

Business Item

Metropolitan Parks and Open Space Commission



Metropolitan Parks and Open Space Commission: September 1, 2022

Committee Meeting Date: September 6, 2022

For the Metropolitan Council: September 28, 2022

Business Item: 2022-239

Diamond Lake Regional Trail and Dakota Rail - Luce Line Connector Master Plan, Three Rivers Park District

District(s), Member(s):	District A, Monica Dillenburg District B, Robert Moeller District 1, Judy Johnson District 3, Vacant
Policy/Legal Reference:	Minnesota Statutes § 473.313; <i>2040 Regional Parks Policy Plan</i> : Chapter 5, Planning Strategy 1
Staff Prepared/Presented:	Colin Kelly, Planning Analyst, 651-602-1361 Chee Yang, Planner, 651-602-1449
Division/Department:	Community Development / Regional Planning

Proposed Action

That the Metropolitan Council:

1. Approve Three Rivers Park District's Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector Master Plan.
2. Require Three Rivers Park District, prior to initiating any construction of new or updating of existing paths, trails, bridges, or any other construction project, to send preliminary plans to the Metropolitan Council Environmental Services Interceptor Engineering Assistant Manager.
3. Recommend that Three Rivers Park District coordinate with Steve Mahowald, 612-349-7775, at Metro Transit, regarding potential impacts to bus stop(s) along Wayzata Boulevard between Ferndale Road and Barry Avenue.

Background

Three Rivers Park District (Park District) submitted the Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector Master Plan. Previously, the Diamond Lake Regional Trail was known as the North-South 1 Regional Trail Search Corridor. The Diamond Lake Regional Trail corridor is located in the northwest part of the Regional Parks System (Figure 1) and western part of Hennepin County (Figure 2).

The Diamond Lake Regional Trail is a 28-mile regional trail that travels through the cities of Dayton, Rogers, Corcoran, and Medina (Figure 3). The regional trail will connect to recreation destinations such as the West Mississippi River Regional Trail, planned Baker-Carver Regional Trail, and Baker Park Reserve.

Goodin Park and the West Mississippi Regional Trail represent the trail's northern terminus in

Dayton while Baker Park Reserve and the planned Baker-Carver Regional Trail represent the trail's southern terminus in Medina. In between, the trail will connect to Henry's Woods, and the Rush Creek and Lake Independence regional trails.

The Dakota Rail-Luce Line Connector will extend 0.9-miles from the Luce Line State Trail in Orono to the Dakota Rail Regional Trail in Wayzata (Figure 3).

The Diamond Lake Regional Trail is designated as a destination regional trail and is envisioned to function as a linear park or greenway. The vision for the corridor is to be wide enough to incorporate land for ecological restoration adjacent to the trail providing both habitat value and improved trail user experience. While the linear park design is the preferred design of the Diamond Lake Regional Trail, some sections of the trail will be located within existing road right-of-way to avoid or minimize impacting existing development and private property where no other reasonably feasible solution exists.

Because the North-South 1 Regional Trail Search Corridor was proposed to connect Rogers and Corcoran to Wayzata and Minnetonka, both regional trail segments shared the same planning process, and they were both included in the Park District's plan. Through the planning process and at the request of local communities, the vision for the trail corridor changed to include the two separate regional trail segments referenced. They are connected to each other via the Lake Independence Regional Trail and the Luce Line State Trail, ultimately forming one contiguous trail corridor and helping to meet the original trail corridor's intent.

Rationale

The Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector Master Plan is consistent with the requirements of the *2040 Regional Parks Policy Plan*, particularly Planning Strategy 1 (Master plan requirements) and other Council policies.

Thrive Lens Analysis

The Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector Master Plan advances the Thrive outcome of Livability by increasing access to nature and outdoor recreation, which enhances quality of life in the region.

Funding

The total estimated acquisition and development cost to complete both the proposed Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector is \$45,066,000.

When the regional trail corridor is fully developed, the estimated total annual operations and maintenance costs for the Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector is \$156,200.

The total combined estimated cost for the proposed Diamond Lake Regional Trail and Dakota Rail-Luce Line Connector is \$45,222,200.



