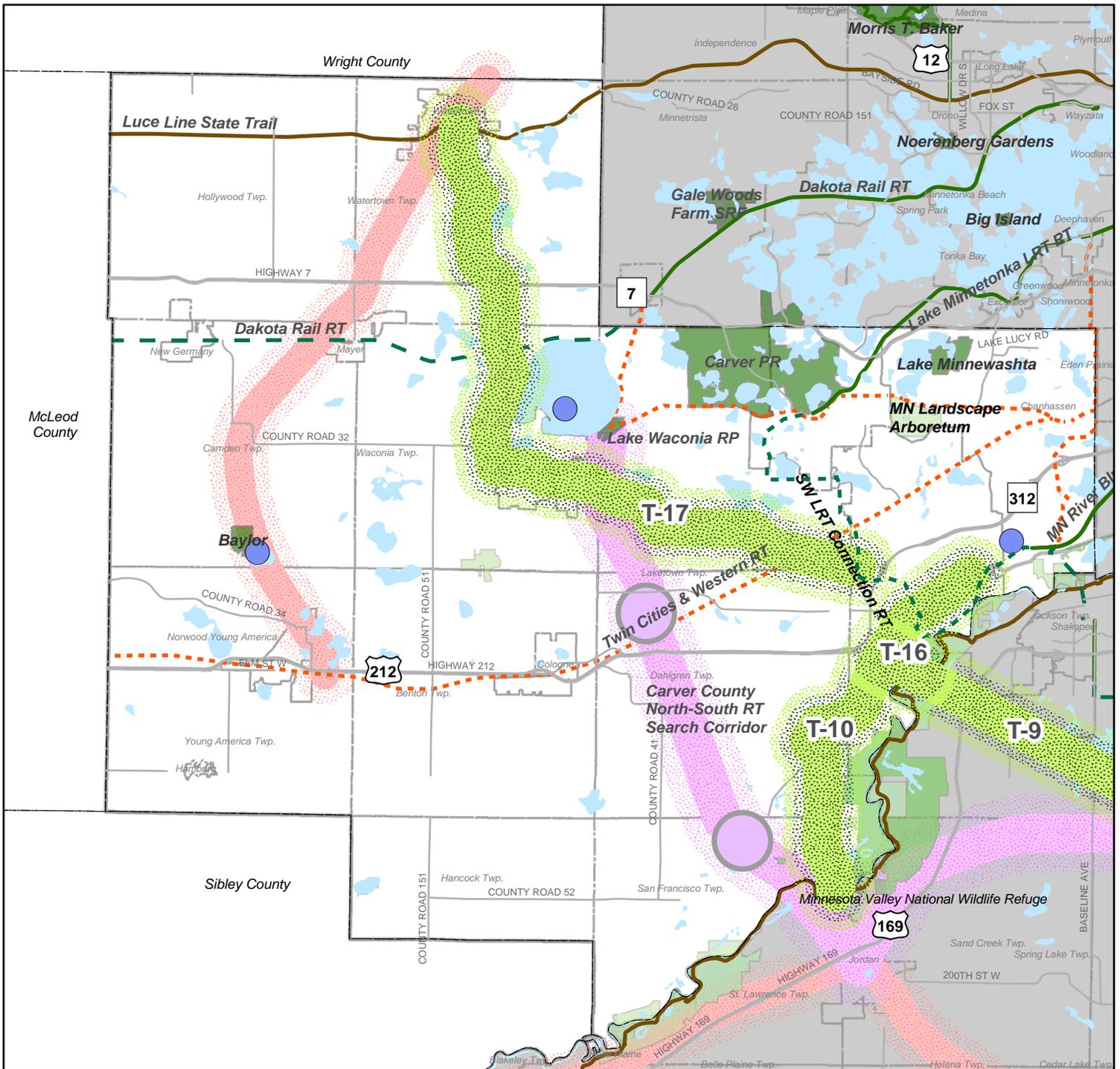


**Regional Parks Policy Plan Update  
Proposed System Additions  
May 4, 2010 MPOSC Meeting**

## ATTACHMENT G

<b>Carver County</b>						
<b>Map Designation</b>	<b>Site Name</b>	<b>Type</b>	<b>Conversion Acres</b>	<b>Trail Length (miles)</b>	<b>Estimated Acquisition Costs</b>	<b>Notes</b>
T-10	Minnesota River Bluffs RT extension	Regional Trail Extension	-	8.5	TBD	Trail would extend the MN River Bluffs RT from Chaska to the Minnesota Valley National Wildlife Refuge south of Carver and connect to the Carver County North-South RT Search Corridor
T-16	Union Pacific Corridor	Regional Trail Search Corridor	-	3	\$1,025,000	Trail would follow the Union Pacific rail line, connect to the MN River Bluffs RT extension and provide a river crossing to proposed regional trails in Scott County.
T-17	County Road 10 RT	Regional Trail Search Corridor	-	19	TBD	Trail would connect the SW Regional Trail Connection in Chaska to the proposed Twin Cities and Western RT, the Carver County North-South RT Search Corridor, Dakota Rail RT and the Luce Line State Trail in Watertown.



## Regional Parks Policy Plan Update--Carver County



### Regional Trails

- Regional Existing
- Regional Planned
- Regional Proposed (No Master Plan)
- State Existing

### Regional Parks

- Regional
- State
- Federal

### Regional Park Search Areas (2005)

- Boundary Adjustment
- Completing the System

### Regional Trail Search Corridors (2005)

- New Unit
- Completing the System

### Proposed System Additions (2010)

- T-10** Proposed extension of the Minnesota River Bluffs Regional Trail from downtown Chaska to MN Valley National Wildlife Refuge
- T-16** Proposed UP Corridor Trail with river crossing to Scott County
- T-17** Proposed County Road 10 trail from Chaska to Watertown



**2030 Regional Parks Policy Plan Update  
Proposed System Changes**

<b>Map Designation:</b>	T-10
<b>Name:</b>	Minnesota River Bluffs LRT Regional Trail
<b>Agency:</b>	Carver County
<b>Category:</b>	Proposed Regional Trail Extension
<b>Miles:</b>	9 total (includes 3 miles of the planned Southwest Regional Trail Connection and 3 miles of the proposed Union Pacific Corridor Trail)
<b>Estimated Acquisition Costs:</b>	TBD

**Request**

Carver County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider a proposed extension of the Minnesota River Bluffs LRT Regional Trail from its current terminus in Chanhassen to the new Rapids Lake Education and Visitor Center at the Minnesota Valley National Wildlife Refuge, south of the city of Carver.

