# Metropolitan Parks and Open Space Commission

Meeting date: May 20, 2013

**Subject**: Proposed 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)
Raintry 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 I**:

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

2. Remove the Thompson–Kaposia Regional Park Study Area from the Regional Parks System 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

Minnesota Statute 473.121, Subd. 14 defines regional recreation open space as "land and water areas, or interests therein, and facilities determined by the Metropolitan Council to be of regional importance in providing for a balanced system of public outdoor recreation for the metropolitan area, including but not limited to park reserves, major linear parks and trails, large recreation parks, and conservatories, zoos, and other special use facilities.

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

- Doyle Kennefick Regional Park—Scott County
- Grey Cloud Island Regional Park—Washington County
- Lake Sarah Regional Park—Three Rivers Park District
- Whitetail Woods Regional Park—Dakota County
- Blakeley Bluffs Park Reserve—Scott County
- Kingswood Special Recreation Feature—Three Rivers Park District

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 exists in northern Dakota County—the Council indicated that it would evaluate the feasibility of combining three local parks—Thompson County Park, Kaposia Park and Kaposia Landing into one regional park unit.

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 A**. The mapping symbology has been changed from what is found in the 2030 Regional Parks System Plan to ease reading. 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.

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.

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 are not being brought forward for consideration. The proposed regional trail search corridors are shown in **Attachment B**.

*Carver County Proposals:* Carver County has 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. Maps of the regional trail search corridors proposed by Carver County are shown in **Attachments C**. Carver County's request letter is in **Attachment D.**

The Metropolitan Parks and Open Space Commission recommended adding the 7.5 mile County Road 41 Regional Trail Search Corridor to the Regional Parks System as part of the 2040 Regional Parks Policy Plan at its meeting on May 20. The proposed 1-mile County Road 61 Regional Trail Search Corridor did not meet regional trail guidelines on its own, but had potential connections to a regional trail search corridor proposed by Three Rivers Park District. Staff indicated that the proposed County Road 61 Regional Trail Search Corridor may meet the criteria outlined in the 2030 Regional Parks Policy Plan for a linking regional trail if the regional trail search corridor proposed by Three Rivers in Hennepin County was approved. The staff analysis of the County Road 61 Regional Trail Search Corridor is shown in **Attachment E.**

*Recommendation:* Staff is not recommending approval of Three Rivers' proposed connecting regional trail search corridor and therefore does not recommend adding Carver County's proposed County Road 61 Regional Trail Search Corridor to the Regional Parks System.

*Three Rivers Park District Proposals:* Three Rivers Park District has 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.** The staff analysis of the proposed regional trail search corridors is in **Attachment H.**

*Recommendation:* Staff recommends that 6 regional trail search corridors totaling approximately 79 miles, be added to the Regional Parks System as part of the 2040 Regional Parks Policy Plan, as shown and described in **Attachment I**.

*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.

*Recommendation:* Council staff recommends removing the Regional Park Study Area from the Regional Parks System as part of the 2040 Regional Parks Policy Plan.

## Rationale

Minnesota Statute 473.147 states that the Metropolitan Council shall consult with and make maximum use of the expertise of the Metropolitan Parks and Open Space Commission in preparing the policy plan.

## Funding

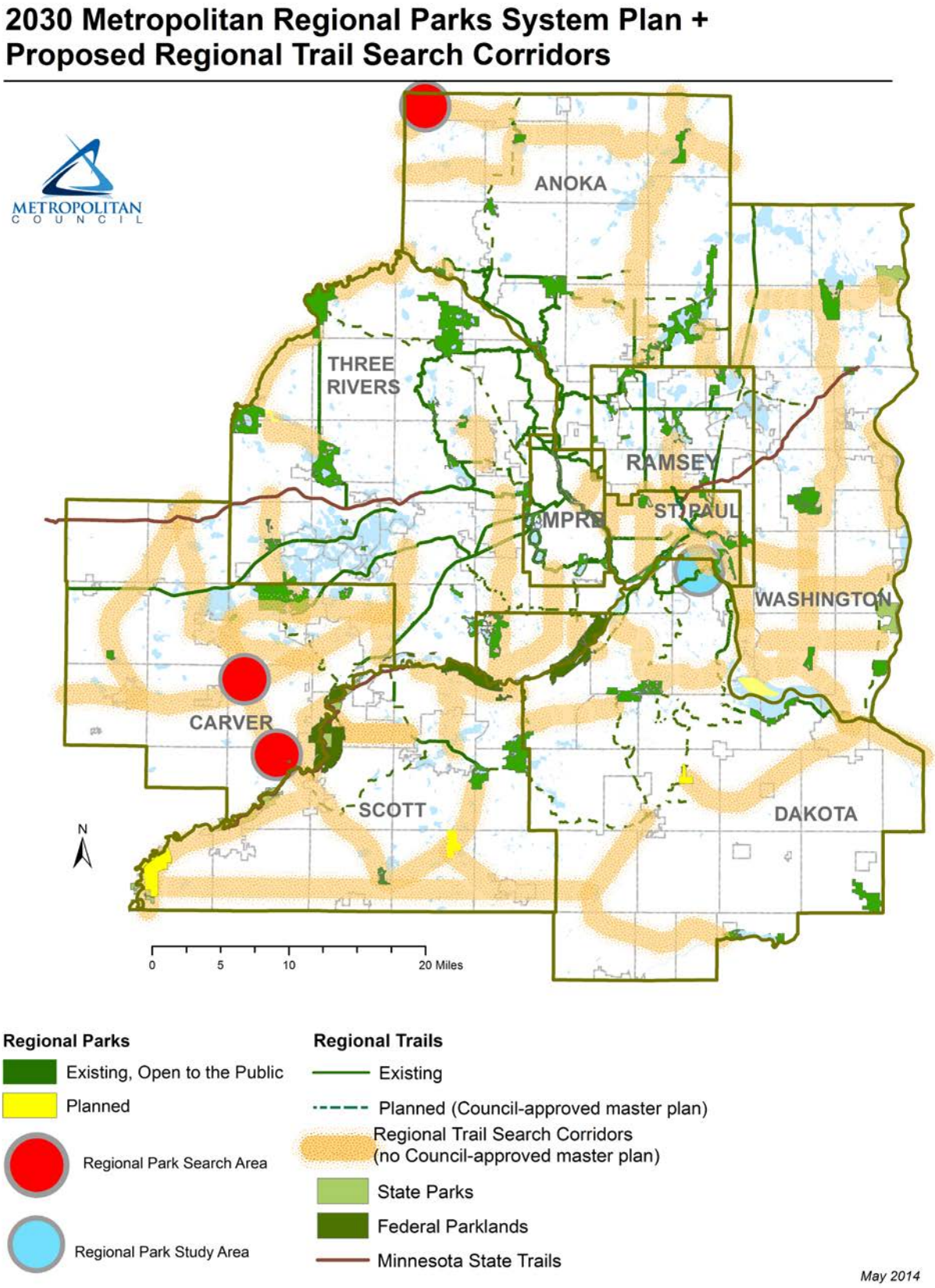
The addition of regional trail search corridors to the Regional Parks System as part of the 2040 Regional Parks Policy Plan does not commit the Council to funding. In order to be eligible for regional parks funding, a master plan for each regional trail corridor must be approved by the Council. Future 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

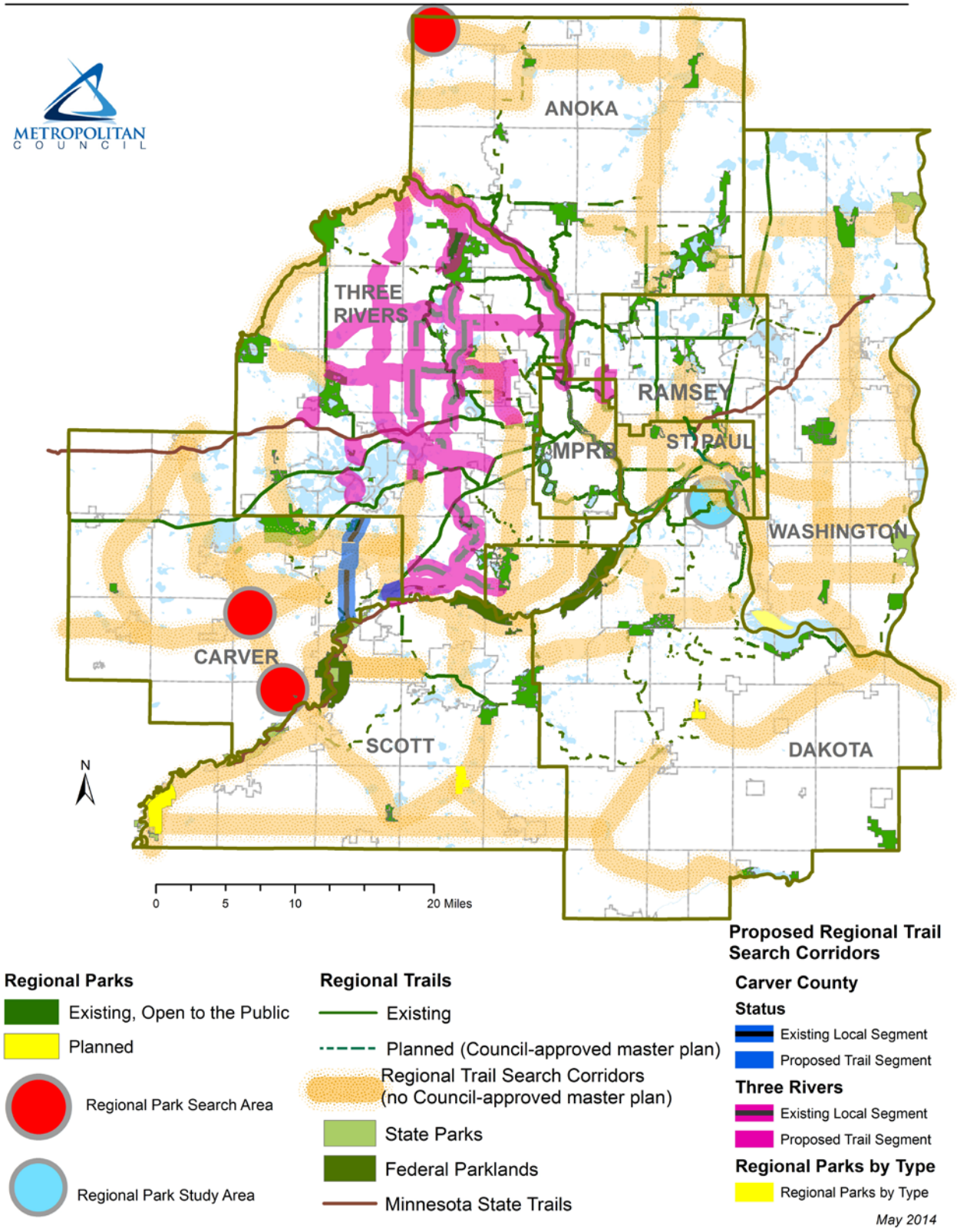
The Carver County Board of Commissioners supported the proposal to add the County Road 61 Regional Trail Search Corridor to the Regional Parks System as part of the 2040 Regional Parks Policy Plan at its April 20 Board work session. The Three Rivers Park District Board of Commissioners approved the proposed Regional Trail Search Corridors at its meeting on April 24, 2014.

