

Community Development Committee

Meeting date: June 16, 2014

Subject: Confirmation of System Plan Revisions for the 2040 Regional Parks Policy Plan

District(s), Member(s): All

Policy/Legal Reference: MN Statute 473.147

Staff Prepared/Presented: Jan Youngquist AICP, Planning Analyst (651 602-1029)
Rainry Salk PhD, Senior Parks Researcher (651 602-1669)
Arne Stefferud, Manager (651 602-1360)

Division/Department: Community Development/Regional Parks and Natural Resources

Proposed Action

That the Metropolitan Council:

1. Add the following proposed Regional Trail Search Corridors to the Regional Parks System in the 2040 Regional Parks Policy Plan as shown and described in **Attachment A**.

Carver County:

- County Road 61
- Highway 41

Three Rivers Park District:

- West Mississippi River (modified)
- Lake Independence Extension
- North-South 1 (modified)
- Minnetrista Extension
- CP Rail Extension
- North-South 3 (modified)
- Lake Sarah Extension (modified)
- Dakota Rail Extension (modified)

2. Remove the Thompson–Kaposia Regional Park Study Area from the Regional Parks System Plan as part of the 2040 Regional Parks Policy Plan.

Background

Minnesota Statute 473.147, Subd. 1 requires the Metropolitan Council to prepare and adopt a long-range system policy plan for the regional recreation open space system as part of the Council's Metropolitan Development Guide. As per Statute, the 2040 Regional Parks Policy Plan will:

- Identify generally the areas which should be acquired to provide a system of regional recreation open space
- Estimate the costs of the recommended acquisition and development

In accordance with State Statute, additions of land and water areas to the Regional Parks System must be determined by the Metropolitan Council to be of regional importance in providing for a balanced system of public outdoor recreation. The Regional Parks System, together with State facilities, should reasonably meet the outdoor recreation needs of the people of the metropolitan area. Regional Parks System facilities (in accordance with its Council-approved master plan) are eligible for regional parks funding, which is comprised of State funds and Council bonds. In order for State and regional dollars to be invested in recreational facilities, they must be of regional importance as determined by the Metropolitan Council.

As of 2013, the Regional Parks System consisted of 40 regional parks, 12 park reserves, seven special recreation features and 308 miles of regional trails that are open to the public. There are four regional

parcs, one park reserve and one special recreation feature that have Council-approved master plans but are not yet developed or open to the public.

The 2030 Regional Parks Policy Plan also identified a regional park search area in Anoka County and two regional park search areas in Carver County which have not yet been planned. A regional park study area was identified in northern Dakota County.

Figure 1 shows the regional trail miles open to the public in 2013 for each regional park implementing agency. The 2012 estimated population is shown for comparative purposes.

Figure 1: Existing Regional Trail Miles by Regional Park Implementing Agency (2013)

Regional Park Implementing Agency	Existing Regional Trail Miles (2013)	2012 Estimated Population
Anoka County	72.5	333,426
Carver County	12.0	92,602
Dakota County	27.5	401,609
Minneapolis Park & Recreation Board	21.5	373,156
Ramsey County	23.0	220,943
Scott County	8.4	132,020
St. Paul	17.5	277,734
Three Rivers Park District	116.4	780,502
Washington County	9.5	239,695
TOTAL	308.3	2,851,687

Source: Trails Miles—reported by Regional Park Implementing Agency
 2012 Estimated Population—Metropolitan Council

The 2030 Regional Parks Policy Plan places a strong emphasis on regional trail search corridors and ambitiously plans to expand the regional trail network from 300 miles to 1,000 miles. A map of the 2030 Regional Parks System Plan is shown in **Attachment B**. All regional trails that are not open to the public or do not have a Metropolitan Council approved master plan are shown as orange regional trail search corridors. All regional park search areas are shown with a red circle and the regional park study area is shown with a blue circle.

As part of the development of the 2040 Regional Parks Policy Plan, Council staff conducted one-on-one meetings with each of the regional park implementing agencies in December 2013, primarily to discuss the Thrive MSP 2040 equity directive. At these individualized meetings, Council staff asked whether the implementing agencies had any proposed additions to the Regional Parks System to be considered as part of the development of the 2040 Regional Parks Policy Plan. The implementing agencies were notified in early April that the proposed system addition requests were due by April 30. Two agencies, Carver County and Three Rivers Park District, submitted proposals by the due date. Proposals received after the due date were not brought forward for consideration. The regional trail search corridors proposed by Carver County and Three Rivers Park District are shown in **Attachment C**.

Carver County Proposals: Carver County proposed that two regional trail search corridors, totaling 8.5 miles, be considered for addition to the Regional Parks System. The estimated cost to acquire and develop these trails is \$2,750,000 in 2014 dollars. Additional information is included as part of Carver County's request letter, which is shown in **Attachment D**. A map of Carver County's proposed regional trail search corridors is shown in **Attachment E**.

Council staff found that both proposed regional trail search corridors meet the criteria outlined in the 2030 Regional Parks Policy Plan for linking regional trails. The Metropolitan Parks and Open Space Commission affirmed the staff recommendation to add the proposed 7.5 mile Highway 41 Regional Trail Search Corridor and the proposed 1-mile County Road 61 Regional Trail Search Corridor to the Regional Parks System as part of the 2040 Regional Parks Policy Plan.

Three Rivers Park District Proposals: Three Rivers Park District proposed that 12 regional trail search corridors, totaling approximately 156 miles, be considered for addition to the Regional Parks System. The estimated cost to acquire and develop these trails is \$80,500,000 in 2014 dollars. Three Rivers Park District's request letter is in **Attachment F**. A map of the proposed regional trail search corridors is shown in **Attachment G**.

Staff reviewed the proposed regional trail search corridors and found that with some modifications, 8 regional trail search corridors meet the criteria outlined in the 2030 Regional Parks Policy Plan for linking and destination regional trails. The modifications proposed by Council staff include the addition of segments to some proposed trails and the exclusion of segments of other proposed trails. The staff analysis of the proposed regional trail search corridors and description of the recommended modifications is shown in **Attachment H**.

Staff recommended that 8 regional trail search corridors (with modifications proposed by staff), totaling approximately 101 miles, be added to the Regional Parks System as part of the 2040 Regional Parks Policy Plan, as shown and described in **Attachment I**. The estimated cost to acquire and develop these trails is \$52,050,000 in 2014 dollars.

Three Rivers Park District staff testified at the Metropolitan Parks and Open Space Commission meeting on June 3 in favor of including the entire proposed Dakota Rail Extension Regional Trail Search Corridor into the Regional Parks System, rather than the modified corridor recommended by Council staff. Council staff's review of the proposed regional trail search corridor concluded that the eastern third of the corridor did not meet the criteria outlined in the 2030 Regional Parks Policy Plan for destination regional trails, in that the proposed connection to the North Cedar Lake Regional Trail is already made by the regional trail system and is therefore duplicative. The 2030 Regional Parks Policy Plan states that the trail system in the metropolitan area is like the highway system, with regional and local components. The regional component consists of regional and state administered trails. The trail system is complemented by shorter, local trails that feed into the regional trail system. Staff review concluded that the connection proposed by the eastern third of the proposed Dakota Rail Extension corridor could be made at the local level, but the regional trail system already serves the area. A map of the Dakota Rail Extension is shown in **Attachment J**.

The Metropolitan Parks and Open Space Commission (MPOSC), by a vote of 5-3, agreed with Three Rivers Park District and made a recommendation to include all of the Dakota Rail Extension in the Regional Parks System. Some MPOSC members likened their decision to granting a "variance" to the 2030 Regional Parks Policy Plan requirements. However, the 2030 Regional Parks Policy Plan does not have a process in place for granting "variances."

Direction Sought from the Community Development Committee: The proposed action in this staff report is the original Council staff recommendation for the Regional Trail Search Corridors to include in the Regional Parks System as part of the 2040 Regional Parks Policy Plan. Since the staff recommendation differs from the MPOSC recommendation, and the MPOSC recommendation is not consistent with the 2030 Regional Parks Policy Plan, direction is being sought from the Community

Development Committee on which Regional Trail Search Corridors should be added to the Regional Parks System as part of the 2040 Regional Parks Policy Plan.

Regional Park Study Area: As part of the update to the 2030 Regional Parks Policy Plan in 2010, a Regional Park Study Area was added in northern Dakota County. Dakota County proposed evaluating the feasibility of combining Thompson County Park in West St. Paul with Kaposia Park and Kaposia Landing, two local parks in South St. Paul, into one regional park unit. Information was not known at the time whether the parks served a regional audience. Therefore, the proposal was designated as a Regional Park Study Area, which does not guarantee that a park will become part of the Regional Parks System, but acknowledges that additional studies would need to be conducted to determine whether the park unit warrants regional status. Council staff committed to work with Dakota County to conduct visitor origin surveys at these parks. A benchmark was set that the distribution of visitation should be at least 40 percent non-local visits to warrant regional status. A study was conducted in 2012 and published in September 2013. The results of the study determined that 16.7 percent of visits were non-local and concluded that the Thompson Kaposia Study Area did not meet the regional visitation distribution criteria.

The Metropolitan Parks and Open Space Commission affirmed the staff recommendation to remove the Regional Park Study Area from the Regional Parks System as part of the 2040 Regional Parks Policy Plan.

Rationale

Minnesota Statute 473.147, Subd. 1 requires the Metropolitan Council to prepare and adopt a long-range system policy plan for the regional recreation open space system as part of the Council's Metropolitan Development Guide and to identify generally the areas which should be acquired to provide a system of regional recreation open space.

Funding

The addition of regional trail search corridors to the Regional Parks System as part of the 2040 Regional Parks Policy Plan does not commit the Council to funding. In order to be eligible for regional parks funding, a master plan for each regional trail corridor must be approved by the Council. Future funding based on the approved master plan may be awarded through the Regional Parks Capital Improvement Program (CIP) and Park Acquisition Opportunity Fund. Council action is required to approve the CIP and to approve specific grants to the regional park implementing agencies.

There are no funding implications of removing the Regional Park Study Area from the Regional Parks System.

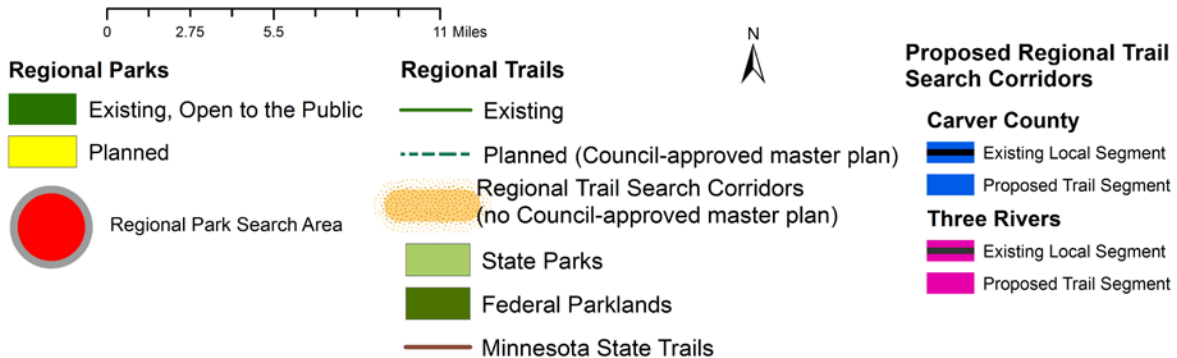
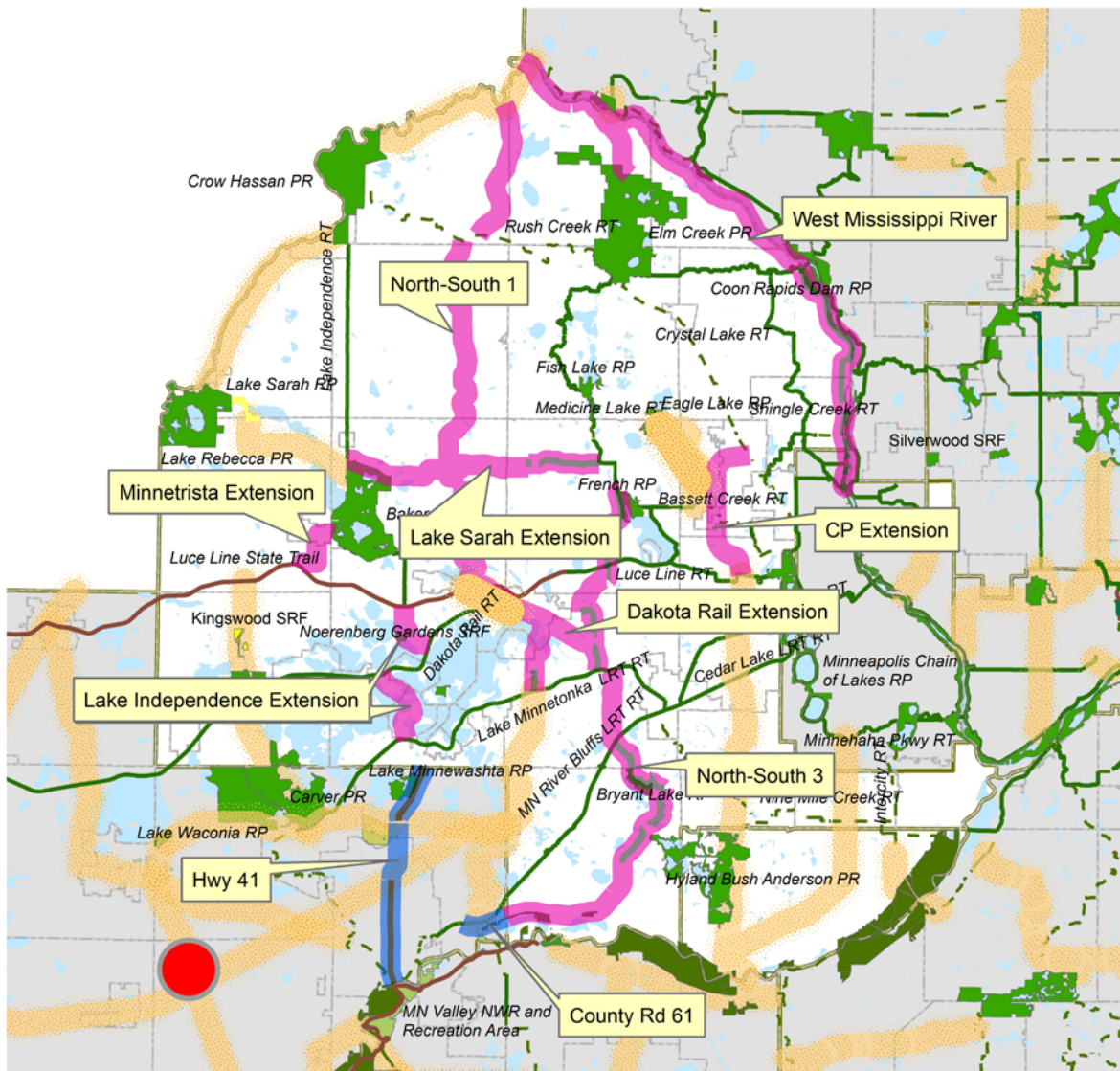
Known Support / Opposition

