

Appendix

Social Assessment, Routes 1 - 5F

Item	Significance	Route 1	Route 2	Route 3	Route 4
Service Area					
Population within .75 miles from trail route	Service areas with greater population provide opportunity for trail use to a greater portion of the population	10,117 people	9,658 people	10,469 people	7,206 people
Adjacent Property					
Potential permanent easement requirements	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	N/A	Yes: United Health Care	N/A	N/A
Adjacent residential yards					
Number of residential front-yards	Different areas of residential property offer varying levels of privacy and access which may be altered by the trail	0	0	9	0
Number of residential side-yards		1	4	9	0
Number of residential back-yards		34	61	4	8
Adjacent land uses					
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	35	61	20	8
Total number of commercial/business/industrial properties		0	2	2	0
Proximity of adjacent homes					
Average distance from home to trail	Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy)	260'	310'	45'	70'
Average distance from home to property line		30'	50'	40'	65'
Number of homes ≤ 25 feet		0	0	4	0
Views					
Percentage of trail above grade	Trail elevation above adjacent private property is more visually intrusive and has a greater impact on privacy	0%	0%	23%	10%
Percentage of trail at grade		25%	80%	61%	80%
Percentage of trail below grade		75%	20%	16%	10%
Access					
Impact function of existing park facilities	Trail location or access may impact function of existing park land facilities	N/A	Walnut Ridge Park: Trail is proposed to utilize existing trail. Trail will potentially introduce non-local users to a local park. Trail users may utilize existing parking, water and bathroom facilities	N/A	Bredesen Park: Trail is proposed to utilize existing trail system. Trail users may utilize/impact existing parking, water and bathroom facilities
Access to publicly owned land	Trail may increase access of park land to the public	Provides access to inaccessible parkland	Provides access to inaccessible parkland and Walnut Ridge Park	N/A	Provides access to Bredesen Park
Authorized access	Frequent, convenient access increases trail accessibility to the local community	4	4	8	9
Potential unauthorized access points	Locating trail away from public access points may increase unauthorized access	0	1	0	0

Appendix

Social Assessment, cont'd Routes 1 - 5F

Item	Significance	Route 1	Route 2	Route 3	Route 4
Parking					
Potential parking impact	If a street needs to be redesigned to accommodate the trail, there may be a reduction in available on-street parking	8	N/A	0	39
Current parking available		60	N/A	59	34
Consistency					
Potential implementation and funding partnerships	Trail routes consistent with other planning/construction initiatives may provide opportunities to work together in implementing the trail	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	N/A	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs
Comprehensive planning (2007 Bike Transportation Plan)	Some routes provide greater opportunity to develop a comprehensive network of trails, bike lanes, and pedestrian facilities	1 primary route 1 regional trail	2 primary routes	2 primary routes	1 primary route
Trees					
Potential woodland/forest impact area (25-100% tree canopy coverage)	Trees provide habitat, screening, shade, and aesthetic value	.31 acres	.37 acres	N/A	.58 acres
Potential impacts to trees in ROW but appear to be planted by resident	Trees provide habitat, screening, shade, and aesthetic value	0	0	28	6
Trail User Preferences					
Number of trail stop conditions	Trail users prefer continuous riding/walking	2	1	8	0
Trail length	Commuters prefer direct routes	2,657'	5,259'	6,419'	3,332'
Route location	Recreation trail users prefer routes through natural areas and open space	Creek-based route	Creek-based route	Road-based route	Creek-based route
Walking Access (1/4 mile) to Destinations from Trail Route					
School		0	0	0	1
Parks		1	2	3	3
Retail		2	1	1	0
Employment centers		3	3	3	0
Restaurants		2	1	1	0
Places of worship		0	1	2	1
Bus/LRT routes	Access and connectivity to existing destinations is preferred	3	3	3	5
Trails/bike lanes (existing/proposed)		3	5	5	5
Existing trail head amenities: parking, bathrooms, water, rest area		0	1	0	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		14	17	18	16