Figure 1. Diamond Lake Regional Trail location within the Regional Parks System

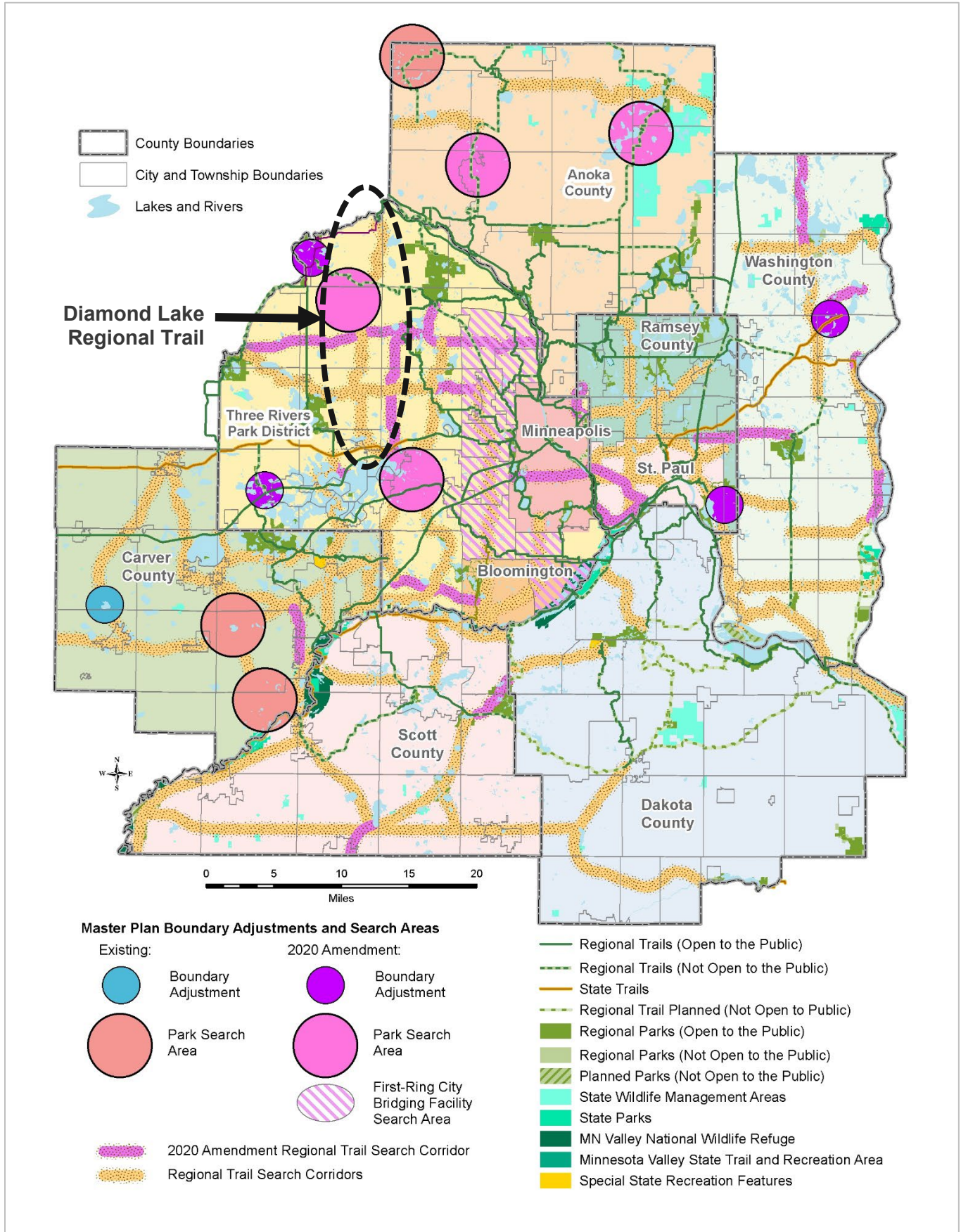


Figure 2. Diamond Lake Regional Trail location within Hennepin County

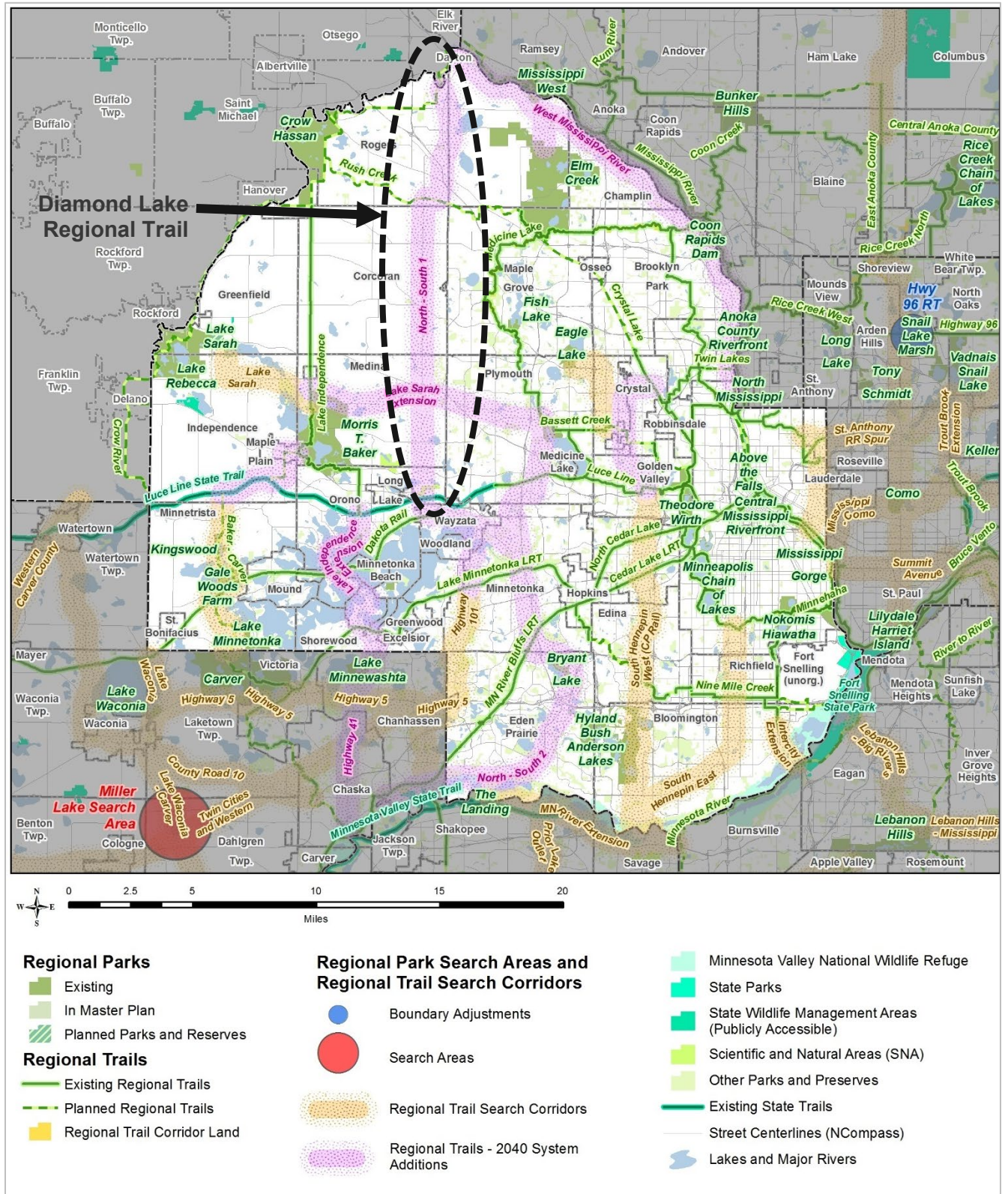
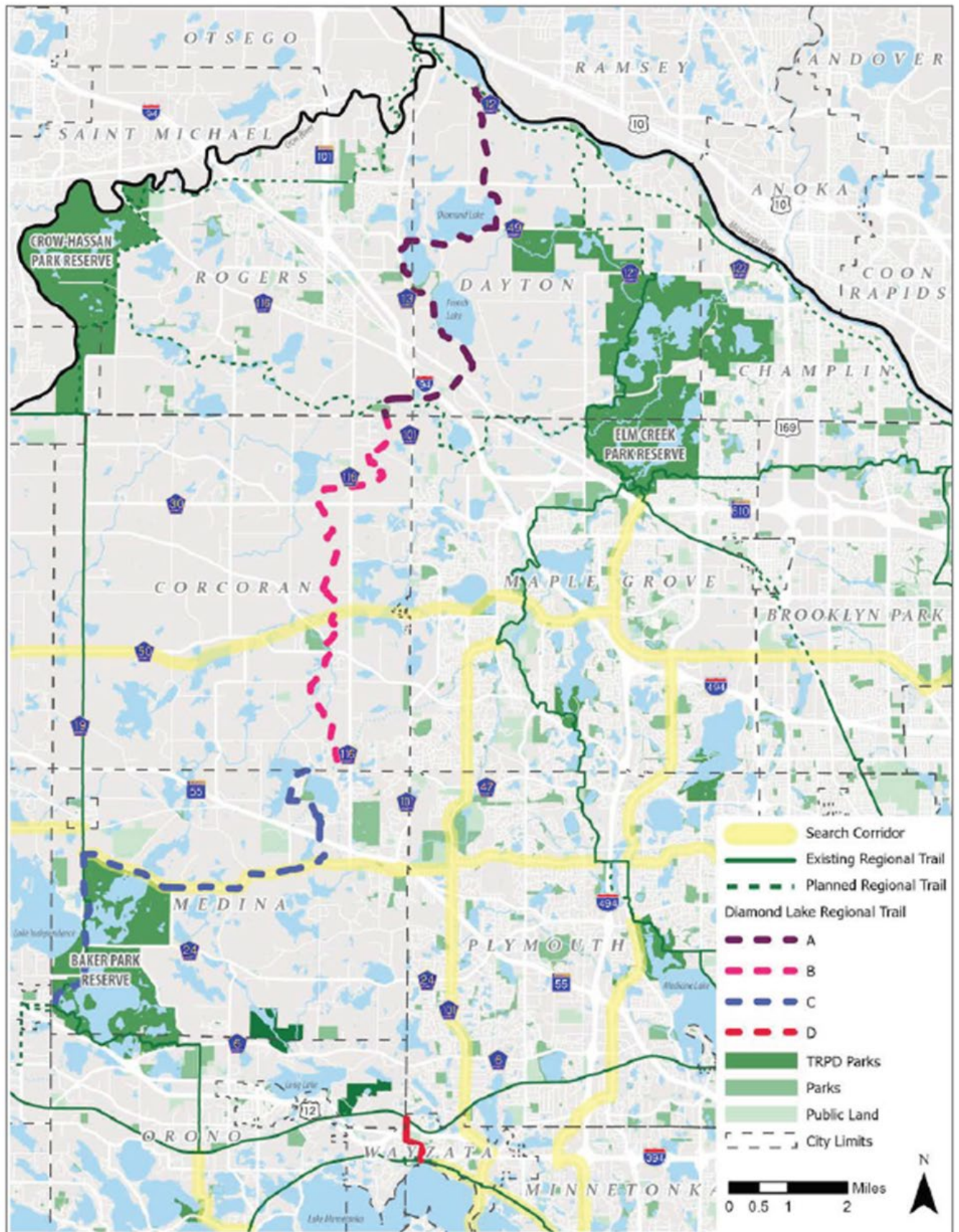


Figure 3: Diamond Lake Regional Trail Corridor (Figure B, MP)



Analysis

Planning Strategy 1 of the *2040 Regional Parks Policy Plan* requires that master plans for regional destination trails address 15 items: boundaries, acquisition costs, demand forecast, development concept, conflicts, public services, operations, partner engagement, public engagement and participation, equity analysis, public awareness, accessibility, Mississippi River Corridor Critical Area (where applicable), stewardship plan, and natural resources. The following analyzes the master plan against those requirements.

