



Nine Mile Creek Regional Trail - Edina
Community Assessment Team

Meeting 5 Minutes

May 17, 2010

Prepared by: Heather Gates, Planning & Development Secretary

Submitted on: May 24, 2010

Present: Kelly Grissman, Senior Manager of Planning
Jonathan Vlaming, Chief of Planning
Annie Rexine, Planner
Heather Gates, Secretary
Alex Sharpe, Planning Aide
Randy Lehr, Water Resources Manager
Brent Christensen, Graduate Engineer
John Keprios, Director of Parks and Recreation – Edina
Richard Johnson, Segment 1 Representative
Bob Lubar, Segment 2 Representative
Robert Schwartzbauer, Segment 3 Representative
Reid Kilberg, Segment 4 Representative
Joan Roe sub for Dave Henry, Segment 5E & 7 Representative
Michael Wolff, Segment 8 Representative
Jed Hepworth for Harvey Johnson, Segment 9 Representative
Peter McCarthy, Segment 11 Representative
Eric Burfeind, Edina High School Science Teacher
Nancy Crain, Segment 19 Representative
Wendy Amundson, Segment 20 Representative
Gene Persha for Alice Hulbert, Bike Edina

Absent: Robert Peterson, Segment 5D Representative
Joseph Hulbert, Edina Park Board
Kristine Thompson, Segment 13 Representative

Meeting Start: 6:35 PM

1. Reviewed the trail route narrative handout (see attached attached).
 - A. Park District staff explained that some routes were removed from further consideration as a result of safety concerns, available right-of-way, grading constraints, drainage patterns, and other factors. Route 3 on the west side of Lincoln is an example of a route that was removed further consideration.
 - B. Park District staff explained that some routes have several sub-routes, such as Route 8, to reflect the range of possibilities of locating the trail on one side of the street or the other.
 - C. Introduced Route 5F (see attached handout). Route 5F was not previously studied or considered as part of the Nine Mile Creek Regional Trail route;

however, this route was proposed during a field walk through by a CAT member and was further considered by Park District and City staff to provide a road-based alternative route to Routes 5, 5D, and 5E which are creek-based routes. All other creek-based routes generally have road-based alternatives or utilize existing trail infrastructure.

- i. Route 5F is approximately \$1 million cheaper due to reduced wetland and/or flood plain mitigation and bridge facility over Hwy 62 without ramp requirements.
- ii. Route 5F does not provide direct access to the Edina Middle and High School unless Route 7 and 8 are established as the preferred route. In the event Route 9 and 11 are selected as the preferred route, the City may elect to improve access from the regional trail corridor to the Edina Middle and High School along Valley View Road.
- iii. Several CAT members were frustrated about the late submission of Route 5F and the Park District and City's previous position that new route would not be considered. Several CAT members expressed frustration that routes they had previously proposed were not considered or evaluated. Park District staff discussed the basis of several ideas that were previously brought forward. Preliminary staff review indicated that other proposed ideas generally lacked merit as the suggested routes were often gestures to move the route from one street to another and shift the potential impacts to other property owners. Park District staff re-explained the rationale for introducing Route 5F and apologized for the resulting frustration and hurt feelings several CAT members portrayed.

D. Park District staff also reviewed a proposed deviation to Route 19. A CAT member previously proposed a deviation to Route 19 to continue routing the trail south along Metro Boulevard to 77th Street and cross Hwy 100 at 77th Street. Park District and City staff reviewed this proposal as it offered a less expensive alternative to the currently proposed bridge over Hwy 100; however, the Hwy 100 and 77th Street intersection is congested and currently is not designed to safely accommodate additional pedestrian and bicycle/regional trail facilities. It is recommended that this route be carried forward in the master plan as a slight design deviation alternative in the event the Hwy 100 and 77th Street intersection is redesigned.

2. Technical, Social, and Economic Assessment

- A. Park District staff reviewed the overall layout of the assessment tables.
- B. Quantifying Carbon: Park District staff reviewed the carbon documentation forwarded by Michael Wolff, Route 8 representative. The documentation was based on road design and construction methods and therefore not applicable to trail design and construction. In addition, the counter argument is that trail users using the trail to commute via non-motorized transportation will off-set carbon impacts as a result of trail design and construction over the lifecycle of the trail. This is equally difficult to quantify. In turn, the Park District does not have an adequate methodology to quantify carbon and, therefore, this criterion will not be quantified.