The Carver County Board of Commissioners supported the proposed County Road 61 and the Highway 41 Regional Trail Search Corridors at its April 20 Board work session. The Three Rivers Park District Board of Commissioners approved their proposed Regional Trail Search Corridors at its meeting on April 24, 2014. The Metropolitan Parks and Open Space Commission voted to affirm the staff recommendation with an amendment to include all of the Dakota Rail Extension in the Regional Parks System as part of the 2040 Regional Parks Policy Plan.

Attachment A: Staff Recommended Regional Trail Search Corridors for Inclusion in the Regional Parks System as part of the 2040 Regional Parks Policy Plan

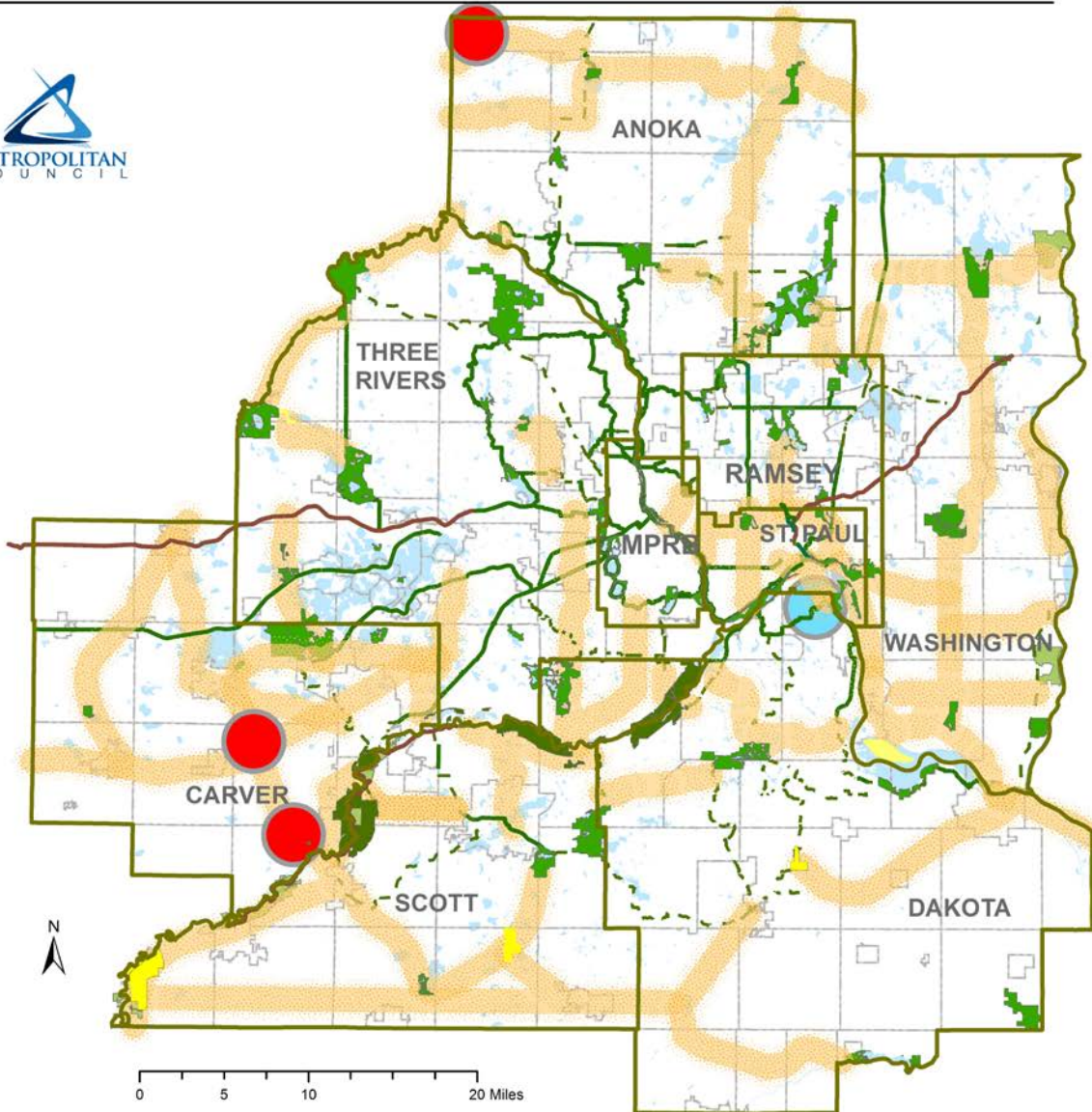
Agency	Proposed Regional Trail Search Corridor	Estimated Miles for Inclusion	Estimated Acquisition / Development Cost
Carver County	County Road 61	1	\$ 750,000
	Highway 41	7.5	\$ 2,000,000
	<i>Carver County Total</i>	8.5	\$ 2,750,000
Three Rivers Park District	West Mississippi River (modified)	28.1	\$ 14,700,000
	Lake Independence Extension	5	\$ 2,600,000
	North-South 1 (modified)	28.2	\$ 14,700,000
	Minnetrista Extension	2.2	\$ 1,200,000
	CP Rail Extension	5.4	\$ 2,800,000
	Lake Sarah Extension (modified)	10	\$ 5,000,000
	North-South 3 (modified)	20	\$ 10,100,000
	Dakota Rail Extension (modified)	2	\$ 950,000
	<i>Three Rivers Park District Total</i>	100.9	\$ 52,050,000
	Total for Regional Parks System Additions	109.4	\$ 54,800,000

Recommended Regional Trail Search Corridors for Inclusion in the Regional Parks System



May 2014

2030 Metropolitan Regional Parks System Plan + Proposed Regional Trail Search Corridors



Regional Parks

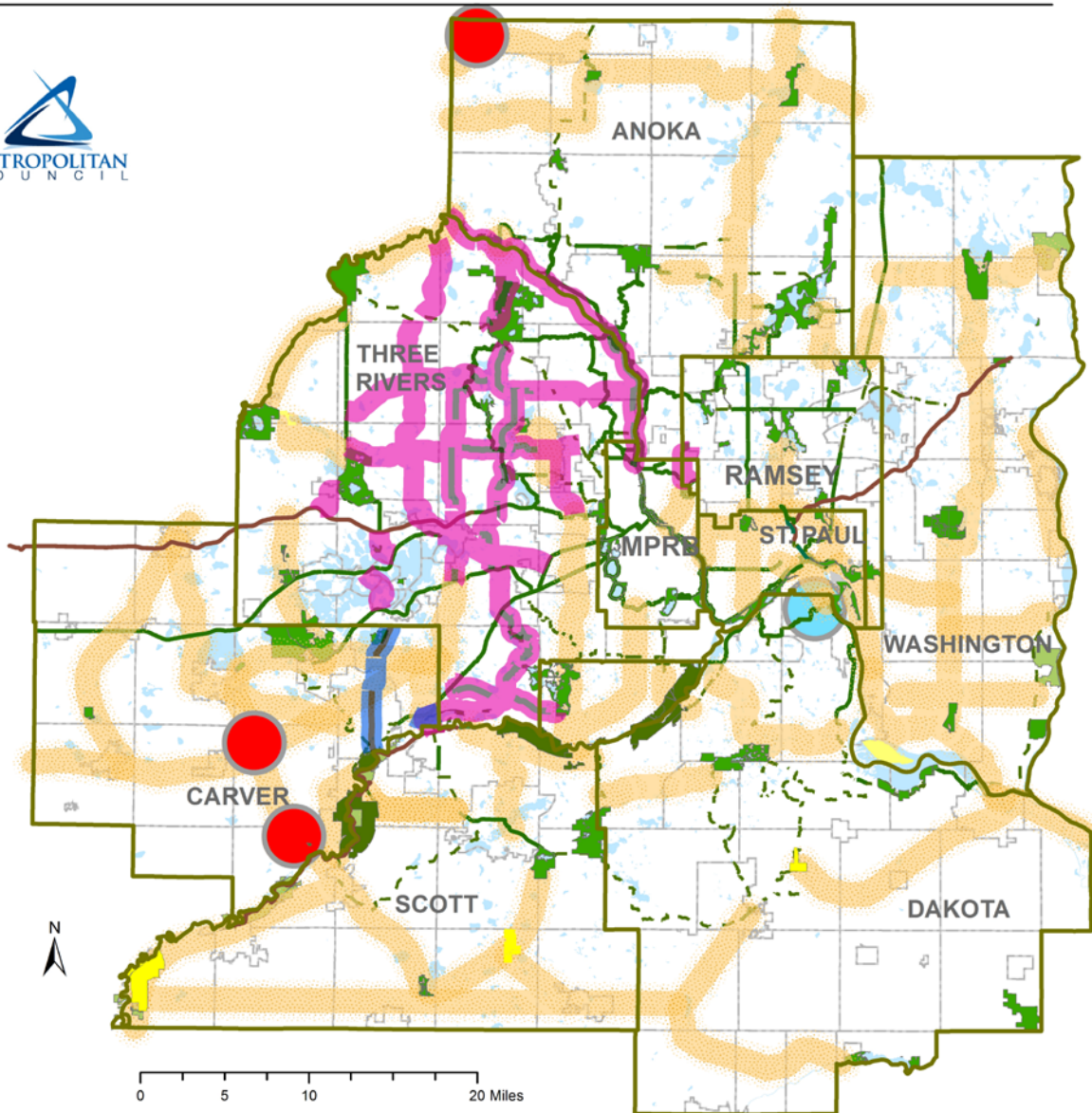
- Existing, Open to the Public
- Planned
- Regional Park Search Area
- Regional Park Study Area

Regional Trails

- Existing
- Planned (Council-approved master plan)
- Regional Trail Search Corridors (no Council-approved master plan)
- State Parks
- Federal Parklands
- Minnesota State Trails

May 2014

2030 Metropolitan Regional Parks System Plan + Proposed Regional Trail Search Corridors



Regional Parks

- Existing, Open to the Public
- Planned
- Regional Park Search Area
- Regional Park Study Area

Regional Trails

- Existing
- Planned (Council-approved master plan)
- Regional Trail Search Corridors (no Council-approved master plan)
- State Parks
- Federal Parklands
- Minnesota State Trails

Proposed Regional Trail Search Corridors

Carver County

Status

- Existing Local Segment
- Proposed Trail Segment

Three Rivers

- Existing Local Segment
- Proposed Trail Segment

Regional Parks by Type

- Regional Parks by Type

May 2014



Carver County Parks

Department of Public Works

11360 Highway 212
Suite 2
Cologne, MN 55322
Phone (952) 466-5250 Fax (952) 466-5223
www.co.carver.mn.us/parks

11360 Hwy. 212, Suite 1
Cologne, Minnesota 55322
Phone (952) 466-5200
Fax (952) 466-5223

April 30, 2014

Jan Youngquist
Planning Analyst
Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

RE: System Additions-2040 Regional Park Policy Plan

Dear Ms. Youngquist,

Carver County requests consideration for adding two trail segments of the TH 41 corridor and the Co. Rd. 61 corridor. Please see the below and attached information.

