

City of Medina

TRAIL PLAN

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Executive Summary

This Trail Plan examines the proposed trail development plan for the City of Medina and sets forth recommendations for the order of priority for the trails. Four priority classifications were established:

1. High Priority Trails (1–5 years)
2. Moderately High Priority Trails (6–10 years)
3. Moderately Low Priority Trails (10–15 years)
4. Low Priority Trails (15+ years)

In addition, the Plan examines the specific needs for each trail, including surface and type. These recommendations are being forwarded to the City Council for further consideration and implementation. The success of this plan depends upon identifying funding sources and subsequently obtaining sufficient funding.

Trail Plan Purpose

This Plan was commissioned by the Medina City Council for the purpose of examining the City’s current trail plan and recommending a schedule for implementation. Furthermore, the City Council and the Parks Commission wish to establish a process that ensures trail priorities and opportunities are reviewed for all development plans submitted to the City. The specific topics covered in this Plan are as follows:

1. Prioritization plan for trail development
2. Timetable for implementation of the trail plan
3. Contingency plans in the event of development problems or conflicts
4. Surface needs and preferences
5. Possible sources of funding

Comprehensive Plan

In performing this Plan of the City's existing and proposed trails, the Park Commission used the goals and policies set forth in the Comprehensive Plan as a reference. The Comprehensive Plan sets forth several goals regarding trails, including the following:

1. Improve and expand existing facilities, improve handicapped access where possible, correct problems or conflicts where they occur, and provide expanded recreational opportunities where appropriate.
2. Provide a multi-use trail system, coordinated with the Metropolitan Council's Trail Corridor System, emphasizing trail uses most desired by City residents.
3. Guide development within the City to ensure that additional parks and trails are appropriately located as the City grows.

Several policies have been implemented to compliment the Comprehensive Plan when considering the development of recreational facilities and trails, including the following:

1. The City will provide a variety of recreational opportunities, through park, trails and open-space acquisition and development, to serve its residents.
2. Park, trails, and open space management, administration, financing, and maintenance will be the responsibility of the City Council, with the assistance of the Medina Park Commission.
3. Financing for administration and maintenance of the City's parks will be incorporated into the regular City budget. Other sources of park funding will include subdivision development dedications, grants, support from local organizations, and private donations.
4. In order for the City to provide a balance of services for its residents, it is important that the City's park development plans be implemented. This will call for a coordinated effort and a close working relationship between the City and its:
 - a) Residents
 - b) City Commissions
 - c) Outside governmental units
 - d) Local organizations, including but not limited to: local school districts, riding clubs, snowmobiling clubs, athletic associations, service organizations, and outdoor recreational organizations
 - e) City and privately-operated recreational facilities including golf courses, playfields and trails

5. Where possible, recreational facilities will be designed to be barrier-free so that handicapped citizens have reasonable access to facilities.
6. Development of trails that provide for multiple recreational uses will be given preference over those that do not.
7. Functions of the Park Commission include:
 - a) Planning parks, trails and open space
 - b) Recommending land acquisition for park and trail development
 - c) Responding to City Council requests
 - d) Initiating special recommendations for consideration by the City Council
8. Protecting the regional parks and trails system

The Park Commission helped create the existing trail plan as set forth in the current Comprehensive Plan. In general, the Commission agreed that the Plan's designated routes should be followed. However, in some cases the off-road trail routes could be treated as suggested corridors to get from point A to point B; other trails could meander off the shoulder where possible.

As directed by the Comprehensive Plan, trails were designed to be multi-purpose. We expect that paved trails will be suitable for walking, biking and roll-able activities, and the gravel trails will be appropriate for walking, biking, and horseback riding.

The Parks Commission recognizes that there may be future opportunities to acquire trail easements not shown in the Comprehensive Plan that would greatly enhance access to trails and amenities for the City's residents. If and when this situation arises, the Parks Commission may recommend trails not shown on the Comprehensive Plan.

Prioritization of Trails

In addition to the goals and policies set forth in the Comprehensive Plan, the Parks Commission also considered the high costs associated with trail development. In an effort to balance the desirability of developing trails promptly, versus the high cost, the Commission established a prioritization plan. Several factors were considered:

1. The density of the residential populations adjacent to the proposed trails.
2. The proximity of destinations that would attract residents such as parks, other trails, or retail stores as in the Uptown Hamel.
3. The presence of hazardous conditions for pedestrians to access these destinations.
4. The existence of special opportunities to construct trails as a result of new development, special funding sources, etc.