Boundaries

The Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector Trail corridors will extend along public road right-of-way, land acquired by the Park District for trail development, and several existing public parks. The trail will serve as a north-south regional trail connecting to existing and future regional trails including the West Mississippi River, Rush Creek, Weaver Lake, Lake Sarah, Lake Independence, Baker-Carver, and Dakota Rail regional trails, and the Luce Line State Trail.

Acquisition Costs

The Diamond Lake Regional Trail plan is broken down into four trail segments. Trail segments A, B, and C are associated with the Diamond Lake Regional Trail corridor and segment D is considered the Dakota Rail – Luce Line Connector. Right-of-way acquisitions are required in segments A, B, and C. Segment A acquisitions are estimated to cost \$4,030,000. Segment B acquisitions are estimated to cost \$1,699,000. Segment C acquisitions are estimated to cost \$669,000. There are no acquisitions required for segment D.

The total combined acquisition cost for the proposed Diamond Lake Regional Trail and the Dakota Rail – Luce Line Connector Trail is \$6,398,000.

Demand Forecast

The Metropolitan Council projects that the Twin Cities population will reach 3.7 million people by 2040, an increase of 803,000 residents from 2010. By 2040, the region's Black, Indigenous, and People of Color (BIPOC) population will more than double, going from 676,000 in 2010 to 1,453,000 in 2040. In contrast, the region's white population is forecasted to level off in the late 2020s, and then decline slightly after 2030. The BIPOC population will become a greater share of our region's population: from 24 percent in 2010 to 40 percent in 2040. Additionally, 65 and older adult population will double between 2010 and 2030, and will continue to grow, from 307,000 older adults in 2010 to 760,000 in 2040 – a 148 percent increase.

As of 2019, regional trail visits accounted for over 42 percent of all visits to the Park District's facilities. Trail visitation is expected to continue to increase at a rate greater than the expected increase in population. This increased trail visitation supports the continued need for Park District operations and maintenance investment.

The Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector will generally mirror the greater Park District regional trail activity trends. The visitation estimates are calculated using the most recent Park District visitation data. The Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector trails have varying annual projected visits. When fully constructed, the Diamond Lake Regional Trail is projected to generate 140,300 visits within a 1.5-mile travelshed and 163,600 annual visits within a 3-mile travelshed. In comparison, the Dakota Rail – Luce Line Connector, is projected to generate 58,700 annual visits within a 1.5-mile travelshed 76,700 annual visits within a 3-mile travelshed.

Development Concept

As noted above, the proposed Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector Trail was broken down into four segments. Segments A, B, and C are associated with the Diamond Lake Regional Trail and segment D is the Dakota Rail – Luce Line Connector Trail (Figure 3).



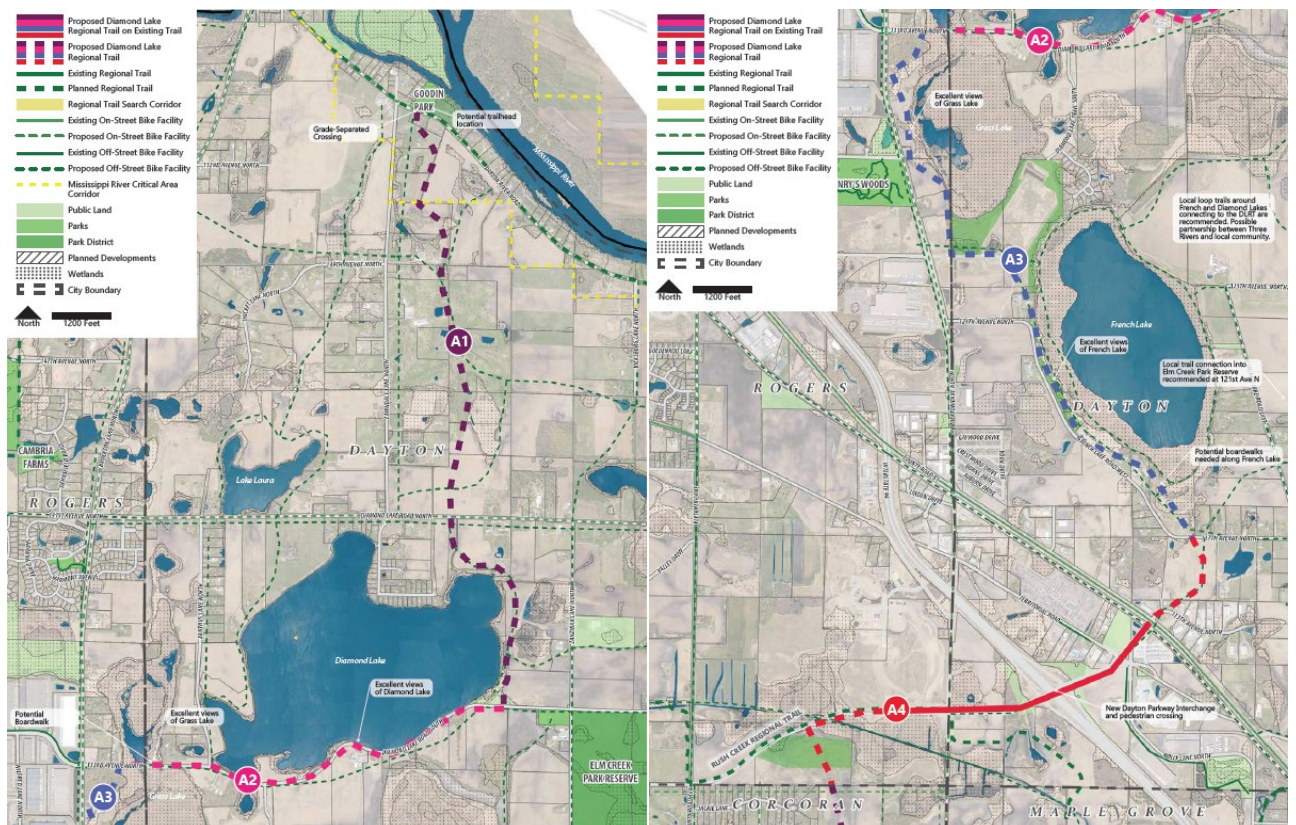
The Diamond Lake Regional Trail is approximately 28 miles long, from Goodin Park and the West Mississippi River Regional Trail in Dayton to Baker Park Reserve and the future Baker-Carver Regional Trail in Medina.

Segment A

Segment A is approximately 9 miles long, extending through the cities of Dayton and Rogers representing the northerly extents of the Diamond Lake Regional Trail (Figure 4). Segment A begins at Goodin Park on the Mississippi River to Diamond Lake Road South, along the east side of Diamond Lake. Goodin Park will serve as a future trailhead facility for the regional trail. This portion of the regional trail will provide access to the existing boat launch owned by the Minnesota Department of Natural Resources. It provides a scenic view of Grass Lake.

Segment A is planned to be developed outside of and within the road right-of-way, and on land that is currently in private ownership. Segment A will be developed concurrently with the future construction of the road. This segment terminates at the northern border of Corcoran.