TH 41 Corridor

General location and description of the proposed trail plus a map – Location is central Carver County and follows the existing roadway corridor of TH 41.

Whether it will be a linking or destination trail-This is a proposed linking trail.

How it will serve a regional audience-The proposed TH 41 Regional Trail will connect to regional destinations of Lake Minnewashta Regional Park near its northern terminus and at its southern terminus would connect to the Minnesota River Valley State Recreation Area and the Minnesota Valley National Wildlife Refuge. This proposed regional trail provides a key north south route connecting Scott, Carver and Hennepin Counties. Additionally, the trail directly connects the communities of Shorewood, Chanhassen and Chaska, indirectly connecting to nearby communities of Carver and Shakopee. In Chanhassen the trail would connect to the Minnesota Landscape Arboretum. The TH 41 corridor would also connect to State and Regional Trails of the Minnesota Valley State Trail, Southwest Regional Trail, Minnesota River Bluff Extension and Scott County Connection Regional Trail, County Road 10 Regional Trail corridor, and the TH 5 Regional Trail corridor. The TH 41 corridor also connects to employment centers of the downtown Chaska, transit station at Hwy 41 and Hwy 212, shopping and business center at the intersection of Pioneer Trail and Hwy 41, and numerous office and industrial businesses.

Regional parks system units that the trail will connect – Connections are made to Lake Minnewashta Regional Park, TH 5 Regional Trail corridor, County Road 10 Trail corridor, the Southwest Regional Tail corridor, and the Minnesota River Bluff Extension and Scott County Connection Regional Trail.

Opportunities for other connections -The proposed TH 41 Trail corridor makes many local trail

Attachment D: Request Letter from Carver County (continued)

connections. Further the trail would connect directly to the Eastern Carver County Public School District 112 complex (Chaska Elementary School, East and West Middle Schools) Chaska Community Center, Fireman's Park and City Square Park.

Affected local communities and whether you've had conversations with them about the proposed trail- Affected communities include the City of Chaska and Chanhassen both of which have indicated support for the trail and is currently identified on their local trail system plans.

Estimated costs for acquisition/development of the trail -The TH 41 corridor is approximately 7.5 miles in length. There are approximately 4 miles of trail that exist in the corridor. It is estimated that the cost to construct and additional 3.5 miles is \$1 million dollars plus another \$1 million for ROW acquisition and retrofitting structures to accommodate the trail. The estimated total additional cost is \$2 million.

Please indicate whether or not you have County Board support for the proposals -The County Board supported the inclusion of the TH 41 Trail corridor in the 2040 Regional Parks Policy Plan at its April 20th, 2014 workshop session.

County Road 61 Corridor

General location and description of the proposed trail plus a map - Location is southeast Carver County near Hennepin and Scott Counties and is the existing roadway corridor of County Road 61.

Whether it will be a linking or destination trail –This is a proposed linking trail.

How it will serve a regional audience -The proposed Co. Rd 61 trail in Carver County will connect to a Co. Rd 61/Flying Cloud trail in Hennepin County. The trail will connect to the MN Valley National Wildlife refuge property. Further the trail connects to the TH 101 Regional Trail corridor in Carver and Scott Counties. The proposed Trail makes a connection to State Raguet Wildlife Management Area. The trail will connect to the MN River Bluffs Regional Trail and to the Seminary Fen SNA which are in close proximity.

Regional parks system units that the trail will connect - Connections are made to Minnesota River Bluffs Regional Trail and to the TH 101 Regional Trail corridor. Additionally, the trail segment is consistent with work scheduled to construct a trail along County Road 61 in Hennepin County. Longer term the trail would provide a regional trail connection to Hyland Bush Anderson Lakes Regional Park.

Opportunities for other connections – The proposed Co. Rd. 61 trail will connect with the planned local trail along Bluff Creek Drive in Chanhassen. The trail segment will also connect to Richard T. Anderson Park in Eden Prairie.

Affected local communities and whether you've had conversations with them about the proposed trail - The City of Chanhassen is supportive. Trail is also supported by other agencies as trail construction is eminent along a portion of Co. Rd. 61 in Carver and Hennepin counties as a part of Co. Rd. 61 reconstruction project and Hwy 101 bridge construction project.

Attachment D: Request Letter from Carver County (continued)

Estimated costs for acquisition/development of the trail -It is estimated that the additional cost to make a connection to the MN River Bluffs Regional Trail from Co. Rd. 61 and to construct one mile of the trail along Co. Rd. 61 is \$750,000. The 2014 TH 101 bridge project will construct approximately ½ mile of trail along Co. Rd. 61 in Carver County.

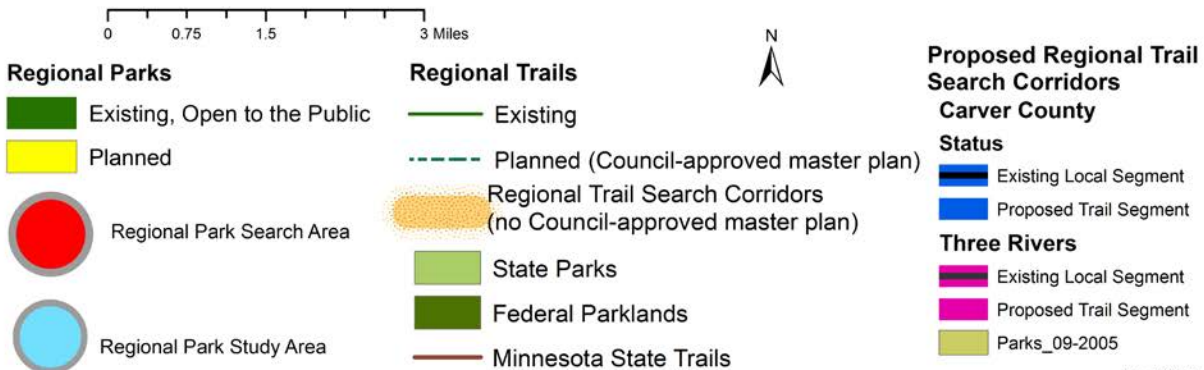
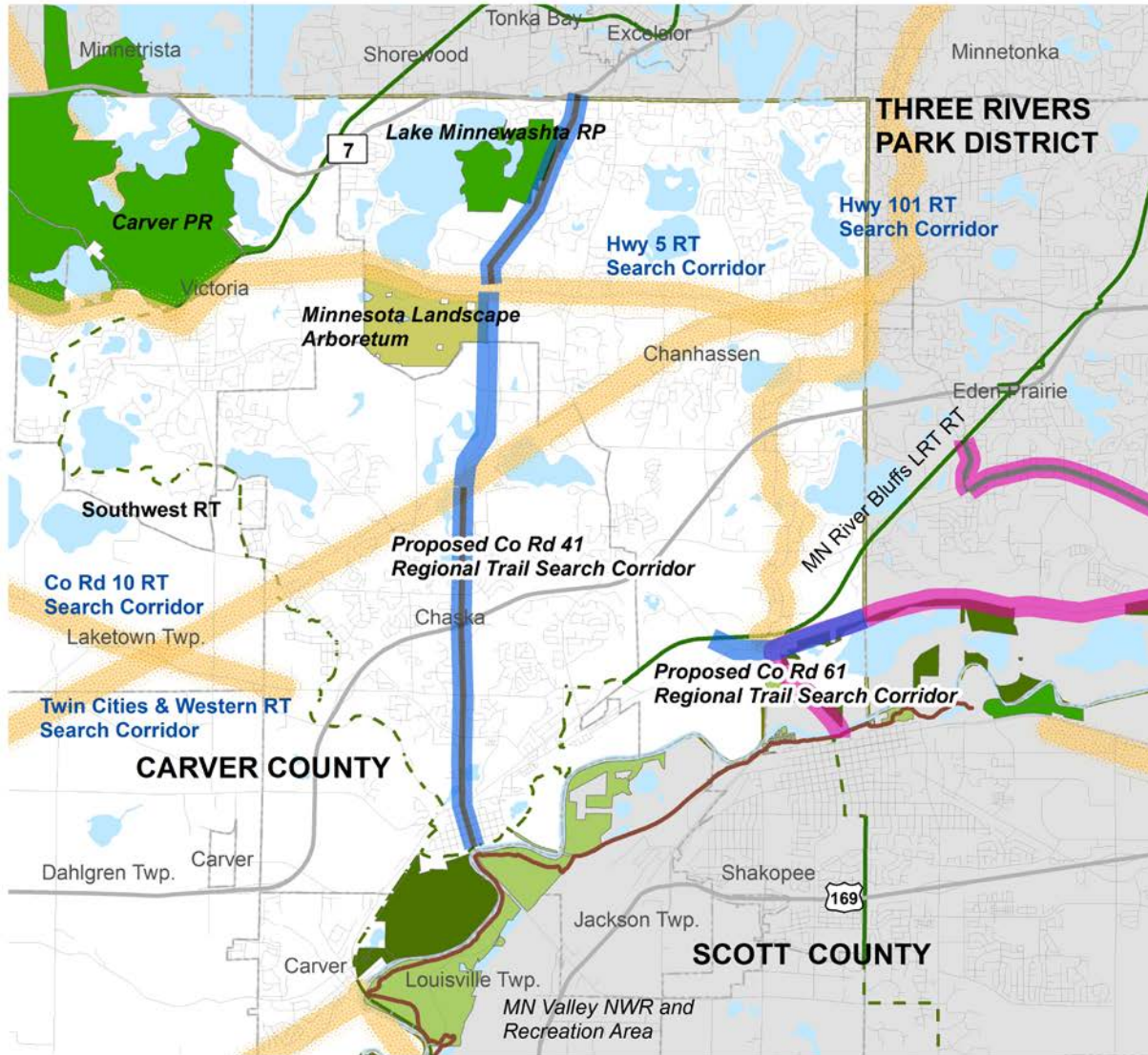
Please indicate whether or not you have County Board support for the proposals - The County Board supported inclusion of the Co. Rd. 61 corridor in the 2040 Regional Parks Policy Plan at its April 20th, 2014 workshop session.

Sincerely,



Marty Walsh
Parks Director

Carver County Proposed Regional Trail Search Corridors



May 2014

Attachment F: Request Letter from Three River Park District



May 7, 2014

**Three Rivers
Park District
Board of
Commissioners**

Penny Steele
District 1

Jan Youngquist, AICP
Planning Analyst
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Jennifer DeJournett
District 2

RE: Three Rivers Park District Request for Regional Parks and Trails System Additions to the 2040 Parks Policy Plan

Dear Ms. Youngquist,

Daniel Freeman,
Vice Chair
District 3

Three Rivers Park District respectfully asks the Metropolitan Council to consider the following additions to the 2040 Parks Policy Plan.

John Gunyou,
Chair
District 4

- 1) A general park search area for all of Suburban Hennepin County ('Park Search Area')
- 2) A general park search area for the northwest corner of Hennepin County ('Crow-Hassan Sister Park Search Area')
- 3) A comprehensive network of regional trails ('Regional Trail Network')

John Gibbs
District 5

All three requests will position the Park District to address and provide for social and geographic equity, meet the needs of the region's changing demographics and forecasted growth, remain relevant to future populations, and be competitive with rapidly changing technology and other pastime activities. In addition, the Park Search Area request provides an opportunity to be an innovative leader in providing natural resource recreation opportunities in fully-developed communities, the Crow-Hassan Sister Park Search Area preserves the pristine prairie wilderness of Crow-Hassan Park Reserve by directing active recreational use needs to a sister regional park, and the Regional Trail Network provides an opportunity to fully realize the existing Regional Parks Policy in respect to regional trail planning and facilities.

