

**EAST ANOKA COUNTY  
REGIONAL TRAIL CORRIDOR  
MASTER PLAN**



**JANUARY 2004**

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# **East Anoka County Regional Trail Corridor Master Plan**

## **Background**

In 1998, Anoka County adopted a new comprehensive Park and Recreation System Plan. Part of that plan included "Chapter 13 - Trail and Greenway Development" (see Appendix A). Input for the trail corridors was obtained from a wide variety of stakeholders, including a 20 member County Board appointed advisory group, the County Highway Department, and all local units of government in Anoka County. As a result of this plan, a number of new regional trail corridors were identified. Using the Metropolitan Council's Regional Trails Policy Amendment to its Regional Recreation Open Space Development Guide/Policy Plan, Anoka County identified the major regional trail corridors in the county. They were adopted into the Metropolitan Council's Plan along with the Anoka County Parks and Recreation System Plan (see Figure 1). The East Anoka County Regional Trail is one of these regional trail corridors.

This plan will evaluate the public need for and feasibility of a regional trail along the County State Aid Highway (C.S.A.H.) 17, also known as Lexington Avenue, through the City of Blaine.

Anoka County has the opportunity to participate in a cooperative cost share trail development project with the City of Blaine along C.S.A.H. 17, where the East Anoka County Regional Trail has been identified. The Metropolitan Council/Anoka County Parks and Recreation cost share is \$81,000. The City of Blaine will match these funds with another \$81,000.

In a Memorandum of Understanding with the City of Blaine, the city will front the costs of installing the trail with reimbursement from the county in the future, upon receipt of Metropolitan Council funds.

In this process, this development plan is being presented to the Metropolitan Council Parks and Open Space Committee and the Community Development Committee to be forwarded to the full Metropolitan Council for approval.

The objectives of this plan are:

- define the preferred route for the regional trail between Pheasant Ridge Drive on the south and Main Street (C.S.A.H. 14) to the north. Eventually, this proposed trail corridor will extend north to Coon Lake County Park and on into Martin Island Linwood Regional Park, located in the northeast part of Anoka County.
- define how the regional trail can be linked to major parks, other regional and municipal trail systems and major activity areas.
- identify opportunities, conflicts and other strategic issues relevant to establishing a regional trail.
- amend the Twin Cities Metropolitan Area Regional Recreation Open Space System Plan to include the addition of the East Anoka County Regional Trail from Pheasant Ridge Dr. to County Road 14.
- gain input from cities, agencies, organizations and the public.

The remainder of this report contains an overview of recreational trends, recreation needs, and focuses on the physical development of the trail.

An analysis of strategic issues, conflicts, and their solutions follows. Appendices at the end of the report contain public comments and other relevant documents.

The regional trail corridor is approximately 2.8 miles in length. The trail will directly link together proposed regional trail corridors through the City of Blaine. One of these connections is proposed along 109<sup>th</sup> Ave. This proposed connection heads to the east connecting with the existing trail system in the City of Lino Lakes and onto the Rice Creek Chain-of-Lakes Regional Park Reserve. The other connection is proposed to head west at 117<sup>th</sup> Ave and eventually connect with Bunker Hills Regional Park. Anoka County will work with the City of Blaine on these future connections as development and land-use patterns change.

### **1. Boundaries and Acquisition Costs**

The proposed trail corridor begins at Pheasant Ridge Dr. and heads north along the west side of Lexington Ave until it reaches C.S.A.H. 14 or Main Street. The corridor is proposed to be entirely off-road and within the Right of Way (R.O.W.) of C.S.A.H. 17 (see Figure 2). It is proposed to be 8 feet wide, bituminous, approximately 2.8 miles in length with construction beginning in the summer of 2004.

This trail corridor, within the road R.O.W., minimizes development costs that would be necessary should privately owned land be used. It also avoids wetlands lying adjacent to the trail corridor. The cooperative efforts between the county and the city is a benefit as future trails are developed. Moreover, trail development is possible through cost sharing between the City of Blaine, Metropolitan Council and Anoka County. As mentioned previously, other local and regional trails will intersect with this regional trail at numerous locations.

No acquisition costs are anticipated for development of the trail.

This master plan assumes that all necessary permits will be granted by the required public agencies for the trail development that will occur in 2004. An \$81,000 reimbursement grant request will be made by the county in a future Capital Improvement Program.

### **2. Stewardship Plan**

Management of land resources is a high priority to Anoka County. The county has taken great pride in its' natural resource and facility management and will continue to do so. The addition of this regional trail corridor will add to the county's stewardship program, however, due to the nature of the trail alignment and width, there will be minimal open-space or natural resource management responsibility.

Anoka County will provide for:

- Plant and animal habitat protection and enhancement
- Protection of water and soil resources
- Increasing public awareness of natural resources
- Encouraging open space along the trail corridor

Other areas that are adjacent to the trail corridor include city parks, single family residential, agriculture, commercial and light industrial uses, and are not suited for restoration or active management of natural resources. The city parks function both as active day use facilities and as conservancy areas that will help protect natural resources. In addition, small green-spaces can be incorporated in the trail corridor and managed by the city with the county's cooperation where feasible. Management tasks include trail route cleaning and maintenance, turf and tree maintenance and the provision of specific recreation activities important to the city, neighborhoods and trail users.

### **3. Demand Forecast**

Anoka County grew at a population rate of 22% from 1990 to the year 2000 according to the 2000 Census (U.S. Census Bureau Data). The population within the City of Blaine is approximately 45,000 and is expect to grow substantially within the next ten years. Currently, a large development to the west is expected to add 3,300 family units within the next two years. This development is the impetus for upgrading C.S.A.H. 17, which will include development of the regional trail corridor.

In addition to the census data, Anoka County and the Metropolitan Council have conducted their own leisure time surveys and have found that there is a great demand and interest for trail use. Residents are hiking for pleasure and health more today than in the past, and as the population ages, it is anticipated that the demand for trails will increase. It is expected that once the new development along the trail corridor is complete, an average of 750 daily use visits will occur.

Some of the trail use would be used minimally by commuters, with a majority using the trail for recreation or "quick connections" to the nearby commercial district located in the northeast quadrant of 35W and Lexington Ave.

### **4. Development Concept**

The intent of the corridor is to provide a trail available for use by pedestrians, bicyclists, inline skaters and a link to connect other proposed regional and city/local trails.

The entire trail, when complete, will be off street except for road intersection crossings. Access to the trail will be frequently available throughout the corridor since the route will utilize public rights of way and will connect with existing and proposed regional/city trails. The topography along the trail corridor is relatively flat and will not create user constraints.

Signage will be an important element to provide continuity and direction. Signs will identify the East Anoka County Regional Trail and any park or open-space areas adjacent to the corridor. They will be located at intersections, turns and other points of logical direction. The trail signs will be designated by Anoka County. Landscape elements, such as, plants or lighting are not proposed to be a significant portion of the trail at this time. The major road intersections are well lit, therefore, additional lighting is not needed at this time. The trail will not include underpasses or tunnels.

The installation of the trail will occur in 2004/05 in the City of Blaine. The estimated trail construction costs will be \$162,000 for this 2.8 mile trail segment. This trail will be 8 feet wide bituminous. The Anoka County Parks and Recreation Department has the opportunity to participate in a cooperative trail development cost share project with the City of Blaine. Anoka County through the Metropolitan Council will be responsible for 50% of the cost or \$81,000, upon future reimbursement allocations.

## **5. Conflicts**

Potential conflicts with the trail development will be minimized. The trail will be routed on an off-street portion that will be separated from the roadway by a boulevard of five to twenty feet in width. While the separation between the trail and the highway is adequate, additional screening will enhance safety between the trail and the highway. Potential conflict will arise at the intersection of 109<sup>th</sup> Ave NE and Lexington Ave. Conflicts at this intersection will be minimized through implementation of signals with pedestrian crossing controls.

In addition, signs will be erected along the trail at points of potential congestion to alert trail users to driveway crossings, or pedestrian cross-traffic.

## **6. Public Services**

Public services, such as restrooms and parking are available at points along the trail including Lockness Park in the City of Blaine. Additional public services will be available as additional trail development occurs and as connections are established to the nearby regional parks. Other services are also available at retail establishments, located near the intersections of Lexington and Pheasant Ridge Dr. Additional off street parking can be utilized from the local park and the nearby retail complex.

## **7. Operations**

The trail will be maintained by the City of Blaine with the cooperation of the Anoka County Parks and Recreation Department. The city will sweep, plow, clear, remove trash and provide general routine maintenance. The county will be responsible for long-term maintenance, such as, bituminous overlays, crack-sealing, etc. The trail signage will be provided by and maintained by Anoka County. The Anoka County Highway Department will be responsible for

the maintenance of the trail crossings at county highway intersections.

### **8. Citizen Participation**

On January 7, 2004 at 7:00 p.m., a public meeting was held at the Blaine City Hall through the city's Natural Resource Board to take public comment on the proposed trail. Approximately 30 residents living within 500 feet of the proposed trail corridor were sent letters about this public meeting along with the phone number of the county's Park Planner. A public notice was also published in the local weekly newspapers. Announcements and minutes are attached. No public comments were received.