- C. Bob Lubar, Route 2 representative, requested the language on the social assessment for potential park impacts be changed to better reflect the introduction of regional trail users to a local park and the potential parking impacts. Mr. Lubar indicated that parking is often at capacity when the play fields are utilized.
 - i. The Park District agreed to note that the proposed route would introduce a regional use to a local park and that parking capacity concerns may exist.
- D. Nancy Crain, Route 19 representative, requested that the Park District confirm where parking is and is not allowed along route 19.
 - i. The Park District will review the parking capacity numbers.
- E. CAT member asked if all boardwalks were considered above grade in respect to the social assessment and viewshed criterion.
 - i. The viewshed was compiled using contour maps, preliminary engineering review, and expected trail construction methods. Using this information the expected trail/boardwalk grade was compared relative to the surrounding properties. If the adjacent properties are elevated and the boardwalk would still generally be located lower the adjacent properties, it was classified as below grade.
- F. Bob Schwartzbauer, Route 3 representative, asked why underground utilities lines were not clearly indicated on the technical assessment.
 - i. Given the nature of the utilities (electric boxes, hydrant, storm sewer, etc) outlined on the technical assessment, it is inherent that there are associated buried utilities. The cost to move buried utilities is included in the cost estimate.
- G. CAT member asked how tree impacts were quantified.
 - i. Tree impacts on public land were quantified in the Environmental Assessment Worksheet (EAW) and based on the Minnesota Land Cover Classification System which takes into consideration tree canopy density. This information was pulled directly off the EAW.
 - ii. Trees that were in public right-of-way but appeared to be planted by the adjacent resident were quantified using field work, estimated construction limits, and aerial photography.
- H. CAT member expressed concern that the environmental concerns were not met and that it is difficult to tell how the environment will be effected.
 - i. Park District staff explained that the environmental assessment was completed as a separate assessment by an independent consulting firm and outside the scope of the CAT. The preliminary environmental findings were presented at the previous CAT meeting and a copy of the presentation was distributed to CAT

members. Park District staff did not receive any feedback from CAT members at the previous meeting or following weeks indicating concern that the environmental assessment was inadequate.

- ii. The EAW is expected to be available for public review in Mid-June.
- I. CAT member indicated that safety concerns about trails and which sections will be more or less safe was not adequately addressed.
- i. Park District staff explained that a Police Officer from the Park District Trail Patrol came and met with the CAT several meetings ago. At that meeting the Officer explained that the Park District regional trail crime/incident data does not indicate that one trail section would be more or less safe from another. The Officer had also explained several times that Park District regional trail statistics indicate that the trails are exceptionally safe and that no reported violent crimes have occurred on Park District regional trails.
 - ii. The CAT member indicated a difference of opinion and stated that Park District safety data is "skewed" and not accurate. Park District staff reiterated that the Park District does not have data that would indicate different levels of safety in terms of crime from one trail route to another.
 - iii. Other measures of trail safety (driveway/road crossings, access locations, emergency access location, and other factors) were identified and quantified as part of the social and technical assessment.

3. Prioritized Technical and Social Assessment

- A. Due to the amount of information and variables included in the various assessments it was determined that in order for the information to be useful for decision makers such as the City Council and Park District Board of Commissioners, the social and technical criterion needed to be prioritized.
- B. The CAT findings will be compiled into a document that will be forwarded to the City Council and Park District Board of Commissioners. The document will include project background, CAT process, summaries on each route, and appendix of all associated work and background material.
- C. CAT team members were given 5 stickers for the Technical Assessment and 5 stickers for the Social Assessment and asked to place their stickers by the criterion that was most important. CAT members were allowed to place more than one sticker next to a criterion.
- D. The criterion with the most votes will be summarized as part of a 1-3 page summary on each route. The criteria that did not receive the most votes will be included in an appendix.

E. The criteria with the most votes are summarized below (Dave Henry, Routes 5E and 7 Representative, voted via email).

- i. Social Assessment: Proximity of adjacent homes and adjacent resident yards.
- ii. Technical Assessment: Road crossings, potential structures, driveway crossings, and potential street redesign. Carbon also rated high; however, since an adequate method to study carbon was not established this information cannot be quantified. A note will be included within the CAT documentation that carbon requirements and storage impacts as they relate to trail construction were classified as an important criterion by the CAT.

4. Design Recommendations

A. CAT members were asked to generate design recommendations specific to their trail route yet broad in scope. For example, 'route the trail on this side of the street' versus 'put a fence right here'.

- i. Route 1

- a. East side of road is recommended.
- b. Consider staying within the road foot print and minimize tree removal and potential impacts.

- ii. Route 2

- a. Maximize distance from homes.
- b. Continue to review safety, use, and parking within Walnut Ridge Park. For example: you have to cross the bike trail to get to the play area. Look for ways to minimize potential safety concerns.
- c. Avoid locating vistas in locations adjacent homes or in locations that would overlook adjacent homes.