Appendix

Social Assessment, cont'd Routes 1 - 5F

Item	Significance	Route 1	Route 2	Route 3	Route 4
Biking Access (3/4 mile) to Destinations from Trail Route					
School		0	1	1	2
Parks		3	5	3	6
Retail		3	1	1	1
Employment centers		2	5	8	2
Restaurants		0	1	1	3
Places of worship		0	5	5	5
Bus/LRT routes		3	3	3	5
Trails/bike lanes (existing/proposed)		0	1	2	1
Existing trail head amenities: parking, bathrooms, water, rest area	Access and connectivity to existing destinations is preferred	0	0	0	0
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		19	25	30	27
Walking Access (1/4 mile) to Destinations from Trail Route Access Points					
School		0	0	0	1
Parks		1	2	3	3
Retail		2	1	1	0
Employment centers		3	3	3	0
Restaurants		2	1	1	0
Places of worship		0	1	2	1
Bus/LRT routes		3	3	3	3
Trails/bike lanes (existing/proposed)		3	5	5	5
Existing trail head amenities: parking, bathrooms, water, rest area	Access and connectivity to existing destinations is preferred	0	1	0	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		14	17	18	14
Biking Access (3/4 mile) to Destinations from Trail Route Access Points					
School		0	1	1	2
Parks		3	3	5	6
Retail		3	1	3	1
Employment centers		3	5	5	2
Restaurants		2	1	1	2
Places of worship		0	1	0	2
Bus/LRT routes		3	3	3	5
Trails/bike lanes (existing/proposed)		3	5	6	5
Existing trail head amenities: parking, bathrooms, water, rest area	Access and connectivity to existing destinations is preferred	0	1	0	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		17	21	26	26

Appendix

Social Assessment, cont'd Routes 1 - 5F

Item	Significance	Route 5	Route 5D	Route 5E	Route 5F
Service Area					
Population within .75 miles from trail route	Service areas with greater population provide opportunity for trail use to a greater portion of the population	9,184 people	8,837 people	8,092 people	12,194 people
Adjacent Property					
Potential permanent easement requirements	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	Yes: School District	Yes: Baptist Creek Church	Yes: Baptist Creek Church	N/A
Adjacent residential yards					
Number of residential front-yards	Different areas of residential property offer varying levels of privacy and access which may be altered by the trail	0	0	0	0
Number of residential side-yards		0	0	0	2
Number of residential back-yards		3	0	13	11
Adjacent land uses					
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	3	0	13	13
Total number of commercial/business/industrial properties		0	1	0	0
Proximity of adjacent homes					
Average distance from home to trail	Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy)	110'	N/A	450'	130'
Average distance from home to property line		60'	N/A	120'	50'
Number of homes ≤ 25 feet		0	N/A	0	0
Views					
Percentage of trail above grade		3%	0%	5%	0%
Percentage of trail at grade		7%	40%	5%	100%
Percentage of trail below grade	Trail elevation above adjacent private property is more visually intrusive and has a greater impact on privacy	90%	60%	90%	0%
Access					
Impact function of existing park facilities	Trail location or access may impact function of existing park land facilities	Soccer fields: Trail is proposed to be located adjacent existing play fields. Trail users may utilize/impact existing parking	N/A	N/A	Bredesen Park: Trail is proposed to utilize existing trail system. Trail users may utilize/impact existing parking, water, and bathroom facilities
Access to publicly owned land	Trail may increase access of park land to the public	Provides access to soccer fields and Edma School District Property	Provides access to inaccessible parkland	Provides access to inaccessible parkland	Provides access to Bredesen Park
Authorized access	Frequent, convenient access increases trail accessibility to the local community	1	3	2	2
Potential unauthorized access points	Locating trail away from public access points may increase unauthorized access	1	0	0	0

