

**Proposed Regional Trail
Carver to Baker Park Reserves**

Summary of Public Comments and Preliminary Cost Estimate

January 30, 2014
(Updated February 20, 2014)

The Park District is working on the development of a proposed regional trail master plan that will link Carver to Baker Park Reserves. The regional trail will measure approximately 17 miles from Carver Park Reserve in Carver County through the cities of Minnetrista, Independence and Maple Plain – terminating at Baker Park Reserve in Hennepin County. The trail alignment will connect to the Minnesota River Bluffs LRT, Dakota Rail and Lake Independence Regional Trails, the Luce Line State Trail, Kingswood Special Recreation Feature, and Gale Woods Farm - linking people with regional parks and other local and regional destinations.

Planning Efforts to Date

- 2011/2012: Minnetrista conducts and completes trail alignment planning for trail portion within Minnetrista
- July 19, 2013: Joint Maple Plain and Independence City meeting with staff and mayors to discuss general support/proposed alignment alternatives
- August 12, 2013: Maple Plain City Council presentation
- August 12, 2013: Independence City Council presentation
- August, 15, 2013: Maple Plain Days Booth
- September 14, 2013: Independence Heritage Fest Booth
- October 29, 2013: Open House (Independence City Hall)
- October 29 - December 31, 2013: Public comments taken
- January 31, 2014: Joint City Meeting to discuss public comments received and preferred trail alignment

Next Steps (Tentative)

- February 25, 2014: Joint Independence/Maple Plain workshop to discuss preferred trail alignment
- March 2014: Maple Plain/Independence City Council presentations to review and approve preferred trail alignment
- April 2014: Master Plan draft submitted to Park District Board for public review release
- May 2014: Master Plan submittal to Met Council for review and approval
- Fall 2014: Park District Board Master Plan adoption

Public Comment Summary

Public written comments were solicited via a comment card (at right), email or mail. Comments were received and are based upon six (6) route alternatives presented at the open house (as described on page 2). All comments are verbatim, including spelling, grammar and punctuation.

Three Rivers
PARK DISTRICT

**Proposed Regional Trail
Carver to Baker Park Reserves**

COMMENT CARD

Please let us know what you think.

