

Agenda Minnetonka Parks & Recreation Board

Wednesday, August 5, 2020

7 p.m.

Virtual Meeting on WebEx

Parks & Recreation

Board Vision

A city with outstanding parks and recreational opportunities within a valued natural environment.

Board Mission

The mission of the Minnetonka Parks & Recreation Board is to proactively advise the City Council, in ways that will:

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

1. Call to Order
2. Roll Call
 - ___ Elliot Berman
 - ___ James Durbin
 - ___ Chair Nelson Evenrud
 - ___ Chris Gabler
 - ___ Elena Imaretska
 - ___ David Ingraham
 - ___ Ben Jacobs
 - ___ Chris Walick
3. Reports from Staff
4. Approval of Minutes
 - A) June 3, 2020
5. Citizens wishing to discuss items not on the agenda
6. Business Items
 - A) Lone Lake Park multi-use mountain bike trail usage policy and metrics
 - B) Consideration of potential trail segment swap along Minnetonka Boulevard
7. Park Board Member Reports
8. Information Items
9. Upcoming Park Board Agenda Items
10. Adjournment

Minutes of the Minnetonka Park Board Meeting of June 3, 2020

1. Call to Order

2. Roll Call

Park Board members in attendance included Elliot Berman, James Durbin, Nelson Evenrud, Chris Gabler, Elena Imaretska, David Ingraham, Ben Jacobs and Christopher Walick. Staff members in attendance included Darin Ellingson, Jeff Dulac, Mike Funk, Carol HejlStone, Kathy Kline, Kelly O'Dea, Christine Petersen, Sara Woeste and Leslie Yetka.

Evenrud called the meeting to order at 7 p.m.

2. Reports from Staff

Recreation Director, Kelly O'Dea mentioned that the last Park Board meeting was in March. April's meeting and the annual park board tour were canceled due to the pandemic.

O'Dea added that two addendums were emailed to park board members today.

3. Approval of Minutes

Walick moved, Jacobs seconded a motion to approve the meeting Minutes of March 4, 2020 as submitted. All voted "yes." Motion carried.

4. Citizens wishing to discuss items not on the agenda

Tony Wagner, 3516 Rainbow Dr, Minnetonka resident reached out to discuss the Capital Improvement Plan (CIP) that was reviewed by the park board in March and went to council in May. Wagner is interested in realignment of priorities associated with the Minnetonka Boulevard Trail that was scheduled for 2022-2023. The reason is there might be a better prioritized segment. That segment is number 10 in the plan, which is Fairchild to basically Woodcroft. This segment gets people almost to Groveland Elementary School. Schools are a very key part of that. The scoring in the original rating of the trail segments missed that this segment would contribute to the school, a village center and with a little bit of an adjustment to the alignment an extension to a park and ride. He believes the segment that goes to Fairchild has some alternative access and people can use the Lake Minnetonka Regional Trail (LRT) to get to Steel Street and then connect. He has discussed this with council member Bradley Schaeppi.

Park and Trail Planner, Carol HejlStone commented that there was a similar request during the study session for the CIP. The trails team is looking at what is entailed with swapping those two trail segments.

Imaretska asked HejlStone if there is a timeline on how to approach this study. She also asked when it would come back to the park board before it goes to city council.

HejlStone responded that the trails team will be reviewing it in the near future with the intent to really analyze what would need to be considered for either swapping the segment or not

swapping the segment. In the next week or two the trails team will meet and consider making further recommendations to you.

Evenrud added he has heard comments that east to west needs more work but north to south also needs help.

O'Dea replied that there will not be a meeting in July but there will be a meeting in August. Depending on the trails team recommendation, it will get back to the park board before going to council.

Walick commented that he lives in the Groveland area and this is not the first time that people have expressed this. People on the opposite side of Minnetonka Boulevard can't walk their kids to Groveland School when it is literally less than a mile away. This is also a school district issue but kids have to ride the bus to get to school safely. It is kind of a frustration and he is glad someone is bringing it up.

Imaretska has also heard comments so she is happy about taking a second look at it. It is important and aligns with the values of our residents and some of our goals.

David Haeg, 17045 Chiltern Hills Road, Minnetonka echoes a lot with what Wagner said. Haeg met with the principal at Groveland Elementary, who is relatively new to the role. They discussed biking access because Haeg is a cyclist and wants his kids to bike to school when they get older. Haeg thinks it isn't a very bike friendly intersection or area and the principal agreed. They talked about having a bike to school day and the principal sent out an update to parents that included a link for parents to show if they are interested. They had over 200 kids being represented by parents indicate that they want to do this. That is 25 percent of the school saying they are interested. That was followed up by more conversation with parents asking why there is not a crosswalk or sidewalk. There is tremendous appetite for this. Imaretska was correct saying it goes along with the values and it is worth looking at.

Evenrud added that we appreciate input on anything that ties to our values.

O'Dea reminded the park board that they discussed May as bike month. Unfortunately, many of the events were canceled. However, biking is very important to the community.

Durbin appreciates the comments from the callers. Groveland Elementary school is the only Minnetonka based elementary school/middle school that does not have good sidewalk access. Clear Springs Elementary, Scenic Heights Elementary and Minnetonka Middle School East have good access. Groveland Elementary and Minnetonka High School are equally not friendly to pedestrians and bicyclists.

Evenrud replied that this goes along with Luke Van Santen's comment in March. He agrees with Durbin that not all schools are created equally with access from sidewalks and trails.

5. Business Items

A. Bryant Lake Regional Trail masterplan (Three River's Park District)

HejlStone introduced Kelly Grissman, Director of Planning and Danny McCullough, Regional Trail System Manager at Three Rivers Park District (TRPD). HejlStone gave background on the report.

Grissman noted that there are two different important TRPD initiatives that are happening within the city of Minnetonka. One of them is a new regional park search area and the other is a regional trail that we are working on a master plan for.

Grissman educated the park board about how a park or trail becomes a park or trail in the TRPD system. She discussed funding through the Met Council and working with community partners to figure out a master plan. Once there is a master plan, they work with community cities to do a cooperative agreement and then it goes into their five year CIP.

McCullough discussed the Eagle Lake to Bryant Lake Regional masterplan. He pointed out that the future trail would touch four communities (Maple Grove, Plymouth, Minnetonka and Eden Prairie). With a master plan they do a lot of work with cost estimation, figuring out exactly where they would like to see the alignment and receiving a lot of feedback from both park commission and the city council. Once they get a cooperative agreement, they will go for approval of the master plan. They are expecting to wrap this project up in early to middle of 2021 and enter into an agreement with the city at that time.

McCullough also mentioned that this corridor is roughly 16 miles and gave examples of trail amenities that they provide such as benches, trash cans bike repair stations and some wayfinding kiosks.

McCullough reviewed the West Metro Regional Trail Study that they started in 2017 and wrapped up in spring of 2019. That study primarily focused on public engagement in the four communities they were working with. They held 12 events for public engagement. They received a lot of comments from people wanting a trails on Baker Road and Williston Road, however, Baker Road was the center of conversation. There are a lot of families that are not comfortable biking with their children along Baker Road. There was also a demand for a north-south route.

As a result as that study we came up with a preferred alignment. The north segment begins at Eagle Lake Regional Park on the border of Maple Grove and Plymouth, the trail goes south along Zachary Lane and almost touches French Regional Park and almost touches Bassett Regional Park that runs east – west. The trail then goes along the east side of Medicine Lake and would cross at Highway 55 at South Shore Drive. It then connects to County Road 73/Hopkins Crossroad at the Plymouth Transit Hub. Then it will go to the north side of Crane Lake and would follow Ridgedale Drive to the new trail on Plymouth Road. It would then intersect with the LRT to Baker Road, then to Rowland Road as you cross into Eden Prairie at 62 into Bryant Regional Park.

Berman commented that there are plans for two parks in the Ridgedale area and it looks like this regional trail would be going through that area. He asked if the trail would take up park or road space.

McCullough responded that they are interested in connecting local parks on their system in places where it makes sense.

Hej/Stone explained that there are park improvements planned for the area adjacent to Crane Lake Preserve. The regional trail would wrap around the south side of Ridgedale

Drive along the newly constructed trail. It would not touch the new park at Ridgedale, however, there would be crossing directly from the trail to the new park. The trail would continue to Plymouth Road and the existing city trail that is there.

McCullough reminded the park board that this is an introduction to the project. They are showing a general alignment that made sense based on the study and was constructed by a lot of public input.

McCullough explained that the south end of the trail would serve as a trail head. This connects to the LRT and could bring you to Minneapolis. They hope at some point there will be a connection to the Dakota Regional Trail in Wayzata.

Maggie Heurung, Associate Planner with Three Rivers Park District explained the project's process. They will be introducing the project to the Minnetonka City Council later this month and will check back with the Minnetonka Park Board in September after evaluating the alignment and conducting the bulk of their public engagement. At that time they will provide the park board with more finalized recommendations for the alignment. Then they will go through the necessary steps with Minnetonka City Council for feedback and approval before they bring the master plan to Met Council.

Heurung added that some of the specifics within the timeline may change due to the pandemic. Luckily, most of the public engagement was done during the West Metro Trail Study. Some public engagement will be done from their website through an interactive map and survey. They also hope to use Minnetonka's engagement tools such as *The Memo* and social media. They will have also need to engage the residents specifically along Baker Road possibly with a virtual open house.

Ingraham asked if Three Rivers could have a park installed in Minnetonka.

Grissman responded yes but because Minnetonka is fully developed, they will have to be creative and it won't be the same as a French or Bryant Regional Park. It most likely will build off the infrastructure or the public spaces that Minnetonka already has. The absolute goal would be to provide amenities in a regional fashion within your city directly. The obvious choice would be along Minnehaha Corridor. They city has already done a great job securing a bunch of land and preserving it. With a regional trail there, it is operated more on a regional level instead of each municipality. It suddenly will have a different type of significance and it has a bigger draw into your community.

Imaretska is so excited about these ideas, especially about the trails. It seems like the timeline for the trail is pretty set but it is still up in the air for the park. Imaretska requested that they talk more about the steps and community engagement on that specific piece.

Grissman said they will spend the next year working with your staff to just better understand the opportunities within the city already. The project probably won't kick off for another year or two years. At that point they would discuss the partnership between them and the city and discuss public engagement. The master plan wouldn't really start for another year or two and that would be a year-long process with quite a bit of community engagement. It could be then in short order that some of these changes start happening where you see a bigger Three Rivers presence in your community.

Imaretska requested that they share any specific ideas on how the park board can be helpful in those explorations.

Walick is very excited about the possibility of connecting all the areas, having more trails and having partnerships. He asked how this falls in terms of priorities.

Grissman said they probably operate similar to the city in that there are different levels of planning or different levels of implementation. Some things compete against each other for resources and other things are very separate. In terms of planning both of these projects, they are high priority. The regional trail corridor is already funded in terms of completing the master plan. Just getting the route in place and all the community engagement done and all the approvals aligning the cities, Three Rivers and the Met Councils. TRPD wants to partner so they shifted some projects around to align with the city's priorities.

Grissman explained that the search area is a brand new idea for TRPD so again that master plan is probably a starting in a year to two years and then it would take a year to complete. As soon as they have a master plan and a pretty solid agreement in place, then they start putting things in their five year CIP. The great thing about the trail route is that so much is already in place so it is just connecting gaps and it is more easily funded.

Ingraham said the idea of a Three Rivers park in Minnetonka is exciting. Minnehaha Corridor is a great idea but he's interested to see how that comes together. Ingraham thinks the linkage is spectacular and the sooner it gets done the better. He thinks if a trail is near the Plymouth Road trail that it will get used heavily. Ingraham questioned the size of the large sidewalk between Minnetonka Mills and Ridgedale because he thinks it isn't sized for fast bike traffic. He is wondering if the volume and velocity there might be a little different.

McCullough replied that if they decide that a trail should be aligned with the south side of the road around Ridgedale Mall and Ridgedale Drive that they would want the existing sidewalk to be turned into their 10 foot wide paved regional trail standard.

Ingraham responded that he is not sure if the new trail that was just built south of Ridgedale along Plymouth Road meets their standard.

McCullough commented that it does meet their standards for the most part, however, there are some right of way constraints. Their minimum standard is a 10 foot wide paved trail with a three foot clear zone on each side. Sometimes they have to go down to an eight foot wide trail where there are constraints. Anytime Hennepin County builds a trail on a county road, if they know it may become a regional trail, they typically try to build it to TRPD's standard as best as possible. Around Ridgedale, they would prefer that to be a paved trail instead of a city sidewalk that exists there now.

Durbin is excited about exploration of Three Rivers Park inside Minnetonka. He agrees with the alignment as a priority with Baker Road over Williston Road. As Baker is a county road that goes over Highway 7 so it would be a little more of a continuous path. He thinks trails lose some of their usefulness when people have to stop at a stoplight. Durbin thinks Williston needs something, however, he appreciates the priority with Baker Road and how it can connect especially going north of the city. Durbin also requested a

higher resolution map next time so they can see where Ridgedale Mall, parks, trails and points of interest would link up.

Grissman said they will do better with the map next time.

Jacobs thinks this will be great. He lives on Baker Road and Rowland Road. In the last month he has had two neighbors talk to him about when a trail will go in there. Cars go so fast that kids can't get to other trails. He thinks when they have the forum that a lot of people will give input.