Appendix

Social Assessment, cont'd Routes 1 - 5F

Item	Significance	Route 5	Route 5D	Route 5E	Route 5F
Parking					
Potential parking impact	If a street needs to be redesigned to accommodate the trail, there may be a reduction in available on-street parking	N/A	0	N/A	0
Current parking available		N/A	0	N/A	22
Consistency					
Potential implementation and funding partnerships	Trail routes consistent with other planning/construction initiatives may provide opportunities to work together in implementing the trail	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	Olinger Boulevard is proposed for reconstruction in 2014 and Tracy Avenue is proposed for reconstruction in 2010 resulting in potential project coordination/cost share opportunity
Comprehensive planning (2007 Bike Transportation Plan)	Some routes provide greater opportunity to develop a comprehensive network of trails, bike lanes, and pedestrian facilities	N/A	1 primary route 1 secondary route	1 primary route 1 secondary route	1 primary route 1 secondary route
Trees					
Potential woodland/forest impact area (25-100% tree canopy coverage)	Trees provide habitat, screening, shade, and aesthetic value	.35 acres	.29 acres	.36 acres	TBD
Potential impacts to trees in ROW but appear to be planted by resident	Trees provide habitat, screening, shade, and aesthetic value	0	0	0	2
Trail User Preferences					
Number of trail stop conditions	Trail users prefer continuous riding/walking	0	1	1	3
Trail length	Commuters prefer direct routes	3,287'	2,395'	1,589'	6,408'
Route location	Recreation trail users prefer routes through natural areas and open space	Creek-based route	Creek-based route	Creek-based route	50% Parkland 50% Road-based
Walking Access (1/4 mile) to Destinations from Trail Route					
School		1	1	1	2
Parks		2	3	2	3
Retail		0	0	0	0
Employment centers		0	0	0	0
Restaurants		0	0	0	0
Places of worship		1	2	1	2
Bus/LRT routes		5	3	3	3
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	3	3	3	3
Existing trail head amenities: parking, bathrooms, water, rest area		2	1	1	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		14	13	11	14

Appendix

Social Assessment, cont'd Routes 1 - 5F

Item	Significance	Route 5	Route 5D	Route 5E	Route 5F
Biking Access (3/4 mile) to Destinations from Trail Route					
School		2	2	2	2
Parks		7	6	7	6
Retail		1	1	1	0
Employment centers		0	1	0	0
Restaurants		0	1	0	0
Places of worship		2	2	2	3
Bus/LRT routes		5	5	5	5
Trails/bike lanes. (existing/proposed)	Access and connectivity to existing destinations is preferred	5	5	5	7
Existing trail head amenities: parking, bathrooms, water, rest area		2	1	1	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		24	24	23	24
Walking Access (17/4 mile) to Destinations from Trail Route Access Points					
School		1	0	1	2
Parks		2	3	2	3
Retail		0	0	0	0
Employment centers		0	0	0	0
Restaurants		0	0	0	0
Places of worship		1	1	1	2
Bus/LRT routes		3	3	3	3
Trails/bike lanes. (existing/proposed)	Access and connectivity to existing destinations is preferred	3	3	3	3
Existing trail head amenities: parking, bathrooms, water, rest area		1	1	1	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		11	11	11	14
Biking Access (3/4 mile) to Destinations from Trail Route Access Points					
School		1	2	2	2
Parks		5	6	7	6
Retail		1	1	0	0
Employment centers		0	1	0	0
Restaurants		0	1	1	0
Places of worship		1	1	1	0
Bus/LRT routes		5	5	5	5
Trails/bike lanes. (existing/proposed)	Access and connectivity to existing destinations is preferred	4	4	4	7
Existing trail head amenities: parking, bathrooms, water, rest area		1	1	1	1
Other: library, post office, hotel, recreation center		0	0	0	0
Opportunity to add trailhead amenities		0	0	0	0
Total		18	23	21	24