- iii. Route 3

- a. Replace trees/natural buffers that may be impacted.
- b. Address the lack of pedestrian crossings across Gleason.
- c. Route on west side of Lincoln is not feasible.
- d. Use right-of-way as much as possible.

- iv. Route 4

- a. Address the lack of pedestrian crossings across Gleason.
- b. Don't impact Gleason/Vernon traffic flow.
- c. Utilize south access point to Bredesen Park off of Gleason.
- d. Minimize impact/viewshed of Route 5 bridge over Hwy 62 on Bredesen Park.
- e. Consider a fence height variance along the trail route for screening.
- f. Incorporate screening where the trail will be elevated over the adjacent properties.

v. Route 5

- a. Minimize pedestrian ramp on Bredesen Park.

vi. Route 5E

- a. Locate the trail along the creek near Creek Baptist Church to minimize potential impacts on the church. (submitted via email by Dave Henry, Route 5D and 7 representative)

vii. Route 5D

- a. No one present to provide design recommendations.

viii. Route 5F

- a. No one present to provide design recommendations at the meeting.
- b. Avoid the Olinger Boulevard/Tracy Avenue intersection and orient the route by the Colonial Church and proposed assisted living facility on Colonial way. The Olinger Boulevard/Tracy Avenue intersection is busy and especially dangerous during baseball games at the park due to cars parked on the side of the street. The church route is already used by residents accessing Bredesen Park, has less traffic, and avoids the Tracy Avenue intersection at Olinger Boulevard. (submitted via email by Dave Henry, Route 5D and 7 representative)
- c. Route the trail on the east side of Tracy Ave (at Hwy 62) and follow the existing pedestrian created path over Hwy 62. (submitted via email by Dave Henry, Route 5D and 7 representative)

ix. Route 7

- a. Design Antrim Road and Valley View Road intersection to allow safe pedestrian/bicycle movement to school from regional trail.
- b. Design the trail in a manner to reduce vehicular speeds and increase safety in the neighborhood. (submitted via email by Dave Henry, Route 5D and 7 representative)
- c. The east side of street appears more feasible as it already has a sidewalk and as a result, the residents and community are familiar with pedestrians and bikes on the east side of the street. (submitted via email by Dave Henry, Route 5D and 7 representative)

x. Route 8

- a. Recommend Route 8-4 (East on Antrim, south on 70th).
- b. Look at providing a connection to Lewis Park on Cahill. Park has parking that could be utilized for trail users and reduce potential parking impacts on 70th Street.

xi. Route 9

- a. Current bridge on Valley Lane is narrow. Design improvements are necessary if route utilizes bridge.

xii. Route 11

- a. Incorporate lighting in proposed tunnel.
- b. Protect Monkey Village.

xiii. Route 13

- a. Recommend locating the route north of the creek along the south side of Metro Blvd. (submitted via email by Kristine Thompson, Route 13 representative)

xiv. Route 19

- a. Avoid park/golf course tree impact.
- b. Minimize/mitigate for potential landscaping impacts near apartments.

- c. Work with landowners when determining final route.
- d. Recommend Route 19-2 as it appears to have least impacts.
- e. Construct barrier between trail along Hwy 100 and adjacent homes where existing trees would be removed.

xv. Route 20

- a. Route 20-2 seems slightly better than Route 20-1 because it crosses fewer driveways.

xvi. Other – Entire Edina Trail Route Design Considerations

- a. Consider screenings in design phase where trail is "above grade."
- b. Consider variance on fence height when used to screen the trail/adjacent properties.
- c. Naturally screened areas should be replaced with equal natural screen.

5. Next steps

- A. The social, technical, and economic assessments will be compiled into one document which will generally include the items outlined below. The information will be forwarded to the CAT around May 31 for review.
 - i. Project background
 - ii. CAT process and meeting summaries
 - iii. Summary of each trail route
 - iv. Appendixes: methodology, support maps and tables, and social and technical assessment tables
- B. There will be two public meetings/open houses in conjunction with the EAW 30-day public comment period. The open houses will provide an opportunity for public review of the EAW, social, technical, and economic assessment summary findings.
 - i. The 30-day public comment period is tentatively scheduled for June 14 to July 14.
 - ii. The tentative public meeting dates are June 22 and June 30. A location has not been set yet. The Park District will notify the CAT when the meeting dates, times, and locations are confirmed.

