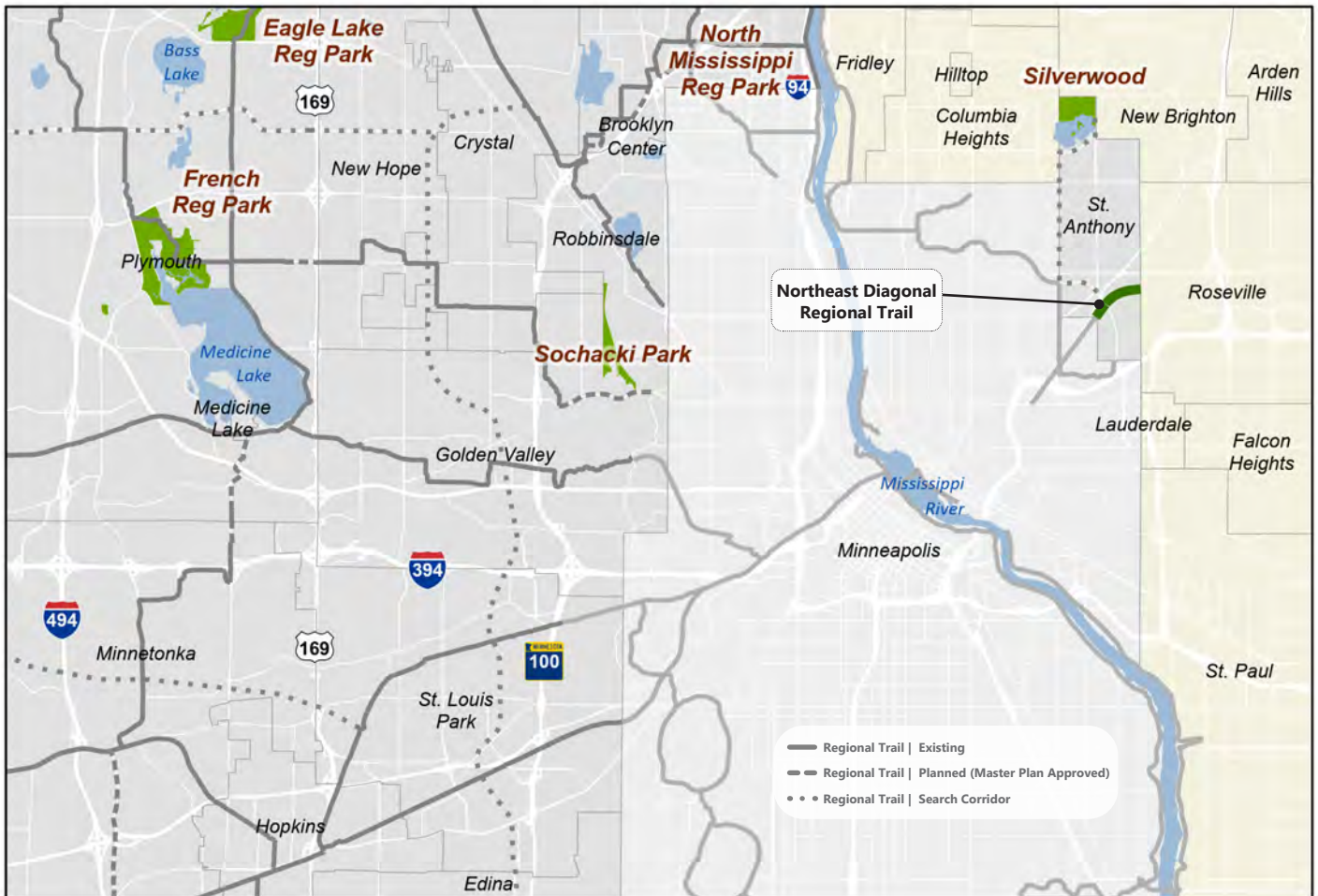
NORTHEAST DIAGONAL LRT REGIONAL TRAIL MASTER PLAN



The 2-mile Northeast Diagonal LRT Regional Trail starts at Walnut Street in Roseville (Ramsey County) and extends west into Saint Anthony and Minneapolis (Hennepin County) generally along a former railroad corridor or within public right-of-way. The short 700' segment in Roseville between Walnut Street and the St. Anthony border is owned by Ramsey County Regional Railroad Authority and operated by the Park District and the 1.25-mile segment along New Brighton Boulevard between Lowry and Broadway is owned and operated by the Minneapolis Park and Recreation Board. This master plan covers the remaining 0.6-mile segment in Saint Anthony generally between the Roseville border and Lowry Avenue and which is owned and operated by the Park District (**Map 184**).

The paved regional trail is predominately for recreation purposes; however, with over 30% of visits attributed to transportation purposes it also plays a strong role in the multimodal transportation system. In addition, it includes a connection to Minneapolis Park and Recreation Board's Francis A. Gross Golf Course and serves a popular retail node in Northeast Minneapolis.

Maps contained in this chapter illustrate the Northeast Diagonal LRT Regional Trail corridor and highlight connections to local trail networks, existing amenities, crossing treatments and recommendations for future improvements (**Maps 187-188**).



MAP 184 | NORTHEAST DIAGONAL LRT REGIONAL TRAIL CONTEXT
 SOURCE: PARK DISTRICT



BOUNDARIES & EASEMENTS

The Park District’s segment of the Northeast Diagonal LRT Regional Trail is a fully developed trail within a former railway corridor owned by the Hennepin County Regional Railroad Authority (HCRRA). While there are several agreements for this segment between HCRRA, Minneapolis and the Park District, they do not clearly convey property rights to the Park District via permit, lease or easement. As such, the Park District is working with both agencies to clearly convey property rights to the Park District and eliminate any potential for confusion.

While there are no active discussions for HCRRA to convey the underlying property (3.9 acres valued at \$ \$983,000 per the Metropolitan Council’s 2040 Regional Parks Policy Plan valuation methodology) to the Park District, this is something the Park District would be open to discussing and evaluating should it be of an interest to HCRRA. If property conveyance to the Park District is determined to be in both parties best interest and if HCRRA requires payment for the property, the conveyance cost should be eligible for Metropolitan Council acquisition funding support.

Recognizing the regional trail system as an integral part of the region’s transportation system, HCRRA is no longer requiring the ‘LRT’ acronym in the name of regional trails within their corridors. The Park District will be removing the LRT portion in trail names as sign replacement and wayfinding information updates are made.

SERVICE AREA & VISITATION

Northeast Diagonal LRT Regional Trail service area encompasses residents of 9 cities of Hennepin, Anoka and Ramsey Counties (**Map 185**). The regional trail currently receives an estimated 65,000 annual visits (2019).

- Currently, 50% of the trail users live within 1.6 miles of the regional trail (actual core service area) and 75% of the trail users live within 2.9 miles of the trail (actual primary service area).
- By 2040 (assuming similar use patters), the Northeast Diagonal Regional Trail visitation is projected to increase by 16,000 annual visits, which equates to 24.2 percent growth (**Table 49**).

The comparison of the ideal and actual service area indicates that this regional trail fulfills a regional role.

DEMOGRAPHICS

The Northeast Diagonal LRT Regional Trail meets or exceeds visitation expectations for all demographic categories that the Park District monitors (**Table 50**). As such, no additional improvements are suggested for purposes of better serving underrepresented community groups.

MAP 185 | NORTHEAST DIAGONAL LRT RT SERVICE AREA

SOURCE: PARK DISTRICT



TABLE 49 | NORTHEAST DIAGONAL LRT RT VISITATION PROJECTIONS

SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
121,655	151,042	24.2%	65,000	81,000

TABLE 50 | NORTHEAST DIAGONAL LRT RT DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years		✓		White			✓
5-9 years		✓		Black		✓	
10-17 years		✓		American Indian		✓	
18-24 years		✓		Asian		✓	
25-34 years		✓		Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years			✓	Not Hispanic		✓	
60-74 years		✓		Hispanic		✓	
75+ years		✓		ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000		✓	
Female		✓		\$50,000 - \$75,000		✓	
Male		✓		>\$75,000		✓	

*Group names are those used by the Federal Government, many people prefer different terminology.

NATURAL RESOURCES & MLCCS

The Northeast Diagonal LRT Regional Trail extends through a light industrial development, adjacent to a golf course and a cemetery located in Saint Anthony.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to Northeast Diagonal LRT Regional Trail as: artificial/impervious surfaces, tracts of planted or cultivated vegetation at the University of Minnesota St. Paul campus agriculture plots and pockets of woodlands and water northeast of the trail segment (**Map 186**).

CAPITAL EXPENSES

No capital expenses are anticipated at this time for the Northeast Diagonal LRT Regional Trail.

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Northeast Diagonal LRT Regional Trail is complete and open to the public. As such, no additional operation and maintenance staff or costs are foreseen.

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. This regional trail requires a 0.1 FTE maintenance position at an average cost of about \$2,000/year (\$2,500/mile).

In addition to regular, full time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These cost vary depending on surface type, trail use, community expectations and commitment and site specific challenges. The estimated cost for operations and maintenance for the Northeast Diagonal LRT Regional Trail is estimated to be \$5,000/year based on estimated per mile costs (**Table 51**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. No additional cultural or natural resources staffing needs are foreseen.

TABLE 51 | NORTHEAST DIAGONAL LRT OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)

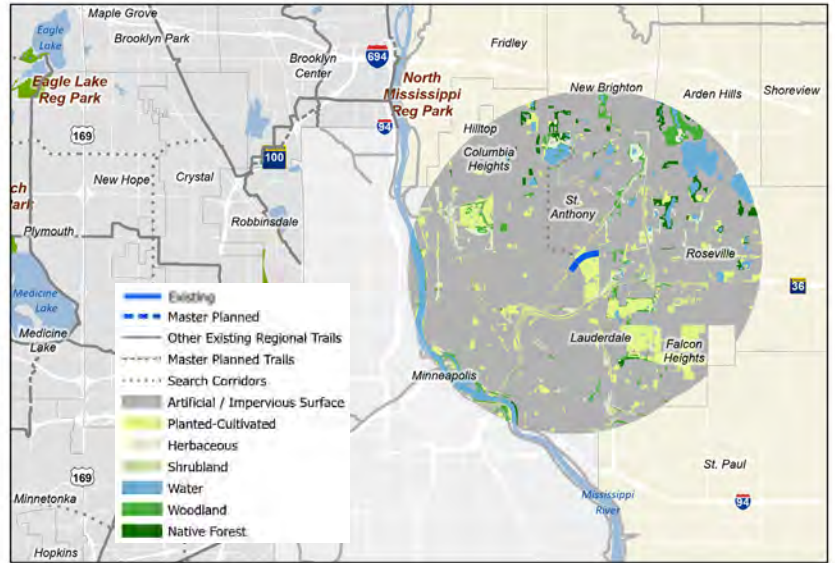
SOURCE: PARK DISTRICT

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	0.6 miles	\$2,500	\$2,000
Routine Maintenance Aggregate Trails	N/A	\$2,250	---
Routine Maintenance Paved Trails	0.6 miles	\$200	\$1,000*
Preventative Pavement Maintenance Paved Trails	0.6 miles	\$3,380	\$2,000
ESTIMATED TOTAL PER YEAR			\$5,000

*Minimum \$1,000/year

MAP 186 | NORTHEAST DIAGONAL LRT RT MLCCS

SOURCE: PARK DISTRICT



MAP 187 | NORTHEAST DIAGONAL LRT REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)

- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment

- ✖ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed



The Northeast Diagonal LRT Regional Trail kiosk and directional sign is located adjacent to St. Anthony Boulevard.

Photo credit: SRF Consulting Group

MAP 188 | NORTHEAST DIAGONAL LRT REGIONAL TRAIL | SEGMENT 2

SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



This area of the Northeast Diagonal LRT Regional Trail has segment with poor drainage. Photo credit: SRF Consulting Group



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SHINGLE CREEK REGIONAL TRAIL MASTER PLAN

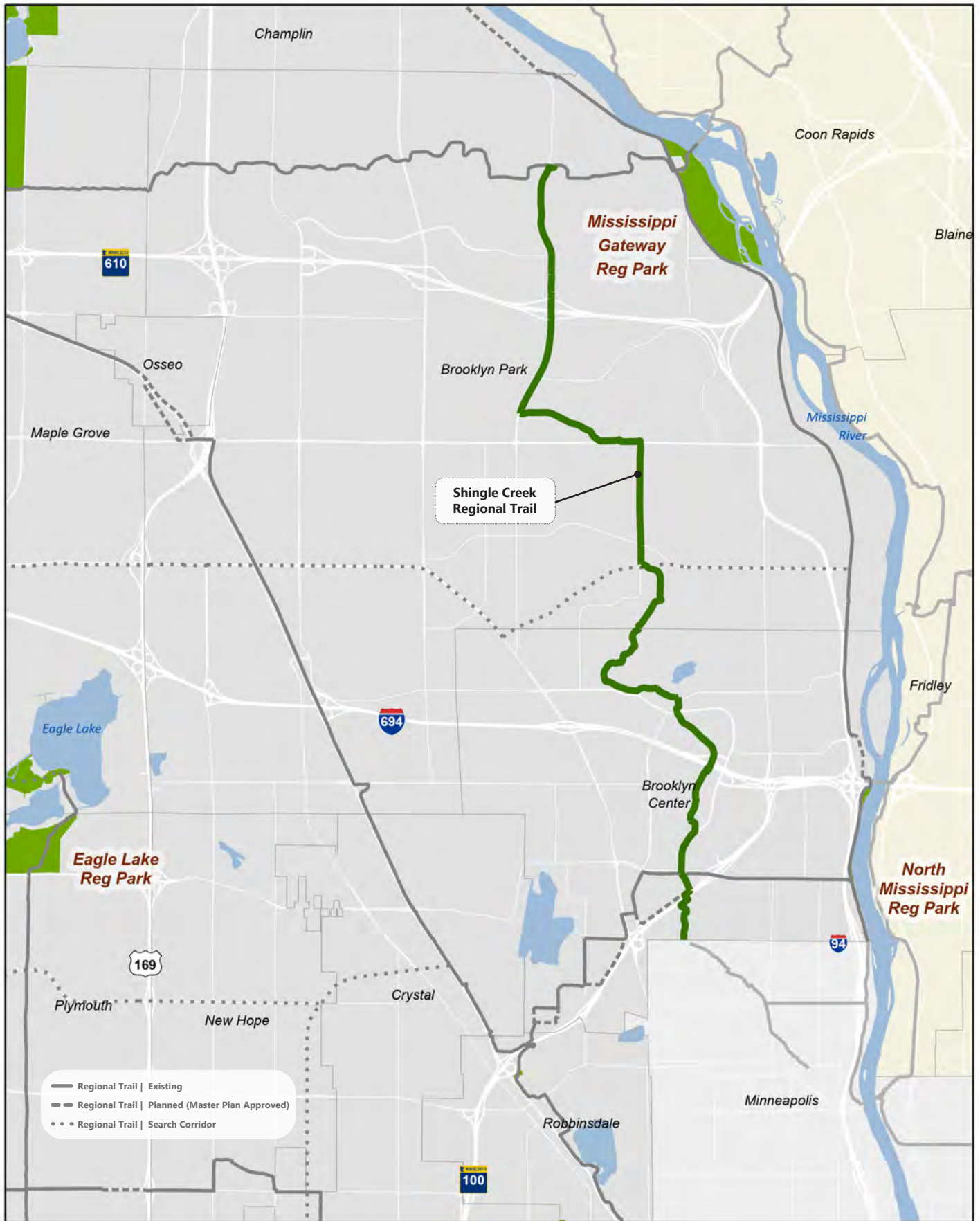
The 11-mile Shingle Creek Regional Trail runs between Rush Creek Regional Trail in Brooklyn Park through Brooklyn Center to Weber Park and North Mississippi Regional Park in Minneapolis. The 8.4 more northerly/west miles of the regional trail are owned, operated and maintained by the Park District and the 2.6 more southerly/east miles are owned, operated and maintained by the Minneapolis Park and Recreation Board. This master plan addresses only the section in which the Park District is responsible for.

The paved, multi-use trail follows a generally north-south route and connects to Eidem Historical Farm, Edinburgh Golf Course, Brookdale Park, Palmer Lake Environmental Nature Area, Centennial Park, and Centerbrook Golf Course before entering into Minneapolis and connecting with its parks. The regional trail corridor also connects to and follows Shingle Creek – its name sake – in south Brooklyn Park and all of Brooklyn Center (**Map 189**).

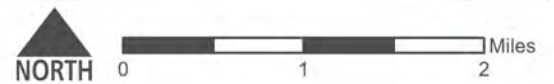
The trail was designated as a linking trail to help connect community members to the broader regional park and trail system via foot or bike; however, the majority of use is solely for recreation with only 12% of visits having a transportation related function.

The current Shingle Creek Regional Trail northern terminus is at the intersection with the Rush Creek Regional Trail in Brooklyn Park. Future considerations should be made to extend Shingle Creek Regional Trail further north to intersect with the West Mississippi River Regional Trail at 109th Avenue N by improving the existing local trail along Nobel Parkway N (0.5 miles). An amendment to the Regional Parks Policy Plan and this master plan is required to make this change.

Maps contained in this chapter illustrate the Shingle Creek Regional Trail corridor and highlight connections to local trail



MAP 189 | SHINGLE CREEK REGIONAL TRAIL CONTEXT
 SOURCE: PARK DISTRICT



networks, existing amenities, crossing treatments and recommendations for future improvements (Maps 192 - 206).

BOUNDARIES & EASEMENTS

Shingle Creek Regional Trail is a fully developed trail generally situated within public road right of way and local parks in Brooklyn Park and Brooklyn Center and in which the Park District has property rights to via permit or easement. However, there are several areas where additional easements are needed to fill small gaps or secure rights to clear zones.

The Park District intends to work with the property owners on a willing-seller basis to secure the missing property rights as opportunities present themselves (Table 52). There may be other areas where additional property rights are needed but not yet known to secure a continuous and contiguous trail corridor. These should be eligible for Metropolitan Council acquisition funding should they meet the overall regional trail intent.

SERVICE AREA & VISITATION

The Shingle Creek Regional Trail 3-mile ideal primary service area (75% of all visitors are anticipated to originate from this area) encompasses residents of 16 cities in northeast Hennepin County (Map 190, next page). The regional trail currently receives an estimated 312,000 annual visits (2019).

- Currently, 50% of the trail users live within 0.7 miles of the regional trail (actual core service area) and 75% of the trail users live within 2.7 miles of the trail (actual primary service area).
- By 2040, the Shingle Creek Regional Trail visitation is projected to increase by 54,000 annual visits, which equates to 17.4 percent growth (Table 53).

As the service area mileages indicate, the Shingle Creek Regional Trail receives most of its visitors from a shorter distance or geographic area than desired. While the exact reason for this is unknown, it is likely that there are several

TABLE 52 | SHINGLE CREEK RT ACQUISITION COST ESTIMATE

SOURCE: PARK DISTRICT

General Location(s)		Property Rights	Estimated SF	Estimate Total Acquisition*
Brooklyn Park				
Segment 2	PID: 1011921240068	Easement within MUSA	1,037 SF	\$4,522
	PID: 1011921230068		4,579 SF	\$19,977
	PID: 1011921230063		902 SF	\$3,933
	PID: 1011921240067		740 SF	\$3,228
	PID: 1011921230006		1,001 SF	\$4,366
Segment 3	PID: 1011921310066		6,976 SF	\$30,433
	PID: 1011921310065		1,139 SF	\$4,969
Segment 4	PID: 1511921230095		8,356 SF	\$36,451
Segment 6	PID: 1511921430016		98 SF	\$427
	PID: 1511921340019		968 SF	\$4,222
	PID: 1511921430026		5,078 SF	\$22,152
Segment 7	PID: 1411921330126		340 SF	\$1,484
	Multiple		791 SF	\$3,449
Segment 8	PID: 2311921320098		942 SF	\$4,109
Segment 9	PID: 2611921220097		1,076 SF	\$4,695
	Multiple	12,978 SF	\$56,615	
Brooklyn Center				
Segment 15	PID: 0211821310062	Easement within MUSA	1,235 SF	\$5,387
	PID: 0211821340002		1,516 SF	\$6,613
	PID: 0211821310067		14,667 SF	\$63,982
			TOTAL	\$282,000

* Estimated cost per sq ft derived from the Metropolitan Council's 2040 Regional Parks Policy Plan (within Metropolitan Urban Services Area (MUSA) is \$253,364 per acre fee-title and outside the MUSA is \$17,773 per acre fee title). Easements are estimated to be approximately 75% of the fee title value.