**Attachment A: 2030 Regional Parks System Plan Map**



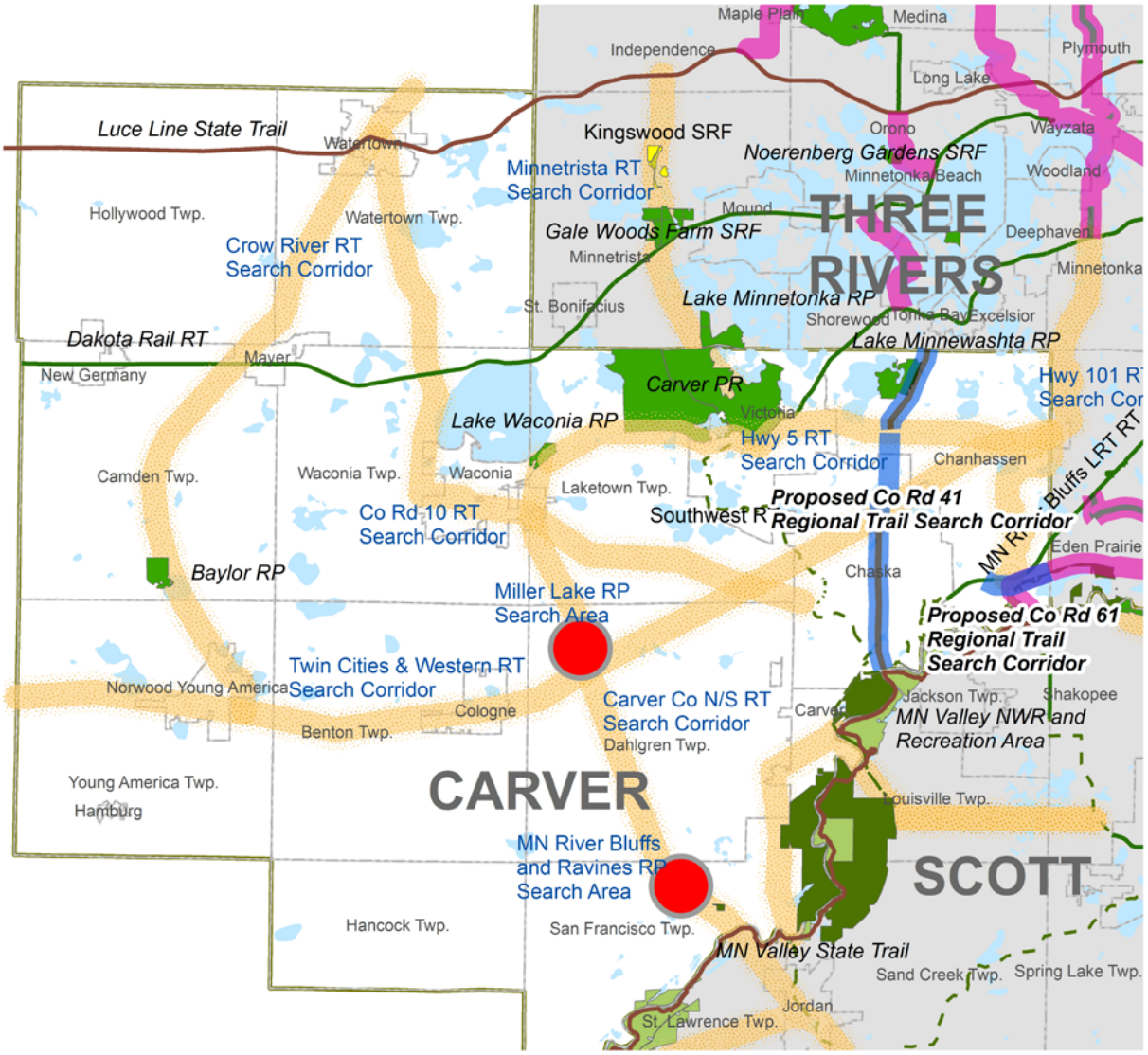
**Attachment B:**

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



**Attachment C:**

# Carver County 2030 Regional Parks System Plan + Proposed Regional Trail Search Corridors



**Attachment D:**


# Carver County Parks

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

Department of Public Works

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

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.

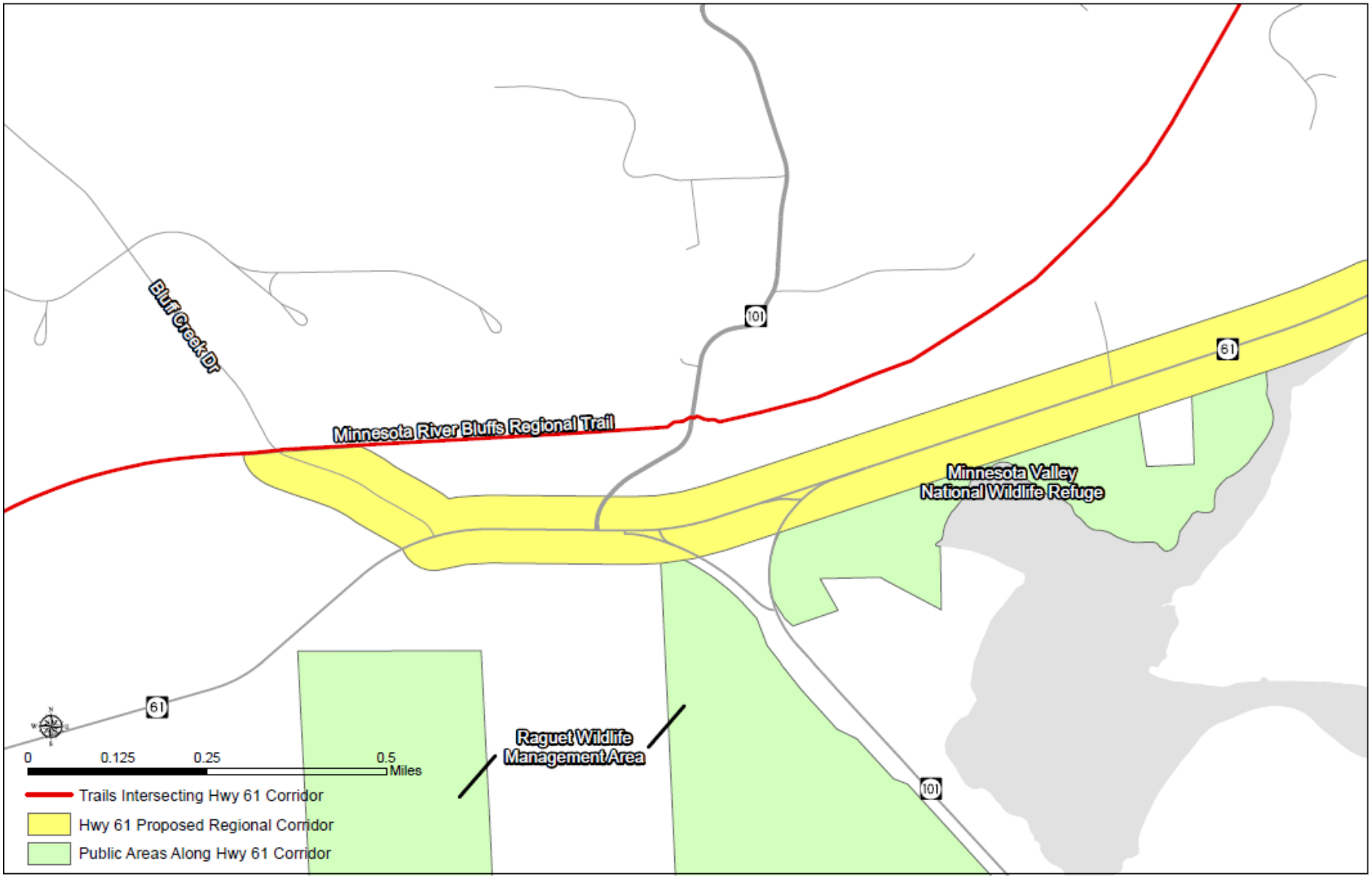
Affected local communities and whether you've had conversations with them about the proposed trail - The City of Chanhassen is supportive. Trail is also supported by other agencies as trail construction is eminent along a portion of Co. Rd. 61 in Carver and Hennepin counties as a part of Co. Rd. 61 reconstruction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

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


Bluff Creek Dr
101
61
Minnesota River Bluffs Regional Trail
Minnesota Valley
National Wildlife Refuge
61
Raguet Wildlife
Management Area
101
0
0.125
0.25
0.5
Miles
Trails Intersecting Hwy 61 Corridor
Hwy 61 Proposed Regional Corridor
Public Areas Along Hwy 61 Corridor

**Attachment E: Analysis of Carver County's Proposed County Road 61 Regional Trail Search Corridor**

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is *italicized*.

