



General

This section provides the basic information about the park or trail and the organizations responsible for it.

Last Update: March 07, 2018 14:21:15

GMRPTC Park/Trail ID#: 16-019D

Park or Trail Name: Crow River Regional Trail

Park or Trail Type: Multi-jurisdictional Trail

District: 4

Regional Designation Status : Regionally Designated

Evaluation Score :

Park/Trail Address: 7820 Elm Street

City: Rockford

Zip: 55373

Latitude: 45.15137105

Longitude: -93.6830163

Location Description: The proposed Crow River Regional Trail (CRRT) will expand recreational access to the Crow River - providing multiple opportunities along its 32-mile corridor to touch the river. The CRRTs proposed route stretches from the Luce Line State Trail in Watertown Township to the West Mississippi River Regional Trail in Dayton, connecting Carver, Hennepin and Wright counties through the communities of Minnetrista, Independence, Franklin Township, Delano, Greenfield, Rockford, Rockford Township, Hanover, Rogers, and Otsego.

Maps of Park/Trail:

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Corridor_Jurisdiction_935127.jpg

Facility Website: <http://www.co.wright.mn.us/Facilities/Facility/Details/Crow-River-Regional-Trail-CSAH-17-37>

Lead Applicant Organization : Wright County Parks and Recreation

Lead Contact Person: Bradley Harrington

Lead Contact Title: Parks and Recreation Operations Manager

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Joint Applicant #1: Carver County

Upload Resolution: http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Carver_County_Resolution_93c4c9.pdf

Joint Applicant #2: City of Dayton

Upload Resolution: http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Dayton_Resolution_cd41d2.pdf

Joint Applicant #3: City of Delano

Upload Resolution: http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Delano_Resolution_69d3a5.pdf

Joint Applicant #4: City of Greenfield

Upload Resolution:
http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Greenfield_Resolution_e43fb6.pdf

Other project supporters : Three Rivers Park District, Hennepin County, Metropolitan Council, City of Rockford, City of Hanover, City of Rogers, City of Otsego, City of Independence, and the City of Minnetrista

Description

Regional Significance Statement: Defining the boundary between Wright and Hennepin counties, the Crow River remains an important natural resource asset to the area. Named by the Ojibwe American Indians for the bird they called, marauder of newly planted corn. The CRRT will connect users to this valuable Minnesota natural resource by providing a high quality trail experience, promoting health and wellness, and provide a significant economic impact to the communities along the corridor.

Site Map uploads:

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Corridor_Jurisdiction_Overview_f2a735.jpg

Classification: Regional Trail (Non Motorized)

Overview/Description of Park or Trail: When complete, the 32-mile Crow River Regional Trail (CRRT) will fill a gap in the Greater Minnesota trail system by making a valuable connection to the Twin Cities metro with a safe, accessible and enjoyable recreation and alternative transportation option. The CRRT will expand recreational access to other park and trail facilities, residential neighborhoods, commercial nodes and several exurban downtown communities - which in turn supports bicycle and pedestrian mobility and economic development.

The CRRTs principle goals are to provide a trail route that gives users multiple opportunities to experience the Crow River and connect to local destinations. Since this region has significant number of private properties abutting the Crow River, a trail route that achieved an acceptable level of river proximity - coupled with capitalization of river touch points - provided the routes primary planning framework.

The 32-mile CRRT route travels from the Luce Line State Trail to the planned West Mississippi River Regional Trail, through the communities of Watertown Township, Minnetrista, Independence, Franklin Township, Delano, Greenfield, Rockford, Rockford Township, Hanover, Rogers, Otsego and Dayton

With an estimated 290,000 annual visits, the Crow River Regional Trail will become one of the more popular destinations in greater Minnesota for trail users. It will provide connections to the Luce Line State Trail, Crow River, Mississippi River and the West Mississippi Trails. This off-road, recreational trail will provide four river crossings (one new bridge), two railroad crossing improvements, one tunnel, a diverging diamond at Hwy 101, and I-94 bridge improvements. Cooperative efforts to improve the trail infrastructure throughout the State of Minnesota exemplifies what can be accomplished for all citizens of Minnesota when municipalities and multiple jurisdictions work together to achieve a common goal.

Total Acreage or Mileage : 32

Acquisition and Development Status: Existing Park of Trail

Describe land acquisition status: Land acquisition at this time is incomplete

Percentage of land acquired: 30

Development status: Some development, but more proposed

- New facilities proposed
- Existing facilities to be upgraded

Regional Context : The proposed regional trail will directly connect recreational destinations such as Lake Rebecca and Crow-Hassan Park Reserves within the Three Rivers Park District, in addition to the Luce Line State Trail, and the planned Sarah Creek, Rush Creek and West Mississippi River Regional Trails. In addition, the CRRT will connect to local recreation points-of-interest in Wright County, including Riverside, Pleasant View and Central Parks in Rockford, Rockford Township, and Delano.

When fully realized, CRRT users will be able to continue east on the Luce Line State Trail to reach Baker Park Reserve via the Baker/Carver or Lake Independence Regional Trail - and further connections can be made to the Medicine Lake Regional Trail and eventually the Minneapolis Grand Rounds. By traveling west on the Luce Line State Trail, users can reach the communities of Watertown, Hutchinson, and Winsted. At the north terminus of the trail users will connect to the Mississippi River Trail and travel west along the river connecting to the cities of Monticello and Clearwater which will provide a connection to the Beaver Island Trail and eventually the Lake Wobegon Trail.