TABLE 53 | SHINGLE CREEK RT VISITATION PROJECTIONS

SOURCE: PARK DISTRICT

TAZ (Traffic Analysis Zone) Population			Projected Annual Regional Trail Visitation	
2010	2040	Growth	2019 Visits	2040 Projected
231,949	272,400	17.4%	312,000	366,000

items that contribute to a smaller serve area than anticipated. Two ideas that may contribute to this is the surrounding commercial/industrial land use in Brooklyn Center which can act as an access barrier as well as the limited designated trails/routes aimed to specifically connect community members to the regional trail. Other potential factors include: the trail's location within road right-of-way (less desirable user experience), existence of local community sidewalks (provide recreation opportunities immediately adjacent to where people live), awareness, time, and other regional trails within/adjacent to service area.

Additional efforts to increase awareness/wayfinding and identify routes to the trail may help grow the service area and promote its use as linking regional trail and non-motorized transportation corridor.

DEMOGRAPHICS

The Shingle Creek Regional Trail meets or exceeds visitation expectations for nearly all the demographic categories the Park District monitors (Table 54, next page).

There are three categories that are considered underrepresented. Underrepresented community groups represent people or groups that are not participating on regional trails to the extent in which it is expected given their percentage of the overall population - these are groups the Park District would like to better serve.

For the Shingle Creek Regional Trail, underrepresented groups include:

- People between 10 and 17 years old
- Black adults
- People from households with an annual income of less than \$50,000

All three of these groups are also generally underrepresented throughout the regional trail system.

It is unknown why these community groups are not represented as expected on the Shingle Creek Regional Trail. Some of the items believed to negatively affect visitation patterns on other regional trail corridors do not exist within this trail corridor. For example, this is not a major non-motorized transportation or bicycle fitness corridor and it has less bicyclist use than other regional trails.

In addition, the trail is generally more accessible to neighborhoods and communities with higher percentages of households with an annual income of \$50,000 or less.

While this warrants additional conversation and study, some of the Park District recent efforts to increase user and enjoyment by all community members, especially those considered underrepresented, will likely support this trail as well. Some of the items the Park District is exploring include:

- Working on initiatives to help teach community members of all ages and abilities how to bike, navigate the trail system, do basic maintenance and prepare for all weather conditions.
- Partnering with other organizations to provide bikes to those in need, improve local access and better connectivity to destinations such as parks, schools, places of worship, libraries, commercial nodes and employment centers along the corridor.

MAP 190 | SHINGLE CREEK REGIONAL TRAIL SERVICE AREA

SOURCE: PARK DISTRICT

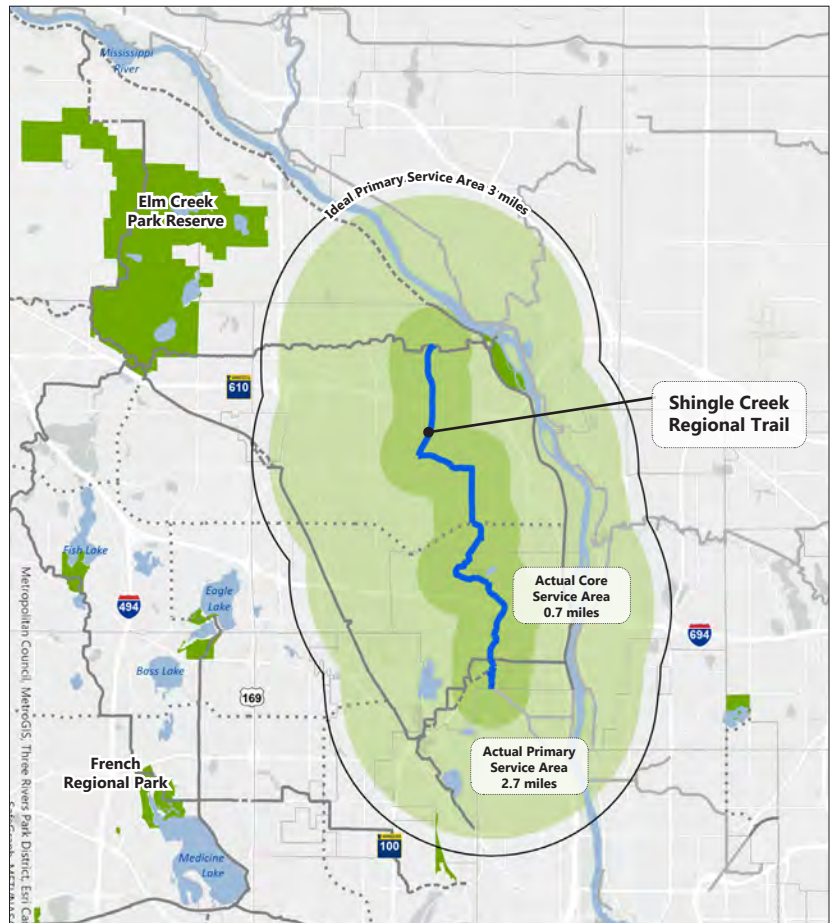


TABLE 54 | SHINGLE CREEK REGIONAL TRAIL DEMOGRAPHICS*

SOURCE: PARK DISTRICT

AGE	Under Represented	On-Target	Over Represented	RACE	Under Represented	On-Target	Over Represented
<5 years		✓		White		✓	
5-9 years		✓		Black	✓ ²		
10-17 years	✓ ¹			American Indian		✓	
18-24 years		✓		Asian		✓	
25-34 years		✓		Other		✓	
35-44 years		✓		ETHNICITY			
45-59 years		✓		Not Hispanic		✓	
60-74 years			✓	Hispanic		✓	
75+ years		✓		ANNUAL HOUSEHOLD INCOME			
GENDER				<\$50,000	✓ ³		
Female		✓		\$50,000 - \$75,000		✓	
Male		✓		>\$75,000			✓

*Group names are those used by the Federal Government, many people prefer different terminology.

To reach desired target, summer visitation needs to increase by approximately:

1. 10-17 years = 69 visits/day
2. Adult Black users = 101 visits/day
3. Annual household incomes <\$50,000 per year = 275 visits/day

- Adding wayfinding/information kiosks, bike repair stations, benches, bike racks, garbage cans, water and bathrooms, where needed, to serve a wider range of users.

In consideration of the items above, the Park District anticipates that the trail demographics will see a shift to better reflect the broader community.

NATURAL RESOURCES & MLCCS

The Shingle Creek Regional Trail extends through suburban development in Brooklyn Park and Brooklyn Center and connects to several local parks.

MnDNR’s Minnesota Land Cover Classification System (MLCCS) defines the area immediately adjacent to Shingle Creek Regional Trail as: artificial/impervious surfaces, planted or cultivated vegetation throughout the segment, with pockets of woodlands, shrublands and herbaceous land cover (**Map 191**).

CAPITAL EXPENSES

A tabulated cost estimate summary provides an overview of expected capital costs required to maintain, upgrade and expand the Shingle Creek Regional Trail (**Table 55, next page**). Each segment map contained within this chapter further details where those anticipated improvements are located.

OPERATIONS & MAINTENANCE EXPENSES & STAFFING

The Shingle Creek Regional Trail is complete and open to the public. As such, no additional operation and maintenance staff or costs are foreseen.

In general, one full time maintenance staff position is needed for every 32 miles of regional trail. This regional trail requires a 0.3 FTE maintenance position at an average cost of about \$21,000/year (\$2,500/mile). In addition to regular, full-time staffing, regional trail maintenance expenses include routine maintenance and preventative pavement maintenance costs (seasonal labor, equipment, fuel and similar). These costs vary depending on surface type, trail use, community expectations and commitment and site specific challenges.

The estimated cost for operation and maintenance for the Shingle Creek Regional Trail is estimated to be \$51,000/year based on estimated per mile costs (**Table 56, next page**).

While Park District public safety officers also cover the regional trail system, their staffing and patrol patterns serve the entire regional park and trail system and no officers are dedicated solely to the regional trail system. Through the use of creative deployment practices, mutual aid and providing coverage to align with areas with the greatest need, there are no existing or anticipated additional dedicated public safety expenses or staffing needs for solely serving the regional trail system at this time. No additional cultural or natural resources staffing needs are foreseen.

MAP 191 | SHINGLE CREEK REGIONAL TRAIL MLCCS
SOURCE: PARK DISTRICT

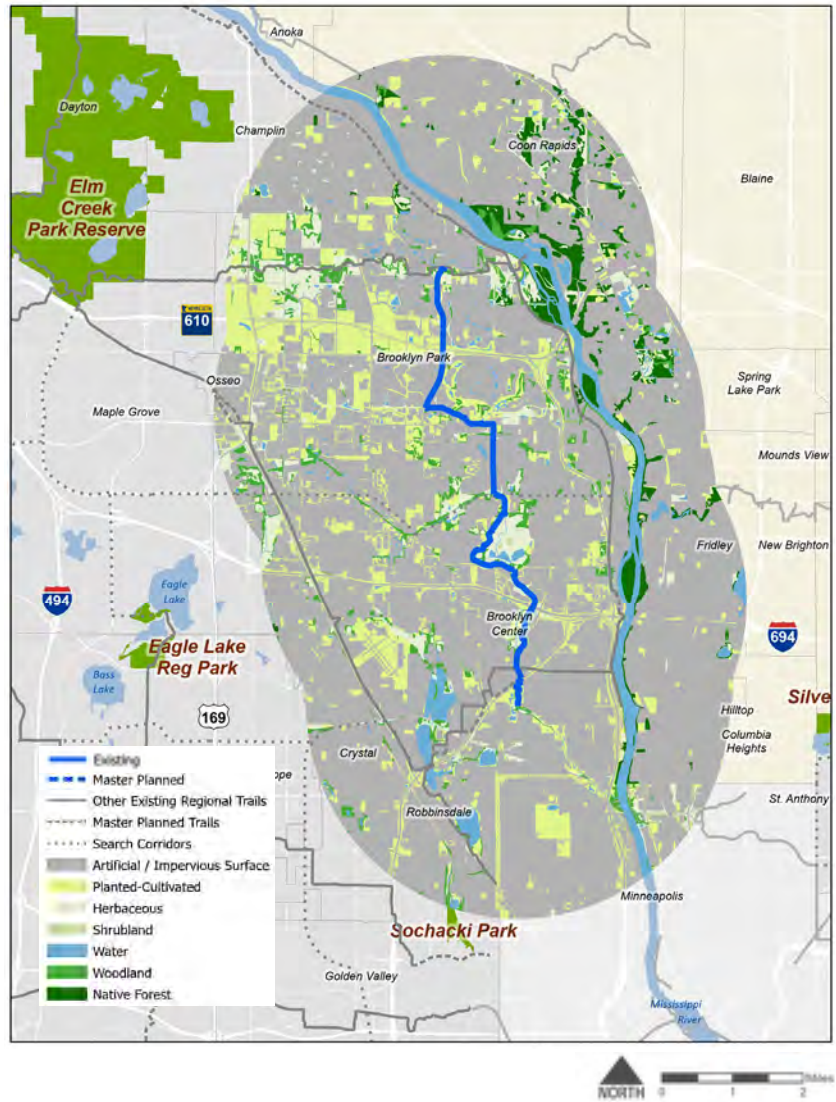


TABLE 55 | SHINGLE CREEK REGIONAL TRAIL PRELIMINARY CONSTRUCTION ESTIMATE (2022 DOLLARS)
SOURCE: PARK DISTRICT

Notes	Seg	Improvement Description	Unit Legend	Unit Price	Qty	Total
1	3, 4, 5, 6	Trail, widen from 8' to 10'	LF	\$125	10,937	\$1,367,125
2	6	ADA crossing improvements	EA	\$5,600	1	\$5,600
3	6, 9, 12, 15	Trail realignment	LF	\$190	1,800	\$342,000
4	9	Erosion repair	LS	\$10,000	1	\$10,000
5	9, 12	Replace narrow 8' wide trail bridge	LS	\$275,000	2	\$550,000
6	10, 12, 13	Reconstruct trail at higher elevation	LF	\$205	2,500	\$512,500
7	13	Reconstruct trail bridge ramp on south side of trail overpass over I-94 to be ADA compliant, removing the spiral ramp.	LS	\$650,000	1	\$650,000
	15	Reconstruct trail bridge ramp on south side of trail overpass over TH100 to be ADA compliant, eliminating the sharp curve of the trail at bottom of ramp.	LS	\$650,000	1	\$650,000
Subtotal Improvements*						\$4,087,000
Notes						
1. Cost includes pricing for removal of existing trail and new trail construction.						
2. Assumes \$2,800 per ramp. Estimated unit cost assumes two ramp replacements per intersection.						
3. Cost includes pricing for removal of existing trail and new trail construction.						
4. Cost includes equipment and materials for bank stabilization.						
5. Assumes 10' wide prefab truss pedestrian bridge, 100 linear feet.						
6. Cost includes pricing for removal of existing trail and new trail construction.						
7. Cost includes removal of existing ramp and construction of new ramp and trail approach.						
*Figure has been rounded.						
LS: Lump sum, SF: Square feet, SY: Square yard, EA: Each, LF: Linear foot, CY: Cubic yard, AC: Acre						

TABLE 56 | SHINGLE CREEK REGIONAL TRAIL OPERATIONS & MAINTENANCE EXPENSES (2022 DOLLARS)
SOURCE: PARK DISTRICT

Operations & Maintenance Expense	Mileage	Cost per Mile	Total per Year
Staffing Regular/Permanent	8.4 miles	\$2,500	\$21,000
Routine Maintenance Aggregate Trails	N/A	\$2,250	---
Routine Maintenance Paved Trails	8.4 miles	\$200	\$2,000
Preventative Pavement Maintenance Paved Trails	8.4 miles	\$3,380	\$28,000
ESTIMATED TOTAL PER YEAR			\$51,000

MAP 192 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 1

SOURCE: PARK DISTRICT



The Shingle Creek Regional Trail (at right) connects with the Rush Creek Regional Trail (at left) at Noble Parkway North in Brooklyn Park.
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 193 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 2

SOURCE: PARK DISTRICT



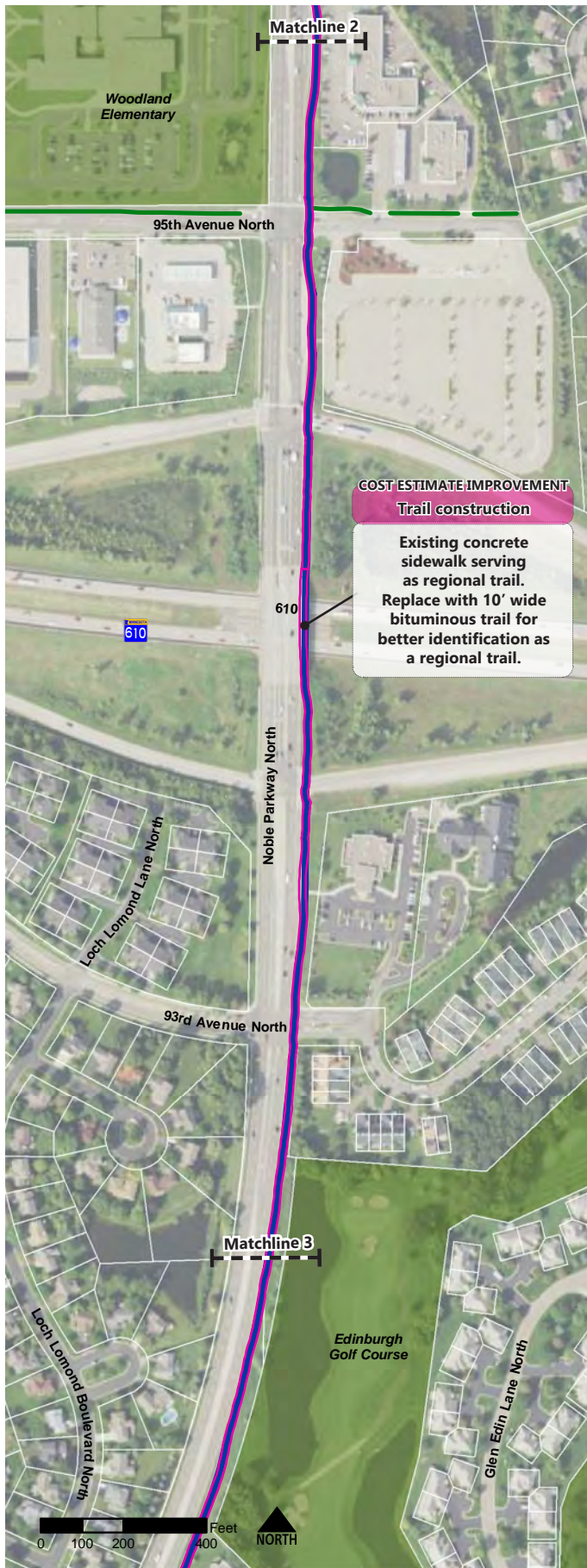
The Shingle Creek Regional Trail traverses along Noble Parkway North and Eidem Historical Farm in Brooklyn Park.

Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 194 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 3

SOURCE: PARK DISTRICT



Shingle Creek Regional Trail crosses Highway 610 via the Noble Parkway bridge.
Photo credit: Google

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 195 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 4
 SOURCE: PARK DISTRICT

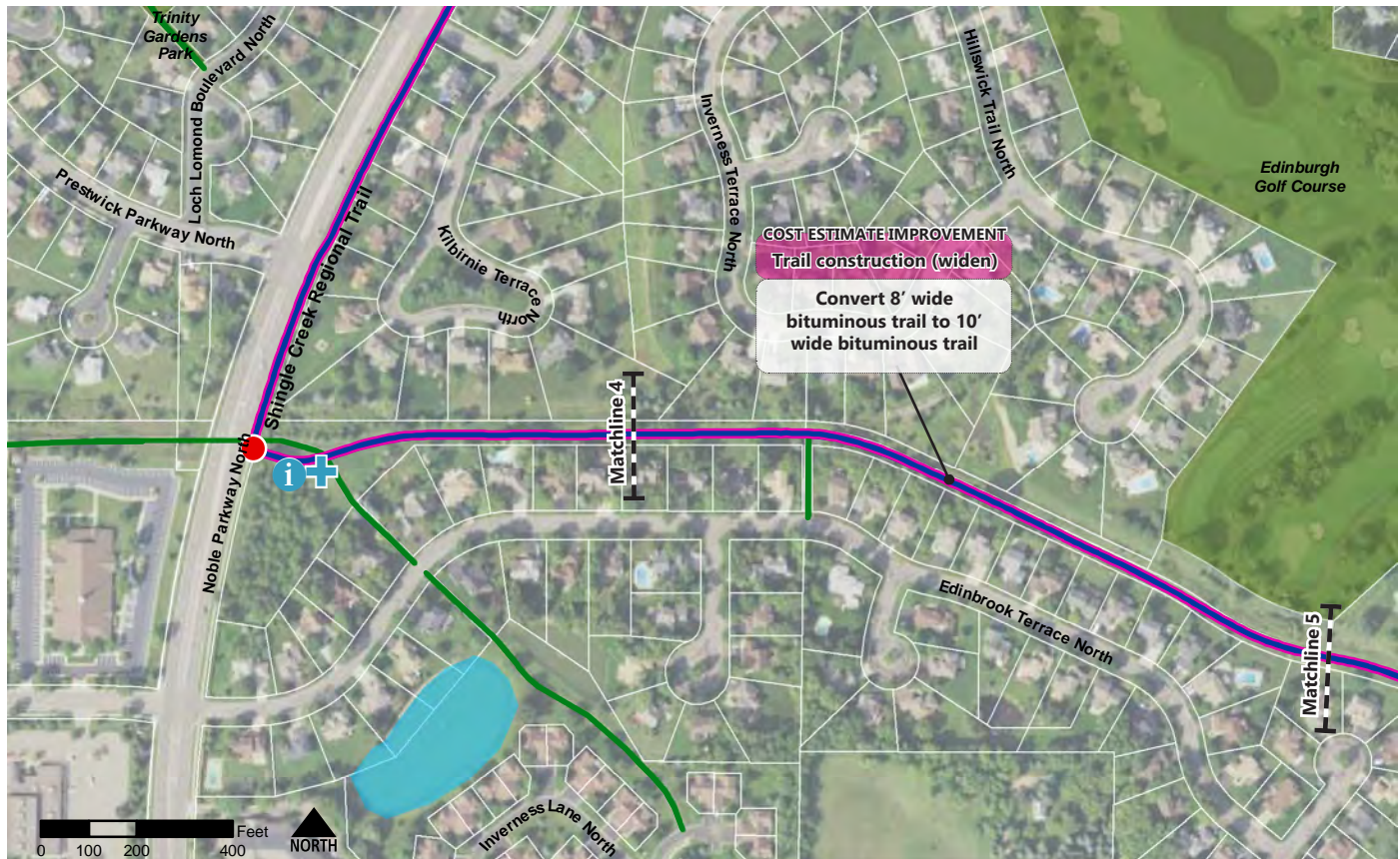


The Regional Trail currently exists as a sidewalk along Noble Parkway North near Edinburgh Golf Course.
 Photo credit: Google