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

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. **The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:**

    - **Destination Regional Trail.** Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;
    - **Linking Regional Trail.** Link two or more units of the regional recreation open space system.

*County Road 61 Regional Trail Search Corridor: This regional trail search corridor does not duplicate an existing trail and will also serve as a linking trail. The trail will link two regional trails to State and Federal recreation lands, with the opportunity to link to a proposed regional trail search corridor in Hennepin County. The regional trail corridor does not include any existing local trail segments, although the 2014 Trunk Highway 101 bridge project will construct approximately .5 mile of the trail along County Road 61 in Carver County.*

2. **The trail must serve a regional audience based on visitor origin and service-area research on regional trails.**

*County Road 61 Regional Trail Search Corridor: The proposed County Road 61 Regional Trail will travel between Carver County and Hennepin County. The trail will link to the Trunk Highway 101 bridge that is being constructed over the Minnesota River between Carver and Scott Counties. Three Rivers Park District has proposed a regional trail search corridor in Hennepin County that will connect to the County Road 61 Regional Trail Search Corridor. If both of these regional trail search corridors are added to the Regional Parks System, the County Road 61 Regional Trail will likely serve a regional audience.*

3. **New linking regional trails should be located in the developing or developed area of the region. For Linking Regional Trails, any two trails running parallel to each other and not separated by natural or human-built barriers should be at least 1.5 miles apart so as not to overlap the localized service area of those trails. For Destination Regional Trails or Greenways, there should be no spacing minimums or maximums; instead, the decision to locate a trail should be based on the availability of high quality natural resources or the opportunity for natural resources restoration, enhancement and protection.**

*County Road 61 Regional Trail Search Corridor: This linking regional trail will travel through Chanhassen, which has been classified as a "Developing" community by the Metropolitan Council's 2030 Regional Development Framework and as an "Emerging Suburban Edge" community by Thrive MSP 2040. The proposed County Road 61 Regional Trail runs somewhat parallel to the Minnesota River Bluffs Regional Trail; however, the Minnesota River Bluffs Regional Trail travels northeast to Hopkins. If the connecting regional trail search corridor proposed by Three Rivers Park District in Hennepin County is approved, the proposed County Road 61 Regional Trail will travel east through*

*Eden Prairie.  Therefore, the majority of the two trail corridors are not parallel to one another and are father than 1.5 miles apart.*

## Conclusion

The proposed County Road 61 Regional Trail Search Corridor may meet the criteria outlined in the 2030 Regional Parks Policy Plan for a linking regional trail if the regional trail search corridor proposed by Three Rivers in Hennepin County is approved.

## Attachment F: Request Letter from Three River Park District

ThreeRivers
PARK DISTRICT

May 7, 2014



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

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

Dear Ms. Youngquist,

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

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')

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.

**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.

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

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

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

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.

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- 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

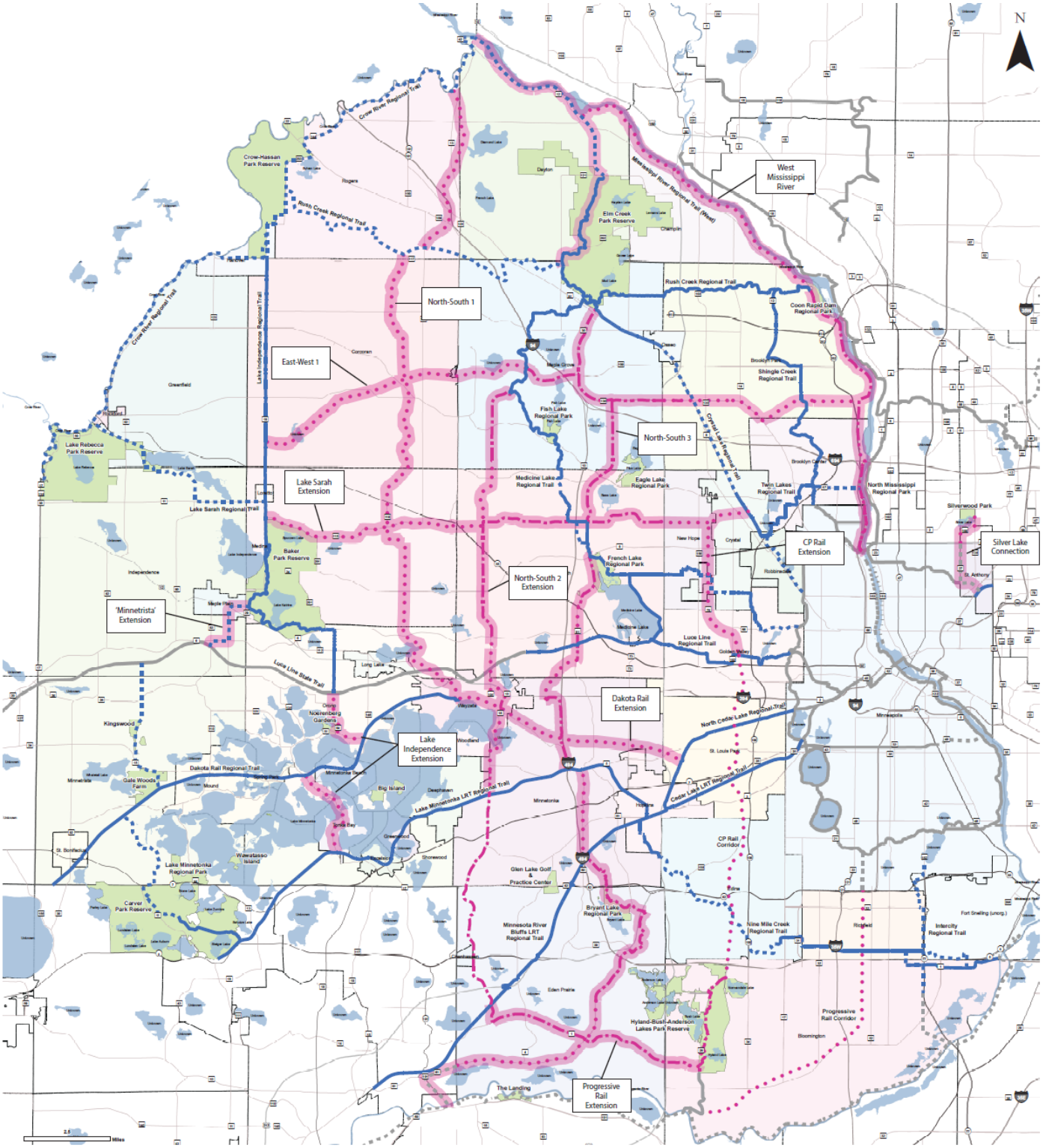
Enclosures

C: Jonathan Vlaming, Associate Superintendent
Ann Rexine, Planner

| 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<br><br>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<br><br>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<br><br>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<br><br>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 |

| | | | | | |
|---|---|---|---|---|---|
| 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<br><br>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<br><br>Search Corridor Extension Connections: Proposed Dakota Rail<br><br>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 |

| | | | | | |
|---|---|---|---|---|---|
| Lake Sarah Extension | Linking | Existing Search Corridor: Rockford, Greenfield, Independence, Medina, and Loretto<br><br>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<br><br>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<br><br>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<br><br>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<br><br>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<br><br>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<br><br>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<br><br>Search Corridor Extension Connections: Bassett Creek Regional Trail, Proposed Lake Sarah Extension, and Crystal Lake Regional Trail | 5.4 | 0 |




# Proposed 2014 Regional Trail System

## Three Rivers Park District

**Conceptual TRPD Regional Trail System**

- Existing Regional Trail (Part of Existing TRPD Regional Trail System)
- Existing Local Trail - Proposed for Inclusion in TRPD Regional Trail System
- Proposed/Planned Regional Trail Corridor (Part of Existing TRPD Regional Trail System)
- Proposed/Planned Trail Corridor - Proposed for Inclusion in TRPD Regional Trail System
- Regional Trail Search Corridor Proposed for Inclusion in Metropolitan Council Regional Parks Policy Plan

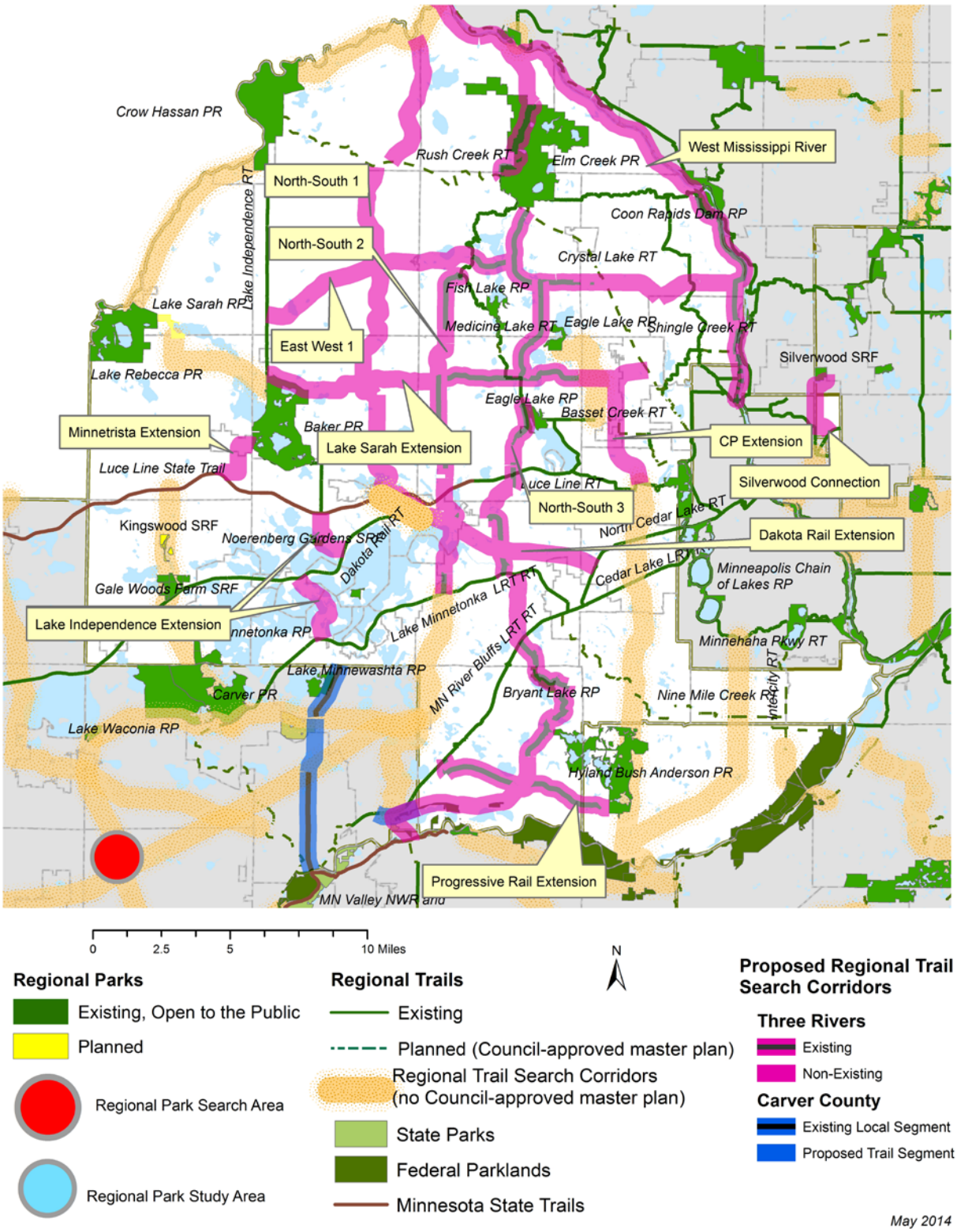
**State and Other Non-TRPD Regional Trails**

