



## CARVER COUNTY PARKS

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Division of Public Works

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### Park Commission

## Meeting Wednesday, November 12, 2014

**6:30 Regular Meeting**  
**Carver County Public Works**  
**11360 Hwy 212, Cologne, MN 55322**

### Agenda

- 1) Call Meeting to Order, Roll Call (6:30 p.m.)
- 2) Approval of the October 8, 2014 Regular Meeting Minutes (6:31 p.m.)
- 3) Additions or Deletions to the Agenda (6:32 p.m.)
- 4) Approval of Agenda (6:33 p.m.)
- 5) Commissioner Liaison Report (6:34 p.m.)
- 6) Open to the Public (6:35 p.m.)
- 7) Discussion (6:40 p.m.)
  - a. Diversion of Park Property Policy
  - b. Eagle Lake Aerator Policy
- 8) New Business (7:20 p.m.)
  - a. Trails Cost Participation Policy for Standalone Trails
    - i. Amendment to the Parks Opens Space Trails Chapter of the County Comprehensive Plan
- 9) Staff Reports (8:00 p.m.)
  - a. Update on Aquatic Invasive Species Program
  - b. Lake Minnewashta Regional Park Road and Parking Lot Improvements
  - c. MN River Bluffs RT – Open House November 18<sup>th</sup>, 2014
  - d. Events and Activities
- 10) Commission Member Reports (8:15 p.m.)
- 11) Set Next Meeting Date (8:20 p.m.) – Proposed date December 10th
- 12) Adjourn Meeting (8:25 p.m.)

**Please note if a Commission Member cannot attend the meeting, please call the Park Office at 466 – 5250.**

# Draft Meeting Minutes October 8, 2014

**Members Present:** Carroll Aasen, Ron Trick, Tom Hermann, Jim Manders, Gerald Bruner, Commission Tim Lynch ,

**Staff Present:** Marty Walsh, Sam Pertz, Connie Keller

**CALL TO ORDER:** Manders, called the meeting to order at 6:35p.m.

**APPROVAL OF MINUTES:** **(6:35p.m.)**  
Trick motioned to approve the minutes of the September 3, 2014 regular meeting minutes. Bruner seconded the motion.  
Motion passed 5 to 0.

**Additions/Deletions to the Agenda:** **(6:35p.m.)**  
None

**AGENDA:** **(6:35p.m.)**  
Hermann motioned to approve meeting agenda, Aasen seconded the motion.  
Motion passed 5 to 0.

**Commissioner Liaison Report:** **(6:36p.m.)**  
Reports of zebra mussels found at Lake Waconia, Lake Independence and Christmas Lake. Stated he heard that the treatment at Christmas Lake was not successful.

**Open to the Public:** **(6:36 p.m.)**  
  
Doug Parkinson, Randy Burg and Dustin homeowner for Yellowstone trail here for the Parkside Church request

**New Business:** **(6:37p.m.)**

A. Request to Extend Sewer and Water Service across Lake Waconia Regional park

Mr. Parkinson from Parkside Church presented to the Park Commission their reasoning and proposed plans to connect to the city sewer and water. The Church presented to the Commission an engineering plan with two options to connect to the city water and sewer.

Mr. Parkinson presented two options to the Park Commission and what the impact of the two options would have on the affected area. Option 1 is a Gravity Flow System and Option 2 is a Forcemain System. He stated that Option 1 would be less expense and fewer disturbances to trees and neighboring property, but would require a substantial permanent easement across park property. Option 2 would require less impact to park property but construction cost higher and system less reliable.

Discussion was had on the when the City of Waconia was planning on running the sewer and water up towards the Island View Golf Course and it was indicated that there was not a timeline for the extension.

Discussion was had on the maintenance of Option 1 presented, discussion was had on Option 2 on the location of the lift station.

Church also is aware of the restrictive covenant from the Met Council and the process.

The Church would like to go forward this spring with expanding, but needs the sewer and water items address before they can go forward.

Discussion was had between the Park Commission, staff and Mr. Parkinson on the different options and the costs and impact on the surrounding properties.

After reviewing and discussions of the different options from Mr. Parkinson, staff presented to the Park Commission the pros and cons of the different systems before taking questions from the Park Commission Members.

Questions after review of the pros and cons:

Lynch – wanted to know what the preference of the homeowner that was present at the meeting, Dustin commented that his concern is about the trees being removed and if those trees are removed what is the restoration process to replacing those trees. Also wants to know why the Church can't wait for the city water and sewer to come in. Staff stated that there is not a timeline for that the sewer and water coming into the area from the City of Waconia. Dustin also wanted to know if the cleanouts would be on his property and he stated that was a concern to him.

Dusting also wanted to know who would be responsible for restoration of the area; Mr. Parkinson stated that the Church would be.

Manders asked for clarification how large of a slope or hill is in the area that is being talked about. Staff showed on a map of the area the elevation of the area.

Bruner asked the property owner and the Church representatives which option they favored and they both stated they favored option 1.

He also wanted to confirm that anything taken out is replaced to original state, Option 1 would mean that there would have to be access to property and it was stated yes for cleanout access. Also wanted to know where the gas lines, cable line would be in the same area. Parkinson stated they would be in the same area.

Aasen asked if the rest of the Church property is developable. It was stated that about 4 acres are developable. Also wanted to know why the grinder pump for Option 2 is placed where it is on that option and not up by the parking lot. Parkinson stated that he would have to ask the engineers about that.

Trick – questioned the access from Hwy 5 and why it wouldn't be cost efficient at all; Staff stated that the City would desire that alignment but it has not been determined yet on when and if that is the area that it would go in. The County has not agreed to a utility plan for the City. Staff stated that the Hwy 5 alignment is not an option for the Church at this time.

Hermann – asked if they wanted to expand, would they need the water coming in to their property; Parkinson stated yes they do.

Hermann also commented that ideally it would be nice to come into the Church from the north, but knows at this time it is not an option.

Manders asked the depth of the trenches for the different options, also asked where the easement would be on the property. Staff pointed out on a map of the area in question.

Trick asked about Met Council and what the criteria would be from them; Staff stated that they will ask how does the easement effect the property and what activities did you do to minimize the impacts and if you can't minimize why. There is a process that we would have to go through to get approval.

Staff presented to Park Commission that we come up with a list of questions for Parkside Church to answer before we can come up with a recommendation.

The questions that Commission would like answered for the next Commission meeting in November are: Landscaping replacement plan, defining access to site, map out area for future gas and cable, can grinder pump station be located at a different site, further development of property and the easement value of the area.

Parkinson stated that the church goal would be to have this approved by January so they can start in the spring. Mr. Burg stated that the Park Commission take inconsideration that they are a non-profit.

No other questions or comments

A motion was presented to table until the November meeting  
Aasen motioned to table, Trick Second  
Motion passed 5 to 0

**Staff Reports:** (7:38p.m.)

**A. Update on Aquatic Invasive Species Program Update**

Pertz stated the big news is that the DNR reported Lake Waconia is listed with Zebra Mussels, so a lot of questions of services going forward for 2015. Our extended services will conclude this weekend. Other local lakes listed infested are Lake Independence a Three Rivers access. In conversation with DNR staff, they are planning a second treatment at Christmas Lake, he thinks that the first treatment did work but more mussels where found outside of that area.

**Comments & Questions:**

Lynch points out other recent discovery of zebra mussels in other lakes of White Bear and Lake Virginia. Staff mentions, more finds on inbound watercraft and feels that the presence at Lake Minnewashta has been successful.