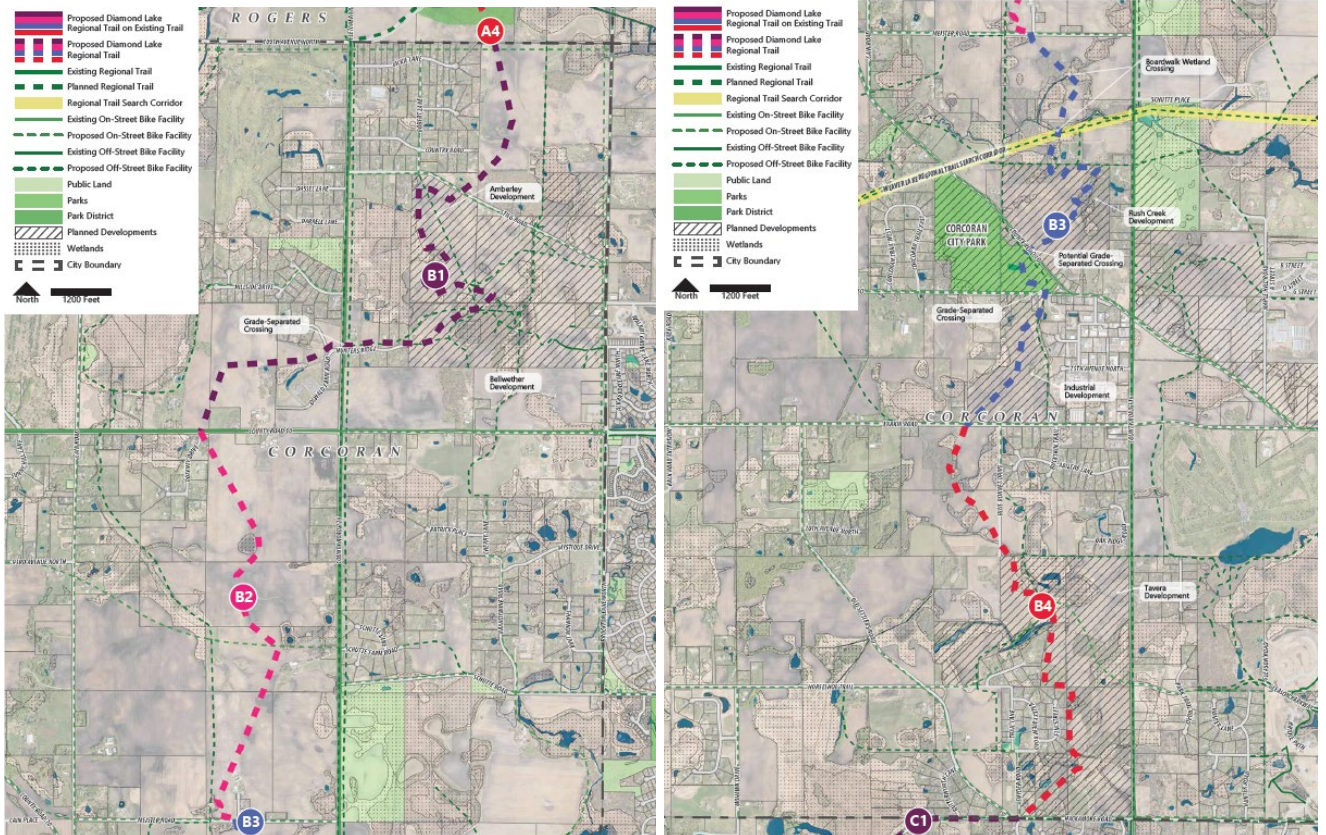
Figure 4: Diamond Lake Regional Trail Segment A (Maps 16 & 17, MP)



Segment B

Segment B is approximately 8.8 miles long and extends through the City of Corcoran (Figure 5). Much of segment B will be constructed independent of road right-of-way through future and planned developments. The Diamond Lake Regional Trail will complement the vision of the future development of Amberley and Bellwether neighborhoods and retirement communities. This portion of the regional trail will serve as a linear park and as an ecological corridor that will also protect wetlands and help support ecological diversity. Segment B terminates at the Medina-Corcoran city boundary line.

Figure 5: Diamond Lake Regional Trail Segment B (Maps 18 & 19, MP)



Segment C

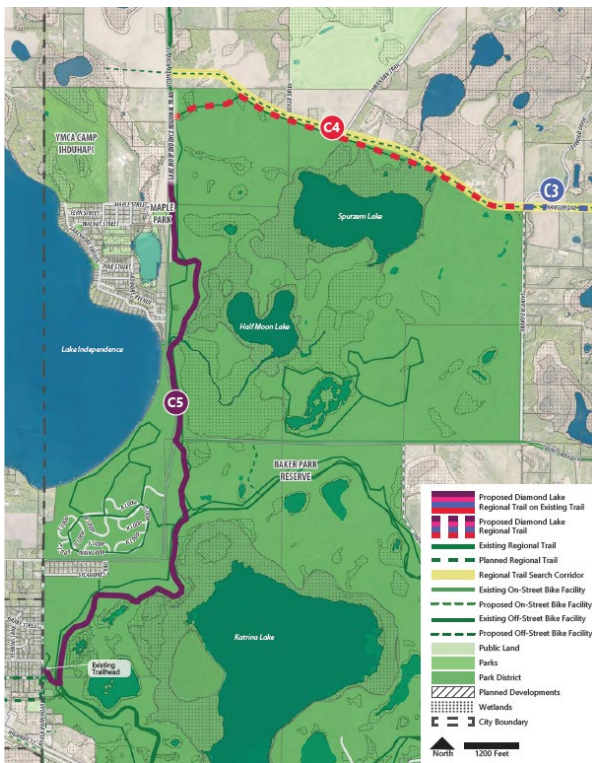
Segment C is approximately 9.97-miles in length extending through the City of Medina from the southern boundary of Corcoran to the trail terminus in Baker Park Reserve (Figure 6 & 7). Trail segment C is proposed to be constructed in both public right-of-way and across some private parcels. A future overpass development is planned to carry trail users over Highway 55 and the adjacent Soo Line Railroad and make connections to a future planned public school. As segment C travels south and then west, it will extend along Hamel Road which is also identified as part of the Lake Sarah Regional Trail Search Corridor. The intent of the trail design along Hamel Road is to utilize public right-of-way and minimize impacts to adjacent private property. This segment runs adjacent to Baker Park Reserve along the northern edge on the south side of Hamel Road within the park reserve boundary, connecting to and terminating at the Lake Independence Regional Trail. Final alignment will be determined during the design development phase.



Figure 6: Diamond Lake Regional Trail (Maps 20 & 21, MP)



Figure 7: Diamond Lake Regional Trail (Map 22, MP)



Segment D

To connect to the Dakota Rail – Luce Line Connector segment, the Park District proposes to direct trail users to the existing Lake Independence Regional Trail, which heads south then connects to the Luce Line State Trail, heading east, to connect to the Dakota Rail – Luce Line Connector in Wayzata (Figure 8).

Segment D is the Dakota Rail – Luce Line Connector is approximately 0.9-miles long, and it begins in Orono between the Luce Line State Trail and the Highway 12 overpass and continues south into the City of Wayzata (Figure 9). Trail segment D will be constructed in road right-of-way and will provide a key connection to downtown Wayzata from the Luce Line State Trail. The regional trail terminates at its southern end at the Dakota Rail Regional Trail.

The overall proposed improvements for the Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector include trailheads, boardwalk systems, modification of existing bridges, retaining walls and site grading, relocation of existing utility poles, upgrade of sidewalks, rapid flashing beacons, signage, and wayfinding.

Figure 8: Dakota Rail – Lake Independence – Luce Line Connection (Map 23, MP)