- Existing
- Planned

Department of: Planning Created by: KKG Map Created: 02/10/2014 Revised Date: 5/7/2014

ThreeRivers PARK DISTRICT

## Attachment G: Map of Three Rivers Park District Proposed Regional Trail Search Corridors



## PROPOSED DESTINATION REGIONAL TRAIL SEARCH CORRIDORS

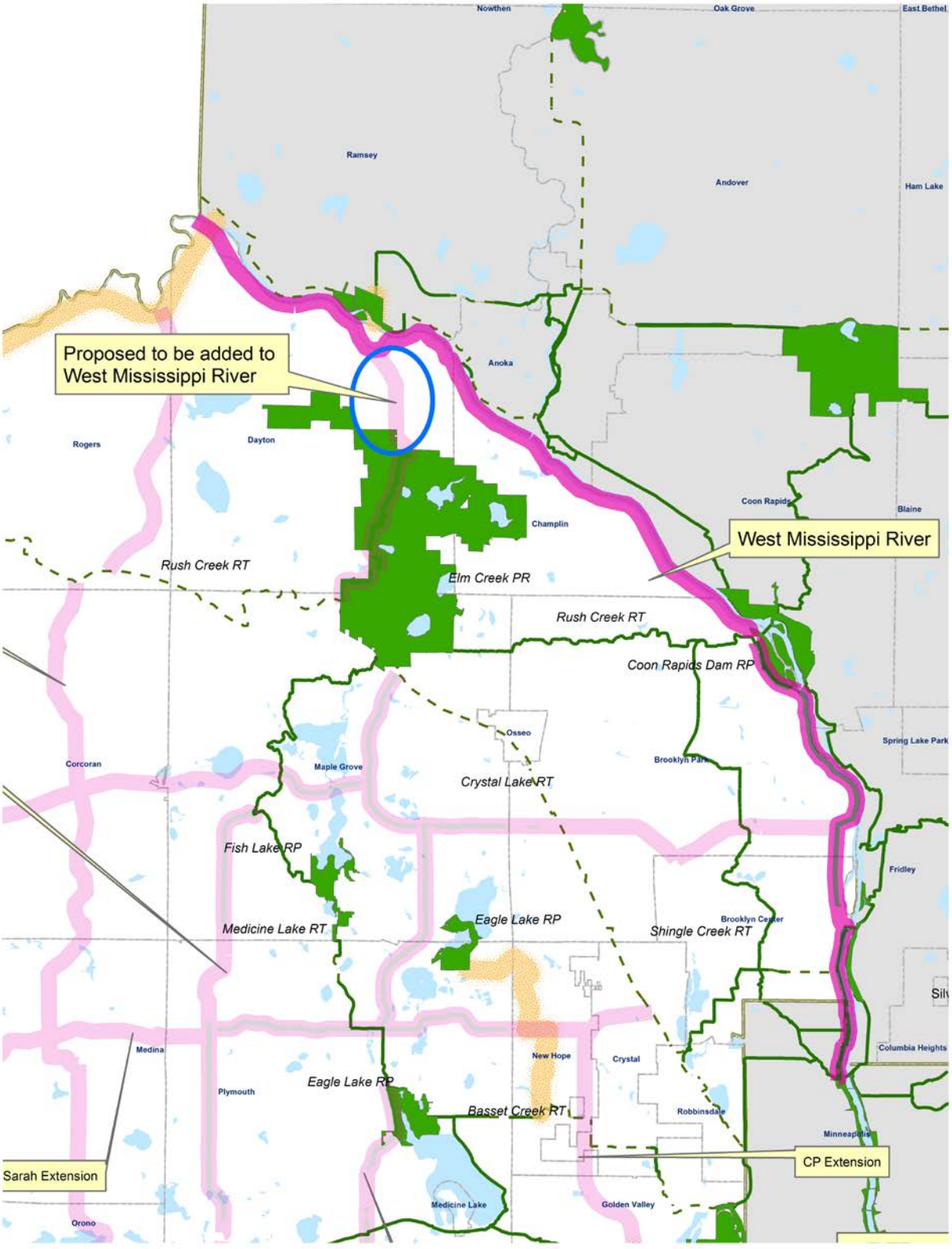
| Proposed Destination Regional Trail Corridor | Should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves as a destination trail or links two or more units of the regional parks system | Must serve a regional audience based on visitor 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 5.5 miles of the proposed trail includes a connection that is already made by existing regional trails and the portion of the North-South 2 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. | 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** | **1.2** |

## PROPOSED DESTINATION REGIONAL TRAIL SEARCH CORRIDORS

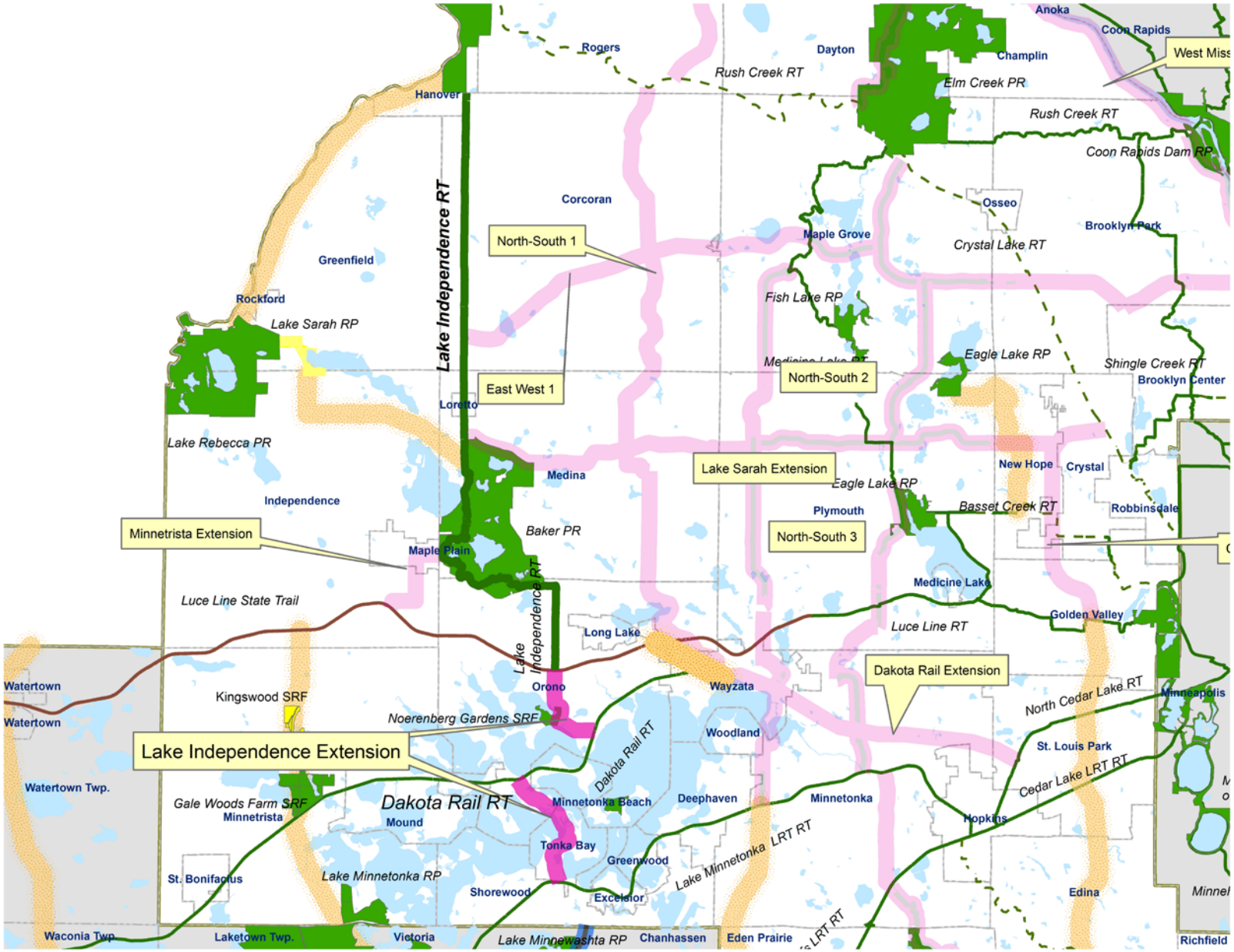
| Proposed Destination Regional Trail Corridor | Should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves as a destination trail or links two or more units of the regional parks system | Must serve a regional audience based on visitor 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: Maps of Three Rivers Park District Regional Trail Search Corridor Proposals