Portions of the CRRT currently exist. Specifically, a 10.9 mile stretch at the southern end travels through Independence, Franklin Township, Delano and connects to Lake Rebecca Park Reserve. Another small 1.3 mile stretch exists from Hanover along the southern edge of Crow Hassan Park Reserve. These segments will be accepted as-is with detailed plans for improvements and new construction.

Regional Map uploads:

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Service_Area_9a3f1c.jpg

Site Information

This section provides an overview of existing and proposed site facilities and general site characteristics

Existing Facilities

- Camping-cross-section of camper types
- Group campsites
- Tent only sites

Other camping-related facilities

Canoe camping will be offered at various locations. With the trail connecting to Lake Rebecca and Crow-Hassan, other camping options are available.

- Picnicking and picnic shelters
- Walking Trails (paved)
- Hiking Trails (natural)
- Biking Trails (paved)
- Mountain Biking Trails (natural)
- Cross-country Skiing Trails
- Horseback Riding Trails (natural)
- Swimming
- Canoeing Facilities
- Fishing Piers
- Visitor Center
- Nature Center/Interpretation Trails
- Play areas, with an outdoor theme
- Dog Parks
- Restrooms/sanitation building
- Roads and Parking Areas

Proposed Facilities

- Picnicking and picnic shelters
- Walking Trails (paved)
- Biking Trails (paved)
- Canoeing Facilities
- Restrooms/sanitation building
- Roads and Parking Areas

Existing Facilities Other Information

Recreational opportunities will be provided along the trail corridor via connecting regional and local parks such as Lake Rebecca Park Reserve, Pleasantview Park, and Riverside Park in Rockford.

General Site Characteristics

The 32-mile Crow River Regional Trail is planned through Wright County townships of Franklin and Rockford, and cities of Delano, Rockford, Hanover and Otsego, Hennepin County cities of

Minnetrista, Independence, Greenfield, Rogers and Dayton, and Carver County township of Watertown. The regional trail will fill a critical gap in the regional trail system while providing a highly desirable recreation amenity to adjacent communities as well as the greater region. The regional trail will also incorporate safe crossings of significant pedestrian and bicycle barriers including county/state highways, several railroad crossings and the Crow River.

Site characteristics uploads:

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/03032007_River3_b55191.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/11072014_CrowHassanPrairie03_baf7a.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/AerObl Crow River_0076_eb0f8d.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/BNSF Crossing_3f017f.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CrowHassanPR_5_83fddd.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/Crow River 027 Bridge_f50f90.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/DSC01350_7a8964.JPG

Trends/Public Values

Public Involvement Summary : As part of the master plan scoping phase, a process was defined to engage the public and involve affected agencies, local units of government, and local, state and federal recreation providers. As directed by the Metropolitan Council's 2040 Regional Parks Policy Plan (Three Rivers Park District), that engagement process must seek to mitigate existing racial, cultural or linguistic barriers and include people of diverse races, ethnic groups, classes, ages, abilities and national origin.

Comprised of various local and state agencies, the Agency Stakeholder Committee ensured consistency across various complementary planning work. Participating agencies were invited during the master plans early planning stage to discuss opportunities to coordinate the CRRT with current trail, bikeway, recreation plans and capital improvement projects along the corridor. Invited agencies included; Wright County, Carver County, Hennepin County Department of Transportation, Metropolitan Council, Minnesota Department of Natural Resources (MnDNR), and Minnesota Department of Transportation (MnDOT).

Other community stakeholders within the CRRT corridor were identified in an effort to extend engagement across boundaries. Master plan staff was interested in a genuine, inclusive, innovative and flexible process that allowed stakeholders a way to explore options and issues, identify partnerships and discuss concurrent projects. Alternative venues for community outreach, other than the traditional open house, were explored to try and capture trail users who may not attend a traditional engagement open house due to work, family and child care obligations, transportation

issues, or other barriers. The community outreach strategy included the following directives - each described in detail regarding objectives, outcomes, successes and areas for improvement.

1) Build relationships with local jurisdictions and community member groups. Genuine and inclusive relationship building takes trust and most importantly - time. Early coordination efforts included identification of the following groups; Black Girls Do Bike Twin Cities, CROSS Food Shelf, Albertville/St. Michael Golden Age Club, Lions Club (Rockford, Hanover, Dayton), Minnesota Association of Small Cities, RiverWorks Community Helping Community, Delano Loretto Area United Way, Healthy Delano and Northwest Hennepin Human Services Council. When responses were obtained from requested community member groups, participation varied across groups. Most groups were supportive of the CRRT, but many provided noncommittal responses regarding outreach participation. In working with these groups, it became apparent that awareness was a key barrier to active participation within the public engagement process.

2) Go to where the people are. Bringing information to where people are already gathering can be an effective way to gain input for high level planning efforts. Opportunities for public engagement occurred at community festivals, pop-up events and design charettes including the Hanover Harvest Festival, Rockford River Days, Otsego Prairie Festival, Rogers Farmers Market, Minnesota Design Team Visit in Dayton and Independent School District (ISD) 728 Safe Routes to School Design Charette. During these venues, the public was asked to vote for their preferred CRRT route and to give feedback on trailhead amenities. This method of engagement proved to be effective because participants could give feedback quickly and in a low-pressure environment. Avenues for continued participation were advertised including feedback loops to the project website. Participation included people from various genders, ages, social statuses, and ethnic groups. Over 150 participants provided feedback at these events, and most responders had similar findings regarding route preference and trailhead amenity information.