The categories established by the Park Commission are:

1. High Priority Trails (1–5 years)
2. Moderately High Priority Trails (6–10 years)
3. Moderately Low Priority Trails (10–15 years)
4. Low Priority Trails (15+ years)

The Park Commission anticipates that the priorities set forth in this Plan may change as the City grows and develops.

Recommended Trail Surfaces

Three surfaces were considered: wood chip, gravel and paved. However, it was determined that wood chip trails require expensive annual maintenance, so wood chip trails are not recommended in most cases. It was also noted that gravel trails can become the base for paving at a future date. Gravel surfaces are suitable for walking; biking and roll-able activities require a paved surface.

High Priority Trails (1 – 5 years)

1. Hamel Rd – Uptown Hamel to Pinto Dr

Description – This proposed trail is approx. 1 mile long, extending from Pinto Dr on the western edge of Uptown Hamel, east to the Medina city limit at Brockton Lane. A sidewalk already exists along Hamel Rd in the area of Sioux Dr.

Need – Uptown Hamel is a high-density area and is the subject of redevelopment plans. This trail will be an important connector from the Hunter Rd trail to the Uptown Hamel business area, Hamel Legion Park and to the trail going north along County Rd 101.

Based on visual observations of traffic volume on Hamel Rd, the Parks Commission believes an off-road trail, or a sidewalk with curb and gutter, is needed to satisfy safety concerns.

Type and Surface Recommendations – The committee recommends that a sidewalk trail be constructed along the north side of Hamel Rd to the Elm Creek culvert. From that point the trail should be asphalt, meandering through City property, with a bridge crossing Elm Creek and a small rest area, then back up to Hamel Rd, continuing to Pinto Dr.

Opportunities & Contingencies – This trail is planned to be completed in stages as part of the Uptown Hamel redevelopment.

2. Hunter Dr

Description – Hunter Dr provides a north /south connection between Hamel Rd and Medina Rd. The majority of the trail on the west side of Hunter has been completed by staff. When completed, this trail would be about 1 mile long.

Need – A trail along Hunter Dr will provide the heavily-populated residential areas to the west with access to Uptown Hamel, Hunter Lions Park and Hamel Legion Park. Development of the Holasek property will further increase the need for a fully-developed trail along Hunter Dr.

Type and Surface Recommendations – Given the lack of shoulders on Hunter Dr, the heavy traffic, the 40 mph speed limit, and the availability of right of way, the Parks Commission believes that a paved off-road trail should be constructed along Hunter Dr. A trail has been partially constructed (and partially paved) along the west side of Hunter Dr and should be extended south to Medina Rd.

Opportunities & Contingencies – Future development of the Holasek property should enable a connection between Hunter Park and Hamel Legion Park. When development happens and a trail connection is made, there will be a need for a safe crossing by adding a sign, crosswalk, and/or signal. If right-of-way issues cannot be resolved, some of this trail may have to be paved shoulder, unless other options are viable or necessary.

3. County Road 19 Regional Trail

Description – This proposed trail, included in the Regional Trail Plan, runs the entire five-mile length of County Rd 19 on Medina’s western edge. A substantial portion of the proposed trail will be constructed within Baker Park.

Need – The proposed trail would form a critical link between several trails in the area and Baker Park. Presumably this trail would connect to the recently-constructed tunnel under County Rd 19 that connects the Lake Independence side of the park to the Lake Katrina trail on the other side, thus eliminating the need for pedestrians and bikers to cross the busy highway.

Type and Surface Recommendations – Given the high traffic volume on County Rd 19 and the fact that this trail is part of the Regional Trail Plan, the Parks Commission recommends that this be an off-road trail. The Park Commission also recommends, and the City Council confirmed, that this trail be a combination mixed use trail to accommodate the bikers, rollerbladers, plus horseback riders, and other turf users.

Opportunities & Contingencies – Hennepin County received Federal funds to complete this regional trail project. Construction is planned for 2008.

4. Independence Beach Neighborhood Trail Connection

Description – The proposed trail also includes a small neighborhood connection from Ardmore Avenue to Baker Park.

Need – This trail was previously studied by a joint task force including the City of Medina, Hennepin County and Hennepin County Parks (now Three Rivers Parks). The study was prompted by a request from residents to construct a trail on the west side of County Rd 19 between the Independence Beach neighborhood and Baker Park. The results of the study are set forth in a report dated August 16, 1999.

Type and Surface Recommendations – The surface type of this trail should either be turf or a small sidewalk. If a sidewalk is constructed, it should only be done if it can be constructed without disturbing too much of the natural environment.