### **9. Public Awareness**

Public input and awareness have been important components in the development of the East Anoka County Regional Trail Corridor master plan. The previous sections of this report have summarized the public notification process and input that has been collected at the public meeting. The public has also been notified of the proposed county trail development through the "Anoka County Parks and Recreation System Plan" input process. This plan was adopted by the Anoka County Board following a public hearing of February 24, 1998. Chapter 13, "Trail and Greenway Development", covered this regional trail plan with input and approval of the cities involved.

A resolution from the City of Blaine and the Anoka County Board supporting the East Anoka County Regional Trail Corridor is provided in the Appendix.

Additional public education efforts regarding the regional trail will be made through the Metropolitan Council literature, as well as, public information maps, publications, and brochures to be provided by Anoka County Parks and Recreation and the City of Blaine, when the trail segment is complete.

### **10. Special Needs**

Economic barriers will not be present for users of the trail. There will be no fees charged for the use of the trail. Potential transportation barriers will be addressed. Bus routes are available along Lexington Ave, south of Pheasants Ridge Drive. Bus transportation is available on weekdays and to a limited extent on weekends. A Park & Ride facility is located at 95<sup>th</sup> and Interstate 35W.

Physically-disabled persons may be able to utilize regular bus routes or use the "Traveler", an Anoka County transportation service, which offers rides to specific locations for a minimal fee and is available to the disabled and senior citizens.

Parking provided at adjacent municipal parks and the commercial business district will allow for easy access to the trail for those living outside the trail corridor.

Physical architectural barriers are also minimized. The trail, as well as, access points have been designed to conform to the standards mandated by the Americans with Disabilities Act. The bituminous trail will be built with grades of 5% or less. Curb ramps will be constructed at all locations where the trail crosses a curb.

## **11. Natural Resources**

Anoka County has maintained a strong commitment to preserving and restoring natural resources within its park and open space system. The expansive 9,600 acre park system contains a diverse web of wildlife species and natural areas including upland forests, deciduous woodlands/savannas, upland prairies, forested wetlands, shrub wetlands, and open wetlands.

General natural resources management strategies include identifying and assessing remnant plant and animal communities, monitoring rare species, controlling invasive species, ecologically restoring native plant and animal habitat, controlling detrimental insects and diseases, wildlife management, enhancing water quality, erosion control and cooperative land stewardship.

A sustainable development framework is utilized in all new park development and redevelopment to ensure ecologically sound land stewardship with an emphasis on maintaining the longevity of the facilities for the benefit of the public.

The following natural resources management components are an integral part of Anoka County's planning efforts associated with this proposed regional trail project:

- A. A Natural Resources Inventory of the land cover types was implemented in accordance with the Minnesota Land Cover Classification System (MLCCS). Anoka County reviewed the MLCCS data that was digitized by Bonestroo, Rosene and Anderlick in 2001 and conducted a ground survey in December of 2003. The following community types were identified and classified using the Dichotomous Key of the MLCCS, Version 4.20 (a copy of this MLCCS data layer can be found on the Minnesota Department of Natural Resources' Data Deli):
  - 21300 Planted, Maintained, or Cultivated Mixed Coniferous and Deciduous Trees
  - 23000 Planted and Maintained Herbaceous Vegetation
  - 32000 Deciduous Forest
  - 61000 Upland Herbaceous Vegetation
  - 61300 Temporary Flooded Herbaceous Vegetation
  - 61500 Seasonally Flooded Emergent Vegetation
2. Anoka County's Natural Resources Specialist will be directly involved with the design, construction and monitoring of this proposed trail project. A concerted emphasis will be placed on avoiding and minimizing any adverse impacts to the plant and animal habitat and to the overall watershed. In addition, Anoka County will focus on incorporating

locally native seed and plant material that will compliment the ecology and function of the surrounding native plant communities.

3. The protection of surface water and ground water resources will be a top priority for this project. Anoka County will work very closely with the Rice Creek Watershed District, the Minnesota Department of Natural Resources, and the Metropolitan Council to ensure the standards and requirements for resource protection are consistent with the Council's model ordinance for stormwater management.
  
4. The overall vegetation management goal for Anoka County is to identify restoration needs and to define and implement adaptive management strategies that will sustain the biological diversity, production, and function of native plant communities. The vegetation management along this proposed trail corridor will focus on preserving native plants, introducing locally native plants, maintaining water quality within the watershed and providing for linear plant and wildlife corridor connections. The DNR reference "Guidelines for Managing and Restoring Natural Plant Communities Along Trails and Waterways" will be used as part of the long term management plan for this trail corridor. The following performance criteria were established as general guidelines that will assist Anoka County in achieving various scientific objectives associated with ecologically sound vegetation management for this proposed project:
  - maintain native plant diversity in the various plant community types
  - prevent and suppress the invasion of non-native plants to enhance the local plant community quality and function
  - collect, sow, and propagate locally native genotypes to maintain the local plant community genetic makeup
  - use prescribed fire where necessary to maintain the fire-dependent plant communities
  - encourage the natural regeneration of native plant species within the various community types
  - re-establish native plant community assemblages in the degraded and disturbed areas

CITY OF BLAINE

ANOKA COUNTY, MINNESOTA

SPECIAL PUBLIC MEETING  
NATURAL RESOURCE CONSERVATION BOARD

Tuesday, January 7, 2004

7:30 p.m.

City Hall – Council Chambers  
10801 Town Square Drive NE

The agenda is as follows:

1. Call to Order
2. Roll Call
3. Statement of Charge

*The Natural Resource Conservation Board is charged with developing a Natural Resource Plan, which will contain criteria for all future open space acquisition. The plan will also include Environmental Policy and Guidelines for the maintenance and preservation of Blaine's existing and future open spaces and natural areas.*

*The Board is an advisory committee to the City Council of Blaine, Minnesota. The Board will make recommendations for action concerning land acquisition and environmental policy to the City Council whom will make all final decisions.*

4. Receiving Public Comments on the Trail Proposed Along Lexington Avenue

## Lexington Avenue trail

Wednesday, Jan. 7

Anoka County Parks and Blaine Natural Resource Conservation Board will co-host a public meeting to discuss a trail planned for Lexington Avenue.

A trail is proposed to be constructed on the west side of Lexington Avenue from Pheasant Ridge Drive north

to 125th Avenue.

The County and the City would cooperatively fund the trail.

The meeting is scheduled for Wednesday, Jan. 7, beginning at 7 p.m. in Blaine City Hall.

The public is invited to comment on this proposed trail plan.

Anyone interested in

learning more about the County's trail plan or the City's trail plan should also attend.

For answers to questions about this public meeting, call Blaine's Parks and Recreation Department.

Jim Peterson, director of Parks and Recreation for the city of Blaine, can be reached at (763) 785-6164.

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**City of Blaine  
Anoka County, Minnesota**

**Natural Resources Conservation Board  
Special Meeting  
Wednesday, January 7, 2004**

7:00 PM  
Council Chambers  
10801 Town Square Drive

1. The meeting was called to order 7:00 p.m. by Chairman Hays
2. Members present: Gene Rafferty, Mary Jo Truchon and John Hays. Also present Jim Peterson, Park and Recreation Director and Nick Eoloff, Park Planner.
3. Chairman Hays read the statement of charge of the Natural Resource Conservation Board.
4. Chairman Hays stated the purpose of this meeting was to receive public comments on the trail proposed along Lexington Avenue. Nick Eoloff gave a brief over view of the trail project.
5. Chairman Hays opened the meeting for public comments. No comments were received.
6. Chairman Hays noted the Board has recommended this project to the City Council for approval. The City Council will act on the Board's recommendation on January 22, 2004.
7. Chairman Hays closed the meeting at 7:30 p.m.

