

Louisville Township Community Trails Plan and Development Project

Prepared for Louisville Township

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Executive Summary

This report is the result of a twelve-week study on trails planning and development in Louisville Township, Minnesota. The study is intended to expand on and revise the trails study drafted by Bolton and Menk, Inc. and Michael Cronin. Research methods included:

- Worked with Louisville Town Board and Louisville Township Parks, Trails, and Open Spaces Committee (PTOS) to set goals and design the study
- Reviewed the prior trails study, regional comprehensive plans, GIS data, and literature on trails planning and design
- Surveyed township residents about trails
- Visited the township and surrounding areas
- Talked with township residents
- Reviewed findings with Louisville Town Board and Louisville Township Parks, Trails, and Open Spaces Committee (PTOS)

After considering Louisville Township at a local scale and within a regional context, and after inventorying opportunities and constraints to trail design under present circumstances, this study concludes that Louisville should focus on establishing a township comprehensive plan for trails and open spaces, instead of designing a complete trail system immediately (the approach of the first study). Today, potential trail destinations in Louisville are currently located at the periphery of the township, and corridors are difficult to achieve because of the need to acquire the right-of-way. As the township develops, however, new needs for trail connections are likely to grow, and the subdivision of existing lots may create opportunities to reserve extra land for trails, according to Scott County community growth projections and regionally-determined zoning codes.

The following report details analyses of the township and its regional context from various angles. Recommendations are a synthesis of opportunities identified in the various analyses. In synthesis, this study envisions the future trail system of Louisville as a hierarchy of regional-scale trails and local scale trails. In this scenario, a Scott County regional trail runs across the township, from the Thole and O'Dowd Lakes area west to the Minnesota Valley Trail and across the river to Carver County. Another main trail, along Zumbro Avenue, connects the East-West regional route to Jackson Park and Town Hall, which has become the Jackson-Louisville Park and Town Hall. The Zumbro Avenue route, with the park and town hall as its anchor, becomes the green space heart of town, where residents recreate and meet locally or commute through to Shakopee. From the two main trails, minor trails branch out to nearby neighborhoods and community destinations. The trail system would develop in stages; using a comprehensive plan, the township would be able to propose projects as opportunities arose.

Locating Trail Routes in Louisville Township

Where should trails go? This report approaches the question of placing trails in the township from two different angles: where trails should go *to*, and where they should go *through*. In terms of connecting trails to specific destinations, this report describes the relationship between Louisville and nearby green spaces, including both regional park and trail systems and a local park in Jackson Township. Next, it inventories social destinations, listing and mapping places where township residents would like to go on trails. In terms of where trails go through, we then examine possible corridors in the landscape and assess their suitability as trail routes.

Regional Park and Trail Systems

Louisville Township is located near a network of several regional-scale park and trail systems. These systems include the county parks and trails of Scott County and Carver County and the extensive public lands of the Minnesota Valley area (a State Park, a State Recreation Area, and a National Wildlife Refuge). The network of regional parks and trails near Louisville is becoming increasingly connected, as Scott County pursues projects to connect the Shakopee trail system to the Minnesota Valley State Trail and the Chaska Trail System.

Drawing 1, Regional Park and Trail Systems, shows the connectivity between regional park and trail systems near Louisville. The drawing includes existing parks and trails, plans for future trails, and the trail search corridors identified by Scott County.¹

There are two potential benefits to connecting township trails to regional park and trail systems. First, although many Louisville residents are likely to access regional parks and trails by car rather than non-motorized transportation,² those residents who are interested in bicycle commuting and long-distance recreation would benefit from local trail connections. The second potential benefit is that a trails project is more likely to gain support from Scott County and other funding agencies if the project can demonstrate regional significance.³

At present, the best opportunity to plan connections between local trails and regional systems is a trail corridor search proposed by Scott County. The county is interested in searching along Co Hwy 14 and the Union Pacific Rail Line, a route that would run East-West all the way across Louisville to Carver County, intersecting every North-South road in the township. The county's trail corridor search is an opportunity to examine how community trails within the boundaries of Louisville could connect township residents directly to regional park and trail systems.

¹ Scott County, *2030 Comprehensive Plan Update* (Shakopee: Scott County, 2009), Figure VII-2.

² See Survey Report, questions 6 and 8, for the distances that survey respondents are willing to travel by non-motorized means. Regional systems are farther away from homes in Louisville than most respondents would like to go without a car, assuming the distance is round-trip.

³ Per conversation with Craig Jensen, Scott County Transit Planner.

Community Destinations

In addition to nearby trails and green spaces, another element to consider in proposing trail routes is places of interest in the community. Where do township residents want to go or spend time? In order to inventory these places, this study surveyed Louisville residents and visited the township site.

Drawing 2 is a map of interesting places that trails could connect to. These destinations were identified by surveying residents about where they would like trails to go (see Survey Responses, question 10), and by visits to the Louisville area. The number of respondents who nominated each location is listed in the survey report.

Although the scope of the survey question was limited to “destination(s) in Louisville,” respondents nominated destinations on the scale of the Shakopee metro area. At present, community destinations and population centers are all located either outside of township boundaries or on the periphery of the township. As Louisville plats new neighborhoods over the next twenty years, more destinations may develop.⁴ At present, the location of popular destinations along the edges of Louisville suggests planning trail routes that span the entire township. If Scott County succeeds in placing a regional trail route parallel to Co Hwy 14/150th St., Louisville could provide connections across the township in both directions by adding a North-South route between Co Hwy 78/130th St. and 160th St.

Destination in Detail: Jackson Park and Town Hall

Jackson Township, which borders Louisville to the north, has established a town park and town hall that provides a range of both green space amenities and social amenities, including outdoor recreation facilities, lawns and trees, space for meetings and gatherings, and an ample parking lot, which could conceivably be used for outdoor events. Conversations with Louisville residents and input from the resident survey indicate that township residents see Jackson Park and Town Hall as both a destination and a model township park, if Louisville were to construct its own. One option suggested by Louisville residents would be to partner with Jackson in maintaining this site, which would allow Louisville to use the town hall building.