1. Are you supportive of a proposed regional trail from Carver to Baker Park Reserves?

Yes
Comment: _____

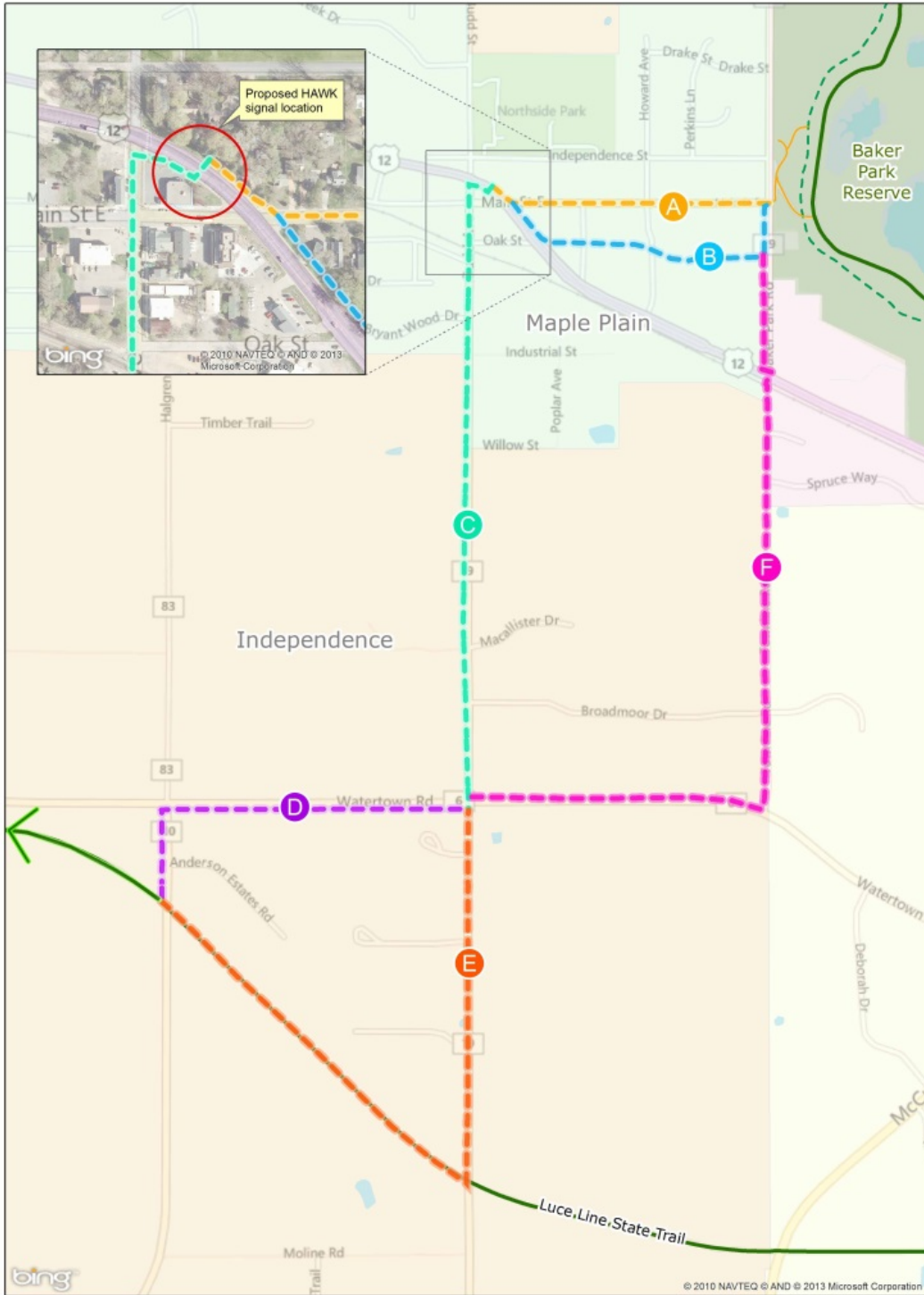
No
Comment: _____

2. If you support the proposed regional trail, which alignment do you prefer? (Please check only one box.)

A, C, D
 A, C, E
 B, C, D
 B, C, E
 F, E
 F, D
 Other _____

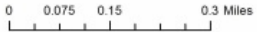
3. What are other thoughts, concerns, or special considerations you may have regarding the proposed regional trail?

Please send this form to arexine@threeriversparkdistrict.org



Lake Minnetonka LRT to Lake Independence Regional Trail
 Independence and Maple Plain Alternative Routes

Map prepared by Three Rivers Park District
 Planning Department - AR September 25, 2013
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 of any representation of accuracy, timeliness, or
 completeness. The user acknowledges and accepts
 the limitations of the Data, including the fact that the
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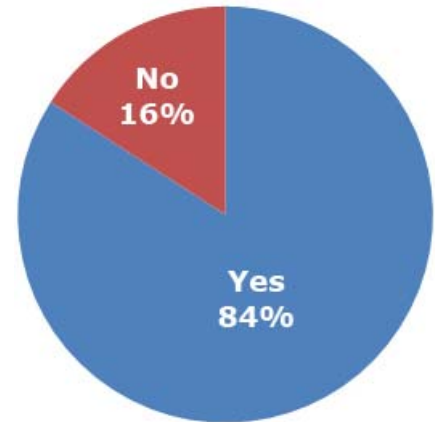