3) Provide various participation mediums. While traditional methods of feedback were offered including opportunities to contact master plan staff and submit comments via phone and US mail, the CRRT Master Plan explored several web-based platforms for community outreach. The CRRT Master Plan acknowledges that while web-based participation does not capture all of the targeted user groups due to technology limitations, it does offer an opportunity to provide feedback 7 days a week, 24 hours a day for responders who otherwise may have barriers to in-person participation. In addition, those who received information or participated via online mediums exceeded the reaches of the immediate trail service area - meaning a larger regional context could be accessed. These mediums included a project website (over 4,200 unique visitors to the page), a mysidewalk page for the CRRT (over 6,300 views to various posts including alerts for in-person and online participation opportunities and results. However, the number of responses and interactions was low (17), when compared to the number of total views), an online survey through Survey Monkey (received over 350 responses - with an estimated 86 percent approval rating).

Public Involvement Support Material Uploads:

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT Project Website Webshot_9ea381.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT mySidewalk Webshot_99fa54.jpg

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/public_input_results_9bfbe0.pdf

Regional Demographic Information : Crow River Regional Trail is anticipated to become a significant regional trail destination due to its connectivity with recreational amenities including

existing and proposed regional trails, regional park reserves, to the downtowns of Delano, Rockford, Hanover, and Dayton, and various retail and commercial nodes. The proposed regional trail will help fill a significant north-south gap in the regional trail system - adding 32 miles, and providing trail users a recreation-based multi-modal, alternative transportation option weaving between Wright, Carver, and Hennepin Counties. The natural beauty of the Crow River provides the backbone of the regional trail alignment, offering multiple opportunities to touch and experience the river corridor. National, state, regional, and Park District recreational use trend studies support continued expansion, improvement, and implementation of trails. Recreational studies also indicate that of the wide varieties of recreation activities, trails appear to be the common thread across most demographics groups.

The Minnesota State Comprehensive Outdoor Recreation Plan (SCORP), published by Minnesota Department of Natural Resources (MnDNR), provides goals and strategies that reinforce the vision and strategic directions of that comprise the Parks and Trails Legacy Plan. Two-thirds of all recreation use occurs within a half-hour drive from home; creating the need for outdoor recreation lands near areas of higher population density and growth. Sustaining existing outdoor recreation facilities for future generations remains a key issue.

Public Health Values:

- Promotes physical activity
- Promotes healthy lifestyle
- Connects people to the outdoors
- Enhances mental health
- Encourages social interaction

Public Health Values Additional Information : In addition to documented demographic trends, the recreation industry is also faced with new challenges that are complex because they are shaped by human behavior such as nature-deficit disorder, the rise of obesity and generational recreation trends. Identifying and recognizing their existence helps park and trail planners shape recommendations for future recreation facilities and programs.

Nature-deficit disorder, a phrase coined by Richard Louv's book *Last Child in the Woods*, provides a stark warning about the dangers of allowing children to grow up without contact with natural areas. As Louv describes, the results of the phenomenon include parental fears, restricted access to natural areas, and the lure of screen-time. According to the U.S. National Library of Medicine, most American children spend about 3 hours a day watching television. When added together with playing video games and surfing the internet, all types of screen time can total 5-7 hours a day. Too often these activities replace going outside, taking walks, playing, and otherwise getting the physical activity needed to stay healthy. This is true for people of all ages, and it may be of special concern with children. A growing movement to remedy the nature-deficit disorder has been attributed to this book and has inspired the creation of grassroots groups aimed at reconnecting children with nature such as the Children & Nature Network and No Child Left Inside Coalition. Louv concludes that direct exposure to nature is essential for healthy childhood development and for the physical and emotional health of children and adults. This research further reemphasizes the need for quality parks and trails within our Twin Cities community fabric that is accessible and safe for all to enjoy.

The obesity epidemic is one of the country's most serious health problems. Adult obesity rates have doubled since 1980, from 15 to 30 percent, while childhood obesity rates have more than tripled. More than one-third of American adults are obese (78.6 million). Minnesota's adult obesity rate hovers at 24 percent, up from 16 percent in 2000 and 10 percent in 1990. Rising obesity rates have significant health consequences, contributing to increased rates of more than 30 serious diseases. Obesity is a risk factor for Type 2 diabetes, cardiovascular disease and certain types of cancers - some of the leading causes of preventable death. These conditions create a major strain on the health care system. More than one-quarter of health care costs are now related to obesity. The financial burden of obesity includes runaway health care costs and decreased productivity.

According to the Minnesota Department of Health, Minnesotans spend over 2.8 billion dollars on rising health care costs for obesity related diseases - up from 1.3 billion in 2004. These tangible, real-life statistics provide the necessary validation that the need to improve opportunities for a physical activity and active living through outdoor recreation is imperative.

Economic Development/Tourism Opportunities : Bicycling will be the primary regional trail use, with ancillary uses such as walking, running and in-line skating capturing a smaller percentage of the total use. These expected uses remain consistent throughout the trail corridor with the exception of where the regional trail passes through commercial areas. In these locations, it is anticipated that the regional trail will receive an increased percentage of pedestrian activity associated with the sidewalk network.

Seasonal use percentages for the CRRT are expected to be consistent with regional trail seasonal use with 90 percent of visitation occurring in the spring, summer, and fall seasons. Winter use of the CRRT is dependent on weather conditions, available budget, and the assistance of local communities to maintain the trail. At the time this master plan was written, it is anticipated that the local communities will maintain the regional trail during the winter months as resources allow and demand warrants it.

When fully constructed, the CRRT is projected to generate 290,000 annual visits. This visitation estimate is calculated based on the following cumulative methodology: 1) connectivity to existing regional recreational amenities, 2) destination aesthetic qualities along the trail corridor and, 3) connection to commercial areas (Appendix B). Metropolitan Council studies indicate that 50 percent of regional trail users live within 0.75 miles from the trail (core service area) and 75 percent of users live within 3 miles of the trail (primary service area) (Map 8). In addition, due to the regional trails destination qualities, it can be expected that the regional trail will draw users from a larger Twin Cities service area.