Manders – with the revelation of zebra mussels how much do we continue to spend; Staff responds that would be a good question for the County Board.

DNR will have a decontamination unit at the marina on Lake Waconia, so staff will go over and look at that service as boats come off the lake for the season.

DNR will have some intense planning in the next few months for going forward.

No questions or comments

**B. Lake Minnewashta Regional Park Road and Parking Lot Improvements**

Construction work has begun with the installation of silt fence and installation of storm sewer pipe across the road. One of the items we are working with the contractor on is the disposal of some of the dirt on site and using it as an informal sledding hill or landscape feature in the summer months, contractor will do this at no additional cost.

We have sent out letters to all the homeowners on the Lake and have had signage at the park.

If the weather holds the contractor should get a lot of the work done this year.

Question or comments:

Aasen - what is the elevation of the hill; Staff about nineteen feet.

*C. MN River Bluff RT, Waconia Property DNR, Federal funding of future trails updates*

Planning works continues, we have spent a great deal of time with survey department, and they now have got it mapped out. We are still working with the fish and wildlife service to get an easement. When the RR went through these lots the RR received a right of access, we need to work through these issues.

- Waconia DNR property - staff has met with County Board with the offer from the DNR and that is progressing. The County would enter into a joint powers agreement with the DNR to maintain the cutting of grass, garbage pickup and other maintenance items.
- Federal Funding – the County Board has authorized the Parks staff to make grant applications for federal trail funds, staff presented to Park Commission areas that maybe considered for those funds.

*D. Events and Activities*

Staff will have yearend review at the November meeting

The new programmer job has been posted and hopes to have a new staff member on board by months end.

Have some day camps for MEA week on Thursday and Friday

Chili cook-off at Baylor on Saturday October 11<sup>th</sup>, conclusion of camping season.

Good fall weather = lots of park users!

**Commission Member Reports: (8:06p.m.)**

Bruner attended the LMP ground breaking ceremony and really enjoyed it.

Aasen heard about the zebra mussel finds in the paper, also found weed marker buoys floating in Lake Minnewashta and returned to the association

Manders wondering if the storm sewer culvert installed at LMP if that drains into a holding pond; Staff responds yes it does.

Manders is the MN River Bluffs trail between Chaska and Carver is the intent to pave that trail; Staff responds yes that is part of a previous grant application. The new discussion on grant applications is for future projects.

Manders commented that the sightlines on the new trail from the Apple House towards Lake Minnewashta the old section needs have some areas trimmed back; site lines are not very good.

**Next Meeting Date: (8:13p.m.)**

Next meeting will be on November 12, 2014 at 6:30pm meeting at Public Works Building in Cologne.

**Adjourn Meeting: (8:14p.m.)**

Hermann motioned to adjourn the meeting, Trick seconded the motion. Motion passed 5 to 0.



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Administration  
Operations  
Program Delivery  
Parks

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## **MEMO**

**TO: Members of the Park Commission**

**FROM: Marty Walsh, Parks Director**

**SUBJECT: Diversion of Park Property Policy Discussion**

**DATE: November 7<sup>th</sup>, 2017**

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At last month's meeting, the Park Commission was presented with a request to consider providing a utility easement across a portion of Lake Waconia Regional Park.

The Commission had a number of questions which were directed back to the applicant.

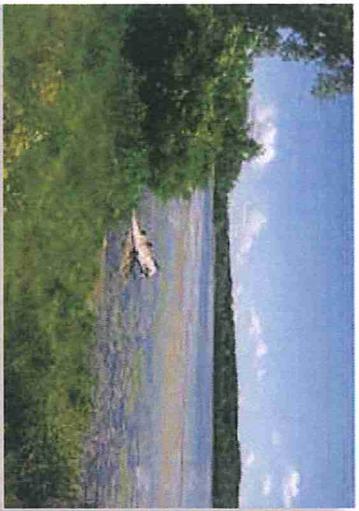
In the future it is probable that there will be additional requests to infringe upon County owned park property.

As requests are presented to utilize park property other than the intended use, it is desirable for the County to have a policy in order to deal with such matters in a consistent way.

For the Commission's consideration, I have attached a policy from another Implementing Regional Park Agency as an example for how land within a park may be considered for non-park purposes.

Also attached is language from the Regional Parks Policy Plan which provides some System Protection Strategies for dealing with circumstances that may convert park land to an unintended use.

I would like for the Commission to discuss under what circumstances a request to divert park property to another use be considered and what if any compensation/consideration should be provided for the diversion of park property.



*Vadnais-Snail Lakes Regional Park,  
Ramsey County*

**System Protection Strategy 1: Local comprehensive plans may need to be changed if planned land uses would have a negative impact on current or planned regional park lands or facilities.**

The Metropolitan Council may require plan modifications to local comprehensive plans, updates or amendments that will more likely than not have adverse and substantial impacts on the current or future intended uses of the regional parks system lands or facilities, or are likely to have adverse and substantial impacts on lands that are officially recommended for acquisition in an adopted policy plan.

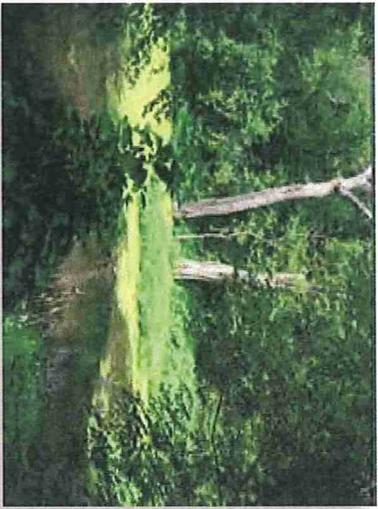
There is a strong case for intervention in situations where potentially adverse land uses are proposed after a site for a regional parks system facility has been adopted by the Council in the system plan element of this policy plan. Local governments will be notified of any changes to the regional recreation open space system plan following Council adoption of the changes and will be given nine months to bring local plans and ordinances into conformance with the Council's plan. The Council will review local comprehensive plan amendments and environmental documents to ensure that regional parks system sites are protected from land uses or projects that represent substantial departures from the Council's adopted policy plan or that are likely to have a substantial impact on the regional parks system.

Substantial departures from or impacts on the Council's adopted regional recreation open space system plan may include, but are not limited to, plans that don't acknowledge the presence of the regional parks system unit; projects that create safety issues for park system users; projects that impair the use and enjoyment of the park system unit due to excessive noise, air pollution or water pollution; and projects that interfere with the operation and maintenance of the park system unit.

Where appropriate, the Council will initiate or accept for initiation a metropolitan significance review of specific projects if it is necessary to help protect the regional parks system. A project that is consistent with a Metropolitan Council-approved local comprehensive plan is exempt from metropolitan significance reviews for metropolitan system effects.

In accordance with the Council's [2030 Regional Development Framework](#) principles, increasing population densities in urban areas is preferable to scattered developments throughout the rural and agricultural areas of the metropolitan region. Increasing population densities adjacent to urban regional parks system units is not a detriment to those units if the urban development is designed in ways that are sensitive to areas that enjoy scenic views and the natural features of the regional parks system unit, and do not interfere with the operation and maintenance of the unit. The Metropolitan Council will work cooperatively with local governments to help ensure urban development and land uses in areas adjacent to regional parks system units occur in ways that preserve the integrity of the regional parks system.