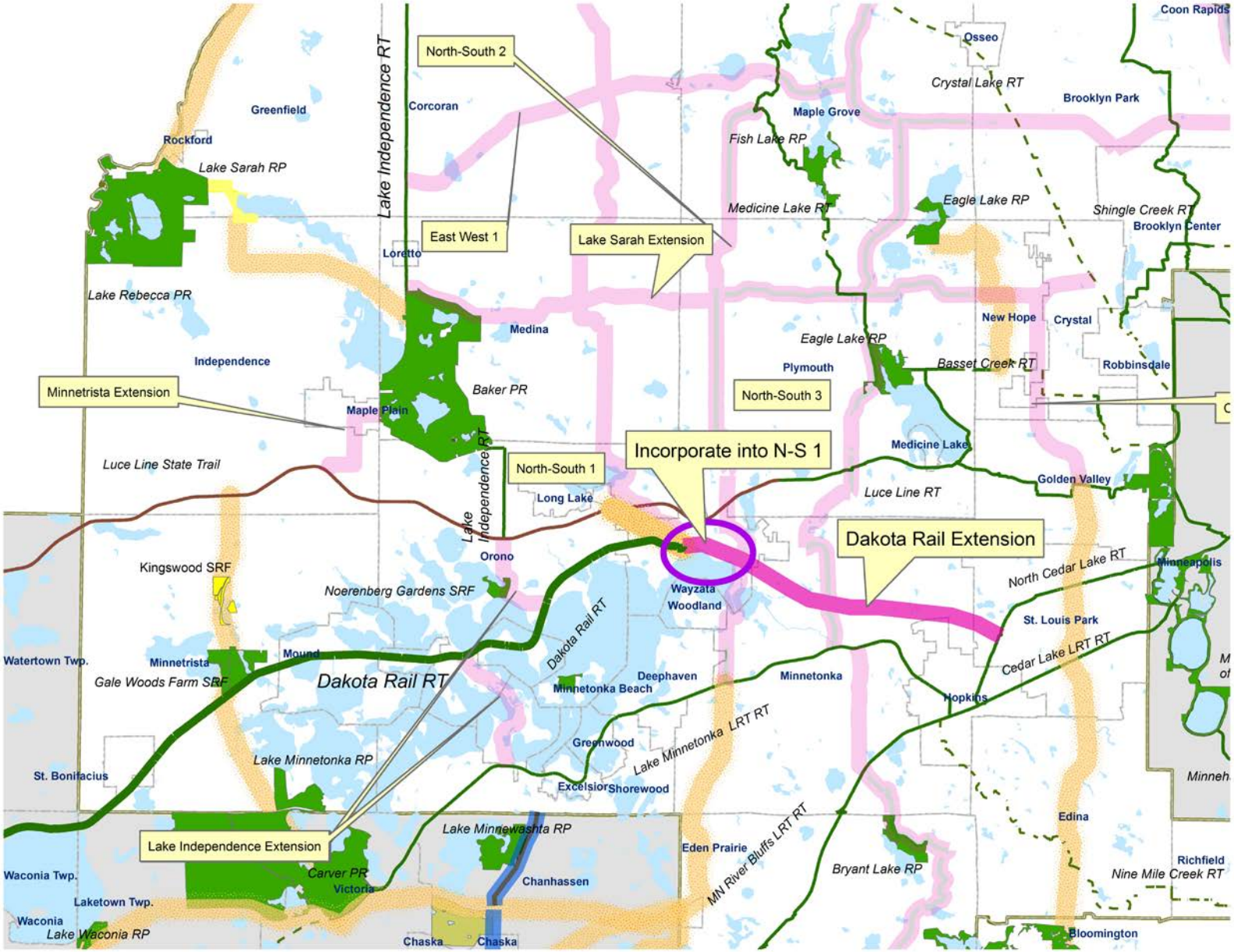
### West Mississippi River Regional Trail Search Corridor