Economic Development/Tourism Opportunities Support Material Uploads:

Description:

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Service_Area_828eb4.jpg

Recreational Trends Information : According to the Outdoor Recreation Participation Topline Report (2016), nearly half of all Americans - 48.4 percent - participated in at least one outdoor activity in 2015. That equates to 142.4 million participants, who went on a collective 11.7 billion outdoor outings. While the actual number of outdoor participants increased by one million over the one-year period, the overall participation rate remained the same due to population increase. Aspirational participation, which measures the physical activities that interest non-participants, showed that Americans are often drawn to outdoor recreation over sports, fitness and leisure activities. In fact all aspirational participants, regardless of age, reported bicycling in their top three most appealing activities. The report details youth, young adult and adult participation rates and frequencies for popular types of recreation. Results of those report details outline that running, jogging and trail running tops all lists for participation, followed closely by bicycling.

The Outdoor Recreation Trends and Futures technical document (2010) has reported that the number and percentage of people ages 16 and older participating in walking and bicycling continue to increase nation-wide, giving a positive outlook for regional trail development. Walking for pleasure and bicycling report in at over 200 and 88.3 million participants respectively (2005-2009) - numbers that have been steadily increasing since the reports first recorded numbers in 1982. The Outdoor Recreation Trends and Futures document further investigates recreational participation by ethnic populations, concluding that minority populations nation-wide are still underrepresented in outdoor recreation overall - which is also consistent with Minnesota data. However, of those ethnic populations that were surveyed who did participate in outdoor activities (the largest ethnic groups in the United States being African Americans, Asian/Pacific Islander and Hispanics), running/jogging and trail running ranked highest as their top selection (ages 6 and older).

The Minnesota State Comprehensive Outdoor Recreation Plan (SCORP), published by Minnesota Department of Natural Resources (MnDNR), provides goals and strategies that reinforce the vision and strategic directions of that comprise the Parks and Trails Legacy Plan. Two-thirds of all recreation use occurs within a half-hour drive from home; creating the need for outdoor recreation lands near areas of higher population density and growth. Sustaining existing outdoor recreation facilities for future generations remains a key issue.

Bicycle and pedestrian studies from across the country, and over the last twenty-five years, have come to the same general conclusions regarding user preferences - regardless of user type. Trails with these characteristics will attract visitors from greater distances, will have greater annual use, and will produce more enjoyable experiences for trail users: Natural settings (scenic, vegetation, limited evidence of the built environment, etc.) A diversity of natural settings (woodlands, wetlands, prairies, etc.) Visual and physical separation from vehicles. A continuous and contiguous route with limited stop conditions. A smooth surface (either paved or aggregate). Connectivity with destinations and other bicycle/pedestrian facilities. Opportunities for loops. Trail amenities - drinking water, mileage markers, restrooms, and wayfinding. Some bicycle and pedestrian studies also indicate that participants are willing to spend more money and travel longer distances to utilize facilities that incorporate these preferences. In recognition of user preferences, the CRRT route was selected to provide linkages to regional recreation destinations; balance recreation and natural resources; minimize stop conditions, provide a safe, off-road, multi-modal transportation option, and ultimately, increase the desirability of the regional trail. As such, it is reasonable to expect that a regional trail, such as CRRT that incorporates these preferences, will be used more and provide a more enjoyable experience than a regional trail that does not.

Classification Details

Regional Trail (Non-Motorized) Classification

Criteria 1: Provides a High-Quality "Destination" Trail Experience

The Crow River Regional Trail will connect many users to the Crow River. There will be multiple touchpoints to the river along the trail. In addition, users will be able to view the Crow River the majority of the time while on the trail. The Crow River Regional Trail will provide connections to the Luce Line State Trail (as already mentioned) and the West Mississippi Trail. It will connect Lake Rebecca and Crow Hassan Park Reserves and will connect the planned Rush Creek Regional Trail expansion to the Sarah Creek Regional Trail in Three Rivers Park District. The proposed connections involving many trails, parks, counties, cities, and townships are expected to bring over 290,000 annual visitors to the trail system.

To maintain continuity along the trail, four river crossings (one new bridge), two railroad crossing improvements, one tunnel, a diverging diamond at Hwy 101, and I-94 bridge improvements will be completed. Once completed, it will provide 32 miles of off-road trail for cyclists, walkers, and joggers alike. Trailheads will be constructed with clear signage for wayfinding and direction, benches will be placed along the trail for rest, and plenty of parking along the trail will be available, features that will all enhance the user's experience.

The Crow River is one of the main tributaries of the Mississippi, and constructing a trail along this river makes sense in connecting the two rivers together. Allowing for more access to both rivers will only increase the popularity and use of the trails. The Crow River Regional Trail will also provide a connection to the Crow River Park System along the North Fork of the Crow River in Wright County, which provides for canoe access and primitive camping in addition to multi-use trails.

Criteria #1 Images

http://dms.gmrptcommission.org/uploads/applications/16-019D/Crow_DoveTail Inc.org_3506ae.jpg

Criteria 2: Well-located (i.e., Convenience of Access/Adequate Length) to Serve Regional

Population and/or Tourist Destination

The 2010 Census named Wright County as the second-fastest growing county in Minnesota, with a 38.6% increase in population. This is due in part to the growth along Interstate 94 around Monticello and Otsego as well as to development in the southwest region around Delano. This 32-mile regional trail will connect one of the fastest growing areas in the State of Minnesota to its largest metropolitan area and will provide new recreational opportunities to each of these population centers.