- iii. The public meeting information will be advertised in the Sun paper and on the Park District and City websites.
 - iv. The meetings will be structured as open houses with a presentation at a predetermined time.
 - v. The public will have the opportunity to provide written comments at the public meetings and throughout the 30-day public comment period.
- C. A tentative schedule (see attached handout) is in place and includes the proposed approval process.
- i. Following the 30-day public comment period, the environmental, social, technical, and economic assessment findings as well as public comments will be forwarded to the City Council, Edina Park Board, and Park District Board of Commissioners at a joint workshop. Council and Board members will have the opportunity to hold open dialogue between the regulatory bodies and discuss the feasibility of each trail route.
 - ii. After the joint workshop, the routes still under consideration will be forwarded to the City Council for selection/approval of a preferred route. The route will be forwarded to Nine Mile Creek Watershed District and Edina School District for review and approval as appropriate. The Park District will have the final approval.
 - iii. The dates are tentative and will be amended to account for meeting schedules/agendas. John Keprios indicated that it is very likely that the proposed joint workshop and all subsequent meetings will shift by several weeks.

6. Conclusion

- A. Park District staff thanked the CAT participants for their patience, attendance, and assistance in the creation of the social, technical, and economical assessments.

Meeting adjourned: 8:45 PM

To the best of the writer's ability, this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should submit their proposed revisions to Kelly Grissman at kgrissman@threeriversparkdistrict.org by Monday, May 31, 2010. Unless objections are raised prior to Monday, May 31, 2010, the Park District and CAT will consider this account accurate.

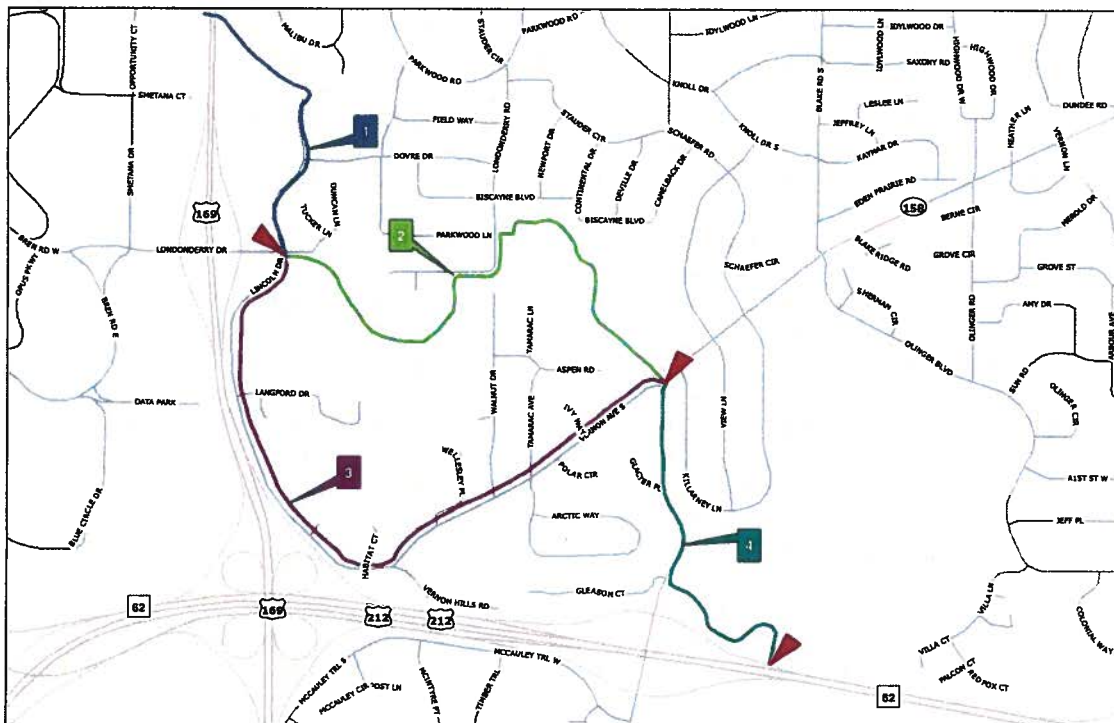
References discussed at this meeting and referred to in these meeting minutes will be available on the Park District's web site at a future date.

C: All invitees

Nine Mile Creek Regional Trail: Edina Segment Community Assessment Team

Studied Alternative Trail Routes Narrative Social, Technical, and Economic Assessment

The follow narrative describes the routes that were evaluated as part of the Nine Mile Creek Regional Trail route assessment work. The narrative also explains why select route variations were eliminated from further study.