Larry Blackstad
Appointed
At Large

Steve Antolak
Appointed
At Large

Park Search Area

The Park District has embarked in an initiative to fully embrace diversity in all of its forms while providing parks, trails, programs, and facilities in a geographically balanced manner. The Park District is committed to making parks, trails, and natural resource based recreation accessible to all, meeting the outdoor recreation needs of all of our constituents, and fully engaging communities (defined as a group of individuals that share a commonality such as an idea, belief, identity, experience, and/or value) in meeting their outdoor recreation needs.

Cris Gears
Superintendent

Administrative Center, 3000 Xenium Lane North, Plymouth, MN 55441-1299
Information 763.559.9000 • TTY 763.559.6719 • Fax 763.559.3287 • www.ThreeRiversParks.org

Attachment F: Request Letter from Three River Park District (continued)

As part of this initiative, the Park District has begun to:

- 1) Identify underrepresented communities;
- 2) Identify and implement strategies to work collaboratively with these communities;
- 3) Identify and remove barriers to participation;
- 4) Identify and remove gaps in service areas;
- 5) Identify outdoor recreational needs; and
- 6) Identify and implement methods to provide recreational needs;

While the outcome of this work is not yet known, it is anticipated that there will be a need for additional park(s) or park node(s) especially in the fully-developed communities of Suburban Hennepin County.

Consequently, the Park District is requesting that a park search area encompassing the entirety of Suburban Hennepin County be designated in the 2040 Regional Parks Policy Plan. This will provide the flexibility needed to find creative solutions to meet the needs of underrepresented communities. The Park District Board of Commissioners approved the Park Search Area concept on April 24, 2014, for submittal to the Metropolitan Council for inclusion in the 2040 Parks Policy Plan update.

As a component of this global search area, the Park District is interested in exploring and possibility implementing 'bridging' regional park unit(s) that meet the needs identified through outreach to underrepresented communities and which also serve as an introduction to the regional parks system for these communities. In many cases, these 'bridging' regional park unit(s) may be located in fully-developed communities where the majority of the population lives but where large tracts of land for regional park purposes does not exist. While this concept is still in its infancy, preliminary ideas include creating/enhancing nodes along the regional trail corridors to provide additional recreational and education opportunities, partnering with local communities to enhance existing local parks through programming and/or development of regional-level facilities to serve a regional need and audience, and creating new small natural resource based parks that serve as an introduction to the greater regional park system while promoting Metropolitan Council goals for water and natural resource systems.

The Suburban Hennepin County Park Search Area concept allows for flexibility to respond the findings of this work while building off of existing local and regional assets. This concept will also serve as an example to other park agencies both regionally and nationally as to how to best provide regional natural resource based recreation opportunities in fully-developed communities and to a wide range of community compositions.

Crow-Hassan Sister Park Search Area

The Park District's Board adopted 2010 Vision Plan calls for the creation of a new regional park search area in the general vicinity of Crow-Hassan Park Reserve. The intent of the Crow-Hassan Sister Park Search Area request is to direct active recreation uses and development to a sister regional park and preserve the integrity and natural resource significance of Crow-Hassan Park Reserve's restored prairie, forests, and shoreline.

This area of the Twin Cities region currently lacks a designated regional park. As such, the local communities have requested active recreational uses and development within Crow-Hassan Park Reserve that are not consistent with the master plan or vision of the Park Reserve as a semi-wilderness park. The acquisition and development of sister regional park to Crow-Hassan Park Reserve would alleviate this development pressure and ensure the long-term preservation of one of the region's largest and impressive restored prairies.

The City of Rogers has identified the area adjacent to the north-east corner of Park Reserve as an ideal search area. This area is along the Crow-River, currently undeveloped, and in close proximity

Attachment F: Request Letter from Three River Park District (continued)

to the more developed areas of northwest Hennepin County. Rogers is also interested in realigning County Road 202 and 144 to make a more contiguous corridor. This may provide an opportunity to further realize the regional park and also have a logical southern/eastern boundary of the regional park concept. This location will require further study.

There may also be desirable locations in the northwest corner of the City of Corcoran with high resource and recreation value. Corcoran has previously indicated an interest in a regional park type facility within their community and presented a few options to the Park District for further review and consideration. Potential regional park locations within Corcoran will require further study.

Since the previously discussed options all require further study, the Park District requests that the search area encompass the western half of Rogers and northwest corner of Corcoran.

Regional Trail Network

The Regional Trail Network is about vision, social and geographic equity, recreation opportunity and access, multi-modal and non-motorized transportation, and planning for the future in a sustainable manner.

The Regional Trail Network was developed in conjunction with Hennepin County as part of an ongoing initiative to update a countywide bike plan. To date, the planning process has incorporated an extensive engagement process with outreach and opportunities to provide comments and feedback to the general public as well as municipalities, organizations, and bicycle advocacy groups. The countywide bike plan is still being developed and as such formal approval is anticipated to occur in late summer 2014. However, in recognition of the Metropolitan Council's Regional Parks Policy Plan schedule, the Park District Board of Commissioners approved the Regional Trail Network on April 24, 2014, for submittal to the Metropolitan Council for inclusion in the 2040 Parks Policy Plan update.

As a component of the larger, and certainly more complex countywide bike plan, the Regional Trail Network serves an important role by providing facilities that serve both recreational and transportation purposes, offer a higher level of protection/separation from vehicles, provide a greater level of comfort and safety, and serve a wide range of users (both bicyclists and pedestrians) with varying skill levels, confidence, motivations, and desired uses.

The full build out of the Regional Trail Network encompasses just under 400 miles with approximately half of the proposed regional trail corridors already existing. The proposed Regional Trail Network includes 12 new regional trail search corridors totaling approximately 155 miles. A summary of the mileage breakdown is below and a more thorough breakdown of the proposed corridors and corresponding map is enclosed.

	Existing Est. Miles	Planned/ Proposed Est. Miles	Total Est. Miles
Existing 2030 Policy Plan: TRPD Regional Trail Network	150	100	250
Proposed Additions to 2040 Policy Plan: TRPD Regional Trail Network	50	95	145
Total 2040 Policy Plan: TRPD Regional Trail Network	200 Miles	195 Miles	395 Miles

While the Regional Trail Network upon first blush is ambitious, it is intended to serve the needs of Suburban Hennepin County residents and the greater region at least until 2040. The current update of the Parks Policy Plan will serve as the basis for city comprehensive plan updates in 2018, which are then in force until 2028. Many of the regional trail search corridors will need further coordination

Attachment F: Request Letter from Three River Park District (continued)

with those comprehensive plans. Consequently, inclusion of the entire Regional Trail Network in this Regional Parks Policy Plan update is critical to the successful development of the Regional Trail Network in the future.

The Regional Trail Network is first and foremost built off of the existing regional trail system providing for critical north-south corridors across Suburban Hennepin County and east-west corridors in the north central half of Suburban Hennepin County where gaps in service, connectivity, and overall function exists. It provides safe, convenient access to and between existing and planned regional park and trail facilities to all of Suburban Hennepin County. It also creates loops of varying length which are highly desirable by recreational users.

In addition, the Regional Trail Network builds off of existing and approved local/county comprehensive and bike/trail/pedestrian plans as well as trail infrastructure that is already in place or planned for development in the near future. It is also complementary to the Metropolitan Council's recent Regional Bikeways Transportation Network study efforts and strives to connect to key places of interest and destinations such as regional and local parks, schools, libraries, employment centers, commercial nodes, and other transit options.

The Regional Trail Network is not intended to be fully implemented in the next 5, 10 or even 15 years. It is a long term plan that complements the 2040 Regional Parks Policy Plan planning timeframe and positions the Park District to be proactive in respect to planning, acquiring land, and developing the Regional Trail System before and as a part of future development initiatives, road reconstruction projects, and community redevelopment efforts.

The Park District has not conducted a detailed cost estimate for the Regional Trail Network, as this is typically developed as part of independent regional trail master plans when land acquisition needs and construction complexity is better understood. For purposes of generating preliminary ballpark estimates, the Metropolitan Council may use a per mile cost for design and construction cost of \$500,000 for fully-developed urban areas and \$450,000 for rural or undeveloped areas and a lump sum cost of \$800,000 for an underpass and \$1-3 million for an overpass.

Land acquisition costs are difficult to estimate in any capacity at this early point in the planning process as land values vary significantly across Suburban Hennepin County, from commercial to resident land uses, and from urbanized to undeveloped areas. In addition, land acquisition costs will vary significantly depending on the desired width of the corridor and/or if it is an independent corridor or associated with existing right-of-way.

The Park District's Regional Trail Network creates a vision to work towards rather than utilizing a piece meal or retroactive planning approach.

Over the last 15 years, the Park District has worked collaboratively with the first tier communities around Minneapolis to retroactively plan, acquire land, and construct regional trails within fully-developed and dense communities. This was, and is not, an easy feat. Construction costs more, land acquisition is difficult (and more expensive) if not controversial, and corridor/route selection and opportunity is often significantly limited to road corridors. As such, trail corridors, while certainly functional, may have more road crossings, more stop conditions, more design exceptions, and less desirable surroundings (roads corridors verses greenways/vistas) than trail corridors planned and built as a more integrated facet of the community.

The Regional Trail Network for Suburban Hennepin County as currently proposed by the Park District is consistent with the existing 2030 Parks Policy Plan and creates a vision implementable by collaborating with partners and proactively taking advantage of opportunities as they present themselves. A sample of complementary strategies and definitions of the 2030 Parks Policy Plan are below.

Attachment F: Request Letter from Three River Park District (continued)

- Siting and Acquisition Strategy 3
New trails, or trail segments, that serve a regional audience are a significant priority for the regional parks system

Each new regional trail search corridor proposed for inclusion in the Regional Parks Policy plan is intended to directly connect to another regional trail or park facility and incorporate areas of natural and cultural resource significance where there is opportunity to do so - particularly in the undeveloped portions of Hennepin County. The overall density or spacing of each regional trail corridor is generally 2-3 miles apart; however, there are locations where spacing is less dense in response to physical barriers that restrict access to the proposed regional trail corridors (e.g. TH 100/169/7/62/212/55/5, I-94/494/694, several water bodies including Lake Minnetonka, and active rail lines). The Regional Trail Network was strategically planned to address these barriers and ultimately provide safe, convenient access to all.

- Recreation Activities and Facilities Strategy 4
Bicycle and pedestrian access and trails must be part of the regional parks system

The intent of the Regional Trail Network is to be off-road and/or located on independent corridors, serve Group B and C bicyclists, provide for both recreational and transportation functions, and integrate with greater recreation and transportation systems.

- Regional System Components: Regional Trails

The Regional Trail Network will provide for recreational travel along linear corridors and wherever reasonably feasible be routed in a manner to incorporate natural and cultural places of interest to enhance the opportunity for high quality recreation. It is anticipated and desired that the Regional Trail Network be dual fold and serve both recreation and transportation purposes – especially in the more urban areas. Each new regional trail corridor crosses multiple jurisdictions and many expand across all of Suburban Hennepin County making them regionally significant.

Planning for, and incorporating the Regional Trail Network of Suburban Hennepin County in the 2040 Parks Policy Plan, allows for the proposed regional trail corridors to be constructed in a cost efficient and opportunistic manner and fully incorporated into the communities they are intended to serve, undoubtedly contributing to creating vibrant places to live, work, and play.

Thank you for the opportunity to submit the Park Search Area, Crow-Hassan Sister Park Search Area, and Regional Trail Network proposals for inclusion in the 2040 Regional Parks Policy Plan. The Park District is happy to meet with you and other Metropolitan Council representatives to review these proposals and answer any questions or concerns you may have.