**Background**

Three Rivers Park District operates the Minnesota River Bluffs LRT Regional Trail, which begins in Hopkins and travels through Minnetonka, Eden Prairie and Chanhassen. In 2006, the Metropolitan Council approved the Southwest Regional Trail Connection Master Plan, which was prepared by Carver County. This regional trail will connect the Minnesota River Bluffs LRT Regional Trail in Chanhassen to the Lake Minnetonka LRT Regional Trail in Victoria. The master plan incorporated local trails along the levee at the Minnesota River south of downtown Chaska to connect to the Minnesota River Bluffs LRT Regional Trail.

Carver County's proposed Minnesota River Bluffs Regional Trail extension would incorporate approximately 3 miles of the planned Southwest Regional Trail Connection from Chanhassen to downtown Chaska and would also incorporate the proposed 3 mile long Union Pacific Railroad Corridor trail (T-16) to downtown Carver. The proposed regional trail extension would then lead southwest from Carver where there may be opportunities to connect to the visitor center at the Minnesota Valley National Wildlife Refuge as well as to the Carver County North-South Regional Trail Search Corridor that was identified in the *2030 Regional Parks Policy Plan* adopted in 2005. The Carver County North-South Regional Trail Search Corridor is shown on the attached Carver

County map as the purple search corridor between Lake Waconia Regional Park and the Minnesota Valley National Wildlife Refuge.

### **Criteria**

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

#### **Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails**

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

(A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;

(B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

*The proposed Minnesota River Bluffs Regional Trail extension does not duplicate an existing trail. Carver County's comprehensive plan identifies the trail as a linking trail. The trail provides opportunities to connect state, regional and local trails along the Minnesota River.*

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

*The existing Minnesota River Bluffs LRT Regional Trail is located in suburban Hennepin County and continues into Chanhassen, within Carver County. The proposed trail extension will bring the trail through the cities of Chaska and Carver and provide opportunities to connect to the Carver County North-South Regional Trail Search Corridor. This search corridor includes a proposed river crossing that will connect with proposed regional trails in Scott County, northwest of the city of Jordan. These connections to Hennepin and Scott County will likely result in a regional audience for the proposed regional trail extension.*