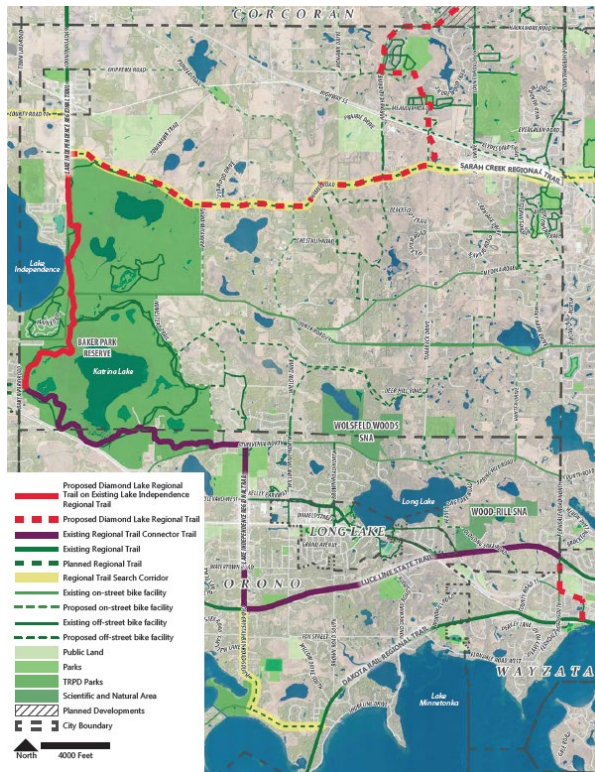
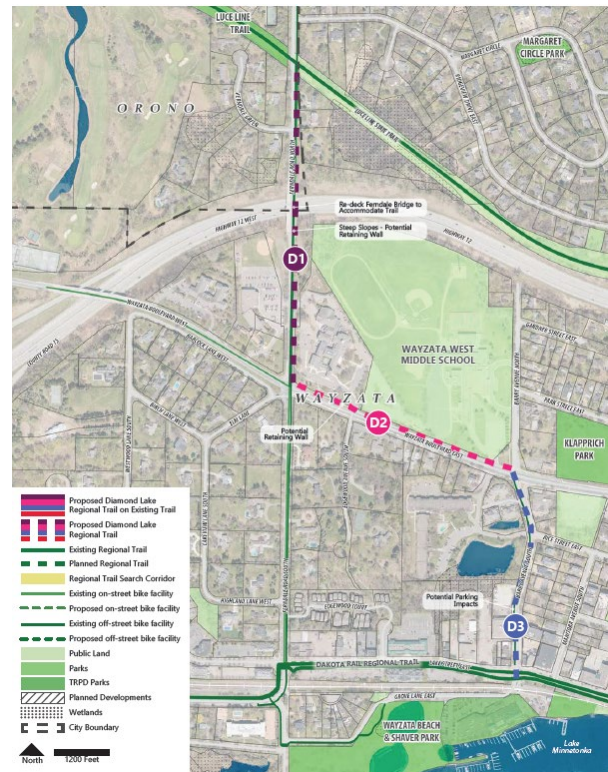


Figure 9: Dakota Rail – Luce Line Connector (Map 24, MP)



Conflicts

The original search corridor for the Diamond Lake Regional Trail was envisioned to have a more direct north-south route from the northern edge of Hennepin County in the Dayton/Rogers area and south through the communities of Corcoran, Medina, and Orono to the Dakota Rail Regional Trail in Wayzata. However, during the planning process, the Park District received significant input from Medina residents opposing the identified regional trail on routes south of TH 55 in Medina. The major themes of opposition included concerns over the loss of privacy, perceived safety issues, and impacts to private properties.

The Medina City Council requested the Park District eliminate the considered routes south of TH 55 and requested an evaluation of a new route for the trail along Hamel Road, connecting to Lake Independence Regional Trail with other existing trails in Baker Park Reserve. Most property owners along the Hamel Road alternative route opposed the route, but overall project feedback was evenly split. Residents along other portions of the trail generally supported finding an alternative route. The Medina Park Commission and City Council reviewed and supported the final approved trail alignment along Hamel Road.

The new route through Medina connecting to Baker Park Reserve required a new route through Long Lake and Orono to connect back into the approved route in Wayzata. The Park District studied several alternative routes through downtown Long Lake via an existing and planned trail along CR 112. After considering the results of the route analysis and summary of the public



engagement, the Long Lake City Council had remaining concerns about the possible impact of converting the existing local trail along CR 112 into a regional trail. There were concerns about congestion in downtown Long Lake, the potential for conflict between pedestrians and motor vehicles, safety concerns, and potential parking shortages.

The Long Lake City Council asked the Park District to investigate other trail alignments through downtown which could help alleviate some of the concerns. Six options were presented to the City Council. However, the Long Lake City Council did not approve any of the proposed route options and declined to partner with the Park District on a regional trail through the city.

To make connections to the approved route in Wayzata, the Park District proposes to utilize portions of the existing Lake Independence Regional Trail and the Luce Line State Trail as discussed in the Development Concept.

Public Services

Throughout the planning process, the Park District worked closely with local communities to route the trail in a manner that has the greatest public benefit and least amount of private property impacts. The plan identifies many trail amenities and features that would increase accessibility, awareness, safety, and natural resources management along the regional trail corridor. The Plan recommendations include:

1. Improve road crossings by maintaining clear sight lines and careful attention to detail for a safe and user-friendly crossing using industry best standards.
2. Incorporate bridges, boardwalks, and other creative solutions to minimize potential natural resources impacts while maintaining a contiguous and continuous trail corridor.
3. Stormwater will sheet flow over the trail pavement and onto adjacent urban roadways, where it will be collected and conveyed by the roadway stormwater drainage system. In areas where the regional trail is on an independent route, such as parks, green spaces, or rural road segments, alternative stormwater best management practices, such as rain gardens and infiltration swales, may be explored during the design phase.
4. Incorporate traffic control signs and devices, such as rapid flashing beacons, and trail stop or yield signs, along with center line pavement markings.
5. Provide trail users with orientation and location information for amenities and services via trail wayfinding signage
6. Locate rest stops about every mile and provide places for trail users to stop and rest. Provide amenities such as trash receptacles, benches, bicycle racks, and bicycle repair stations.

Operations

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

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

Partner Engagement

The Park District followed a 7-phase engagement plan which was flexible and tailored to each community and engagement group category. The engagement plan was adjusted several times in direct response to local community feedback and the need to explore alternative routes which had less potential impact on property owners and commercial districts.



The Park District's engagement plan was modeled after the Spectrum of Public Participation, an engagement tool developed by the International Association of Public Participation (IAP2). This spectrum describes five general modes of public participation that work on a progressive continuum of increasing influence over decision making in each civic-engagement process.

The Park District divided its engagement efforts into the following five categories, each with its own customized engagement approach: General Public; Existing Regional Trail Users; Underrepresented Community Members/Groups; Property Owners, Businesses, and Developers; and Cities, Public Agencies, and Other Organizations.

The Park District engaged with the cities and communities of Dayton, Rogers, Corcoran, Medina, Long Lake, Orono, and Wayzata, with active participation from their respective staff, park and planning commissions, and city councils.

Public agencies included during the planning process were identified because the proposed trail may impact their facilities or land and their support and coordination is desired. For this regional trail planning effort, this includes the Minnesota Department of Transportation, Minnesota Department of Natural Resources, Hennepin County (Public Works and Active Transportation Committee), Minnehaha Creek Watershed District, Wayzata Public Schools, and Orono Public Schools.

Organizations that share the common perspectives, purposes, or goals with the trail included Friends of the Wolsfeld Woods Scientific Natural Area and the Northwest Trails Association. While their support is desired, it is not necessarily required as part of the planning or future project phases.

The Park District worked closely with local city partners to inform them of the regional trail search corridor and planning process. Local partners were asked to confirm their support for commencing the regional trail planning efforts and to help craft an engagement framework which would keep them updated on the project and provide decision making and oversight at critical project milestones. Additionally, local park commissions were provided an opportunity to build on the preliminary work and further refine potential routes to best meet their city's expectations in a collaborative work session.

Phase 1 kicked off the engagement and the Park District worked closely with local city partners to inform them of the regional trail search corridor and desired planning process.

Phase 2 focused on reviewing existing local bike, trail, and sidewalk plans as well as development patterns, locations of underrepresented community groups, transportation and land use plans and natural resources. The Park District and their consultant, SRF, worked with city staff to identify potential routes that provided a north-side connection, were consistent with existing planning efforts and, where possible, helped meet the goal of a linear park-like or greenway experience.

Phase 3 focused on engaging the general public, underrepresented community members, existing regional trail users, property owners, businesses, and developers. These groups had an opportunity to share their concerns and preferences on the many potential routes under consideration.

Phase 4 focused on obtaining feedback from the City of Medina and its residents, keeping them informed of decisions and how their feedback was considered during the process. During this phase, the Park District worked with the City of Medina to develop and implement an engagement process to explore alternative routes. The Park District used various methods to engage Medina residents including the city newsletter, direct mail, email, social media, and the Park District's project website.

