

RICE CREEK - WEST REGIONAL TRAIL

MASTER PLAN

Prepared for

Anoka County Park and Recreation Department

By

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3/10/80

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## RICE CREEK-WEST TRAIL MASTER PLAN

### SELECTION

#### Background

The Rice Creek-West Regional Trail will include land in both Anoka County (City of Fridley) and Ramsey County (City of New Brighton). This regional facility will extend from Rush Lake - Long Lake Regional Park in Ramsey County to the Mississippi River in Anoka County at Manomin Park. This trail complex will basically be following Rice Creek in Anoka County and the Minnesota Transfer Railroad and Rice Creek in Ramsey County. This regional trail will also pass through portions of Locke Park and two other small parks, all owned by the City of Fridley and two small City of New Brighton parks, one on Rice Creek and one along the railroad right-of-way.

The Metropolitan Council's Development Guide/Policy Plan for Recreation Open Space - Regional Trails Policy Plan Amendment has identified these portions of Rice Creek as a regional trail.<sup>1</sup>

In 1972 the Metropolitan Inter-County Council published a study report, prepared by the Anoka County - Ramsey County Rice Creek Study Committee, on Rice Creek. This report was basically concerned with the study and development of methods for preserving and protecting that portion of Rice Creek that flows from Lino Lakes into the Mississippi River. From this study and other information the Anoka County Board of Commissioners, the Ramsey County Board of Commissioners and the Metropolitan Council designated this area as a potential metropolitan open space site.

Many of the natural systems and landscape features which Anoka and Ramsey County have identified through their respective comprehensive open space plans are common to both counties.

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<sup>1</sup> Policy 1 in the Regional Trail Policy Plan Amendment dated October 12, 1978 states, "For an area to be considered for designation as a regional trail, it shall connect elements of the Regional Recreation Open Space Plan, and/or a major river corridor, be a major river corridor, or connect federal and state recreation areas."

The two counties will attempt to coordinate their efforts and develop a cooperative program which will protect the inherent natural character of the creek, and also utilize the natural resources and scenic value as a base for recreational opportunities.

### Site Description

The Rice Creek watershed contains approximately 190 square miles and is located in four metropolitan counties - Anoka, Ramsey, Washington and Hennepin. Rice Creek is the primary drainageway for the watershed. It originates at Clear Lake in Washington County immediately south of the City of Forest Lake, and flows generally southwest and west for 46 miles through Anoka and Ramsey Counties to its confluence with the Mississippi River in Fridley. The watershed drainage system includes Rice Creek, a chain of 9 lakes, several scattered lakes, two primary tributaries to Rice Creek, judicial and county drainage ditches and many storm sewer inlets.

The area surrounding the proposed Rice Creek-West Regional Trail is extensively developed into single family residential homes, townhouses and some light industrial sites. Some areas still consist of open space lands. The surrounding area is zoned townhouse, residential and light industrial.

In many sections of this trail corridor the immediate channel corridor is surrounded by residential homes and townhouses. Some of the residences are located in the flood plain, often within fifty feet of the channel.

The gradient of Rice Creek is steep and the creek valley is quite defined in this area. There are many erratic boulders in the channel, therefore navigation of the creek during low water is difficult.

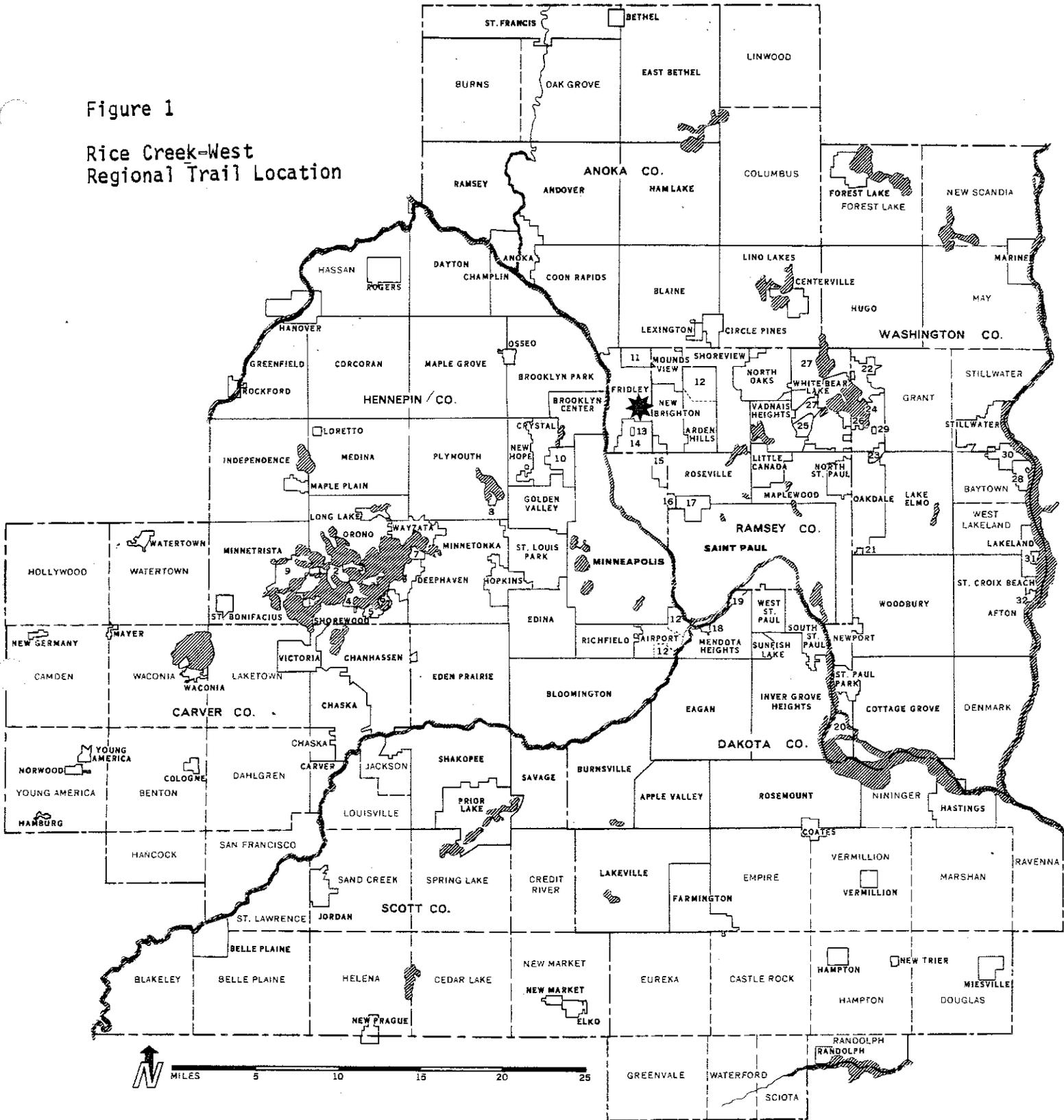
The vegetation along this section of Rice Creek is varied; it ranges from residential woodlots, some landscaped lawns, undeveloped wooded and marshy areas, steep slopes to the creek with brush thickets and scattered stands of trees such as elm, cottonwood, willow and grassy upland areas interspersed with oak and other hardwoods.

The soils of this portion of Rice Creek are deep organic soils with a water table of 0'-10' below the surface and loamy fine sand varieties along the steep creek banks which have from 2-20%+ slopes. These soils are excessively drained with water tables from 8'-12' below the ground and could range to 20'+ below the surface in some areas.

Figure 1 shows the general trail location and adjacent areas.

Figure 1

Rice Creek-West  
Regional Trail Location



**TWIN CITIES METROPOLITAN AREA  
Political Boundaries, 1979**

- |                    |                     |                   |                     |
|--------------------|---------------------|-------------------|---------------------|
| 1 SPRING PARK      | 9 MOUND             | 17 FALCON HEIGHTS | 25 GEM LAKE         |
| 2 ORONO            | 10 ROBBINSDALE      | 18 MENDOTA        | 26 BIRCHWOOD        |
| 3 MINNETONKA BEACH | 11 SPRING LAKE PARK | 19 LILYDALE       | 27 WHITE BEAR       |
| 4 TONKA BAY        | 12 U. S. GOVT.      | 20 GREY CLOUD     | 28 BAYPORT          |
| 5 EXCELSIOR        | 13 HILLTOP          | 21 LAWDFALL       | 29 WILLEMIE         |
| 6 GREENWOOD        | 14 COLUMBIA HEIGHTS | 22 BELLWOOD       | 30 OAK PARK HEIGHTS |
| 7 WOODLAND         | 15 ST. ANTHONY      | 23 PINE SPRINGS   | 31 LAKELAND SHORES  |
| 8 MEDICINE LAKE    | 16 LAUDERDALE       | 24 MAHOMETDI      | 32 ST. MARY'S POINT |

ANOKA — County Boundary  
 ORONO — Municipal Boundary  
 CAMDEN — Township Boundary

### Existing Land Use

The trail corridor in Anoka County would generally follow the Rice Creek Corridor through residential neighborhoods. The trail would pass through existing parks of Locke Park, Manomin County Park, Plaza Park and other county property (east edge of trail). No commercial, industrial or agricultural land users will be displaced as a result of the trail development. One residence will be acquired to provide for a canoe access point on Rice Creek. Where trail development along the creek corridor is not possible, the trail will follow sections of roadway or utilize railroad right-of-way. It is apparent the corridor is already being used for trail purposes, as worn paths in the creek valley and along the railroad corridor attest to its use.