Segment Options
Routes 1, 2, 3, 4

Not to Scale
(For representation only)

Route 1

Route 1 begins at an existing underpass of Hwy 169 on the south side of Nine Mile Creek. The route proposes utilizing a boardwalk through the wetland. Upon reaching upland, the route follows the northern edge of the Lincoln Avenue cul-de-sac and the east side of the road. The route is proposed through parkland and existing road right-of-way. Road reconstruction to remove one lane of parking at Dove Drive is proposed to reduce the need for retaining wall and to minimize potential impacts to creek corridor vegetation. The route ends at Londonderry Drive.

The west side of Lincoln Drive was eliminated from further study due to the presence of several business driveways and a less desirable road intersection crossing at Londonderry Drive.

Route 2

Route 2 begins at the intersection of Lincoln and Londonderry Drives and heads east on the south side of Londonderry Drive. An easement from United Health Care is anticipated. The rest of the route is located within parkland or road right-of-way. The route proposes a boardwalk through the wetland along the south side of the creek. Approximately two-thirds of the way across the wetland, the route crosses the creek and utilizes the upland along the south side of Londonderry Drive and east side of Londonderry Road. At Walnut Ridge Park the route heads east and utilizes the location of the existing trail on the north and east side of the park. Upon reaching the southeast corner of the Walnut Ridge Park play fields the route is proposed to head east to Vernon Avenue over a wetland while utilizing a boardwalk. Route 2 ends at Vernon Avenue.

Route 3

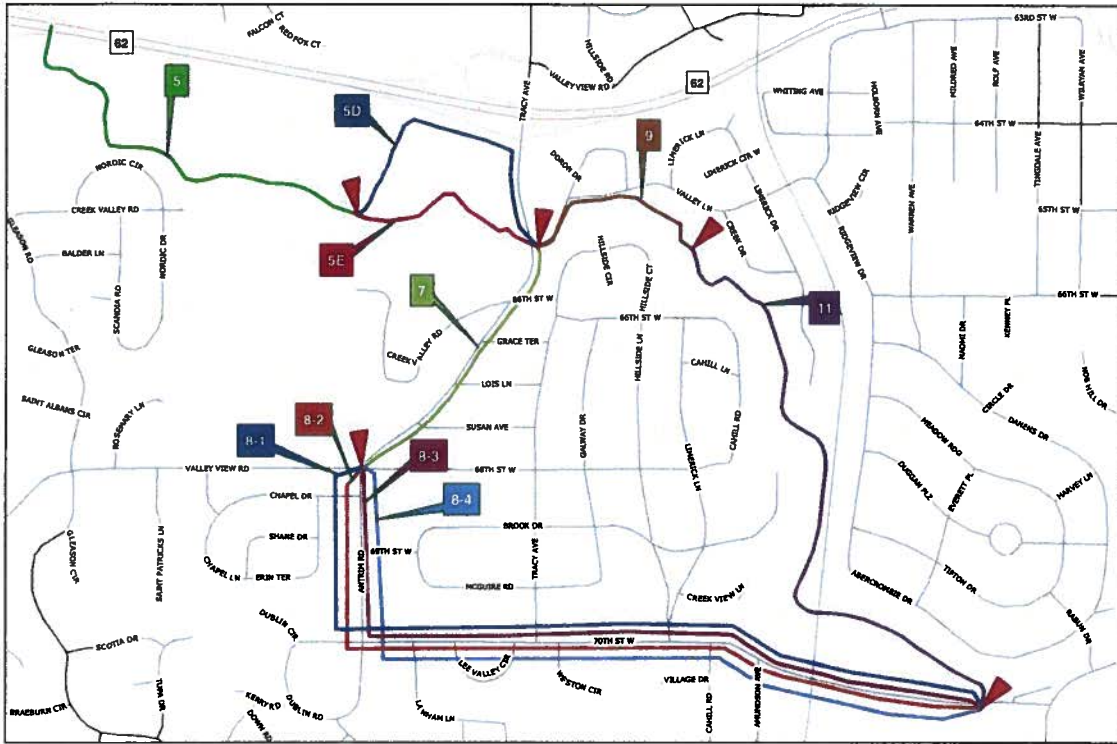
Route 3 begins at the intersection of Lincoln and Londonderry Drives and heads south on the east side of Lincoln Drive and then east on the north side of Vernon Avenue within existing road right-of-way. Road reconstruction is proposed around Langford Drive and between Habitat Court and Walnut Drive to reduce shoulder width and/or remove one parking lane. Route 3 ends at Gleason Road.

The west side of Lincoln Drive, south side of Vernon Avenue, and variations including either option were eliminated from further study due to the presence of limited right-of-way, steep roadside embankment, drainage ditch, and safety of crossing a collector street mid-block.