The eighty-acre site (including wetlands) is located about one mile from the Louisville boundary, at the intersection of Co Hwy 78 and Co Hwy 15/Marystown Rd. The recreational amenities include a baseball diamond, a basketball court, a volleyball court made of sand, two horseshoe pits, two tennis courts, and a children’s playground. Visitors can also walk a short distance on the park lawns and view the wetland and its wildlife from a small portion of the wetland edge. In terms of gathering, the site provides the town hall building and an outdoor picnic shelter.

Because Jackson Park and Town Hall offers a range of recreational and social amenities, and because it is near Louisville, this study recommends that Louisville Township:

⁴ See the section of this report titled *Scott County 2030 Comprehensive Plan Update: Land Use Planning for community growth projections*.

- Designate Jackson Park as a future trail system destination. Work with Jackson Township to connect trails between the Louisville boundary and the park site.
- Approach Jackson Township to propose a partnership in maintaining the site. Look into agreements that would permit joint use of the town hall building by both townships.

Investigation of Roadway and Utility Corridors

This section of the report investigates trail placement from the angle of locating corridors in the landscape, continuous or connected landscape features that might shape where trails go. Under present conditions, it would be difficult for Louisville to acquire enough right-of-way to route trails through the landscape based on ecological function or scenic interest. For this reason, the study focuses on human corridors built for travel and conveyance through the landscape (excluding the Union Pacific Rail Line, which Scott County would assess as part of the proposed trail search area). This approach assumes that trails would be routed and designed immediately. For an alternative approach to corridor placement, based on anticipating future conditions, see this report’s section titled *Scott County 2030 Comprehensive Plan Update, Land Use Planning*.

The following inventory addresses three possible scenarios:

- On-road bikeways and trails
- Roadside trails
- Trails along/beneath high-voltage transmission lines

Scenario 1 Use existing roads for on-road bike routes and trails. In this scenario, Louisville would improve the shoulders of selected rural highways for long-distance trails and transit, and would utilize safe streets within the township’s population centers for neighborhood recreation. On-road trails would be classified in a hierarchy to distinguish between long-distance trail use and neighborhood trail use. Table 2 describes the two types of roads in the township and how they might be used as part of an on-road trail system:

Type of Road	Description	Recommended Activity	Ideal User
Rural Highways (County Roads, Zumbro Ave.)	Designed for high-speed travel and shipping. Regional and local traffic, some trucks. Straight, sometimes loud.	<ul style="list-style-type: none"> • Transit across the township • Long-distance recreation 	<ul style="list-style-type: none"> • Willing to accept the risk of traveling on a high-speed road. • Adults; Children with adult permission
Residential Streets (Developments)	Designed for low-speed travel. Predominantly local traffic, low volume. Curvy, quiet.	<ul style="list-style-type: none"> • Walking or jogging • Family recreation • Low-speed biking or skating 	<ul style="list-style-type: none"> • Any resident

The rural highways identified as opportunities for on-road bikeways are Co Rd 69/Old Brickyard Rd., Co Hwy 14/150th St. (between US Hwy 169 and Co Hwy 15) and Zumbro Avenue. These roads meet both of the conditions set by this

study to determine trail feasibility: first, they experience low to medium volumes of traffic⁵; and second, they have wide shoulders, which would only need to be paved to meet the minimum standards for on-road bikeways according to the Minnesota Department of Transportation (five feet).

See *Drawing 3* for an inventory of township roads, based on their suitability for trails.

Although the rural highways identified here could easily be improved to meet bikeway standards, this does not ensure that trail users would feel safe using them. It would be up to individual township residents to decide whether they could accept the safety risk posed by occasional high-speed traffic and truck traffic on these routes, and whether they would consider these routes safe for their children, with and without supervision.

Drawing 4, right-hand side, illustrates the minimum dimensions of an on-road bike lane according to American Association of State Highway and Transportation Officials (AASHTO), compared to the size of a lane on Co Rd 60/Old Brickyard Rd.

The drawing on the left illustrates a low concrete barrier that could be incorporated into the road to emphasize the boundary for drivers and to keep trail users farther from traffic, thus improving their perception of safety. Depending on the width of the road, installing a barrier could require widening the road and regrading the drainage ditch.

On residential roads, where safety is not an issue, it is the connectivity between roads that determines how well they would work as trail corridors for the township. The more connected roads are, the more they would contribute to a trail system designed for a variety of activities.

In the Skyline Circle and Ann Drive area, the roads are high in connectivity, creating a long path for casual walking or skating. The path would be even better for recreation if a connection along 133rd Street completed the loop, but this study has not identified a feasible way to make the connection.

In the Lakes area, most roads end in cul-de-sacs, leading to low connectivity. This limits their utility for activities like walking, biking, and skating. Given that the cul-de-sac roads serve a substantial number of households in Louisville Township, this study investigated whether off-road trail connections could link the residential developments in the Lakes area into a more connected system.

Drawing 5 shows a graphic analysis of where trail connections would be feasible in the Lakes area, and details the opportunities identified.

⁵ Minnesota, Department of Transportation. *Minnesota Bike Map East* (St. Paul: Minnesota Department of Transportation, 2001).

Although several trail connections may be possible, constraints in the area due to existing development and the lakes themselves make it unlikely that the residential developments will connect into a trail corridor.

Scenario 1 Pros and Cons:

There are two advantages to using existing roads for trails. First, rural highway corridors provide high connectivity within the community, such that trail routes would be easily accessible from the western half of the township. Second, this scenario is inexpensive, since it avoids the cost and negotiation of acquiring additional right-of-way for trails.

The disadvantage of an on-road trail system would be the safety risk on the rural highway segments, which would make parts of the trail system inaccessible to a number of township residents. According to the resident survey, many respondents already feel unsafe using township roads for pedestrian activities and cycling, a situation that paving the road shoulder may not completely change.

For off-road trails, see Drawings 6-8.