1. Are you supportive of a proposed regional trail from Carver to Baker Park Reserves?*

**From 45 respondents reporting*

Public Comments

- Seems like a nice to have, but not necessary in today's economy
- How will it be paid for?
- Consistently see bikers not using existing trails but still on the road
- Do we need another bike trail
- Great Plan
- Absolutely
- Don't take the trees!
- It's time to quit spending money. The country is broke!
- Great extension good for MP
- That's the way we got to the park now (referring to option F, D)
- It's a great idea. I look forward to its installation
- Only if it goes down Townline not Cty Road 19. It should not go through Maple Plain
- It is life essential
- If on west side of Baker Road by Park & Ride
- I think it's a great way to connect community hubs (the parks, trails, etc.)
- Yes, I believe there is an interest in expanding the bike route and connecting the parks
- My husband and I are in support of the proposed regional trail. We recognize that the trail comes with some costs and some personal sacrifice, but also recognize that all change and advancement does. These regional trails are a great asset to the communities that have them.
- I think this is a fantastic Plan!
- Yes, please! Connect the 3 trails.
- Please consider including an unpaved trail to allow snowmobile use
- Very supportive of the plan....this is a REALLY excellent idea
- Planned route poorly sooted for the intended use.
- Yes, VERY supportive. It will be a wonderful and welcome connection to Baker Park, the Luce Line Trail and beyond for Maple Plain residents.
- In Maple Plain and Independence it is unnecessary. Bikers prefer the roads. To take any of the paths proposed would have a major impact on many houses and the beauty of the area. The size of the path 8" is unreasonable and unnecessary. My house is on one of the paths and it would have a very negative impact on our house. If we must spend money, the city should use it to open Town Line Road, allowing one more path for traffic to come and go from Maple Plain.
- This is a great opportunity for the west metro to have some of the best trails around. Linking the communities via bike path promotes over all fitness and brings positive energy to the communities involved.
- With the new Hawk light on Hwy 12 we can safely direct riders and walkers to our downtown. Campers and Baker Park visitors could easily come to the hardware store for supplies, meal at McGarry's or even stop by the library to check their email. As a trail rider, I prefer a ride that takes me through a town rather than past a gas station and fast food places. The car traffic at 12 and 29 is too heavy and coming from all directions for me to like route F. Route C,E is what I usually take to get to the Luce Line. I like the direct route. Keeping the route simple means riders can be paying attention to riding and not if they miss a turn somewhere.
- I think it is very important to have more biking links but they should be considered commuting and recreational. This route allows folks to hit the park and ride in Maple Plain.



The issue that we need more safe bike routes for people how live in the area to get around, not just use parks, which is also a great benefit. However, if Three Rivers could also e considered a sustainability supporting institution for local economic and cultural life, that would be an advance. Particularly – Lake Rebecca is only reachable from the south....and ends at Rockford. There is not way to get from Rockford to Buffalo or Rockford to Loretto or Hanover SAFELY. There is such a beautiful bike trail on CR 19, but there is no way to utilize that beyond the LUCE LINE or taking one's life into their hands on CR 11 or CR 50 or SH 55. In addition,, Three Rivers could support healthy lifestyles by finding ways to collaborate with county and state highways and local communities to have off-road bikeways for kids to get to school. I also think there is a predominance of focus on the South of the metro but the NW of Hennepin County and also Wright County.

2. If you support the proposed regional trail, which alignment do you prefer? **

***From 45 respondents reporting. 4 respondents replied "Other" which accounts for the remaining 9%*

Summary of responses from Question #2

The six proposed alignments can be condensed into three generalized categories (as seen at right in orange, blue or red):

1) **ORANGE:** Main Street >> CR 19 >> Hwy 6/83 or Luce Line

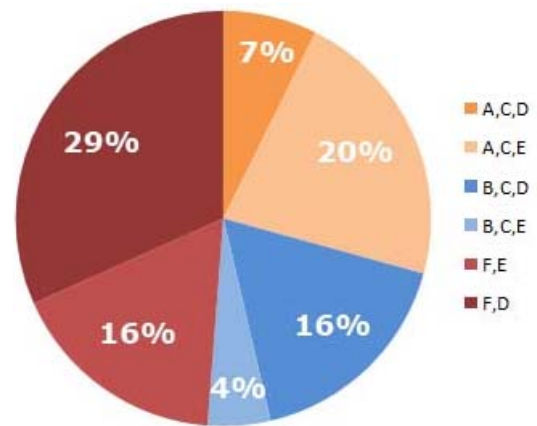
- Includes an alignment through Maple Plain's downtown
- Added together, comprises 27% support

2) **BLUE:** Redevelopment Area >> CR 19 >> Hwy6 or Luce Line

- Includes an alignment through Maple Plain's downtown
- Added together, comprises 20% support

3) **RED:** Townline Road >> Hwy 6/83 or Hwy 19 >> Luce Line

- Bypasses Maple Plain's downtown/connects indirectly – provides trail on a slower ADT roadway for portion of the alignment
- Added together, comprises 44% support



It can be noted that when adding the two categories (orange and blue), the comparison between an alignment through Maple Plain's downtown or bypass becomes 47% in support of connecting to the downtown and 44% in favor of a bypass (i.e. Townline Road).