Opportunities & Contingencies – Hennepin County received Federal funds along with the County Road 19 Regional Trail project to complete the neighborhood trail connection. The City of Medina opted not to have them pave the portion of the trail that runs between the Dockside Condos and County Road 19, but the section of the trail from the beach north to the Park property line was paved.

5. County Rd 116

Description – This proposed trail is approx. 1 1/2 miles long. The northern half of the trail, consisting of an off-road, 10 ft wide paved trail about 3/4 mile long, has been partially constructed along Foxberry Farms on the west side of County Rd 116.

Need – This trail will provide residents on the north side of Hwy 55, including residents of Foxberry Farms and adjacent developments, with access to the retail Hamel Area and Hamel Legion Park. Given that this trail is partially constructed on the west side of County Rd 116 and will serve a greater number of residents on that side, this trail should be built entirely on the west side of County Rd 116.

Type and Surface Recommendations – With the high traffic volume on County Rd 116, this trail should be an off-road trail with a paved surface.

Opportunities & Contingencies – City Staff is working with Hennepin County to secure up to \$100,000 in funds to complete the trail along the west side of CR 116 (between Clydesdale Trail and Hackamore Road).

6. Willow Dr – South of Morningside Road to County Road 6 (6th Avenue North)

Description – The trail from Morningside Road to the Medina line is approx. 700 feet and from the Medina line to County Road 6 (6th Avenue North) is approx. 575 feet, for a combined total of approx. 1,275 feet in length, running along Willow Dr between Morningside Road and County Rd 6.

Need – Currently, there is some foot and bicycle traffic along Willow Dr. However, there is virtually no shoulder, the traffic lanes are narrow, and traffic is usually heavy and fast. This trail would provide a safe useful connection between the Medina Morningside and Keller Estates Neighborhoods with an Orono trail system connecting to County Rd 6; which will ultimately provide off road access to the Long Lake retail district and the Orono school campus. A survey of Willow Dr and neighborhood residents to gauge the level of interest may be warranted as a first step.

Type and Surface Recommendations – Due to the amount of private wooded land along Willow Dr, this trail may need to be partially built on the shoulder of the road. The existing topography and sewer/water utility easement favor a paved trail on the west side of Willow Dr.

Opportunities & Contingencies – This trail needs to be coordinated with the City of Orono. Some homes along Willow are close to the road and it may be necessary to obtain easements. If Willow Dr is to be rebuilt, this trail could be developed in conjunction with that work.

7. Hackamore Road: Arrowhead Drive to County Road 116

Description – This trail would run south to north approx. 1 1/4 miles along Arrowhead Dr, then curve and continue east approx. 4,000 feet along the south side of Hackamore Rd to County Rd 116.

Need – This trail is part of the primary north-south trail route through what is expected to be a heavily-populated area of the City.

Type and Surface Recommendations – This trail should be constructed of paved shoulders on the south side of the road.

Opportunities & Contingencies – The portion of this trail that runs south to north along Arrowhead Drive will be completed when Arrowhead Drive is finished, which will happen when the Bridgewater development is nearly built out.

8. County Road 101 Completion

Description – This trail is a small piece of County Road 101 that crosses over Highway 55 and connects to Clydesdale Trail.

Need – This trail will connect Uptown Hamel with the Clydesdale retail area.

Type and Surface Recommendations – The surface type should be paved shoulder.

Opportunities & Contingencies – This trail should be built as the opportunity arises and funds are available.

Moderately-High Priority Trails (6-10 years)

9. Hackamore Road: 116 to 101

Description – This trail will consist of the easterly section along Hackamore Rd, from County Rd 116 east to County Rd 101.

Need – This trail will link the County Rd 101 trail to the County Rd 116 trail adjacent to Foxberry Farms.

Type and Surface Recommendations – Hackamore Rd from County Rd 116 to County Rd 101 has a moderate amount of traffic, therefore this trail should be constructed of paved shoulders on the south side of the road.

Opportunities & Contingencies – Rather than constructing this trail along Hackamore Rd west of Wild Meadows, it may be advisable to construct the trail through open land, from Hackamore south to Shawnee Woods Road trail. This could be accomplished when the property west of the Wild Meadows development is subdivided and trail easements can be readily obtained.

10. Hunter Lions Park/Hamel Legion Park

Description – This trail, approx. 1/4 mile long, would connect Hunter Lions Park with Hamel Legion Park. The trail may be laid out to meander through the Holasek property, in which case the trail will be longer than 1/4 mile.

Need – This trail will be needed to provide direct access from the southwest to Medina’s largest park. Development of the Holasek property will further increase the need for this trail.