Gabler loves the idea of the trail. He will be interested in how the engagement goes especially with Minnehaha corridor for a regional park. Gabler asked what the relationship is between TRPD and the Met Council and how would they be involved?

Grissman answered that TRPD is one of 10 regional park implementing agencies within the Twin Cities. All of them have to comply with the Met Council's regional policy plans. All of their plans, including the park master plans get sent to the Met Council and they review it and approve it. Once approved, it allows TRPD to be eligible for acquisition funding, development funding as well as operational maintenance funding through the Met Council. The Met Council is the fiscal agent for a lot of state money that comes into the metro and they distributed it to the 10 regional park implementing agencies. It is really imperative that their search area goals fall into their policy plans and that we follow up with these critical master plans. Otherwise, both the state and the regional money from the Met Council are cut off. That is one funding source for TRPD, but it is still critical for moving a lot of projects forward.

Durbin mentioned that since the weather is nice, maybe TRPD can do some public engagement at the city's outdoor events such as the farmers market. He thinks people would be pretty amicable with coming up and talking. Once it gets colder out, virtual meetings could take place. He would rather be in-person than be virtual. He suggested they might get better feedback if they can have a conversation in-person.

McCullough responded that they would love to go to the farmers market. He asked if there are other public engagement opportunities that they can attend.

Imaretska added that herself, Jacobs and Durbin are part of a run club in Minnetonka. She offered their expertise on the trails and roads in Minnetonka.

McCullough responded that the West Metro Study did quite a bit of public engagement to the broader community. They will still do more engagement as part of this process but their focus will be on those residents along Baker Road because they will be directly impacted.

Imaretska wanted to elevate one area in the trail where the trail would cross Minnetonka Boulevard. She thinks that is an interesting area to think about because it can be congested with traffic because there are different restaurants and businesses there. Imaretska thinks it is an opportunity to think of how to make the crossing safe. That is the beginning of Baker Road so there is an interesting opportunity for engagement even in that area.

HejlStone commented that they will be working closely with TRPD staff to identify as many opportunities as they are able for residents to really provide a good amount of feedback in a safe manor.

Evenrud asked how close this trail would be to the future Southwest LRT coming in Hopkins around Shady Oak Road and Excelsior.

McCullough said it will come close but he doesn't think people will be able to see it. He thinks the light rail will be just east of their desired alignment.

Ingraham added that someone wouldn't be able to pick it up off the trail that goes down to Lake Riley. The crossing would be at Rowland Road.

McCullough said that is correct. The Minnesota River Bluffs Regional Trail, which leads into Hopkins goes right through the Shady Oak Road Station that is planned there. So that is a connection and it would connect in that way. There would be a connection point at Rowland Road.

Evenrud added that it also links up to the potential sidewalk that is going in on Excelsior Boulevard.

B. Park Ordinance Amendment related to the Mayors Monarch Pledge

Leslie Yetka, Natural Resources Manager gave the background of the report.

Imaretska asked if the raising of caterpillars is really useful and if it is helpful to the monarch population.

Yetka responded that information has come out in the last few years about the decline in monarch caterpillars and monarch butterflies. A lot of the calls they receive are about whether or not monarch caterpillars can be hand-reared and released. Some recent information has come out saying that reared-monarchs may not be quite as fit as wild monarchs. Also, their ability to migrate is somewhat harmed by hand-rearing. Two good places to get more information about this is the Xerces Society and the Monarch Joint Venture. Research is demonstrating or educating people that the most effective way to help monarch populations is to ensure we have that habitat. Making sure we have milkweed plants because that is their sole source of food. If people want to rear, they can do that in a small scale of no more than 10 caterpillars in a season. If the population is suddenly high, they may not have enough food.

Imaretska thinks there is an opportunity in educating this. She is interested in how can they support people with creating the habitat. Maybe that is through sharing seeds that have been connected in our parks.

Yetka added that the city usually hosts a pollinator field day in the summer, which was delayed this year. Staff provides education on specifically monarchs and monarch's life cycle. They also sell native plants and she believes in the past they've had opportunities for kids to work with seeds such as creating seed balls. Our goal was to continue that work this summer not only at the pollinator field day but also at the farmers markets. Unfortunately, due to the pandemic those plans have changed.

Gabler asked if Yetka wanted the park board to look at wording in the ordinance and provide feedback. He says it spells things out a lot simpler than the language that was struck out. He likes the revised wording in the ordinance.

Durbin liked the wording changes. He is wondering how people will know about the changes to the ordinance and how it will be enforced. There are many residents that don't know the ordinances that are already in place. How are we as a city going to use this ordinance to get citizens and park visitors to follow this?

Yetka answered that it comes down to communications and outreach. This is kind of a complaint-based ordinance. An example is if staff receives a call saying that someone is collecting plants in a park, because the ordinance says collect, staff can then say that collecting plants is not allowed. The language in the actual ordinance helps staff as they respond to calls and issues that come up. In terms of the broader concept of wanting to protect and preserve our park spaces and our natural habitat, this is why it is important that we do that.

Ingraham is in support of the language in the ordinance. His household is maybe in the outlier of very passionate monarch raisers. As long as the ordinance relates to the city parks and not the ability to clip milkweed in the common spaces such as along the roads it is not a big deal to them.

Ingraham's response to Imaretska's earlier question about what can be done to encourage the growth of monarch's, he thinks it might deal with the following:

1. Pesticides: The kinds of pesticides that are used or not used by the city and by other people. As recently as four years ago, nurseries were still selling milkweed for people to plant for monarchs. That was traded with neonicotinoids so you are really buying a plant that really won't do any good.
2. Mowing: The other thing is mowing. When the milkweed patches are mowed along the roadways right after the first arriving generation plants their eggs, those eggs are worthless at that point. That is because they will hatch in the ground and there is no place for them to go up to do their chrysalis.
3. Awareness: His wife has shared her passion with a lot of people that don't go on to raise monarchs but they do plant gardens and get into the idea of pollinators.

Ingraham also remembers that teachers would take school kids to the parks and collect the caterpillars to try and raise them in the classroom. He isn't sure if that is intended to be prohibited or not but he would suggest that as a way of increasing the awareness and the interest in it.

Yetka said in terms of teachers and educational opportunities, people may be bringing a class out and the intent is that staff would really discourage it. This ordinance would not allow collection, but it is about keeping that habitat and ecosystem intact as much as possible. Staff would encourage teachers to find other ways to educate about insects and life-cycles. Certainly if staff is working with teachers they can help them with any opportunities to teach students about that.

Imaretska thinks it makes sense to include insects and wild life. She thinks it will be interesting to see what kind of public comment they receive about the vegetation

collection because there is a movement of sort of foraging and venturing out to get various things and she doesn't necessarily see that as a bad thing. One thing to consider is maybe excluding some items, as an example, fruits specifically mentioned in the ordinance. Imaretska questioned if it is necessary when talking about monarchs. There are wild raspberries in some of our parks but she doesn't know if there are a lot of fruit trees. Imaretska commented that when ordinances are changed it is kind of long-term so we need to be thoughtful about it. She's aware that they are doing it for the monarchs and insects but what does it mean in the larger picture.

Walick asked if actively growing things or items that falls off trees included in that definition.

Yetka answered that the primary intent here is to protect live vegetation. They are not looking to crack down on dead material that was already dead such as fallen sticks or pinecones. Staff recognizes that as part of the habitat and often an important part of the habitat. There would be some flexibility in terms of how we would interpret this.

Ingraham commented that we are really interested in collecting garlic mustard, buckthorn, etc. He asked if that is excluded or covered so you can still as an organized event collect those.

Yetka replied that Ingraham is correct and those are listed on the state noxious weed list. Those are special circumstances where they can be removed.

Ingraham commented that a new change in the ordinance states that vegetation means all plant parts. He remembers reading somewhere that there is a reference "can't be taken unless by city regulation" which he thinks most weed removal is.

Yetka responded that is correct and a good point. She will make sure it is clear in the language or elsewhere. Natural Resources does a lot of outreach regarding garlic mustard and buckthorn and invasive species management. That is an instance where vegetation is being removed so we want to make sure we can still do that.

Darin Ellingson, Street and Park Operations Manager said that number four under damaged park property talks about a person must not cut, burn, damage, remove except as permitted by the city.

Gabler moved, Walick seconded a motion to approve the ordinance amendments. All voted "yes." Motion carried.

C. Natural Resources Division's Education and Outreach Plan

Christine Petersen, Natural Resources gave the report.

Ingraham is interested in the tree trek and thinks that is a great idea.

Petersen recommended being on their email list to learn about things when they are initiated.

Evenrud complimented their presentation and said they did a great job putting things in a good format for everyone to understand.

Imaretska was happy staff put the garlic mustard workshop on YouTube. She will watch it and spread the word. Imaretska asked if NextDoor is being used for social media.

Petersen replied that they are in the process of making videos for tree planting and emerald ash borer awareness through the Hennepin County grant. Nextdoor isn't a city staff approved platform in-part because staff can't see the responses. Staff is trying to get people to view their publications and then make things available such as handouts so they can share through Nextdoor and other private platforms. Staff would like getting more people to read the e-blasts.

Imaretska remarked that maybe park board members could go on Nextdoor and post links to their pages. Nextdoor is very popular in her neighborhood. For the farmers market, she thought maybe there are different strategies to distribute information since you can't be there in-person.

Petersen replied that they have been in contact with the farmer's market manager about the possibility of having a display with extra copies of inserts or handouts.

Imaretska stated that since it is nice out that people are out quite a bit at parks and trails. She thinks there are ways to alter the volunteering of removal of invasive species. People could do it being socially distant in a less supervised way. She thinks that might be a good way to gain volunteers and remove invasive species. Residents could easily spot them and remove them.

Petersen would have to talk to Janet VanSloun, Natural Resources Specialist to know how that she is addressing that. There is a contractor continuing to do some of that work and that is helpful in terms of management. Volunteers are typically trained before they do invasive species removal. Staff has been letting some people know about opportunities for citizen science. Even though staff can't hold volunteer events, they can point people towards some ways to make a difference on their own property or in their neighborhood.

6. Park Board Member Reports

Gabler asked if there is a way to get minor maintenance at the Gro Tonka's softball fields. He thinks there will be more of a need for them and will get used heavily.

Ellingson replied that they can look at it. With COVID-19 they are missing three crews so the whole parks staff is generally mowing or doing other things. Those things are on a longer list of things to get to.

Durbin commented that he doesn't know what they would do if there wasn't such a good trail system in Minnetonka. Everyone is on the trails and now that playgrounds are open people are using these facilities extensively. People will probably lean heavily on our parks because camps and activities are canceled. Durbin thinks the parks will be used a lot this year. Staff probably can see there is an increase in our trail system already.

Imaretska is seeing an increase in traffic almost every day on the LRT. She requested more porta-potties on the trails because more families and people are using them. Also, she was on the Luce Line Trail and saw wonderful signage in the city of Wayzata. The signs showed where the trails go and where they connect. They also list different amenities and businesses in the area. She thought maybe there should be better signage along the LRT and the new trails we are talking about. We want to give people a better view of where they are and what businesses are around them.

Evenrud said a state and national trend is what is available for people right now. His teenagers are showing interest in going to parks now, which they didn't before.

7. Information Items

COVID-19 Program Update

O'Dea reported.

Lone Lake Park Multi-Use Trail

Sara Woeste, Assistant Recreation Director reported.

Tennis court reconstruction

Ellingson reported.

Robinwood Park

Ellingson reported.

8. Upcoming Park Board Agenda Items

O'Dea reported and added that the farmers market begins on June 9, 2020.

9. Adjournment

Walick motioned to adjourn, seconded by Gabler. Evenrud adjourned the meeting at 9:15 p.m.

**Minnetonka Park Board Item #6A
Meeting of August 5, 2020**

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| Subject: | Lone Lake Park multi-use mountain bike trail usage policy and metrics |
| Park Board related goal: | To renew and maintain parks and trails |
| Park Board related objective: | Review usage, rules and indicators for the Lone Lake Park multi-use trail |
| Brief Description: | Review the proposed usage policy and metrics |

Background

In June 2018, the Lone Lake Park multi-use mountain bike trail study, concept plan and biological assessment were presented to the park board. Park board recommended approval of the project to the city council. In August of 2019, the city council voted to approve the concept plan for the multi-use mountain biking trail in Lone Lake Park.

Project updates:

1. City Council approved the agreement for volunteer services with Minnesota Off Road Cyclists at their June 8, 2020 meeting.
2. Staff and volunteers continue to conduct restoration and trail corridor clearing activities throughout the summer.
3. Trail received an erosion control permit from Nine Mile Creek Watershed District in July, 2020.
4. Trail construction is scheduled to begin in September, 2020.

Summary

A trail usage administrative policy, as well as metrics, have been created to establish appropriate uses and evaluate the new multi-use mountain bike trail in Lone Lake Park. Staff referred to best practices by other local trail systems, as well as public input, in the development of the usage policy and metrics. Public input included an in-person brainstorming session with local stakeholders representing the Friends of Lone Lake Park and the Minnetonka Trail Advocate groups prior to the creation of the initial drafts. The draft documents were then posted on the project page website soliciting general public feedback. Appropriate edits were made to the usage and metrics documents based on the feedback (emails attached) received and are included in the final attached documents presented for approval. A comparison table showing the public feedback and edits for the usage policy is included in the packet.

