



CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE

Cannon Valley Trail **Draft** Comprehensive Plan Update

Cannon Valley Trail - **Draft** Comprehensive Plan Update

- This is an informational presentation
- Limited presentation time, will focus on improvements and costs
- The Cannon Valley Trail would value your comments and questions at the end of the presentation

Cannon Valley Trail

- In existence since 1986
- Hosts 100,000 visitors a year
- Who are the visitors?
- In 2016, people visited the CVT from 23 States: Wisconsin, Iowa, New Jersey, South Dakota, Nebraska, Michigan, Arizona, Illinois, California, Oklahoma, Maryland, Colorado, Kansas, Missouri, Tennessee, Georgia, Massachusetts, Washington, Oregon, Texas, Indiana, Montana and South Dakota

Comprehensive Plan Planning Process

- Consultants
 - Coordinate Process and Write Plan
- Public/Stakeholder Input
 - Ongoing since August 2016
- Planning Advisory Committee
 - Advises Staff/Consultants make recommendations to the JPB
- Joint Powers Board - Governs the Trail/Final Approval

Public Input

- Online survey
 - 374 respondents
 - 789 comments
- CVT Email Outreach/Comments
- Stakeholder meetings – over 25 engagements
- Open houses

Total: About 1000 comments

Comprehensive Plan

Chapter 1: Introduction

Chapter 2: Conditions and Needs Analysis

Chapter 3: Plan for the Trail

Chapter 4: Management, Stewardship,
Implementation

Plan follows the Greater Minnesota Regional
Parks and Trails Commission guidelines.



Vision Statement

The Cannon Valley Trail seeks to provide a premier human-powered recreational trail experience through the scenic Lower Cannon River Valley, be a vital amenity to a healthy lifestyle, encourage interaction between visitors and local communities, provide meaningful educational opportunities, and be an exemplary steward of the diverse natural and cultural resources.

Capital Improvement Plan

CIP is Organized Two Ways:

1. Categories:

- **Infrastructure** – engineering, bridges, bituminous, restrooms, etc.
- Trail Experience – trail connections, amenities
- Business Basics - acquisition
- Natural/Cultural Resources – planning, projects

2. Three Implementation Phases, beginning in 2018:

Early: 1 – 3 years (2018 – 2020)

Mid: 4 – 6 years (2021-2023)

Late: 7 – 10 years (2024 – 2027)

Infrastructure

Aging Bridges

- Bridges: 16 bridges with 100+ year old substructures and 30+ year old decks/rails
- All 16 need replacement or substantial repair within 10 years



Infrastructure

Aging Bituminous

- Bituminous: Age 25 – 32 years old and degrading



Infrastructure

Widening the Bituminous

- 10' wide tread is now the preferred minimum
- 10' wide is safer
- The Report concludes that significant lengths of CVT can be easily widened from 8' to 10' but that some sections will be problematic due to constricted conditions.
- It is estimated that these constricted locations total up to 3 miles.



Infrastructure

Flooding

- Frequency of 3" rain events in 24 hours is up 72% from historical norms
- About 16 sites have insufficient water conveyance issues

Erosion

- Slope failures: 5 locations – no easy solutions
- Cannon River migration: 4 locations of concern



CIP Infrastructure Sub Total

Infrastructure	Cost	Phases
Bridges	\$4,230,000	Early, mid, late
Bituminous (includes allowance for trail raising)	\$3,950,000	Mid, late
Water Conveyance/Erosion	\$1,410,00	Early, mid, late
Sub Total	\$9,590,000	79.4%

Infrastructure - Continued

- **Trail Connections**
- **Picnic Shelter at Welch Station Access (WSA)**
- **Modern restrooms at WSA and Old West Main**



Infrastructure

Public Interest in Better Facilities

Comment was Clear
“Time for Modern
Restrooms”



Infrastructure

- ✓ Bridges
- ✓ Bituminous
- ✓ Water Conveyance/
Erosion Control
- ✓ Updated Facilities



Conclusion

Sustained capital investment is required.