The Crow River Regional Trail will provide connections to the Luce Line State Trail (as already mentioned) and the West Mississippi Trail. It will connect Lake Rebecca and Crow Hassan Park Reserves, and will connect the planned Rush Creek Regional Trail expansion to the Sarah Creek Regional Trail in Three Rivers Park District. It will also provide a connection to the Crow River Park System along the North Fork of the Crow River that is managed and maintained by Wright County Parks. The Crow River Park System will bring in canoe/kayak enthusiasts from all over and offer primitive camping as well.

Criteria 3: Enhances Connectivity to Regional Destinations

The Crow River Regional Trail will provide connections to the Luce Line State Trail (as already mentioned) and the West Mississippi Trail. It will connect Lake Rebecca and Crow Hassan Park Reserves, and will connect the planned Rush Creek Regional Trail expansion to the Sarah Creek Regional Trail in Three Rivers Park District. It will also provide a connection to the Crow River Park System along the North Fork of the Crow River that is managed and maintained by Wright County Parks.

In addition to connecting these trails and parks, the Crow River Regional Trail will make connections with destinations such as downtown Hanover, downtown Rockford, and destinations within the City of Rogers. Establishing these connections is a vital part of the project. This trail will help in the accomplishment of many plans and programs such as the Wright County Trail and Bikeway Plan, Safe Routes to School, Regional Active Transportation Plan, and the Transportation Alternatives Program through MnDot, as many different entities work together for a common goal of providing a convenient and connected system of trails to serve the greater population of our region.

Criteria #3 Images

http://dms.gmrptcommission.org/uploads/applications/16-019D/river_inn_-_hanover_8c5331.jpg

Criteria 4: Fills a Gap in Recreational Opportunity within a Region

There are four regional trails currently designated within District Four, none of which are in Wright County. Wright County is one of the fastest-growing counties in the State of Minnesota, and this growth further accentuates the need for a regional trail such as the Crow River Regional Trail. Making connections to the Luce Line State Trail, the West Mississippi River Regional Trail (Three Rivers Park District), and the North Fork of the Crow River will allow for users from all over District Four, including Wright County and the greater metropolitan area, to connect to the Crow River trail system, which will lead to even more connections throughout the state.

The Wright County Parks Department developed the Wright County Trail and Bikeway Plan in 2011 and is currently working to make this plan a reality. The Crow River Regional Trail is a key part of this plan, as it connects multiple cities, townships, and counties to each other, further emphasizing the importance of designating the Crow River Trail System as a regional trail. The Crow River Regional Trail is one of six potential regional trails within Wright County as identified by the Wright County Trail and Bikeway Plan. With three of the other potential regional trails directly connecting to it and the other two indirectly connecting to it via other potential trails, the Crow River Trail System is the backbone of the trail system in Wright County.

Development/Acquisition

Development Plan Overview : The total acquisition and development costs to complete

proposed and upgrade existing CRRT segments are summarized and separated by agency to fully understand the participation percentages (Table 7). As seen in the table, the majority of CRRTs development is dependent on the Park District (51 percent) and Wright County (48 percent) - with Carver County contributing about 1 percent of the total project cost. The estimated master planning level acquisition and construction cost estimate for the unbuilt trail sections and upgrades to existing segments is estimated at \$37 million. In recognition of the anticipated acquisition phase duration and amount of resources and coordination necessary to construct the remaining 19 miles of regional trail, it is anticipated that the CRRT will not be fully constructed for another 20 to 30 years.

The development costs for the remaining 19 miles include all foreseeable costs to construct the trail to regional trail standards including site preparation, reconfiguration and upgrade of rural to urban roadways (addition of curb and gutter), modification of drainage patterns, storm water treatment, bridges and boardwalks, wetland mitigation, utility relocation, and installation of signage, striping, kiosks, rest stops, landscaping, and similar support elements. The preliminary cost estimate also includes upgrading portions of existing aggregate trail to bituminous standards and the long-term plans to route the CRRT through Delano. A very preliminary implementation and funding plan is summarized in table provided. Specific trail projects were itemized and grouped together to assist park implementing agencies in determining timing and potential funding sources. Regional trail development will be phased and significantly tied to opportunities that take advantage of external funding sources, road reconstruction projects, development initiatives, and local and regional political will. Several near term projects have been identified and include construction of achievable, small gaps and wayfinding to establish the CRRTs place within the regional trail network. Mid and long-term projects require significant funding which often takes a substantial amount of time to coordinate.

Development Plan Upload

http://dms.gmrptcommission.org/uploads/applications/16-019D/development_table_83f6dd.pdf

Acquisition Plan Overview : The remaining proposed CRRT segments are a combination of trail adjacent to roads (off-street, within road right-of-way), trail through public property, and trail through private property. CRRT segments adjacent to roads require coordination from/with the operating jurisdiction - whether that be local, county or state. This is typically realized in the form of right-of-way certificates, limited use permits, and/or easements. The CRRT Master Plan assumes when the right-of-way is utilized, it is at no cost. The CRRT route includes segments through public property. Properties included in this category include several Wright County-owned parcels adjacent to the Crow River, along CR20. The CRRT also includes extending segments through Riverside Park (Rockford) and Central Park (Delano) - both municipal properties. The CRRT Master Plan assumes when publicly owned property is utilized, it is at no cost.