In Ramsey County the canoe trail will be on Rice Creek, passing Creekview Park (City of New Brighton). The land trail will follow along the Minnesota Transfer Railroad right-of-way, between the west county line and Long Lake Park. The corridor is a virtually straight corridor with little variation in grade. It is a cleared railroad corridor about 100' in width, and abutts adjacent residential properties and Sunny Square City Park. The corridor is shared with a power line which follows the tracks on the north side. For most of the way the corridor is cleared of vegetation. In other places scrub trees and brush have grown up on the edges of the right-of-way, and serve to screen the corridor somewhat from adjacent residences. There are a few stretches of fencing along near lot lines where homeowners have installed them, but for the most part there is no barrier between the right-of-way and adjacent properties.

The New Brighton half of the Stinson Boulevard right-of-way (undeveloped) is 33' wide. It slopes down to the creek valley from H-2 and the railroad corridor. To the east there is one residence close to the roadway easement. To the west, in Fridley, there is a townhouse development; however, parking areas offer a deeper setback from the road right-of-way. There is little scenic value except perhaps where the trail crosses the Spring Creek Channel and Rice Creek, immediately north of Long Lake. The rail line is still in use, with about 4 trains daily, and so the recreational trail should be separated from the rail line by fencing.

### Planned Land Use

The Rice Creek-West Trail is within the Rice Creek Watershed District. In plans for the watershed the regional trail has been recognized as an appropriate use of the creek corridor. The Cities of Fridley and New Brighton have approved the regional trail corridor route.

## Public Involvement

Opportunities for public participation in planning for the Rice Creek Trail date from public hearings on the Metropolitan Council's Development Guide/Policy Plan for Recreation Open Space.

The New Brighton park board and City Council discussed alternate trail routes with adjacent landowners at a meeting in Spring 1979. The railroad corridor was selected as the preferred location among the four alternates considered. In Fridley Anoka County representatives talked with many adjacent landowners while negotiating acquisition. The trail development concept was also discussed at a public meeting with local cable TV coverage. In addition, the Bunker Hills Ski Touring group and the Citizens Committee for Chain of Lakes/Rice Creek parks also reviewed and approved concept and development plans for the trail.

In March 1979 the Fridley City Council reviewed and approved the Rice Creek-West Regional Trail Master Plan, finding it in accordance with their comprehensive plan and urging early development of the trail. In May 1979 the New Brighton City Council approved Option B (the railroad right-of-way) as the appropriate alignment for the Rice Creek Trail through their city. Thereafter, the Board of Ramsey County Commissioners resolved to amend the Ramsey County Regional Recreation Open Space Plan to include the accepted alignment as the corridor for the Rice Creek Trail.

## ACQUISITION

Figure 2 illustrates the Anoka County parcels included in the Rice Creek Trail Master Plan. In addition to the 9 parcels to be acquired in fee, the trail will utilize existing city parks (Locke Park, Plaza Park, Locke Lake Park in Fridley; Greenview Park and Sunny Square Park in New Brighton), road rights-of-way (undeveloped Stinson Boulevard, Mississippi Street and East River Road) and railroad right-of-way (about 1.4 miles of Mississippi Transfer Railroad in New Brighton).

There will be no charge for easements along city parks or road right-of-way. Cost estimates for easement on the Minnesota Transfer right-of-way in Ramsey County are \$25,000 for the total 7500'. The City of New Brighton has indicated that the Stinson Boulevard right-of-way will never be developed. There will be no charge for trail use of the road right-of-way.

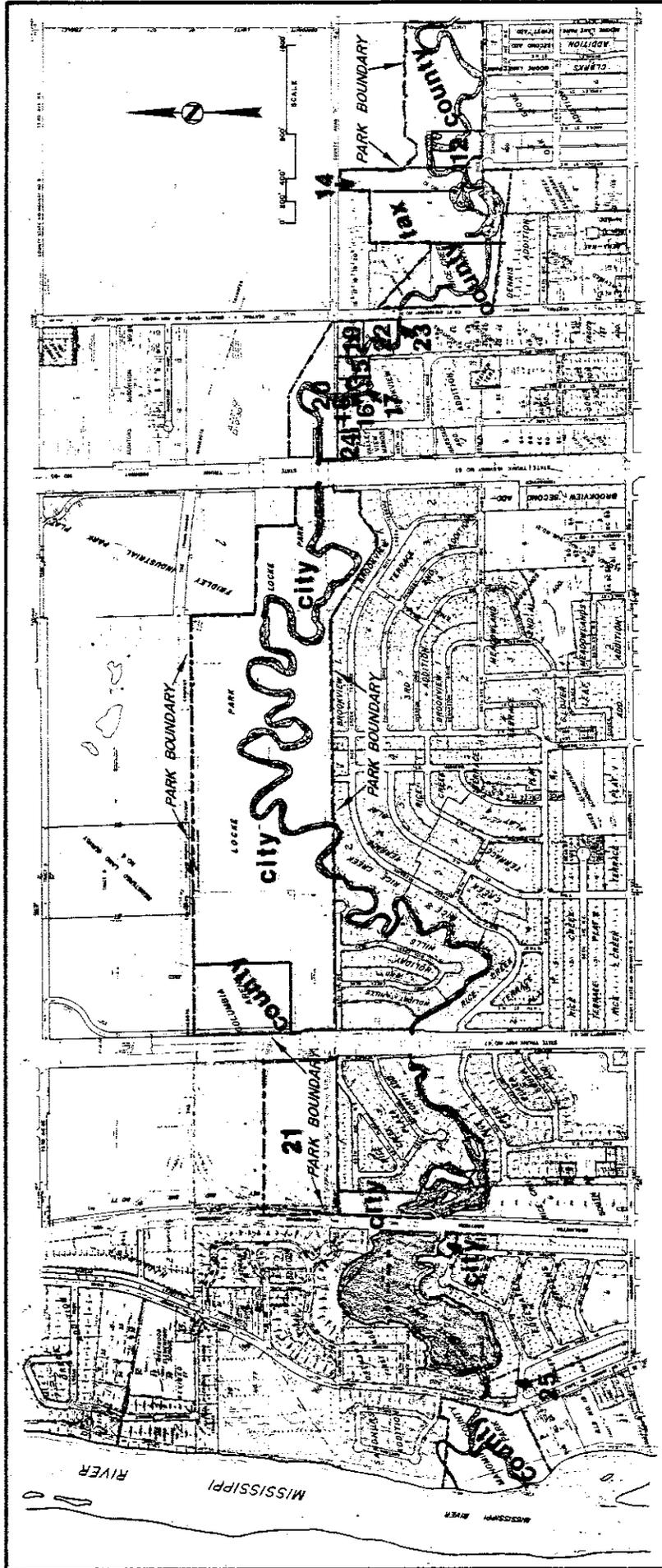
This site has been designated by the Metropolitan Council's Development Guide/Policy Plan for Recreation Open Space as an immediate action site. Anoka County, therefore, had authority in 1974 to begin purchasing land in this creek corridor. Rice Creek-West Regional Trail acquisitions have been completed for almost all of the parcels located within the boundary. Easements have not been negotiated yet.

Anoka County now owns 38.42 acres of proposed park land between the Ramsey County line and old Central Avenue (County State Aid Highway No. 35). This park land consists of 11.50 acres of tax forfeit land and 26.92 acres of city park land transferred to Anoka County.

Parcels 73-15, 73-18, 73-19 and 73-20, owned by Medtronics, Inc., contain 12.60 acres and have been donated to the County. The Medtronics property now contains a small company park with trails, benches, landscaping and walking bridge across Rice Creek. Parcel 73-25, containing 1.41 acres with a house, is located near the 25 acre man-made Locke Lake at East River Road and Rice Creek Way. This acquisition will provide for a canoe access, parking and canoe portage at the Locke Lake Dam. Trail development under East River Road into the 15 acre Manomin County Park will also be possible with this acquisition. (Parcels and acquisition costs are in Table 1.)

The City of Fridley owns the 118 acre Locke Park between U.S. Highway 65 and State Highway No. 47. Anoka County's Columbia Ice Arena, on 12.5 acres of land, is located to the west of Locke Park. The City of Fridley also owns a 3 acre park to the east of the Burlington Northern Railroad, south of the

Figure 2: Parcel Map



**RICE CREEK - WEST TRAIL**  
FRIDLEY - Anoka County  
By: Anoka County Park Dept.  
Source: Anoka County Surveyor  
OCT 74  
**PARCEL MAP**

Sears property and a 1 acre park on the south side of Locke Lake just west of the Burlington Northern Railroad tracks. All of the above city property will be used for portions of the regional trail corridor. Locke Park will also serve as a major use area for this regional trail corridor. A Joint Powers Agreement is now being worked out between Anoka County and the City of Fridley for the use of these parks for a trail corridor.