Appendix

Social Assessment, cont'd Routes 7 - 11

Item	Significance	Route 8				Route 7	Route 9	Route 11
		Route 8-1	Route 8-2	Route 8-3	Route 8-4			
Service Area								
Population within .75 miles from trail route	Service areas with greater population provide opportunity for trail use to a greater portion of the population	8,123 people	8,123 people	8,123 people	8,123 people	7,798 people	12,175 people	
Adjacent Property								
Potential permanent easement requirements	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	N/A	N/A	N/A	N/A	N/A	Yes: CP Rail	
Adjacent residential yards								
Number of residential front-yards	Different areas of residential property offer varying levels of privacy and access which may be altered by the trail	2	9	39	6	0	0	0
Number of residential side-yards		7	15	5	12	0	0	4
Number of residential back-yards		9	0	1	0	15	66	
Adjacent land uses								
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	13	24	44	18	15	68	
Total number of commercial/business/industrial properties		0	6	1	7	0	0	0
Proximity of adjacent homes								
Average distance from home to trail	Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy)	60'	50'	50'	50'	160'	210'	
Average distance from home to property line		30'	45'	45'	45'	60'	90'	
Number of homes ≤ 25 feet		2	1	1	1	0	0	
Viewshed								
Percentage of trail above grade	Trail elevation above adjacent private property is more visually intrusive and has a greater impact on privacy	0%	0%	0%	0%	0%	5%	
Percentage of trail at grade		100%	100%	100%	100%	60%	55%	
Percentage of trail below grade		0%	0%	0%	0%	40%	40%	
Access								
Impact function of existing park facilities	Trail location or access may impact function of existing park land facilities	N/A	N/A	N/A	N/A	N/A	Abercrombie Park: Trail is proposed adjacent to or through informal play fields	
Access to publicly owned land	Trail may increase access of park land to the public	N/A	N/A	N/A	N/A	Provides access to inaccessible parkland	Provides access to inaccessible parkland and Abercrombie Park	
Authorized access	Frequent, convenient access increases trail accessibility to the local community	6	10	10	10	2	3	
Potential unauthorized access points	Locating trail away from public access points may increase unauthorized access.	0	0	0	0	0	2	
Parking								
Potential parking impact	If a street needs to be redesigned to accommodate the trail, there may be a reduction in available on-street parking	26	40	109	29	N/A	N/A	
Current parking available		26	40	109	29	N/A	N/A	

Appendix

Social Assessment, cont'd Routes 7 - 11

Item	Significance	Route 8				Route 7	Route 8-1	Route 8-2	Route 8-3	Route 8-4	Route 9	Route 11
		Route 8-1	Route 8-2	Route 8-3	Route 8-4							
Consistency												
Potential implementation and funding partnerships	Trail routes consistent with other planning/construction initiatives may provide opportunities to work together in implementing the trail	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	
Comprehensive planning (2007 Bike Transportation Plan)	Some routes provide greater opportunity to develop a comprehensive network of trails, bike lanes, and pedestrian facilities	4 primary routes 1 regional trail	4 primary routes 1 regional trail	4 primary routes 1 regional trail	2 primary routes 2 secondary routes	4 primary routes 1 regional trail	4 primary routes 1 regional trail	4 primary routes 1 regional trail	4 primary routes 1 regional trail	1 primary route 1 secondary route	2 primary routes 1 secondary route 1 regional trail	
Trees												
Potential woodland/forest impact area (25-100% tree canopy coverage)	Trees provide habitat, screening, shade, and aesthetic value	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	.34 acres	1.29 acres	
Potential impacts to trees in ROW but appear to be planted by resident	Trees provide habitat, screening, shade, and aesthetic value	4	5	10	4	10	5	10	10	0	0	
Trail User Preferences												
Number of trail stop conditions	Trail users prefer continuous riding/walking	4	9	3	5	9	3	7	7	0	0	
Trail length	Commuters prefer direct routes	6,139'	6,139'	6,139'	2,267'	6,139'	6,139'	6,139'	6,139'	1,671'	5,012'	
Route location	Recreation trail users prefer routes through natural areas and open space	Road-based route	Road-based route	Road-based route	Road-based route	Road-based route	Road-based route	Road-based route	Road-based route	Creek-based route	Creek-based route	
Walking Access (1/4 mile) to Destinations from Trail Route												
School		1	1	1	1	1	1	1	1	0	0	
Parks		3	3	3	3	3	3	3	3	2	2	
Retail		0	3	3	0	3	3	3	3	0	3	
Employment centers		0	1	1	0	1	1	1	1	0	0	
Restaurants		0	2	2	0	2	2	2	2	0	0	
Places of worship		2	2	2	2	2	2	2	2	1	1	
Bus/LRT routes		3	5	5	3	5	5	5	5	3	5	
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	4	6	6	4	6	6	6	6	4	6	
Existing trail head amenities: parking, bathrooms, water, rest area		0	0	0	0	0	0	0	0	1	0	
Other: library, post office, hotel, recreation center		0	0	0	0	0	0	0	0	0	0	
Opportunity to add trailhead amenities		0	0	0	0	0	0	0	0	0	1	
Total		13	23	23	13	23	23	23	23	11	21	