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 196 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 5

SOURCE: PARK DISTRICT

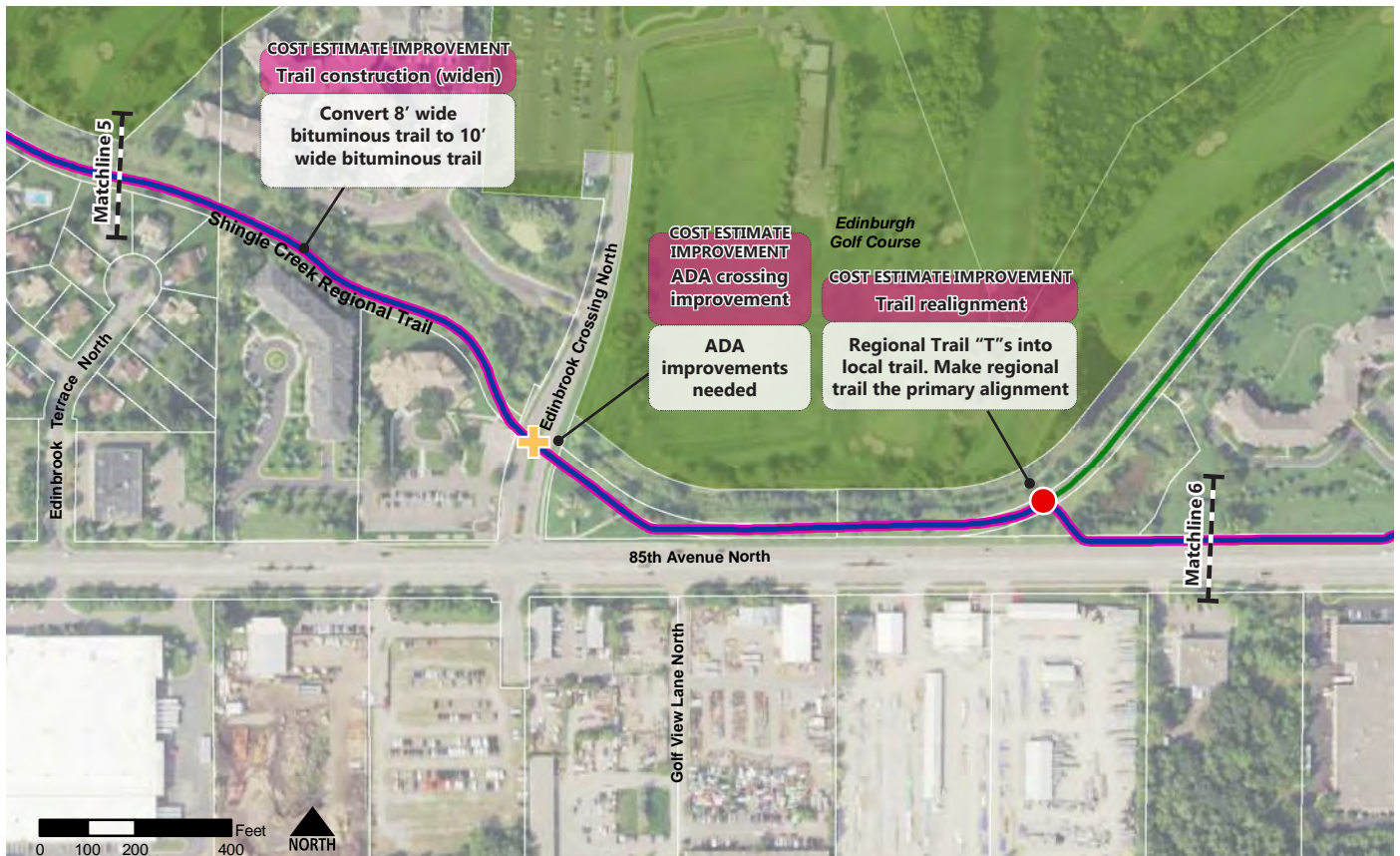


- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



Shingle Creek Regional Trail diverges from its back of curb route and connects with a local trail that offers east/west crossing of Noble Parkway North.
Photo credit: SRF Consulting Group

MAP 197 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 6
 SOURCE: PARK DISTRICT



- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The Regional Trail merges with a local trail near Edinborough Golf Course - currently trail signage is required to lessen confusion.
 Photo credit: SRF Consulting Group

MAP 198 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 7

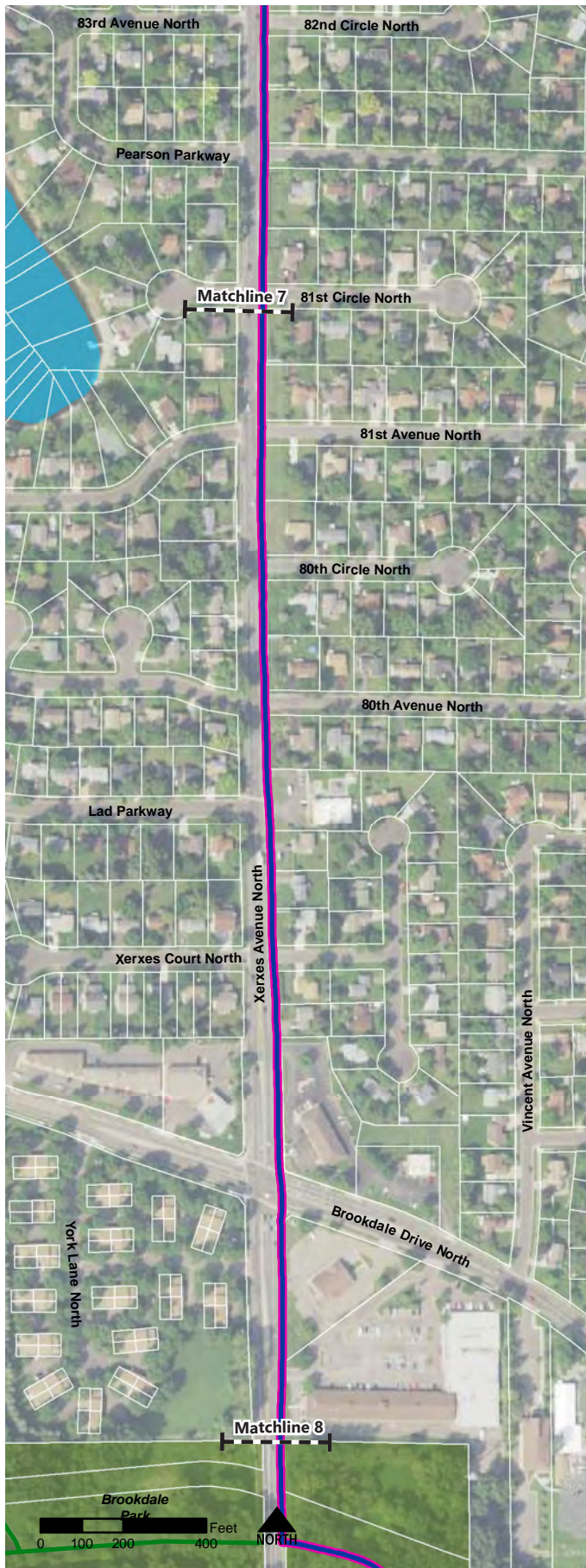
SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 199 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 8

SOURCE: PARK DISTRICT



- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 200 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 9
 SOURCE: PARK DISTRICT



Shingle Creek Regional Trail passes through Brookdale Park, where the user can find a Level B wayfinding configuration.
 Photo credit: SRF Consulting Group



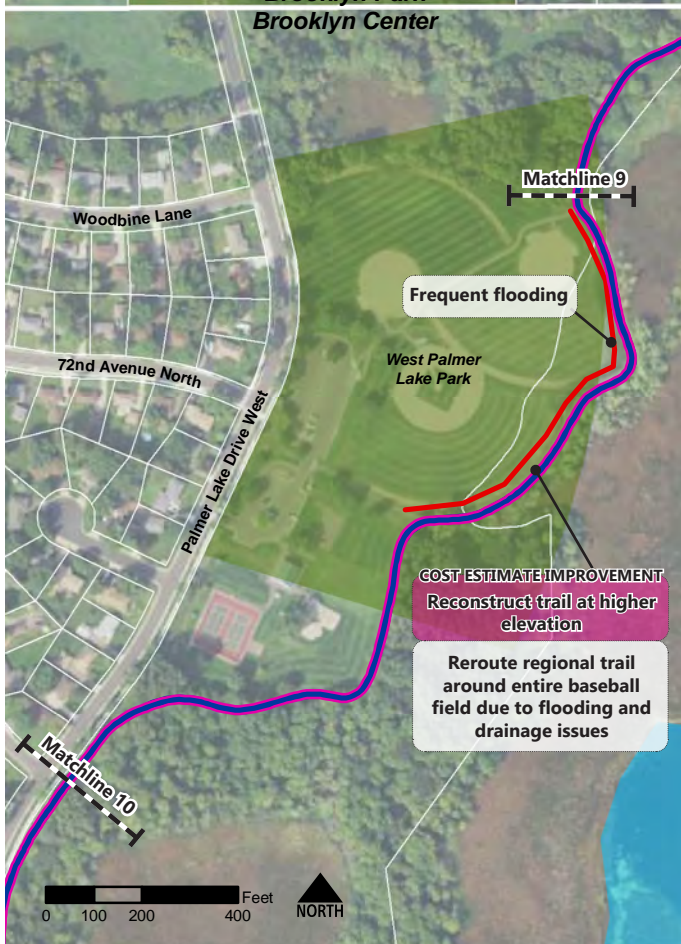
The regional trail crosses Shingle Creek in the Palmer Lake Environmental Nature Area.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 201 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 10
 SOURCE: PARK DISTRICT



The regional trail crosses West Palmer Lake Park, near ball fields in Brooklyn Center.
 Photo credit: SRF Consulting Group



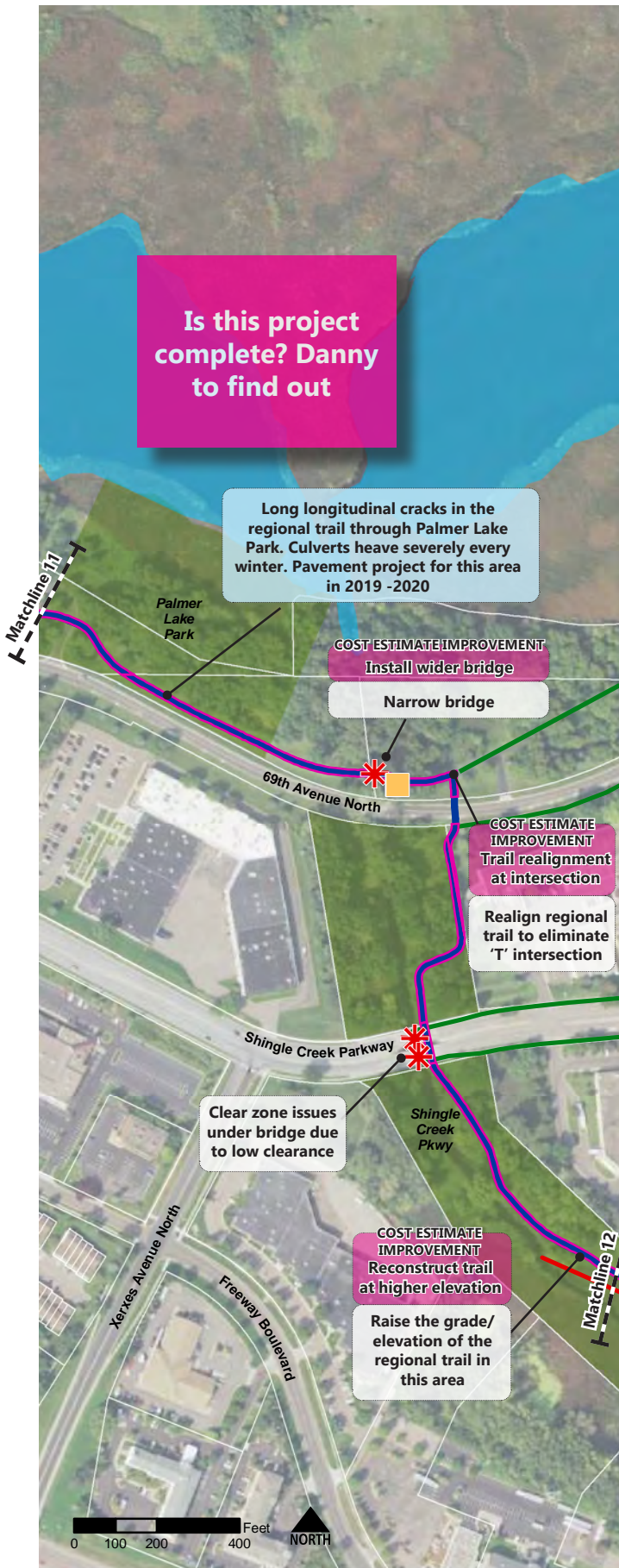
- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 202 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 11

SOURCE: PARK DISTRICT



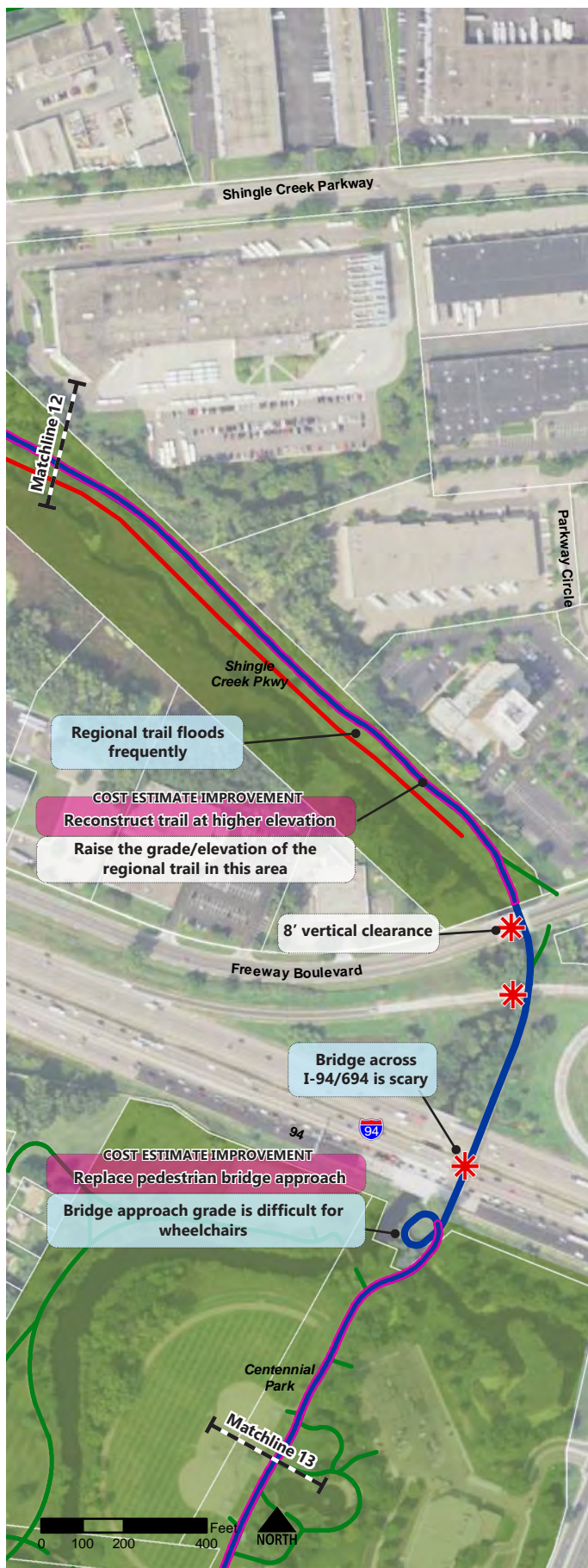
- | | | | |
|---------------------------------------|--------------------------------------------------------|--------------------------------|-------------------------|
| Regional Trail (paved) | Park | Existing Bike Repair Station | Existing Kiosk, Level A |
| Planned Regional Trail (paved) | Park District Owned Property (outside designated park) | Existing Bike Rack | Existing Kiosk, Level B |
| Regional Trail (aggregate) | Park District Comment | Existing Bench | Existing Kiosk, Level C |
| Consider Paving Regional Trail | City Comment | Existing Trash Can (permanent) | Bridge/Tunnel |
| Other Trails | Capital Investment Comment | Other Existing Trail Amenity | ADA Improvements Needed |
| Easement Area (Park District Grantee) | | | |



The regional trail crosses underneath Shingle Creek Parkway within Brooklyn Center open space.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 204 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 13
 SOURCE: PARK DISTRICT



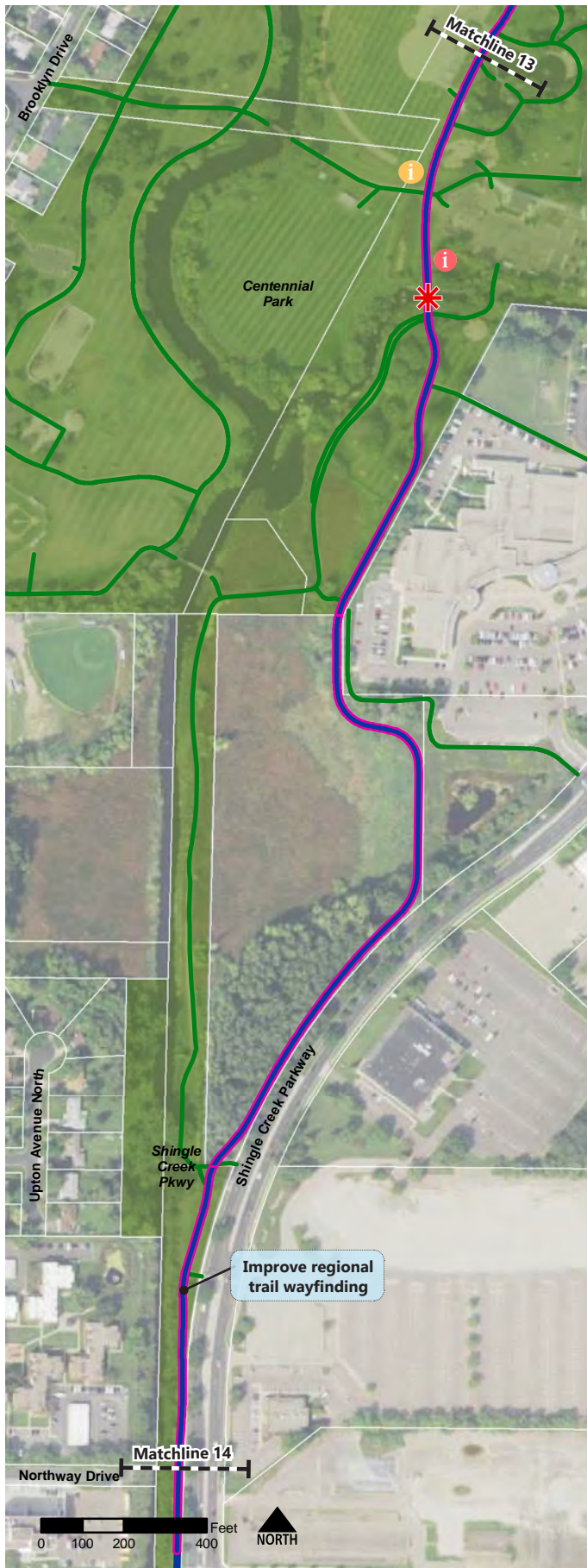
The regional trail travels alongside Shingle Creek, passing underneath Freeway Boulevard in Brooklyn Center.
 Photo credit: SRF Consulting Group