Route 4

Route 4 is proposed to head south along east side of Gleason Road from Vernon Avenue to the Bredeson Park trail access at approximately Gleason Court. The route is proposed entirely within existing public road right-of-way or parkland. Road reconstruction just north of the creek to reduce shoulder width is proposed. The route utilizes the existing Bredeson Park trail system which separates pedestrian and bicyclists. This will reduce potential conflicts between regional trail users and existing Bredeson Park trail users and reduce the need to increase the width of the existing trail system. Route 4 ends at the approximately location of the Hwy 62/Gleason Road on/off ramps.

The west side of Gleason Road was eliminated from further study due to the physical constraints at the existing Nine Mile Creek tunnel under Gleason Road, including horizontal and vertical clearance, and safety of a mid-block crossing of an "A" minor arterial street.



Segment Options
Routes 5, 5D, 5E, 7, 8, 9, 11

Not to Scale
(For representation only)

Route 5

Route 5 begins in Bredesen Park and includes a new pedestrian/bicycle bridge over Hwy 62. The bridge will connect Bredesen Park to Creek Valley Elementary School and Edina Middle and High Schools. The route is proposed along the northern edge of the prairie at Creek Valley Elementary School. At the end of the prairie the trail heads south through the mowed area and then east on the south side of the play fields and north side of the parking area. The route continues east along the northern boundary of the mowed area through the high school play fields. The intent of the route through the Edina School District property and park area is proposed to reduce the amount of trail through wetland and floodplain. Route 5 ends at the northeast corner of the Edina High School playfields.

Route 5D

Route 5D starts at the northeast corner of the Edina High School playfields and heads northeast to the south side of Hwy 62 where it then heads east. A boardwalk is proposed to cross the creek and associated wetland areas. At Tracy Avenue the route heads south and parallels the west side of Tracy Avenue. An easement from Creek Valley Baptist Church may be required to minimize wetland impacts and minimize steepness of the trail. Route 5D ends at Valley View Road.

Route 5E

Route 5D starts at the northeast corner of the Edina High School playfields and heads east to Tracy Avenue. A boardwalk is proposed to cross the creek and associated wetland areas. An easement from Creek Valley Baptist Church may be required due to limited parkland on the north side of the creek. Route 5E ends at Valley View Road.

Route 7

Route 7 starts at Tracy Avenue and heads south along the east side of Valley View Road. The route is proposed within existing right-of-way; however, road reconstruction to reduce shoulder width is proposed. Route 7 ends at Antrim Road.

The west side of Valley View Road was eliminated from further study due to limited available road shoulder and steep roadside embankments.

Route 8

Route 8 begins at Valley View Road and includes 4 variations all of which are proposed within existing public right-of-way and propose road reconstruction to remove one parking land and/or reduce shoulder width. Route 8 ends at Nine Mile Creek.

Route 8-1 is proposed along the west side of Antrim Road and north side of 70th Street.

Route 8-2 is proposed along the west side of Antrim Road and south side of 70th Street.

Route 8-3 is proposed along the east side of Antrim Road and north side of 70th Street.

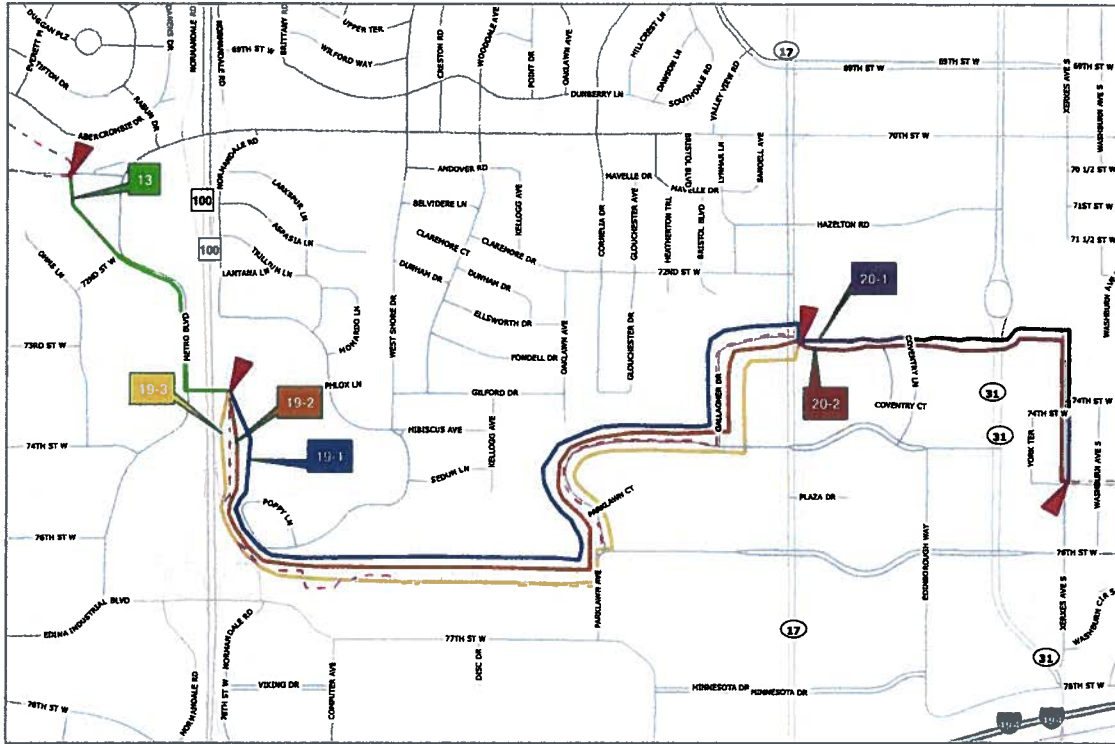
Route 8-4 is proposed along the east side of Antrim Road and south side of 70th Street.