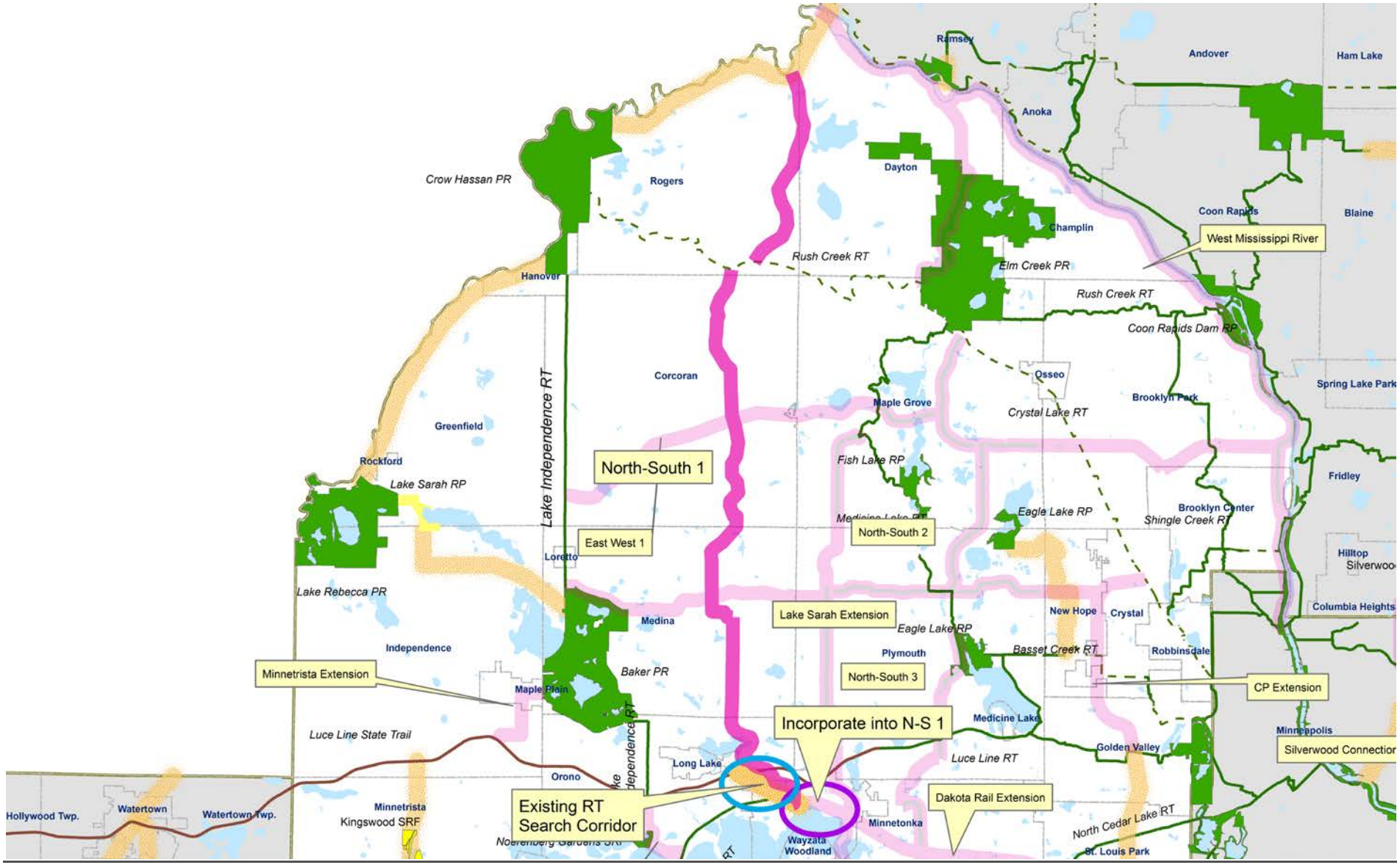
## Lake Independence Extension



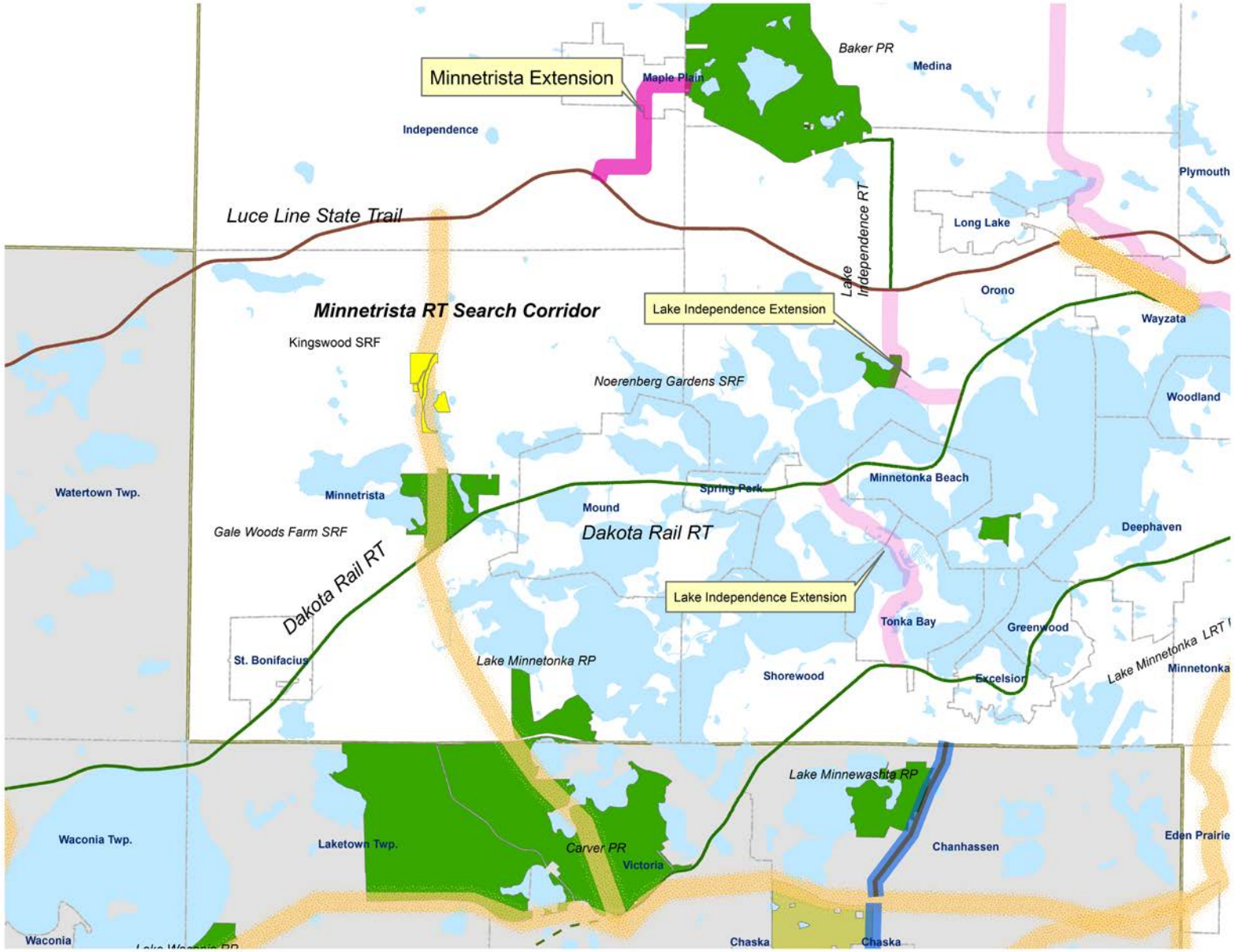
## Dakota Rail Extension



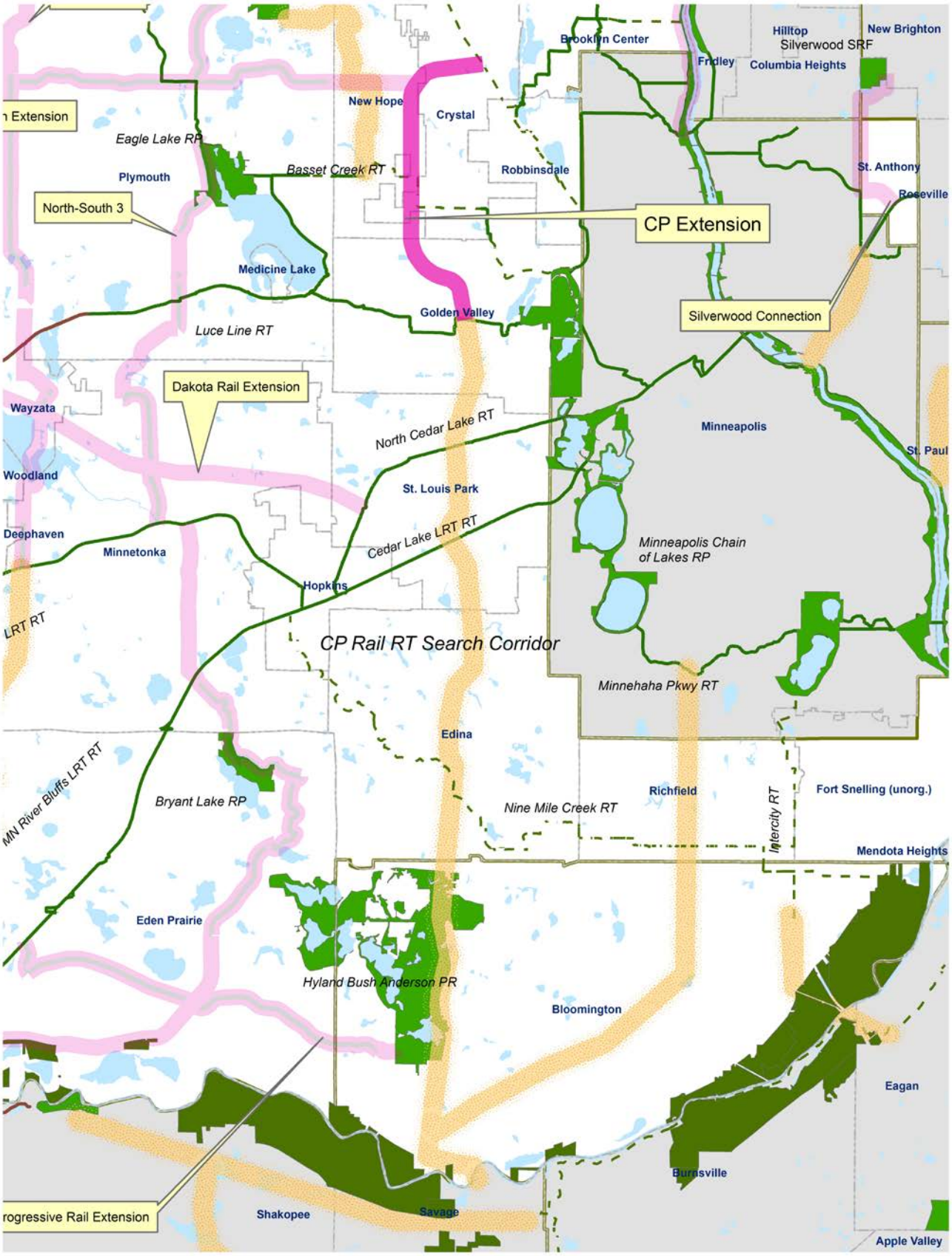
## North-South 1



## Minnetrista Extension



## CP Rail Extension



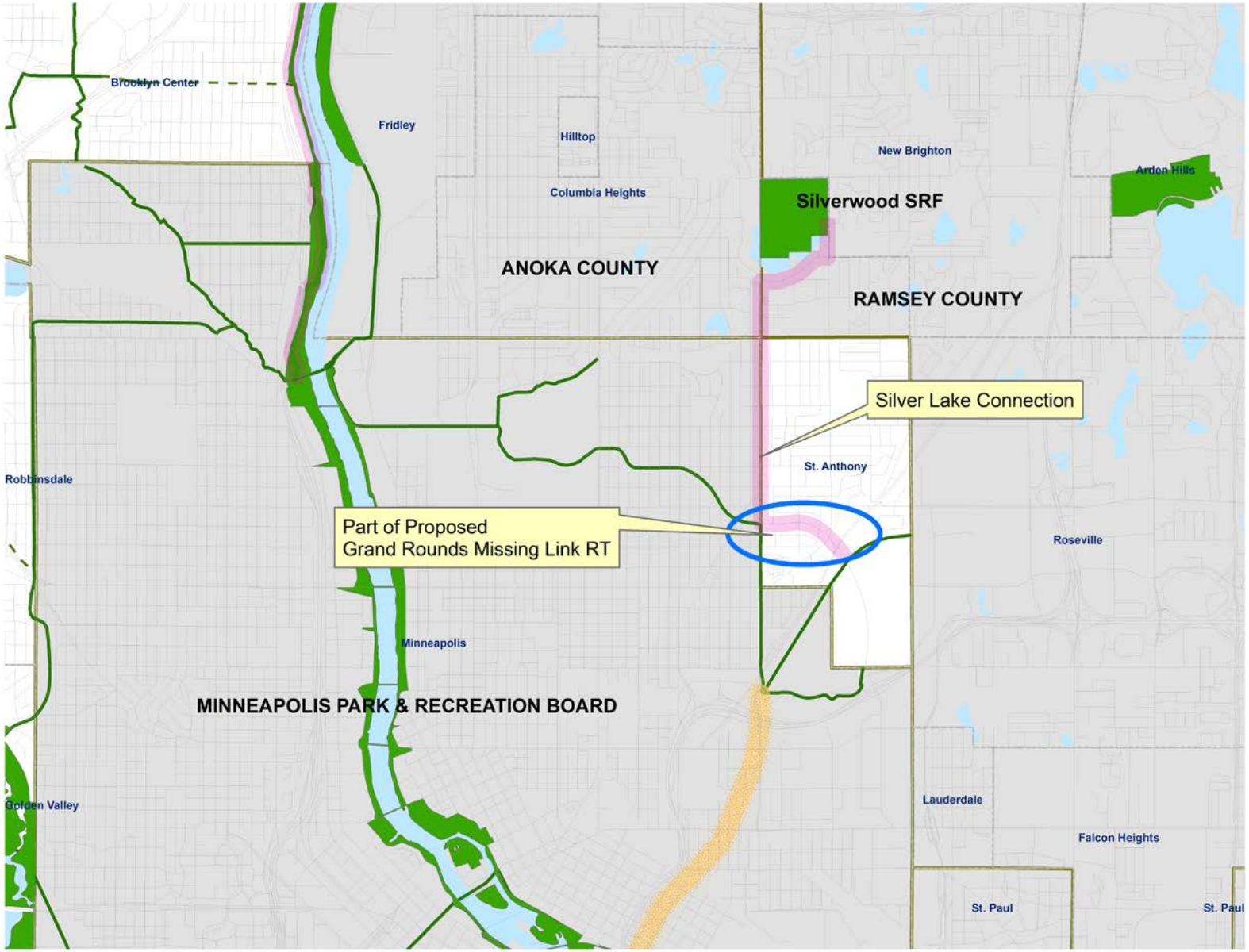
## PROPOSED LINKING REGIONAL TRAIL SEARCH CORRIDORS

| 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 | Recommend ation | 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 northern 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. | 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** | **2** |