Summary of preliminary cost estimate

The following is a generalized summary of the preliminary cost estimate. Both sides of each road alignment were taken into account, but for the purposes of this high level analysis, an average between each side of the road was taken. More detail can be found in the preliminary cost estimate worksheet (separate document by reference).

A, C, D	\$1,628,900
A, C, E	\$1,651,600
B, C, D	\$1,718,400
B, C, E	\$1,399,100
F, E	\$1,766,813
F, D	\$1,744,113

Public Comments

- Let's leave things as they are
- F, E - More attractive roads; B, C, D – Connect in Maple Plain site – more residents
- F, E Looks like the best option of those offered
- F if on W side by Park & Ride
- F, D is the alignment that we believe would benefit the community the best. This alignment is very simple, direct, beautiful, and advantageous to the Maple Plain community.
- I prefer the A, C, E trail choice for the proposed 17 mile trail from Carver Park Reserve through Minnetrista, Independence and Maple Plain. Trail users would find amenities going through town rather than skirting around it. Visitors are also good for our town's economy.
- My preference is Route C, which goes along Budd Avenue and cross Hwy 12 at the new red-light HAWK signal. I feel Route C is the best alternative that connects Maple Plain residents to Baker Park, the Luce Line Trail and beyond. It also provides the best intra-city connections for residents to downtown, Library, Northside Park, the future Gateway development, Park & Ride and a safe crossing of Hwy 12.
- Create a one way street & bike path on Independence road to Howard. Then bike lane and create sidewalks the remainder of Independence. This also creates safer routes to Northside Park.

3. What are other thoughts, concerns, or special considerations you may have regarding the proposed regional trail?

- Noise and traffic affecting residential neighborhoods
- Like to see F maintained as snowmobile trail
- Ensure that trail is wide enough
- Would like to see horse trails included since both Carver and Baker have horse trails and the connection would be great
- Hwy 6 is a fast, unsafe road. Will there be a trail, or just a bike lane. A trail will be safer. I think this trail will be a great addition to the regional trails. Do it! I live on Main St. putting it on B rather than A is safer. Big trucks go down Main St. and there isn't much extra width. Especially when people park on Main St. there isn't a lot of clearance for bikes. When my children were little I was always nervous for them with biking on Main
- Keep it flat and easy
- Would like to see a safe horse trail to Baker. F/D for using the park and ride
- What side of the street will trail be on? Who is paying for this? If trail goes through my property is there a decrease in property taxes?
- Worried about old maples in front of yard
- Thought about going east on 6 and going to McCulley Road
- Stay on the west side of Townhill Rd.
- In general I think we have enough bike trails. It's a luxury we can't afford at this time. A north-south trail is better than another heading west. If a trail is done going north to south it should include winter use by snowmobiles. Linking Baker to Carver would be nice for the snowmobilers
- The amount of home driveways that would be involved down main street. Use as much of the park land as possible
- I think because of safety it is not wise to go down main st. east. There are too many driveways with people backing out. The most direct route to me is down townline and west on 6
- B in town would be good for MP and give people the ability to get to stores, businesses, etc. in a safe and easy manner. C gives a straight access to tie into Luce Line. E is a safer and less intrusive path than D utilizing the existing Luce Line path
- Our concern was addressed as we were concerned about the impact on the Luce Line but we understand there would be no change to the DNR trail