The estimated and actual costs of the acquisition phase of Rice Creek Regional Trail are shown in Table 1.

Table 1: Acquisition Costs by Parcel

ANOKA COUNTY

<u>Parcel</u>	<u>Owner</u>	<u>Acres</u>	<u>Metro Actual Costs</u>	<u>County* Actual Costs</u>
73-12	F. F. Foslien	3.40		\$32,508.30
73-14	F. F. Foslien	5.18		
73-15	Medtronics, Inc.	12.60	\$ 12,000.00	
73-16	Robert Wadston	.23		2,800.00
73-17	Lyle & Glenda Quam	.24	3,484.00	
73-18	Medtronics, Inc.	1.00	2,800.00	
73-19	Medtronics, Inc.	2.00	20,000.00	
73-20	Medtronics, Inc.	8.00	50,000.00	
73-21	Robert H. Schroer	18.60	362,700.00	
73-22	Bernard Bauer	2.57		25,000.00
73-23	James H. Gilbertson	.23	Donation	
73-24	Donald W. Harstad	1.36		10,504.17
73-25	Richard Silverstein**	1.41	85,016.00	
Tax Forfeit	State	11.50	-	
City Park	City of Fridley	26.92	-	
	Totals	84.24	\$536,000.00	\$70,812.47

Others

Locke Park	City of Fridley	118.00	} Easements at no cost - Anoka Co. & City of Fridley Joint Powers Agreement
Plaza Park	City of Fridley	3.00	
Locke Lake Park	City of Fridley	1.00	
Manomin Park	County of Anoka	15.00	
Columbia Arena	County of Anoka	12.50	
	Total	149.50	
	Grand Total	<u>236.74</u>	

RAMSEY COUNTY

Minn. Transfer Railroad*** (linear easement)	7,500'	\$ 25,000 (unfunded)
Combined Total		\$631,812.47

\* Anoka County will request reimbursement from the Metropolitan Council.

\*\* The Silverstein property has not yet been acquired; the estimated cost is shown.

\*\*\* Easement.

## DEVELOPMENT

### Policy Implementation

The following policies from the Anoka County Parks and Open Space Plan are particularly important to the Rice Creek Trail corridor development.

- \* Develop recreational/open-space sites in accordance with a county-wide system for control of drainageways and storm water, with multiple purposes and uses for the acreage.
- \* The siting of county facilities may thus ignore the boundaries of individual municipalities, acquiring land that crosses boundaries but which can serve a broad population base and take advantage of natural scenic qualities of the land.
- \* Where feasible, and especially along rivers and streams, park land should be interconnected with trails, parkways, paths, etc. permitting persons to travel safely from one area to another.
- \* Priority in acquisition should be placed on stream and lakeshore property... (and on) sites which can most readily serve concentrations of people resident in urban areas.

The inherent linear character of the proposed Rice Creek open space system encourages and supports user movement - movement between counties, between municipalities, within municipalities or between recreation areas. The distance traveled and degree of site participation are determined by the amount of leisure time that a user can commit. The open space corridor is an immediate environmental influence on neighborhoods, communities and the region.

The Rice Creek Trail corridor provides a natural linkage between proposed recreation areas and existing parks. A linear trail system for combined activities such as biking, hiking, snowshoeing, cross country skiing and canoeing will be the major emphasis in this portion of the Rice Creek corridor.

The development concept plan for the portion of the Rice Creek Regional Trail in Anoka County is to create a 3-3/4 mile bike trail, 4 mile hiking trail, 5½ mile canoe route, restrooms, parking facilities and one trail information shelter.

There will be 1.4 miles of multi-use trail in Ramsey County along Minnesota Transfer Railroad and 1.2 miles of canoe trail on Rice Creek.

One trail information shelter with restrooms, drinking water, telephone and parking facilities will be developed east of old Central Avenue off County Road H. This will connect with the trail system. Another trail information area with restrooms, telephone, drinking water and parking facilities will be located at Manomin Park combined with the historical Banfill Tavern. This will serve as a trail head support facility. The Ramsey County trail head facility will be the Long Lake Regional Park beach building.

Restroom facilities will be provided at either Sunny Square or Creek View Park in New Brighton, in conjunction with the city. Sunny Square Park adjacent to the trail has an existing permanent building with restroom facilities, which could be made available to trail users. Creek View Park, about a block south of the trail corridor, features a picnic area and shelter which would also be available to trail users. A small sign could direct trail users to the park, if desired.

The bike and hiking trails (snowshoe and cross country ski in winter) will be separated in most of the areas of the Anoka County segment of the trail. A segment of the Anoka County trail will follow road shoulders and Mississippi Street sidewalks connecting to the East River Road Trail. In Ramsey County, where the trail utilizes a railroad corridor, there will be a single joint use trail with one treadway for hiking and biking with appropriate signing.

Throughout the trails will be bituminous over crushed aggregate base (2" Class V aggregate with 2" overlay of MnDOT 2341 wear course). The trail will vary in width from 4'-8' where single use, depending upon topography. Joint use segments of the trail will be 8' in width. Except where precluded by slopes or wetland conditions, the trail will have a clear zone of 4' on both sides to accommodate cross country skiing in winter. (Skiing on blacktop trails in winter is difficult because of the tendency for snow to melt on the dark surface, form ice pack, etc.) The boardwalks will be 4-8 feet wide fir frames, cedar decked with styrafoam flotation. Bridges will be steel and wood structures designed to accommodate bicycles and pedestrians. Three bridges will be for pedestrians, two for bicycles and three for combined pedestrian and bikes in the Anoka segment; in the Ramsey County segment there will be two joint use bridges.

The link connecting the Ramsey County segment of the trail (railroad right-of-way) and the Anoka County segment of the trail (stream corridor) will occur via use easements of the undeveloped Stinson Boulevard right-of-way. This will permit a continuous trail from Rush Lake/Long Lake Regional Park to Manomin Park and Mississippi Islands of Peace Regional Park. Approximately 800 feet of the road right-of-way will be required to link the two trail segments. The New Brighton portion of the road right-of-way, upon which the trail will be located, is 33 feet wide. The trail will be placed against the center line of the total 66' right-of-way so there is as much buffer as possible between the trail and adjacent properties.

Designated points of entry to the trail will occur at the following locations along the trail as shown in Figure 3. Informal points of entry/access will occur throughout the route, affording frequent access to trail users along the system. The trail system will also cross the City of Fridley's north-south bike trail in Locke Park. The Rice Creek Trail via Mississippi Street sidewalks will link up to the Great River Road Trail (along East River Road), trails in the Mississippi-Islands of Peace Regional Park and with the City of Minneapolis, St. Anthony Parkway bicycle trail. Following the Great River Road Trail to the north, trail users could eventually make connections with Coon Rapids trails and with the Coon Rapids Dam Regional Park.

Major road crossings of trails in Fridley will be with U.S. Highway 65 through a culvert with a catwalk bridge, across State Highway 47 with signalization at 69th Avenue N.E.

In Ramsey County road crossings will occur at Knollwood, Silver Lake Road and Long Lake Road. There presently is no signalization at any of these crossings. However, because of traffic volumes on Long Lake Road and Silver Lake, flashing yellow lights or pedestrian/trail user activated signals may need to be installed.

The multiple use portions of the trails will be separated by wood posts and shrub screening. Bicycle trails on city streets will be designated with bike route signs and pavement line markers. Bicycle trails across county roads will either be signed and marked or crossing signals might be installed. The trails throughout the corridor will be signed and marked with Department of Natural Resource standards followed.

Dredging of a pond is planned for an area of the "Sears property" now owned by the County, near the Burlington Northern Railroad tracks. This is to be funded and constructed by the City of Fridley. A possible wildlife restoration project might be employed here to help aesthetically in the trail use