**2030 Regional Parks Policy Plan Update  
Proposed System Changes**

<b>Map Designation:</b>	T-16
<b>Name:</b>	Union Pacific Corridor
<b>Agency:</b>	Carver County
<b>Category:</b>	Proposed Regional Trail Search Corridor
<b>Miles:</b>	3
<b>Estimated Acquisition Costs:</b>	\$1,025,000

**Request**

Carver County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider adding a regional trail search corridor along a spur of the Union Pacific Railroad line between Chaska and Carver, including a crossing of the Minnesota River to connect to the proposed Louisville Regional Trail Search Corridor (T-9) in Scott County.

**Background**

The proposed 3-mile long Union Pacific Corridor trail will begin in Chaska, follow the Union Pacific railroad line, and provide a river crossing to Scott County.

The Union Pacific Railroad has a spur line that leads from near the Renaissance Festival site in Scott County, across the Minnesota River to downtown Chaska, providing service to United Sugars. In 2007, a bridge trestle collapsed. The railroad removed the trestle and closed the bridge. The railroad decided to abandon the line, since it only served one customer.

Scott County, Carver County, the Metropolitan Council, and the cities of Shakopee, Chaska and Carver began working together to acquire the corridor. Scott and Carver Counties identified the potential to connect regional trails across the river; Chaska saw opportunities for potential redevelopment; Carver was interested in flood protection opportunities since the current rail bridge creates log jams in the river; and Metropolitan Council Environmental Services Division identified portions of the corridor on both sides of the river that could be used for regional sewer interceptor purposes. Therefore, acquisition of the corridor could provide a number of public benefits.

These entities signed a joint powers agreement and submitted an offer to Union Pacific based on an appraisal. However, the parties could not agree on a price, so the railroad is proceeding through the abandonment process. The outcome of the situation is yet to be

determined. Designation of a regional trail search corridor in this area and subsequent approval of a master plan by the Metropolitan Council would allow Scott and Carver Counties to be eligible for regional parks funding for acquisition and development.

### **Criteria**

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

#### **Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails**

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:
  - (A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;
  - (B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

*The proposed Union Pacific Corridor Trail does not duplicate an existing trail and will serve as a linking trail. The trail will link the proposed extension of the Minnesota River Bluffs Regional Trail and the planned Southwest LRT Connection Regional Trail to the proposed Louisville Regional Trail Search Corridor in Scott County.*

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

*With connections to the Minnesota River Bluffs LRT Regional Trail, which currently connects Hopkins to Chaska, the proposed Union Pacific Corridor Trail will travel through Chaska and Carver and cross over the Minnesota River to connect to Scott County's network of proposed regional trails. Therefore, the Union Pacific Corridor trail will likely serve a regional audience.*

**2030 Regional Parks Policy Plan Update  
Proposed System Changes**

<b>Map Designation:</b>	T-17
<b>Name:</b>	County Road 10 Trail
<b>Agency:</b>	Carver County
<b>Category:</b>	Proposed Regional Trail Search Corridor
<b>Miles:</b>	19
<b>Estimated Acquisition Costs:</b>	TBD

**Request**

Carver County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider adding a regional trail search corridor to generally follow County Road 10 from Chaska to Watertown.

**Background**

The proposed 19-mile long County Road 10 trail will begin on the western edge of Chaska where it will generally follow County Road 10 and will connect the planned Southwest Regional Trail Connection, the proposed Twin Cities and Western Regional Trail, the Carver County North-South Regional Trail Search Corridor in Waconia, the planned Dakota Rail Regional Trail and the Luce Line State Trail in Watertown. The proposed County Road 10 trail will also provide opportunities to connect to local trail networks in Watertown, Mayer, Waconia and Chaska. Some sections of County Road 10 may have sufficient right-of-way for development of a trail; in other areas, land acquisition may be necessary. These details would be determined when a master plan for the trail is prepared.