Type and Surface Recommendations – The committee recommends that a paved trail be constructed to accommodate pedestrians, bicyclists and roller-bladers.

Opportunities & Contingencies – A dedication of land or an easement for this trail should be obtained when the Holasek property is developed.

11. Medina Rd

Description – Medina Rd is approx. 2.8 miles long and serves as an east-west link from City’s border with Plymouth to County Rd 24 at City Hall. In 2007, the Medina Road overlay project allowed for completion of an on road trail on the south side of the road from Tamarack to Hunter Drive. In 2008, the City completed another piece of the on road trail from County Road 24 to Tamarack.

Need – This trail will serve as a major east-west route across the City and will intersect several proposed trails along the way. At the far west end, the trail connects with County Rd 24, which already serves as a major bicycle route.

Opportunities & Contingencies – If a trail is constructed along Brockton Lane between Medina Rd and Hamel Legion Park, the Medina Rd trail could be extended east from Hunter to Brockton Lane.

Type and Surface Recommendations – Although Medina Rd has a moderate amount of traffic, this trail should be paved shoulders on the south side of the road, because the existing road has 8 ft wide gravel shoulders. The north side of the road will be left gravel for other non-wheeled uses.

12. Tuckborough Farm

Description – The city currently holds a trail easement along the old Navajo Road. The proposed trail would continue along the existing easement to connect with the Tuckborough Ridge development.

Need – This trail serves as an off road connection to Hunter Drive and the parks in Uptown Hamel.

Type and Surface Recommendations – With the proximity of this trail to wetland areas, this trail, if constructed, should have a gravel surface.

Opportunities & Contingencies – A gravel trail would be constructed along the current trail easement, continue through the Tuckborough Ridge development and then along the Navajo Road right-of-way to Tamarack Drive.

13. Foxtail Trails

Description – These trails will run from Foxberry Farms to Medina Lake and continue along a path to Arrowhead Drive.

Need – Driven by development.

Type and Surface Recommendations – The trails should be gravel or limestone, and as population increases, pavement should be considered.

Opportunities & Contingencies – These trails are located close to an active park study area in the 2030 Comprehensive Plan.

14. Shawnee Woods Trails

Description – The Shawnee Woods trails will make a right-angle connection going directly south from Hackamore along Wild Meadows down to Shawnee Woods Road, which will then head west along Shawnee Woods Road to County Road 116.

Need – Driven by development.

Type and Surface Recommendations – The surface type should be gravel or limestone, and depending on need consider pavement.

Opportunities & Contingencies – Depending on development of the Bancor Group townhomes, a second trail could run south along County Road 116 on the east side of the road or through the development to connect to the retail area.

15. Brockton Lane

Description – This trail would run along the east side of Brockton Lane from Hamel Road to Medina Road.

Need – It will provide off road access to Uptown Hamel and Hamel Legion Park.

Type and Surface Recommendations – It should be an off road paved trail.

Opportunities & Contingencies – This trail will need to be coordinated through Plymouth because it will be located on their east side of the road and used to serve Plymouth’s planned high density neighborhoods just east of Hamel Legion Park.

16. West Deer Hill Trails

Description – These trails consist of two proposed trails. Trail A is a straight line that would run along Deer Hill Road from Willow Drive approximately 1 mile west to Baker Park, where it would connect to the Lake Katrina trail. Trail B would run northwest from Deer Hill Road along the open space corridor to a connection with a series of trails coming from the north and west.

Need – This would be a connection from Wolsfeld Woods to Baker Park, plus providing access to an open space corridor. This would be a good recreational trail.

Type and Surface Recommendations – Because traffic along Deer Hill Rd is light, the roadway will initially serve as the trail. The off-road section of the trails would be gravel or turf.

Opportunities & Contingencies – These trails could be constructed with development in the area or the opportunity arises.

17. Willow Dr from County Rd 24 to Hamel Road

Description – This trail would run along Willow Drive from County Road 24 to Hamel Road.

Need – The need for this trail is to connect the trail system to two existing trails and it provides a North/South connection.

Type and Surface Recommendations – This trail should be gravel.

Opportunities & Contingencies – This trail could be constructed as the opportunity arises.

Moderately-Low Priority Trails (10-15 years)

18. Willow Dr – South of County Rd 24 to Morningside Road

Description – This trail is approx. 6,245 feet long, running along Willow Dr between County Rd 24 and Morningside Road.