Trail Usage

The usage policy is a policy that identifies the designated times and activities for which the trail is available for use. This policy, and any future changes to it, are subject to review and approval by the Park Board. The policy includes eight categories: park hours, seasons, activities, races, programs/events, team practices, dogs, e-bikes as well as the rules to be posted at the trailhead kiosks in the park.

The following is a list of usage topics receiving the most feedback:

- **Seasons:** The proposed policy allows for year-round riding. Some residents are not in favor of winter riding and prefer that the park be allowed to rest. It is not anticipated that

winter riding will have a significant adverse effect on the environment. Staff presented this trail system as a year-round amenity throughout the approval process and believes it is important to provide additional outdoor recreational opportunities for the community in the winter months. Also, winter riding is standard at other trail systems throughout the Twin Cities.

- **Programs/events:** The initial draft policy included demos as a potential event in the park, but was removed due to resident concern. Demos generally include a local bike shop setting up a tent and allowing park users to test a mountain bike and try the sport. Demos will not be allowed as stand-alone events, but could be allowed as part of a city-sponsored event.
- **Dogs:** Dogs will be allowed on the multi-use trail per city ordinance and must be kept on a leash no longer than 6 feet in length. Dogs could create a safety hazard for bikers and staff will monitor reported interactions with trail users and dogs to determine if any changes are needed to the policy.
- **E-bikes:** The usage of e-bikes is a challenging topic. Staff initially proposed allowing e-bikes in the draft policy with an eye on equity and accessibility. There are concerns with the effect of e-bikes on the trail and there is little research on the subject. There is also concern with the speed and safety of the bikes on a single track trail. Both advocates and opponents of the trail expressed concern with e-bikes and proposed starting with a policy prohibiting e-bikes and considering them in the future, if desired. It should be noted that state statute does allow for the use of e-bikes on single track trails and other trail systems in the metro are allowing the use of e-bikes.

Trail Metrics:

In addition to the trail usage policy, trail metrics have been created for evaluation of the trail system. As part of the City Council approval process of the project, it was recommended that an annual review of trail usage and management be conducted. Staff, along with local stakeholders, created a thorough list of metrics to be presented in a report to the Park Board and City Council at the annual joint meeting in November.

Prior to the creation of the annual trail metrics report, staff will meet with local stakeholders each year to review the compiled metrics and discuss any topics to be included in the report.

Discussion Points

- **Does the park board have any feedback or questions regarding the proposed trail usage policy?**
- **Does the park board have any feedback or questions regarding the proposed metrics?**

Recommended Park Board Action: Review the usage policy and metrics, receive public comment and approve the usage policy and metrics for the Lone Lake Park multi-use mountain bike trail.

Attachments:

Original Draft Usage Policy posted to the project page for feedback
Original Draft Metrics posted to the project page for feedback
Usage Policy and Metrics email feedback

Item #6A - Multi-use Mountain Bike Trail Usage Policy and Metrics

August 5, 2020

Page 3

Usage Policy feedback comparison table

Other Trail System Rules

Revised Draft Trail Usage Policy

Revised Draft Trail Metrics

Bulleted text in red and images will not be included as part of the policy, but are included in this draft to provide education.

ORIGINAL DRAFT - RECREATION SERVICES ADMINISTRATIVE POLICY LONE LAKE PARK MULTI-USE MOUNTAIN BIKE TRAIL USAGE

Purpose of Policy: The intent of this policy is to designate the appropriate usage for the multi-use mountain bike trail at Lone Lake Park in the City of Minnetonka.

Introduction

The multi-use mountain bike trail at Lone Lake Park is the only designated mountain bike trail in the City of Minnetonka park system. This policy identifies the designated times and activities for which the trail is available for use. This policy, and any future changes to it, are subject to review and approval by the Minnetonka Park Board.

1. **Park Hours** - Per city of Minnetonka park regulations, parks will be open for use between 5:00 a.m. and 10:00 p.m. The multi-use mountain bike trail will be open to riders during regular park hours.
2. **Seasons** – The trail may be used year round as conditions allow.
 - *Winter grooming would be required for winter fat-tire biking. Grooming can be done using snowshoes or a motorized groomer. Snowshoes would be used initially with the plan to purchase a groomer in the future.*
 - *Lone Lake Park is currently underutilized during winter months. Minnetonka's park system currently provides limited outdoor recreation opportunities in the winter. This would help fill that void and get more people outside in the winter.*
 - *Wet conditions due to precipitation or snow melt will cause the trail to be temporarily closed to all users.*
 - *Informal footpaths will remain open at all times for use by walkers.*
3. **Activities** – The trail may be used for mountain biking, hiking and running during spring, summer and fall as conditions allow. Winter use includes fat-tire biking and snowshoeing as conditions allow.
 - *Walking and hiking during winter months are prohibited on the multi-use mountain bike trail due to negative impacts to the trail snowpack.*
 - *Users may self-select if they want to walk or hike the trail, this is a purpose built mountain bike trail and some users may not find the experience pleasurable.*
4. **Races** – Organized races will not be allowed on the trail.
5. **Programs/Events** – Programs are limited to groups of 16 or less. Events are limited to two per year. Demos are limited to twice per month. Any outside programs, events or demos must be pre-approved by the City.
 - *Examples of programs may include but are not limited to: learn to ride classes for youth or adults, mountain bike skills camps, bike repair classes, environmental education, etc.*
 - *Examples of events may include but are not limited to: trail volunteer appreciation day, Minnetonka Mountain Bike Day. Events may include food trucks, music, activities, and promotional booths.*
 - *A typical demo entails a few bike manufacturer employees with a small van with bikes of various sizes for promotional use to trail users of all abilities.*

6. **Team Practices** – Teams are required to sign up for pre-approved practice days/times set by the land manager in order to limit the number on site at one time. Priority will be given to local teams within 5 miles of the trail.
 - *The City is currently working with local mountain bike teams to determine how to best schedule practices. The city will continue to adjust based on capacity concerns.*
7. **Dogs** – Per city ordinance, dogs must be kept on a leash no longer than 6 feet when on improved trails, including the multi-use mountain bike trail. Off-leash dogs are allowed in the unimproved and unmaintained areas of the park under voice command, including the informal footpaths.
 - *Staff know existing park users strongly desire to keep using the park to walk their dogs off leash.*
 - *Staff want to keep consistent rules across Minnetonka parks & trails.*
 - *Staff want to keep all park users including trail users, walkers and their dogs safe.*
 - *The city will continue to evaluate the interactions between trail users and dogs on the multi-use mountain bike trail and recommend changes to the park board as needed.*
8. **E-bikes** (electric-assist or pedal-assist bicycles) are allowed on the multi-use mountain bike trail if they meet the state's definition and requirements (subdivision 27*) and are mountain bike specific e-bikes. A motorized bicycle that does not meet this definition is not allowed. Examples included below.
 - *Electric mountain bikes are a small fraction of the market for mountain biking. Allowing their use removes a barrier to people with limited mobility or stamina including people with physical disabilities.*
 - *While city staff has mixed views on the use of e-bikes, it is currently considered best practice to allow their use.*
 - *The City will continue to evaluate the use and impacts of e-bikes and recommend changes to the park board as needed.*



Figure 1 Example of electric mountain bike, allowed on trail



Figure 2 Example of motocross bike, not allowed on trail



Figure 3 Example of electric standard bike, not allowed on trail

Posted Trailhead Rules

1. Open to mountain biking, trail running and hiking in the spring, summer and fall
(generally April 1 to Oct. 31)
2. Open to fat-tire biking and snowshoeing in the winter *(generally Nov. 1 to March 31)*
3. Trail is closed to all users when it is wet or muddy
4. Stay on designated trail
5. Do not modify the trail
6. Wear a helmet when biking
7. Control your bicycle
8. Announce your approach and yield to others
9. Respect wildlife
10. Dogs must be kept on a leash no longer than 6 feet
11. Mountain bike specific e-Bikes are allowed if they meet the state's definition*
12. Share the trail and be respectful of all users

*Subdivision 27. Electric-assisted bicycle.

"Electric-assisted bicycle" means a bicycle with two or three wheels that:

(1) has a saddle and fully operable pedals for human propulsion;

(2) meets the requirements:

(i) of federal motor vehicle safety standards for a motor-driven cycle in Code of Federal Regulations, title 49, sections 571.1 et seq.; or

(ii) for bicycles under Code of Federal Regulations, title 16, part 1512, or successor requirements; and

(3) has an electric motor that (i) has a power output of not more than 1,000 watts, (ii) is incapable of propelling the vehicle at a speed of more than 20 miles per hour, (iii) is incapable of further increasing the speed of the device when human power alone is used to propel the vehicle at a speed of more than 20 miles per hour, and (iv) disengages or ceases to function when the vehicle's brakes are applied.

DRAFT

ORIGINAL DRAFT - LONE LAKE PARK MULTI-USE MOUNTAIN BIKE TRAIL ANNUAL METRICS

Trail use

- Number of days trail is open & closed
- Number and size of programs/events/demos
- Periodic trail counts to estimate average annual use
 - Bikers
 - Hikers
 - Runners

Impacts to Community

- Periodic parking lot counts at Lone Lake Park
- Number and type of complaints and resolutions
- Number and type of reported incidents and resolutions
- Qualitative input from residents (annual community survey question)

Advocacy & Engagement

- Number of MORC:
 - Volunteers
 - Volunteer events
 - Volunteer hours for trail maintenance
- Total cost benefit of volunteers*
- Meet with local stakeholders annually to review the report to be presented at the joint Park Board/City Council Meeting

Environment

- Number of:
 - Restoration-focused volunteer events
 - Restoration-focused volunteer hours
 - Friends of Lone Lake Park volunteers and hours
- Number and size of risk/diseased trees within the trail corridor
- Description of restoration work completed (area size, locations, type of restoration)
- Conduct periodic Rusty Patched Bumble Bee survey based on USFWS guidance
- Average benefits of biking to the trail rather than driving to other trails: amount of carbon prevented from entering atmosphere.**
- Trail erosion tracking and maintenance
- Track invasive species detection and response
- Lake monitoring & evaluation every three years

*<https://independentsector.org/value-of-volunteer-time-2018/>

**Estimate average number of users who bike to this trail rather than drive to another, multiplied by frequency of visits & distance of commute. <https://www.omnicalculator.com/ecology/car-vs-bike>

Usage Policy and Metrics Email Feedback
July 7-19, 2020

From: Anthony Pohlen
Sent: Tuesday, July 7, 2020 10:54 AM
To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>
Subject: feedback on trail use policy

Hello,

Very excited for this new mountain bike trail! Thank you!!

The policy looks good. My only question is why there are no organized races allowed. No explanation "for education" is given.

Thanks,

Tony Pohlen

From: Mary McKee
Sent: Tuesday, July 7, 2020 11:18 AM
To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>
Cc: Brian Kirk <bkirk@minnetonkamn.gov>
Subject: Lone Lake Mountain Bike Draft

July 7, 2020

Thank you for sending out the Lone Lake Park mountain biker trail drafts for feed back.

To me, it looks good, but with one *red flag* being **Number 5 on Trail Usage Policy** where it would allow for "mountain biker food trucks, music, promotional booths and bike manufacturer vans with bikes" in the park.

I think this would open the door to problems down the road.

1. Neighborhood would not appreciate the disturbance
2. Other visitors coming to the park known for its quiet nature, would be disturbed as would wild life.
3. Sounds like City of Minnetonka is supporting the mountain bike industry. Would tennis, pickle ball and other sport businesses be allowed the same business promotional time?
4. Vans with bikes for sale would mean more people trying out bikes on trails there
5. MORC has continually stated that having the mountain bike trail there would be "a way to get more young people into nature." Number 5 sound like a for-profit business plan for mountain bike industry.

6. Additional cost to City (tax dollars) for clean up after such "events."

I would like to see such events/usage *not* be allowed at Lone Lake Park under this proposed agreement and do wonder why the City is working so closely with the mountain bike industry when it didn't when tennis courts or pickle ball courts were installed.

Thank you for sending me this draft and allowing me to share my concerns and opinion.

Mary McKee
3842 Baker Road
Minnetonka, MN 55305

From: Durrant, Eric J
Sent: Tuesday, July 7, 2020 1:40 PM
To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>
Subject: Mountain Bike Trail Policy Feedback

Thank you very much for seeking feedback from the community regarding this new trail in Minnetonka. I am a mountain bike owner and frequent user of existing mountain bike trails in the Metro area.

A couple of things to consider for the usage policy:

- Please consider prohibiting leashed dogs on the mountain bike trail, these paths are not wide enough for passing and trying to get around both a hiker/trail runner and their dog/dogs can be very difficult and unsafe as the dogs are much less predictable. Remember there are plenty of other areas to walk your dog, but this is the only mountain bike trail in Minnetonka
- I did not see anything about following the designated trail direction. My understanding is that this is a single track meaning one direction only. It is imperative to the safety of all users that they follow the designated direction of the trail
- Users should note this a trail designed specifically for mountain biking and it can be dangerous for trail runners and hikers moving at a much slower pace or stopped near bushes, rocks, or tree that might hide them from view of the oncoming rider. I suggest additional or stronger language to emphasize this point.
- I'm not sure if the park intends to have a community tool and bike pump station (these are common at other parks). If so you might want to include a statement that these tools are only intended to be used on bicycles

Thanks,
Eric Durrant

From: Ben Saltzman
Sent: Tuesday, July 7, 2020 1:40 PM
To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>
Subject: The draft

It looks good!