Appendix

Social Assessment, cont'd Routes 7 -11

Item	Significance	Route 8					Route 7	Route 9	Route 11
		Route 8-1	Route 8-2	Route 8-3	Route 8-4	Route 8-4			
Biking Access (3/4 mile) to Destinations from Trail Route									
School		3	1	1	1	1	1	1	
Parks		9	6	6	6	6	4	4	
Retail		0	5	5	5	5	0	4	
Employment centers		1	3	3	3	3	0	1	
Restaurants		1	2	2	2	2	0	3	
Places of worship		3	2	2	2	2	1	1	
Bus/LRT routes		7	8	8	8	8	6	9	
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	4	6	6	6	6	5	7	
Existing trail head amenities: parking, bathrooms, water, rest area		0	0	0	0	0	1	0	
Other: library, post office, hotel, recreation center		1	0	0	0	0	0	0	
Opportunity to add trailhead amenities		0	0	0	0	0	0	1	
Total		29	33	33	33	33	18	31	
Walking Access (1/4 mile) to Destinations from Trail Route									
Access Points									
School		1	1	1	1	1	0	0	
Parks		3	3	3	3	3	2	2	
Retail		0	3	3	3	3	0	3	
Employment centers		0	1	1	1	1	0	0	
Restaurants		0	2	2	2	2	0	3	
Places of worship		2	2	2	2	2	1	1	
Bus/LRT routes		3	5	5	5	5	3	4	
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	4	6	6	6	6	4	6	
Existing trail head amenities: parking, bathrooms, water, rest area		0	0	0	0	0	1	0	
Other: library, post office, hotel, recreation center		0	0	0	0	0	0	0	
Opportunity to add trailhead amenities		0	0	0	0	0	0	1	
Total		13	17	17	17	17	11	20	
Biking Access (3/4 mile) to Destinations from Trail Route									
Access Points									
School		3	1	1	1	1	1	1	
Parks		9	6	6	6	6	4	4	
Retail		0	5	5	5	5	0	4	
Employment centers		1	3	3	3	3	0	1	
Restaurants		1	2	2	2	2	0	3	
Places of worship		2	1	1	1	1	1	1	
Bus/LRT routes		7	8	8	8	8	6	9	
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	4	6	6	6	6	5	7	
Existing trail head amenities: parking, bathrooms, water, rest area		0	0	0	0	0	1	0	
Other: library, post office, hotel, recreation center		0	0	0	0	0	0	0	
Opportunity to add trailhead amenities		0	0	0	0	0	0	1	
Total		27	32	32	32	32	18	31	