*Bruce Vento Regional Trail,  
St. Paul*

## System Protection Strategy 2: Release of restrictive covenants.

Restrictive covenants are placed on regional parks system lands, trails, and greenways to ensure that these lands are available for regional park uses, and that the regional investment in these lands is protected. Under certain exceptional circumstances, the Metropolitan Council will release restrictive covenants on regional park land, if an equally valuable land or facility is added in exchange for the released park land.

“**Equally valuable land**” is defined as land that is contiguous to the regional parks system unit containing the land proposed to be exchanged (within the same park/trail unit) and the land has comparable or better natural resource characteristics and could provide comparable or better recreation opportunities than the land being released from the covenant. In exceptional circumstances, the Metropolitan Council may accept as equally valuable land the addition of land to another unit of the regional parks system where that replacement land has comparable or better natural resource characteristics and comparable or better recreation opportunities than the land being converted, where no other reasonable alternative exists and where all other provisions of this policy can be met.

“**Equally valuable facility**” is defined as an exchange of land for facilities when recreational benefits and/or natural resource benefits are increased as a result of the exchange. For example, some land in a regional trail corridor may be exchanged to widen a highway if a highway department constructs a trail overpass or underpass of the widened road at no cost to the regional park implementing agency.

When land is acquired for the regional parks system, restrictive covenants on that land ensure that it is used only for regional parks system purposes. These covenants cannot be broken or amended unless the Metropolitan Council approves. The only restrictive covenant amendments approved by the Council in which no land was exchanged were for small strips of land needed for public highway improvements. The land was needed to make roads safer and there was no alternative. These projects also improved access to the adjacent regional parks system unit. The Metropolitan Council will consider land exchanges for other uses only if the exchanges will not harm the regional parks system.

For those changes that represent a potential system impact, the Council will use a process comparable to the review period for plan amendments with a potential impact on the regional system. For conversions such as small exchanges of land to provide right-of-way for access, an expedited review comparable to the 10-day waiver will be used. The following criteria will be used to determine whether regional parks system land may be exchanged for other parkland.



Before releasing a restrictive covenant, the Metropolitan Council will make findings with respect to the existing park system unit which consider the following factors:

- Whether the park system unit can continue to meet Council site and site attribute standards established for the particular type of park system unit (regional park, park reserve, trail greenway or special recreation feature)
- Whether the park system unit will continue to function as originally planned
- Whether environmental features (wildlife habitat, water quality) will be adversely affected
- Whether the loss of site or function will be made up through acquisition of a site with comparable characteristics adjacent to or in the immediate area of the current location.
- Whether the need for the conversion, as in the instance of transportation improvements, is generated by the recreational park system unit

Before releasing a restrictive covenant, the Metropolitan Council will make findings with respect to the transportation alternatives which consider the following factor:

- Whether the proposed project of greater benefit to the region than continuance of the regional parks system unit

Lands in the regional parks system may be subject to use-conversion proposals for a number of reasons. Some very limited conversions may be accommodated and still not affect the ability of the remaining area to offer the facilities and services planned. A well-designed transit waiting station or a properly located and operated yard waste compost site could be of positive value to the regional system and can be worked out between the proposing parties, the implementing agencies and the Council in accordance with the system management guidelines.

However, most conversions are likely to detract from the ability to provide the type and quality of outdoor recreation experiences promised in the master plan. Some of the undesirable conversion impacts will be obvious and direct, such as unsightly landscapes or structures, barriers to movement, loud noises, night light or obnoxious odors. Other conversion impacts are more indirect, such as those that affect water quality and plant and animal life. In addition to adversely affecting the regional parks system's ability to deliver service, removal of lands for non-recreation open space uses also sets a bad precedent.

The Council has long indicated it considers lands intended for outdoor recreation activities to be in their highest and best permanent use. The Council requires restrictive covenants to be put on all lands acquired with regional funds. The covenants ensure nondiscriminatory regional parks system use is continued in the future.



With increasing expansion of telecommunication markets and the implementation of the Metropolitan Emergency Radio System network, there may be situations in which regional parks system land will be proposed for antennae tower placement. Each of these radio frequency communication systems relies on a grid placement of towers. Co-location of antennae on fewer towers is not always possible, however, because the size of a particular grid varies from one system to another. In addition, co-location of antennae on one tower may not be possible if it causes frequency interference between the antennas.

Federal laws allow local governments to regulate the placement of towers as long as there is no ban preventing reasonable market access for that communication system. As a partner in the planning and financing of the regional parks system, the Metropolitan Council has a policy position on telecommunication towers.

**System Protection Strategy 6: Regional wastewater conveyance facilities and other utilities on park lands should be placed in ways that minimize negative impact on the park, its facilities and its users.**

To provide sanitary sewer services to regional parks system facilities and/or to implement the regional wastewater system plan, the Metropolitan Council's Environmental Services Division will work cooperatively with regional park implementing agencies to locate regional wastewater conveyance facilities on regional parks system lands in a manner that minimizes the impact on existing and planned park system facilities and natural resources.

For wastewater conveyance facilities located in existing park system units, the Metropolitan Council, with the advice of the Metropolitan Parks and Open Space Commission, shall have the option to purchase an easement (property right) or to accept a permit (license). For new regional parks system units, the Metropolitan Council reserves the option to include an easement for a future regional wastewater conveyance corridor as a condition of a Council grant used to acquire land for the new park system unit provided the conveyance is consistent with the approved new park unit's master plan. If the Council requires an easement for a future regional wastewater conveyance corridor as a condition of its park acquisition grant, the Council will waive the Sewer Availability Charge for that park unit.

In order to distribute electricity, natural gas, oil and drinking water, it may be necessary to place underground conduits/pipes or aboveground transmission poles/towers on regional parks system lands. Such utilities may be needed to serve visitors at that park system unit, and to serve other land. Regional park agencies should collaborate with the utility provider to determine where these utilities should be placed that minimizes impacts on the park system unit's natural resources and on its existing and future recreation and visitor support facilities while providing reasonable access to the utility line for repair and maintenance.

**Park agencies may either sell or grant an easement (property right), or sell or grant a permit (license) to the utility provider that spells out where the utility may be located, conditions for access to the utility, how impacts to the park for placement, repair or relocation of the utility will be mitigated and any time limit on the easement or permit. The utility provider may have to pay for the easement or permit based on the benefit the utility provides to the park system unit.**





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## **MEMO**

**TO: Members of the Park Commission**

**FROM: Marty Walsh, Parks Director**

**SUBJECT: Draft Aerator Policy**

**DATE: November 7, 2011**

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Last December the Park Commission was presented with a draft policy of aerator operation on Eagle Lake. As you recall, we had a substantial fish kill on Eagle Lake late winter and staff is suggesting that the proposed policy be again reviewed.

I have had additional conversations about operation of aerators with the DNR and others. I am showing a potential change to the draft policy which is attached for your review.

The policy developed a year ago guided the installation of aerators by the oxygen level in the lake.

A change in language is proposed which would direct the installation of aerators when ice conditions allow for the safe installation of equipment and signage.



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### Draft

## Aeration Policy

### Purpose:

This policy establishes a procedure for operating aeration equipment in a safe and cost effective and responsive manner for Eagle Lake.

### Responsibility:

The aeration operation on Eagle Lake will be a responsibility of Carver County.

### Policy:

The Carver County Board authorizes Parks Department to obtain permits, manage and operate an aeration system at Eagle Lake.