Need – Currently, there is some foot and bicycle traffic along Willow Dr. However, there is virtually no shoulder and the traffic lanes are narrow. This trail would provide a useful connection between County Rd 24 and the proposed trail from Morningside Road to County Rd 6.

Type and Surface Recommendations – Due to the amount of private wooded land along Willow Dr, this trail would most likely have to be built on the shoulder. The existing density, topography and utility easement favor a paved trail on the west side of Willow Dr. A straight line for a trail is not necessary, and the trail could meander as opportunities exist.

Opportunities & Contingencies – If Willow Dr is to be rebuilt using MSA (Minnesota State Aid), this trail could be developed in conjunction with that work. There could also be potential opportunity to straighten the “S” curve in the road past the substation. Some homes along Willow are close to the road and it may be necessary to obtain easements.

19. Hamel Rd/County Rd 115

Description – This trail would run along Hamel Rd for about 4 1/2 miles, between County Rd 115 and County Rd 19. A second trail could also be constructed with this trail along Tamarack Drive from Highway 55 to Hamel Road.

Need – This trail is needed to provide more direct access from the southwest and Baker Park to the Hamel Legion Park and Uptown Hamel.

Type and Surface Recommendations – This trail should be paved to accommodate pedestrians, bicyclists and roller-bladers. A large portion of this road (from Arrowhead to Parkview) already has a gravel trail for walking and riding.

Opportunities & Contingencies – This trail may be developed as the roads throughout the center of the City are upgraded or placed under construction for maintenance. This is a Hennepin County highway; the County may be willing to pick up a portion of the cost.

20. Tamarack Dr

Description – The proposed trail would extend the entire length of Tamarack Dr, approx. 2.4 miles.

Need – This trail would be one of the few north-south trails in the City and, when combined with the proposed trails along Blackfoot Trail, County Rd 118, and Arrowhead Dr, would extend the entire length of the City. As such, it would greatly enhance access to most east-west trails, including the existing County Rd 24 trail. The only other north-south trail that extends the entire length of the City is the proposed County Rd 19 trail on the west side of the City.

Type and Surface Recommendations – It is recommended that this trail be placed on the existing road right-of-way, as an off-road trail where ever possible, given that Tamarack Dr has a moderate amount of traffic and a 40 mph speed limit. The road may need to be widened in some areas, particularly in the wetland areas of County Rd 24, to accommodate a trail; perhaps boardwalks would be equally effective.

Opportunities & Contingencies – Placing this trail in the existing road right-of-way will minimize or eliminate land acquisition costs. However, the area on either side of County Rd 24, together with a section north of Medina Rd, is marsh land and may require permits and additional fill. Sections of this trail will be off-road, other sections will be paved, depending on right-of-way and wetlands issues. This road is relatively narrow, but if the city ever raised the road in the future, the road could be widened.

21. County Rd 118/Blackfoot Trail

Description – Beginning at Tamarack Dr on the south, this trail extends to the west along the entire 1/2 mile length of Blackfoot Trail, turns north for about 1/3 of a mile to the intersection of Hamel Rd, and continues north for an additional 5/8 of a mile along

County Rd 118 to Hwy 55, aligning with the proposed trail across Hwy 55 on Arrowhead Dr.

Need – This trail is part of the proposed north-south route connecting the east-west trails on the eastern half of the City.

Type and Surface Recommendations – Given the low traffic volume along Blackfoot Trail, that segment of the trail can be on the north shoulder. The segment between Blackfoot Trail and Hamel Rd should be off-road with a limestone base. Both of these segments could be paved if and when Blackfoot Trail is paved. Due to the heavy commercial traffic on County Rd 118, that segment should be an off-road trail, and should eventually be paved.

Opportunities & Contingencies – In 2003, a partial dedication for the section of this trail connecting Blackfoot Trail and Hamel Rd was obtained in conjunction with the subdivision of the Jubert Property or Copeland property.

22. Pioneer Trail

Description – The trail would run along Pioneer Trail starting at Hamel Rd. (County Road 115), heading northwest about 1 mile to the intersection of Willow Dr.

Need — There are few residents along this proposed trail and there would be little need until a trail exists along the railroad or until development occurs.

Type and Surface Recommendations– This trail would be a gravel shoulder trail along Pioneer, until usage required pavement.

Opportunities & Contingencies – This trail would not be built until the Canadian Pacific Railroad Trail is in place or development occurs.

23. Willow Dr North

Description – The trail would run north along Willow Dr beginning at Pioneer Trail for about 1 mile, ending at the proposed East Chippewa Trail.

Need — There are few residents along this proposed trail and there would be little need until development occurs.