Shingle Creek Regional Trail passes over I-94/694 in Brooklyn Center.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✱ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✱ Bridge/Tunnel
- + ADA Improvements Needed

MAP 205 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 14
 SOURCE: PARK DISTRICT



Centennial Park in Brooklyn Center has trailhead with signage, bike repair station and parking.
 Photo credit: SRF Consulting Group

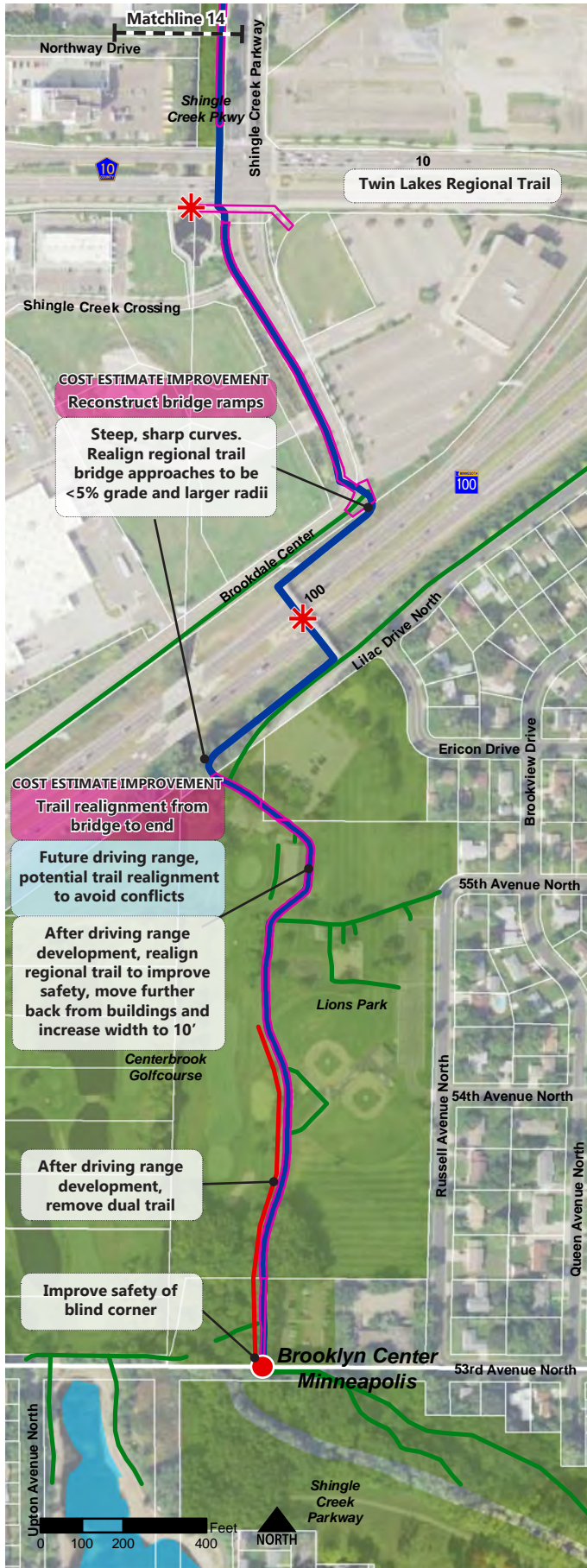


Adjacent regional trail exercise stations in Centennial Park.
 Photo credit: SRF Consulting Group

- Regional Trail (paved)
- - - Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ✳ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

MAP 206 | SHINGLE CREEK REGIONAL TRAIL | SEGMENT 15

SOURCE: PARK DISTRICT



Shingle Creek Regional Trail travels through Lions Park near Centerbrook Golf Course in Brooklyn Center - where it makes connection with the Minneapolis Park and Recreation Board regional trails in Minneapolis (border of 53rd Avenue North).
Photo credit: SRF Consulting Group

- Regional Trail (paved)
- Planned Regional Trail (paved)
- Regional Trail (aggregate)
- Consider Paving Regional Trail
- Other Trails
- Easement Area (Park District Grantee)
- Park
- Park District Owned Property (outside designated park)
- Park District Comment
- City Comment
- Capital Investment Comment
- ⊗ Existing Bike Repair Station
- ⊗ Existing Bike Rack
- Existing Bench
- ▲ Existing Trash Can (permanent)
- ? Other Existing Trail Amenity
- i Existing Kiosk, Level A
- i Existing Kiosk, Level B
- i Existing Kiosk, Level C
- ✳ Bridge/Tunnel
- + ADA Improvements Needed

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14

IMPLEMENTATION



This master plan includes nine regional trails totaling 97 miles - of which 93.7 miles are existing or in the process of being constructed and 3.6 miles are not yet fully planned or developed. As such, most of the remaining acquisition and development items are focused on resolving missing property rights and improving the existing trail corridors so they are safer and more welcoming and enjoyable to all potential users, including the estimated 3.6 million existing users (2019 estimate).

Similar to the greater regional trail system, missing property rights, development improvements and planning/design/construction of the two unbuilt trail segments (Lake Independence Regional Trail connection to the Dakota Rail Regional Trail and Medicine Lake Regional Trail connection to the West Mississippi River Regional Trail) will occur as opportunities present themselves, as staffing and financial resources allow, with the support of local partners and the broader community and likely span over the next decade or longer.

All acquisition, development and operation and maintenance work and funding will occur at the discretion of the Park District Board of Commissioners and is subject to the annual budget process.

ACQUISITION

The estimated total (all nine regional trail corridors) acquisition costs for obtaining missing property rights along existing trail segments and future trails segments is \$2 million (**Table 57**). This estimate does not include costs of conveying land currently held by cities or agency partners to the Park District.

Acquisition of property rights generally occurs on a willing seller basis and ranges from fee-title, easement, limited use permits or leases. While limited use permits or easements

are generally no-cost arrangements with public agencies, acquisition of private property rights via fee title, easement or lease typically require some level of payment as most property owners are not supportive of donating property rights.

Funding for property rights generally comes from the Park District’s Land Acquisition Development Betterment Funds (25%) and external acquisition funds (Metropolitan Council bond funds, Environmental Natural Resources Trust Fund and Parks and Trails Opportunity Legacy Fund) administered by Met Council (75%). There are other grant opportunities (i.e. Federal Recreation Trail Program) which support acquisition efforts; however, the timing and restrictions are not always conducive to real-life acquisition scenarios.

CAPITAL IMPROVEMENTS

The estimated total (all nine regional trail corridors) capital costs for improving the existing regional trails and constructing the unbuilt segments is \$20.5 million (Table 57).

Given the scope and magnitude of the remaining work/improvements, the Park District will implement a phased approach likely focusing on similar work items or one trail corridor/segment at a time to ensure work is done as efficiently and effectively as possible for the existing regional trails. In addition, the Park District will look closely at ways to piggyback off of other planned projects to implement the recommendations to reduce costs and minimize the public impact of trail construction. Projects and funding which help serve underrepresented community members will be prioritized.

The two unbuilt trail segments will be approached differently and very much tied to securing the property rights as well as the preferences and priorities of the associated local community(ies).

Funding for trail improvements and development will likely be a combination of Park District bond funds, Metropolitan Council grants (with funding from Metropolitan Council bond funds, Legacy funds and State of Minnesota bond funds), external grants such as federal transportation and Hennepin County bikeway grants and cost-sharing arrangements with local partners.

OPERATIONS & MAINTENANCE

The estimated total (all nine regional trail corridors) operation and maintenance costs for existing trail segments and future trails segments is about \$525,000 and includes a total of 3 FTE staff (Table 57).

Operation and maintenance costs for the nine regional trails are primarily funded through the Park District Operating Budget. The Operating Budget’s primary source of funds is local property taxes with some revenue from the State of Minnesota as part of the Operations and Maintenance Fund allocations from the Metropolitan Council. Additional costs associated with pavement maintenance will be funded from the Park District’s Asset Management Program, which includes revenue allocated to the Park District from the State of Minnesota as well as the Park District general obligation bonds.

All operation and maintenance costs are subject to the annual budget preparation process approved by the Park District Board of Commissioners.

TABLE 57 | NINE REGIONAL TRAILS MASTER PLAN COSTS (2022 DOLLARS)

SOURCE: PARK DISTRICT

Regional Trail	ONE-TIME COSTS			ANNUAL COSTS		
	Acquisition**	Capital Improvements	Total Cost	Staffing	Maintenance	Total Cost
Cedar Lake LRT Regional Trail	-	\$182,000	\$182,000	\$10,000	\$14,000	\$24,000
Lake Independence Regional Trail	\$326,000	\$7,081,000	\$7,407,000	\$43,000	\$63,000	\$106,000*
Lake Minnetonka LRT Regional Trail*	\$805,000	\$3,283,000	\$4,088,000	\$32,000	\$33,000	\$65,000
Luce Line Regional Trail	\$76,000	\$282,000	\$358,000	\$22,000	\$32,000	\$54,000
Medicine Lake Regional Trail	\$373,000	\$3,019,000	\$3,392,000	\$49,000	\$70,000	\$119,000
Minnesota River Bluffs LRT Regional Trail	\$24,000	\$589,000	\$613,000	\$25,000	\$27,000	\$52,000
North Cedar Lake Regional Trail	\$124,000	\$1,972,000	\$2,096,000	\$11,000	\$15,000	\$26,000
Northeast Diagonal LRT Regional Trail	-	-	-	\$2,000	\$3,000	\$5,000
Shingle Creek Regional Trail	\$282,000	\$4,087,000	\$4,369,000	\$21,000	\$51,000	\$72,000
GRAND TOTALS	\$2,010,000	\$20,495,000	\$22,505,000	\$215,000	\$308,000	\$523,000*

* Park District segments only (not including Carver County)

** Acquisition costs do not include potential costs of conveying land from partner cities or agencies to the Park District, should that be deemed in all parties best interest at a later date.

APPENDIX A

Partner Feedback & Recommendations



Meetings Summary & Feedback ¹	Impact on Master Plan
5/17/18 Maple Plain; Bobby Schoen Lake Independence Regional Trail	
Do you have issues or concerns with the regional trail segment in your community? <ul style="list-style-type: none"> No, the City is very supportive of the trail and Baker Park Reserve. 	N/A
What ideas do you have for improving the regional trail in your community? <ul style="list-style-type: none"> Future local connections to the trail and park reserve. 	The Baker – Carver Regional Trail is planned to go through Maple Plain on Main Street and connect to Baker Park Reserve.
5/24/18 Excelsior: Kristi Lugar, Tim Amundson & Pat Smith Lake Minnetonka LRT Regional Trail	
Do you have issues or concerns with the regional trail segment in your community? Main concern are the crossings: <ul style="list-style-type: none"> Would like help upgrading crossing at the library at Water Street. There are issues with people driving down the trail at this location. Crossing at Excelsior Boulevard. Crossing at the trolley crossing. On occasion bicyclists catches a tire in the track at this crossing. 	Master plan improvements include paving the trail segment from CR 19 to the channel bridge along Minnetonka Blvd. This would address the Water Street, Excelsior Blvd and trolley trail crossings in the downtown area.
What ideas do you have for improving the regional trail in your community? <ul style="list-style-type: none"> Add a regional trail sign/kiosk/map/wayfinding in Excelsior. City staff wonders how TRPD decides where maps and kiosks are placed. Improved winter maintenance collaboration. 	In 2021, the City and the Park District partnered on construction of a rest stop in downtown Excelsior at the Water Street trail crossing which includes wayfinding and other amenities. The City intends to install their own kiosk and map system themed for their downtown area at this location. The Park District does not plow the regional trail system in winter due to current use patterns; however, since this feedback was provided the Park District updated its winter regional trail policy to include a per mile reimbursement for cities that elect to provide winter maintenance.
Are there new local trails that connect to the regional trail(s)? There is some discussion regrading: <ul style="list-style-type: none"> Along Mill Street to help get people over Highway 7. Extending a trail along Mill Street to the trail along Powers Blvd in Chanhasen. 	Park District is supportive of this local connection and involved with local planning initiatives around these local connections.
Other items: <ul style="list-style-type: none"> Consider paving the trail all the way through Excelsior. 	Master plan includes this improvement.

<p>5/24/18 Minneapolis Park and Recreation Board (MPRB): Cliff Swenson Luce Line, Cedar Lake, North Cedar Lake and Shingle Creek Regional Trails</p>	
<p>Do you have issues or concerns with the regional trail segment in your community? Trail crossings and/or intersections - worst on a busy day and with all different user types converging at the intersections. Specific areas:</p> <ul style="list-style-type: none"> • Luce Line Regional Trail/Wirth Trail: <ul style="list-style-type: none"> ○ MPRB kiosk is in the middle of the trail intersection and should be moved to the side. Park District would like to add standard Park District kiosk adjacent to MPRB kiosk. ○ Consider adding signage at single-track/regional trail crossings in Wirth Park. • Cedar Lake Regional Trail: <ul style="list-style-type: none"> ○ Move the kiosks off the busy trail to make more room for people and bikes to use the kiosks. 	<p>After much discussion during the initial design, the kiosk was placed in the middle of the intersection to have a “traffic calming” effect, with enough room for maneuvering trail traffic around it. It also helps to prevent cars from entering onto the trail. Park District will continue to work with MPRB to enhance safety and address wayfinding at this intersection.</p> <p>Cedar Lake LRT Regional Trail: Comment is noted but no change to the kiosk location is recommended at this time. The Park District will monitor this location once the trail is open (once the LRT project is done) and adjust the kiosk location should it become an identified problem.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • Realignment the Shingle Creek Regional Trail where it enters Minneapolis to eliminate the 90-degree turn. • Add signage at City boundaries so people know when they are. 	<p>The master plan includes a total redesign of the alignment throughout Lions Park and bridge over TH 100, including the area where the Shingle Creek RT meets the MPRB trail. Improved wayfinding will be a part of that redesign.</p> <p>City boundary signage will be added through routine maintenance work tasks and coordinated with other signage needs/ additions for efficiency.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • Shingle Creek Regional Trail: <ul style="list-style-type: none"> ○ Straighten/update the trail in Brooklyn Center and Brooklyn Park so the trail is a more direct route and better meets regional trail expectations. ○ MPBR is working on improving their portion of the trail as part of the North Service Area Master Plan and would like the Park District to acknowledge the coordination between the agencies for this area. 	<p>Several realignments of the trail in Brooklyn Park and Brooklyn Center have been identified in the master plan to make the trail more direct, safer and easy to follow.</p>
<p>5/29/18 Chanhasen: Todd Hoffman Lake Minnetonka LRT Regional Trail</p>	
<p>Are there new local trails that connect to the regional trail(s)? Lake Minnetonka LRT Regional Trail:</p> <ul style="list-style-type: none"> • Minnewashta Parkway at Highway 7: City would like to see the one-mile gap between the Hwy 7 underpass Victoria filled by extending the existing trail along the south side of Hwy 7. • City would like to see a connection along Mill St south of Excelsior. 	<p>The Park District is supportive of these local trail connection locations.</p>

<p>Other items:</p> <ul style="list-style-type: none"> • The City is in favor of Carver County taking over the corridor in Carver County. • City hears support for both asphalt and gravel surfaces. 	<p>User opinion regarding paving (or not) the aggregate regional trails is split evenly. The aggregate trails also provide for diversity of experience within the greater regional trail system and provide a desirable trail surface for runners. As such, the Park District is not yet proposing to pave either aggregate trail corridor. The Park District will continue to monitor this and may consider paving at a later date if better supported by existing/potential users and partners.</p> <p>In the meantime, the master plan calls for paving sections in downtown Hopkins and Excelsior to reduce trail maintenance and increase user satisfaction on the most heavily used trail segments.</p>
<p>5/29/18 Shorewood: Greg Lerud Lake Minnetonka LRT Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community? What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • Consider a trailhead at Freeman Park. Parking with year-round restroom facilities and a paved, six feet wide already exists. 	<p>A trailhead at Freeman Park is noted in the master plan.</p>
<p>Are there new local trails that connect to the regional trail(s)?</p> <ul style="list-style-type: none"> • North/south trail along CR 19, Country Club Road and Lake Linden Dr. (limited ROW; Mill Street in Excelsior/Shorewood may be a better option) to connect with the TH 41 Trail. 	<p>The Park District has a future regional trail search corridor in this area that would satisfy this request.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • There is not a lot of community discussion about paving the trail. • The trail is an impediment to stormwater movement, especially in the west side of the community. A ditch cleaning along the trail to improve drainage may be needed - one of the potential causes comes from tree crews chipping and leaving the material in place/in the ditch exacerbating the issue. 	<p>In 2020, Hennepin County Regional Rail Authority replaced culverts along the trail in Shorewood and resolved these drainage issues.</p>
<p>5/29/18 Victoria: Ann Mahnke Lake Minnetonka LRT Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> • There have been a few accidents at the Rolling Acres Road trail crossing. Consider tree removal at this intersection to improve sight 	<p>Maintenance issues will be forwarded to the appropriate staff to resolve.</p>

<p>lines. Rolling Acres Road may be improved by the County in the next few years and provide an opportunity to improve the crossing.</p>	
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • Add more bike racks along the trail. • Provide a play apparatus near the trail. 	<p>Bike racks have been added at the downtown Victoria trail rest stop.</p> <p>There are no plans for the Park District to add a playground in Victoria. The Carver Park Reserve master plan is anticipated to be updated in the near future and may include discussion regarding a play area within the park.</p>
<p>Are there new local trails that connect to the regional trail(s)?</p> <ul style="list-style-type: none"> • There is a potential new trail connection going north into Carver Park Reserve as part of a development. • There is a desire to add a trail connection on Bavaria south of Hwy 5 to connect with the new trail on the north side of Hwy 5 that connects to the LRT trail north of the Apple House. 	<p>The Park District supports these local connection locations.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • There is potential new development in Victoria between the trail and 74th Street on the east side of Park Drive. • There are some issues with trail parking downtown – it may be possible to provide parking at Goodman Park instead of downtown. • There is no parking identified in downtown Victoria on Park District maps; this can be added at City request/approval. • City has received mixed input about the paving. 	<p>Development noted.</p> <p>The Park District highlights public parking lots/access on wayfinding maps and other publications and will work with the City to confirm desired parking locations at which time the signage is next updated.</p> <p>User opinion regarding paving (or not) the aggregate regional trails is split evenly. The aggregate trails also provide for diversity of experience within the greater regional trail system and provide a desirable trail surface for runners. As such, the Park District is not yet proposing to pave either aggregate trail corridor. The Park District will continue to monitor this and may consider paving at a later date if better supported by existing/potential users and partners.</p> <p>In the meantime, the master plan calls for paving sections in downtown Hopkins and Excelsior to reduce trail maintenance and increase user satisfaction on the most heavily used trail segments.</p>
<p>5/18/18 Orono: Adam Edwards Lake Independence Regional Trail</p>	

<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> Orono has a winter maintenance agreement for segments that also serve as a sidewalk (City Hall and schools). 	<p>The Park District provides reimbursement to the City for winter maintenance.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> Increase awareness of trail segment/connectivity north of CR 6 to Baker Park Reserve and Crow-Hassen Park Reserve. 	<p>Additional wayfinding signage will be added as a part of a future routine maintenance item.</p>
<p>Are there new local trails that connect to the regional trail(s)?</p> <ul style="list-style-type: none"> There will be a new trail on the north side of 112 as part of the redesign that will go up to gravel access road behind Orono School ballfields. 	<p>The Park District supports the local connection location.</p>
<p>Other items:</p> <ul style="list-style-type: none"> Opening bids next week for Old Crystal Bay Road to widen road, add new sidewalks (west side), add a mid-block crossing with RRFB from Middle School to High School with trail connections. 	<p>This work has been completed.</p>
<p>5/31/18 Carver County: Marty Walsh Lake Minnetonka LRT Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> Neighbors consistently complain about sightlines and traffic speeds at the Rolling Acres Road trail crossing. County plans to request federal funding to pave Steiger Lake Access to Rolling Acres Road and improve crossing at Rolling Acres Road with an RRFB or similar element. 	<p>An RRFB and enhanced crosswalk has been added to this intersection (2019).</p> <p>The Park District is supportive of the County's efforts to secure funding to pave the trail. No changes to the master plan are required.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> There are limited opportunities for parking in Victoria for trail users. 	<p>The Park District does not plan on increasing parking in Victoria; however, the Park District will work with the City to highlight City preferred public parking lots/access options on wayfinding maps and other publications at which time the signage is next updated.</p>
<p>Other items:</p> <ul style="list-style-type: none"> The Park District maintains from Steiger Lake Rd to Hwy 5 underpass to the west and is obligated to do so for the next 10-20 years unless otherwise agreed to. There is another ½ mile of trail to the west connecting to 81st St. TRPD assumes maintenance all the way west to the Hwy 5. HCRRA is interested in disposing their property in Carver County. Not sure when this will take place and no agreement is in place yet. If/when this happens, there will be discussions about also conveying trail ownership and associated responsibilities to Carver County. There is interest in identifying an additional trailhead in Victoria between Rolling Acres Road and Steiger Lake Boat access, potentially at Park Drive. This could be rolled into the federal grant request to pave the trail corridor. 	<p>The Park District will collaborate with Carver County and HCRRA if/when the HCRRA property is transferred.</p> <p>A trailhead facility near Park Drive in Victoria is proposed in the master plan. This would include parking and other trailhead amenities.</p>
<p>6/1/18 Brooklyn Park: Jodi Yungers, Brad Tullberg, Todd Larson</p>	

