

Draft Social Assessment

Greater Community			
Item	Significance	Quantifiable Method	Assumptions
Service Area			
.75 miles from corridor: Population	Serve areas with greater population provide opportunity for trail use to a greater portion of the population	Calculate population within .75 miles of the route	50% of trail visits are generated from within .75 miles of the trail corridor
Adjacent Property			
Are easements required?	Locating a regional trail on private property will require an easement, fee-title or other creative solution to secure land. Property owner(s) may not be willing partners	Location and estimated size of required easement.	Trails located within public right-of-way or City owned land do not require purchased easements. Regional trails require a typical 16' easement
Number of residential back-yards	Different areas of residential property offer varying levels of privacy and access which may be altered by the trail	Count properties	Backyard is most private/inaccessible and front yard is most public/accessible
Number of residential front-yards			
Number of residential side-yards			
Total number of adjacent residential properties	Location of trail adjacent commercial/office/industrial land use compared to residential land use may or may not be preferred	Count properties	
Number of commercial/business/industrial properties			
Proximately of adjacent homes	Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy)	Measured average distance from estimated trail location and adjacent homes. Identified locations where homes are less than 20' from property line	For road based routes, trail is assumed to be located in lieu of a sidewalk. For routes through wetlands, trail is assumed to be located on the opposite side of the creek than the closest residential properties. For other creek based routes, trail is assumed to be 3/4 the distance on the upland side between the creek and adjacent property boundary.
Access			
Access to publicly owned land	Increase access of park land to the public	Identified routes primarily located on inaccessible, publicly owned lands	
Authorized access	Frequent, convenient access increases trail accessibility to the local community	Located public access points	
Unauthorized, concentrated access points	Locating trail away from public access points may increase unauthorized access	Located areas with infrequent access points and potential for cattle paths created by trail users crossing existing undeveloped open space/parkland	
ADA Access: reviewed under technical assessment			
Emergency access: reviewed under technical assessment			
Parking			
Parking Impact	If a street needs to be redesigned to accommodate the trail, there may be a reduction in available on-street parking	Located on-street parking and calculated capacity for existing and conceptual conditions	
Parking Demand: reviewed as part of environmental assessment worksheet			
Consistency			
Potential Implementation and Funding Premierships	Trail routes consistent with other planning/construction initiatives may provide opportunities to work together in implementing the trail	Review other City and regional plans and identify opportunities to partner	
Comprehensive Planning	Some routes provide greater opportunity to develop a comprehensive network of trails, bike lanes, and pedestrian facilities	Review other City and regional plans and evaluate connectivity of existing and proposed bike/pedestrian routes	

Trail User Preferences			
Item	Significance	Quantifiable Method	Assumptions
Safety: quantified under technical assessment			
Stops			
Interrupted travel	Trail users prefer continuous riding/walking	Location and frequency of trail stop conditions	
Out-Direction Travel			
Length of out-of-direction travel compared to exiting public circulation patterns	Commuters prefer direct routes	Measured route length compared to existing public circulation patterns	
Trail Aesthetics			
Route location	Recreation trail users prefer routes through natural areas and open space	Identified if route was through park land or adjacent road	
Walking Access to Destinations			
Existing trail head amenities: parking, bathrooms, water, rest area	Access and connectivity to existing destinations is preferred	Type and location of destination within 1/4 mile.	People will generally walk (non-fitness/recreation) up to 1/4 mile to reach out-of-route destinations.
Opportunity to add trailhead amenities			
Trails/bike lanes (existing/proposed)			
School			
Parks			
Retail			
Employment Centers			
Bus/LRT Routes			
Other			
Biking Access to Destinations			
Existing trail head amenities: parking, bathrooms, water, rest area	Access and connectivity to existing destinations is preferred	Type and location of destination within 3/4 mile.	People will generally bike (non-fitness/recreation) up to 3/4 mile to reach out-of-route destinations.
Opportunity to add trailhead amenities			
Trails/bike lanes (existing/proposed)			
School			
Parks			
Retail			
Employment Centers			
Bus/LRT Routes			
Other			

Draft Technical Assessment

Item	Significance	Quantifiable Method	Assumptions
Trail Related Structures			
Potential Structures	Trail related structures (bridges, boardwalks, tunnels, and walls) allow for trail construction in challenging locations	Identified potential structure locations and type	
Temporary construction easement required	Construction of retaining wall, bridges, and tunnels may require access to adjacent property	Located temporary easement areas and estimated size	
Space Requirements			
<i>Easements: quantified under social assessment</i>			
For road based routes: is there enough available ROW or will street redesign (narrowing lanes/remove parking) be required?	If adequate ROW is not available additional easements or street redesign may be required	Measured total ROW and available (unused) ROW. Evaluated potential road redesign options using Minnesota State Aid Standards. Identified potential easement locations	Trail corridor is typically 16' wide. City is open to street redesign options.
Obstacles			
Utilities	Utilities located within the regional trail corridor may be required to be relocated or buried	Location and type of utilities (communications box, electric box, electric pole, street light, gas line, hydrant, sanitary sewer, and storm sewer)	
Other Obstacles	Obstacles within the regional trail corridor may be required to be removed	Location and type of obstacle (fence, wall, sign, etc)	
Compliance			
ADA - 5% or less: quantified under trail geometrics			
Storm water Requirements: reviewed under environmental assessment worksheet			
Wetland Mitigation: reviewed under environmental assessment worksheet			
Safety			
Trail Geometrics	Following industry standards for trail design/geometrics (slope, size, clear zone, curve radius, etc) will promote trail user safety	Location where achieving regional trail standards may be difficult and type of potential regional trail deviation	Trail design/geometrics follow MN DNR, ASHTO, and ADA guidelines. Park District regional trails are generally 10' wide with 3' preferred clear zones (2' min), 5% or less, maintain a 2% cross slope, have a minimum 100' vertical curve, and require sightlines appropriate to the situation.
Driveway Crossings	Each driveway crossing will result in encounters between trail users and motorists and each encounter creates an opportunity for an incident	Location and type (commercial/industrial/business: high and low turnover and residential: single and multi-family) of driveway and anticipated volume and frequency of motorist traffic	See Attached.
Road Crossings	Each road crossing will result in encounters between trail users and motorists and each encounter creates an opportunity for an incident	Location and type of road crossing (signed intersection, signalized intersection, or midblock), speed, sightline conditions, and average daily traffic (ADT)	Roads with higher speeds, restricted sightlines, and higher ADT present greater safety concerns than roads with lower speeds, unrestricted sightlines, and lower ADT.
Emergency access	Frequent emergency access points may reduce response time and increase safety	Located emergency access points and measured distance between emergency access points	