Appendix

Social Assessment, cont'd Routes 13 - 20

Item	Significance	Route 19			Route 20	
		Route 19-1	Route 19-2	Route 19-3	Route 20-1	Route 20-2
Service Area						
Population within .75 miles from trail route	Service areas with greater population provide opportunity for trail use to a greater portion of the population	9,699 people	14,630 people	14,630 people	16,085 people	16,085 people
Adjacent Property						
Potential permanent easement requirements	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	Potential: Gramercy Club	N/A	N/A	N/A	N/A
Adjacent residential yards						
Number of residential front-yards	Different areas of residential property offer varying levels of privacy and access which may be altered by the trail	0	11	10	9	7
Number of residential side-yards		0	1	1	3	6
Number of residential back-yards		1	15	15	2	0
Adjacent land uses						
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	1	27	26	14	13
Total number of commercial/business/industrial properties		13	10	2	1	2
Proximity of adjacent homes						
Average distance from home to trail	Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy)	40'	60'	60'	70'	70'
Average distance from home to property line		50'	55'	55'	60'	50'
Number of homes ≤ 25 feet		0	0	0	0	0
Viewshed						
Percentage of trail above grade	Trail elevation above adjacent private property is more visually intrusive and has a greater impact on privacy	8%	0%	0%	0%	0%
Percentage of trail at grade		92%	97%	97%	100%	100%
Percentage of trail below grade		0%	3%	3%	0%	0%
Access						
Impact function of existing park facilities	Trail location or access may impact function of existing park land facilities	N/A	N/A	N/A	Edina Promenade: Trail is proposed to utilize existing trail system. Adam Hill Park: Trail may utilize/impact existing trail system. Trail users may utilize existing parking	Edina Promenade: Trail is proposed to utilize existing trail system. Adam Hill Park: Trail may utilize/impact existing trail system. Trail users may utilize existing parking
Access to publicly owned land	Trail may increase access of park land to the public	Provides access to inaccessible parkland and Fred Richards Golf Course	Provides access to inaccessible parkland and Fred Richards Golf Course	Provides access to inaccessible parkland and Fred Richards Golf Course	Provides access to Edina Promenade and Adam Hill Park	Provides access to Edina Promenade and Adam Hill Park
Authorized access	Frequent, convenient access increases trail accessibility to the local community	2	5	5	12	12
Potential unauthorized access points	Locating trail away from public access points may increase unauthorized access	1	1	1	0	0
Parking						
Potential parking impact	If a street needs to be redesigned to accommodate the trail, there may be a reduction in available on-street parking	N/A	78	78	65	0
Current parking available		N/A	78	78	65	18