Shingle Creek Regional Trail	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> • City would like more wayfinding to direct people to the regional trail - this will become a bigger issue once the LRT is operational. One spot is at Xerxes, trail users do not know the trail is there. • City suggested lighting along the trail in certain areas. • The Palmer Lake Park bridge needs improvement. • In Brooklyn Center, the bridge at Shingle Creek Parkway has clearance and width issues • Upgrade the bridge over I-94 to eliminate the circular ramp. • The Xerxes and Brookdale Drive intersection is challenging for pedestrians and trail users. Consider improvements to this area. • Consider moving the totem sign at Xerxes and Palmer Lake Park closer to the road. It is hidden in the trees and is not easily noticeable 	<p>The Shingle Creek Regional Trail improvements proposed in the master plan include trail realignments to eliminate confusing intersections, trail reconstruction to alleviate flooded segments, bridge replacements and additional wayfinding.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • Brookdale Park is a key access point to the trail. Consider adding wayfinding there. • Add more benches along the trail. Specifically, behind Edinburgh Condos where there are a lot of elderly trail users. • Consider re-aligning the trail at the south side of Edinburgh Park at 85th Avenue to make it clearer which is the regional trail and which is the local trail. • There is flooding at the trail adjacent to the Brookdale Library (Brooklyn Center). Consider adding advanced signage to warn people when flooded. 	<p>Realigning the trail at 85th Avenue and reconstruction of the trail to alleviate flooding issues are included in the master plan.</p> <p>Temporary signage during flooded periods occurs as needed and/or upon request. No changes to the master are required.</p> <p>The master plan calls for additional benches around Brookdale Park.</p>
<p>Are there new local trails that connect to the regional trail(s)?</p> <ul style="list-style-type: none"> • Extend the regional trail north to the Mississippi River Trail along Noble Parkway. A local trail exists along this stretch of road, and it would make a great regional trail connection without any additional work. 	<p>This request requires an amendment to the Regional Parks Policy Plan – the Park District will consider this request during the next Regional Parks Policy Plan update and amend the master plan accordingly.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • Add wayfinding sign and kiosk locations to the master plan mapping. • The trail through the Centerbrook Golf Course (Brooklyn Center) needs to be reviewed to minimize conflicts between the two uses. 	<p>The master plan proposes a total redesign of the trail through Centerbrook Golf Course to the intersection with the MPRB trail along with a new pedestrian bridge over TH 100. This would be coordinated with any future redesign of the golf course infrastructure.</p>
<p>6/1/18 Golden Valley: Jason Zimmerman Luce Line Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> • Section under 169 the trail and pavement is not in good shape. The pedestrian ramps and wayfinding need updating. • City would like a stronger connection to/from trail to the downtown area between Boone to Winnetka. There are concerns that 	<p>All suggested improvements are noted in the master plan. Park District supports the local trail connection request(s).</p>

<p>pedestrians and bicyclists on Winnetka is not safe and Boone could be a better connection spot. There is a small triangle on the west side of Winnetka and north of 10th that may be able to be used for trail connections.</p> <ul style="list-style-type: none"> • The Golden Valley Rd trail crossing is awkward because a small segment of trail is on a narrow sidewalk. • There is a lot going on at Hwy 100: challenging sight lines on west side of Lilac Dr., downhill slope of trail, and Lilac Dr. turns just south of the crossing making it hard for seeing vehicles approaching the trail crossing. • While the Park District is considering moving the trail crossing of Douglas Drive to the northwest corner of the signal from the southeast corner; it would be good to improve the compliance concerns with the ped ramps, etc. in the short term. • Flooding at the entrance to Theodore Wirth Park is a concern. 	
<p>Are there new local trails that connect to the regional trail(s)?</p> <ul style="list-style-type: none"> • Luce Line is valuable, and City would like more local connections. Their Bike Pedestrian Committee identified some connections to the trail – review their plan. • South of Hidden Lakes residents would like a paved connection to the Luce Line Regional Trail. There are mountain bike trails but there is interest in a paved connection, possibly south of the Regency Hospital. 	<p>A paved trail connection from the Hidden Lakes beach to the Luce Line was evaluated and determined to be not feasible without severe impacts. The Park District recommends working with MPRB to determine if a reasonable solution can be achieved.</p> <p>The Park District will continue to work with the City on other location trail connection requests.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • Tennant is considering campus improvements and the City is looking to get a trail connection along Lilac Dr at TH 100. The only access to their campus currently is on the northwest side of Zane Ave. 	<p>An accessible trail from the Tennant property to the Luce Line RT along Lilac is not feasible due to an existing high voltage power structure and steep grades.</p>
<p>6/1/18 Medina: Dusty Finke Lake Independence Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> • Generally, no issues with the existing trail. • Medina is trying to improve access to the regional trails. Is there a distinction between the park loop in Baker Park and the through trail of the Lake Independence Regional Trail? 	<p>The western/southern portion of the Katrina trail loop in Baker Park Reserve is part of the Lake Independence Regional Trail.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • Ultimately, the City would like more trail connections as the City develops in the northwest. 	<p>The Park District will continue to work with the City on other location trail connection requests.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • The City anticipates larger growth in the SW corner at Hwy 12 and Baker Park Road with high-density housing. • City is actively working with Plymouth on a connection to the Medicine Lake Regional Trail and the NW Greenway Trail from CR 101 north of the Wayzata High School. 	<p>Development/growth and potential future trail connections are noted.</p>
<p>6/4/18</p>	

<p>Brooklyn Center: Curt Boganey, Doran Cote, Reggie Edwards, Meg Beekman, Jenelle Crossfield, Jim Glasoe, Andrew Smith Shingle Creek Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> • The culverts at Palmer Lake Park heave severely every winter. • The two bridges in Palmer Lake Park do not have good clearance and should be addressed. These are 8’ wide and should be wider, like 12’-14’ • There are longitudinal cracks in the trail at Palmer Lake Park. • The trail segment from Shingle Creek Parkway to I-94 floods regularly. Consider a trail adjustment here. However, raising the trail may cause issues with clearance issues under the bridges. • Where the trail splits for two uses, it could be made into one wider trail. • There are sightline issues at the Minneapolis border at the back side of the apartment garage that need to be addressed. • The section of trail from just north of Shingle Creek Parkway to the south side of the I-94 crossing needs improvement. 	<p>All trail and bridge condition issues noted are addressed in the master plan. Further, at which point the trail is reconstructed, the City and Park District can look at merging the two trails into one wider trail.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • Improve trail wayfinding between Highway 100 and I-94 along Shingle Creek Parkway 	<p>Additional wayfinding for this area is proposed in the master plan.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • The City is planning a golf driving range at Lions Park. The trail may need to be redirected here. • The Aladdis site will be redeveloped. This is on the east side of Shingle Creek Parkway at the NW side of Highway 100. It will be multi-use. • Review the 2014 trail study for input specifically in Brooklyn Center. • The City is willing to help with marketing trail information. • The City will be increasing in size by up to 2500 residents in the next few years with upcoming development projects. 	<p>The master plan proposes a total redesign of the trail through the Lions Park/Centerbrook Golf Course area. This would be done in coordination with any future City redevelopment of the area.</p>
<p>6/5/18 Eden Prairie: Jay Lothhammer, Matt Bourne MN River Bluffs LRT Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> • People want the trail paved. 	<p>User opinion regarding paving (or not) the aggregate regional trails is split evenly. The aggregate trails also provide for diversity of experience within the greater regional trail system and provide a desirable trail surface for runners. As such, the Park District is not yet proposing to pave either aggregate trail corridor. The Park District will continue to monitor this and may consider paving at a later date if better supported by existing/potential users and partners.</p>

	<p>In the meantime, the master plan calls for paving sections in downtown Hopkins and Excelsior to reduce trail maintenance and increase user satisfaction on the most heavily used trail segments.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • There is a desire to have additional directional signage for the regional trail in Miller Park. 	<p>Additional wayfinding has been installed and can be further enhanced if recent improvements are not satisfactory.</p>
<p>Other items:</p> <ul style="list-style-type: none"> • Dell Road and Edenvale Blvd. crossings and wayfinding are good recent improvements. • Staff suggest asking the public if they want the trail paved. • It is possible to add a new trailhead location at Venture Road near the TH 5 and Hwy 212 intersection as there is vacant land behind the existing regional trail kiosk. However, Miller Park ¼ mile down the trail is a better location because the proposed site is hard to get to. Riley Lake is another option. • The Old Spokes bike group would be good to talk with about trail improvements. • The Park District did a boundary inspection to identify boundary constraints, the master plan should note that encroachments are an issue. 	<p>Possible trailhead location near TH 212 (Venture Lane) is noted in the master plan.</p> <p>The master plan also identifies where additional right-of-way is needed. Encroachments will be addressed operationally on an on-going/needed basis.</p>
<p>5/18/18 Plymouth: Diane Evans & Sonya Rippe Medicine Lake Regional Trail and Luce Line Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <p>Medicine Lake Regional Trail</p> <ul style="list-style-type: none"> • North of CR 47 where it abuts Camelot Park is a high goose population area and the trail is always a mess. • Trail section along Northwest Boulevard from Schmidt Lake Road to French Park is still City-owned. • At CR 9 and Northwest Blvd there is a tunnel under CR 9. When people are riding their bike on CR 9 they cannot get on the trail. A local trail connection is desired here. <p>Luce Line Regional Trail</p> <ul style="list-style-type: none"> • It is a challenging intersection at 169 Frontage Road. Could use additional signage where trail switches sides of the road. • The pedestrian ramps (same location) do not meet regional trail standards and should be updated at a future date. 	<p>Medicine Lake Regional Trail: The Park District’s natural resource department works closely with the MN DNR to ensure public safety around nuisance animals such as geese. Geese are federally protected under the Migratory Bird Treaty Act and require special permissions when enacting control measures. These are mostly done around our public beaches and waterways and not regional trails.</p> <p>The need for a cooperative agreement with the City for the City-owned segment along Northwest Blvd is noted in the master plan and is anticipated to be in place by June 2022.</p> <p>The master plan includes the City request local trail connection at CR 9 and Northwest Boulevard.</p>

	Luce Line Regional Trail: Improved ADA pedestrian ramps and wayfinding near TH 169 are noted in the master plan.
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> There is a lot of interest in making a local connection from 16th Avenue North to the Luce Line Regional Trail on the northwest corner of Hwy 55 and the Luce Line Regional Trail. There is a cow path in-place now. 	A future local connection at the end of 16 th Ave. N is noted in the master plan.
<p>Other items:</p> <ul style="list-style-type: none"> There is a pinch point on the east side of Medicine Lake. Schmidt Lake Road is getting reconstructed this summer. The trail will be improved in this area and there may be a need to amend the existing trail easements. City would like the Park District to provide winter maintenance. 	<p>The pinch point was addressed as part of a recent road/trail reconstruction project which was led by the City.</p> <p>The Park District will work with the City to update easements if needed.</p> <p>The Park District provides winter maintenance on regional trails in Plymouth via private contract due to City capacity/request.</p>
<p>6/5/18 Maple Grove: Chuck Stifter, Jeff Evanson Medicine Lake Regional Trail</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> The City does not get a ton of feedback. Generally, the trail is well received. The City is interested in purchasing land to make a local trail connection to Nottingham Park/Elm Creek Forest Linear Park. If this doesn't work, the City may be interested in connecting west to the regional trail that would likely need a boardwalk to cross the wetland. Bass Lake Road and West Fish Lake Road intersection is confusing and needs better design for safety. There are opportunities for adding vegetation on the east/west segment by the transit station and at the north/south segment by the water tower. 	<p>Trail connection to Nottingham Park is completed.</p> <p>Improvements to the wayfinding at West Fish Lake Road and Bass Lake Road are noted in the master plan.</p> <p>Adding vegetation along the segment near the Maple Grove Transit Station and near 95th Ave N. is noted in the master plan.</p>
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> There is interest in creating a loop around Fish Lake and connecting to Fish Lake Regional Park. There is a gap on the west side of the lake that they would like to connect. The City has a trail kiosk at the trail intersection of the Rice Lake Trail and the regional trail at the northwest corner of Rice Lake. The Park District would like to add a kiosk to this location or somewhere nearby. City staff would be open to something but don't want to over kiosk the area. 	<p>The Park District is supportive of a local trail connection around Fish Lake with connections to the Medicine Lake Regional Trail.</p> <p>The master plan includes relocating a nearby kiosk to the northwest corner of Rice Lake. Park District will coordinate with City to ensure satisfactory placement.</p>
<p>Other items:</p> <ul style="list-style-type: none"> Desire to create a location for fishing on the south side of Rice Lake at the location north of where the trail goes under I-94. Perhaps placing 	Shoreline fishing features are included in the master plan.

<p>some boulders along the lake edge so they have a place to fish that is not standing on the trail. People now park on Upland Lane to the north and walk south along the trail.</p> <ul style="list-style-type: none"> • Need additional wayfinding at the spur to the transit hub on Maple Grove Parkway to let people know of this connection. 	<p>Additional signage at the spur to the Maple Grove Transit Station will be added as a part of a future routine maintenance item.</p>
<p>6/5/18 St. Louis Park: Jack Sullivan, Rick Beane, Cindy Walsh, Deb Heiser, Ben Manibog Cedar Lake and North Cedar Lake Regional Trails</p>	
<p>Do you have issues or concerns with the regional trail segment in your community? North Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • The City has a road project at Virginia Ave in 2020. They would like to look at a realignment of the trail as a long-term goal. There are visibility issues here as trail users come down the hill at the corner of Virginia and 28th. • The temporary solution at the Virginia Ave crossing is to install a trail crossing flashing sign that is always flashing, not user activated. • There are poor sight lines at the Minnetonka Blvd. connection. This connection needs to be re-aligned. • Pavement quality is the biggest issue and the number one complaint they hear from residents. TRPD will be initiating a trail resurfacing project this summer. <p>Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • TRPD staff will share with Cindy what maintenance is planned for this summer. • The City needs to enhance the trail crossings to Beltline and Wooddale in the short-term, regardless of when the LRT project begins and the trail detour is in-place. 	<p>Future partnership for the Virginia Ave. project is included in the master plan and a temporary flashing light installed.</p> <p>Realigning the local connection at Minnetonka Blvd is noted in the master plan.</p> <p>Pavement resurfacing of the North Cedar Lake trail will occur after the SWLRT construction is completed and the Cedar Lake Trail is re-opened. Currently the North Cedar Lake Trail serves as a major detour for the LRT construction closures.</p> <p>Cedar Lake Regional Trail: Crossings at Beltline and Wooddale Avenue will be separated as part of the SWLRT project. The trail will remain closed until those improvements are completed.</p>
<p>What ideas do you have for improving the regional trail in your community? North Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • The trail is tight and narrow trail under the railroad bridge needs to be widened. Snow storage and trail width are issues here. • Snow storage is an issue from Virginia Ave to Highway 100 at Novartis. • Add signs indicating when trail users are entering a new city. <p>Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • There is a desire to have more amenities along the trails. The City wants to have their trail task force discuss new locations for bike Fixit stations. 	<p>North Cedar Lake Regional Trail: Narrow trail under railroad bridge and snow storage are noted in the master plan.</p> <p>City boundary signage will be added through routine maintenance work and in conjunction with other signage needs in the area.</p> <p>Cedar Lake Regional Trail: The master plan includes a new Level B Wayfinding and bike repair station. Additional amenities will be evaluated once the SWLRT project is complete, and the Park District has had an opportunity to better understand what additional needs exist.</p>
<p>Are there new local trails that connect to the regional trail(s)? North Cedar Lake Regional Trails</p>	<p>North Cedar Lake Regional Trail: Future local (ADA compliant) trail</p>

<ul style="list-style-type: none"> • There is a desire to add a trail connection at Louisiana Avenue. The existing timber steps are not ADA compliant and are informal, at best. There are grade issues in this location. • In 2019-2020 the City will be constructing a pedestrian crossing bridge over the trail and tracks at Edgewood Park. • The City is looking into a new north/south trail connection from Utica and/or the Beth El Synagogue. There is a real desire to be able to access the trail at this location. • The City would like to make a connection over the tracks at Highway 100 to allow connections to the West End area <p>Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • There is a desire to have a new trail connection at Meadowbrook Lane along Minnehaha Creek that would connect with the watershed district’s cold storage site along Blake Road. • There will be a lot of redevelopment at the old Sam’s Club site. The City would like to make a better connection at this site to both Monitor Drive on the north side of the tracks and to Louisiana Ave. The local connection now enters the parking lot and there have been conflicts with trail users. There will be a roundabout developed in 2023 at Oxford Street and there will be a cycle track along Louisiana from Excelsior Blvd to Oxford that will be bi-directional. • The Louisiana Avenue Bridge over Minnehaha Creek will be raised 10 feet next year to make room for a trail. 	<p>connection at Louisiana Ave., new bridge construction and a local trail connection over the railroad tracks to the north are noted in the master plan.</p> <p>The Park District would support local N/S trail connections around Utica.</p> <p>Cedar Lake Regional Trail: The Park District is working with the watershed district and City on the Cold Storage redevelopment project and local trail connection request. All the desired local trail connections/improvements are being resolved with the SWLRT Green Line project.</p>
<p>Other items:</p> <p>North Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • The City would like to update the trail agreement, which expires in October 2019. The City has an agreement with the railroad and allows the Park District to operate the trail. The preference is for the Park District to work directly with the railroad. <p>Cedar Lake Regional Trails</p> <ul style="list-style-type: none"> • The City will share the station area planning for the LRT stations with TRPD. • The Wooddale Avenue Bridge over Hwy 7 will be widened this summer. This is one of two areas that has bad trail crossing issues. 	<p>North Cedar Lake Regional Trail: A new agreement with the City has been approved and the Park District is now financially responsible for paying for the railroad lease.</p> <p>Cedar Lake Regional Trail: All items noted.</p>
<p>6/8/18 Hopkins: Steve Stadler, Kersten Elverum and Jan Younquist Cedar Lake Regional Trail, North Cedar Lake Regional Trail, MN River Bluffs LRT Regional Trail, Lake Minnetonka LRT Regional Trail</p>	
<p>Cedar Lake Regional Trail</p> <ul style="list-style-type: none"> • City would like to know if there will be a RRFB at the 11th Street crossing after LRT is constructed. • Crossings are a concern because people do not know what to do and who has the right of way. • Several pedestrian ramps are not ADA compliant on the Lake Minnetonka LRT Trail. • The City would like to add a bike signal to the Excelsior Blvd crossing at the Depot. • There is an issue with the signal placement at the Jackson Avenue crossing. 	<p>Cedar Lake RT: A RRFB at 11th Street is being installed as a part of the SWLRT project and a bike signal and Jackson Avenue signal box relocation are included in the master plan.</p> <p>All pedestrian ramps that require improvements for ADA compliance are also noted in the master plan.</p>

	The Cedar Lake RT reconstruction work as part of the LRT project will be ADA compliant.
<p>North Cedar Lake Regional Trail</p> <ul style="list-style-type: none"> • City would like to pave the existing trail connection on the south side of Highway 7 by Van Buren Avenue behind the Plantation & Carriage House Apartments. • City would like to make a formal connection at the Madison Avenue cul-de-sac. • The Minnetonka Mills crossing could be improved as trail users come down the hill too quickly and don't stop at the crossing. Consider moving the crossing or building a chicane here. 	<p>The desired local connection south of TH 7 and realignment at Minnetonka Mills Road are included in the plan.</p> <p>The Madison Ave cul-de-sac local trail connection is complete.</p>
<p>Lake Minnetonka LRT Regional Trail</p> <ul style="list-style-type: none"> • Pave the trail in downtown Hopkins. • 8th Street is a main arterial street; make this a key connection for bikes to Excelsior Blvd. • Add a note for a future connection along 17th Street as the City is looking to develop a cycle track connecting to the trail. • Address the potential for changing the trail ownership from HCRRA to the Park District. • Consider adding amenities to the trail in downtown Hopkins because there is a lot of pedestrian traffic. • Consider adding an underpass to Maetzolt Field under the trail. • Add signage on local streets identifying the trail. 	<p>Trail paving from 17th Ave N to 9th Ave N in downtown Hopkins and a grade separated underpass at Maetzot Field are proposed in the master plan. The master plan also include language regarding the future ownership change from HCRAA to the Park District.</p> <p>The downtown Hopkins area has numerous public amenities for trail users including access to restrooms, water, benches, bike repair stations, and bike racks. More public park infrastructure and amenities will be installed along the MN River Bluffs trail corridor as part of the SWLRT project. No further amenities are planned to be added at this time.</p> <p>The trail will no longer require a street-based route after SWLRT construction and with the recent addition of the Hopkins Artery.</p>
<p>MN River Bluffs LRT Regional Trail</p> <ul style="list-style-type: none"> • Consider paving the trail all the way to the LRT station and all the way to Shady Oak Road. 	The Minnesota River Bluffs Regional Trail will be paved from the Minnetonka/Hopkins border to Hopkins Depot as part of the METRO Green Line Extension project.
<p>5/21/18 Deephaven: Dana Young Lake Minnetonka LRT RT</p>	
<p>What ideas do you have for improving the regional trail in your community?</p> <ul style="list-style-type: none"> • City would like additional trail connections (several well-worn unsanctioned trail connections exist) including one at Heathcoat Drive and one at Burton Park near Deephaven Elementary School. 	The desired local trail connections are included in the master plan.
<p>Other items:</p> <ul style="list-style-type: none"> • The trail is well used by everyone including residents. • Deephaven maintains the trail in the winter. 	Comments noted.