Sincerely,



Kelly Grissman,
Director of Planning

Enclosures

C: Jonathan Vlaming, Associate Superintendent
Ann Rexine, Planner

Attachment F: Request Letter from Three River Park District (continued)

Search Corridor Name	Regional Trail Type	Traversed Cities	Regional Park/Trail Connections	Estimated Additional Miles to Met. Council System (Est. Miles)	Existing Trail Miles (Local/Other Trails) (Est. Miles)
West Mississippi River	Destination	Minneapolis, Brooklyn Center, Brooklyn Park, Champlin, and Dayton	Minneapolis Trail System, North Mississippi Regional Park, Twin Lakes Regional Trail, Proposed East-West 1, Coon-Rapids Dam, Rush Creek Regional Trail, Proposed North-South 3, and Crow River Regional Trail	26.1	8.1
Lake Independence Extension	Destination	Existing Trail: Hanover, Corcoran, Loretto, Medina, and Orono Search Corridor Extension: Orono, Navarre, Tonka Bay, and Shorewood	Existing Connections: Crow River Regional Trail, Crow-Hassan Park Reserve, Proposed East-West 1, Lake Sarah Regional Trail, Proposed Lake Sarah Extension, Baker Park Reserve, Proposed 'Minnetrista' Extension, and Luce Line State Trail Search Corridor Connections: Noerenberg Gardens, Dakota Rail Regional Trail, and Lake Minnetonka Regional Trail	5	0
Silver Lake Connection	Linking	Minneapolis, St. Anthony, Columbia Heights, and New Brighton	Minneapolis Trail System, NE Diagonal, and Silverwood Park	1.7	0
Dakota Rail Extension	Destination	Existing Trail: Carver County, Minnetrista, St. Bonifacius, Mound, Orono, Minnetonka Beach, and Wayzata Search Corridor Extension: Wayzata and Minnetonka and possibly Hopkins and/or St. Louis Park depending on ultimate route	Existing Connections (not including Carver County segment): 'Minnetrista' Regional Trail, Gale Woods Farm, Proposed Lake Independence Extension, and Proposed North-South 1 Search Corridor Connections: Proposed North-South 2, Proposed North South 3, and either Lake Minnetonka Regional Trail or North Cedar Lake Regional Trail	6.8	0

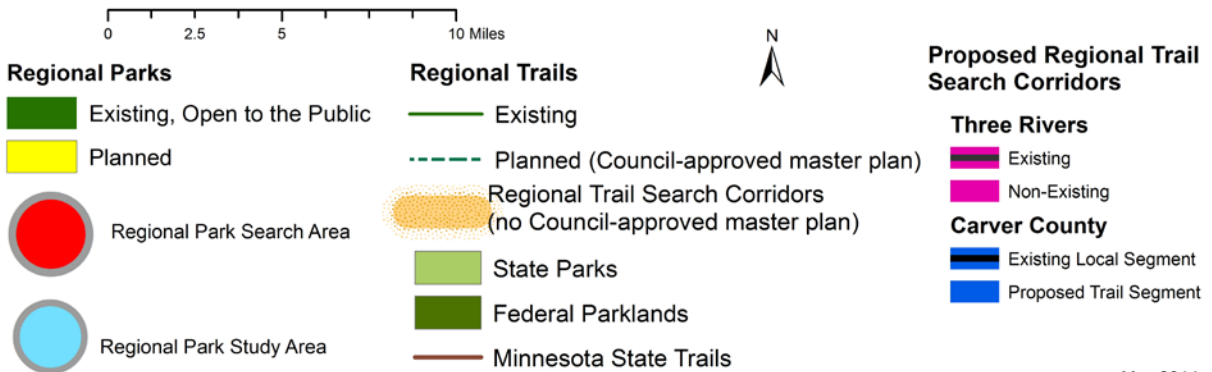
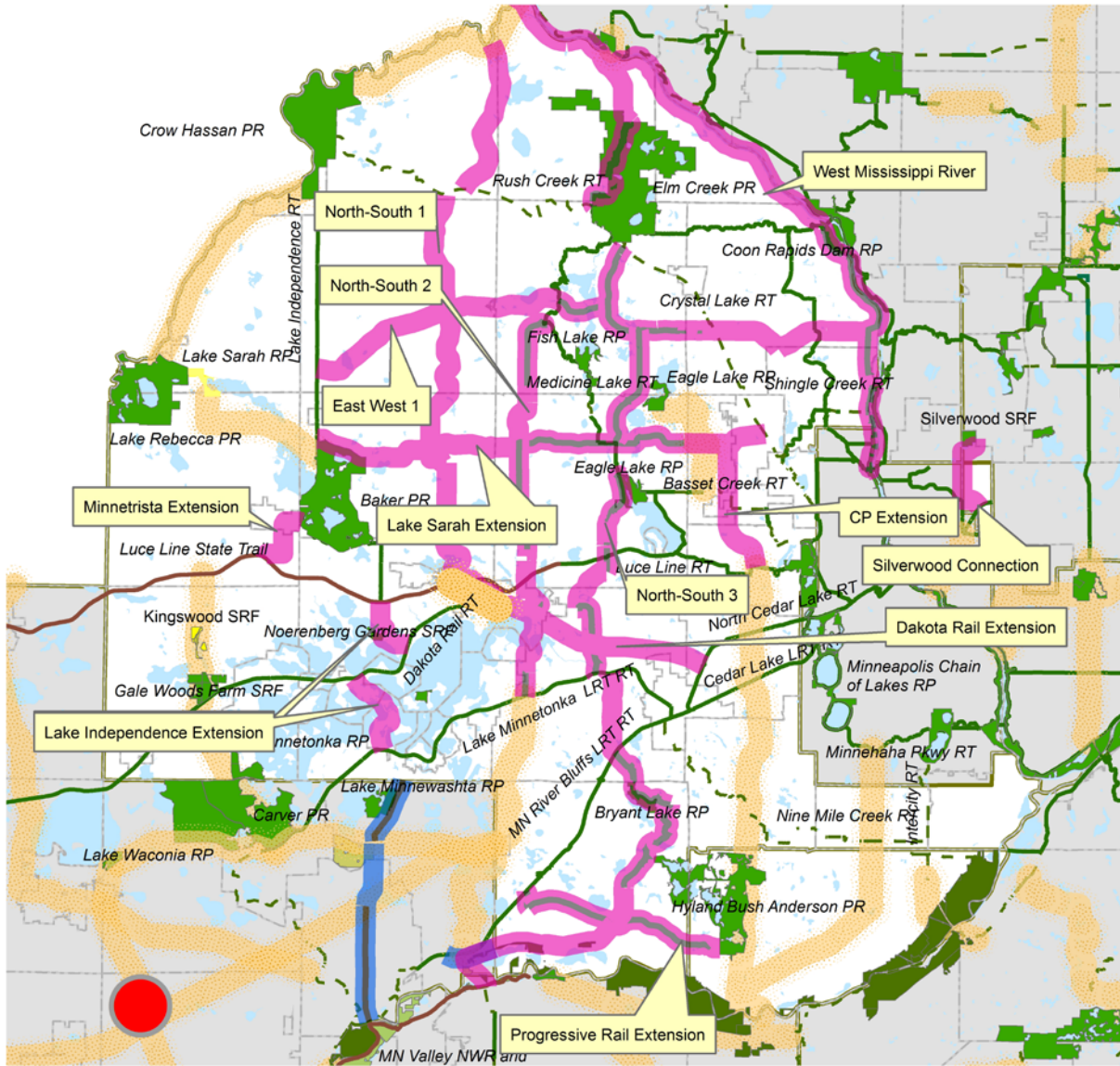
Attachment F: Request Letter from Three River Park District (continued)

North-South 1	Destination	Dayton, Rogers, Corcoran, Medina, Orono, and Wayzata	Crow River Regional Trail, Rush Creek Regional Trail, Proposed East-West 1, Proposed Lake Sarah Extension, Luce Line State Trail, and Dakota Rail Regional Trail	24.2	0
North-South 2 Extension	Linking	Existing Search Corridor: Bloomington, Eden Prairie, Minnetonka, and Deep Haven Search Corridor Extension: Minnetonka, Wayzata, Plymouth, Maple Grove, and Dayton,	Existing Search Corridor Connections: Proposed Progressive Rail Extension, Minnesota River Bluffs Regional Trail and Lake Minnetonka Regional Trail Search Corridor Extension Connections: Proposed Dakota Rail Extension, Luce Line State Trail, Proposed Lake Sarah Extension, and Medicine Lake Regional Trail	12.8	7.2
North-South 3	Linking	Dayton, Maple Grove, Plymouth, Minnetonka, and Eden Prairie (potentially continues into Carver County and over Minnesota River to Scott County)	West Mississippi River, Elm Creek Park Reserve, Rush Creek Regional Trail, Medicine Lake Regional Trail, Crystal Lake Regional Trail, Proposed East-West 1, Proposed Lake Sarah Extension, French Regional Park, Luce Line Regional Trail, Proposed Dakota Rail Extension, Lake Minnetonka Regional Trail, Minnesota River Bluffs Regional Trail, Bryant Lake Regional Park, Proposed Progressive Rail Extension, and possibly Minnesota Valley State Trail (Carver County Segment)	34.4	25.7
East-West 1	Linking	Corcoran, Maple Grove, Brooklyn Park, and possibly Brooklyn Center depending on ultimate route.	Lake Independence Regional Trail, Proposed North-South 1, Medicine Lake Regional Trail, Proposed North-South 2, Proposed North-South 3, Crystal Lake Regional Trail, Shingle Creek Regional Trail, and Proposed West Mississippi River Regional Trail	17.6	3.6

Attachment F: Request Letter from Three River Park District (continued)

Lake Sarah Extension	Linking	Existing Search Corridor: Rockford, Greenfield, Independence, Medina, and Loretto Search Corridor Extension: Medina, Plymouth, New Hope, and possibly Crystal depending on fate of CP Rail Corridor	Existing Search Corridor: Crow River Regional Trail, Lake Rebecca Park Reserve, Lake Sarah Regional Park, and Lake Independence Regional Trail Search Corridor Extension Connections: Baker Park Reserve, Proposed North-South 1, Proposed North-South 2, Medicine Lake Regional Trail, Proposed North-South 3, CP Rail and/or Crystal Lake Regional Trail	13.5	5.4
'Minnetrista' Extension	Destination	Existing Search Corridor: Victoria and Laketown Township (Carver County), Minnetrista, and Independence Search Corridor Extension: Independence, Maple Plain, and Medina	Existing Search Corridor Connections: Lake Minnetonka Regional Trail, Carver Park Reserve, Lake Minnetonka Regional Park (via planned trail connection), Dakota Rail Regional Trail, Gale Woods Farm, Kingswood SRF, and Luce Line State Trail Search Corridor Extension Connections: Lake Independence Regional Trail and Baker Park Reserve	2.2	0
Progressive Rail Extension	Linking	Existing Search Corridor: Minneapolis, Richfield, and Bloomington Search Corridor Extension: Bloomington and Eden Prairie	Existing Search Corridor Connections: Minneapolis Trail System, Nine Mile Creek Regional Trail, CP Rail, and Minnesota Valley State Trail Search Corridor Extension Connections: Hyland-Bush-Anderson Lakes Park Reserve, Proposed North-South 3, and Minnesota River Bluffs Regional Trail	6.5	6.2
CP Rail Extension	Destination	Existing Search Corridor: Scott County, Bloomington, Edina, St. Louis Park, and Golden Valley Search Corridor Extension: Golden Valley, Crystal, and New Hope	Existing Search Corridor Connections: Minnesota Valley State Trail, Progressive Rail Regional Trail, Hyland-Bush Anderson Lakes Park Reserve, Nine Mile Creek Regional Trail, Cedar Lake LRT Regional Trail, North Cedar Regional Trail, and Luce Line State Trail Search Corridor Extension Connections: Bassett Creek Regional Trail, Proposed Lake Sarah Extension, and Crystal Lake Regional Trail	5.4	0

Three Rivers Park District Proposed Regional Trail Search Corridors



May 2014

Attachment H: Staff Analysis of Three Rivers Park District Regional Trail Search Corridor Proposals

PROPOSED DESTINATION REGIONAL TRAIL SEARCH CORRIDORS							
Proposed Destination Regional Trail Corridor	Should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves as a destination trail or links two or more units of the regional parks system	Must serve a regional audience based on visitor origin and service-area research on regional trails.	Should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.	Total Proposed Miles	Estimated Acquisition / Development Cost	Recommendation	Estimated Miles for Inclusion in the Regional System
West Mississippi River	Does not duplicate another trail. Includes 8 miles of existing local trails, of the 26 mile route. Council staff is proposing to add a 2 mile segment of the proposed North-South 3 corridor to the West Mississippi River Corridor to facilitate a connection to Elm Creek Park Reserve.	Connections to regional parks and trails in Minneapolis and Anoka County indicate that it will likely serve a regional audience. This is the only segment along the Mississippi River within the metro area that does not include a trail as part of the regional parks system. Both sides of the river from Ramsey to Hastings have existing, planned or proposed regional trails. This area is also part of the Mississippi National River and Recreation Area, a national park. Additionally, the Mississippi River Trail, which travels from the headwaters at Itasca State Park to the Gulf of Mexico, includes 3,000 miles of on-road bikeways and trails.	Opportunities for overlooks (bluffs, wetlands, islands, wooded banks) and access to Mississippi River exist.	26.1	\$ 13,700,000	Include in the Regional Parks System	26.1
Lake Independence Extension	Does not duplicate another trail. Does not include existing trails.	Connections to the Luce Line State Trail, which travels to central Minnesota; the Dakota Rail Regional Trail which travels to the border of Carver/McLeod County, and the Lake Minnetonka LRT Regional Trail, which travels to Carver County, indicate that it will likely serve a regional audience.	Makes connections through middle of Lake Minnetonka, adjacent to significant spawning areas in bays/wetlands of the lake. There are many areas of adjacent natural areas (woods/wetlands/fields) that the trail will overlook	5	\$ 2,600,000	Include in the Regional Parks System	5
Dakota Rail Extension	Does not include existing trails. The eastern 3 miles of the proposed trail includes a connection that is already made by existing regional trails and the portion of the North-South 3 Regional Trail Search Corridors that is being recommended to be added to the system. Staff is recommending that approximately 1 mile of the western portion of this proposed trail be added to the North-South 1 Regional Trail Search Corridor to facilitate a connection between the existing Dakota Rail RT and the Lake Minnetonka LRT RT and the 2 mile segment between North-South 1 and North-South 3 be added to the Regional Parks System.	The existing Dakota Rail RT travels to the border of Carver/McLeod Counties. The trail extension would connect the Dakota Rail RT to the North Cedar Lake RT, which leads to regional trails in Minneapolis. Therefore, it will likely serve a regional audience.	Route is generally proposed along Minnehaha Creek and associated features (wetlands, woodlots, floodplain)	6.8	\$ 3,600,000	Include a 1.2 mile portion of the trail into the Regional Parks System as part of the North-South 1 Regional Trail Search Corridor and add 2 miles between North-South 1 and North-South 3 to the Regional Parks System	3

Attachment H: Staff Analysis of Three Rivers Park District Regional Trail Search Corridor Proposals (continued)

PROPOSED DESTINATION REGIONAL TRAIL SEARCH CORRIDORS							
Proposed Destination Regional Trail Corridor	Should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves as a destination trail or links two or more units of the regional parks system	Must serve a regional audience based on visitor origin and service-area research on regional trails.	Should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.	Total Proposed Miles	Estimated Acquisition / Development Cost	Recommendation	Estimated Miles for Inclusion in the Regional System
North-South 1	Does not duplicate another existing trail. A portion of the proposed trail--between the Luce Line State Trail and the Dakota Rail RT in Wayzata is already a proposed RT Search Corridor in the system.	The trail would connect the Crow River RT Search Corridor in Rogers, Rush Creek RT, Luce Line State Trail and the Dakota Rail RT. Council staff is recommending incorporation of a 1 mile segment of the proposed Dakota Rail Extension and a 3 mile portion of the proposed North-South 2 extension into this regional trail search corridor, which will facilitate a connection to Scott County. These connections indicate the trail will likely serve a regional audience.	Route is proposed along a creek/wetland complex. Natural areas were identified as part of comprehensive plan. Rolling topography, views of/across undeveloped areas.	24.2	\$ 12,700,000	Include in the Regional Parks System	24.2
Minnetrista Extension	Does not duplicate another trail or include existing trails.	The existing Minnetrista RT Search Corridor connects the Lake Minnetonka LRT Regional Trail in Carver County to the Luce Line State Trail, which travels to central Minnesota. The proposed extension would make a connection from the Luce Line State Trail to Baker Park Reserve in Medina. The proposed trail extension will likely serve a regional audience.	The destination qualities come from southern segment – through Kingswood SRF, views of/across rolling topography, wooded areas, wetlands, lakes. Large lot development has preserved many adjacent natural areas.	2.2	\$ 1,200,000	Include in the Regional Parks System	2.2
CP Rail Extension	Does not duplicate another trail or include existing trails.	The existing CP Rail RT Search Corridor connects Scott County, the Progressive Rail RT Search Corridor, Hyland Bush Anderson Park Reserve, the planned Nine Mile Creek RT, Cedar Lake LRT RT, North Cedar Lake RT, and Luce Line RT. The extension would connect Bassett Creek RT and Crystal Lake RT. Given these connections between Scott and Hennepin Counties and to trails in Minneapolis, the proposed trail extension will likely serve a regional audience.	Adjacent to pockets of wooded lots, wetlands, parks. Corridor width is generally 100' in this stretch and occasionally incorporates adjacent natural areas. Similar to existing LRT trails which are both linking and destination.	5.4	\$ 2,800,000	Include in the Regional Parks System	5.4

Attachment H: Staff Analysis of Three Rivers Park District Regional Trail Search Corridor Proposals (continued)

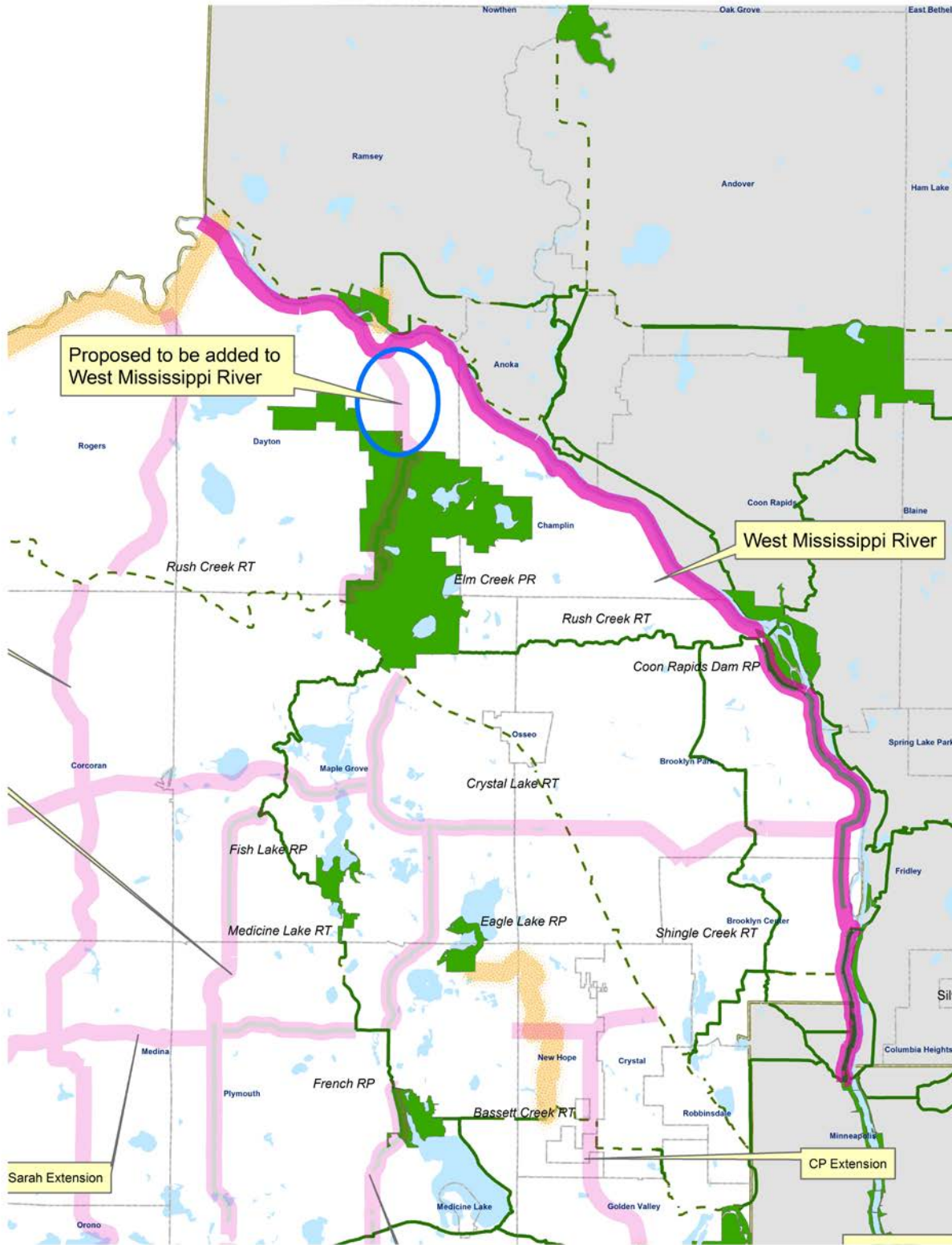
PROPOSED LINKING REGIONAL TRAIL SEARCH CORRIDORS								
Proposed Linking Regional Trail Corridor	Must link regional parks system facilities.	Should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves as a destination trail or links two or more units of the regional parks system	Must serve a regional audience based on visitor origin and service-area research on regional trails.	Should be located in the "Developing" or "Developed" area. Parallel trails should be more than 1.5 mile apart	Total Proposed Miles	Estimated Acquisition / Development Cost	Recommendation	Estimated Miles for Inclusion in the Regional System
Silver Lake Connection	Would link the NE Diagonal RT and St. Anthony Parkway to the border of Hennepin/Ramsey/Anoka Counties. Would need trail to be built in Ramsey County to connect to Silverwood SRF. Conversations have not occurred with Ramsey County. The Council will not add a search corridor to the system without approval by the implementing agency's Board.	The portion of the proposed trail that connects St. Anthony Pkwy RT to the NE Diagonal RT duplicates a section of the proposed Grand Rounds Missing Link RT. The portion that travels north to the County border does not duplicate an existing trail.	Without the connection to Silverwood SRF in Ramsey County, the proposed trail will likely serve a local, not a regional, audience.	St. Anthony is classified as a "Developed" area. There are no parallel regional trails.	1.7	\$ 900,000	Not to be included in the Regional Parks System	0
North-South Extension 2	Would connect Elm Creek PR, Rush Creek RT, Medicine Lake RT, Luce Line State Trail, Lake Minnetonka LRT RT and the existing Highway 101 RT Search Corridor.	The northern portion of the trail corridor, between Medicine Lake RT and the general area of Hwy 55 in Maple Grove/Plymouth, duplicates a designated Regional Bicycle Transportation Corridor that is located along County Road 101. The distance between these facilities ranges between .5 mile and 1 mile. In this area, approximately 2 miles of the proposed regional trail consists of existing local trails. Staff is recommending that the 2.8 mile southern portion of the corridor, between the Lake Minnetonka LRT RT and the proposed Dakota Rail Extension be added to the North-South 1 RT Search Corridor. The remainder of the corridor includes 7.2 miles of existing local trails, with the gaps being planned as local trails in Plymouth's 2030 Comprehensive Plan. Therefore, this connection may be made as a local trail.	With the connection to the existing Hwy 101 Regional trail Search Corridor, connections to Carver County will be facilitated. These connections would likely serve a regional audience.	Maple Grove, Plymouth and Eden Prairie are "Developing" areas and Minnetonka, Deephaven, Woodland and Wayzata are "Developed" areas. The northern portion of the proposed trail is within 1 mile of a parallel designated Regional Bicycle Transportation Corridor.	12.8	\$ 6,500,000	2.8 miles be included in the Regional Parks System as part of the North-South 1 RT Search Corridor	2.8
North-South Extension 3	Would connect Elm Creek Park Reserve, Rush Creek RT, Medicine Lake RT, French RP, Luce Line RT, Lake Minnetonka LRT RT, and MN River Bluffs LRT RT	The middle portion of the proposed regional trail is an existing local trail that provides a connection between the Rush Creek RT/Crystal Lake RT and French RP. This is duplicative of the north portion of the Medicine Lake RT. The proposed 34.4 mile corridor would include 25.7 miles of existing local trails in Maple Grove, Plymouth and Eden Prairie. Staff is recommending that the 2 mile northern portion of the corridor between the proposed West Mississippi River RT Search Corridor and Elm Creek Park Reserve be added to the West Mississippi River RT Search Corridor, and the southern 20 miles of the trail between French RP and Carver County be included in the Regional Parks System.	The proposed trail would connect to proposed trails in Carver County and would likely serve a regional audience.	Maple Grove, Plymouth and Eden Prairie are "Developing" areas and Minnetonka is a "Developed" area. The northern portion of the trail is duplicative and is within 1.5 miles of the Medicine Lake RT. The southern portion of the trail corridor connects the Minnesota River LRT RT to itself through Eden Prairie.	34.4	\$ 17,500,000	2 miles be included in the Regional Parks System as part of the West Mississippi River RT Search Corridor and include the southern 20 miles of the trail in the Regional Parks System	20

Attachment H: Staff Analysis of Three Rivers Park District Regional Trail Search Corridor Proposals (continued)

PROPOSED LINKING REGIONAL TRAIL SEARCH CORRIDORS								
Proposed Linking Regional Trail Corridor	Must link regional parks system facilities.	Should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves as a destination trail or links two or more units of the regional parks system	Must serve a regional audience based on visitor origin and service-area research on regional trails.	Should be located in the "Developing" or "Developed" area. Parallel trails should be more than 1.5 mile apart	Total Proposed Miles	Estimated Acquisition / Development Cost	Recommendation	Estimated Miles for Inclusion in the Regional System
East-West 1	Shingle Creek RT, Crystal Lake RT, Medicine Lake RT and Lake Independence RT	Does not appear to duplicate another trail. Would include a 3.6 mile existing local trail in Maple Grove.	The trail would provide a route through 3 Hennepin County communities. It is not conclusive whether the trail would serve a regional audience.	Brooklyn Park is classified as a "Developed" area, Maple Grove and portions of Corcoran are "Developing" areas and the western portion of Corcoran is a "Diversified Rural" area. Proposed corridor parallels the Rush Creek RT, which is more than 3 miles away.	17.6	\$ 9,000,000	Not to be included in the Regional Parks System	0
Lake Sarah Extension	Existing Lake Sarah RT Search Corridor, Lake Rebecca RP, Lake Sarah RP, Crow River RT Search Corridor, Lake Independence RT, Medicine Lake RT, Crystal Lake RT	The eastern portion of the corridor duplicates an existing connection made by the Medicine Lake RT and the Bassett Creek RT--staff is recommending this segment be removed from the corridor. Revised corridor would include a 3 mile existing local trail in Plymouth.	The extension of the existing Lake Sarah Regional Trail would facilitate a connection between 7 Hennepin County communities and provides opportunities to connect to Wright County.	Crystal and New Hope are classified as "Developed" areas; Plymouth, Loretto, Rockford and the eastern portion of Medina are "Developing", the western portion of Medina and Greenfield are "Diversified Rural". Staff is recommending to not include the eastern 3.5 miles of trail since it parallels the Bassett Creek RT, which is 1.5 miles away.	13.5	\$ 6,900,000	Include the western 10 miles of the corridor in the Regional Parks System	10
Progressive Rail Extension	Would link the Minnesota River Bluffs LRT RT to Hyland Bush Anderson Park Reserve. Does not directly connect to the existing Progressive Rail RT Corridor.	6.2 of the 6.5 miles of the proposed trail are existing local trails.	Given that the trail travels solely through Eden Prairie and Bloomington, it does not appear that the trail would serve a regional audience. No visitor origin information on the users of this existing local trail has been provided to the Council that indicates the trail serves a regional audience.	Eden Prairie is classified as a "Developing" area and Bloomington as a "Developed" area. No parallel trails.	6.5	\$ 3,300,000	Not to be included in the Regional Parks System	0

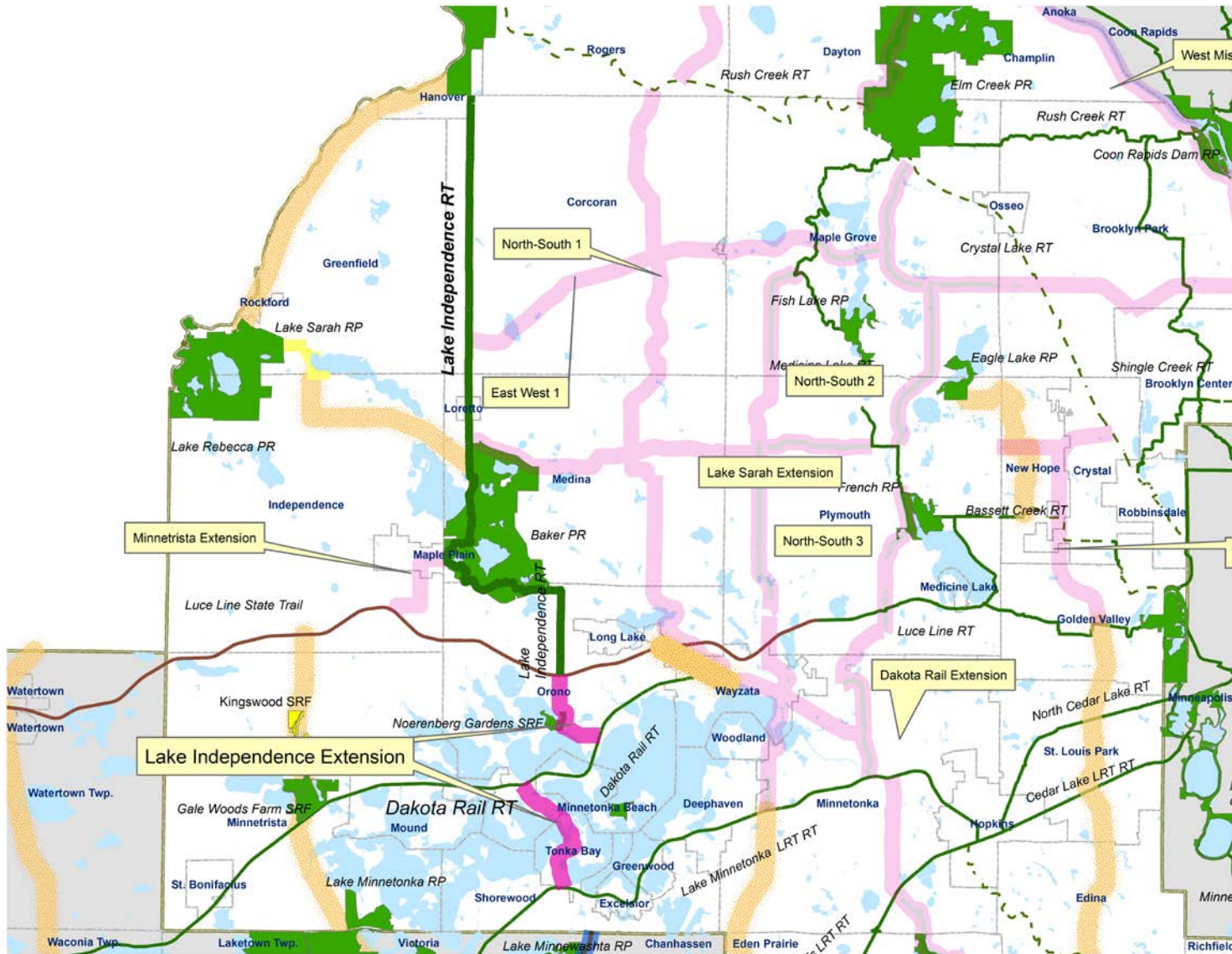
Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff

West Mississippi River Regional Trail Search Corridor (with modification proposed by Council staff)



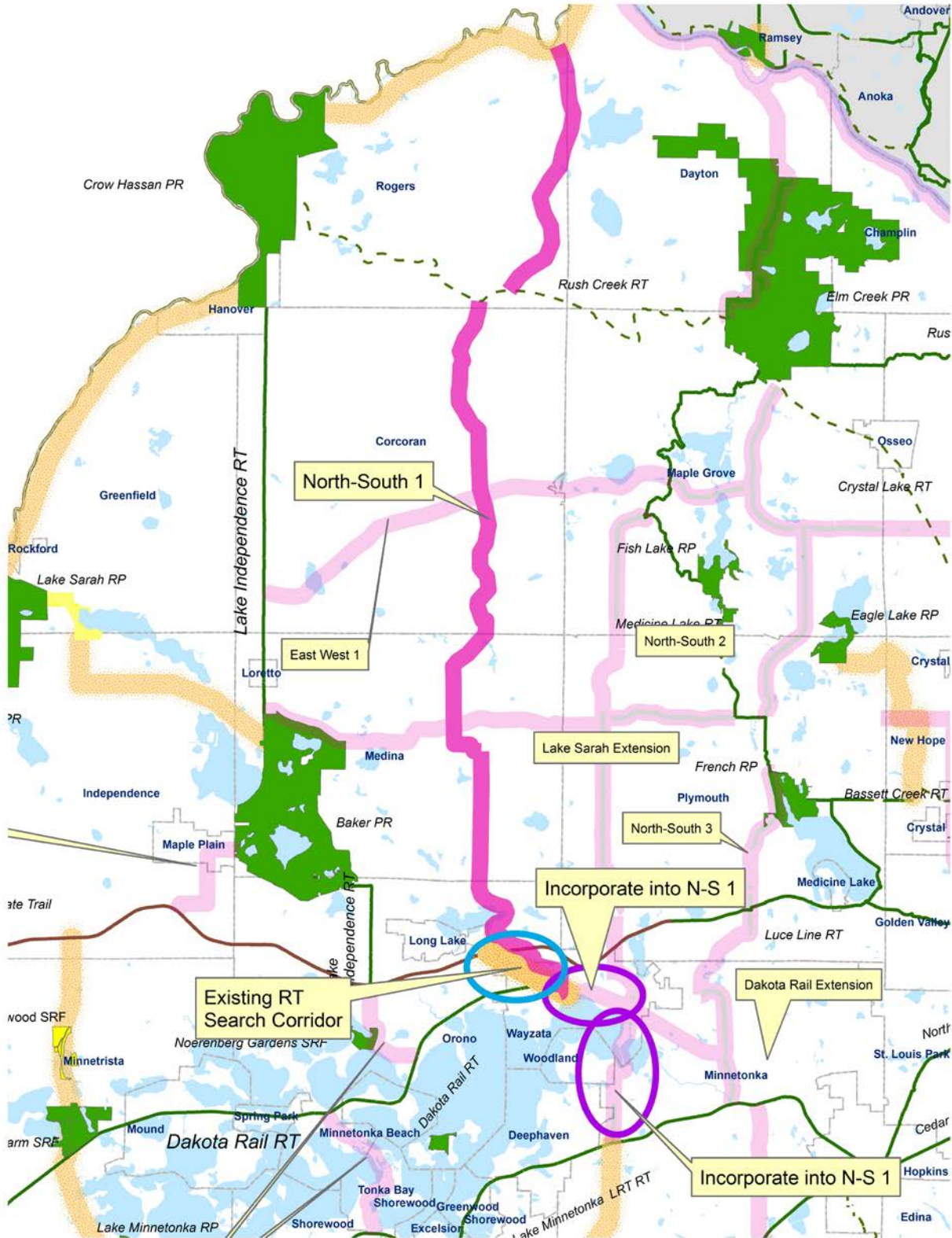
Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff (continued)

Lake Independence Extension



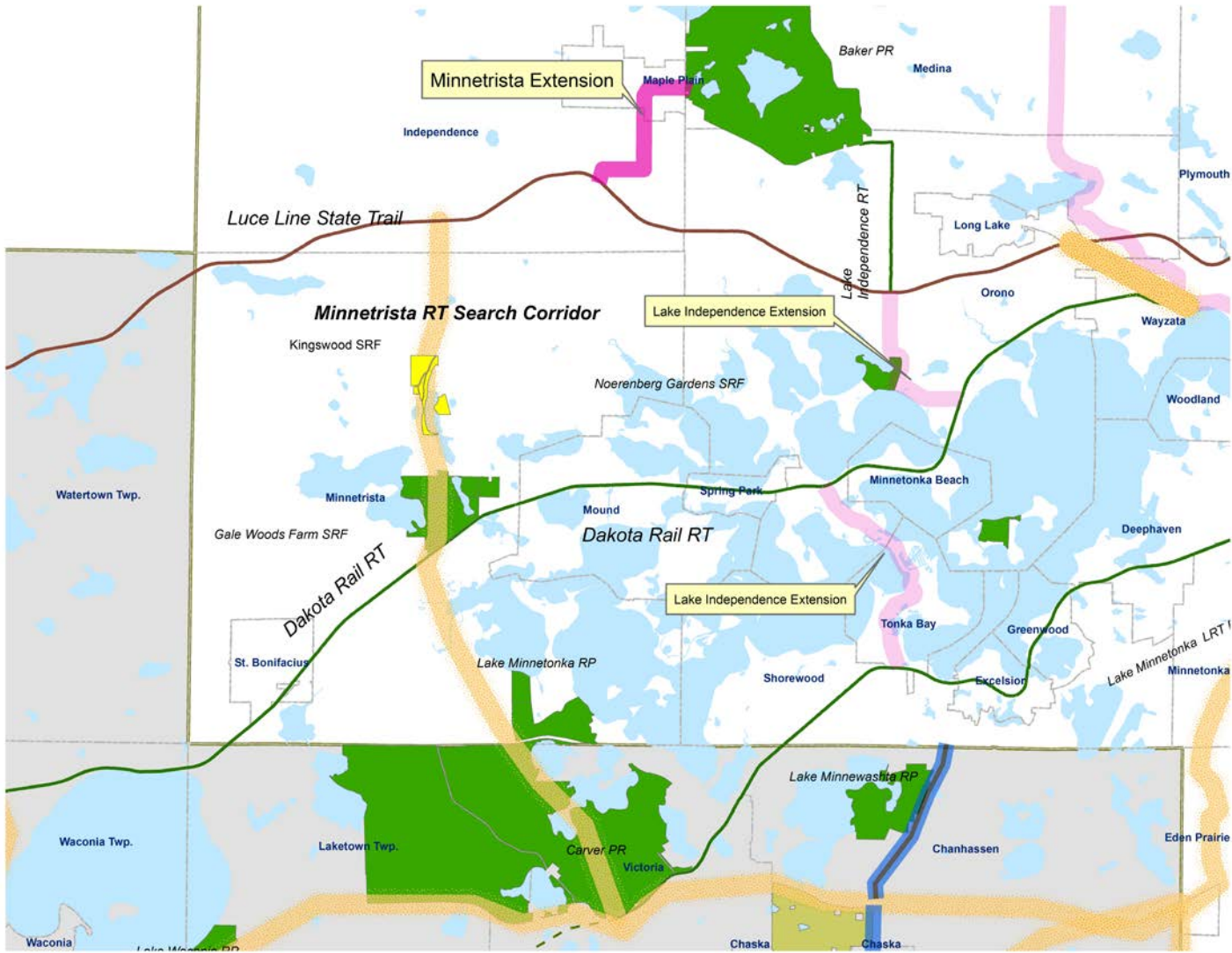
Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff (continued)