Drawings 6-7 show the minimum dimensions for off-road trails according to American Association of State Highway and Transportation Officials (AASHTO). Either alternative meets AASHTO's requirements. The main question is whether horses and riders will use the trail.

Once trails meet the minimum dimensions, the different elements of trails (one path or multiple, type of vegetation, trail shoulder) can be combined in a variety of ways. *Drawing 8* shows a versatile and attractive design.

Scenario 2 Acquire additional right-of-way for off- road trails along rural highways throughout the township. This scenario is similar to the plan proposed by Cronin, Bolton and Menk in their draft of *Comprehensive Trails Study, Louisville Township, Minnesota*, except that we will assume that the township would need to acquire extra right-of-way because drainage ditches within the existing right-of-way⁶ conflict with state guidelines for trails.⁷

Drawing 3 shows conditions along roads that would prevent or complicate trail construction.

⁶ Sections of the rural highways drawn by Bolton and Menk show that rights-of-way are almost completely taken up by drainage ditches where right-of-way is thirty-three feet (most places). Where right-of-way is not occupied by ditches, it is steeply sloped or it crosses standing water, such that boardwalks would be necessary. Bolton and Menk, Inc. *Draft: Comprehensive Trail Study, Louisville Township, MN* (Bolton and Menk, Inc., 2008), Figures 1-5.

⁷ Mitchell J. Rasmussen, Scott County Engineer, commented that "The existing cross sections are not consistent with Mn/DOT guidelines for bike trails... Meeting the guidelines would likely require additional right-of-way or easement acquisition" (letter to Louisville Township Supervisor, March 3, 2009).

For the purposes of this study, existing property development and surface water along rural highways are considered obstacles to trail development. Trails can be built over surface water, but it would not be worth the expense to install boardwalks along the rural highways in Louisville. Unlike structures and wetlands, power lines are a negotiable nuisance. Although power lines interrupt the scenery, and force the trail designer to consult the utility company, many trails do run along power lines.

Scenario 2 Pros and Cons

The advantage of placing trails alongside roadways is that it makes road crossings easy. The design can utilize pre-existing controlled intersections to cross the road.

Disadvantages of Scenario 2 are several in Louisville. First, the township would need to acquire a large length of right-of-way for trails along roads, which would likely be difficult to negotiate and expensive. If the township did succeed in acquiring the right-of-way, trail users would be subjected to the noise, pollution, and in some places dust, created by a high-speed roadway. Assuming the township were to seek additional land, it would be worthwhile to search for more desirable trail corridors, in terms of environmental quality.

Scenario 3 Place trails underneath high-voltage transmission lines. Although farmers are currently growing crops on much of this land, developers in the future would be prohibited from building structures on it, making this land a likely open space corridor and easement opportunity as Louisville develops. This scenario would make use of two of Louisville's designated parks. The township would need to negotiate with property owners to use the land, and would need to work with the transmission authority to plan for safe trails and appropriate construction practices.

At present, there is no evidence to support claims that high-voltage transmission lines cause health problems in people or animals. The disadvantage to placing a trail along transmission lines, besides acquiring right-of-way, is that they reduce the aesthetic quality of the trail.

Township Trails Within a Regional Planning Context

Regional Planning and Funding Frameworks

Louisville Township falls under the jurisdiction of two larger-scale urban planning frameworks, one administered by Scott County at the county level, and one by Metropolitan Council at the regional level. Metropolitan Council is the regional government unit of the seven-county Twin Cities area, which works with the Minnesota Department of Transportation and other agencies to distribute federal funds. Looking ahead to 2030, both Scott County and Metropolitan Council have adopted comprehensive development plans that integrate transit, land

use, parks and trails, and water treatment. Because the Scott County plan is coordinated with the Metropolitan Council plan, this project used *Scott County 2030 Comprehensive Plan Update* as a single source for planning information.

Federal and State Funding

Table 1 identifies federal and state funding programs that apply to local trails projects in Minnesota.

A portion of federal program dollars is distributed by the Minnesota Department of Transportation (Mn/DOT), State Aid Office. For bikeway projects, Mn/DOT identifies itself as a participant and stakeholder in the funding process. As a stakeholder, Mn/DOT recommends that trails project planners consult Mn/DOT’s Bicycle and Pedestrian Section (a division of the department) early in the research process of their projects. Later on in the process, planners review their projects with the State Aid Office. These reviews help to ensure that projects meet state and federal requirements prior to funding. See *Mn/DOT Bikeway Facility Design Manual: March 2007*, Appendix C, for a detailed project planning and design checklist.

Federal Recreational Trail Program dollars, state program dollars and grants applicable to trails are distributed by the Minnesota Department of Natural Resources (DNR). The application process and requirements are listed on a separate information sheet for each grant. Information sheets are available on the Minnesota DNR Grants website.⁸

Table 1: Federal and State Funds, Programs, and Grants for Trails Projects					
Name	Transportation Enhancements Program (TE)	Federal Recreational Trail Program	Safe Routes To School	Local Trails Connection Program	Outdoor Recreation Grant
Level	Federal	Federal	Federal	State	State
Apply to:	Mn/DOT Office of State Aid, State Aid for Local Transportation Division (SALT)	MN DNR Trails and Waterways Division	Mn/DOT	MN DNR Trails and Waterways Division	MN DNR Local Grants Program
Dollars Available	Varies	Min. \$1,000 Max. \$150,000	*None at this time	Up to \$100,000	*None at this time

*Note: Check the websites of Safe Routes To School and MN DNR Outdoor Recreation Grant for updates on funding.

⁸ As of September 15, 2009, the URL for the Recreation Grants website is <http://www.dnr.state.mn.us/grants/recreation/index.html>. Other grants can be found at <http://www.dnr.state.mn.us/grants/index.html>. If you plan to apply for financial assistance, check the website for any new grants that may have been added since the publication of this report.