Phase 5 focused on obtaining feedback from the City of Long Lake and its residents, keeping them informed of decisions and how their feedback was considered during the process. The Park District explored alternative routes for the proposed regional trail during this phase.

Phase 6 focused on the final approval of the preferred route for the proposed Diamond Lake Regional Trail from partner agency's park commissions and city councils. As a result of this engagement, the cities of Dayton (Attachment 1), Rogers (Attachment 2), Corcoran (Attachment



3), Medina (Attachment 4), Orono (Attachment 5), and Wayzata (Attachments 6) provided board resolutions of support for the Diamond Lake Regional Trail.

Phase 7 focused on obtaining feedback from community members and partners and keeping them informed of decisions and how their feedback was considered during the process.

General themes of partner review included connections to local trails and parks, locating the trail near water, natural resources, new residential development, and safe road crossings.

Public Engagement and Participation

The Park District's research findings and the Three Rivers Park District 2040 System Plan indicated that 50% of visits are anticipated to originate from 1.5 miles of a regional trail (core service area) and 75% of visits are anticipated to originate from within 3 miles of a regional trail. The Park District's engagement scope and efforts were geographically focused on those areas that would most likely benefit or use the regional trail. The Park District's engagement efforts are generally focused on reaching and engaging cities and agencies located within or adjacent to the designated service areas, as well as community members that live or spend time within or near the proposed regional trail.

The overarching goals of the public engagement process include:

- Engage all interested and affected parties.
- Make engagement easy, convenient, interactive, thoughtful, valuable, and safe and comfortable to all parties during a pandemic.
- Purposefully engage with underrepresented community members and groups and proactively work to remove common barriers to their participation.
- Develop/expand relationships and partnerships with local communities, affected public agencies, and community groups.
- Focus engagement efforts to identify local destinations, opportunities/concerns, willing-sellers, future development plans and allow for local input to guide the establishment of a preferred route.
- Address concerns, remedy misinformation, and listen with an open mind and desire to learn.

As noted above, during Phase 3 of the engagement process, the Park District focused on engaging the public, underrepresented community members, existing regional trail users, property owners, businesses, and developers. These groups had an opportunity share their concerns and preferences on the many potential routes under consideration. Additionally, the Park District obtained feedback from engaged parties and kept them informed of decisions and how their feedback was considered during the process. Engagement with underrepresented community members will be discussed in detail in the Equity Analysis section.

The Diamond Lake Regional Trail engagement plan was heavily impacted by the COVID-19 pandemic. The engagement plan relied on virtual meetings and a robust online project website for disseminating project information and collecting public feedback. Enhanced notification efforts were used by the Park District and included social media posts; a project email list; postings on community partner and the Park District's websites; city and partner newsletters; direct mailings to property owners, organizations, and to underrepresented community groups; and placement of yard and road signs.

The Park District provided many public engagement opportunities including a Let's Talk website, emails and phone conversations, direct mailings, an online survey, pop-up events, neighborhood meetings, and multiple events with property owners and developers. Through these engagement efforts, the Park District estimates it engaged 4,896 people.

General themes from public engagement include:

- General feedback on regional trail location
- A desire for scenic and separated off-road trail route, loop trails, trailheads, separated bike and pedestrian trails



- Support and excitement for the proposed regional trail
- Concern for safe crossings at busy intersections
- Potential impact to private properties, loss of privacy, loss of city character, congestion, wetlands, natural resources
- Connections to local parks, trails, and neighborhoods
- Better signage and wayfinding
- Recommendation to partner with developers to incorporate trails into housing developments

The Park District incorporated the feedback in the trail plan and addressed concerns from local agencies, residents, business owners, and developers.

The public, regional trail users, underrepresented community members, and partners had an opportunity to review and comment on the draft regional trail plan over a 30-day comment period from May 4 to June 3, 2022. The Park District shared this opportunity through press releases, social media posts, Park District list serves, and a news item on the Park District website. The plan was available online, at local public venues (i.e., libraries, city halls, and nearby Park District facilities), and shared via email to identified partners and others upon request.

The Park District identified general themes that emerged during the 30-day comment period. Some of those themes included design standards, trail alignments, local connections, trail safety, and signage and wayfinding.

Equity Analysis

Project Data

As mentioned above, the Park District's research findings and the Three Rivers Park District 2040 System Plan indicates 50% of visits are anticipated to originate from 1.5 miles of a regional trail (core service area) and 75% of visits are anticipated to originate from within 3 miles of a regional trail and focused its engagement in areas where users would most likely benefit or use the regional trail.

Underrepresented community members or groups are defined as those who are not visiting or using the regional trails to the extent which is expected given their percentage of the overall population and often were historically left out of park/trail planning processes. Since this varies from one regional trail to another, underrepresented community groups for the regional trails in this plan were considered throughout engagement efforts.

The Park District identified the following groups as underrepresented in the Diamond Lake Regional Trail service area: Black, American Indian, Hispanic, 25-34-year-old, 65-year-old and older, low-income families, and families on assistance.

These community groups were mapped within and around the regional trail's service area to help inform where to conduct engagement to reduce engagement barriers and make engagement convenient to these community members.

The engagement efforts for this group focused primarily on building awareness, understanding barriers, and identifying route preferences which provide an inviting and comfortable user experience and best meet the preferences and needs of these community groups.

Public Engagement

Phase 3 of the engagement process focused on engaging the general public, underrepresented community members, existing regional trail users, property owners, businesses and developers. This phased approach used several engagement strategies to ensure the Park District reached all the targeted groups and provided them with an opportunity to participate.

The Park District engaged underrepresented community members and groups at various events and locations, including the Dayton Mobile Park, Outdoor Latino Bike Ride, Hispanic Heritage Celebration, Medina Townhomes, Interfaith Outreach and Community Partners, Boardwalk Apartments (low-income and senior housing), Maple Hills Estates, Cross Services (food shelf



organization), Orono Woods Senior Living, and Orono Public Schools. About 170 individuals were engaged through these events.

The engagement efforts occurring in Phases 2, 3, 4, and 5 of for the Diamond Lake Regional Trail process aligned with the “Consult” level of public participation, as defined by the International Association for Public Participation. The Consult level seeks “to obtain public feedback on analysis, alternatives and/or decisions.”

General themes from the underrepresented members and groups include safety, easy access to the regional trail, local connections to neighborhoods and natural resources, an appreciation for park-like trails, signage and wayfinding, and trail amenities such as bathrooms and water fountains.

Evaluation Summary

Many themes included in the Diamond Lake Regional Trail plan reflect the needs and values of underrepresented community members or groups who participated in the engagement process. Examples include the Americans with Disabilities Act (ADA) design standard; safe road crossings; trail connections to local parks, trails, and natural areas; signage, kiosks, and wayfinding; and trail amenities like trailheads, rest stops, bike repair stations, benches, trash receptacles, bathrooms, and water fountains, where feasible.

The Park District has stated its commitment to working with the public, underrepresented communities, existing users, and partners to implement the recommendations included in this plan as resources become available to ensure that they best address the identified challenges or opportunities at the time of implementation.

The Plan also indicates that the Park District will continue to explore new ways of mitigating obstacles and challenges through engagement, policy integration, accountability, and partnerships, to achieve comprehensive, long-lasting, and sustainable solutions and positive outcomes. This trail plan is intended to be a starting point, and the Park District will continue to be inclusive and responsive to changing needs and priorities.

Public Awareness

The Park District’s Marketing and Community Engagement Department manages a centralized communications function that oversees the Park District’s website, public relations, marketing, media relations, social media, brand management, event planning and promotion. Several effective marketing and outreach tools are used to promote the Park District, including but not limited to maps, digital and social media, direct mail, press releases, a centralized reservation system, brochures, advertising, and on-site promotion.

The Park District collaborates with a wide array of community, business, and government organizations to promote its facilities, programs, and services, and to educate the public about its resources. The Park District also works with the Metropolitan Council Regional Parks System, the State Office of Tourism, and other partners to leverage shared opportunities for creating awareness and visibility. Additionally, a focus is placed on developing partnerships and programming opportunities that allow the Park District to better serve all residents of Suburban Hennepin County, especially those with less access to its facilities and programs.