- I live on the east side of County Road 19 in Maple Plain and I'm worried about my oak trees and my neighbors oak trees. Will there be more notifications on future plans?
- I think Hwy 19 could handle the traffic better than Townline
- I think it is a lot of money for relatively low usage when there are plenty of trails in the area for residents to use
- If people (illegible) it, the accident rate of F will be too high
- My concern is the (negative) impact to property values, regardless of which route is chosen, especially considering the low projected usage. If the trail is built, going through Maple Plain is better because it is quite busy, w/a narrow shoulder & a trail there would be more useful because Townline is quieter.
- Safety issues – bikes don't obey traffic laws but cut in front of cars & don't stop at intersections. The trash, bike trails are littered with water bottles & inner tubes. Rude behavior of riders who don't like "slow traffic" i.e. walkers. Losing road edges to be able to get off the road on horse back
- As a mother of young kids, I like the idea of actual bike trails connecting the parks – making it safe for my family to recreate together & get safely to Baker Park from the Luce Line as well as the other parks. I chose "C" to "D" because it'd make it easier to get to the Discovery Center & sort of even the public park (Rainbow & Bryantwood). I chose "B" b/c it seems less costly to build that section as part of a new development. I also think as part of the new development, the path would be a draw (i.e. positive attribute) whereas some folks living already on Main may not like the changes.
- From One Commenter:
 - F has the least amount traffic on the Townline Rd. section, because it isn't a through street for automobile traffic.
 - F has a stoplight signal crossing Hwy #12.
 - F is the safest route because bikers would pass under the RR bridge, whereas there is no arm or overpass on CR #19 along the C route.
 - F has fewer cross streets and driveways than C, which would be safer for the bikers.
 - Townline Rd. would be the most scenic and pleasant route.
 - D along CR#6 is wide and could support a bike lane better than the C-E route on CR #19.
 - D is the shortest distance to the Luce Line, connecting Baker Park with the Carver Park system, which is the objective with the connection between Baker Pk. and Carver Park.
 - F-D would have few turns, which is less complicated for the bikers.
 - F is less problematic than A & B, which have intersections at Howard Boundary Avenues.
 - Routes A & B would be slower and more complicated due to the higher car and pedestrian traffic in the downtown area.
 - The bike route is meant to connect Baker Park with Carver, not Baker Park with the downtown commercial district of Maple Plain.
- Clearly there were a few upset citizens at the meeting that felt this trail would take "THEIR" land away. I believe it would have been helpful if someone would have given a clear description of who owns the road easement and what rights the property owner vs the government has over that easement. Those that were the most upset thought they had full ownership and full rights over this section of land and believed it was being stolen from them. From the comments that I heard prior to the meeting starting, some people definitely did not understand what an easement really is and means. Good Luck as you continue planning this trail. We believe it will be a wonderful asset to the trail system.
- I am excited about being able to get from my home in St. Bonifacius to Carver Park and Baker Park by starting out on the Dakota Rail Trail. Getting to Carver Park via HWY 7 by bicycle has been too big of an obstacle for me so we have always driven there. I would

support any alignment thru Maple Plain as long as it provided an easy and safe route to Baker Park.