<ul style="list-style-type: none"> City does not receive a lot of feedback on whether the trail should/should not be paved. The City is looking at a bike feasibility study including ways to add new connections. 	
<p>5/21/18 Hanover: Brian Hagen Lake Independence RT</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> An ADA compliant switchback on the south side of the historic bridge is needed and requires about an acre of land. Hanover is working to secure the land. Hennepin County prepared a concept plan. A stormwater pond will be needed in the area to capture/treat CR 19 stormwater runoff. The trail ends at the busy intersection of CR 19 and 117 – is there a way to improve the trail crossing? 	<p>The ADA switch back improvements are incorporated in the Crow River Regional Trail Master Plan.</p> <p>Crossing improvements at CR 117 are included in the master plan.</p>
<p>Other items:</p> <ul style="list-style-type: none"> Confirm which trail runs along CR 19 (east/west) to the historic bridge - Is it the Lake Independence Regional Trail or Crow River Regional Trail? Residents would like to see the trail plowed in the winter. 	<p>The trail along the east/west portion of CR 19 is shared by the Lake Independence RT and Crow River RT trails.</p> <p>The Park District does not plow the regional trail system in winter due to current use patterns; however, since this feedback was provided the Park District updated its winter regional trail policy to include a per mile reimbursement for cities that elect to provide winter maintenance.</p>
<p>5/22/18 Corcoran: Brad Martens and Jessica Christensenbuck Lake Independence LRT RT</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p> <ul style="list-style-type: none"> City staff have heard concerns about lack of plowing in winter and some residents do it themselves. 	<p>The Park District does not plow the regional trail system in winter due to current use patterns; however, since this feedback was provided the Park District updated its winter regional trail policy to include a per mile reimbursement for cities that elect to provide winter maintenance.</p>
<p>Are there new local trails that connect to the regional trail(s)?</p> <ul style="list-style-type: none"> The comprehensive plan shows desired trail connections. There is a desired to have a trail connection to Jubert Lake. 	<p>The Park District supports the local trail connection locations – including one to Jubert Lake.</p>
<p>Other items:</p> <ul style="list-style-type: none"> The trailhead is used regularly. 	<p>Noted.</p>
<p>5/23/18 Minnetonka: Phil Olson Lake Minnetonka LRT and Minnesota River Bluff LRT Regional Trails</p>	
<p>Do you have issues or concerns with the regional trail segment in your community?</p>	<p>Through public engagement on all our aggregate trails we have found that there is an equal split between those that want to see the trails</p>

<ul style="list-style-type: none"> The City does not have any concerns with the two trails; however, they do receive a few comments from residents who want to see the trails paved. 	<p>paved vs. not paved. Bikers prefer the aggregate trails to be paved while pedestrian users prefer the trail not paved. The master plan proposes to pave the heavily used portions of the Lake Minnetonka and Minnesota River Bluffs regional trails in downtown Hopkins and Excelsior.</p>
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¹Comments not specific to the regional trails included in this master plan are not summarized or addressed in this table but are part of the official record and available upon request.

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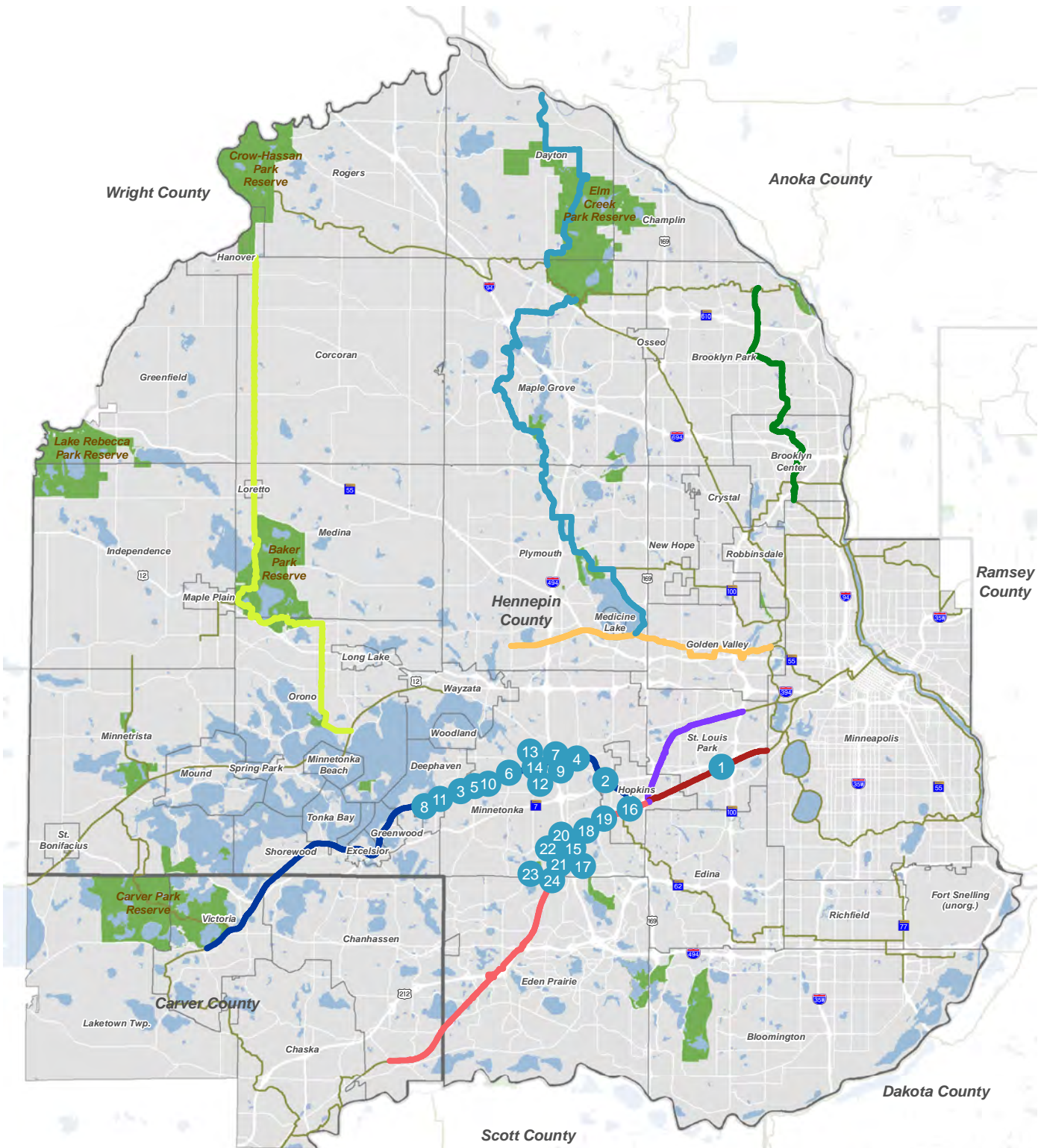
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APPENDIX B

General Public, Underrepresented Community Groups & Trail User Feedback and Recommendations

B

GENERAL PUBLIC/PARTNER – WIKI MAP FEEDBACK & RECOMMENDATIONS



- Cedar Lake LRT Regional Trail
- Lake Independence Regional Trail
- Lake Minnetonka LRT Regional Trail
- Luce Line Regional Trail
- Medicine Lake Regional Trail
- Minnesota River Bluffs LRT Regional Trail
- North Cedar Lake Regional Trail
- Shingle Creek Regional Trail
- Other Trails
- Comment



Map ID	Trail Name	Comment
1	Cedar Lake LRT Regional Trail	Dangerous crossing
2	Lake Minnetonka LRT Regional Trail	Wayfinding along the trail should be improved. Wayfinding markers at each public road crossing could be added to direct users to the local trail connections and adjacent parks, village centers, public bathrooms, bike shops, etc.
3	Lake Minnetonka LRT Regional Trail	The local trail connections near Lindsey Lane should be reviewed to improve accessibility to the city's local trail network.
4	Lake Minnetonka LRT Regional Trail	The crossings at Tonkawood Road and Minnetonka Mills Road should be reviewed and a consistent crossing plan should be applied to both mid-block crossings. Advanced signage and stop signs or yield signs should be considered at all public road crossings.
5	Lake Minnetonka LRT Regional Trail	Bridge underpass lighting should be reviewed to ensure there is adequate lighting in these areas. A maintenance schedule should also be developed.
6	Lake Minnetonka LRT Regional Trail	The crossings at Tonkawood Road and Minnetonka Mills Road should be reviewed and a consistent crossing plan should be applied to both mid-block crossings. Advanced signage and stop signs or yield signs should be considered at all public road crossings.
7	Lake Minnetonka LRT Regional Trail	Wayfinding along the trail should be improved. Wayfinding markers at each public road crossing could be added to direct users to the local trail connections and adjacent parks, village centers, public bathrooms, bike shops, etc. One specific area of focus is between Williston Road and Shady Oak Road.
8	Lake Minnetonka LRT Regional Trail	The parking area just west of Vine Hill Road could be paved and upgraded with informational signage, bike fix-it station, or other appropriate amenities. This is the main trail entrance point for the west half of Minnetonka.
9	Lake Minnetonka LRT Regional Trail	Paving the trail within Minnetonka should be reviewed as part of a larger public process. Specifically, trail paving should be considered specifically between Williston Road and Shady Oak Road. If gravel is ultimately determined to be the best surface, a maintenance schedule should be developed to ensure a high quality surface.
10	Lake Minnetonka LRT Regional Trail	The local trail connection at the Minnetonka Middle School could be improved and reconfigured to connect perpendicular to the regional trail.
11	Lake Minnetonka LRT Regional Trail	Drainage issues have been reported near the bridge at Vine Hill Road. This area should be reviewed to determine if a capital project is needed to improve the grading and drainage.
12	Lake Minnetonka LRT Regional Trail	The trail crossing at Williston Road should be reviewed as a location for additional amenities such as a bike repair station, water, or additional parking. This area should also be reviewed as a connection to city hall and the possibility of a future trail head with the West Metro Regional Trail Study
13	Lake Minnetonka LRT Regional Trail	Addition of wayfinding markers to local trail connections including parks, public bathrooms, etc.
14	Lake Minnetonka LRT Regional Trail	The trail crossing at Williston Road should be reviewed with Hennepin County and the city. The review should include options for an enhanced crossing or changes to the roadway. If recommendations are made for roadway improvements, they can be incorporated with future roadway projects.

-	Lake Minnetonka LRT Regional Trail	(Survey Comment) Concerned about trail surface, drainage issues, underpass lighting, at-grade road crossings. Enhanced wayfinding to destinations off the trail, public process around trail paving, stop & yield signs, enhanced trailheads.
15	Minnesota River Bluffs LRT Regional Trail	A connection directly to Bryant Park would be nice!
16	Minnesota River Bluffs LRT Regional Trail	Wayfinding along the trail should be improved. Wayfinding markers at each public road crossing could be added to direct users to the local trail connections and adjacent parks, village centers, public bathrooms, bike shops, etc.
17	Minnesota River Bluffs LRT Regional Trail	Lighting should be added to the underpass at 494 and a maintenance schedule should be developed.
18	Minnesota River Bluffs LRT Regional Trail	The crossings at Baker Road, Rowland Road, and Dominick Drive, should be reviewed and a consistent crossing plan should be applied to all mid-block crossings at public roads. The plan should include appropriate angles for trail crossings and signage.
19	Minnesota River Bluffs LRT Regional Trail	Paving the trail within Minnetonka should be reviewed as part of a larger public process. Specifically, paving the trail should be considered east of Shady Oak Road to the future Shady Oak Road LRT station. If gravel is ultimately determined to be the long-term surface, a maintenance schedule should be developed to maintain a high quality surface.
20	Minnesota River Bluffs LRT Regional Trail	The crossings at Baker Road, Rowland Road, and Dominick Drive, should be reviewed and a consistent crossing plan should be applied to all mid-block crossings at public roads. The plan should include appropriate angles for trail crossings and signage.
21	Minnesota River Bluffs LRT Regional Trail	The existing parking lot at Baker Road should be paved and reviewed as a potential location for a trailhead and upgraded with informational signage, bike fix-it station, or other appropriate amenities.
22	Minnesota River Bluffs LRT Regional Trail	The crossings at Baker Road, Rowland Road, and Dominick Drive, should be reviewed and a consistent crossing plan should be applied to all mid-block crossings at public roads. The plan should include appropriate angles for trail crossings and signage.
23	Minnesota River Bluffs LRT Regional Trail	The plan should allow for future local trail connections to the Hennepin County property northwest of Hwy 62 and the railroad. This property is being considered for redevelopment and there may be an opportunity for new connections to the local trail network.
24	Minnesota River Bluffs LRT Regional Trail	A bridge over the railroad tracks should be considered just north of Hwy 62. The current trail alignment using the existing roadway bridge on Hwy 62 is difficult for trail users.



Name & Organization: Summary of Trail User Comments
Phone No:
Date & Time: 5/18/18
Subject: Existing Regional Trails Master Plan – Cedar Lake LRT Regional Trail
Employee/Staff: Danny McCullough, TRPD

Details of Conversation

On Friday, May 18th I collected feedback from trail users in St. Louis Park regarding the Cedar Lake Regional Trail. Below are comments I recorded from conversations with the users:

CEDAR LAKE LRT REGIONAL TRAIL- HOW CAN WE IMPROVE THE TRAIL?

- “Please seal cracks and solve pavement settling issues”
- “Pave trail west of Hopkins (MN Bluffs)”
- “Add more trees- especially after LRT construction”
- “Crossing are dangerous and need to be changed to bridges or tunnels”
- “Would like to see more native grasses and native restoration in general”
- “More trees!”
- “Water fountains would be nice, and bathrooms. Even a porta potty in summer would help”
- “More north and south connections to North Cedar Lake Trail would be helpful”
- “Need a bridge at Wooddale Avenue- that intersection is really bad”

In general most users were happy with the trail and where it connected. I observed people using the trail to bike from Minneapolis and St. Louis Park west to employment centers in Eden Prairie, Minnetonka, and Edina. Many users I spoke with mentioned paving the MN Bluffs and the MTK LRT trails would be a nice enhancement.

CEDAR LAKE LRT REGIONAL TRAIL – ISSUES OR CONCERNS?

- “Crack sealing needed”
- “Pavement surface needs maintenance- cracks everywhere”
- “Don’t like the high speed bikers”
- “Sightlines at Wooddale are bad because there are so many roads and so much traffic”
- “Pavement needs repaving”
- “No, I love it”

A common theme throughout was that the trail needed crack seal repairs and the crossing were challenging. Most felt that connections to other trails and destinations was adequate. I only had time to write down about 20 comments but I spoke with over 100 people on this day and heard many of the same concerns and suggestions.

Actions Needed

Actions Needed	Responsibility
none	

Document2



Record of Conversation

SRF No. 11353

Name & Organization: Pop-up Public Engagement, North Cedar Lake Trail, Dakota Park
Phone No:
Date & Time: 9/10/18
Subject: Existing Regional Trails Master Plan – North Cedar Lake Regional Trail
Employee/Staff: Danny McCullough, TRPD

Details of Conversation

Spoke with approximately 18 people, 11am- 1:30pm

Likes:

- Everybody shared comments about how great the trail was in general. (**approx. 18 comments**)
- Nice, smooth surface (**5 comments**)

Dislikes:

- Bikes going too fast (**2 comments**)
- Cracks in the trail (**8 comments**)
- Virginia Avenue Crossing (**3 comments**)
- Narrowing of trail at railroad bridge (near Louisiana Ave) can be intimidating on a busy day

Ideas for improvements

- Trail connection down to Cedar Lake Trail (**2 comments**)
- Would like to be able to cross the train tracks north (**6 comments**)
- Continue to maintain pavement to a high standard and fix cracks faster (**3 comments**)
- Continue to plow in winter (**1 comment**)
- Add bathrooms (**2 comments**)

Actions Needed

Actions Needed	Responsibility
none	

Document2



Record of Conversation

SRF No. 11353

Name & Organization: Pop-up Public Engagement, Minnesota River Bluffs RT- Riley Lake Park

Phone No:

Date & Time: 8/21/18

Subject: Existing Regional Trails Master Plan – Minnesota River Bluffs LRT
Regional Trail

Employee/Staff: Danny McCullough, TRPD

Details of Conversation

Spoke with approximately 7 people, 10am- 12pm

Takeaway- overall people like the trail, walkers like it unpaved and bikers would like to see the trail paved. Several people commented on the lack of repairing the mudslide area between 101 and Pioneer Trail as a concern.

Likes:

- Everybody shared comments about how great the trail was in general. **(7 comments)**
- 4 out of 7 like the trail unpaved (all 4 were walkers and the other 3 were bikers)

Dislikes:

- Repair of trail between Pioneer and 101 taking too long **(4 comments)**
- Don't like the crossing of Hwy 62- people cross on train tracks **(2 comments)**
- Would prefer it was paved **(3 comments)**

Ideas for improvements

- Don't pave it **(4 comments)**
- Improve crossing of 62
- Don't cut down any trees
- Bathrooms

Actions Needed

Actions Needed	Responsibility
none	

Document2



Record of Conversation

SRF No. 11353

Name & Organization: Pop-up Engagement, Lake Minnetonka LRT Regional Trail, Deep Haven kiosk

Phone No:

Date & Time: 7/27/18

Subject: Existing Regional Trails Master Plan – Lake Minnetonka LRT Regional Trail

Employee/Staff: Stephen Shurson , TRPD

Details of Conversation

Spoke with approximately 10 people, 1:00 – 3:00 AM

Likes

- Many comments about how great the trail was in general.
- Quiet, secluded trail through nature in most areas
- Flatness of the trail
- Nice, polite trail users

Dislikes

- Loose gravel and ruts under 494 bridge

Ideas for improvements

- Pave the trail under 494; erosion off bridge causes ruts and loose gravel
- More trail etiquette signs
- Water stops or vending
- Repair stations

Actions Needed

Actions Needed	Responsibility
none	

Document2



Name & Organization:	Pop-up Public Engagement, Lake Minnetonka LRT, 2 locations- Williston Road and Water Street Crossing in Excelsior
Phone No:	
Date & Time:	9/11/18
Subject:	Existing Regional Trails Master Plan – Lake Minnetonka LRT Regional Trail
Employee/Staff:	Danny McCullough, TRPD

Details of Conversation

Spoke with approximately **27** people, 11am- 1:30pm

Takeaway- Overall people love the trail. Several people mentioned wanting a connection down Williston Road. Several people said they live a mile down Williston but drive to Minnetonka City Hall to start their bike ride because they refuse to bike on Williston.