**Criteria**

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

**Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails**

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

- (A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;
- (B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

*The proposed County Road 10 trail does not duplicate an existing trail and will serve as a linking trail. As mentioned above, the trail will link several planned and proposed regional trails within the urbanized and growing areas in Carver County. Additionally, connections to local trails in Waconia will provide access to Lake Waconia Regional Park.*

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

*The proposed 19 mile trail will traverse many fast-growing communities in Carver County and will provide several connections to state, regional and local trails, including the Luce Line State Trail and the Dakota Rail Regional Trail. The 63-mile Luce Line State Trail traverses Hennepin, Carver, McLeod and Meeker Counties. The Dakota Rail Regional Trail currently stretches from Wayzata to St. Bonifacius in Hennepin County and the corridor through Carver County to Mayer is being developed this year. The trail is planned to be extended to McLeod County in the future. With connections to these trails, the County Road 10 trail will likely serve a regional audience.*

Jan Youngquist  
Senior Planner  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Dear Jan:

Carver County appreciates the opportunity to provide information to update the Regional Park Policy Plan. Within the County's 2030 comprehensive plan, two additional trail are identified which may warrant regional designation consideration in the 2040 Regional Park Policy Plan. These alignments include:

- The Extension of Minnesota River Bluffs Regional Trail
- County Road 10 Trail Alignment

The Extension of the Minnesota River Valley Bluffs Regional Trail incorporates a portion of the existing Southwest Regional Trail Connection along the Minnesota River, and the Union Pacific Railroad corridor in the Cities of Chaska and Carver. The Union Pacific Railroad corridor is the same railroad corridor that supports the Minnesota River Bluffs Regional Trail. This planned trail alignment connects other regional elements of the proposed Spring Lake Search Corridor in Scott County, to a DNR state trail, and would extend westward to the Rapid Lakes Unit Visitor Center of the USFW Service. All totaled, the extension of this trail is approximately 8.5 miles.

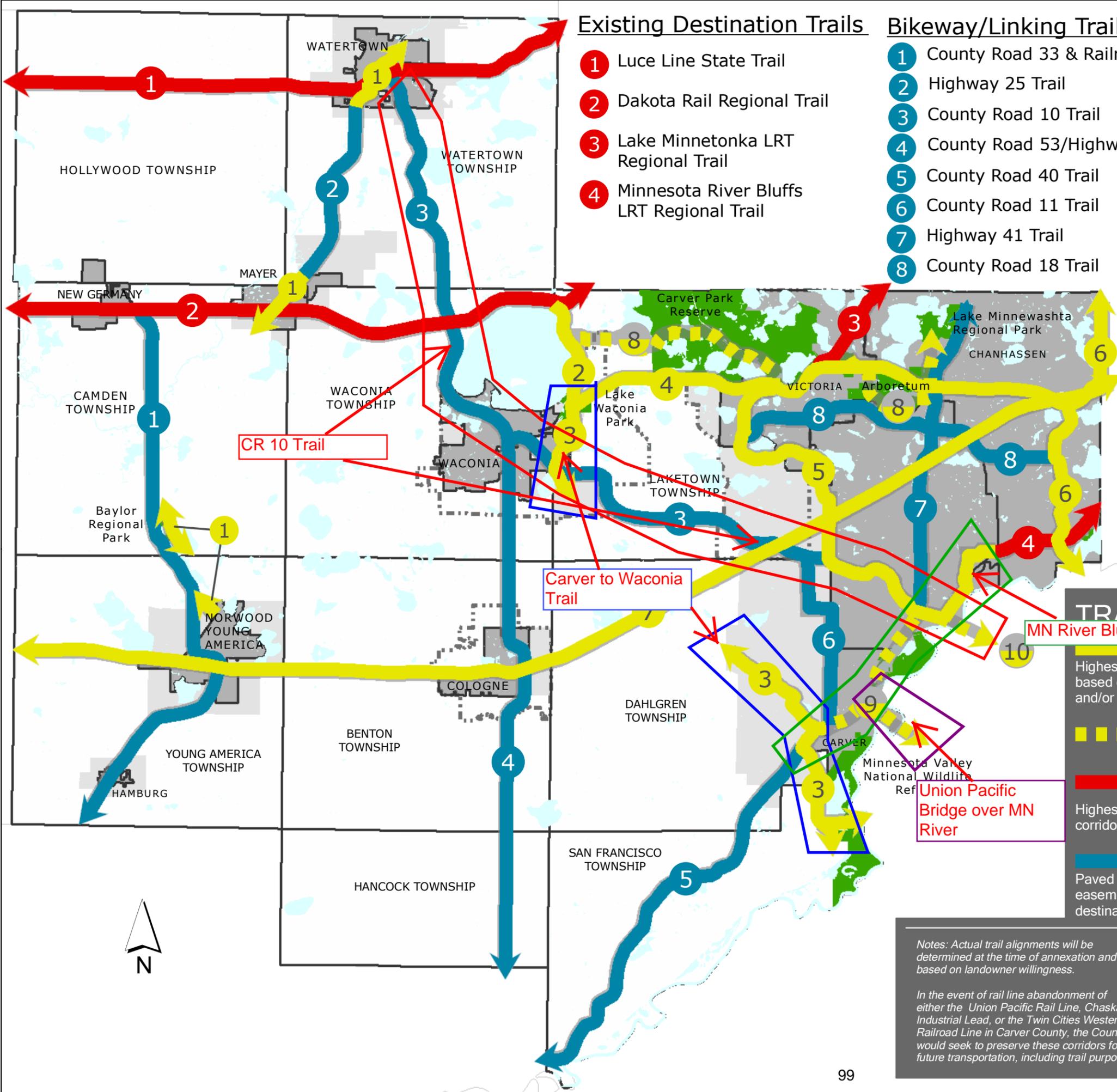
County Road 10 Trail alignment is a 19 mile trail that connects with the Luce Line Trail, Dakota Rail Regional Trail, and the Southwest Regional Trail Connection. Additionally, the proposed regional trail links with city trail systems of Watertown, Mayer, Waconia and Chaska. Further the trail would connect with the proposed North/South Search Corridor Waconia to Carver trail.

Please see the enclosed map which further depicts these trail alignments. It would be a pleasure to further discuss the proposed regional trail alignments.

Sincerely,

Martin Walsh  
Parks Director

Enclosure



**Existing Destination Trails**

- 1 Luce Line State Trail
- 2 Dakota Rail Regional Trail
- 3 Lake Minnetonka LRT Regional Trail
- 4 Minnesota River Bluffs LRT Regional Trail

**Bikeway/Linking Trails**

- 1 County Road 33 & Railroad ROW Trail
- 2 Highway 25 Trail
- 3 County Road 10 Trail
- 4 County Road 53/Highway 284 Trail
- 5 County Road 40 Trail
- 6 County Road 11 Trail
- 7 Highway 41 Trail
- 8 County Road 18 Trail

**2030 Regional Trails**

- 1 Western Carver County Trail  
(Alignment to be determined based on opportunities from municipal expansion and/or willing landowners).
- 2 Lake Waconia Trail
- 3 Lake Waconia - Carver Trail  
(Alignment to be determined based on opportunities from municipal expansion and/or willing landowners).
- 4 Highway 5 Trail
- 5 Southwest LRT Connection Trail
- 6 Highway 101 Trail
- 7 Twin Cities and Western Regional Corridor  
(Although the TCW Line is not anticipated to be abandoned within the 2030 time frame, this corridor offers a high value opportunity for a trail if it were abandoned).

**Trails Proposed for 2030 Regional Status**

- 8 Highway 5 Trail (alternate route)
- 9 MN River Bluffs Destination Trail
- 10 Union Pacific Railroad Crossing

**TRAIL AND BIKEWAY PLAN**

- 2030 Regional Trail  
Highest-value trails. Alignment to be determined based on opportunities from municipal expansion and/or willing landowners.
- Trails Proposed for Regional Status
- Existing Destination Trail or Trail Corridor  
Highest-value trails. Already established trails or trail corridors.
- Bikeway/Linking Trail  
Paved trail located within road rights-of-way or utility easements; emphasis is on safe travel to/from destinations throughout the county.

- Transition Area  
Based on policy areas as described in the County Land Use Plan.
- 2030 City Boundary  
Based on planned city expansion as indicated in each city's comprehensive plan.
- City  
Incorporated areas determine individual land use policy and activities.
- Existing Parks & Public Recreation Areas  
Note: not all parks and public recreation areas are shown on this map.

*Notes: Actual trail alignments will be determined at the time of annexation and based on landowner willingness.*

*In the event of rail line abandonment of either the Union Pacific Rail Line, Chaska Industrial Lead, or the Twin Cities Western Railroad Line in Carver County, the County would seek to preserve these corridors for future transportation, including trail purposes.*

This map was created using Carver County's Geographic Information Systems (GIS), it is a compilation of information and data from various City, County, State, and Federal offices. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Source: Carver County Planning and Water Management, Carver County Public Works, Carver County GIS

[www.co.carver.mn.us/2030plan](http://www.co.carver.mn.us/2030plan)