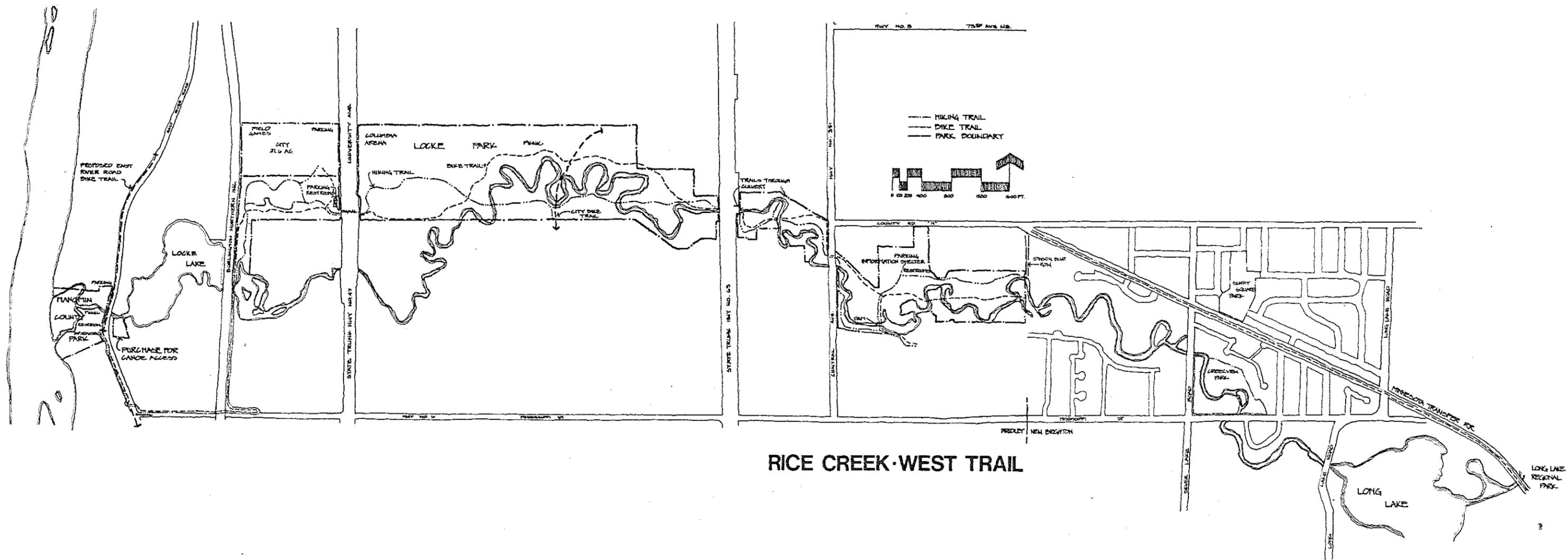


Figure 3  
Trail Development Plan

experience. Most of the area along Rice Creek will be left natural for wildlife preservation. The drainage patterns, flood control, filling and excavation of this area will be studied and development will proceed with the help of the Rice Creek Watershed District and the Department of Natural Resources.

#### Potential Outdoor Recreation Uses

Primary uses of the trail will be bicycling and hiking (summer uses) and snowshoeing and cross country skiing (winter uses). No snowmobiles or horses will be allowed. Other uses of the trail will include birdwatching, nature study, and picnicking. Canoeing or small craft boating will also be uses of the Rice Creek corridor.

The Metropolitan Council has developed a method of forecasting activity demand for the peak summer recreation season. Bicycling is estimated to be the primary trail use, attracting 85% of the users on a weekend day, and 90% of the users on a weekday. Total summer season use is estimated to be 67,000, averaging 1,000 users per weekend day and 500 users per weekday. (Appendix A illustrates the use distribution analysis as prepared by the Metropolitan Council staff.) The estimated service area (zone of attraction) is illustrated in Figure 4. Heaviest use is forecast for the southern Anoka and western Ramsey County communities.

#### Development Program

Trail construction will occur in two phases. The overall schedule for trail development is presented below. The Anoka County segment will be developed in advance of the Ramsey County segment. Because of the numerous access points in the Anoka County segment, the trail user can pick and choose from a variety of trail lengths, going all or part of the distance. When the Ramsey County section is completed in 1981, the trail will continue all the way to the Rush Lake/Long Lake Regional Park.

# SERVICE AREA ANALYSIS

## FACILITY(■):

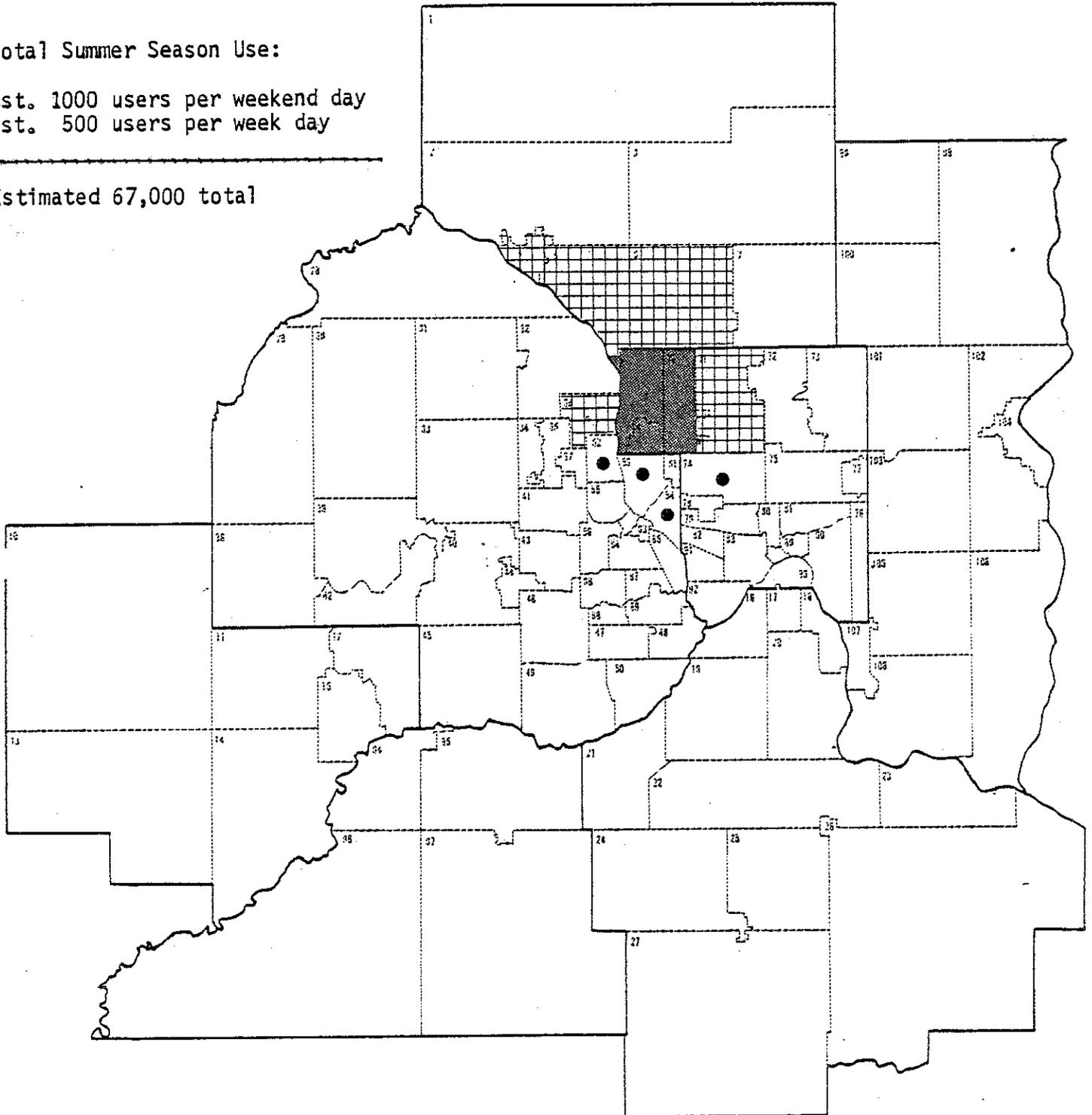
### RICE CREEK-WEST REGIONAL TRAIL

Figure 4: Service Area Analysis

Total Summer Season Use:

Est. 1000 users per weekend day  
Est. 500 users per week day

Estimated 67,000 total



#### PRIMARY SERVICE AREA

Those districts providing over 10% of the facility's use

- over 20% (solid black)
- 10-20% (grid pattern)

#### SECONDARY SERVICE AREA

Those districts providing between 2 and 10% of the facility's use

- (dashed outline)

#### REMAINING SERVICE

Those districts providing less than 2% of the facility's use

- (solid black circle)

Sample Size:

- (horizontal line)

Non-Metro Use(%):

- 2

### Trail Development Timetable

Phase I	January 1980	Master Plan approved by the Metropolitan Council (Anoka & Ramsey County Segments).
	February 1980	Specifications for trail development prepared; bids let (Anoka County).
	May 1980	Construction initiated. Six month period anticipated (Anoka County).
Phase II	February 1981	Specifications for trail development prepared; bids let (Ramsey County).
	May 1981	Construction initiated. Six month period anticipated (Ramsey County).
	Summer 1981	Dam repair and restoration (Anoka County).

### Estimated Development Costs

Considerable costs will be incurred in the trail development because of construction difficulties. Many areas are low and will require fill or boardwalks. Other areas have steep banks where trails must be located. Grading, bank cutting and retaining walls will be necessary in many of these sections.

The estimated costs of the development phase for the trail are in Table 2.

### Operations and Maintenance

Operations and maintenance activities will be in response to the level of trail use. Inasmuch as the Rice Creek Trail is a demonstration trail, more will be learned about the operations and maintenance requirements after the trail is developed.