My experience as an LRT rider, I'm concerned about dogs and bikes on a shared narrow trail. It can be dicey.

ebikes: Most ebikes that are designed for mountain biking are 28mph limited not 20mph. (I work at Tonka Cycle on ebikes) The constraint should be that the ebike must only be pedal assist. No throttle ebikes should be allowed. The "assist" only happens if you are pedaling.

Thank you all for your efforts!
Ben

From: John Mirocha
Sent: Monday, July 13, 2020 1:23 PM
To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>
Cc: bkirk@minnetonkamn.com
Subject: Feedback on Trail Usage and Metrics

Thanks you for the opportunity to comment on these documents and for including the Friends of Lone Lake Park in the discussion as well.

I think the document is a step in the right direction for creating a document with true engagement from important stakeholder groups. This has been sorely absent in the past. The original staff document has been improved significantly with that valuable and needed input. Please find my additional comments below.

1. I was a strong critic of the lack of accountabilities in the MOU. Sample accountabilities have been given to council members and city staff by me and others to help with the development of an accountability system. The city manager spoke of accountabilities at the council meeting where the MOU was discussed and stated that accountabilities would be included in these documents. I still do not see any accountabilities stated. This should be a concern of MORC's as well as the city and residents (FOLLP) as when there is a problem and it is not clear who holds the accountability or how to measure the degree of the problem conflicts and delays can occur.
2. Trail Use.
 - *LLP is underutilized in winter.* This may be the view from city hall but it is not the view from neighbors, home owner associations, frequent park users, FOLLP and the biodiversity that is being threatened within the park. (p.s. The city closes the park in the winter and doesn't plow. So it is the city that limits use.) More use means more environmental degradation, noise, traffic, etc. The nature of a park preserve is to protect, restore and renew. I believe that our community needs to protect green space from further "development." Letting it rest during the winter helps mitigate the adverse consequences of increased use. There are many other options to get outside and be active in Minnetonka in the winter that do less environmental damage. Plus grooming is an additional city expense and light pollution is a problem for neighbors and wildlife especially when tree leaves are down.
 - *Organized racing will not be allowed* still leaves room for unorganized racing; one or more individuals racing but not as a part of a group's formal activity. Racing is racing. Change the phrase to *racing is not allowed*.

- *Events including food trucks, etc.* Seems the city wants to use our public space (nature preserve) to promote an industry. I believe this is an inappropriate use of the park for commercial, profit-oriented purposes. This is better held in a bike shop parking lot rather than a park preserve. Neighbors and park users will also be disturbed by the increase, traffic, litter and noise.
 - *No e-bikes* of any type should be allowed.
3. Metrics.
- *Annual* measurement is not frequent enough. Twelve months is too long to wait to find out that volunteer availability is lacking or the trail is shut down for long periods of time. Lake and creek measures should happen more frequently than three years as one environmental report has stated that runoff from the trail alone could add one inch to the lake level per year.
 - *Trail fix time* needs to be a metric added to the list. The city has a poor record of even routine maintenance in LLP and MORC has had issues staffing some of their trails with volunteers. Their response times needs to be measured.
 - I don't see a coherent plan for the Rusty Patched Bumble Bee. Saying you have hired an expert, are going to do a bee count or that you are cooperating with the fisheries and wildlife agency (which is behind the times) to mitigate damage isn't a plan with accountabilities and metrics. I want to see a three year bee plan with goals, accountabilities, metrics and a budget.

Thank you.

John Mirocha, Ph.D.
5423 Maple Ridge CT, 55343

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From: Linda Russell
Sent: Thursday, July 16, 2020 1:13 PM
To: Kelly ODea <kodea@minnetonkamn.gov>
Cc: Ben Marks
Subject: Trail Use Agreement and Metrics

Hi Kelly,
Ben Marks and I talked through these two documents a few times, and then we each shared ideas with our respective groups. Together, we have come up with some revised versions that I hope you and your staff will accept.

I don't think there are too many hot button items in these, except for one. Both MORC and FLLP would jointly strongly recommend that no e-bikes be allowed on the trail. This might change at some later point, but only after the subject can be thoroughly observed on other trails and researched more. Yes, we know that according to state law, these e-bikes are "not motorized." But we all really know they are. There is nothing that says a city or park can't take a more strict stance, is there? And, if the city is prepared to meet the challenges they might bring, then perhaps they could be allowed at a later time. Personally, after a long career in education where equity and accommodations are dictated by the

Americans With Disabilities Act of 1990, I could imagine allowing e-bikes that are clearly labeled, like a disabled hang tag, so we would know they are being used for equity purposes, not because some kid got lucky and got one for a birthday gift. Logistically, I'm not sure how that would work, but cities/parks do require hang tags (and \$) for off leash dog parks, so it isn't completely out of the realm of possibility. Full disclosure: Ben and I did not discuss this type of thing. Just me talking.

If you and your staff would like to discuss any of the items we edited or comments we made, I know both Ben and I would be available to meet or Zoom with you. Otherwise, it is safe to say that we are presenting a jointly approved set of Use and Metrics documents to you.

Thank you for the opportunity to be involved,
Linda (and Ben)



DRAFT - LONE LAKE PARK: PARK QUALITY AND MULTI-USE MOUNTAIN BIKE TRAIL ANNUAL METRICS

The following data will be collected and reported at the annual joint Park Board/City Council Meeting.

Multi-Use Mountain Bike Trail Usage

- Number of days trail is open & closed
- Number and size of programs/events/demos
- Periodic trail counts to estimate average annual use
 - Bikers
 - Hikers
 - Runners

Impacts to Community

- Periodic parking lot counts at Lone Lake Park
- Number and type of complaints and resolutions
- Number and type of reported incidents and resolutions
- Qualitative input from residents (annual community survey question)
- Average benefits of biking to the trail rather than driving to other trails
 - Data collected via trailhead or online user surveys

MORC and FLLP Advocacy & Engagement

- Number of MORC:
 - Volunteers
 - Volunteer events
 - Volunteer hours for trail maintenance
- Number of FLLP and MORC:
 - Restoration-focused volunteer events
 - Restoration-focused volunteer hours
 - Friends of Lone Lake Park volunteers hours
- Description of restoration work completed (area size, locations, type of restoration)
- Total cost benefit of volunteers using <https://independentsector.org/value-of-volunteer-time-2018/>
- Meet with local stakeholders (MORC and FLLP) annually to review and contribute qualitative information to the draft of the report, which will then be made available for public feedback before the annual joint Park Board/City Council meeting. Public comments at the meeting will be permitted so the general public may contribute or provide feedback.

Environmental Surveys

- Number and size of high value at risk/diseased trees and locations
- Conduct annual Rusty Patched Bumble Bee survey based on USFWS guidance
- Formal and informal trail erosion tracking and maintenance
- Track invasive species detection and response
- Lake monitoring & evaluation every three years (separating any Pickle Ball Court effects from trail effects)

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From: Luke Van Santen

Sent: Sunday, July 19, 2020 8:07 PM

To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>

Subject: Trail Usage Policy comments

Lone Lake Trail -

Thank you fo the opportunity to comment on this document!

Specifics:

- Should the Park Hours section be modified to reflect all users instead of just mountain bikers?
- Should fatbiking be included in the spring / summer / fall activities?
- Should a definition of fatbiking (tire width) be included for winter conditions?
- What will happen if a team other than those being contacted now shows up to use the trail?
- It seems that all e-bikes should be allowed on this trail. Doing so would maximize access and equity, and enforcement (should e-bikes be banned) seems problematic. If there are erosion issues from e-bikes (the most common argument against them), it seems likely that erosion would be addressed through regular maintenance and therefore is an insufficient reason to ban

e-bikes given the upsides (equity and access). If there are complaints arising from e-bikes (speed), will complainant be able to determine whether the offending bike was an e-bike? Or, if only mountain bike e-bikes are allowed, will other trail users be able to determine whether an e-bike was of a suitable "mountain bike" format?

- While I will be wearing a helmet whenever I ride singletrack, does it make sense to include a helmet requirement here? Will the City be enforcing it (writing tickets for it)? Or, is it more likely to lead to more (essentially non-productive) complaints from non-bikers?
- Related to the general comment below, should all users be required to announce their *presence*, not just their approach? What will happen when a mountain biker comes around a corner and encounters trail runners? Should the trail runners have made their presence known to the mountain bikers? Vice versa? Should this be limited to those times when one user is passing another? (If so, please include that as a condition - announce presence WHEN PASSING).

General:

- While I understand the concept of "right of way" and think that mountain bikers should be granted such on this trail (since it is intended to primarily be a mountain bike trail), I can't help but wonder whether there will be "artificial" conflicts arising from establishing any group as having right of way over other groups. Instead, might it make more sense to explicitly state that, rather than having right of way, all users have the obligation to cede to all other users? Having such a baseline seems to make it less likely for any incidents to devolve into an unprovable case since both parties would be "at fault". I recognize this is different from most other parks (and even our overall culture), but having one group have right of way over all other groups seems certain to lead to abuse and reduced user satisfaction.

Thank you for the opportunity to comment on this document!

Luke Van Santen
2148 Sheridan Hills Rd

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From: Luke Van Santen
Sent: Sunday, July 19, 2020 7:40 PM
To: Lone Lake Trail <lonelaketrail@minnetonkamn.gov>
Subject: Feedback on Lone Lake Mountain Bike Trail Annual Metrics

Lone Lake Trail -

Thank you for the opportunity to provide this feedback!

In general, I think the original document is reasonably good, overall. However, there are several areas where I think there could be improvement. Specifically:

- Periodic parking lot counts - will there be a way to determine whether the parking lot occupancy is being caused by users of the trail? Is there a current baseline to compare to?

- Number of complaints - will this also include complainant info to assess whether complaints are coming from a broad cross section of the community or from a vocal minority?
- Incidents and resolutions - will these also include info about the complainants?
- Trail erosion tracking and maintenance - given that erosion will occur on the trail (just as erosion currently occurs on the un-maintained "rogue" trails), doesn't the fact that erosion will be addressed by regular ongoing trail maintenance make this less of an issue? Certainly, if erosion occurs repeatedly in a specific location, that will suggest the need for trail modifications, but will any reports of erosion that are subsequently resolved be so indicated?
- Also, will reports of erosion include info about who is making the report?
- Will any noted invasive detections in the trail corridor also note the maintenance/removal by users / trail maintainers? Will there be similar reports about invasives in other areas of the park?
- Will diseased trees in other areas of the park be tracked?
- How will counts of people who bike to the park rather than driving be generated / tracked? While I agree with it and support it (and will almost certainly exclusively do this), this seems difficult to accurately track?
- Will number of scheduled (and held) team practices be included in the user counts?

Also, more generally, I have the following questions.

- Does it make sense to have rusty-patch bumblebee counts in a document specific to the mountain bike trail? Granted the trail may have some (likely limited) impact on any population of bees in Lone Lake Park, but how does that impact compare to the larger environmental impacts to bees (wide-spread use of pesticides, climate change, etc) across the entire park? I would suggest that any rusty-patch bumblebee counts be included in a separate metric document.
- Similarly, does it make sense to have lake monitoring included in the mountain bike trail metric document? It is certainly possible that some erosion from the trail could have a (very minimal) impact on the lake, but given that over 50% of the trail doesn't even lie in the lake's direct watershed it seems this should also be included in some other document. Additionally, what other impacts are there to the lake? Are there storm sewer outfalls into the lake from surrounding roadways? If so, will those be considered in any lake impact decisions? Also, what about other park amenities (pickleball court, existing maintained trail, existing un-maintained trails, parking lots, etc)? Similar to the bumblebee counts, does it make sense to have lake impacts in a separate document?
- Does the City have adequate resources available so that they can realistically commit to these metrics?

Thank you again for the opportunity to comment on this document!

Luke Van Santen
2148 Sheridan Hills Rd

Bulleted text in red and images will not be included as part of the policy, but are included in this draft to provide education.



DRAFT - RECREATION SERVICES ADMINISTRATIVE POLICY LONE LAKE PARK MULTI-USE MOUNTAIN BIKE TRAIL USAGE

Purpose of Policy: The intent of this policy is to designate the appropriate usage for the multi-use mountain bike trail at Lone Lake Park in the City of Minnetonka.

Introduction

The multi-use mountain bike trail at Lone Lake Park is the only designated mountain bike trail in the City of Minnetonka park system. This policy identifies the designated times and activities for which the trail is available for use. This policy, and any future changes to it, are subject to review and approval by the Minnetonka Park Board.