Route 9

Route 9 begins at Tracey Avenue and generally follows the existing sidewalk adjacent Valley View Road east until the first residential property when the route leaves the road right-of-way and follows the parkland adjacent the creek. Boardwalks are proposed in wetland locations. The route is proposed to cross the creek to the south side west of Heights Park. The route ends at the existing pedestrian bridge at Heights Park.

Route 11

Route 11 begins at the pedestrian bridge at Heights Park and follows the creek east. The route is proposed to cross the creek to the north side shortly after the existing pedestrian bridge. The route utilizes available public land adjacent the Canadian-Pacific Railroad where parkland is not available adjacent to Nine Mile Creek. A tunnel under the railroad and near the creek is proposed to facility safe pedestrian and bicycle movement at the railroad. The railroad trail crossing will require approval from Canadian Pacific Railroad. The route continues east through Abercrombie Park to its end point at 70th Street. Boardwalks are proposed in wetland locations.



Segment Options
Routes 13, 19, 20

Not to Scale
(For representation only)

Route 13

Route 13 starts at 70th Street and Nine Mile Creek and follows the creek south. The route is proposed through both parkland and on the west side of Metro Boulevard right-of-way. An easement along the west side of the Gramercy Club may be required. Road reconstruction to remove one lane of parking along Metro Boulevard is proposed. Route 13 includes a new pedestrian and bicyclist bridge over Hwy 100 which will connect to parkland on the west side of Lake Edina. Route 13 ends at the Lake Edina parkland.

Route 19

Route 19 begins at the Lake Edina parkland and includes 3 variations all of which are proposed within existing public right-of-way and parkland. All route 19 variations are proposed within public right-of-way, parkland, or where the City of Edina previously obtained permission to located the trail. The route is proposed within Hwy 100 right-of-way from Lake Edina to Burgundy Condos. The route then heads east behind Burgundy Condos to the south side of Fred Richards Golf Course and north side of the Pentagon Park Redevelopment area to Parklawn Avenue. Route 19 proposes road reconstruction to remove one parking lane and/or reduce shoulder width along Parklawn Avenue and Gallagher Drive. Route 19 ends at France Avenue. Trail users will have the option of crossing France Avenue at the existing signal at Gallagher Drive or travel one block north to a planned pedestrian/bicyclist bridge.

Route 19-1 is proposed along the west side of Parklawn Avenue and west side of Gallagher Drive.

Route 19-2 is proposed along the west side of Parklawn Avenue and east side of Gallagher Drive.

Route 19-3 is proposed along the east side of Parklawn Avenue and east side of Gallagher Drive.

Route 20

Route 20 begins at France Avenue and uses the existing Edina Promenade and associated trail connections. The route heads east from France Avenue to Adam Hill Park where it then follows Xerxes Lane south to 75th Street and the regional trail segment planned for construction in 2010. Two variations are proposed for Route 20 along Xerxes Avenue.

Route 20-1 is proposed along the east side of Xerxes Avenue.