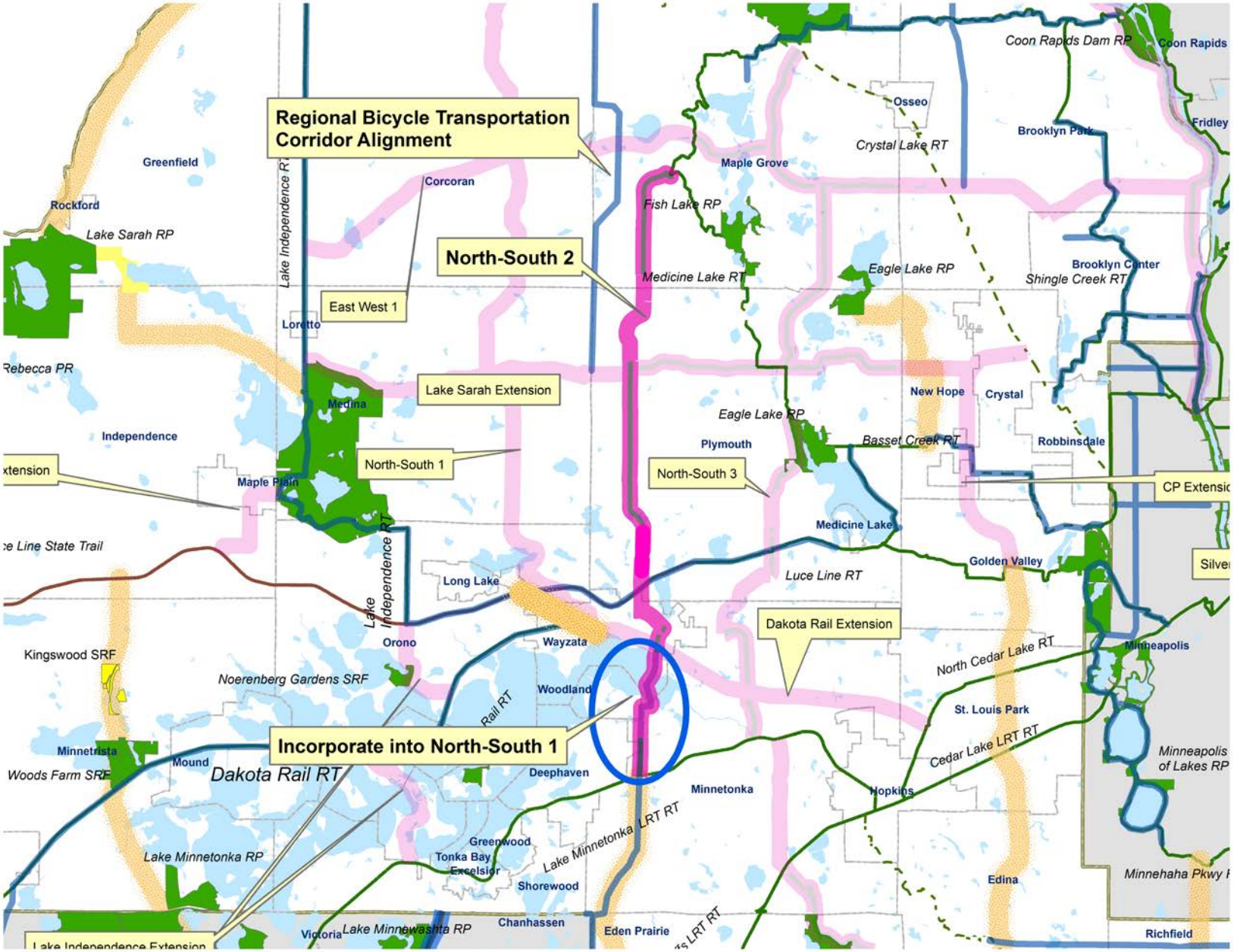
## PROPOSED LINKING REGIONAL TRAIL SEARCH CORRIDORS

| 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 | Recommend ation | 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 in 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, is 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** |