1. **Park Hours** - Per city of Minnetonka park regulations, parks will be open for use between 5:00 a.m. and 10:00 p.m. The multi-use mountain bike trail will be open to riders during regular park hours.
2. **Seasons** – The trail may be used year round as conditions allow.
 - *Winter grooming would be required for winter fat-tire biking. Grooming can be done using snowshoes or a motorized groomer. Snowshoes would be used initially with the plan to purchase a groomer in the future.*
 - *Lone Lake Park is currently underutilized during winter months. Minnetonka’s park system currently provides limited outdoor recreation opportunities in the winter. This would help fill that void and get more people outside in the winter.*
 - *Wet conditions due to precipitation or snow melt will cause the trail to be temporarily closed to all users.*
 - *Informal footpaths will remain open at all times for use by walkers.*
3. **Activities** – The trail may be used for mountain biking, hiking and running during spring, summer and fall as conditions allow. Winter use includes fat-tire biking and snowshoeing as conditions allow.
 - *Walking and hiking during winter months are prohibited on the multi-use mountain bike trail due to negative impacts to the trail snowpack.*
 - *Users may self-select if they want to walk or hike the trail, this is a purpose built mountain bike trail and some users may not find the experience pleasurable.*
4. **Races** – Organized races will not be allowed on the trail.
5. **Programs/Events** – Programs are limited to groups of 16 or less. Events are limited to two per year. Demos are limited to twice per month. Any outside programs, events or demos must be pre-approved by the City.
 - *Examples of programs may include but are not limited to: learn to ride classes for youth or adults, mountain bike skills camps, bike repair classes, environmental education, etc.*
 - *Examples of events may include but are not limited to: trail volunteer appreciation day, Minnetonka Mountain Bike Day. Events may include food trucks, music, activities, and promotional booths.*
 - *A typical demo entails a few bike manufacturer employees with a small van with bikes of various sizes for promotional use to trail users of all abilities.*




Summary of Comments on TrailUsageAdministrativePowith comments7-16-20.pdf


Page: 1

 Number: 1 Author: Linda Subject: Sticky Note Date: 2020-07-09 1:57:23 PM

Some of the text in red should be condensed and kept for future new readers who have not been "educated" yet. Esp the info about dogs. It's good to see the reasoning.

 Number: 2 Author: Linda Subject: Sticky Note Date: 2020-07-09 2:06:14 PM

For winter rules: we suggest making the criteria about the "less than 1 inch" imprint rather than the type of use (boot, snowshoe, bike). That way, the conditions determine appropriate use; hard packed snow/ice is fine for walking/hiking, but soft/slushy snow is not.

 Number: 3 Author: Linda Subject: Sticky Note Date: 2020-07-09 1:58:35 PM

"Organized" leaves open the possibility that informal racing is allowed. "Organized or informal racing is not allowed" is clearer.

6. **Team Practices** – Teams are required to sign up for pre-approved practice days/times set by the land manager in order to limit the number on site at one time. Priority will be given to local teams within 5 miles of the trail.
- *The City is currently working with local mountain bike teams to determine how to best schedule practices. The city will continue to adjust based on capacity concerns.*
7. **Dogs** – Per city ordinance, dogs must be kept on a leash no longer than 6 feet when on improved trails, including the multi-use mountain bike trail. Off-leash dogs are allowed in the unimproved and unmaintained areas of the park under voice command, including the informal footpaths.
- *Staff know existing park users strongly desire to keep using the park to walk their dogs off leash.*
 - *Staff want to keep consistent rules across Minnetonka parks & trails.*
 - *Staff want to keep all park users including trail users, walkers and their dogs safe.*
 - *The city will continue to evaluate the interactions between trail users and dogs on the multi-use mountain bike trail and recommend changes to the park board as needed.*
8. **E-bikes** (electric-assist or pedal-assist bicycles) are allowed on the multi-use mountain bike trail if they meet the state’s definition and requirements (subdivision 27*) and are mountain bike specific e-bikes. A motorized bicycle that does not meet this definition is not allowed. Examples included below.
- *Electric mountain bikes are a small fraction of the market for mountain biking. Allowing their use removes a barrier to people with limited mobility or stamina including people with physical disabilities.*
 - *While city staff has mixed views on the use of e-bikes, it is currently considered best practice to allow their use.*
 - *The City will continue to evaluate the use and impacts of e-bikes and recommend changes to the park board as needed.*



Figure 1 Example of electric mountain bike, allowed on trail

 Number: 1 Author: Linda Subject: Sticky Note Date: 2020-07-09 1:59:27 PM

This red bullet list is a good one to keep so the public can understand the reasoning behind the rule.

 Number: 2 Author: Linda Subject: Sticky Note Date: 2020-07-16 11:25:42 AM

We recommend to begin this trail with a "No E-bikes" policy. Later, perhaps this could be modified, after you have more time to evaluate how e-bikes are used on other trails, who is typically using them, how it is enforced, etc.



Figure 2 Example of motocross bike, not allowed on trail




Figure 3 Example of electric standard bike, not allowed on trail

Posted Trailhead Rules

1. Open to mountain biking, trail running and hiking in the spring, summer and fall (*generally April 1 to Oct. 31*)
2. Open to fat-tire biking and snowshoeing in the winter (*generally Nov. 1 to March 31*)
3. Trail is closed to all users when it is wet or muddy
4. One directional trail for all users
5. Stay on designated trail
6. Do not modify the trail
7. Wear a helmet when biking
8. Control your bicycle
9. Announce your approach and yield to others
10. Slower traffic move right
11. Respect wildlife
12. Dogs must kept on a leash no longer than 6 feet; no retractable leashes
13. ~~Mountain bike specific e Bikes are allowed if they meet the state's definition*~~
14. Share the trail and be respectful of all users



Page: 3

 Number: 1 Author: Linda Subject: Sticky Note Date: 2020-07-16 11:26:49 AM
Highlighted items added to the rules by MORC + FLLP

 Number: 2 Author: Linda Subject: Highlight Date: 2020-07-16 11:23:54 AM

 Number: 3 Author: Linda Subject: Highlight Date: 2020-07-16 11:23:57 AM

 Number: 4 Author: Linda Subject: Highlight Date: 2020-07-16 11:24:48 AM

 Number: 5 Author: Linda Subject: Cross-Out Date: 2020-07-09 2:02:53 PM

*Subdivision 27. Electric-assisted bicycle.

"Electric-assisted bicycle" means a bicycle with two or three wheels that:

(1) has a saddle and fully operable pedals for human propulsion;

(2) meets the requirements:

(i) of federal motor vehicle safety standards for a motor-driven cycle in Code of Federal Regulations, title 49, sections 571.1 et seq.; or

(ii) for bicycles under Code of Federal Regulations, title 16, part 1512, or successor requirements; and

(3) has an electric motor that (i) has a power output of not more than 1,000 watts, (ii) is incapable of propelling the vehicle at a speed of more than 20 miles per hour, (iii) is incapable of further increasing the speed of the device when human power alone is used to propel the vehicle at a speed of more than 20 miles per hour, and (iv) disengages or ceases to function when the vehicle's brakes are applied.

DRAFT

Comparison Table

Original language versus desired changes/comments from residents, followed by a staff recommendation.

Lone Lake Park Multi-Use Mountain Bike Trail Usage Policy

| Item # | Original Language | Desired Changes/Comments from Residents | Recommendation |
|----------------------|--|--|--|
| 1. Park Hours | Per City of Minnetonka park regulations, parks will be open for use between 5:00 a.m. and 10:00 p.m. The multi-use mountain bike trail will be open to riders during regular park hours. | Hours should reflect all users and not just mountain bikers. | Change: Replaced "riders" with "users" New language: Per city of Minnetonka park regulations, parks will be open for use between 5:00 a.m. and 10:00 p.m. The multi-use mountain bike trail will be open to users during regular park hours. |
| 2. Seasons | The trail may be used year round as conditions allow. | Do not allow winter riding to allow park to rest and mitigate adverse consequences of increased use. | No change: The trail was presented as a year round amenity during the approval process. It is important to provide more outdoor recreational opportunities in the winter months. It is not anticipated that winter riding will have a significant adverse effect the environment. |
| 3. Activities | The trail may be used for mountain biking, hiking and running during spring, summer and fall as conditions allow. Winter use includes fat-tire biking and snowshoeing as conditions allow. | Include fat-tire biking as an appropriate usage in spring, summer and fall. Change the winter usage language to allow for users leaving less than 1" imprint rather than the type of use allowed. | Change: Include fat-tire biking as a spring, summer fall usage. It would be difficult for users to know the depth of their imprint so that language was not included. New language: The trail may be used for mountain biking, fat-tire biking , hiking and running during spring, summer and fall as |

| Item # | Original Language | Desired Changes/Comments from Residents | Recommendation |
|---------------------------|--|---|---|
| | | | conditions allow. Winter use includes fat-tire biking and snowshoeing as conditions allow. |
| 4. Races | Organized races will not be allowed on the trail. | Both organized and informal racing is not allowed. Why are no organized races allowed? | Change: Racing was discussed during the approval process and it was determined that organized racing would not be allowed. New language: Races are not allowed on the trail. |
| 5. Programs/Events | Programs are limited to groups of 16 or less. Events are limited to two per year. Demos are limited to twice per month. Any outside programs, events or demos must be pre-approved by the City. | Concern about noise and traffic that come with events/demos. Concern about demos by bike shops/vendors for profit-oriented purposes. | Change: Stand-alone demos will not be allowed, only considered as part of a city-sponsored event. New language: Programs are limited to groups of 16 or less. Events are limited to two per year. Any outside programs or events must be pre-approved by the City. Special use permits for demos are not allowed. |
| 6. Team Practices | Teams are required to sign up for pre-approved practice days/times set by the land manager in order to limit the number of users on site at one time. Priority will be given to local teams within 5 miles of the trail. | What if unscheduled teams show up? | No change: The Land Manager will contact any unscheduled teams to educate them on the scheduling process. |
| 7. Dogs | Per city ordinance, dogs must be kept on a leash no | Please prohibit dogs on the trail. | No change: The wording was kept the same, but educational bullets were |

| Item # | Original Language | Desired Changes/Comments from Residents | Recommendation |
|-------------------|---|--|---|
| | longer than 6 feet when on improved trails, including the multi-use mountain bike trail. Off-leash dogs are allowed in the unimproved and unmaintained areas of the park under voice command, including the informal footpaths. | <p>Concern with dogs and bikes on a shared narrow trail.</p> <p>Include the educational bullets about dogs in the policy.</p> | included to provide background |
| 8. E-bikes | (Electric-assist or pedal-assist bicycles) are allowed on the multi-use mountain bike trail if they meet the state's definition and requirements (subdivision 27*) and are mountain bike specific e-bikes. A motorized bicycle that does not meet this definition is not allowed. | <p>No e-bikes of any type should be allowed.</p> <p>E-bikes must only be pedal assist. No throttle e-bikes should be allowed.</p> <p>The trail advocates and Friends of Lone Lake Park strongly recommend that no e-bikes be allowed on the trail.</p> <p>All e-bikes should be allowed on this trail to maximize access and equity.</p> | <p>Change: After hearing feedback, staff is recommending no e-bikes at this time. We received this recommendation from both advocates and opponents of the trail. There is not enough evidence about impacts to the trail by e-bikes at this time. The argument for e-bikes is that they allow for access and equity. E-bikes could be added as an approved use in the future, if desired.</p> <p>New language: E-bikes are not allowed on the multi-use mountain bike trail.</p> |

Trail Rules

| Original Language | Desired Changes/Comments from Residents | Recommendation |
|---|---|---|
| 1. Open to mountain biking, trail running and hiking in the spring, summer and fall | Add fat-tire biking to allowed uses | Change to: Open to mountain biking, fat-tire biking , trail running and hiking in the spring, summer and fall |

| Original Language | Desired Changes/Comments from Residents | Recommendation |
|--|--|---|
| 2. Open to fat-tire biking and snowshoeing in the winter | None | No change |
| 3. Trail is closed to <u>all users</u> when it is wet or muddy | None | No change |
| 4. Stay on designated trail | None | No change |
| 5. Do not modify the trail | None | No change |
| 6. Wear a helmet when biking | Will this be enforceable? | No change: Although enforcement is difficult, it is important to include and encourage |
| 7. Control your bicycle | None | No change |
| 8. Announce your approach and yield to others | Change approach to presence | No change |
| 9. Respect wildlife | None | No change |
| 10. Dogs must be kept on a leash no longer than 6 feet | Add "no retractable leashes: | No Change: We did not include the language regarding retractable leashes to be consistent with the current ordinance language. It is assumed that any leash 6 ft. or less is non-retractable. |
| 11. Mountain bike specific e-bikes are allowed if they meet the state's definition | Changed rule | Change: No e-bikes on trail |
| 12. Share the trail and be respectful to others | None | No change |
| | Additional Rules Proposed by Citizens | Recommendation |
| | One directional trail for all users | Added to rule #4 |
| | Slower traffic move right | Add to rules as #9 |

Twin Cities Mountain Bike Trail Systems - Posted Trail Rules

Three Rivers Parks

- Open to mountain biking, trail running, hiking and snowshoeing
- Children under 10 must be under supervision of a responsible person
- Bikers-wear your helmets
- Stay on designated trails
- Do not modify the trail or trail features
- Hikers-YIELD to bikers
- Bikers-YIELD to faster bikers
- Bikers-ANNOUNCE approach to others
- No bike trailers or child seats
- E-bikes (electric-assist or pedal-assist bicycles) are allowed on singletrack mountain bike trails if they meet the state's definition and requirements (subdivision 27). A motorized bicycle that does not meet this definition is not allowed on any Park District trails.

Carver Lake Park (City of Woodbury)

- Do not use the trail when it is wet or muddy
- Ride on open trails only
- Leave no trace
- Control your bicycle
- Always yield the trail
- Never scare animals
- Plan ahead

Lebanon Hills Regional Park

- Map posted, but not rules at trailheads specific to mountain biking
- Rules posted at skills park.
- Electric-assist or pedal-assist bicycles are allowed wherever normal bicycles are allowed as long as they meet the definition in Minnesota Statute 169.011, Subdivision 27.