CRRT segments through private property will be primarily pursued through a willing-seller approach. As such, acquisition will occur when land owners are ready and interested in selling their property or are considering development of their property - providing an opportunity to negotiate the designation of the regional trail corridor as part of development. Participating CRRT agency partners will work with property owners and the local municipality to explore creative acquisition strategies such as easements, lot splits, resale of surplus property, transfer of development rights, and similar to best meet the needs and expectations of all involved parties.

Due to the willing-seller approach, the CRRT acquisition phase may take decades to fully realize. The minimum estimated property rights acquisition cost is \$2,333,808 (2016 dollars). This cost could be reduced by waiting for the regional trail to be realized through land use development. As an example, this development-driven cost savings is currently being realized in Otsego, with a single family residential subdivision occurring in Segment E3, which will accommodate the CRRT - a land acquisition cost savings of approximately \$600,000 and a trail construction cost savings of nearly \$280,000 (2016 dollars). A detailed analysis of the acquisition costs area outlined in the provided table.

There may be additional acquisition opportunities to acquire a wider trail and ultimately create a

more desirable trail corridor by buffering the trail from surrounding development and by incorporating areas of natural or cultural resource significance directly into the corridor. As such, the acquisition needs presented in this master plan are the minimal acquisition requirements to achieve a continuous and contiguous corridor.

Acquisition Plan Upload

http://dms.gmrptcommission.org/uploads/applications/16-019D/Crow_River_Regional_Trail_Budget_JPEG_93893e.jpg

The following item provides details about one particular item or feature listed under the "Development Plan Overview"

Development Feature 1

Upgrade/Existing trail beds from aggregate to paved surface.

http://dms.gmrptcommission.org/uploads/applications/16-019D/DSC_0456_4bf371.JPG

http://dms.gmrptcommission.org/uploads/applications/16-019D/TR-2_4d585b.jpg

Development Feature 2

Regional Trail Kiosks - A free-standing, roofed structure that provides trail users with an aerial map, a description of trail highlights, and a map of the entire regional trail that depicts local trails, amenities, and services near the regional trail.

http://dms.gmrptcommission.org/uploads/applications/16-019D/Regional_Kiosk_8c8495.jpg

Development Feature 3

System Kiosks - A free-standing, roofed structure that provides trail users with a map of agency partner's regional trail systems, the regional trail rules, and general information about the agency partnership.

http://dms.gmrptcommission.org/uploads/applications/16-019D/System_Kiosk_bbfff1.jpg

Development Feature 4

Directional Signs - A post structure with description blades attached, depicting the direction, the name, and the distance to major destinations and points of interest on the trail. Each post structure has the capability of holding up to 12 description blades.

http://dms.gmrptcommission.org/uploads/applications/16-019D/DSC01098_a89ea9.JPG

Implementation

Implementation Plan : Construction of non-existing CRRT segments spanning three park implementing jurisdictions and ten communities will occur as opportunities present themselves and as resources allow. The timing of implementation is also dependent on the acquisition of the corridor (where necessary) which, under a predominantly willing-seller approach, may take decades to realize. Implementation will be phased as available land and financial resources prohibit the entire 32-mile corridor from being constructed as one project in the near future. A phased approach allows for trail segments to be constructed in a logical manner and respond to the demand and support from the local community, collaboration with other projects, and maximizing internal and external funding opportunities. For the purposes of the CRRT Master Plan, a cohesive implementation plan is outlined which includes estimated costs and funding strategies for all three park implementing agencies - however, it is understood that each agency will be responsible for being the project lead for any segment construction within their jurisdiction. Cross-agency cost participation may occur, but is not required. Implementation will occur at the discretion of the individual park implementing agency direction and only when they are financially prepared to

assume the operation and maintenance responsibilities and costs of the regional trail.

Summarize Acquisition and Development Costs To-Date : The 32-mile CRRT route is comprised of 17 miles within Park District jurisdiction, 15 miles within Wright County jurisdiction and 0.3 miles within Carver County jurisdiction.

Thirteen (13) miles of the CRRT exist, in varying conditions, completing nearly 40 percent of the 32-mile corridor. Those completed segments are currently owned, operated and maintained by the Park District, Wright County and local municipalities (Table 6). The CRRT Master Plan directs that the existing CRRT segments be elevated to regional status, thus allowing park implementing agencies to enter into railway cooperative agreements with local municipalities to own, operate and/or maintain said segments. The timing of which these railway cooperative agreements occur are at the discretion of the associated park implementing agency.

Parks and Trails Legacy Funding

Acquisition	Development	Total
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Non-Parks and Trails Legacy Funding

Arts & Cultural Heritage Legacy

Acquisition	Development	Subtotal
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Clean Water Legacy Funding

Acquisition	Development	Subtotal
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Outdoor Heritage Legacy Funding

Acquisition	Development	Subtotal
-------------	-------------	----------

Local and Other Funding Sources

Local Funding

Acquisition	Development	Subtotal
	\$95,000	\$95,000

Environment & Natural Resources Trust Fund

Acquisition	Development	Subtotal
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Other Funding

Acquisition	Development	Subtotal
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\$190,000

\$190,000

Total: \$285,000

Grand Total Investments to Date - All Sources Listed : 285000.00

Acquisition and Development Cost Projections : The total acquisition and development costs to complete proposed and upgrade existing CRRT segments are summarized and separated by agency to fully understand the participation percentages (Table 7). As seen in the table, the majority of CRRTs development is dependent on the Park District (51 percent) and Wright County (48 percent) - with Carver County contributing about 1 percent of the total project cost. The estimated master planning level acquisition and construction cost estimate for the unbuilt trail sections and upgrades to existing segments is estimated at \$37 million. In recognition of the anticipated acquisition phase duration and amount of resources and coordination necessary to construct the remaining 19 miles of regional trail, it is anticipated that the CRRT will not be fully constructed for another 20 to 30 years.