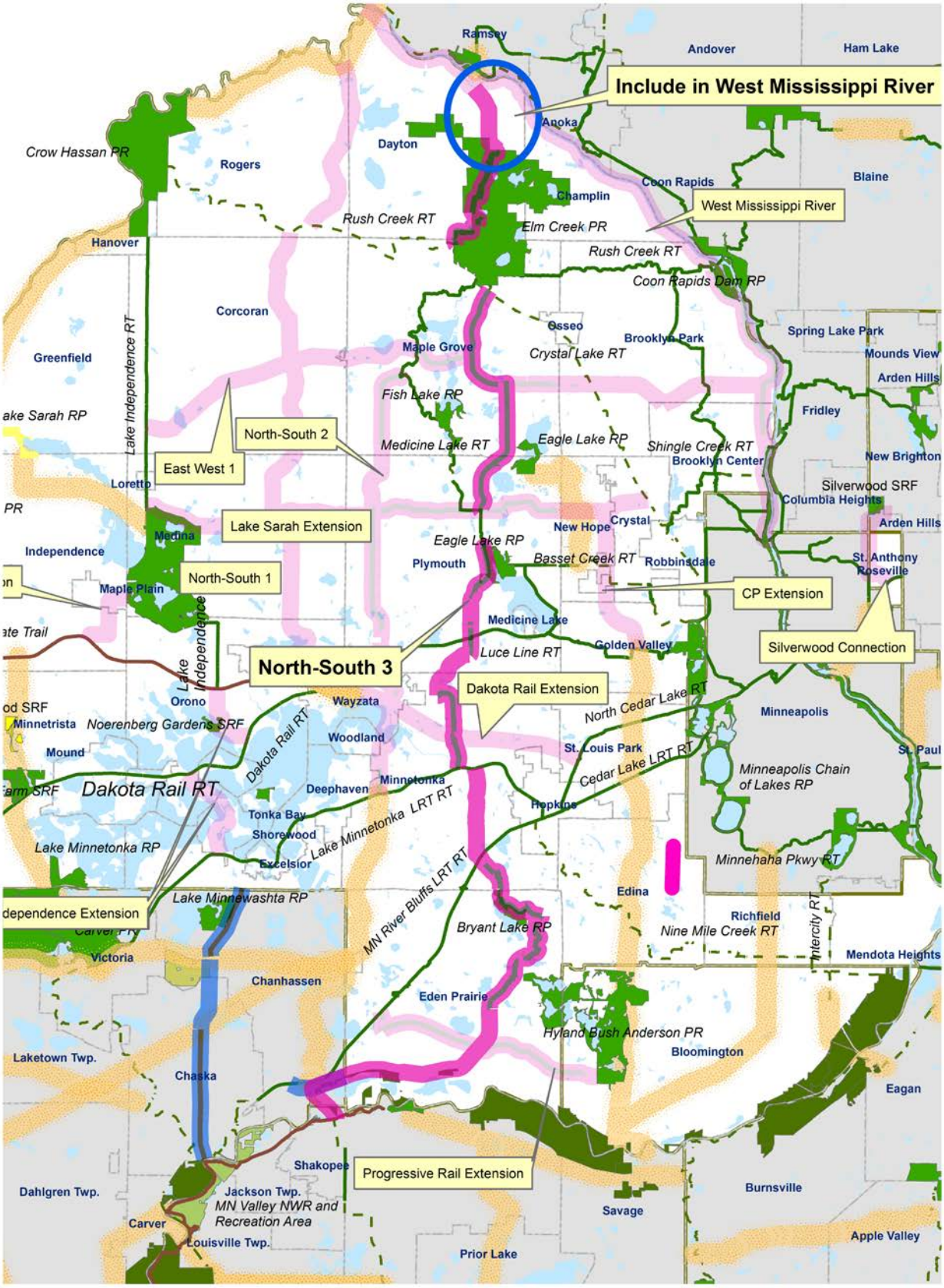
## Silver Lake Connection



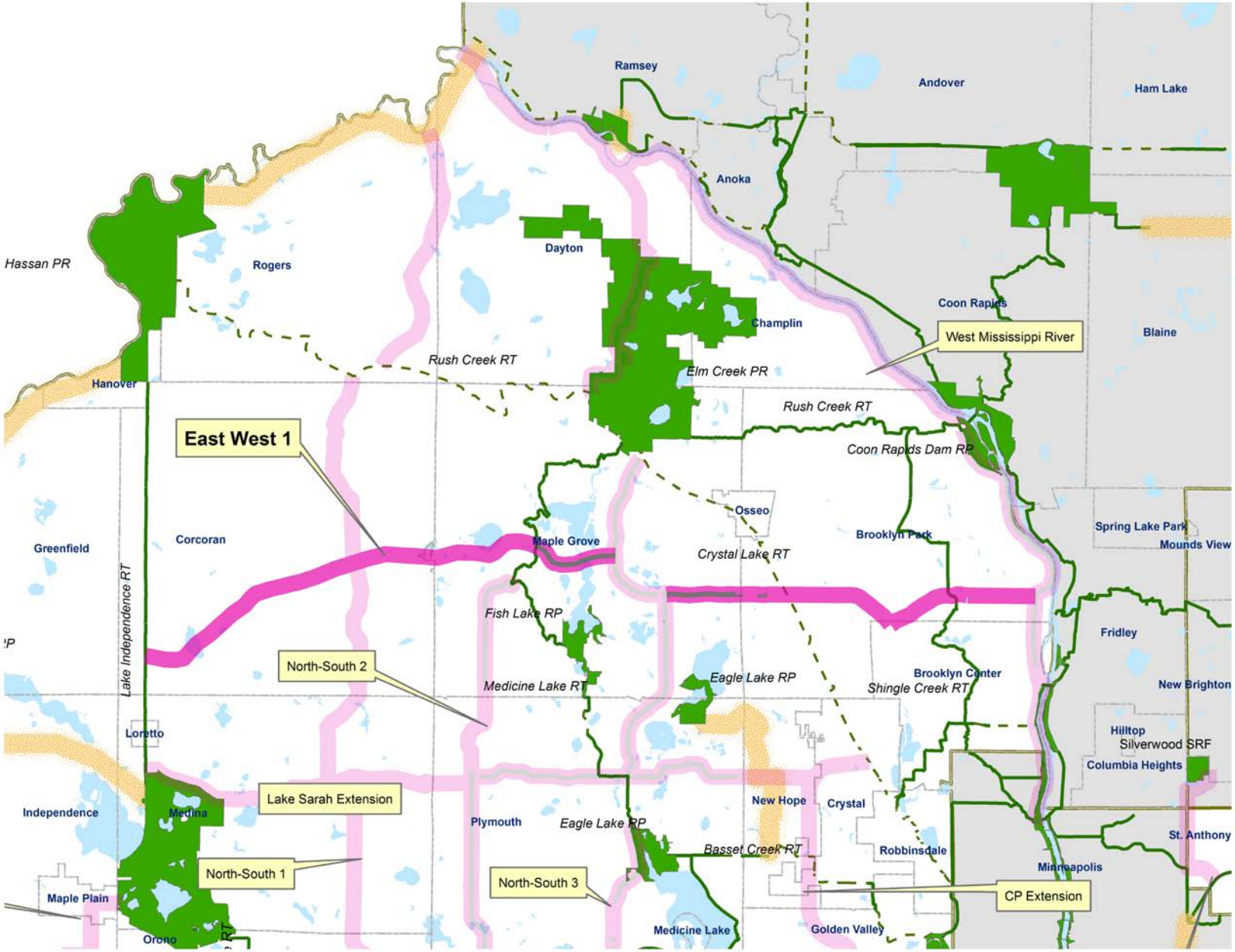
## North-South 2



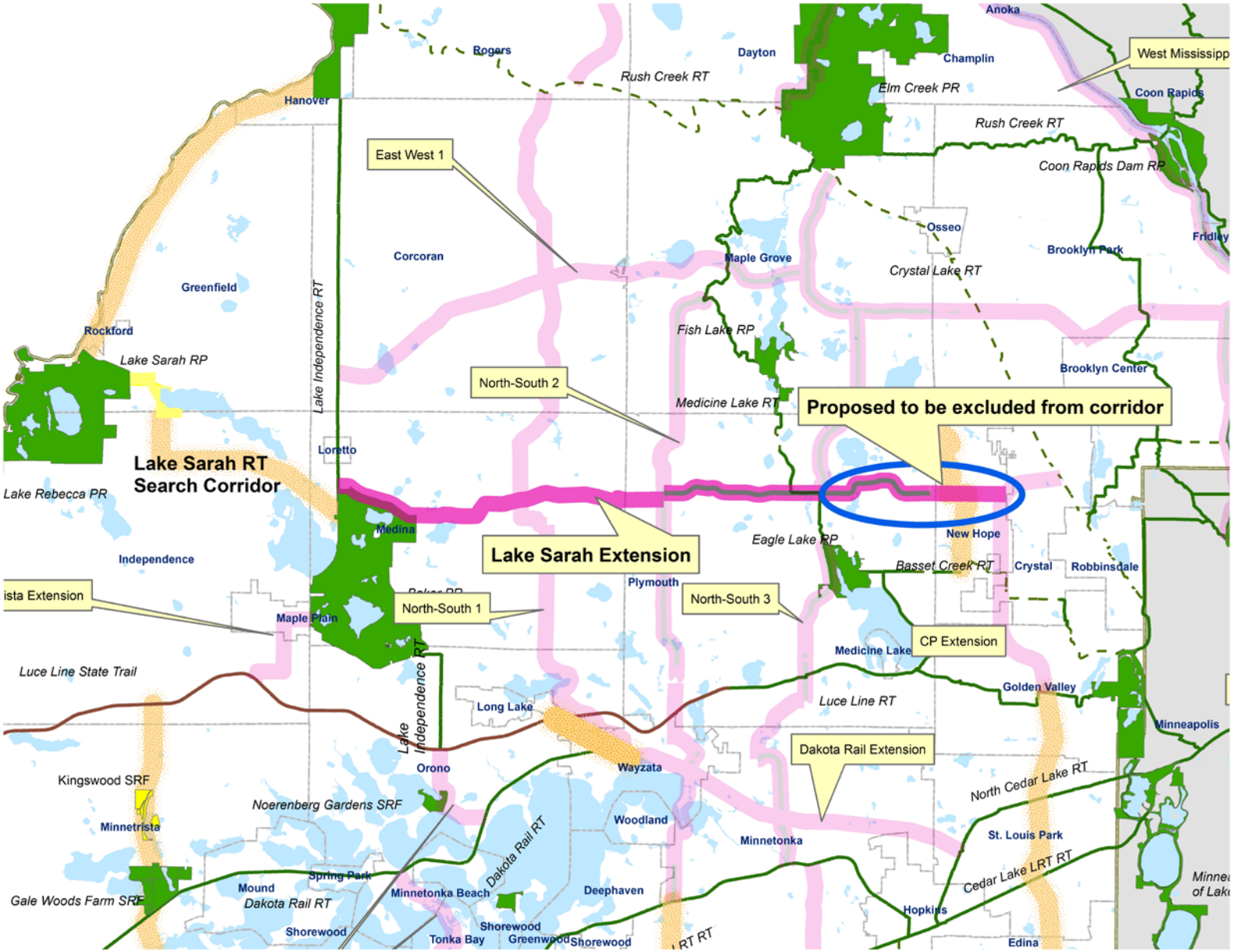
## North-South 3



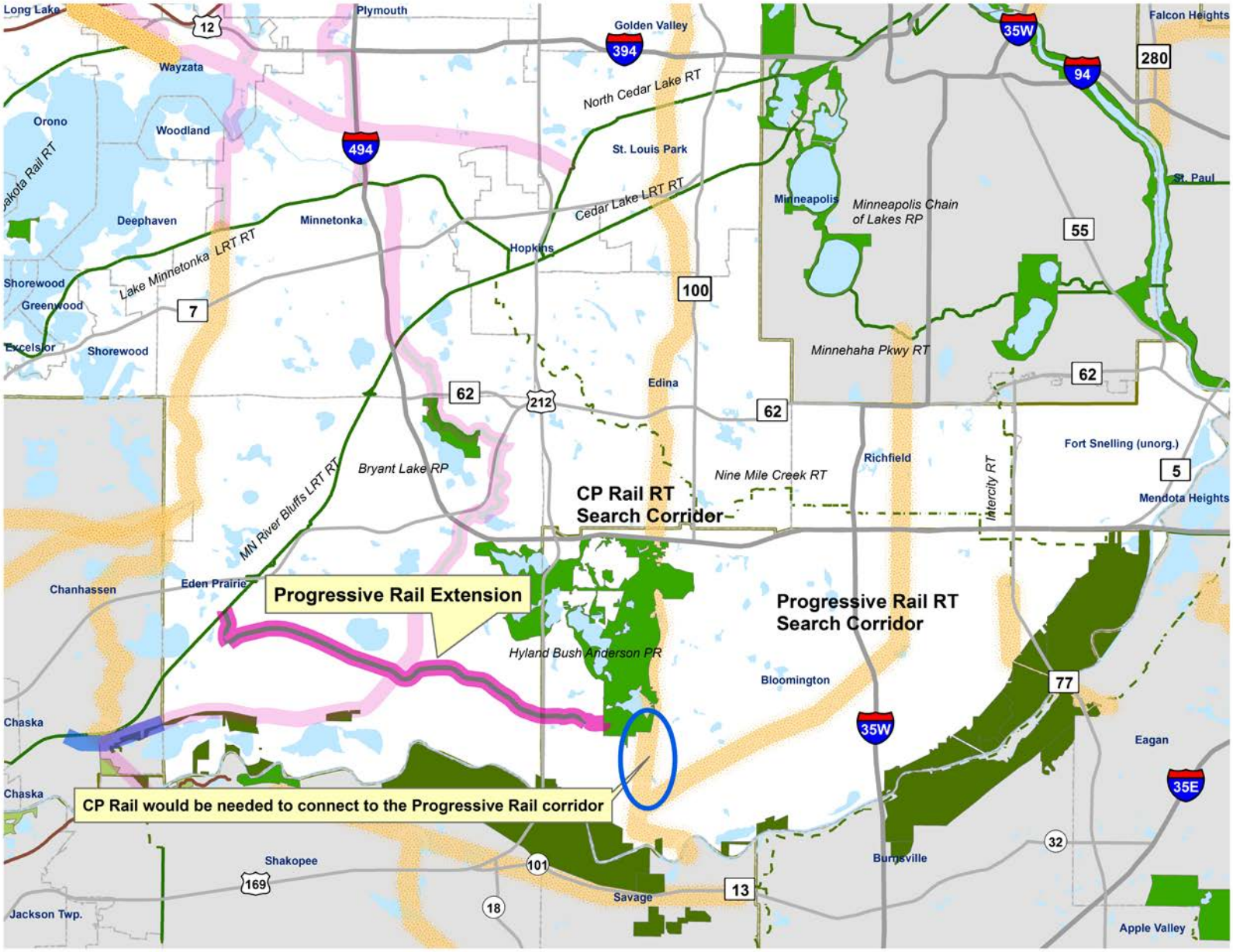
## East-West 1


Ramsey
Andover
Ham Lake
Anoka
Hassan PR
Rogers
Dayton
Champlin
Coon Rapids
Blaine
West Mississippi River
Rush Creek RT
Elm Creek PR
Hanover
Rush Creek RT
East West 1
Coon Rapids Dam RP
Osseo
Spring Lake Park
Mounds View
Greenfield
Corcoran
Maple Grove
Brooklyn Park
Crystal Lake RT
Lake Independence RT
Fish Lake RP
Fridley
North-South 2
Medicine Lake RT
Eagle Lake RP
Brooklyn Center
Shingle Creek RT
New Brighton
Loretto
Hilltop
Silverwood SRF
Columbia Heights
Lake Sarah Extension
Independence
Medina
New Hope
Crystal
Plymouth
Eagle Lake RP
St. Anthony
Basset Creek RT
Robbinsdale
North-South 1
Minneapolis
North-South 3
CP Extension
Maple Plain
Orono
Medicine Lake
Golden Valley

## Lake Sarah Extension



## Progressive Rail Extension



## ATTACHMENT I: RECOMMENDED REGIONAL TRAIL SEARCH CORRIDORS FOR THE 2040 REGIONAL PARKS POLICY PLAN

| Proposed Regional Trail Search Corridor | Estimated Miles for Inclusion | Estimated Acquisition / Development Cost |
|---|---|---|
| West Mississippi River | 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 |
| **Total** | **78.9** | **$ 41,000,000** |

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