North-South 1 (with modifications proposed by Council staff)



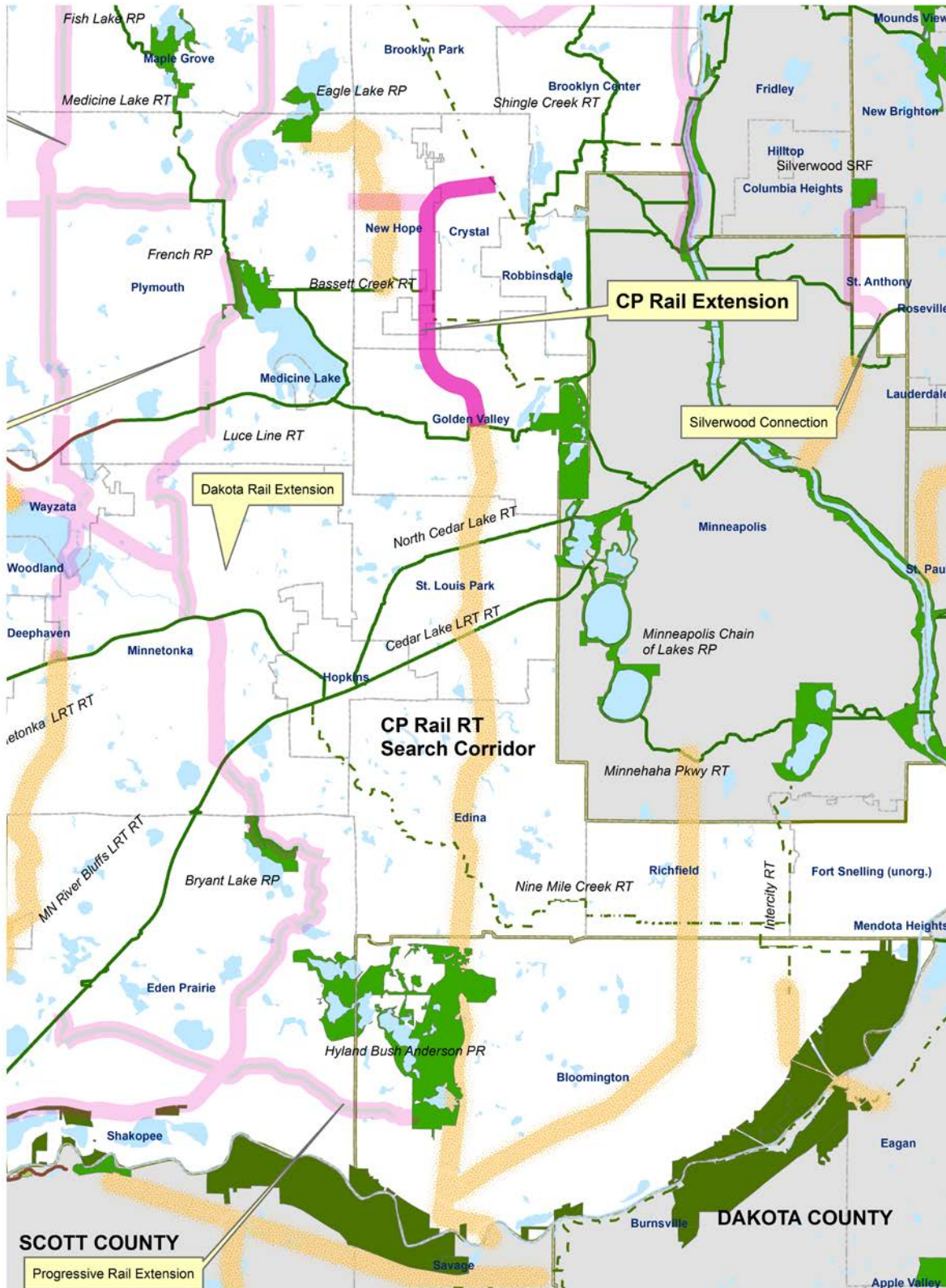
Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff (continued)

Minnetrista Extension



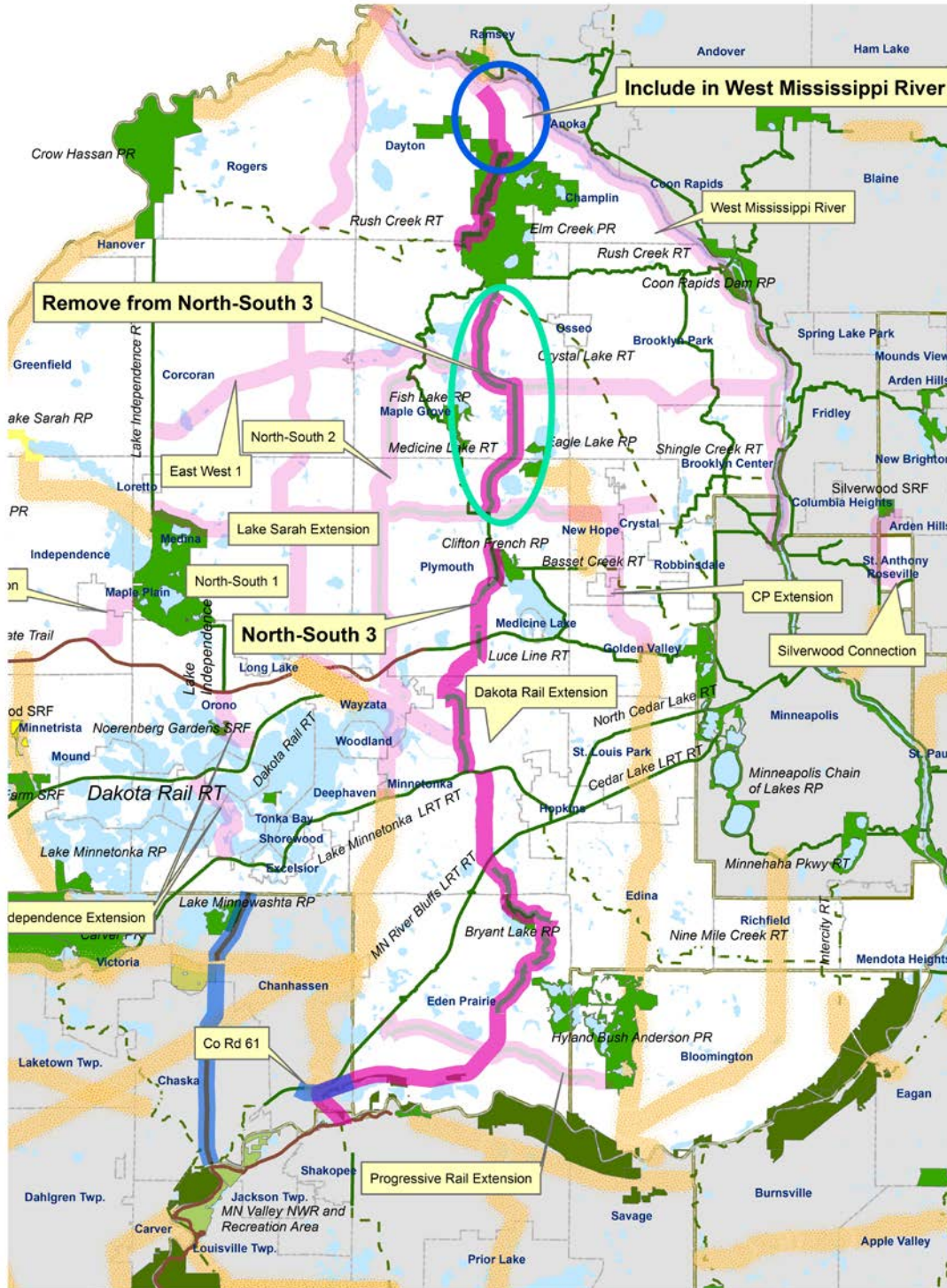
Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff (continued)

CP Rail Extension



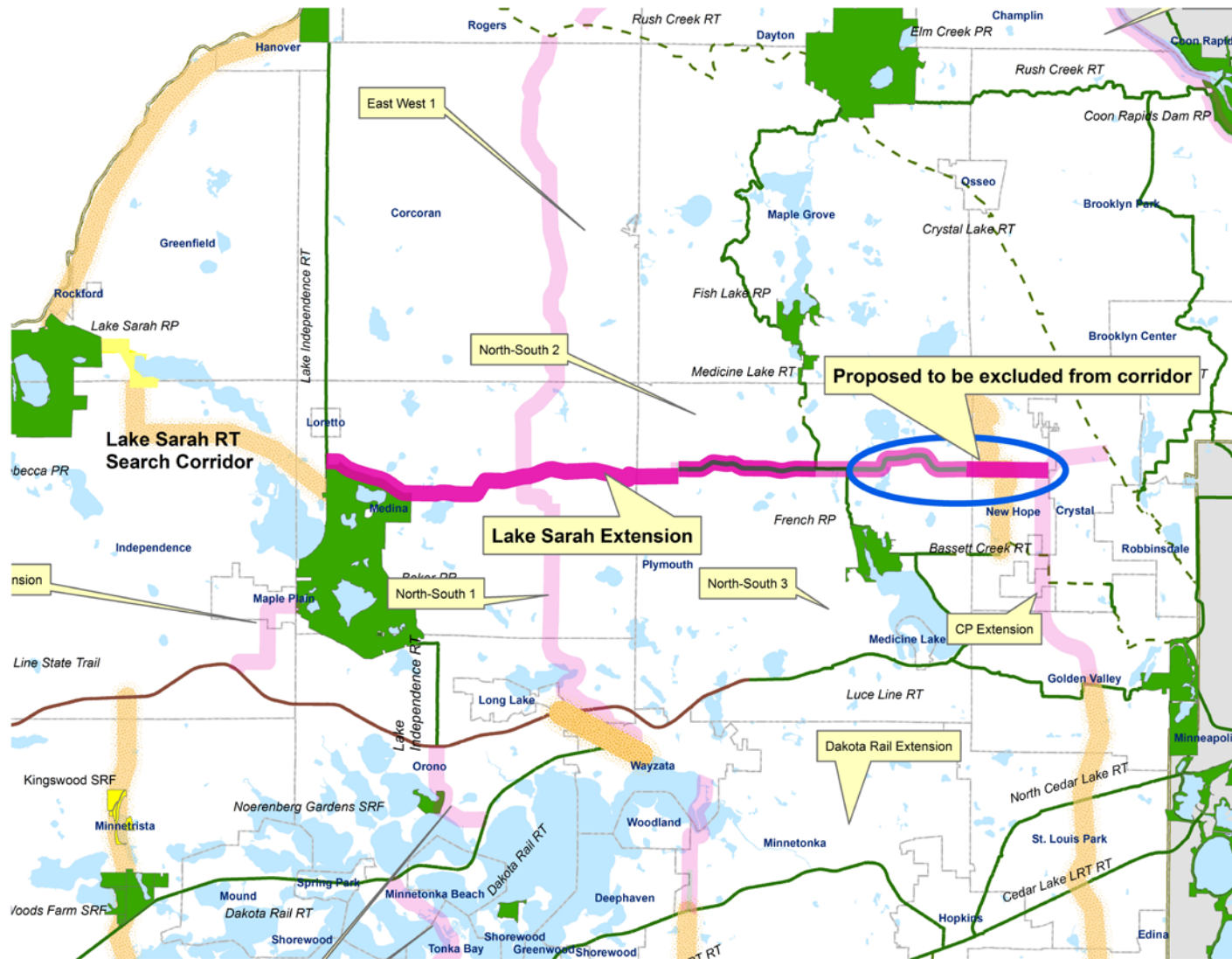
Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff (continued)

North-South 3 (with modifications proposed by Council staff)



Attachment I: Three Rivers Park District Proposed Regional Trail Search Corridors Recommended for Inclusion in the Regional Parks System by Council Staff (continued)

Lake Sarah Extension (with modifications proposed by Council staff)



Attachment J:

Dakota Rail Extension