Appendix

Social Assessment, cont'd Routes 13 - 20

Item	Significance	Route 13			Route 19		Route 20	
		Route 19-1	Route 19-2	Route 19-3	Route 20-1	Route 20-2		
Consistency								
Potential implementation and funding partnerships	Trail routes consistent with other planning/construction initiatives may provide opportunities to work together in implementing the trail	Opportunity to coordinate with Watershed District creek restoration project and share 50% of the trail construction costs and 25% of potential trail easement costs	Parklawn is proposed for reconstruction in 2013 resulting in a potential project coordination/cost share opportunity	Parklawn is proposed for reconstruction in 2013 resulting in a potential project coordination/cost share opportunity	Parklawn is proposed for reconstruction in 2013 resulting in a potential project coordination/cost share opportunity	N/A	N/A	
Comprehensive planning (2007 Bike Transportation Plan)	Some routes provide greater opportunity to develop a comprehensive network of trails, bike lanes, and pedestrian facilities	2 primary routes	2 primary routes 2 secondary routes	2 primary routes 2 secondary routes	1 primary route 2 secondary routes 1 regional trail	1 primary route 2 secondary routes 1 regional trail		
Trees								
Potential woodland/forest impact area (25-100% tree canopy coverage)	Trees provide habitat, screening, shade, and aesthetic value	.36 acres	.2 acres	.2 acres	N/A	N/A	N/A	
Potential impacts to trees in ROW but appear to be planted by resident	Trees provide habitat, screening, shade, and aesthetic value	0	25	25	19	20		
Trail User Preferences								
Number of trail stop conditions	Trail users prefer continuous riding/walking	2	1	2	3	0	1	
Trail length	Commuters prefer direct routes	3.363'	9,484'	9,484'	9,484'	4,040'	4,040'	
Route location	Recreation trail users prefer routes through natural areas and open space	Creek-based route	50% adjacent to or through park land; 50% road-based route	50% adjacent to or through park land; 50% road-based route	50% adjacent to or through park land; 50% road-based route	67% utilizes Edina Promenade; 33% utilizes road-based route	67% utilizes Edina Promenade; 33% utilizes road-based route	
Walking Access (1/4 mile) to Destinations from Trail Route								
School		0	0	0	0	0	0	
Parks		2	2	2	2	4	4	
Retail		1	3	3	3	5	5	
Employment centers		4	10	10	10	0	0	
Restaurants		0	3	3	3	5	5	
Places of worship		1	0	0	0	2	2	
Bus/LRT routes		3	10	10	10	10	10	
Trails/bike lanes (existing/proposed)		2	6	6	6	2	2	
Existing trail head amenities: parking, bathrooms, water, rest area		0	1	1	1	1	1	
Other: library, post office, hotel, recreation center		0	1	0	0	1	1	
Opportunity to add trailhead amenities		1	0	0	0	0	0	
Total		14	36	35	35	30	30	
Biking Access (3/4 mile) to Destinations from Trail Route								
School		1	1	1	1	2	2	
Parks		3	5	5	5	8	8	
Retail		2	7	7	7	15	15	
Employment centers		6	21	21	21	6	6	
Restaurants		0	5	5	5	6	6	
Places of worship		1	0	0	0	2	2	
Bus/LRT routes		5	10	10	10	10	10	
Trails/bike lanes (existing/proposed)		3	7	7	7	7	7	
Existing trail head amenities: parking, bathrooms, water, rest area		0	1	1	1	1	1	
Other: library, post office, hotel, recreation center		1	3	3	3	5	5	
Opportunity to add trailhead amenities		1	0	0	0	0	0	
Total		23	60	60	60	62	62	

Appendix

Social Assessment, cont'd Routes 13 - 20

Item	Significance	Route 13			Route 19			Route 20	
		Route 13	Route 19-1	Route 19-2	Route 19-3	Route 20-1	Route 20-2		
Walking Access (1/4 mile) to Destinations from Trail Route Access Points									
School		0	0	0	0	0	0	0	0
Parks		2	2	2	2	2	2	4	4
Retail		1	3	3	3	3	3	5	5
Employment centers		4	10	10	10	10	10	0	0
Restaurants		0	3	3	3	3	3	5	5
Places of worship		1	0	0	0	0	0	2	2
Bus/LRT routes		3	10	10	10	10	10	10	10
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	2	6	6	6	6	6	2	2
Existing trail head amenities: parking, bathrooms, water, rest area		0	1	1	1	1	1	1	1
Other: library, post office, hotel, recreation center		1	0	0	0	0	0	1	1
Opportunity to add trailhead amenities		1	0	0	0	0	0	0	0
Total		15	35	35	35	35	35	30	30
Biking Access (3/4 mile) to Destinations from Trail Route Access Points									
School		1	1	1	1	1	1	2	2
Parks		3	5	5	5	5	5	8	8
Retail		2	7	7	7	7	7	15	15
Employment centers		6	21	21	21	21	21	6	6
Restaurants		0	5	5	5	5	5	6	6
Places of worship		1	0	0	0	0	0	2	2
Bus/LRT routes		5	10	10	10	10	10	10	10
Trails/bike lanes (existing/proposed)	Access and connectivity to existing destinations is preferred	3	7	7	7	7	7	7	7
Existing trail head amenities: parking, bathrooms, water, rest area		0	1	1	1	1	1	1	1
Other: library, post office, hotel, recreation center		1	3	3	3	3	3	5	5
Opportunity to add trailhead amenities		1	0	0	0	0	0	0	0
Total		23	60	60	60	60	60	62	62