Theodore Wirth Park

- Winter multi-use trails are for fat tire biking and snowshoeing.
- Summer multi-use trails are for biking, trail running, and hiking.
- For safety reasons, no dogs allowed.
- Trails are one-way only.
- Stay on the trails.
- Ride open trails. Respect trail closures. Leave no trace. Open unless wet or scheduled for an event. Inquire about events with the Loppet Foundation or The Trailhead.
- Yield appropriately. Yield to faster traffic. Trails cross ski trails and cart paths for golf. Please yield to skiers and golfers.
- Control your bike
- Enjoy the trails!

2019 Minnesota Statute 169.011:

Subd. 27. Electric-assisted bicycle.

"Electric-assisted bicycle" means a bicycle with two or three wheels that:

(1) has a saddle and fully operable pedals for human propulsion;

(2) meets the requirements:

(i) of federal motor vehicle safety standards for a motor-driven cycle in Code of Federal Regulations, title 49, sections 571.1 et seq.; or

(ii) for bicycles under Code of Federal Regulations, title 16, part 1512, or successor requirements; and

(3) has an electric motor that (i) has a power output of not more than 1,000 watts, (ii) is incapable of propelling the vehicle at a speed of more than 20 miles per hour, (iii) is incapable of further increasing the speed of the device when human power alone is used to propel the vehicle at a speed of more than 20 miles per hour, and (iv) disengages or ceases to function when the vehicle's brakes are applied.

**REVISED DRAFT - RECREATION SERVICES ADMINISTRATIVE POLICY
LONE LAKE PARK MULTI-USE MOUNTAIN BIKE TRAIL USAGE**

Purpose of Policy: The intent of this policy is to designate the appropriate usage for the multi-use mountain bike trail at Lone Lake Park in the City of Minnetonka.

Introduction

The multi-use mountain bike trail at Lone Lake Park is the only designated mountain bike trail in the City of Minnetonka park system. This policy identifies the designated times and activities for which the trail is available for use. This policy, and any future changes to it, are subject to review and approval by the Minnetonka Park Board.

1. **Park Hours** - Per city of Minnetonka park regulations, parks will be open for use between 5:00 a.m. and 10:00 p.m. The multi-use mountain bike trail will be open to users during regular park hours.
2. **Seasons** – The trail may be used year round as conditions allow.
3. **Activities** – The trail may be used for mountain biking, fat-tire biking, hiking and running during spring, summer and fall as conditions allow. Winter use includes fat-tire biking and snowshoeing as conditions allow.
4. **Races** – Races are not allowed on the trail.
5. **Programs/Events** – Programs are limited to groups of 16 or less. Events are limited to two per year. Any outside programs or events must be pre-approved by the City. Special use permits for demos are not allowed.
6. **Team Practices** – Teams are required to sign up for pre-approved practice days/times set by the land manager in order to limit the number of users on site at one time. Priority will be given to local teams within 5 miles of the trail.
7. **Dogs** – Per city ordinance, dogs must be kept on a leash no longer than 6 feet when on improved trails, including the multi-use mountain bike trail. Off-leash dogs are allowed in the unimproved and unmaintained areas of the park under voice command, including the informal footpaths.
 - *Existing park users strongly desire to keep using the park to walk their dogs off leash.*
 - *Consistent rules across Minnetonka parks & trails is important.*
 - *The intent is to keep all park users, including trail users, walkers and their dogs, safe.*
 - *City Staff will continue to evaluate the interactions between trail users and dogs on the multi-use mountain bike trail and recommend changes to the park board as needed.*
8. **E-bikes** (electric-assist or pedal-assist bicycles) - E-bikes are not allowed on the multi-use mountain bike trail.

Posted Trailhead Rules

1. Open to mountain biking, fat-tire biking, trail running and hiking in the spring, summer and fall
2. Open to fat-tire biking and snowshoeing in the winter
3. Trail is closed to all users when it is wet or muddy
4. Stay on designated trail and follow directional signs
5. Do not modify the trail
6. Wear a helmet when biking
7. Control your bicycle
8. Announce your approach and yield to others
9. Slower traffic move right
10. Respect wildlife
11. Dogs must be kept on a leash no longer than 6 feet
12. No e-bikes on trail
13. Share the trail and be respectful of all users

REVISED DRAFT - LONE LAKE PARK MULTI-USE MOUNTAIN BIKE TRAIL ANNUAL REPORT METRICS

Trail use

- Number of days trail is open & closed
- Number and size of programs/events
- Number of team practices scheduled
- Periodic trail counts to estimate average annual use
 - Bikers
 - Hikers/Snowshoers
 - Runners

Trail Impacts

- Periodic parking lot counts at Lone Lake Park
- Number and type of complaints and resolutions
- Number and type of reported incidents and resolutions
- Qualitative input from residents (annual community survey question)
- Trail erosion tracking and maintenance
- Number and size of risk/diseased trees within the trail corridor
- Average benefits of biking to the trail rather than driving to other trails: amount of carbon prevented from entering atmosphere using <https://www.omnicalculator.com/ecology/car-vs-bike>

Lone Lake Park Advocacy & Engagement

- Number of MORC:
 - Volunteers
 - Volunteer events
 - Volunteer hours for trail maintenance and park restoration
- Number of Friends of Lone Lake Park (FLLP):
 - Restoration-focused volunteer events
 - Restoration-focused volunteer hours
 - FLLP volunteers and hours
- Number of other volunteers/hours
- Description of restoration work completed (area size, locations, type of restoration)
- Total cost benefit of volunteers using <https://independentsector.org/value-of-volunteer-time-2018/>
- Meet with local stakeholders annually to review and contribute qualitative information to the draft of the report, which will then be made available for public feedback before the annual joint Park Board/City Council meeting.

General Lone Lake Park Monitoring

- Conduct Rusty Patched Bumble Bee survey annually for three years
- Document invasive species presence and abundance
- Lake water quality monitoring every three years

**Park Board Agenda Item #6B
Meeting of August 5, 2020**

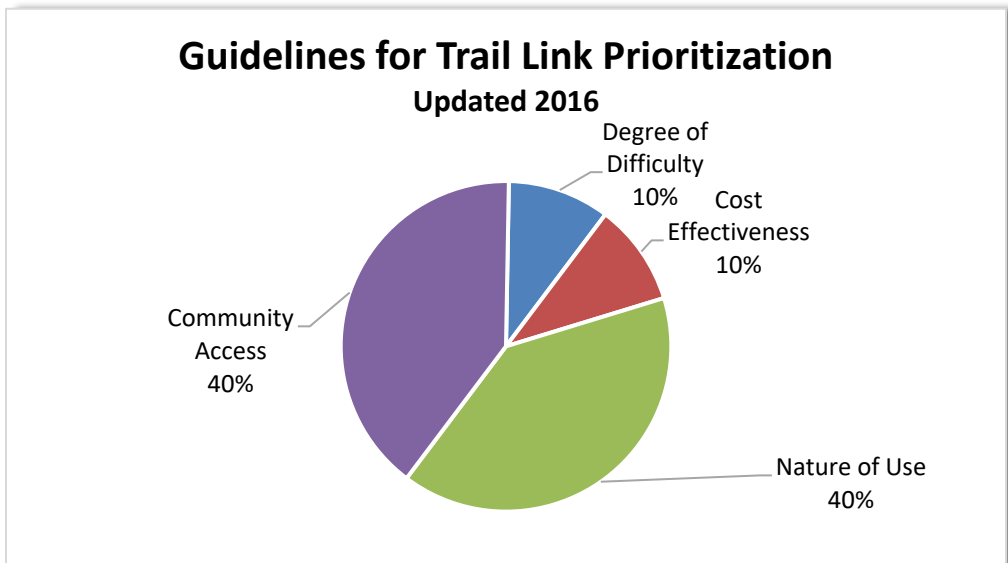
| | |
|--------------------------------------|---|
| Subject: | Consideration of potential trail segment swap along Minnetonka Boulevard |
| Park Board related goal: | To renew and maintain parks and trails |
| Park Board related objective: | Identify areas of the city that are deficient of adequate park or trail amenities |
| Brief Description: | Consider proposed swap of trail segments |

Introduction

The city’s Trail Improvement Plan is a multi-year plan created to maintain and enhance the trail and sidewalk system within the city. This plan identifies new trails and walks to be added to the citywide system to provide connections between existing trails, parks, schools, and village center points of interest.

At the 2012 joint city council/park board meeting, the group discussed and accepted criteria for prioritizing trail development. These criteria were revised and accepted in 2016 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 better balances public demand with the challenges of constructing trail segments.

City council directed staff to further assist in this 2016 planning effort by revisiting the Trail Improvement Plan to combine past trail planning efforts with new considerations, and prioritize all unscheduled and unfunded trail segments currently identified within the city. Trail segments with top priorities have been included in the Capital Improvements Program (CIP). The results of these efforts are beginning to come to fruition with the new dedicated funding source of the Trail Expansion Fund.



10% Degree of Difficulty

- 5% Environmental Impacts (Flood Plain, Wetland, Slopes)
- 5% High Priority Trees (minimal loss)

10% Cost Effectiveness

- 2% Solutions (Boardwalks, Mitigation, Bridges)
- 4% ROW Easements
- 4% Min Utility Relocation

40% Nature of Use

- 10% Passive/Recreational Use
- 10% Transportation (Destinations)
- 15% High Use Segment
- 5% Completes a route

40% Community Access

- 10% Connectivity to a Village Center
- 5% Business Access
- 5% Place of Worship/Library/Gov. Center
- 5% Schools
- 10% Connect to transit location (park n ride, LRT, etc.)
- 5% Regional Commuting

100% Total Score

The current score (out of a possible 10) for segment #4 is 6.2 and the current score for segment #10 is 5.4, respectively.

Background

The Trail Improvement Plan identifies segments along Minnetonka Boulevard (#4 from the Marsh to Fairchild Lane and #10 from Fairchild Lane to Woodlawn), as high priority segments. In 2019, staff began work on a feasibility study for the consideration of segment #4 in coordination with Hennepin County, Minnehaha Creek Watershed District, Metro Transit and other agency stakeholders. Once surveying and preliminary design was complete, a public open house was held on December 17, 2019. Staff presented a high level overview of the project and had large format prints of the design to aid the dialogue between residents, staff and project consultants.

Trail segment #4 was presented as an informational item at the April 20, 2020 Hennepin County Bike Advisory Committee meeting. The concept design received positive feedback.

At the May 11, 2020 City Council study session, Councilmember Schaeppi requested a review of trail segments to potentially consider a swap of segments #4 and #10. His request was based on the location of Groveland Elementary School in relation to segment #10, the existing regional trail and input he received from residents in the immediate area of segment #10.

At the June 3, 2020 park board meeting, two residents requested staff review the rankings of these same segments based on: proximity and access to Groveland Elementary, a potential error in ranking of segment #10, access to the existing regional

trail and a planned major road reconstruction project in close proximity scheduled for 2022-2023 (Tonka/Woodcroft). Their emails to staff are attached to this report.



Figure 1 Graphic showing existing trails and proposed trails along with considerations along Minnetonka Boulevard

Proposed Improvements

Segment #4 is 0.81 miles in length and segment #10 is 0.49 miles in length, respectively. The improvements proposed for both segments include an 8-foot wide off-road multi-use bituminous trail on the north side of Minnetonka Boulevard. This corridor, once both segments are completed, will eventually connect the Highway 101 and Minnetonka Boulevard Village Center area to the Civic Center Campus and beyond.

Crosswalk and intersection improvements, as well as traffic calming measures, will be considered as part of both projects. Pedestrian crossing improvements have been identified at Tonkawood Road and Sussex Drive as part of trail segment #4, and include raised concrete medians and curb ramps. Specific crossing improvements and locations have not been identified or evaluated as part of trail segment #10, but could be located at Rainbow Drive which has been previously evaluated at a high level for improvements.

Overhead Power Burial & Road Reconstruction Project

Overhead power burial is planned to be included as part of construction for both trail segments.

As identified in the graphic above, a major road reconstruction (Tonka/Woodcroft) project is planned for the neighborhood just to the south of trail segment #10 for 2022-2023. Bundling trail segment #10 as part of the road reconstruction project may result in minor project cost savings, and would provide improved coordination and lessen construction impacts and fatigue for residents. For instance, temporary traffic changes would be managed by one contractor for both projects.

Easements

It is anticipated that both permanent and temporary easements will be required for both segments. There are 16 properties with potentially necessary easements along segment #4, and 21 properties with potentially necessary easements along segment #10.

Public Input

As mentioned previously, an informational meeting was held on December 17, 2019 for segment #4. In addition to the webpage notification of the meeting and an email to project subscribers, mailers were sent directly to residents and businesses immediately adjacent to the corridor. Approximately 15-20 residents attended the meeting and staff presented a concept layout of the proposed trail project in a short presentation. Following the presentation and general questions, city and consultant staff provided an open house format to take one-on-one feedback from residents.

There has been no formal public input regarding segment #10, but should the segments be swapped that would need to be included as part of the project. A webpage would be created along with some type of pandemic-appropriate public meeting to present information, take resident feedback and answer questions.

In addition, an email notice was sent on July 31, 2020 to the 184 project subscribers for trail segment #4 to make them aware of the discussion to consider changing implementation timelines for segments #4 and #10. Feedback received prior to the park board meeting will be included as an addendum.

Estimated project costs

The estimated project costs based on the draft feasibility report for segment #4 to be constructed in 2022 is \$3.5 million, or \$525 per linear foot. The estimated project costs based on a high level planning effort for segment #10 to be constructed in 2022 is \$2.9 million, or \$585 per linear foot.

