

**CITY OF EAGAN**  
**COMMUNITY TRAIL SYSTEM**  
**CONNECTIONS TO COMMERCIAL AREAS POLICY**

Adopted: January 18, 2011

**Introduction**

The City of Eagan has a substantial trail/sidewalk/path system dedicated to the use of non-vehicular traffic. The connection of these trail/sidewalk/path systems to commercial properties and providing safe and efficient access to a private business front door is a key component to the success of the City's trail system. The connection segments will serve to facilitate increased usage of the existing trail system, resulting in the reduction of vehicle emissions and traffic congestion while promoting a healthier lifestyle.

For the purpose of this policy the word trail or trails may define paths, trails, and sidewalks. The word user or users may define pedestrians, bicyclists, in-line skaters, skateboarders and others who utilize the trail system.

**Objective**

The development of a policy to create a mechanism for private property/business owners that encourages implementation of improvements for internal site circulation of non-vehicular traffic, provides connections to an existing trail segment, establishes the guidelines for the construction of these improvements, and offers guidance for funding assistance for these improvements.

**Private/Public Partnership**

The City of Eagan has established a trail network that locates these facilities in close proximity to existing commercial development areas. The effective utilization of the trail network and newly created trail connections to private businesses will be driven by private business/property owners. The partnership between the private business community and the City will seek to:

- Support an understanding of the potential benefits received from improved internal site circulation for bicycle and pedestrian movements and connection to an existing trail segment.
- Encourage private property/business owners to implement internal circulation improvements and connections between existing trails and businesses.
- Provide assistance for the review of internal site circulation improvements.

**Voluntary Participation**

The construction of internal site circulation improvements and trail connections will be on a voluntary basis and require the submittal of a written request to the City of Eagan Engineering Division, Public Works Department providing the following information:

- Applicant Name, Business, and Property Owner

- Address of contact person, business location, and property owner (if different)
- Statement of interest in the construction of a trail connection segment for private commercial property/business access, a description of the proposed improvements, and estimated costs for proposed improvements.
- Sketch drawing of proposed trail connection segment and key site features.

This information will be reviewed by Engineering and Planning staff. Submittals will be evaluated based on the ranking criteria and third-party funding assistance could be sought via possible grant opportunities for requests that score well.

### **Design/Construction Standards**

Ultimately, the design of the trail connection segments will require the preparation of a site plan for the proposed improvements signed by a licensed professional civil engineer. The design and construction shall be in compliance with the City of Eagan design standards and with the Americans with Disabilities Act (ADA), current edition, to provide accessible routes for users.

### **Permitting**

The construction of internal site circulation improvements and a trail connection shall be initiated through the submittal of a City of Eagan permit request for the trail connection segment. Permits required for the construction of a trail connection segment may include, but are not limited to, the following:

- Permit – Work in Right of Way-Easements-City Property
- Permit – Grading Excavation

### **Funding Alternatives**

The construction of potential internal site circulation improvements and trail connections will vary in size and cost. The funding of the improvements may be accomplished through the property/business owner or a variety of cost sharing agreements between the property/business owner and other available sources. Individual projects may be reviewed for consideration for application to other available sources. The City may encourage the combination of individual projects into larger project packages to improve the potential to secure competitive outside funding resources. The solicitation of available funds through other programs or sources (other than private contributions) may be assisted by the City of Eagan. Possible funding options and sources for the trail connections could include the following:

Private Funds – Property/business owner financing or private cost sharing portion of a funding agreement.

City of Eagan – Support for third-party grant money that may result in the City being a conduit to those funds.

Minnesota Department of Natural Resources, Local Trail Connections Program – Program established to provide grants to local units of government to promote the completion of relatively short trail connections to desirable location. Established through Minnesota Statutes 85.019 for funds received from lottery proceeds; 50% local match requirement.

Transportation Enhancement Program (Mn/DOT) – Federally funded, community-based projects awarded through a competitive selection process for funds distributed through Mn/DOT Office of State Aid; 20% local match requirement.

Statewide Health Improvement Program (SHIP) – Grant program established to improve health and reduce demands on the health care system by decreasing the percentage of Minnesotans who are obese or overweight or use tobacco. Targeted grants from this program would seek to improve walking and biking opportunities in the community.

Blue Cross Blue Shield of Minnesota (BCBSMN) – Working through the Active Living by Design (ALBD) Grant Program, BCBSMN provides technical assistance and funding to promote environments that encourage physical activity and ultimately improve the health of Minnesotans.

Bikes Belong Grant Program – Program through the Bikes Belong Coalition providing grants that will leverage federal, state and private funding.

**Guidelines for Priority Determination in Funding Assistance**

The following criteria will be utilized in the evaluation and ranking of proposed improvement and funding assistance requests to ensure the utmost in safety and practicality while seeking proper fiscal responsibility.

- Area type – Areas which host a variety of activities, such as stores, entertainment centers, restaurants, or employment base and the potential for attraction of bicycle and pedestrian users.

<i>Area Type (Private Commercial Site)</i>	<i>Rating</i>
Single Business Destination – low attraction rate	1
Single Business Destination – medium attraction rate	2
Single Business Destination – high attraction rate	3
Two (2) Business Destination – low attraction rate	2
Two (2) Business Destination– medium attraction rate	3
Two (2) Business Destination – high attraction rate	4
Multiple Business Destination – low attraction rate	3
Multiple Business Destination – medium attraction rate	4
Multiple Business Destination – high attraction rate	5

- Internal Site Circulation Plan – The proposed improvements to an internal site that provide safe and efficient travel from the existing trail segment to the private business. Establishes dedicated bicycle and pedestrian routes for direct access to businesses.

<i>Internal Site Circulation Plan</i>	<i>Rating</i>
No internal circulation routes and features	0
Limited internal circulation routes and features	1
Good internal circulation routes and features	4
Excellent internal circulation routes and features	7

- Growth Potential – The ability for the existing private development area to expand and/or attract additional bicycle and pedestrian users.

<i>Growth Potential of Site</i>	<i>Rating</i>
No growth potential	0
Limited growth potential	1
Modest growth potential	3
High growth potential	5

- Associated Site Enhancements – Existing or proposed features that will enhance the experience of the user when accessing the site for the primary visit. Examples include dedicated bike/pedestrian rest areas, picnic spaces, benches, bike racks, etc.

<i>Associated Site Enhancements</i>	<i>Rating</i>
No site enhancements	0
Limited number of site enhancements (< 2)	1
Modest number of site enhancements (2 – 5)	4
High number of site enhancements (> 5)	7

- Improvements Cost – The cost of the proposed improvements to encourage improvements that provide increased benefits to the community for bicycle and pedestrian access with minimal financial investment.

<i>Improvement Costs</i>	<i>Rating</i>
High (> \$10,000)	1
Medium (\$5,000 - \$10,000)	3
Low (< \$5,000)	5

- Residential Housing – Proximity (less than ¼ mile) of the commercial area and proposed trail connection to residential housing areas, providing opportunities for improved bicycle and pedestrian access to lower income and higher density housing areas.

<i>Residential Housing</i>	<i>Rating</i>
Low Density Residential	2
Medium Density Residential	5
High Density Residential	7

**Administration**

Oversight for projects to be implemented will be provided via the private property/business owner. Should the City of Eagan serve as a conduit to third-party funding, the City would monitor the project per grantor requirements before dispersing said funds.

The private property/business owners will be responsible for the maintenance of completed improvements on private property, including winter maintenance.