# Anoka County Parks and Trails Map

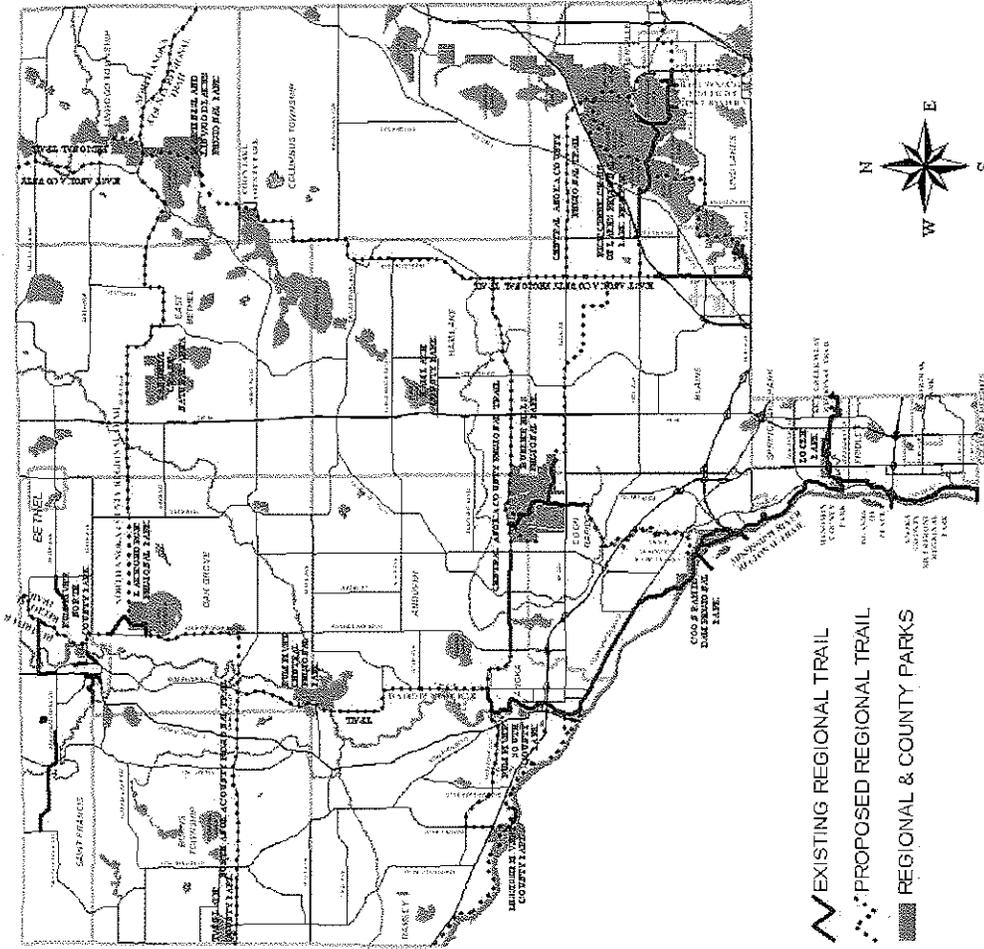


Figure 1



# CHAPTER 13

## TRAIL AND GREENWAY DEVELOPMENT

### 13.1 INTRODUCTION

Anoka County is pursuing the development of a multi-use, regional trail system. The system is intended for recreational and utilitarian bicycle transportation, in-line skating and pedestrian use. The trails will join with local and state trail systems to offer safe and convenient routes for non-motorized traffic to traverse the county. In conjunction with this effort, the county will endeavor to establish greenways for the protection of linearly occurring natural resources such as creeks, wetlands and vegetation communities. Greenways may, in some cases, also serve as trail corridors if the trail use is compatible with the resource that is being protected.

The Metropolitan Council, in 1996, adopted a Regional Trails Policy Amendment to its' Regional Recreation Open Space Development Guide / Policy Plan. Policy 4 in the Policy Plan Amendment states the following: *"Corridors to be considered for trail designation and acquisition should traverse substantial areas of high-quality natural resources where possible, utilize off-road corridors when feasible, provide trail access to regional parks or park reserves or provide a critical link to a trail that meets these criteria. Once the natural resource and trail linkage criteria are met, acquisition priorities are:*

1. *Provide access to or traverse regional parks or park reserves by linking regional parks, park reserves, and state and federal parks, trails and recreation areas in a network;*
2. *Intersect with existing or planned local trails;*
3. *Traverse interesting developed areas (e.g. urban neighborhoods, rural agricultural lands)."*

Anoka County, along with the six other metropolitan counties, submitted a regional trails plan that was approved as part of the Regional Trails Policy Amendment. The proposed trails system in Anoka County is designed, primarily, to provide links between regional parks in the county, between municipalities and between municipalities and the regional parks. The regional trails also provide opportunities for linkages with local trails, regional trails in adjacent counties and with state trails.

The regional trail lengths that currently exist in the county include a portion of the Mississippi River Regional Trail extending from Coon Rapids Dam Regional Park south to Camden Bridge and Rice Creek North and Rice Creek West

Regional trails. Anoka County will work cooperatively with local, regional and state agencies in its efforts to expand the trail system. The communities of Anoka, Coon Rapids, Blaine, Spring Lake Park, Columbia Heights, Fridley, Circle Pines, Lino Lakes, Ham Lake, Andover, Oak Grove, Bethel, Ramsey, Columbus Twp., Burns Twp., and East Bethel have all expressed interest in participating in the county's trail planning and development process. Also offering support are the counties of Chisago, Isanti, Hennepin, Wright, Sherburne, Ramsey and Washington. Lastly, the Metropolitan Council, Minnesota Department of Transportation and the Minnesota Department of Natural Resources are providing support through their funding programs.

The Minnesota Department of Natural Resources is conducting a study on potential greenways and natural areas in the Metro Region. The agency describes a greenway as "a linear open space with natural features such as native vegetation or a stream". It states that "greenways provide environmental benefits, but they can also offer recreational opportunities for hikers, bikers, bird watchers and others." Anoka County will work cooperatively with the MNDNR, other agencies and private organizations in an effort to identify, protect and manage areas for wildlife/trail greenways.

This chapter of the 2020 Vision Plan includes:

- Discussion on cooperation between county departments
- Discussion on cooperation between the county and other local, regional and state agencies.
- An overview of the regional trail system proposed for Anoka County .
- Possible linkages between Anoka County and other municipal and county trail systems.
- Trail and greenway corridor opportunities.
- Trail and greenway development priorities.
- Cost estimates for trail construction.

### 13.2 COOPERATION BETWEEN ANOKA COUNTY DEPARTMENTS

The Anoka County Parks and Recreation Department (ACPD) will work cooperatively with the County Highway Department, GIS office and the office of the Land Commissioner in its efforts to develop and maintain the regional trail system and greenways in the County. The ACPD will provide initial planning and design services and manage the input of other county offices and local and state agencies. The department will pursue funding for necessary

acquisition and improvements through state and federal programs, grants, donations and other sources. The ACPD will also be responsible for managing the operation and maintenance of completed trails and greenways. Routine O&M tasks will be completed by the department or the ACPD will negotiate agreements with municipalities for the work.

The ACPD will assist in identifying trail projects that will be added to the highway department's 5 and 20 year Capital Improvement Programs. The federal ISTEA (Intermodal Surface Transportation and Efficiency Act) is currently a major funding source for highway improvements and multi-use trail construction is eligible for program dollars. Local agencies are required to provide matching funds and the likely source for these monies will be through the county's Capital Improvement Program, regional funds or municipalities.

The Anoka County Highway Department will provide design and construction services for trail improvements that occur within road rights-of-way and that can be scheduled with road improvements planned in the same right-of-way. The trail designs will respond to objectives of the ACPD and will conform with policies and guidelines established by the Minnesota Department of Transportation and the Anoka County Highway Department for bikeway design. The Anoka County Highway Department's policy on bikeways states the following:

*"The initial cost of construction of all bikeways and parkways will be borne by the city or township or cities and townships involved in the construction of these bikeways or parkways.*

*Anoka County will make every effort to accommodate the construction of bikeways and parkways within its right-of-way providing that construction does not hinder or negatively impact the vehicular traffic utilizing the roadway and that the construction of the bikeway and / or parkway meets the following conditions:*

- 1. Because of the traffic volumes experienced on Anoka County roads and County State Aid Highways, shoulders will not be designated as bikeways by signing and / or pavement markings.*
- 2. Cities, Townships and Park authorities will be allowed to utilize paved shoulders as designated bikeways on their maps and brochures where the shoulder surface width, thru lane width, and existing traffic volumes bring the rating of the other shoulder to the fair condition in the bikeway design tables as indicated in the Bikeway Design Manual of the Minnesota Department of Transportation dated February 8, 1983 (or subsequent edition).*
- 3. All offroad bikeways should be designed in accordance with the Bikeway Design Manual of the Minnesota Department of Transportation dated February 8, 1983*

*(or subsequent edition).*

- 4. In rural areas, the minimum setback from the traveled portion of the roadway, will be 20 feet, with a preferred setback of 30 feet.*
- 5. In urban areas, where curb and gutter exists, the minimum setback will be 10 feet from the curb and gutter. This minimum 10 foot separation is for installation of traffic control signs and provide for a snow storage area. Greater setback is desirable and should be provided where ever possible.*
- 6. Where bikeways are added to existing sections, the inslope on the roadway shall not be greater than 1 foot in 4 feet. For new construction, the inslope on the roadway shall not be greater than the appropriate design slope for the roadway under consideration. This slope is generally 1 foot in 4 feet or 1 foot in 6 feet depending on the funding utilized for the project.*
- 7. Where bikeway and parkway bridges are desirable, the bridge construction shall meet the applicable standards as set forth in the bikeway Design Manual dated February 8, 1983 (or subsequent edition), and shall be paid for by the local unit of government requesting the construction of the bridge.*

*Where these standards cannot be met, the local unit of government will be responsible for providing protective devices to separate the bikeways from the traveled portion of the roadway in accordance with the Minnesota Department of Transportation Bikeway Design Manual dated February 8, 1983 (or subsequent edition).*

*All plans for construction of bikeways and / or parkways must be approved by the Anoka County Highway Department prior to their construction and a permit issued by the Anoka County Highway Department will be required of the contractor actually constructing the bikeway and / or parkway.*

*In locations where bikeways and / or parkways currently exist along the Anoka County Right-of-Way, said facility will be replaced in kind when the roadway is reconstructed at the direction and expense of the Anoka county Highway Department.*

*Maintenance costs and snow removal costs from all bikeways and walkways within Anoka county and located on county roads or county state aid highways, shall be borne by the cities and / or townships thru which those facilities exist. In addition, the cites and / or townships shall be responsible to see that said maintenance and /or snow removal is accomplished."*

The Anoka County GIS (Geographic Information System) Office will work cooperatively with the ACPD in preparing maps related to trail planning and design activity. The office has a computerized data base mapping system that

incorporates property lines, easements, zoning, physical attributes and census data onto maps of the county.