Updated prioritization ranking

The city's internal cross-departmental Trails Team took another look at prioritization ranking for both segments, as some inconsistencies had been identified. Changes to segment #4 include a Y for transportation. Changes to segment #10 include a Y for village center, an N for minimal utility relocation and a Y for school access. Based on these revisions, the score for segment #4 changed from 6.2 to 7.2 and segment #10 changed from 5.4 to 6.5.

Staff feel the current scoring criteria and prioritization of trail segments in the TIP reflects the multitude of factors affecting trail projects and provides an unbiased and transparent rationale for ranking segments over one another. One element that is not currently included in the criteria is complementary construction projects, as those projects vary and would pose a challenge to capture for a long range planning

document such as the Trail Improvement Plan. That said, there are many benefits to bundling a trail project with a major road project including cost savings, improved coordination and communication and reduced construction impacts.

Recommendation:

Review and consider the strengths and weaknesses and resident feedback of constructing trail segment #10 in 2022-2023 and constructing trail segment #4 in 2026-2027 and make a recommendation to the city council.

Discussion Questions

- *Is there any additional information park board would need in order to make a recommendation to city council?*

Attachments

- Funded and unfunded trail segments from draft 2021-2025 CIP
- Emails to park board requesting trail segment swap

Through:

Geralyn Barone, City Manager
Kelly O'Dea, Recreation Director

Originated by:

Carol Hejl, Park and Trail Planner

2021 - 2025 Capital Improvement Plan

2021 *thru* 2025

City of Minnetonka, Minnesota

Department 3-Parks, Trails & Open Space

Contact Park Planner

Type Improvement

Useful Life

Category Park Improvements/Refurbish

Priority 3 Expansion of New/Existing

Status Active

| | |
|---------------------|-------------------------------|
| Project # | Park-2110 |
| Project Name | Trail Improvement Plan |

Description (Include Scheduling and Project Status)

The Trail Improvement Plan is a multi-year plan created to enhance the city's trail and sidewalk system. New trails and walks added to the system provide safe and active connections between existing trails, parks schools and village centers.

2021: Excelsior Boulevard (CR 3) - Kinsel Road to Caribou Drive (IHM)

2022: Ridgedale Drive - White Birch to Target
Minnetonka Blvd (CR 5) The Marsh to Fairchild Lane

2023: Smetana Road - Westbrook Way to Sanibel Drive

2024: Hopkins Crossroad (CR 73) - Cedar Lake Road to Hillside Lane

2025: Hopkins Crossroad (CR73) - Hillside Lane to Wayzata Boulevard

The Opus Area Infrastructure Improvements page additionally designates \$250,000 to construct trail connections to the new Light Rail Transit platform and the Ridgedale Drive Improvements page additionally designates \$100,000 for trail enhancements, both from the Park and Trail Improvement Fund.

Staff will continue to apply for future grant opportunities and local funding will be programmed to complete trail segments. Additional segments will be accelerated if grant funding is secured. Staff have also applied for construction grants from Hennepin County.

Justification/Relationship to Plans and Projects

There is strong community support for the Minnetonka Trail System as evidenced by the heavy use of the completed trail segments and inquiries received about opportunities for extensions. When completed, these trails and walkways will enable more people to use active modes of transportation, connect five community parks, adjacent communities, and allow users to travel safely throughout the city on trails physically separated from motorized vehicles.

This is an integral part of the Parks, Open Space and Trail System and the Comprehensive Guide Plans to construct the Minnetonka Trail for walkers, joggers and bicyclists of all ages and abilities.

Staff conducted an educational and community dialogue for missing trail links to assist the Park Board and City Council in recommending projects to be constructed. In 2016 the city's internal trails team updated the feasibility score and reprioritized unscheduled segments.

The vision for trail segments uses a feasibility score updated in 2016 made up of Community Access (40%), Nature of Use (40%), Cost Effectiveness (10%) and Degree of Construction Difficulty (10%).

| Expenditures | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|-------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Construction/Maintenance | 1,900,000 | 5,900,000 | 1,800,000 | 3,000,000 | 2,800,000 | 15,400,000 |
| Total | 1,900,000 | 5,900,000 | 1,800,000 | 3,000,000 | 2,800,000 | 15,400,000 |
| Funding Sources | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
| Electric Franchise Fees Fund | 800,000 | 1,500,000 | 800,000 | 600,000 | 650,000 | 4,350,000 |
| Park & Trail Improvement Fund | | | 350,000 | | | 350,000 |
| Trail System Expansion Fund | 1,100,000 | 4,400,000 | 650,000 | 2,400,000 | 2,150,000 | 10,700,000 |
| Total | 1,900,000 | 5,900,000 | 1,800,000 | 3,000,000 | 2,800,000 | 15,400,000 |

Impacts (Budget, Sustainability, Other)

A list of additional future segments that are ranked and prioritized for implementation is shown on CIP page Park-TBD2115.

Maintenance costs will increase by approximately \$1,500 per mile of additional trail.

Overhead utilities will be buried with trail projects, consistent with city strategic goals, as the balance of the Electric Franchise Fund allows. If the fund does not allow, only burial or relocation of poles necessary to construct the trail will be pursued.

| Priority Rank | Priority Score (10=High, 1=Low) | Priority Trail Segments 2020 dollars) | (all costs) | Length (miles) | Estimated Cost | Estimated Cumulative Cost |
|---------------|------------------------------------|--|-------------|-------------------|-----------------------------------|------------------------------|
| | | | | 44.5 | | |
| 1 | 7.0 | Baker Rd - Excelsior Blvd to Crosstown Hwy | | 1.7 | \$2,900,000 | \$2,900,000 |
| 2 | 7.0 | Baker Rd - Excelsior Blvd to Minnetonka Blvd | | 1.7 | \$2,900,000 | \$5,800,000 |
| 3 | 6.5 | Ridgedale Dr - White Birch Lane to Target | | 0.6 | Programmed for 2022 - \$900,000 | |
| 4 | 6.2 | Minnetonka Blvd - The Marsh to Fairchild Lane | | 0.8 | Programmed for 2022 - \$3,500,000 | |
| 5a | 6.1 | Hopkins Crossroad - Cedar Lake Rd to Hillside Lane | | 0.6 | Programmed for 2024 - \$3,200,000 | |
| 5b | 6.1 | Hopkins Crossroad - Hillside Ln to Wayzata Blvd | | 0.4 | Programmed for 2025 - \$3,700,000 | |
| 6 | 5.9 | Excelsior Blvd - Woodland Rd to Clear Springs Rd/101 Library | | 1.0 | \$2,200,000 | \$8,000,000 |
| 7 | 5.9 | Excelsior Blvd - Glen Oak St to Woodland Rd | | 0.7 | \$1,700,000 | \$9,700,000 |
| 8 | 5.6 | Hwy 7 Cr 101 to Seven Hi La | | 0.1 | \$200,000 | \$9,900,000 |
| 9 | 5.5 | Hopkins Crossroad - Minnetonka Blvd to Minnetonka Mills Rd | | 0.6 | \$1,100,000 | \$11,000,000 |
| 10 | 5.4 | Minnetonka Blvd - Fairchild Ave to Woodlawn Ave | | 0.5 | \$900,000 | \$11,900,000 |
| 11 | 5.3 | McGinty Rd - CR 101 to Crosby Rd (partly in Wayzata) | | 0.6 | \$1,000,000 | \$12,900,000 |
| 12 | 5.1 | Delton Ave - Vine Hill Rd to Old Excelsior Blvd | | 0.7 | \$1,200,000 | \$14,100,000 |
| 13 | 5.0 | Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter) | | 0.9 | \$1,500,000 | \$15,600,000 |
| 14 | 4.9 | Essex Rd - Ridgedale Dr to Oakland Rd | | 0.7 | \$1,300,000 | \$16,900,000 |
| 15 | 4.9 | Hwy 7 Underpass west of CR 101* | | 0.0 | \$100,000 | \$17,000,000 |
| 16 | 4.9 | Minnetonka Mills Rd - Shady Oak Rd to Hopkins Crossroad | | 0.6 | \$1,000,000 | \$18,000,000 |
| 17 | 4.8 | TH 7 - Cattle Pass to CR 101 on north side | | 0.4 | \$700,000 | \$18,700,000 |
| 18 | 4.7 | Hillside La - Hopkins Crossroad to Tanglen School | | 0.1 | \$300,000 | \$19,000,000 |
| 19 | 4.7 | Meadow Park to Ridgedale | | 0.4 | \$600,000 | \$19,600,000 |
| 20 | 4.6 | Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7) | | 0.8 | \$1,400,000 | \$21,000,000 |
| 21 | 4.6 | Williston Rd - Minnetonka Blvd to Hwy 7 | | 1.0 | \$1,700,000 | \$22,700,000 |
| 22 | 4.5 | Wayzata Blvd N - Hampton Inn to Shelard Pkwy | | 0.3 | \$600,000 | \$23,300,000 |
| 23 | 4.5 | Ridgedale Connections | | 1.1 | \$1,900,000 | \$25,200,000 |
| 24 | 4.3 | McGinty Rd - Crosby Rd to existing trail on west side of I-494 | | 1.3 | \$2,200,000 | \$27,400,000 |
| 25 | 4.2 | Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system | | 1.1 | \$1,900,000 | \$29,300,000 |
| 26 | 4.1 | Rowland Rd - Baker Rd to SWLRT Trail | | 0.1 | \$300,000 | \$29,600,000 |
| 27 | 4.0 | Porter/Delton Ave - Hutchins Dr to Cr 101 | | 0.2 | \$500,000 | \$30,100,000 |
| 28 | 3.9 | Tonkawood Road - Minnetonka Blvd to Hwy 7 | | 1.5 | \$2,500,000 | \$32,600,000 |
| 29 | 3.8 | Woodland Rd - Townline Rd to Hwy 7 | | 2.0 | \$3,500,000 | \$36,100,000 |
| 30 | 3.7 | Orchard Rd/Westmark Dr - Minnetonka Dr | | 1.3 | \$2,200,000 | \$38,300,000 |
| 31 | 3.7 | Pioneer Rd - Carlton Rd to Shady Oak Rd | | 0.6 | \$1,100,000 | \$39,400,000 |
| 32 | 3.7 | Shady Oak Rd - Minnetonka Blvd to Hwy 7 | | 1.1 | \$1,800,000 | \$41,200,000 |
| 33 | 3.6 | Minnetonka Blvd - CR 101 west to Deephaven city limits | | 0.2 | \$400,000 | \$41,600,000 |
| 34 | 3.4 | Sunset Dr and Marion Lane West segments | | 0.3 | \$500,000 | \$42,100,000 |
| 35 | 3.3 | Minnehaha Creek Trail - Headwaters to Jidana Park | | 0.9 | \$1,500,000 | \$43,600,000 |
| 36 | 3.2 | McGinty Rd E - Minnetonka Blvd to Surry La | | 0.5 | \$900,000 | \$44,500,000 |
| 37 | 3.1 | Wayzata Blvd - Claredon Dr to Wayzata city limits | | 0.2 | \$500,000 | \$45,000,000 |
| 38 | 2.9 | Stone Rd - Saddlebrooke Cir to Sheffield Cur | | 0.1 | \$300,000 | \$45,300,000 |
| 39 | 2.9 | Orchard Rd/Huntingdon Dr - Baker Rd to Shady Oak Rd | | 0.7 | \$1,200,000 | \$46,500,000 |
| 40 | 2.9 | North Lone Lake Park - along RR tracks to Dominick Rd | | 0.3 | \$600,000 | \$47,100,000 |
| 41 | 2.9 | Knollway Park to Wayzata Blvd/Horn Dr | | 0.2 | \$400,000 | \$47,500,000 |
| 42 | 2.9 | Knollway Park to Shady Oak Rd | | 0.3 | \$600,000 | \$48,100,000 |
| 43 | 2.8 | NTC - Meeting St to existing trail on west side of I-494 | | 0.1 | \$200,000 | \$48,300,000 |
| 44 | 2.8 | Clear Spring Rd - connect trail to Hwy 7 | | 0.2 | \$400,000 | \$48,700,000 |
| 45 | 2.8 | 58th St W - Mahoney Ave into Purgatory Park | | 0.2 | \$500,000 | \$49,200,000 |
| 46 | 2.7 | Victoria Evergreen to McKenzie Park | | 1.0 | \$1,700,000 | \$50,900,000 |
| 47 | 2.7 | Lake St Ext - Baker Rd to Shady Oak Rd | | 0.9 | \$1,600,000 | \$52,500,000 |
| 48 | 2.6 | Stone Rd/Meeting St - RR tracks to Linner Rd | | 0.6 | \$1,100,000 | \$53,600,000 |
| 49 | 2.6 | Orchard Rd - Wyola Rd to Baker Rd | | 0.1 | \$300,000 | \$53,900,000 |
| 50 | 2.5 | Excelsior Blvd - Pioneer to Nelson/Shady Oak Rd - S | | 0.9 | \$1,600,000 | \$55,500,000 |
| 51 | 2.4 | Lake St Ext - Williston Rd to Spring Lake Rd | | 0.7 | \$1,200,000 | \$56,700,000 |
| 52 | 2.3 | Covington Park east side connection to CR 101 | | 0.2 | \$400,000 | \$57,100,000 |
| 53 | 2.3 | NTC - Maywood La from I-494 crossing to Excelsior Blvd | | 0.2 | \$300,000 | \$57,400,000 |
| 54 | 2.2 | Covington Rd - Vine Hill Rd to Mahoney Ave | | 0.9 | \$1,600,000 | \$59,000,000 |
| 55 | 2.1 | Hilloway Park to YMCA La | | 0.5 | \$800,000 | \$59,800,000 |
| 56 | 2.1 | East side of I-494 - Minnetonka Blvd to Wentworth Tr | | 0.4 | \$700,000 | \$60,500,000 |
| 57 | 2.0 | Ford Rd - All | | 1.2 | \$2,000,000 | \$62,500,000 |
| 58 | 1.9 | Woodland Rd to Williston Rd - Through Woodgate Park | | 0.7 | \$1,300,000 | \$63,800,000 |
| 59 | 1.9 | Westmill Rd - Spring Hill Park to Clear Spring Rd | | 0.3 | \$500,000 | \$64,300,000 |
| 60 | 1.9 | Oberlin Park along Park Ave to Ridgemount Ave | | 0.2 | \$400,000 | \$64,700,000 |
| 61 | 1.9 | Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park | | 0.7 | \$1,200,000 | \$65,900,000 |
| 62 | 1.9 | Highwood Dr - Williston Rd to Tonkawood Rd | | 0.8 | \$1,400,000 | \$67,300,000 |
| 63 | 1.9 | Cedar Lake Rd - Big Willow to Hopkins Crossroad | | 0.6 | \$1,100,000 | \$68,400,000 |
| 64 | 1.8 | Jane La - Baker Rd to County Trail (Dominick Dr) | | 0.6 | \$1,100,000 | \$69,500,000 |
| 65 | 1.5 | South St - Mayview Rd to Baker Rd | | 0.2 | \$400,000 | \$69,900,000 |
| 66 | 1.5 | Oak Ridge Rd - Minnetonka Blvd to Hopkins city limits | | 0.4 | \$800,000 | \$70,700,000 |
| 67 | 1.5 | Kinsel Rd/Mayview Rd - Excelsior Blvd to Glen Moor Park | | 0.4 | \$700,000 | \$71,400,000 |
| 68 | 1.5 | Ford Park to Lindbergh Dr | | 0.4 | \$700,000 | \$72,100,000 |
| 69 | 1.3 | Jidana La - Minnetonka Blvd to Jidana Park | | 0.2 | \$400,000 | \$72,500,000 |
| 70 | 1.2 | Stodola Rd - Purgatory Park to Scenic Heights Dr | | 0.2 | \$400,000 | \$72,900,000 |
| 71 | 1.0 | Highland Rd - Excelsior Blvd to Hwy 7 | | 1.5 | \$2,600,000 | \$75,500,000 |