- Would prefer any option that includes "C". Additional benefit of improved safety on very narrow highway 19 between Highway 6 and Highway 12 in Maple Plain.
- I would like to encourage the planners for the new connecting trail to consider horses in the new plan. We don't need much, just a dirt path along side the paved trail. This would open up many riding opportunities for riders living near the proposed trail. As more and more people move out this way it makes riding alongside roads scary and dangerous as new folks don't know they should slow down and give horses a little more space. Riding on a trail corridor is safer and a lot more fun! Communities all over the country have successfully combined paved trails and bridle paths. Please consider horses in the plan.
- Regarding the portion of the proposed trail from Baker Park to the Luce Line Trail; I'd like you to consider the quality of the experience of walking or biking the trail. The recently completed trail from Baker park to the north, along County Road 19 has a beautiful, quiet section away from the highway, (towards the south), and a much more unpleasant part to the north, (right next to the highway), as you approach Loretto. The user experience is totally different in the two areas. I think the farther away you can stay from existing roads, the better the trail experience will be.
- I think routes (B, C, D) could provide easier access to the trail for MP residents and may help more business's thrive from people passing through.
- I'm glad you are proposing a paved trail. That is useful for many more activities. It does need to be wide enough for bikes to pass roller-bladers safely.
- Regarding the portion of the proposed trail from Baker Park to the Luce Line Trail; I'd like you to consider the quality of the experience of walking or biking the trail. The recently completed trail from Baker park to the north, along County Road 19 has a beautiful, quiet section away from the highway, (towards the south), and a much more unpleasant part to the north, (right next to the highway), as you approach Loretto. The user experience is totally different in the two areas. I think the farther away you can stay from existing roads, the better the trail experience will be.
- a snowmobile trail connection from Baker Park to the Luce Line would improve access to the 2 trail systems that currently have no connection, thus opening access from the Northwest Metro, as well as the Southwest Metro snowmobile trail systems.
- This is just the most excellent idea! Best path, in my view, is one that allows bikers riders (and walkers etc.) to be able to stay off the roads – I am active biker who lives in Deephaven, and when we couple this with the new bike trail on 101 and Bushaway, it is a real home run! Thanks,
- The proposed route which includes two miles of the unpaved Luce Line, would create a break in the paved interpark trail system, limiting its usefulness. It would be better to consider an entirely paved alternative route along 110 and 26.
- I cannot save my comments to the pdf comment card that is available. It seems pointless to me so I will just wing it. I am neutral on having the trail. I am 64 years old and still ride my bicycle, so I am sure I would make some use of it. I currently use the Luce Line trail frequently. I live along county road 19 in Maple Plain (route C). This area is essentially residential and the homes in this area have a 35 foot set back. Placing the trail on the right of way of county road 19 would put a significant amount of pedestrian and bicycle traffic very near the front of homes. This is an intrusion on privacy for people living here. Also, my driveway is up hill to the street and the grade would have to be changed to provide a level trail along the street. I favor using the D and F route.
- This trail would be an extremely important and valuable amenity for Maple Plain residents. I strongly urge you to consider route C over route F. The majority of residents in Maple Plain live on the west side of Budd Ave. (Hwy 19). Route F bypasses Maple Plain and thus provides very limited benefits to residents. In addition to being further from residential neighborhoods, it does not connect to destinations in downtown or future "Gateway"

development planned in the area south of Main Street (route B). Either A or B will work, but B would connect through the future mixed use development in Maple Plain AND the Park and Ride. The only potential problem with B is that users may be tempted to cross Hwy. 12 at Oak Street instead of at the new HAWK signal. You could consider changing route B to go on Main Street to Boundary Ave, then south to the B alignment shown. Also, I recommend D over E because it is more direct. In 2006, the MN Design Team worked with Maple Plain residents to develop a vision for the City. Hundreds of residents showed up to the weekend long workshop. Pedestrian and bicycle connectivity was the #1 theme that resulted from that event. Pedestrian and bicycle trails and routes were emphasized in the most recent City Comprehensive Plan. In 2013, the City commissioned and adopted a Walking and Bicycling Master Plan which includes a regional trail concept through the City connecting to Baker Park and the Luce Line Trail. This trail is very important to City residents, so please make Route C a priority.