Winter maintenance activities will include snow removal from the trail parking lots, and periodic inspection of the restrooms/shelter houses. There will not be snow removal along the trails themselves as this would hinder winter recreational use (snowshoeing and cross country skiing). Presently, there are no plans to set trails for skiing; skiers would have to break their own tracks. Depending on demand

TABLE 2  
ESTIMATED DEVELOPMENT COSTS

Item	Per Unit Cost	1980	1981
<b>ANOKA COUNTY</b>			
Water and sewer hookup	\$12,000	\$ 12,000	
Bicycle Trails	\$45,000/mi.	168,750	
Hiking Trails	\$45,000	135,000	
Roads	\$30,000/mi.	15,000	
Parking Lots	\$ 6,000/lot	30,000	
Signs for Trails		1,800	
Shelters	\$ 3,000/shelter	6,000	
Infr. Shelters	\$30,000/shelter	60,000	
Tables & Grills	\$ 100/unit	1,500	
Bike Racks	\$ 175/unit	700	
Landscape		25,000	
Bridges:			
3 Pedestrian	\$20,000/bridge	60,000	
2 Bike	\$21,000/bridge	42,000	
3 Bike/Ped.	\$30,000/bridge	90,000	
Bike/Ped. under <del>Hwy. 65</del> <sup>South side of</sup> Rice Creek <del>east</del>		200,000	
Bike/Ped. Signalization across Hwy. 47		25,000	
Bike/Ped. Signalization across Co. Hwy. 35 <sup>(old Central)</sup>		25,000	
Boardwalks	\$ 260/10' sec.	65,000	\$ 30,000
Dam Repair & Restoration			
Consultation Fees @ 10% of total development costs		\$ 962,750	
		96,275	
	TOTAL	\$1,059,025	
<b>RAMSEY COUNTY</b>			
Fencing			11,000
Bridges Trestle	\$28,000 each		56,000
Joint use Trail	\$45,000/mi.		63,000
Signs			500
Landscaping			10,000
Bike Racks	\$ 175/unit		350
Consultation Fees @ 10%		\$170,850	
		17,085	
		\$187,935	
<b>COMBINED TOTAL COSTS</b>			
Anoka County Segment		\$1,059,025	
Ramsey County Segment		187,935	
	GRAND TOTAL	\$1,246,960	

for groomed ski trails, this policy will be re-evaluated in the future. Other maintenance activities include routine groundskeeping and policing/inspection. The County does not expect to provide scheduled recreational activities at the trail. Fire and police protection will be negotiated on a fee for service basis with the Cities of Fridley (Anoka County) and New Brighton (Ramsey County). Tree disease control will be a joint effort between the two counties and local tree inspectors. Costs to the County for annual operations and maintenance activities have been estimated in Table 3.

#### Source of Funds

Funds for operations and maintenance activities for the Anoka County segment of the trail will come from the Anoka County Parks Department general fund. Similarly, funds for the Ramsey County segment will be provided by Ramsey County through the Parks Department general fund. Fees will possibly be charged for parking at the different parks along the trail route. In the future, as operations and maintenance costs increase, it may become necessary to supplement county funds with funds from a (proposed) regional park operating funds bond issue.

#### Trail Development and Operations Policies

Anoka and Ramsey County have agreed on policies for the trail development and use to insure consistent rules for trail users. The hours of operation for the trail will be from ½ hour before sunrise to ½ hour after sunset. This will conform with Ramsey County existing park hours. It was decided that daylight hours of operation were most appropriate because of possible liability concerns associated with unlighted trails. The parking lots at Banfill Tavern, Locke Park, and Rush Lake/Long Lake Regional Park will be open in accordance with the agreement.

Signs at the trail head locations will have the hours for use posted as well as the other rules agreed upon:

No motorized use of the trail will be permitted,  
No pets permitted on bicycle trail,  
Where trails are separate, no bicycles on hiking trail  
and no hikers on bicycle trail.

TABLE 3  
 ESTIMATED ANNUAL OPERATIONS AND MAINTENANCE COSTS

Rice Creek West Regional Trail - 1980

Anoka County Segment and Ramsey County Segment:	
1 full-time Jr. Park Keeper - shared cost	\$17,152.82
1 part-time Parkworker (4 mo. - \$4.00/hr. 8 hr. days) - shared cost	2,560.00
Garbage pickup (2 times/week) - each county	4,074.72
20 Security lights (\$7.55/light/mo.) - 10 each county	1,812.00
Electricity for 2 restrooms (\$6.50/mo./restroom) - Anoka County	156.00
Landscape and lawn care - shared cost	800.00
Police protection	
(1) (4 hrs./day at 7 days/week-6 mo.) - shared cost	3,528.00
(1) (12 hrs./week-6 mo.) - shared cost	1,008.00
Misc. repairs - \$3,000 each county	6,000.00
Trial head staff part-time - Anoka County	4,000.00
Anoka County Segment:	\$22,623.77
Ramsey County Segment:	18,467.77
COMBINED TOTAL	\$41,091.54

Coordination with Other Agencies

Ramsey and Anoka Counties will continue to work closely with the Cities of Fridley and New Brighton in development and operation of the trail corridor.

Other agencies that have been contacted for conceptual approval regarding the trail development plan include:

Rice Creek Watershed District  
Minnesota Department of Transportation  
Minnesota Department of Natural Resources  
Minnesota Transfer Railroad

APPENDIX A  
USE DISTRIBUTION ANALYSIS

## APPENDIX A

### USE DISTRIBUTION - RICE CREEK-WEST TRAIL CORRIDOR

The use distribution for the Rice Creek-West Corridor is inferred from other areas that were sampled. The range of visitor numbers on trails surveyed is as follows (summer season only, individual visitors passing sample point):

Minnehaha Parkway . . . .197,000 (4,000 weekend day, 950 weekday)

Theodore Wirth Parkway. 65,000 (900 weekend day, 500 weekday)

St. Anthony Parkway . . .9,000 (95 weekday, 85 weekend day)

The Rice Creek-West Corridor will probably exhibit use more like that of Theodore Wirth Parkway than that of Minnehaha Parkway for two reasons. First, the population density is much more like that of the Wirth Parkway. Second, the Rice Creek-West trail will be away from the creek for a good portion of the segment. Therefore, the attraction will not be as great as that of Minnehaha Parkway, where the trails parallel the creek for the whole segment. A liberal estimate of use for the Rice Creek Corridor would be about 1,000 users on a good weekend day (85% bikers) and 500 on a weekday (90% bikers).

The distribution on the map is estimated from the Theodore Wirth distribution. No prediction formula has been derived yet.

# SERVICE AREA ANALYSIS

## FACILITY(■):

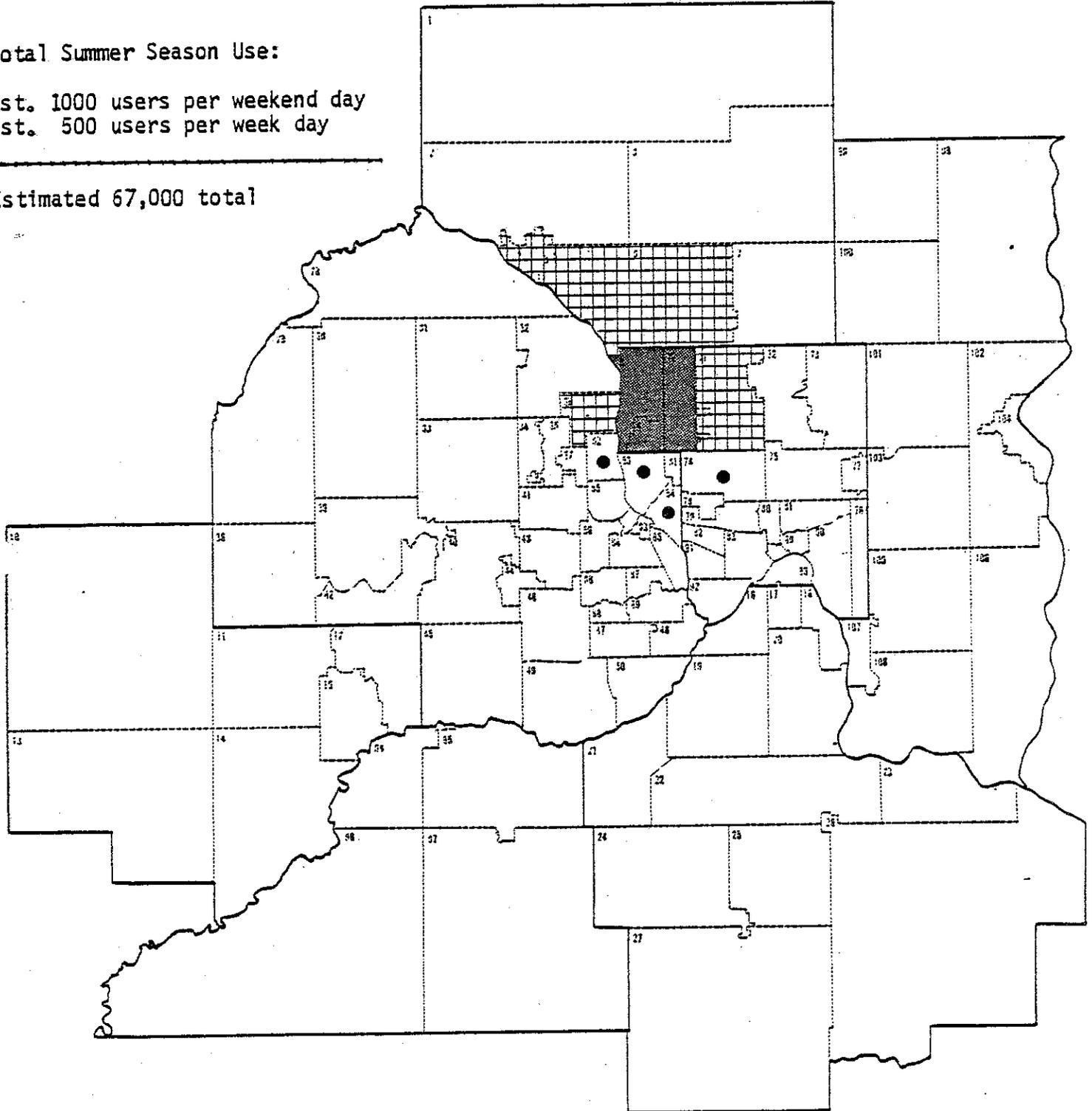
### RICE CREEK-WEST REGIONAL TRAIL

Figure 4: Service Area Analysis

Total Summer Season Use:

Est. 1000 users per weekend day  
Est. 500 users per week day

Estimated 67,000 total



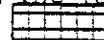
#### PRIMARY SERVICE AREA

Those districts providing over 10% of the facility's use

over 20% 10-20%

#### SECONDARY SERVICE AREA

Those districts providing between 2 and 10% of the facility's use



#### REMAINING SERVICE

Those districts providing less than 2% of the facility's use

Sample Size:

—

Non-Metro Use(%):

2

APPENDIX B  
CORRESPONDENCE

November 14, 1979

Mr. Chuck Weischelbaum  
District State Aid Engineer  
Minnesota Department of Transportation  
Golden Valley, Minnesota

Dear Mr. Weischelbaum:

We are writing as representatives of the Anoka County Park and Recreation Department in regard to two proposed trail corridors: the Rice Creek West Regional Trail and the trail connecting the FMC and Islands of Peace properties along the east side of the Mississippi River. Basically, we are writing to see if MN DOT would agree in concept to the proposed routings of these corridors under T.H. 65 in Fridley and under the I-694 underpass.

We are under contract with the Anoka County Park and Recreation Department to assist them in preparing master plans for the Rice Creek West Regional Trail and the FMC Islands of Peace Regional Park. The master plans must be reviewed and approved by the Metropolitan Council in order for the County to take advantage of funds programmed for the facilities. The County is seeking to have the plans completed by November 30th.

Enclosed are maps and photographs of the two areas. A brief description of each proposal follows.

Rice Creek West Trail

The proposed trail route calls for the bike and hike trail to pass under Trunk Highway 65 through one of the two existing culverts accomodating the Rice Creek flow. The County proposes to use a catwalk bridge within the culverts.

FMC - Islands of Peace

The proposed trail would link the Islands of Peace Park with the FMC riverfront property that is to be acquired. The trail would follow the east riverbank behind the Georgetown Apartments and pass under the I-694 bridge. The trail would probably require some sort of bridge to maintain a corridor during fluctuating water levels. (NOTE: The County submitted a PDR for Great River Road funds involving the FMC portion of this area in September, 1979.)

Please review these trail concepts and let us know the degree to which some sort of cooperative arrangement between MN DOT and Anoka County can be worked out. Also, please let us know of any special design or use considerations that you feel would be necessary toward reaching an agreeable plan.

Again, at this point we would like to develop a memorandum of understanding that the trail routes are acceptable and that MN DOT and Anoka County can work together to reach an agreement on details of engineering, construction materials, etc. as well as an easement for trail use. Please feel free to call us if you have any questions.

Sincerely,

*Mary Ellen Ordal*  
Mary Ellen Ordal  
Associate

MEO:lcal  
Enclosures

*cc to Dave Jordan  
Anoka Co Parks*



Minnesota  
Department of Transportation  
District Five  
5801 Duluth Street  
Golden Valley, Minnesota 55422

(612) 545-3761

December 17, 1979

Ms. Mary Ellen Ordal, Associate  
Barton-Aschman Associates, Inc.  
Ten Cedar Square West/Cedar-Riverside  
1610 South Sixth Street  
Minneapolis, Minnesota 55404

SP 0285 T.H. 694  
SP 0207 T.H. 65  
Review of Proposed Trail crossings on T.H. 694  
under Mississippi River Bridge and on T.H. 65  
at Rice Creek

Dear Ms. Ordal:

Your letter of November 15 to Mr. Weichselbaum in regard to the above referenced project has been referred to this office for response. We are sorry we were unable to respond by November 30th but due to the number of offices involved, it usually takes four to five weeks to review such a request.

We agree in concept to the proposed trail crossings. However, there will be some conditions to these crossings which will be included in a permit which must be obtained from our district office before the crossings can be constructed.

In regard to the proposed Rice Creek West Trail under TH 65 through one of the existing culverts, our District Hydraulics Engineer, Mr. John Boynton, will need answers to the following questions before approval:

- What effect will there be on the hydraulic capacity of the box culverts?
- Will the design cause debris to lodge in the culvert?
- A flood insurance study for the city of Fridley is currently under preparation. Will this proposal have any effect on this study?
- Who would have the maintenance and liability for the catwalk bridge inside the culvert?

We will be interested in what type of funds are to be used for construction of the trail. If Land and Water Conservation (LAWCON) funds are to be used, we will have to include specific conditions as part of our permit to avoid any future conflicts should the trail have to be modified due to future highway construction. At the present time no future construction is anticipated on TH 65; however, we do anticipate some construction on 694.

Ms. Mary Ellen Ordal, Associate  
December 17, 1979  
Page 2

After you develop preliminary plans at each location we will be able to give you more specific comments about the design details. If you need additional information or have any questions in regard to the above comments, please feel free to call me.

Sincerely,

*J. S. Katz*  
J. S. Katz, P.E.  
Layout, Research &  
Development Engineer

JSK:bn

**Barton-Aschman Associates, Inc.**  
Ten Cedar Square West/Cedar-Riverside, 1610 South Sixth Street, Minneapolis, Minn. 55404 612-332-0421

December 3, 1979

Mr. Kent Lokkesmoe  
Regional Hydrologist  
Minnesota Department of Natural Resources  
1200 Warner Road  
St. Paul, Minnesota 55106

Dear Mr. Lokkesmoe:

We are writing as representatives of the Anoka County Park and Recreation Department in regard to two proposed trail corridors: the Rice Creek Regional Trail and the trail connecting the FMC and Islands of Peace properties along the east side of the Mississippi River (Mississippi Islands of Peace Regional Park). Basically, we are writing to see if Mn DNR would agree in concept to the proposed routings of these corridors as they relate to natural resource concerns.

We are under contract with the Anoka County Park and Recreation Department to assist them in preparing master plans for the Rice Creek Regional Trail and the Mississippi Islands of Peace Regional Park. The master plans must be reviewed and approved by the Metropolitan Council in order for the County to take advantage of funds programmed for the facilities. The County is seeking to have the plans completed as soon as possible.

As part of the development plan process, we are seeking an indication of your acceptance of the trail corridor concept. Prior to any construction, details on engineering, construction materials etc. regarding the trail will have to be worked out with the agencies involved, including the DNR.

Enclosed are maps and photographs of the two areas. A brief description of each proposal follows. In particular, there are several items the DNR may wish to consider in their review:

RICE CREEK REGIONAL TRAIL

1. General use of the Rice Creek Corridor for recreational purposes.
2. Where necessary to support a trail in low and marshy areas, some boardwalk and/or bridge construction will be needed. Proposed boardwalks will be 4-8 feet wide fir framed, cedar decked with styrofoam flotation. Bridges will be steel and wood structures designed to accommodate bicycles and pedestrians. Three bridges will be for pedestrian use, two for bicycles and four for combined pedestrian and bicycle use. In the Ramsey County section of the trail, two trestle-type bridges will be needed to provide crossing over the Spring Creek Channel and over Rice Creek immediately north of Long Lake.

3. The County proposes a trail crossing of T.H. 65 via use of a catwalk bridge within one of the existing twin culverts accommodating the Rice Creek flow under the highway.

4. The County proposes restoration of the small dam on Rice Creek to create a ponding area behind the dam (for wildlife habitat) and to help maintain an adequate water level downstream for canoeing.

MISSISSIPPI - ISLANDS OF PEACE REGIONAL PARK

1. The proposed trail would link the Islands of Peace Park with the FMC riverfront property that is to be acquired. The trail would follow the east riverbank behind the Georgetown Apartments and pass under the I-694 bridge. The trail would probably require some sort of bridge to maintain a corridor during fluctuating water levels.

2. A service bridge is proposed to connect Chases's Island to the shoreline. The bridge would provide access for walkers and wheelchair bound users to the island, where five fishing piers and other recreational facilities will be developed. Three smaller bridges would be needed at the north and south ends of the island to accommodate pedestrians.

Please review the trail and park concepts and let us know the degree to which some sort of cooperative arrangement between the DNR and Anoka County can be worked out. Also, please let us know of any special design, use or policy considerations that you feel would be necessary toward reaching an agreeable plan.

Again, at this point we would like to develop a memorandum of understanding or other agreement that the trail routes are acceptable and that the DNR and Anoka County can work together to reach an agreement on details of engineering, construction materials etc. prior to trail construction. Please feel free to call us or Dave Tortkildson, if you have any questions.

Sincerely,

*Mary Ellen Ordal*  
Mary Ellen Ordal  
Associate

*William F. Short*  
William F. Short  
Senior Associate

MEO, WFS:rcal  
Enclosures

cc: Dave Tortkildson  
Anoka County Park and Recreation Dept.



STATE OF  
**MINNESOTA**  
 DEPARTMENT OF NATURAL RESOURCES  
 Metro Region Waters, 1200 Warner Road, St. Paul, MN 55106

PHONE: 296-7523

File No. \_\_\_\_\_

January 2, 1980

Mary Ellen Ordal  
 Barton-Aschman Associates, Incorporated  
 Ten Cedar Square West/Cedar-Riverside  
 1610 South Sixth Street  
 Minneapolis, Minnesota 55404

RE: RICE CREEK REGIONAL TRAIL AND ISLANDS OF PEACE REGIONAL PARK

Dear Ms. Ordal:

The Regional Waters Office and the Regional Trail and Watercourses Coordinator have reviewed your trail plan and we can generally support the concept you presented; however, several items should be discussed in more detail. The Mississippi River, Rice Creek, and Locke Lake are public waters and permits will be needed to alter them and to construct the proposed crossings. Hydraulic data will have to be provided to document that the bridge within the TH 65 culverts doesn't impede the design flow of the culverts.

Rice Creek Regional Trail-Also, easements may be necessary from the Highway Department and from Burlington Northern for the trails through or under their crossings. The proposed dam will be reviewed by our wild-life personnel and depending on design heights and storage volumes, the dam may require review by our dam safety section.

Islands of Peace Regional Park-The above comments regarding hydraulic analysis and obtaining the necessary easements would apply.

It is not the general policy of the Department of Natural Resources (DNR) to allow the construction of bridges to islands; however, in this case, with an existing bridge to the island and proper design considerations (i.e., flooding and navigation) I feel the bridges may be permitted.

The Department is willing to work with the County and yourselves to reach a cooperative agreement regarding your proposals and it would be desirable to review your proposal in the field to reach a better understanding of what is proposed.

Please contact me at your convenience to set up a meeting.

Sincerely,

  
 Kent Lokkesmoe  
 Regional Hydrologist

KL/ch

cc: Delos Barber, Regional Trails and Waterway Coordinator  
 Dave Torkildson, Anoka County Parks

**Barton-Aschman Associates, Inc.**  
Ten Cedar Square West/Cedar-Riverside, 1610 South Sixth Street, Minneapolis, Minn. 55404 612-332-0421

November 16, 1979

Rice Creek Watershed District  
Suite 177, Arden Plaza  
3595 North Lexington Avenue  
Arden Hills, Minnesota 55112

Dear Members of the Rice Creek Watershed District:

We are writing as representatives of the Anoka County Park and Recreation Department in regard to the proposed development of the Rice Creek West Regional Trail. Basically, we are writing to see if the Rice Creek Watershed District would agree in concept to the proposed routing of this trail.

We are under contract with the Anoka County Park and Recreation Department to assist them in preparing a master plan for the development phase of the Rice Creek West Regional Trail. The master plan must be reviewed and approved by the Metropolitan Council in order for the County to take advantage of funds programmed for the facilities. The County is seeking to have the plan completed by November 30. As part of the development plan process, we are seeking an indication of your acceptance of the trail corridor concept. Prior to any construction, details on engineering, construction materials etc. regarding the trail will have to be worked out with the agencies involved, including the Rice Creek Watershed District.

Enclosed is a map outlining the proposed trail corridor and a short narrative describing the trail project. In particular there are several items that the Rice Creek Watershed District should consider in their review.

1. General use of the stream corridor for the recreational purposes.
2. Where necessary to support a trail in low and marshy areas, some boardwalk and/or bridge construction will be needed. Proposed boardwalks will be 4-8 feet wide fir framed, cedar decked with styrafoam flotation. Bridges will be steel and wood structures designed to accommodate bicycles and pedestrians. Three bridges will be for pedestrian use, two for bicycles and four for combined pedestrian and bicycle use.
3. The County proposes a trail crossing of T.H. 65 via use of a catwalk bridge within one of the existing twin culverts accommodating the Rice Creek flow under the highway.

Rice Creek Watershed District  
Page 2

4. The County proposes restoration of the small dam on Rice Creek to create a ponding area behind the dam (for wildlife habitat) and to help maintain an adequate water level downstream for canoeing.

Please review the trail concept and let us know the degree to which some sort of cooperative arrangement between the Rice Creek Watershed District and Anoka County can be worked out. Also, please let us know of any special design or use considerations that you feel would be necessary toward reaching an agreeable plan.

Again, at this point we would like to develop a memorandum of understanding or other agreement that the trail routes are acceptable and that the Rice Creek Watershed District and Anoka County can work together to reach an agreement on details of engineering, construction materials etc. prior to trail construction. Please feel free to call us or Dave Torkildson, if you have any questions.

Sincerely,

*Mary Ellen Ordal*  
Mary Ellen Ordal  
Associate

*William F. Short*  
William F. Short  
Senior Associate

MER,WFS:cal  
Enclosures

*cc. to Dave Torkildson*

# Rice Creek watershed district

CITY OF ARDEN HILLS, 1450 W. HWY 96,  
ARDEN HILLS, MINNESOTA 55112  
TELEPHONE (612) 633-5676

December 3, 1979

Mr. David Torkildson  
Anoka County Park and Recreation Department  
550 N.W. Bunker Lake Blvd.  
Coon Rapids, MN 55433

Re: Project Review No. 79R30: Anoka County Park and Recreation Dept.  
Location: From the Long Lake Regional Park in New Brighton to the  
outlet of Rice Creek at the Mississippi River in Fridley.  
Purpose: Review and Comment on proposed Rice Creek-West Regional  
Trail.

Dear Mr. Torkildson:

Receipt is acknowledged for a Project Review Application dated November 16,  
1979 and the following exhibits:

- 1) Letter from Mary Ellen Drdahl and William F. Short dated Nov. 16, 1979.
- 2) Excerpt from Rice Creek-West Regional Trail Master Plan, undated.

In response to the specific items requested in the letter dated November 16,  
1979, the following comments are made:

Item No. 1. Does the District agree with the proposed trail routing?

The District is mainly concerned with the trail crossings of the stream  
channel, the adjacent wetlands, and the designated flood plain. These  
concerns are based upon these crossings causing a flow obstruction, a  
backwater obstruction, or an unnecessary Wetland Alteration.

Item No. 2. Does the District agree in using the stream corridor for  
recreational purposes?

Yes. The Rice Creek corridor is subject to periodic flooding, typically  
during spring snow melt and after major storms. Therefore, the low areas  
adjacent to the creek channel have limited development capabilities.  
Recreational-open space land use is compatible with the Districts general  
policy for these areas.

A. CARDINAL, SR.  
ANOKA COUNTY

G. V. DIMKE  
HAMLET COUNTY

W. L. GOYER  
WASHINGTON CO.

R. R. HAMILTON  
HAMLET COUNTY

E. A. PRATRANGELO  
ANOKA COUNTY

#### BOARD OF MANAGERS

E. A. HICKOK & ASSOCIATES, Consulting Engineers 423-6224 • HUBBARD J. MURPHY, Attorney, 557-7430

Item No. 3. Does the District agree with the use of floatation boardwalks  
and the use of steel and wood bridges across channels?

The District would be concerned about flow obstruction caused by the bridge  
structures and would be concerned with any wetland filling associated with  
boardwalks.

Item No. 4. Does the District agree with constructing a catwalk walkway  
through one of the existing box culverts located under State  
Trunk Highway 65?

The District would not allow construction inside the box culverts that would  
increase the potential of flow obstruction in the culverts or obstruct the  
flow thru the culverts during a 100-year flow.

Item No. 5. Does the District agree with dam restoration to create ponding?  
The District would not allow dam construction that would increase the potential  
for flood damage in the upstream reaches of the channel.

Item No. 6. Are there any special design considerations?

A. Channel crossings can not create an obstruction to the 100-year flow.

B. Channel crossings must have erosion protection provided for 100-year flow.

C. Trail construction must not obstruct flow or obstruct backwater action of  
Rice Creek or any of its' tributaries.

D. Sediment and erosion control measures must be provided to prevent sediment  
from leaving the site during trail construction.

E. Any proposed Wetland Alteration must meet the Districts requirements.  
These requirements are listed in the Wetland Preservation Guideline  
enclosed for your use.

In addition to the above, Permits must be obtained from the District for the  
following:

- A) Channel Crossings
- B) Dam Construction
- C) Wetland Alteration
- D) Retaining Wall Construction
- E) Erosion Control Plan

A permit application is enclosed for your use. If you have any further questions on this matter, feel free to contact me at 473-4224.

Very truly yours,

EUGENE A. HICKOK AND ASSOCIATES  
Engineers for the District

*Peter Willenbring*  
Peter P. Willenbring  
Civil Engineer

PRW:lf  
Enclosure  
cc: Board of Managers  
Frank Murray  
District Office  
D. Eklin  
J. Grose  
Barton-Aschman Associates  
City of New Brighton  
City of Fridley

APPENDIX C

Five Year Capital Improvements Program



5. Funding Source

Identify those items for which capital funding sources other than regional funding will be used:

Item #	Total Cost	Amount Funded by Other Source	Other Source
			NONE

6. Identify funding sources for O & M costs other than general property taxes

Item #	Total Cost	Amount funded by other than general tax	Other Source
			NONE

7. Is this project on the formally adopted CIP for the agency? Yes X No     

If no, or in a different year, etc., please explain the change in status.

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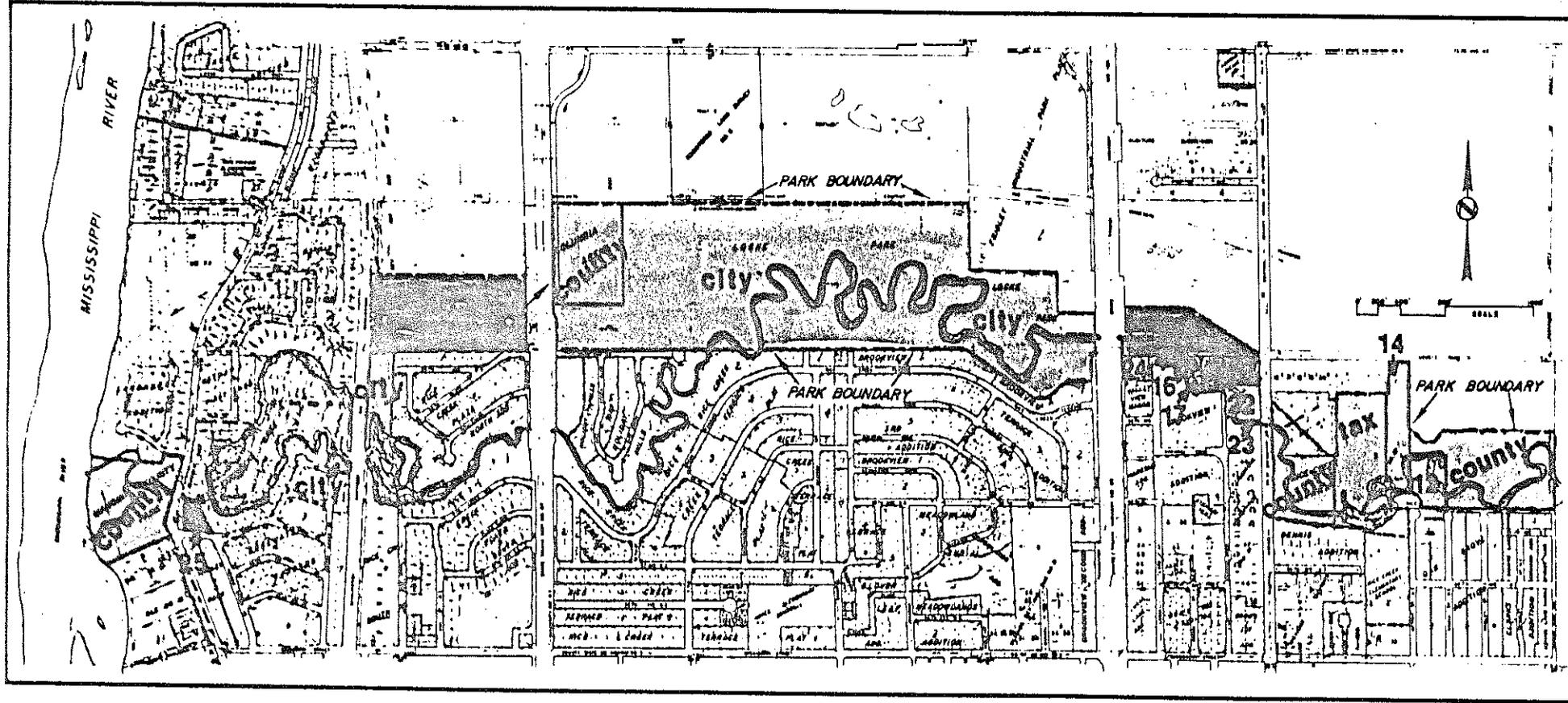
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8. Date October 1, 1979

9. Authorized Signature David J. Walker



**RICE CREEK - WEST TRAIL**  
 FRIDLEY - Anoka County  
 By: Anoka County Park Dept.  
 Source: Anoka County Surveyor  
 OCT 74 **PARCEL MAP**





5. Funding Source

Identify those items for which capital funding sources other than regional funding will be used:

Item #	Total Cost	Amount Funded by Other Source	Other Source
			NONE

6. Identify funding sources for O & M costs other than general property taxes

Item #	Total Cost	Amount funded by other than general tax	Other Source
			NONE

7. Is this project on the formally adopted CIP for the agency? Yes  No

If no, or in a different year, etc., please explain the change in status. Need and demand

8. Date October 1, 1979

9. Authorized Signature

*David J. [Signature]*

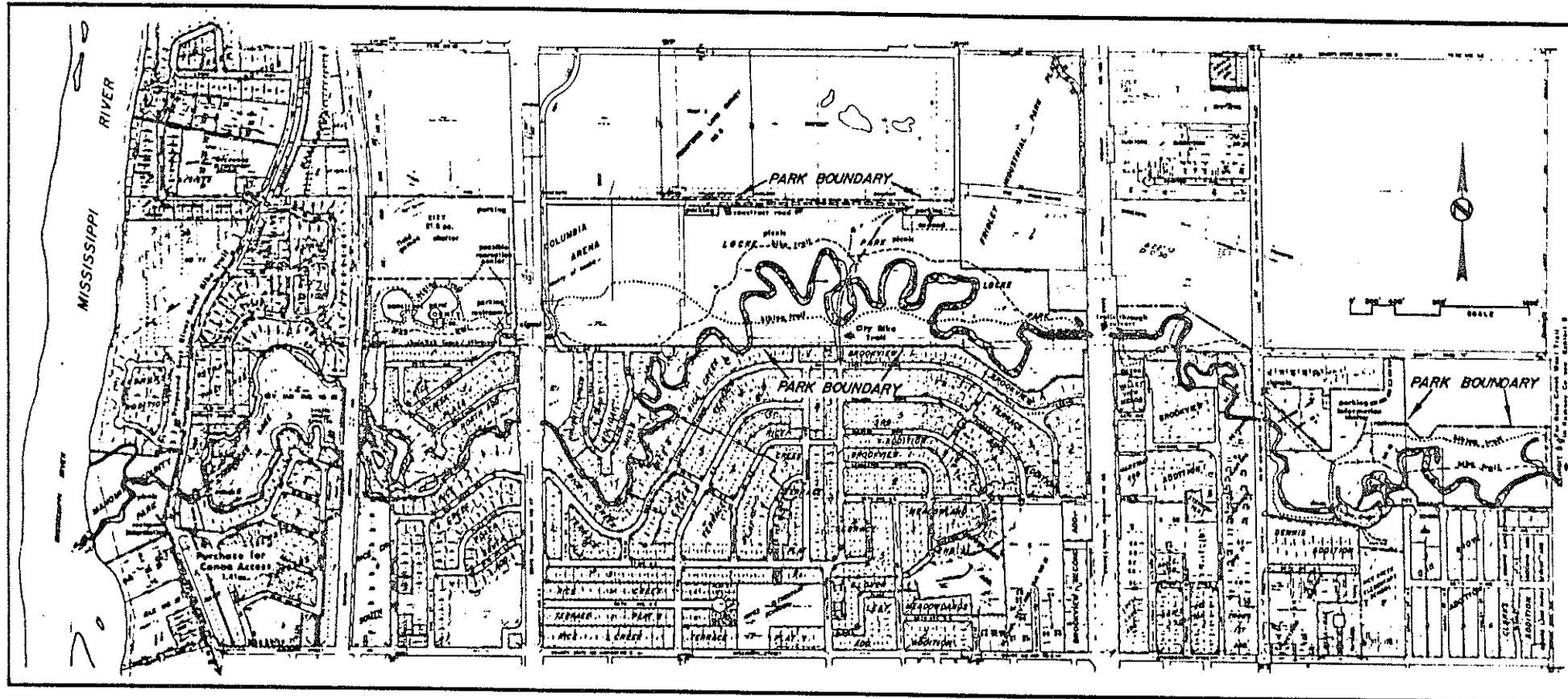


EXHIBIT A

**RICE CREEK—WEST TRAIL**  
 FRIDLEY — Anoka County  
 By: Anoka County Park Dept.  
 Source: Anoka County Surveyor  
 OCT 74  
 Rev. Feb 79