Cost Estimate Support Information Uploads

[http://dms.gmrptcommission.org/uploads/applications/16-019D/Table 7 \(Cost by Agency\)_3c8c92.pdf](http://dms.gmrptcommission.org/uploads/applications/16-019D/Table 7 (Cost by Agency)_3c8c92.pdf)

Acquisition and Development Phasing Plan : The remaining proposed CRRT segments are a combination of trail adjacent to roads (off-street, within road right-of-way), trail through public property, and trail through private property. CRRT segments adjacent to roads require coordination from/with the operating jurisdiction - whether that be local, county or state. This is typically realized in the form of right-of-way certificates, limited use permits, and/or easements. The CRRT Master Plan assumes when the right-of-way is utilized, it is at no cost. The CRRT route includes segments through public property. Properties included in this category include several Wright County-owned parcels adjacent to the Crow River, along CR20. The CRRT also includes extending segments through Riverside Park (Rockford) and Central Park (Delano) - both municipal properties. The CRRT Master Plan assumes when publicly owned property is utilized, it is at no cost.

CRRT segments through private property will be primarily pursued through a willing-seller approach. As such, acquisition will occur when land owners are ready and interested in selling their property or are considering development of their property - providing an opportunity to negotiate the designation of the regional trail corridor as part of development. Participating CRRT agency partners will work with property owners and the local municipality to explore creative acquisition strategies such as easements, lot splits, resale of surplus property, transfer of development rights, and similar to best meet the needs and expectations of all involved parties.

The development costs for the remaining 19 miles include all foreseeable costs to construct the trail to regional trail standards including site preparation, reconfiguration and upgrade of rural to urban roadways (addition of curb and gutter), modification of drainage patterns, storm water treatment, bridges and boardwalks, wetland mitigation, utility relocation, and installation of signage, striping, kiosks, rest stops, landscaping, and similar support elements. The preliminary cost estimate also includes upgrading portions of existing aggregate trail to bituminous standards and the long-term plans to route the CRRT through Delano.

A very preliminary implementation and funding plan is summarized in the table provided. Specific trail projects were itemized and grouped together to assist park implementing agencies in determining timing and potential funding sources. Regional trail development will be phased and significantly tied to opportunities that take advantage of external funding sources, road reconstruction projects, development initiatives, and local and regional political will. Several near term projects have been identified and include construction of achievable, small gaps and wayfinding to establish the CRRTs place within the regional trail network. Mid and long-term projects

require significant funding which often takes a substantial amount of time to coordinate.

Phasing Plan Support Information Uploads

http://dms.gmrptcommission.org/uploads/applications/16-019D/Cost_Projection_Table_15b4ee.pdf

Cost Projections for Implementation Plan

Acquisition: 1094544

Development: 16482594

Projected Total: 17577138.00

Operational

Joint Organizations Responsibilities : There are 13 other organizations involved in the Crow River Regional Trail (CRRT). Each organization have signed official resolutions from their governing bodies in support of the project. This includes the operations and maintenance of the trail segment that would fall in their respective jurisdictions. This includes pavement management, wayfinding and signage, and general maintenance. Each jurisdiction (Wright County, Three Rivers Park District, Greater Minnesota Parks and Trails, and the Met Council) will be financially responsible for the segments of the trail corridor that are contained in the district. The partnership was developed to create the plan as crossing jurisdictional lines made the most sense for the best trail experience with the understanding that financially no money would cross jurisdictional lines.

Joint Organizations Support Material Uploads

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Rogers_Resolution_1d1a77.pdf

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Minnetrista_Resolution_938dc1.pdf

http://dms.gmrptcommission.org/uploads/applications/16-019D/CRRT_Independence_Resolution_8e9129.pdf

Maintenance/Operations Plan : Yearly Maintenance:

- 1) Trail edge mowing and refuse pick up: \$750.00
- 2) Surface repairs as needed: \$1,000.00
- 3) Trail inspections: \$500.00
- 4) Signage marking, replacement/repairs: \$100.00

Every 5 years:

- 1) Seal and crack fill: \$1.00 per foot of crack (2018 prices)

20 years:

- 1) Overlay/reclaim

M/O Support Material Uploads

http://dms.gmrptcommission.org/uploads/applications/16-019D/Maintenance_Plan_6cad6c.pdf

Ecological/Land Resources Plan : Invasive species management along the trail corridor will be managed on a year to year basis based off of trail inspections. Any impact along the trail corridor to sensitive natural resources will be evaluated as they arise during the project.

Annual Routine Maintenance and Operations Cost Total : 2350.00

Programming

Programming Plan : The percentage breakdown by activity of CRRT will generally regional trail activity trends. Bicycling will be the primary regional trail use, with ancillary uses such as walking, running and in-line skating capturing a smaller percentage of the total use. These expected uses remain consistent throughout the trail corridor with the exception of where the regional trail passes through commercial areas. In these locations, it is anticipated that the regional trail will receive an increased percentage of pedestrian activity associated with the sidewalk network.

Seasonal use percentages for the CRRT are expected to be consistent with regional trail seasonal use with 90 percent of visitation occurring in the spring, summer, and fall seasons. Winter use of the CRRT is dependent on weather conditions, available budget, and the assistance of local communities to maintain the trail. At the time this master plan was written, it is anticipated that the local communities will maintain the regional trail during the winter months as resources allow and demand warrants it.