- A great trail system gives riders options to experience the communities that they pass through on their journey. It's not an expressway to get from point A to B in the fastest time that's why I favor making a trip through Maple Plain.
- I am a Maple Plain resident. I have lived here approximately 8 years and intend to continue residing here for at least 20 more years. There are currently 5 members in our family and all of us would use the trail, especially proposed ROUTE C. Please consider this route, which would not only be used by all members of my family, but I believe will be well-used by many residents and visitors of our city. Regardless of your decision, thank you for your work on the trail and in general. Good luck in 2014.
- Great idea to connect baker and carver parks. I bike all summer and linking the two parks would be a great addition for cycling in the area.
- Hoping you can still accept comment on this issue. I am a Maple Plain resident representing my family of 5. We are in favor of the tr Keeping the route simple means riders can be paying attention to riding and not if they miss a turn somewhere.ail development and prefer Route C connecting Maple Plain/Baker Park to the rest of the trail system. We feel Route C is the best alternative that connects Maple Plain residents to Baker Park, the Luce Line Trail and beyond. It also provides the best intra-city connections for residents to downtown, Library, Northside Park, the future Gateway development, Park & Ride and a safe crossing of Hwy 12. Thanks for your consideration.
- Here is my comment card on the Maple Plain/Independence Trail proposal. As you will see on the comment card, I oppose the trail because of the impact it would have on the neighborhoods along the trail, the extra black top required, the removal of trees and grass along the paths, the expense of removing and replacing bridges and railroad crossings, and the flawed concept. Bikers in this area use the road and they do not head to the luce line because it is gravel. It seems inconceivable that the park system would take on another expensive project, with upkeep 8 months of the year for 20 years, for something that will benefit only a few, but destroy our town's trees and lawns and yards in the process. I ask my City of Independence, and Maple Plain, and the Park Board to table this proposal. Drive from County Road 6 into Maple Plain on County Road 19 and imagine what would be lost to take 8' from either side of that scenic road. Or Main Street, this is not a sidewalk, this is a narrow road- 8' of pavement- with some shoulder besides. It would be tragic to lose the trees, lawns, and small-town feel, thus reducing people's property values. Many people feel that Town Line Road is the best option – why? Because for some reason that road has been allowed to become a dead end. Why? It now has a stop light for traffic at 12 . This is an ill-conceived idea, and I'm hopeful that my city will not be lured by the idea simply because it is "FREE." It is not free to those who will give up lawn and trees and privacy. It is not free to anyone who pays taxes, because the money comes from somewhere – Federal Grants are not free to us. Look at County Road 19 from the 6 to Maple Plain, you would take out huge trees and leave it looking stark and ugly. Also, County Road 6 already has very wide shoulders and I often ride my bike on it - there would be no need of taking more land to put

hardscape 8' wide. Waste of money and extremely unnecessary. Please open Town Line Road to cars! As living on 19, it could help alleviate some traffic and help Maple Plain.

- I am sorry I missed the open house for the proposed plan. Being a physical education teacher and a very active person I think this is a fabulous idea to bring the opportunity for the communities to promote overall health and fitness. Providing opportunity for communities to be active should be a top priority. I would suggest that Kingswood mountain bike trails be re-opened. The west metro needs to have a mountain bike area. I think linking the western trail systems would be great for the communities involved. With the new Hawk light on Hwy 12 we can safely direct riders and walkers to our downtown. Campers and Baker Park visitors could easily come to the hardware store for supplies, meal at McGarry's or even stop by the library to check their email. As a trail rider, I prefer a ride that takes me through a town rather than past a gas station and fast food places. The car traffic at 12 and 29 is too heavy and coming from all directions for me to like route F. Route C,E is what I usually take to get to the Luce Line. I like the direct route. Keeping the route simple means riders can be paying attention to riding and not if they miss a turn somewhere.
- We live on Anderson Estates Road in Independence. the street isn't identified on the road below but it is south of six off of 110. near where the words say robert gordon homes. do want to voice a significant concern I have about the danger of crossing county 19 on the luce line trail. Anyone crossing 19 from the Luce line cannot see traffic coming from the north and cars cannot see people due to a small hill. I always stop and listen for cars coming and cross only if I don't hear something. Cars come along a fast speed (not above limit, just fast traffic) and I think it is a huge safety issue that neither people or cars have enough visibility to see each other. People not used to the trail my start to cross and an oncoming car would not see them in time to stop. If the new route goes on the luce line and 19 this is definitely something to be aware of but a concern I have even if there are no changes. Not sure who else I should tell about this for further review. appreciate any response. can you tell me what options are for the new trail. I have a page from October 2013 but can't tell the road names.
- My biggest desire and hope is that there is a plan to think about the regional trails as also commuter and that towns north of Maple Plain can be connected to the regional parks. There is a BIG gap in the system between Lake Rebecca and Crow Hassen and actually with Baker. The only way to access Baker is through a big loop south. Thus the trails connect the parks but do not help much in linking population centers – Delano, Rockford, Buffalo, Hanover, etc. These towns are increasingly providing local interest and access to locally grown food that folks could....