### Definition(s):

Aeration – means the operation of Aire O2 mechanical aerators in conformance with recommended operating guidelines for these machines.

Signage – “WARNING THIN ICE”, “WARNING an aeration system creating open water and thin ice is in use on this lake. USE EXTREME CAUTION”

Affidavit – Written notice submitted to papers no more than 60 days prior to operation of aeration system

Permit – DNR document giving authority or permission to a person, group or entity to operate aeration system

Fishery – An environment where fish of various species live

DNR – Department of Natural Resources, Department of the State of Minnesota

Dissolved Oxygen (DO) – a relative measure of the amount of oxygen that is dissolved or carried in lake water

Inspection Report – DNR a document used to evaluate compliance of aeration operation with Permit.

Guiding Principles:

- 1) Communicate with Public through policy, newspaper and other media
- 2) Follow applicable laws and permitting for the safe operation of aerators
- 3) Work to maintain dissolved oxygen level sufficient to support the Fishery
- 4) Provide routine monitoring of aeration system

Procedure for Installation and Operation of Aerators:

- 1) Submit aeration permit to DNR
- 2) Prepare equipment for service
- 3) Notice of intent to operate aerators is submitted to legal and area newspapers not less than 60 days before installation of aerators
- ~~4) Monitor dissolved oxygen at the first and third weeks of operation beginning January~~
  - ~~a. More frequent monitoring can occur if environmental condition may warrant such as early ice cover, ice thickness and depth of snow~~
- 5)4) Install signage before operation of aerators
  - a. WARNING THIN ICE
  - b. WARNING an aeration system creating open water and thin ice is in use on this lake. USE EXTREME CAUTION
- 6)5) Installation of aerators
  - a. Aerators will be installed when ice conditions allow for the safe deployment of equipment signage.
  - b. On or before February 1<sup>st</sup>, Installation consists of 1 No less than 2 aeration units and 7 work to maintain an area of open water of approximately 150' x 150' in dimension
    - i. Aerators may be installed earlier if dissolved oxygen levels approach 7 ppm at surface
- 7)6) Monitor aeration system with completion of inspection checklist
- 8)7) Respond to items addressed on Inspection Report by the DNR and file
- 9)8) Analyze aeration system inspection reports completed by Maintenance staff and file
- 10)9) Remove aerators and signage when condition allow for the safe removal.

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Summary:

Many factors contribute to the health of a Fishery. It is recognized that the operation of aerators is not a failsafe measure for insuring the health of a Fishery. The above policy outlines the measures to be taken to help ensure that the aeration system at Eagle Lake is provided in a safe, ~~cost~~ effective, and responsive manner to providing the service.



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## **MEMO**

**TO: Members of the Park Commission**

**FROM: Marty Walsh, Parks Director**

**SUBJECT: Trail Cost Participation Policy for Standalone Trails – Amendment to the County Comprehensive Plan for the Parks Open Space and Trails**

**DATE: November 7, 2011**

The Park Commission last reviewed the Draft Trails Cost Participation Policy September 11, 2013. Since this time, the policy has been reviewed by cities of Carver County and by the County's Planning and Water Management Department. The policy was approved by the Board on November 4, 2014.

In reviewing Trails Cost Participation Policy, staff from Planning and Water Management Department noted that the new policy has language and mapping work that is now inconsistent with the County's Comprehensive Plan for Parks, Open Space and Trails (POST). Staff has recommended bringing the County Comprehensive plan up to speed with the Trails Cost Participation Policy for Standalone Trails which will require an amendment to the County's Comprehensive Plan.

The amendment's purpose is to reference the cost participation policy for standalone trail improvement projects adopted by the County Board. The cost participation policy will be referenced in the 2030 Comprehensive Plan as an implementation tool, and Figure 6.8 and supporting language in the POST Chapter must be amended to align with cost participation policy's trail classification map. Below is a listing of the proposed edits to the POST:

Table 1: Summary of POST Chapter Amendment

Page	Section	Change
6.10	County Policy POST-5 Funding	Text edits adding language to reference County policies for cost participation for trail improvements.
6.32	Figure 6.8 supporting text	Text edits to trail classifications and definitions.
6.34	Figure 6.8 Trail and Bikeway Plan	Map edits to incorporate new classifications.
6.35-6.39	Regional Destination Trail System	Text edits to align trail descriptions, new classifications, and implementation progress.
6.40-6.41	Linking Trail System	
6.42	Local Trail System	
6.43	Figure 6.10 supporting text	Text edit for clarification.
6.49	Development of Trails and Bikeways	Text edits to reflect implementation progress.

Table 1 describes changes to the 2030 Comprehensive Plan POST Chapter to be implemented as a result of this proposed amendment. The draft amendment language is attached to this memo.

The effect of the content changes listed in Table 1 is to:

1. Reference the Policy for Cost Participation Between Carver County and Other Agencies For Standalone Cooperative Trail Improvement Projects.
2. Update Figure 6.8 Trail and Bikeway Plan in the POST Chapter to incorporate the trail classifications defined in the standalone cooperative trail policy.
3. Reflect implementation progress for trails identified in the 2030 Comprehensive Plan.

Importantly this POST Chapter amendment DOES NOT change trail alignments or the location and nature of planned trails; it simply changes how trails are classified and recognizes implementation progress.

Concerning amendments to the County Comprehensive Plan for Parks and Open Space and Trails, the process by ordinance has the Park Commission make recommendation to the County Planning Commission and the Planning Commission to the County Board.

**Recommendation:** It is requested that the Park Commission recommend to the Planning Commission the noted changes to the 2030 comprehensive plan.

- Residents and PRAB should work together to define park facilities and programs that are needed, can be provided, and what residents can do to assist.
- Volunteerism should be promoted through the development of various volunteer programs (e.g., Adopt-A Park, etc.).
- Information sharing and education programs should be used as needed to enhance participant/resident knowledge of the existing programs and facilities (e.g., local newspaper/ activities brochure, website, etc.).

#### COUNTY POLICY POST-4 PARTNERSHIPS

- A cooperative effort should be undertaken between all partners to encourage the optimal use of limited resources and minimize duplication of park sites, facilities, and services.
- Clearly defined joint-use agreements and policies should be formally adopted between all partners.
- Where feasible, new facilities should be planned in consideration of the needs of other partners.
- Where feasible, new facilities should be located adjacent to property owned by other partners to facilitate shared use and programming.
- Ongoing information sharing, communication, and interaction between all partners should be undertaken to promote each one's system and programs.

#### COUNTY POLICY POST-5 FUNDING

- All forms of funding for implementing this plan should be pursued on an ongoing basis and in a time frame consistent with need and development opportunities.
- Public-private partnerships should be used where appropriate to help fund or defer costs to implement this plan.
- A complete analysis of financing mechanisms available to the County for implementation of this plan should be undertaken and updated on a periodic basis.
- A priority ranking system and an implementation plan should be prepared prioritizing future improvements where future costs can be reasonably projected.
- Shared-cost and joint-use agreements between the County and any partners should be reviewed on a periodic basis to determine if they are equitable and cost effective.
- Trail projects should be funded in accordance to the Cost Participation Policy Applicable to Cooperative Highway Projects Between Carver County and Municipalities, or the Policies for Cost Participation Between Carver County and Other Agencies for Standalone Cooperative Trail Improvement Projects as applicable and as adopted.