The Anoka County Office of Land Commissioner will assist the ACPS in dealing with issues of land ownership and management as they relate to trail planning and design. The ACPS will consult with the Land Commissioner on matters such as ownership of specific land parcels and rights-of-way and related covenants and restrictions; established easements and related restrictions and wetland delineation and mitigation.

### **13.3 COOPERATION WITH OTHER LOCAL, REGIONAL AND STATE AGENCIES**

The Anoka County Parks and Recreation Department will continue to work cooperatively with local agencies such as municipal governments and adjacent counties; regional agencies such as the Metropolitan Parks and Open Space Commission and other agencies such as the National Park Service (Mississippi National River and Recreation Area) the Minnesota Department Transportation, the Department of Natural Resources and University of Minnesota in the planning and design of trails and greenways. Cooperation between affected governments will help to thoroughly and efficiently explore trail alignment and connection alternatives, funding opportunities and long term maintenance of established corridors. Working jointly will also help to avoid redundant planning efforts and improvements.

ACPD has held several meetings with municipal officials during the 2020 Vision planning process to begin coordinating objectives for trail and greenway development. The ACPD will provide information and technical support for the development of municipal trails, particularly where they help to facilitate regional trails or where they provide links to regional trails or to parks in the county system. Support may include help in the search for funding or planning assistance provided by appropriate ACPD personnel. The county is also interested in working with the municipalities in identifying and establishing greenways that will protect important natural areas.

The Anoka County Highway Department is important to the county's relationship with municipalities because county road rights-of-way provide many opportunities for municipal links with regional trails and the county park system. The highway department has historically provided copies of its five year CIP to city and township engineers and clerks but will begin to also provide copies to their parks and recreation departments. This will give recreation personnel time to blend and coordinate trail development efforts with county road improvements and may lead to more cooperative trail development and maintenance agreements between the cities and the county.

The ACPD will also work cooperatively with adjacent counties in the planning and development of trails and

greenways. As with the municipalities, meetings were held with adjacent counties during the 2020 Vision planning process to begin to coordinate planning objectives. Cooperative efforts will provide opportunities to establish linkages with trail systems in adjoining counties. The links would provide better access for adjacent county residents to regional parks in Anoka County. Several regional parks in other counties such as Crow-Hassan and Elm Creek in Hennepin County and Long Lake and Bald Eagle-Otter Lake in Ramsey County would be made more accessible to Anoka County residents as well.

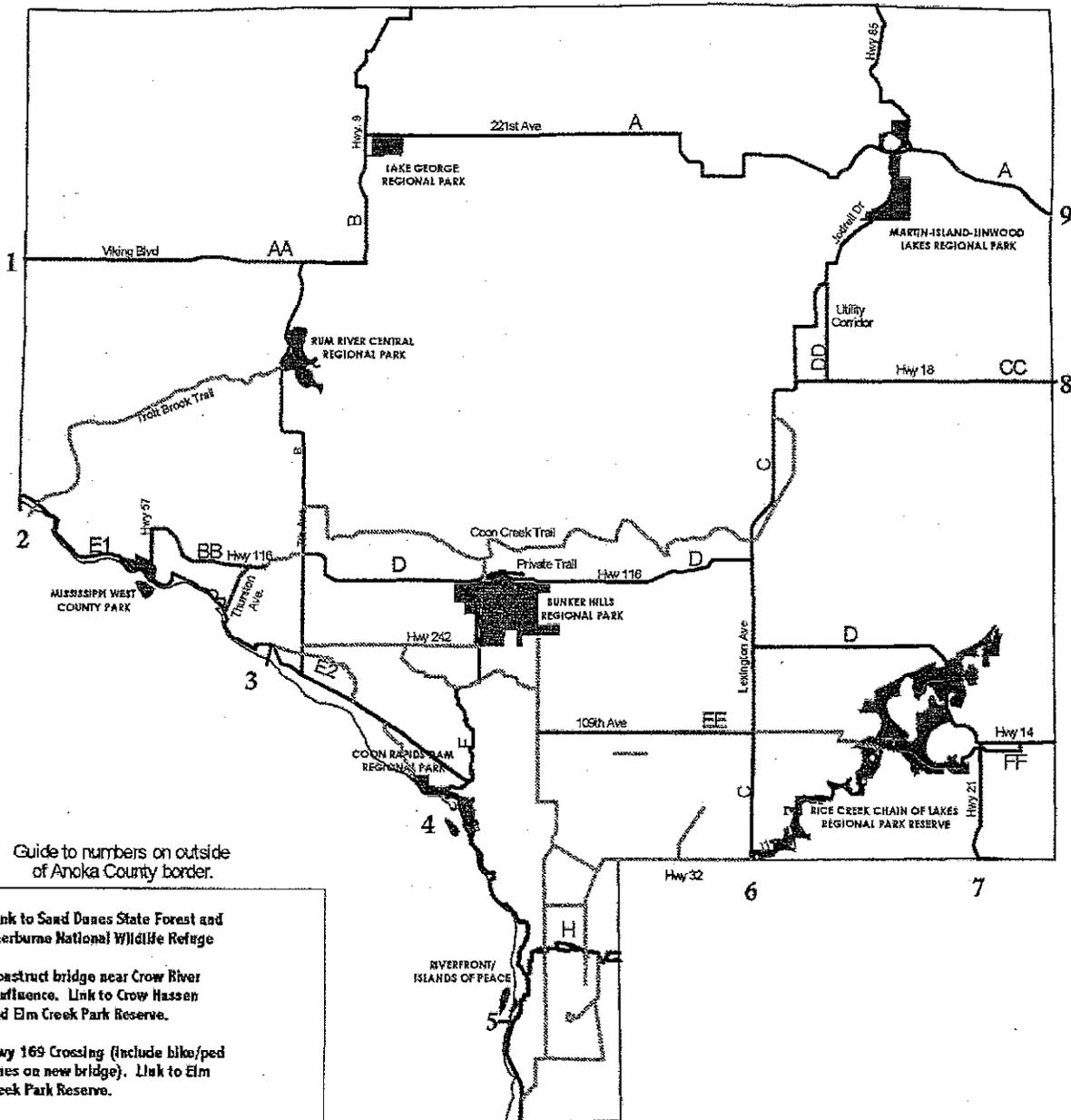
The ACPD will continue to work closely with the Metropolitan Council and the Metropolitan Parks and Open Space Commission (MPOSC) in its trail and greenway planning and development efforts. This chapter includes some recommendations for changes to the adopted regional trails plan in the county. These will be submitted in a proposed amendment to the Regional Recreation Open Space Development Guide / Policy Plan. The county will work closely with MPOSC to conform with its trail planning and design policies and maintain maximum eligibility for commission funds.

The Minnesota Department of Natural Resources has a significant presence in Anoka County through its many Wildlife Management Areas (Carlos Avery is the largest) and its Scientific and Natural Areas. The ACPD relationship with the DNR is particularly important to greenway development in the county. The biological survey conducted by the agency identifies natural (presettlement) communities and rare species existing in the county. The DNR greenway study, that is currently underway, will identify potential greenways based on natural communities and water systems in the county. The DNR's work is critical in the county's effort to prioritize the areas that it will endeavor to protect through establishment of greenways. The county will also work cooperatively with the DNR in its efforts to protect designated greenways through acquisition, easements, land trusts, private management or other methods.

There is much to gain through the forming of alliances between governments that share common goals for planning and development of projects like trails and greenways. Cooperative efforts can include simply sharing information and technologies or may be formal agreements involving ownership, development and maintenance of lands and facilities. The result may be greater efficiency and reduced costs for all participating agencies. Cooperative agreements can also enhance eligibility for project funding from sources such as state and federal grant programs. The ACPD will continue to expand its efforts to work cooperatively with other county departments and with other agencies.

# Regional Trail Plans

## Anoka County



Guide to numbers on outside of Anoka County border.

- 1) Link to Sand Dunes State Forest and Sherburne National Wildlife Refuge
- 2) Construct bridge near Crow River confluence. Link to Crow Hassen and Elm Creek Park Reserve.
- 3) Hwy 169 Crossing (include bike/ped lanes on new bridge). Link to Elm Creek Park Reserve.
- 4) Hwy 610 Crossing (add bike/ped bridge)
- 5) Hwy 694 Crossing
- 6) Link to Long Lake Regional Park.
- 7) Link to Bald Eagle and Otter Lake Regional Parks.
- 8) Link to Hardwood Creek Trail.
- 9) Link to Sunrise and Hardwood Creek Trails.