CIP Infrastructure Total

Infrastructure	Cost	Phases
Bridges	\$4,230,000	Early, mid, late
Bituminous (includes allowance for trail raising)	\$3,950,000	Mid, late
Water Conveyance/Erosion	\$1,410,000	Early, mid, late
Sub Total	\$9,590,000	79.4%
Access Development –1 vault toilet, 2 modern restrooms, picnic shelter, etc.	\$1,315,000	Mid
Welch Station – Maintenance Elements	\$572,000	Mid, late
Rest Area Development – 1 vault toilet, redevelopment, etc.	\$135,000	Early, late
Signs and Way Finding	\$37,500	Early, mid, late
Sub Total	\$2,059,500	17%
Total Infrastructure	\$11,649,500	96.4%

Capital Improvement Plan

CIP is Organized Two Ways:

1. Categories:

- Infrastructure – engineering, bridges, bituminous, restrooms, etc.
- **Trail Experience** – trail connections, amenities
- Business Basics - acquisition
- Natural/Cultural Resources – planning, projects

2. Three Implementation Phases, beginning in 2018:

Early: 1 – 3 years (2018 – 2020)

Mid: 4 – 6 years (2021-2023)

Late: 7 – 10 years (2024 – 2027)

Trail Experience

Site Plans/Better Accesses

Enhance the visitors experience by creating more memorable and effective accesses.

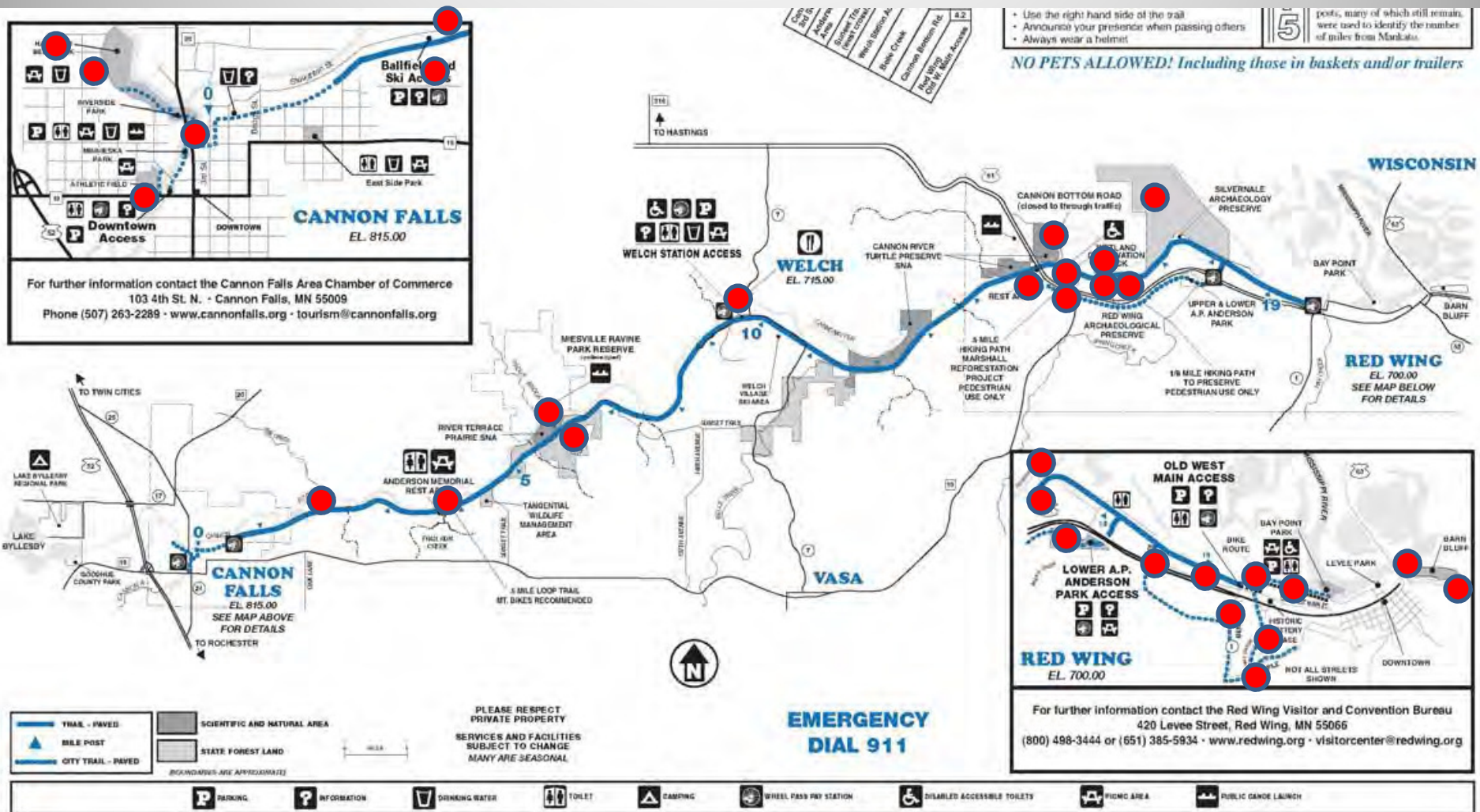


Connectivity

About 30 existing and potential trail connections are known.

There is potential to increase connections to neighborhoods, create loop trails, increase use, etc.

Trail Connections – Existing and Potential



Trail Experience

Education and Interpretation

- One of CVT's strengths is the incredible diversity and quality of **natural and cultural resources** along the Trail. The potential to pull this more into the trail experience is there.



Partnerships

Through partnerships quality programs will follow benefiting arts, health, senior citizens, economics, education, etc.

Conclusion

Planning and design to achieve better trail experience, and to improve the role of the CVT in the communities, is required.

CIP Trail Experience Total

Trail Experience	Cost	Phases
Cannon Falls Downtown Way Finding	\$6,100	Early
Trail Connections: Feasibility Studies – RW to Anderson Center/Highway 61	\$46,100	Mid
Amenities: RW Pass Selling Location Redevelopment, other allowances	\$43,700	Mid, late
Total Trail Experience	\$95,900	0.8%

Capital Improvement Plan

CIP is Organized Two Ways:

1. Categories:

- Infrastructure – engineering, bridges, bituminous, restrooms, etc.
- Trail Experience – trail connections, amenities
- **Business Basics** - acquisition
- Natural/Cultural Resources – planning, projects

2. Three Implementation Phases, beginning in 2018:

Early: 1 – 3 years (2018 – 2020)

Mid: 4 – 6 years (2021-2023)

Late: 7 – 10 years (2024 – 2027)

Land Acquisition

The JPB will consider the acquisition of property necessary to:

- Protect and maintain infrastructure
- Protect and maintain natural, cultural and scenic resources
- Provide public with facilities and services for the best trail experience possible
- CVT's interest in property could possibly be met using the mechanisms of easements, leases or similar. CVT to date has only acquired land from willing sellers (occasionally donated) **and prefers to continue that policy.**

Meeting Operational Budget Needs

The recommended strategies to address Operational Budget needs are:

- The CIP priorities include bridge and bituminous replacement, and improved water conveyance.
 - These improvements will provide relief to the maintenance program and expenses.
- Increasing Use: Wheel Pass fees comprised 57% of 2016 budgeted revenue. Increasing bicycle use will directly translate into increased revenue.
 - Technology related (mobile app), BMX trail Parallel to main tread

Business Basics

Meeting Operational Budget Needs

- **Increasing Donations:** The “Community Outreach” position is an opportunity for CVT to more effectively communicate needs to potential donors.
- **Local Unit of Government Support:** Increasing the support from the three local units of government is important.
- **Use of Volunteers:** Volunteers have always been essential to the support, development and maintenance of CVT.

CIP Business Basics Total

Business Basics	Cost	Phases
Acquisition – 4 parcels	\$202,500	Early
Total Business Basics	\$202,500	1.7%

Capital Improvement Plan

CIP is Organized Two Ways:

1. Categories:

- Infrastructure – engineering, bridges, bituminous, restrooms, etc.
- Trail Experience – trail connections, amenities
- Business Basics - acquisition
- **Natural/Cultural Resources** – planning, projects

2. Three Implementation Phases, beginning in 2018:

Early: 1 – 3 years (2018 – 2020)

Mid: 4 – 6 years (2021-2023)

Late: 7 – 10 years (2024 – 2027)

Natural Resource Improvements



- Updating 1988 Biological Resources Management Plan
- Establishing clear priorities

Cultural Resource Improvements

- **Cultural Resources**

- There are 7 parcels of archeological significance adjacent to, or near CVT, that are owned by Goodhue County, Red Wing or the State of Minnesota
- The CVT would promote the idea of uniting these parcels as a **‘Cultural Heritage Park’**
 - This ‘Cultural Heritage Park’ would focus on protecting and interpreting the archaeological resources

CIP Natural/Cultural Resources Total

Natural/Cultural Resources	Cost	Phases
Natural Resources – Planning and Projects	\$24,200	Early
Natural Resources – Projects	\$53,400	Mid, late
Cultural Resources – Planning and Projects	\$13,200	Early
Cultural Resources – Planning and Projects	\$47,900	Mid, Late
Total Natural/Cultural Resources	\$138,700	1.1%



Cannon Valley Trail

- 32 years old, established and well know through out Minnesota with 100,000 visitors annually
- Infrastructure is getting old and reinvestment is necessary to benefit the local communities
- 12.1 Million in capital improvements are scheduled in three phases over the next 10 years
- Cooperative/Coalition Approach – All three units of government will work together.

CIP Funding Strategy

The DRAFT CIP, totals **\$12,084,800** over 10 years

- The CIP will **rely heavily** on external funding, such as grants through the Greater Minnesota Regional Parks and Trails Commission.
- To position the JPB to be competitive for grants, the CIP assumes that the JPB will provide a local match.

Total CIP

Category	Total Cost	Percent	Local Share
Infrastructure	\$11,647,700	96.4%	
Trail Experience	\$95,900	0.8%	
Business	\$202,500	1.7%	
Natural/Cultural Resources	\$138,700	1.1%	
Total	\$12,084,800		\$2,920,550
			24.1%

CIP Expenses By Phase

CIP Expense by Phase			
Phases	Total Cost	Percent	Local Share
Early Phase	\$2,830,500	23.4%	\$590,400
Mid Phase	\$4,800,000	39.7%	\$1,140,750
Late Phase	\$4,454,300	36.9%	\$1,189,400
Total	\$12,084,800		\$2,920,550

Cannon Valley Trail

Current Revenue Funding Sources

Averages are based on (2013-2016)

- **Local Aid** (Goodhue County, Red Wing and Cannon Falls) - **29%**
- **User Fee (Wheel Pass)** – **47.3%**
- **Donations** – **11.6%**
- **Grants** – **10.7%**
- **Sales/Misc.** – **1.4%**

Local Aid

- Local Aid is determined by the CVT's Joint Powers Agreement and is specified by percentages:

Goodhue County - 49% or \$36,941

City of Red Wing - 34% or \$25,633

City of Cannon Falls - 17% or \$12,816

Funding Scenarios

Government Support Increase

Option #1:

- Goodhue County - \$100,000 increase for the next 10 years
- City of Red Wing - \$69,400 increase for the next 10 years
- City of Cannon Falls- \$34,700 increase for the next 10 years

Total Support = \$2,041,000

Total Support Needed = \$2,900,000

Funding Scenarios

Government Support Increase

Option #2:

- Goodhue County - \$142,100 increase for the next 10 years
- City of Red Wing - \$98,600 increase for the next 10 years
- City of Cannon Falls- \$49,300 increase for the next 10 years

Total Support = \$2,900,000

Total Support Needed = \$2,900,000

Video



https://youtu.be/2-IMVC_TZ3w

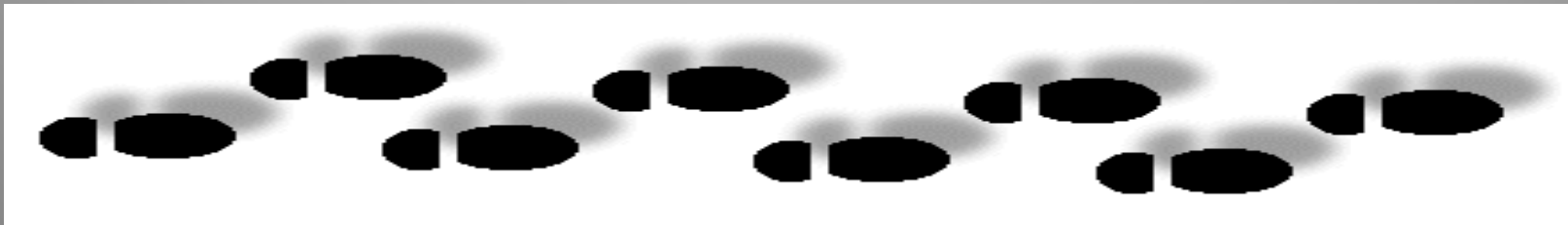
Next Steps

May:

Joint Powers Board Further Review/Approval

June/July:

Submittal to Greater Minnesota Regional Parks
and Trails Commission for Approval



Questions and Comments