Accessibility

The Diamond Lake Regional Trail and Dakota Rail – Luce Line Connector will be open to the public, free of charge.

The Park District is continuing to develop and update programming, facilities, and services to facilitate more and better access to opportunities for people with disabilities. Since being enacted, the ADA and other similar laws and guidelines have been an important part of planning and development of publicly funded outdoor recreation programs and services in Minnesota. With a wide range of abilities, providing accessible facilities, and opportunities will be an important consideration for nature-based recreation providers.

These trails will be constructed to ADA standards to ensure accessibility for all. The percentage of

Minnesotans with a disability will increase over the next few decades as the average age of Minnesota's population continues to increase. The prevalence of disabilities will be much higher among older age groups. The Park District is increasing investments for accessibility improvements to keep pace with Minnesota's growing need for facilities and opportunities that accommodate and are welcoming for people with disabilities.

Mississippi River Corridor Critical Area

The Mississippi River Corridor Critical Area (MRCCA) is a State-designated land corridor along 72 miles of the Mississippi River in the Twin Cities Metropolitan Area. Minn. Stat. § 116G.15 establishes Minnesota policy and authority for administrative rules for the MRCCA. The MRCCA Administrative Rules (6106.0010–6106.0180) establish standards and guidelines for all plans, regulations, capital improvements, and public facilities for the MRCCA. These guidelines and standards apply to public facilities, private facilities, vegetation management, land alteration and stormwater management, subdivision and land development, and exemptions.

The purpose of the MRCCA is to:

1. Protect and preserve the Mississippi River and adjacent lands that the legislature finds to be unique and valuable state and regional resources for the benefit of the health, safety, and welfare of the citizens of the state, region, and nation;
2. Prevent and mitigate irreversible damages to these state, regional, and natural resources;
3. Preserve and enhance the natural, aesthetic, cultural, and historical values of the Mississippi River and adjacent lands for public use and benefit;
4. Protect and preserve the Mississippi River as an essential element in the national, state, and regional transportation, sewer and water, and recreational systems; and
5. Protect and preserve the biological and ecological functions of the Mississippi River corridor.

The Diamond Lake Regional Trail plan acknowledges that all future development of the regional trail within the MRCCA will need to comply with all applicable MRCCA standards and guidelines.

Once completed, approximately 1,900 feet of the regional trail will be within the MRCCA, terminating at the future trailhead that will be constructed in Goodin Park or next to Goodin Park in property owned by the Park District. The trailhead will include dedicated trail parking, wayfinding signage, bicycle racks, and benches for trail users. The trail will extend south with a grade-separated crossing at Dayton River Road that will provide a safe crossing for trail users. From Dayton River Road, the trail will continue south on the east side of Lawndale Lane North toward Diamond Lake.

Stewardship Plan

The Park District will use best practices to minimize any potential negative impacts, work with adjacent property owners on how to best protect and manage significant resources and incorporate opportunities to enjoy and interpret the resources present.

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

The Diamond Lake Regional Trail corridor typically will average 100 feet wide or less and will not require substantial resource management on an annual basis. To account for minimal resource management along these trail corridors, the Park District uses seasonal or contract staffing such as the Conservation Corps of Minnesota to assist in maintenance.

Natural Resources

The Minnesota Department of Natural Resources Minnesota Land Cover Classification System defines the area immediately adjacent to Diamond Lake Regional Trail as a combination of artificial and impervious surfaces, planted or cultivated vegetation with pockets of woodlands, shrublands, and herbaceous land cover.



The Park District maintains vegetative clearances so as not to negatively affect trail use or sight lines. Vegetation control includes mowing trail shoulders, but it also includes managing vegetation in the wider trail corridor. During the growing season, vegetation control can take up to 50% of trail maintenance staff time to keep trails and trail corridors open and free of encroaching vegetation.

The Park District mechanically or chemically removes noxious weeds within the defined trail corridor at the request of cities. Rain gardens adjacent to regional trails are inspected and maintained in coordination with the Park District's Department of Natural Resources.

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

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

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

Consistency with Other Council Policies and Systems

Council staff have reviewed and found the proposed master plans to be consistent with the other plans and policies of the Council, including *Thrive MSP 2040*, the *Water Resources Policy Plan*, the *Transportation Policy Plan*, and the *Housing Policy Plan*. Additional review comments are included below.

Community Development – Forecasts (Todd Graham, 651-602-1322) – The Park District considers 2010-2040 regional population growth and recent park visitation estimates. Further, the Park District discusses expected changing trail user needs. Council staff concur with this demand assessment.

Environmental Services – Sewers (Roger Janzig, 651-602-1119) – The construction of any new or updating of existing paths, trails, bridges, or any other construction project may have an impact on multiple Metropolitan Council Interceptors in multiple locations. To assess the potential impacts to our interceptor system; prior to initiating any project, preliminary plans should be sent to Tim Wedin, Interceptor Engineering Assistant Manager (651-602-4571) at the Metropolitan Council Environmental Services.

Metro Transit (Steve Mahowald, 612-349-7775) – Council staff have reviewed the Trail Plan and it appears complete. Council Staff recommends the Park District to coordinate with Metro Transit regarding potential impacts to bus stop(s) along Wayzata Boulevard between Ferndale Road and Barry Avenue.



**CITY OF DAYTON
HENNEPIN COUNTY, MINNESOTA**

RESOLUTION NO. 41-2022

**A RESOLUTION OF SUPPORT FOR THE
DIAMOND LAKE REGIONAL TRAIL**

WHEREAS, The City of Dayton recognizes the Diamond Lake Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The Diamond Lake Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River & Recreation Area, Lake Independence Regional Trail, Baker Park Reserve and the planned West Mississippi River and Rush Creek Regional Trails; and

WHEREAS, The City of Dayton recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the Diamond Lake Regional Trail Master Plan; and

WHEREAS, The City of Dayton recognizes that Three Rivers Park District has drafted the Diamond Lake Regional Trail Master Plan and accepted and responded to public comments appropriately; and

WHEREAS, The Diamond Lake Regional Trail Master Plan is consistent with other approved local and regional plans; and

WHEREAS, The City of Dayton supports the acquisition, design, implementation, and operation of the Diamond Lake Regional Trail pursuant to the Master Plan; and

WHEREAS, The City of Dayton intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the Diamond Lake Regional Trail; and

THEREFORE, BE IT RESOLVED, that the City of Dayton supports the Diamond Lake Regional Trail Master Plan.

Adopted this 10th day of May, 2022.

CITY OF DAYTON

BY: _____


MAYOR, Dennis Fisher

BY: _____


CITY ADMINISTRATOR, Tina Goodroad



RESOLUTION NO. 2022-54

**A RESOLUTION OF SUPPORT FOR THE
DIAMOND LAKE REGIONAL TRAIL**

WHEREAS, The City of Rogers recognizes the Diamond Lake Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The Diamond Lake Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River & Recreation Area, Lake Independence Regional Trail, Baker Park Reserve and the planned West Mississippi River and Rush Creek Regional Trails; and

WHEREAS, The City of Rogers recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan; and

WHEREAS, The City of Rogers recognizes that Three Rivers Park District has drafted the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan and accepted and responded to public comments appropriately; and

WHEREAS, The Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan is consistent with other approved local and regional plans; and

WHEREAS, The City of Rogers supports the acquisition, design, implementation, and operation of the Diamond Lake Regional Trail pursuant to the Master Plan; and

WHEREAS, The City of Rogers intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the Diamond Lake Regional Trail; and

THEREFORE, BE IT RESOLVED, that the City of Rogers supports the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan.

Moved by Councilmember *Eiden* , seconded by Councilmember *Klick*

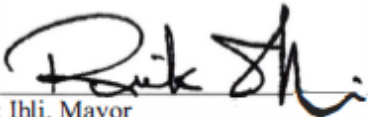
The following voted in favor of said resolution: *Eiden, Gorecki, Ithi, Jullie, Klick*

The following voted against the same: *None*

The following abstained: *None*



Whereupon said resolution was declared duly passed and adopted, and was signed by the Mayor, and attested by the Clerk dated this 13th day of June, 2022.