Type and Surface Recommendations– This trail would be a gravel shoulder trail until usage required pavement.

Opportunities & Contingencies – This trail could be built in conjunction with the Canadian Pacific trail and the East Chippewa trail to make multiple trail connections.

24. Holy Name – Hunter Trail

Description – This trail would create a north south trail connection starting at Medina Road going south along Holy Name Drive, continuing west along the north side of

County Road 24 to Holy Name Park and then heading south down Hunter drive to the edge of the city. A spur trail was also proposed to come off of Holy Name Drive along Cheyenne Trail, which would ultimately connect to the proposed north south trail along Pinto Drive up to Medina Road. This spur trail would potentially create a nice small circle connection.

Need – This trail would create a vital north south route and link Holy Name Park to the trail system.

Type and Surface Recommendations – The trail would be paved shoulder.

Opportunities & Contingencies – If the City acquired the right-of-way from North Ridge Farms, a second trail could be paved on the south side of County Road 24. The trail could also be constructed when the road is resurfaced in the future. The City could try to work with the county to create a crosswalk across County Road 24.

25. Parkview Drive

Description – This trail would run along Parkview Drive from County Road 24 to Hamel Road/County Road 115.

Need – This trail is needed to create a safe connection where the loop ends in Baker Park.

Type and Surface Recommendations – This trail should be a shoulder trail.

Opportunities & Contingencies – Currently Parkview Drive is a County Road, which means the City can only recommend this trail, unless the road was to be turned back to the City.

26. Hidden Lake Trail

Description – This trail would be a short spur trail west of County Road 19 to an overlook on Hidden Lake.

Need – This trail will be needed with the completion of the County Road 19 regional trail. It would be a great connection to allow public viewing to a high quality natural area.

Type and Surface Recommendations – This trail should only be turf or gravel.

Opportunities & Contingencies – It should be constructed as opportunity arises.

Low Priority Trails (15+ years)

27. Canadian Pacific Railroad

Description – This trail would run the entire 6-mile width of the City along the Canadian Pacific railroad tracks from the City boundary just west of Loretto, continuing due east to Hwy 55, continuing parallel along Hwy 55 to the City’s eastern limit at Brockton Lane.

Need – The advantage of this trail is that it would be one of the few trails away from traffic, not along a road. In addition, the trail would serve as an east-west route in the northern area of the City.

Type and Surface Recommendations – This should be a gravel trail, as this trail may be suitable for horseback riding and snowmobiling.

Opportunities & Contingencies – Construction of this trail will require authorization from, and/or coordination with the necessary parties. In addition, development of a trail along the railroad tracks would need to be coordinated with the City of Loretto and the City of Independence.

28. County Rd 11

Description – This trail would extend 1/2 mile from County Rd 19 on the east to the Independence city limit on the west. A portion of this trail (approx. 1/4 mile) coincides with the proposed Canadian Pacific Railroad Trail on the south side of Loretto (see Canadian Pacific Railroad trail).

Need – Representatives of the City of Independence have expressed an interest in connecting their proposed trail along County Rd 11 with County Rd 19. This trail would enable Medina residents to reach the trails in the City of Independence and the Lake Sarah area.

Type and Surface Recommendations – This trail should be off-road and paved.

Opportunities & Contingencies – This trail could be used as an alternate to the Canadian Pacific Railroad Trail west of Loretto (see Canadian Pacific Railroad trail). The City of Independence may be interested in assisting with the cost of this trail since it would provide access to Baker Park with the County Rd 19 trail is completed.

29. Hollybush Rd

Description – This trail, as proposed in the Comprehensive Plan, would be approx. 3/4 of a mile total. The U-shaped trail would follow Hollybush Rd., which heads north from County Rd 24 for 1/4 mile, then curves east 1/4 mile to the end of Hollybush Rd. The U-shape would be completed by an off-road trail heading south approx 1/4 mile back to Medina Rd, near where the Medina Rd trail intersects County Rd 24.

Need – Given the light traffic on Hollybush Rd and the limited number of homes this trail would serve, there is little need for this trail in the foreseeable future.

Type and Surface Recommendations – With the light traffic on Hollybush Rd, a shoulder trail would be adequate. The off-road section of the trail would be wood chips.

Opportunities & Contingencies – NA

30. Pinto Dr

Description – This proposed trail extends about 1 1/4 miles, from County Rd 24 on the south to the north end of Pinto Dr, then east for about 1/4 mile, then north for a little more than 1/2 mile along the half-section line to Medina Rd.

Need– This trail could serve as a link from Medina Rd to County Rd 24.

Surface Recommendations – This trail should not be paved.

Opportunities & Contingencies – Pinto Dr is now a dead-end road with large parcels to the north and northeast. Any future property divisions should be examined for possible trail easements.

31. Tomahawk Trail

Description – This trail would run along Tomahawk Trail for about 1 1/4 miles, from Hamel Rd northeast to Pioneer Trail. A 1/8 mile extension along Pioneer Trail could connect this trail to the Canadian Pacific trail.

Need – There are alternate trails along County Rd 19, Hamel Rd and the Canadian Pacific that would serve more residents.

Type and Surface Recommendations – The terrain would likely require shoulder trail. Initially this could be a gravel surface.

32. Apache Turf Trails

Description – These trails will head east toward Pioneer Trail and south to Hamel Road

Need – Provide an interior, off-road connection for future development.

Type and Surface Recommendations – Turf trails.

Opportunities & Contingencies – As opportunity arises or development occurs.

33. Meadowwoods Trail

Description – This trail will run from Deerhill Road East to Tamarack, Cherokee Road, Meadowwoods Trail, Pinto Drive to Medina Road.

Need – Connect east side of city to Wolsfeld woods.

Type and Surface Recommendations – Turf where appropriate.

Opportunities & Contingencies – As opportunity arises or development occurs.

34. Deerhill East

Description – This trail will run along Deerhill Road from Tamarack west to Wolsfeld Woods (includes spur running south to Wolsfeld Woods off Deerhill).

Need – This trail will provide a continuation of the Meadowwoods Trail and connection to Wolsfeld Woods.

Type and Surface Recommendations – Unpaved

Opportunities & Contingencies – As opportunity arises or development occurs.

35. Wolsfeld Cabin Trail

Description – The trail is named Wolsfeld Cabin Trail because it provides the connection from the Wolsfeld Cabin, which is located at City Hall, to Wolsfeld Woods and the actual location where the cabin once stood.

Need – Historic connection.

Type and Surface Recommendations – Turf

Opportunities & Contingencies – As opportunity arises or development occurs.

36. Wolsfeld West Trail

Description – This trail, approx 1/2 mile long, would provide a connection between Wolsfeld Woods Natural and Scientific Area to Willow Drive, Deer Hill Road West and ultimately to Baker Park.

Need – At this time the low traffic volume on Deer Hill does not warrant an off-road trail. However, an east–west connection between Tamarack and Willow near the City’s south border would be desirable.

Type and Surface Recommendations – Given the Minnesota DNR’s position on bicycle traffic in its scientific and natural areas, and the low traffic level on Deer Hill, this should be a turf trail.

Opportunities & Contingencies –As opportunity arises or development occurs. Medina needs to be mindful of DNR regulations for trail use in developing this trail.

37. Alpine Willow Trail

Description – This trail will make a loop connection that would stay east of Homestead and would run west from Deerhill, Road West Trail, then north around a natural wetland and woodlands back to Willow.

Need – To have an off-road trail along an open space corridor with high quality natural areas.

Type and Surface Recommendations – Turf

Opportunities & Contingencies – As opportunity arises or development occurs.

38. Chestnut Morgan Road Connection

Description – This trail would run east along Chestnut from Willow and then head south to connect to Morgan Road.

Need – To run an off-road trail along an open spaces corridor with high quality natural areas and connect with other off-road trails.

Type and Surface Recommendations – Turf

Opportunities & Contingencies – As opportunity arises or development occurs.

39. Morningside Neighborhood West

Description – This trail would extend approx. 1/4 mile due south from the west end of Morningside Rd to County Rd 6. Approximately 40% of this proposed trail is located within the Orono city limits and may be constructed by the City of Orono. The trail would intersect the existing trail, which originates at the Lake Katrina trail in Baker Park, continues on the north side of County Rd 6, makes a 90° turn to cross County Rd 6 and continues along Crystal Bay Rd to the Luce Line Trail.

Need – This trail would provide convenient access to the Baker Park trails and the Luce Line Trail, as well as the Orono Schools and recreational facilities on Crystal Bay Rd. According to a survey (2001) done by local Boy Scouts, trails are desired for this neighborhood. In addition to the survey, several residents have expressed their desire for a trail at this location.

Type and Surface Recommendations – Initially, this could be a gravel trail. If and when the need arises, the trail could be paved.

Opportunities & Contingencies – The City of Orono has already discussed this trail and they are not receptive at this time. We would need to coordinate construction with Orono. If the property south of Morningside is developed sooner, the City should consider constructing an alternate trail south along Elsinore Circle to the Orono City line.

40. Mohawk Trail

Description – This trail would run along Mohawk Drive from Highway 55 to the city’s north border.

Need – Trail connection opportunities to Corcoran.

Type and Surface Recommendations – Paved or gravel road-side trail.

Opportunities & Contingencies – As opportunity arises or development occurs.

41. East Chippewa

Description – This trail would run along Chippewa Road from Willow Drive heading east to Arrowhead Drive.

Need – Provide a local trail for interconnection with the community as development occurs.

Type and Surface Recommendations – To be determined.

Opportunities & Contingencies – As opportunity arises or development occurs.

42. West Chippewa

Description – This trail would run along Chippewa Road from Pioneer Trail to County Road 19.

Need – Provide access to Loretto, and the Regional Trail.

Type and Surface Recommendations – To be determined.

Opportunities & Contingencies – As opportunity arises or development occurs.

43. Blackfoot Chestnut Loop

Description – This trail would run west from Blackfoot Trail along the wetland and cut back to the proposed trail on Chestnut Road.

Need – This trail would complete an off-road trail which surrounds a large wetland and open space corridor.

Type and Surface Recommendations – Turf

Opportunities & Contingencies – As opportunity arises or development occurs.

44. Prairie Drive Trail

Description – This trail would run along Prairie Drive, down the property line to Pioneer Trail.

Need – This trail provides a connection to other trails.

Type and Surface Recommendations – To be determined.

Opportunities & Contingencies – As opportunity arises or development occurs.

45. Homestead Trail

Description – This trail would run along Homestead from County Road 24 to the city’s south boarder.

Need – Provide safer travel for pedestrians and bicyclist.

Type and Surface Recommendations – Should be road-side gravel trail.

Opportunities & Contingencies – Consider linking existing Baker Park trail to the immediate West of Homestead Trail, as opportunity arises or development occurs. This trail would be coordinated through Hennepin County.

46. Morgan/Blackfoot Loop

Description – This trail will connect the proposed loop from Chestnut Morgan Trail to Blackfoot Chestnut Loop

Need – To provide an off-road connection trail along a natural area and open space corridor.

Type and Surface Recommendations – Turf

Opportunities & Contingencies – As opportunity arises or development occurs.

47. Pioneer Trail

Description – This trail would run along Pioneer Trail from Highway 55 to Willow Drive.

Need – This trail is needed to complete the trail system in the north west portion of the City.

Type and Surface Recommendations – To be determined.

Opportunities & Contingencies – As opportunity arises or development occurs.

General Funding Considerations

To date, general funding for trails has been provided by park dedication fees assessed when property is subdivided. This policy is no longer adequate due to the restrictions on development in the City. If the City is to construct trails, other sources of funds should be evaluated. The following sources are suggested as possible sources to fund the cost of the high and medium-high priority trails expected to be needed over the next 10 years:

1. **Park Dedication Fees/Land** – It is imperative that easements be obtained for trails as soon as possible. At a minimum, a portion of the park dedication fees from a development should be used for the trails connecting that area to parks and recreational amenities within 5 miles of the development.
2. **Conversion of Road Improvement Budget** – Currently approximately \$200,000 per year is expended for the preparation and paving of roads within the City. Soon, all of these roads will be paved. If this budget item remains, it could be used to develop and maintain additional trails as well as to maintain the roads.
3. **Referendum** – Another option to pursue would be a referendum for a set amount of money, or an amount per housing unit, annually for maintaining and developing trails.
4. **Incentives** – The City should work with the tax assessor and city attorney to determine if an incentive to provide trail easements might be found by a reduction in the value of the property for a trail easement. If this is not a possibility, then the City should pursue creative options to provide incentives to residents for the use of their property.
5. **Grants** – The City should explore all available grant programs to determine whether monies may be available for trails. The City recently applied for a DNR grant to construct a trail and improvements along Sioux Dr. In those cases where trails may connect with adjoining cities, joint applications with the adjoining cities should be pursued in an effort to improve the likelihood of a successful application.
6. **Fund Raising** – The City has been very successful raising private donations for the construction of the Hamel Legion Park facilities. This success may be attributed to many factors including, but not limited to:
 - a) The community's desire to have certain facilities within the City;
 - b) The general desire of citizens to make contributions back to the community; and
 - c) The community's desire to recognize or memorialize certain individuals and organizations through the use of plaques and naming rights.

As with Hamel Legion Park, the community may wish to donate monies to fund the construction of dedicated trails in return for naming rights, signified by donor recognition signs.