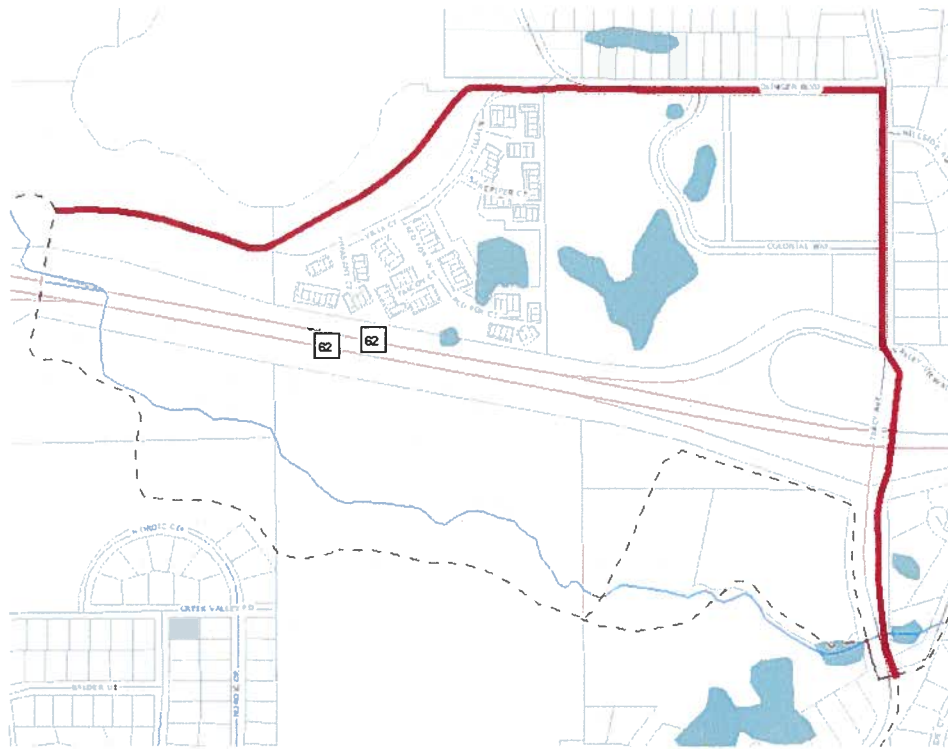
Route 20-2 is proposed along the west side of Xerxes Avenue.

Nine Mile Creek Regional Trail: Edina Segment Community Assessment Team

ROUTE 5F

Studied Alternative Trail Routes Narrative
Social, Technical, and Economic Assessment

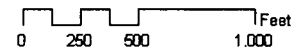
The following narrative describes Route 5F which was evaluated as part of the Nine Mile Creek Regional Trail route assessment work. Route 5F was added into consideration to provide an alternative road-based route to the creek-based route through the Edina School District Property. The other creek-based routes under consideration generally already included an alternative road-based route.



Nine Mile Creek Regional Trail: Alternate Route 5F

Legend

— Selected Route



Route 5F:

Route 5 begins at the terminus of Route 4 in Bredesen Park. The route is proposed to head east through Bredesen Park along the existing pedestrian and bicycle trail system to Olinger Boulevard where it is proposed on the south side of the street. At Tracy Avenue the trail route heads south along the west side of the road and along Countryside Park and the fire station. At the intersection of the Hwy 62 on/off ramps and Tracy Avenue, the trail route is proposed to cross Tracy Avenue and continue south along the east side of Tracy to Valley View Road. A parallel pedestrian/bicycle bridge along Tracey Avenue over Hwy 62 is proposed for this route.

Nine Mile Creek Regional Trail: Edina Segment

Proposed Process

Tentative Date	Proposed Meeting/Milestone
May 17	CAT Meeting 5: Review draft completed assessment and complete design recommendations.
May 31	Complete CAT assessment document
June 3	TRPDBC: 1) approve EAW as accurate and complete and 2) authorize public distribution of EAW and 30-day comment period.
June 14 – July 14	30-day EAW public comment period and release CAT findings for public review.
June 22	1 st public open house and presentation on EAW and CAT findings.
June 30	2 nd public open house and presentation on EAW and CAT findings.
July 15- August 5	Prepare responses to EAW public comment letters and amend EAW, if appropriate. (Bonestroo – EAW consultant)
Mid to Late August	TRPDBC/ECC/EPB Joint Workshop: Review CAT and EAW (Bonestroo Presentation) findings on social, technical, environmental, and economical assessments. THE JOINT WORKSHOP AND ALL SUBSEQUENT MEETINGS WILL LIKELY OCCUR LATER THAN ORIGINALLY PROPOSED
September 2	TRPDBC: Approve EAW and make EIS needs decision
September 7	ECC: Approve route.
September 15/October 20	NMCWDBM: Approve segments adjacent the creek, if applicable.
September/October	ESD: Approve segments on school district property, if applicable.
October 21/November 4	TRPD Committee: Approve route and forward to TRPDBC for consideration.
November 4/November 18	TRPDBC: Approve trail route.

TRPDBC: Three Rivers Park District Board of Commissioners

ECC: Edina City Council

EPB: Edina Park Board

NMCWDBM: Nine Mile Creek Watershed District Board of Managers

ESD: Edina School District