Rick Ihli, Mayor

ATTEST:


Stacy Scharber, City Clerk



City of Corcoran
County of Hennepin
State of Minnesota

June 23, 2022

RESOLUTION NO. 2022-74

Motion By: Bottema
Seconded By: Nichols

A RESOLUTION SUPPORTING THE DIAMOND LAKE REGIONAL TRAIL

WHEREAS, The City of Corcoran recognizes the Diamond Lake Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The Diamond Lake Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River & Recreation Area, Lake Independence Regional Trail, Baker Park Reserve and the planned West Mississippi River and Rush Creek Regional Trails; and

WHEREAS, The City of Corcoran recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan; and

WHEREAS, The City of Corcoran recognizes that Three Rivers Park District has drafted the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan and accepted and responded to public comments appropriately; and

WHEREAS, The Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan is consistent with other approved local and regional plans; and

WHEREAS, The City of Corcoran supports the acquisition, design, implementation, and operation of the Diamond Lake Regional Trail pursuant to the Master Plan; and

WHEREAS, The City of Corcoran intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the Diamond Lake Regional Trail; and

NOW THEREFORE BE IT RESOLVED, that the City of Corcoran supports the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan.

- McKee, Tom
- Bottema, Jon
- Nichols, Jeremy
- Schultz, Alan
- Vehrenkamp, Dean

- McKee, Tom
- Bottema, Jon
- Nichols, Jeremy
- Schultz, Alan
- Vehrenkamp, Dean



City of Corcoran
County of Hennepin
State of Minnesota

June 23, 2022

RESOLUTION NO. 2022-74

Whereupon, said Resolution is hereby declared adopted on this 23rd day of June, 2022.



Tom McKee – Mayor

ATTEST:



Jessica Beise – City Administrator

City Seal



Member DesLauriers introduced the following resolution and moved its adoption:

CITY OF MEDINA

RESOLUTION NO. 2022-45

**A RESOLUTION OF SUPPORT FOR THE DIAMOND LAKE REGIONAL
AND DAKOTA RAIL-LUCE LINE CONNECTOR MASTER PLAN**

WHEREAS, the city of Medina (the “City”) is a municipal corporation, organized and existing under the laws of Minnesota; and

WHEREAS, Three Rivers Park District, the City, and other affected cities have gathered significant public input in the development of the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan (the “Master Plan”); and

WHEREAS, Three Rivers Park District has drafted the Master Plan and accepted and responded to public comments; and

WHEREAS, the Diamond Lake Regional Trail is intended to provide safe off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River & Recreation Area, Lake Independence Regional Trail, Baker Park Reserve and the planned West Mississippi River and Rush Creek Regional Trails; and

WHEREAS, the City recognizes the Diamond Lake Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, the City has reviewed the Master Plan and found it to be consistent with other approved local and regional plans; and

WHEREAS, the City supports Three Rivers Park District’s design and implementation of the Diamond Lake Regional Trail pursuant to the Master Plan; and

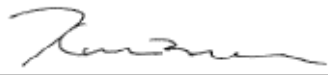
WHEREAS, the City anticipates entering into a regional trail cooperative agreement with the Three Rivers Park District formally outlining certain acquisition, design, implementation, and operation responsibilities of the Diamond Lake Regional Trail, provided that such agreement is deemed necessary by the parties and contains terms that meet the satisfaction of the City.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Medina, Minnesota supports the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan.

BE IT FURTHER RESOLVED, that nothing herein shall be construed or interpreted to authorize Three Rivers Park District’s purchase or condemnation of real property rights pursuant to Minn. Stat. 398.09(b)(2). Future acquisition by Three Rivers Park District shall require separate consideration and action by the City.

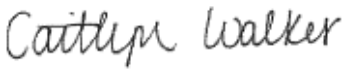
Resolution No. 2022-45
June 7, 2022

Dated: June 7, 2022



Kathleen Martin, Mayor

ATTEST:



Caitlyn Walker, City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member Martin upon vote being taken thereon, the following voted in favor thereof:

Albers, Cavanaugh, DesLauriers, Martin, Reid

And the following voted against same:

None

Whereupon said resolution was declared duly passed and adopted.





CITY OF ORONO
RESOLUTION OF THE CITY COUNCIL

NO. 7269

**A RESOLUTION OF SUPPORT FOR THE
DAKOTA RAIL-LUCE LINE CONNECTOR REGIONAL TRAIL**

WHEREAS, The City of Orono recognizes the Dakota Rail-Luce Line Connector Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The Dakota Rail-Luce Line Connector Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Lake Independence and Dakota Rail Regional Trails, Baker Park Reserve; and

WHEREAS, The City of Orono recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan; and

WHEREAS, The City of Orono recognizes that Three Rivers Park District has drafted the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan and accepted and responded to public comments appropriately; and

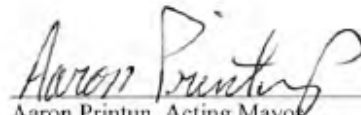
WHEREAS, The Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan is consistent with other approved local and regional plans; and

WHEREAS, The City of Orono supports the acquisition, design, implementation, and operation of the Dakota Rail-Luce Line Connector Regional Trail pursuant to the Master Plan; and

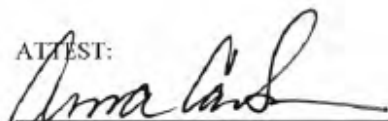
WHEREAS, The City of Orono intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the Dakota Rail-Luce Line Connector Regional Trail; and

THEREFORE, BE IT RESOLVED, that the City of Orono supports the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan.

Adopted this 13th day of June, 2022.



Aaron Printup, Acting Mayor

ATTEST:


Anna Carlson, City Clerk



RESOLUTION NO. 27-2022

**RESOLUTION OF SUPPORT FOR THE
DAKOTA RAIL-LUCE LINE CONNECTOR REGIONAL TRAIL**

WHEREAS, The City of Wayzata recognizes the Dakota Rail-Luce Line Connector Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The Dakota Rail-Luce Line Connector Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Lake Independence and Dakota Rail Regional Trails, Baker Park Reserve; and

~~**WHEREAS**, The City of Wayzata recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan; and~~

WHEREAS, The City of Wayzata recognizes that Three Rivers Park District has drafted the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan and accepted and responded to public comments appropriately; and

WHEREAS, The Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan is consistent with other approved local and regional plans; and

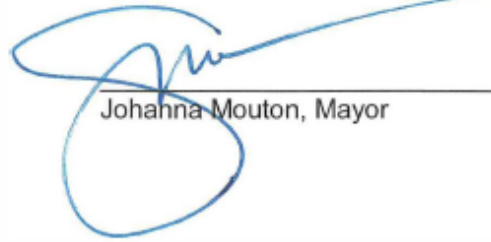
WHEREAS, The City of Wayzata supports the acquisition, design, implementation, and operation of the Dakota Rail-Luce Line Connector Regional Trail pursuant to the Master Plan; and

WHEREAS, The City of Wayzata intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the Dakota Rail-Luce Line Connector Regional Trail; and

THEREFORE, BE IT RESOLVED, that the City of Wayzata supports the Diamond Lake Regional Trail & Dakota Rail-Luce Line Connector Master Plan.

Adopted by the Wayzata City Council this 21st day of June 2022.





Johanna Mouton, Mayor

ATTEST:

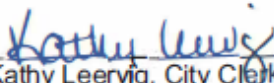


Jeffrey Dahl, City Manager

ACTION ON THIS RESOLUTION:

Motion for adoption: Iverson
Seconded by: MacDonald
Voted in favor of: Iverson, MacDonald, Buchanan, Mouton
Voted against: None
Abstained: None
Absent: Plechash
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Wayzata, Minnesota, at a duly authorized meeting held on June 21, 2022.



Kathy Leervig, City Clerk
SEAL