#### COUNTY POLICY POST-6 PROGRAMS AND SERVICES

- In cooperation with other program providers, standards should be established that apply uniformly to all programs, sites, and facilities and should include: a) identification of the recreational program objectives and related facility needs for specific activities; b) ensuring that adequate support of local recreation providers is in place for program viability and success; and c) undertaking a seasonal review of the effectiveness of County supported recreational programs and services.

trails are provided, identify gaps in the system, and avoid duplication. Over time, all of the trails included in the inventory will be classified using the classification system provided in this section. This will allow for both a qualitative and quantitative assessment of trails provided in the county.

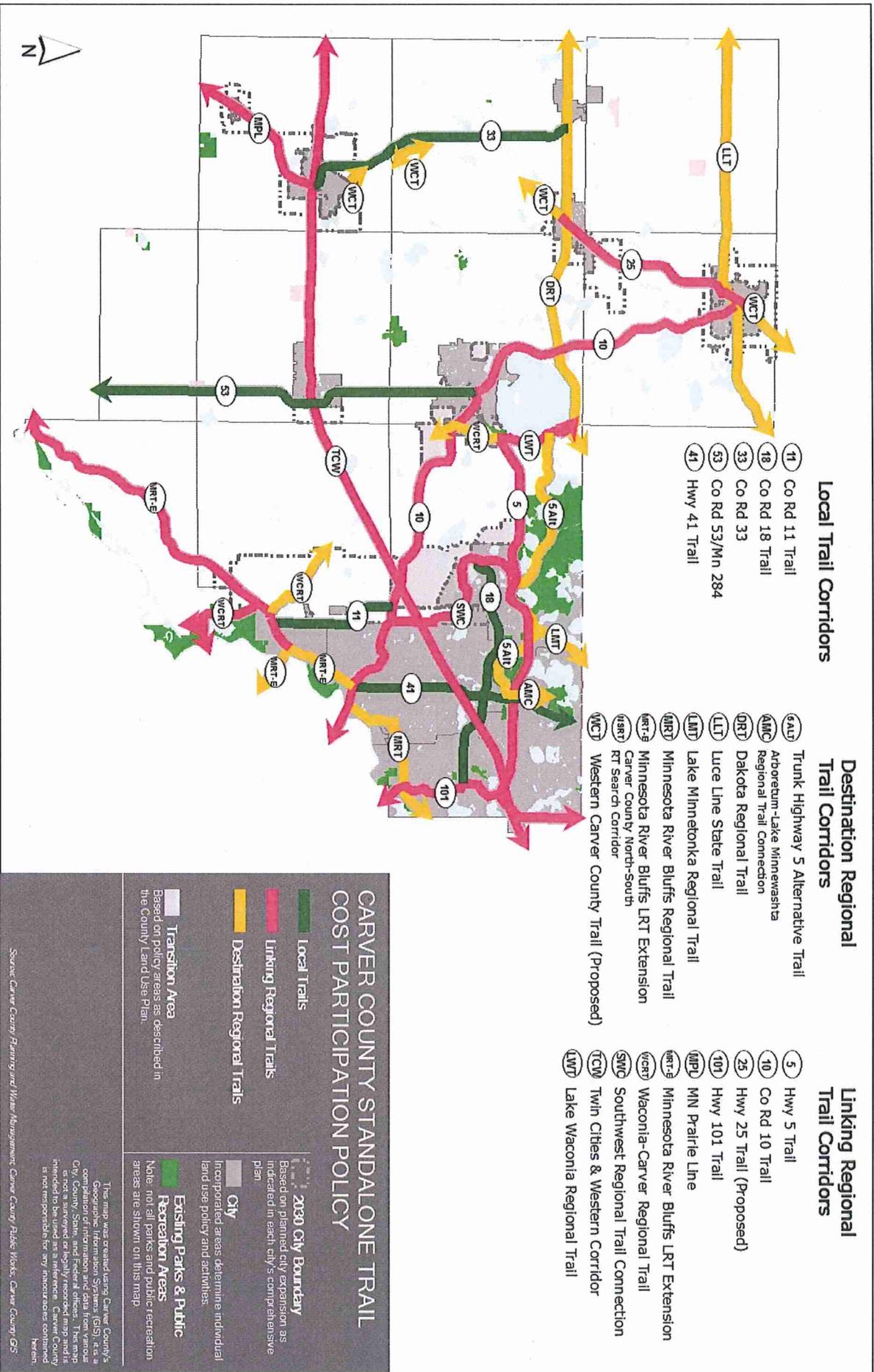
### Map of Core Elements of County/Regional Level Trail and Bikeway System

The plan consists of the following core elements:

- ~~Existing destination trails~~ Destination Regional Trail Corridors - Often located within a regional park, open space corridor, or rail to trail corridor. These trails have high aesthetic value for walking, jogging, bicycling, or inline skating; emphasize a natural, scenic setting, and create a sequence of events that appeal to the users' desire to recreate away from a built environment. To serve pedestrians and bicyclist equally well, trail width is generally 10' or greater. bituminous surface is preferred but a suitable natural surface may also be used, and generally has fewer intersections with roadways and accommodate longer trips. Destination trails are designated as regional or state trails, currently established trail or trail corridors
- ~~2030 destination trails~~ located along rail-to-trail corridors, select corridors within planned growth areas and parks
- Linking Regional Trail Corridors - Paved trail most often located within road right-of-way or utility easements; emphasis is on safe travel for walking, jogging, bicycling, and inline skating to/from destinations throughout the County. Linking trails often provide nearby trail connections to a local park and trail system and can connect to destination areas in and outside of city limits. Often developed in partnership between the County and municipality, they are generally 10 foot wide bituminous surface and serve pedestrians and bicyclist equally well. Linking trails may be designated as a regional trail through the Metropolitan Council's Park and Open Space System Plan, but may be non-regional as well.
- Bikeways/Linking Local Trails - Trails developed within a municipality's local road right-of-way or parks and open space areas, or permitted by the County in county right-of-way. Regional and state trails that are constructed and managed by the County, a city, or a township are not included; in the form of bike routes along select roadway corridor rights-of-way

Figure 6.7 illustrates trail classifications. Figure 6-76.8 illustrates these elements existing and planned trail and bikeway route classifications on a county map:

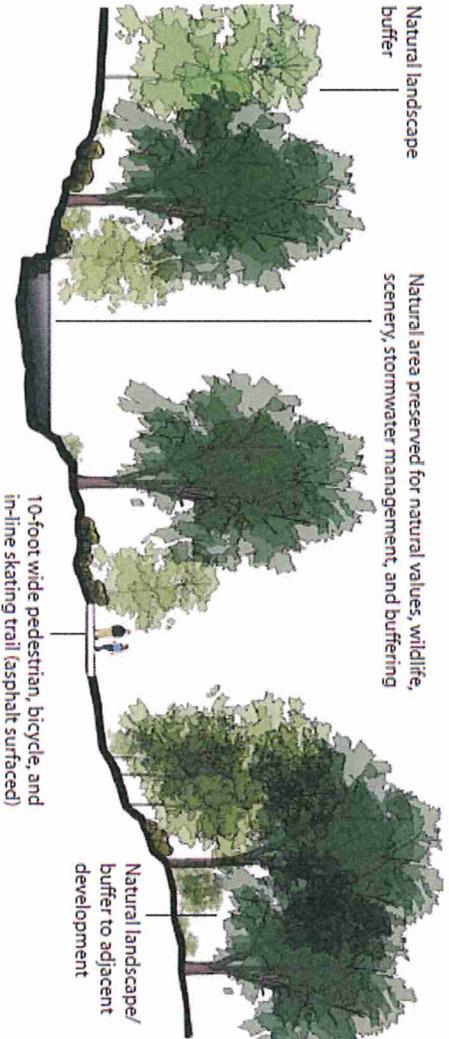
FIGURE 6.8 TRAIL AND BIKEWAY PLAN (SOURCE: CARVER COUNTY)