When fully constructed, the CRRT is projected to generate 290,000 annual visits. This visitation estimate is calculated based on the following cumulative methodology: 1) connectivity to existing regional recreational amenities, 2) destination aesthetic qualities along the trail corridor and, 3) connection to commercial areas. Metropolitan Council studies indicate that 50 percent of regional trail users live within 0.75 miles from the trail (core service area) and 75 percent of users live within 3 miles of the trail (primary service area). In addition, due to the regional trails destination qualities, it can be expected that the regional trail will draw users from a larger Twin Cities service area.

Annual Programming Cost : 2350.00

Annual Revenues from Programming and Fees/Charges Total : 0.00

Outreach and Marketing Plan : Outreach and marketing for the Crow River Regional Trail will be done through multiple sources. First and foremost as segments are completed press releases will be done in the communities that each segment impacts. In addition to press releases updates on the trail project will be provided by Wright County and Three Rivers Park District through their respective websites and social media outlets such as Facebook and Twitter. The trail will be added to the Wright County Parks and Recreation Website as a home-site for county residents and others to find information about the trail such as project updates and trail conditions when available. The trail has been identified in the Wright County Trail and Bikeway Plan as well as a priority project for Three Rivers Park District, once recognized as a regionally significant trail it will be added to the Greater Minnesota Parks and Trail website and we will strive to add it to the Explore Minnesota website as well.

Another aspect of outreach for the Crow River Regional Trail will be signage along the trail corridor. In addition to way finding and location signs we hope to add interpretative signs at the touch points of the Crow River that will exist along the trail. Incorporating these interpretative signs about vital resource that is the Crow River will allow for more opportunities along the trail corridor and will also help emphasize one of the state's important water trails.

User Metrics and Research Plan : We plan on conducting traffic counts along the trail corridor every 5 years. This will be through manual bike and pedestrian counts onsite at different segments and online surveys for each segment 5 years after segment completion.

Attachments

Document	Description	Filename
Resolution	Wright County Board of	1461951126606-Crow River

Resolution	Commissioners Resolution of Support City of Delano Resolution of Support	Regional Trail Signed Resolution.pdf 1461951152420-DELANO RES #16-03 Supporting Regional Park or Trail Designation WRIGHT CO.pdf
Resolution	City of Hanover Resolution of Support	1461951172947-HANOVER RES 04-05-48 Supporting Regional park pr Trail Designation WRIGHT CO.pdf
Resolution	City of Otsego Resolution of Support	1461951193415-OTSEGO RES 16-38 Supporting Regional Park or Trail Designation WRIGHT CO.pdf
Resolution	City of Rockford Resolution of Support	1461951216150-ROCKFORD RES #16-14 Supporting Regional Park or Trail Designation WRIGHT CO.pdf
Location Map	Proposed Trail Alignment for Crow River Regional Trail	1461951406988-Crow River Regional Trail Alignment.pdf
Park Trail Map		CRRT Corridor Jurisdiction_935127.jpg
Site Map Upload		CRRT Corridor Jurisdiction Overview_f2a735.jpg
Regional Map Uploads		CRRT Service Area_9a3f1c.jpg
Site Characteristics Upload		03032007_River3_b55191.jpg
Site Characteristics Upload		11072014_CrowHassanPrairie03_bba7a.jpg
Site Characteristics Upload		AerObl Crow River_0076_eb0f8d.jpg
Site Characteristics Upload		BNSF Crossing_3f017f.jpg
Site Characteristics Upload		CrowHassanPR_5_83fddd.jpg
Site Characteristics Upload		Crow River 027 Bridge_f50f90.jpg
Site Characteristics Upload		DSC01350_7a8964.JPG
Public Involvement Summ Upload		CRRT Project Website Webshot_9ea381.jpg
Public Involvement Summ Upload		CRRT mySidewalk Webshot_99fa54.jpg
Development Feature Upload		Regional Kiosk_8c8495.jpg
Development Feature Upload		DSC_0456_4bf371.JPG
Acquisition Plan Overview Upload	Acquisition documentation	Crow River Regional Trail Budget JPEG_93893e.jpg
Development Acquisition Plan Upload	Development Plan (Table 7)	development table_83f6dd.pdf
Economic Development Tourism Upload		CRRT Service Area_828eb4.jpg
Public Involvement Summ Upload		public input results_9bfbe0.pdf
Development Feature Upload		System Kiosk_bbff11.jpg
Development Feature Upload		DSC01098_a89ea9.JPG
Development Feature Upload		TR-2_4d585b.jpg
AcqDev Cost Projections Upload		Table 7 (Cost by Agency)_3c8c92.pdf
Ad Phasing Plan Upload		Cost Projection Table_15b4ee.pdf
Joint Org Responsibilities Upload	City of Rogers Resolution	CRRT_Rogers Resolution_1d1a77.pdf
Joint Org Responsibilities Upload	City of Minnetrista Resolution	CRRT_Minnetrista Resolution_938dc1.pdf

Joint Org Responsibilities Upload	City of Independence Resolution	CRRT_Independence Resolution_8e9129.pdf
Maintenance Operations Plan Upload		Maintenance Plan_6cad6c.pdf
Rgnl Trail Classification1 Upload		Crow_DoveTail Inc.org_3506ae.jpg
Rgnl Trail Classification3 Upload		river inn - hanover_8c5331.jpg
Additional Attachment	Segment A map	CRRT Corridor_Segment A_6e8ca0.jpg
Additional Attachment	Segment B map	CRRT Corridor_Segment B_ca85d0.jpg
Additional Attachment	Segment C map	CRRT Corridor_Segment C_528036.jpg
Additional Attachment	Segment D map	CRRT Corridor_Segment D_e7f323.jpg
Additional Attachment	Segment E map	CRRT Corridor_Segment E_98c75a.jpg