- Legend**
- Proposed Amendments to Regional Trail Plan
  - Proposed Municipal Trail Segments
  - Existing Regional Trail Segments
  - Proposed Regional Trail Segments
  - Regional / County Parks

Figure 13.1

Figure 2 - Existing and Proposed Regional Trail Segments in Anoka County

Map Code	Status	Trail Segment Description	Miles	Priority High, Med., Low	Estimated Cost
A	Proposed	Lake George Regional Park in Oak Grove to East Bethel to Martin Island - Linwood Lakes Regional Park in Linwood Township to Washington County Line (possible link to Sunrise and Hardwood Creek Trails in Washington County)	17.0	L	\$1.87 mil.
B	Proposed	Isanti County Line to Rum River North County Park in St. Francis to Lake George Regional Park in Oak Grove to Rum River Central Regional Park in Oak Grove and Ramsey to Coon Rapids Boulevard in Anoka	19.0	M	\$2.09 mil.
C	Proposed	Isanti County Line to Martin Island - Linwood Lakes Regional Park in Linwood to Coon Lake County Park in Columbus Township through Ham Lake and Blaine to Rice Creek North Regional Trail in Circle Pines	16.0	L	\$1.76 mil.
D	Proposed	Highway 7 in Andover to Bunker Hills Regional Park to Highway 17 in Blaine to Rice Creek Chain of Lakes in Lino Lakes to Washington County Line (possible link to Hardwood Creek and Munger Trails in Washington County)	16.5	H	\$1.81 mil.
E1	Proposed	Sherburne County Line to Mississippi West Regional Park in Ramsey to Hwy. 7 in Anoka	8.5	M	\$.93 mil.
E2	Existing & Proposed	Hwy. 7 in Anoka to Coon Rapids Dam Regional Park in Coon Rapids	4.5	H	\$.50 mil.
E3	Existing	Coon Rapids Dam Regional Park in Coon Rapids to Manomin County Park in Fridley to Riverfront / Islands of Peace Regional Park in Fridley to the Hennepin County Line; construct pedestrian bridge over Mississippi St.	8.5	H	\$0.30 mil.
F	Proposed	Bunker Hills Regional Park in Coon Rapids to Coon Rapids Dam Regional Park in Coon Rapids	4.0	City is building	\$.44 mil.
G	Proposed	Highway 14 in Centerville to Ramsey County Line (possible link to Bald Eagle - Otter Lake Regional Park in Ramsey County)	2.7	H	\$.30 mil.
H	Existing	Manomin County Park in Fridley to Rice Creek Trail West in Fridley to Locke Park in Fridley to Ramsey County Line; construct tunnel under Highway 65	2.5	H	\$1.0 mil.
I1	Existing & Proposed	Ramsey County Line to Rice Creek Trail North in Lino Lakes to Rice Creek Chain of Lakes Regional Park Reserve in Lino Lakes	3.0	H	\$.70 mil.
<b>TOTAL ESTIMATED COST</b>					<b>\$11.7 mil.</b>

Figure 3 - Proposed Amendments to Regional Trail Plan in Anoka County

Map Code	Trail Segment Description	Miles	Priority High, Med., Low	Estimated Cost
AA	Trail in Hwy. 22 corridor from Hwy 7 in Oak Grove west to East Twin Lake County Park in Burns Township (possible link to Sand Dunes State Forest and Sherburne National Wildlife refuge in Sherburne County)	6.4	L	\$.70 mil.
BB	Trail in Hwy. 116 corridor from River's Bend City Park in Ramsey west to Hwy. 56 in Ramsey and in Hwy. 56 corridor from Hwy. 16 in Ramsey south to Mississippi West Regional Park in Ramsey.	3.6	M	\$.40 mil.
CC	Trail in Hwy. 18 corridor from Hwy. 17 east to Washington County Line (possible link to Hardwood Creek Trail)	5.9	L	\$.65 mil.
DD	Trail in utility corridor from Hwy. 18 in Columbus Township north to Coon Lake County Park (this is an alternate regional trail alignment to the proposed trail segment in the Hwy. 17 corridor from Hwy. 18 north to Coon Lake County Park)	2.2	L	\$.24 mil.
EE	Trail in Hwy. 12 corridor from Hwy. 51 in Blaine east to Hwy. 17 in Blaine	6.0	M	\$.66 mil.
FF	Trail along Clearwater Creek from Hwy. 21 in Centerville east to the Washington County Line (this is an alternate regional trail alignment to the proposed trail segment in the Hwy. 14 corridor from Hwy. 21 in Centerville east to the Washington County Line). The trail segment is a possible link to the Hardwood Creek Trail in Washington County.	1.7	H	\$.19 mil.
<b>TOTAL ESTIMATED COST</b>				<b>\$.84 mil.</b>

### 13.4 TRAILS AND GREENWAY PLAN

The regional trails system proposed for Anoka County includes approximately 102 miles of trails that provide linkages between county parks and municipalities throughout the county. The system also includes links to adjacent counties. The trails plan, adopted by the Metropolitan Council in 1996, is shown on Figure 1 and trail segments are described in Figure 2. The map on Figure 1 also shows trail lengths that will be proposed as amendments to the regional trails plan and Figure 3 describes these trail segments. In addition, the trails map shows some of the major trail lengths that are proposed by municipalities in the southern part of the county.

Regional trail development priorities are indicated in Figures 2 and 3 with each trail length assigned a high, medium or low priority rating. High priority is given to development of those trail segments that are located in the urban, southern section of the county. Connections to the more developed and heavily used regional parks are also highly ranked. Although rural trails are considered to be important, trail dollars will be more wisely spent on segments that serve the greatest number of users.

Cost estimates are also included in Figures 2 and 3 to provide a rough indication of the cost of developing the trail segments. More detailed study of the existing conditions in each corridor will be required to prepare estimates that can

be used for budgeting purposes. The prices are based on the development of a 12' wide bituminous trail constructed separate from roadways (not on shoulders). The costs for grading, soil correction, bituminous surfacing, fencing, retaining walls, signage and turf establishment and landscaping are included with a total price per mile of \$110,000.00. Costs for trailhead development, lighting, utility work and demolition of any kind are not included.

Meetings were held, during the 2020 Vision planning process, with park and recreation personnel from municipalities and townships and with representatives from adjacent counties, the Metropolitan Council, Minnesota Department of Natural Resources, University of Minnesota and Mississippi National River Recreation Area. The following paragraphs describe trail planning goals and activities of the various entities that relate to Anoka County trail development objectives.

1. Andover:
  - a. The city supports the proposed regional trail connection to Rum River Central Regional Park via Hwy. 7.
  - b. Andover is planning a trail along Coon Creek that would link to proposed regional trails on Hwys. 7 and 17 and would also link to

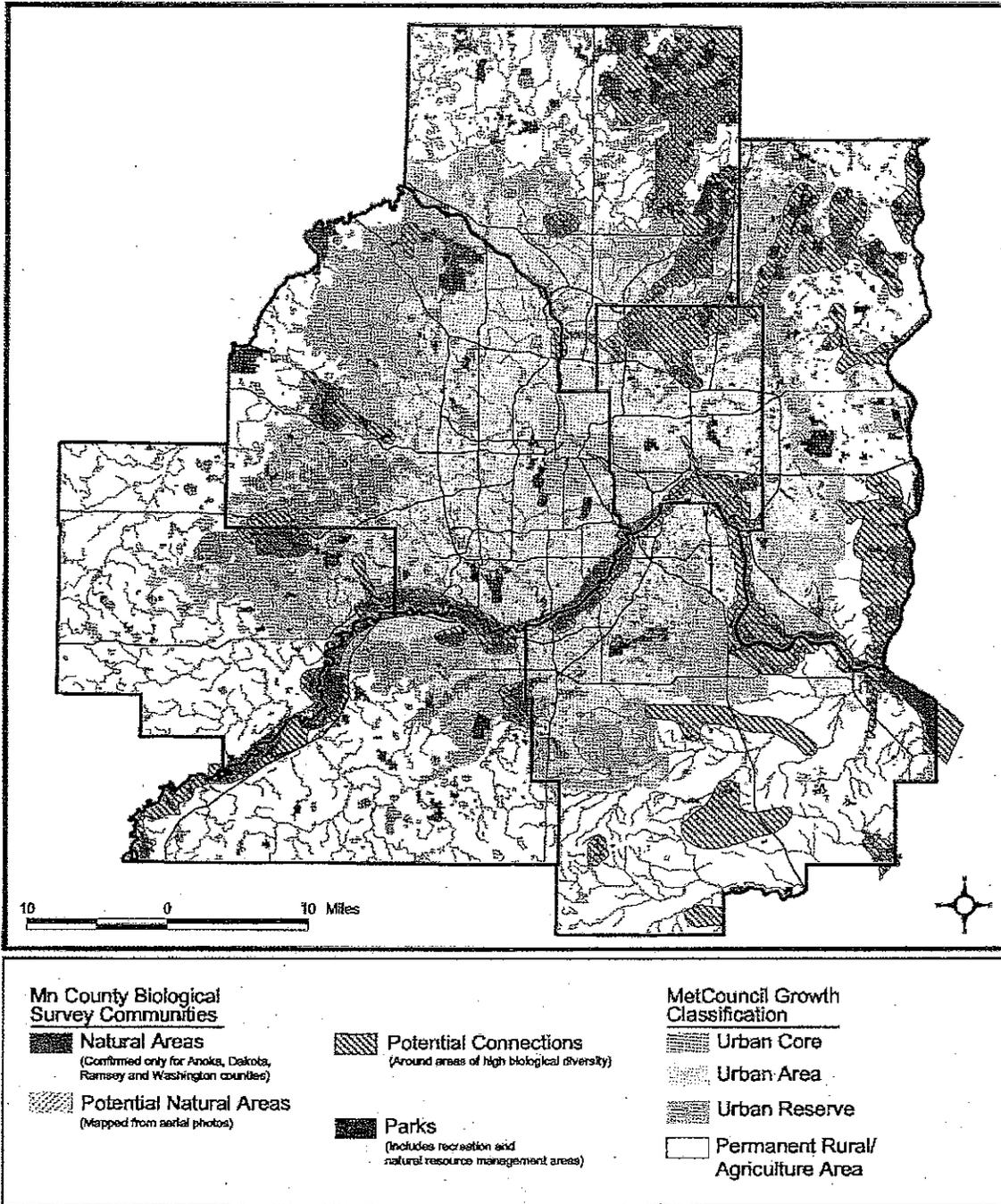
Bunker Hills Regional Park.

2. City of Anoka:
  - a. The city wants a bicycle and pedestrian crossing included in the design of the new bridge for the Hwy. 169 crossing at the Mississippi River.
  - b. Hwy. 116 and 242 corridors are considered to be important trail routes to Bunker Hills Regional Park
  - c. The city is in the process of preparing a trails plan as part of their comprehensive plan update. The plan is scheduled for completion in 1998.
3. Bethel:
  - a. Although the township does not have an official trail system plan, they support the development of the Rum River Regional Trail Corridor and the North Anoka County Regional Trail Corridor.
4. Columbia Heights:
  - a. The City of Columbia has a trails/sidewalk plan within their parks and open space plan. Non-motorized travel will be accommodated, for the most part, through sidewalk and roadway shoulder development.
  - b. The city is studying the feasibility of trail connections to the City of Fridley and to the Mississippi River Regional Trail.
5. Columbus Township:
  - a. The township does not have an official trail system plan, but they support the development of the East Anoka County Regional Trail Corridor. Since the Carlos Avery Wildlife Management Area does not contain multi-use trails, the township would support the development of a multi-use trail that connects community resources to Coon Lake County Park.
6. Coon Rapids:
  - a. The city would like to construct a bicycle / pedestrian crossing over the railroad tracks at the Hwy 242 crossing located west of Hwy. 9. The possibility of moving an existing pedestrian bridge on Egret Blvd. to the 242 crossing is being explored.
  - b. The city supports Anoka's objective of providing trail access to Bunker Hills Regional Park via the 242 corridor.
  - c. Coon Rapids is interested in completing a trail link to Fridley via Hwy. 51 and to Blaine, probably via Hwy. 12 (Anoka County is proposing to add the Hwy. 12 corridor between Hwy. 51 and Hwy. 17 to its regional trail plan).
  - d. A major effort at Coon Rapids will be the
7. Blaine:
  - a. The city joins Coon Rapids and Anoka County in their interest to develop a trail in the Hwy. 12 corridor between Hwy. 51 and Hwy. 17.
  - b. The city will construct a trail in the Hwy. 32 corridor, on the south boundary of Blaine between Hwy. 65 and Interstate 35W, using ISTEPA funds in 1999.
8. Circle Pines:
  - a. The city has an elaborate in-park trail system that they would like to link to Rice Creek regional Park Reserve.
  - b. The city has connected to Golden Lake School and other community resources to Rice Creek Regional Trail North. Circle Pines also plans to connect its city hall and Baldwin Park to the regional trail.
9. Fridley:
  - a. The city has a comprehensive trails system plan. The plan includes several east-west and north-south connections to regional and county parks. These trails compliment the existing and proposed regional trails in Anoka County.
  - b. The city supports the further development of the Rice Creek Regional Trail West into a multi-use bituminous trail.
  - c. The city is working with Columbia Heights to develop north-south trail connections to facilitate non-motorized travel from Columbia Heights to Rice Creek Regional Trail West.
10. Hilltop:
  - a. The city does not have a trails system plan but is served City of Fridley's trails system and the Mississippi River Regional Trail.
11. Lino Lakes:
  - a. The city supports a trail connection between Hwy. 12 and Rice Creek Chain of Lakes.
  - b. The city is pursuing a greenway / trail connection along Clearwater Creek extending from Centerville Lake east to the Washington County Line with the objective of linking with the Hardwood Creek Trail in Washington County. This is consistent with Anoka County's plan to adopt this as a regional alignment in lieu of the Hwy. 14 corridor.
  - c. Lino Lakes is interested in developing a trail head near the 35W interchange and constructing a connection to Rice Creek Chain of Lakes.

completion of a "regional trail" segment linking Coon Rapids Dam Regional Park with Bunker Hills Regional Park.

12. Ham Lake:
- a. The city council approved an ordinance that will serve to establish regulations and standards for the operation and construction of trails. Funding for the trail system is expected to be covered by a 10% park dedication fee paid by developers.
13. Lexington:
- a. The city operates and maintains a multi-use trail along Lexington Avenue and supports the further development of the Rice Creek Regional Trail North.
  - b. The city will work with the City of Lino Lakes to develop a network of trails that connect the community of Lexington to Rice Creek Chain of Lakes regional Park Reserve via Lino Lakes trails.
14. Linwood:
- a. The Township supports the development of the North and East Anoka County Regional trail Corridors and would like to connect Linwood School and Community Fores Park trails with the north regional trail.
  - b. Linwood is particularly interested in the development of trails within Martin-Island-Linwood Lakes Regional Park.
15. Oak Grove:
- a. The city supports the proposed regional trail connection to Lake George Regional Park via Lake George Boulevard.
  - b. Oak Grove is planning a trail corridor along Cedar Creek and would like to link to Rum River Central Regional Park via this route.
16. Ramsey:
- a. The city is planning a trail corridor along Trout Brook that will provide a link to Rum River Central Regional Park.
  - b. Ramsey is planning to link with the Mississippi River Regional Trail.
17. Spring Lake Park:
- a. The city is working with the Fridley and Blaine to coordinate trail development. Spring Lake Park supports the further development of Rice Creek Regional Trail West.
18. Burns Township:
- a. The township supports the regional trail length in the Hwy. 22 corridor that the county is proposing to add to the system. The trail segment extends west from the Hwy. 7 corridor to Twin Lake County Park.
19. East Bethel:
- a. The city would like a trail connection to Sandhill Crane Conservancy Area.
20. Chisago County:
- a. The county is planning the Sunrise Trail which extends from Wyoming east to Interstate State Park. The trail will also link with the Hardwood Creek Trail in Wyoming. The first segment of the trail will be constructed in 1997 using ISTEPA funds.
  - b. Chisago would like to link to the Anoka County regional trail route proposed for the Hwy. 22 corridor.
21. Hennepin County:
- a. Hennepin County completed a trail system plan in 1996. The plan is geared toward transportation and the county is currently working with communities to define corridors along routes that are shown generally in the plan. Hennepin County would like to work cooperatively with Anoka County to accomplish the following:
    - 1) Construct a second bridge serving bicycles and pedestrians at the Hwy. 610, Mississippi River crossing.
    - 2) Include a bicycle and pedestrian trail on the new bridge proposed for the Hwy. 169, Mississippi River crossing. Hennepin and Anoka Counties will work cooperatively to seek funding for the project and will coordinate with MnDOT to accomplish the desired bridge design.
22. Wright County:
- a. Wright County prepared a bikeway plan that was adopted as part of the County Highway Department's 5 year CIP. The plan includes bike lanes that are generally 8' wide shoulders on highways. Primary objectives were to connect communities and to connect to regional parks in Hennepin County.
  - b. Anoka and Wright Counties should work cooperatively to accomplish a trail crossing over the Mississippi River in the vicinity of the confluence with the Crow River. This would provide residents in both counties with access to Crow - Hassen and Elm Creek Park Reserves in Hennepin County.

# Opportunities for Protection and Restoration



**Opportunities for Protection and Restoration:** This map represents a preliminary analysis of the relationship between the existing regional parks system and high quality natural areas, and how they might connect. After additional analysis and application of ecological, social and economic criteria, this map will be refined.

Fig. 13.4 Anoka County has extensive natural areas particularly in the northeastern area of the county.

23. Ramsey County:

- a. The county is planning a trail along Rice Creek that will connect Rice Creek Chain of Lakes Regional Park in Anoka County to Long Lake Regional Park in Ramsey County and then head west to connect to Rice Creek Trail West in Anoka County.
- b. Ramsey County supports a trail connection to Bald Eagle - Otter Lake Regional Park from the Anoka County Regional Trail planned for the Hwy. 21 corridor.

24. Sherburne County:

- a. The county is currently working with the City of Elk River on a transportation plan that includes trail planning.
- b. Sherburne would like to construct a trail in the Hwy. 13 corridor to connect to East Twin Lake County Park in Anoka County and would like to continue the Mississippi River Trail in their county.

25. Metropolitan Council:

- a. The Metropolitan Council, in concert with the Minnesota Legislature, will continue to fund regional trails consistent with available grant dollars.
- b. The agency is concerned about how municipal trail system plans relate to the regional trail system and what the long term commitment to maintenance of regional trails is going to be.
- c. The Metropolitan Council is open to amendments to the regional trail plans, however, changes in the trail alignments must follow a formal public hearing process. It would be efficient to schedule the amendments to coincide with the annual CIP update.

26. Minnesota Department of Natural Resources:

- a. The DNR recently completed a study of greenways in the Metro Region. The focus of the study is to define what a greenway is and how they might be used to provide for recreation and transportation trails, habitat protection and wildlife corridors. Potential greenways are shown on Figure 4.
- b. The agency believes that trail use is not always compatible with habitat and wildlife protection objectives that are tied to establishment of greenways. Trail impact should be reviewed carefully prior to planning such use in a proposed greenway corridor.
- c. The DNR is not an advocate of multi-use trail development in its wildlife management areas (W.M.A.'s). The lands are purchased with funds generated from hunting and fishing license sales and therefore those uses are top priority. However, trail heads providing pedestrian access to existing hiking trails in the W.M.A.'s will be considered.

- d. The Agency currently has a moratorium on new W.M.A.'s.
- e. The Biological Survey will be used to identify areas that will be nominated for purchase and designation as Scientific and Natural Areas.
- f. The agency has monies available for trail development through the Regional Trail Initiative. Joint powers agreements between two or more units of government may improve eligibility for funds.
- g. There are currently no plans for establishing a state trail in Anoka County.

27. University of Minnesota:

- a. The University operates the Cedar Creek Natural History Area located in East Bethel. The focus of the facility is scientific study of natural areas. Because this activity may be disturbed by uncontrolled use, the program for the site does not include public trails or trail access.
- b. The U of M Urban Design Center works on planning and design projects with communities and public agencies at all levels. The Center is a valuable information resource and is able to provide skilled support for trail and greenway planning efforts.

28. Mississippi National River & Recreation Area (MNRRA):

- a. The agency's primary goals are to protect natural resources and establish a multi-use trail corridor along the Mississippi River.
- b. MNRRA has funds available for trail planning that can be distributed to the DNR, Metropolitan Council or communities along the river. There are also grant monies available that are geared toward acquisition and development for trails, open space and natural resource protection.

The benefits of greenway development can be threefold including protection of linearly occurring natural resources, providing safe corridors for wildlife movement and providing trails for non-motorized use. Trail use, however, is not always compatible with habitat and wildlife management objectives. Therefore, Greenways must be carefully planned and developed to ensure that proposed uses can occur without damage to plant and animal communities.

The DNR, as part of its Metro Region greenway study, has indicated that Anoka County has perhaps the most extensive areas suitable for greenway development of all Metro Counties. The 2020 Vision Plan places high priority on the protection of these natural resources and Chapter 12 contains additional discussion on the county's role as a steward of these lands.

A specific natural area that the county hopes to protect extends north from the north end of Rice Creek Chain of Lakes Regional Park Reserve to the Lamprey Pass Wildlife Management Area in Columbus Township. The habitat area is a wetland and is classified, primarily, as emergent marsh and shrub swamp on the MNDNR's Natural Communities and Rare Species map. The county will work cooperatively with the DNR in an effort to establish a greenway in this area that would serve to protect the plant communities there and provide a wildlife corridor connection between Rice Creek Chain of Lakes and Lamprey Pass. A study of the area will also include a look at the possibility of including trail use in the corridor.

The ACPD will work cooperatively with the various agencies to accomplish shared objectives related to trail and greenway planning and development. Activities such as trail routing and design, securing funds for acquisition and implementation and maintenance of developed areas can all benefit from cooperative arrangements between affected agencies.

### 13.5 FINDINGS AND IMPLICATIONS

Trails and greenways, are important components of the Anoka County Park System. They can be part of a program for protection of valuable natural resources such as streams and wetlands and they provide opportunities for people and animals to move about in their respective habitats. The corridors also establish connections between parks and between parks and other destinations in the county. Recreation surveys show that trail uses are among the most popular recreation activities and walking or biking are also practical and inexpensive means of transportation to work or other activities. Active participants in the effort to plan and develop additional trails and greenways in and around the county include Anoka County, townships and municipalities, adjacent counties, the Metropolitan Council, the Minnesota Department of Natural Resources, Minnesota Department of Transportation and the Mississippi National River & Recreation Area.

The Anoka Parks and Recreation Department will continue to play a major role in trail and greenway planning and development activities. Cooperation with other county departments is necessary for establishing corridors and implementing trail improvements. The Anoka County Highway Department will assist the ACPD in identifying possible trail corridors, scheduling trail improvements, establishing trail design standards and in preparing construction documents. The Anoka County GIS Office will work with the ACPD in preparing maps related to trail

planning and design and the Anoka County Office of Land Commissioner will assist with issues relating to land ownership and management.

The ACPD will also continue to work with municipalities and townships in developing regional trail segments and in planning local trail connections to the regional trail system. The parks and recreation department will also work with local governments in identifying and establishing greenways to protect important natural areas.

The ACPD will work with adjacent counties to establish linkages to their trail/greenway systems. All of the surrounding counties have established trail plans and policies or are planning to do so. This provides excellent opportunities for coordinating planning and development efforts so that resulting trail systems can be efficient and effective in serving their users. Inter-county cooperation can also establish continuity in the planning and development of greenways where natural areas may cross county lines.

The Metropolitan Council, Department of Natural Resources and Mississippi National River & Recreation Area are important funding sources for trail and greenway planning and development. The ACPD will work closely with these agencies to maintain conformance with their policies and guidelines and ensure maximum eligibility for funding programs.

The ACPD has a Regional Trails Plan that was adopted by Metropolitan Council in 1996. The county will submit a proposed amendment to the plan that includes additional trail linkages and alternative routes for some trail segments that will enhance the service of the trail system to its users.

The Department of Natural Resources has significant presence in Anoka County through its Wildlife Management Areas and Scientific and Natural Areas. Information developed by the agencies biological survey and greenway study is also important to the county's planning efforts. The ACPD will continue to work cooperatively with the DNR in planning trail connections to its land holdings and in the planning of greenways for protection of critical natural areas.

The ACPD will continue to work with the University of Minnesota in conducting studies of natural areas in the county. The U of M Urban Design Center is also an important information resource for trail and greenway planning.

**CITY OF BLAINE**

**RESOLUTION NO. 04-15**

**SUPPORTING ANOKA COUNTY EAST REGIONAL TRAIL**

**WHEREAS**, Anoka County is pursuing the development of a regional trail system and the City is pursuing the development of a city-wide trail system, and

**WHEREAS**, the Anoka County East Regional Trail serves both the County's and City's trail plan, and

**WHEREAS**, the funding of the East Regional Trail from Pheasant Ridge Drive north to 125<sup>th</sup> Avenue will be a joint effort between the County and the City, and

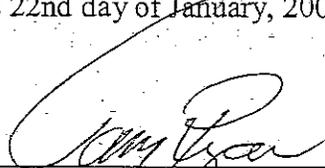
**WHEREAS**, the County Parks Department has to apply to the Metropolitan Council for its share of the trail costs which would be received at a later time and is therefore requesting that the City temporarily fund its share of the trail cost, and

**WHEREAS**, the Natural Resource Conservation Board has recommended the City Council approve this project.

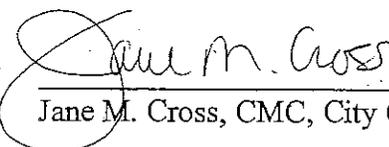
**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Blaine as follows:

1. The City Council supports the cooperative effort to development the Anoka County East Regional Trail and agrees to temporarily fund the County Parks Department share of the trail cost.
2. The cost of \$162,000.00 shall be funded by the Open Space Fund which shall receive a reimbursement from the County Parks Department of \$81,000.00 within three years of the date of this Resolution.

**PASSED** by the City Council of the City of Blaine this 22nd day of January, 2004.

  
\_\_\_\_\_  
Tom Ryan, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Jane M. Cross, CMC, City Clerk

# BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: February 10, 2004

RESOLUTION #2004-25

OFFERED BY COMMISSIONER: Sivarajah

## RELATING TO APPROVAL OF A DEVELOPMENT MASTER PLAN FOR THE EAST ANOKA COUNTY REGIONAL TRAIL CORRIDOR

WHEREAS, it is necessary and in the public interest for the County of Anoka (County) to provide open space recreational facilities within the County; and,

WHEREAS, the County has developed through studies and evaluations a park development program which has been approved by the Metropolitan Council; and,

WHEREAS, the County and the Metropolitan Council have designated a regional trail corridor paralleling County State Aid Highway #17, also known as Lexington Avenue, in the City of Blaine; and,

WHEREAS, the Metropolitan Council requires a master plan for this regional trail corridor or part thereof, prior to providing any funding for construction of a trail; and,

WHEREAS, the County desires to construct a trail within part of the Lexington Avenue corridor, which would in part be funded by the Metropolitan Council; and,

WHEREAS, the Anoka County Parks and Recreation Department has developed a master plan for a section of this regional trail corridor along Lexington Avenue, from Pheasant Ridge Drive to Main Street, which is dated January 2004, a copy of which is on file at the Office of the Anoka County Parks and Recreation Department and which is incorporated herein by reference (Master Plan); and,

WHEREAS, County representatives have met with representatives from the City of Blaine to obtain their review and comment on the Master Plan; and,

WHEREAS, the County held a public meeting on January 7, 2004, to receive comments on the Master Plan; and,

WHEREAS, the City of Blaine has approved the Master Plan:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Board of Commissioners hereby adopts the Master Plan and authorizes its submission to the Metropolitan Council.

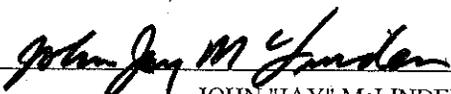
BE IT FINALLY RESOLVED that a copy of this resolution be forwarded to the Metropolitan Council and the City of Blaine.

STATE OF MINNESOTA)

COUNTY OF ANOKA ) SS

I, John "Jay" McLinden, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on February 10, 2004, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 10th day of February 2004.



JOHN "JAY" McLINDEN  
COUNTY ADMINISTRATOR

	<u>YES</u>	<u>NO</u>
DISTRICT #1 - BERG	X	
DISTRICT #2 - LANG	X	
DISTRICT #3 - LANGFELD	X	
DISTRICT #4 - KORDIAK	X	
DISTRICT #5 - MCCAULEY	X	
DISTRICT #6 - SIVARAJAH	X	
DISTRICT #7 - ERHART	X	

# METROPOLITAN PARKS AND OPEN SPACE COMMISSION

Glen Skovholt, Chair, 651-645-4192

Robert Wicklund, MPOSC District A, 763-559-3311

Gary Botzek, MPOSC District E, 651-293-9295

Lars Erdahl, MPOSC District B, 952-431-9222

Daniel Shlaferman, MPOSC District F, 651-730-2618

Richard Jabs, MPOSC District C, 612-374-9141 x113

Emily Barbeau, MPOSC District G, 651-222-6141

Michael Rainville, MPOSC District D, 612-661-4745

Barbara Schmidt, MPOSC District H, 651-454-6448

**Tuesday, March 2, 2004  
4:00 to 6:00 p.m.  
Mears Park Centre  
METROPOLITAN COUNCIL  
Conference Room 1-A**

## MEETING AGENDA

1. Approval of March 2, 2004 Agenda and Approval of February 3, 2004 Minutes (enclosed)
2. **Public Invitation:** Invitation to interested persons to address the Commission on matters not on the agenda (Each speaker is limited to a five-minute presentation)
3. **East Anoka County Regional Trail – Lexington Avenue Segment Development Master Plan review and request for reimbursement eligibility in future regional parks CIP, Anoka County (Referral No. 19142-1) (enclosed)**  
Michael McDonough, Landscape Architect/Sr. Planner-Parks, 651-602-1054  
*Briefing/Discussion/Proposed action at next meeting (20 minutes)*
4. **Spring Lake Park Reserve Development Master Plan Review, Dakota County Parks Department (Referral No. \_\_\_\_\_) (enclosed)**  
Michael McDonough, Landscape Architect/Sr. Planner-Parks, 651-602-1054  
*Briefing/Discussion/Proposed action at next meeting (20 minutes)*
5. **Reimbursement authorization for \$163,000 for Lake Waconia Regional Park Development, Carver County Parks Department (enclosed)**  
Michael McDonough, Landscape Architect/Sr. Planner-Parks, 651-602-1054  
*Briefing/Discussion/Action (5 minutes)*
6. **Financial and grant activity status report on regional park capital improvement grants as of December 31, 2003 (enclosed)**  
Michael McDonough, Landscape Architect/Sr. Planner-Parks, 651-602-1054  
*Briefing/Discussion (10 minutes)*
7. **Other Business**
8. **Reports**
  - ◆ Chair
  - ◆ Commissioners
9. **Adjournment 6:00 p.m.**

*Glen Skovholt, Chair*

**METROPOLITAN COUNCIL**  
**Mears Park Centre, 230 East Fifth Street, St. Paul, MN 55101-1634**  
**Phone (651) 602-1000 TDD (651) 291-0904**

**DATE:** February 2, 2004

**TO:** Metropolitan Parks and Open Space Commission

**FROM:** Michael McDonough, Landscape Architect/Sr. Park Planner (651) 602-1054

**SUBJECT:** East Anoka County Regional Trail-Lexington Avenue Segment Development  
Master plan review and request for reimbursement eligibility in future regional  
parks CIP, Anoka County  
(Referral No. 19142-1)

**INTRODUCTION:**

The Anoka County Parks Department has submitted a master plan amendment for a 2.8-mile section of the East Anoka Regional Trail in Anoka County. This trail segment is in the city of Blaine and will be built parallel to Lexington Avenue as a part of the road reconstruction. The trail segment will extend the existing regional trail north from Pheasant Ridge Drive to Main Street (125<sup>th</sup>).

Policy B-1 of the *Regional Recreation Open Space Policy Plan* requires projects proposed for funding in the Metropolitan Regional Parks Capital Improvement Plan (CIP) to be consistent with Metropolitan Council approved regional park master plans.

After the master plan is approved, the implementing agency is eligible to apply for funds for projects within the park unit through the Regional Park System CIP. Funding for acquisition, development and redevelopment of the park facilities are based on the approved park master plan. Anoka County is also requesting Council approval to be reimbursed in a future regional parks CIP for up to \$81,000 to develop the trail under the terms of the *Regional Recreation Open Space Policy Plan* reimbursement policy B-7.

This memorandum contains a review of the master plan for the proposed 2.8-mile segment of the East Anoka Regional Trail and recommends that it be approved and that the Council consider reimbursing Anoka County up to \$81,000 in a future regional parks CIP for constructing the trail.

**AUTHORITY TO REVIEW**

Minnesota Statute 473.313, Subdivision 1 requires regional park implementing agencies to, "prepare, after consultation with all affected municipalities, and submit to the Metropolitan Council, and from time to time revise and resubmit to the Council, a master plan and annual budget for the acquisition and development of regional recreation open space located within the District or County, consistent with the Council's *Regional Recreation Open Space Policy Plan*."

Minnesota Statute 473.313, Subdivision 2 authorizes the Metropolitan Council to review, with the advice of the Metropolitan Parks and Open Space Commission, master plans for regional recreation open space. Plans are reviewed for their consistency with the *Regional Recreation Open Space Policy Plan*.

## **6. Public Services**

The road reconstruction is meant to address the road capacity issues in the area. The trail does not provide water or restroom facilities. These services are available at the local park (Lochness). Parking for trail users that are not from the area is available in the city park and on some city streets in the area.

## **7. Operations and Maintenance**

The trail will be maintained by the City of Blaine with the cooperation of Anoka County Parks and Recreation Department. The City will provide routine maintenance and the County will be responsible for long-term maintenance.

## **8. Citizen Participation**

A public meeting was held at Blaine City Hall on January 7, 2004. Approximately 30 residents within 500 feet of the trail were sent a letter to notify them of the meeting. A public notice was also posted in the local newspaper. Resolutions passed by the City of Blaine and the Anoka County Board support the trail project.

## **9. Public Awareness**

The County has a comprehensive outreach effort to increase public awareness of its park facilities, programs and services. They provide printed materials, electronic communication and other outreach efforts.

## **10. Special Needs**

The facilities will be designed and constructed to meet the requirements of the federal Americans with Disabilities Act (ADA).

## **11. Natural Resources**

A natural resources inventory of the proposed trail development area was completed using the Minnesota Land Cover Classification System (MLCCS).

An Anoka County Natural Resource Specialist will be involved with the design of the project. The design will be done to minimize impacts to existing natural areas and to ensure natural resource sensitive stormwater management and vegetation restoration. The DNR reference "Guidelines for Managing and Restoring Natural Plant Communities along Trails and Waterways" will be utilized.

## **Request for Future Reimbursement**

Anoka County is requesting reimbursement authorization for constructing the trail so that they can start the work prior to the actual CIP funding being available. By constructing the trail concurrently with the reconstruction of Lexington Avenue, construction costs will be saved. The *Regional Recreation Open Space Plan* includes Policy B-7: Reimbursement. The Policy states: "Reimbursement will be considered for development provided the project in question is consistent in timing, scale, type and cost with an approved master plan, that all information required for a development grant is submitted to the Council prior to the regional park implementing agency undertaking the project and that the Council approves the project."



## Metropolitan Council Meeting

Wednesday, March 24, 2004

Council Chambers

4:00 P.M

### Part I - Narrative

**Attendance:** Peter Bell, Chair; Roger Scherer, Tony Pistilli, Russell Susag, Peggy Leppik, Annette Meeks, Lynette Wittsack, Natalie Haas Steffen, Georgeanne Hilker, Rick Aguilar, Song Lo Fawcett, Tom Egan

**Members absent:** Jules Smith, Mary Hill Smith, Chris Georgacas, Brian McDaniel, District 10 Vacant

### Call to Order and Approval of Agenda

A quorum being present, Chair Bell called the regular meeting of the Metropolitan Council to order at 4:10 p.m. It was moved by Steffen, seconded by Egan, to approve the agenda as amended to delay consideration of an authorization to acquire property and file condemnation petitions for relocation of segments of the Elm Creek Interceptor to April 14th; to remove Business Item 2004-81 from the consent list; and to place Business Item 2004-83 on the consent list. Motion carried.

### Minutes

It was moved by Steffen, seconded by Leppik, to approve the minutes of the Metropolitan Council Meeting of March 10, 2004. Motion carried.

*Excerpt of Regional Park System item:*

*Full meeting minutes are on the Metropolitan Council Web Site or upon request.*

### Part II - Exhibits

#### Business

#### *Committee Consent List*

2004-54: East Anoka County Regional Trail - Lexington Avenue Segment Development Master Plan Review & Request for Reimbursement Eligibility in Future Regional Parks Capital Improvements Program (CIP), Anoka County

It was moved by Susag, seconded by Egan:

“That the Metropolitan Council:

1. approve the East Anoka County Regional Trail - Lexington Avenue Segment Master Plan (Referral No. 19142-1); and
2. authorize future reimbursement of up to \$81,000 for the construction of the East Anoka County Regional Trail - Lexington Avenue Segment when funding is available in a future Metropolitan Regional Parks Capital Improvement Program (CIP)."

Motion carried.

### **Part III - Certification**

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the Metropolitan Council Meeting of March 24, 2004.

Approved this 14th day of April, 2004.

Respectfully submitted,  
Sandra L. Lindstrom  
Recording Secretary