### Regional Destination Trail System

Destination trails are the highest value trails typically located in a rural setting for walking, jogging, bicycling. Destination trails are 10 to 12 feet wide, ideally asphalt surfaced, but can be of a suitable natural surface located in conservation corridor or park-type setting, and serve pedestrians and bicyclists equally well. Under this plan, developing destination trails focuses on areas subject to growth within the 2030 time frame. These are the areas where demand for this type of trail will be highest and the opportunity to establish these corridors more time sensitive. Working collaboratively with local cities, landowners, and developers will be critical to successfully implementing the 2030 destination trail system. For added context, the following provides a general overview of each of the existing and proposed destination trail corridors as illustrated on the Trail and Bikeway Plan.

FIGURE 6.9 REGIONAL DESTINATION TRAIL ILLUSTRATION



As the graphic illustrates, destination trails emphasize a natural, scenic setting and creating a sequence of events that make the trail appealing to the user. Any deviation from these design principles incrementally diminish its value.

### Existing Destination Trails in Rail-to-Trail Setting

#### Luce Line State Trail and

The Luce Line Trail is an aggregate surface State trail located in a former rail bed and managed by the Minnesota Department of Natural Resources.

#### Dakota Regional Trail

The Dakota Regional Trail is in a former rail bed. As of 2012, the trail is asphalt paved to the Carver/Mcleod County line. As the Trail and Bikeway Plan illustrates, there are four established destination trail corridors in a rail-to-trail setting that will be fully developed within the 2030 time frame. These include the well-established Luce Line State Trail, which is an aggregate surface, and the recently-acquired

Dakota Rail Regional Trail. The latter of these will be asphalt paved, with completion of the trail out to the Mayer stated to be done by 2012.

**Lake Minnetonka Regional Trail and**  
Lake Minnetonka Regional Trail has pavement through the downtown area of the City of Victoria. The remainder of the trail is primarily in an aggregate trail surface to the east County line.

#### **Minnesota River Bluffs LRT Regional Trails**

The Minnesota River Bluffs LRT Regional Trail is primarily aggregate surfaced. In 2013 a section of the trail was paved leading into Chaska along HWY 61 and Engler Blvd. As described in the following section, this trail is planned to be extended through the City of Carver and envisioned to continue along the Minnesota River corridor eventually connecting to Belle Plaine.  
The other two existing trails are the Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails as shown on the plan. The latter of these currently ends in the City of Chaska, with the Lake Minnetonka LRT ending in the City of Victoria. Both of these are currently aggregate surfaced.

#### **Planned 2030 Destination Trails**

**Southwest LRT Connection Regional Trail (Connects Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails**  
This destination trail corridor connects the Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails as shown on the plan. The latter of these currently ends in the City of Chaska, with the northern trail ending in the City of Victoria. Both of these are currently aggregate surfaced.

A master plan for this trail connection was completed in 2006 and consists of a combination of existing local trails and newly proposed regional trail alignments, with an overall length of 13 miles. The Master Plan was approved by the Metropolitan Council, which makes the trail eligible for regional funding.

Although not identified as part of the master plan for this connection, a river crossing near the downtown area of Chaska over to the Minnesota River Valley State Trail, which connects to Shakopee, is provided via the CSAH 41 bridge structure.

#### **Minnesota River Bluffs LRT Regional Trail Corridor Extension**

As illustrated on the Trail and Bikeway Plan, this destination trail is essentially an extension of the Minnesota River Bluffs LRT Regional Trail. A trail master plan was completed and adopted by Carver County and the Metropolitan Council in 2011 and amended in 2013. In Carver County, the trail corridor extends from Athletic Park in Chaska to County Road 40 and Carver Bluffs Parkway in Carver in Chaska. In Chaska, the trail corridor is proposed to be extended added for regional consideration as it heads southwest to Carver (via and old railroad grade) and, ultimately, to the new visitor center at the National Wildlife Refuge. Continuation of the trail to the

undetermined location of the Minnesota River Bluff regional park and on to Belle Plaine is also envisioned, although most likely in a post-2030 time frame. This envisioned section south of the City of Carver would roughly follow the alignment of County Road 40 and is currently classified as a linking regional trail. Collaboration with San Francisco Township and landowners will be key in establishing a corridor, as will seeking regional status in the Met council RPPP.

A key concern with this trail corridor is coordinating its alignment with Chaska, Carver, USFWS, and MN DNR. The trail will be located within an approved corridor or adjacent to the refuge or WMA lands. Note that current USFWS and MN DNR land use and management policies do not allow paved trails to be developed on refuge and WMA lands. It is also not common practice for these agencies to provide an easement for a paved trail since that can inhibit land management and hunter access.

Another important aspect of this trail is making a connection to regional trails in Scott County, most likely via an existing road corridors or new MN river crossing. Another option for making the connection is to establish a trail crossing in the existing rail corridor in the City of Carver should the Union Pacific railroad line become abandoned and an opportunity occur.

#### Waconia - Carver Regional Trail Corridor (formerly known as North-South Regional Trail)

From south to north, this destination trail corridor will ultimately connect the Minnesota River Bluffs Regional Trail in Carver, to the ultimate location of the Miller Lake Regional Park, and to the Lake Waconia Regional Park in Waconia. In the 2030 time frame, the focus will be on establishing the south and north ends of this trail corridor in the growth areas of Carver and Waconia. Once beyond the 2030 growth boundaries of these cities, the possible alignment options for the trail become less certain given land acquisition concerns and issues previously expressed by some of the landowners in this area. Multiple planning considerations will need to be considered, including development patterns, desire to follow natural corridors, timing and location of Miller Lake regional park, land acquisition concerns and issues previously expressed by some of the landowners in this area. Collaboration between the County, the cities of Carver and Waconia, the townships of Dahlgren and Laketown, and any affected landowners will be key in establishing a corridor.

#### Lake Waconia Regional Trail Corridor

~~From south to north, this destination trail corridor makes a connection between Lake Waconia Regional Park and Dakota Rail Regional Trail on the north side of the lake. As illustrated on the Trail and Bikeway Plan, the alignment of this trail is optimally located along the shoreline of the lake until CSAH 30, which it would then parallel (heading north) until CSAH 155. The trail would connect to the existing beat launch near the junction of CSAH 30 and 155. Once to CSAH 155, establishing the trail along the west side of the roadway would provide the most appealing experience to the trail user, albeit in close proximity to the road. The challenges with developing the trail following this alignment include limited space, steep grades, and established vegetation along the lakeshore, each of which posing significant constraints to trail development.~~

~~Future options should be explored to replace the road along the eastern edge of Lake Waconia from Lake Waconia Regional Park to the Dakota Rail Regional Trail. Presumably, the existing roadway would be relocated further to the east as part of future roadway and development planning. (Importantly, the existing private properties would require assured access under any roadway realignment~~

~~scenario. The advantage, presumably, to these landowners would be that their properties would front a greenway versus a county road with direct access to an extensive trail system and open space.)~~

~~Trunk Highway 5 Alternate Lake Waconia - Carver Park Reserve Regional Trail (Connection Between Lake Waconia Trail and Carver Park Reserve)~~

From east to west, this destination trail corridor makes a connection between the proposed Lake Waconia Trail and Carver Park Reserve. As with other trails, Carver County will have to work collaboratively with Waconia, Laketown Twp and Victoria along with landowners and developers to establish trail alignments.

Once to Carver Park Reserve, Three Rivers Park District will determine the final alignment of the trail within the context of the larger master plan for the reserve. Both Carver County and Three Rivers Park District will have to collaborate with Victoria to make the trail connection between Carver Park Reserve and the existing Lake Minnetonka LRT Regional Trail that now ends in Victoria.

**Western Carver County Regional Trail Corridor**

From south to north, this regional trail corridor will ultimately make a connection between the City of Norwood Young America, Baylor Regional park, the Dakota Rail Regional Trail in Mayer and linking trail north to the Luce Line State Trail in Watertown. In the 2030 time frame, the focus will be on establishing the trail corridor in the growth areas of the three cities.

Once beyond the 2030 growth boundaries of these cities, the possible alignment options for the trail become less certain given land acquisition concerns and issues previously expressed by some of the landowners in this area. Multiple planning considerations will need to be considered, including following the Hwy. 25 right-of-way in select locations and the anticipated development of a new school along Hwy. 25 between Mayer and Watertown. Note: Watertown Township acknowledges that the Metropolitan Council's regional park policy plan identifies the Crow River Regional Trail (referred to as the Western Carver County Regional Trail in the 2030 County Plan) with a potential future alignment through the township as a linking trail. The establishment of any future trail alignment will result from a master plan process done in cooperation with Watertown Township, Carver County, and others. Within Watertown Township, the Western Carver County Regional Trail will run along State Highway 25 within the right of way of the State Highway. At the time the trail is to be built, the Watertown Township Board will determine the final location of the trail through public process with Watertown Township residents.

**Arboretum - Lake Minniewashta Regional Trail Connection**

As the Trail and Bikeway Plan illustrates, a trail connection is proposed between Lake Minnetonka LRT Regional Trail in Victoria and Lake Minniewashta Regional Park in Chanhasen via a trail corridor through, or on the periphery of, the Minnesota Landscape Arboretum. The intent with this alignment is to create a high value destination trail experience via a greenway-type corridor through various parks, and the arboretum site, versus directly following the TH 5 corridor, which is a far less appealing experience for the trail user. Local Connections under discussion about local trail connections in Chanhasen, defining an acceptable alignment through the Minnesota Landscape Arboretum property is the most challenging aspect of this corridor that will take a collaborative effort to address. Nonetheless, given the much higher value user experience, due diligence by Carver County, Chanhasen, and the Minnesota Landscape Arboretum is justified

and recommended in finding an agreeable alternative route to the TH 5 corridor. Within Chanhassen, the challenge will be maintaining a greenway context through existing and future developments prior to entering the regional park.

~~Existing rail corridors provide opportunities for long-term trail corridors as evidenced by the Luce line and Dakota trail corridors. Of particular note is the Twin Cities Western Railroad through the county and the Union Pacific MN river crossing. Although the TCW line is not anticipated to be abandoned within the 2030 time frame, this corridor offers a high value opportunity for a trail if it was ever to be abandoned. Accommodating a trail along this corridor if it is ever converted to a rail transit corridor should also be considered at such time as part of a multi-modal approach to transportation.~~

#### ~~Highway 101 Regional Trail~~

~~The Metropolitan Council RPPD identifies a proposed Highway 101 Regional Trail, which will connect the Minnesota River Bluffs LRT Regional Trail to the Lake Minnetonka Regional Trail.~~

#### ~~Highway 5 Regional Trail~~

~~The RPPD identifies the proposed Highway 5 Regional Trail, which will connect the proposed Highway 101 Regional Trail to Carver Park Reserve and Lake Waconia Regional Park. A proposed alignment which would route this regional trail corridor through the Carver Park Reserve and via the Lake Waconia Regional Trail is presented on the trail map. The county would seek re-alignment of this corridor in the RPPD.~~

### **Linking Trail and Bikeway System**

~~Linking trails are paved trails most often located within road right-of-way or utility easements. Emphasis is on safe travel for walking, jogging, bicycling, and in-line skating to/from destinations throughout the county. Linking trails are 10 feet wide; asphalt surfaced, located in road or street right-of-way setting, and serves pedestrian and bicyclists equally well. As the Trail and Bikeway Plan illustrates, a number of east-west and north-south county roads are identified as Bikeway/Linking Trail Corridors. Linking trails along these routes complement the destination trail system and are also used to make key connections to destinations within growth areas. Linking trails also serve an important alternative transportation function in growth areas. For example, providing a linking trail along the CSAH 18 corridor in Victoria and Chanhasen is especially important from an alternative transportation perspective, as is the case with other routes in developing areas.~~

~~Bikeways (which in most cases will take the form of a 6-foot or wider shoulder) along identified routes are used to meet the needs of subgroup of bicyclists preferring to ride on streets and roadways for recreation, fitness, and transportation.~~

As with destination trails, development of the linking trail system will focus initially on growth areas. Since these trails typically fall within road rights-of-way, their development will likely occur as roads are upgraded or new roads are built to accommodate growth. To the extent possible, trails will be proactively included as part of new roadway designs consistent with [Table 2 of the 2014 amendment to the 2030 Roadways Systems Plan](#) to avoid retrofitting situations, which too often leads to substandard results and lower levels of use.

Development of the linking trails along county roads will also be coordinated with development of ~~local level city and township~~ [trail systems](#) to ensure continuity and avoid duplication. At the county-level, developing linking trails along identified routes will take into consideration the location of nearby destination trail corridors to both avoid duplication and to take advantage of the best alignment for the user experience. Most often, the destination trail alignment will be the preferred option along any given corridor since this type of trail offers higher recreational value.

On occasion, linking trails will be used to fill in gaps in a destination trail corridor. A common example is of this is where a road corridor is the only option available to link two segments of a destination trail corridor together due to land acquisition issues, wetlands, or some other physical impediment.

### **Linking Regional Trails**

#### **[Southwest LRT Connection Regional Trail \(Connects Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails\)](#)**

~~This destination linking trail corridor connects the Lake Minnetonka LRT and Minnesota River Bluffs LRT Regional Trails as shown on the plan map. The latter of these currently ends in the City of Chaska, with the northern trail ending in the City of Victoria. Both of these are currently aggregate surfaced.~~

~~A master plan for this trail connection was completed in 2006 and consists of a combination of existing local trails and newly proposed regional trail alignments, with an overall length of 13 miles. The Master Plan was approved by the Metropolitan Council, which makes the trail eligible for regional funding.~~

Although not identified as part of the master plan for this connection, a river crossing near the downtown area of Chaska over to the Minnesota River Valley State Trail, which connects to Shakopee, is provided via the CSAH 41 bridge structure.

#### Lake Waconia Regional Trail Corridor

From south to north, this destination trail corridor makes a connection between Lake Waconia Regional Park and Dakota Rail Regional Trail on the north side of the lake. As illustrated on the Trail and Bikeway Plan map, the alignment of this trail is optimally located along the shoreline of the lake until CSAH 30, which it would then parallel (heading north) until CSAH 155. The trail would connect to the existing boat launch near the junction of CSAH 30 and 155. Once to CSAH 155, establishing the trail along the west side of the roadway would provide the most appealing experience to the trail user, albeit in close proximity to the road. The challenges with developing the trail following this alignment include limited space, steep grades, and established vegetation along the lakeshore, each of which posing significant constraints to trail development.

