Scott West Regional Trail Master Plan

Scott County Parks & Trails

Scott County is a regional park implementing agency of the Twin Cities Metropolitan Area. Funding for Scott County's regional parks and trails master planning has been provided through a grant received under the Minnesota Clean Water, Land, & Legacy Amendment, in which 14.25% of the funds generated from the 3/8% increase in the state sales tax will provide funding for regional and state parks and trails.

September 13, 2011

Acknowledgements

This master plan was completed as part of a comprehensive effort to prepare five master plans (three parks and two trails) within a thoughtful and broad analysis of system-wide recreational needs. Special thanks to the Citizen Design Team members for guiding the development of this master plan to meet the needs of current and future Scott County residents.

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Background

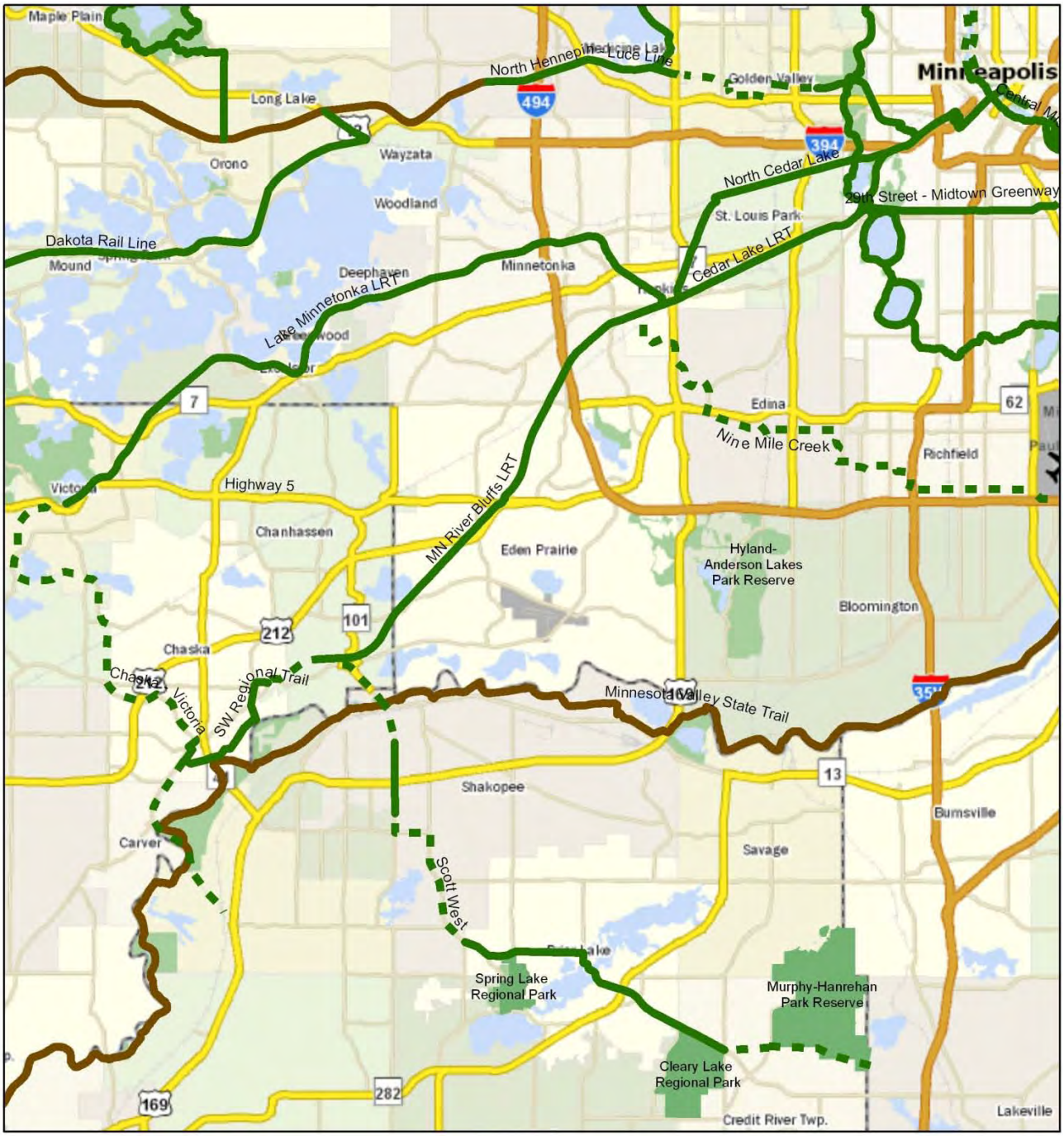
Introduction

Scott County's Parks and Trails system is a burgeoning part of the Twin Cities Metropolitan Regional Park System. Rapid population growth in the last two decades has resulted in an increased demand for park and trail development. In 2004, Scott County took a more active role as a regional park implementing agency and now owns two future regional parks (Spring Lake and Doyle-Kennefick), and in 2009 began limited park operations at a third site, Cedar Lake Farm Regional Park. In 2011, Scott County established a new partnership with Three Rivers Park District to gain efficiencies in the operation and maintenance of all regional park and trail facilities in the county, including Cleary Lake and Murphy-Hanrehan which are owned by Three Rivers. Scott County also has one partially developed regional trail that will ultimately connect Cleary Lake Regional Park with Prior Lake, Shakopee, and the Minnesota River (as defined in greater detail through this master plan). Roughly 130 miles of regional trail corridors are proposed in the County's 2030 Comprehensive Plan.

In 2010, Scott County began a major planning process to complete five master plans (three parks and two trails), with a thoughtful and broad analysis of system-wide recreational needs. A major goal for this planning process was to implement a creative, open, and welcoming public process that incorporates county and regional considerations along with site specific opportunities and local needs/expectations. The overall approach stressed the following:

- Use of practical, creative, and responsive public input techniques that fully engage stakeholders and allow County officials and consultants to openly hear and respond to feedback; and a fully welcoming process that respects and utilizes recent in -depth public input through the Scott County 2030 Comprehensive Plan Update.
- Identification of trail corridors and lands to provide natural resource based recreation and alternative transportation opportunities for the next 100 years, buffering of natural and cultural resources, and a regional park agency that is a good neighbor.

This document is intended to satisfy master planning requirements for the Scott West Regional Trail. The search area has been recognized for regional significance in Metropolitan Council's 2030 Regional Parks Policy Plan and the Scott County 2030 Comprehensive Plan Update. The Scott West Regional Trail is a 16.4-mile long trail that primarily functions as a "linking trail" connecting Murphy-Hanrehan Park Reserve, Cleary Lake Regional Park, Spring Lake Regional Park, and the Minnesota Valley State Trail. This regional trail will also provide a connection between Dakota, Scott, and Carver Counties and the cities of Lakeville, Prior Lake, Shakopee, Chanhassen, and Credit River Township. This trail is predominantly located within the right-of-way of major thoroughfares in Scott County. Approximately eight miles of this trail exist today (along County Roads 21, 82, and 79). One unique feature is a one-mile bicycle boulevard segment within the older part of Shakopee making a direct connection into the downtown commercial district. The trail also makes use of the recently refurbished Historic Holmes Street Bicycle & Pedestrian Bridge (of statewide significance) across the Minnesota River.



SW Metro Regional Trail Connections

Scott West Regional Trail

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This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Date: Jan. 3, 2011

Legend

Regional Trail System

- Existing Regional Trail
- Planned Regional Trail
- MN Valley State Trail
- Regional Park

Figure 1: Regional Trail Connections into Northern Scott County

Planning Framework

The mission for Scott County parks and trails is to enhance the health and spirit of our residents and guests by creating a sustainable system that connects people to the natural world.

The overall master planning process was influenced and shaped by a number of inputs including regional and local plans and policies, demographic data, community and outdoor recreation surveys, landscape and facility analysis, and extensive public participation. The master planning process and individual master plans were prepared consistent with the goals and policies of the Scott County 2030 Parks and Trails Plan (Chapter VII of the 2030 Comprehensive Plan Update) and the policies and framework of the Metropolitan Council's 2030 Regional Parks Policy Plan. The Scott County 2030 Parks and Trails Plan continued the primary objectives established in the 2004 Interim Parks, Trails, and Open Space Plan, and identified new outcomes that help further define the County's system. In addition to updated goals and policies, the 2030 Parks and Trails Plan generally serves the following functions:

- provides the County and its residents and guests with an inventory of existing regional recreational opportunities, the natural resource base and distribution, and anticipated needs and costs for future generations;
- guides County priorities for a system of parks and trails within the county including location, development, and connectivity;
- serves as a resource in reviewing plans, land use applications, environmental review documents, and other matters referred to the County to encourage their compatibility with the overall parks and trails system; and
- proposes strategies to be successful at meeting the mission.

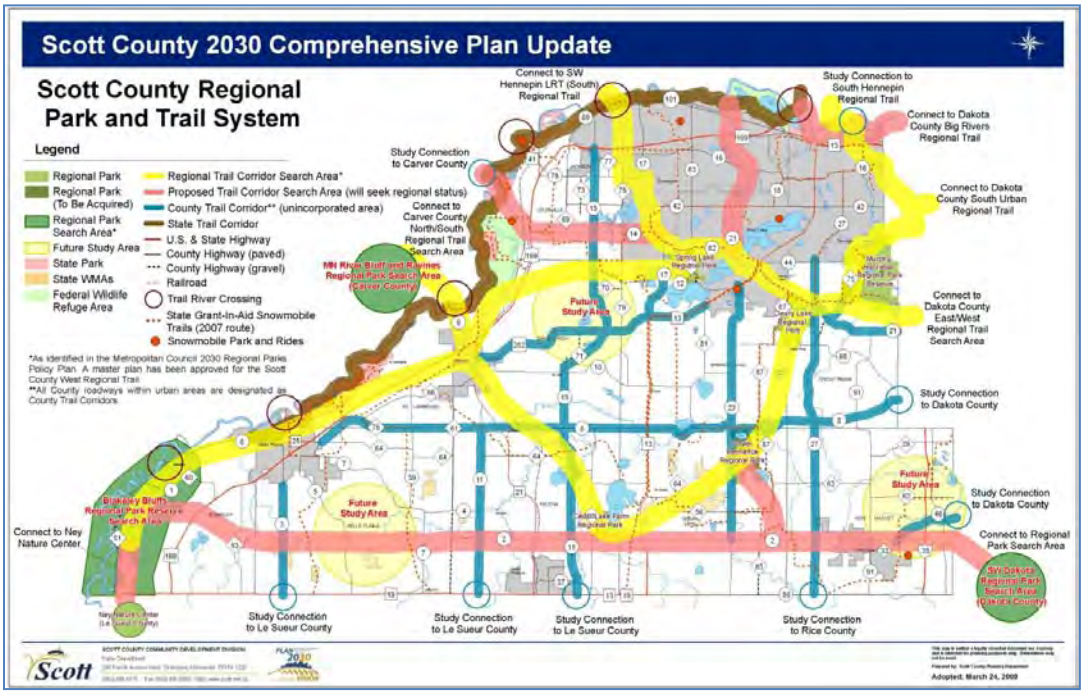


Figure 2: Scott County Park and Trail System Map

The 2030 Parks and Trails Plan identifies existing and future regional parks and trails (see following list of units) and their connections to each other and to regional facilities across county borders. Master plans must be prepared for each park or trail unit before any regional funding can be used for acquisition or development purposes. Each master plan must also be consistent with the regional system and the goals and policies in the 2030 Parks and Trails Plan.

Existing Regional Parks

- Cedar Lake Farm Regional Park (interim operations underway since 2009)
- Cleary Lake Regional Park (Three Rivers Park District)
- Murphy-Hanrehan Park Reserve (Three Rivers Park District)

Future Regional Parks/Search Areas

- Blakeley Bluffs Park Reserve Search Area
- Doyle-Kennefick Regional Park (undeveloped)
- Spring Lake Regional Park (undeveloped)

Existing Regional Trails

- Scott County West Regional Trail (partially developed)

Future Regional Trails/Search Areas

- Big Rivers Regional Trail Connection Search Area
- Blakeley Bluffs Regional Trail Extension Search Area
- Elko New Market-Blakeley Regional Trail Corridor Search Area
- Louisville/Union Pacific Rail Line Trail Corridor Search Area
- Prior Lake Outlet Trail Corridor Search Area
- Southern Scott County Regional Trail Corridor Search Area
- Spring Lake Regional Trail Corridor Search Area

In 2010-2011, master planning for Spring Lake Regional Trail, Scott County West Regional Trail, Doyle-Kennefick and Cedar Lake Farm Regional Parks, and Blakeley Bluffs Park Reserve was initiated under an integrated planning process and within the framework described above. Since Scott County's regional park and trail system is in its early years of planning and development, there was an opportunity to make more effective decisions based on system-level needs. This approach allowed the County to fully consider how best to apply these system needs to individual units based on each unique landscape. The end result will be a network of regional parks and trails with complementing facilities and activities that fit naturally within the high-quality Scott County landscape.

Existing Plans & Policies

The following policy documents and previous master plans helped shape the outcomes of this planning study:

Policy Documents

- 2030 Regional Parks Policy Plan (Metropolitan Council, 2005, updated in 2010)
- Scott County 2030 Comprehensive Plan Update – Chapter VII, 2030 Parks and Trails Plan (2009)
- Scott County Rural Residential Detailed Area Plan (DAP) – Rural Trail Analysis (2009)
- Scott County Rural Regional Trail Development & Design Guidelines (2009)

Previous Master Plans

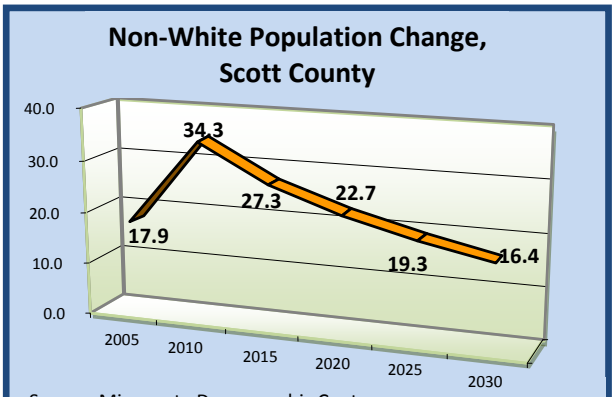
- Suburban Hennepin Regional Park District Master Plan for a System of Parks – Scott County West Regional Trail & Cleary Lake Regional Park (1998)
- Doyle-Kennefick Regional Park Acquisition Master Plan (2003)
- Spring Lake Regional Park Development Master Plan (2006)
- Cedar Lake Farm Regional Park Acquisition Master Plan (2007)
- Murphy-Hanrehan Park Reserve Master Plan (Three Rivers Park District, 2007)
- Minnesota River Bluffs Extension & Scott County Connection Regional Trail Master Plan (Scott County & Carver County, 2011)

Demographics

Demographic information is an important consideration in the planning of regional park and trail facilities to guide both decisions for today and the future. In 2010, Scott County's population approached 130,000 residents. This is an increase of about 40,000 residents (45 percent) since 2000. The growth in Scott County resulted from the completion of the Bloomington Ferry Bridge in the late 1990s, providing an efficient transportation connection south of the Minnesota River to the rest of the Twin Cities metropolitan area. The latest population forecasts produced by the Metropolitan Council anticipate 220,000 residents in Scott County by 2030, an increase of nearly 90,000 more individuals over the next twenty years. Most of the growth is expected in the urbanizing areas, with a projected 85 percent of the population residing in the cities and 15 percent in the townships. While these forecasts were developed before the recent economic recession occurred, the overall trend of population expansion is expected to continue in Scott County over several decades.

Scott County's 65+ population is forecasted to grow from six percent to fourteen percent by 2030. This age group increase follows statewide trends. According to the Minnesota Department of Human Services, the state will have 1.5 million baby boomers over the age of 65 by the year 2030, meaning one out of four Minnesotans will be over the age of 65. While the percentage of 65+ residents will continue to increase, Scott County still has a relatively young population. In 2008, Scott County's median age of 32.7 years was the youngest of all metropolitan counties and well below the state median (37.1). Scott County also has the highest average household size (2.86) in the metro due to a number of young families moving to the county because of affordable housing choices and quality school districts. The

anticipated population growth will also result in an increase in the toddler (0-4), school-age children (5-19), and adult (20-64) age groups, albeit at a slower pace than the 65+ group. While diversity percentages in Scott County are lower than the rest of the metropolitan area, the county is expected to encounter many changes to its non-white population based on the Minnesota State Demographic Center forecast from 2000 to 2030. The non-white population is expected to increase 243.5 percent between 2000 and 2030. The county has begun experiencing significant increases in Asian, Eastern European and Hispanic populations over the past decade.



Source: Minnesota Demographic Center

According to 2007-2009 American Community Survey data, of the county's population age 25 and older, 94 percent attained a high school level education. Approximately 35 percent of this same age group in the county had attained a college level education (bachelor's degree or higher). The number of college level graduates is slightly below the metropolitan area's average, but the percentage within Scott County has grown significantly since the US Census 2000 estimate of 23.1 percent.

As a whole, the high education rates reflect higher income levels. According to the 2006-2008 American Communities Survey, the county's median household income was $81,393 in 2008. For comparison, the median household income was $71,920 for the Twin Cities metropolitan area and $57,795 for the state. Scott County residents maintained the highest median income of all the metropolitan counties over the past decade. However, the county's median household income is unevenly distributed with the eastern communities generally having households with higher incomes than those in the western part of the county.

Recreation and Open Space Survey Findings

Scott County Resident Findings

Past Scott County resident surveys have shown residents value parks and trails for recreational opportunities, but they also recognize the value parks and trails provides for open space preservation and environmental, wildlife, and habitat protection. Residents have been generally satisfied with existing recreational services the County provides, however residents are mixed on how to pay for additional services as the system expands.

When you hear the word "greenway corridor," what do you envision?

4%	Hiking and walking trails
11%	A linear system of open space trails
8%	Rivers, streams, wetlands
6%	Wildlife trails and habitat areas
66%	All of the above
5%	None of the above

Source: Responses from 235 participants at Scott County 2030 Visioning Workshops, 2006

To collect more up-to-date information from residents on their future expectations for the Scott County Parks and Trails system, Scott County hosted four workshops in August 2010 as part of this master planning process. Roughly 150 people participated in the four workshops. The Citizens League, an independent public policy consulting firm, facilitated the events through small group discussions focused on a set of questions. The questions and corresponding answers were used to stimulate more robust conversations between participants about their values and priorities for parks and trails.

> *Communal goods like parks and trails can help build a vibrant community.*
> *-Group discussion response, Trails Policy Workshop, 2010*

Several major themes emerged throughout conversations with the participants. Most of these themes fit within the issue areas that questions were posed: quality, funding, priorities and timeline. For example, a question was asked about where to focus funding (i.e., park development, land acquisition, or regional trail development). The funding focus varied by location, with the response consistent to the local need. Participants near Cedar Lake Farm Regional Park noted development of parkland should be the focus. Likewise, participants in the northern part of the county emphasized a focus on trail development where there is a larger population to support the use of trails.

When discussions focused on regional trails, themes emerged regarding development phasing, public safety, and maintenance. Residents acknowledged the challenges and added costs of developing trails in a built environment, and the benefit of planning ahead to avoid future obstacles and resident "headaches." Through trail planning, participants noted it should be made clear where the trails are going to go, even if they're not developed, so that it doesn't become an issue later on when development actually happens. In addition, participants noted trails must be patrolled to ensure safety for trail users and nearby residents once developed. Also, participants noted that the County should not develop more trails than it can maintain and patrol for safety.

Trails Focus Group Workshop, August 26th, 2010

Overall, the responses and dialogue from the workshops do not provide a statistical representation of the Scott County population. Rather, the results were treated more like a focus group, and the general themes and conversations were incorporated into the design of park and trail concepts for Blakeley Bluffs, Cedar Lake Farm, Doyle-Kennefick regional parks and the Scott West and Spring Lake regional trails search areas.

Metro Area Survey Findings

Metropolitan Council coordinates annual surveys and user counts at all regional facilities. Figure 3 lists the top activities that attract users to the regional system. The primary uses are trails activities (hiking/biking), water uses, and picnicking. Their popularity is also related to their availability, as these are generally the most common activities provided at regional facilities. 40.9 million visits were made to metro area regional parks and trails in 2010.

Figure 3: Top Activities in the Regional Park System, 2010

Activity	Percent of Park Activity Occasion	Percent of Trail Activity Occasion	Percent of Total Visits
Walking/hiking	21%	30%	23%
Biking	10%	45%	18%
Swimming	16%	2%	13%
Picnicking	10%	0%	8%
Relaxing	9%	2%	7%
Jogging/running	5%	10%	6%
Playground use	7%	1%	6%
Dog-walking	5%	7%	5%
Sunbathing	6%	1%	5%
Fishing	6%	1%	5%
Boating	4%	0%	3%
Zoo visits (Como)	4%	0%	3%
In-line skating	2%	4%	2%
Camping	2%	0%	2%

Source: Annual Use Estimate of the Metropolitan Regional Parks System for 2010, Metropolitan Council

State Survey Findings

At the state level, the Minnesota Department of Natural Resources (DNR) continues to survey state park users and get an understanding for current and future needs. Top recreational activities for Minnesota adults (walking/hiking, water activities, picnicking) are similar to those in the regional system. According to the 2008-2012 Statewide Comprehensive Outdoor Recreation Plan (SCORP), "a majority of residents—57 percent—believe outdoor recreation is a 'very important' part of their life and another 25 percent believe it is 'moderately important.' Outdoor recreation is at least moderately important to the vast majority of Minnesotans, but they often don't feel they have enough time to participate as often as they'd like. Expense, effort, outdoor pests and lack of companions all keep people from taking part in outdoor activities." The planned regional system may help address this concern of limited time availability for Scott County residents. Providing recreational opportunities close to home will increase the availability of outdoor recreation and reduce the amount of travel time required to access these facilities.

Trends in Outdoor Recreation and Community Health

A number of recent studies have shown a decline in nature-based recreation at the state and national level. In Minnesota, declines have been recorded in fishing, hunting, state park visitation, and state bicycle trail use. The 2007 Minnesota State Parks Research Summary Report found participation declines are most prevalent in age groups 45 and younger. The trend in declining outdoor recreation use can have lasting impacts, as this study found the strongest association with adult park use is the direct experience with parks as a child. Thus, the decline in childhood visitation today may lead to reduced adult visitation decades later.

Studies at the national level stress this same concern for declining use in outdoor recreation. The 2009 Outdoor Recreation Participation Report (Outdoor Foundation) found declines in youth participants, women aged 21-25 (who prefer to recreate indoors), and minority groups. Increased technology, less free time, costs, and accessibility all factored in to the reduction of participation. However, the survey also found more Americans participating in outdoor activities in 2008, likely due to the changing economy where many people are choosing to take shorter vacations closer to home and return to a simpler lifestyle. Activities like camping, hiking and mountain-biking saw increases in participation. The study found gateway activities such as fishing, bicycling, running/jogging, camping, and hiking tend to lead to participation in other outdoor activities.

Improving the health of community residents is a major concern as obesity rates and health care costs related to preventable diseases continue to climb. Sixty-five percent of Minnesota adults do not perform the recommended amount of physical activity (30 minutes per day). A more sedentary lifestyle can be attributed to a variety of factors, including people driving more and walking less, work habits and activities limiting the need for physical activity, and a change in community design around the automobile. Research shows a connection between the built environment and health conditions associated with physical activity, such as obesity, diabetes, heart disease, high blood pressure, and high cholesterol. The addition of a more connected trail system can help provide safer access for residents to improve their health.

> ***People with access to walking or jogging trails are 55% more likely to be physically active.***
>
> Source: Brownson, Ross et al., Environmental Determinants of Physical Activity in the United States. American Journal of Public Health (2001), Vol. 91, No. 12

Other non-recreational trends may also impact the regional trail system. Nationwide, concerns for climate change, energy independence, active living, and sustainability have led many to explore ways of driving less and incorporating healthy activities into their daily lives. The aging society is also having a significant impact on changing needs for recreation. The Baby Boomer generation is currently using the regional park system at rates that are higher than their actual proportion of the metropolitan area population; visitation by people over the age of 60 is expected to increase as this generation ages. Facilities will need to be kept up to Americans with Disabilities Act (ADA) standards, and more opportunities for low-impact and educational learning opportunities will need to be provided to meet the needs of this growing user base.

Parks and Trails Legacy Plan

This regional trail master plan is consistent with the strategic directions identified in the recently adopted statewide *Parks and Trails Legacy Plan*. The Minnesota State Legislature mandated that the Department of Natural Resources develop the 25-year, long-range plan to help guide how the Legacy Funds, as well as other traditional sources of funding, should be spent for parks and trails of state and regional significance.

Figure 4:

Minnesota Parks and Trails Legacy Plan – Four Strategic Directions:

- **Connect People and the Outdoors**: better develop Minnesota's stewards of tomorrow through efforts to increase life-long participation in parks and trails.
- **Acquire Land, Create Opportunities**: create new and expanded park and trail opportunities to satisfy current customers as well as to reach out to new ones.
- **Take Care of What We Have**: provide safe, high-quality park and trail experiences by regular re-investment in park and trail infrastructure, and natural resource management.
- **Coordinate Among Partners**: enhance coordination across the large and complex network of public, private, and non-profit partners that support Minnesota's parks and trails to ensure seamless, enjoyable park and trail experiences for Minnesotans.

CLEAN WATER LAND & LEGACY AMENDMENT

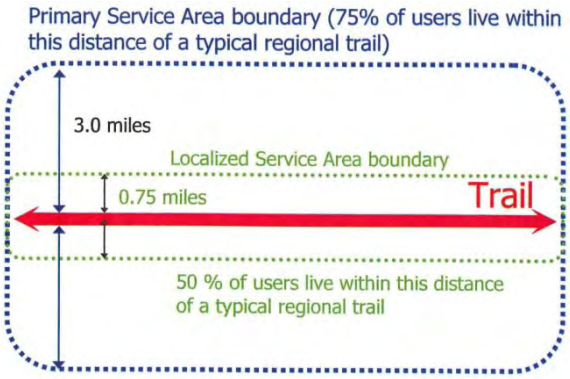
Source: Parks and Trails Legacy Plan, Minnesota Department of Natural Resources, 2011.

The Scott West Regional Trail will "connect people to the outdoors," providing new opportunities to access high-quality natural resource areas (within regional parks and along the Minnesota River). This master plan also addresses priorities to "acquire land, develop opportunities." These priorities include "making high-priority trail connections and filling critical gaps," and "focus on near-home, convenient opportunities near regional centers and areas of shortage." The trail requires collaboration with local, regional and state partners to implement the trails and provide connections beyond Scott County's boundary.

Demand Forecast

As of 2010, Scott County's population is roughly 130,000 residents. This is a 45 percent increase in population since 2000. Population forecasts produced by the Metropolitan Council anticipate nearly 100,000 more individuals by 2030. While these forecasts were developed before the recent economic recession occurred, the overall trend of population expansion is expected to continue in Scott County over several decades.

Studies performed by the Metropolitan Council indicate that 50 percent of regional trail users live within 0.75 miles of the trail, and 75 percent live within 3 miles of the trail. The 0.75-mile area around the trail is considered the core service area, and the 3-mile area around the trail is considered the primary service area. The forecasted service area population breakdown for the subject regional trails is provided in Figure 6.



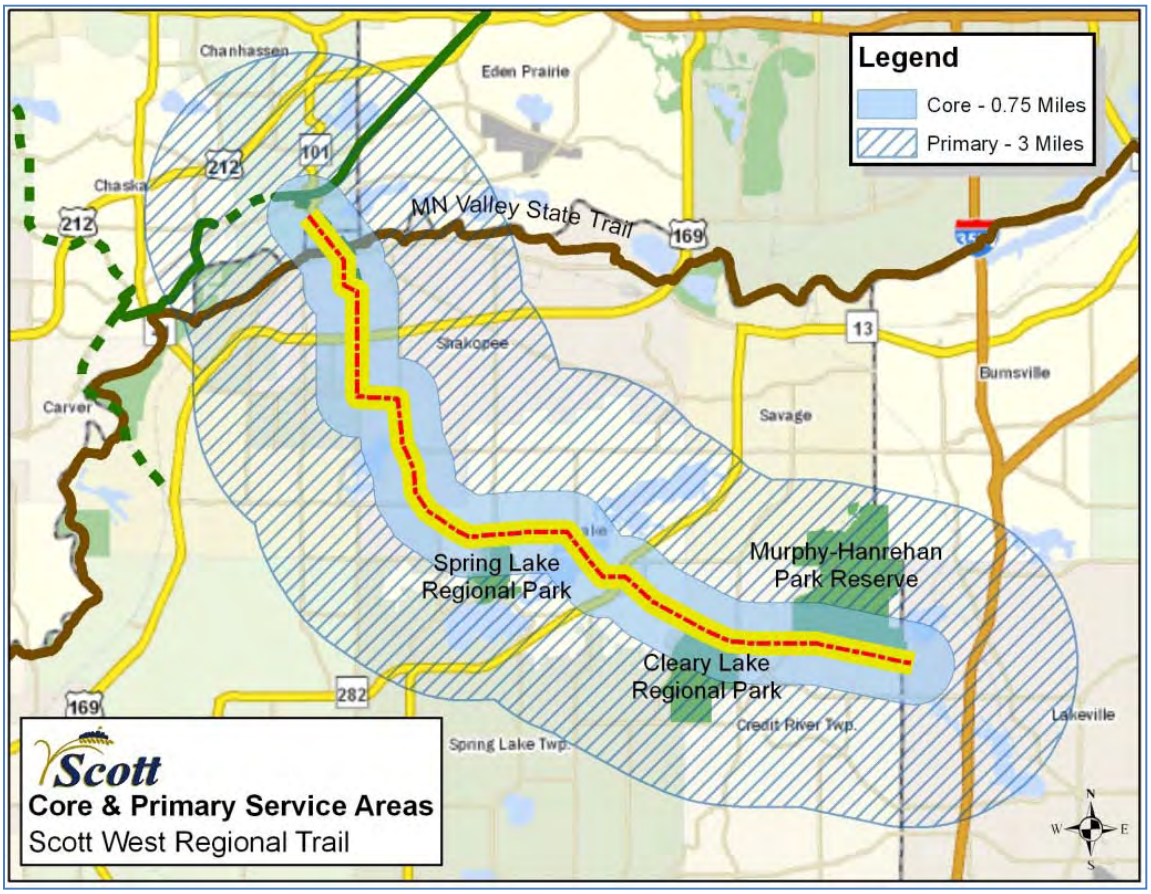


Figure 5: Trail Service Areas

The Scott West Regional Trail primarily serves the county's northern communities – the most populated part of the county – connecting Shakopee, Prior Lake, and Credit River Township. Roughly half of the county's current population is within the trail's primary service area. Once complete, this trail will serve as a major connection between Prior Lake and Shakopee to the rest of the metro area, providing both recreational (connection between major facilities) and transportation related trips. Existing segments within Prior Lake have seen a high level of use, primarily for residents connecting to the trail loop within Cleary Lake Regional Park. Met Council 2010 annual use estimates exceeded 284,000 trail visitors.

Figure 6: Scott West Regional Trail
Population Estimates & Forecasts, 2000 to 2030

City/Township	Census 2000	Census 2010	Forecast 2020	Forecast 2030
Core Service Area - communities partly within 0.75 miles of trail				
Shakopee	20,568	37,076	48,500	52,000
Prior Lake	15,917	22,796	33,300	40,000
Jackson Twp	1,361	1,464	1,500	1,670
Spring Lake Twp	3,681	3,631	4,880	5,500
Credit River Twp	3,895	5,096	4,880	5,200
Core Service Area Sum	**45,422**	**70,063**	**93,060**	**104,370**
Primary Service Area - communities partly within 3 miles of trail (excluding core service area)				
Savage	21,115	26,911	32,900	39,200
Louisville Twp	1,359	1,266	1,500	1,700
Sand Creek Twp	1,551	1,521	1,850	2,100
Primary Service Area Sum	**24,025**	**29,698**	**36,250**	**43,000**
Total Core and Primary Service Areas	**69,447**	**99,761**	**129,310**	**147,370**
County-wide				
All Scott County	**89,498**	**129,928**	**182,620**	**220,870**

Source: 2000 & 2010 US Census, Met Council Population Forecasts (Regional Development Framework Revised as of December 31, 2009).

Development Concept

The Scott West Regional Trail Corridor is a 16.4-mile long trail that primarily functions as a "linking trail" connecting Murphy-Hanrehan Park Reserve, Cleary Lake Regional Park, Spring Lake Regional Park, and the Minnesota Valley State Trail. This regional trail will also provide a connection between Dakota, Scott, and Carver Counties and the cities of Lakeville, Prior Lake, Shakopee, Chanhassen, and Credit River Township. This trail is predominantly located within the right-of-way of major thoroughfares in Scott County. Eight miles of this trail exist today (along County Roads 21, 82, and 79). One unique feature is a mile-long planned bicycle boulevard segment within the older part of Shakopee making a direct connection into the downtown commercial district and the Minnesota Valley State Trail at Huber Park.

Permitted Regional Trail Uses

The regional trail will be open to the general public, and its intended uses include walking, jogging, in-line skating, bicycling and other uses mandated by state law including, but not limited to, non-motor electric personal assistive devices. Motorized vehicles, snowmobiles and equestrian uses will be prohibited.

Regional Trail Route

A detailed description of existing and planned trail segments is provided in the following sections. Refer to Corridor Maps 2A-D to view the existing and planned trail route.

Murphy-Hanrehan to Cleary Lake

When completed, this section has potential to become a popular loop between two nearby regional facilities, each having its own unique identity. Cleary Lake Regional Park offers a number of active facilities, including a golf course, group camp sites, swimming beach, paved trails, and a dog park. Murphy-Hanrehan Park Reserve is one of the most undeveloped parks within the regional system and is intended to preserve its high-quality natural state. The two parks are about one mile apart. A regional trail connection between the two parks will serve two purposes, connecting people to nature (Murphy-Hanrehan) and connecting people to activities (Cleary Lake).

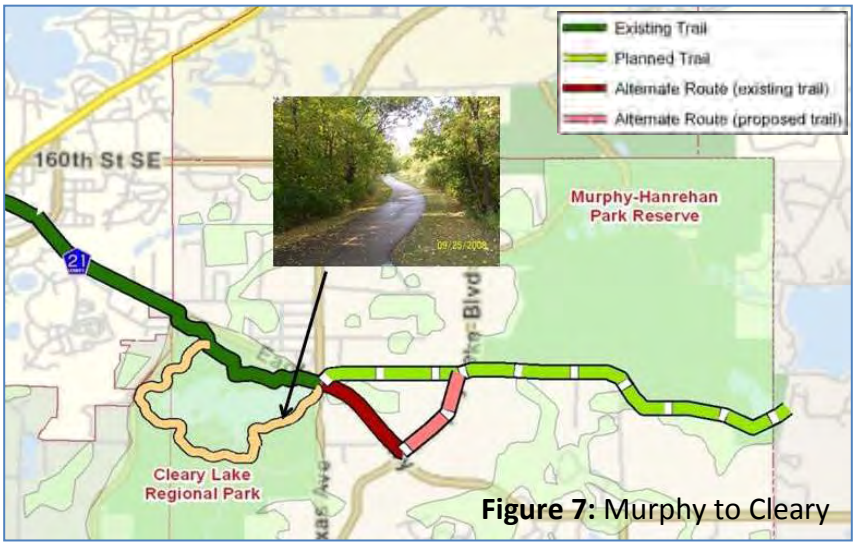


Figure 7: Murphy to Cleary

Existing land uses between the two parks are currently rural residential and agricultural. The land is guided for long-term urbanization. Two options for the regional trail have been identified and are consistent with the Township's long-term development plans. The planned trail route will connect the two parks via existing agricultural lands and 175th Street. Possible options to establish this trail corridor include dedicating a trail corridor or easement as part of future land development, utilizing an existing utility easement adjacent to 175th Street, or land acquisition.

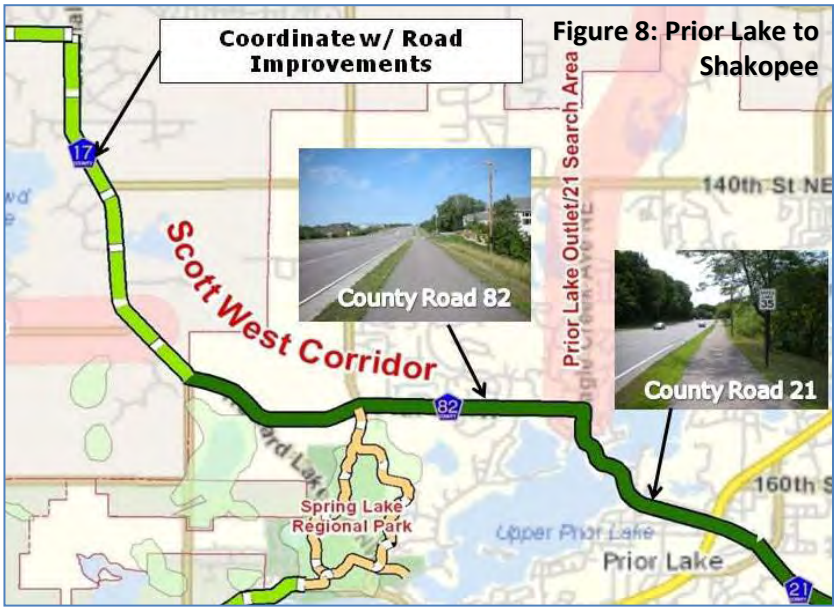
An alternate route is identified to use an existing trail along County Road 21 and construct a new trail along Murphy Lake Boulevard. The alternate route may serve as an interim regional trail alignment until circumstances allow completion of the planned trail route.

As defined in the Murphy-Hanrehan Park Reserve Master Plan, the trail will follow the periphery of the southern edge of the park connecting to the planned Minnregs Lake trailhead. Within the park, considerations will be made during the design phase to limit impacts to nearby equestrian trails, the semi-primitive character of the park, and high-quality natural resources.

Cleary Lake to County Road 17

The regional trail currently exists along this 6.6-mile stretch. From the northeast corner of Cleary Lake Regional Park, the trail enters the park and connects to the trail loop around Cleary Lake. It exits the park and follows the south side of County Road 21 through Prior Lake. The trail then heads west along the north side of County Road 82. A future connection to Spring Lake Regional Park will be made once the park develops. Most of this trail section was constructed in the past five years as part of road construction projects along County Road 21 and County Road 82 (with 10 foot wide surface).

Portions of the trail are 8 feet wide along County Road 21 between Highway 13 and County Road 82, where right-of-way is limited. Trail separation from County Road 21 also narrows, with areas separated via curb only. Trail widths are adequate at this time, but any future construction or improvement projects should evaluate bringing the trail to the 10-foot standard and the ability to increase separation from vehicle travel lanes.



Two grade-separated crossing improvements are recommended along County Road 21 to separate trail users from vehicle traffic, improve safety conditions, and enhance the recreational experience. A recent study

(Appendix C) recommends a separate pedestrian bridge at Wagon Bridge over Upper and Lower Prior Lake to enhance safety, extend the life of the existing bridge, and allow for road capacity and safety improvements. An underpass crossing at State Highway 13 has also been identified in the *County Highway 21 Corridor Study* (2005) and concept designs of County Road 21 being evaluated by the City of Prior Lake. This master plan supports both crossing improvements and Scott County will seek funding to construct them as part of the regional trail.

County Road 17 to Spencer Street

The regional trail will head north on County Road 17, west on County Road 78, and north on County Road 79 connecting to the existing regional trail segment between 126th Street and 10th Avenue. County Road 17 is a major north-south transportation corridor in central Scott County. Scott County's 2030 Comprehensive Plan identifies and supports preservation of this corridor as a future principal arterial, and long-term plans envision the roadway to function as a four-lane expressway with trails on both sides of the road. Trail sections along County Road 17 will be coordinated with future road reconstruction and improvement projects. The regional trail will help serve non-motorized trips along this corridor, but additional trail design, buffering from roadway, and landscaping considerations should be given to improve the recreational experience along this thoroughfare.

A grade-separated trail crossing is recommended for trail users to safely cross County Road 17. Possible locations for a grade-separated pedestrian crossing have been identified near the 17/42 intersection and low areas south of County Road 42 and north of County Road 82. Further evaluation and analysis will be required to determine the final crossing alignment. Estimated costs for a grade-separated crossing are provided in the trail construction costs.

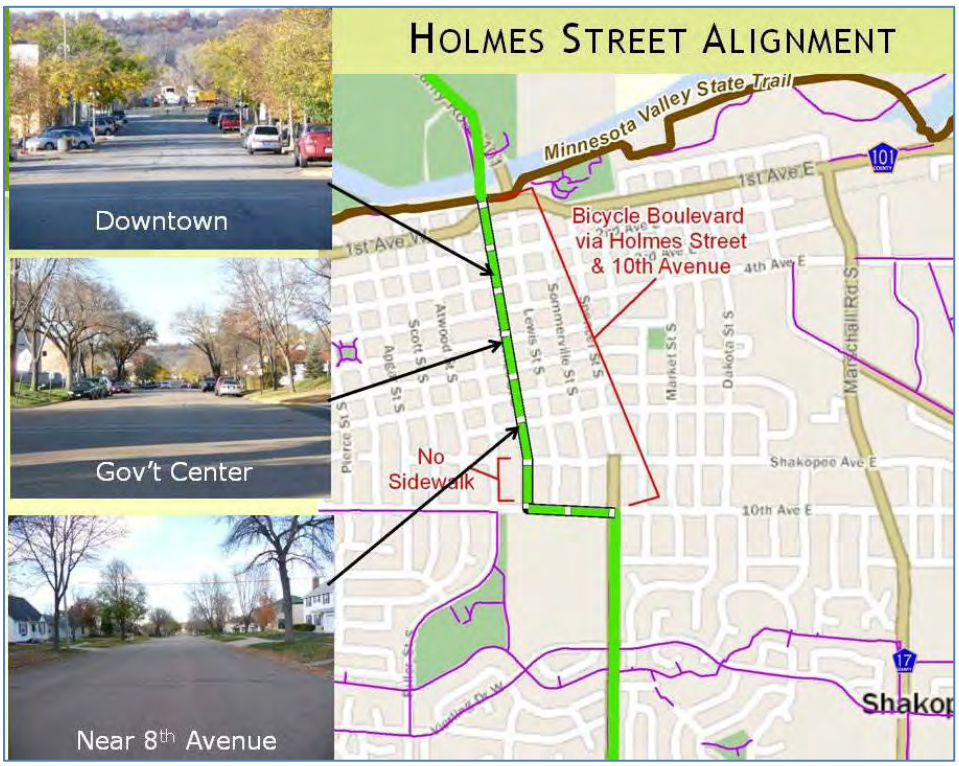
A twenty-foot easement exists along the north side of County Road 78 for purposes of the regional trail corridor. Additional right-of-way or a trail easement will be needed to construct the remaining 0.4-mile trail section on County Road 79.

Spencer Street to the Minnesota River

This section is located within the heart of Shakopee, much of which was developed prior to World War II. Communities built during that era were not designed to accommodate today's trails. As part of the evaluation of possible trail routes through this section, opportunities to avoid these challenging areas were considered, along with alternative trail designs (bike lanes, painted trail surfaces, bicycle boulevards) that maximize the value of existing infrastructure and provide key connections within Shakopee proper.

Figure 9: Shakopee Section

The planned route connects the Minnesota Valley State Trail and existing regional trail at Spencer Street and 10th Avenue via an on-street designation. Based on extensive public input and coordination with the Shakopee City Council and City staff, Holmes Street was selected utilizing a bicycle boulevard design. Existing 8-foot painted shoulders on 10th Avenue will serve as separated bike lanes to connect trail users from Spencer Street to Holmes Street (3 blocks). The Holmes Street bicycle boulevard (9 blocks) will require trail users to "share the road" (cyclists) or use the adjacent sidewalk (pedestrians). Holmes Street emerged as the preferred option because it provides a direct connection to the existing Highway 101 underpass and Historic Holmes Street pedestrian bridge across the Minnesota River. This connection will improve access for bike commuters and recreational trail users to the Minnesota Valley State Trail and regional trails north of the river. In addition, the route will connect key community destinations, including Downtown, City Hall, County Government Center, and three schools.



Benefits for Holmes Street Alignment

- Connects to Downtown, State Trail, 101 underpass and Holmes Street pedestrian bridge
- Directs bike/pedestrian traffic away from busier roadways
- Wide Street (44 feet) and ROW (80 feet)
- Low traffic volumes (2,000 vehicles/day)
- Not a through street
- Users tend to take most direct route
- Traffic Controls benefit north/south trips
- Shortest option
- Maximizes existing infrastructure

Figure 10: Holmes Street Alignment

When the time comes to reconstruct Holmes Street (20+ years), the opportunity to construct a trail consistent to the master plan's recommended design standards should be explored. The master plan also recommends the completion of the sidewalk between 10th Avenue and Shakopee Avenue to serve the trail's pedestrian users. Feasibility and construction of the sidewalk will be explored with the Shakopee City Council.

Regional Trail - Holmes Street Connection

SCOTT COUNTY COMMUNITY SERVICES DIVISION
Parks & Trails Department
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
(952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us

This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Date: May 11, 2011

0 200 400 Feet

Legend

Scott West Regional Trail

- Existing Trail
- Planned Route
- State Trail (existing)

Figure 11: Holmes Street Connections

North of the Minnesota River

A safe, dedicated trail connection is planned between Shakopee and the Minnesota River Bluffs LRT Regional Trail in Carver and Hennepin counties via the 101 river crossing corridor. During the writing of this master plan, a Mn/Dot flood mitigation study was underway to explore benefits and impacts of possible roadway improvements at the US TH 169, TH 41, and TH 101 river crossings. This master plan supports a dedicated trail as part of an upgraded roadway should the 101 crossing be selected for flood mitigation improvements. Scott County will continue to work with Carver County, City of Shakopee, City of Chanhassen, and the Minnesota Department of Transportation to improve bicycle and pedestrian mobility across the river.

Trail Design

The planned trail will be designed in accordance with applicable American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 1999, and Minnesota Department of Transportation's, Bikeway Facility Design Manual, 2007. The recommended trail width is ten feet with minimum two-foot turf clear-zones.

Constructed and unconstructed segments of the regional trail primarily follow public roadways where right-of-way width differs. Portions of the regional trail are already constructed with eight-foot wide trail surfaces. In light of their relatively recent construction, existing trail segments will be utilized as-is until the end of the useful surface lifespan. At time of reconstruction or major resurfacing, the intent is to meet current standards and be consistent with recommended trail design minimums as stated in this master plan.

A bituminous trail surface is the preferred long-term surface treatment because it is durable, dependable and cost effective through its life cycle. Bituminous trails accommodate a wide variety of uses including bicycling, walking, running, and in-line skating, which are all popular regional trail activities. A crushed rock or agricultural lime surface may be used as an interim trail improvement, but only in areas adjacent to a gravel surface roadway (i.e., between Cleary Lake Regional Park and Murphy-Hanrehan Park Reserve). The typical constructed trail section is shown below and consists of a 2.5-inch thick minimum bituminous trail section, 10 feet wide, supported on 6 inches of compacted Class 5 aggregate fill.

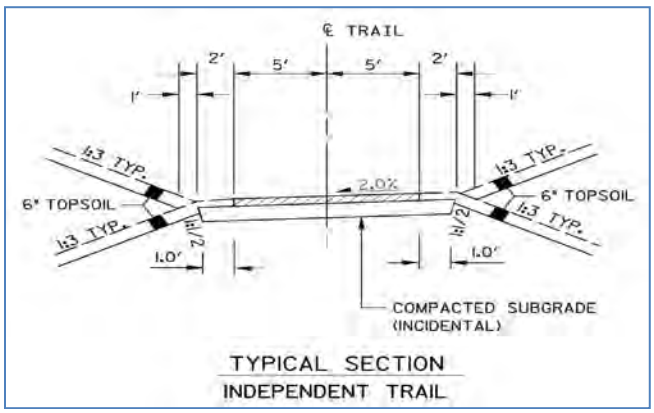


Figure 12: Typical Section – Trail Design

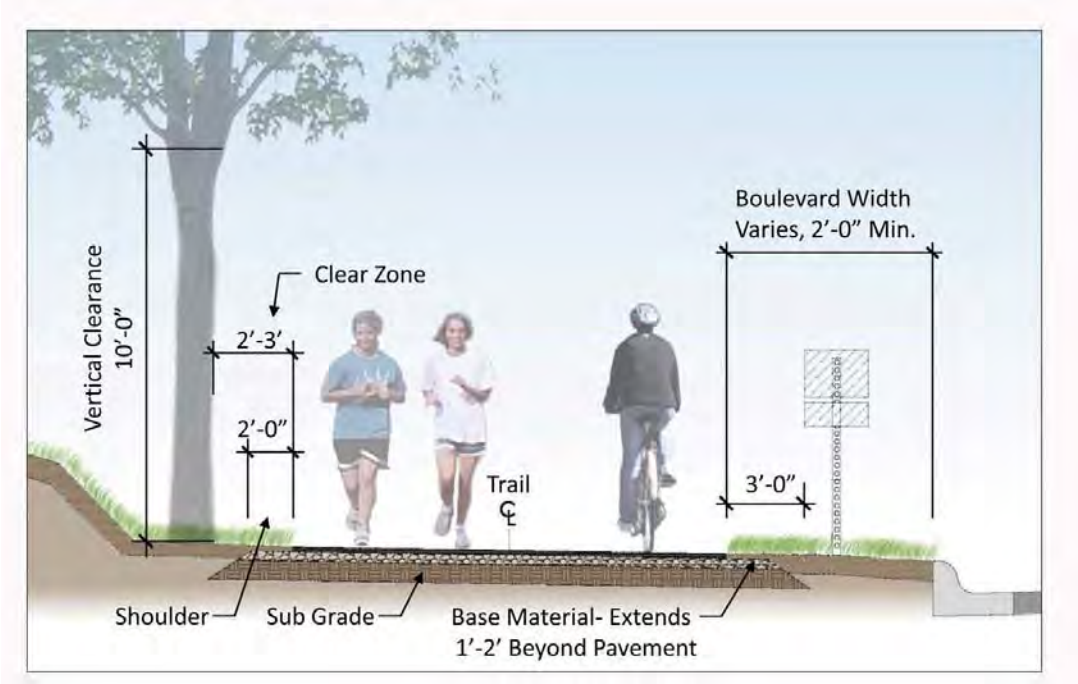


Figure 13: Typical Section – Multi-Use Trail

Bicycle Boulevard Design

A bicycle boulevard is a local street or series of contiguous street segments that function as a through street for bicyclists while discouraging through automobile traffic. Local automobile access and on-street parking is maintained. Bicycle boulevards create favorable conditions for bicycling by taking advantage of local streets with inherently bicycle-friendly characteristics: low traffic volumes and operating speeds. Cyclists on bicycle boulevards typically share the roadway with other traffic. Walkers and similar pedestrian activities are encouraged to use adjacent sidewalks. Bicycle boulevards are intended to serve a wider population–similar to the population served by a regional trail–that may not feel safe or typically avoid using busier roadways.

The bicycle boulevard approach was selected as an appropriate regional trail design for Holmes Street because existing conditions include many of the desired characteristics for a safe and successful bicycle boulevard. Implementing a bicycle boulevard will also limit physical changes to the existing streetscape and adjacent properties. Modifications proposed to the existing street are

Figure 14: ***Bicycle Boulevard Characteristics***

- Low motor vehicle volumes
- Low motor vehicle speeds
- Logical, direct, and continuous routes that are well marked and signed
- Provide convenient access to desired destinations
- Minimal bicyclist delay
- Comfortable and safe crossings for cyclists at intersections

Source: *Fundamentals of Bicycle Boulevard Planning & Design*. Portland State University, Initiative for Bicycle and Pedestrian Innovation, 2009.

limited to the addition of directional signs to guide bicyclists along the way. Examples of signage are shown in Appendix A (and the following images). The placement of any signs will be determined during the design phase, and existing sign posts will be used where feasible to reduce sign clutter.

Bicycle Boulevard Example. Riverlake Greenway, Minneapolis
Source: VeloTraffic.com

Bicycle Boulevard Example, Portland, OR
Source: *Fundamentals of Bicycle Boulevard Planning & Design*. Portland State University, Initiative for Bicycle and Pedestrian Innovation, 2009.

Road Crossings

Bicyclists traveling on trails which parallel public roadways have been observed to take their right-of-way cues not from signs or traffic control devices which may be placed on the trail, but from the traffic movements on the parallel roadway. Bicyclists tend to ignore stop signs along trails which they perceive to be unnecessary or which conflict with the right-of-way along the parallel roadway. Moreover, signs and markings placed along trails are sometimes interpreted as implying that bicyclists are expected to use the trail instead of the adjacent roadway. This can lead to harassment of bicyclists who are otherwise safely and legally using the roadway.

As a result of these observations and to provide a consistent message for trail users along County roadways throughout Scott County, trail crossings along the Scott West Regional Trail should be designed consistent with adjacent roadway traffic controls. Where roadway traffic controls are clearly visible to trail users, additional traffic control signage exclusive for trail users may not be appropriate. Exclusive signs and crosswalk striping may be provided as needed (per site conditions and design standards), but is not required for all trail crossings at road intersections. When improvements to intersections are explored, other potential safety improvements should be considered in addition to traffic control devices, including median refuge islands, beacon lights, and street lighting. Each trail crossing should be evaluated on an

individual basis, and all trail crossing striping and signage will be designed consistent with MN MUTCD standards.

Any future road crossings should also occur at intersections to improve sight lines with adjacent vehicle traffic. Sight lines, topography, and driveway and intersection spacing should be evaluated when determining appropriate traffic control devices for future road crossings. As vehicular traffic fluctuates, there may be a need for additional traffic signals or modifications to existing signalized intersections.

A grade-separated trail crossing is recommended for trail users to safely cross County Road 17. Possible locations for a grade-separated pedestrian crossing are near the 17/82 intersection and 17/42 intersection (as identified in Corridor Map 2C). Further evaluation and analysis will be required to determine the final crossing alignment. Estimated costs for a grade-separated crossing are provided in the trail construction costs.

Supporting Elements

Access, connections, and rest areas are important elements of regional trails that add aesthetic and functional value to the trail. Trailheads provide the amenities that visitors need to prepare for trail use and a location for visitors to access the trail. Parking lot and trailhead access points have been identified at existing and planned facilities in Murphy-Hanrehan Park Reserve (future Minnregs Lake Trailhead), Cleary Lake Regional Park, Spring Lake Regional Park, and Huber Park (Shakopee). No new trailhead or parking facilities are proposed exclusively for the regional trail.

Waste receptacles, portable latrine facilities, and other site amenities may also be provided at local parks and other public facilities. Upon permit approval, each community will be responsible for installing and maintaining any signature features. Signature features may include landscape features, benches or tables, bicycle racks, restroom facilities, trash receptacles, and space for people to prepare before getting on the trail. Scott County will coordinate with communities that wish to construct trail elements.

Connections between local park and trail systems and the Scott West Regional Trail will be encouraged. Providing connections to local trails will promote trail use from nearby neighborhoods and increase the ability for residents to bike or walk to the regional trail. Trail connection points will be coordinated with local agencies to ensure safe trail intersections.

Navigational Signage

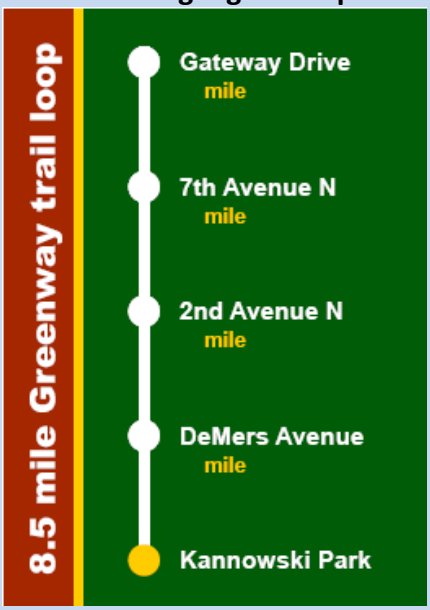
Proper signage along the trail is important for safety and way finding. At trailhead locations, kiosks will be installed to provide information on the Scott West Regional Trail corridor and highlight nearby regional and local attractions. Directional signage will be installed at key trail intersections to keep the trail user on the regional trail and also identify local connections and destination areas. Kiosks and directional signage will be designed to be consistent and maintain a uniform style with the Scott County regional park and trail system and its partner agencies.

Figure 15: Regional Trail Signage Guidelines and Examples

Directional Signs should be used to provide destination information at decision points or along routes. The goals of directional signage are to:

- Inform users of current location
- Direct users to connecting facilities and destinations from trails
- Inform users of major destinations or trail end points
- Point to trails from street network

Directional Signage Example



Kiosks provide a system or regional overview of the network. They are most appropriate for trail heads or points with multiple decisions. The goals of kiosks are to:

- Provide a map with street and trail types and major destinations or attractions
- Promote connectivity to other regional trails
- Identify connections to and from street network
- Provide address or emergency location
- Provide information about what is along the trail – photos, interpretive, historical

Kiosk Example

Construction Cost Estimates

Construction Costs (based on 2011 values)
Total approximate trail length = 16.4 Miles
Approximate existing trail length = 8.4 miles
Approximate remaining length = 7 miles trail; 1 mile bicycle boulevard
Cost per foot of trail is $70/lineal foot, or $375,000 per mile
7 miles of trail x $375,000 = $2,625,000

Approximate Bicycle Boulevard segment = 1 mile
Cost of bicycle boulevard: 20 signs x $300 = $6,000

Complete sidewalk gap on Holmes Street (10th Avenue to Shakopee Avenue)* = $62,200
*Sidewalk completion to be coordinated with City of Shakopee

Bridges and Structures
Separated Crossing @ CH 17: $600,000 Underpass; *or* $1,500,000 Overpass
Wagon Bridge Pedestrian Structure @ CH 21: $715,500
Underpass @ TH 13: $1,100,000
MN River floodway crossing at TH 101: $5-7 Million (includes section in Carver County and trail connection to the Minnesota River Bluffs LRT Regional Trail)

Road crossings striping and signage
Upgrades/Enhancements: $50,000

Wayfinding Signage
Kiosks: 4 x $15,000 = $60,000
Directional Signage: 5 x $5,000 = $25,000

Development Timeline and Funding Sources

The first priority is to complete the 3.5-mile segment between Shakopee and Prior Lake (along County Roads 79, 78 and 17). Trail construction is expected to occur as part of County Road 17 construction projects programmed over the next 5-10 years. The bicycle boulevard designation along Holmes Street would occur along with these construction projects. The completion of the connection between Cleary Lake Regional Park and Murphy-Hanrehan Park Reserve will be dependent upon on land availability, willing sellers, future development, and planned park improvements at Three Rivers Park District facilities.

Scott County will actively pursue recreation and transportation grant funding opportunities for development of the regional trail. Primary funding sources include federal transportation programs, Minnesota Clean Water, Land, and Legacy funds, and Metropolitan Council programs and implementing agency allocations. Local sources include park dedication and potential funding in County capital improvement programs.

Boundaries & Acquisition Costs

Corridor Preservation Tools

A variety of land use tools, acquisition approaches, and coordination with local agencies, landowners, and developers will be required over time to fully connect this trail corridor. Available tools include:

a) **Subdivision Process**: As part of a proposed development, the dedication of land that has been identified to serve a public purpose in local and county planning documents. Park dedication, right-of-way dedication, planned unit development (PUD), and public values incentive program (rural development only) will all be explored with the developer through the subdivision process.

b) **Fee Simple Acquisition**: A complete transfer of land ownership from one landowner to another party, usually by purchase. Land donation would also be encouraged. This method may be most appropriate for small parcels with limited development opportunities or larger parcels containing a significant natural resource feature that could be protected or enhanced as part of the trail corridor. Scott County Parks & Trails will only pursue land acquisition with willing sellers.

c) **Easement**: Grants the right to use a specific portion of land for a specific purpose or purposes. Easements may be granted in perpetuity and survive transfer of landownership. Easements may be most appropriate for completing trail "gaps," in instances with limited space, and when fee title of land is not an option.

d) **License/Lease Agreement**: The temporary grant of an interest in land upon payment of a determined fee. The fee does not have to be monetary, but some consideration must be given for the right to use the land, or the lease will not be legally binding.

e) **Joint Powers Agreement**: A contract between a township, city, county, and/or a special district in which the organization agrees to perform services, cooperate with, or lend its powers to, the other party. This will involve coordination of other public projects to help implement the trail corridor while also meeting other public needs.

f) **Eminent Domain**: The power of a governmental body to acquire private property that has been identified for a public purpose. The property owner must be compensated fair market value for the acquired land. Eminent domain is only used when all other opportunities to purchase the land have been rejected. Historically, Scott County has not used eminent domain for any park or trail related projects.

Establishing the Trail Corridor

The majority of this regional trail is located within County and local road right-of-way. Additional right-of-way or trail easements will be required in certain areas to provide enough land to meet the recommended trail design standards. Much of this right-of-way will be acquired through roadway improvement projects, and thus additional funding from the regional parks system may not be required. A minimum twenty-foot right-of-way or easement is recommended for regional trail purposes.

The planned trail connection between Cleary Lake Regional Park and Murphy-Hanrehan Park Reserve will require the dedication or acquisition of private property. Possible options to establish this trail corridor include dedicating a trail corridor or easement as part of future land development, utilizing an existing utility easement adjacent to 175th Street, or land acquisition. Should there be limited opportunities to complete this segment, the alternate trail route would be recommended. Privately owned parcels where land acquisition may be needed to establish the trail corridor are listed in the following table.

Figure 16: Potential Partial Land Acquisitions within Planned Trail Route

Jurisdiction	Parcel Identification Number	
Credit River Township	40750050	49080085
	49080011	49080230
	49080030	49080260

Note: Not all parcels listed will be affected. Final trail alignment will determine affected parcels. A minimum 20-foot easement is required to establish the trail corridor.

Scott County Parks & Trails will only pursue land acquisition with willing sellers. This means acquisition will occur when landowners plan to sell or are considering development of their property. In working with landowners and developers, parcel acquisition alternatives to discuss with owners include the following:

- Routing of the trail to utilize portions of the property with marginal development potential. This could include land adjacent to wetland or flood fringes.
- Acquire easements for the trail that may allow the owner/developer to count some or all of the acreage toward development densities.
- Work with the LGU and owner/developer to secure park dedication lands for the trail in advance of the actual development.
- Acquisition of the entire property/parcel, with the intent to resell the property subject to easements for the trail.
- Acquisition of the development rights to the property. The areas of development would then be negotiated with the developer.
- Donation of a portion of the property for a trail corridor.
- Acquisition of entire property to provide trail and other function (i.e., natural resource value, parking, trail head, scenic views).

The local planning authority has an important role, as developers often contact the City or County Zoning Administration office (within townships) about zoning and other development issues. Through the development review process, Scott County Parks & Trails will work with the local agencies, developers, and property owners to formulate a development plan that incorporates the trail corridor. Park dedication, right-of-way dedication, planned unit development (PUD), and public values incentive program (rural development only) are all potential development tools that will be explored during the subdivision process.

Land Acquisition Cost Estimates

The following describes needed right-of-way and trail easements to complete the Scott West Regional Trail. Since much of this right-of-way will be acquired through roadway improvement projects, some of these costs will be provided through other means. In additional, park dedication and future development coordination could also lower the required costs for land acquisition.

County Road 17 Right-of-Way
13,412 Linear Feet x 20 foot easement = 6.16 acres
6.16 Acres x $100,000/Acre = $615,800

County Road 79 Right-of-Way
2,082 Linear Feet x 20 foot easement = 0.96 acres
0.96 Acres x $100,000/Acre = $95,600

Cleary Lake to Murphy-Hanrehan (Planned Route)
4,950 Linear Feet x 20 foot easement = 2.27 acres
2.27 Acres x $100,000/Acre = $227,300

Note: Alternate route between Cleary Lake and Murphy-Hanrehan assumes all work to occur within existing road right-of-way.

Public Services

To ensure maximum safety possible for trail visitors and its neighboring residents, Scott County will work closely with local public safety organizations to monitor trail use and take preventative measures to deter unauthorized activity. Future arrangements for trail patrolling with Three Rivers Park District Public Safety will also be explored.

The Scott West Regional Trail primarily follows existing roadway corridors within developed areas. Other than the trail itself and supporting facilities identified in the Development Concept section, additional public investments will not be required to support the trail. However, major road and utility construction projects (i.e., County Road 17 expansion) will spur completion of remaining trail segments. New trail development will be coordinated as part of road and utility projects to reduce unintended impacts and gain efficiencies in construction.

Conflicts & Mitigation

Impacts to Adjacent Properties

The majority of the trail is within public road right-of-way and follows County roads. Trails and sidewalks are standard components to Scott County roadways. The Holmes Street section is unique in that the trail utilizes a bicycle boulevard designation along a local street. Improvements to Holmes Street will be limited to directional signage to minimize any impacts to adjacent properties. The placement of any signs will be determined during the design phase, and existing sign posts will be used where feasible to reduce sign clutter.

Studies performed by the Metropolitan Council indicate that 50 percent of the users will live within 0.75 miles from the trail corridor and 75 percent will live within three miles of the trail corridor. This means many the trail users will be trail neighbors and come directly from the community. The typical trail visitor profile indicates that 60 percent of visits will be individuals, whereas 40 percent will be groups of families or friends. In addition, the majority of visitors will fall into the baby boomer generation and have a higher than average education and income.

When new trails are proposed, a common concern of adjacent property owners is the potential effect on their safety and security as well as the safety and security of trail users. Past experience in the Twin Cities area has shown that regional trails are safe and generate very little criminal activity. Research shows that criminals are aware of trail user's willingness to report suspicious activity, and therefore, avoid areas with popular trails. High visibility of the trail from major roads will also discourage suspicious activity.

Automobile Interaction & Parking

Since the regional trail follows roadways, frequent road crossings exist. The majority of crossings occur at road intersections with existing traffic controls. Trail users are required to obey road traffic controls along with motorists. On Holmes Street, bikers will "share the road" with motorists, similar to other local streets. Holmes Street is a low-traffic (2,000 vehicles per day), low-speed (30 mph) roadway. Signage will be installed along Holmes Street to identify the street as a "bicycle boulevard" and increase awareness for motorists. Educational materials will also be created to help motorists and trail users understand how to interact safely within the bicycle boulevard.

On-street parking will not be impacted by the bicycle boulevard design via Holmes Street. However, diagonal parking within the downtown Shakopee area may pose challenges as drivers have reduced visibility when backing out of a parking space. Long-term, diagonal parking should be reevaluated to improve safety. When in the downtown area, cyclists would be encouraged to ride near the center of the travel lane to increase visibility with drivers.

Regional trails are most commonly associated with recreational use during weekends and early evenings. Most parking demands on Holmes Street (especially around the County offices and schools) occur during weekday work hours. Thus, anticipated use of the trail route would occur at times when on-street parking demand is low. In situations when high levels of on-street parking exist, bicyclists would be encouraged to ride closer to the middle of the travel lane to avoid opening car doors and enhance visibility for drivers entering/exiting parking spaces.

Parking lot and trailhead access points have been identified at Murphy-Hanrehan Park Reserve, Cleary Lake Regional Park, Spring Lake Regional Park, and Huber Park in Shakopee. No new trailhead or parking facilities are proposed exclusively for the regional trail.

Historic Sites

Historic properties are often points of interest along trails. A review of culturally significant and historic sites was performed as part of this study, and two historic buildings have been identified on Holmes Street. When trails are aligned near historic properties, it is suggested that the trail and any associated features such as lighting, benches, or other facilities remain outside the historic boundaries of the property. Since no physical changes are proposed on Holmes Street, impacts to historic properties are not expected. Any additional signage will be located to avoid impacts to historic properties.

Appropriate Uses of the Trail

Scott County allows walking, running/jogging, bicycle riding, in-line skating, skateboarding, kick scooters, bird watching, and dog walking on regional trails. Motorized vehicles not allowed include, but are not limited to, motorized scooters, all-terrain vehicles, golf carts, motorcycles, automobiles, trucks, sport utility vehicles, and snowmobiles.

Snowmobiles

In Scott County, there are a number of snowmobile trails that are maintained through the DNR's state trail system along the Minnesota River that already accommodate the snowmobile demand. Scott County supports snowmobiling on existing snowmobile trails within their counties. Due to potential winter use conflicts, an existing network of snowmobile trails, possible damage to bituminous surfaces through misuse, and conflicts with city ordinances, this master plan does not support snowmobiling on Scott County's regional trail system.

Dog Walking

Dogs are allowed on all Scott County trails. Dog-walkers are required to keep their dogs on leashes no longer than six feet and must clean up after the pets.

Operations & Maintenance

Overview

Implementing the master plan will require significant initial and long-term capital investments for physical development, operations, and maintenance. Implementation is expected to occur over a number of years as funding and other resources become available and plans become refined and ready for implementation. The following considers an overall strategy for implementing the master plan and managing the trail once it is completed. This section also considers Scott County's approach to operations and management as it pertains to the trail.

Governance

The Scott County Board of Commissioners is the governing and policy board with jurisdictional and operational authority for Scott County regional parks and trail facilities. The Scott County Parks Advisory Commission, appointed by the County Board, serves as ambassadors for the citizens of the county and to inform and make recommendations to the Board on policy, planning, operational, and financial matters related to the Scott County regional parks and trails facilities and system.

In December 2010, the Scott County Board and Three Rivers Park District Board entered into a unique partnership to collaboratively and efficiently operate the regional facilities within Scott County – both those under Scott County ownership and those under Three Rivers Park District ownership (with the exception of The Landing). Under the Partnership, Three Rivers will take a leading role in operating and maintaining the park and trail units owned by Scott County and will continue to operate the Three Rivers facilities within Scott County. Scott County will make available its existing operating resources (parks staff, trail maintenance agreements, county programs, volunteers, etc.) and successful collaborative efforts with local partner agencies.

Ultimate policy and management direction for Scott County facilities, including the Scott West Regional Trail, will continue to be set by the Scott County Board, with guidance from the Scott County Parks Advisory Commission. But as part of the new Partnership, it will be done in consideration of the collaborative implementation effort of the two agencies. Under the Partnership, a Three Rivers Board Member will serve as a liaison to the Parks Advisory Commission. A Policy Committee comprised of the Chair and Vice Chair (or designee) of both Scott County and Three Rivers Boards has been established to oversee and resolve policy conflicts and issues related to the Partnership.

This Partnership is new and implementation will evolve over the years. But this Partnership is expected to improve efficiencies and provide additional resources to operate and maintain the regional park and trail system in Scott County.

Regulation and Enforcement

Scott County has adopted Park Ordinance, Number 29 to provide for the safe and peaceful use of the parks, trails, and corresponding facilities. Scott County's Park Ordinance, Number 29 will be enforced for all users and activities within the designated regional trail system.

The Scott County Sheriff's office is responsible for patrolling County parks and trail facilities. A Sheriff's Deputy or a Community Service Officer will respond to calls for service needs on the trail. In addition to responding to calls for service, the 911 First Responder system will answer emergency calls made from the trail. Scott County participates in a statewide mutual aid program that facilitates the sharing of public safety resources in times of emergency or other unusual conditions. This program facilitates assistance received from surrounding police agencies, including Shakopee, Prior Lake, Savage, and Three Rivers Park District police forces.

Trail Operation

Existing regional trail segments have been treated similar to County Road trails in terms of operations and maintenance practices (and the fact the existing regional trail segments follow County Roadways). County Road trails within city boundaries are maintained by the cities. County Road trails in rural areas are maintained by the County. Currently there are no operations/maintenance agreements between the County and cities regarding County Road trails, however, it is the County's intention to enter into a future comprehensive agreement. Winter use is determined by each city, and the city is responsible for snow plowing. It is expected that this informal policy will continue for the near term. As Scott County's regional trail system becomes more established, trail operation practices will be re-examined to determine best practices.

Trail Maintenance

Proper trail maintenance is necessary to provide a safe and enjoyable recreational experience for trail users. But it is also important to perform on-going maintenance to get the maximum value out of major infrastructure investments. Preventive trail maintenance has been proven to be more cost-effective long-term (and is also a requirement of any federally funded trail projects). Addressing issues, such as cracks and erosion, early on and performing routine pavement treatments can double the life of the trail surface. Coordinating related pavement treatments with nearby roadway upgrades can also lead to significant cost savings.

As described with the trail operations, Scott County works collaboratively with cities and Three Rivers Park District to maintain its existing regional trail system. Regardless of who is responsible for performing the work, trail maintenance activities should be consistent with the schedule in Figure 17. Anticipated maintenance costs are anticipated to be $15,000 for Scott County annually (2011 dollars) once the regional trail is fully developed. Scott County will explore collaboration and cost-sharing opportunities with municipalities and Three Rivers Park District to find cost efficient methods to provide operations, maintenance, and public safety services within the proposed regional trail corridors.

Figure 17: Trail Maintenance Practices – Recommended Schedule	

On-going	• Vegetation – mow shoulders (maintain 2-3 feet clearance) and blow trail surface
	• Litter and debris cleanup
	• Trash removal
	• Use/Safety inspections
	  • ROW encroachment inspections
	  • Verify safety for trail users (no fallen/hanging branches, slippery spots, etc.)
	  • Graffiti/Vandalism/Criminal Activity
	  • Inventory surface failures (cracks, dips, crumbling edges)
	  • Drainage/Culvert clearings

1 to 3 Years	• Vegetation
	  • Noxious weed control as needed
	  • Trim trees/shrubs to maintain clearance
	  • Other annual resource management activities
	• Pavement Survey Inspection
	• Trail surface sweeping (Spring)
	• Overpass/Underpass structure inspections – every 2 years
	• Asphalt crack repair – perform where needed

4+ Years	• Signs and lane/crossings striping – replace as needed • Fog Seal – every 4 to 6 years • Sealcoating – every 6 to 10 years • Overlay – every 15 to 20 years

Funding and Revenue

Funding sources to cover on-going operations and maintenance costs for the Scott County regional trail system include general operating funds from Scott County Parks and Trails. A portion of operating and maintenance costs will be funded by the Metropolitan Council and distributed to Scott County consistent with MN Statute 473.351. The Metropolitan Council and State of Minnesota provide funding for acquisition, development, and redevelopment projects through the Regional Parks CIP. Additional funding opportunities through federal, state, and county programs will be solicited when applicable.

It is not anticipated that regional trails will generate revenue for Scott County. Scott County will maintain a no fee use of the proposed regional trails due to their major connections to other regional, state, and local trails.

Citizen Participation

The entire master planning process was driven by direct citizen involvement. A Citizen Design Team (CDT), consisting of over forty Scott County residents, volunteered their time to provide direction and input on the preparation of site design concepts and types of programming/ activities desired at five park/trail sites. The Citizen Design Team was divided into two groups, with one focused on parks master plan concepts (Blakeley Bluffs, Cedar Lake Farm, and Doyle-Kennefick) and the other focused on trail concepts (Spring Lake and Scott West search areas). The CDT met monthly, from July 2010 to March 2011, to evaluate park and trail system needs, identify unique features of each site, and refine the design concepts.

Another major public input component was through public workshops and site tours. Four public workshops were held in August 2010 to gather input from residents on the types of programming and activities desired at each park/trail site, and to gain insight on what types of concerns or issues related to development needed to be addressed through the master planning process. Approximately 150 residents participated in the public workshops and provided a great deal of feedback (see page 11 for a more detailed summary).

The CDT participated in a bus tour of potential trail routes in October 2010. CDT members discussed a number of issues during the bus tour, including major road crossings, key destinations and connections, and design features to improve the recreational experience.

Parks CDT Field Trip, September 2010

Trail concepts developed by the Citizen Design Team were shared with local parks commissions, township boards, and city councils in November 2010 through February 2011. Input was given based on consistency with local plans, current and projected needs, and coordination with other projects.

A public open house was held on February 26, 2011, to review the trail concepts. Thirty residents attended the open house. Primary discussions were focused on the alternate routes through the Shakopee area. Based on these comments, the CDT refined alternate routes to two concepts: 1) through Shakopee (via Holmes Street) utilizing a bicycle boulevard design that limits impacts to adjacent properties and on-street parking; and 2) a traditional trail around the edge of Shakopee utilizing existing and planned trails. These two alternatives were presented to the Shakopee City Council in May 2011, where the Council selected the Holmes Street Bicycle Boulevard concept as the preferred trail route within Shakopee.

Throughout the master planning process, the Scott County Parks Advisory Commission and Scott County Board of Commissioners were updated with results of the public input and Citizen Design Team's site concepts. The Parks Advisory Commission and Board of Commissioners provided direction based on existing plans and park policies. The Parks Advisory Commission recommended approval of this master plan at their July 6, 2011, meeting. On September 13, 2011, the Scott County Board of Commissioners approved this master plan.

A detailed list of public meetings and public comments received throughout the master planning process is provided in Appendix B.

Public Awareness

Scott County uses a variety of resources to promote its regional park and trail system. Available resources include:

- Scott County SCENE
- Press releases to local media outlets
- Brochures, newsletters, and direct mailings
- On-line presence (website, e-mail lists, maps)
- City/township park & recreation websites
- Regional park & trail maps (Met Council, Cyclopath.org)
- Advertisements in recreation and tourism publications

Scott SCENE

Vol. 21, No. 4 — The mission of Scott County is to deliver quality public services to all citizens in an effective, professional and efficient manner. — August/September 2009

Planning for trails underway

Transportation, recreation corridors to be reviewed

Garden bounty

Master Gardeners are offering programs to help improve production and preserve food for winter.

Page 12

Regional Trails

A planning study is underway to identify alignment alternatives for a future regional trail that will someday connect Murphy-Hanrehan, Cleary Lake (above), Doyle-Kennefick, and Cedar Lake Farm regional parks.

TRAILS to Page 14

GoScottGo.org

New technologies and improved access to public databases have greatly enhanced the ability to share accurate trail information with residents. Scott County recently partnered with Carver County to develop GoScottGo.org, which includes a clearinghouse of recreational activities, programs, and facilities in Scott County. This website and the underlying initiative is based upon a national "active living" effort, which has found that the overall health of a community is impacted by its built environment and residents' safe access to recreational opportunities.

GoScottGo.org will be a key component for promoting the Scott County regional trail system. The website includes an interactive park and trail mapping application that assists users in charting out their walking, biking, and running routes, as well as find parks and trails close to their home. As trail segments are completed, the interactive map will be updated to provide the latest data available.

Partnership Opportunities

In addition to the above resources, other new opportunities for promotion may arise as part of Scott County's new partnership agreement with Three Rivers Park District. Three Rivers could provide an increased role in marketing all regional park and trail facilities in Scott County, and as such the existing Scott West Regional Trail segments could be incorporated into any promotional materials. Scott County will continue to explore additional promotional opportunities (and efficiencies gained) with Three Rivers and other park/trail partner agencies.

Trail Construction Projects

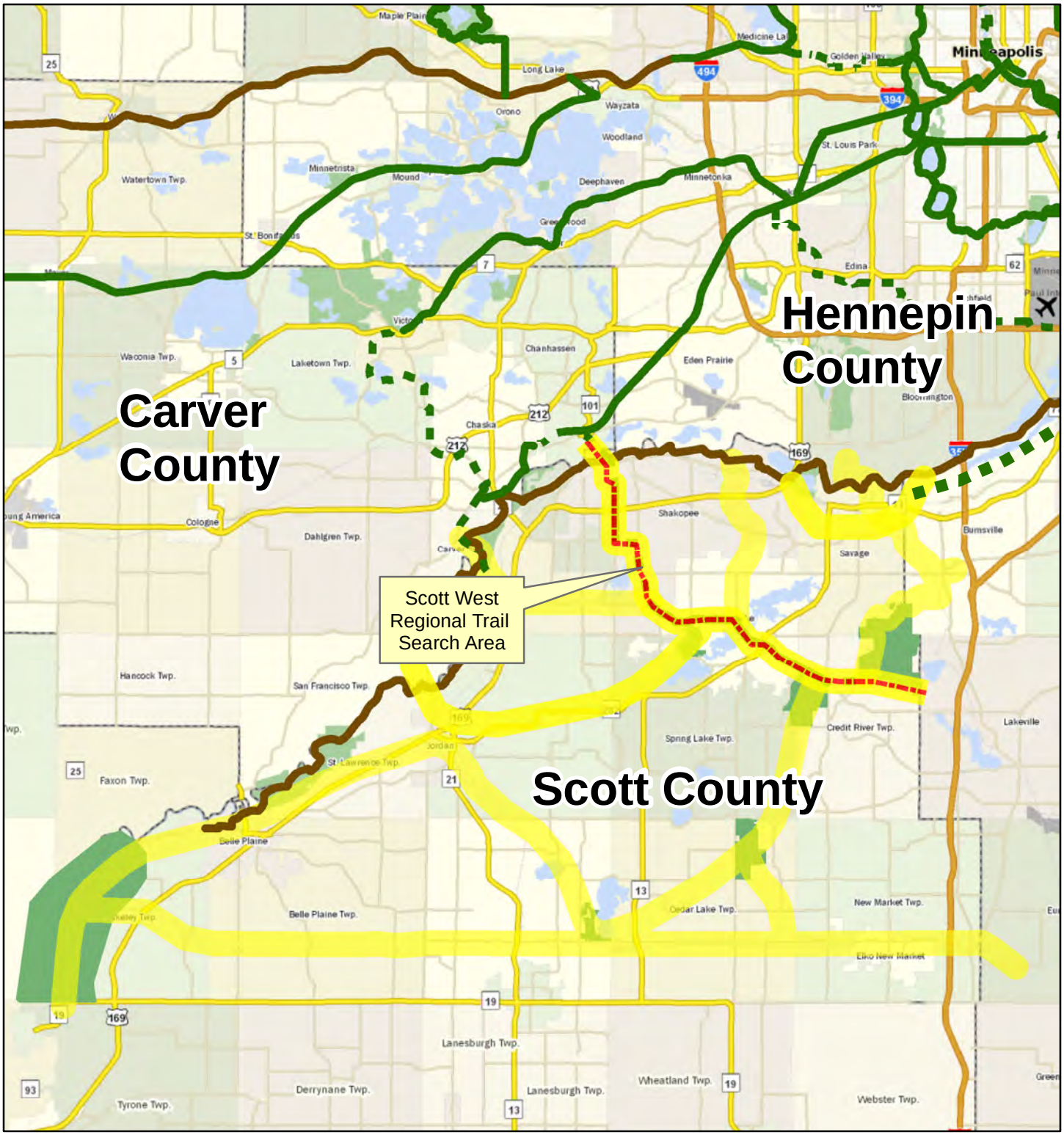
As trail development and construction plans are proposed, public information meetings will be held as a means to inform the public, collect input and have dialogue on ideas and potential conflicts. Scott County is committed to working with residents and other agencies once the design process commences for new trail segments.

Bicycle Boulevard Design

Since a portion of the regional trail will utilize the first bicycle boulevard design in Scott County, an educational component will be provided to assist trail users and motorists on how to safely interact on Holmes Street. Scott County Parks & Trails will work with the City of Shakopee and public safety officials to provide resources regarding the purpose of bicycle boulevards, how they function, the benefits they may offer, proper safety procedures and etiquette, and to build public support.

Accessibility

Scott County is committed to providing activities, access and resources for all trail visitors, including persons with disabilities and members of special population groups and will do so throughout planning, development, and operation and maintenance activities of the regional trail system. Scott County supports equal access for all users to its park and trail facilities. Trail facilities will be designed to meet or exceed guidelines established by the Americans with Disabilities Act. The proposed regional trails are aligned to accommodate a wide-range of user groups with varying abilities and offers access to many populations. Scott County's current policies strive to keep public park, trail, and open space facilities affordable for all residents.



Map 1

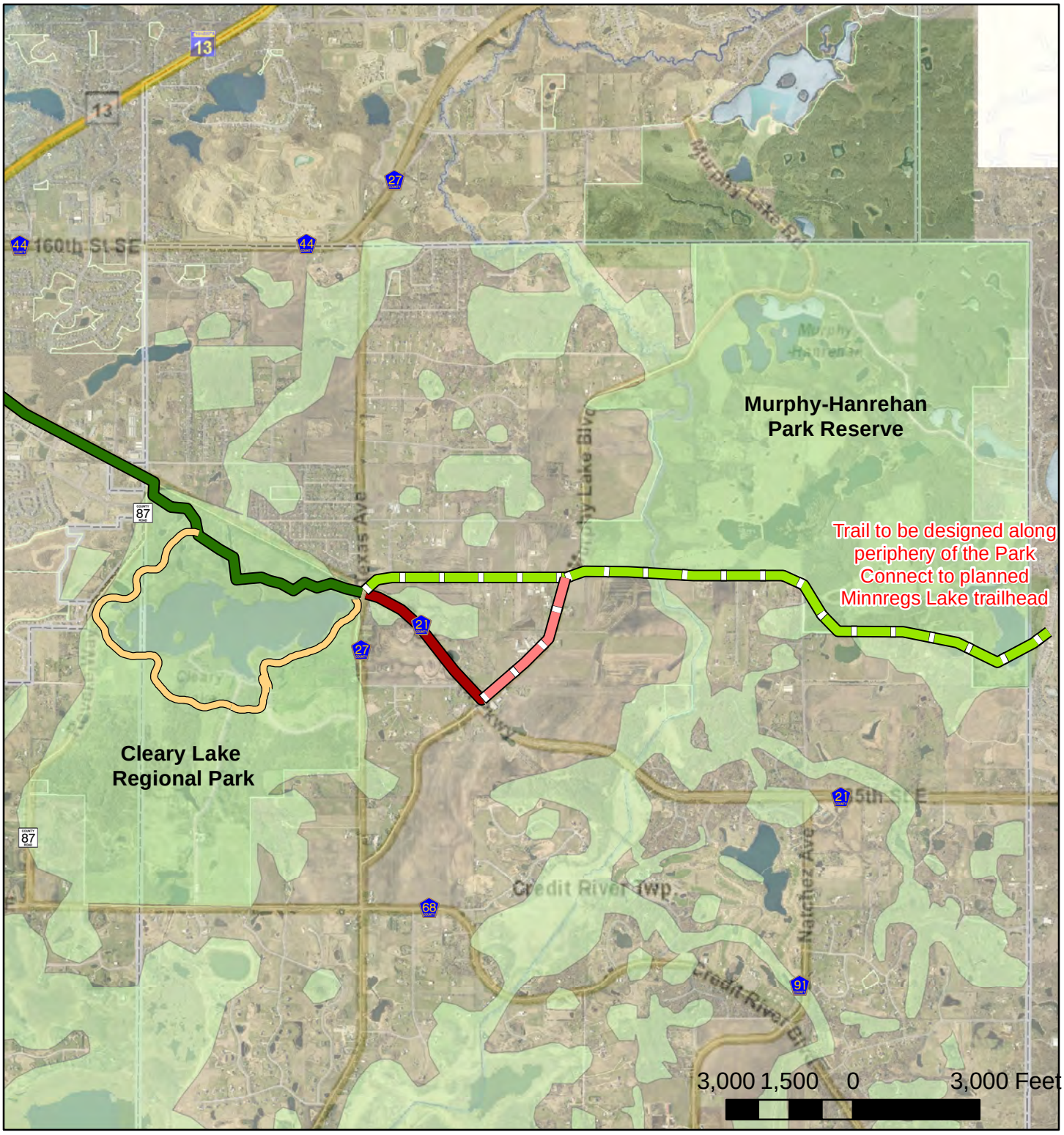
Study Area and Overview

Scott West Regional Trail

SCOTT COUNTY COMMUNITY SERVICES DIVISION
Parks & Trails Department
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
(952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us

Legend

- Regional Trail Existing
- Regional Trail Planned
- State Trail Existing
- Other 2030 Trail Search Areas
- Scott West Search Area
- Regional Park/Park Search Area



Corridor Map (1 of 4)

Scott West Regional Trail

Map 2A

Legend

- Existing Segment
- Planned Segment
- Alternate Route (existing trail)
- Alternate Route (planned trail)
- Trail Loop Connection (existing segment)
- Trail Loop Connection (future segment)

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200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
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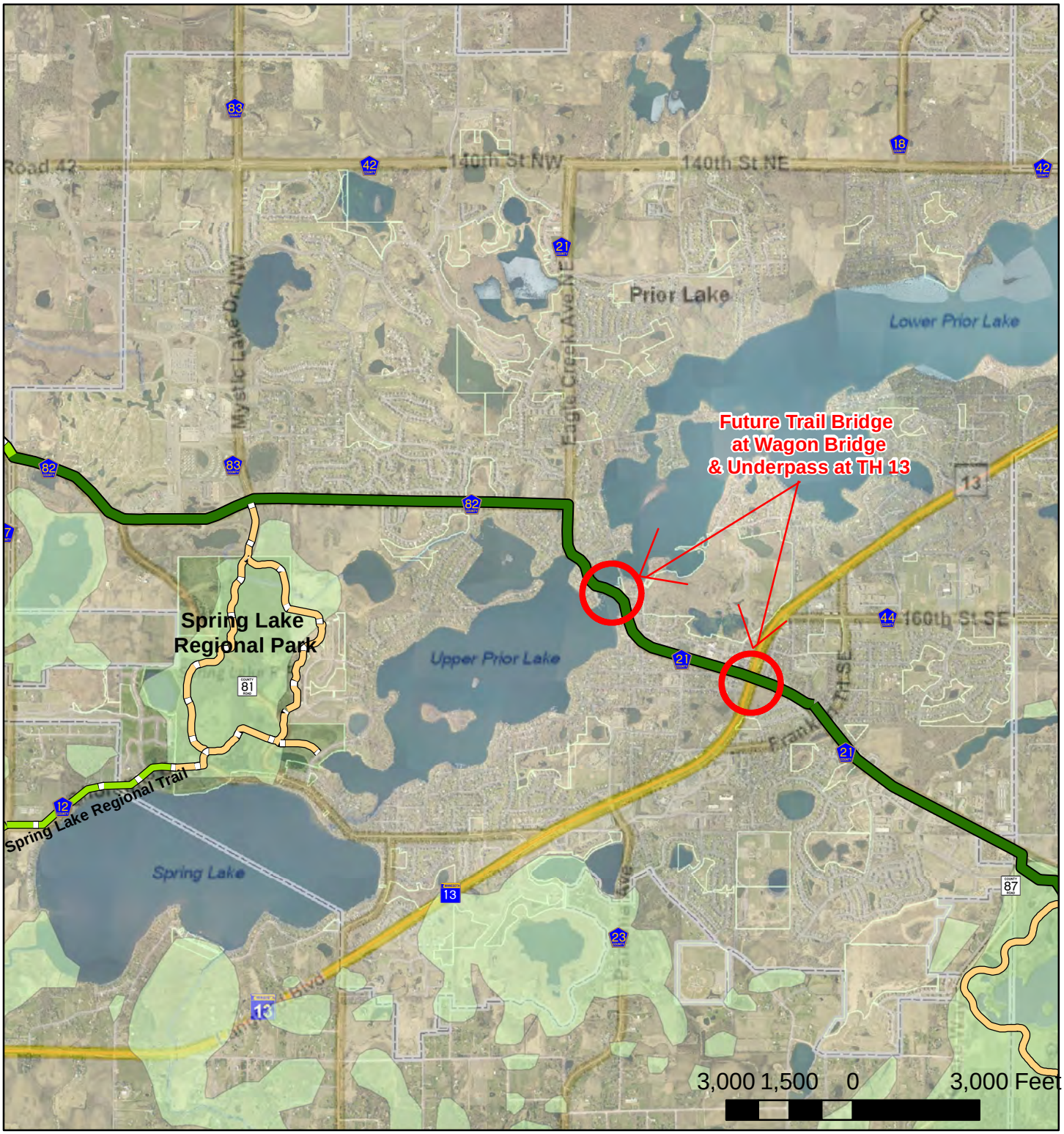
CLEAN WATER LAND & LEGACY AMENDMENT



Corridor Map (2 of 4)

Scott West Regional Trail

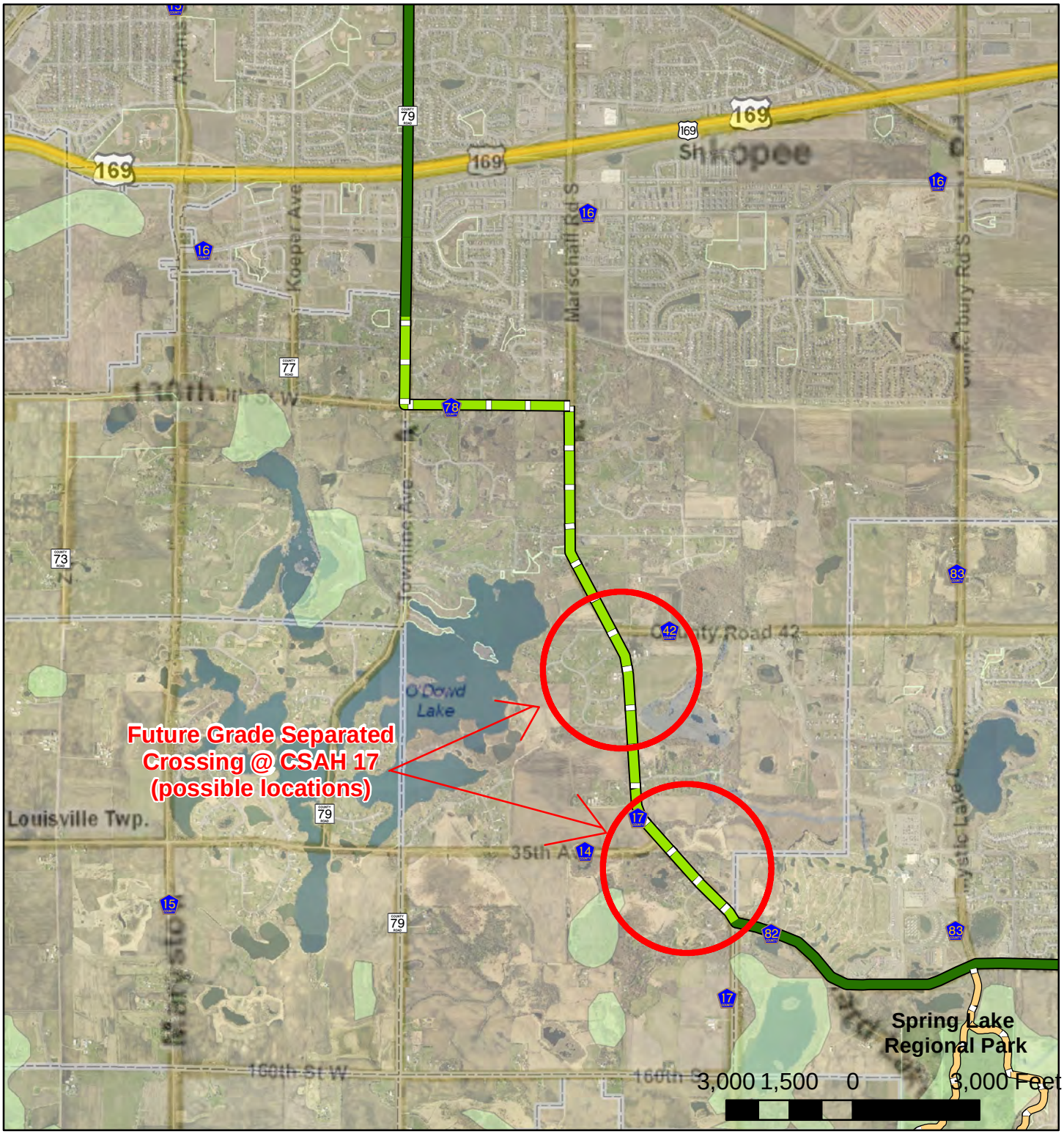
Map 2B

Legend

- Existing Segment
- Planned Segment
- Alternate Route (existing trail)
- Alternate Route (planned trail)
- Trail Loop Connection (existing segment)
- Trail Loop Connection (future segment)

SCOTT COUNTY COMMUNITY SERVICES DIVISION
Parks & Trails Department
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
(952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us

CLEAN WATER LAND & LEGACY AMENDMENT



Corridor Map (3 of 4)

Scott West Regional Trail

Map 2C

Legend

- Existing Segment
- Planned Segment
- Alternate Route (existing trail)
- Alternate Route (planned trail)
- Trail Loop Connection (existing segment)
- Trail Loop Connection (future segment)

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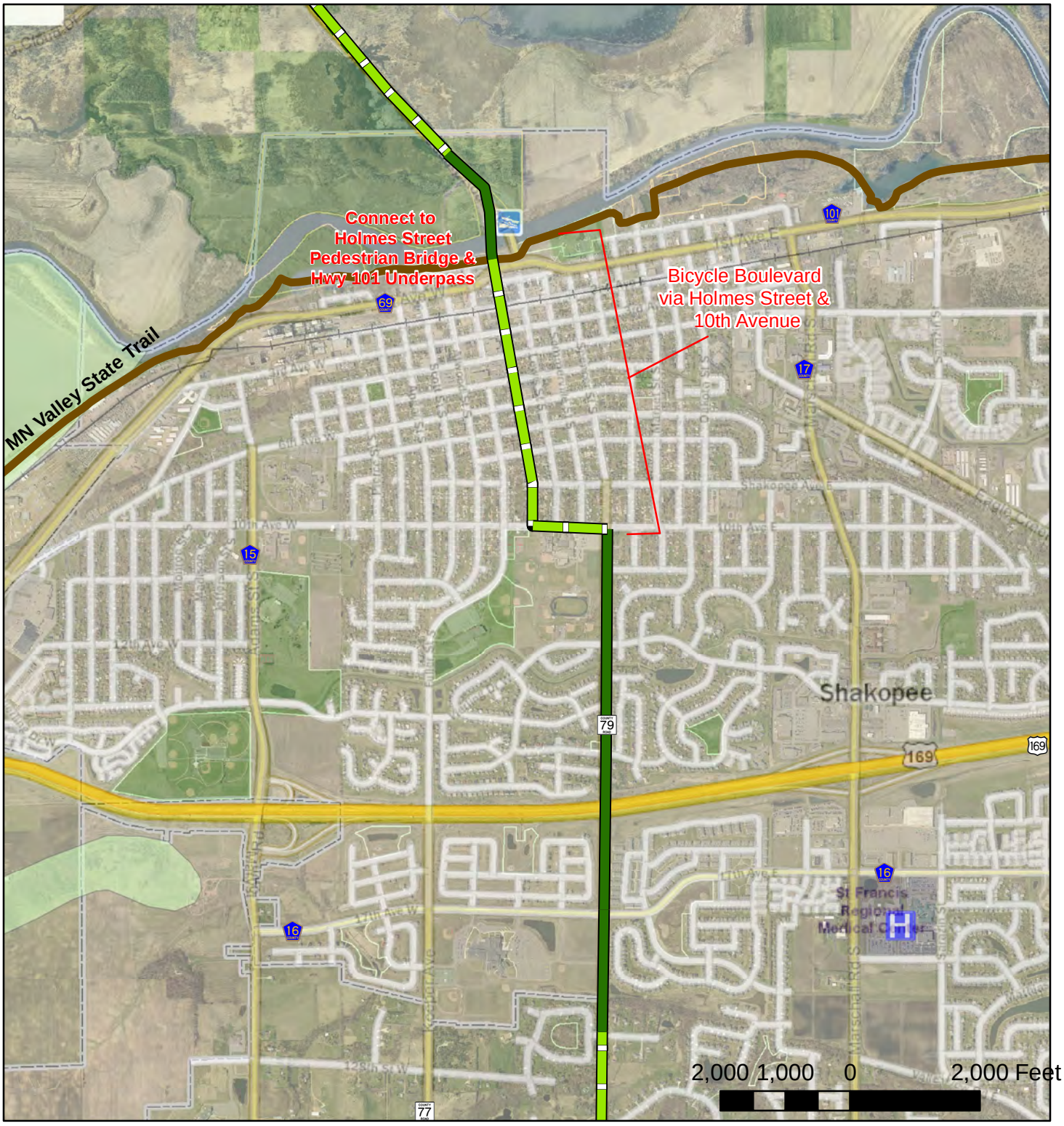
Parks & Trails Department
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
(952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us



Corridor Map (4 of 4)

Scott West Regional Trail

Map 2D

Legend

- Existing Segment
- Planned Segment
- Alternate Route (existing trail)
- Alternate Route (planned trail)
- Trail Loop Connection (existing segment)
- Trail Loop Connection (future segment)

SCOTT COUNTY COMMUNITY SERVICES DIVISION
Parks & Trails Department
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
(952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us

Appendix A

Bicycle Boulevard Sign Examples

Source: WSB & Associates, 2011

Appendix B

1 – List of Public Meetings and Events

2 – Summary of Public Input Comments for Regional Trail Master Planning

3 – Master Plan Concept Open House Public Comments

4 – Notes from Trails Technical Meeting

Scott County Park and Trail Master Planning Process

List of Public Events and Meetings

FIELD TRIP EVENTS – On-Site Field Trips with Citizen Design Team and Public

DATE	TOUR LOCATION/FOCUS
Saturday, September 11, 2010 • 8:30am to noon – CDT only • Noon to 2:00pm – Public	Cedar Lake Farm Regional Park
Saturday, September 18, 2010 • 8:30am to noon – CDT only • Noon to 2:00pm – Public	Doyle-Kennefick Regional Park
Saturday, September 25, 2010 9am to Noon – CDT only	Trails Field Trip
Saturday, October 2, 2010 • 9am to Noon – CDT Only • Noon to 2:00pm – Public	Blakeley Bluffs Park Reserve Area

CITIZEN DESIGN TEAM MONTHLY MEETINGS

All meetings scheduled 5:30 to 8:00 pm

MEETING	DATE	LOCATION
#1	Thursday, July 22, 2010	Scott County Law Enforcement Center
#2	Thursday, August 12, 2010	Scott County Regional Training Facility
#3	Thurs, September 16, 2010	PARKS CDT - Ney Nature Center TRAILS CDT - Scott County Government Center
#4	Thursday, October 21, 2010	Cleary Lake Regional Park
#5	Thursday, November 18, 2010	PARKS CDT - State Bank of New Prague TRAILS CDT - Scott County Government Center
#6	Thurs, January 20, 2011	PARKS CDT - Scott County Law Enforcement
#6	Thursday, January 27, 2011	TRAILS CDT - Scott County Conference Center
#7	Thursday, March 10, 2011	Scott County Regional Training Facility
#8	Thursday, September 28, 2011	Cedar Lake Farm Regional Park

PUBLIC WORKSHOPS

First Set of Workshops: Public Policy Discussion and Collection of Park/Trail Ideas

DATE	WORKSHOP FOCUS
Wednesday, August 18, 2010	Cedar Lake Farm Regional Park
Thursday, August 19, 2010	Doyle-Kennefick Regional Park
Wednesday, August 25, 2010	Blakeley Bluffs Park Reserve Search Area
Thursday, August 26, 2010	Scott West and Spring Lake Regional Trail Search Areas

Second Set of Workshops: Presentation of Master Plan Concepts and Input/Feedback

DATE	WORKSHOP FOCUS
Wednesday, February 16, 2011	Doyle-Kennefick Regional Park
Thursday, February 17, 2011	Cedar Lake Regional Park
Wednesday, February 23, 2011	Blakeley Bluffs Park Reserve Search Area
Thursday, February 24, 2011	Scott West and Spring Lake Regional Trail Search Areas

LOCAL GOVERNMENT UNIT (LGU) MEETINGS – DISCUSSIONS AND INPUT

DATE	GOVERNMENTAL BODY	MEETING FOCUS
November 4, 2010	Sand Creek Township Board	Spring Lake Trail search area
November 22, 2010	Shakopee Park and Rec. Board	Scott West Trail search area
November 22, 2010	Jordan Parks Commission	Spring Lake Trail search area
December 6, 2010	Credit River Township Board	Scott West Trail search area
December 7, 2010	Blakeley Township Board	Blakeley Bluffs search area
January 4, 2011	Cedar Lake Township Board	Doyle-Kennefick concepts
January 4, 2011	Helena Township Board	Cedar Lake Farm concepts
January 20, 2011	Prior Lake Parks Commission	Scott West and Spring Lake Trails
February 1, 2011	Downtown Shakopee Partnership (business group)	Scott West Trail/Downtown route
February 1, 2011	Blakeley Township Board	Blakeley Bluffs concepts
February 1, 2011	Helena Township Board	Cedar Lake Farm concepts
February 8, 2011	Shakopee City Council - Workshop	Scott West Trail/Downtown route
February 8, 2011	New Prague Parks Commission	Cedar Lake Farm concepts
February 10, 2011	Elko New Market Parks Commission/New Market Township Joint Meeting	Doyle-Kennefick concepts
May 3, 2011	Shakopee City Council	Scott West Trail/Downtown route – Selection of preferred alignment

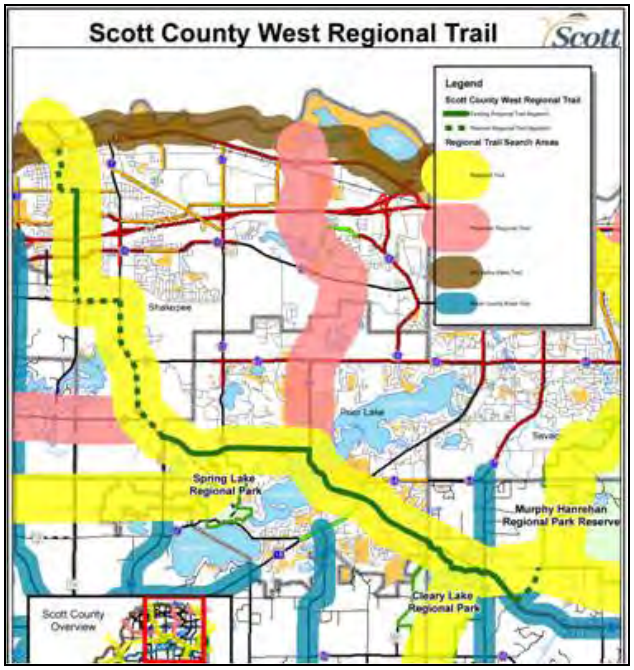
SCOTT COUNTY MEETINGS – INPUT AND AUTHORIZATION

DATE	GOVERNMENTAL BODY	MEETING FOCUS
October 6, 2010	Scott County Parks Advisory Commission	Shared findings from 1st round of public workshops
October 12, 2010	Scott County Board of Commissioners - Workshop	Shared findings from 1st round of public workshops
February 2, 2011	Scott County Parks Advisory Commission	Presented preferred concepts from CDT
February 8, 2011	Scott County Board of Commissioners - Workshop	Presented preferred concepts from CDT
July 6, 2011	Scott County Parks Advisory Commission	Recommended Approval of Trail Master Plans
September 13, 2011	Scott County Board of Commissioners	Approved Trail Master Plans and Submittal to Metropolitan Council

Scott County Parks and Trails
Regional Park and Trail Master Planning Project 2010-2011

Summary of Public Input Comments for Regional Trail Master Planning

Scott West Regional Trail Public Workshop #1 Comments (8/26/2010):



Group Discussion:

- Connection along Marshall
- Obvious connections
- Focus efforts on a destination trail within county
- Get additional easements to provide buffer zone along road
- Make connections to trail within drainage ways
- Separation of trails from roadway
- Consider interim routes until major roadway projects are implemented
- Public Safety is a concern
- Plan trails that make good sense
- Trails along hunting land is a concern
- What do we want the trail to be?

Individual Forms: (6 Forms-2 had comments to questions, map comments included here)

1. *What opportunities do you see for developing the West Regional Trail? (i.e. What are the critical connections to be made?)*
   a. Make obvious connection along Marschall and 78 with existing ROW - try 10'-12' buffer from road with vegetation (2)
   b. Maybe connect to O'Dowd for scenic
   c. Critical connection to the City of Jordan which is illustrated as a hub for several Scott Co. trails and which could serve as a trailhead/park and ride
   d. Lions Park-Jordan
   e. Tie into State Trail system-MN River Valley Trail

f. Nature is an opportunity
g. Connect to Parks as destination
h. Shakopee streets are wide
i. Use drainage ways to connect to Lyon's Park, etc.
j. Negotiate with Mystic Lake-trail would work with their amenities/rentals/camping

2. *What issues or challenges do you see with developing the West Regional Trail?*
   a. Stay away from tribal land on east
   b. Lakes on West
   c. Buffer from roadway for safety
   d. Work with property owners along any potential route proactively to ensure support/buy-in. Unwilling property owners could impact future construction.
   e. Funding
   f. Grades/slopes entering Jordan, if along Hwy 282
   g. Maintenance with limited funding
   h. Crossing Highway 169, Marystown Rd.
   i. Clear separation between path and road

3. *What types of user groups would like to see accommodated on the West Regional Trail?*
   a. Bikes (2)
   b. rollerblades
   c. walkers/runners (2)
   d. families
   e. near Jordan - cross-country skiing

4. *What ideas do you have for the proposed trail alignment?*
   a. Obvious connection along Marschall
   b. Use curb stops to designate bike/trail on suburban Shakopee street-or rumble strip?
   c. Floating boardwalks - the very expensive creative trail idea

Additional Map Comments:

- Route to follow existing highlighted route
- Potential Spur down 79 to County Road 14 near O'Dowd Lake and Thole Lake
- Have alternate route that goes past Mystic Lake
- Have bluff view point on east side of O'Dowd lake
- Consider connection or use of Shakopee's trails within the drainage system

Comments from Tour with Citizen Design Team (September 25, 2010)

Scott West Trail - Group Discussion:

- Downtown Shakopee is a destination and should somehow be connected with the trail system.
- Parking is a big issue that would need to be addressed if the trail went through the downtown area.
- On-road bike lanes could work, but would take away parking for downtown businesses. Probably not supportive.
- Where do you cross Hwy 17? Are there any opportunities for underpasses?

30 Participants Signed-In – 20 non-CDT/PAC members

General Trail Questions

1. ***On a scale of 1 to 10, how safe would you (and your family) feel as trail users on the following design alternatives? (please circle)***

A. Separated trail facility *(i.e., trail separate from vehicle traffic)*

Very	+	+	+	+	+	+	+	+	+	+	***Very***
Unsafe	***1***	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	***Safe***

5, 10, 8, 8, 1, 1 ***Average Score = 5.5***

B. Bike lanes *(i.e., painted lanes on each side of road)*

Very	+	+	+	+	+	+	+	+	+	+	***Very***
Unsafe	***1***	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	***Safe***

5, 7, 8, 6, 1, 1 ***Average Score = 4.7***

C. Bike boulevard *(i.e., bikes and cars share roadway)*

Very	+	+	+	+	+	+	+	+	+	+	***Very***
Unsafe	***1***	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	***Safe***

5, 3, 8, 4, 1, 1 ***Average Score = 3.7***

2. ***What types of features (trail amenities, surfaces, signage, etc.) and/or promotional materials would help enhance and encourage use of the regional trail system?***

- **I think that in urban areas some road paint is plenty.**
- **Probably the best option especially since the trail is going through "Old Shakopee" is minimal impact which would be the bike boulevard. Not sure Holmes is the best option, but there are good arguments for it. Just be sure to take into account homeowners along the route you choose.**
- **Bike Boulevard concept – more compared to "deer crossing" sign. Deer can cross anywhere but when you see the sign, you believe they are more likely to cross here. This enhances awareness but no physical safety enhancements.**

Scott West Regional Trail

3. ***On a scale of 1 to 10, how would you rate the preferred route for the Scott West Regional Trail? (please circle)***

Poor	+	+	+	+	+	+	+	+	+	+	***Excellent***
	1	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	

1, 8, 4, 6, 1 ***Average Score = 4***

4. ***On a scale of 1 to 10, how would you rate the following design alternatives for the Holmes Street/10th Avenue section of the <u>Scott West Regional Trail</u>? (please circle)***

A. Separated trail facility *(i.e., trail separated from vehicle traffic)*

Poor	+	+	+	+	+	+	+	+	+	+	***Excellent***
	1	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	

1, 1, 7, 1 ***Average Score = 2.5***

B. Bike lanes *(i.e., painted lanes on each side of road)*

Poor	+	+	+	+	+	+	+	+	+	+	***Excellent***
	1	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	

1, 9, 8, 1 ***Average Score = 4.75***

C. Bike boulevard *(i.e., bikes and cars share roadway)*

Poor	+	+	+	+	+	+	+	+	+	+	***Excellent***
	1	***2***	***3***	***4***	***5***	***6***	***7***	***8***	***9***	***10***	

1, 5, 8, 1 ***Average Score = 3.75***

5. ***Please describe any issues or concerns you may have regarding the <u>Scott West Regional Trail</u>.***

- ***Way too much parking conflict on Holmes between 3rd Ave and 6th Ave. Also overflow parking from St. Johns on Holmes. Also bikes would have to make left turn on 10th Ave. Better option to go from Holmes to Spencer on 3rd Ave and then south on Spencer. More traffic on Spencer but far less conflict with parking (see map).***
- ***None. I think it's a great idea and corridor. There are plenty of alternatives for parking where it matters. I live on Holmes and would love to see more families biking to downtown or Huber Park safely.***
- ***Integrating a trail into an already established neighborhood. Always difficult. Low impact would be the best option, to try and have least effect on homeowners.***
- ***I believe Homes Street has least impact on the least number of residences since much of roadway business/gov't/school (which has less use on weekend – prime bike time). Slope on Holmes, I believe, is less than on neighboring parallel streets.***
- ***We have enough traffic now, surely don't need any more. Holmes Street is a historic street, don't spoil it. I oppose any change of Holmes Street.***
- ***It is poor planning to put the trails in an existing residential area. Use Hwy 15. A bike trail with people coming out of a driveway is dangerous.***
- ***Preferred route is down Spencer. However, no matter what different factors were taken into consideration and no matter which route is chosen, the residents along that route will probably oppose it.***
- ***There is a safety benefit to having one parking lane designated for bikes vs. the whole roadway being a bike boulevard.***

- ***Parking is critical for the businesses on Holmes. Do not loose parking. There is a need for more accessible parking in front of the chiropractor business and My Brother's Keeper.***

Comments from Open House Participants During Q & A Session

Scott West Trail:

- **Primary concerns for Holmes Street/10th Avenue alternative were:**
    1. **loss of parking**
    2. **safety conflicts between bikes and vehicles entering/exiting driveways**
- **Some bikers do not obey stop signs today. Concern that this will increase with more bikers on the road.**
- **Spencer Street is a better option since there is less on-street parking and a north-south flow of auto traffic.**
- **Bikers do not obey traffic rules.**
- **There was a comment questioning whether bike lanes and/or bike boulevards actually improve safety for bikers or whether it is a "perceived" safety.**
- **This will lead to more people walking in the street. Too many people already walk in the street.**
- **A few residents (including landowners and business owners on Holmes) vocally supported the concept and favored bike lanes, but also supported bike boulevards.**
- **Providing more and safer opportunities for biking and walking is a good thing.**
- **Support for Holmes Street included better access to community facilities, improved safety for bikers, direct connection to state trail, and low traffic volumes.**
- **Bike trail could be a benefit for downtown Shakopee and its businesses, but loss of parking could be devastating.**
- **Many commented signage, or the bike boulevard concept, would be adequate for Holmes over bike lanes due to the low traffic volumes.**
- **A couple comments stated Holmes St. as best option in older part of town since it impacts the fewest residents. Preferred low impact option, such as signage.**

SCOTT COUNTY PARKS AND TRAILS
COMMUNITY DEVELOPMENT DIVISION
GOVERNMENT CENTER 114 · 200 FOURTH AVENUE WEST · SHAKOPEE, MN 55379-1220
(952) 496-8475 · Fax (952) 496-8496 · Web www.co.scott.mn.us

Summary of Regional Trails Master Planning Technical Meeting - September 30, 2010

Attendees:

Ken Ondich, City of New Prague
Bob Pieper, Louisville Township
Cy Wolf, Sand Creek Township
Marty Walsh, Carver County Parks
Jon Allen, City of Savage
Ann Rexine, Three Rivers Park District
Craig Jenson, Scott County Public Works
Charlie Blair, US Fish & Wildlife
Tony Winiecki, Scott County Public Works
Jamie Polley, City of Shakopee
Tamara Simonich, MN DNR
Joe Janish, City of Jordan
Lisa Freese, Scott County Public Works
Luanne Lemke, Louisville Township
Kathy Nielson, Spring Lake Township
Mark Nagel, City of Elko New Market
Jason Swenson, Scott County Natural Resources
Marty Schmitz, Scott County Planning
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Bruce Loney, City of Shakopee
Bryan Tucker, City of Savage
Mark Themig, Scott County Parks & Trails
Andy Hingeveld, Scott County Planning

The group convened to discuss two regional trail corridors being considered in Scott County: 1) Scott County West Regional Trail Search Area; and 2) Spring Lake Regional Trail Search Area. The purpose of the meeting was to provide more technical input on the identification of trail routes and how they can be incorporated with local planning efforts. Major considerations discussed during this meeting included: overall project timeline, purpose/expected use of regional trails, development timeframes, and consideration of trails on communities and planned projects. The following is a summary of main points and outcomes from the discussion.

Summary of Comments on Scott County West Regional Trail Search Area

- There is value in providing two regional trail connections north-south in Scott County (i.e., maintaining Scott West and Prior Lake Outlet Channel/21 search areas as separate corridors). They serve different parts of the county and do not duplicate connections, but rather augment each other. Both provide key connections to MN Valley State Trail and river crossings.
- Trail search area along 21 would likely have a shorter segment to complete than Scott West, requiring connection from Southbridge area to 101 and River Road. Crossing Hwy 169 and the busy UP rail line will be key issues to address. This trail may have more priority due to its commuting connection to Hennepin County.
- The primary issue in Shakopee will be identifying a trail route in the downtown area. Existing streets are single-family residential with parking and sidewalks on both sides of road. Options for route would likely require an on-street bike lane and loss of parking on one side of road. These would be difficult issues to address and need to be considered thoroughly.
- Other routes to explore are along Marschall Road and connections via the City's drainage trail system.
- The master plan for Murphy-Hanrehan Park Reserve identifies a horse and dog trail parking lot/trailhead at the southwest edge of the planned park boundary. This land is currently private-

owned and is not within the District's five-year plan for purchase or construction. Within the park, paved trails are not planned or supported.

- The northern part of Murphy-Hanrehan may be more appropriate of a connection due to the development on the north part of the park and the population base in Savage. The County should work with Three Rivers Park District to explore opportunities to provide trail connections to the north part of the park.

Summary of Comments on Spring Lake Regional Trail Search Area

- There is value in maintaining the Union Pacific/14 regional trail search area and the Spring Lake regional trail search area as separate corridors.
- It will be very difficult, likely unrealistic, to locate a trail in the bluffs area north of Jordan. Due to the topography, steep decline down the bluffs, and unsafe crossings at Hwy 169, the trail should be explored further south. The decline down the bluffs is more gradual on the south side of Jordan and may have better opportunities to locate a trail.
- The DNR and USFW stated it will be unlikely that a paved/gravel trail will be provided within their lands along the MN River due to flooding and high costs for maintaining a constructed trail in floodplain areas. Existing trails are turf and are regularly re-routed due to maintenance/ flooding.
- While it has been discussed in the past that trails utilizing road corridors will likely be built sooner than off-road trails, this may not be the case since there are no major road construction projects planned in the County's current Transportation Improvement Program (TIP) in the Jordan area. Some road corridors may be conducive to retrofit with a trail, but most are not due to narrow right-of-ways, ditches, and drainage issues.
- County Road 15 at Highway 282 will likely be realigned in the future (at undetermined date). The long-term alignment for this corridor is unknown at this time, and how it could interact with the trail is uncertain. This area may need to be avoided or be determined at a later date.
- Louisville Township has identified a trail to be built along Zumbro Avenue.
- This trail corridor has the potential as a destination trail utilizing off-road areas and connecting to quality natural resource areas. If the trail followed busy County roads, it would likely not generate as many trips as if it were a destination trail. The destination trail will likely take 30+ years to complete (likely through development). Interim on-road routes could be identified until the ultimate route is completed.
- The group discussed the need to coordinate the trail with development of Jordan, Prior Lake, and Sand Creek Township.
- Fitting a trail into farming areas will be an issue. Trail may need to wait until farming practices are no longer in operation.
- Many agricultural ditches in this area have flooding issues and crossings need to be examined if trail routes will traverse.

Outcomes from Meeting/Direction Moving Forward

- County staff will meet with Sand Creek and Louisville Town Boards further on potential routes before more detailed analysis is prepared.
- County staff will meet further with City of Shakopee and City of Jordan staff further to review potential alignments through their communities and especially their downtown areas.
- The search areas for Scott West and Prior Lake Outlet Channel/21 will remain as separate corridors, with the Scott West alignment being identified through this master plan process and the Prior Lake Outlet Channel/21 alignment being identified at a future date.

- The search areas for Spring Lake trail and Union Pacific Rail Corridor/14 will remain as separate corridors, with the Spring Lake alignment being identified through this master plan process and the Union Pacific/14 alignment being identified through a separate process.
- The Spring Lake trail should be focused on a more southern route to find a connection into Jordan that avoids the steep bluffs and ravines north of Jordan. This trail alignment will likely be a destination, off-road trail, which will be completed through the development process. This trail corridor will likely take 30+ years to complete. The primary purpose of the master plan will be to preserve the corridor.
- Since the Spring Lake trail will be a long-term effort, a more near-term connection for Jordan to the northern part of the county should be examined. The master plan will identify a search area (potentially connecting to the UP line in the process of being abandoned) that could serve as an interim route.
- Carver County and Scott County are working jointly to prepare a master plan for the purchase of the Union Pacific rail corridor from Merriam Junction to Chaska. Scott County should explore the ability to add the County Road 14 search area segment into this master plan. Utilize Louisville Township's previous planning studies for this analysis.