The desire to have a paved vs non-paved surface seems to be split evenly. In general cyclist would like to see it paved and runners/walkers like the unpaved surface.

I was surprised to see so many local people walking downtown to shop. I witnessed 6 people in about an hour walking to and from the grocery store downtown. The trail appeared to be used for more transportation purposes than I would have thought- both in Excelsior and at Williston Road.

Likes:

- Almost everybody shared comments about how great the trail was in general.
- Like non-paved surface (**4 comments**)
- Like walking to Excelsior to grocery shop (**6 comments**)
- Take the trail to the Fitness Center off Williston (**3 comments**)

Dislikes:

- Non-paved surface (would prefer paved) (**6 comments**)
- No connection down Williston Road (**4 comments**)
- No connection to Dakota Trail (**2 comments**)

Ideas for improvements

- Connection to Dakota Trail (**2 comments**)
- Keep it non-paved (**4 comments**)
- Paved the trail (**6 comments**)
- Ok with the trail paved or unpaved- either is fine (**2 comment**)
- Build a bridge over 19 in Tonka Bay (**2 comments**)

- Would like to be able to bike up County Road 19 to get to Dakota Trail- too dangerous to do now **(2 comments)**

Actions Needed

Actions Needed	Responsibility
none	

Document2



Record of Conversation

SRF No. 11353

Name & Organization: Maple Plain Community Picnic

Phone No:

Date & Time: 8/7/18

Subject: Existing Regional Trails Master Plan – Lake Independence Regional Trail

Employee/Staff: TRPD

Details of Conversation

Spoke with 25-30 people, 5:30-8:00 PM, including Baker Master Plan

Received a lot of excellent comments about the trails in Baker Park in general, including the Lake Independence RT.

Ideas for improvements

- Provide more winter trail options along 6 mile loop trail: packed snow trail for fat tire bikes, plowed paved section of trail for winter runners/walkers, separate walkers from skiers (3)
- Provide scenic overlooks and short loop trails off of the main paved multi-use trail. (2)
- Add mountain bike trails (2)
- Additional wayfinding signage along 6 mile loop trail
- Provide better trail connection to Maple Plain

Actions Needed

Actions Needed	Responsibility
none	

Document2



Name & Organization: Corcoran Nite to Unite, public engagement event

Phone No:

Date & Time: 8/7/18, 5-7:30 pm

Subject: Existing Regional Trails Master Plan – Lake Independence Regional Trail

Employee/Staff: Danny McCullough, TRPD

Details of Conversation

On August 7th, 2018 Danny attended the City of Corcoran’s Nite to Unite festival at their public works building. I was present from 5pm-7:30pm and made 37 contacts. Below is a summary of comments I received regarding the Regional Trail:

- “Would like to see a connection on County Road 30- a trail between Medicine Lake Trail and Lake Independence Trail”- I received approximately 15 similar request for a trail connection on County Road 30.
-
- “A trail connection on Oakdale Road would be nice”
- “We would like to see the trail continue through Crow Hassan Park and create a place for people to walk in Crow Hassan Park”
- “We love the trail but can’t bike there on County Road 119, the road is too dangerous”
- “We would use the trail more if we could bike there on County Road 30”
- “would be nice to walk on the trail in the winter but snowmobiles use it”
- “finding your way through Baker Park is a challenge, you need better signage”
- “We love taking the trail to Baker Park and back to Corcoran”
- “We would like to bike there from our neighborhood but traffic on County Road 30 is too busy”
- “I would love to be able to walk or bike through Crow Hassan Park. The trails there now are too weedy and overgrown, and the horses attract a lot of bugs and leave their manure everywhere”
- “Would be nice if the Lake Independence Trail went through Crow Hassan Park”
- “We live off of 119 but cannot ride our bikes to the trail because of traffic. Would be nice to have a trail on 119”
- “will be awesome when the trail to Elm Creek is built (Rush Creek)”
- “I use the Lake Independence Trail to ride to Baker Park loop and back. Sometimes I ride to the Luce Line. Would be nice to connect to Dakota Trail”

- “I see people biking on the road right by the trail, I don’t understand why they would do that but hey have a right to” “I love the trail”
- “Keep adding onto it- I bike it every week”

Actions Needed

Actions Needed	Responsibility
none	

Document2



Name & Organization: Summary of Trail Users Comments
Phone No:
Date & Time: 7/25/18
Subject: Existing Regional Trails Master Plan – Luce Line Regional Trail
Employee/Staff: TRPD

Details of Conversation

On Wednesday, July 25th I collected feedback from trail users along the Luce Line Regional Trail in Shaper Park, Golden Valley. Below are comments I recorded from conversations with the users:

I spoke with 3 walkers and 2 bicyclists in about 45 minutes (before a thunderstorm came through). Eight other bikers and one pedestrian went by without stopping while I was there.

LUCE LINE REGIONAL TRAIL- WHAT USERS LIKED ABOUT THE TRAIL?

- Accessibility – easy to get to the trail
- Repair stations
- Clean, well maintained trails
- Signage in general.

LUCE LINE REGIONAL TRAIL- HOW CAN WE IMPROVE THE TRAIL?

- Better wayfinding: Lose the trail route at Douglas Drive
- Provide water
- Phone App for TRPD trails

LUCE LINE REGIONAL TRAIL – ISSUES OR CONCERNS?

- Did not notice the directional sign blades. Too high to be noticed. (we were standing right next to one)

ADDITIONAL COMMENT

- Keep the aggregate LRT trails unpaved. This is better for runners.
- Develop more mountain bike trails. Love the Lake Rebecca and Elm Creek trails.
- Excellent grooming of XC skiing at Hyland and Elm Creek. Consider another snow making location.
- Love the bike repair stations



Record of Conversation

SRF No. 11353

Name & Organization: Pop-up Engagement, Luce Line Regional Trail, Winnetka Ave.
Phone No:
Date & Time: 9/11/18
Subject: Existing Regional Trails Master Plan – Luce Line Regional Trail
Employee/Staff: Stephen Shurson, TRPD

Details of Conversation

Spoke with approximately 2 people, 1:00 – 2:15 PM

Likes

- Well maintained, smooth trail, no tripping hazards, very accessible.
- Especially like where the trail went through natural areas to observe wildlife.

Dislikes

- none

Ideas for improvements

- Pave a trail connection to the area north of the General Mills campus on Plymouth Road.

Actions Needed

Actions Needed	Responsibility
none	

Document2



Record of Conversation

SRF No. 11353

Name & Organization: Pop-up Public Engagement, Medicine Lake Regional Trail- Rice Lake area

Phone No:

Date & Time: 8/21/18

Subject: Existing Regional Trails Master Plan – Lake Minnetonka LRT Regional Trail

Employee/Staff: Danny McCullough, TRPD

Details of Conversation

Spoke with approximately 8 people, 11am- 1:30pm

Takeaway- People overall love the trail and have no complaints other than fast bikers being rude.

Likes:

- Almost everybody shared comments about how great the trail was in general.
- Connection to Elm Creek

Dislikes:

- Needs winter plowing

Ideas for improvements

- Bathrooms- the trail has long sections with no facilities
- Clean up area under I-94

Actions Needed

Actions Needed	Responsibility
none	

Document2



Name & Organization: Pop-up Public Engagement, Medicine Lake Regional Trail, south end of CR 10 underpass at Fish Lake Reg. Park

Phone No:

Date & Time: 9/6/18

Subject: Existing Regional Trails Master Plan – Medicine Lake Regional Trail

Employee/Staff: Stephen Shurson, TRPD

Details of Conversation

Spoke with approximately 13 people, 8:45 – 10:45 AM

Likes:

- Almost everybody shared comments about how great the trail was in general. (**approx. 10 comments**)
- Secluded trail through nature in most areas, away from cars and traffic. (**3 comments**)
- Garbage cans
- Striping on trail = safer
- Nice, smooth surface (**5 comments**)

Dislikes:

- Bikes going too fast

Ideas for improvements

- Trail connection along/near CR 47 to the east of the MLRT, connecting to the Lake Camelot (**4 comments**)
- Restrooms between Fish Lake and CR 47 (**2 comments**)
- More maps
- Mountain biking trails in Plymouth
- Plow the trail in wintertime
- Improve ped ramps through intersections in the business area north of Schmidt Lake Road
- Add benches
- Need more garbage cans (In particular at CR 47)
- Safer crossing @ CR 47



Name & Organization: Tator Days, public engagement event
Phone No:
Date & Time: 6/16/18, noon - 3:00 PM
Subject: Existing Regional Trails Master Plan – Shingle Creek Regional Trail
Employee/Staff: Stephen Shurson, TRPD

Details of Conversation

Question Prompts:

- Do you have issues or concerns with the regional trail segment in your community?
 - Concrete sections of trail along Noble and Xerxes are confusing to know if you are still on the regional trail. (this comment was common)
 - Lose the regional trail in Palmer Lake Park; end up on many other City trails. (this comment was common)
 - Get lost at Brookdale Drive in Palmer Lake Park.
 - Lose the regional trail at the south side of Edinborough Park
- What ideas do you have for improving the regional trail in your community?
 - Paving trail along Noble and Xerxes, with centerline striping and additional signage to better identify those segments of trail as the regional trail
 - Better trail alignments, striping and wayfinding in Palmer Lake Park to better identify and distinguish the regional trail from the City trails.
- Are there new local trails that connect to the regional trail(s)?
 - Many people entered the trail from local trail at the underpass at Noble Parkway.
- Other Comments
 - Liked the trail though Edinborough Park

Actions Needed

Actions Needed	Responsibility
none	



Record of Conversation

SRF No. 11353

Name & Organization: Earle Brown Days, public engagement event
Phone No:
Date & Time: 6/23/18, 4:15-8:15 PM
Subject: Existing Regional Trails Master Plan – Shingle Creek Regional Trail
Employee/Staff: Heather Kuikka, TRPD

Details of Conversation

Comments Received:

- Better signage, maybe names of side streets. Put a “You are here” sign when the trail comes to a “Y”. I don’t use the trail as much as I would like to because I’m worried I’ll get lost.
- Not good signage to get to the dam. Better wayfinding.
- Lions Park has a hard turn, getting to 100 is difficult. Can they redirect the trail there? Better marked around 57th Street. New trail but no signs.
- More water fountains – water tastes bad. More port-a-poties/CXTs on other side of the creek. Check the boardwalk for safety. As a heavier person, I don’t feel like the boards are safe and seem to move a lot. I bike the trail almost every day to get to work.
- When will the exercise equipment be functional? No one ever goes on the trail, so no one will ever use them. (Stephen, this is the lady I was telling you about)
- Flooding along the Palmer Lake area.
- More garbage cans, especially for us dog walkers. Water fountains would be nice.

Actions Needed

Actions Needed	Responsibility
none	

Document2



Name & Organization: Pop-up Public Engagement
Phone No:
Date & Time: 8/10/18
Subject: Existing Regional Trails Master Plan – Shingle Creek Regional Trail
Employee/Staff: TRPD

Details of Conversation

12 contacts made

Overall everyone I spoke with was happy with the trail. The only improvements that were mentioned was the bridge over I-694. Several people felt intimidated by the bridge and one person mentioned wheel chair accessibility to be a challenge.

- “Love this trail- we ride it to Elm Creek and Coon Rapids Dam a lot. Will be nice when you pave the Xerxes avenue section”
- “I love that the trail connects to the playground”
- “I run this trail several times a week, it is great-no improvement needed”
- “We love this trail- we have been riding these trails since before they were paved. We use it to connect other trails to make loops”
- “Love the nature around the trail and how it goes through Palmer Lake Park”
- “I walk the trail at lunch almost every day, but I don’t cross the bridge (694), it is scary”
- “I use this trail a lot- would like to see the bridge improved-my friend is in a wheelchair and has a hard time getting up it”
- “I use the trail to get to Walmart and back home in Brooklyn Park. Works great!”

Actions Needed

Actions Needed	Responsibility
none	



Record of Conversation

SRF No. 11353

Name & Organization: Pop-up Public Engagement
Phone No:
Date & Time: 8/10/18
Subject: Existing Regional Trails Master Plan – Shingle Creek Regional Trail
Employee/Staff: TRPD

Details of Conversation

12 contacts made

Overall everyone I spoke with was happy with the trail. The only improvements that were mentioned was the bridge over I-694. Several people felt intimidated by the bridge and one person mentioned wheel chair accessibility to be a challenge.

- “Love this trail- we ride it to Elm Creek and Coon Rapids Dam a lot. Will be nice when you pave the Xerxes avenue section”
- “I love that the trail connects to the playground”
- “I run this trail several times a week, it is great-no improvement needed”
- “We love this trail- we have been riding these trails since before they were paved. We use it to connect other trails to make loops”
- “Love the nature around the trail and how it goes through Palmer Lake Park”
- “I walk the trail at lunch almost every day, but I don’t cross the bridge (694), it is scary”
- “I use this trail a lot- would like to see the bridge improved-my friend is in a wheelchair and has a hard time getting up it”
- “I use the trail to get to Walmart and back home in Brooklyn Park. Works great!”

Actions Needed

Actions Needed	Responsibility
none	

Document2

Tour de Tonka Event

August 8, 2018

Record of Comments

Danny McCullough

Spoke with approximately 35 people 11am-2pm

Takeaway- Overall everyone loves the Park District regional trail system and commented that we need to keep building more trails. Many people commented on the Lake Minnetonka LRT Regional Trail and how they would like to see a better connection through Carver Park Reserve and further north. Also- several comments came through regarding a connection of the Lake Minnetonka LRT Regional Trail to the Dakota Rail Regional Trail along County Road 19.

Likes:

- Well maintained, love the trails (30 comments)
- Like being able to bike long loops

Dislikes:

- Repair the Minnesota River Bluffs LRT Regional Trail (3 comments)
- Improve maintenance on all the regional trails
- Would like to see Lake MTK trail and the Minnesota River Bluffs LRT Regional Trail trail paved (4 comments)
- Wish the Luce Line was connected to the Dakota Rail Regional Trail (2 comments)

Ideas for improvements

- Connect the Lake Minnetonka LRT Regional Trail to Carver Park and Baker Park Reserves (10 comments)
- Connect the Lake Minnetonka LRT Regional Trail to Dakota Rail Regional Trail on County Road 19 (5 comments)
- Better connection to Luce Line Regional Trail from Dakota Rail Regional Trail

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APPENDIX C

Preliminary Partner Review & Master Plan Influence



Regional Trail /City	Partner Comment	Response/Master Plan Influence
Cedar Lake Regional Trail		
	The section regarding the Cedar Lake LRT Regional Trail was a fast read and well written.	Thank you!
	It appears to be a mainly internal capital, staffing and amenity planning document.	Yes, that is accurate.
	There is no indication there has been any public input into the process in the portion of the document attached, except of course the invitation for us to comment.	The planning process did include engagement efforts beyond coordinating with partners. This information was not part of the technical aspects of the master plan in which the Park District sought initial review. The City will be able to review the entire master plan, including the Input: Engagement and Equity chapters during the final 30-day comment period.
	The analysis, interventions and goals align very well with the city's strategic directions and policy goals.	Excellent!
	Public process: It appears we are only seeing part of a broader document. It does not explain the process they went through to arrive at the plan in these segments of the document. The city would like to know more about it. The city would like to encourage outreach to corridor/service area residents, businesses and trail users in general to provide input and feedback on the plan, policies/strategies, etc. City staff would also like to review the broader document for more context. If that is made available, we would like additional time to review and comment on the material. Further, city staff may be able to integrate and assist with public input in the coming year as we engage with residents on local initiatives.	The planning process did include engagement efforts beyond coordinating with partners. This information was not part of the technical aspects of the master plan in which the Park District sought initial review. The City will be able to review the entire master plan, including the Input: Engagement and Equity chapters during the final 30-day comment period. Thanks for your willingness to assist with public engagements efforts - there may be an opportunity during the 30-day comment period to do that.
	City staff generally found the observations about usage to align with our experience and anecdotal evidence of activity in this specific corridor. Especially the behavior of fitness riders potentially contributing to deterring usage by more casual, youthful, and/or less experienced riders. As well as the recognition that it is beginning to shift from mostly to recreational trips to a more balance between transportation/utility trips and recreation. I appreciated the equity analysis and considerations regarding underrepresentation of BIPOC communities in the corridor.	Noted and thank you.
	The short list of strategies seems like a good start to begin to address the issues and changes anticipated.	Noted and thank you.
St. Louis Park	There was no mention of an intervention to widening the trail to allow for separating peds and bikes. Perhaps that has been dismissed due to the constraints of the corridor (trail & LRT & freight).	This was discussed as part of the SWLRT planning and design phase. SWLRT constraints prohibits the widening of the trail.
	Page 29, please note we there have been increases in a few TAZ projections based on the 2020 Census and recent comprehensive plan amendments. The city can provide more detail if they wish. However, the plan already notes that growth may outpace the projections presented due to the draw of LRT.	The projected growth methodology utilizes the same data set across all regional trail corridors and are considered estimates only. The Park District recognizes that this information is consistently being updated as part of comprehensive plan/TAZ updates; however, for the sake of consistency additional updates to the projections will not be made as part of the master planning process. Included projections are typically the minimum anticipated growth and are subject to actual development/population realities.
	On page 32/6 of the PDF, I cannot comment on the FTE, trail maintenance expenses, etc. It seems they recognize the benefits of mutual aid and partnerships, but the plan does not appear to quantify the contributions in any manner, but Rick Beane/PD and you may be in a better position to judge that and if it should be reflected better in the plan.	Contributions towards winter maintenance are recognized in Chapter 3 - Operations & Maintenance. The City will be able to review this chapter, along with the entire master plan, during the 30-day public comment period.
	On page 35, city staff expected to see some mention, call out or other indication on the map of the search corridor for a CP Rail north and south regional trail connection, which is included in comprehensive plans and for which Hennepin County conducted a feasibility study. Please add that, and indicate the timing of any Three Rivers corridor studies to be conducted for that regional trail.	The exact location of the CP Rail Regional Trail is not yet known as such it is not shown on the maps as to not portray that the route or alignment has been determined. The Park District is kicking off master planning for the CP Rail Regional Trail segment between the Luce Line and Crystal Lake Regional Trail in Spring 2022 and anticipates master planning the St. Louis Park segment starting in 2023/24.
	The LRT project has more or less deforested the corridor. The plan ought to discuss the desire or plan for revegetating the corridor. It is certainly a local concern about the change it has had on the character, appearance, shade and wind protection, etc. that the trees previously offered. This would seem to be an important issue to address and the master plan hasn't identified it and Three Rivers hasn't assumed any role in that effort. If the trees are not added, then some shelter or shade capital improvements should be considered where the district already provides benches, waste receptacles and wayfinding.	Opportunities for re-vegetating the corridor owned by the Park District will be evaluated after the SWLRT project is complete and land ownership has been transferred to the Park District.

HCRRA	Our largest concern would be that the Cedar Lake and Minnesota River Bluffs trail plans say that the trail corridor adjacent to the Southwest LRT corridor will be conveyed to Three Rivers after construction. I understand that's the direction we're likely headed, but the HCRRA board hasn't voted on that policy direction yet so the master plan shouldn't state that as a certainty.	The master plan language was revised to address this option more appropriately.
Lake Independence Regional Trail		
Orono	Pg. 40. Planned Regional Trail Extension- The city of Orono Parks Commission is very interested in this trail extension. When the time comes the commission will be very interested in assisting with public engagement and ensuring the endeavor moves forward.	Great, thank you.
	Pg 64. Regional trail realignment- <i>Personal comment</i> - I ride this section of trail frequently. The current alignment along the gravel road is disorienting. On numerous occasions I've witnessed folks miss the turn off of Starkey on to the trail to head east. I think the proposal for the realignment would be a great improvement to this section.	Additional RT signage will be installed in 2022 to help the wayfinding at this intersection. The master plan includes trail realignment as a long term solution.
	Pg 66. Trail definitely needs to be widened and utility poles are a bit of a hazard in the current layout when bikes. The corner at CR6 and the turn north into Baker park is blind and too sharp.	Improvements to the trail layout are noted in the master plan to address trail width and clearzone issues along CR 6. At which time the trail is reconstructed/realigned, the Park District may also consider a trail realignment through Baker Park Reserve.
	Pg. 67. Crossing at 6 needs something. Very dangerous crossing during periods of school traffic congestion.	A RRFB is included in the master plan.
	Pg. 67. Intersection with City Trail by Lee Carlson Ballfields could be signed better. Something the city could do when the Independence trail is redone.	Signage improvements added to the master plan.
	Pg 68. The map shows the future city trail along Wayzata Blvd jogging to the south.	Corrected, thank you.
	Pg 68-69. There area several culverts heaving in this section of trail. Fixing them should be included in any trail project.	Culvert heaving will be addressed as part of future trail reconstruction.
	Pg 68-70. Maps incorrectly depict Old Crystal Bay road as CSAH 84. Old Crystal Bay road is CSAH 84 south of the Fox Street intersection. North of the Fox Street Intersection Old Crystal Bay Road is a City Street.	Corrected, thank you.
Pg 71-72. Potential Partnership with Met Council. I believe this could be key in facilitating the future trail section here. There are likely to be utility moves and impacts from the MCES work that if coordinated could be done so as to set condition at least in those area for the future trail.	Agreed, thank you.	
Corcoran	Map 19 doesn't show the planned local trail connection on County Road 30 (Map 20 does)	Local trail connection added to the master plan.
	Maps 23 and 24 don't show the planned local trail connection on County Road 50	Local trail connection added to the master plan.
	Map 25 doesn't show the planned local trail connection on both sides of Pioneer Trail (Map 26 shows it on one side)	Due to the match lines of maps 25 and 26, this information is included on map 26 and not map 25 due to the focus area of each map.
Medina	Page 58, segment 15. Should we add reference to the bikeway along County Road 24?	We are not depicting all County bikeways on the maps for sake of simplicity and readability; however, this bikeway was added to the master plan based on its high use.
	Page 58, segment 15. Are there safety improvements planned for CR24 crossing? I think the conflicts with turning traffic and crossing bikes are a bit dangerous.	The master plan does not call out additional improvements as the crossing has compliant signs (including "Look both ways" signs for trail users on both sides of the intersection) and striping. The Park District anticipates doing a district wide trail crossing study within the next five years and will reevaluate this crossing at that time.
Hannover	No comments at this time	N/A
Lake Minnetonka LRT Regional Trail		
Minnetonka	No comments, shared with Public Works but no comments from them	N/A
HCRRA	Our largest concern would be that the Cedar Lake and Minnesota River Bluffs trail plans say that the trail corridor adjacent to the Southwest LRT corridor will be conveyed to Three Rivers after construction. I understand that's the direction we're likely headed, but the HCRRA board hasn't voted on that policy direction yet so the master plan shouldn't state that as a certainty.	The master plan notes this as a possible option, not a certainty.
Deephaven	No comments received	N/A
Shorewood	No comments received	N/A
Excelsior	No comments received	N/A
Tonka Bay	No comments received	N/A
	The master plan states on page 75 that the METRO Green Line Extension will open in 2024. The Metropolitan Council announced that the projected open date of 2023 for the light rail line has been delayed, but they have not released information regarding a new opening date. This information is anticipated to be released in early to mid-2022	Corrected, thank you.

Hopkins	On page 75, the plan states that the regional trail will provide access to the LRT at Excelsior Boulevard in Hopkins. The LRT station at Excelsior Boulevard is the Hopkins Downtown station	LRT station name added to the master plan.
	On page 75, the plan indicates that the Lake Minnetonka LRT Regional Trail connects to several other regional trails. It may be helpful to label those trails on Map 47 for context	Labels for the other regional trails will be added to the map.
	The text on page 76 discusses the cycle track in Hopkins. There is a typographical error in the reference to 8th Avenues. This segment of 8th Avenue is known as the error in the reference to 8th Avenues. This segment of 8th Avenue is known as the Artery, which is referenced on Map 83. Please consider including this reference in the text on pages 76 and 77.	Corrected, thank you.
	The City of Hopkins is evaluating the feasibility of constructing a cycle-track on 17th Avenue, which would create a connection between the Lake Minnetonka LRT Regional Trail, the MN River Bluffs LRT Regional Trail and the Shady Oak LRT Station. Although this connection would not be considered part of the regional trail system, the City would be interested in a potential partnership with Three Rivers Park District to create this connection between two heavily used regional trails.	Cycle track note/connection added to the master plan. Typically the Park District does not cost participate on local trail connections; however, the Park District evaluates partnership requests on a case by case basis and is open to partnerships which help meet the Park District's goals and priorities.
	The master plan identifies ADA improvements that are needed at the intersection of the Lake Minnetonka LRT Regional Trail and 17th Avenue. Please consider adding a label to Map 81 describing a potential cycle track and its connection to both the Lake Minnetonka LRT and Shady Oak LRT Regional Trails.	Cycle track note/connection added to the master plan.
	With regard to the service area and visitation section on pages 77-78, the second bullet describes that the visitation to the trail will increase by 50,000 annual visits and the Table 16 indicates that the trail is projected to have 275,000 annual visits. The introductory paragraph in that section discusses annual summer visits, however. It would be helpful to include annual estimates that take into account all four seasons, if available. If not, the master plan should clarify whether the visit estimates are annual summer visits or annual year-round visits.	Good point. All regional trail use estimates have been updated to use annual visitation within the master plan.
	From the City of Hopkins' perspective, the fence proposed to be relocated between 9th and 10th Avenues N on Map 82 can be removed. The City has future plans to pave the alley north of the trail and remove the alley segment west of the mid-block leg. Unless Three Rivers Park District has a protection standard we are unaware of, this fence seems to serve no purpose, and occasionally presents issues for area snow removal.	Note added to the master plan that the City will remove the fence as part of another street project.
	There were ADA crossing improvements made at the intersection of 9th Avenue North and 1st Street North as well as striping improvements to define bicycle movements through the intersection in conjunction with the City's 2020 Mill and Overlay Project. Three Rivers Park District should review the area as this item may be able to be removed from the master plan.	Corrected, thank you.
	The legend on Map 83 appears to be missing the symbol for the future light rail station. It may be helpful to label the Downtown Hopkins LRT Station on this map.	Corrected, thank you.
Thank you for the opportunity to review and comment on the Lake Minnetonka LRT Regional Trail Master Plan. The regional trail is an asset to Hopkins and we appreciate our partnership with Three Rivers Park District.	Thank you!	
Luce Line Regional Trail		
Golden Valley	No comments received	N/A
Plymouth	Page 120 Map 88- There are 3 small parcels of City owned parcels just south of the lake	Corrected, thank you.
	Page 124 Map 92 If you make this connection depending on where you cross, the is ROW or Hennepin County forfeited land which the City is maintaining	Thanks for the heads up.
Medicine Lake Regional Trail		
Dayton	No comments at this time	N/A
Maple Grove	No comments received	N/A
	Page 173 Map 135- This parcel is a City of Plymouth parcel	The Park District has reviewed the ownership of the noted parcel. It is owned by the Park District and was conveyed to the Park District over ten years ago as part of a past land exchange agreement and park dedication opportunity. No change to the master plan is needed.

Plymouth	Page 173 Map 135- Can you label this City of Plymouth NW Greenway Trailhead Parking Lot	Label identifying the parking lot as the Northwest Greenway Trailhead Parking Lot added to the master plan.
	Page 176 Map 138- Starting agreement discussions in January 2022 for Medicine Lake Regional Trail	Looking forward to wrapping this up!
	Page 178 Map 140- Would want to be included in discussions if this is a feasible and the domino effect on trail on NW Blvd	Absolutely, if/when this is considered in greater detail, the Park District will work closely with the City and broader community to evaluate feasibility and associated impacts/opportunities.
	Page 183 Map 145 What is the timing on relocation? Would you put it north or south of 36th? Currently north is still City trail, just want to avoid confusion from public	The exact timing/location of the directional signage and kiosk is TBD. The Park District will coordinate with the City at which time the relocation is scheduled.
Minnesota River Bluffs LRT Regional Trail		
Eden Prairie	Page 190- Consider blue line to match other maps	No changed needed, green line color (local trail connections) is consistent with other trail context maps.
	Page 200- Consider adding picture of existing crossing needing ADA improvements	For simplify and consistency across all regional trail corridors, pictures are not being included for each potential improvement. No change made.
	Page 201 Map 158- City working on new railing and a city entry sign. (Eastbound only)	Thank you for the update. The City railing improvement and signage project does not directly impact any planned improvements to the trail, therefore no updates to the master plan are required.
	Page 202 Map 159- New City Water storage reservoir and rest stop. Project Complete	Excellent, the completion of the City project is noted in the master plan.
	Page 205 Map 162- Park District working with city to repaint bridge and replacing railing	Correct, since the exact scope of work and funding is not yet finalized, the master plan will still include the associated work and funding requirements.
	Page 208 Map 165- Did you consider adding a crossing here? spacing next to tracks isn't sufficient.	Improvements to the CR 62 crossing are noted in the master plan. Should opportunity arise, a safe and more direct at-grade crossing of the railroad will be explored in coordination with the railroad and City.
Minnetonka	Will need to coordinate details of ADA improvements on city owned streets with city staff (Engineering) when design begins in the future.	No master plan changes needed. Park District intended to coordinate with the City at which time this work is scheduled.
	Page 208: For the trail at 62, the district proposes running a trail parallel to the RR tracks under the RR bridge and utilizing an existing at grade RR crossing. Darin suggests installing a trail RR crossing north of the bridge and utilize the existing trail going under 62.	Improvements to the CR 62 crossing are noted in the master plan. Should opportunity arise, a safe and more direct at-grade crossing of the railroad will be explored in coordination with the railroad and City.
	Page 209: Building a formal parking area and trail head at Baker Rd as noted is a good idea.	Great, thank you.
	Page 209: Proposed trail connection to Glen Moor Road E is a good idea.	Great, thank you.
	Pages 210-211: Not sure why ADA improvements are needed at Rowland but not at Dominick? Vehicle count might be higher but sight line issues on Dominick make that a poorer crossing than Rowland in my opinion.	The Dominick Drive crossing meets ADA standards as such no additional ADA improvements are recommended in the master plan. The Park District anticipates doing a district wide trail crossing study within the next five years and will reevaluate these crossings at that time. That study will include sight line evaluation.
	Pages 211-212: Maximum height of fence should be 4' (3' preferred) so it doesn't impact the viewshed of the lake from the trail. Fencing west of Dominick shouldn't matter on height.	Fall protection, typically 5' black vinyl coded chain-link fencing along the trail is required due to the steepness of the bank (3' is not of sufficient height). The viewshed would remain visible. Railing height at overlooks may vary depending on location and local code requirements. No changes to the master plan are required.
North Cedar Regional Trail		
	In the first sentence on page 217, consider stating that the trail runs from the Hopkins Depot to the Cedar Lake Regional Trail in Minneapolis. Since the North Cedar Lake RT and the Cedar Lake LRT RT also meet in Hopkins, this could help avoid confusion for the reader.	Suggested revision made in the master plan.
	The master plan discusses the connections to Hopkins Depot and other regional trails. It would be helpful to label them on Map 173.	Labels for the other regional trails will be added to the map.
	In the Boundaries and Easements section on page 218, the plan discusses the underlying ownership of the land by the cities of Hopkins and St. Louis Park as well as BNSF and that the Park District would be open to discussions of potential future conveyances of the land to the Park District. The paragraph goes on to reference the needed property rights in Table 35. However, in Hopkins, the parcels in the table are owned by either MnDOT or a private property owner. The text should describe these easement needs. Map 176 identifies areas where the trail lies outside of the existing easements and that modifications or additional property rights would be required. These parcels are owned by the City of Hopkins. The City would be interested in working with Three Rivers to modify the easements. However, these easement needs should also be discussed in the Boundaries and Easement section of the draft master plan	Thank you! We will add the Hopkins and St. Louis Park land to the table to better illustrate acquisition needs and opportunities.

Hopkins	<p>The Service Area and Visitation section indicates that the trail receives an estimated 173,800 annual <u>summer</u> visits. Table 36 shows the projected annual visitation of 206,200. It appears that this projection is of annual summer visits, not overall annual visits. It would be helpful to calculate annual visits if possible. If trail visitation is no longer calculated using seasonal multipliers, the plan should be consistent in stating that the numbers are annual summer visits, rather than annual visits</p>	<p>Good point. All regional trail use estimates have been updated to use annual visitation within the master plan.</p>
	<p>Map 174 incorrectly labels the North Cedar Lake Regional Trail as the Minnesota River Bluffs LRT Regional Trail</p>	<p>Corrected, thank you.</p>
	<p>Consider describing the regional trail characteristics, such as trail width, associated clear zones and areas where the trail may deviate from Three Rivers standards (if applicable). Since this is a highly used trail with a lot of bike commuters intermingling with pedestrians, including those with dogs as well as younger trail users, has Three Rivers ever considered widening the trail where practicable? The trail standards are the same for an urban commuter trail as well as for more suburban destination trails. It's definitely an added cost to widen the trail, but this is a long range master plan and acknowledging that in the plan would make the costs eligible for regional parks system funding through the Metropolitan Council in the future.</p>	<p>Long-term desired trail width from 10' to 12' was updated in the master plan. This may not be achievable for the entire corridor - that level of detail will be determined during a future design phase.</p>
	<p>The last sentence of the third paragraph under Operations and Maintenance Expenses and Staffing on page 222 is confusing and implies that the per mile O&M costs are \$26,000/year.</p>	<p>Good suggestion, this recommendation was applied across the entire master plan.</p>
	<p>Map 176 shows an area where private easements are needed on the west side of the Excelsior Crossings site. From Hennepin County's aerial parcel data, it appears that the area where an easement is needed is larger than what is shown on the map. Additionally, please consider labeling the Hopkins Depot on this map, as it serves as a trailhead for the North Cedar Lake Regional Trail.</p>	<p>The easement areas shown on the maps are meant to be illustrative or diagrammatic only. The actual easement extents will be determined as part of future survey and acquisition discussions. No changes to the master plan are required.</p> <p>The Hopkins Depot label was added to the master plan.</p>
	<p>On Map 177 there is a note indicating a future trail connection may be made in Hopkins south of TH 7 prior to the tunnel. City staff investigated the feasibility of a trail connection to Cambridge Street in 2018 in conjunction with a local street project and found it to be cost prohibitive at the time due to extensive retaining walls needed to comply with ADA Standards. Also, due to the presence of said retaining walls, winter maintenance challenges would be presented. However, the City has not dismissed the possibility of the connection, and would consider it in the future under a partnership with the District.</p>	<p>The local trail connection will remain within the master plan per the City's request. Typically the Park District does not cost participate on local trail connections; however, the Park District evaluates partnership requests on a case by case basis and is open to partnerships which help meet the Park District's goals and priorities.</p>
	<p>The Downtown Hopkins and Blake Road LRT Stations are in close proximity to the North Cedar Lake RT. The future light rail and existing regional trails provide clear benefits to one another, opening up last mile connections for commuters as well as providing additional access to recreation. Consider describing this synergy in the master plan.</p>	<p>A sentence noting the connection between the METRO Green Line Extension and North Cedar Lake Regional Trail was added to the introductory text.</p>
St Louis Park	<p>Page 218 Table 35- The easements that the City has access to do not fully cover the trail within private property</p>	<p>The master plan includes a list of additional (known) easement needs.</p>
	<p>Page 219 Connection at MTK Blvd has received request to upgrade this local trail connection</p>	<p>Crossing improvements were added to the master plan.</p>
	<p>Page 220 Table 37- Demographic information- data was derived from 2010 Census Data plus our internal visitation data. We may update using current 2020 census data TBD. The new information was not available at the time of draft production</p>	<p>Service area data and the demographic assessment was derived from the 2010 Decennial Census for the Race and Ethnicity numbers, 2018 American Communities Survey for the Age, Gender and Income numbers compared to the Park District's 2019 regional trail survey. The census and ACS data was summarized based on the primary service area of 3.0 miles (buffer) from the trail. This methodology is consistent across all regional trail corridors and represents the best available data in 2019 when the regional trail survey data was obtained. No changes to the master plan is proposed.</p>
	<p>Page 219 Table 37 - 2010 Census data, Community survey data (2018) and TRPD research data- How was this data collected?</p>	<p>Service area data and the demographic assessment data was derived from the 2010 Decennial Census for the Race and Ethnicity numbers, 2018 American Communities Survey for the Age, Gender and Income numbers compared to the Park District's 2019 regional trail survey. The census and ACS data was summarized based on the primary service area of 3.0 miles (buffer) from the trail. This methodology is consistent across all regional trail corridors and represents the best available data in 2019 when the regional trail survey data was obtained. No changes to the master plan is proposed.</p>
<p>Page 222 Table 38- The City is not suggesting/committing any funds for these improvements. All improvements are at the expense of Three Rivers Park District.</p>	<p>The Park District is responsible for funding improvements to the regional trail system; however, on occasion there are opportunities in which a financial partnerships with local partners is in both parties interest. These are evaluated and addressed on a case by case basis. An exception to this general commitment are local trail connections which are the financial responsibility of the requesting partner.</p>	

	Page 228 Map 181- Local connection desired by City and Park District at this location	Local trail connection added to the master plan.
Northeast Diagonal Regional Trail		
St Anthony	Wayfinding Kiosk is needed at the bridge crossing on St. Anthony Blvd. The access from St. Anthony Blvd is unsigned.	A kiosk and wayfinding is already located at the noted intersection; however, the Park District will update the existing signage to better guide users to St. Anthony Blvd. as a routine operational item. No changes to the master plan are needed.
	Drainage culvert replacements under the trail along the north side of Gross Golf Course. This area has a history of poor drainage and is subject to flooding on both sides of the trail. Past investigation of the site noted the culverts were no longer functioning.	Thanks for the heads up. The Park District will explore this as a routine/operational item. Further, HCRRRA (the corridor owner) anticipates evaluating and improving culverts along this corridor in the near future.
HCRRRA	Typos/spelling areas noted on a separate PDF.	Corrected, thank you.
MPRB	No comments received	N/A
Shingle Creek Regional Trail		
Brooklyn Center	Page 239- Service area does not include the Opportunity Development Site	Service area data and the demographic assessment was derived from the 2010 Decennial Census for the Race and Ethnicity numbers, 2018 American Communities Survey for the Age, Gender and Income numbers compared to the Park District's 2019 regional trail survey. The census and ACS data was summarized based on the primary service area of 3.0 miles (buffer) from the trail. This methodology is consistent across all regional trail corridors and represents the best available data in 2019 when the regional trail survey data was obtained. No changes to the master plan is proposed.
	Page 243 Map 192- Are symbols missing or not all used on this	The legend is universal so all maps are consistent.
	Page 252 Map 201- Floodplain impacts? Mitigation?	The existing trail is in the floodplain and periodically floods. A future redesign/realignment would reduce this impact by first, relocating the trail out of the flood plain (if possible); second, minimizing impacts within the floodplain; and third, mitigating any impacts within the floodplain. Further investigation and in partnership with the City will occur during design development.
	Page 254 Map 203- Floodplain impacts? Mitigation?	The existing trail is in the floodplain and periodically floods. A future redesign/realignment would reduce this impact by first, relocating the trail out of the flood plain (if possible); second, minimizing impacts within the floodplain; and third, mitigating any impacts within the floodplain. Further investigation and in partnership with the City will occur during design development.
	Page 255 Map 204- How will replacement of bridge ramp impact the park? Are easements needed?	Likely yes; however, it will not be determined until design development. The Park District will work with the City as part of the design phase to minimize impacts on the park and best integrate the bridge ramp/regional trail into the park and its offerings.
	Page 256 Map 205- Various comments regarding map legend Page 257 Map 206- What are impacts of replacement of bridge ramps? Are easements needed?	Corrected, thank you. Likely yes; however, it will not be determined until design development. The Park District will work with the City as part of the design phase to minimize impacts on the park and best integrate the bridge ramp/regional trail into the park and its offerings.
Brooklyn Park	Page 239 Maps 189 and 190- need line type keys or legends	Legend added throughout the entire master plan.
	Page 243 Map 192- Consider extending SCRT north from RCRT to meet the Mississippi River RT near 109th Avenue.	This suggestion was added to the master plan. It will require an amendment to the Regional Parks Policy Plan – the Park District will consider this request during the next Regional Parks Policy Plan update and amend the master plan accordingly.

APPENDIX D

30-Day Comment Period Feedback & Influence

Placeholder

**Will be prepared
in late March
after the 30-day
comment period**

D

APPENDIX E

Underrepresented Community Group Final Review Feedback, Recommendations & Influence

Placeholder

**Will be prepared
in late March
after the 30-day
comment period**

E

APPENDIX F

Partner Letters/Resolution of Support

**Placeholder and
will be prepared
in late March
after the 30-day
comment period**

F