Addendum - June 3, 2020

Minnetonka Park Board

DATE: June 3 2020
TO: Ms. GERALYN Barone, City Manager, City of Minnetonka
City of Minnetonka Park Board
Ward 3 Councilmember Bradley Schaeppi
FROM: David Haeg
17045 Chiltern Hills Rd
RE: 2021-2025 Capital Improvement Program (CIP)
Trail Improvement Plan, Minnetonka Blvd Trail Rankings 4 and 10

To Whom It May Concern.

Our family resides in Ward 3, near Groveland Elementary area. While I am pleased to see that a section of sidewalk/trail is being planned for Minnetonka Blvd and attaching to the Groveland school area and Grotonka park, I am surprised and disappointed to see it at such a low priority, compared to other sections of the trail/sidewalk. While I can see that the city staff used a clear methodology to determine the overall priority, this methodology required a fair amount of subjectivity in weighting different criteria - and I would disagree with the end result.

I would ask that you consider prioritizing Ward 3 Trail Ranking #10 Fairchild to Woodlawn over Ward 3 Trail Ranking #4 The Marsh to Fairchild in the 2021-2025 Capital Improvement Plan.

I was the organizer behind the first Groveland Bike and Walk to School day, which was scheduled for May before school was cancelled. After just a single email from the school, months in advance of the event, over 200 kids (25% of the study body) had signed up to participate - and I can confidently say that number would have doubled by the time of the event. There is a pent-up desire for kids and their parents to have safer access to this school. Many other parents reached out to me directly, both to express their enthusiasm for this idea, and their frustration that, for most students, there is no safe route to bike or walk to school. I still have a hard time comprehending that a neighborhood school, surrounded by residences, has so little infrastructure for kids to travel safely to it.

Beyond this personal experience, there are other benefits to prioritize trail #10.

Financial & Practical:

- The Tonka Woodcroft community has a planned street and sewer reconstruction in 2022. Let's try to use this fact to decrease costs to all taxpayers of Minnetonka by doing this project and the sidewalk at the same time.
- Section #10 is significantly cheaper than #4.
- Trail #4 closely duplicates the value of the already existing and well-used Lake Minnetonka Regional Trail, which provides access to City Hall and via Steele Street to the Tonka Woodcroft area.

Values of our community:

- A community is measured by how they treat their most vulnerable - young kids and the elderly. I don't understand how "school access" is not more important in the criteria used to prioritize the sections of trail, especially given the traffic along Minnetonka Blvd.

Transit Oriented Development

- We want enable residents who are unable to drive, and trail #10 would connect help connect all nearby residents with Metro Transit Express Route 617, which stops at Highway 101 near Minnetonka Blvd.
- Because Metro Transit Local Route 614 was eliminated, now there are even fewer options to connect residents with Groveland, Grotonka Park and the commercial district at 101/Minnetonka Blvd.

Thank you for valuing meaningful community engagement!

Addendum - June 3, 2020 Park Board

From: ANTHONY WAGNER

Sent: Wednesday, June 3, 2020 4:29 PM

To: GERALYN BARONE <gbarone@minnetonkamn.gov>; BRAD WIERSUM <bwiersum@minnetonkamn.gov>;
BRADLEY SCHAEPI <bschaeppi@minnetonkamn.gov>

Cc: KATHY KLINE <kkline@minnetonkamn.gov>; DEBORAH CALVERT <dcalvert@minnetonkamn.gov>; SUSAN
CARTER <scarter@minnetonkamn.gov>

Subject: CIP: Recommendation for adjustment prior to Council Adoption

Geralyn, Mayor Wiersum, & Council Members Schaeppi, Carter, & Calvert plus members of the Park Board (copying Kathy Kline to share as needed given emails are not public):

First, I want to thank you for your leadership during such an uncertain and unsettling time in our country, state, and the Twin Cities. I am confident that our city shared values will continue to be a guide to help us ensure all residents, workers, and guests are treated with care, trust, and respect while in our borders.

Related to the purpose of this email, I connected with (my) Councilman Schaeppi related to the 5-year CIP that the council initially reviewed in May. In my discussion with Bradley, I indicated my continued strong support for our investment in trails along major county / collector roadways that are not on Hennepin County's funded reconstruction schedule. These new trails bring critical elements of safety, non-auto transportation, and connect key nodes of the city.

I did raise a suggestion that staff, the Park Board (as advisor to the council), and the Council evaluate the current ratings / rankings of the upcoming trail segments in the CIP. Specifically as a new resident of Ward 3 who uses Mtka Blvd as a biker with my young children and who walks his children to school 5-6 months of the school year, I feel there an opportunity to fine tune the rankings for impact in this area.

My thoughts are driven by:

- The current planned segment - The Marsh to Fairchild - is currently partially served by the regional LRT trail and allows residents, especially for children, to walk/ride by avoiding Mtka Blvd if desired. In fact, Steele St (just east of Fairchild), has a connection to the LRT trail.
- I went and re-looked at the scoring on the two trails, and believe unintentionally (and I was on the council when we first reviewed these, and I didn't catch it) the scoring has some incorrect flags. For example, the Fairchild to Woodcroft segment gets ZERO points for School Access (Groveland), Village Center connection (Mtka Blvd/101), or connection to transit locations (ParkNRide east of Fairchild). In addition, the Marsh section gets credit for school access, but no public school exists in that area. Had these scores been added – which total 25% of the possible score, the Fairchild-Woodcroft segment would have ranked materially higher.
- Trail Segment #10 – Fairchild to Woodlawn – would be a key connector to allow students / families attending Groveland to bike and/or walk in a much more safe manner.

- Schools are a key community center, whether for playgrounds, sporting events / practices for youth, or community gathering locations. Perhaps in our initial scoring methodology nearly 6 years ago, the City under-weighted schools at only 5%.
- The Fairchild to Woodlawn segment is entirely made up of the Minnetonka School District boundaries ... and if you extended this segment to include the Park N Ride/Tonkawood, it would nearly encompass all neighborhoods aligned to Groveland on Mtka. Blvd.
- As someone who personally advocated for a similar trail segment on Hopkins Crossroads to enable residents to connect more safely to Tanglen / Hopkins North Jr. High, I see this situation being very similar given the concerns of households west of Hopkins Crossroads (Fetterly, Sherwood Forest) on walking that roadway and ultimately crossing at Hillside.
- Similarly, I also know that many neighborhoods south of Minnetonka Blvd. and east (especially Rainbow Dr) have a high desire to gain a marked crossing in order to safely cross a busy country road and that Councilmember Schaeppi, staff, and the neighborhoods have explored Safe Route to School grants. Whether Rainbow Dr or somewhere east, a marked crossing will be key when trail is built given no crossings exist between 101 and Williston.
- Finally, this segment also connects to one of our neighborhood villages with key shops and restaurants. A key factor which should rank higher than the Marsh segment.
- Upcoming street reconstruction projects in the Woodlawn area would enable both bid and engineering coordination, potentially driving some cost savings and/or efficiencies.
- Prioritizing this segment may also unlock some grant opportunities (may improve Safe Route to Schools application, Hennepin County support)
- We see continued housing stock turnover and the addition on new families to this area, increase relevancy of this section's school impact weighting
- Groveland Elementary placed an emphasis on biking and walking, and although cancelled due to COVID, had 200 + registered students for a Bike & Walk to School Day this year.

I know Park Board input is always valued, but I see the group does have a July meeting scheduled. In any event, I do plan to join tonight's Park Board meeting as 'Citizens wishing to discuss items not on the Agenda' to preview this issue in the event that the Council seeks their input prior to the typical summer CIP adoption.

I thank you in advance for your consideration and of course I'd be happy to chat with you further on this should you desire.

Tony

Tony Wagner
3516 Rainbow Dr, 55345

**Minnetonka Park Board Item 8
Meeting of August 5, 2020**

| | |
|--------------------------------------|--|
| Subject: | Information Items |
| Park Board related goal: | N/A |
| Park Board related objective: | N/A |
| Brief Description: | The following are informational items and developments that have occurred since the last park board meeting. |

Shady Oak Beach Update

Shady Oak Beach is operating differently this year due to COVID-19. The decision was made in May to keep the beach closed throughout the summer. However, after receiving many requests to open from the public, staff decided to reverse this decision and open the gates daily from 8 a.m. – 8 p.m., allowing patrons to access the beach without any of the facility amenities or staff, including lifeguards. There is no charge for admittance, no concessions or equipment rentals and permanent restrooms are closed. Park attendants are assisting with maintaining cleanliness of the grounds daily, monitoring attendance and opening and closing the beach gate.

Attendance has been high, reaching over 200 patrons most Thursday through Sunday afternoons. With these high numbers, safety concerns have been raised, so the decision was made to schedule lifeguards during peak attendance hours. As of July 18, lifeguards are on duty from 12-6 p.m. daily. The beach will remain guarded through August 23 with the possibility of extending beyond that date depending on staff availability.

Sunrise Park

Due to potential construction of a new home on a vacant lot adjacent to Sunrise Ridge Park, Public Works crews have relocated the basketball court in the park. Concrete pad for new benches will be installed the week of August 3rd to replace two old benches that had to be removed for the court work, along with a garbage can and enclosure for the portable restroom. Two parking stalls were added as part of the work to now have three regular parking stalls and one handicap stall.

Robinwood Park

Feedback is being solicited from the Robinwood neighborhood for the planned mini-park to be installed this fall. Due to COVID-19 a second neighborhood meeting is not able to be held and feedback will be received based on comments for residents viewing the project page: minnetonkamn.gov/robinwoodpark. Playground equipment proposed is based on feedback from the initial meeting in December. The deadline for comments is August 17th.

**Minnetonka Park Board Item 9
Meeting of August 5, 2020**

| Upcoming 6-Month Meeting Schedule | | | | |
|--|-------------|---------------------|--|----------------------|
| Day | Date | Meeting Type | Agenda Business Items | Special Notes |
| Wed | 9/2/20 | Regular | • | |
| Wed | 10/7/20 | Regular | <ul style="list-style-type: none"> • 2020 Strategic Plan Check-In • Park Signage | |
| Wed | 11/4/20 | Joint | <ul style="list-style-type: none"> • Joint meeting w/city council | 5:30 pm start time |
| Wed | 12/2/20 | Regular | <ul style="list-style-type: none"> • Review of 2020 Farmer's Market Operations and recommendations for 2021 | |
| Wed | 1/6/21 | Regular | <ul style="list-style-type: none"> • Appointment of chair and vice-chair | |
| Wed | 2/3/21 | Regular | <ul style="list-style-type: none"> • Consideration of 2021 Park Board Strategic Plan | |

Other meetings and activities to note:

| Day | Date | Description | Special Notes |
|------------|-------------|--------------------|----------------------|
| | | | |
| | | | |
| | | | |

Items to be scheduled: