



Gathering public input at a pop-up engagement | Brooklyn Park, MN
Image Credit: Three Rivers Park District

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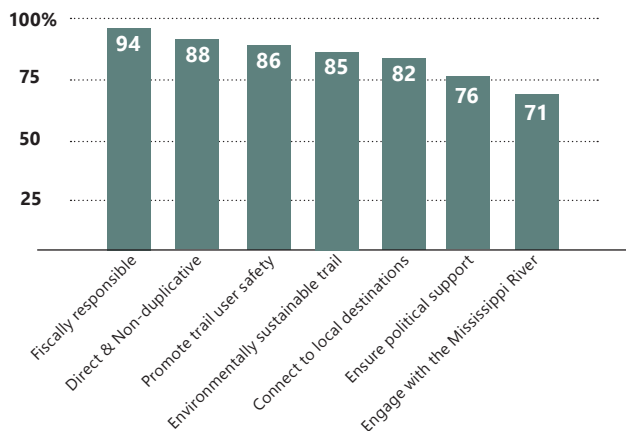
APPENDIX A PUBLIC & AGENCY COMMENTS*

ROUTE EVALUATION

The seven guiding principles, as defined by the master plan stakeholders and advisors, stated that the WMRRT route must:

- Engage with the Mississippi River.
- Connect to local destinations (i.e. parks and trails, schools, employment and entertainment).
- Be politically supported.
- Be fiscally responsible.
- Be direct and not duplicative of similar efforts led by other agencies (local and regional).
- Be environmentally sustainable (avoid traveling through wetlands, sensitive areas, etc.).
- Promote trail user safety.

Question 1. How important are the following when considering a trail route? (Rated by respondents as 'very important' and 'important' from public open house and online survey results)



*Any public/agency comment spelling errors have not been corrected.

Question 1. General Comments:

Be fiscally responsible (94%).

- Informing the public of how the money is spent and from where would be very important [sic].

Be direct & non-duplicative of similar efforts led by other agencies (local and regional) (88%).

- Sometimes trails are inefficient for transportation [sic] (not direct). Along known/expected transportation [sic] routes, include trail and road facilities [sic] as deemed necessary.

Promote trail user safety (86%).

- Since the trail may connect to Brooklyn Park [sic], this is critical.

Be environmentally sustainable (85%).

- Wetlands and sensitive areas are both scenic and important for the public to be aware of. Trails SHOULD travel through these areas in a sensitive manner.

Connect to local destinations (82%).

- Parks, Trails and schools
- Safe (non-motorized) biking routes to restaurants, parks, and other entertainment are my top priority.

Be politically supported (76%).

- Uncertain.

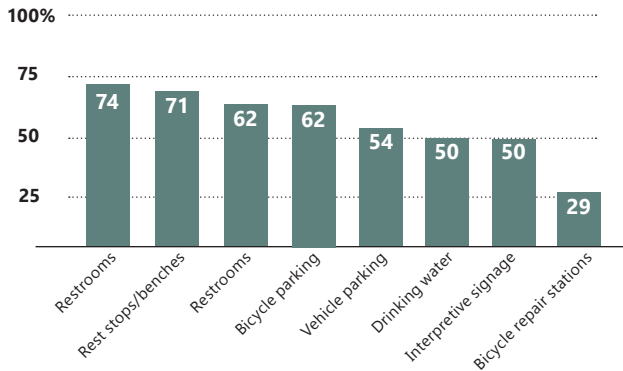
Engage with the Mississippi River. (71%)

- I believe the trail engaging with the existing parks that are along the river is very important. If this did not happen I would not see the point of the trail. Privacy to the existing properties [sic] is very important though as these lots feel very secluded right now and this is what most people want to keep.

TRAIL AMENITIES

To gauge public interest in regional trail supporting facilities, the public was asked to rate frequently requested amenities.

Question 2. How important are the following to the trail experience? (Rated by respondents as 'very important' and 'important' from public open house and online survey results)



Question 2 General Comments:

- Some acces [sic] for parking for people who are out of the area would be nice but to much parking lot space will take away from the feel and look of being out in nature.
- If such facilities exist very near to the trail, consider if the existing can suffice vs. adding new. If so, employ signs/wayfinding to direct people to facilities.

ROUTE PREFERENCE

Several route combinations through Dayton and Champlin were provided to the public for response and comment. Responses were solicited at the public open house, online survey, and pop-up events.

Question 3. Indicate your WMMRT route preference.

Route maps were provided to the responding public (at right) as reference to alignment lettering combinations. Responses provided below are from a public open house, online survey and pop-up events.

Question 3. General Comments:

- I think the trail should start at Donie Galloway Riverside Park and Segment A should be eliminated.
- It should run along the river!

Route 1 | A > B

****69% approval rating****

Route 1 rated the highest among those polled, often citing the Mississippi River as the intended draw for the route alignment. Those selecting A > B were fairly split between the Medicine Lake Regional Trail extension route alternatives, with 52% selecting F and 48% selecting G.

Route 2 | A > B > D > E

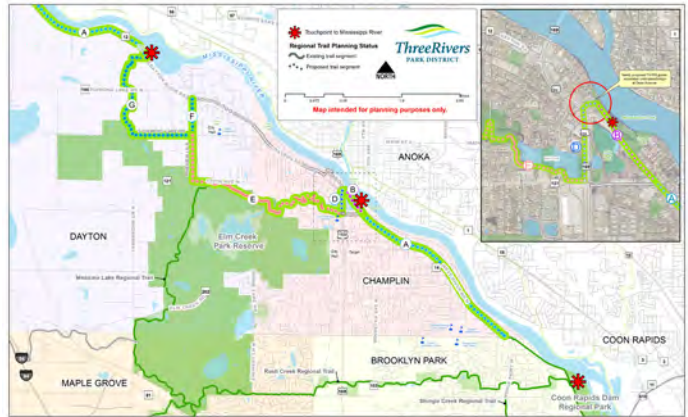
****5% approval rating****

This route utilized a proposed crossing of Highway 169 at a new grade separated crossing between segments B and D. Responders who did not vote for this route commented that Route 2 was circuitous and did not provide contextual

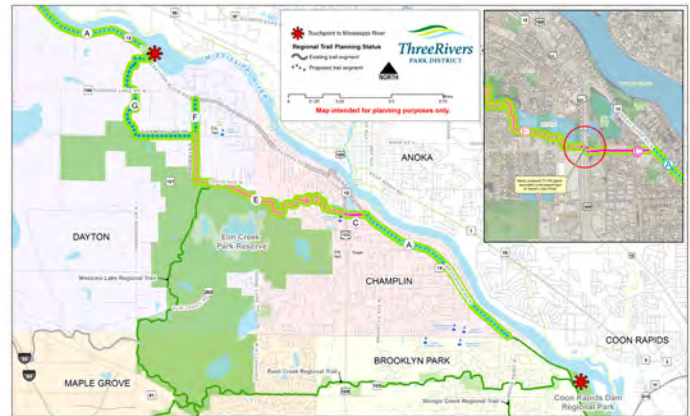
Route 1 | A > B



Route 2 | A > B > D > E



Route 3 | A > C > E



Route 4 | A > C > D > B



relationship with the Mississippi River through the northwestern portion of Champlin. Of the few that voted for Route 2, the Medicine Lake Regional Trail extension to/from Elm Creek Park Reserve and WMRRT was again split 50/50 between F and G.

Route 3 | A > C > E
****15% approval rating****

While Route 3 had the second highest rating, it fell significantly short of Route 1's ratings. Route 3 utilized a proposed grade separated crossing along Hayden Lake Road to connect to Elm Creek Park Reserve. Similar to Route 2, responders felt this route did not provide enough contextual relationship with the Mississippi River through northwest Champlin. Responders who did chose Route 3 also selected G as their Medicine Lake Regional Trail extension preference.

Route 4 | A > C > D > B
****5% approval rating****

Route 4 utilized two proposed grade separated crossings, at Hayden Lake Road and Highway 169 near West River Road. While the relationship to the Mississippi River was recognized through northwest Champlin, the two additional grade separated crossings did not appeal to those responders who were fiscally minded. Responders who chose Route 4 also chose Route F as their Medicine Lake Regional Trail extension preference.

Question 4. What should planners consider as the WMRRT Master Plan progresses? (Asked only at public open house which was Dayton/Champlin focused)

- The affect to use of property by owners along the trail.
- Trail "G" remove off of map. Loop down 144 not S. Diamond Lk. Rd. S. Diamond is to busy right now (can't get to my mail box).
- Against the trail. Keep F trail scrape G - keep wildlife alive. People out - we are running out of natural space as it is.
- Stay away from private property.
- It is important to create an off-road trail along W River Rd and Dayton Rd - I bike West River Rd a lot - it is deceptively dangerous - OK for adult use - unsuitable for family riding. For those of us who live East of W River Rd - there is not other suitable option. This plan is good both for local riding and for intermediate bikers who like the off-road trails. Keeping trail on (N) side of W River Rd makes most sense to connect with local river options.
- We already have a lot of bike trails in Elm Creek + Champlin + Dayton. Against F + G. No extending bike trail in Dayton on So. Diamond Lk. Rd. Already paying for trail + sewer + road improvements.
- Forget Plan "G."
- Keep it as close to the river as possible.
- I would like to see a canoe livery + bike rental at the Stephens Farm just west of Cloquet Park.

Public Open House Survey Example

Source: Three Rivers Park District

West Mississippi River Regional Trail
Open House Questionnaire
 September 22, 2015
 Champlin City Hall
 11955 Champlin Drive
 Champlin, MN 55316

1. How important are the following when considering the West Mississippi River Regional Trail route?

	Very Important	Important	Not important
Engaging with the Mississippi River. (overlooks, touch points)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connecting to local destinations. (for example: parks and trails, schools, employment, and entertainment)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensuring political support.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Being fiscally responsible.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Being direct and not duplicative.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Being environmentally sustainable. (avoid traveling through wetlands, sensitive areas, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promoting trail user safety.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maximizing the trail experience:			
Vehicle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drinking water	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees/shade	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interpretive signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rest stops/benches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle repair stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. What should planners consider as the West Mississippi River Regional Trail Master Plan progresses?

****Turn page over to continue questionnaire****

- Take into account the topography. The portion of Pineview Lane south of South Diamond Lake Road is a killer hill on a bike. Please consider a path going east on Pineview Lane through Blesi Farm development along the next parcel and to the culdesac. Having a light or some type of safety intersection to cross.
- This project sucks.
- I have a gravel driveway on Dayton Riv. Rd. How will the trail be handled?
- Keeping the wide areas wild, take route "G" off.
- Forget it! We have enough of this. Money could be put to better use.
- Safety for the people using the trail.
- Do not build on S. Dia. Lake Rd.
- No additional trail should be built along West River Road.
- Home owner use and privacy, home security. Winter plowing sound. Motorized vehicles use - no.
- Against this idea.
- Do not want any trail running along my property. Keep it down North Diamond!
- Safety along Dayton/West River Road at crossing + along high speed county roads.
- Keep it look primitive + not commercial. Old woods look.

EMAIL COMMENTS

Comments were received and responded to from the public email account MissRT@threeriversparks.org.

August 14, 2015

We live at [omitted for privacy] in Brooklyn Park. The line for the bike path on the map is depicted going through our back yard. We find this very disturbing [sic]. The river community has to deal with property rights issues about every two years. This appears to be yet another assault on the private property where our home resides. The residents who live on the river are tired of continual vigilance needed to protect our property rights whether coming from the city, national park service, dnr, met council, and now three rivers.

Please keep us involved in the process. Realize the folks who live on the river do not like seeing a line for a bike path going through our yards.

Park District Response:

Hi [name omitted], Thank you for your email. You have identified a mapping error on our website software that I am working to remediate as quickly as possible. The intended West Mississippi River Regional Trail route is proposed adjacent to West River Road (within road right-of-way), not through private property adjacent to the river.

Thank you for your patience as we work to update the website map. If you have further questions, please call me or contact me directly.

Thank you, Ann Rexine, Planner
Three Rivers Park District

August 14, 2015

Request received via survey to be placed on mailing list.

September 23, 2015

Hello, I received a postcard in the mail today about your project. The postcard provided a bitly [sic] website address that I visited. It had a detailed map, but it was too small to read, and I was unsuccessful in enlarging it. That site linked to another site. The map on that site was larger, but did not have near enough detail.

I live on West River Road. I am interested in knowing if part of my yard will become bike trail. I am not against it; in fact, I refuse to bike on West River Road because it is too dangerous. I am just curious to know what to expect and when.

I have a prior commitment and cannot make the meeting on Tuesday. Please find a way to make this map readable for those of us approaching 50.

Park District Response:

Hi [name omitted], Thanks for your email. I'm attaching another link to our main project website, which has all the boards from last night's open house posted under the PARTICIPATE button. Scroll down to the open house information and you'll see hyperlinks to each board. They are PDFs, so you are able to zoom in and out at a higher resolution.

<http://www.threeriverstrails.com/west-mississippi-river-main.php>

Currently the master plan process has identified West River Road through Champlin as a search corridor – so the side of the road in which the trail will be proposed is not yet known. However, as the master plan progresses – a more detailed look at available right-of-way along West River Road will guide our recommendation. Please check back to the project website (link above), as all master plan documents and detailed maps will be posted there when they are available.

Also, please consider taking the survey, also on the PARTICIPATE page – the link is in the first bit of text on the top of the page.

If you have any additional questions, please do not hesitate to contact me – 763-694-1103 or by email arexine@threeriversparkdistrict.org

Ann Rexine, Planner
Three Rivers Park District

Responder Reply:

Thank you.

August 24, 2015

Please send me periodic project updates. I am the editor for the Champlin Dayton Press newspapers.

October 1, 2015

I am very excited about the prospects of the WMRRT! We moved to Champlin 9 years ago and frequent Elm Creek Park & the Coon Rapids Dam. We have always longed for a safe trail connecting the two and maximizing our beautiful section of the river. Thanks for your good work on this project!

Park District Response:

Hello [name omitted], Thanks for your email and support for the West Mississippi River Regional Trail! Please continue to check back to the following websites for more information, to take our survey, read our FAQs and view graphics.

Project Website:

<http://www.threeriverstrails.com/west-mississippi-river-main.php>

Join the discussion:

<https://mysidewalk.com/organizations/289738/west-mississippi-river-regional-trail-master-plan>

October 4, 2015

Request received via survey to be placed on mailing list.

October 5, 2015

Where can one find the drawings related to this for the Brooklyn Park area? Thank you.

October 6, 2015

Is there a map view of the proposed trail a touch point locations?

Park District Response:

Hello [name omitted], Thanks for your email(s), hopefully I can touch on all the questions you had – but you are most welcome to contact me directly at arexine@threeriversparkdistrict.org or 763-694-1103 if you have additional thoughts/questions.

I've attached a map that I created outlining the entire West Mississippi River Regional Trail (WMRRT) corridor. The red stars indicate proposed touchpoints to the Mississippi River – where support facilities can be found, and where users can look, feel and touch the river. The following touchpoints are outlined below:

- Minnesota DNR Boat Launch at the confluence of the Crow and Mississippi Rivers, Dayton
- Goodwin Park, Dayton
- Stephen's Farm/Cloquet Overlook Park, Dayton
- Donie Galloway Park, Champlin
- Mississippi Point Park/Chandler Park, Champlin
- Coon Rapids Dam Regional Park, Brooklyn Park
- River Park, Brooklyn Park
- North Mississippi Regional Park, Brooklyn Center

Please check out the two websites we have set up for more information, FAQs, and graphics. We plan to continue to update as more information becomes available.

Project Website:

<http://www.threeriverstrails.com/west-mississippi-river-main.php>

Join the discussion:

<https://mysidewalk.com/organizations/289738/west-mississippi-river-regional-trail-master-plan>

Ann Rexine, Planner
Three Rivers Park District

October 6, 2015

Hello, In this week's Champlin-Dayton Press, an article was presented about the West Mississippi River Regional Trail. In this article, it indicates that there might be a recreational trail extended through Champlin and Dayton (from presumably the Coon Rapids Dam) up to the confluence of the Crow and Mississippi River.

In theory, I think this is a wonderful idea! However, I wonder how much planning has been done for the more northern portions of this trail? My home, [omitted for privacy], sits along the Mississippi River, and I'm not so sure there would be enough existing river bank to safely install a trail. The river bank up here is very steep, and homes sit right up to the cliff's edge.

So, first, I wondered if there was a PDF of the proposed map that you could possibly email to me? I see a photo of it in the paper, but it isn't large enough to see any detail.

Second, I wanted to offer that if any design/review teams wanted to come look at the river up here, you would be more than welcome to come to our home. We have a staircase leading to the rivers' edge, so you could walk down and take a look from that angle, if that was helpful at all. We'd be glad to host you anytime. We fully support Three Rivers Park District, and if there was a way to get a safe biking path in our neighborhood, we would fully support that.

Thank you!

Park District Response:

Thank you for your thoughtful email and invitation to come out to your property. I will keep your invitation in mind as we proceed with the planning process – it would be lovely to see the Mississippi River from your vantage point.

For the portion of the West Mississippi River Regional Trail (WMRRT) near your property, planners anticipate proposing the trail be aligned adjacent to Dayton River Road, within the road right-of-way – and not right next to the Mississippi River behind your home. We understand that the majority of the trail's length from Dayton through Champlin, Brooklyn Park and Brooklyn Center have private properties that have property lines running straight to the river. Meaning, to lessen private property impacts – we propose the trail adjacent to the road right-of-way (with the exception of Alignment G – see map attached). However, please understand that the Park District proposes an off-road trail, not a bike lane within Dayton River Road right-of-way.

The map I've attached also shows that we plan to continue trail planning west of Dayton through Rogers (Crow River Regional Trail) eventually connecting to Crow-Hassan and Lake Rebecca Park Reserves. It's a very exciting time for trail planners!

If you have any further questions, please feel free to contact me directly – arexine@threeriversparkdistrict.org or 763-694-1103. Also, we have two great websites to get updates and more information.

Project Website:

<http://www.threeriverstrails.com/west-mississippi-river-main.php>

Join the discussion:

<https://mysidewalk.com/organizations/289738/west-mississippi-river-regional-trail-master-plan>

Ann Rexine, Planner
Three Rivers Park District

October 6, 2015

Hello, Can you please send a .pdf file of the proposed West Mississippi River Regional Trail through Brooklyn Center?

Park District Response 1:

[Name omitted], Thanks for your email. Please find the attached enlarged map detailing the portion of West Mississippi River Regional Trail through Brooklyn Center. Please contact me if you have any additional questions/concerns.

Ann Rexine, Principal Planner
P: 763-694-1103

Responder Reply 1:

Hi Ann, Thank you for the map. What I would really like is detail on the .3 mile missing segment, which I presume to be along Willow Lane. I'd like whatever information is available, including maps and plans and places where trail will cross roadways, width of trail, etc. .

Thanks, [name omitted]

Park District Response 2:

Please find the attached map which has been zoomed in to the missing Brooklyn Center segment. The trail is currently proposed along the west side of Willow Lane. I've also attached our typical trail design standard – which is a 10' wide, bituminous (black top) trail.

Ann Rexine, Principal Planner

Park District Response 3:

As a follow up, I invite you to fill out our online survey located here:

<https://www.surveymonkey.com/r/TYZG53J>

If you are just interested in commenting on Brooklyn Center, after answering the first two questions, the third question will let you launch right into commenting on the Brooklyn Center portion.

Ann Rexine, Principal Planner

April 4, 2017

We are wondering what is the status of the West Mississippi River Region Trail for the Champlin and Dayton area. We are homeowners along West River Road in Champlin and are surprised that we have not heard anything since the informational meetings held back in Sept. 2015.

April 5, 2017

Back in September 2015 at the Champlin City Hall, Three Rivers Park District held a meeting about a proposed trail going through Champlin along West River Road. I am wondering if you have any more information about it. Is this project still being considered or has it been dropped?

We are home owners on West River Road and are surprised we have not heard any additional information about this.

We were lead to believe from the meeting back in 2015 that more information was to be coming out in the spring of 2016. It has been more than a year and we still have not heard anything.

Park District Response:**(Both April 4 & April 5 emails - same responder)**

[Name omitted], Thanks for your email. Yes, the Park District is still proceeding with the master plan for the West Mississippi River Regional Trail (WMRRT). With limited staff, we are in the midst of preparing the document's text as we have just completed another regional trail master plan that was happening at the same time as WMRRT. Thanks for your patience for this long-range planning initiative.

Ann Rexine, ASLA, Principal Planner
ann.rexine@threeriversparks.org

**Save for Agency Comment
National Park Service**

**Save for Agency Comment
MnDNR**

Save for Agency Comment
MnDOT

Save for Agency Comment
Hennepin County Department of Transportation



WMRRT touchpoint to Mississippi River at North Mississippi Regional Park | Brooklyn Center, MN
Image Credit: Three Rivers Park District

APPENDIX B RESOLUTIONS OF SUPPORT

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**CITY OF DAYTON
HENNEPIN AND WRIGHT COUNTY, MINNESOTA**

RESOLUTION NO. 23-2016

**A RESOLUTION OF SUPPORT FOR THE
WEST MISSISSIPPI RIVER REGIONAL TRAIL**

WHEREAS, The City of _____ recognizes the West Mississippi River Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The West Mississippi River Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River & Recreation Area, Elm Creek Park Reserve, Coon Rapids Dam and North Mississippi River Regional Parks, Rush Creek Regional Trail, the Minneapolis Grand Rounds and the planned Crow River and Twin Lakes Regional Trails; and

WHEREAS, The City of Dayton recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the West Mississippi River Regional Trail Master Plan; and

WHEREAS, The City of Dayton recognizes that Three Rivers Park District has drafted the West Mississippi River Regional Trail Master Plan and accepted and responded to public comments appropriately; and


WHEREAS, The West Mississippi River Regional Trail Master Plan is consistent with other approved local and regional plans; and

WHEREAS, The City of Dayton supports the acquisition, design, implementation, and operation of the W Mississippi River Regional Trail pursuant to the Master Plan; and

WHEREAS, The City of Dayton intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the West Mississippi River Regional Trail; and

THEREFORE, BE IT RESOLVED, that the City of Dayton supports the West Mississippi River Regional Trail Master Plan.

Adopted this 29th day of June, 2016
Motion was made by O'Brien, seconded by Salonek
Motion carried unanimously



Tim McNeil, Mayor

ATTEST:



Amy Stanius, Deputy Clerk

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Councilmember Miller introduced the following resolution and moved its adoption:

**CITY OF CHAMPLIN
HENNEPIN COUNTY, MINNESOTA
RESOLUTION NO. 2016-40**

**A RESOLUTION OF SUPPORT FOR THE
WEST MISSISSIPPI RIVER REGIONAL TRAIL THROUGH THE CITY OF CHAMPLIN**

WHEREAS, The City of Champlin recognizes the West Mississippi River Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, The West Mississippi River Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River & Recreation Area, Elm Creek Park Reserve, Coon Rapids Dam and North Mississippi River Regional Parks, Rush Creek Regional Trail, the Minneapolis Grand Rounds and the planned Crow River and Twin Lakes Regional Trails; and

WHEREAS, The City of Champlin recognizes that Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the West Mississippi River Regional Trail Master Plan; and

WHEREAS, The City of Champlin recognizes that Three Rivers Park District has drafted the West Mississippi River Regional Trail Master Plan and accepted and responded to public comments appropriately; and


WHEREAS, The West Mississippi River Regional Trail Master Plan is consistent with other approved local and regional plans; and

WHEREAS, The City of Champlin supports the acquisition, design, implementation, and operation of the West Mississippi River Regional Trail pursuant to the Master Plan; and the route A-B on Exhibit A of attached diagram, and

WHEREAS, The City of Champlin intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the West Mississippi River Regional Trail; and

THEREFORE, BE IT RESOLVED, that the City of Champlin supports the West Mississippi River Regional Trail Master Plan's route A-B search corridor with further details to be presented by the Park District to the City of Champlin upon preliminary engineering and design and prior to construction, including final positioning of trail along Right-of-Way.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember Terry, and upon vote being taken thereon, the following voted in favor thereof: Mayor Nelson, Councilmembers Johnson, Karasek, Miller and Terry, and the following voted against the same: none, whereupon said resolution was passed this 9th day of May, 2016.


Armand Nelson, Mayor

ATTEST: 
Roberta Colotti, CMC, City Clerk

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RESOLUTION #2016-97

RESOLUTION OF SUPPORT FOR THE
WEST MISSISSIPPI RIVER REGIONAL TRAIL

WHEREAS, the City of Brooklyn Park recognizes the West Mississippi River Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, the West Mississippi River Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River and Recreation Area, Elm Creek Park Reserve, Coon Rapids Dam and North Mississippi River Regional Parks, Rush Creek Regional Trail, the Minneapolis Grand Rounds and the planned Crow River and Twin Lakes Regional Trails; and

WHEREAS, the City of Brooklyn Park recognizes that Three Rivers Park District and the directly affected cities have gathered significant public input in the development of the West Mississippi River Regional Trail Master Plan; and

WHEREAS, the City of Brooklyn Park recognizes that Three Rivers Park District has drafted the West Mississippi River Regional Trail Master Plan and accepted and responded to public comments appropriately; and

WHEREAS, the West Mississippi River Regional Trail Master Plan is consistent with other approved local and regional plans; and

WHEREAS, the City of Brooklyn Park supports the acquisition, design, implementation, and operation of the West Mississippi River Regional Trail pursuant to the Master Plan; and

WHEREAS, the City of Brooklyn Park intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation, and operation responsibilities of the West Mississippi River Regional Trail.

NOW, THEREFORE, BE IT RESOLVED that the City of Brooklyn Park supports the West Mississippi River Regional Trail Master Plan.

The foregoing resolution was introduced by Council Member Gates and duly seconded by Council Member Crema.

The following voted in favor of the resolution: Gates, Jordan, Lunde, Crema, Trepanier, Mata and Parks.

The following voted against: None.

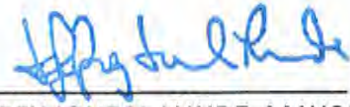
The following was absent: None.

Where upon the resolution was adopted.

#2016-97

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ADOPTED: May 23, 2016



JEFFREY JONEAL LUNDE, MAYOR

CERTIFICATE

STATE OF MINNESOTA
COUNTY OF HENNEPIN
CITY OF BROOKLYN PARK

I, the undersigned, being the duly qualified City Clerk of the City of Brooklyn Park, Minnesota, hereby certify that the above resolution is a true and correct copy of the resolution as adopted by the City Council of the City of Brooklyn Park on May 23rd, 2016.

WITNESS my hand officially as such Clerk and the corporate seal of the City this 24th day of May 2016.

(SEAL)



DEVIN MONTERO, CITY CLERK

#2016-97

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STATE OF MINNESOTA)
COUNTY OF HENNEPIN) ss
CITY OF BROOKLYN CENTER)


I, the undersigned, being the duly qualified Deputy City Clerk of the City of Brooklyn Center, Minnesota, do hereby certify as follows:

1. That attached hereto is an extract of minutes of a Regular Session of the City Council of said City held on July 25, 2016.
2. That said meeting was held pursuant to due call and notice thereof and was duly held at City Hall in said City.
3. That I have carefully compared the attached extract of minutes with the original thereof on file in my office and the same is a full, true and complete transcript there from insofar as the same related to:

RESOLUTION NO. 2016-115

RESOLUTION SUPPORTING THE WEST MISSISSIPPI RIVER REGIONAL TRAIL

WITNESS, my hand as such Clerk and the Corporate seal of the City this 26th day of July 2016.


Deputy City Clerk
City of Brooklyn Center, Minnesota

(Seal)

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Member Lin Myszkowski introduced the following resolution and moved its adoption:

RESOLUTION NO. 2016-115

RESOLUTION SUPPORTING THE WEST MISSISSIPPI RIVER REGIONAL TRAIL

WHEREAS, the City of Brooklyn Center recognizes the West Mississippi River Regional Trail as an important component of the regional parks system providing a desirable recreational and non-motorized transportation amenity to the residents of the City and the region; and

WHEREAS, the West Mississippi River Regional Trail will provide safe, off-street non-motorized access to existing regional and state recreation amenities including the Mississippi National River and Recreation Area, Elm Creek Park Reserve, Coon Rapids Dam and North Mississippi River Regional Parks, Rush Creek Regional Trail, the Minneapolis Grand Rounds and the planned Crow River and Twin Lakes Regional Trails; and

WHEREAS, the City of Brooklyn Center recognizes that the Three Rivers Park District and the directly affected cities, have gathered significant public input in the development of the West Mississippi River Regional Trail Master Plan; and

WHEREAS, the City of Brooklyn Center recognizes that the Three Rivers Park District has drafted the West Mississippi River Regional Trail Master Plan and accepted and responded to public comments appropriately; and

WHEREAS, the West Mississippi River Regional Trail Master Plan is consistent with other approved local and regional plans; and

WHEREAS, the City of Brooklyn Center supports the acquisition, design, implementation and operation of the West Mississippi River Regional Trail pursuant to the Master Plan; and

WHEREAS, the City of Brooklyn Center intends to enter into a regional trail cooperative agreement, if warranted, with the Park District formally outlining the acquisition, design, implementation and operation responsibilities of the West Mississippi River Regional Trail.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that it supports the West Mississippi River Regional Trail Master Plan.

July 25, 2016

Date
ATTEST: Sharon Knutson
City Clerk

Tim Willson

Mayor

The motion for the adoption of the foregoing resolution was duly seconded by member Dan Ryan and upon vote being taken thereon, the following voted in favor thereof: Tim Willson, April Graves, Kris Lawrence-Anderson, Lin Myszkowski, Dan Ryan and the following voted against the same: whereupon said resolution was declared duly passed and adopted.

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WMRRT travels under TH 169 and provides Mississippi River touchpoint | Champlin, MN
Image Credit: Three Rivers Park District

APPENDIX C VISITATION METHODOLOGY

The Park District's Research and Evaluation Section provides visitation estimates for new regional trails. These estimates are based on estimating methodology, which treats each regional trail as a unique entity with its own set of specific characteristics. The projected annual visits are based on a fully-built, contiguous regional trail corridors.

WEST MISSISSIPPI RIVER REGIONAL TRAIL

For estimating purposes, the Shingle Creek Regional Trail and East Mississippi River Regional Trail (Anoka County) were used as baselines - due to their proximity, distance, area served and natural resource qualities:

- Both trails are in the same general region and have numerous other similarities.
- The East Mississippi Regional Trail generally parallels the Mississippi River, meandering between river vistas, parkland, commercial nodes and connecting to developed neighborhoods - in similar to the proposed WMRRT.
- While not a river route, the Shingle Creek Regional Trail has multiple encounters with water bodies including creeks and a lake.
- While both regional trails connect to parkland, they are also networked with other local and regional trail facilities providing a mix of recreation opportunities.

the
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THE BOTTOM LINE key message

When fully constructed:

- **WMRRT** is estimated to attract **240,000 annual visits**.
- **Medicine Lake Regional Trail extension** is estimated to attract **38,000 additional visits**.

When fully constructed, the 15-mile WMRRT is capable of attracting 240,000 annual visits due to the following unique features, as it will:

- Provide connection to a wide variety of regionally significant recreation opportunities by offering direct access to Coon Rapids Dam and North Mississippi Regional Parks. In addition, the WMRRT expounds upon complementary planning and tourism initiatives happening concurrently within the Mississippi River corridor such as the National Park Service's Mississippi National River and Recreation Area (NRRRA), the Great River Road, a national scenic byway, and the Minnesota Department of Transportation's (MnDOT) U.S. Bicycle Route 45 (also name the Mississippi River Trail, MRT). This Hennepin County segment of the much larger, multi-state trail network adjacent to the Mississippi River, aims to provide an exclusively off-road trail experience.
- Directly connect recreational destinations such as Coon Rapids Dam and North Mississippi Regional Parks, in addition to Rush Creek and Twin Lakes Regional Trails, and the planned Crow River Regional Trail. Indirectly, the WMRRT is planned to connect to Elm Creek Park Reserve via a planned extension of the Medicine Lake Regional Trail. In addition, the WMRRT will connect to local recreation points-of-interest including local parks in Dayton, Champlin and Brooklyn Park.
- Will not be immediately adjacent to roadways (for select segments) and will be within a larger green corridor, making it aesthetically pleasing.

ELM CREEK PARK RESERVE TRAIL CONNECTOR

For estimating purposes, the existing portions of Medicine Lake Regional Trail as well as the ratios of Shingle Creek Regional Trail and East Mississippi River Regional Trail were used as baselines. The Research and Evaluation Section estimates an additional 38,000 visits to the Medicine Lake Regional Trail when the 3.85 mile extension through Dayton is complete.

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Regional trail user passes Level A wayfinding signage configuration.
Image Credit: Three Rivers Park District

APPENDIX D

PHYSICAL CHALLENGE AREAS

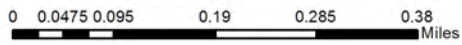
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DAYTON | SEGMENT A



Match 1, page 81

July 6, 2017 AR

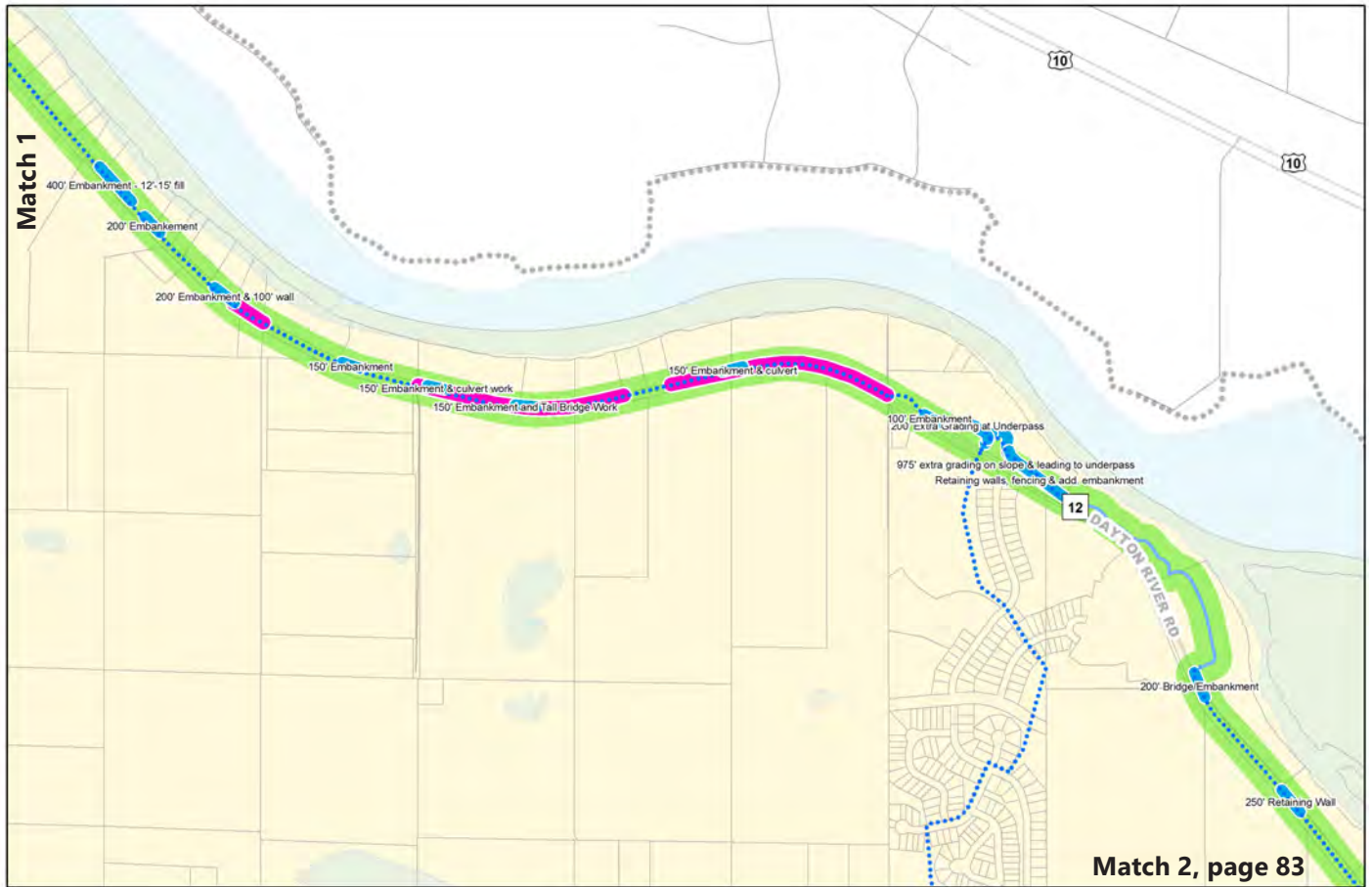


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-  Proposed trail segment
-  Special Construction
-  Easement Area

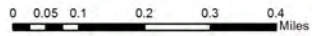


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DAYTON | SEGMENT A



July 6, 2017 AR

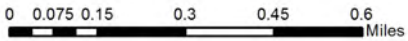
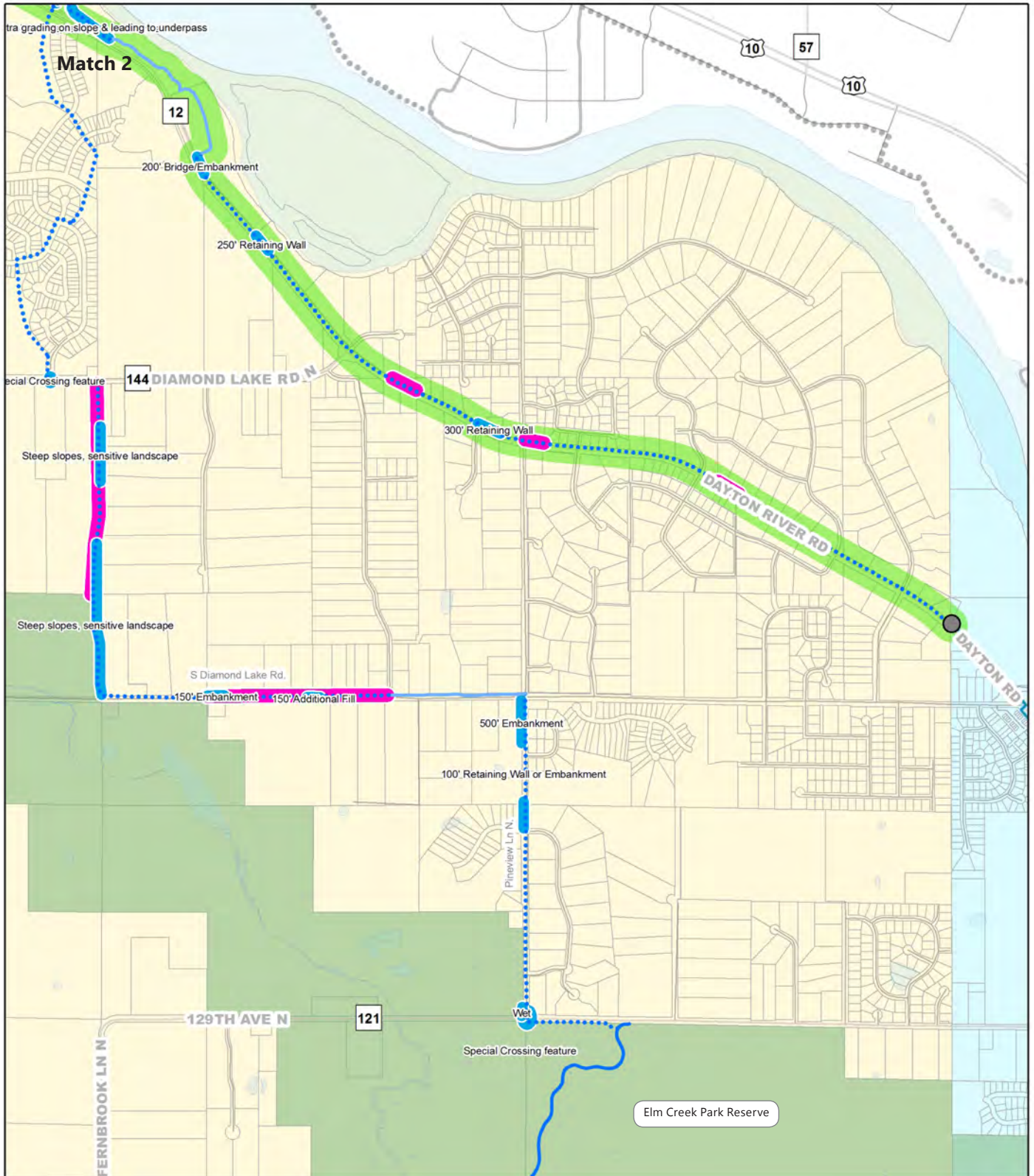






- Existing trail segment
- Proposed trail segment
- Special Construction
- Easement Area



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DAYTON | SEGMENT A



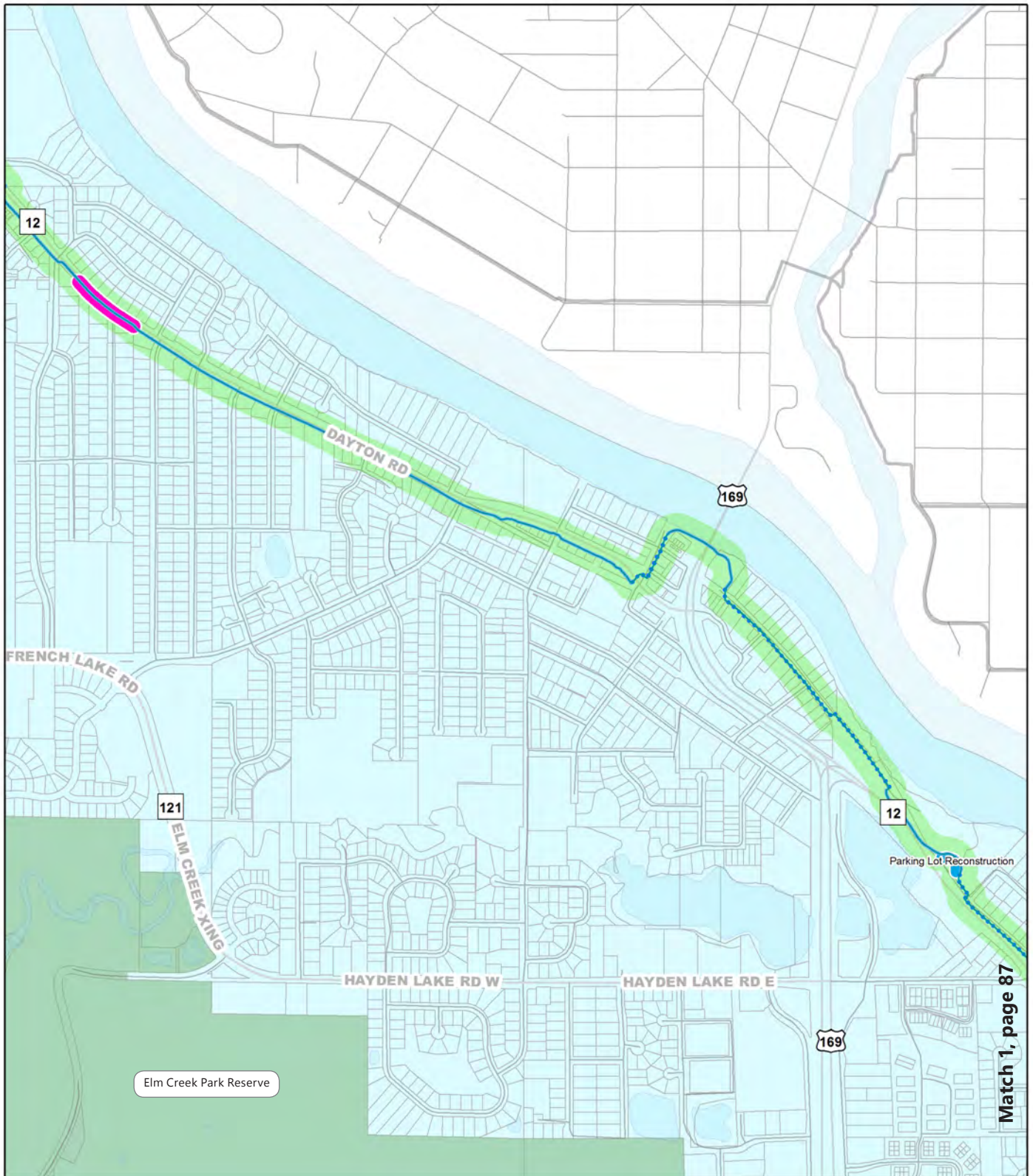
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-  Special Construction
-  Easement Area



July 6, 2017 AR

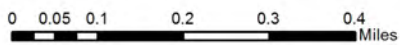
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CHAMPLIN | SEGMENT B



Match 1, page 87

July 6, 2017 AR

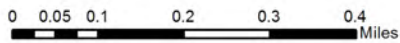
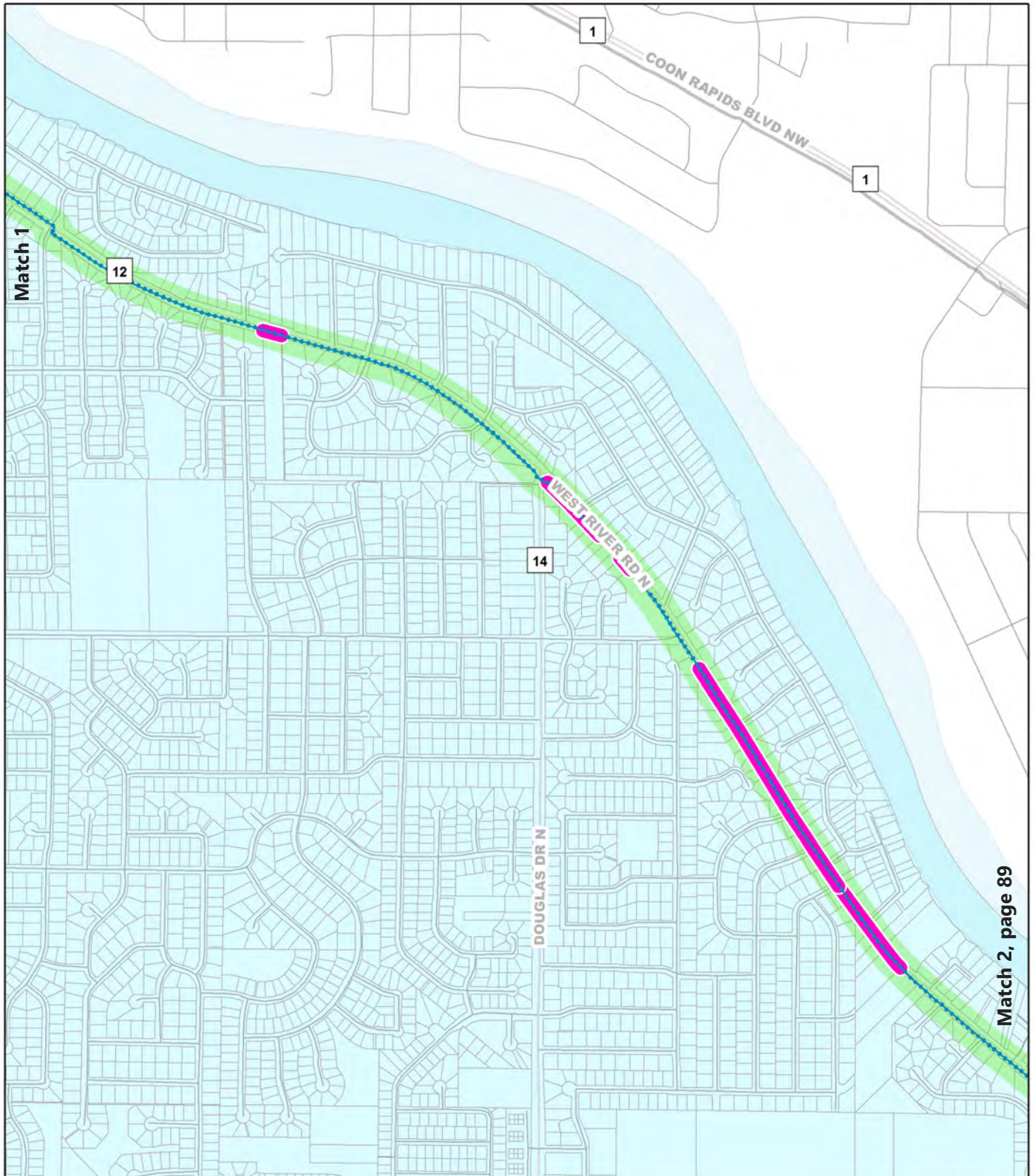






-  Existing trail segment
-  Proposed trail segment
-  Special Construction
-  Easement Area



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CHAMPLIN | SEGMENT B



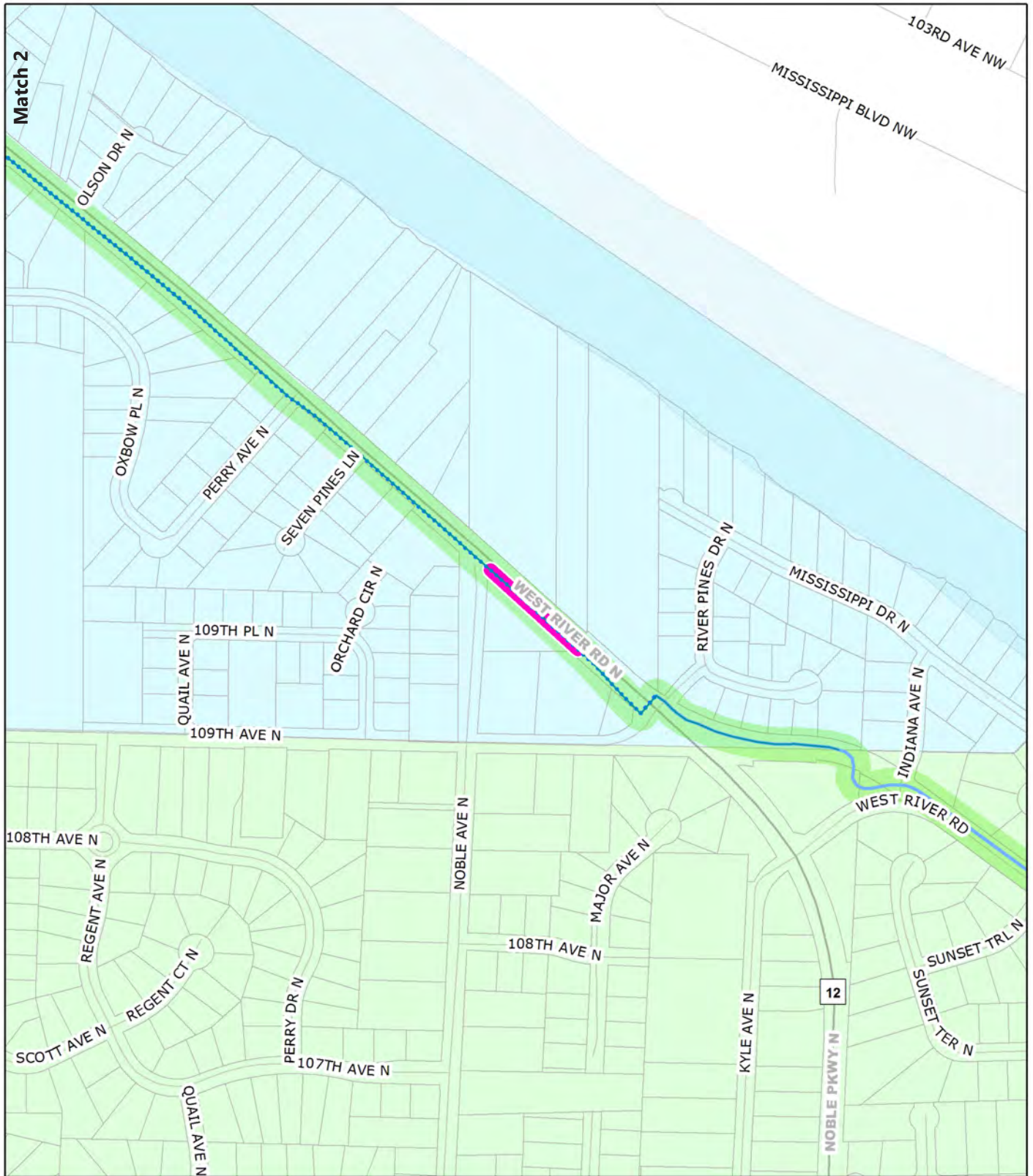
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-  Proposed trail segment
-  Special Construction
-  Easement Area



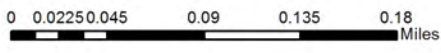
July 6, 2017 AR



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CHAMPLIN | SEGMENT B



July 6, 2017 AR

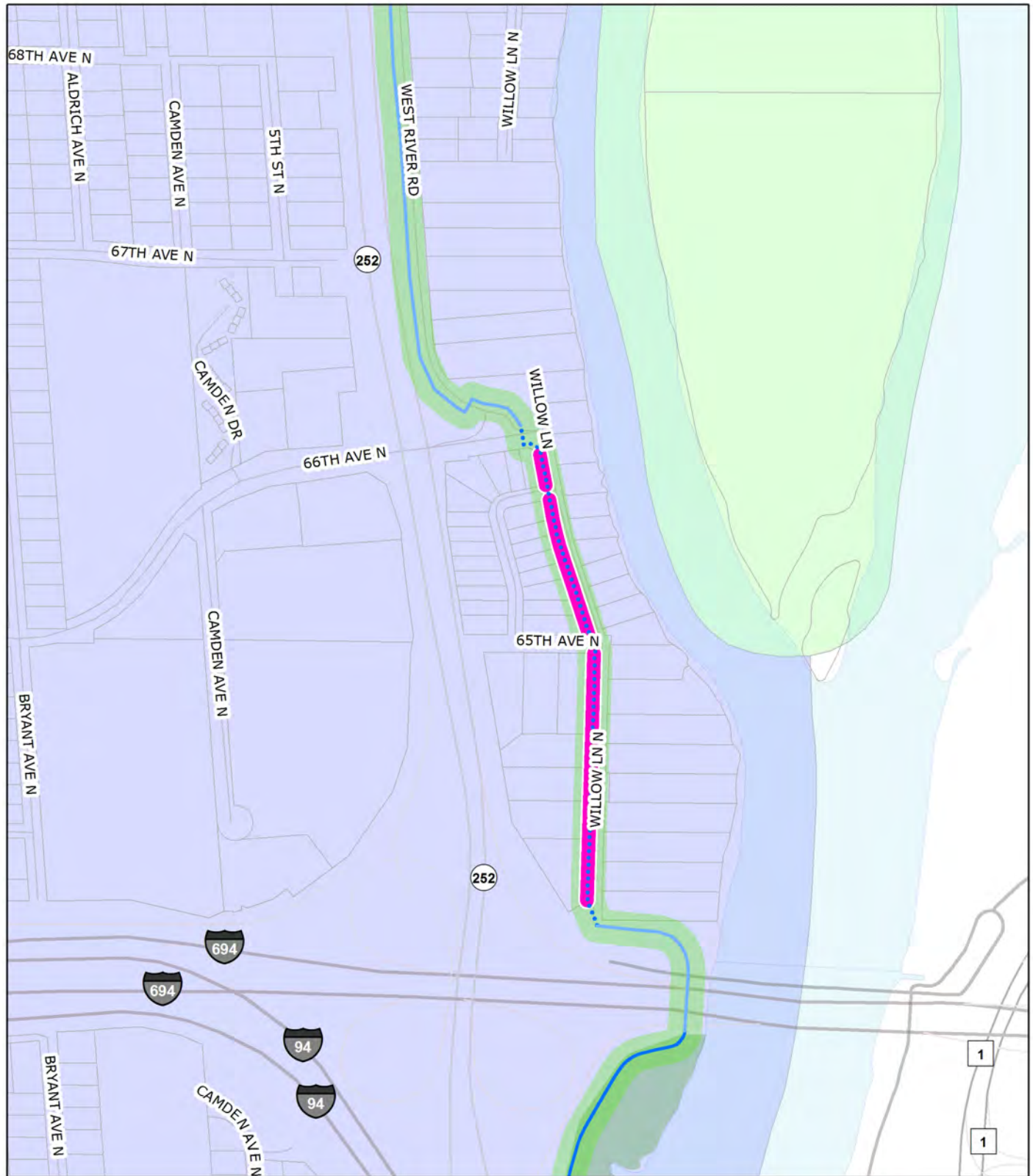


-  Existing trail segment
-  Proposed trail segment
-  Special Construction
-  Easement Area

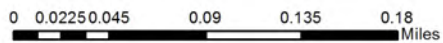






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BROOKLYN CENTER | SEGMENT D



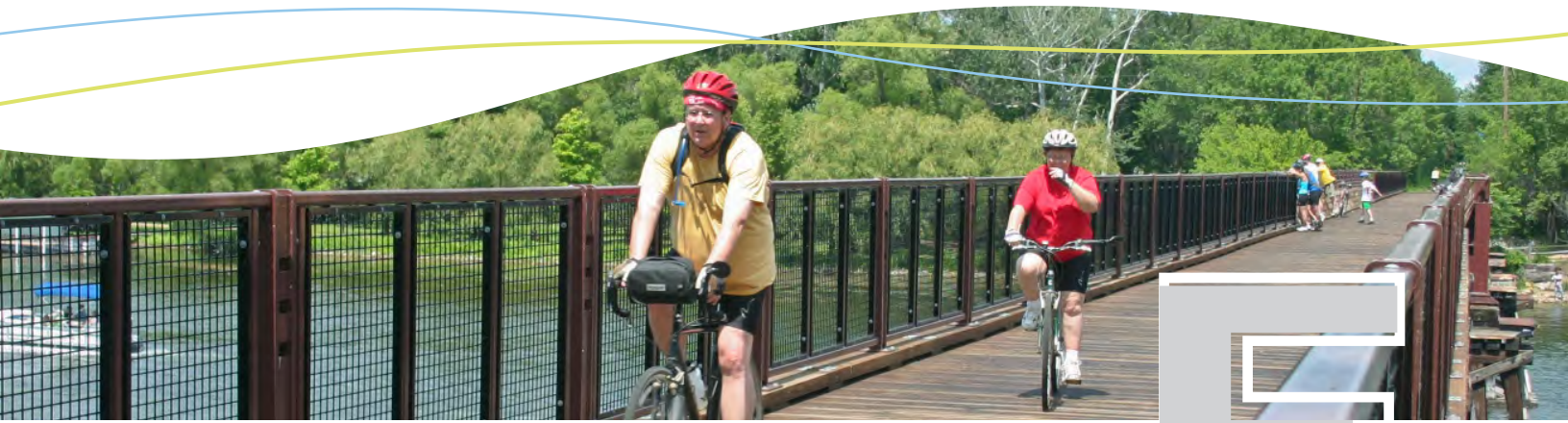
July 6, 2017 AR



-  Existing trail segment
-  Proposed trail segment
-  Special Construction
-  Easement Area



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Regional trail users cross a grade - separated water crossing.
Image Credit: Three Rivers Park District

APPENDIX E

COST ESTIMATE



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DAYTON | SEGMENT A

Project	Segment	Implementation Notes	Miles	Linear Feet	Bituminous Cost	Proposed Design Consideration(s)			Regional Trail Typical Description(s)			Rest Stops, Signage + Site Amenities			Private Property Impacts		Special Construction	Total Subsegment Cost
						Construct New Bituminous	Reconstruct Substandard Bituminous	Maintain Existing Bituminous	Urban Cross Section	Curbed Rural Section	Rural and/or Park Cross Section	Rest Stop + Level C Signage	Level A, B or C Signage	Site Amenities*	Property Acquisition	Temporary Easements		
1	A1	<ul style="list-style-type: none"> Construct urban cross section. Remove existing 6.5' sidewalk, 10' parking lane. Special Construction Summary <ul style="list-style-type: none"> Potential business sign relocated & private property landscape rework (\$5,000) Timeline: Long term, 10+ years 	0.34	1,773	\$532,021	X	--	--	X	--	--	\$14,600	--	--	\$44,000	\$4,500	\$5,000	\$596,161
2	A2	<ul style="list-style-type: none"> Perform patch/sealcoat maintenance on existing 10' bituminous - pavement had settled in spots, surmised thin pavement or base materials. While not included in this cost estimate, ultimate solution should be to reconstruct this segment. Reconstruct 200 LF of trail immediately north of Dayton River Rd/ Brockton Ln intersection. Add limited trailhead amenities at Dayton Activity Center. Special Construction Summary <ul style="list-style-type: none"> Retaining wall & grading work at limited trailhead (\$20,000) Add truncated domes, striping, utility pole relocates, driveway apron (\$40,000) Timeline: Long term, 10+ years 	0.22	1,144	\$63,010	--	X	X	X	X	--	\$46,500 (A)	\$100,000	--	\$2,929	\$60,000		\$272,440
3	A3	<ul style="list-style-type: none"> Construct curbed rural and rural/park cross sections within Dayton River Rd right-of-way. Add river touchpoint amenities at Goodin Park. Special Construction Summary <ul style="list-style-type: none"> Brockton Ln/Dayton River Rd intersection improvement (\$30,000) Utility pole relocates (\$50,000) (3) Three pedestrian bridges and/or retaining wall (fill) areas (\$150,000 each) 3,350' extra embankment work x \$50 LF 450' retaining wall (cut) (\$200 LF - \$40/SFF, 5' height above) 4,900' curbed rural section - \$175/LF above bit cost Timeline: Long term, 10+ years 	2.69	14,183	\$1,489,245	X	--	--	--	X	X	\$14,600	\$9,000 (C)	\$4,000	\$31,000	\$36,309	\$1,645,000	\$3,229,155
4	A4	<ul style="list-style-type: none"> Construct rural/park cross section. Add river touchpoint & trailhead amenities at Stephen's Farm Park. Special Construction Summary <ul style="list-style-type: none"> 100' extra embankment work at ravine 200' extra excavation to connect to A5 Timeline: Long term, 10+ years 	0.17	893	\$93,784	X	--	--	--	--	X	--	\$46,500 (A)	\$205,000	--	-	\$15,000	\$360,784
5	A5	<ul style="list-style-type: none"> Construct rural/park cross section in coordination with Hennepin County Bikeway Grant funding. Special Construction Summary <ul style="list-style-type: none"> Significant grading to tunnel - vertical difference from A6 to underpass is 45' with a trail length of 900' at 5% grade. Additional retaining walls, fencing & embankment work anticipated (\$300,000). Timeline: Short term, 0-5 years 	0.19	1,002	\$105,254	X	--	--	--	--	X	-	--	--	--	--	\$300,000	\$405,254
6	A6	<ul style="list-style-type: none"> Reconstruct substandard bituminous with rural/park cross section. Some realignment will be necessary to straighten tight curves. Timeline: Mid term, 5-10 years 	0.41	2,165	\$151,548	--	X	--	--	--	X	-	--	--	--	-	-	\$151,548
7	A7	<ul style="list-style-type: none"> Construct rural/park cross section. Special Construction Summary <ul style="list-style-type: none"> (1) One pedestrian bridge or boardwalk - 200' (3) Three 550' retaining walls Timeline: Long term, 10+ years 	2.41	11,301	\$1,186,591	X	--	--	--	--	X	\$14,600	--	--	\$34,000	\$28,2930	\$366,000	\$1,630,121
			6.1		\$3,621,454						\$43,800	\$102,000	\$309,500	\$105,000	\$72,709	\$2,391,000	\$6,645,463	

DAYTON

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CHAMPLIN | SEGMENT B

Project	Segment	Implementation Notes	Miles	Linear Feet	Bituminous Cost	Proposed Design Consideration(s)			Regional Trail Typical Description(s)			Rest Stops, Signage + Site Amenities			Private Property Impacts			Special Construction	Total Subsegment Cost
						Construct New Bituminous	Reconstruct Substandard Bituminous	Maintain Existing Bituminous	Urban Cross Section	Curbed Rural Section	Rural and/or Park Cross Section	Rest Stop + Level C Signage	Level A, B or C Signage	Site Amenities*	Property Acquisition	Temporary Easements			
CHAMPLIN	8	B1	<ul style="list-style-type: none"> Costs include short and long term solutions: <ul style="list-style-type: none"> Short term: Maintenance on existing curbed rural and rural/park cross sections including sealcoat/stripping (\$7 LF). Long Term: Reconstruct substandard bituminous with curbed rural, and rural/park cross sections (assumes future roundabout at Diamond Lake Rd). Costs include \$70/LF and construction of 256' at \$275/LF. Add river touchpoint amenities at Donie Galloway Park entrance. Special Construction Summary <ul style="list-style-type: none"> Truncated domes, select fence reconstruct, utility pole relocation. Timeline: Mid term, 5-10 years 	1.46	7,689	\$1,064,055	--	X	X	--	X	X	\$14,600	\$28,500 (B)	\$5,000	\$23,520	\$19,684	\$50,000	\$1,205,358
	9	B2	<ul style="list-style-type: none"> Construct urban cross section. Special Construction Summary <ul style="list-style-type: none"> Colburn St N/Dayton River Rd intersection improvement (\$30,000). Utility pole relocation (\$20,000). Timeline: Mid term, 5-10 years 	0.11	573	\$171,790	X	--	--	X	--	--	--	--	--	--	--	\$50,000	\$221,790
	10	B3	<ul style="list-style-type: none"> Maintenance on existing rural/park cross section including sealcoat/stripe, trail straightening and truncated domes. Add tunnel improvements, including lighting (MnDOT LUP required). Timeline: Short term, 0-5 years 	0.16	857	\$6,000	--	--	X	--	--	X	--	\$9,000 (C)	\$7,500	--	--	\$40,000	\$62,500
	11	B4	<ul style="list-style-type: none"> Construct rural/park cross section. Costs include a stand-alone project, however costs could be mitigated through coordinated redevelopment project(s). Timeline: Mid term, 5-10 years 	0.43	2,245	\$235,775	X	--	--	--	--	X	--	--	--	--	--	--	\$235,775
	12	B5	<ul style="list-style-type: none"> Maintenance on existing urban and rural/park cross sections including sealcoat/stripe Partial parking lot rebuild to accommodate 8' - 10' wide trail around north/east side. Add river touchpoint + trailhead amenities at Mississippi Point Park or Chandler Park. Timeline: Short term, 0-5 years 	0.19	1,018	\$62,300	X	--	X	X	--	X	--	\$46,500 (A)	\$107,000	--	--	\$50,000	\$265,800
	13	B6	<ul style="list-style-type: none"> Construct urban, curbed and rural/park cross sections. Lots of driveway crossings. Costs include a stand-alone project, however costs could be mitigated through coordinated road reconstruction project(s) - including mitigated acquisition and/or easement requirements. Mid term, 5-10 years 	3.37	17,784	\$4,475,290	X	--	--	X	X	X	\$29,200	--	--	138,520	\$45,526	--	\$4,688,536
	14	B7	<ul style="list-style-type: none"> Maintenance on existing rural/park cross section(s) including sealcoat/stripe. Short term, 0-5 years 	0.12	658	\$4,604	--	--	X	--	--	X	--	--	--	--	--	--	\$4,604
				5.8		\$6,019,813							\$43,800	\$84,000	\$119,500	\$162,040	\$65,210	\$190,000	\$5,479,005

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BROOKLYN PARK | SEGMENT C

Project	Segment	Implementation Notes	Miles	Linear Feet	Bituminous Cost	Proposed Design Consideration(s)			Regional Trail Typical Description(s)			Rest Stops, Signage + Site Amenities			Private Property Impacts			Special Construction	Total Subsegment Cost
						Construct New Bituminous	Reconstruct Substandard Bituminous	Maintain Existing Bituminous	Urban Cross Section	Curbed Rural Section	Rural and/or Park Cross Section	Rest Stop + Level C Signage	Level A, B or C Signage	Site Amenities*	Property Acquisition	Temporary Easements			
BROOKLYN PARK	15	C1	<ul style="list-style-type: none"> Maintenance on existing urban cross section including sealcoat/stripe and truncated domes (ped ramps). 2,570 LF may be reconstructed as part of Mississippi Gateway Regional Park improvements. Timeline: Short term, 0-5 years 	1.32	6,969	\$48,777	--	--	X	X	--	--	\$14,600	--	--	--	--	--	\$63,377
	16	C2	<ul style="list-style-type: none"> Maintenance on existing urban and rural/park cross sections including sealcoat/stripe and truncated domes (ped ramps). Add river touchpoint + trailhead amenities at Mississippi Gateway RP Timeline: Short term, 0-5 years 	0.23	1,235	\$8,646	--	--	X	X	--	--	--	\$46,500 (A)	\$116,000	--	--	--	\$171,146
		C3	<ul style="list-style-type: none"> Maintenance on existing urban and rural/park cross sections including sealcoat/stripe and truncated domes (ped ramps). Timeline: Short term, 0-5 years 	0.13	709	\$4,960	--	--	X	X	--	--	--	--	--	--	--	--	\$4,960
		C4	<ul style="list-style-type: none"> Maintenance on existing urban and rural/park cross sections including sealcoat/stripe and truncated domes (ped ramps). Timeline: Short term, 0-5 years 	0.41	2,174	\$15,215	--	--	X	--	--	X	\$14,600	--	--	--	--	\$10,000	\$39,814
	17	C5	<ul style="list-style-type: none"> Maintenance on existing curbed rural cross section(s) including sealcoat/stripe and truncated domes (ped ramps) in 2024. Scheduled for reconstruction in 2034 (not included in costs). Timeline: Short term, 0-5 years 	3.2	16,888	\$118,215	--	--	X	X	--	--	\$29,200	--	--	--	--	\$64,000	\$211,415
	18	C6	<ul style="list-style-type: none"> Construct curbed rural section around cul-de-sac. Additional grading and/or retaining wall may be required. Timeline: Long term, 10+ years 	0.03	180	\$49,500	X	--	--	X	--	--	--	--	--	--	--	\$5,000	\$54,500
	19	C7	<ul style="list-style-type: none"> Reconstruct substandard bituminous w/ urban cross section. Recently sealcoated, but poor quality pavement. Timeline: Mid term, 5-10 years 	0.25	1,320	\$92,390	--	X	--	X	--	--	--	--	--	--	--	--	\$92,390
			5.6		\$337,704							\$58,400	\$46,500	\$116,000	--	--	\$79,000	\$637,604	

BROOKLYN CENTER | SEGMENT D

Project	Segment	Implementation Notes	Miles	Linear Feet	Bituminous Cost	Proposed Design Consideration(s)			Regional Trail Typical Description(s)			Rest Stops, Signage + Site Amenities			Private Property Impacts			Special Construction	Total Subsegment Cost
						Construct New Bituminous	Reconstruct Substandard Bituminous	Maintain Existing Bituminous	Urban Cross Section	Curbed Rural Section	Rural and/or Park Cross Section	Rest Stop + Level C Signage	Level A, B or C Signage	Site Amenities*	Property Acquisition	Temporary Easements			
BROOKLYN CENTER	20	D1	<ul style="list-style-type: none"> Maintenance on existing urban cross section, sealcoat and stripe anticipated by 2024. Timeline: Short term, 0-5 years 	0.91	4,800	\$33,598	--	--	X	X	--	--	\$14,600	--	--	--	--	--	\$48,198
	21	D2	<ul style="list-style-type: none"> Construct urban cross section. Willow Lane may require narrowing to accommodate trail. Include trail around west/south side of cul-de-sac. No major curb work may be required if easements are obtained, - but some grading and retaining walls may still be required. Special Construction Summary Utility pole relocation (\$20,000) Timeline: Short term, 0-5 years 	0.35	1,866	\$559,756	X	--	--	X	--	--	--	--	--	\$92,690	\$3,651	\$20,000	\$676,096
	22	D3	<ul style="list-style-type: none"> Reconstruct substandard bituminous with rural/park cross section. Tunnel improvements, including lighting, fencing, additional clear zones (MnDOT LUP required). Timeline: Short term, 0-5 years 	0.11	593	\$41,516	--	X	--	--	--	X	\$14,600	--	--	--	--	\$30,000	\$86,116
	23	D4	<ul style="list-style-type: none"> Reconstruct substandard bituminous with rural/park cross section through North Mississippi Regional Park scheduled in 2022. Master plan suggests including Project #22 within scope. Timeline: Short term, 0-5 years 	1.31	6,937	\$485,612	--	X	--	--	--	X	--	--	--	--	--	--	\$485,612
				2.7		\$1,120,481							\$29,200	--	--	\$92,690	\$3,651	\$50,000	\$1,296,022

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