Future options should be explored to replace the road along the eastern edge of Lake Waconia from Lake Waconia Regional Park to the Dakota Rail Regional Trail. Presumably, the existing roadway would be relocated further to the east as part of future roadway and development planning. (Importantly, the existing private properties would require assured access under any roadway realignment scenario. The advantage, presumably, to these landowners would be that their properties would front a greenway versus a county road, with direct access to an extensive trail system and open space.)

#### Highway 101 Regional Trail

The Metropolitan Council RPPP identifies a proposed Highway 101 Regional Trail, which will connect the Minnesota River Bluffs LRT Regional Trail to the Lake Minnetonka Regional Trail.

#### Highway 5 Regional Trail

The RPPP identifies the proposed Highway 5 Regional Trail, which will connect the proposed Highway 101 Regional Trail to Carver Park Reserve and Lake Waconia Regional Park. An alternate proposed alignment which would route this regional trail corridor through the Carver Park Reserve and via the Lake Waconia Regional Trail is presented on the trail map. The county would seek re-alignment of this corridor in the RPPP.

#### Twin Cities and Western Regional Corridor and Minnesota Prairie Line Trail

Existing rail corridors provide opportunities for long term trail corridors as evidenced by the Luce line and Dakota trail corridors. Of particular note is the Twin Cities Western Railroad through the county. Although the TCW line is not anticipated to be abandoned within the 2030 time frame, this corridor offers a high value opportunity for a trail if it was ever to be abandoned. Accommodating a trail along this corridor if it is ever converted to a rail transit corridor should also be considered at such time as part of a multi-modal approach to transportation.

County Road 10 - Intended to follow the road right of way.  
County Road 25 - Intended to follow the road right of way.

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Local Trail System

Local trails are developed within a municipality's local road right-of-way or parks and open space areas, or permitted by the County in County right-of-way. Regional and state trails that are constructed and managed by the County, a city, or a township are not included.

Local Trails

All identified County local trails are intended to follow the road right of way.

County Road 33

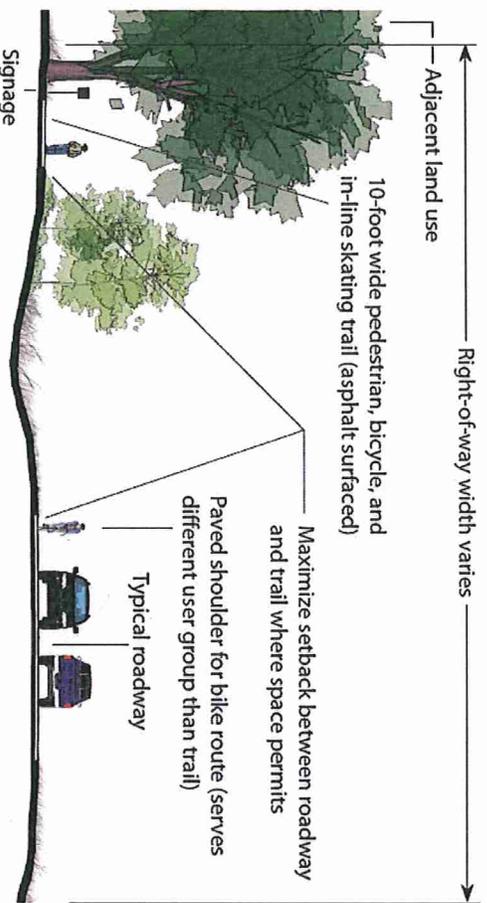
County Road 53/MN 284

County Road 11

County Road 18

County Road 41

FIGURE 6.10 RIGHT-OF-WAY-BASED LINKING TRAIL ILLUSTRATION



As the images illustrate, the setting for linking trails greatly affects their recreational value as judged by scenic quality, continuity, and separation from vehicular traffic. Roadway right-of-way widths are defined and determined in the Roadway System Plan.

Although the Trail and Bikeway Plan highlights a number of routes for linking trails, the County is encouraged to secure enough space when acquiring future county road rights-of-way for the eventual development of linking trails separated from the roadways. This would ensure that the linking trail system could be expanded as demand warrants as growth occurs across the county.

With the bikeway system, classified as local trails in Figure 6.8, the primary goal with the routes shown on the plan is to create a series of loops across the county that link small towns with the larger growing cities. Providing a wide shoulder and bike route signage along these roads will allow a bicyclist to safely use county roads when out for longer recreation and fitness rides, or using their bike for transportation.

## Development of Trails and Bikeways

Given its routine rating as the highest value recreational activity by people across age groups, developing the trail system is justifiably a very high priority within the county. The implementation strategy for destination trails will likely occur as demand warrants and funding is made available.

In terms of priority areas, nearer-term efforts to develop destination trails will be focused in growth areas, especially in the Waconia-Victoria and Carver areas, as illustrated on the Trail and Bikeway Plan. Completion of the Southwest Regional Trail Connection between the Lake Minnetonka LRT and Minnesota River Bluffs Regional Trails also remains a top priority that will be implemented. A master plan for this trail was created in 2006, following that master plan. In all of the cases, the County will work collaboratively with the local cities and townships to develop these trails in a timely manner. The County will also ensure that collaboration with willing landowners is a necessary piece of any trail development.

The Dakota Rail Regional Trail was originally identified as an implementation priority and is now open to the public. Phase I construction consisted of a 7 mile segment from the East County Line to the City of Mayer in 2010. Construction work on the 5 mile segment between the City of Mayer and the West Count Line of Phase II Phase began in 2012 and was open for use in 2013. Completion of the Dakota Rail Regional Trail remains a nearer-term priority to provide a high value trail experience for portions of rural Carver County. The County will continue to take advantage of federal funding to complete remaining sections of this trail as available.

With respect to linking trails along county roads, the top priority will be working with local cities to complete regional trail links within and between local systems in growth areas. Development of on-road bikeways along proposed county road routes will be coordinated with roadway upgrades, with the main focus being to include a minimum 6-foot wide shoulder along select county roads for use as a bike route. Note that development of trail/bikeway corridors could include either a linking trail or bikeway, or both, depending on the specific route circumstances and user groups being accommodated. (It is important to recognize that each of these facilities serve distinct users groups, as defined in Section 4.)

## Delivery of Public Programs and Services

Delivery of public programs and services is listed a bit lower in terms of priority due to the fact that being able to provide these is contingent on the availability of land and facilities. In fact, the delivery of programs and services should be considered lock-step with the development of a facility. Carver County's programming and related services function will continue to evolve, with continued emphasis on enhancing formal, well-organized programming. In addition, greater emphasis will be placed on informal, self-guided, and drop-in participation type of programming. More attention will also be given to staging events that bring larger groups to the various regional parks for group activities and social interaction in a natural setting. In addition to current offerings, cultural events such as music or arts-in-the park and charity programs will be considered.

## Recreational and Educational Programming (and Related Services) Function

The programming function of Carver County will proactively strive to provide an ever increasing variety of high quality visitor and participant experiences by organizing, promoting and delivering environmental education and recreation-based programs consistent with its mission.

Specific strategies to proactively advance this function include: