



**2040 Comprehensive Guide Plan Steering Committee**

**Wednesday, March 21, 2018**

**Minnehaha Room, Minnetonka City Hall**

**6:00 – 8:00 p.m.**

**Agenda:**

- |             |                                 |
|-------------|---------------------------------|
| 6:00 – 6:15 | Dinner                          |
| 6:15 – 8:00 | Park, Open Space and Trail Plan |
| 8:00        | Adjourn                         |

## **Steering Committee Roster**

Steven	Adams
Colbert	Boyd
Matt	Henry
Melissa	Johnston
Brian	Kirk
Farhia	Mohamed
Jerry	Nystuen
Lance	Reschke
Zachary	Robins
Rebecca	Schack
Terry	Schneider (chair)
Tom	Scott
Madeline	Seveland
Barbara	Westmoreland
Brad	Wiersum (alternate)

## **Staff**

Loren	Gordon (lead)
Julie	Wischnack



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | [eminnetonka.com](http://eminnetonka.com)

**To:** Comprehensive Guide Plan Steering Committee  
**From:** Loren Gordon, AICP, City Planner  
**Date:** March 21, 2018  
**Subject:** Comprehensive Guide Plan meeting #10 – March 21, 2018

---

Parks, open space and trails (POST) will be the topic at our March steering committee meeting. Minnetonka residents have historically placed a high value on city's park and trail systems and the surrounding natural environments. Community survey results show high support for this expansive and diverse system. The system is currently comprised of the following:

- 50 parks comprising 400+ acres
- 33 miles of trails
- 1,000 acres of public open space

As we prepare to update the current 2030 POST plan (attached), a look to the future of our community is important to meet the resident demands on these systems. During the February 12, 2018 joint workshop that some of you were able to attend and participate, we began to explore this topic. (see meeting notes). A number of ideas, policies and considerations were shared. A few themes began to emerge:

- **Growing** – Where additional densities are planned, add more parks and trails
- **Adapting** – Programming of spaces, amenities and activities should reflect community desires
- **Connecting** – Not only do parks and trails need physical connectedness, they also need to relate to and connect with the diversity of people in the community

Although the comprehensive plan updates are important to the policy direction of POST planning, a number of implementation efforts are ongoing.

### **Trail Improvement Plan**

The city has a long history of trail planning and development which began in 1971 shortly after Minnetonka became a city. One of the important and early efforts was the Loop Trail system which connected Civic Center, Big Willow, Hilloway and Meadow Parks. This effort grew into the Loop Trail Corridor System connecting the city's 5 community parks.

The city continues to plan for trails to fill “missing links” in the system. The 2007 “missing links” map identified important future connections throughout the community. The most recent planning is represented in the 2017 Trail Improvement Plan which built upon the 2007 effort. This effort translated much of the past planning work into a series of definitive segment analysis. The analysis used a number of inputs or “considerations” to help prioritize a ranking system for the 71 identified segments totaling nearly 45 miles. The rankings will help the city prioritize capital improvement plans for these trail segments over time.

The development and maintenance of trails is a large undertaking. Although the comprehensive plan is not necessarily focused on these aspects of park and trail facilities, it is important to understand the interrelationships of planning, development and maintenance of these community assets. Attached is a parks board report from 2016 that provides an interesting overview of these city considerations. The city also has policies that guide winter operations for clearing snow and ice from roads, trails and sidewalks. Priority is given to clearing roads first then shift operations to sidewalks and trails.

### **Regional Center Park and Trail Planning**

The city is experiencing significant residential development interest in the Ridgedale and Opus regional centers. This development has been anticipated for some time.

In the Opus regional center, three development project have proposed over 1000 housing units in the past two years. One, the RiZe at Opus, a 322-unit apartment building, is under construction. Two other projects are anticipated to be under development review in the upcoming months. During conceptual review of these projects, both the planning commission and city council identified the need for additional parks and trails. The council allocated dollars to Opus in the current capital improvement plan for parks and trails.

Development interest at the Ridgedale regional center continues. Since the 2030 Comprehensive Plan was prepared, 279 housing units have been built. In the past few months, developers have presented conceptual plans for another 250 units. One of those projects proposes a 2-acre park on the Ridgedale Center mall property. As an outgrowth of infrastructure replacement and an implementation component of the [Ridgedale Village Center Study](#), the city is planning to upgrade [Ridgedale Drive](#) with park, trail and park like pedestrian amenities in addition to the roadway improvements that include roundabouts. Future development of a park at Crane Lake is also under discussion to provide additional park and trail amenities for the area.

### **Regional Parks Policy Plan**

As an element of the comprehensive plan, Minnetonka’s parks, open space and trail plan is required to comply with the [2040 Regional Parks Policy Plan](#). The plan sets a regional vision for the development and operation of the regional parks system. The plan identifies the role parks play in vibrant communities and healthy people – both aspirations of Minnetonka as represented in Imagine Minnetonka feedback. Some of the regional policies and strategies identified in the regional policy plan and identified on the Metropolitan Council's website include:

*Parks are critical to our region's current and future livability, sustainability, stewardship, and prosperity. Our region is expected to grow by 800,000 more people by 2040. The planned*

*regional parks and trails will enable residents to enjoy a variety of new park experiences throughout the region. Policies and strategies for regional parks include:*

- ***Expanding the Regional Parks System*** to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance.
- ***Providing a comprehensive regional park and trail system*** that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- ***Promoting expanded, multimodal access*** to regional parks, regional trails, and the transit network, where appropriate.
- ***Strengthening equitable use of regional parks and trails*** by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

### **Future Regional Trails in Minnetonka**

Minnetonka and area residents enjoy two regional trail facilities – the Lake Minnetonka and Minnesota River Bluffs LRT regional trails. The 2040 Regional Parks Policy Plan identifies four regional trail search corridors: Highway 101 and “North-South 1” which are both generally along Highway 101, the Dakota Rail Extension, and “North-South 2” which would generally connect Bryant Lake and French Lake Regional Parks. Three Rivers Park District is leading the planning process for these corridors to determine the regional trail alignment. City staff have been involved in preliminary meetings with Three Rivers Park District staff and some outreach has begun.

### **Discussion**

For Wednesday's meeting, we will cover the above packet material as a basis for discussion. Like the joint meeting, we will build on those discussion topics to foster policy development in the POST plan.

1. What do the forecasted increases in population, households and employment mean for park and trail planning?
2. What overall policies are important in guiding park and trail investments?
3. What specific park ideas should be included in the update?
4. What principles for resiliency are appropriate to consider for park planning?

### **Attachments:**

- Minnetonka Parks and Trails brochure
- Minnetonka Parks and Surrounding Neighborhoods
- February 12, 2018 joint meeting notes
- 2030 Parks, Open Space and Trails Plan
- Regional Parks System Statement
- Trail Improvement Plan

# Welcome to Minnetonka's Parks and Trails

*Minnetonka's natural resources are its distinguishing feature, and the one feature of the city residents cherish most. From the headwaters of Minnehaha Creek to the many wetlands and forested areas, Minnetonka provides an oasis of natural beauty amid a major metropolitan area. More than 20 percent of the city's land area is wetlands and lakes, with more than 400 acres of maintained parkland in 50 parks; 33 miles of trails; and 1,000 acres of natural public open spaces.*

## Minnetonka Trail System

The trail system connects all of Minnetonka's cultural and commercial activity centers and many of those in adjoining communities. It also directly connects to several regional amenities including transit facilities, Bryant Lake Regional Park, and the Three Rivers Park District's combined 27-mile Lake Minnetonka and Minnesota River Bluffs LRT Trails (formerly the Southwest Regional LRT Trails). Nearby French Regional Park and the Minnesota Department of Natural Resources' Luce Line Trail are readily accessible via adjoining community trails.

Trails are located off road wherever possible and follow the city's three major creek corridors: Minnehaha, Nine Mile and Purgatory. The trails wind through many city parks and natural open space areas, providing access to wetlands, lakes, marshes and woodlands. Users of the trail system experience much of the natural environment characteristic of Minnetonka.



Throughout the height of the season, trails are patrolled regularly by Minnetonka Police Department personnel on bicycle and in special police vehicles. In addition, Three Rivers Park District rangers patrol the Three Rivers LRT Trails from April through November.

### Trail Facilities

Restrooms and drinking fountains are available at each of the five community parks – Civic Center, Meadow and Purgatory (all year), and Lone Lake and Big Willow (seasonally).

### Terrain and Traffic

Trails are usually eight feet wide and provide ample room for two-way traffic. Surfaces are either compacted crushed limestone or asphalt, depending on the area and terrain. At some uncontrolled intersections

with major roadways, the trail will cross the road via a pedestrian underpass or overpass to minimize conflicts with traffic. For your safety, yield to motor vehicles at intersections and obey all traffic signs and basic rules of the road.

### Trail Maintenance

Much of the trail system is plowed during the winter months, making it usable throughout the year. Cross-country skiing and snowmobiling are not allowed.

For full details and updated park and trail regulations, visit [www.eminnetonka.com](http://www.eminnetonka.com) or call Minnetonka Public Works at (952) 988-8400

## Oopsy. Poopsy.

Dog poop. It's a serious health problem. Why? Because it contains disease-carrying bacteria that can make people sick and pollute our waters. And because there are more than 49,000 people in Minnetonka, many of them dog owners. Do the math. Then do this. Pick up after your pooch. Remind your neighbors to pick up after theirs. Good manners, great health policy. Your dog can't help it. But you can.

Ad text courtesy of the California State Water Resources Control Board.



## Americans with Disabilities Act (ADA Challenge)

This information is provided to allow users to determine for themselves whether or not to use certain identified trail segments. Generally, the trail system meets the "easy" challenge level guidelines for trail grade, steepness or cross slope. The guidelines for "easy" are 0 to 5% sustained slope, with a maximum grade of up to 10% over 50 feet. The 11 segments listed below are identified on the trail system map.

- Hillway Park:** Steep hill, south end of the park at Sylvan Road
- Meadow Park-Westernesse/Cherrywood Neighborhood Access:** Steep hill entering park off Cherrywood Drive
- Stone Road, 0.2 mile west of Oakland Road:** Two short, steep hills
- I-494, north of Stone Road:** Several long, sustained moderate-level slopes
- Headwaters:** Steep hill from Crosby Cove; trail transitions to 6' wide boardwalk
- Jidana:** Trail transitions to 6' wide boardwalk
- Hwy. 7 Tunnel:** Undersized tunnel, icy or wet conditions in winter and spring; two short but steep slopes immediately south and west of tunnel
- Library, Excelsior Blvd. and Hwy. 101:** Short, steep hill, east of library parking lot
- Purgatory Park:** Several steep hills within the park loop
- Purgatory Park:** Steep hill on segment from park loop south to Townline Road
- Lone Lake Park:** Several steep hills east and west of lake

**Note:** Some trails in neighborhood parks or elements of the supporting system of walkways on roads or on road trails may also provide greater challenge. Call the (952) 988-8400 information line for specific conditions.

*Printed on 100% post-consumer recycled paper, with soy-based inks.*

## Minnetonka Parks

Recreational opportunities for youth and adults are available in Minnetonka's Park System year round, including programs and activities and non-programmed activities. These include picnicking, canoeing, fishing, skating, swimming and play equipment.

Individual amenities vary from park to park. Please check the Park Facilities Chart (flipside) for a complete list of amenities at each park. Handicap accessible play equipment is available at 16 parks.

### Other Facilities:

- Memberships are available at the city-owned Williston Center, a fitness and exercise facility.
- The Lindbergh Center, a joint activity center built by the city of Minnetonka and the Hopkins School District, is used by the school district for after-school activities and sporting events and by Hopkins-Minnetonka Recreation Services on evenings and weekends.
- Three Rivers Park District operates the Glen Lake Golf and Practice Center, located at Townline Road and Glen Lake Boulevard.

## Trail Glossary

**Inter-city connections** are connections to developed trail systems in the cities of Deephaven, Eden Prairie, Hopkins, St. Louis Park, Plymouth, Shorewood and Wayzata. Trail users may also connect to the DNR's Luce Line Trail and Three Rivers Park District's Southwest Regional LRT Trail, Carver Park Reserve, Bryant Lake and French Regional Parks.

**Neighborhood connections** are short trail segments connecting residential neighborhoods to the main trail system.

**On-Road Trails (Ped-Bike Lanes)** are paved shoulders along busier streets where a solid white line separates pedestrians from vehicle traffic.

**Off-Road Trails** are either crushed trail rock or concrete/asphalt pavement paths adjacent to some roads.



## Big Willow Park ★

Located between Minnetonka Boulevard and Cedar Lake Road, just west of the Minnetonka Public Works facility, Big Willow Park's 95 acres makes it the smallest of the city's five community parks. Big Willow's enticing features include views of Minnehaha Creek, expansive open spaces and extensive trails along with community athletic fields, a play area and a canoe launch.

## Civic Center Park ★

Located in the center of the city, just north of Minnetonka City Hall, the Civic Center Park's 146 acres features a soccer field, play equipment, trails, canoe launch on Minnehaha Creek and an outdoor amphitheatre.

## Meadow Park ★<sub>32</sub>

Located in north central Minnetonka, Meadow Park is a large 110-acre community park, with the majority of the site dedicated to natural areas. Trails crisscross the park through the natural areas and wetlands. The park boasts many amenities, from a tot lot and play equipment to tennis and basketball courts and two all-season hockey rinks.

## Lone Lake Park ★<sub>29</sub>

Located in south east Minnetonka, Lone Lake Park is a large 146-acre community park, offering a large natural area along with community park features: soccer fields; tennis, horseshoe and basketball courts; tot play area; picnic shelter and open picnic areas; dock; and 1.7 miles of trails. This area was formerly used as a small ski area, so there are lots of great hills.



## Purgatory Park ★

Located in the southwest corner of Minnetonka, Purgatory Park's 155 acres makes it the largest of the city's five community parks, with views of Purgatory Creek, expansive open spaces and extensive trails. A 1.2 mile trail loop that starts at the parking lot offers scenic views of the various ecological areas of the park, including wetlands, woodlands and prairies.



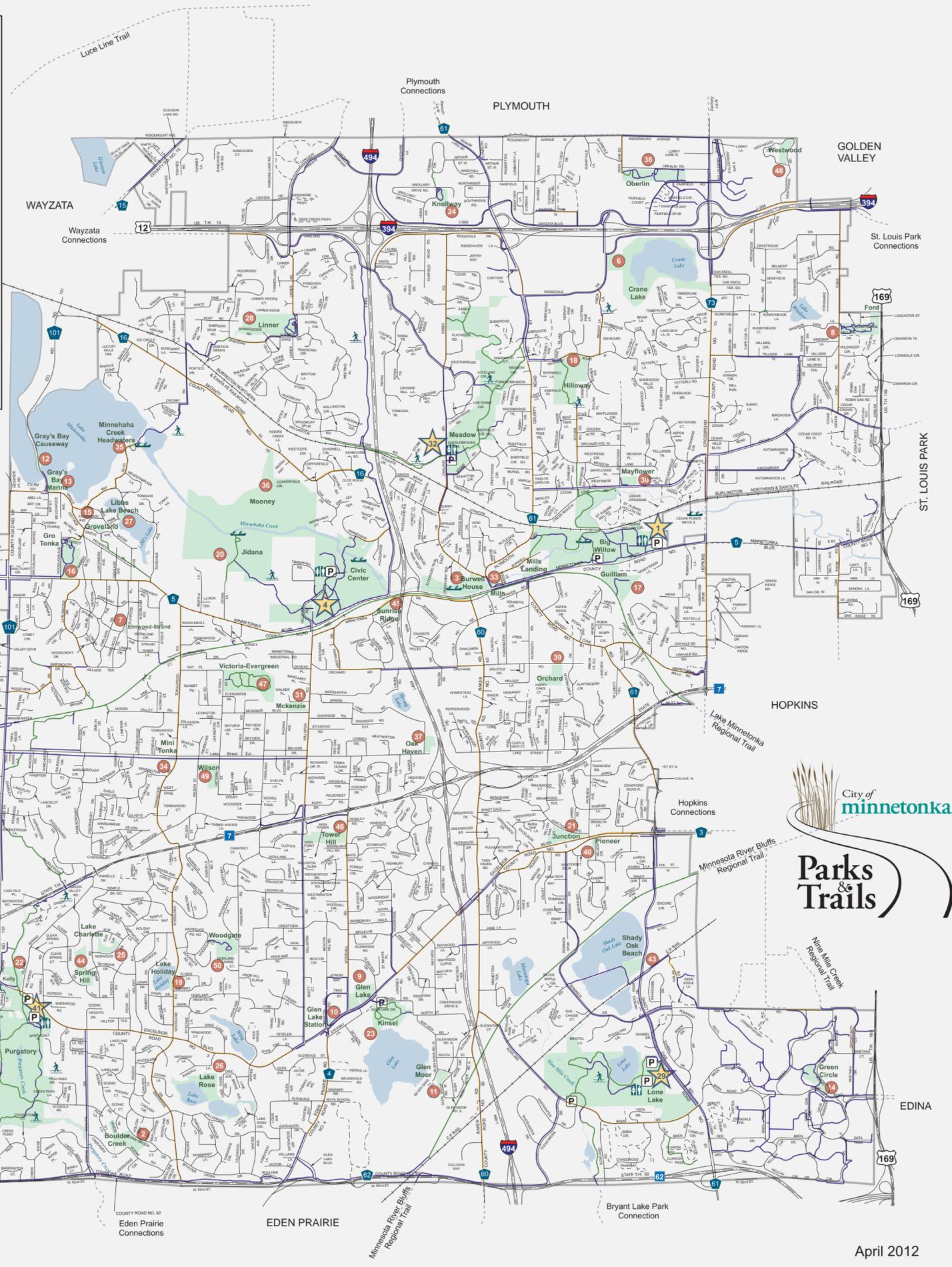
## Regulations for City of Minnetonka Trails

- Maximum speed limit is 15 miles per hour. Bikers are encouraged to wear helmets.
- When overtaking fellow trail users, warn them with a bell, whistle or horn, and say "Passing on your left" or "Passing." Pass in a single-file line.
- Bikers must yield to pedestrians.
- You must pick up droppings from your dog. Plastic bags are provided in dispensers.
- Dogs must be on close leash.
- Obey all traffic signs and basic rules of the road.
- Stay on improved part of the trail. No stopping or loitering.
- Horses and motorized vehicles (except handicapped) are prohibited.
- Trails open at 5 a.m. and close at 10 p.m.



# Minnetonka Trail System

- Intercity Connections
  - Off Road (Paved/Concrete)
  - Off Road (Rock)
  - On Road
  - ♿ ADA Challenge
  - 🚣 Canoe Landing
  - P Parking
  - 🚻 Restrooms
  - 🌳 Parks
  - ★ Park Facilities Listed in Upper Right-Hand Corner
- 0 0.25 0.5 1 Miles



April 2012

# City of Minnetonka Park Facilities

Map key

	Off-Street Parking	Football-Soccer	90 ft. Baseball	60 ft. Baseball	Softball	Playfield	Indoor Ice	Outdoor Hockey	General Skating	Roller Hockey	Shelter Building	Tennis Courts	Hard Court	Play Equipment	Picnic Area	Picnic Shelter	Beach	Trails, Walking	Trails, Biking	Resource Stewardship	Trail Restrooms	Other	
1 Big Willow																							A I
2 Boulder Creek																							B I
3 Burwell																							I
4 Civic Center																							
5 Covington																							
6 Crane Preserve																							
7 Elmwood-Strand																							
8 Ford																							
9 Glen Lake																							A H
10 Glen Lake Station																							C
11 Glen Moor																							G
12 Gray's Bay Causeway																							D
13 Gray's Bay Marina																							
14 Green Circle																							
15 Groveland																							
16 Gro Tonka																							E
17 Guillian																							
18 Hilloway																							
19 Holiday Lake																							
20 Jidana																							I
21 Junction																							
22 Kelly																							F
23 Kinsel																							
24 Knollway																							
25 Lake Charlotte																							
26 Lake Rose																							
27 Libbs Lake Beach																							G
28 Linner																							
29 Lone Lake																							E G I
30 Mayflower																							
31 McKenzie																							
32 Meadow																							B I
33 Mills																							
34 Mills Landing																							
35 Mini Tonka																							
36 Minnehaha Creek Headwaters																							G I
37 Mooney																							
38 Oberlin																							J
39 Orchard																							
40 Pioneer																							
41 Purgatory																							
42 Reich																							
43 Shady Oak Beach																							G I
44 Spring Hill																							
45 Sunrise Ridge																							
46 Tower Hill																							
47 Victoria-Evergreen																							
48 Westwood																							
49 Wilson																							
50 Woodgate																							

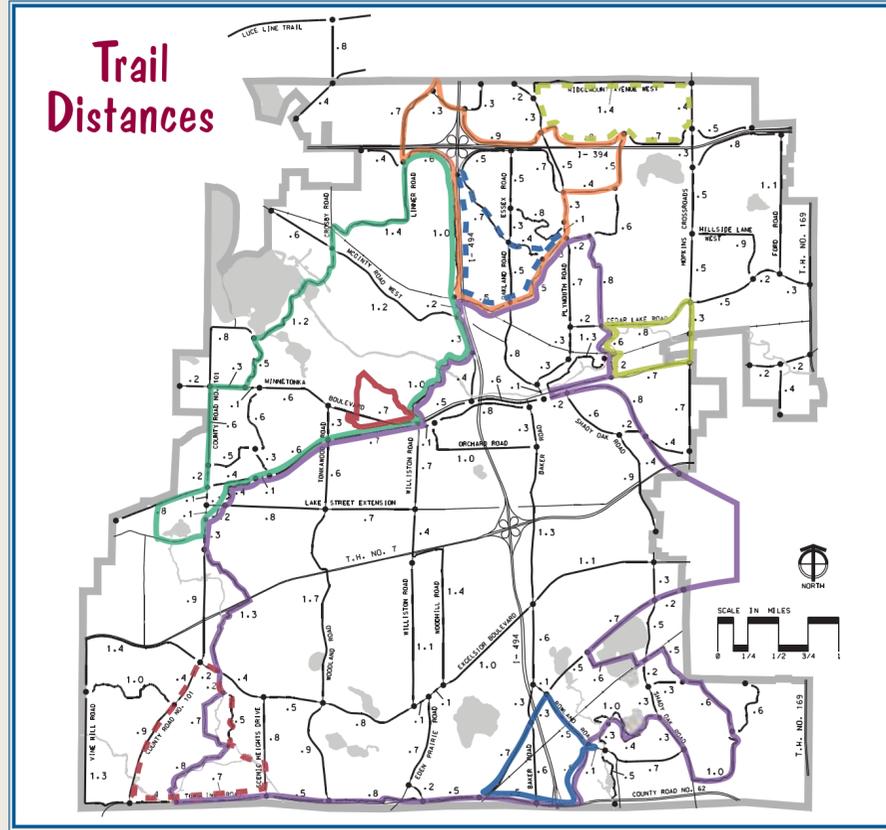
■ Existing facility  
 2 More than one facility  
 ○ Handicap accessible facility

A Lighted athletic fields  
 B Historic site  
 C Seating area

D Boat launch  
 E Horseshoes  
 F Family garden plots

G Fishing  
 H Skatepark  
 I Canoe landing

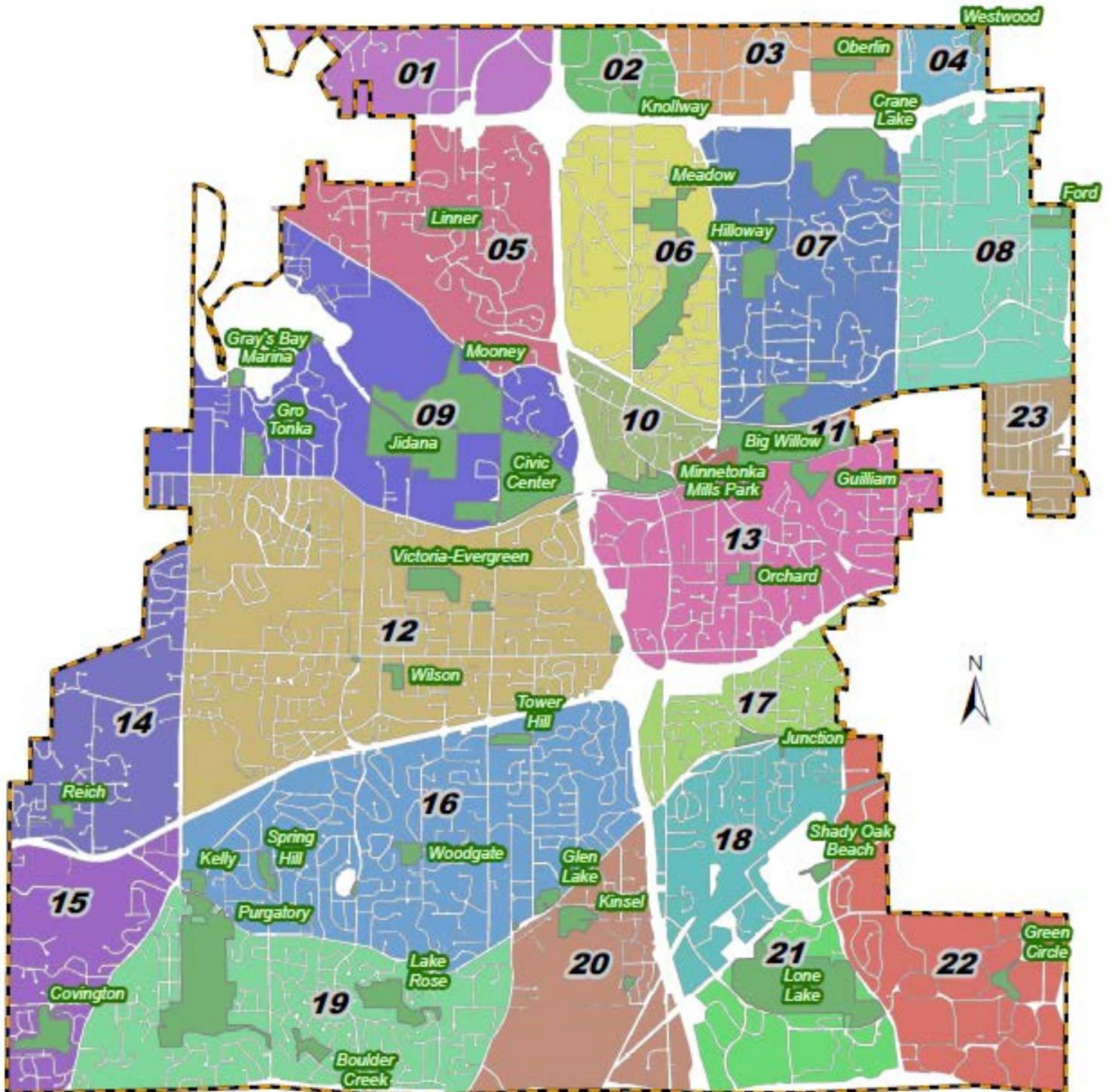
J Sand volleyball



Questions or Comments?  
 Email [comments@minnetonka.com](mailto:comments@minnetonka.com)  
 or call (952) 939-8586

- ### Suggested Trail Routes (map at right):
- 2.5 Miles
  - 2.9 Miles
  - 3.1 Miles
  - 3.6 Miles
  - 3.9 Miles
  - 4.0 Miles - Start at Purgatory
  - 6.9 Miles
  - 10.5 Miles - Start at Civic Center
  - 25 Miles

# Minnetonka parks and surrounding neighborhood areas served



**Notes from the February 12, 2018 Joint City Council, Economic Development Advisory Commission, Planning Commission, and Park Board meeting**

**Future Park, Trail and Open Space Improvements and Needs - 2030 Plan:**

- Upper Minnehaha Creek Vision and Master Plan
- Future Trails and Pathway Connections
  - County Road 101 Regional Trail Connection
  - Connection to North Cedar Lake LRT Regional Trail
  - Local trail connections and pathways
- Open Space and Natural Area Connections (update the 2000 POST Plan)
- Update Recreational Facilities

**Group Discussion:**

1. What do the forecasted increases in population, households and employment mean for park and trail planning?
  - As density increases and is focused, i.e. focused for a destination.
  - Diversity of activities available.
  - Connectivity
  - Accessibility/availability
  - Density = add parks
  - As population increases demand and need increases even more.
2. What overall policies are important in guiding park and trail investments?
  - Connectivity – people and places.
  - Park dedication fees need to be community focused.
  - Have a great plan, just need funding plan TIP – trail improvement plan.
3. What specific park ideas should be included in the update?
  - 2040 development with an increase in kid and family and community gathering places.
4. What principles for resiliency are appropriate to consider for park planning?
  - Diversity and investment in trees.
  - Amenities for all groups and keep fresh ideas, sustainable ideas, not fads.
  - Inflatables for Shady Oak Beach.
  - Pickle Ball

# **2030 Parks, Open Space and Trails Plan**

## Chapter VII. Parks, Open Space and Trail Plan

---

The Minnetonka park, open space and trail system has become one of the more important community assets and serves city residents and businesses, alike. The park and open space system contributes a substantial amount of property for public activities in the community and reflects the city's commitment towards natural resource stewardship. Further, the trail system provides connections between public spaces and community-oriented activity areas within and outside the city.

The Minnetonka parks and recreation system has expanded and grown as the city has developed. Through thoughtful planning by community leaders in response to understanding the values and interests of the community, residents and workers enjoy diverse opportunities for leisure. As demographic changes continue to impact the city, it will be important to understand which recreational amenities can maintain the city's vitality and attractiveness.

The following chapter of the comprehensive guide plan provides a framework for the overall park, open space and trail planning activities through 2030. Much of the information within this chapter is based on the Minnetonka *Park, Open Space and Trail System Plan* (POST Plan) prepared and adopted by the city in 2000 and is referenced for specific park planning information. The POST Plan establishes a balanced approach to managing community and neighborhood parks, open space, athletic field and trail resources in the city.

The chapter includes:

- \* a review of the park planning history in the city,
- \* a summary of park, open space, trails, recreation resources in the city,
- \* current strategic planning efforts,
- \* future park, open space and trail improvements, and
- \* concludes with implementation strategies and tools.

The basis for this chapter is represented in the Minnetonka 2030 Vision, and the community policies included in Chapter III - Overall City Policies.

### A. Background

The Minnetonka parks and recreation system expanded over time in conjunction with the development and growth of the city. Early community leaders and residents had the foresight to acquire and preserve land for parks and open spaces, and over the years city decision makers have continued to understand the importance of this value to residents.

Soon after Minnetonka incorporated as a village (1956), the city developed a comprehensive park plan. At the time the plan was developed in the early 1960s, the city owned 332 acres of parkland at 14 sites, but only 70 acres were usable as the other 262 acres were used for water storage.

The long-term plan was to acquire an additional 1,050 acres and an initial bond referendum to fund acquisition and improvements totaling \$3,000,000 failed in 1969. The planned park activities included the acquisition and development of park lands, a year-round ice arena, an indoor swimming pool and golf course.

In 1971, the comprehensive park system plan was updated and a new bond referendum was held in 1972. The voters approved \$1,300,000 for park land acquisition, \$980,000 for park improvements, and \$134,000 for development of trails in the city.

Shortly after the bond referendum, the city started to experience significant development and subdivision of property. A large amount of acreage was obtained by the city, in addition to those acres acquired with park bonds, as a result of the park dedication requirements of the subdivision ordinance.

By 1984, the city had 43 park sites totaling 1,135 acres. In addition, significant acreage of floodplain and wetland areas were dedicated, donated and/or acquired by the city along Minnehaha Creek and Purgatory Creek. At that time, the city commissioned a planning document that included inventories and maps of every city park, along with a description of opportunities for development, if any, in each.

With a growing population and greater youth involvement in team sports, an athletic fields needs study was prepared in 1989 with updates in 1994 and 2004. As a result of the studies, several athletic fields were added to the city's inventory and agreements to share in the use and development of athletic fields were established with the Hopkins and Minnetonka school districts, and private athletic associations to maximize public athletic field needs.

In the mid 1990s, the city determined that a stewardship program was needed to effectively manage park properties and the growing acreage of open space in Minnetonka. A natural resources restoration and management plan for the city's five community parks and three creek corridors was prepared in 1996 to combat the degrading condition of the city's public natural areas. Further, due to continuing development pressure, the city council appointed a citizens task force in the late 1990s to determine strategies to preserve open space and criteria for the level of preservation in appropriate locations.

A comprehensive parks, open space and trail system plan update was completed October 2000 that incorporated the need to update existing recreational parks and more aggressively preserve open space. This plan was utilized for a successful referendum in 2001 that provided \$15 million in bonds for parks renewal and open space preservation.

## B. Existing Systems

Minnetonka's parks, recreational and open space system provides recreational opportunities to a broad cross-section of city residents and employees of Minnetonka businesses, along with protecting significant natural areas. Its primary components are:

- \* Public park system - five community parks and 54 neighborhood, preserve, and special purpose parks with more than 500 acres of maintained parkland.
- \* Open space preservation - approximately 1,000 acres of natural public open spaces are preserved, some complemented by the Natural Resources Stewardship program.
- \* Trail system - 33 miles of city trails and a 65-mile ancillary network of walkways, pedestrian-bike lanes and neighborhood connectors, plus two regional trails managed by the Three Rivers Park District.
- \* Recreational facilities - owned and operated solely by the city and also in collaboration with other communities and school districts.

This system is complemented by private recreational facilities and the many playing fields and playgrounds provided by public and private schools.

### 1. Public Park System

The 2001 bond referendum for parks renewal and open space preservation approved by residents has resulted in the reconstruction and renewal of the city's parks and preservation of open space. Today, nearly all the parks have undergone renewal in accordance with the city Park Renewal program through a neighborhood involvement approach that encourages residents to participate in the planning of neighborhood parks.

The following section describes the function and status of the current Minnetonka park system. The locations and function of the parks in Minnetonka are shown on Figure VII-1.

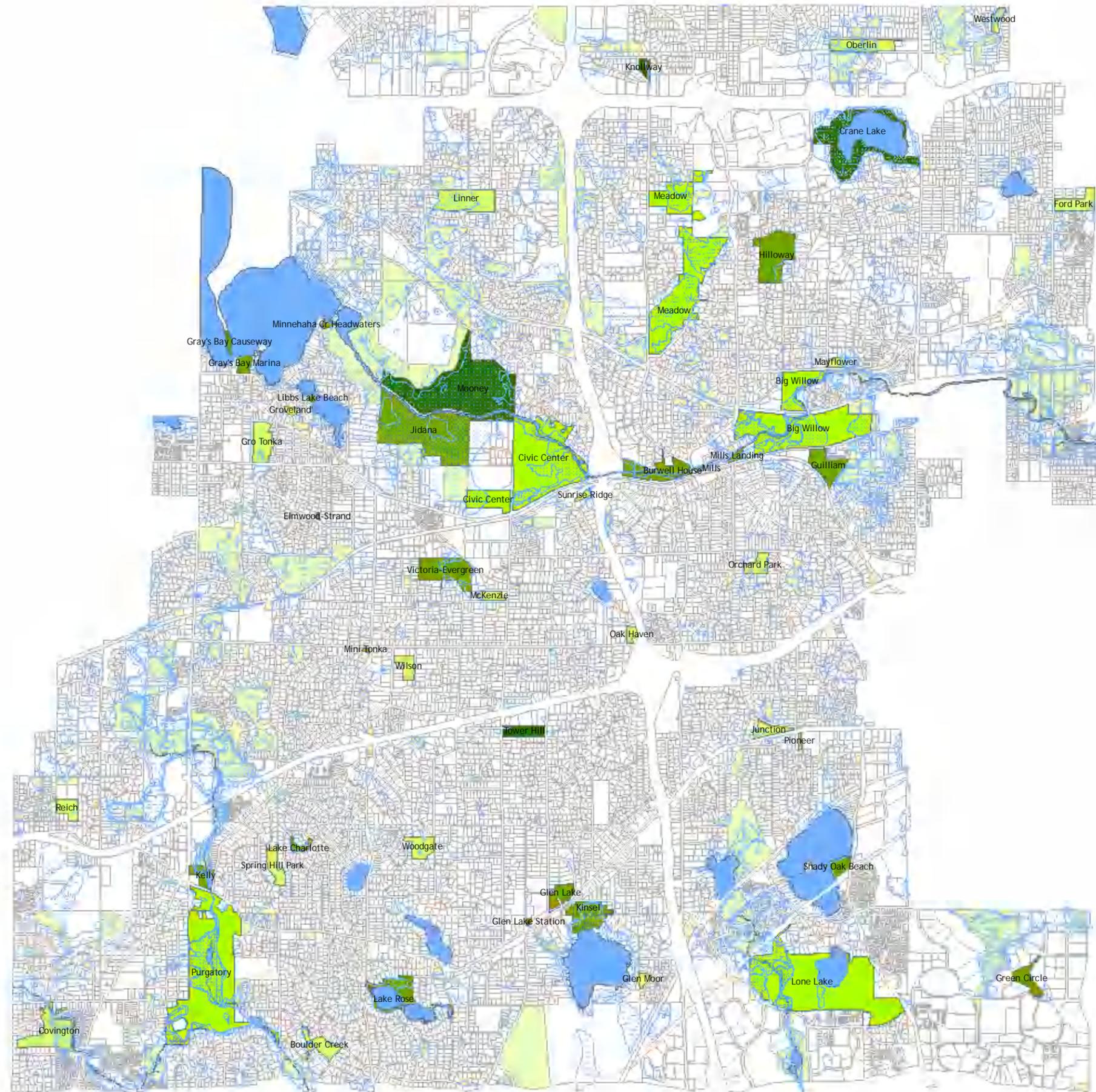
#### a. Community Parks

These parks are designed to provide a combination of passive and active recreational activities for the entire community. Community parks include areas suited for intense recreational use, such as athletic field complexes and ice arenas. They also include areas of natural quality for outdoor recreation, such as walking, biking, picnicking and nature study. Community parks are generally sited along collector or arterial streets for easy access from all or a part of the community, and are well-buffered from surrounding residential neighborhoods.

Minnetonka has five large community parks: Lone Lake, Big Willow, Meadow, Civic Center and Purgatory, most of which are located along stream valleys throughout the city. One of the more major park renewals occurred at Civic Center Park in 2006, where the theme of woods and wetlands influenced the updating of the park. Rain gardens were incorporated into areas around the parking lots, the horse arena was converted to practice fields, and an outdoor amphitheater was constructed.

#### b. Neighborhood Parks and Play Lots

Neighborhood parks, the basic unit of the park system, generally are designed to serve a residential area within approximately a half-mile radius, sometimes in conjunction with an elementary school. Facilities typically include a preschool play area and an area for free play and organized games. They may also include equipment for older children,



Type of Park

- Play Lot
- Neighborhood
- Community
- Special Purpose
- Other
- Open Space
- Wetlands
- Floodplain
- Lakes and Creeks

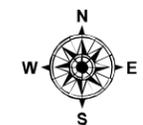


Figure VII-1  
Existing Parks and  
Open Space

Source: City of Minnetonka

multipurpose hard surface courts, shelter buildings and restrooms, and picnic and seating areas.

An amenity commonly requested by residents when planning the renewal of neighborhood parks was the inclusion or expansion of trails internal to the parks. This has been added in all of the renewed neighborhood parks.

Twenty-two of Minnetonka’s parks are classified as neighborhood parks. The newest park, Oakhaven, developed in 2008 in the Spring Lake area (northwest corner of I-494 and Highway 7). The other parks are Boulder Creek, Covington, Ford, Glen Moor, Groveland, Gro-Tonka, Holiday Lake, Junction, Knollway, Linner, Mayflower, McKenzie, Oberlin, Orchard, Pioneer, Reich, Spring Hill, Sunrise Ridge, Westwood, Wilson, and Woodgate.

There are also two play lots, which are smaller parks with facilities limited to play equipment: Elmwood-Strand and Mini Tonka.

c. Preserve Parks

The city owns ten parks throughout the community classified as preserves. Generally the only amenity is trails, although Jidana Park has a canoe landing and fire pit. Several of the parks, including Green Circle, Hilloway, Jidana, Kinsel, and Victoria-Evergreen, have been subjects of the natural resources stewardship program. The other preserve parks are Crane Lake, Lake Charlotte, Lake Rose, Mooney, and Tower Hill.

d. Special Purpose Parks

These parks consist of one or more specialized facilities. Many of the city’s 12 special purpose parks are centered on athletic fields and beaches. Others have facilities such as boat or canoe launches, historic house or site, and community garden plots.

Special purpose parks and their uses are as follows:

Special Use Park	Use
Burwell Park	Historic Burwell house, canoe landing
Glen Lake Park	Athletic fields
Glen Lake Station	Fountain, flower gardens
Gray’s Bay Causeway	Fishing - Lake Minnetonka
Guilliam Park	Athletic fields
Kelly Park	Garden plots
Libbs Lake Beach	Public swimming beach
Mills Park	Gazebo, historic marker
Minnehaha Creek Headwaters	Gray’s Bay Dam, canoe launch, trail and boardwalk

Additional special use facilities include athletic fields at Bennett Family Park (privately owned and operated), Shady Oak Park (owned by the City of Hopkins with beach operations shared by both cities) and Glen Lake Golf Course (owned by Hennepin County and operated by Three Rivers Park District). The city has also jointly improved athletic fields at Hopkins School District and Minnetonka School District locations.

## 2. Existing Trail System

The city's existing trail system, shown on Figure VII-2 consists of off-road trails, walkways (asphalt trails that parallel roadways) and on-road pedestrian-bicycle lanes. The original Loop Trail System was designed to connect the city's major parks and activity centers, and to function as both a transportation and recreation system. Its 33 miles of trails is the centerpiece of the entire trail system that includes neighborhood connectors, sidewalks, pedestrian-bicycle lanes and regional connectors.

The main city trail system connects with the Three Rivers Park District's combined 27 mile south segment of Lake Minnetonka and Minnesota River Bluffs LRT regional trails (formerly Southwest Regional LRT). Both corridors begin in Hopkins; the north corridor extends to Victoria, while the south corridor extends to Chanhassen. The city's trail and walkway system also connects with a DNR state trail, the 62 mile Luce Line Trail, in Plymouth just north of Minnetonka.

Trail facilities, including restrooms and drinking fountains, are located at each of the city's five community parks. Much of the main trail system is plowed during the winter months, making it usable throughout the year.

Each year, the city continues to add to the trail system. New trails are generally added with major road reconstruction projects (e.g., CR 101 and the planned 2008-09 improvements to Shady Oak Road). Internal trails have been included with the park renewal projects.

## 3. Recreational Facilities

Through Minnetonka's Recreation Services Department, in conjunction with the Hopkins-Minnetonka Joint Recreation Division, the city operates a variety of facilities, sponsors community-wide events such as Summer Festival and Kids Fest, and provides a wide range of recreational programming including youth and adult athletic leagues, senior programs, aquatics classes, summer playground program, lessons for skating, tennis, and other activities, and exercise classes.

The following facilities are operated by the city.

Facility	Use
Arts Center on 7	Theater, rehearsal and office space at Minnetonka High School (jointly owned and operated by the city and Minnetonka School District)
Community Center	Senior center, meeting space, city council chambers, banquet facilities
Glen Lake Activity Center	Public meeting space, police and ambulance substation
Glen Lake Skate Plaza	Outdoor skateboard facility
Gray's Bay Marina	Public boat launch, rental slips (property owned by DNR; operated by city)
Ice Arenas	Two indoor ice arenas
Lindbergh Center	Indoor athletic courts, running track at Hopkins High School (jointly owned and operated by the city and Hopkins School District)

	District)
Mills Landing	Senior craft/gift shop
Shady Oak Beach	Public swimming beach, picnic shelter (property owned by city of Hopkins; operated by Hopkins-Minnetonka joint recreation dept.)
Westridge Pavilion	Public meeting space
Williston Fitness Center	Fitness center, indoor swimming pool, basketball and tennis courts, batting cages,

The recreational facilities and associated programs are an important community asset and serve to attract families to the city while at the same time meeting current resident and business needs. It is important that the facilities be maintained to a level that continues to attract residents as well as respond to changing demographics. Further, existing programs need to be reevaluated and new programs added to respond to residents needs and to provide quality customer service.

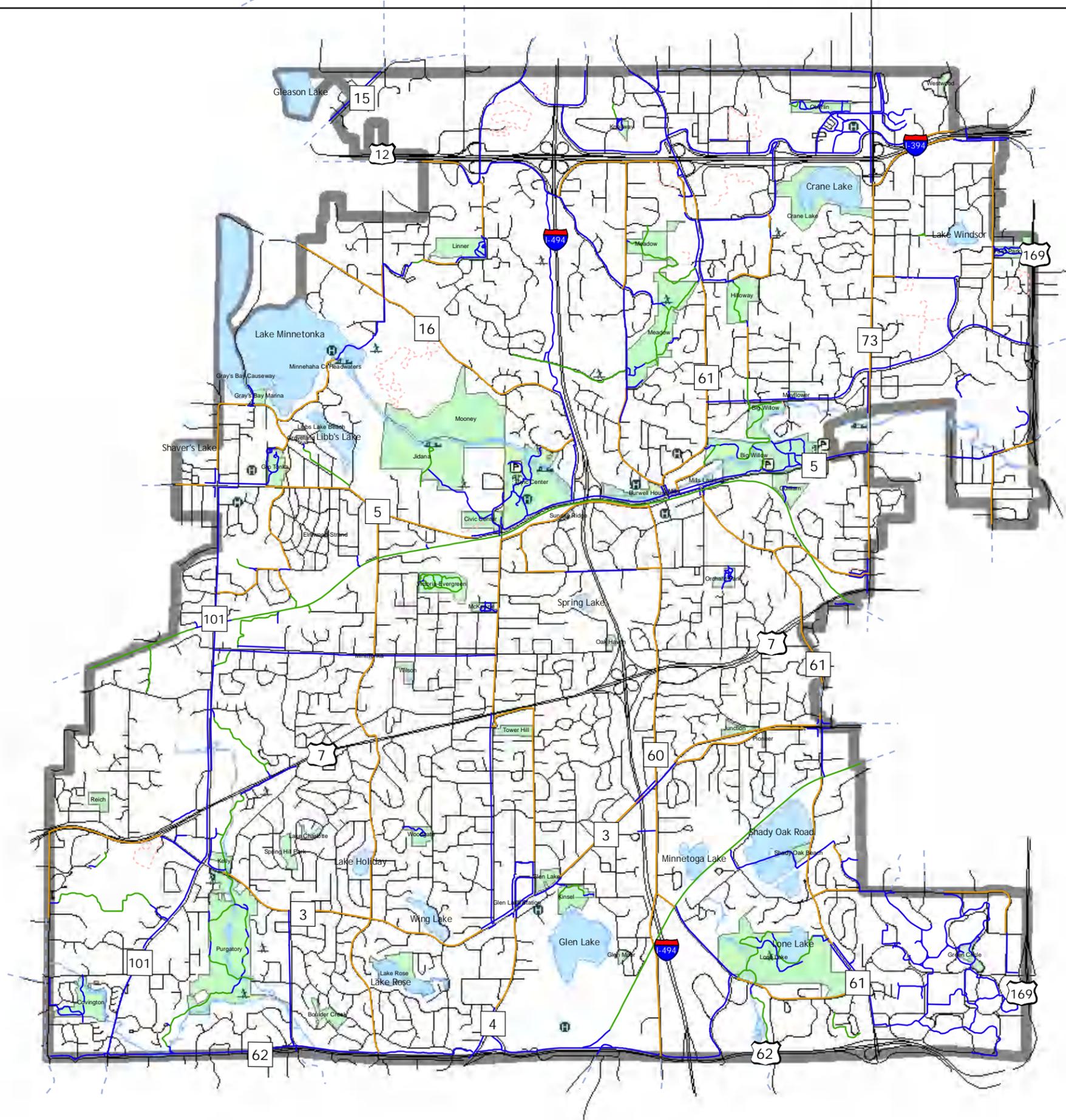
#### 4. Open Space Preservation

Minnetonka has long been committed to open space preservation, most recently reflected by the passage of the 2001 bond referendum, a shift to conservation development, and updates of land use ordinances related to preservation of steep slopes, shore land and trees. Following the 2001 referendum, the park board and city council prioritized approximately 50 areas throughout the community for possible preservation. The rankings were based on factors developed by the citizen open space preservation task force and adopted by the city council. These factors include sensitive environmental features, buffers for neighborhoods, high visibility, size and linkage to other open areas.

Preservation strategies were developed for each of these areas, ranging from the negotiation of easements to outright purchase. Following the passage of the referendum, the city successfully negotiated acquisitions of five parcels along Minnehaha Creek. Additionally, the city acquired an option to purchase a 30 acre property across from Meadow Park. The city still holds that option, and the resident has donated a conservation easement over the entire property to the Minnesota Land Trust.

Additionally, conservation development agreements have been negotiated for a number of properties to preserve as many of the natural features of the land as possible. Often a property owner has dedicated a conservation easement that prohibits future development activity. Between 2000 and 2006, 159 acres of private land have been placed in conservation easements.

In addition to the donation of easements, other conservation techniques continue to promote the quality of the environment. These include smaller road widths, which allow more open space and less impervious surface, and rain gardens or infiltration systems to treat the storm water run off and promote better water quality.



- Trails**
- Intercity Connections
  - Off Road (Paved/Concrete)
  - Off Road (Rock)
  - On Road
  - Private

- Amenities**
- ADA Challenge
  - Canoe Landing
  - Historical Tour
  - Parking
  - Restrooms
  - Parks

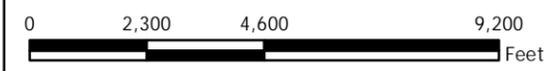


Figure VII-2  
Existing Trail System

### C. Strategic Planning Efforts

The Minnetonka Park Board, a city advisory commission, is charged with providing recommendations to the city council regarding park land, park facilities, program, and finances. The board's functions include long and short range planning related to capital improvement projects, acquisition, development and use of park lands, park facilities, recreational, and leisure time facilities, and recreational programs.

Annually, the Park Board establishes strategies that align with current planning efforts. The Board has adopted a "vision" and mission statement that serves as the framework for parks, open space and trails chapter of the 2030 Comprehensive Guide Plan as follows:

**Vision:**            **A city with outstanding parks and recreational opportunities within a balanced natural environment.**

**Mission:**

- \* **Protect and enhance Minnetonka's natural environment.**
- \* **Promote quality recreation opportunities and facilities**
- \* **Provide a forum for citizens interested in our parks, trails, athletic facilities, and open space.**

Additionally, the Park Board has adopted goals and specific strategic objectives (the order does not reflect priority) for the future, that are updated on an annual basis. The 2008 goals and objectives follow the policies included in Chapter III - Overall Policies pertaining to parks, open space and recreation:

#### 1. To protect natural resources and open space

- a. Conduct an ongoing evaluation of the open space process
- b. Continue to review and comment on the implementation of the natural resources stewardship plan
- c. Assist staff in managing the open space process through successful completion
- d. Review options to enhance natural resources & open space
- e. Review all proposed changes to the city's code of ordinances that pertain to natural resources and open space
- f. Actively participate in development of the city's Minnehaha Creek Visioning Plan
- g. Consider a program to recognize historical aspects of the park system

#### 2. To renew and maintain parks and trails

- a. Develop recommendations for scheduled 2008 park renewal projects
- b. Involve park board member participation in park projects
- c. Conduct an annual review of park dedication fees
- d. Utilizing completed updates to the Comprehensive Plan and the POST Plan, identify areas of the city that are deficient of adequate park amenities
- e. Conduct a comprehensive review of the trail system to identify missing links and required future improvements

#### 3. To provide quality athletic and recreational facilities

- a. Implement recommendations for athletic field improvements as defined in the 2004 Athletic Field Needs Update

- b. Perform an annual review of the Gray's Bay Marina operations plan
- c. Evaluate 2007 - 2008 Glen Lake Golf Course cross-country ski trail operations and develop recommendations for 2008-2009
- d. Anticipate, review and respond to community needs not previously identified
- e. Annually review policies related to the operation and management of parks to determine if changes are required
- f. Review data related to changing demographics to ensure that park amenities address future community needs

**4. Enhance long-term Park Board development**

- a. Define capital improvement program projects for 2009-2013 related to parks, trails and open space
- b. Enhance council relations- serve as a voice to the council
- c. Actively participate in the process developed for updating the POST Plan
- d. Increase community awareness of park board initiatives
- e. Provide park board participation in the development of the city's Comprehensive Plan
- f. Schedule board member involvement in annual park board and city related activities
- g. Annually assess the park board strategic plan
- h. Receive and respond to a staff update of 2008 changes made to the Parks for Tomorrow Program

## D. Future Park, Trail and Open Space Improvements and Needs

The primary improvements planned to the city's existing park system include the implementation of the Upper Minnehaha Creek corridor plan and increasing local and regional connectivity through additional trail connections. Further, continued investigation of natural resource stewardship of open space and park property, and the development and review of strategies to increase connectivity with public and private ecological resources is needed to realize the Minnetonka 2030 Vision. Lastly, the city will need to continue to provide recreation facilities that reflect the desires of aging residents and yet, attract youth and families to remain competitive in the region.

### 1. Upper Minnehaha Creek Corridor Vision and Master Plan

The Upper Minnehaha Creek corridor extends from the creek headwaters at Gray's Bay for six miles through Minnetonka, encompassing nearly one-third of the creek's entire length. Approximately, 85 percent of the land adjoining the creek in the city is owned or controlled by public entities, allowing for opportunities to forge collaborative partnerships for planning activities. In 2007, the city, the Minnehaha Creek Watershed District Board, Three Rivers Park District Board and Hennepin County began discussions for an overall "vision" for the corridor area, and partnership opportunities to develop and implement an overall master plan for Minnehaha Creek.

The overriding principles of the master plan for the Upper Minnehaha Creek corridor are designed to implement complementary activities in appropriate areas that emphasize the creek corridor's natural resources, and recreational, educational, historic, and scenic values. Currently, a policy steering committee, composed of the aforementioned agencies, has been established to translate the overall master plan and principles into specific projects and programs.

The overall Upper Minnehaha Creek Master Plan is -available at the Minnetonka City Hall.

Current and future creek corridor projects and programs are centered on the following:

- a. Preservation and restoration: Minnetonka and other groups have implemented on-going stewardship projects to remove buckthorn, Siberian elm and garlic mustard, and perform other ecological improvements. Future projects include restoration of native plants, wildlife habitat and ecological zones. Additionally, "best practices" will be utilized to achieve water management goals for watershed, stormwater drainage, bank stabilization and creek flow. The watershed district is examining water quality improvement methods and demonstration areas to reduce urban runoff and control surface water pathogens that enter the creek.
- b. I-494 gateway area: The restoration of the creek's natural character under I-494 is planned to provide an enhanced gateway entrance to the city at the freeway. When the freeway was constructed, the creek bed was rechanneled with concrete culverts and stone riprap. Refurbishment of this creek passage will restore the natural experience for waterway users, pedestrians, bikers and motorists.
- c. Canoe access: The Minnehaha Creek Headwaters Park at Gray's Bay was recently redeveloped by the city and the watershed district. The park includes a new canoe landing, interpretive exhibit, shoreland restoration demonstration area and boardwalk. Additionally, the city has invested in improvements to the Civic Center campus bordering the creek, including a new canoe landing.

Existing landings have been upgraded at the Headwaters Park, Big Willow Park and at Hopkins Crossroads at the Hopkins Municipal Site. New canoe landings and launches

are planned to improve access and provide floating interpretive experiences throughout the corridor, and a canoe rental and shuttle service is being implemented by the Three Rivers Park District.

- d. Trails: New pedestrian and bike trails are planned to connect users with the network of local pathways and the south segment of the Lake Minnetonka LRT regional trail, and many creek and park amenities. New or improved trail connections are planned at Baker Road, under Plymouth Road, I-494 and at various other locations for neighborhood access. Parking is planned at various “trail head” locations along the corridor.
- e. Interpretive center: The potential for an interpretive center to provide opportunities for school, nature and other groups to connect with the creek is under consideration for an area east of Minnetonka Mills. The center would likely be a partnership of various parties, and be a center for experiential programs occurring throughout the corridor.
- f. Minnetonka Boulevard Parkway Concept: A future study to be conducted in 2008-09 is underway for the portion of Minnetonka Boulevard, between the Civic Center and Big Willow Park. Opportunities will be examined to integrate roadway, waterway and trails systems, to allow drivers, bikers, walkers and paddlers to collectively experience the creek corridor in a safe manner.
- g. Historic Minnetonka Mills District: A new park is planned on both sides of the creek in the area between I-494 and the Minnetonka Mills business district, adjacent to Plymouth and McGinty Roads. The city has acquired and removed four residential properties in the area, and programmed funding to develop the new park, which is expected to incorporate unique botanical and art features, including those reflective of the historical nature of the area, ranging from early American Indian trails to milling operations; small parking areas and joint parking facilities; canoe landings; trails; and potential roadway access improvements.

## 2. Future Trails and Pathway Connections

Two major additional regional trail links are planned in Minnetonka in the coming years as well as several local trails and pathways.

### a. Planned Regional Trail Improvements

#### CR 101 Future Regional Trail Connection

The park district is examining alternatives for a portion of the north connection from Minnetonka Boulevard to McGinty Road in Wayzata. Two alternatives include constructing a trail along CR 101 in conjunction with a planned roadway reconstruction project to the north of Minnetonka Boulevard along CR 101 or using the right of way of McGinty Road within Minnetonka from Minnetonka Boulevard at I-494 to CR 101 in Wayzata. The McGinty Road alternative offers more positive benefits because of lower adjacent traffic levels, the ability to utilize existing trail segments, aesthetic benefits to trail users, and easy connections to the Luce Line trail through Carlson Center.

#### Connection to North Cedar Lake LRT Regional Trail

Plans to connect the Lake Minnetonka Regional LRT Trail to the North Cedar Lake Road LRT Regional Trail involve providing a connection along the Minnetonka and St. Louis Park portions of Minnetonka Boulevard. This “missing link” is relatively easy to provide because

partial local trails exist along Minnetonka Boulevard. New trail construction is needed near the TH 169 bridge, crossing Minnetonka Boulevard.

b. Local trail connections and pathways

Although there are numerous trails within the city, the trail system is many years from completion. As noted in Chapter VIII - Transportation, several trail connections are planned in conjunction with roadway improvements scheduled in the coming years. These trails will be physically separated from vehicular traffic.

However, there are numerous other trails and pathways that are needed to establish connections to the village centers, parks, schools, existing trails and other activity centers. Figure VII-3 shows the future overall trail plan and identifies numerous trails that currently remain unfunded. It is anticipated that the necessary right of way control and construction of the unfunded trails and pathways will eventually be accomplished as part of the following activities:

- \* future roadway reconstruction,
- \* new development and private development activities,
- \* outside funding from other government agencies or private entities, and
- \* future capital improvement programming.

### 3. Open Space and Natural Area Connections

The 2030 Minnetonka Vision shown as Figure III-1 in Chapter III - Overall Policies depicts the park and open space areas in the city under public control, water resources and areas of important vegetation in the city. The creek corridors, associated floodplain and wetlands, and trails create natural “greenways” within the city, often connecting the city’s parks that feature preservation and natural resource stewardship.

The 2000 POST Plan established the need to develop an overall program (with funding) for the preservation of open space under city control based upon the ecological qualities of the area. In the coming years, further study is needed by the city to determine the potential for other private and public stewardship activities to foster connections between the natural “greenways”, public open space and areas of important vegetation. Additionally, investigation is needed to review incorporating new stormwater sustainability techniques and address concerns with the growing number and type of plant and animal invasive species.

An update to the POST Plan is needed to further examine the potential for connections between the greenways, open space, and other conservation and sustainability efforts. Information pertaining to MLCCS data and other water quality management inventories reviewed in Chapter VI - Resource Management should be consulted and refined during the POST plan update process to determine the appropriate strategies for the city to manage public open space and encourage private conservation efforts on an ecological neighborhood basis.

### 4. Recreation Facilities

The continued growth of youth and young adult sports has continually created pressure for the programming of city and school district athletic fields. With limited open areas remaining

### Future Trail System

Status

- - - 2008 - 2012 Scheduled
- - - Schedule/Unfunded
- Existing Trails
- Parks
- waters

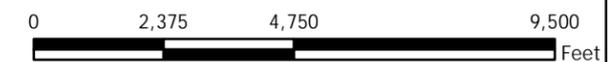
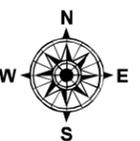
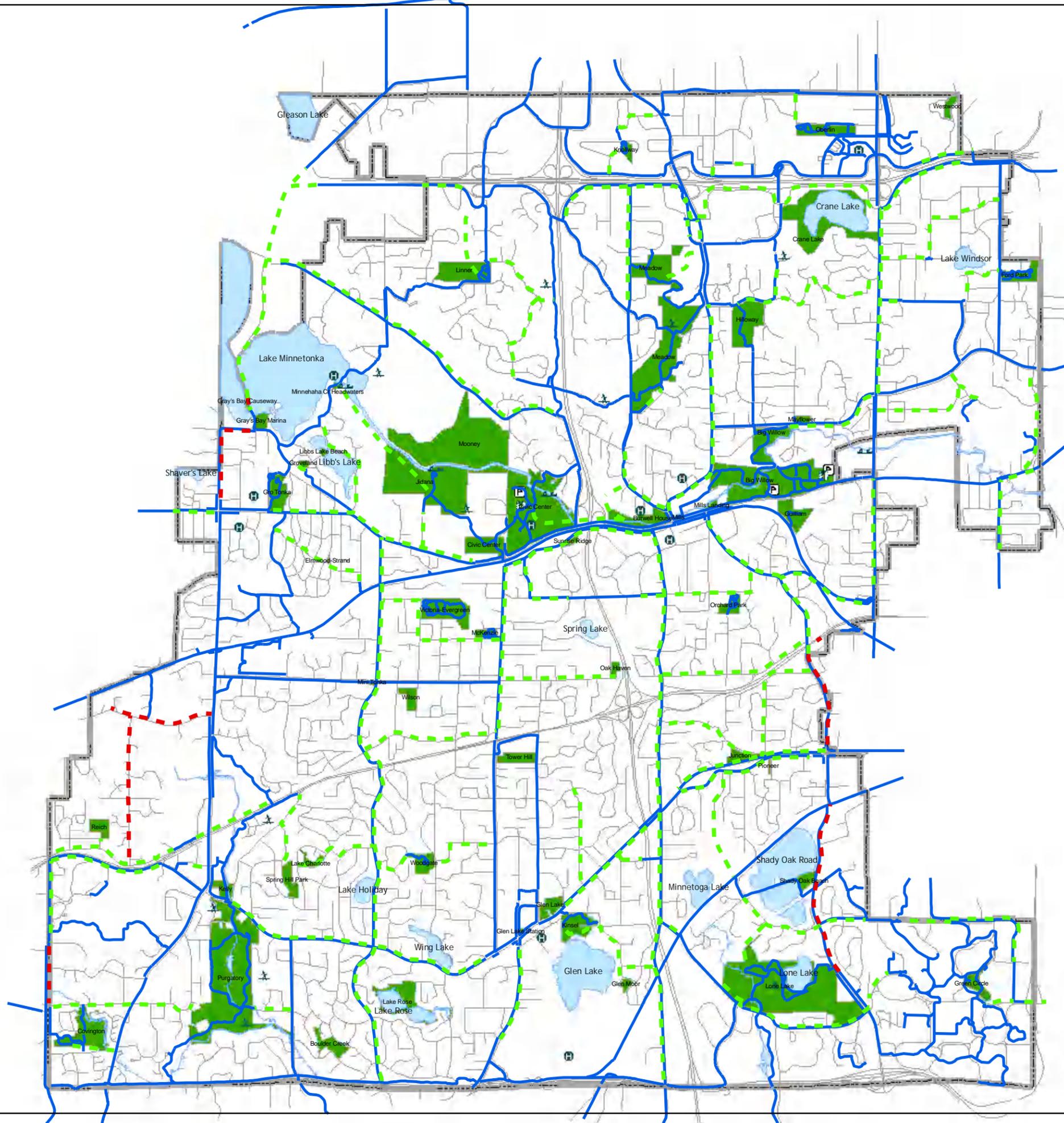


Figure VII-3  
Future Trail Links Map

Source: City of Minnetonka



in the city, it will be difficult to acquire reasonably priced land for additional athletic field development. The city will need to review alternative approaches for relieving pressure for athletic field use. These approaches may include the review of revised layouts and field materials of athletic fields and other public property and buildings to maximize use, and the evaluation of programming with a partnership of uses (the city, school districts, athletic associations and others).

City recreational facilities within parks and activity buildings need continual attention to maintain investment in the infrastructure and meet residents' needs. With an aging population and the need to provide affordable programs to continue to attract families, well-kept facilities that include space for activities that cater to older residents and youth is important. Therefore, the city is committed to continuing to provide renovation to existing facilities, providing recreational programs to meet increasing participation levels, and establishing new areas (such as off-leash dog areas) to meet future resident needs. For example, the city has programmed approximately \$2.6 million in funding over the next several years for improvements to the Williston Center.

## **E. Implementation Strategies**

In the coming years, the implementation strategies oriented towards parks, open space and trails consist of the measures described in this section. The overall implementation theme emphasizes development of strategies that complement the overall Minnetonka 2030 Vision and the Minnetonka Park and Recreation Board strategic planning efforts, by incorporating the following:

- \* Recognition of changing demographics and providing facilities and programs that reflect an aging population, yet serve to attract families;
- \* Provide and enhance connections between the village centers, regional areas and existing neighborhoods; and
- \* Provide reinvestment, new services and programs with the existing park and open space facilities.

### **1. Park Development**

- a. Continuation of the park renewal program for designated parks as established by the Park Board and approved by the City Council.
- b. Provide multi-year funding for the implementation of the Upper Minnehaha Creek Corridor Plan.
- c. Determine appropriate locations for off-leash dog areas within existing city parks to meet the increasing number of dog owners in the city.
- d. Continue reinvestment in city parks, park facilities and athletic fields to reflect demographic changes of Minnetonka residents and aging infrastructure.
- e. Utilize the Park Maintenance Standards, as may be amended, to respond to community needs; to maintain the infrastructure of city parks, trails, open space and recreational facilities in a manner that encourages sustainability; and to ensure public safety.

### **2. Trail/Pathway Development and Maintenance**

- a. Continue yearly investments into the Future Trail Plan according to the schedule identified in the capital improvements program.
- b. Provide safe neighborhood trail connections to the overall trail system and community amenities in response to neighborhood requests or Park Board recommendations.

- c. Review and prioritization of the unfunded portions of the trail system by the Park Board to connect the village areas, community parks and adjacent communities.
- d. Incorporate identified trails, sidewalks and pathways connections in roadway reconstruction projects.
- e. Continue investments to rehabilitate older trail segments and improve signage (identification and wayfinding).
- f. Maintain trails in accordance with the Park Maintenance Standards, as may be amended, to improve “wheel-ability” for all age groups, sustainability and year round use, as appropriate.

### 3. Open Space

- a. Utilize the city open space preservation program and the management of natural resources policy to obtain, manage and improve open space for the public.
- b. Convert properties acquired for open space preservation to a park or natural setting environment.
- c. Continue to eradicate invasive plant and animal species from open space and other city property and maintain open space in accordance with the Park Maintenance Standards, as may be amended.
- d. Seek grants, funding partners and other outside funding opportunities to increase the amount of publically held open space in the city.

### 4. Education

- a. Continue to provide education programs to residents and businesses about resource protection, open space preservation opportunities and conservation management techniques to preserve the quality of private and public open space.
- b. Continue to participate in health initiatives, such as the “Step Up To Health” program to fight obesity and provide awareness of facilities and programs that meet healthy living objectives.

### 5. Implementation Tools

- a. Capital Improvement Program (CIP)

The city council annually allocates funding over a five year period for capital projects that involve park, open space, trail and recreational facilities. The current 2009 - 2013 CIP (attached in Appendix IV-A) includes numerous projects that directly implement the policies of this chapter of the Comprehensive Guide Plan. For example, significant funding over multiple years is programmed to increase “connectivity” in the city by improving trail and pathway connections individually, or as part of roadway projects.

Further, funding is provided to enhance maintenance of aging park facilities, improve and restore natural resources, and to reflect facility improvements needed to attract families and respond to an aging population. The funding identified in the CIP is often noted as the “city’s share”, in response to the need to maintain and forge new partnerships with the school districts, Hennepin County, Three Rivers Park District and the watershed organizations.

- b. Other funding

The city will continue to seek outside funding opportunities, where possible, to leverage city funds and provide financing for projects when local funding is not possible. This may

include seeking County, State or federal resources for specific projects and programs, or if reasonable, charging fees for services for specific programs, as appropriate.

c. Park dedication

The city's park dedication requirements of the Subdivision Ordinance requires that a reasonable portion of land (not less than 10 percent of the property) being subdivided be dedicated to the city for use as parks, trails or open space. At the city's discretion, a fee in lieu of all or part of the land may be required, based on a fee per lot or residential unit, or per acre for nonresidential development. Because the park system is generally fully developed, the fee is generally accepted by the city, unless the land within the development is needed to expand an existing park or trail or meet an existing need for parkland. Fees are allocated to the Park Dedication Fund and used for land acquisition or facility improvements.

d. Partnerships

The city has a successful track record working with the cities of Hopkins and St. Louis Park, local school districts and other agencies to provide recreational facilities and programs. These partnerships are planned to continue in the future and may expand dependent upon residents needs.

Additionally, new or expanded partnerships are planned with Hennepin County, Three Rivers Park District and the Minnehaha Creek Watershed District for the long term development of the Upper Minnehaha Creek Corridor.

e. Updates to planning documents

- \* Update the POST plan to incorporate the 2030 Comprehensive Guide Plan and changes that have occurred with the overall park, trail and open space system since 2000.
- \* Participate in an athletic needs study with appropriate agencies and partners.

## Appendix VII-A

2009-2013 Capital Improvements Program

Please refer to Appendix VII-A for Capital Improvements Program

# **Regional Parks System Statement**

# REGIONAL PARKS SYSTEM STATEMENT

*City of Minnetonka*

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan*.
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

## **Key Concepts in the 2040 Regional Parks Policy Plan**

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on [the Council's website](#).

## ***2040 Regional Parks System Facilities***

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

### **Regional Parks**

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

### **Park Reserves**

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

### **Special Recreation Features**

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

### **Regional Trails**

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.

## *2040 Regional Parks System Components*

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

**Existing Regional Parks System Facilities:** include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

**Planned Regional Parks System Facilities (not yet open to the public):** include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

**Regional Parks System Boundary Adjustments:** include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

**Regional Park Search Areas:** include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

**Regional Trail Search Corridors:** include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

**2040 Regional Trail Search Corridor System Additions:** include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

## *Key Changes in the 2040 Regional Parks Policy Plan*

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

### **Identify all proposed regional trails as regional trail search corridors**

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy Plan* depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

### **Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:**

#### Carver County:

- County Road 61
- Highway 41

### Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension
- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Minnetonka should consult the complete [2040 Regional Parks Policy Plan](#) in preparing its local comprehensive plan. In addition, Minnetonka should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's [Local Planning Handbook](#) for specific information needed in its comprehensive plan.

## **System Plan Considerations Affecting Your Community**

### *Regional Parks System Components in your community*

The following Regional Parks System Components within Minnetonka as identified in the *2040 Regional Parks Policy Plan* are listed below.

#### *Regional Trails*

**Lake Minnetonka LRT Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Hopkins, Minnetonka, Deephaven, Greenwood, Excelsior, Shorewood, Tonka Bay in Hennepin County and Victoria in Carver County. Connects the Highway 101 Regional Trail Search Corridor, Carver Park Reserve and Southwest Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

**Minnesota River Bluffs LRT Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Hopkins, Minnetonka, and Eden Prairie in Hennepin County as well as Chanhassen, Chaska, and Carver in Carver County. Connects Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, North-South 2 Regional Trail Search Corridor, Highway 101 Regional Trail Search Corridor, County Road 61 Regional Trail Search Corridor, Highway 41 Regional Trail Search Corridor, Southwest Regional Trail, and Minnesota Valley National Wildlife Refuge. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

**Highway 101 Regional Trail Search Corridor:** The regional trail search corridor travels through Minnetonka, Eden Prairie, and Chanhassen as it connects Lake Minnetonka LRT Regional Trail, Twin Cities & Western Regional Trail Search Corridor, and Minnesota River Bluffs LRT Regional Trail. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

**Dakota Rail Extension Regional Trail Search Corridor:** This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search

corridor travels through Wayzata and Minnetonka as it extends the Dakota Rail Regional Trail east to the North-South 2 Regional Trail Search Corridor. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

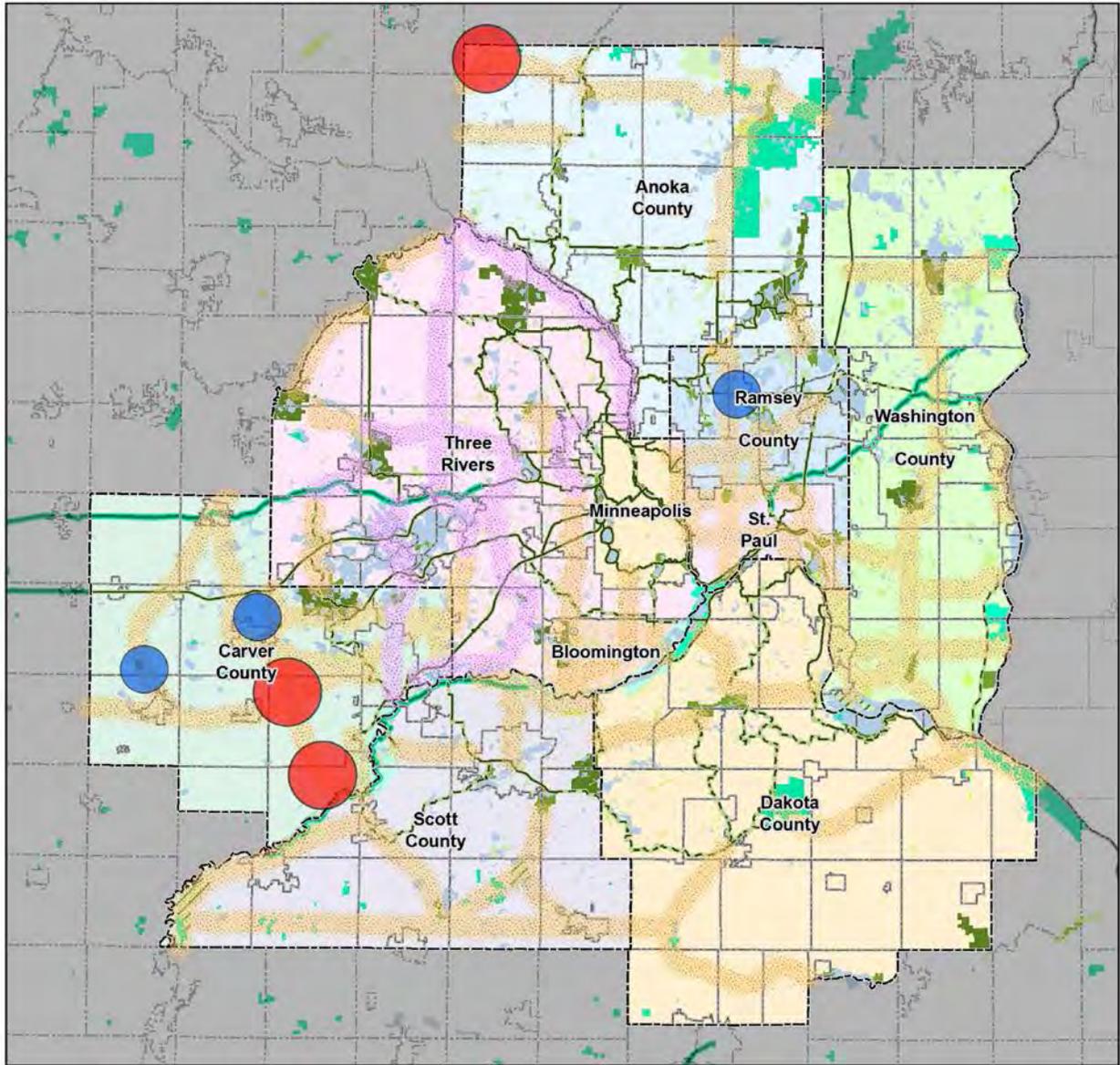
**North-South 1 Regional Trail Search Corridor:** This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Rogers, Corcoran, Medina, Orono, Wayzata, and Minnetonka as it connects Crow River Regional Trail Search Corridor, Rush Creek Regional Trail, Luce Line State Trail, Dakota Rail Regional Trail, Lake Minnetonka LRT Regional Trail and Highway 101 Regional Trail Search Corridor. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

**North-South 2 Regional Trail Search Corridor:** This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Plymouth, Minnetonka, and Eden Prairie as it connects Medicine Lake Regional Trail, French Regional Park, Luce Line Regional Trail, Lake Minnetonka LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail, Bryant Lake Regional Park, and County Road 61 Regional Trail Search Corridor in Chanhassen. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Minnetonka should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Three Rivers Park District for more information regarding Regional Parks System Components in Minnetonka.

Figure 1. 2040 Regional Parks System Plan Map

## Regional Parks System Twin Cities Metropolitan Area



### Regional Parks

- Regional Parks
- Park Reserves
- Special Recreation Features
- Planned Units
- Regional Trail Corridor Land

### Regional Trails

- Existing
- Planned

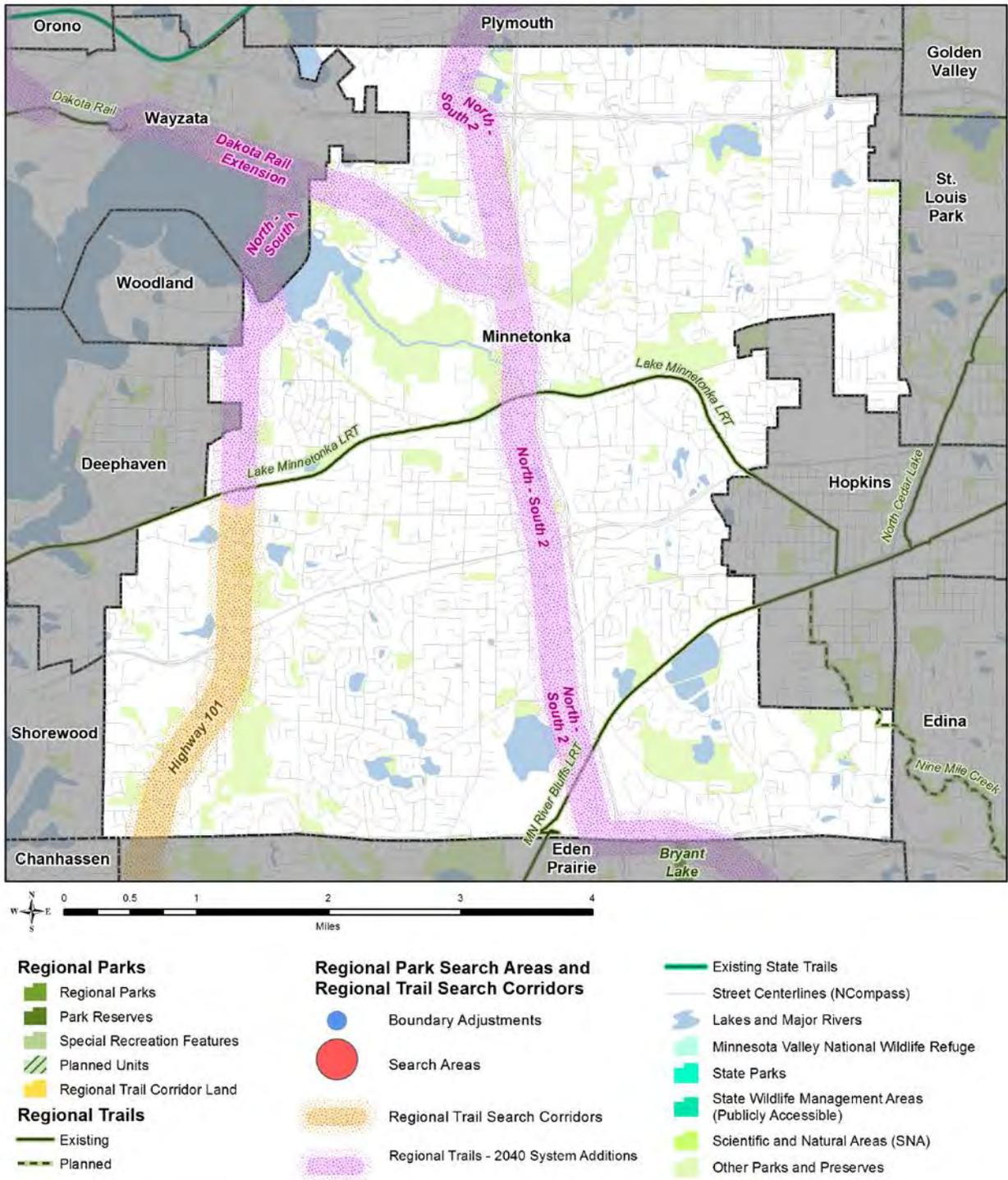
### Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustments
- Search Areas
- Regional Trail Search Corridors
- Regional Trails - 2040 System Additions

- Existing State Trails
- Lakes and Major Rivers
- Minnesota Valley National Wildlife Refuge
- State Parks
- State Wildlife Management Areas (Publicly Accessible)
- Scientific and Natural Areas (SNA)
- Other Parks and Preserves

Figure 2. Regional Parks System Facilities in and adjacent to Minnetonka

## Regional Parks System City of Minnetonka, Hennepin County



# **Trail Improvement Plan**



# City of Minnetonka

## Trail Improvement Plan

Inventory of unscheduled and unfunded segments

(2017 DRAFT)

# **Table of Contents**

Introduction and Definitions

Trail Analysis by Priority Ranking Map

Priority Ranking Table

Individual Pages of Unscheduled and Unfunded Trail Segments

Park Board Presentation: April 5, 2017

Priority Ranking Calculation

# Introduction

The goal of the ranking system is to prioritize high use trail segments that are easy to construct above those trail segments that may have less users and/or those that are more invasive to construct. The questions below provide the basis for the ranking system. The yes/no questions are each assigned values of 1 or 0 so that the trail segments can be prioritized by a numeric priority score. Segments that contain "\*" may partially meet the question and are therefore given partial points. An example of this calculation is shown at the end of this section.

## Degree of Difficulty

**Environmental Impacts:** Can the trail be constructed without significant impacts to wetlands, water bodies, or other environmentally sensitive natural resources?

**Minimal Tree Loss:** Can the trail be constructed without significant impacts to trees?

## Cost Effectiveness

**Solutions:** Can the trail be constructed without bridges, boardwalks, or significant infrastructure?

**Right-of-way (ROW)/Easements Not Needed:** Can the trail be constructed without ROW/easements?

**Minimal Utility Relocation:** Can the trail be constructed without significant utility relocation?

## Nature of Use

**Passive/Recreational Use:** Will the trail be used for recreational purposes?

**Transportation:** Will the trail be used for transportation purposes?

**High Use Segment:** Will the segment be used by a large number of users?

**Completes a Route:** Will the trail connect two existing trail segments to complete a continuous route?

## Community Access

**Village Center:** Will the trail be located in the village center or connect to a village center?

**Business Access:** Will the trail provide business access?

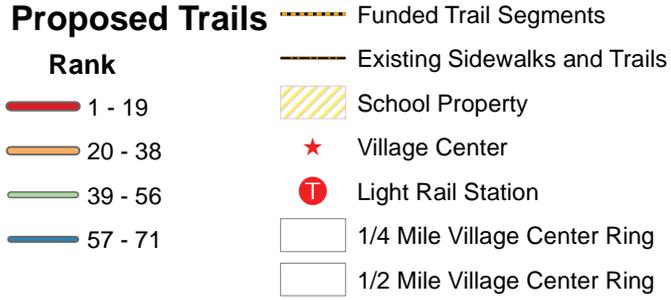
**Library/Government Center:** Will the trail provide access to a library, city hall, or other government center?

**School Access:** Will the trail provide a connection to a school?

**Connect to Transit Location:** Will the trail provide a connection or is directly adjacent to light rail transit, bus transit, or a park and ride?

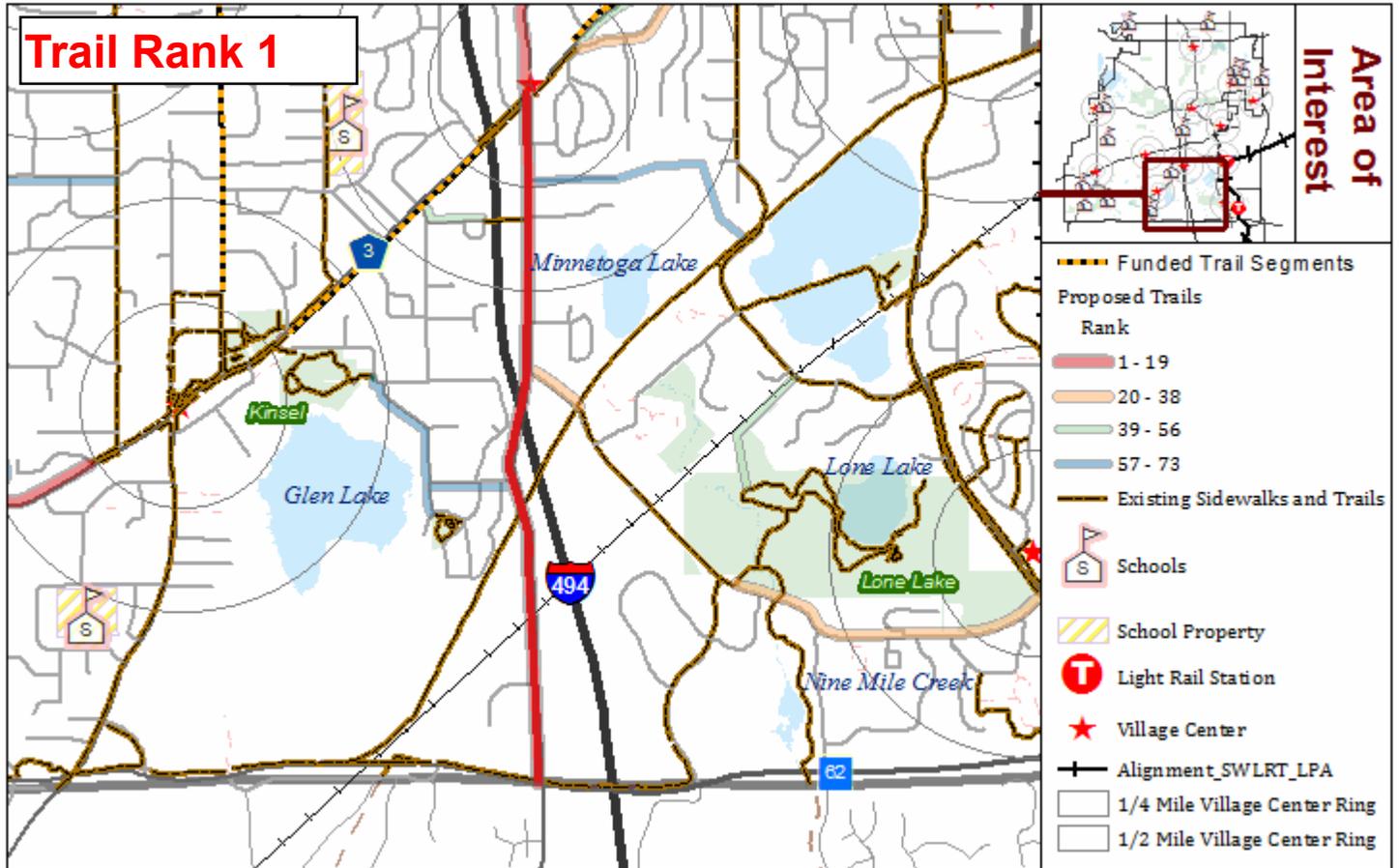
**Regional Commuting:** Will the trail be used by regional users?

# Unfunded Trail Segments by Priority Ranking



Priority Rank	Priority Score (10=High 1=Low)	Unscheduled and Unfunded Trail Segments (all costs 2017 dollars)	Length (miles)	Est Cost w Road Project (by LF)	w Road Project Cumulative Cost	Est Cost Independently (by LF)	Independent Cumulative Cost
			44.6				
1	7.0	CR 60 - CR 3 to CR 62	1.7	\$624,387	\$624,387	\$2,229,953	\$2,229,953
2	7.0	CR 60 - CR 3 to CR 5	1.7	\$622,604	\$1,246,990	\$2,223,584	\$4,453,537
3	6.5	Ridgedale Dr - White Birch Rd to Target	0.6	\$227,721	\$1,474,711	\$813,289	\$5,266,826
4	6.2	CR 5 - The Marsh to Fairchild Lane	0.8	\$300,663	\$1,775,374	\$1,073,796	\$6,340,622
5	6.1	CR 73 - Cedar Lake Rd to Wayzata Blvd	1.0	\$381,608	\$2,156,982	\$1,362,885	\$7,703,507
6	5.9	CR 3 - Woodland Rd to Clear Springs Rd/101 Library	1.0	\$354,336	\$2,511,317	\$1,265,484	\$8,968,991
7	5.9	CR 3 - Glen Oak St to Woodland Rd	0.7	\$273,494	\$2,784,812	\$976,765	\$9,945,756
8	5.6	Hwy 7 Cr 101 to Seven Hi La	0.1	\$30,730	\$2,815,542	\$109,750	\$10,055,506
9	5.5	CR 73 - CR 5 to Minnetonka Mills Rd	0.6	\$237,797	\$3,053,339	\$849,274	\$10,904,780
10	5.4	CR 5 - Fairchild Ave to Woodlawn Ave	0.5	\$182,057	\$3,235,396	\$650,205	\$11,554,985
11	5.3	CR 16 - CR 101 to Crosby Rd (partly in Wayzata)	0.6	\$212,546	\$3,447,942	\$759,094	\$12,314,080
12	5.1	Delton Ave - Vine Hill Rd to Old Excelsior Blvd	0.7	\$258,536	\$3,706,479	\$923,344	\$13,237,424
13	5.0	Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter)	0.9	\$319,581	\$4,026,060	\$1,141,362	\$14,378,786
14	4.9	Essex Rd - Ridgedale Dr to Oakland Rd	0.7	\$272,548	\$4,298,608	\$973,385	\$15,352,171
15	4.9	Hwy 7 Underpass west of CR 101*	0.0	\$10,786	\$4,309,394	\$38,521	\$15,390,692
16	4.9	Minnetonka Mills Rd - CR 61 to CR 73	0.6	\$207,138	\$4,516,532	\$739,778	\$16,130,470
17	4.8	TH 7 - Cattle Pass to CR 101 on north side	0.4	\$148,086	\$4,664,618	\$528,880	\$16,659,350
18	4.7	Hillside La - CR 73 to Tanglen School	0.1	\$50,426	\$4,715,044	\$180,092	\$16,839,442
19	4.7	Meadow Park to Ridgedale	0.4	\$131,250	\$4,846,294	\$468,749	\$17,308,192
20	4.6	Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7)	0.8	\$301,706	\$5,148,000	\$1,077,522	\$18,385,713
21	4.6	Williston Rd - CR 5 to Hwy 7	1.0	\$355,149	\$5,503,148	\$1,268,388	\$19,654,101
22	4.5	Wayzata Blvd N - Hampton Inn to Shelard Pkwy	0.3	\$111,517	\$5,614,665	\$398,275	\$20,052,377
23	4.5	Ridgedale Connections	1.1	\$406,003	\$6,020,669	\$1,450,011	\$21,502,388
24	4.3	CR 16 - Crosby Rd to existing trail on west side of I-494	1.3	\$476,151	\$6,496,820	\$1,700,541	\$23,202,928
25	4.2	Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system	1.1	\$405,570	\$6,902,390	\$1,448,465	\$24,651,393
26	4.1	Rowland Rd - CR 60 to SWLRT Trail	0.1	\$53,336	\$6,955,727	\$190,487	\$24,841,881
27	4.0	Porter/Delton Ave- Hutchins Dr to Cr 101	0.2	\$91,726	\$7,047,452	\$327,592	\$25,169,473
28	3.9	Tonkawood Road - CR 5 to Hwy 7	1.5	\$543,556	\$7,591,008	\$1,941,271	\$27,110,744
29	3.8	Woodland Rd - Townline Rd to Hwy 7	2.0	\$751,559	\$8,342,567	\$2,684,139	\$29,794,883
30	3.7	Orchard Rd/Westmark Dr - Minnetonka Dr	1.3	\$469,712	\$8,812,280	\$1,677,544	\$31,472,427
31	3.7	Pioneer Rd - Carlton Rd to CR 61	0.6	\$224,597	\$9,036,877	\$802,133	\$32,274,560
32	3.7	CR 61 - CR 5 to Hwy 7	1.1	\$391,492	\$9,428,369	\$1,398,187	\$33,672,746
33	3.6	Minnetonka Blvd - CR 101 west to Deephaven city limits	0.2	\$70,678	\$9,499,047	\$252,421	\$33,925,167
34	3.4	Sunset Dr and Marion Lane West segments	0.3	\$104,987	\$9,604,033	\$374,952	\$34,300,119
35	3.3	Minnehaha Creek Trail - Headwaters to Jidana Park	0.9	\$321,244	\$9,925,277	\$1,147,299	\$35,447,418
36	3.2	McGinty Rd E - CR 5 to Surry La	0.5	\$184,973	\$10,110,250	\$660,618	\$36,108,036
37	3.1	Wayzata Blvd - Claredon Dr to Wayzata city limits	0.2	\$90,755	\$10,201,005	\$324,124	\$36,432,160
38	2.9	Stone Rd - Saddlebrooke Cir to Sheffield Cur	0.1	\$47,113	\$10,248,118	\$168,262	\$36,600,421
39	2.9	Orchard Rd/Huntingdon Dr - CR 60 to CR 61	0.7	\$241,729	\$10,489,847	\$863,320	\$37,463,741
40	2.9	North Lone Lake Park - along RR tracks to Dominick Rd	0.3	\$120,315	\$10,610,162	\$429,696	\$37,893,436
41	2.9	Knollway Park to Wayzata Blvd/Horn Dr	0.2	\$69,556	\$10,679,718	\$248,414	\$38,141,851
42	2.9	Knollway Park to CR 61	0.3	\$113,894	\$10,793,612	\$406,764	\$38,548,615
43	2.8	NTC - Meeting St to existing trail on west side of I-494	0.1	\$41,559	\$10,835,171	\$148,424	\$38,697,039
44	2.8	Clear Spring Rd - connect trail to Hwy 7	0.2	\$79,212	\$10,914,383	\$282,899	\$38,979,938
45	2.8	58th St W - Mahoney Ave into Purgatory Park	0.2	\$91,944	\$11,006,327	\$328,371	\$39,308,309
46	2.7	Victoria Evergreen to McKenzie Park	1.0	\$355,401	\$11,361,727	\$1,269,288	\$40,577,597
47	2.7	Lake St Ext - CR 60 to CR 61	0.9	\$346,650	\$11,708,377	\$1,238,037	\$41,815,633
48	2.6	Stone Rd/Meeting St - RR tracks to Linner Rd	0.6	\$220,907	\$11,929,284	\$788,952	\$42,604,586
49	2.6	Orchard Rd - Wyola Rd to Cr 60	0.1	\$53,870	\$11,983,154	\$192,393	\$42,796,979
50	2.5	CR 3 - Pioneer to Nelson/CR 61 - S	0.9	\$346,552	\$12,329,706	\$1,237,686	\$44,034,665
51	2.4	Lake St Ext - Williston Rd to Spring Lake Rd	0.7	\$257,505	\$12,587,212	\$919,662	\$44,954,328
52	2.3	Covington Park east side connection to CR 101	0.2	\$72,933	\$12,660,144	\$260,473	\$45,214,801
53	2.3	NTC - Maywood La from I-494 crossing to CR 3	0.2	\$61,266	\$12,721,410	\$218,807	\$45,433,608
54	2.2	Covington Rd - Vine Hill Rd to Mahoney Ave	0.9	\$331,028	\$13,052,438	\$1,182,242	\$46,615,850
55	2.1	Hilloway Park to YMCA La	0.5	\$174,453	\$13,226,891	\$623,046	\$47,238,896
56	2.1	East side of I-494 - CR 5 to Wentworth Tr	0.4	\$145,648	\$13,372,538	\$520,170	\$47,759,066
57	2.0	Ford Rd - All	1.2	\$432,664	\$13,805,203	\$1,545,230	\$49,304,295
58	1.9	Woodland Rd to Williston Rd - Through Woodgate Park	0.7	\$262,540	\$14,067,743	\$937,644	\$50,241,939
59	1.9	Westmill Rd - Spring Hill Park to Clear Spring Rd	0.3	\$94,519	\$14,162,262	\$337,569	\$50,579,508
60	1.9	Oberlin Park along Park Ave to Ridgemount Ave	0.2	\$78,201	\$14,240,463	\$279,289	\$50,858,797
61	1.9	Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park	0.7	\$258,987	\$14,499,450	\$924,952	\$51,783,750
62	1.9	Highwood Dr - Williston Rd to Tonkawood Rd	0.8	\$289,021	\$14,788,470	\$1,032,216	\$52,815,966
63	1.9	Cedar Lake Rd - Big Willow to CR 73	0.6	\$221,310	\$15,009,781	\$790,394	\$53,606,360
64	1.8	Jane La - Baker Rd to County Trail (Dominick Dr)	0.6	\$231,280	\$15,241,061	\$826,000	\$54,432,360
65	1.5	South St - Mayview Rd to CR 60	0.2	\$77,268	\$15,318,329	\$275,958	\$54,708,318
66	1.5	Oak Ridge Rd - CR 5 to Hopkins city limits	0.4	\$155,257	\$15,473,586	\$554,488	\$55,262,806
67	1.5	Kinsel Rd/Mayview Rd - CR 3 to Glen Moor Park	0.4	\$147,432	\$15,621,018	\$526,544	\$55,789,350
68	1.5	Ford Park to Lindbergh Dr	0.4	\$139,418	\$15,760,436	\$497,923	\$56,287,273
69	1.3	Jidana La - CR 5 to Jidana Park	0.2	\$79,825	\$15,840,261	\$285,089	\$56,572,362
70	1.2	Stodola Rd - Purgatory Park to Scenic Heights Dr	0.2	\$83,593	\$15,923,855	\$298,548	\$56,870,910
71	1.0	Highland Rd - Excelsior Blvd to Hwy 7	1.5	\$555,069	\$16,478,923	\$1,982,388	\$58,853,297

# Baker Rd - CR 3 to CR 62



## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
7.0	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	8,920
	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	

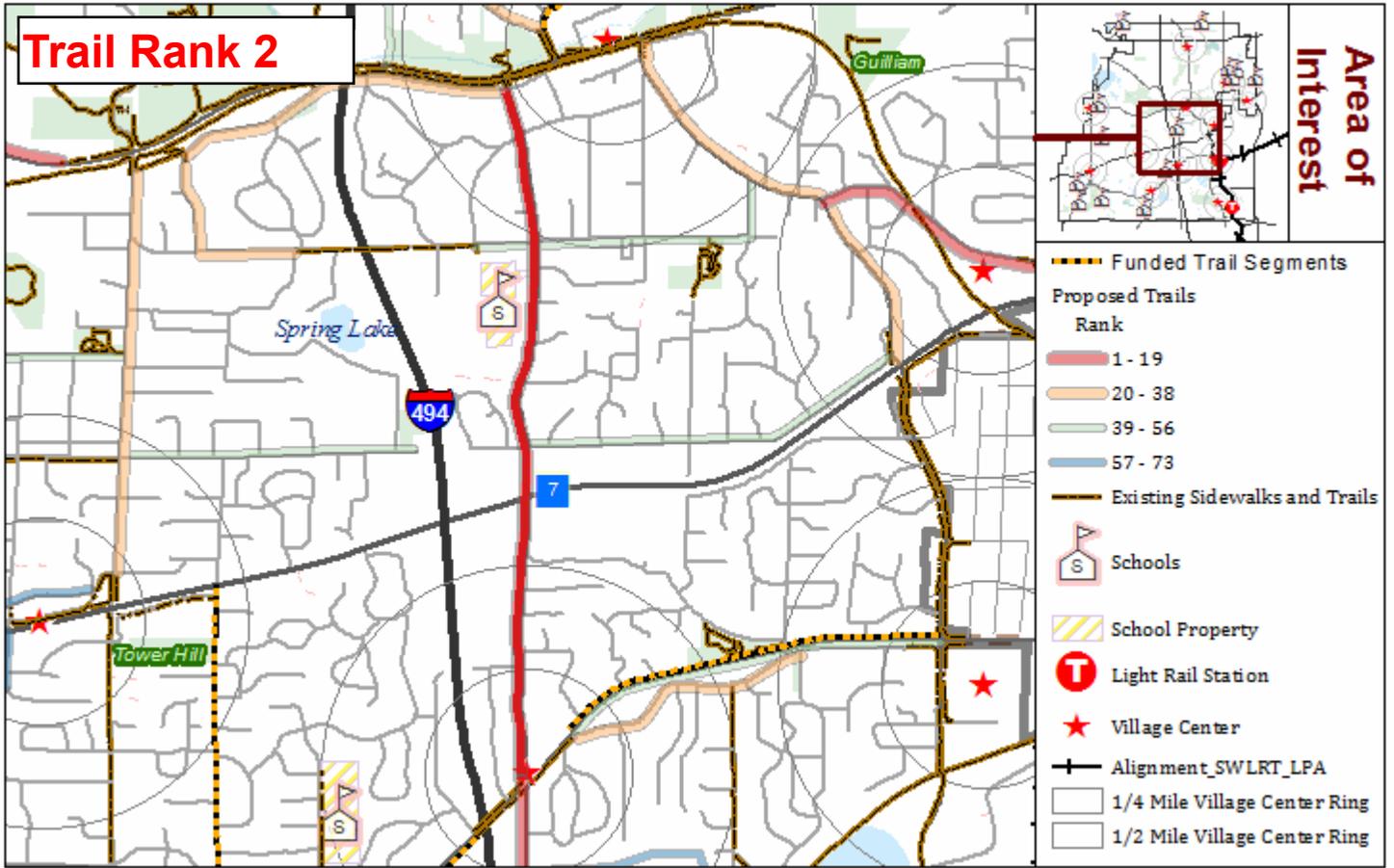
Est Cost with Road Project (by LF):

\$624,387

Est Cost Independent Project (by LF):

\$2,229,953

# Baker Rd - CR 3 to CR 5



## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
7.0	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	8,894
	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	

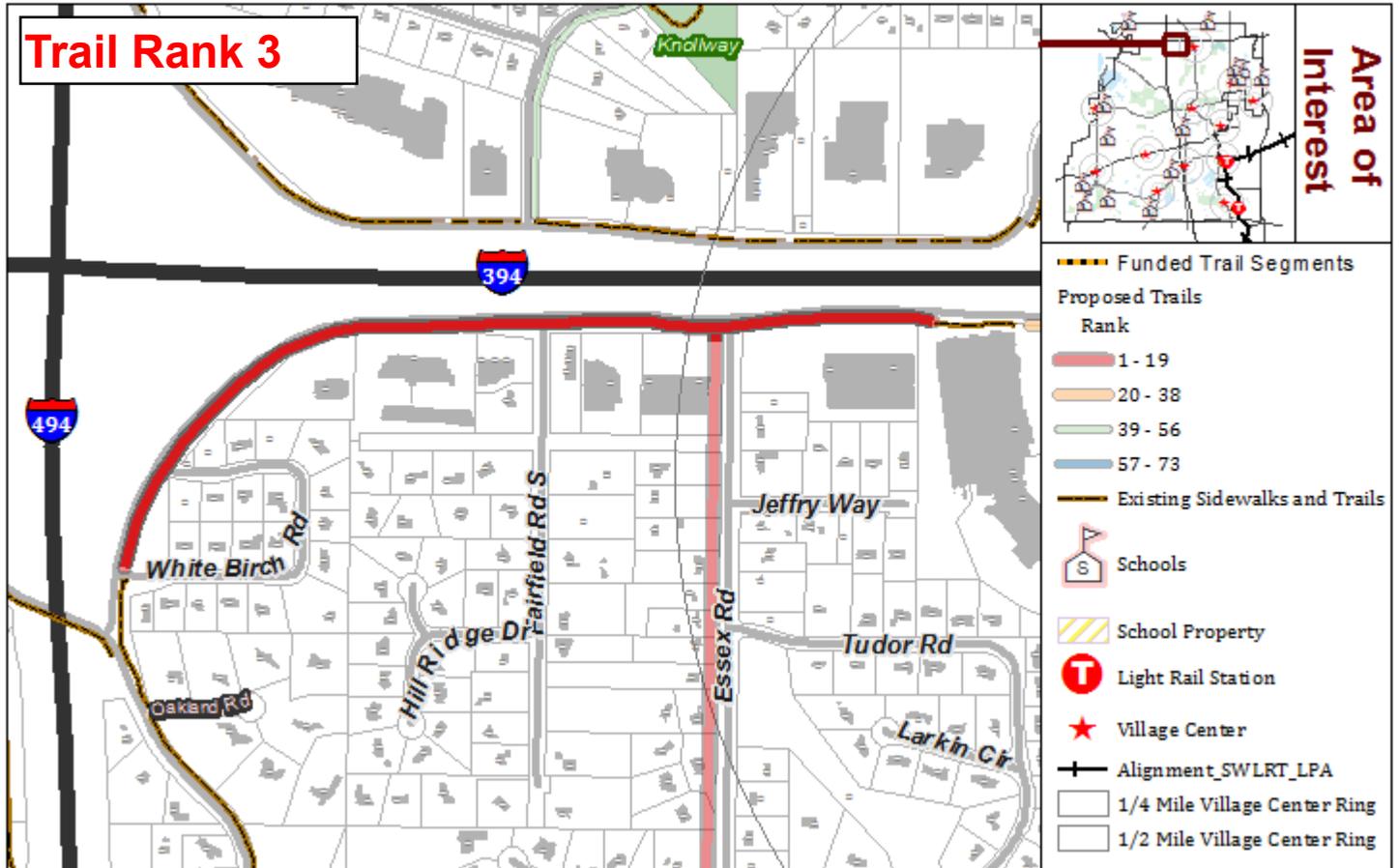
Est Cost with Road Project (by LF):

\$622,604

Est Cost Independent Project (by LF):

\$2,223,584

# Ridgedale Dr - White Birch Rd to Target

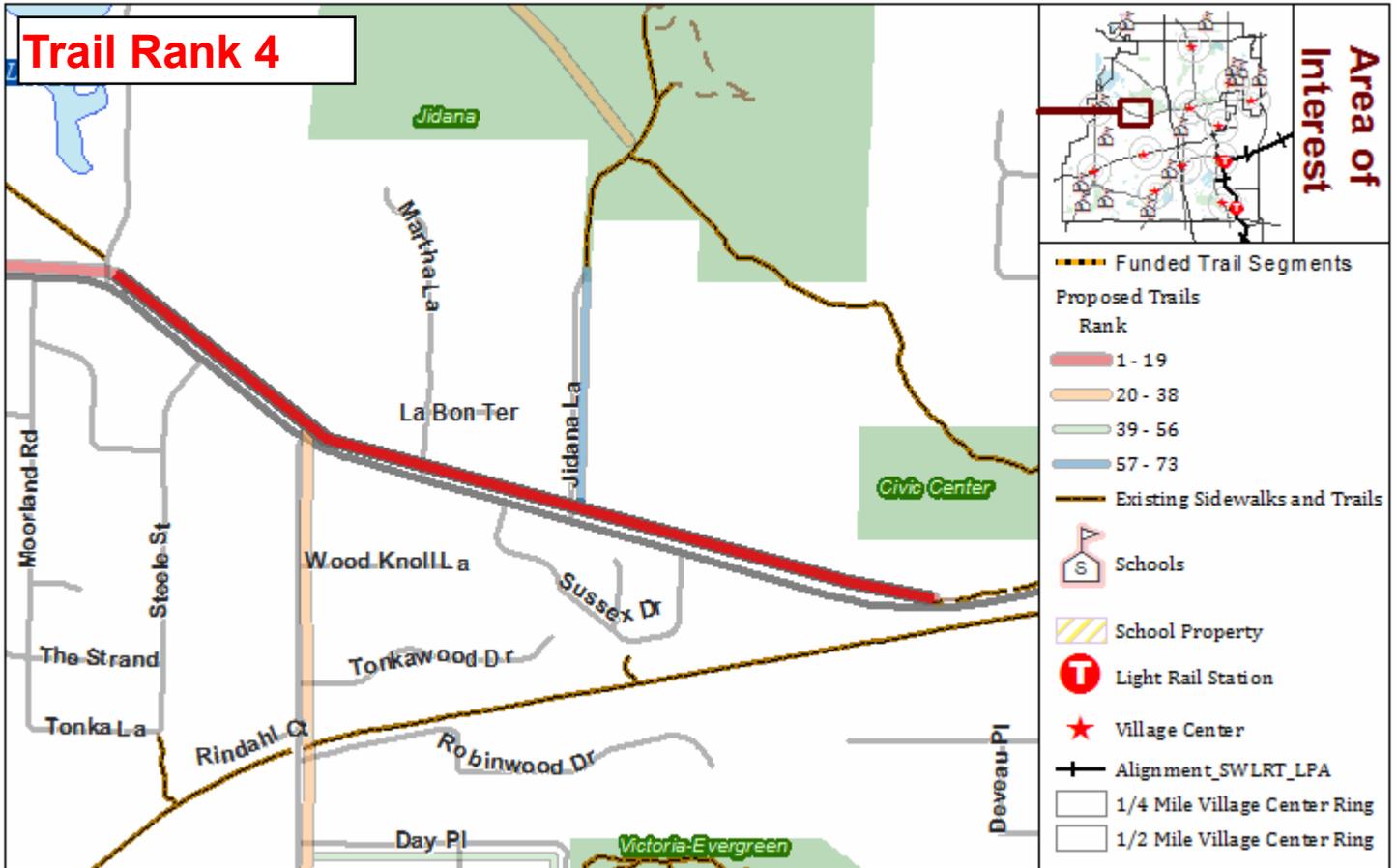


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
6.5	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,253
	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$227,721  
 Est Cost Independent Project (by LF): \$813,289

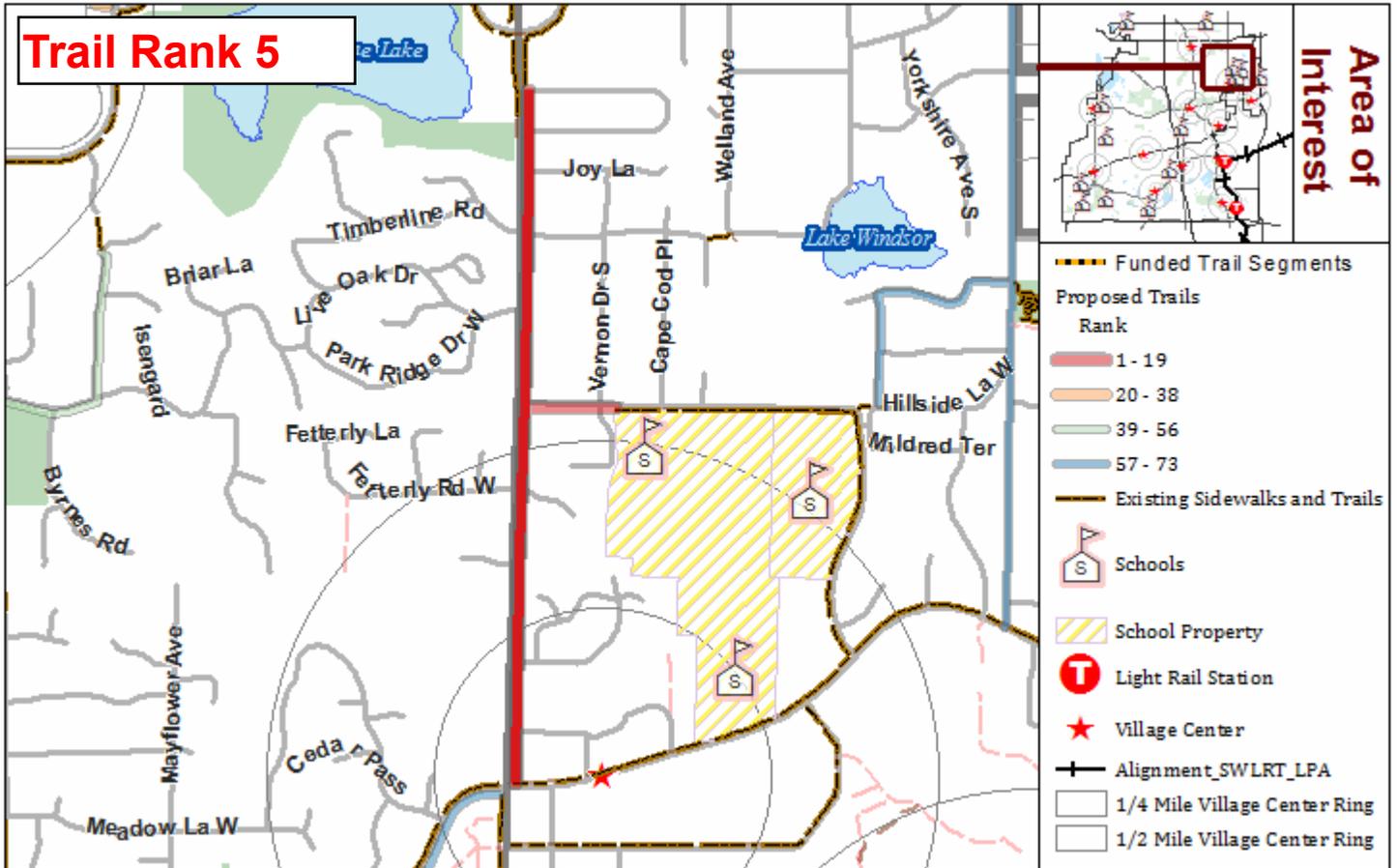
# CR 5 - The Marsh to Fairchild Lane



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
6.2	Y	Y	Y	N	N	N	N	Y	Y	N	Y	Y	Y	Y	Y	4,295

Est Cost with Road Project (by LF): \$300,663  
 Est Cost Independent Project (by LF): \$1,073,796

# CR 73 - Cedar Lake Rd to Wayzata Blvd

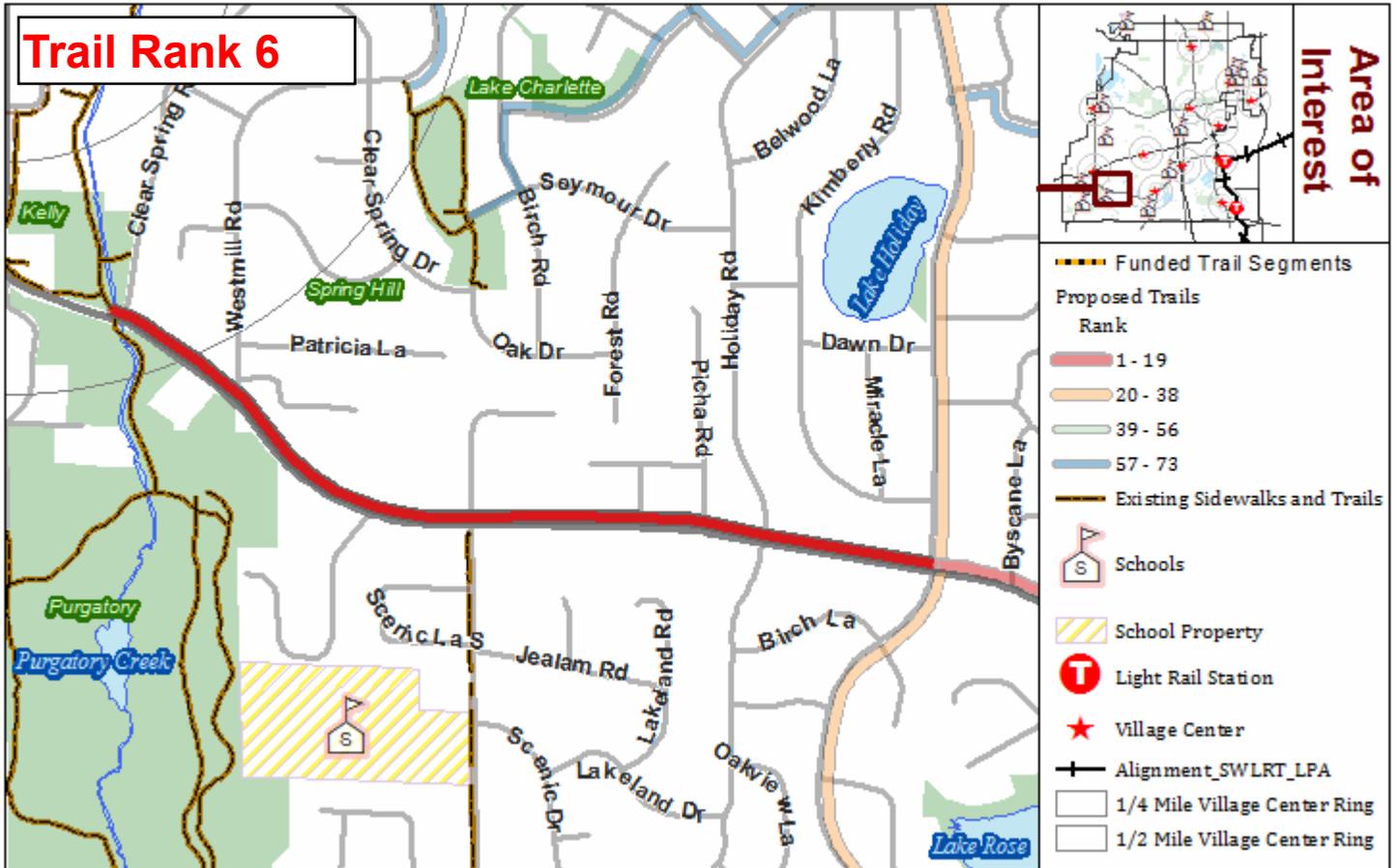


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
6.1	N	N	Y	Y	N	N	Y	Y	Y	N	Y	N	Y	Y	Y	5,452

Est Cost with Road Project (by LF): \$381,608  
 Est Cost Independent Project (by LF): \$1,362,885

# CR 3 - Woodland Rd to Clear Springs Rd/101 Library



## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
5.9	Y	Y	N	N	Y	N	Y	Y	Y	Y	N	N	N	N	Y	5,062

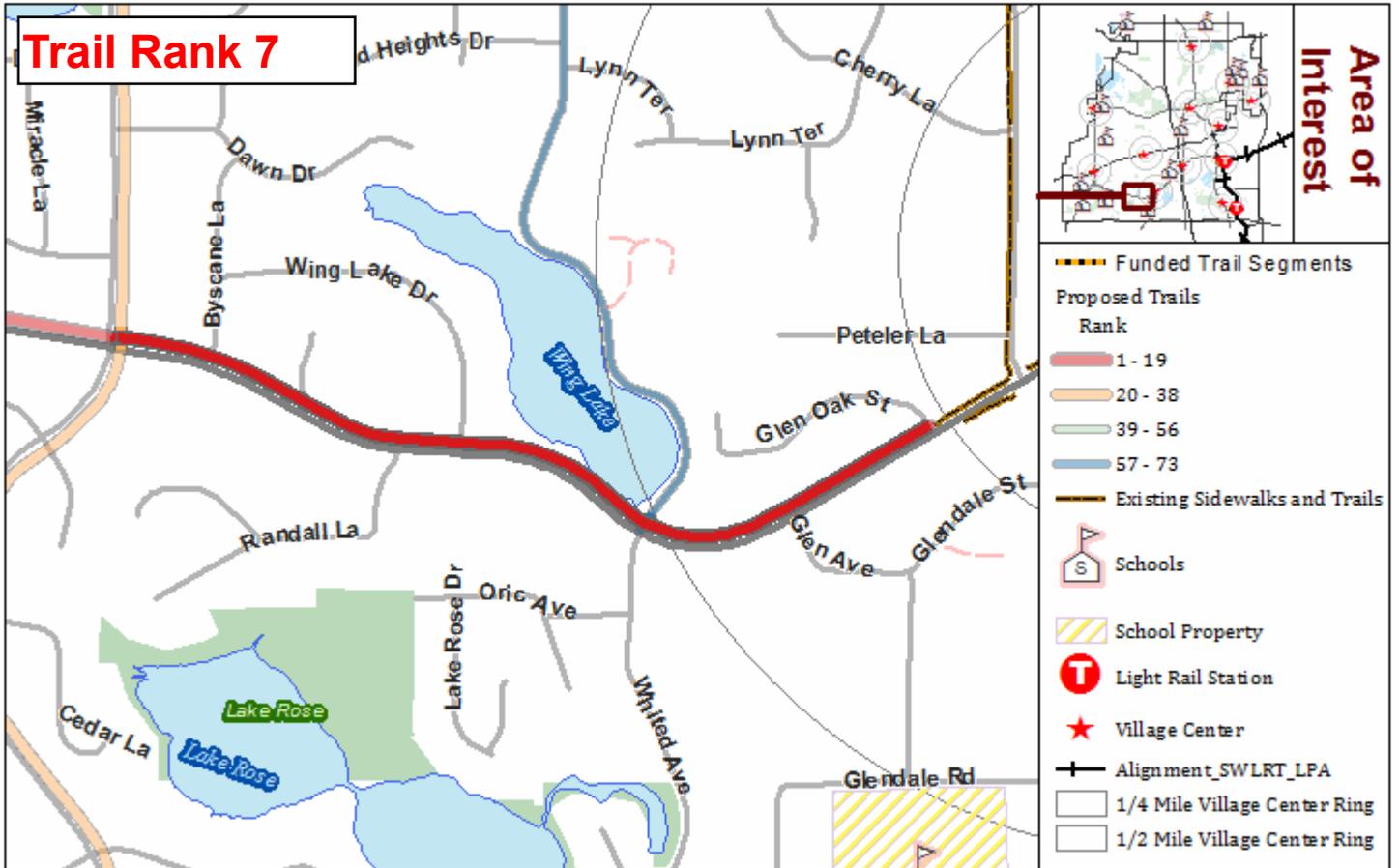
Est Cost with Road Project (by LF):

\$354,336

Est Cost Independent Project (by LF):

\$1,265,484

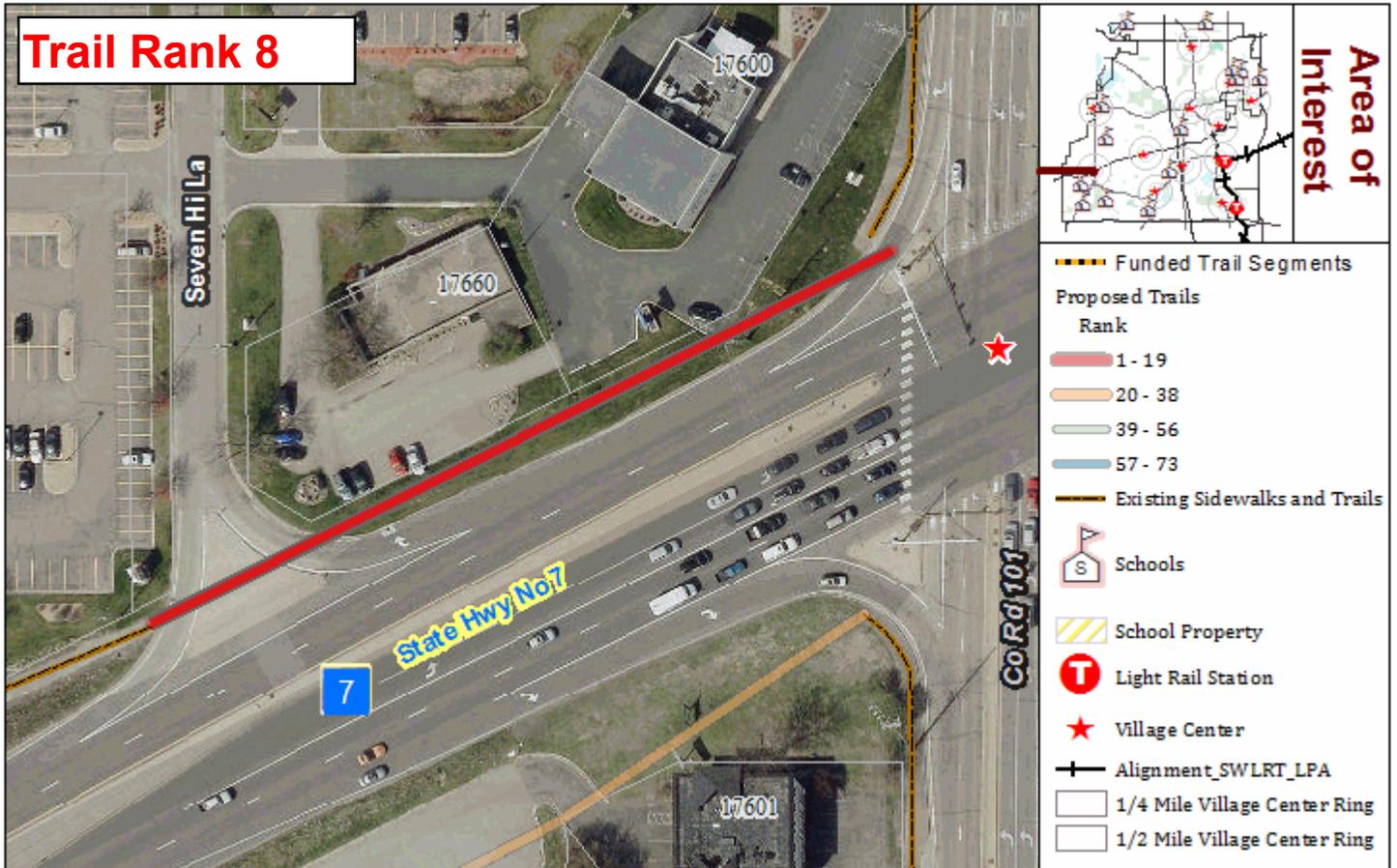
# CR 3 - Glen Oak St to Woodland Rd



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	
	Y	Y	N	N	Y	N	Y	Y	Y	Y	N	N	N	N	Y	

Est Cost with Road Project (by LF): \$273,494  
 Est Cost Independent Project (by LF): \$976,765

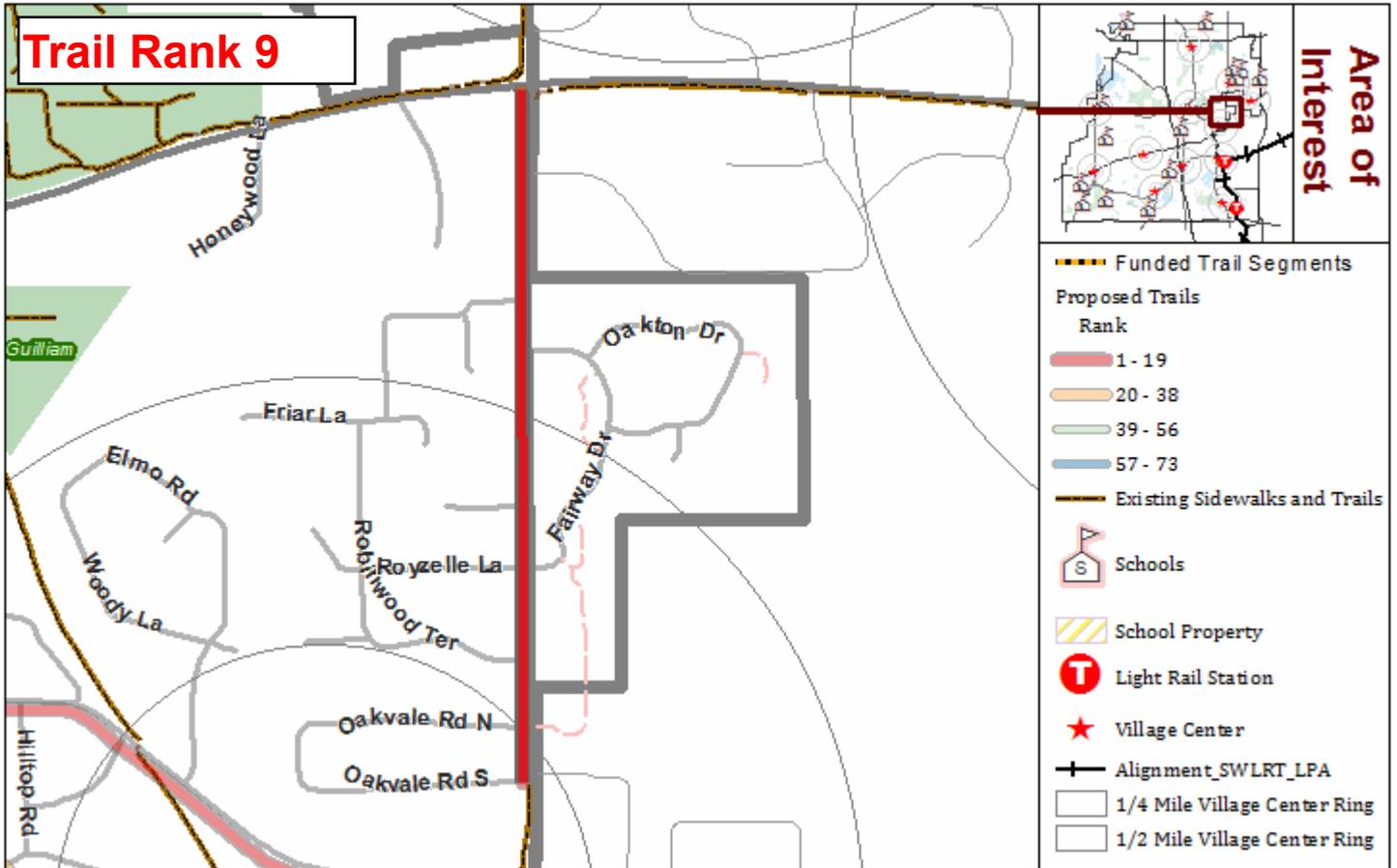
# Hwy 7 Cr 101 to Seven Hi La



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
5.6	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	N	N	N	N	439

Est Cost with Road Project (by LF): \$30,731  
 Est Cost Independent Project (by LF): \$109,753

# CR 73 - CR 5 to Minnetonka Mills Rd

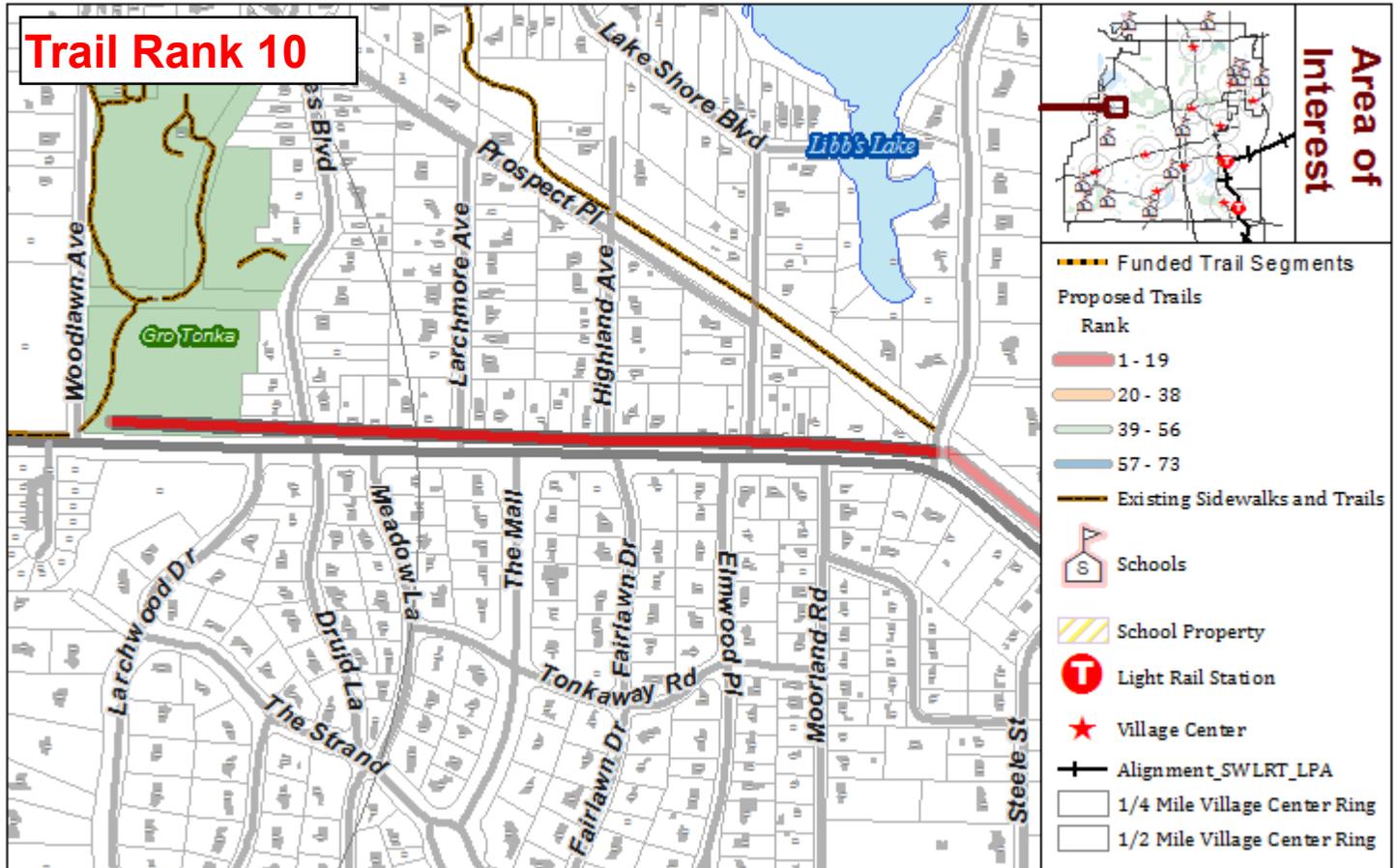


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
5.5	Y	N	N	N	N	N	Y	Y	Y	N	Y	N	N	Y	Y	3,397

Est Cost with Road Project (by LF): \$237,797  
 Est Cost Independent Project (by LF): \$849,274

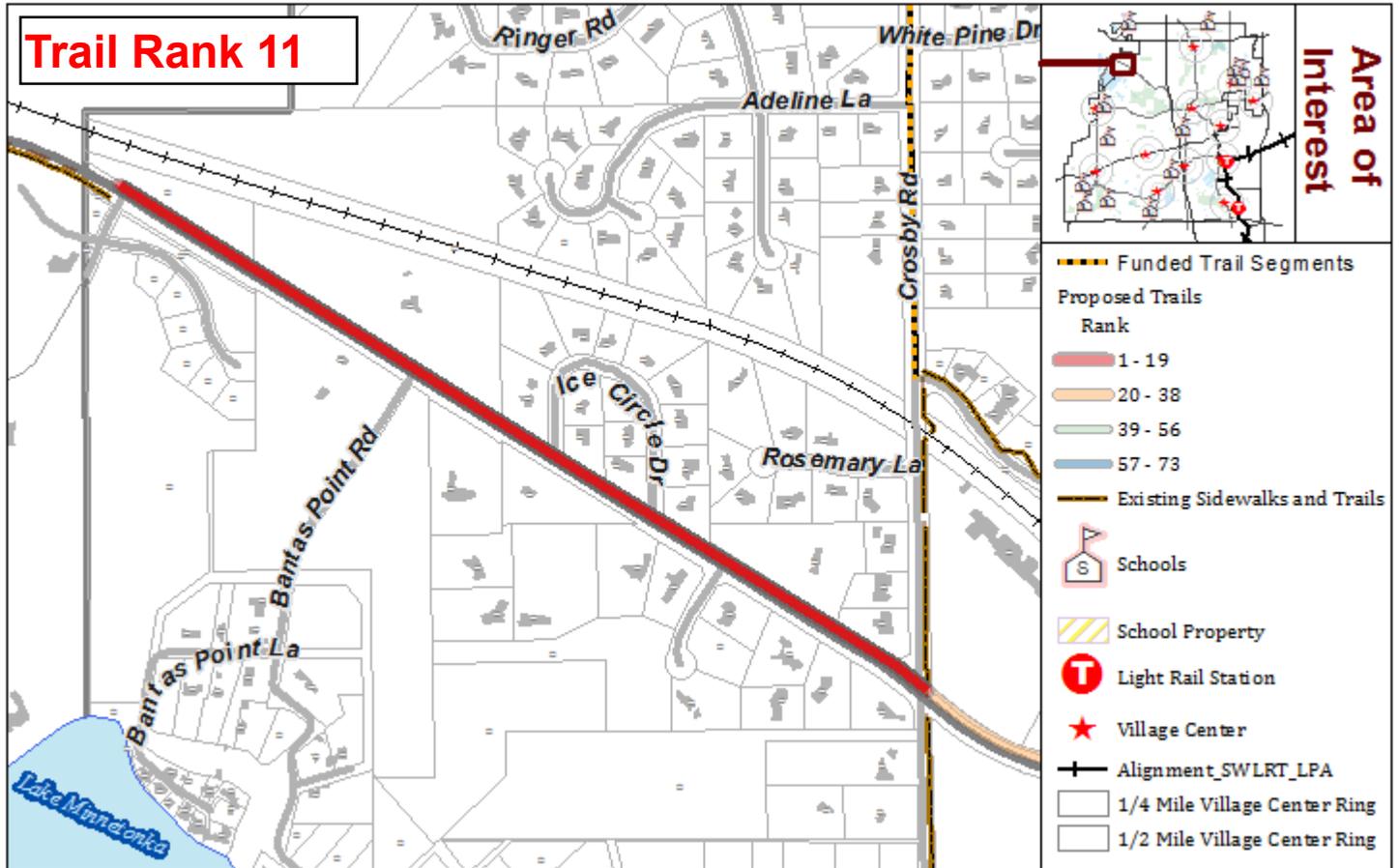
# CR 5 - Fairchild Ave to Woodlawn Ave



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
5.4	Y	Y	N	N	Y	N	Y	Y	Y	N	Y	N	N	N	Y	2,601

Est Cost with Road Project (by LF): \$182,057  
 Est Cost Independent Project (by LF): \$650,205

# CR 16 - CR 101 to Crosby Rd (partly in Wayzata)

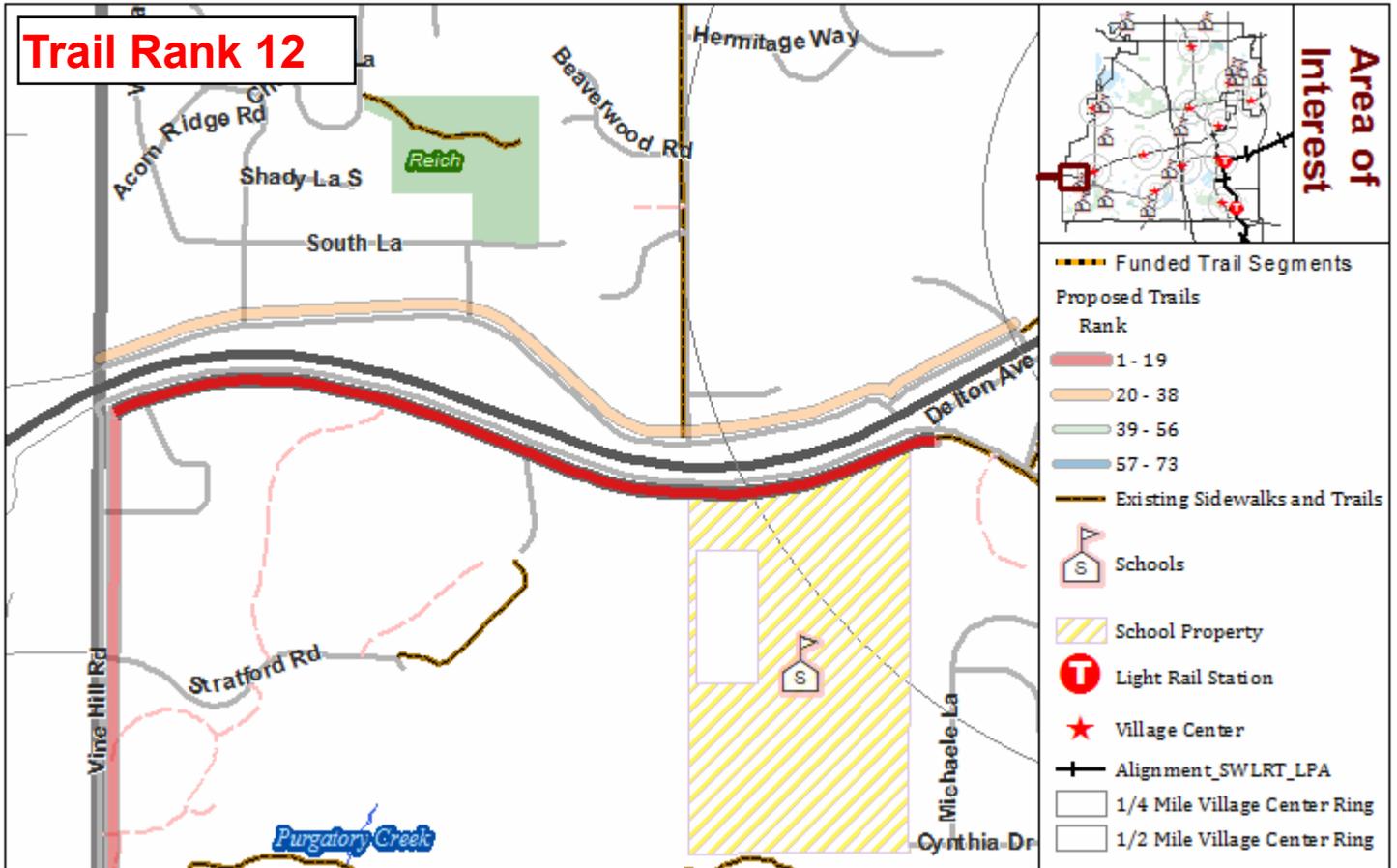


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
5.3	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	4,389
	Y	Y	Y	Y	Y	N	Y	Y	*	N	N	N	N	N	Y	

Est Cost with Road Project (by LF): \$212,546  
 Est Cost Independent Project (by LF): \$759,094

# Delton Ave - Vine Hill Rd to Old Excelsior Blvd

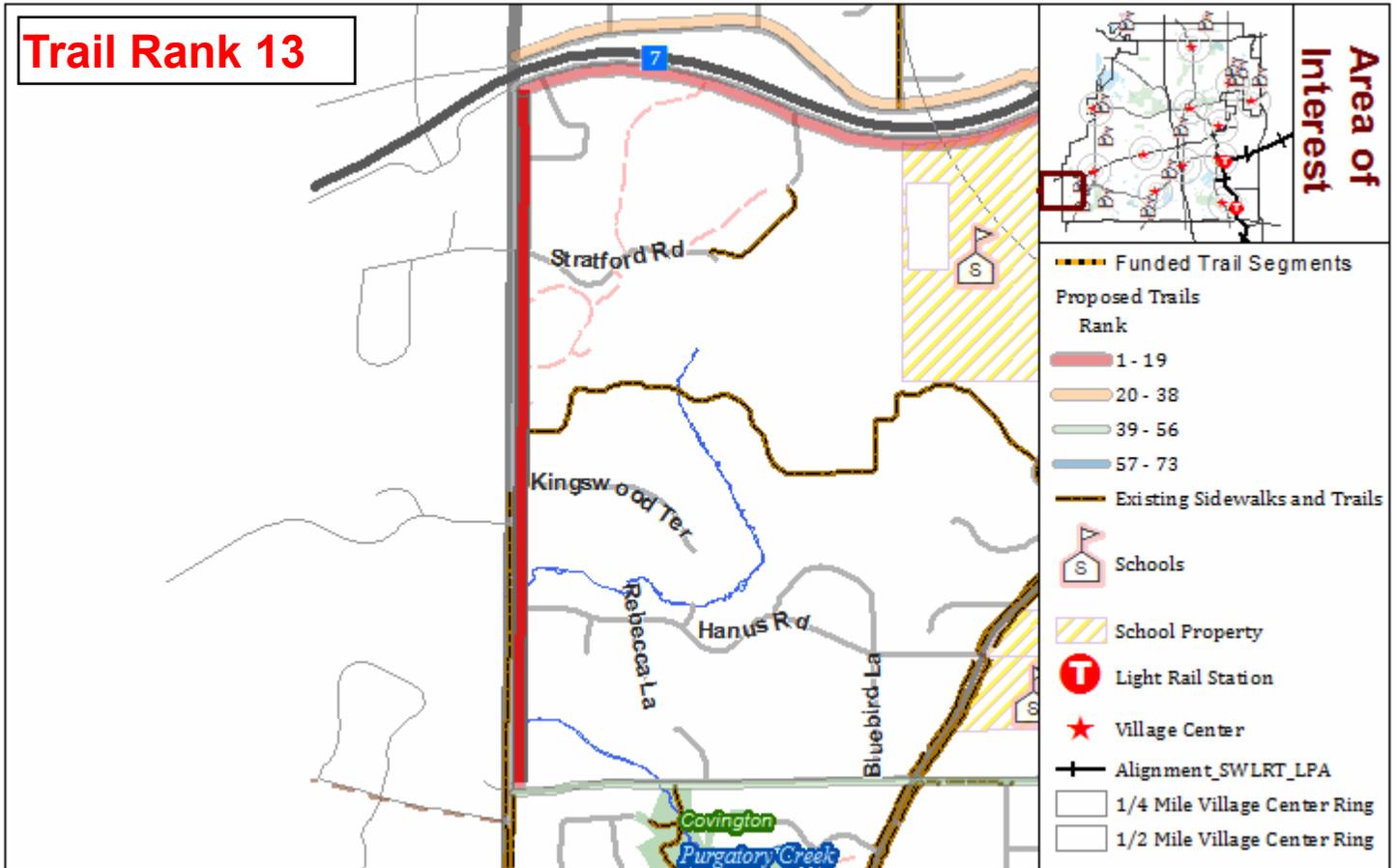


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
5.1	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,693
	Y	Y	Y	N	Y	N	Y	Y	Y	N	N	N	Y	N	N	

Est Cost with Road Project (by LF): \$258,536  
 Est Cost Independent Project (by LF): \$923,344

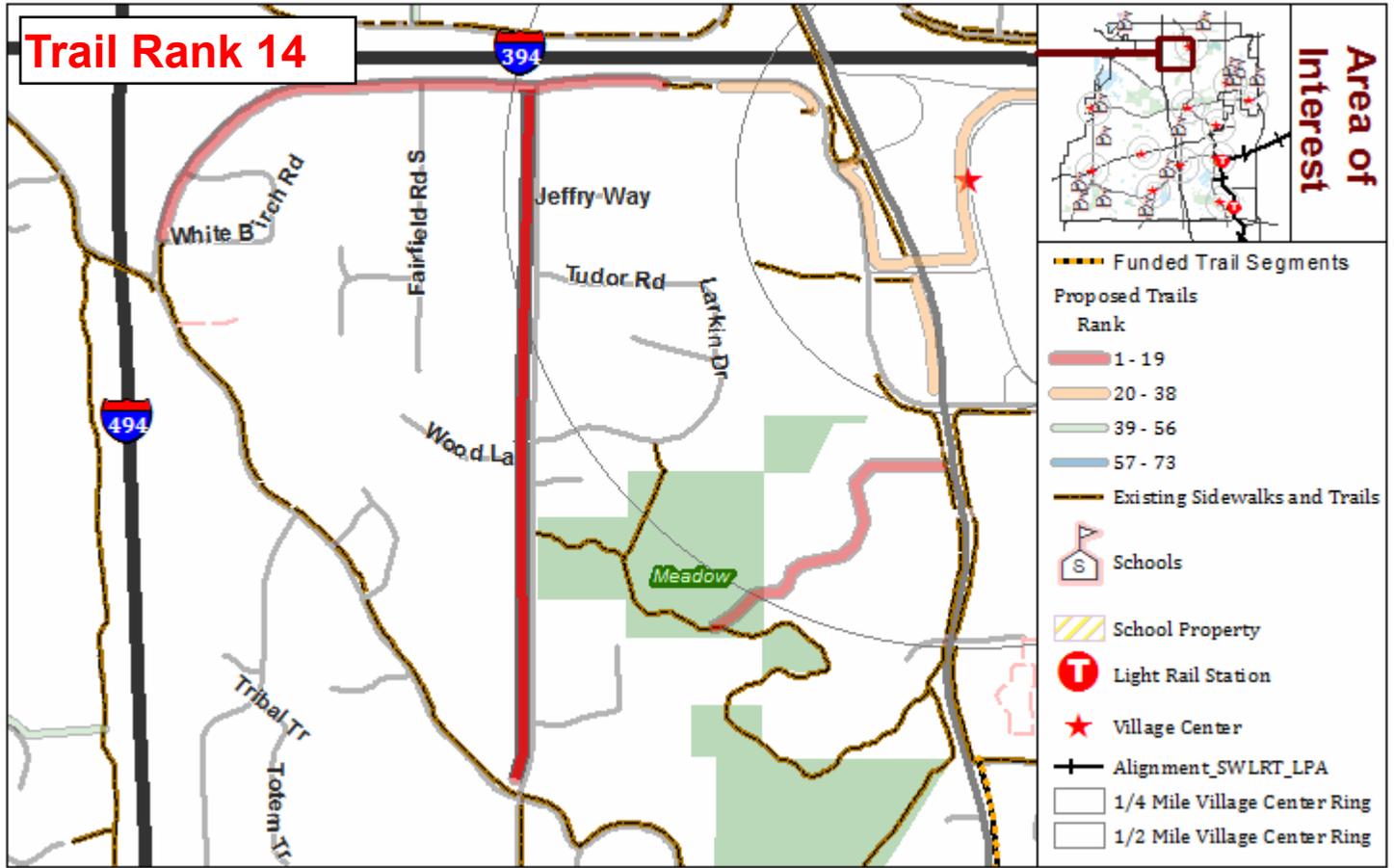
# Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter)



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5.0	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%

Est Cost with Road Project (by LF): \$319,581  
 Est Cost Independent Project (by LF): \$1,141,362

# Essex Rd - Ridgedale Dr to Oakland Rd

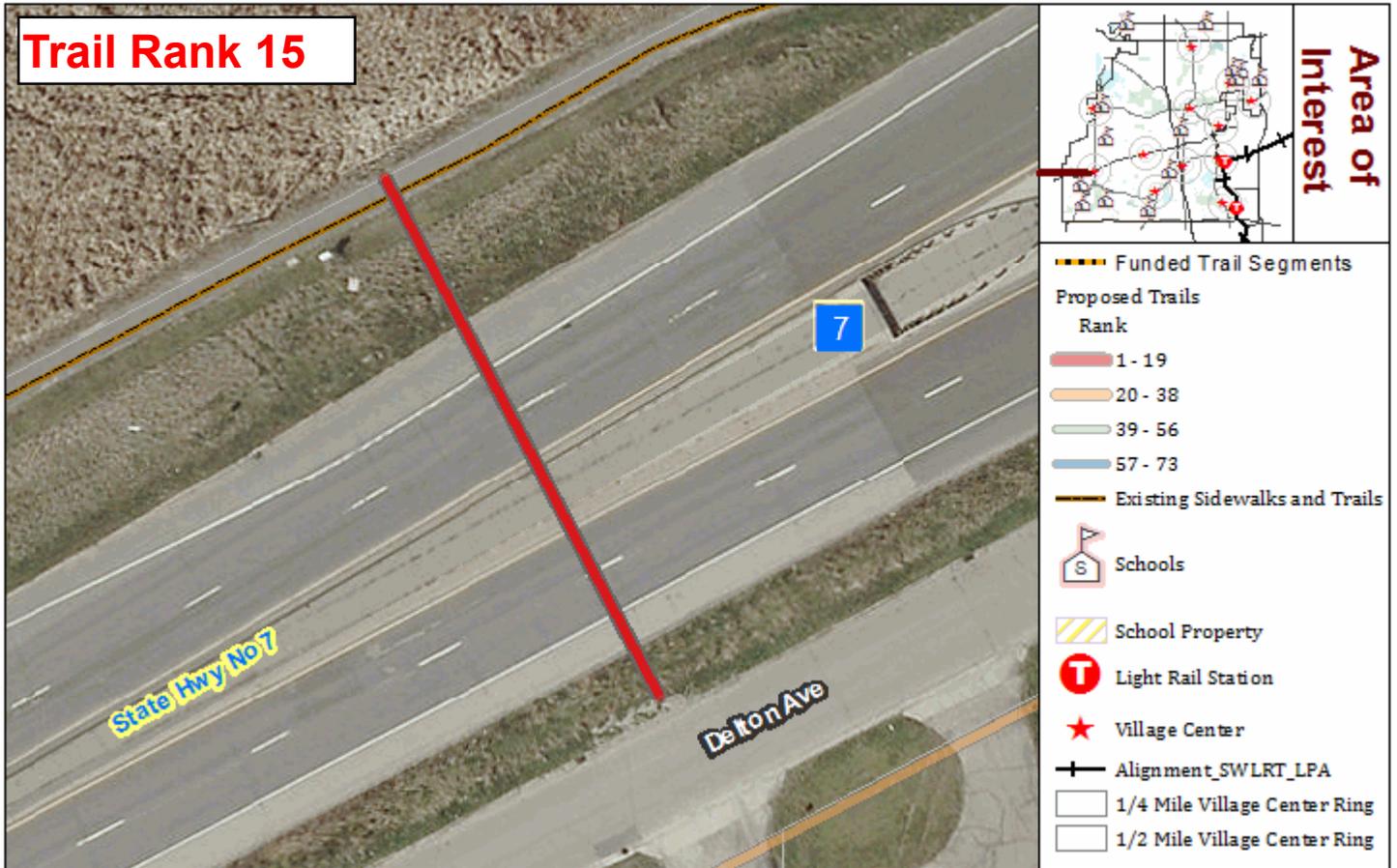


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.9	N	N	N	Y	N	N	Y	Y	Y	Y	Y	N	N	N	N	3,894

Est Cost with Road Project (by LF): \$272,548  
 Est Cost Independent Project (by LF): \$973,385

# Hwy 7 Underpass west of CR 101

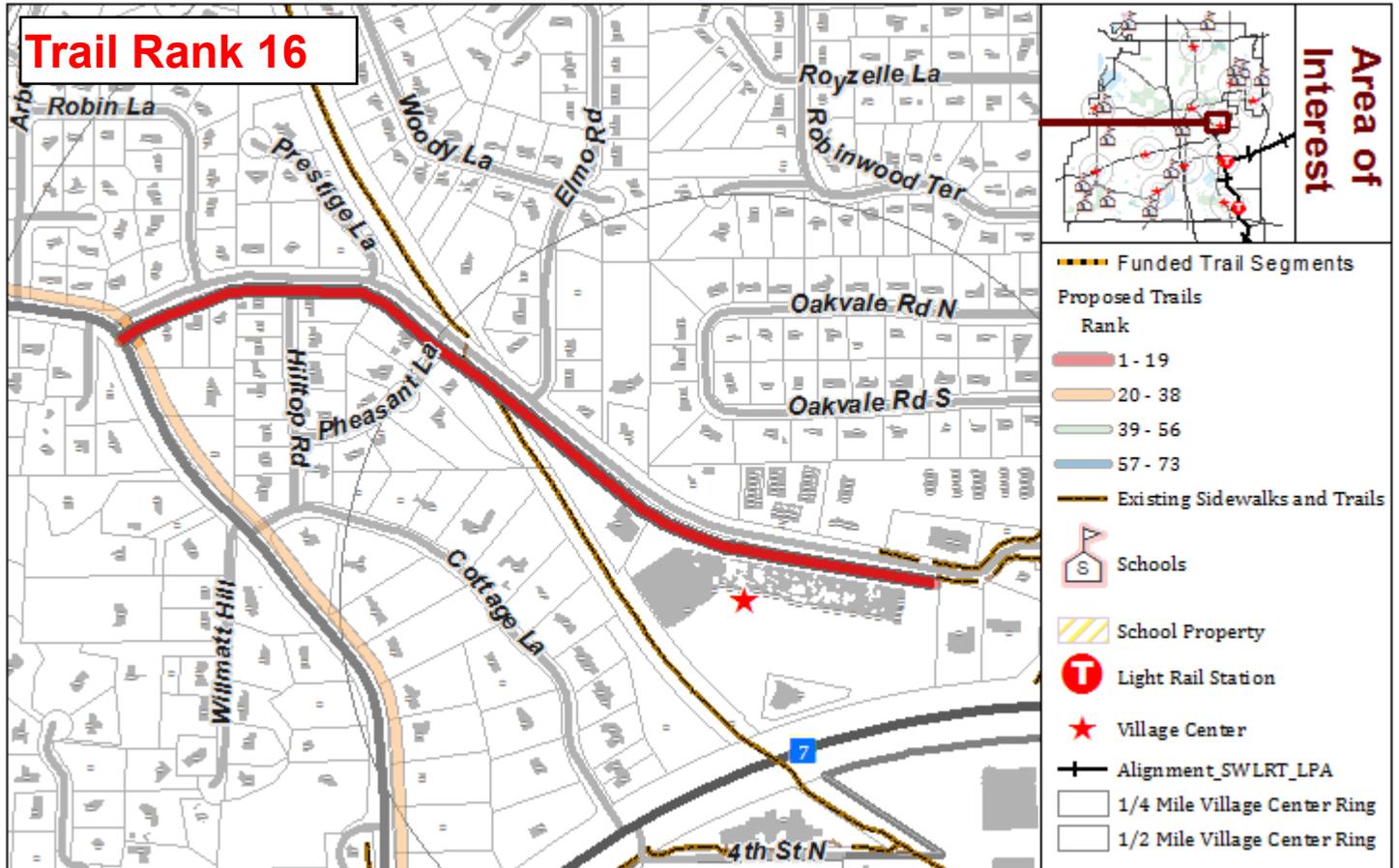


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.9	N	Y	N	Y	N	N	Y	Y	N	Y	Y	N	N	N	N	154

Est Cost with Road Project (by LF): \$10,786  
 Est Cost Independent Project (by LF): \$38,521

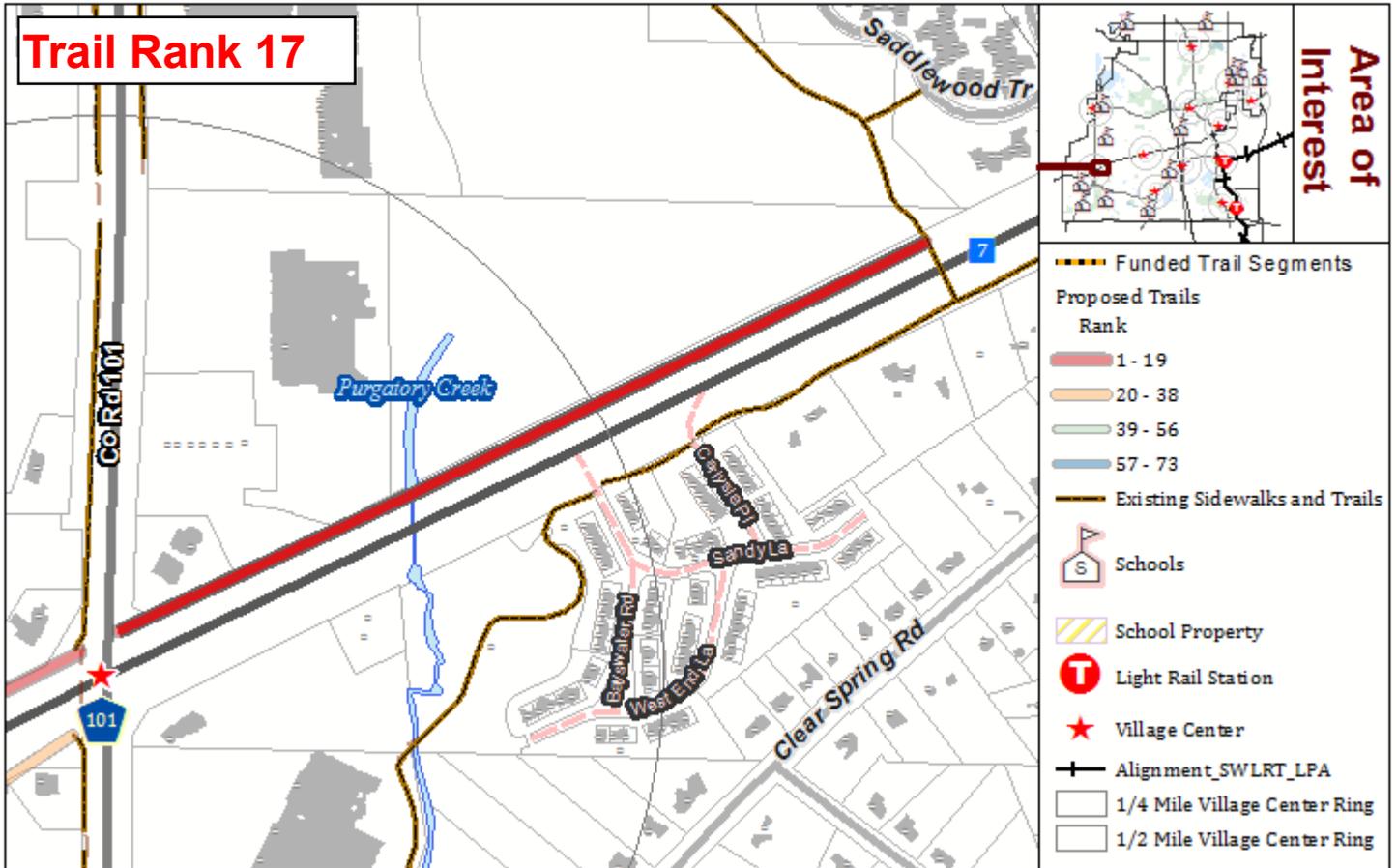
# Minnetonka Mills Rd - CR 61 to CR 73



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.9	Y	Y	Y	N	Y	N	Y	Y	*	N	Y	N	N	N	N	2,959

Est Cost with Road Project (by LF): \$207,138  
 Est Cost Independent Project (by LF): \$739,778

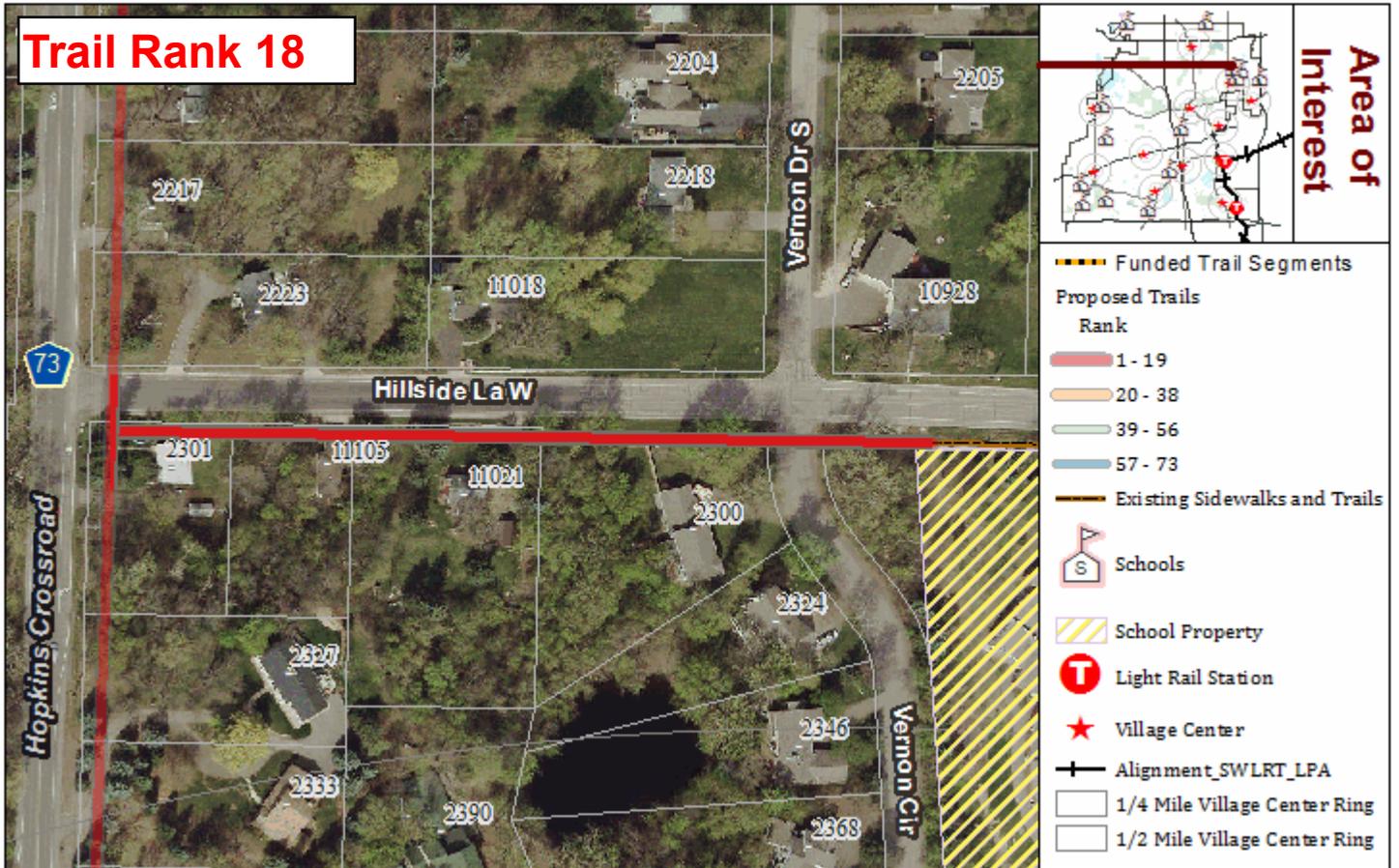
# TH 7 - Cattle Pass to CR 101 on north side



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.8	Y	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	N	N	N	2,116

Est Cost with Road Project (by LF): \$148,086  
 Est Cost Independent Project (by LF): \$528,880

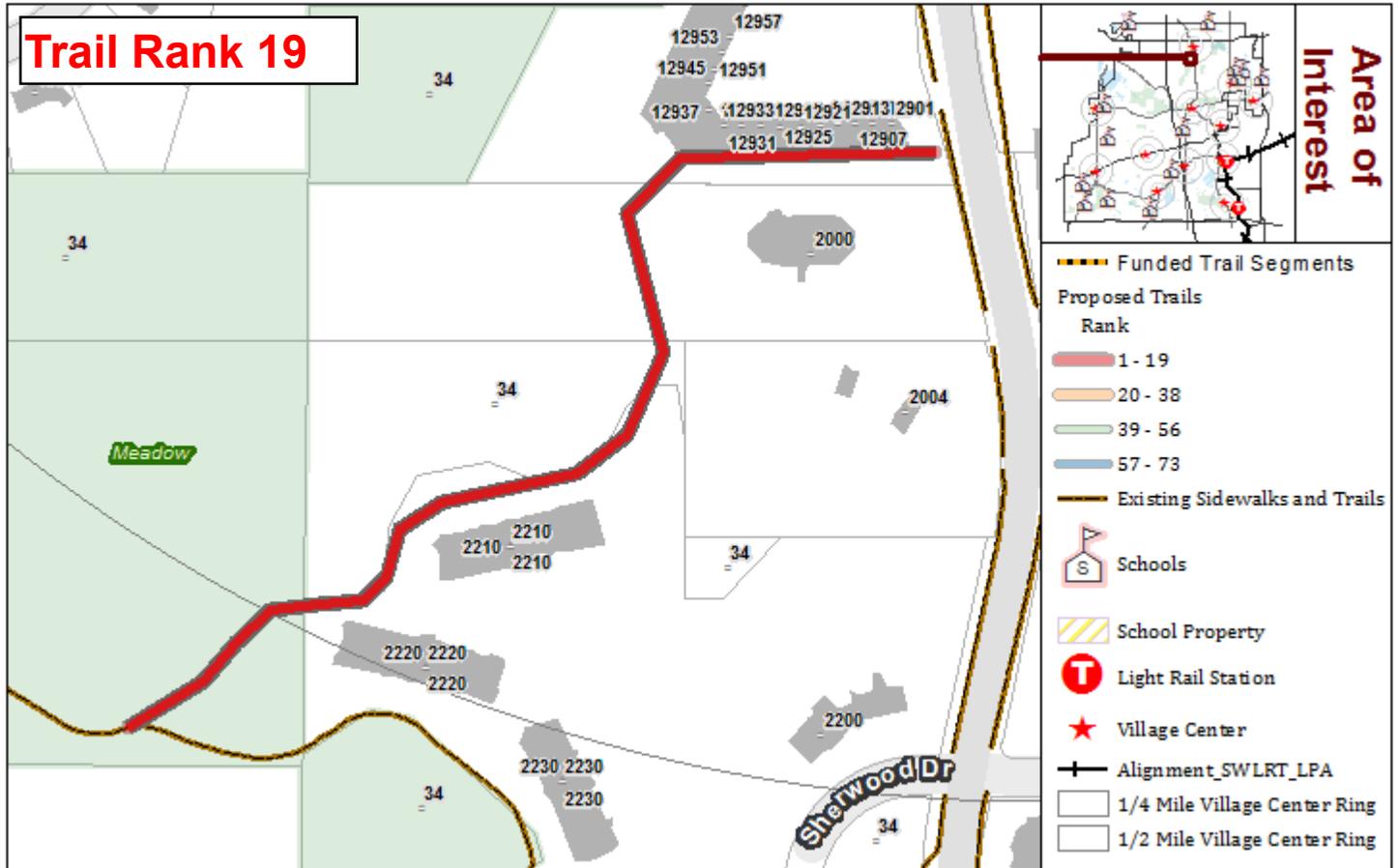
# Hillside La - CR 73 to Tanglen School



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.7	N	Y	Y	N	N	N	Y	Y	Y	N	Y	N	N	N	Y	720

Est Cost with Road Project (by LF): \$50,426  
 Est Cost Independent Project (by LF): \$180,092

# Meadow Park to Ridgedale

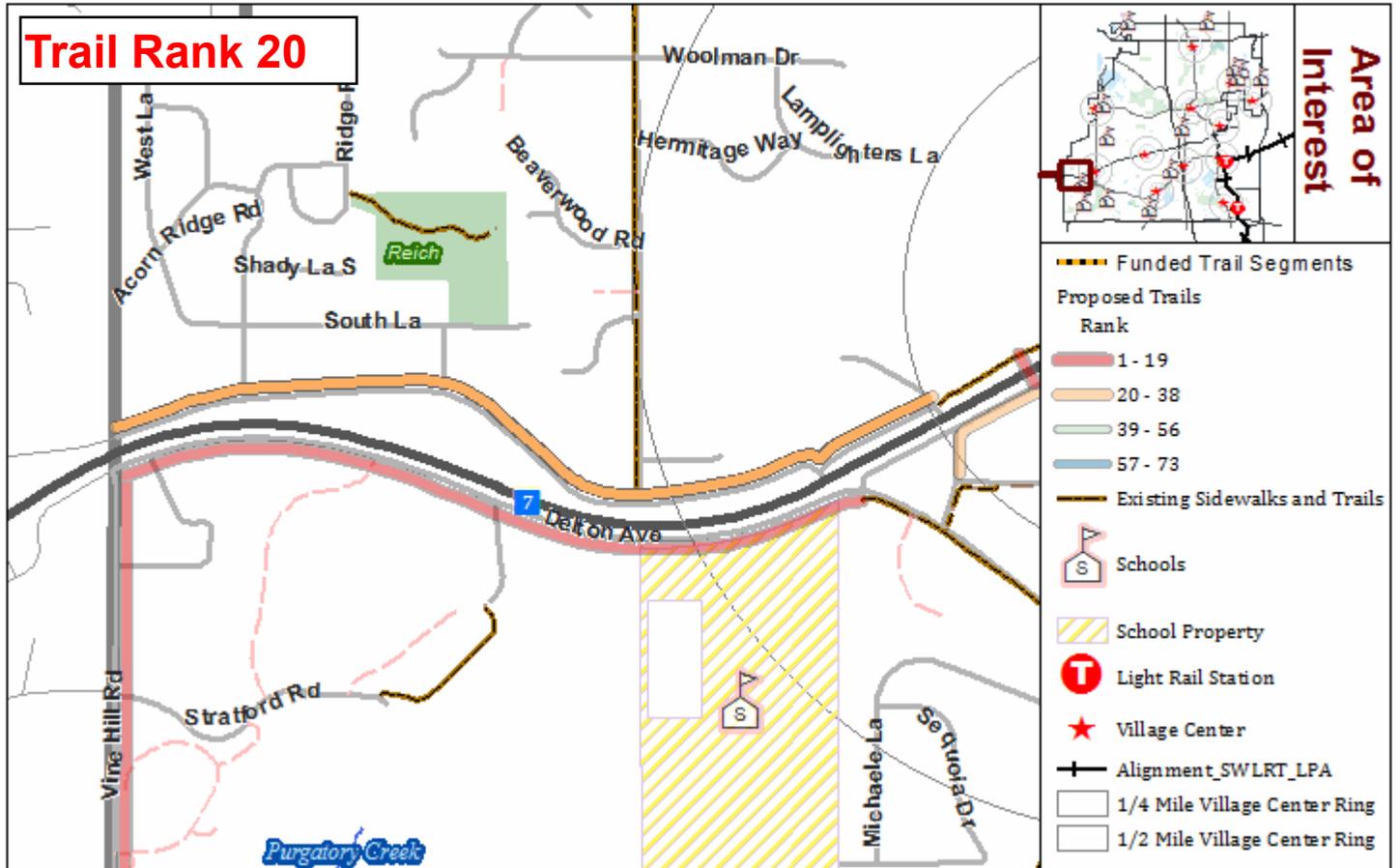


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.7	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,875
	N	Y	N	N	Y	Y	N	Y	*	N	Y	Y	N	N	N	

Est Cost with Road Project (by LF): \$131,250  
 Est Cost Independent Project (by LF): \$468,749

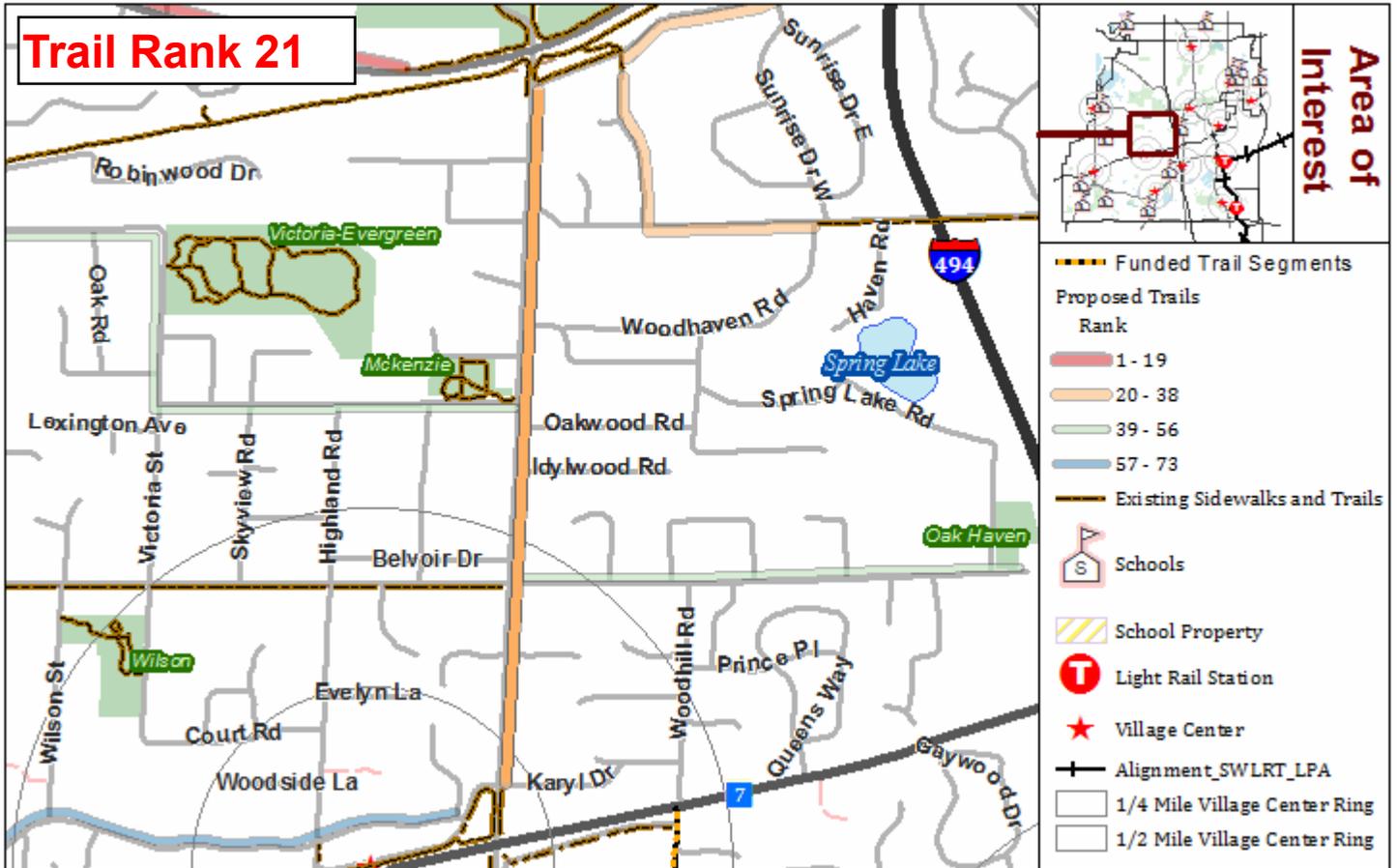
# Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7)



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.6	Y	Y	Y	N	Y	N	Y	Y	Y	N	N	N	N	N	N	4,310

Est Cost with Road Project (by LF): \$301,706  
 Est Cost Independent Project (by LF): \$1,077,522

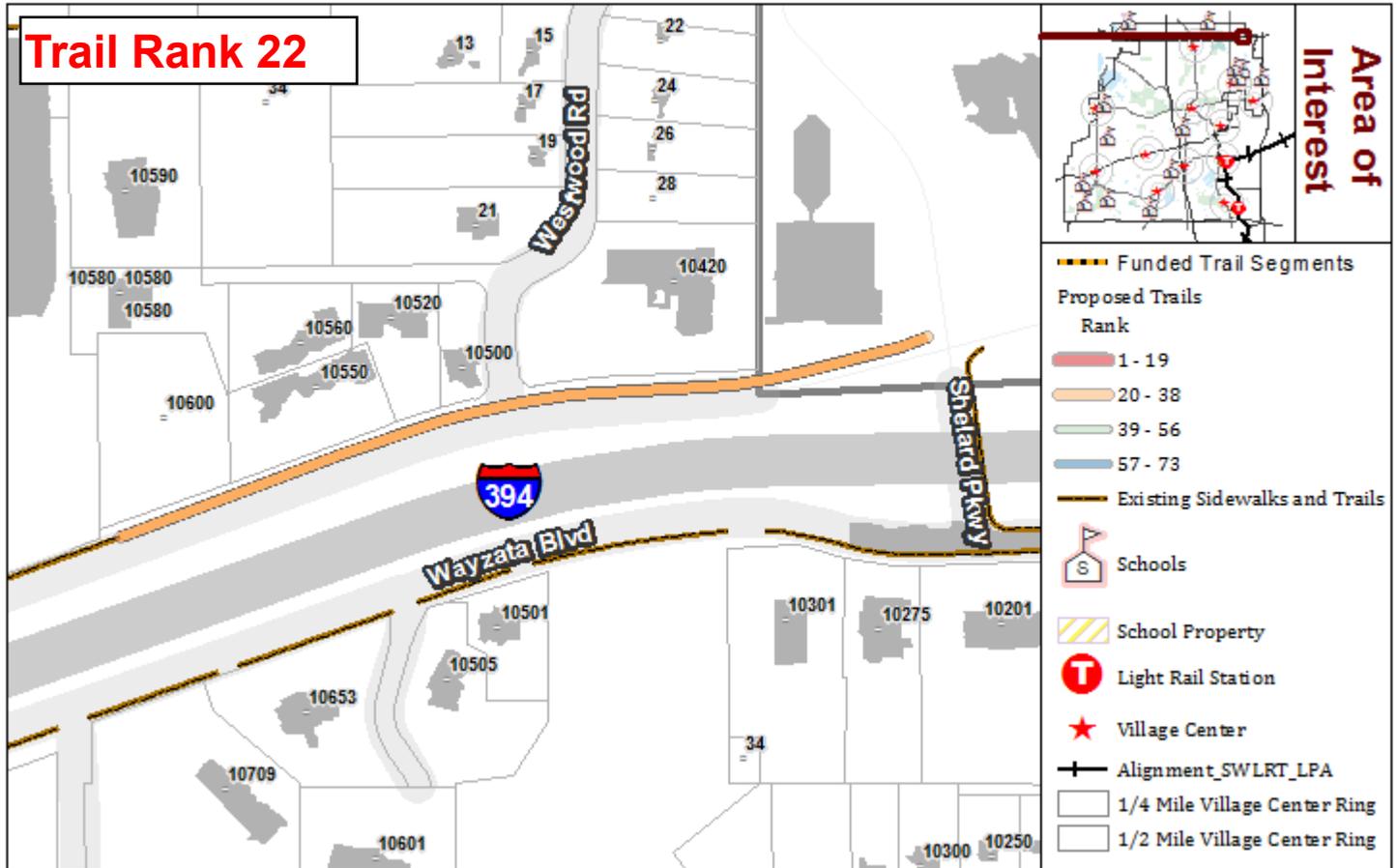
# Williston Rd - CR 5 to Hwy 7



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.6	Y	N	Y	Y	N	N	N	Y	Y	N	Y	Y	N	N	Y	5,074

Est Cost with Road Project (by LF): \$355,149  
 Est Cost Independent Project (by LF): \$1,268,388

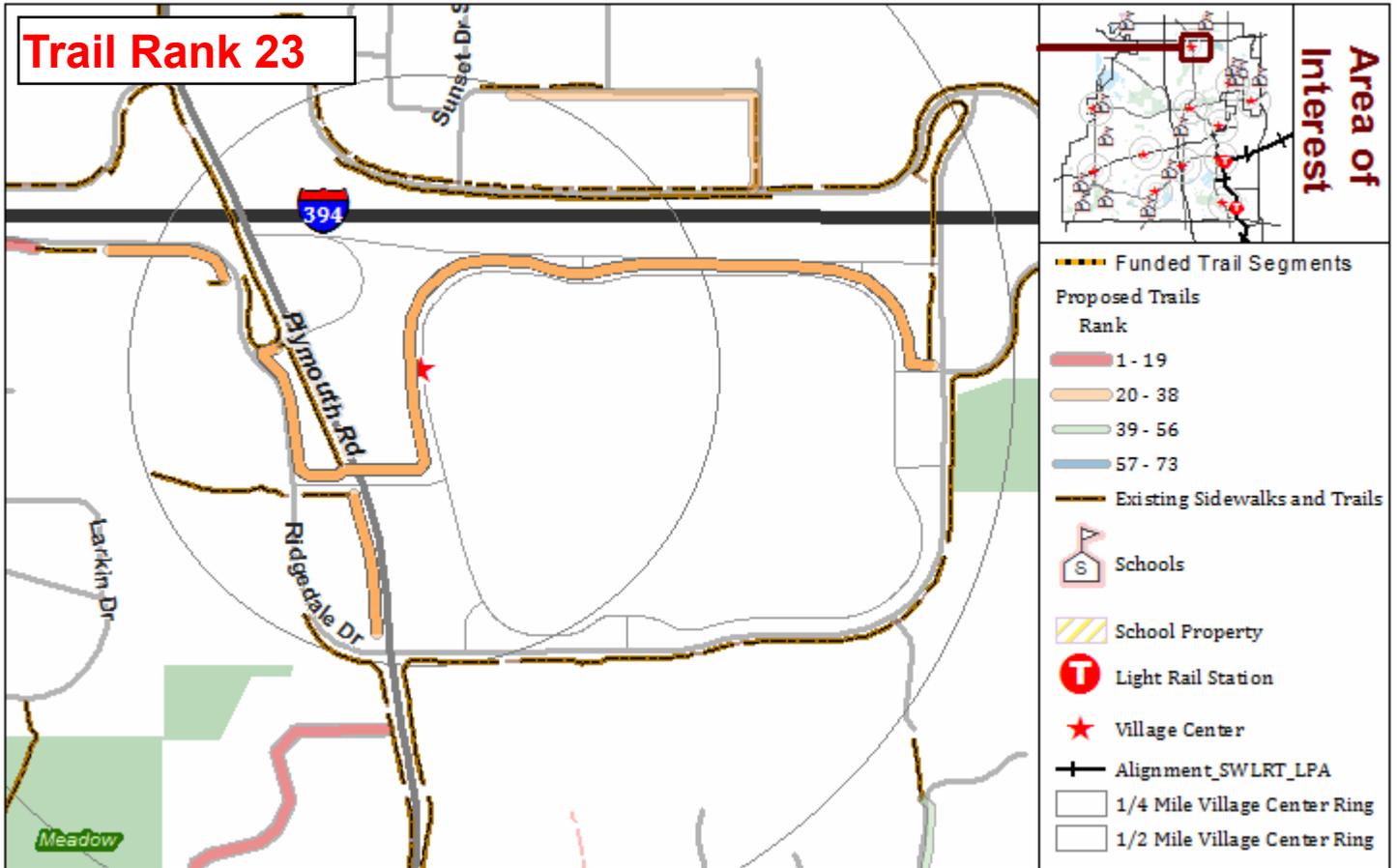
# Wayzata Blvd N - Hampton Inn to Shelard Pkwy



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.5	Y	Y	N	N	N	N	Y	Y	Y	N	Y	N	N	N	N	1,593

Est Cost with Road Project (by LF): \$111,517  
 Est Cost Independent Project (by LF): \$398,275

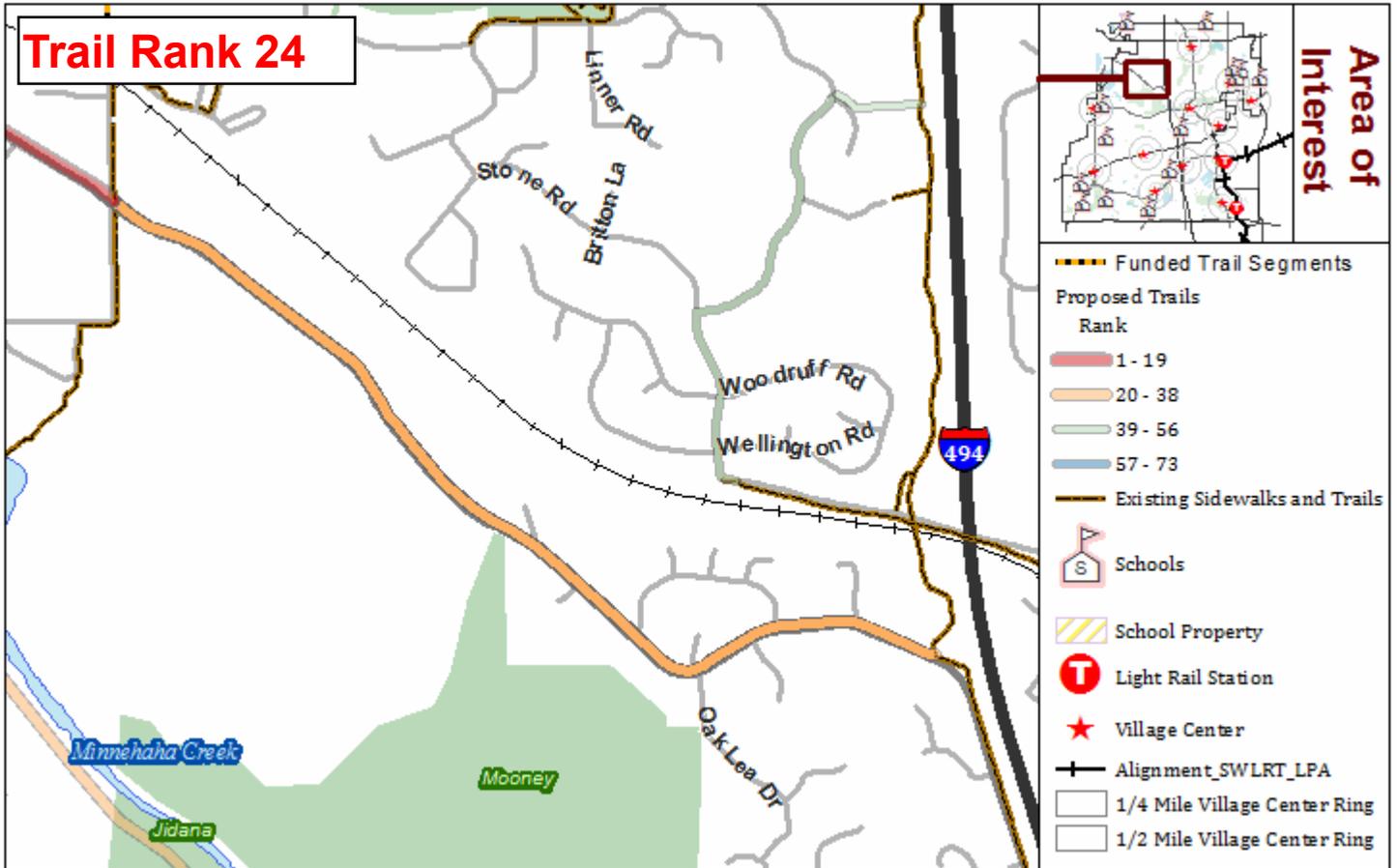
# Ridgedale Connections



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.5	Y	Y	Y	N	N	N	N	Y	*	N	Y	Y	N	N	Y	5,800

Est Cost with Road Project (by LF): \$406,003  
 Est Cost Independent Project (by LF): \$1,450,011

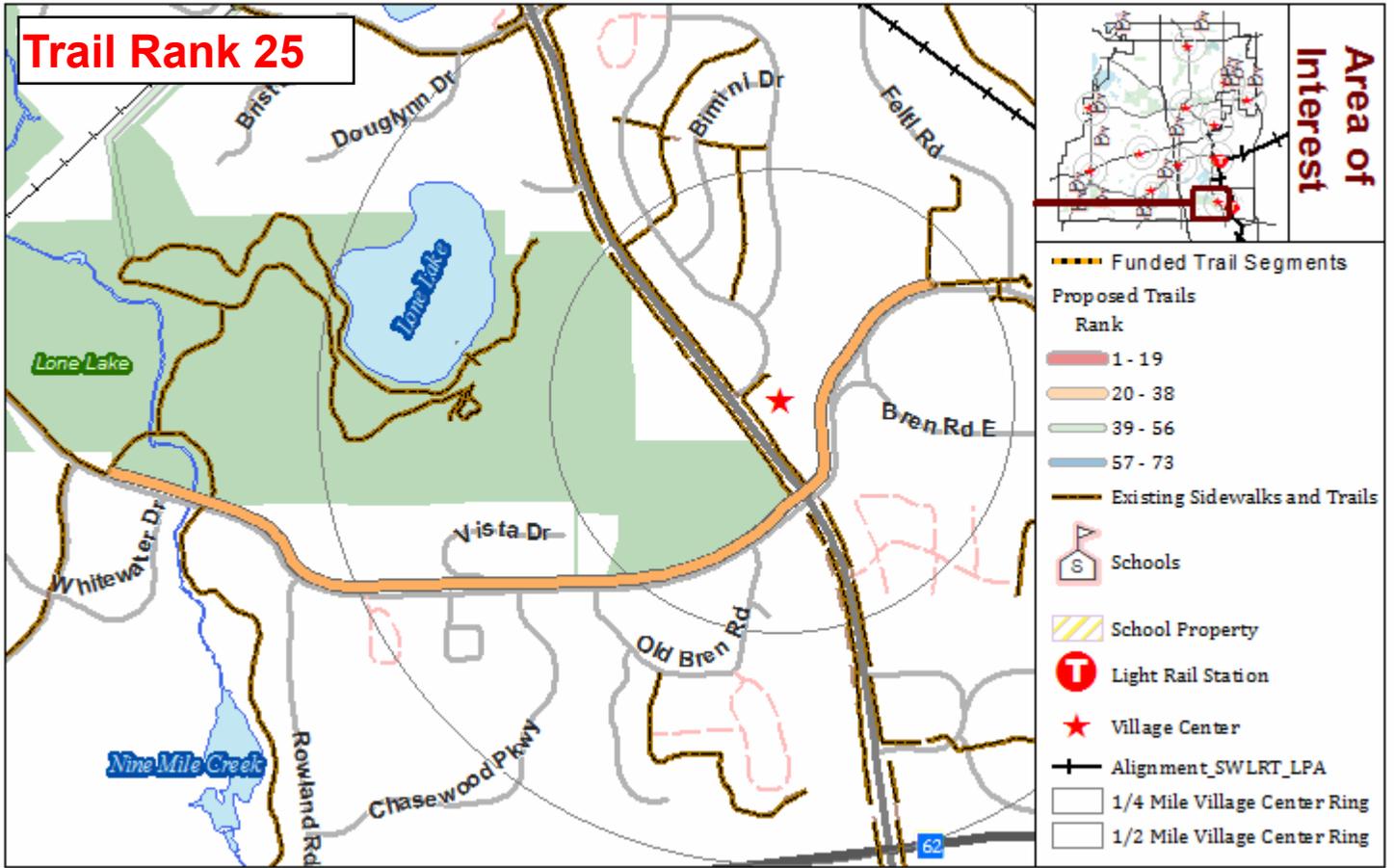
CR 16 - Crosby Rd to existing trail on west side of I-494



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.3	Y	Y	Y	Y	Y	N	N	Y	*	N	N	N	N	N	Y	6,802

Est Cost with Road Project (by LF): \$476,151  
 Est Cost Independent Project (by LF): \$1,700,541

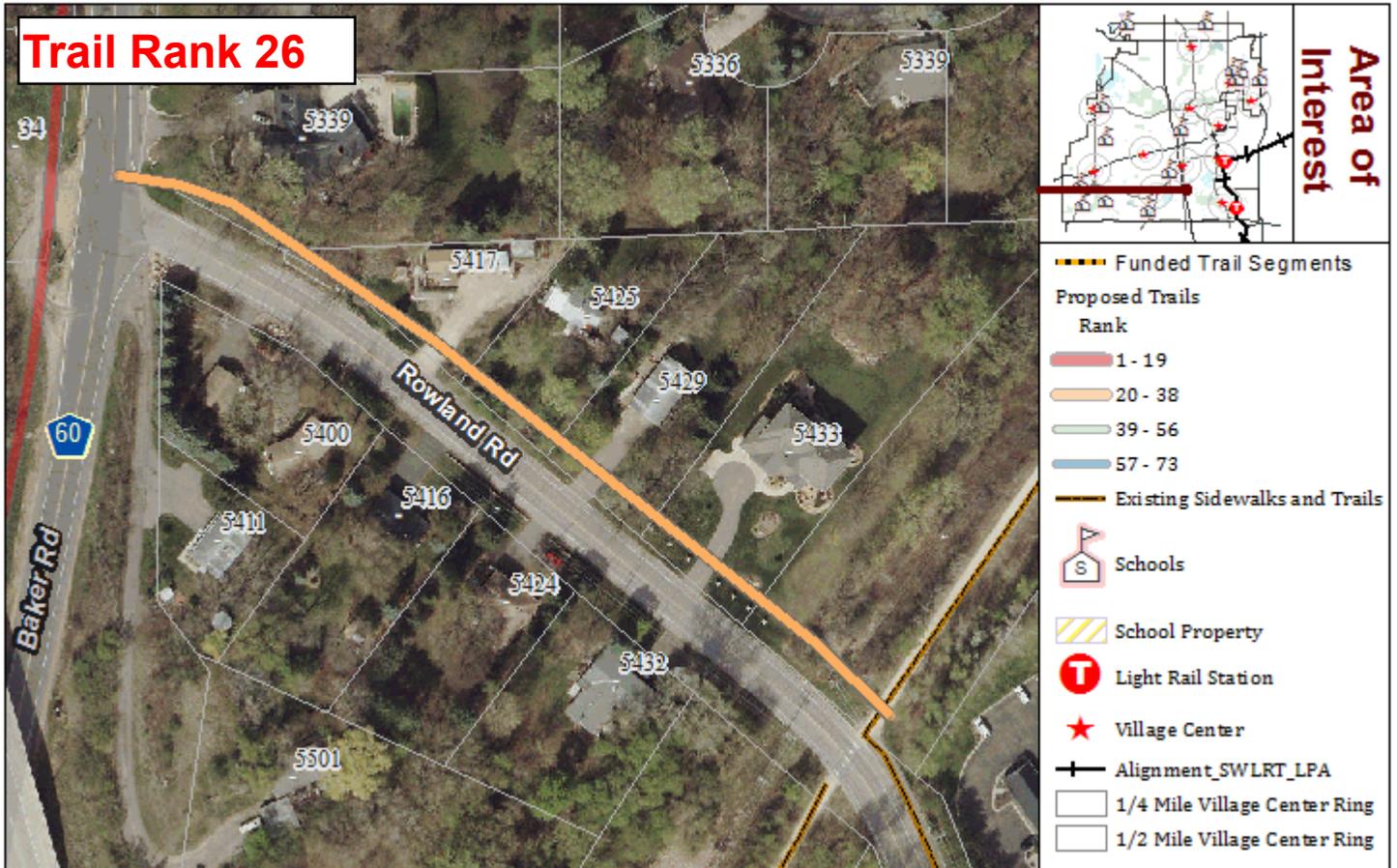
# Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	4.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	
	N	N	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	Y	

Est Cost with Road Project (by LF): \$405,570  
 Est Cost Independent Project (by LF): \$1,448,465

# Rowland Rd - CR 60 to SWLRT Trail

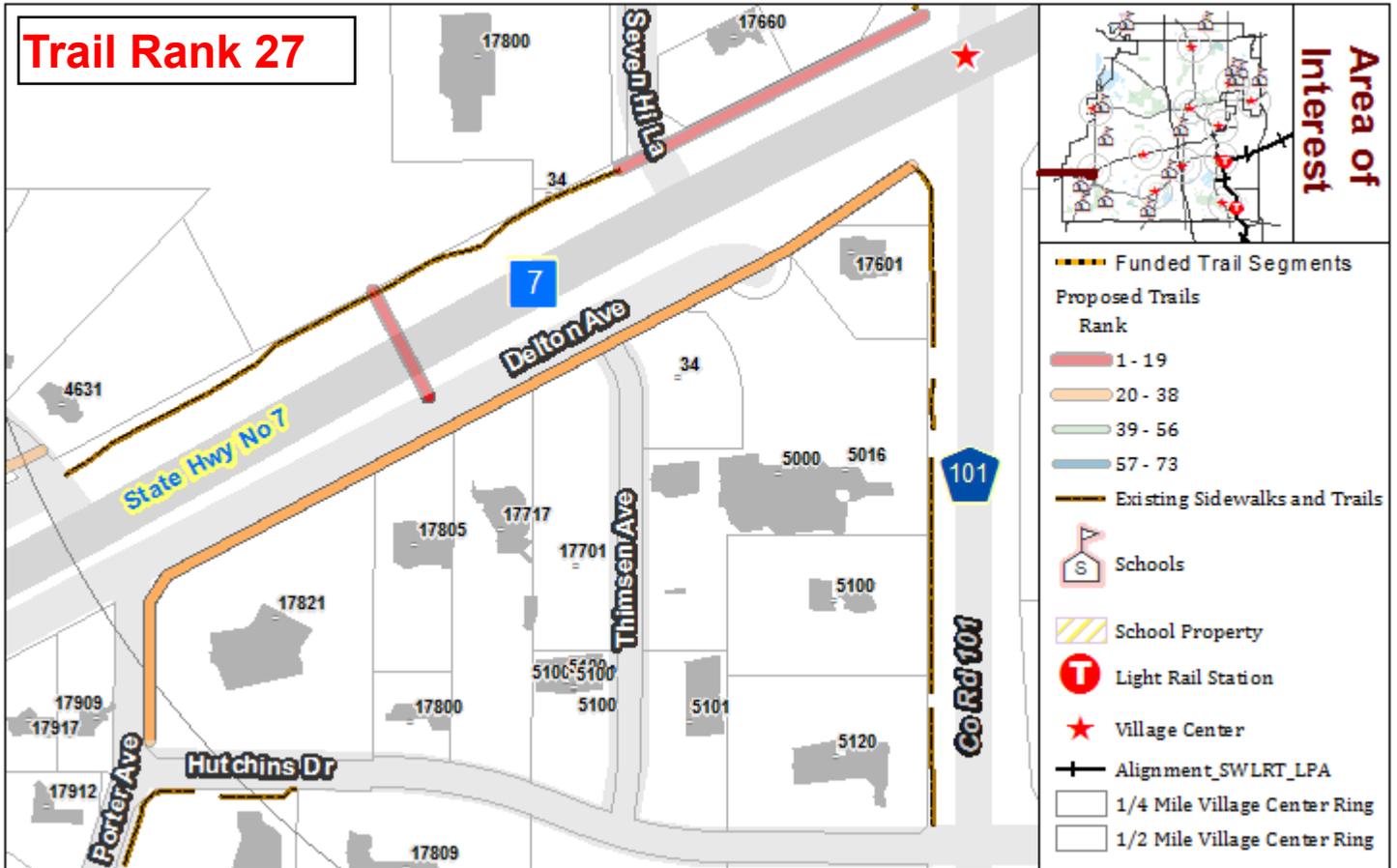


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.1	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	762
	Y	Y	Y	N	Y	N	Y	N	Y	Y	N	N	N	N	N	

Est Cost with Road Project (by LF): \$53,336  
 Est Cost Independent Project (by LF): \$190,487

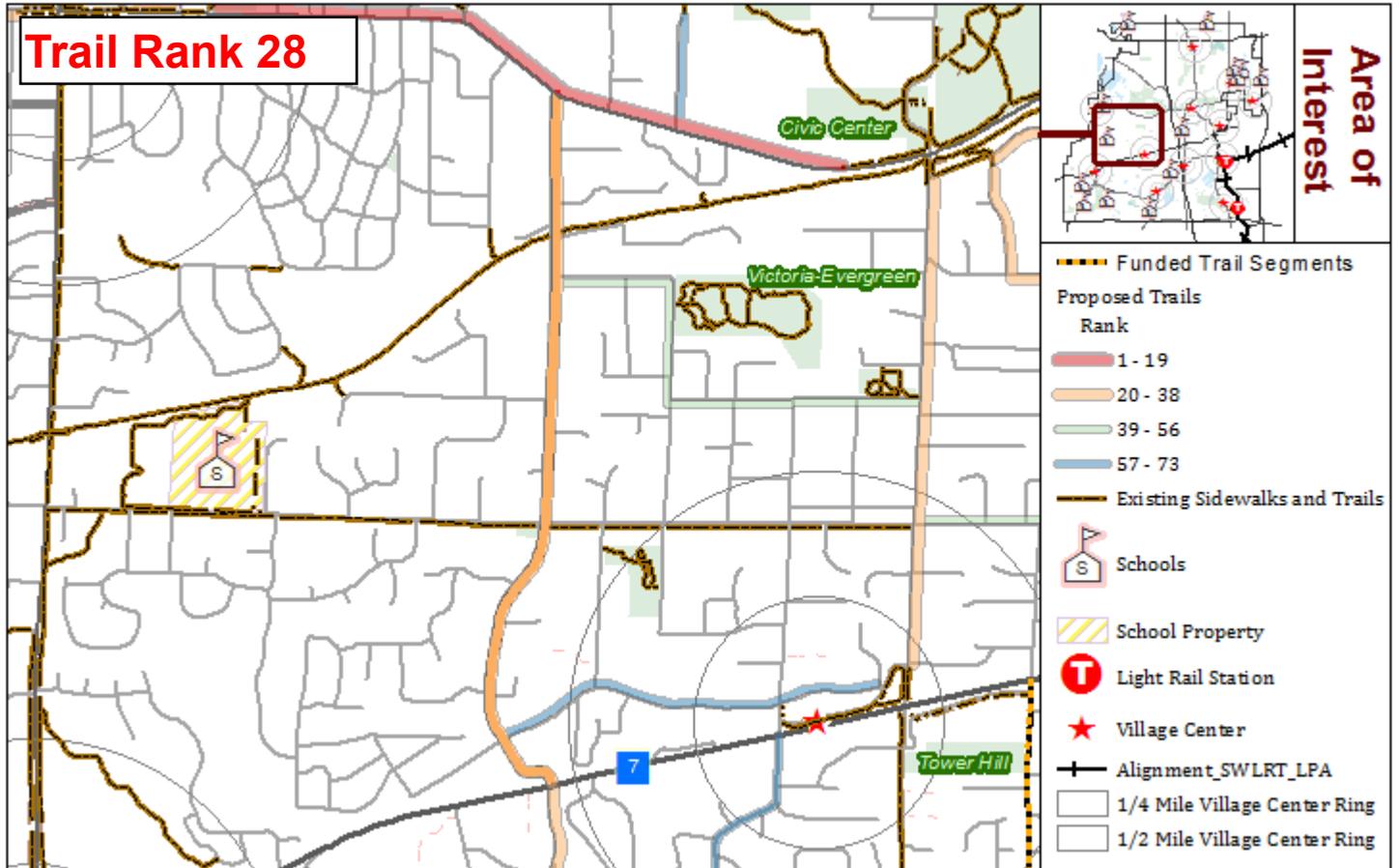
# Porter/Delton Ave- Hutchins Dr to Cr 101



<b>Considerations</b>																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.0	Y	Y	N	N	N	N	N	Y	N	Y	Y	N	N	N	N	1,310

Est Cost with Road Project (by LF): \$91,726  
 Est Cost Independent Project (by LF): \$327,592

# Tonkawood Road - CR 5 to Hwy 7

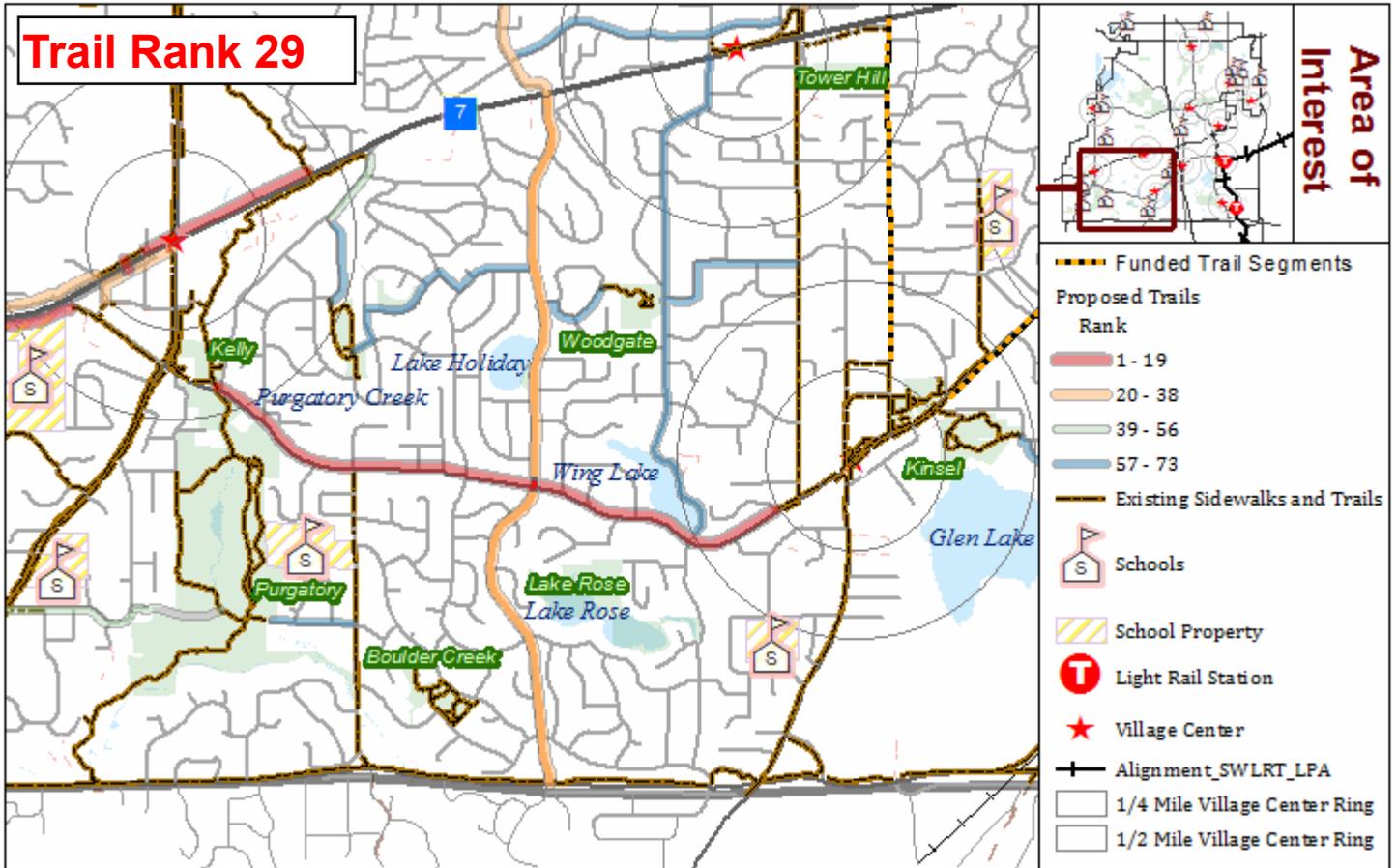


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.9	Y	Y	Y	N	Y	N	N	Y	*	N	N	N	N	N	Y	7,765

Est Cost with Road Project (by LF): \$543,556  
 Est Cost Independent Project (by LF): \$1,941,271

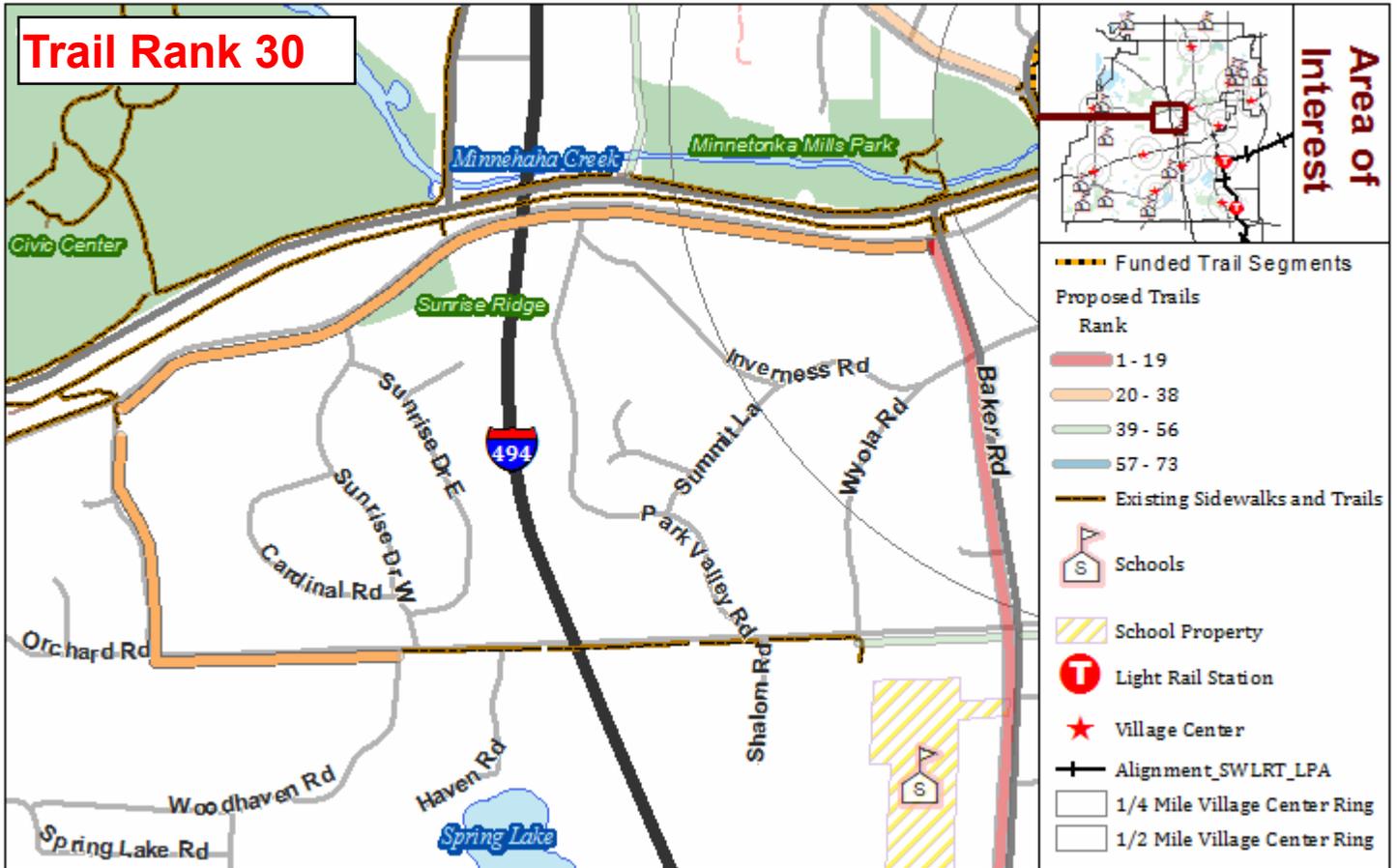
# Woodland Rd - Townline Rd to Hwy 7



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	3.8	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%

Est Cost with Road Project (by LF): \$751,559  
 Est Cost Independent Project (by LF): \$2,684,139

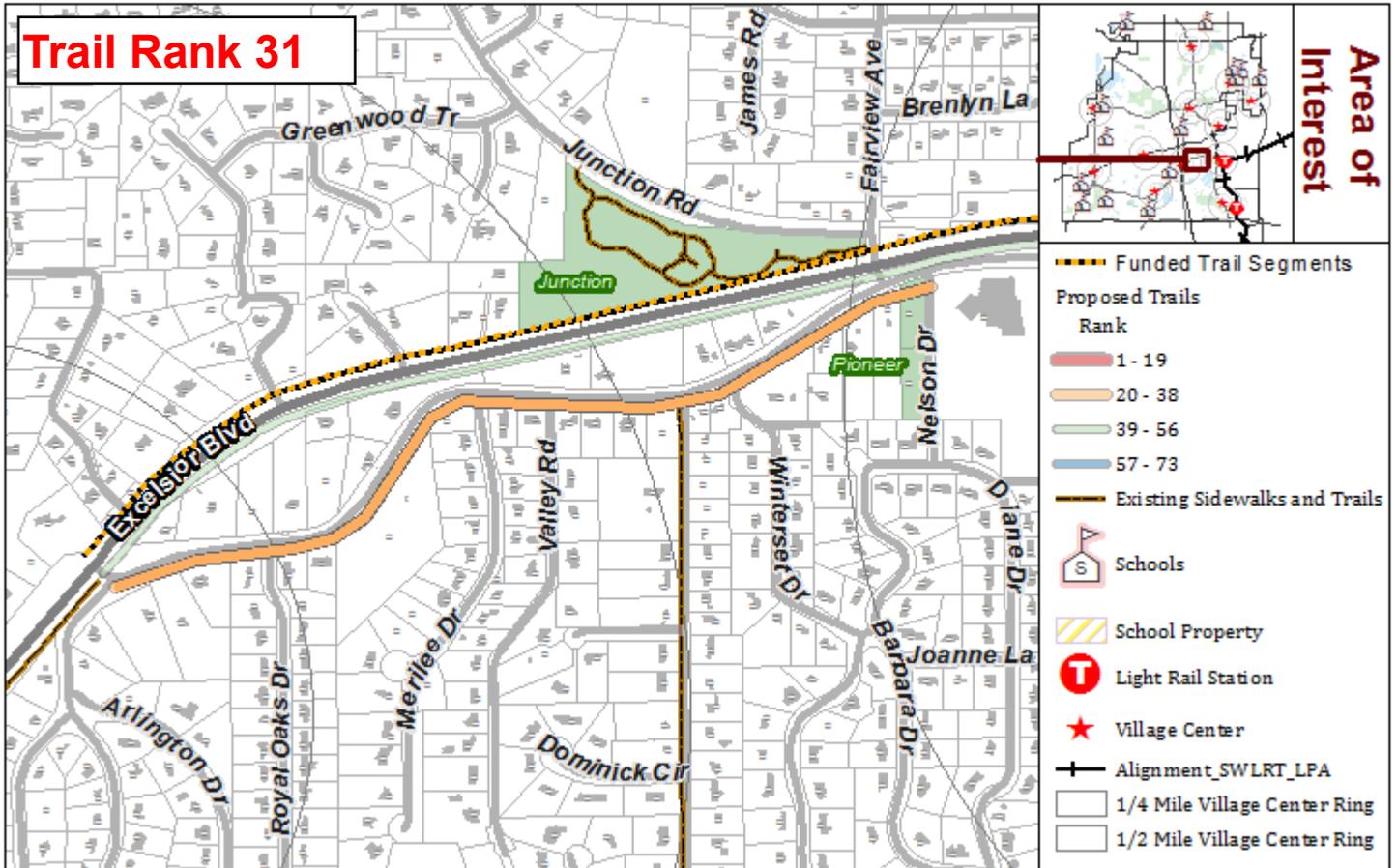
# Orchard Rd/Westmark Dr - Minnetonka Dr



<b>Considerations</b>																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.7	N	Y	Y	N	N	Y	Y	*	*	N	N	N	N	N	N	6,710

Est Cost with Road Project (by LF): \$469,712  
 Est Cost Independent Project (by LF): \$1,677,544

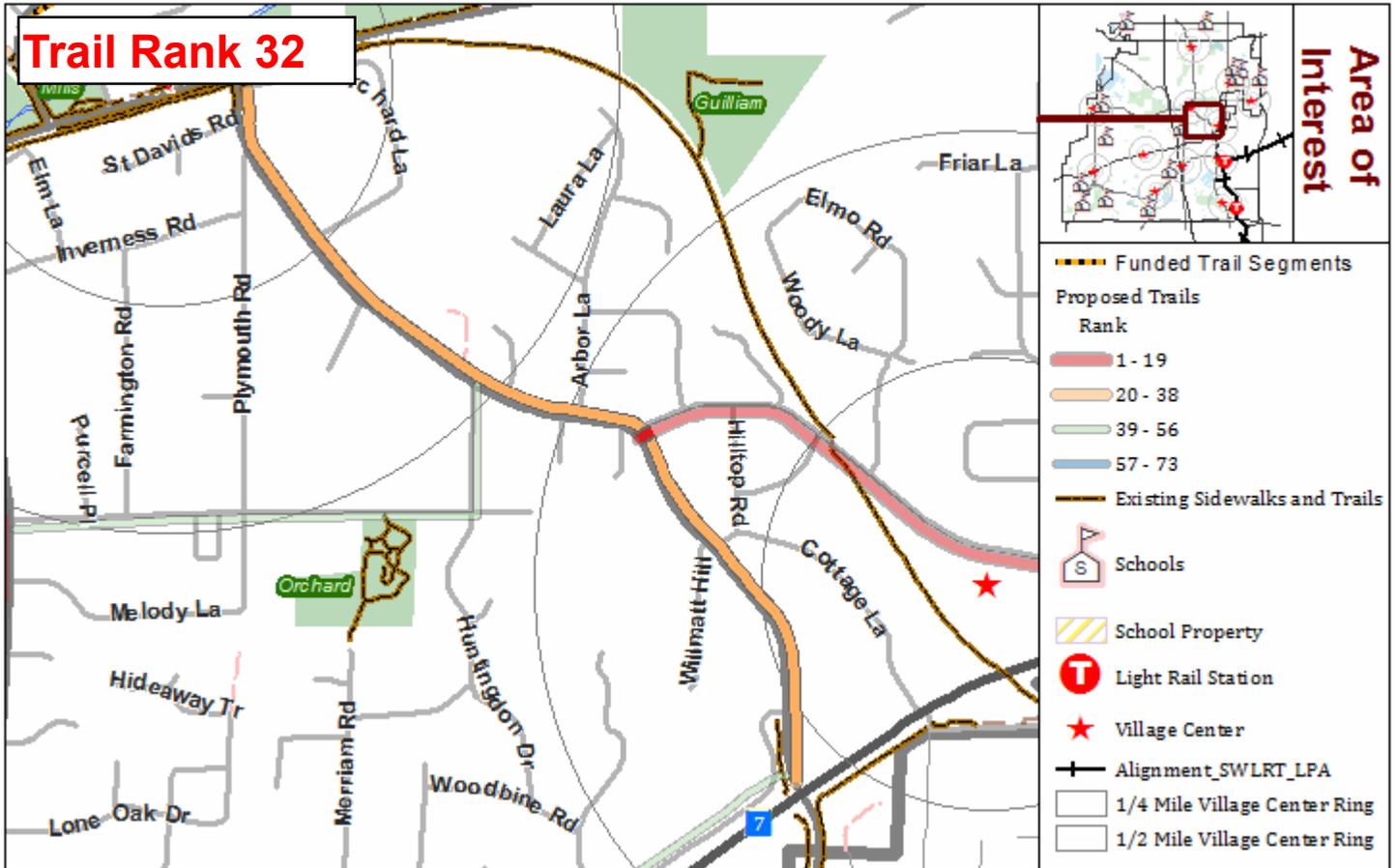
# Pioneer Rd - Carlton Rd to CR 61



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.7	Y	Y	Y	N	N	N	Y	N	Y	N	Y	N	N	N	Y	3,209

Est Cost with Road Project (by LF): \$224,597  
 Est Cost Independent Project (by LF): \$802,133

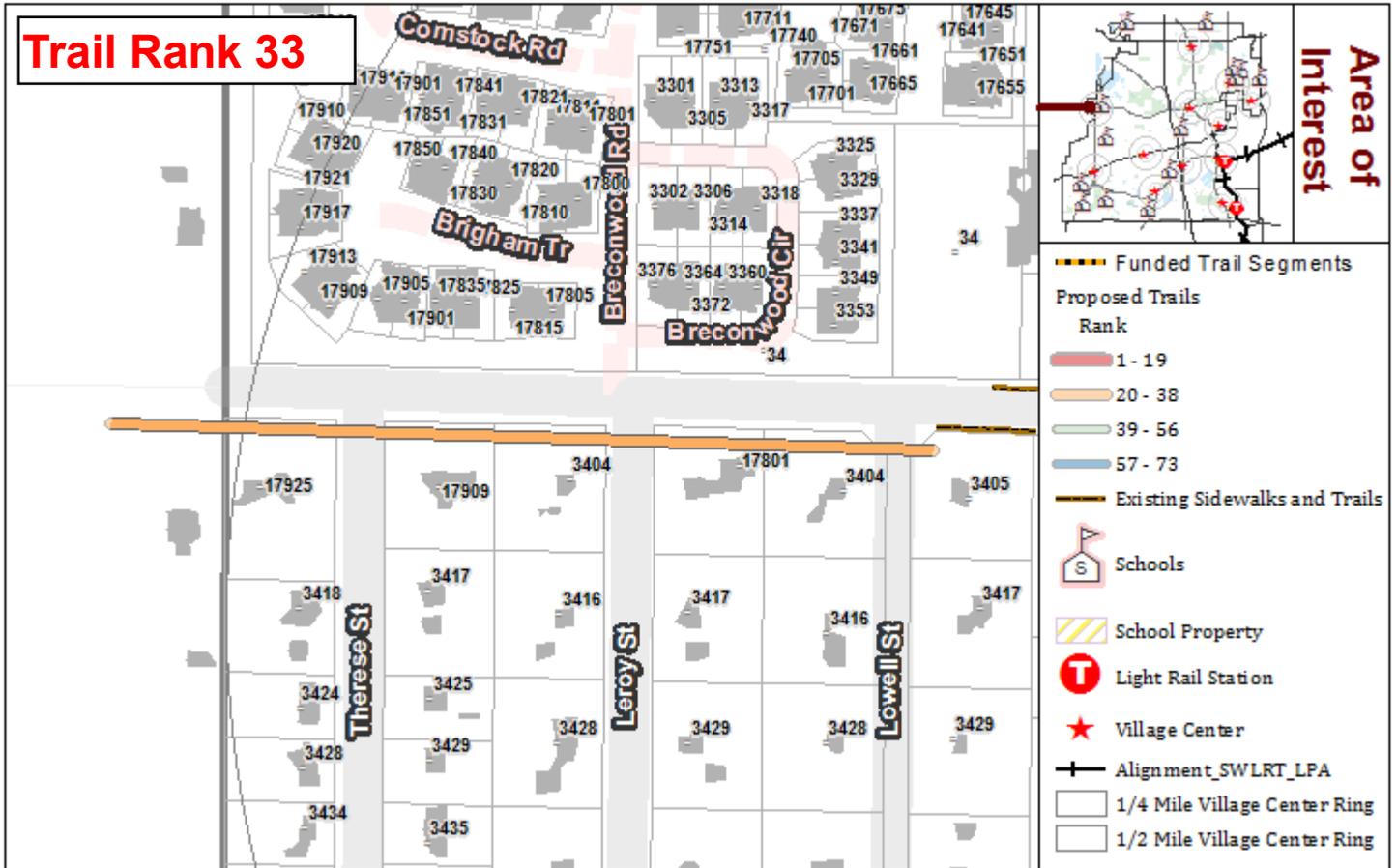
# CR 61 - CR 5 to Hwy 7



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	3.7	N	N	Y	N	N	N	Y	Y	Y	N	N	N	N	N	Y

Est Cost with Road Project (by LF): \$391,492  
 Est Cost Independent Project (by LF): \$1,398,187

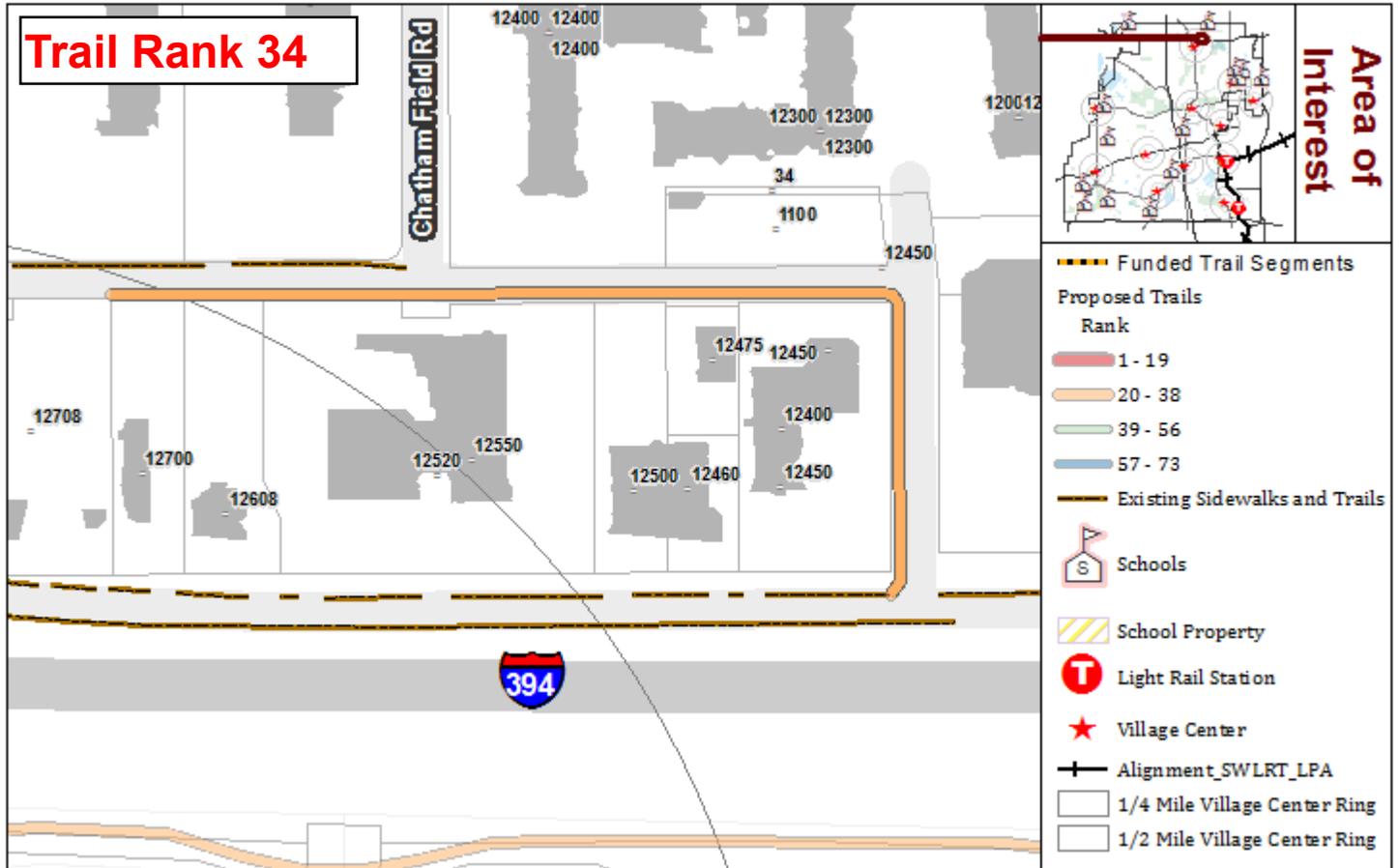
# Minnetonka Blvd - CR 101 west to Deephaven city limits



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.6	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	N	N	Y	1,010

Est Cost with Road Project (by LF): \$70,678  
 Est Cost Independent Project (by LF): \$252,421

# Sunset Dr and Marion Lane West segments

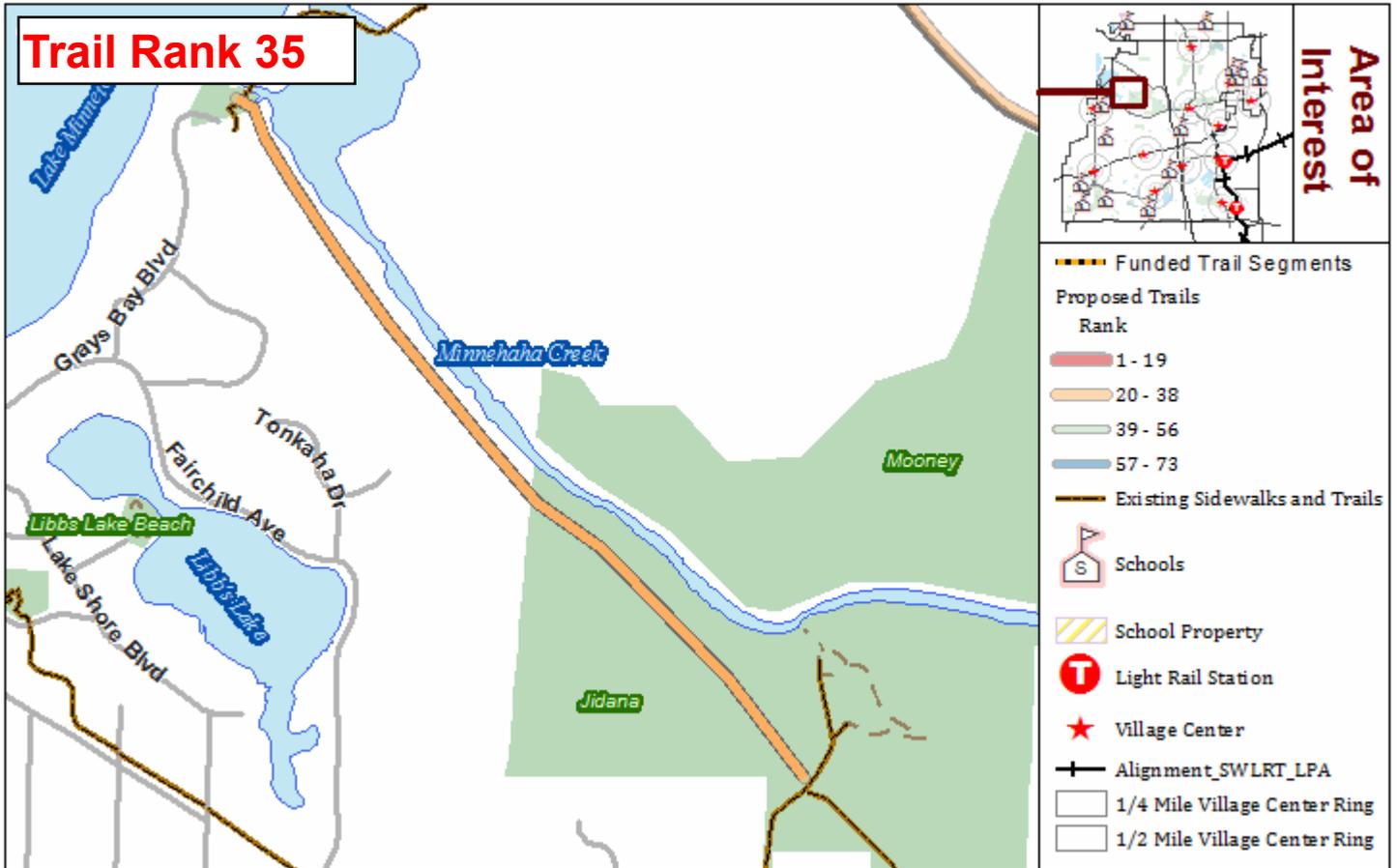


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.4	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,500
	Y	Y	Y	Y	N	N	Y	N	*	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$104,987  
 Est Cost Independent Project (by LF): \$374,952

# Minnehaha Creek Trail - Headwaters to Jidana Park



## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.3	Y	Y	N	Y	Y	Y	N	N	Y	N	N	N	N	N	N	4,589

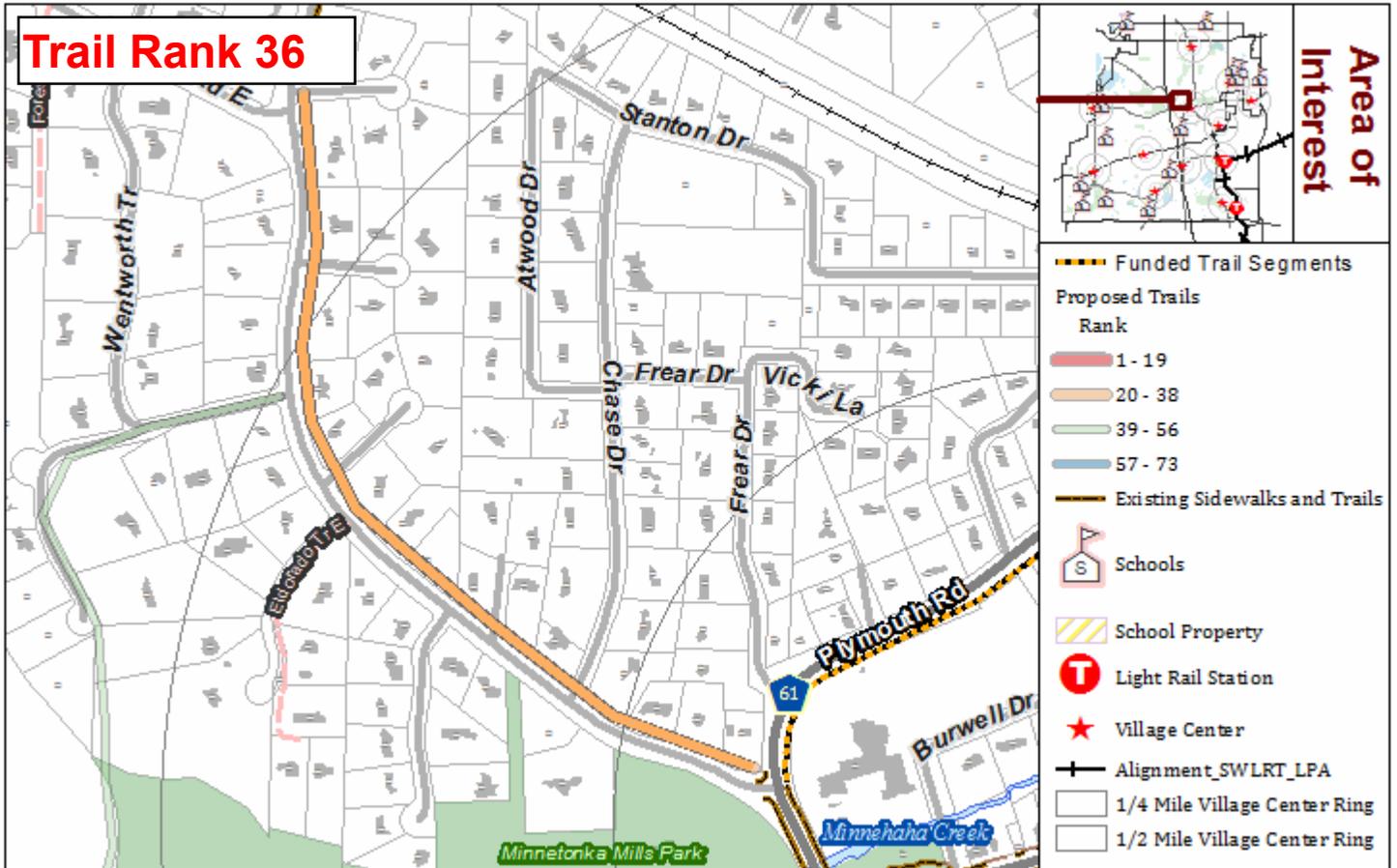
Est Cost with Road Project (by LF):

\$321,244

Est Cost Independent Project (by LF):

\$1,147,299

# McGinty Rd E - CR 5 to Surry La

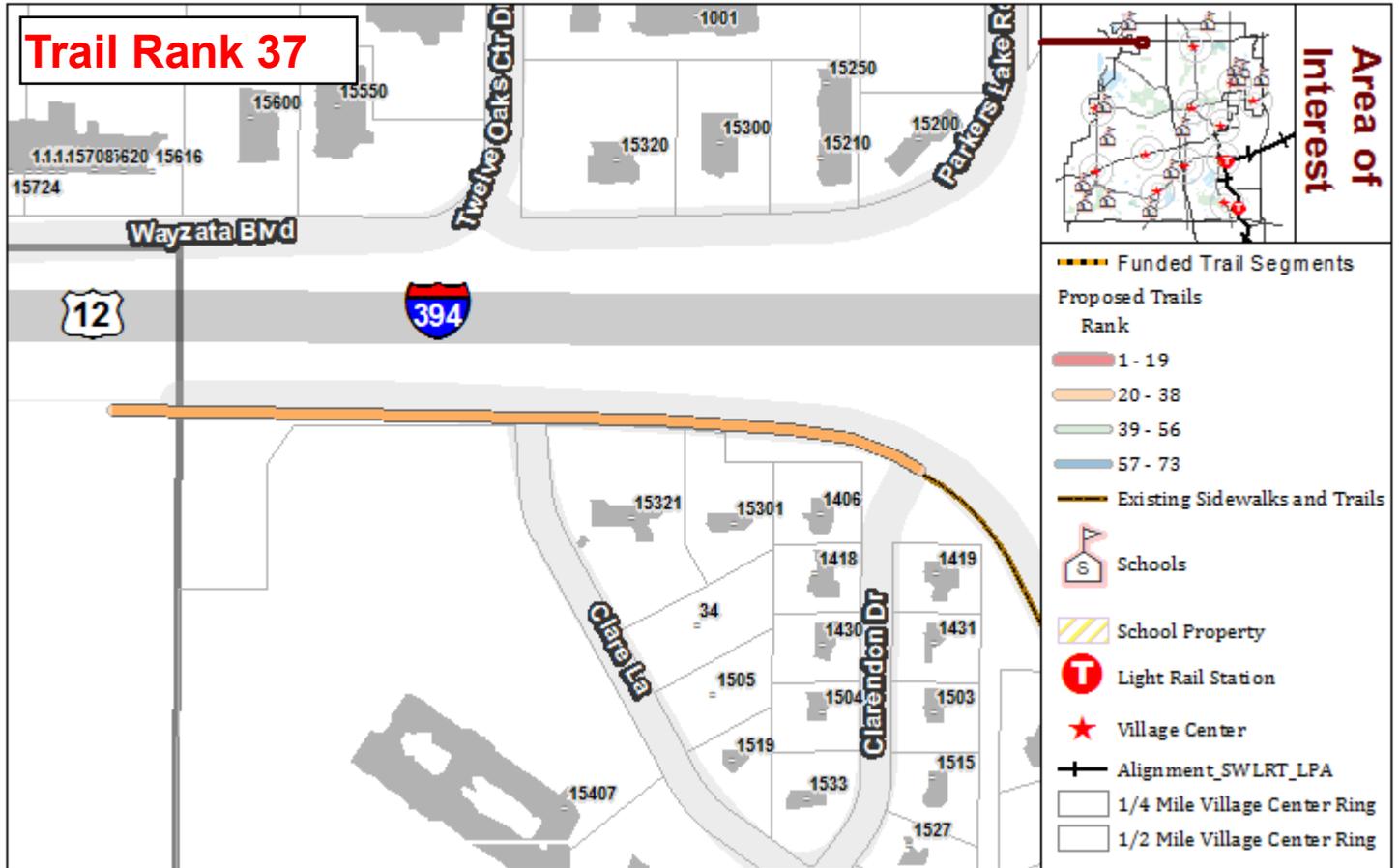


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.2	Y	Y	Y	N	N	N	Y	N	Y	N	Y	N	N	N	N	2,642

Est Cost with Road Project (by LF): \$184,973  
 Est Cost Independent Project (by LF): \$660,618

# Wayzata Blvd - Claredon Dr to Wayzata city limits

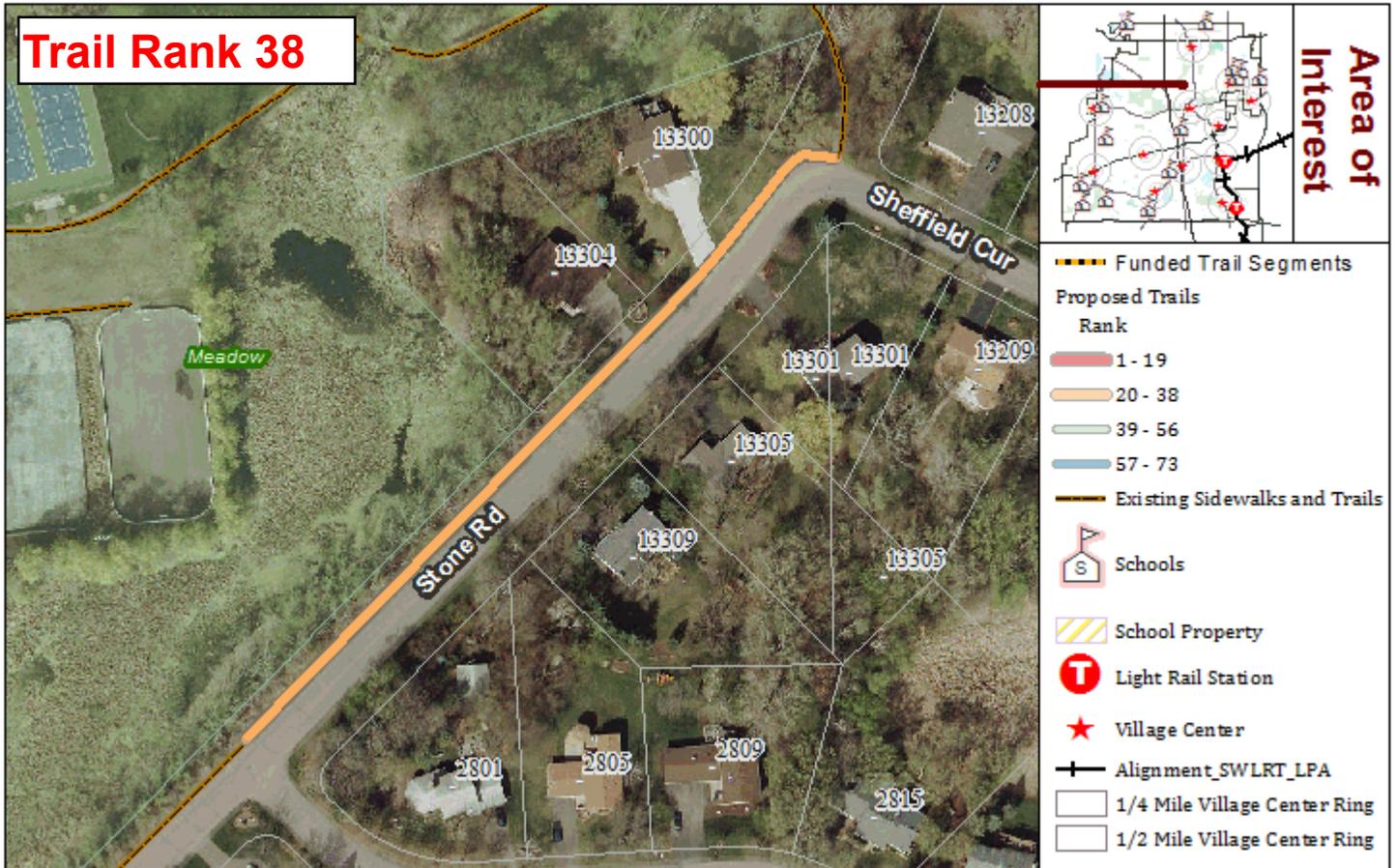


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.1	N	Y	Y	N	Y	N	Y	*	*	N	N	N	N	N	N	1,296

Est Cost with Road Project (by LF): \$90,755  
 Est Cost Independent Project (by LF): \$324,124

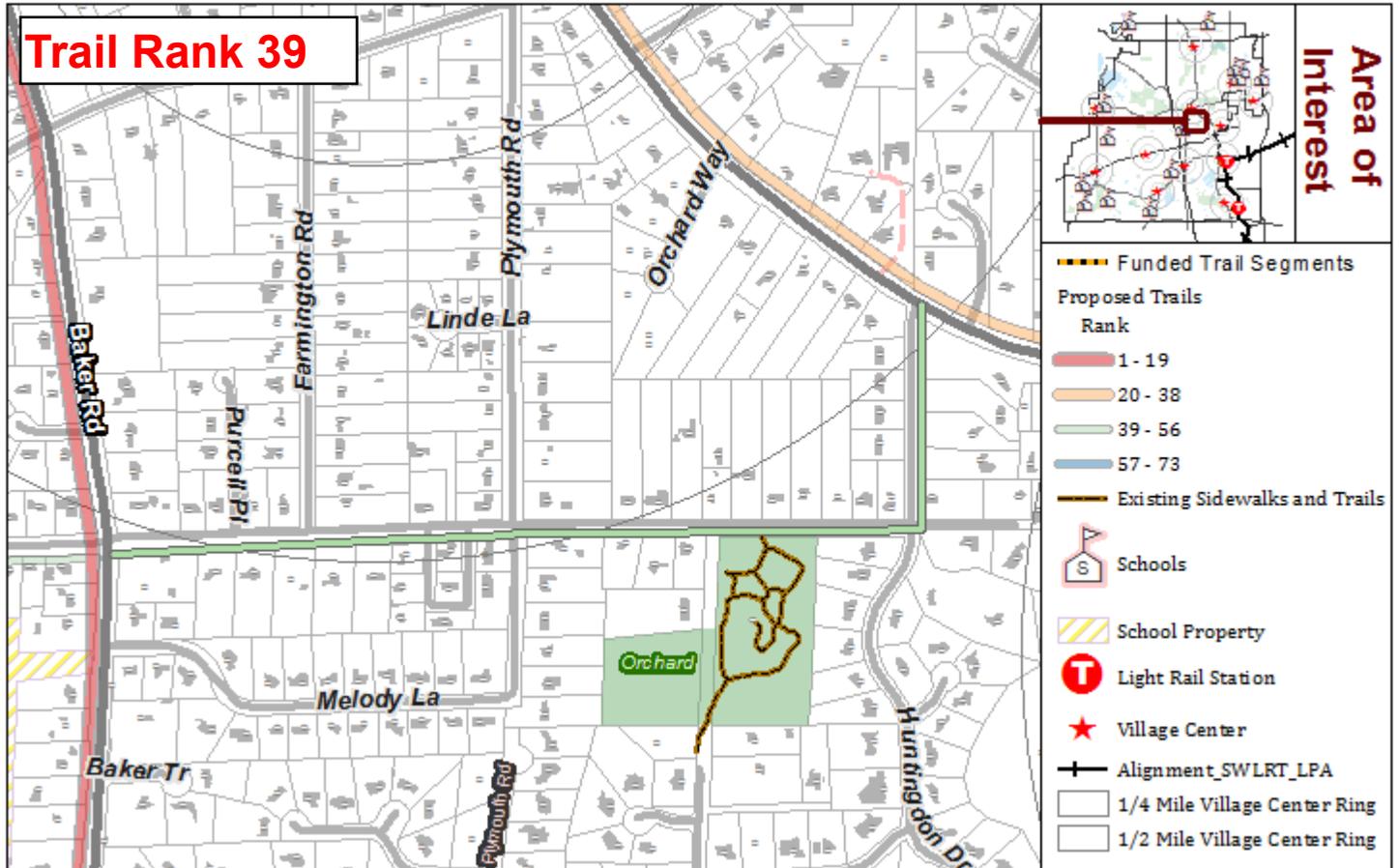
# Stone Rd - Saddlebrooke Cir to Sheffield Cur



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	673
	Y	Y	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$47,113  
 Est Cost Independent Project (by LF): \$168,262

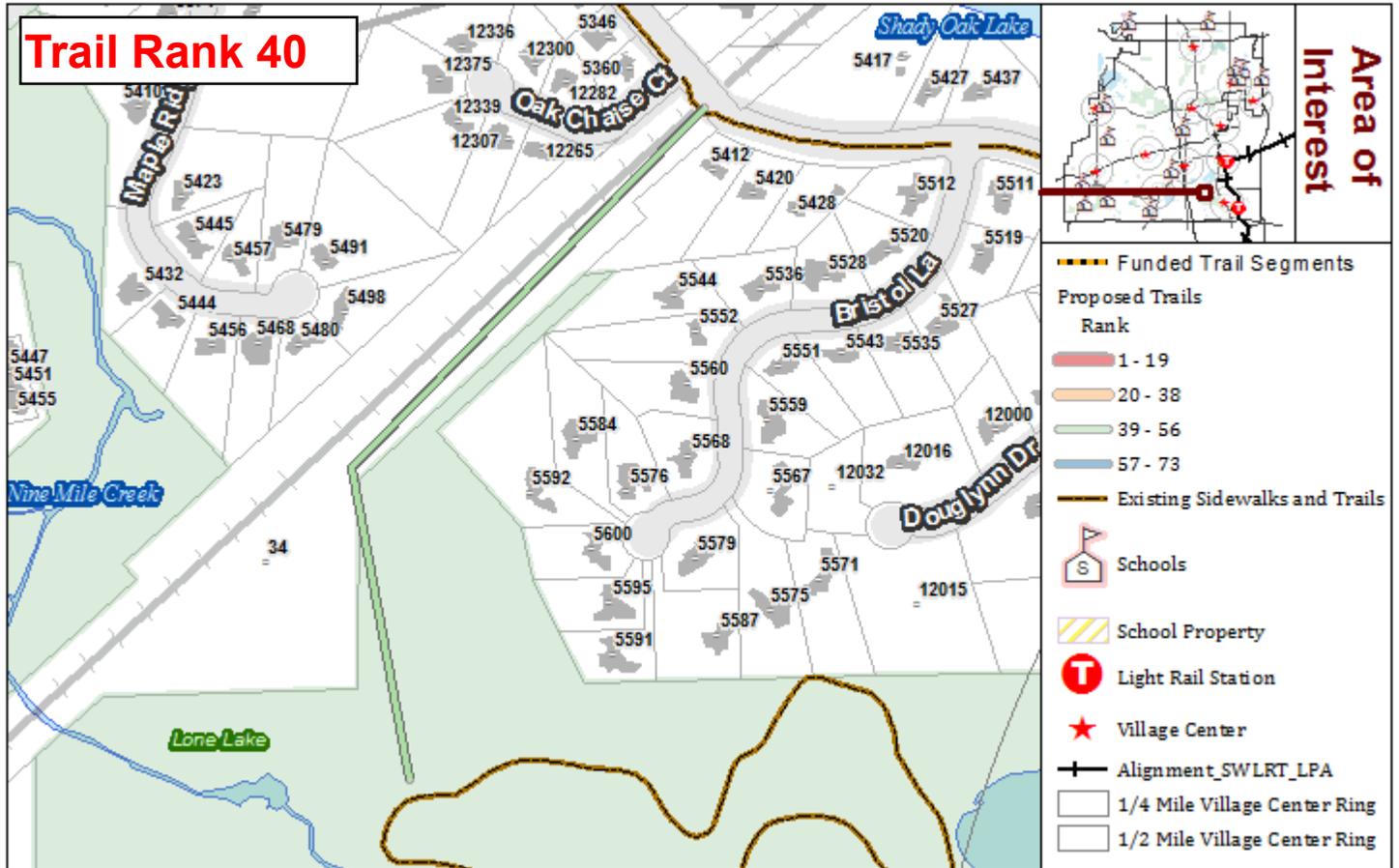
# Orchard Rd/Huntingdon Dr - CR 60 to CR 61



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.9	Y	N	Y	N	Y	N	Y	N	*	N	N	N	Y	N	N	3,453

Est Cost with Road Project (by LF): \$241,729  
 Est Cost Independent Project (by LF): \$863,320

# North Lone Lake Park - along RR tracks to Dominick Rd

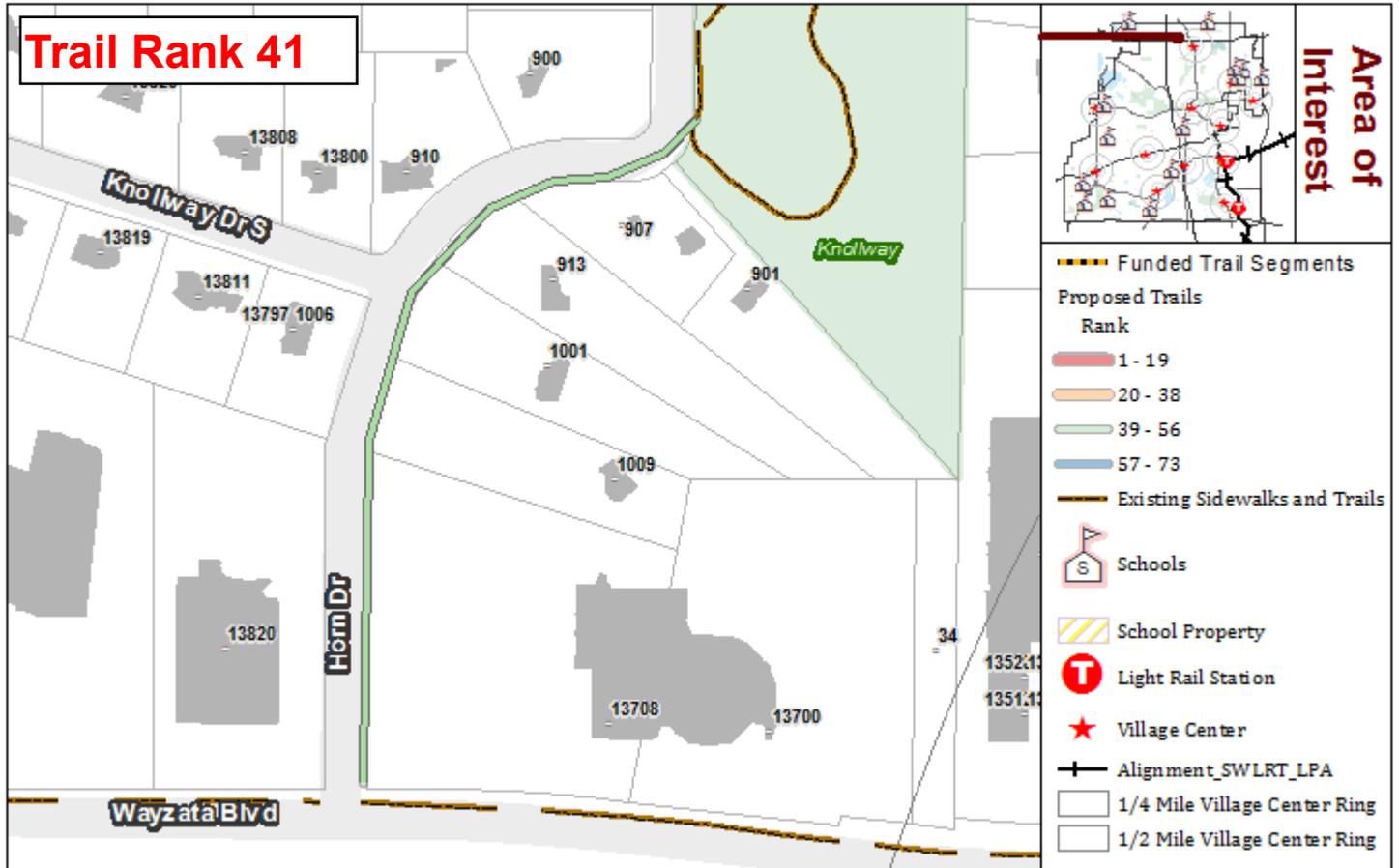


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.9	Y	Y	Y	N	Y	Y	N	N	*	N	N	N	N	N	N	1,719

Est Cost with Road Project (by LF): \$120,315  
 Est Cost Independent Project (by LF): \$429,696

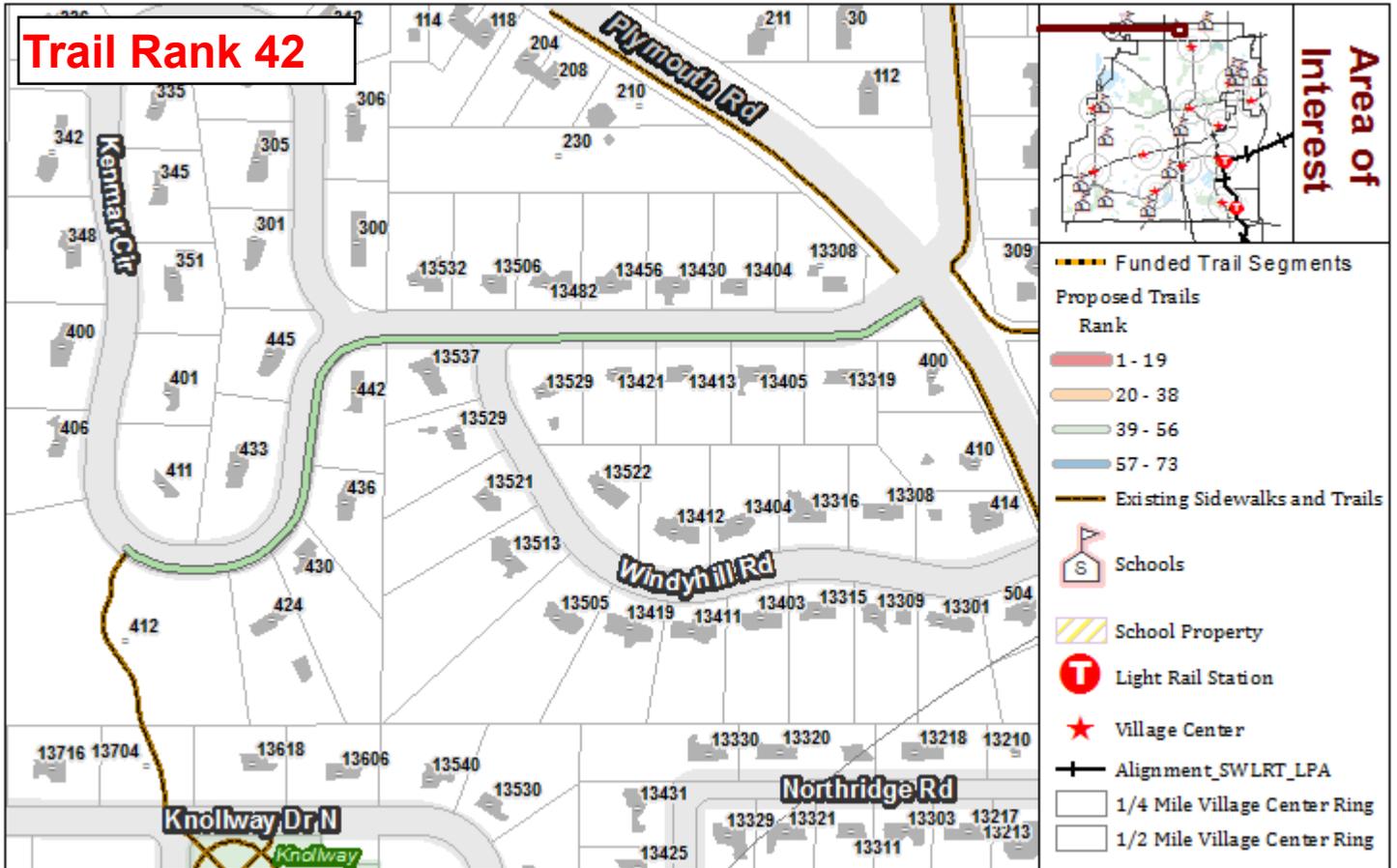
# Knollway Park to Wayzata Blvd/Horn Dr



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.9	Y	N	Y	N	Y	N	Y	N	*	N	Y	N	N	N	N	994

Est Cost with Road Project (by LF): \$69,556  
 Est Cost Independent Project (by LF): \$248,414

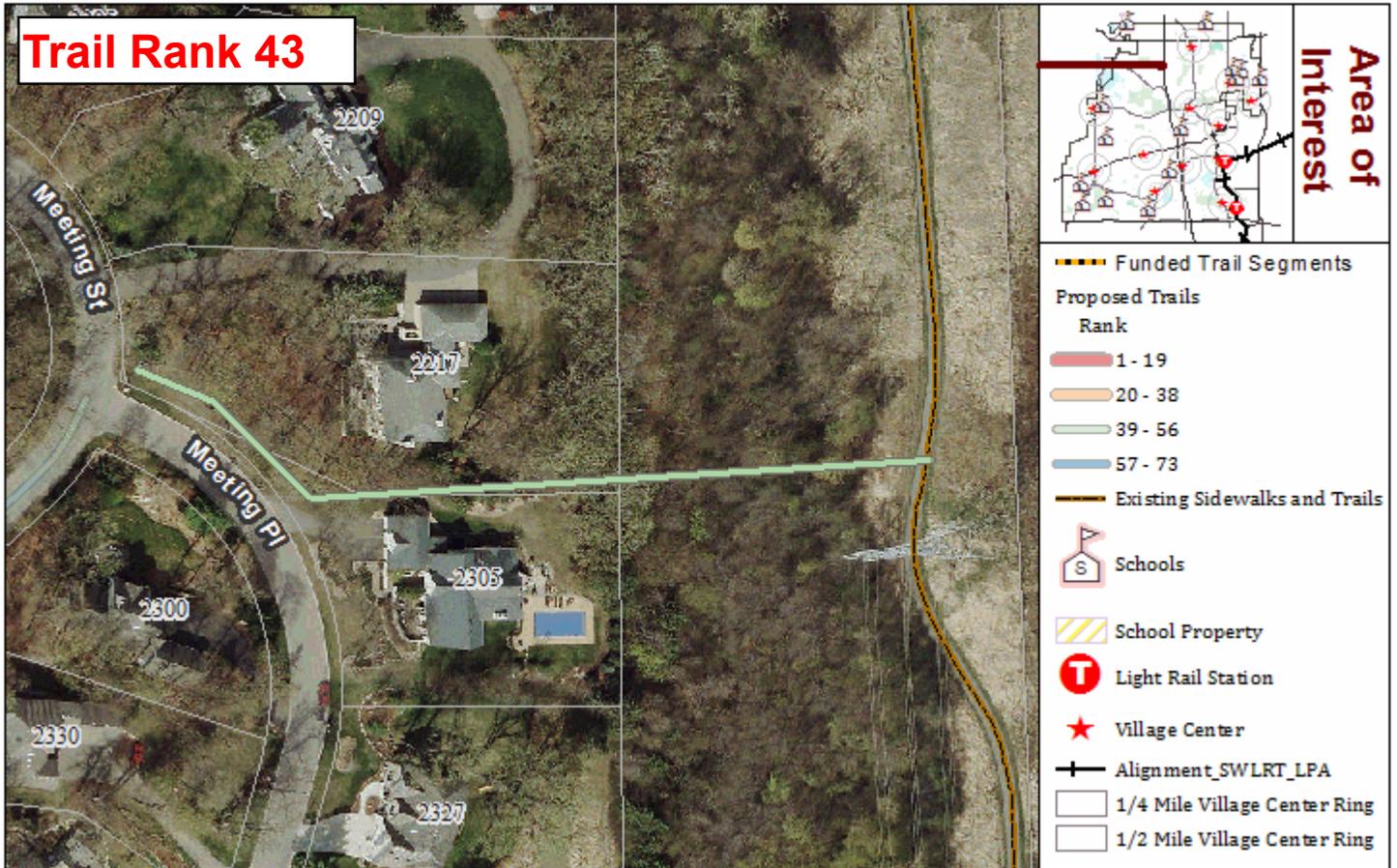
# Knollway Park to CR 61



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.9	Y	N	Y	N	Y	N	Y	N	*	N	Y	N	N	N	N	1,627

Est Cost with Road Project (by LF): \$113,894  
 Est Cost Independent Project (by LF): \$406,764

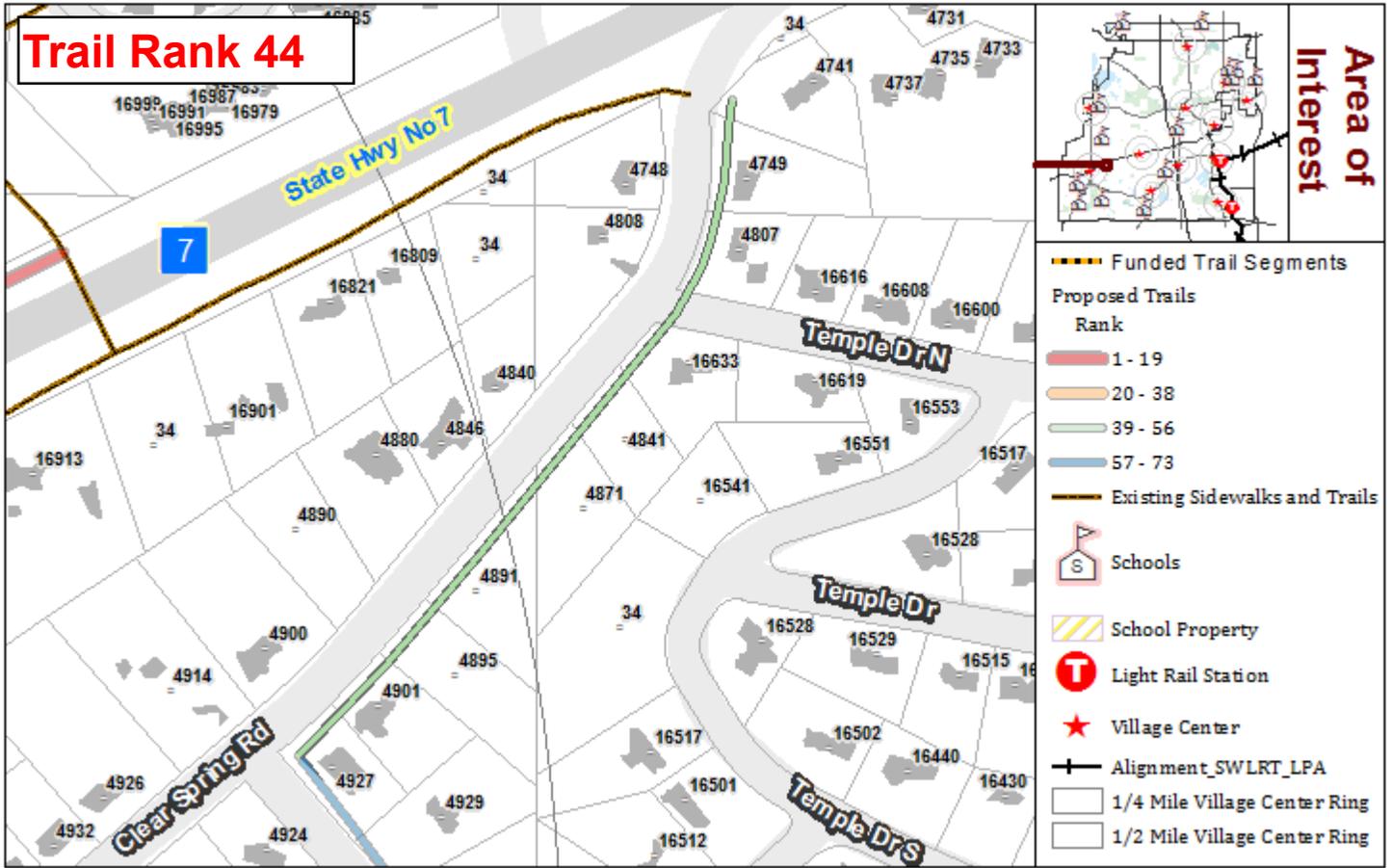
# NTC - Meeting St to existing trail on west side of I-494



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.8	N	N	Y	Y	Y	Y	N	N	*	N	N	N	N	N	Y	594

Est Cost with Road Project (by LF): \$41,559  
 Est Cost Independent Project (by LF): \$148,424

# Clear Spring Rd - connect trail to Hwy 7

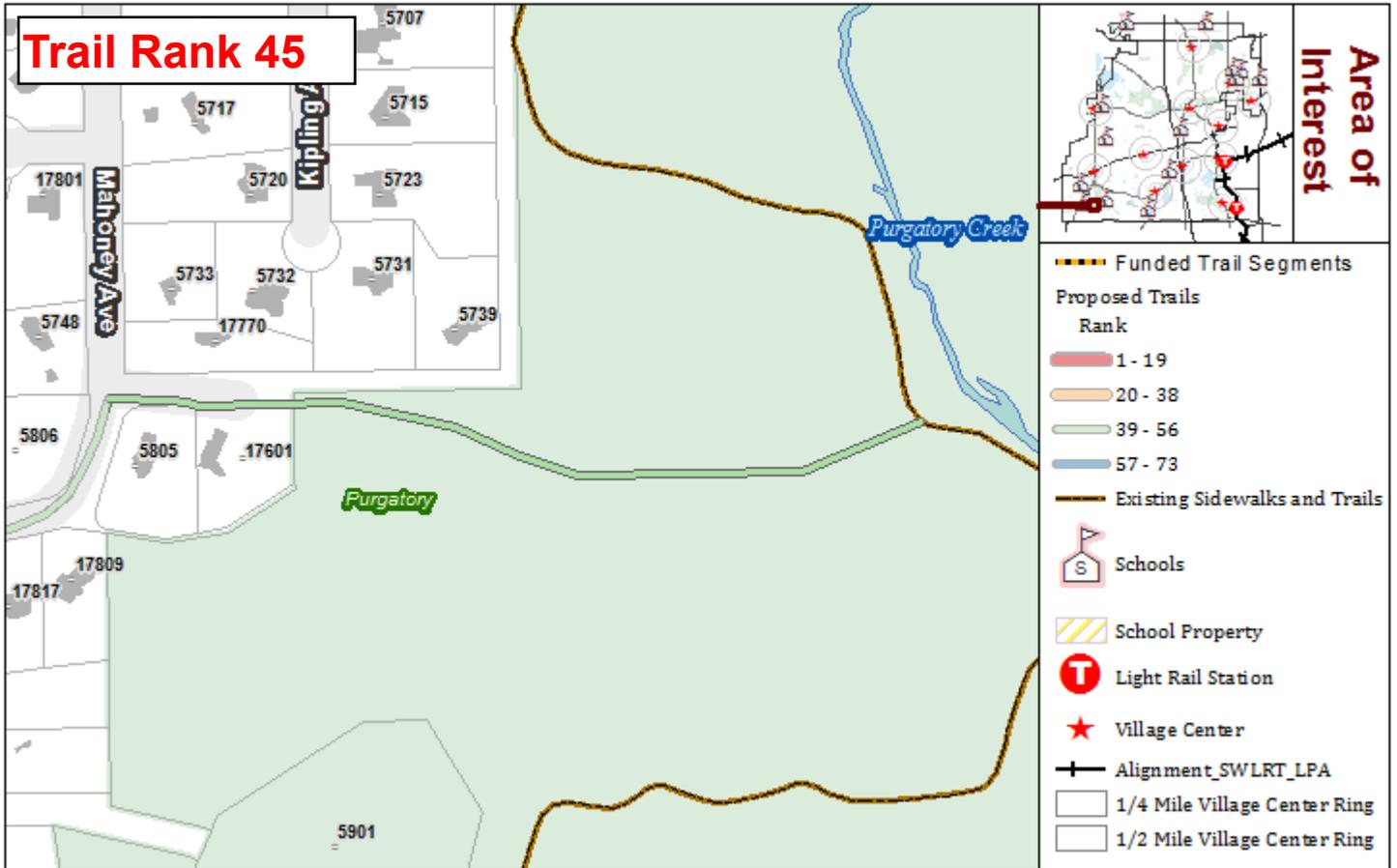


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.8	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,132
	Y	N	Y	Y	Y	N	Y	N	*	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$79,212  
 Est Cost Independent Project (by LF): \$282,899

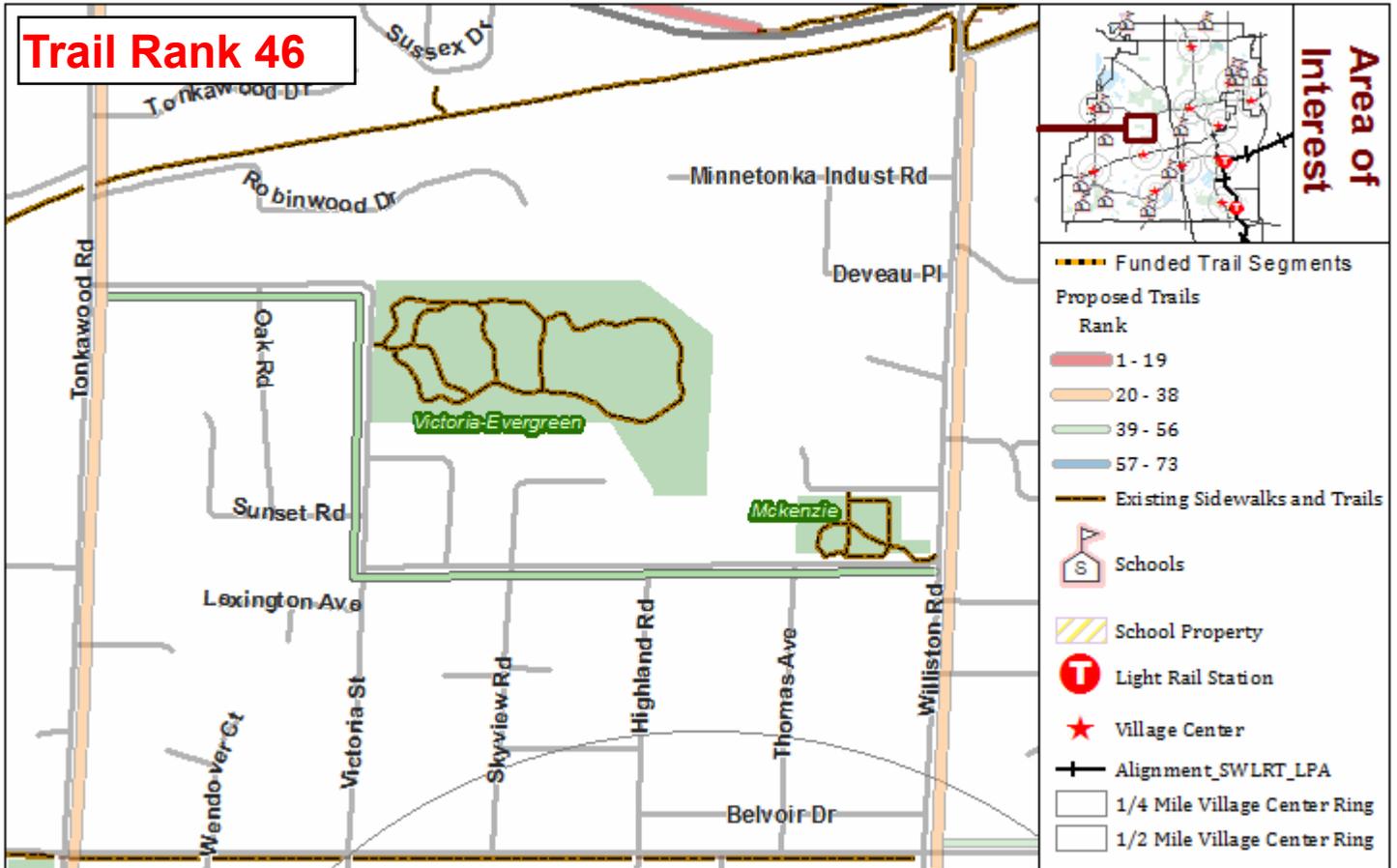
# 58th St W - Mahoney Ave into Purgatory Park



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.8	Y	N	Y	Y	Y	Y	N	N	*	N	N	N	N	N	N	1,313

Est Cost with Road Project (by LF): \$91,944  
 Est Cost Independent Project (by LF): \$328,371

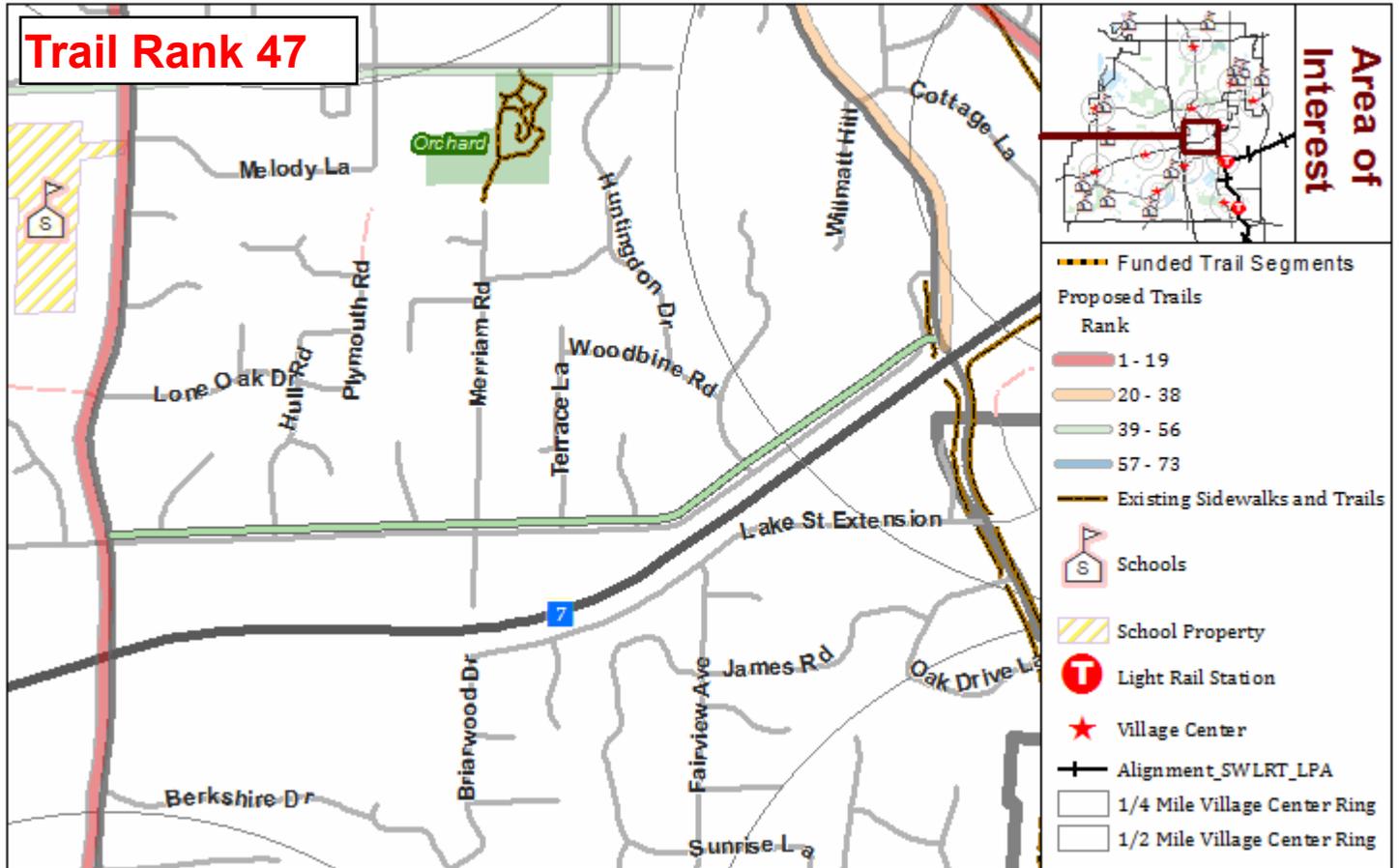
# Victoria Evergreen to McKenzie Park



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.7	Y	Y	N	N	Y	N	Y	N	*	N	N	N	N	N	N	5,077

Est Cost with Road Project (by LF): \$355,401  
 Est Cost Independent Project (by LF): \$1,269,288

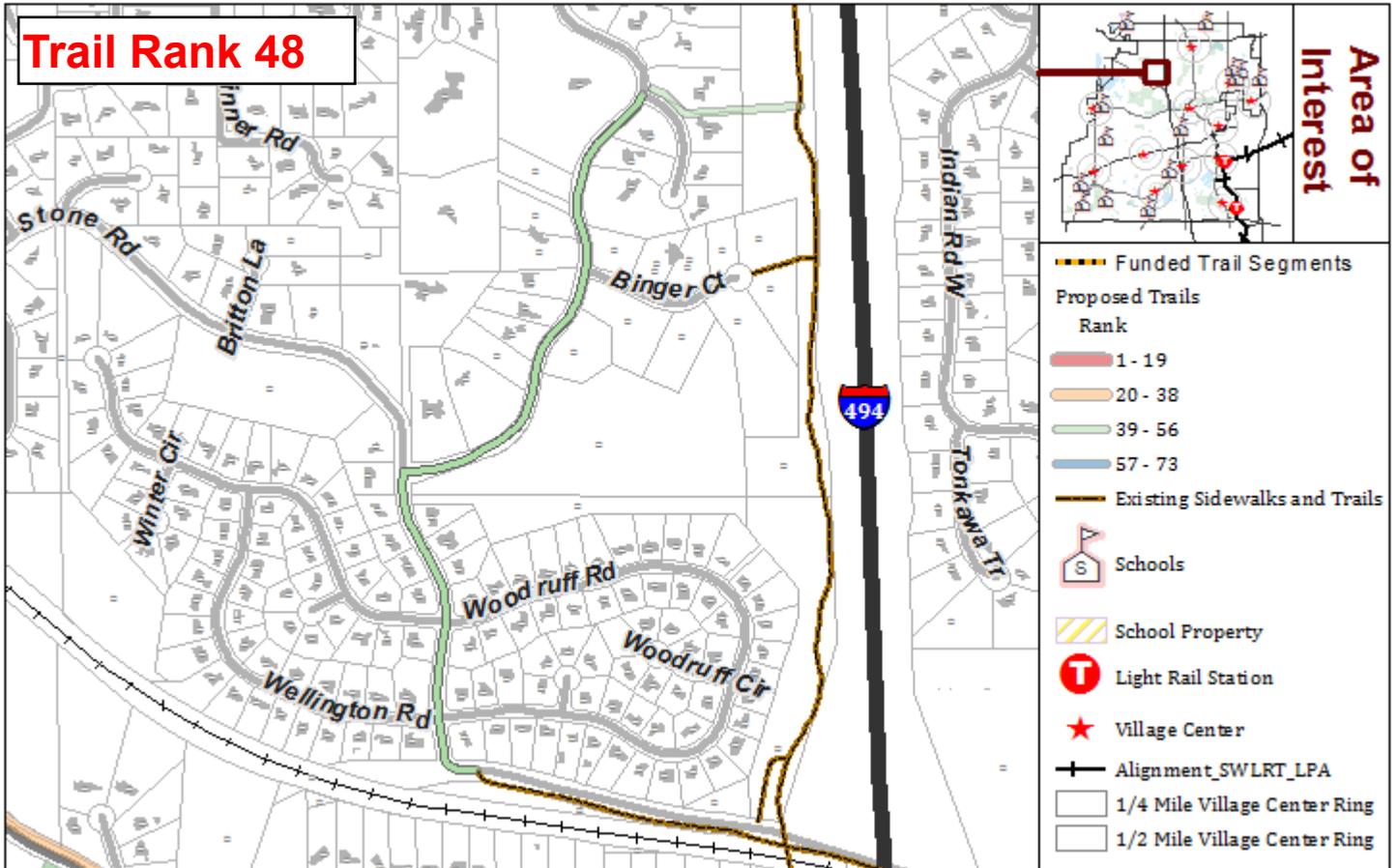
# Lake St Ext - CR 60 to CR 61



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.7	Y	Y	N	N	Y	N	Y	N	*	N	N	N	N	N	N	4,952

Est Cost with Road Project (by LF): \$346,650  
 Est Cost Independent Project (by LF): \$1,238,037

# Stone Rd/Meeting St - RR tracks to Linner Rd

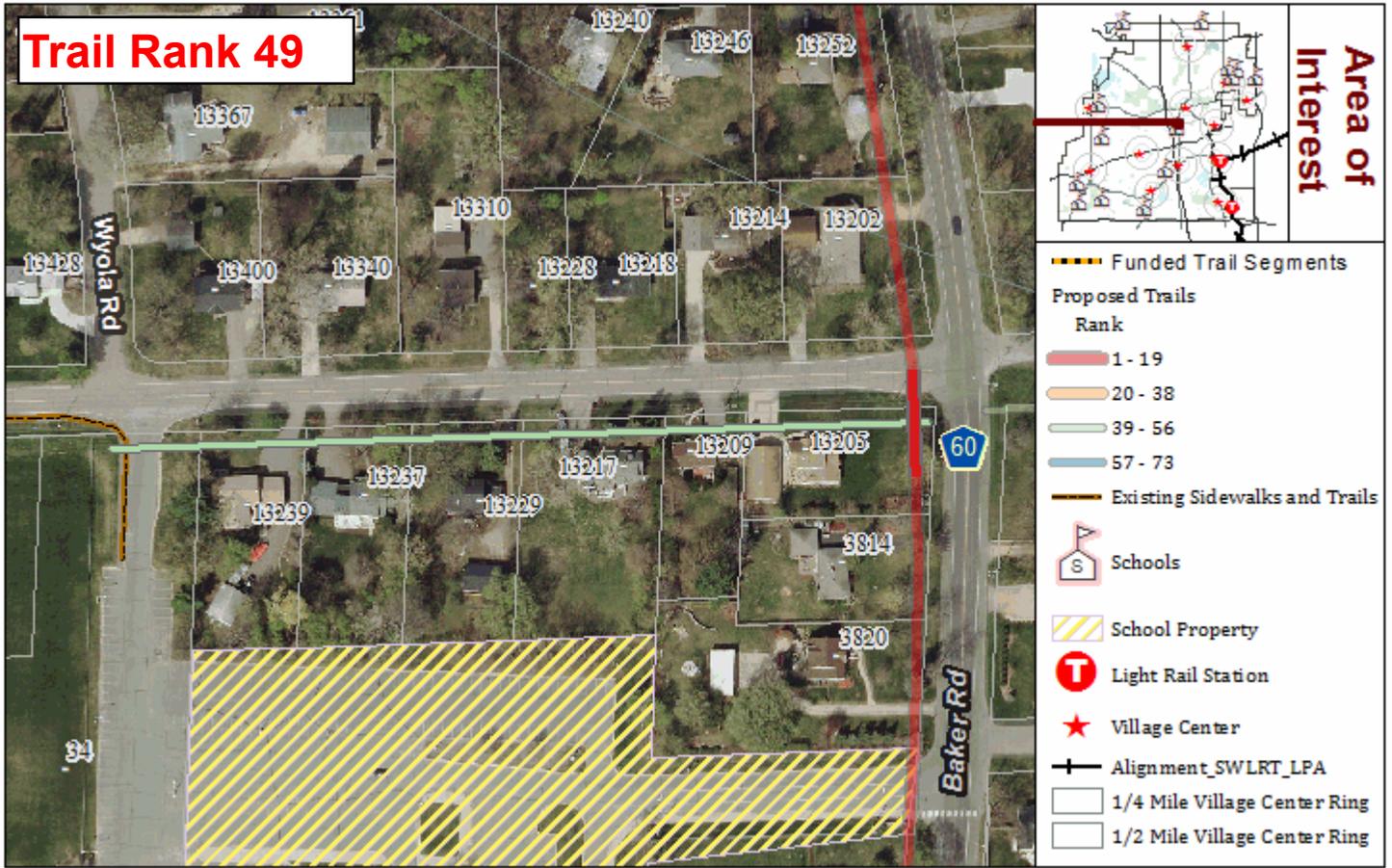


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.6	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,156
	Y	N	Y	N	Y	N	Y	N	Y	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$220,907  
 Est Cost Independent Project (by LF): \$788,952

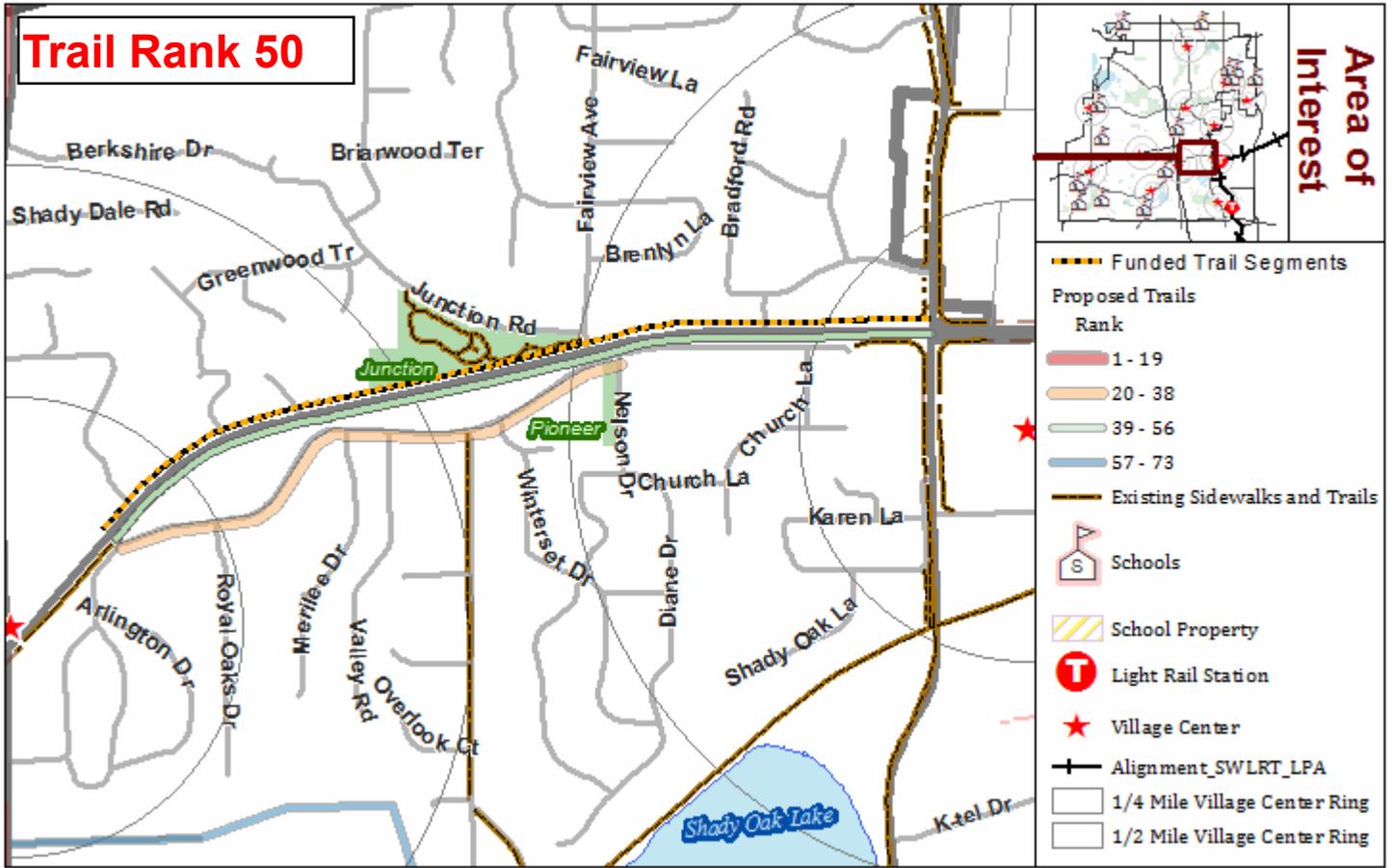
# Orchard Rd - Wyola Rd to Cr 60



<b>Considerations</b>																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.6	Y	Y	Y	N	Y	N	N	N	N	N	N	Y	Y	N	N	770

Est Cost with Road Project (by LF): \$53,870  
 Est Cost Independent Project (by LF): \$192,393

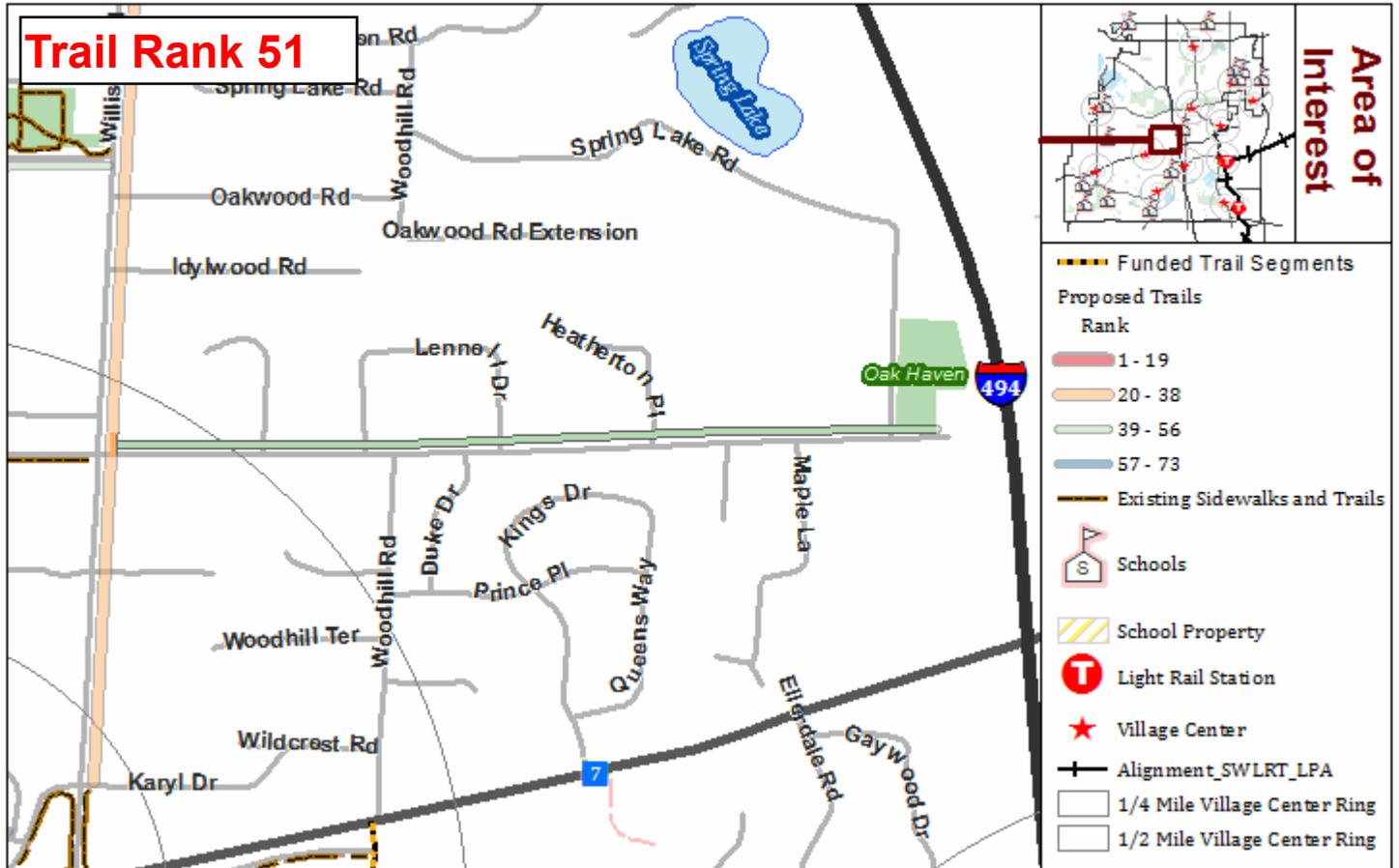
CR 3 - Pioneer to Nelson/CR 61 - S



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.5	N	N	N	N	N	N	N	Y	N	N	N	N	N	Y	N	4,951

Est Cost with Road Project (by LF): \$346,552  
 Est Cost Independent Project (by LF): \$1,237,686

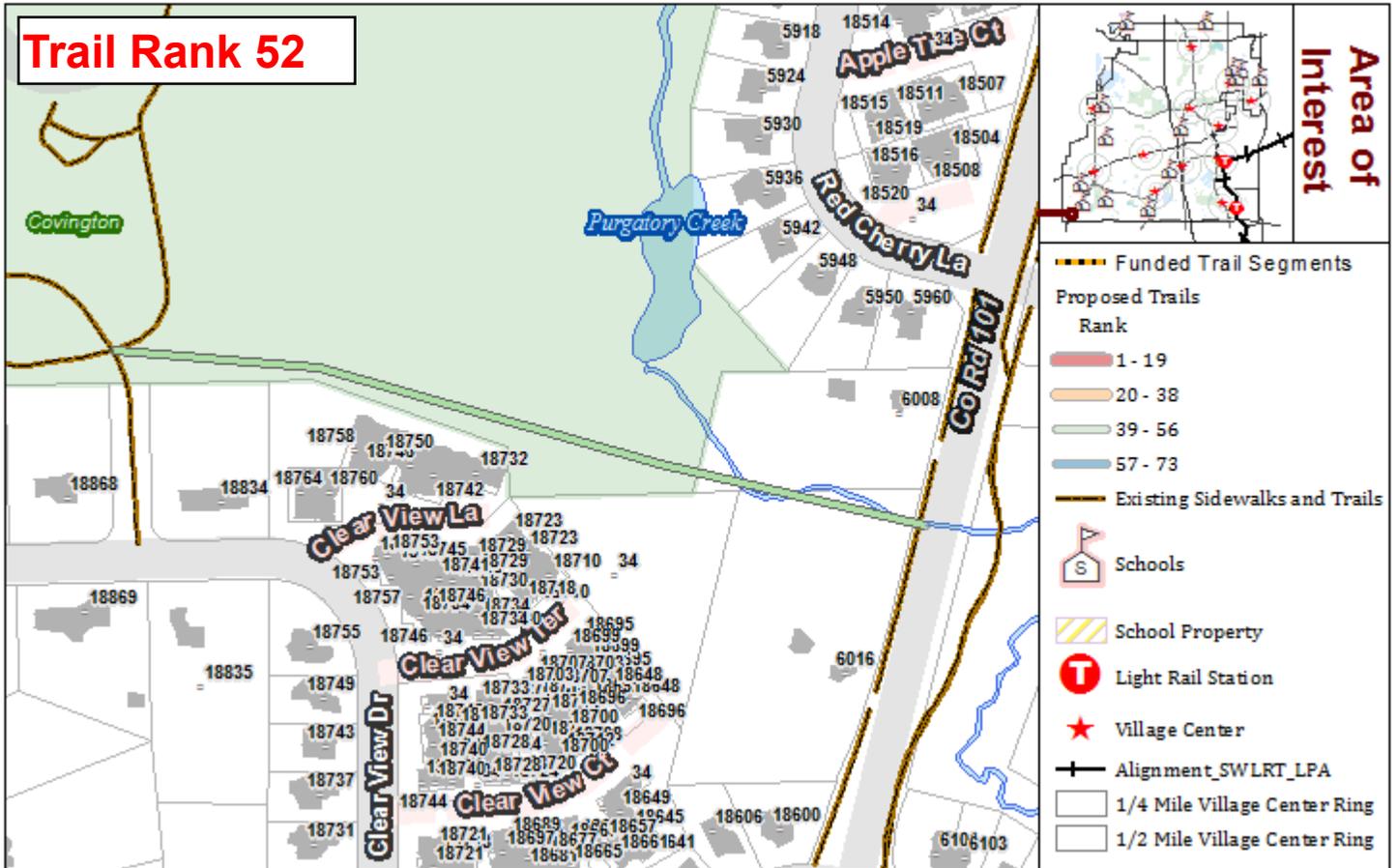
# Lake St Ext - Williston Rd to Spring Lake Rd



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.4	Y	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	3,679

Est Cost with Road Project (by LF): \$257,505  
 Est Cost Independent Project (by LF): \$919,662

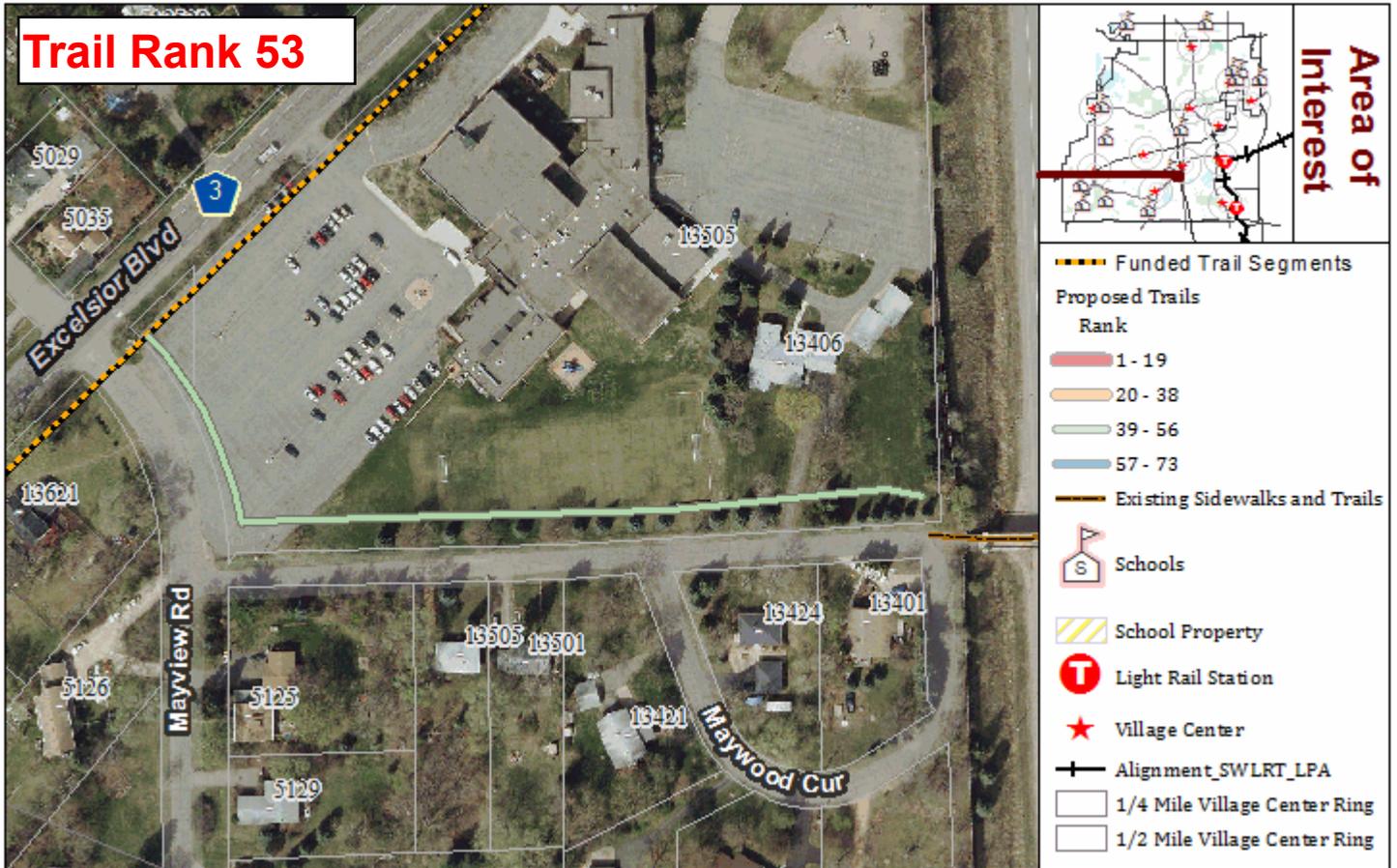
# Covington Park east side connection to CR 101



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,358
2.3	N	Y	N	Y	Y	Y	N	N	N	N	N	N	N	N	N	1,358

Est Cost with Road Project (by LF): \$72,933  
 Est Cost Independent Project (by LF): \$260,473

# NTC - Maywood La from I-494 crossing to CR 3

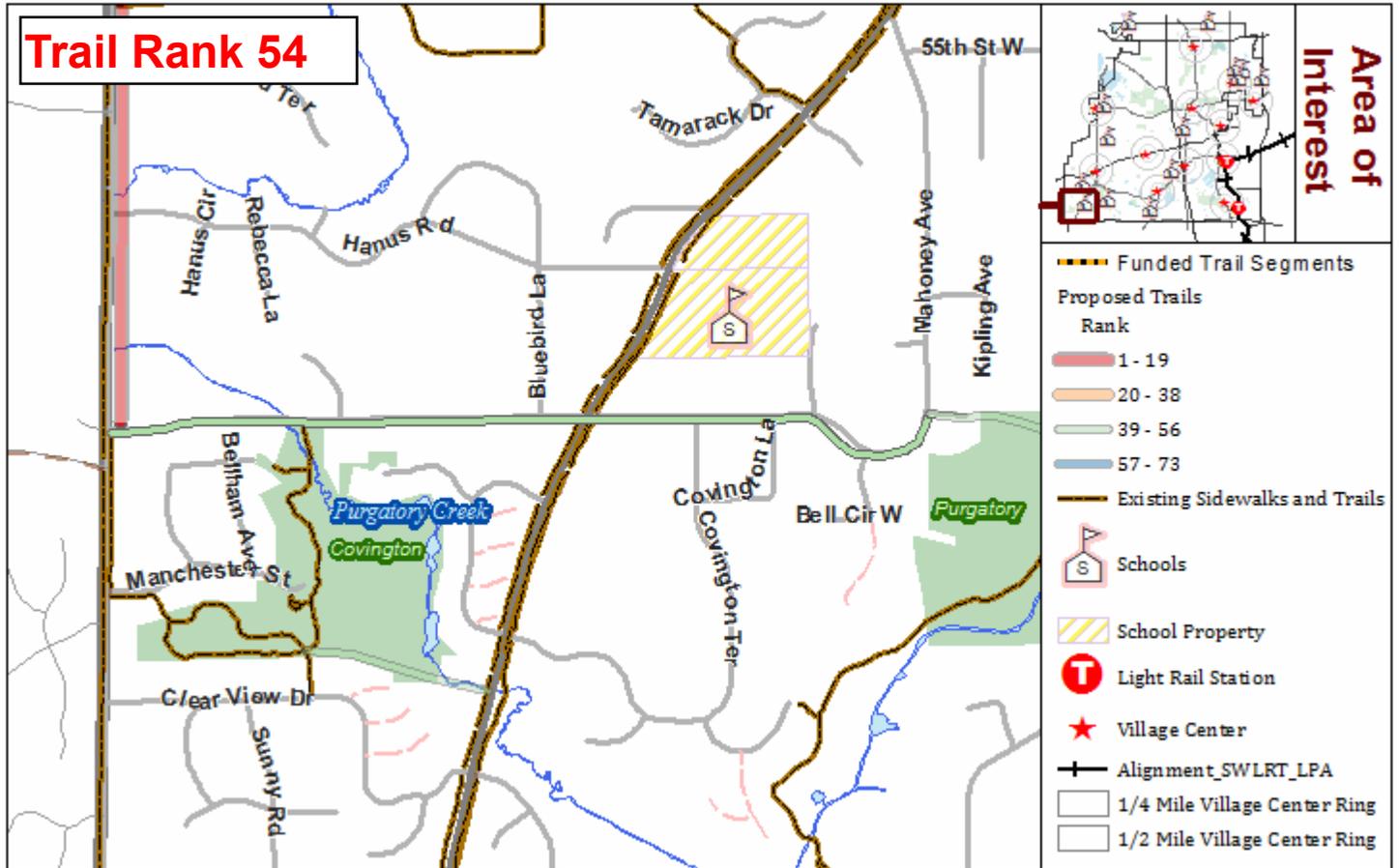


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.3	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	875
	Y	N	Y	Y	Y	N	N	N	*	N	N	N	Y	N	N	

Est Cost with Road Project (by LF): \$61,266  
 Est Cost Independent Project (by LF): \$218,807

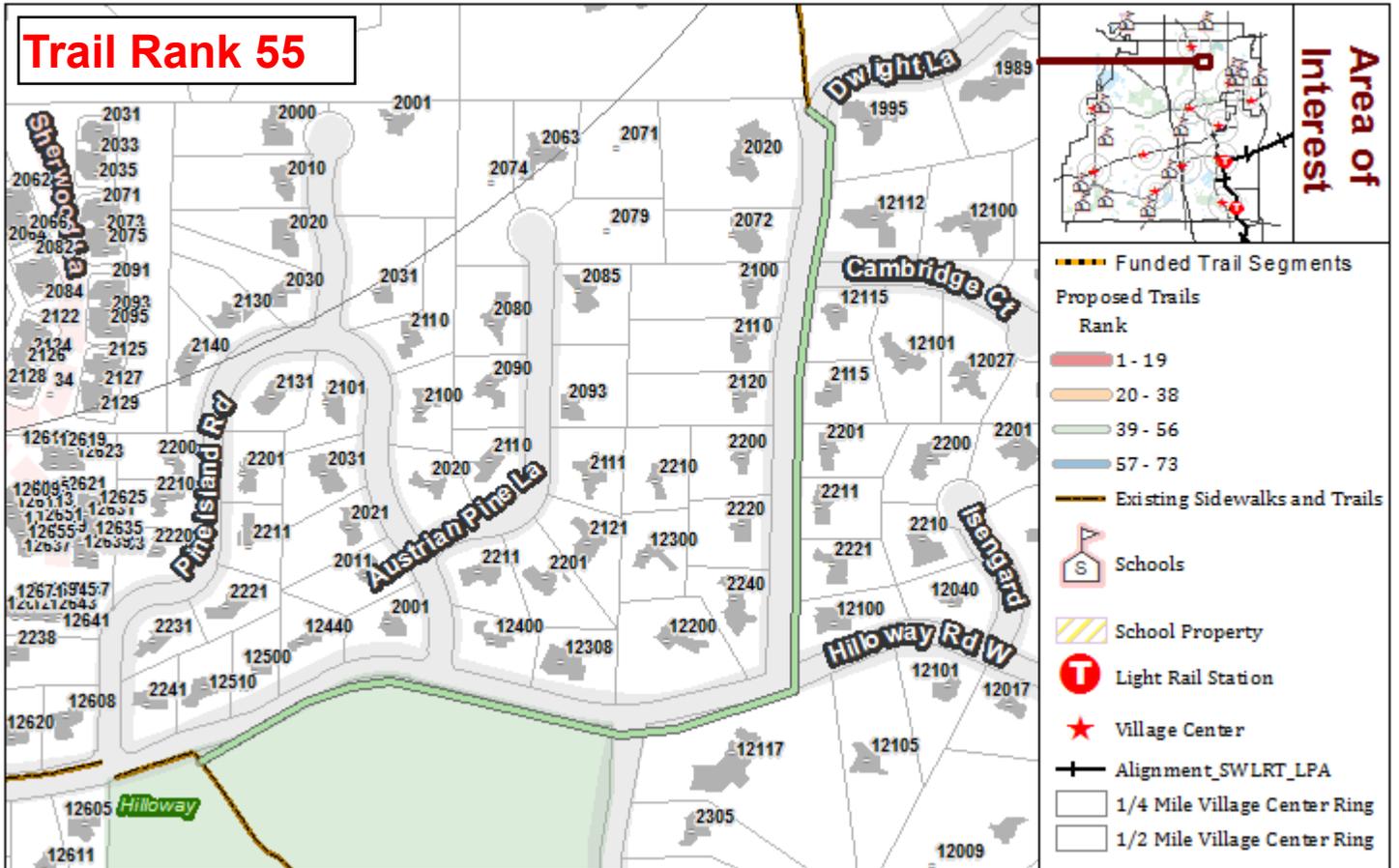
# Covington Rd - Vine Hill Rd to Mahoney Ave



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.2	N	N	N	N	Y	N	Y	N	*	N	N	N	Y	N	N	4,729

Est Cost with Road Project (by LF): \$331,028  
 Est Cost Independent Project (by LF): \$1,182,242

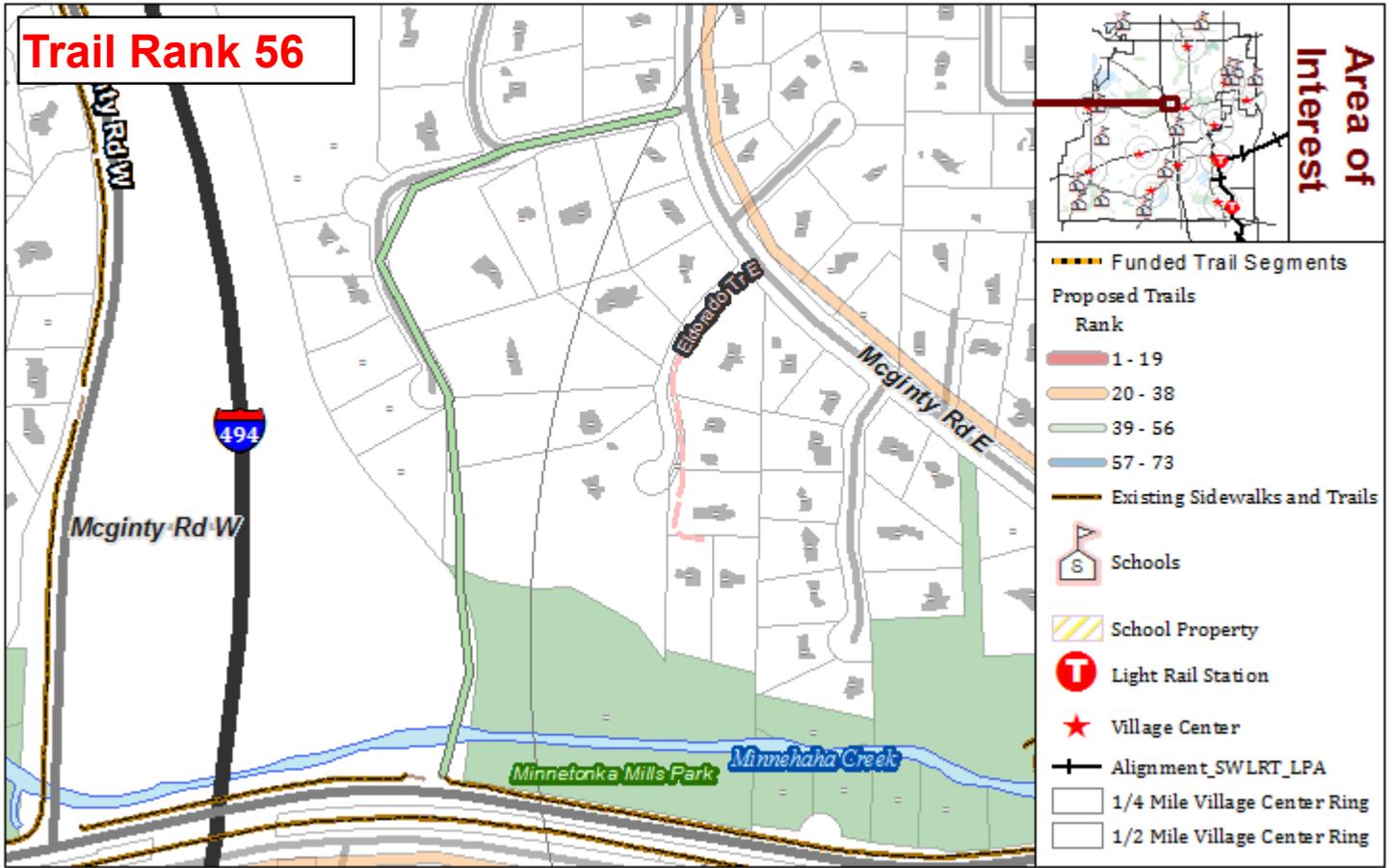
# Hilloway Park to YMCA La



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,492
2.1	N	N	Y	N	Y	Y	N	N	N	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$174,453  
 Est Cost Independent Project (by LF): \$623,046

# East side of I-494 - CR 5 to Wentworth Tr

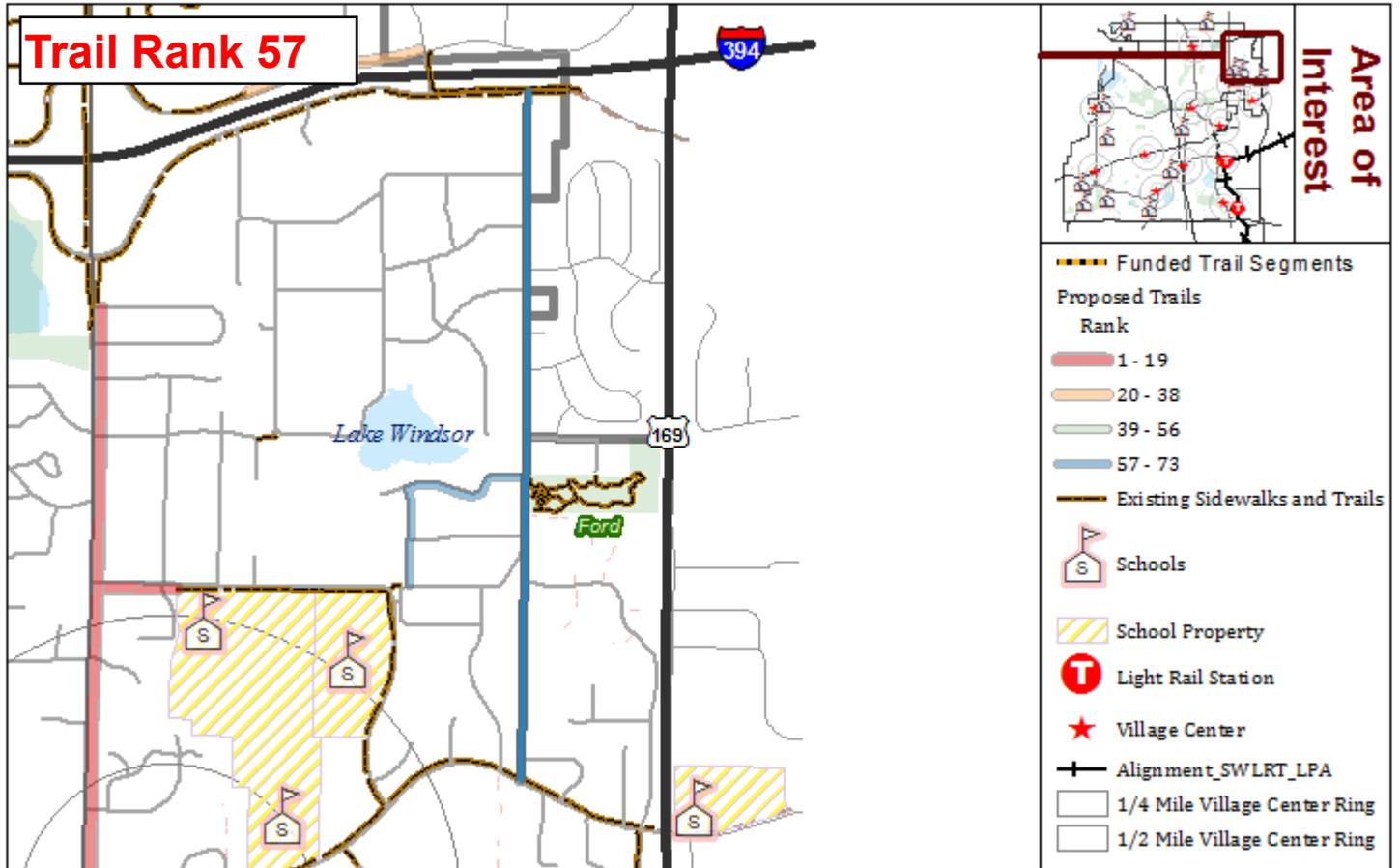


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.1	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,081
	N	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$145,648  
 Est Cost Independent Project (by LF): \$520,170

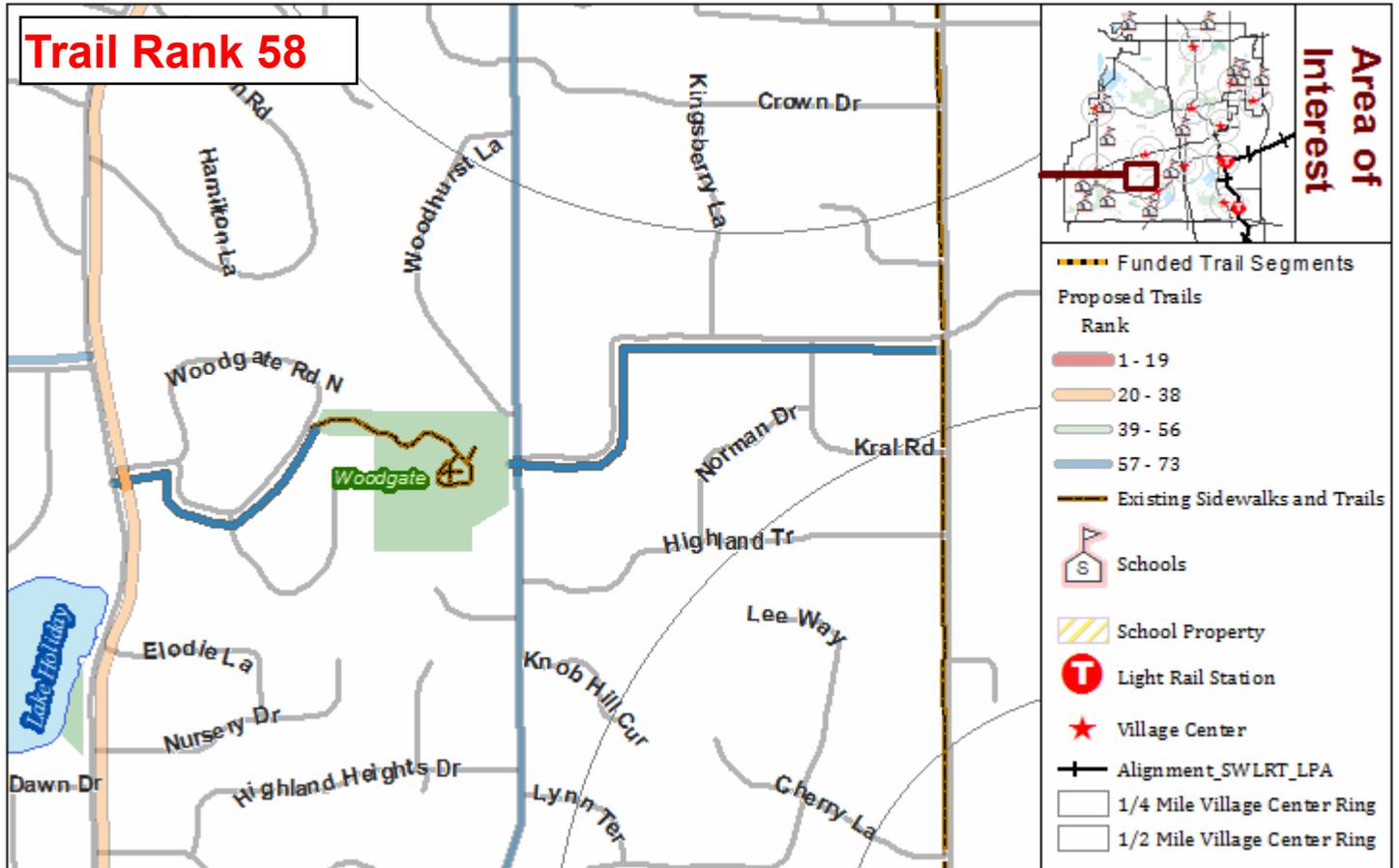
# Ford Rd - All



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.0	N	N	N	N	N	N	N	Y	Y	N	N	N	N	N	N	6,181

Est Cost with Road Project (by LF): \$432,664  
 Est Cost Independent Project (by LF): \$1,545,230

# Woodland Rd to Williston Rd - Through Woodgate Park

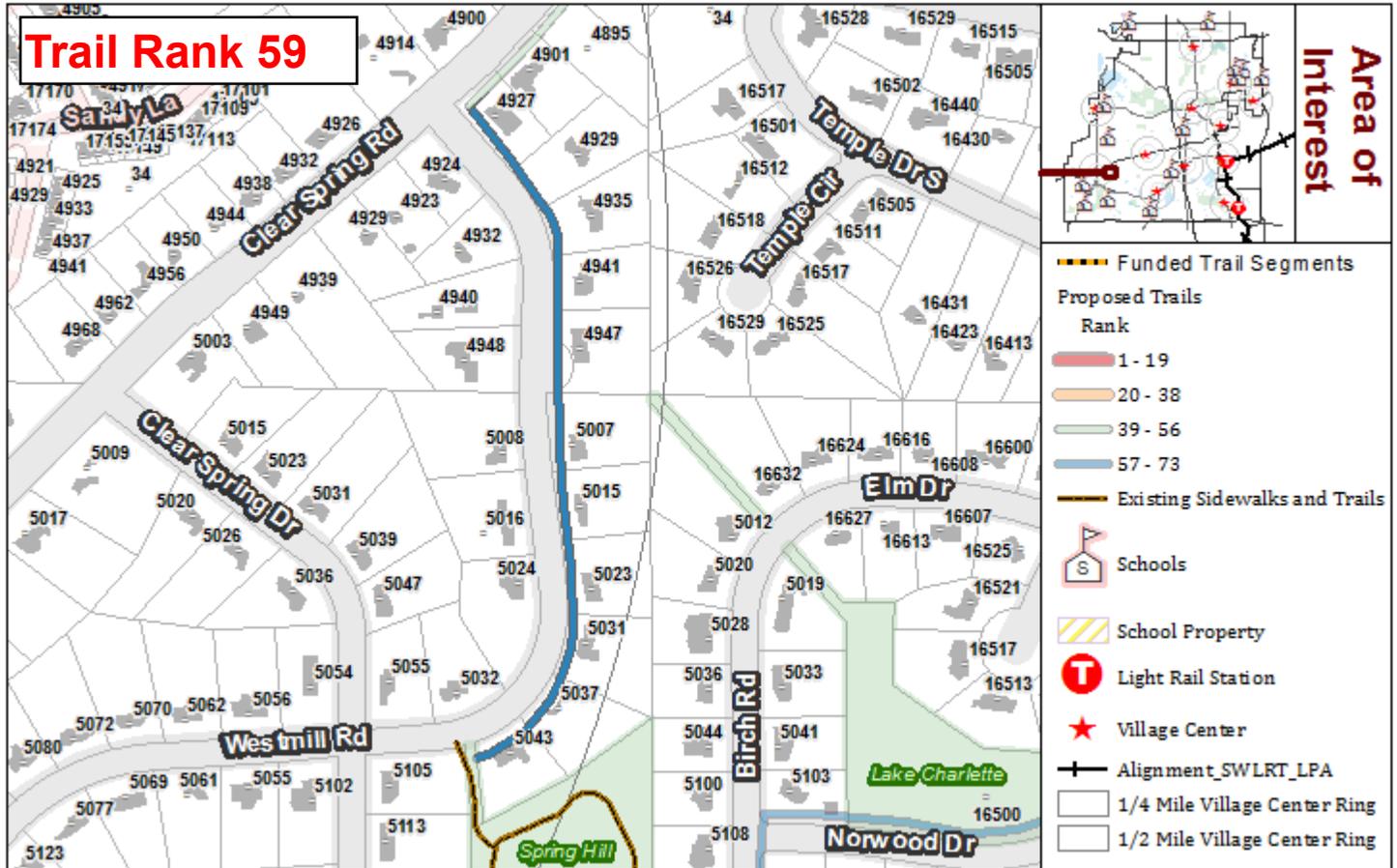


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	3,751

Est Cost with Road Project (by LF): \$262,540  
 Est Cost Independent Project (by LF): \$937,644

# Westmill Rd - Spring Hill Park to Clear Spring Rd

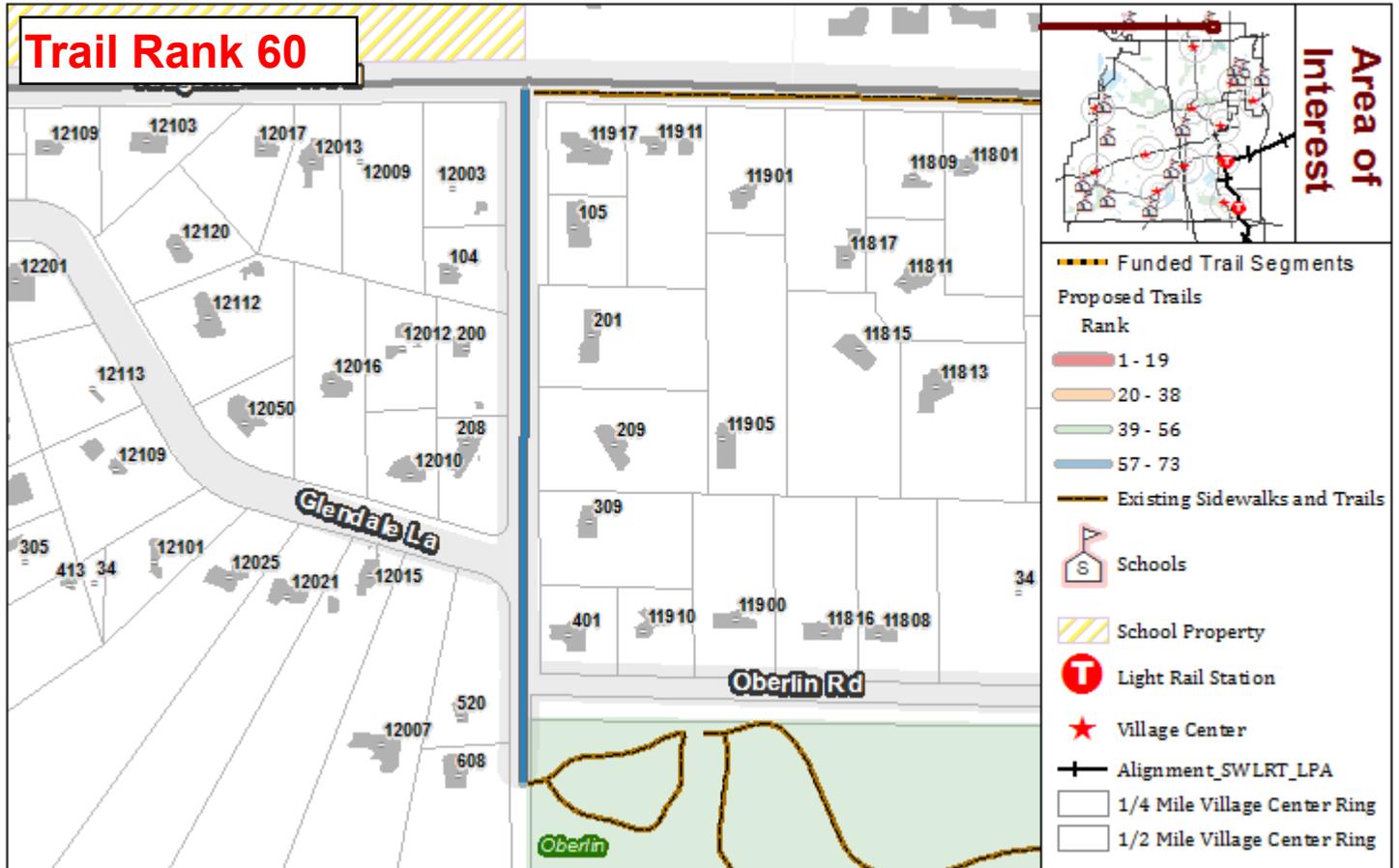


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	1,350

Est Cost with Road Project (by LF): \$94,519  
 Est Cost Independent Project (by LF): \$337,569

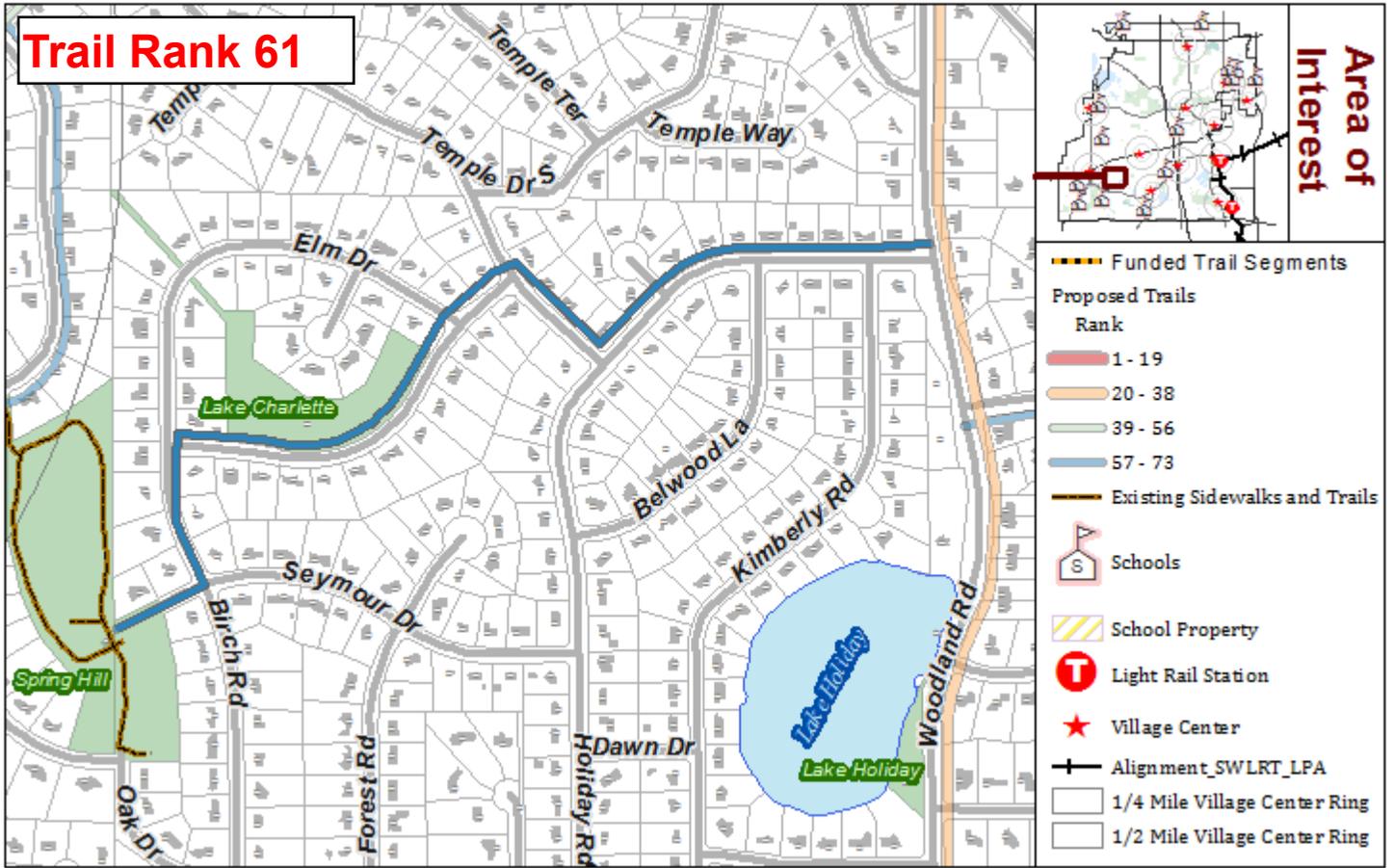
# Oberlin Park along Park Ave to Ridgemount Ave



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,117
1.9	Y	N	Y	N	Y	N	N	N	*	N	N	N	Y	N	N	

Est Cost with Road Project (by LF): \$78,201  
 Est Cost Independent Project (by LF): \$279,289

# Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park

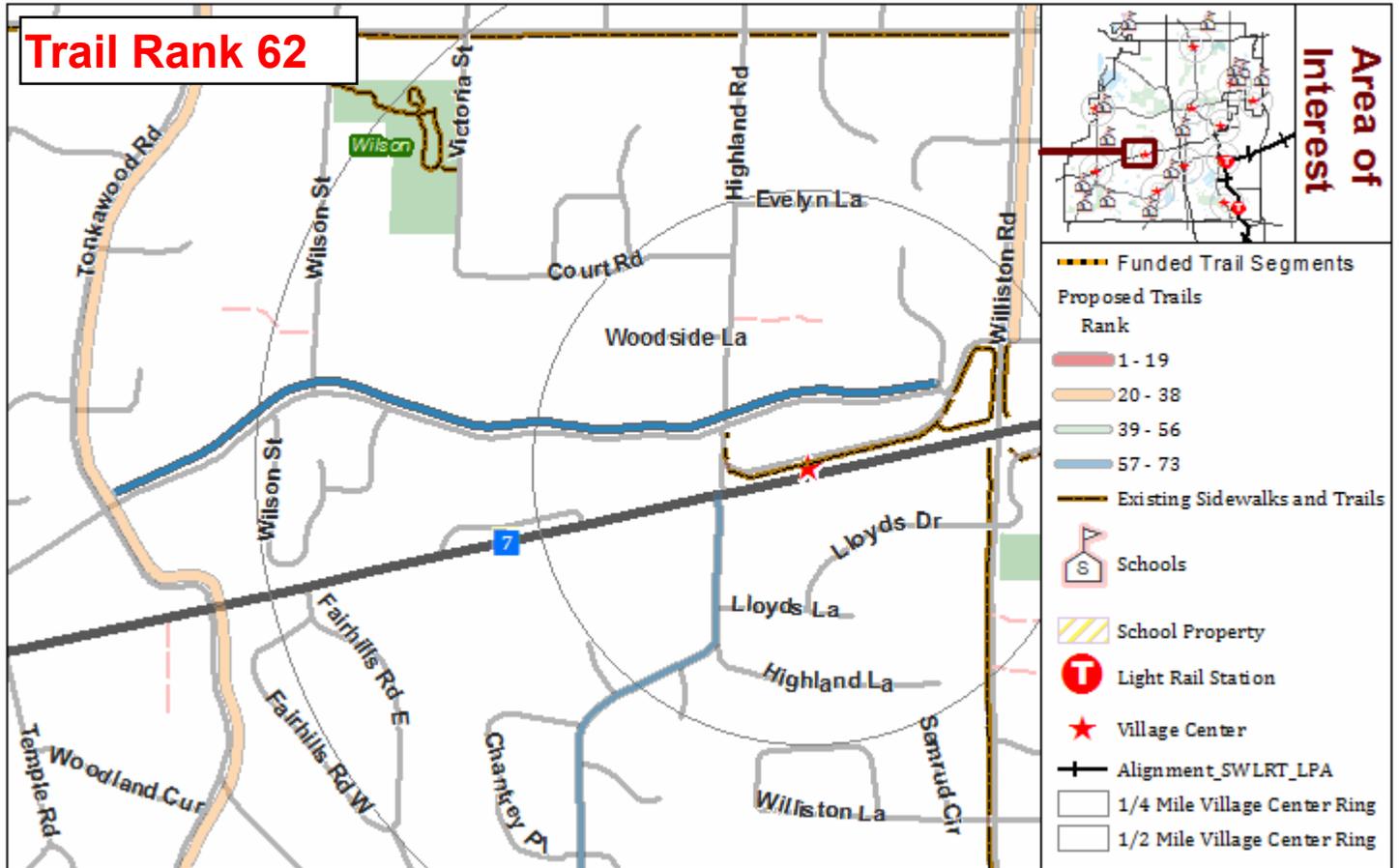


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,092
	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$258,987  
 Est Cost Independent Project (by LF): \$924,952

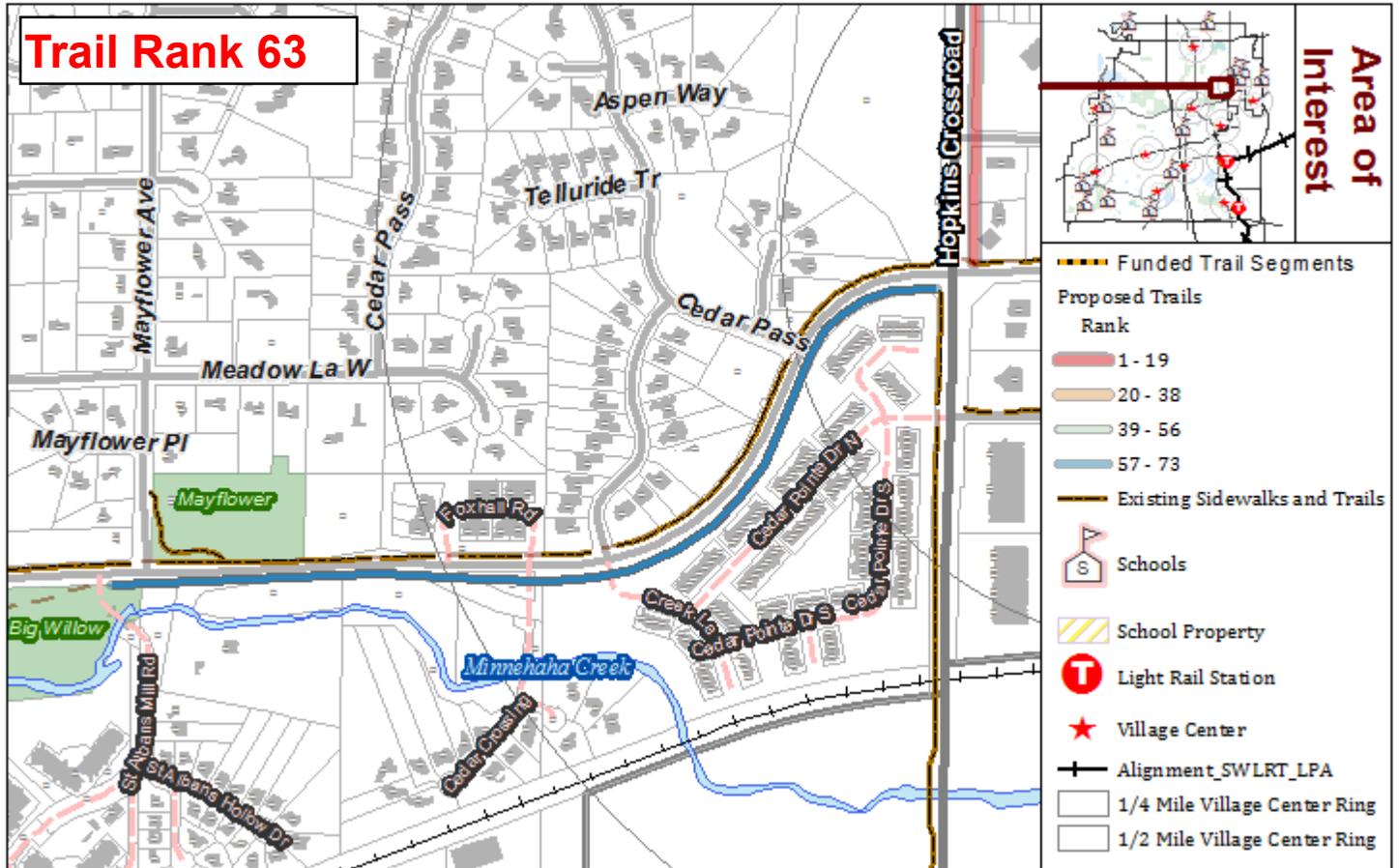
# Highwood Dr - Williston Rd to Tonkawood Rd



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	4,129

Est Cost with Road Project (by LF): \$289,021  
 Est Cost Independent Project (by LF): \$1,032,216

# Cedar Lake Rd - Big Willow to CR 73

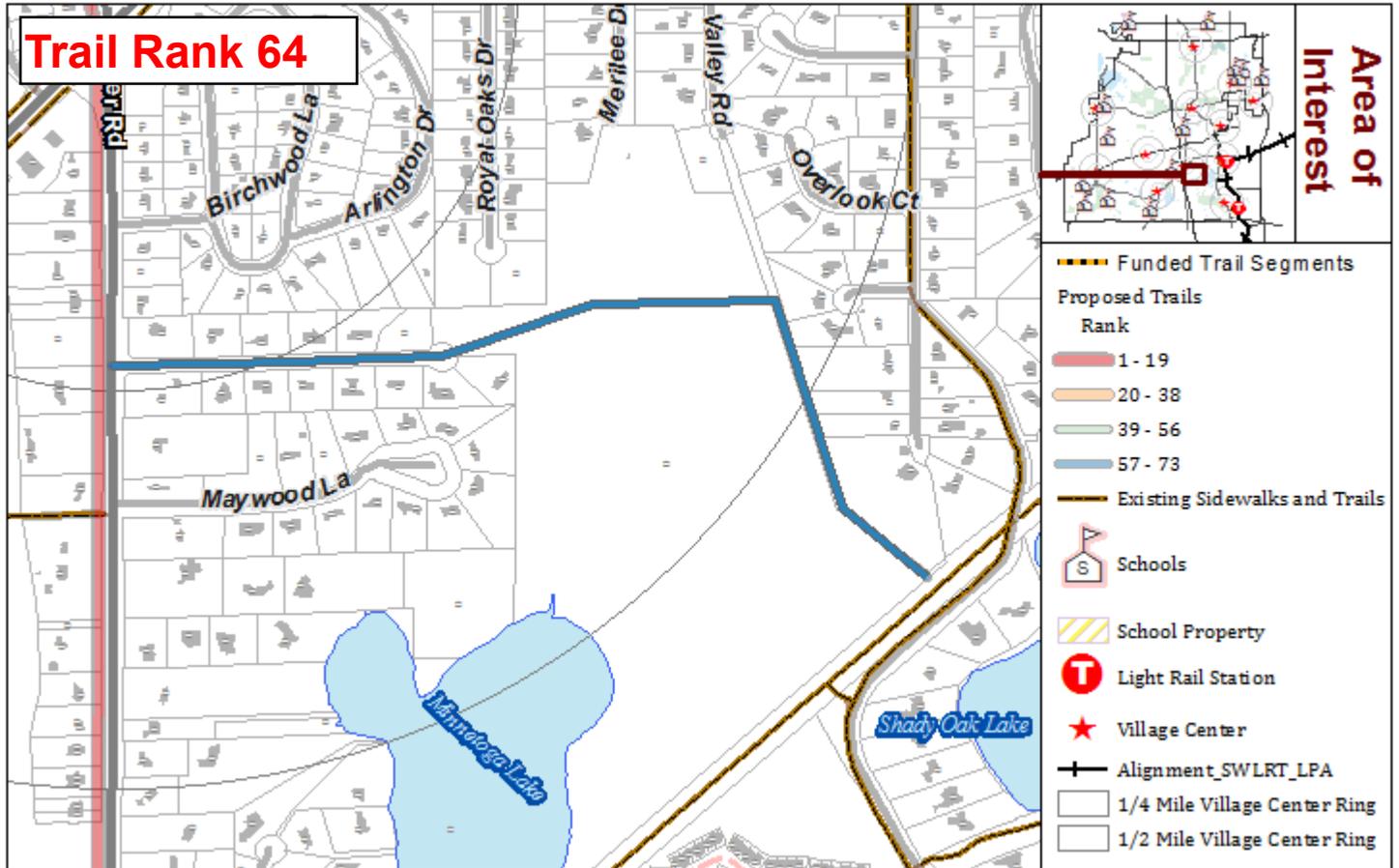


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,162
	Y	N	Y	N	Y	N	N	N	*	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$221,310  
 Est Cost Independent Project (by LF): \$790,394

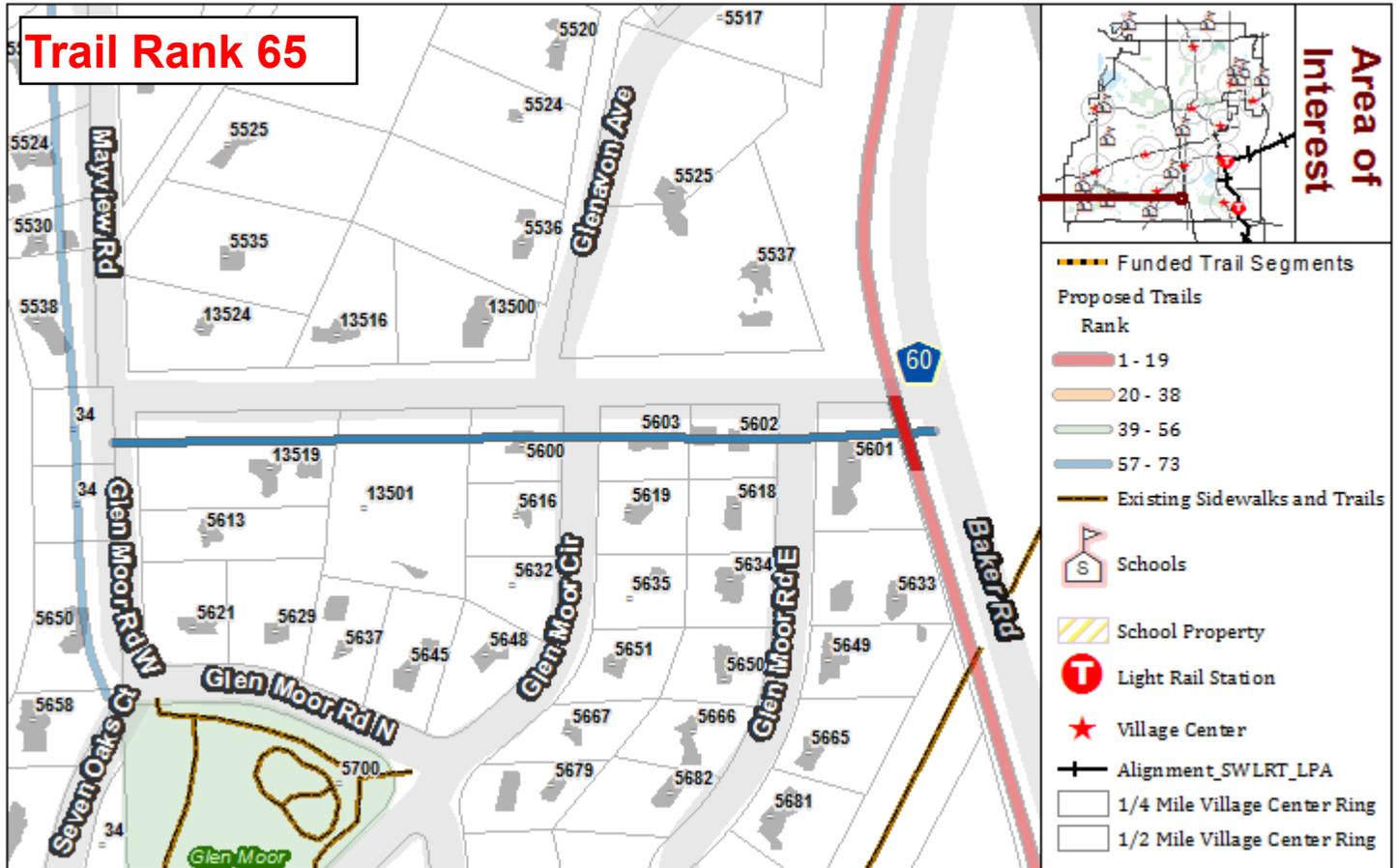
# Jane La - Baker Rd to County Trail (Dominick Dr)



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
1.8	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,304
	N	N	N	Y	Y	Y	N	N	N	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$231,280  
 Est Cost Independent Project (by LF): \$826,000

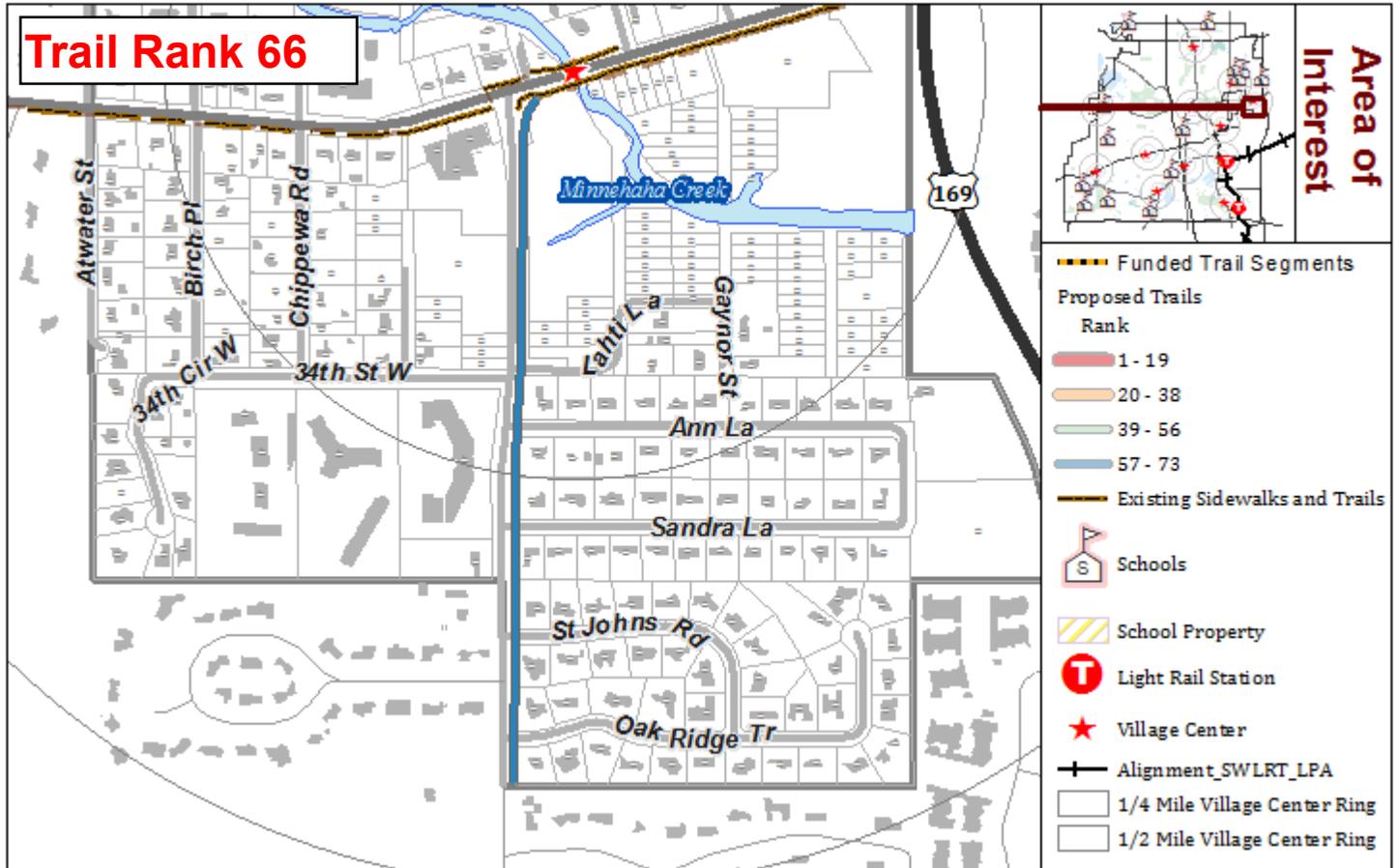
# South St - Mayview Rd to CR 60



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
1.5	N	N	Y	N	N	N	Y	N	*	N	N	N	N	N	N	1,104

Est Cost with Road Project (by LF): \$77,268  
 Est Cost Independent Project (by LF): \$275,958

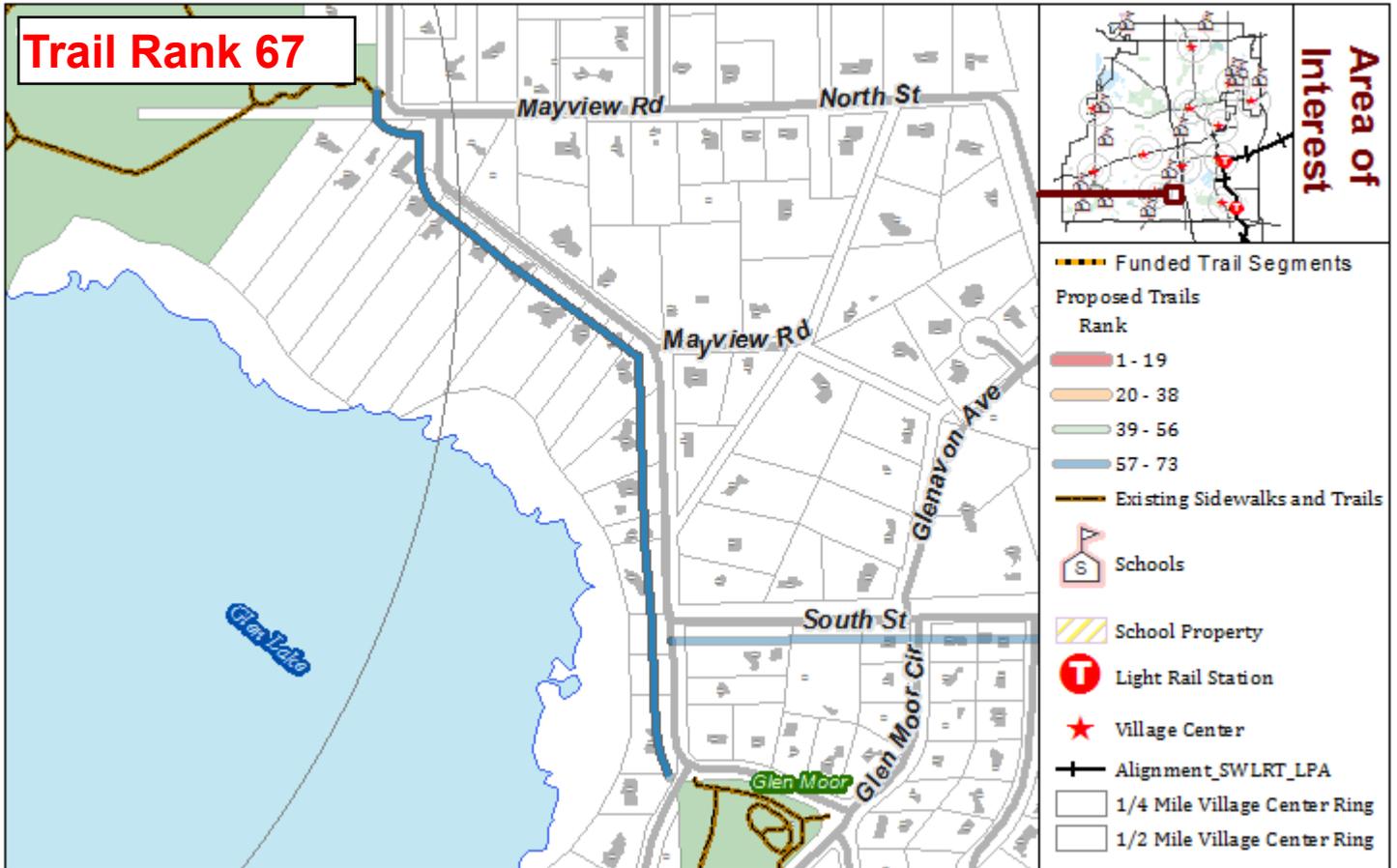
# Oak Ridge Rd - CR 5 to Hopkins city limits



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
1.5	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,218
	Y	N	Y	N	N	N	N	N	*	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$155,257  
 Est Cost Independent Project (by LF): \$554,488

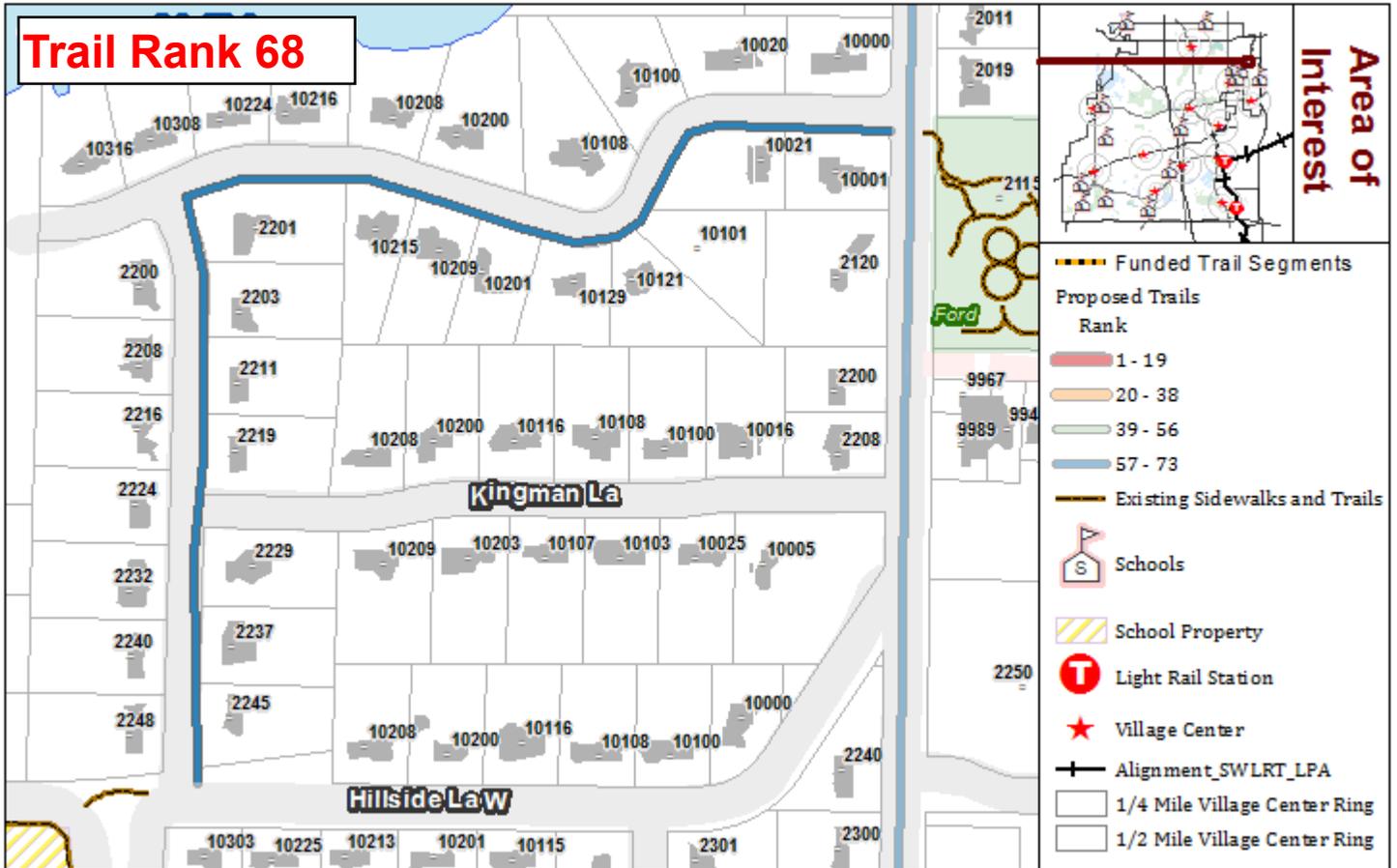
# Kinsel Rd/Mayview Rd - CR 3 to Glen Moor Park



Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.5	N	N	Y	N	N	N	Y	N	*	N	N	N	N	N	N	2,106

Est Cost with Road Project (by LF): \$147,432  
 Est Cost Independent Project (by LF): \$526,544

# Ford Park to Lindbergh Dr

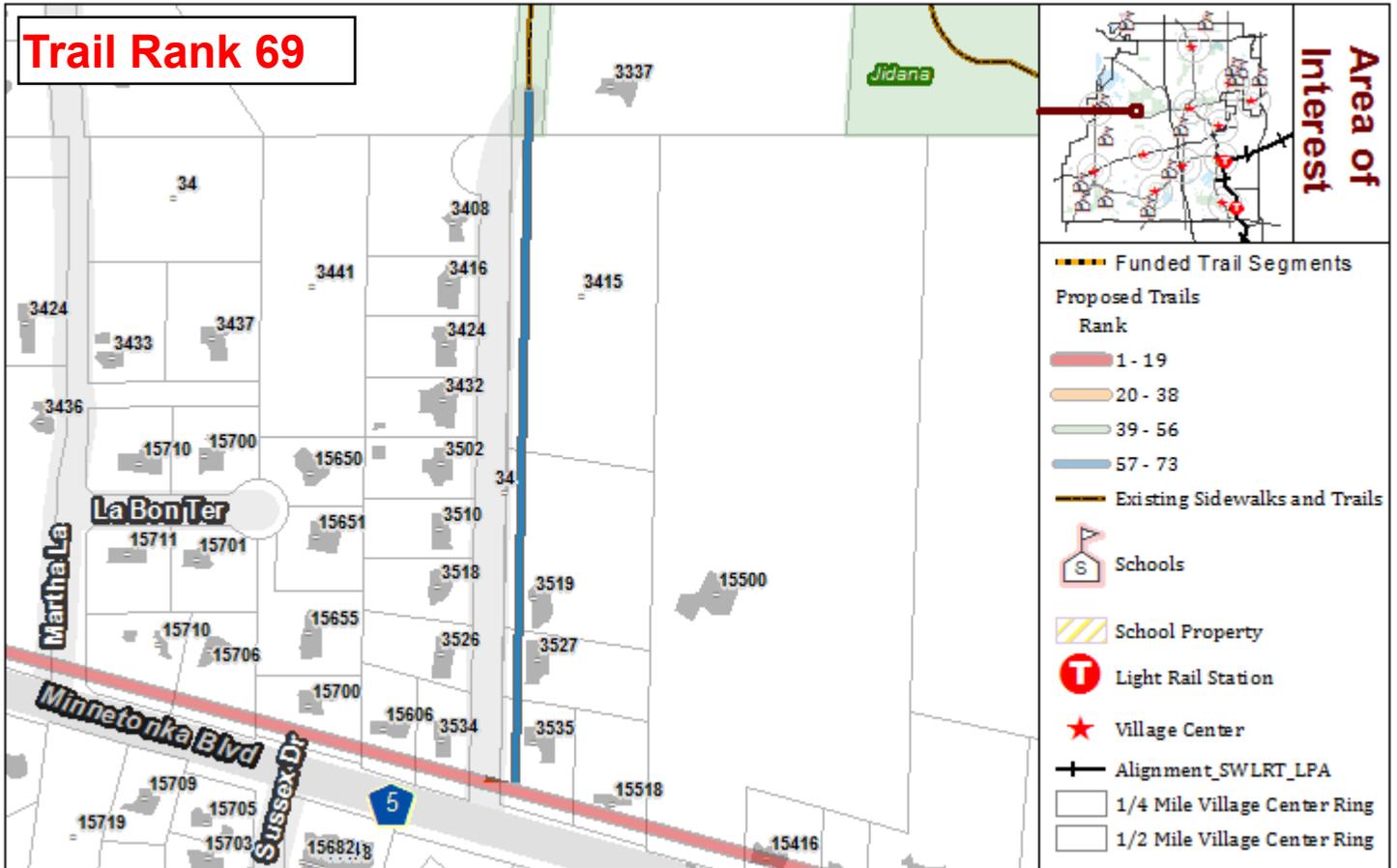


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	
5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,992
1.5	Y	N	Y	N	N	N	N	*	N	N	N	Y	N	N	

Est Cost with Road Project (by LF): \$139,418  
 Est Cost Independent Project (by LF): \$497,923

# Jidana La - CR 5 to Jidana Park

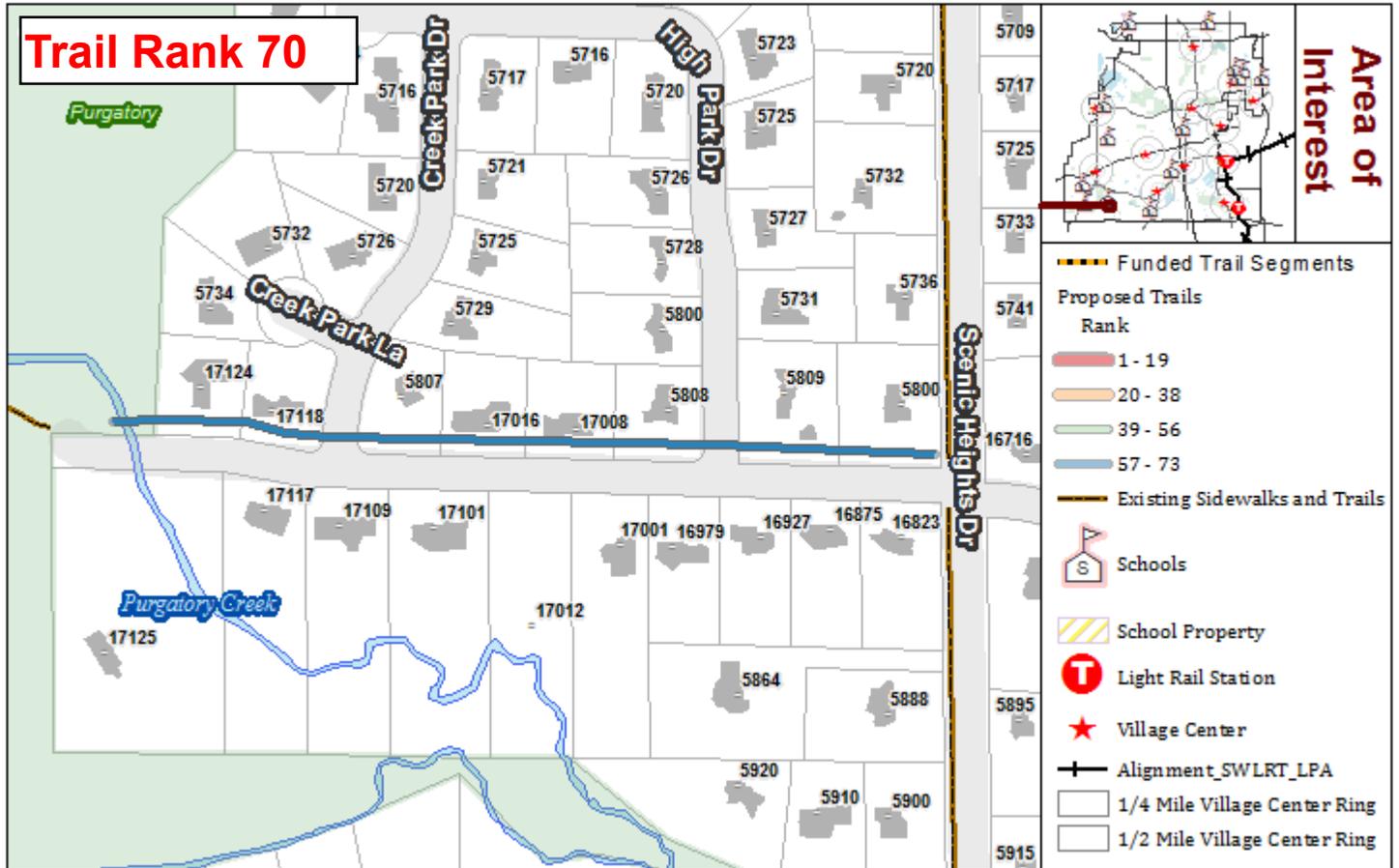


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.3	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,140
	Y	N	N	Y	Y	N	N	N	N	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$79,825  
 Est Cost Independent Project (by LF): \$285,089

# Stodola Rd - Purgatory Park to Scenic Heights Dr

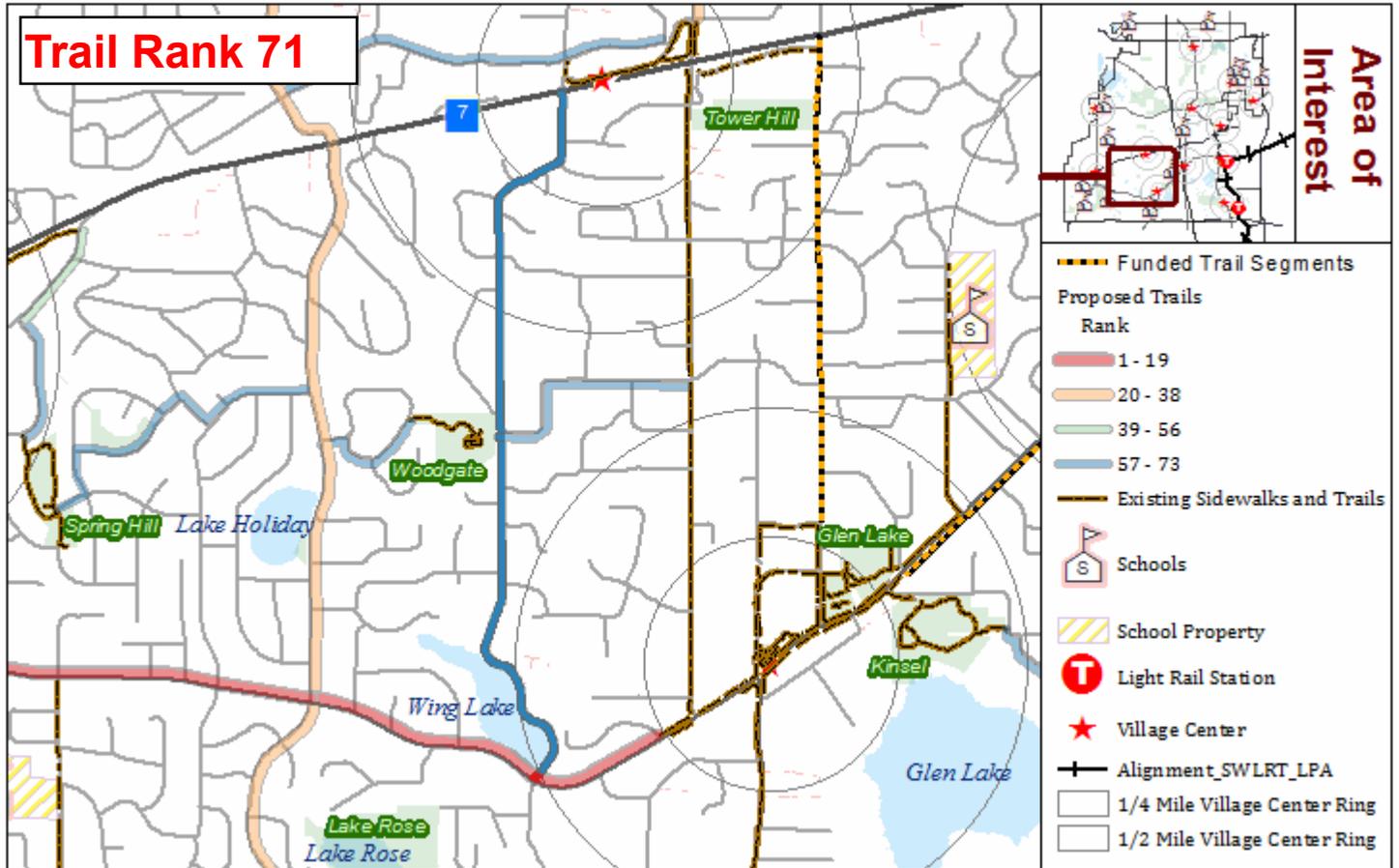


## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,194
	Y	N	Y	N	N	N	N	N	Y	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$83,593  
 Est Cost Independent Project (by LF): \$298,548

# Highland Rd - Excelsior Blvd to Hwy 7



<b>Considerations</b>																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.0	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	7,930

Est Cost with Road Project (by LF): \$555,069  
 Est Cost Independent Project (by LF): \$1,982,388

## Trail Improvement Plan

---



minnetonka

## Minnetonka Trails

---

- Historical Trail Development
- Trail Planning
- Costs and Funding



Hennepin County unpaved bicycle trail on the south side of Minnetonka Blvd, - 1900

minnetonka

## Existing Trail and Sidewalk Network

- Citywide Inventory: 95 Miles
  - Concrete Sidewalks: 27 Miles
  - Paved Trails: 48 Miles
  - Gravel Trails: 20 Miles
- Winter Maintenance (including regional trails): 81 Miles
  - Concrete Sidewalks: 25 Miles
  - Paved Trails: 40 Miles
  - Gravel Trails: 16 Miles



minnetonka

## Trail and Sidewalk System History

- Trail and Sidewalk System History
  - Existing Trail and Sidewalk System:
    - Off-road trails (paved and gravel)
    - Trails and sidewalks adjacent to roadways
    - On-road pedestrian-bicycle lanes
- First trail segment: 1971
  - Lake Street Extension
  - Led by Trails for Tonka



minnetonka

## Trail and Sidewalk System History

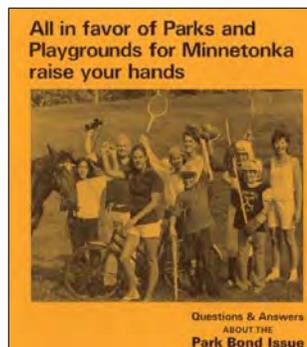
- 1972 - \$2.5 Million Park Referendum
  - Included \$134,000 for trail development
- 1975 – Published Trails Guide Plan
- 1976 – Citywide Ped-Bike System established
  - Shifted lanes to provide a striped shoulder on selected roads
- 1981 – Ped-Bike system revised
  - Provided space on both sides of the road to comply with state law



minnetonka

## Trail and Sidewalk System History

- Loop Trail System
  - Planning began in 1973 to connect Civic Center, Big Willow, Hilloway, and Meadow Parks.



minnetonka

# Trail and Sidewalk System History

- Loop Trail Corridor System (LTS)
  - Mid 1980's: planning began for citywide off-road trail system
  - Goal to create a system to connect the 5 community parks (Civic Center, Meadow, Big Willow, Lone Lake, Purgatory)
  - First segment completed in 1989



minnetonka



# Trail and Sidewalk System History

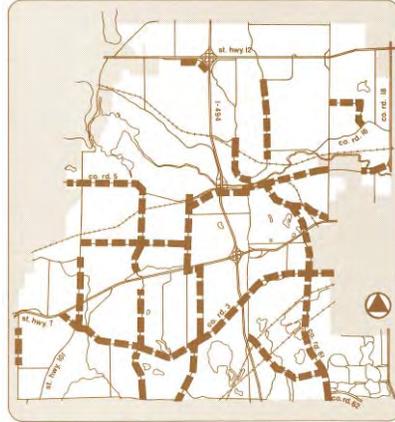
1976 Trail Map



minnetonka

# Trail and Sidewalk System History

1978 Trail Map



minnetonka

# Trail and Sidewalk System History

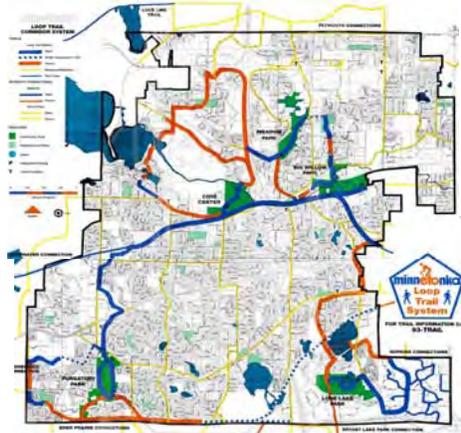
1988 Loop Trail System



minnetonka

# Trail and Sidewalk System History

## 1993 Loop Trail System



minnetonka

# Trail and Sidewalk System History

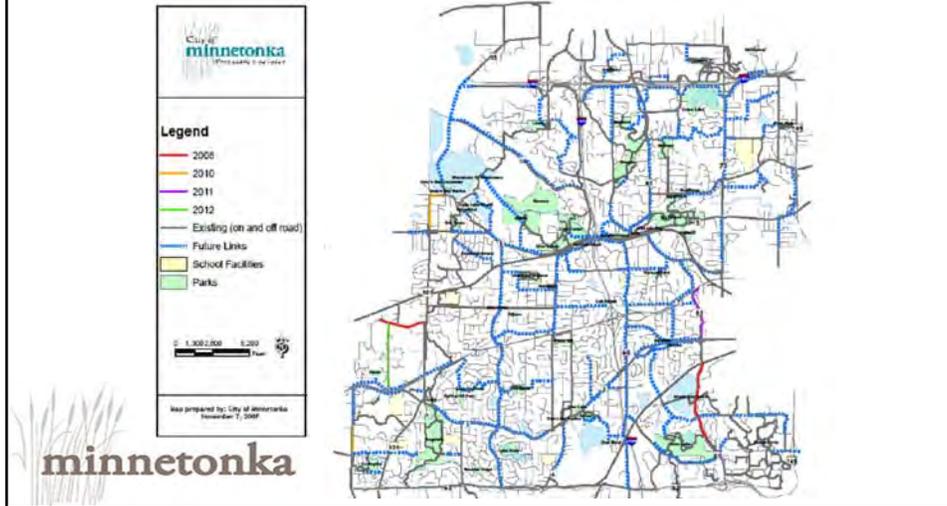
## 1995 Loop Trail System



minnetonka

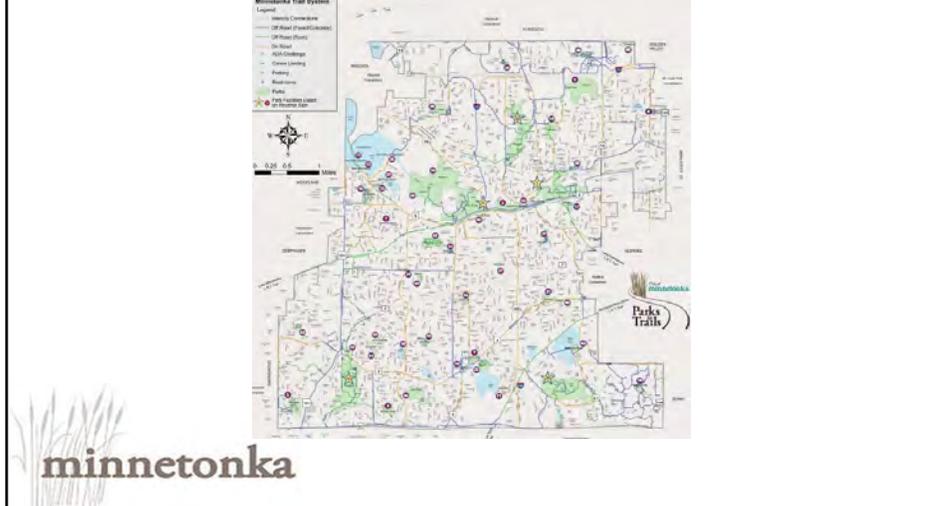
# Trail and Sidewalk System History

## 2007 Missing Trail Links



# Trail and Sidewalk System History

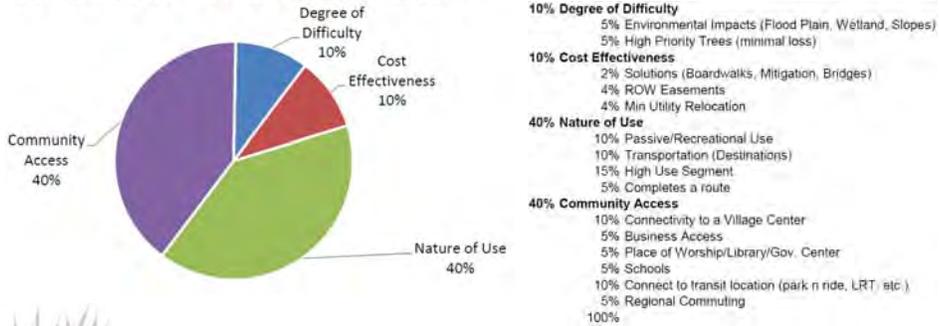
## 2012 Missing Trail Links



# Missing Link Prioritization

Established 2009  
Updated 2012 & 2016

## Guidelines for Trail Link Prioritization



minnetonka

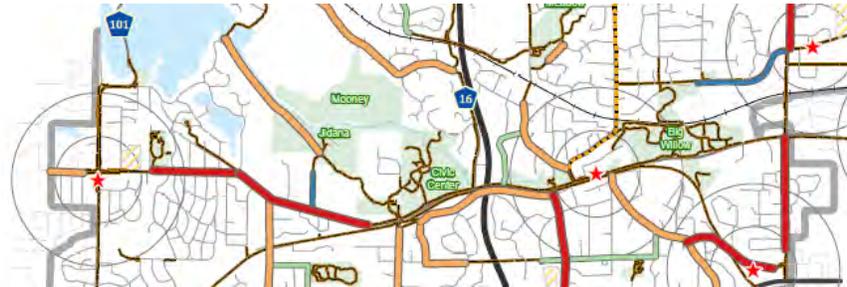
# Current Missing Trail Links

## Unfunded Trail Segments by Priority Ranking



minnetonka

# Current Missing Trail Links



Unfunded Length: 44.6 miles  
 Highest priority trails are concentrated along county roads

minnetonka

# Estimated Cost

Priority Rank	Priority Score (1=High, 1=Low)	Unscheduled and Unfunded Trail Segments (all costs 2017 dollars)	Length (miles)	Est Cost w Road Project (by LF)	Est Cost w Road Project Cumulative Cost	Est Cost Independently (by LF)	Est Cost Independently Cumulative Cost
			44.6				
1	7.0	CR 60 - CR 3 to CR 62	1.7	\$624,387	\$624,387	\$2,229,953	\$2,229,953
2	7.0	CR 60 - CR 3 to CR 5	1.7	\$622,604	\$1,246,990	\$2,223,584	\$4,453,537
3	6.5	Ridgedale Dr - White Birch Rd to Target	0.6	\$227,721	\$1,474,711	\$813,289	\$5,266,826
4	6.2	CR 5 - The Marsh to Fairchild Lane	0.8	\$300,663	\$1,775,374	\$1,073,796	\$6,340,622
•							
68	1.5	Ford Park to Lindbergh Dr	0.4	\$139,418	\$16,408,706	\$497,923	\$58,602,523
69	1.3	Jidana La - CR 5 to Jidana Park	0.2	\$79,825	\$16,488,531	\$285,089	\$58,887,612
70	1.2	Stodola Rd - Purgatory Park to Scenic Heights Dr	0.2	\$83,593	\$16,572,125	\$298,548	\$59,186,160
71	1.0	Highland Rd - Excelsior Blvd to Hwy 7	1.5	\$555,069	\$17,127,193	\$1,982,388	\$61,168,547

Currently Unfunded: \$16,479,000 to \$58,850,000

minnetonka

# Top 10 Missing Trail Links

**Top Ten Trail Segments**

**Proposed Trails**

**Rank**

- 1 - 3
- 4 - 6
- 7 - 8
- 9 - 10

**Funded Trail Segments**

**Existing Sidewalks and Trails**

**School Property**

**Village Center**

**Light Rail Station**

**1/4 Mile Village Center Ring**

**1/2 Mile Village Center Ring**



minnetonka

# Funding

- Capital Improvement Plan
  - Trail construction with road projects
  - Trail construction without road projects
- Grants (County, Safe Routes to School, DNR, etc.)
- Partnerships

**Project Category:** Parks, Trails and Open Space

**Project Title:** Trail Improvement Plan

**Total Estimated Cost:** \$6,025,000 Total Cost

	Description	Funding	Length in Miles	Estimated PTF Cost	Estimated Total Cost
2018	Woodhill Road – Atrium Way to Hwy 7	Srt Improv	1.1	\$0	TBD
	Trail wayfinding and navigation signage	PTF	na	\$25,000	\$25,000
	Plymouth Rd (CR 61) – Amy Lane to Hilloway Road	PTF/HC	0.2	\$100,000	\$200,000*
2019	Plymouth Rd (CR 61) – Minnetonka Blvd to Amy Lane	PTF/Other	1.4	\$1,600,000	\$2,100,000*
	Smetana Rd – Westbrooke Way to Sanibel Dr	PTF	0.9	\$150,000	\$150,000
2020	Parkers Lake Rd - Twelve Oaks Dr to Plymouth limits	PTF	0.5	\$150,000	TBD
	Feasibility Study CR 3 – Glenview to Shady Oak/CR 61	PTF		\$50,000	\$50,000
2021	Excelsior Blvd (CR 3) – Glenview to Caribou (IHM)	PTF	0.6	\$2,100,000	\$2,100,000
2022	Excelsior Blvd (CR 3) – Baker to Shady Oak/CR 61	Unfunded	1.1	\$1,250,000	\$1,250,000

minnetonka

# Priority Ranking Calculation

## CR 60 – CR 3 to CR 62

Below is a clip from the table showing which considerations apply to this future trail segment.

Priority Rank	Priority Score (10=High 1=Low)	Unscheduled and Unfunded Trail Segments (all costs 2017 dollars)	Considerations														
			Difficulty		Effectiveness			Nature of Use			Community Access						
			Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting
1	7.0	CR 60 - CR 3 to CR 62	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%

Below is the calculation to determine the Priority Score.

- 10% Transportation
  - 15% High Use Segment
  - 5% Completeness of Route
  - 10% Village Center
  - 5% Business Access
  - 5% Library/Government Center
  - 5% School Access
  - 10% Connect to Transit Location
  - + 5% Regional Commuting
- 
- 70% or  
Priority Ranking 7.0

## **City Council Study Session Item #3 Meeting of January 11, 2016**

**Brief Description:** Trail Development and Maintenance Discussion

### **Background**

At the November 16, 2015 city council budget review, staff noted a study session would be scheduled in January to discuss a variety of topics associated with the city's trails and sidewalks. Items to be discussed at this meeting include a brief historical summary, trail planning and funding, seasonal maintenance practices, and future maintenance related to transit including bus stops and LRT station areas. This discussion will assist in the development of the 2017-2021 CIP and the 2017 operating budget.

### **Historical Trail and Sidewalk Development**

In the 1970s the development of trails and sidewalks began with the support of the resident-based volunteer group *Trails for Tonka*, which built the first trail in Minnetonka along Lake Street Extension. In 1972, a \$2.5 million park referendum was passed to develop the city's park system and also included \$134,000 (equivalent to \$770,000 in 2015 dollars) designated for development of a Loop Trail System (LTS). The concept of the LTS was a priority for the community to serve areas surrounding and provide access to the five community parks: Civic Center, Big Willow, Meadow, Purgatory and Lone Lake.

Each of the loops was envisioned to have a trailhead with restrooms, water fountains and wayfinding maps displayed. Development of the early system moved quickly due to the ease of construction (which was often completed by city forces), the lack of strict environmental regulations, and the fact that the city owned a majority of the property needed for the segments. As time passed, construction became more difficult for a variety of reasons, but mainly construction costs and lack of publicly held right-of-way or trail easements.

In addition to the major LTS loops, the system also includes individual neighborhood park trails, loop trail connectors, neighborhood connections, and trails and sidewalks that are located adjacent to streets. Neighborhood park trails lie within individual parks and generally do not connect to the loop trail system. Neighborhood connections are links that connect residential areas to the LTS. As it stands today, the city maintains 95 miles of trails and sidewalks throughout the system.

### **Trail Planning and Funding**

Future additions to the trail system have been inventoried into segments for planning, funding, and inclusion in the CIP. Segments that rank higher in priority are considered for advancement through the CIP process as available funding arises. At the 2012 joint

city council/park board meeting, the group discussed and accepted revised criteria for prioritizing trail development, which have been used in preparation for each CIP since that time. These include: Community Access – 40%, Nature of Use – 30%, Cost Effectiveness – 20% and Degree of Difficulty – 10% (see attachment). Incorporating feedback provided at the joint session, the updated guidelines placed more emphasis on the added value the trail network brings to an area such as a new development, village center or a city street rehabilitation project.

The 2016 – 2020 CIP contains funding for construction of 4.8 miles of additional trails at a cost of \$745,000. Street construction that began in 2015 at two locations on CSAH 101 will add 2.6 miles of trail and will be completed this year. Below is the current funding schedule and attached is a listing of the unfunded trail segments.

Source of Project Funding	2016	2017	2018	2019	2020
Park and Trail Improvement Fund (PTF)	\$120,000	\$300,000	\$25,000	\$150,000	\$150,000
Hennepin County Funds (HC)*					
Community Investment Fund (Unfunded)					\$1,400,000
<b>Annual Trail Funding</b>	<b>\$120,000</b>	<b>\$300,000</b>	<b>\$25,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

Description	Funding	Length in Miles	Estimated City Cost	Estimated Cost
<b>2016</b> Civic Center east to McGinty Rd – Boardwalk	PTF	0.8	\$120,000	\$120,000
<b>2017</b> Plymouth Rd – Wayzata Blvd to Sherwood Pl Crosby Rd – Portico to Wayzata city limits Trail wayfinding and navigation signage	PTF OTHER PTF	1.1 0.5 na	\$275,000 \$0 \$25,000	\$275,000 TBD \$25,000
<b>2018</b> Woodhill Road – Atrium Way to Hwy 7 Trail wayfinding and navigation signage	OTHER PTF	1.1 na	\$0 \$25,000	TBD \$25,000
<b>2019</b> Smetana Rd - Westbrooke Way to Sanibel Dr	PTF	0.9	\$150,000	\$150,000
<b>2020</b> Parkers Lake Rd - Twelve Oaks Dr to Plymouth limits	PTF	0.5	\$150,000	\$150,000
<b>Scheduled/Unfunded Segments</b>	<b>Funding</b>	<b>Length in Miles</b>	<b>Estimated City Cost</b>	<b>Estimated Cost</b>
CR 60 – CR5 to CR3 (with Three Rivers/HC)	CIF	1.7	\$600,000	\$2,000,000
CR 60 – CR62 to CR3 (with Three Rivers/HC)	CIF	1.9	\$800,000	\$3,000,000

Based on recent comments by the city council, staff is exploring a new methodology to prioritize the construction schedule. The designated village centers would become the focus of connectivity, and higher priority would be given to segments within a certain radius of each center (see attachment).

This shift in philosophy would best reflect the needs of trail users by complementing the already-built recreational aspects of the system (e.g., access to parks, natural resource areas) with the bimodal transportation aspect (e.g., business access, commuting) to

advance the trail network. Segments that fall within the radius which presently have been unfunded awaiting unscheduled road reconstruction projects would move up in priority, although the cost could be significantly higher than if left for future buildout at the time of road reconstruction. Note that some of the segments on the 2016 – 2020 CIP schedule could likely move to an unfunded status, as they do not fall within the radius of a village center.

If this new methodology or a hybrid of the current and new is acceptable to council, the staff's recently reorganized internal Trails Team will begin work on reprioritization in time for the 2017 – 2021 CIP review in April. At that time, staff will present funding options for both less and more aggressive buildout schedules for consideration by the council. Alternatives may include raising the levy, either the general fund or HRA (assuming a nexus can be shown in the latter with housing and/or transit); bond referendum; gas franchise fee (commonly used in other metro cities for trails, sidewalks and roads); and incentives for developers.

### **DISCUSSION QUESTIONS**

- ***Does the city council agree with the proposed new methodology for buildout of the city's trail system (or a hybrid)?***
- ***Are there any specific trail segments the Trails Team should consider when preparing the CIP recommendations?***

### **Trail and Sidewalk Maintenance**

Upkeep of the 95-mile trail and sidewalk system is the responsibility of the public works department's park and trail division, with assistance from the street maintenance division. Tasks include surface maintenance and rehabilitation, trailside mowing, tree and brush trimming, refuse pickup, mutt-mitt dispenser service, trailhead janitorial (contracted), and snow and ice control, the largest annual maintenance activity that is performed.

#### Winter Maintenance

The activity that requires almost all of the resources of the public works department is roadway snow and ice control for a city-wide or full-scale plowing. Last year, the council adopted Policy Number 11.17, "Snow and Ice Control of Municipal Streets, Trails and Sidewalks" in order to define the snow removal process (see attachment).

Snow removal on streets is a first priority which requires 17 of 17 street personnel and 3 of 7 park personnel, as well as 7 of 14 utility and 2 of 5 fleet division staff on the first day of a full-scale plowing event. The duties of the four remaining park staff include clearing public parking lots, plowing priority sidewalk areas (schools, senior housing areas, regional trails) and clearing the four "first day" ice skating rinks. After the first day, all of

the park staff focuses on trails, sidewalks and rinks that have not been cleared on the previous day.

Generally it takes two to three days to complete snow removal on trails and sidewalks. It should be noted that if another major snow event takes place during the process, the snow removal operations process begins again. During a full-scale plowing, sidewalks and trails that are adjacent to roadways are plowed by trucks at the same time that the streets are cleared. This is done by using wings that can extend over the curb which pushes the snow to the far edge of the sidewalk. This initial snow clearing provides a walkable surface until sidewalk equipment can finish the plowing.

Snow removal in commercial areas has raised questions about who is responsible for maintaining those walks. The city removes snow on sidewalks that are adjacent to the roadway, provided that there is sufficient right-of-way (ROW) to store the snow. Sidewalks that are interior to a commercial area are the responsibility of the business operator.

When the sidewalks in the CR 5/CR 101 intersection were constructed, the intent was for the business owners to provide sidewalk snow removal. However, the businesses were never able to establish a mutual agreement among owners to complete the removal for the area. They often pushed snow on the sidewalks when clearing their lots, which resulted in complaints from pedestrians for several years. As a result, the amended snow ordinance approved in 2015 prohibits the businesses from pushing their snow onto sidewalks.

In March of 2015, the city assumed responsibility for removing sidewalk snow in the CR 5/CR 101 area, which requires the snow to be hauled away due to insufficient ROW for snow storage. This change in policy has allowed area residents more opportunity to stay connected to the village center during the winter months and improved access for children going to Groveland School. The city also maintains snow removal in other commercial areas such as Glen Lake and portions of the Ridgedale area where there is adequate space to store snow without hauling it.

As the trail and sidewalk system is expanded, particularly in village center areas, every effort will be made to construct new segments with sufficient ROW for snow storage. In areas with insufficient ROW, it may be necessary to haul snow away if snow storage space is lacking. Snow hauling is done after the plowing of streets has been completed, which is usually the second day of a snow event.

The city has taken steps to define and negotiate maintenance agreements in developments where snow removal and other maintenance responsibilities will lie with the property owners. This is an attempt to address challenges in areas where redevelopment or street improvements create highly intensive maintenance needs. This already has been done for the Highland Bank project, as well as Legacy Oaks. Some future redevelopments may also include special service districts where multiple

properties would join to pay for those services above and beyond existing city maintenance services.

Several city council members have suggested limiting the city's winter maintenance role in commercial areas. To address this, the council could adopt an ordinance requiring businesses to remove snow from the public ROW within a certain period of time following a snowfall. While that may eliminate snow removal expenses for the city, it would add another whole layer of nuisance enforcement which has its costs. Also, there may be inconsistencies between properties on how quickly the area is cleared, causing challenges for sidewalk users. Further, city and county plows make multiple passes, sometimes over a period of days. A business could clear the ROW, only to have it plowed over again. Finally, the city presently clears the sidewalks in multiple commercial areas, and it could be politically challenging to eliminate this service.

A survey of comparable cities shows a range of practices. Some clear the public ROW in commercial areas and others have ordinances requiring removal. However, those that do require removal often do not enforce or city resources are used anyway in commercial areas. Staff would recommend against instituting an ordinance of this type for the above-stated reasons.

#### Summer Maintenance

As the existing trail and sidewalk system ages, summer maintenance generally includes surface repair or rehabilitation. Over the years, a number of trails were constructed through or near wetland areas and creeks. Some of these are more costly to maintain over time, as they likely require major reconstruction. Due to frequent flooding and sinking, a portion of the Saddlewood trail north of TH 7 was completely rebuilt in 2015 at a cost of \$80,000; a number of permits were also required. Similar situations exist in areas like Big Willow, Purgatory and Meadow Parks, and funding will need to be allocated in future CIPs.

#### **DISCUSSION QUESTIONS**

- **Does the council agree that current maintenance practices meet the needs of the city?**
- **Does the council support efforts to negotiate maintenance agreements and/or special service districts in development projects?**

#### **Future Maintenance Needs**

In addition to traditional sidewalk and trail maintenance practices, shifts to a more public transit dependent population may increase demands for expanded city services. These include bus stops and the Green Line Extension (Southwest Light Rail Transit).

### Bus Stops

There are 354 Metro Transit provided bus stops with few shelters along 17 transit routes in Minnetonka (see attachments). Often the city receives complaints and requests for snow removal at these locations, as Metro Transit does not remove snow at their designated bus stop areas. City snow removal crews are not currently removing snow at these locations and are unable to service these areas in a timely manner with current staffing levels.

The majority of stops are located on grass boulevards that receive snow from street plowing. Three bus stops have shelters which are maintained by the adjoining property owners. If the city council is interested in having the city assume responsibility for snow clearing at some bus stops, staff would assess the highest ridership locations and make recommendations as to how many and the costs associated with that removal. Another option is to establish a voluntary "Adopt a Bus Stop" program, possibly in cooperation with Metro Transit.

### ***DISCUSSION QUESTION***

- **Is the council interested in establishing a city role in snow removal at bus stops?**

### Green Line Extension

As planning for the Green Line Extension and station areas continue to develop, trail and sidewalk maintenance practices should be re-evaluated and adapted to pedestrian and cycle friendly areas. With the anticipated completion of the project in 2019, snow and ice clearing of trails and sidewalks serving the Shady Oak and Opus station areas will likely become a high priority maintenance activity. Maintenance of the LRT platform areas will be the responsibility of Metro Transit; however, the pedestrian system serving the area will most likely be the responsibility of the city.

As a result, resources needed to accomplish this maintenance may have to be increased in the form of additional city personnel and equipment or contracted work. Based on the existing snow removal system and associated time constraints, it is clear that the city's current resources are insufficient to satisfactorily meet the maintenance demands of this improvement. Staff will prepare those additional costs in upcoming operating budgets to coincide with LRT implementation.

Additionally, should redevelopment occur in the station areas that presents the opportunity to negotiate maintenance agreements or special service districts, staff will pursue these options as well.

### ***DISCUSSION QUESTION***

- **Does council support the planning approach for LRT trail maintenance?**

## **Summary**

As the city evolves and becomes more pedestrian and bicycle friendly, expanding the trail and sidewalk system and properly maintaining it will become more critical. At the January 11 study session, the council is asked to provide direction on future trail priorities and appropriate maintenance levels. This discussion will help guide preparations for the council's review of the CIP in April.

### Submitted through:

Geralyn Barone, City Manager  
Perry Vetter, Assistant City Manager

### Originated by:

Brian Wagstrom, Public Works Director  
Darin Ellingson, Street and Park Maintenance Manager  
Julie Wischnack, AICP, Community Development Director

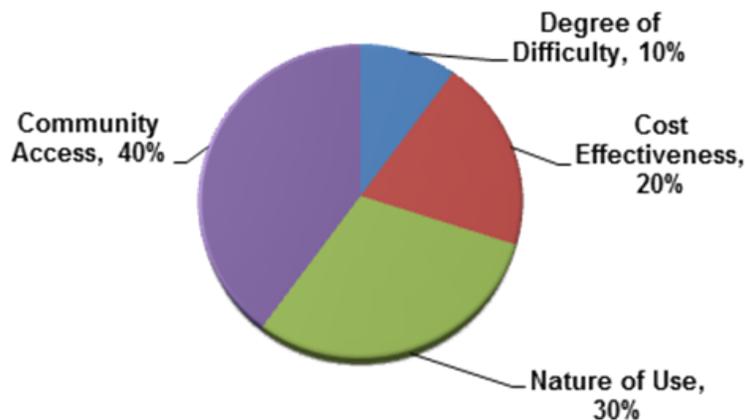
part of the city's regular general fund operating budget, within the public works natural resources division. Total operating and capital program costs in 2014 will be \$162,100.

### Trails Investment Plan update

One of the major components of the Park and Trail Fund is the backlog of unscheduled and unfunded trail segments. This ranked list encompasses approximately 50 miles of new trail or missing link segments, and cost estimates have exceeded \$10 million.

Based on the discussion during the 2012 joint park board and city council meeting, staff has revised the feasibility guidelines to include more focus on the vision and value the trail network brings to the system. The guidelines for rankings now weigh community access, nature of use, cost effectiveness, and degree of construction difficulty to quantify each segment. A ranking of 0 to 10 was given to each missing link. This formula for prioritization will better balance public demand with the challenges of constructing trail segments.

### Guidelines for Trail Link Prioritization



The 2014-2018 CIP proposes a five-year trail investment plan that would construct approximately seven additional segments totaling 4.2 miles that provide access to the park system and comprehensive guide plan village centers, and support the complete street concept of incorporating pedestrian/bicycle traffic into road reconstruction. In addition, the 2018 Opus area improvements includes CIF dollars to improve trail connections to the SWLRT station platforms.

### Williston Center update

The Williston Center functions both as a reasonably-priced fitness facility serving over 6,500 Minnetonka residents and 28,000 daily users annually, and also as a cost-

---

**Policy Number 11.17**  
**Snow and Ice Control of Municipal Streets, Trails, and Sidewalks**

**Purpose of Policy:** This policy establishes the guidelines for snow and ice control on municipal streets, off-road trails, and sidewalks.

---

**Introduction**

The goals of the city of Minnetonka are to provide safe and reasonable passage of municipal roadways, off-road trails, and sidewalks during the snow and ice season and to provide access for emergency services and the motoring public. The city will provide a high level of service keeping in mind safety, budget, personnel and environmental concerns. The content of this policy is intended as a guideline, which may be changed depending on individual circumstances.

**When the City Will Start Snow or Ice Control Operations**

The public works director or his/her designee will determine when to begin snow or ice control operations. The criteria for that decision are:

- Predicted start, intensity, and duration of event.
- Any combination of snow, freezing rain, sleet, or wind conditions that may require chemical ice control or a plowing operation to begin.
- Snow accumulation.
- Drifting of snow that causes problems for travel.
- Other conditions which seriously affect travel.

Depending on weather and pavement conditions prior to the start of a snow event, anti-icing liquid may be applied to streets in order to help prevent bonding of snow and ice to the roadway.

Snow and ice control operations are expensive and involve the use of limited personnel and equipment. Consequently city wide or a full-scale snowplowing operations will not generally be conducted for a snowfall of less than two (2) inches.

**How Snow will be Plowed****Municipal Streets.**

Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the roadway is plowed first. The snow will then be pushed from left to right on two-way streets. On one-way streets or where there is a center boulevard, snow may be pushed in either direction. The discharge will go onto the boulevard area of the street. When plowing a bridge, the driver will slow down so snow does not go over the bridge, if possible. In times of extreme snowfall, streets will not always immediately be cleared of snow from curb to curb in order to open as many streets as soon as possible.

Cul-de-sacs.

Mainline plow trucks and smaller pickup trucks will be used to clear snow from cul-de-sacs. Some cul-de-sacs within the city are assigned pickup trucks to assist mainline plow trucks. Generally mainline plow trucks will make a first pass to clear the center of the circle, similar to the first pass for streets. Pickups assigned to cul-de-sacs will then clear the remaining snow from the circle. For cul-de-sacs not assigned a pickup, the mainline truck will come back to clear the remaining snow curb to curb in an attempt to provide the largest turning radius possible for emergency vehicle ingress and egress. Snow will be deposited on the boulevard, with the goal to evenly distribute snow on adjacent properties. However, depending on the number of obstructions (hydrants, mailboxes, driveways, etc.) it is not always possible to evenly distribute cleared snow in a cul-de-sac.

Trails and Sidewalks.

The city will remove snow from some, but not all, public trails and sidewalks in the city. The public works director will annually determine which trails and sidewalks will be plowed and in what priority, based on consideration of budgeted funds and personnel, public safety, level of public use, and equipment needed. As there are a limited number of resources available, the city will only plow these sidewalks after the streets have been plowed. It is the responsibility of the resident and/or property owner to remove all accumulated snow from all other sidewalks along public streets adjoining their property. This includes any snow plowed from public streets onto the sidewalk.

Trails and sidewalks that are at the edge of a street will initially be plowed using the wing of street snow removal equipment. Wings generally will clear approximately two to four feet of the trail or sidewalk. The remaining portion will subsequently be cleared to full width with other equipment. Other trails and sidewalks will be cleared with either pickups, skid loaders, toolcats, etc. equipped with plows, snow blowers, or brooms.

Trails and sidewalks have been classified in three priority types. For 2-inch and greater snowfalls, each priority area may take approximately one day to clear. If snow repeatedly falls over an extended time period, the city may return to the first priority area before clearing the other lower priority areas.

**Snow Removal**

The public works director will determine if and when snow will be removed (hailed) from an area by truck. Such snow removal will occur in areas where there is no room on the boulevard for additional snow storage and in areas where accumulated piles of snow create a hazardous condition. Snow hauling operations will not commence until other snowplowing operations have been completed. Snow hauling may also be delayed depending on weather conditions, personnel and other factors. The snow will be removed and hauled to a snow storage area. Snow storage areas will be located so as to minimize hauling distances and environmental impacts.

**Priorities and Schedule of Streets to be Plowed**

The city has classified city streets based on the street function, traffic volume and importance to the welfare of the community. Those streets classified as "Main Routes", including minor arterial and major collector streets will be plowed first. These are high volume routes, which connect major sections of the city and provide access for

emergency fire, police, and medical services. The second priority streets are lower volume neighborhood collector streets and local routes. Cul-de-sacs, dead-end routes, and alleys will be plowed last.

During significant and severe storms, the city must be prepared to move personnel and equipment to maintain priority routes first. In fulfilling the need to have all priority streets safe and passable, when resources are limited, plowing of all other streets may be delayed at any time so resources can be shifted to priority routes.

Unforeseeable circumstances may cause delays in completing assigned plow routes. Such circumstances may include weather conditions that endanger the safety of snowplow operators and/or safe and effective operation of equipment, commuter traffic, disabled vehicles, poor visibility, parked or abandoned cars on streets, assistance of emergency response vehicles, equipment breakdown, and personnel shortages. For snow events less than 2", the public works director will assign an appropriate number of snow equipment to maintain safe travel on the city's streets. Operators will follow the priorities listed above, with the exception that cul-de-sacs, dead-end routes, and alleys will not be plowed.

### **Traffic Regulations**

The city recognizes that snowplow operators are exempt from traffic regulations set forth in Minnesota Statutes, Chapter 169 while engaged in work on streets, except for regulations related to driving while impaired and the safety of school children. Pursuant to this authority, snowplow operators engaged in snow removal or ice control on city streets have discretion to deviate from traffic laws set forth in Chapter 169, except for laws relating to impaired driving and school children safety, when in their judgment, it is safe to disregard such laws. These privileges granted to operators of snow removal and ice control vehicles will apply only if the vehicle is equipped with at least one lighted lamp displaying a flashing, oscillating, or rotating amber light placed in such a position on the vehicle as to be visible throughout an arc of 360 degrees.

### **Weather Conditions**

Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of snowplow operators and equipment. Factors that may delay snow and ice control operations include: severe cold, significant winds, and limited visibility.

### **Use of Sand, Salt, and Other Chemicals**

The city is committed to the prudent use of salt, sand and other chemical treatments and will limit the use to the extent possible to reduce the effects on the environment. The application of salt or deicing chemicals may be limited to major routes, steep grades, curves, and intersections. A salt/sand mixture will only be used in extremely icy conditions. Chemical treatments for control of snow and ice may not necessarily provide a bare pavement during winter conditions.

Trail and sidewalk surfaces are limited to snow removal only and are not chemically treated. Once icy, trails and sidewalks generally stay that way until melting occurs. A sand mixture will only be used in extremely icy conditions. Sidewalks at public buildings may be treated to eliminate slippery conditions.

**Boulevard Considerations**

Snow removal and ice control can cause property damage even under the best circumstances. The city will repair turf that was damaged on the boulevard which was the direct result of plowing beyond the road edge. All other damage within the public right of way is the owner's responsibility (e.g. shrubs, bushes, rocks, trees, irrigation systems, driveways, etc.) The city is not responsible for damage to utility appurtenances (electrical, gas, telephone, and cable) as a result of snow removal operations. All utility infrastructure located in the city right of way must be clearly marked to avoid contact.

**Mailboxes**

Plow operators will make every effort to push snow as close to the curb as possible to provide access to mailboxes for postal carriers. In instances where snow extends greater than three feet into the street in front of a mailbox, city crews will return to clear snow upon request. The final cleaning around mailboxes is the responsibility of each property owner.

Damage to a mailbox is a risk that snowplow operators face during their winter plowing requirements. The city will conduct a review of each mailbox damage claim to determine whether the city has any legal responsibility for the damage and if so to repair, replace, or provide reimbursement for the mailbox. The deadline to report mailbox damage to the city is June 1. If the city, in its discretion, determines that reimbursement or replacement is appropriate, the city may:

- At the mailbox owner's request, replace the mailbox with a standard size, non-decorative metal mailbox and replace the support post as necessary with a decay resistant wood support post, both of which will be installed by the city. The city will attempt to match the size of the existing post with either a 4"x4" or 6"x6" support post.
- Provide reimbursement (\$200 maximum upon receipt of paid invoice) for the mailbox and support posts that meet the city's ordinance standards, as well as state and federal requirements for mailbox size, support and placement.

**Driveways**

The snow removal operators will attempt to minimize the amount of snow that is deposited in front of driveways where possible, but the amount can be significant. The city does not clean driveways or private sidewalks. It is the homeowner's responsibility to clear these areas, including snow pushed from public streets onto driveways or private sidewalks.

**Trash and Recycling Containers**

Residents are responsible for placing trash and recycling containers far enough from the curb or driveway end line in order to not interfere with snow removal operations. The city is not responsible for repairs, replacements, or clean-up of debris relating to trash or recycling containers.

**Complaint Procedure**

Service requests regarding snow and ice control operations or claims for damages to property should be directed to the city public works department. Response time should

not exceed 36 hours for any request. Responses are to ensure that the provisions of this policy have been fulfilled and that all residents of the city have been treated uniformly.

Complaints will be logged on the city's telephone or computer system. Calls requiring service will be transferred to a work order and forwarded to the appropriate supervisor for scheduling. Emergency complaints or requests for service will be handled in an expeditious manner as resources are available.

**Deviation From Policy**

The public works director may deviate from this policy when in his or her judgment it is in the best interest of the city or is necessary because of budget needs or other circumstances.

**Review and Modification of Policy**

The public works director will keep on file all comments and complaints received regarding this policy. The policy will be reviewed periodically. Any review will consider comments and complaints since the last review and any other factors affecting the policy or its implementation.

Adopted by Resolution No. 2015-012  
Council Meeting of February 9, 2015