Scott County 2030 Comprehensive Plan Update

Land Use Planning

Today, one of the main factors limiting trail design in Louisville Township is the small amount of right-of-way the township has to work with. If trails routes were to be sited based on present conditions, the township would need to either place trails on existing roads, accepting a degree of safety risk on rural highways, or acquire more right-of-way from property owners, which may be difficult to negotiate and expensive. As Louisville develops, however, planned land use categories overlaid on the township by Scott County may offer an alternative way to reserve land for trail corridors. The township could approach county planners to discuss several strategies, which might include:

- Overlay land preservation areas or rezone some parcels of land to prevent building and development along promising green space corridors and important natural areas.
- Amend the zoning code for cluster development and planned unit development, such that developers would be required to provide trails connections in new developments.

To effectively use these planning strategies, the township would need to maintain a local comprehensive plan, which would coordinate with the larger-scale plans of Scott County and Metropolitan Council. There are two advantages to planning trails in the context of a comprehensive township plan, versus laying out trail routes immediately. First, the township would be able to pursue trails projects as opportunities arise, instead of trying to negotiate the right-of-way for an entire trail system at once. The second advantage is that the trail system could grow flexibly in response to changes in the landscape and the community.

Under the county's comprehensive plan, developable land in the township is divided into four planned land use categories: Commercial/Industrial (no residential development), Commercial Reserve, Urban Expansion, and Urban Transition.

See *Drawing 1, Scott County 2030 Comp. Plan* for locations of the four planned land use categories within Louisville Township.

In the Commercial Reserve area, lot size is fixed at forty acres per one household, the same density as rural areas of the township today.

Within the Urban Expansion and Urban Transition categories, parcels may be further subdivided into smaller lots for residential development. These areas are locations where the township could look into planning trails through zoning language. They are zoned for cluster development (Urban Transition only) and planned unit development (both categories). Under the zoning rules for these categories, any developer who wants to plat more than one lot per forty-acre parcel must reserve community-owned open space on a percentage of the land. In theory, these reserved open spaces could be re-platted for housing and sewer service, but in practice they almost never get developed.⁹ Instead of re-platting and selling community open spaces, the

⁹ Re-platting and developing reserved open space in cluster developments and planned unit developments is difficult for two reasons. First, the open spaces are owned in equal shares by every landowner in the development, which

neighborhood associations usually continue to maintain them, and the city or township often protects the spaces by granting permanent conservation easements. Cluster development and planned unit development zoning are opportunities for the township to find out how trails and parks might fit into future subdivisions. By contrast, Louisville's existing population centers reflect conventional subdivision development, where all the available land is used for housing lots (minus land for roads and services), leaving no space for community trails or parks.¹⁰ The residential area around Thole Lake and O'Dowd Lake is an example where it is difficult to place trail routes along points of interest because the land is taken up by housing.

Community growth projections by Scott County are one indication of how much development Louisville can expect over the next twenty years. According to the county comprehensive plan, development is expected to be minimal until 2015, generating only fifty-five new residential lots in Blakely, Belle Plaine, Helena, Jackson, Sand Creek, St. Lawrence, and Louisville combined. By 2030, however, Louisville is projected to grow in population by twenty-five percent, which would be three-hundred forty-nine new residents; if this growth were to occur, and if household size in the township were to remain consistent, the township would need to plat about one hundred new lots by 2030. Based on the zoning densities set in the county's land use planning categories, and using the figure of one hundred lots, we can estimate that twelve to twenty-five parcels of forty acres may be developed. As the township landscape changes, the need for new trails connections is likely to , while the size of the new developments and the open space requirements of zoning by the county present the opportunity to route trail corridors throughout Louisville.

Transit Planning

Whereas growth projections for Louisville point to changes in the agricultural and residential landscapes of the township, transit planning will mostly affect the commercial and industrial landscape along US Hwy 169. The transit projects planned by Scott County up to 2030 involve studies for above-grade interchanges along US Hwy 169 (at Co Hwy 78 and Co Hwy 15/150th St.) and a proposed design to widen State Hwy 41 into a four-lane divided highway.

It is important to note that at present, Scott County does not plan to widen or redesign any other road in Louisville before 2030. Conversations with township residents and input from the resident survey show an expectation that the county will place trails along roads when the roads are redone; this understanding is correct, but no such road projects are planned within the township at this time. Average Daily Traffic on the most congested road in the township would need to increase at least twice as much as projected for the county to flag it for redesign. Scott County does plan to pursue additional right-of-way along roads in plats for new developments, in order to plan towards the congestion that may occur by 2050 if current trends continue.

Another transit change is the proposal to "turnback" Co Rd 73 (Zumbro Ave.) to local jurisdiction (Jackson Township), due to its low traffic volume and the availability of higher-

means the lots can only be sold by unanimous vote. Second, many cities and townships take an interest in protecting these spaces by granting, or requiring, perpetual conservation easements on the land.

¹⁰ The subdivision of Engelhaven may be an exception, since it is surrounded by outlots owned by the Engelhaven Community Association.

volume collector and arterial roads to the east and west (Co Hwy 69 and Co Hwy 15). Zumbro Avenue will remain the only road in Louisville under local jurisdiction. In addition, Zumbro Avenue intersects Co Rd 78 near Jackson Park and Town Hall to the north, as well as the trail corridor search area proposed East-West across the township by Scott County. This study recommends that Louisville designate Zumbro Avenue as a main trail corridor.

Recommendations

1. Plan an axis of two main trail routes to span the township, East-West and North-South. Main trails should accommodate both regional-scale activities (commuting, long-distance athletic training) and local activities (neighborhood recreation and community meeting). To meet both of these purposes, a split trail would be ideal (see Drawing 8).
 - 1a. For the East-West trail, communicate with Scott County about the county's proposed trail corridor search area, parallel to Co Hwy 15/150th St.
 - Opportunity to connect the township directly to regional park and trail resources
 - 1b. Route the North-South trail along the existing landscape corridor of Zumbro Avenue. Twenty years into the future, this study envisions Zumbro Avenue as a walkable, scenic main street of town where the community can recreate, commute, and meet. Zumbro Avenue has the following advantages:
 - Is projected to remain low-traffic into the future, since nearby arterial and collector roads will pick up any increases in traffic
 - Intersects the trail corridor search area proposed by Scott County
 - Meets Co Hwy 78 near Jackson Park and Town Hall, identified by this study as a future trail destination
 - Will remain under local jurisdiction in Louisville, and will revert to local jurisdiction in Jackson, such that the townships can make decisions about the road and corridor to the full extent of what their jurisdiction permits
2. Plan to connect local trails to the main trail corridors as the township develops. Local trails should connect to neighborhoods and community destinations (existing and future).
 - Today, opportunities to acquire right-of-way for local trails through the township are scarce
 - Regional comprehensive planning for the future provides better opportunities to make local trail connections in the long term
- 2a. In the Lakes area, connect existing safe streets to the township trail system at one or more main trail crossing(s) along Co Hwy 15/Marystown Rd. Connect existing streets to each other with off-road trails where possible, in order to create a more connected network that would serve current township residents (see Drawing 5).

3. Create, adopt, and maintain a comprehensive trails and open spaces plan for the township. This plan should be coordinated with Scott County planners and the Minnesota Department of Transportation.
 - Opportunity to leverage regional planning (zoning and conservation overlays) as a tool to reserve land for local trails
 - Improves the township's chances of receiving funding for parks and trails from county, state, and federal sources
4. Approach Jackson Township about partnership in the Jackson Park and Town Hall site. Look into agreements that would allow Louisville to use the town hall building in return for joint maintenance of the site.
 - Provides both indoor and outdoor spaces to meet and gather
 - Provides green space and amenities for a broad selection of sports
 - Is located near the Louisville-Jackson border
 - Is located near a low-traffic, local road through Louisville (Zumbro Avenue)
5. Plan and design a connected system of off-road trails and safe residential streets. For the township trail system, do NOT rely on trails on rural highway shoulders. Although such trails have a place in the transit system, they are likely to exclude certain user groups among township residents. Only in addition to an off-road trail system should trails be placed on rural highway shoulders.

Annotated Resource List

Flink, Charles A; Olka, Christine; Searns, Robert M; Rails-to-Trails Conservancy. *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*. Washington: Island Press, 2001.

Trails for the Twenty-First Century is an overview of the trail design process for a general audience. It provides a starting point for the designer to determine what kinds of information to collect, whom the designer should plan to consult, and where to find detailed sources for local standards and technical information.

Minnesota State Department of Transportation, Transit Office. *Mn/DOT Bikeway Facility Design Manual: March 2007*. Published by Minnesota State Department of Transportation, Transit Office. <http://www.dot.state.mn.us/bike/bikewaysdesignmanual.html>.

Mn/DOT Bikeway Facility Design Manual: March 2007 is a complete reference for bikeway design in Minnesota. It supplies detailed standards and best practices for every part of the design process, from corridor planning to detail design to lifetime maintenance of the bikeway. In addition, the manual offers guidance on the planning and funding process by which Mn/DOT manages bikeway projects.

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Scott County Community Development Division. *Scott County 2030 Comprehensive Plan Update*. Shakopee: Scott County, 2009.

Survey Report

In order to gather public input on trails, the Louisville Township Community Trails Plan and Development Project surveyed township residents by mail. The following report includes:

- Data on final completion status (number of surveys mailed, number returned)
- A copy of the questionnaire
- The actual responses of every resident who completed the questionnaire – frequency and percentage of numeric responses, listing and frequency of responses to open-ended questions, and transcription of comments written on the survey
- Notes taken by the researcher on conversations with residents who telephoned or e-mailed in response to the survey mailing

Survey Design

The Louisville Township Community Trails Plan and Development Project took place over twelve weeks. Given this time frame, mail survey was selected as the most achievable method for gathering public input.

The questionnaire was written by Erin Lovell and reviewed prior to mailing by: Louisville Parks, Trails, and Open Spaces Committee; Louisville Town Board; and University of Minnesota Survey Center.

The sample for this survey is every household in the township.¹¹ In case the individual members of any household had different opinions about trails, each household received two copies of the survey, with extra copies available upon request. Every individual's response is recorded in this report. Response rates are recorded by both number of households and number of individuals.

Implementation

Every household in the township received two mailings. The first mailing, on July 10, 2009 contained a cover letter, two questionnaires, and a return envelope addressed to University of Minnesota Survey Center. The second mailing, on July 24, 2009, was a postcard that thanked any respondent who had completed the survey and asked for participation from anyone who had not completed the survey.¹²

Completed surveys were collected and delivered to a commercial data entry firm on August 2, 2009. Survey results returned by data entry were imported into SPSS by University of Minnesota Survey Center.

¹¹ Based on the records of Scott County Department of Revenue, as of July 2009.

¹² With two exceptions, the survey mailing procedures and schedule follow Don A. Dillman, *Mail and Telephone Surveys: The Total Design Method* (New York: Wiley, 1978). The first exception is that, due to time constraint, the project omitted a third mailing suggested by Dillman. The intent of the third mailing would have been to further boost response rates by sending another copy of the survey to households that had not responded yet. Second, this project's second mailing followed the first mailing by two weeks, rather than the one week suggested by Dillman.

Completion Status

<u>Status</u>	<u>Number Households</u>	<u>Number Individuals</u>
Surveys Returned	177	337
Refusals	3	5
Surveys Not Returned	236	468
Eliminated (-):		
Undeliverable Mail	-10	-20
TOTAL SENT	406	810
RESPONSE RATE (Household)	=	$\frac{\text{Completed Surveys}}{\text{Total Sent}}$ = 43.6%

Louisville Township Community Trails Planning and Development Project

Resident Survey: Trails for Transportation and Recreation

As Louisville Township grows and develops, it is important to keep you connected to Louisville’s natural beauty and provide safe transportation networks for the future. The University of Minnesota Center for Urban and Regional Affairs needs your input about trails planning and development for Louisville Township. We are conducting a research project with the goal of improving and revising the Comprehensive Trails Plan that was presented to the public by the Louisville Parks, Trails, and Open Spaces (PTOS) Committee on February 12, 2009. The project is funded by a McKnight Foundation grant received by PTOS. In order to design trails that support the interests and activities of Louisville residents, we are surveying every household in the township.

We would like each adult in your household to complete a survey. If you need extra copies, please call Erin Lovell at 612-703-2288 or e-mail love0147@umn.edu.

Please fill in the information requested or circle the number that corresponds to the answer closest to your opinion. All individual responses will be kept confidential.

*Questions 1-4 relate to pedestrian and bicycle safety. For these questions, we would like you to think of **safety** in terms of preventing physical injury caused by traffic accidents or collisions. If you have other concerns to express regarding safety on Louisville roads or trails, please contact Erin Lovell.*

Q1. How **safe** do you feel using Louisville’s existing roads as a **pedestrian** (include all transportation on foot – walking, jogging, wheelchair, rollerblading, etc.). *(Circle one answer.)*

Very Unsafe	Somewhat Unsafe	Somewhat Safe	Very Safe
1	2	3	4

Number (%)	142 (42.6)	69 (20.7)	71 (21.3)	50 (15.0)
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Q2. How **safe** do you feel using Louisville’s existing roads on a bicycle? *(Circle one.)*

Very Unsafe	Somewhat Unsafe	Somewhat Safe	Very Safe	I never ride a bicycle
1	2	3	4	N/A

Number (%)	148 (44.0)	51 (15.2)	45 (13.4)	33 (9.8)	336 (17.6)
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Q3. How likely would you be to increase your travel as a pedestrian or cyclist if you were provided with a more **safe** route? *(Circle one.)*

Very Unlikely	Somewhat Unlikely	Somewhat Likely	Very Likely
1	2	3	4

Number	109	27	59	140
(%)	(32.5)	(8.1)	(17.6)	(41.8)

Q4. Please name one or more street(s), road(s), intersection(s), or other location(s) where you would like to see improvements for pedestrian or bicycle **safety**:

* See Survey Report Part 2, Responses to Open-Ended Questions

Q5. If you had access to a paved trail system, how often would you use paved trails to walk, bike, or rollerblade for **transportation to work, school, or other everyday activities**? *(Circle one.)*

Never	<u>Yearly:</u> 1 to 12 days per Year	<u>Monthly:</u> 1 to 4 days per Month	<u>Weekly:</u> 1 to 2 days per Week	<u>Daily:</u> 3 or more days per Week
1	2	3	4	5

Number	127	49	24	62	73
(%)	(37.9)	(14.6)	(7.2)	(18.5)	(21.8)

Q6. If you had access to a paved trail system, how many miles would you be willing to travel for **transportation to work, school, or other everyday activities** by the following means:

- a. Walking? _____ miles Not Interested
- b. Biking? _____ miles Not Interested
- c. Rollerblading? _____ miles Not Interested

* See Survey Report Part 2, Responses to Open-Ended Questions

Q7. If you had access to a paved trail system, how often would you use paved trails to do the following activities for **fitness or recreation**? (Circle one.)

Activity	Never	Yearly:	Monthly:	Weekly:	Daily:
		1 to 12 days per Year	1 to 4 days per Month	1 to 2 days per Week	3 to 7 days per Week
Walking	1	2	3	4	5
Biking	1	2	3	4	5
Rollerblading	1	2	3	4	5
Cross-Country Skiing	1	2	3	4	5

Activity:	N	87	52	30	69	91
Walking	(%)	(26.4)	(15.8)	(9.1)	(21.0)	(27.7)
Activity:	N	117	42	41	71	52
Biking	(%)	(36.2)	(13.0)	(12.7)	(22.0)	(16.1)
Activity:	N	240	26	20	10	11
Rollerblading	(%)	(78.2)	(8.5)	(6.5)	(3.3)	(3.6)
Activity:	N	209	61	17	11	11
Cross-Country Skiing	(%)	(67.6)	(19.7)	(5.5)	(3.6)	(3.6)

Q8. If you had access to a paved trail system, for **fitness or recreation**, how many miles would you be willing to:

- a. Walk? _____ miles Not Interested
- b. Bike? _____ miles Not Interested
- c. Rollerblade? _____ miles Not Interested
- d. Cross-Country Ski? _____ miles Not Interested

* See Survey Report Part 2, Responses to Open-Ended Questions

Q9. On which days of the week would you be most likely to use paved trails? (Circle one)

Weekends Only	Monday through Friday Only	Both Weekends and Weekdays	I would not use paved trails
1	2	3	N/A

Number	26	18	182	105
(%)	(7.9)	(5.4)	(55.0)	(31.7)

Q10. Please name one or more destination(s) in Louisville that you feel should be served by a paved trail system:

* See Survey Report Part 2, Responses to Open-Ended Questions

Please answer the following questions about yourself. This information will be used only to compare people's answers. It will not be used to identify you in any way.

Q11. How many adults (18 or older) live in your household, including yourself? _____ (number of adults)

* See Survey Report Part 2, Responses to Open-Ended Questions

Q12. How many children live in your household? _____ (number of children)

* See Survey Report Part 2, Responses to Open-Ended Questions

Q13. In what year were you born? _____ (19XX)

* See Survey Report Part 2, Responses to Open-Ended Questions

Q14. Do you use a mobility aid (such as cane, walker, or scooter)? (Circle one.)

No	Yes
1	2

Number	326	7	
(%)	(97.9)	(2.1)	

Thank you very much for your help with the survey!
Please return your completed survey in the enclosed envelope to:

Minnesota Center for Survey Research
 University of Minnesota
 2331 University Avenue, Suite 141
 Minneapolis, Minnesota 55414

Questions or comments? Contact Erin Lovell by phone at 612-703-2288, or e-mail love0147@umn.edu.

Responses to Open-Ended Questions

Q4. Please name one or more street(s), road(s), intersection(s), or other location(s) where you would like to see improvements for pedestrian or bicycle **safety**:

Responses – Numeric Tally	Number
Co Hwy 15/Marystown Rd.	102
Co Hwy 14/150 th St.	83
Co Rd 79/Townline Ave.	81
"None" or No Safety Improvements For Pedestrian Or Bicycle Safety Needed	38
Co Hwy 78/130 th St.	31
Co Rd 69/Old Brickyard Rd.	30
133 rd St.	18
Explicitly Expressed Opposition to Trails	8
Lakes Area (Named Lakes or Residential Areas Without Specifying Roads)	7
Zumbro Ave.	5
Throughout Township	4
Co Hwy 17/Marschall Rd.	4
US Hwy 169	3
Skyline Cir.	2
“Can’t Think Of Any”	3
Intersection of Co Hwy 15/Marystown Rd. and Co Hwy 14/150 th St.	3
Intersection of Co Hwy 14/150 th St. and Co Rd 69/Old Brickyard Rd.	2
Intersection of Co Hwy 14/150 th St. and Co Rd 79/Townline Ave.	1
Intersection of Co Rd 69/Old Brickyard Rd. and 133 rd St.	1
Intersection of Co Rd 69/Old Brickyard Rd. and 130 th St.	1
Intersection of Co Rd 79/Townline Ave. and Highland Dr.	1
Intersection of US Hwy 169 and State Hwy 41	1
Intersection of Ann Dr. and Ann Pl.	1
Intersection of McKennan Rd. and 16	1
Co Hwy 14/150 th St. to Co Hwy 83	1
Co Rd 77	1
“The T Road”	1
1 illegible response: “CR [10? 70?]”	1

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Q4 Continued

Responses – Verbal

In order by numeric frequency

Co Hwy 15/Marystown Ave.

“Marystown Rd. when county redoes rd.”

“Need paved shoulders.”

“Marystown Rd. – it’s very hard to drive when bikes are on this road.”

Co Hwy 14/150th St. (no verbal response)

Co Rd 79/Townline Ave.

“It would be very nice to have a path along the full length of Townline/CR 79 past Stonebrooke, O’Dowd and Thole areas. It’s very dangerous to try to walk to the paths that are near Stonebrooke.”

“All of Townline (County 79). Hopefully Shakopee will extend paths south from Jr. High up to 78/79 intersection.”

"None" or No Safety Improvements For Pedestrian Or Bicycle Safety Needed

“I am satisfied with what is currently available.”

“Everything is more than fine in Louisville Township.”

Co Hwy 78/130th St.

“No safe shoulder plus it has safety ridges making biking ugly.”

“Maybe #78 to connect to the less traveled roads.”

Co Rd 69/Old Brickyard Rd. (no verbal response)

133rd St.

“133rd is terribly unsafe! (blind hills and excessive speeds).”

“There are a lot of heavy trucks on 133rd St. West, Shakopee for some reason. Also the speed limit is 30 but people seem to go faster.”

Continued Next Page

Q4 Continued

Explicitly Expressed Opposition to Trails

“None. Please, these roads were made for cars and trucks going 55 mph, please use the money for upkeep on what we have first before we even talk about trails? Co Rd 14 is about to wash out between the lakes!”

“None – quit pissing my money away. This is a rural area, if I wanted trails I would have moved to a city with trails.”

“This is a loaded question – I am opposed to spending money on improving safety for pedestrians or bikers in this township. These are county and township rural roads with limited population to use the trails.”

“This is a rural area. If this type of project had value to me I would live in [Johnathon?] or some area more conducive to these activities.”

“None. We have enough areas to walk/ride. We don’t need any trails. Waste of money.”

“We currently walk on Zumbro Ave. and Cty. Rd. 14, Marystown Rd. and 160th St. every day without interrupting farm land or anyone else’s way of life. Does a trail around the lake sound wonderful? Of course, but not at the expense of the lakeshore homeowners’ families, peace, and tranquility.”

“We live in a rural area with very few people wanting to walk, jog, or bicycle along a rural road. If they want, they can bike trails in Shakopee or MN Valley trail system, taking their bikes by vehicle.”

“Not interested in any trails – this is a farming community w/ very few ‘neighborhoods’ – we don’t need to increase our taxes and cut into our property so someone can ride rollerblades or bike.”

Lakes Area (Named Lakes or Residential Areas Without Specifying Roads)

“Too many small developments without safe access when leaving neighborhoods (Autumn Ridge, Moonlight, Mallard, Highland, Bluebill, Engelhaven and more).”

“Around the lake area where housing is more dense and there are more citizens who are able to utilize the trail system.”

“Shoulder room between lakes and road.”

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Q4 Continued

Zumbro Ave.

“Tar Zumbro Ave.”

Throughout Township (no verbal response)
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Co Hwy 17/Marschall Rd. (no verbal response)
--

US Hwy 169

“169 – need new trail.”

Skyline Cir. (no verbal response)

“Can’t Think Of Any” (no verbal response)

Intersection of Co Hwy 15/Marystown Ave. and Co Hwy 14/150 th St. (no verbal response)

Intersection of Co Hwy 14/150 th St. and Co Rd 69/Old Brickyard Rd. (no verbal response)

Intersection of Co Hwy 14/150 th St. and Co Rd 79/Townline Ave. (no verbal response)

Intersection of Co Rd 69/Old Brickyard Rd. and 133 rd St. (no verbal response)

Intersection of Co Rd 69/Old Brickyard Rd. and 130 th St.
--

“Multiple accidents per year.”

Intersection of Co Rd 79/Townline Ave. and Highland Dr. (no verbal response)
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Intersection of US Hwy 169 and State Hwy 41 (no verbal response)
--

Intersection of Ann Dr. and Ann Pl. (no verbal response)
--

Intersection of McKennan Rd. and 16 (no verbal response)
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Other Responses

“All that is needed is a slight increase in patrol by law enforcement. It is next to nothing now.”

“It would be nice to be able to get to Shakopee safely on foot or bike. I do understand that goes out of the township, but even to get closer.”

“Any to get to town (Shakopee).”

“Wider shoulders would help safety on Marystown Road, Co Rd 79, Co Rd 69.”

“Need connections between township roads.”

Co Hwy 14/150th St. east to Co Rd 79/Townline Ave.; north on 79: “I’d bike to work if that was a path.”

End of Q4 Report

Q6. If you had access to a paved trail system, how many miles would you be willing to travel for **transportation to work, school, or other everyday activities** by the following means:

- a. Walking? _____ miles Not Interested
- b. Biking? _____ miles Not Interested
- c. Rollerblading? _____ miles Not Interested

Q6a Walking for Transportation			Q6b Biking for Transportation		
Response (number of miles)	Number	%	Response (number of miles)	Number	%
0 Not Interested	187	(58.3)	0 Not Interested	187	(57.7)
0.5	2	(0.6)			
1.0	18	(5.6)	1.0	3	(0.9)
1.5	4	(1.2)			
2.0	24	(7.5)	2.0	6	(1.9)
2.5	5	(1.6)			
3.0	27	(8.4)	3.0	4	(1.2)
3.5	3	(0.9)	3.5	3	(0.9)
4.0	11	(3.4)	4.0	6	(1.9)
4.5	4	(1.2)			
5.0	24	(7.5)	5.0	37	(11.4)
5.5	1	(0.3)			
6.0	3	(0.9)	6.0	8	(2.5)
			6.5	1	(0.3)
7.0	2	(0.6)	7.0	1	(0.3)
			7.5	6	(1.9)
			8.0	4	(1.2)
10.0	5	(1.6)	10.0	28	(8.6)
20.0	1	(0.3)	12.5	1	(0.3)
			15.0	11	(3.4)
			15.5	1	(0.3)
			17.5	1	(0.3)
			20.0	10	(3.1)
			25.0	3	(0.9)
			30.0	1	(0.3)
			35.0	1	(0.3)
			50.0	1	(0.3)

Continued Next Page

Q6 Continued

Q6c Rollerblading for Transportation		
Response (number of miles)	Number	%
0 Not Interested	270	(88.8)
1.0	4	(1.3)
1.5	1	(0.3)
2.0	2	(0.7)
3.0	3	(1.0)
3.5	2	(0.7)
5.0	7	(2.3)
5.5	1	(0.3)
6.0	4	(1.3)
7.5	1	(0.3)
10.0	7	(2.3)
15.0	1	(0.3)
15.5	1	(0.3)

End of Q6 Report

Q8. If you had access to a paved trail system, for **fitness or recreation**, how many miles would you be willing to:

- a. Walk? _____ miles Not Interested
- b. Bike? _____ miles Not Interested
- c. Rollerblade? _____ miles Not Interested
- d. Cross-Country Ski? _____ miles Not Interested

Q8a Walking for Fitness/Recreation			Q8b Biking for Fitness/Recreation		
Response (number of miles)	Number	%	Response (number of miles)	Number	%
0 Not Interested	123	(37.6)	0 Not Interested	142	(43.0)
0.5	5	(1.5)	0.5	3	(0.9)
1.0	18	(5.5)	1.0	1	(0.3)
1.5	8	(2.4)	1.5	3	(0.9)
2.0	32	(9.8)	2.0	9	(2.7)
2.5	8	(2.4)	2.5	1	(0.3)
3.0	32	(9.8)	3.0	1	(0.3)
3.5	7	(2.1)	3.5	5	(1.5)
4.0	12	(3.7)	4.0	7	(2.1)
4.5	1	(0.3)			
5.0	49	(15.0)	5.0	32	(9.7)
5.5	1	(0.3)			
6.0	8	(2.4)	6.0	8	(2.4)
6.5	1	(0.3)	6.5	1	(0.3)
7.0	2	(0.6)			
7.5	4	(1.2)	7.5	15	(4.5)
10.0	16	(4.9)	8.0	3	(0.9)
			8.5	1	(0.3)
			10.0	27	(8.2)
			12.5	3	(0.9)
			15.0	16	(4.8)
			15.5	2	(0.6)
			17.5	3	(0.9)
			20.0	19	(5.8)
			25.0	14	(4.2)
			30.0	8	(2.4)
			40.0	1	(0.3)
			45.0	2	(0.6)
			50.0	3	(0.9)

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Q8 Continued

Q8c Rollerblading for Fitness/Recreation			Q6d X-Country Skiing for Fitness/Recreation		
Response (number of miles)	Number	%	Response (number of miles)	Number	%
0 Not Interested	253	(82.7)	0 Not Interested	224	(73.2)
0.5	2	(0.7)	0.5	3	(1.0)
1.0	4	(1.3)	1.0	1	(0.3)
1.5	1	(0.3)	1.5	3	(1.0)
2.0	4	(1.3)	2.0	8	(2.6)
2.5	1	(0.3)			
3.0	2	(0.7)	3.0	6	(2.0)
3.5	3	(1.0)	3.5	1	(0.3)
4.0	1	(0.3)	4.0	8	(2.6)
			4.5	1	(0.3)
5.0	8	(2.6)	5.0	20	(6.5)
5.5	1	(0.3)	5.5	2	(0.7)
6.0	1	(0.9)	6.0	1	(0.3)
7.5	3	(1.0)			
8.0	2	(0.7)			
10.0	12	(3.9)	7.5	4	(1.3)
15.0	5	(1.6)			
16.0	1	(0.3)	10.0	15	(4.9)
20.0	2	(0.7)	12.5	3	(1.0)
			15.0	1	(0.3)
			20.0	4	(1.3)
			25.0	1	(0.3)

End of Q8 Report

Q10. Please name one or more destination(s) in Louisville that you feel should be served by a paved trail system:

Response – Numeric Tally	Number
“None” or Explicitly Expressed Opposition to Trails	58
Thole Lake, O’Dowd Lake, Lakes Public Access	54
Jackson Park and Town Hall	22
Co Hwy 15/Marystown Rd.	20
Downtown Shakopee	18
Co Rd 79/Townline Ave.	18
Stonebrooke Golf Course, Waters Edge Par 30	16
Lakes Area, Residential Streets Around Lakes, Lakes Loop	16
Louisville Swamp and Wildlife Areas	12
Regional Trail Systems (Chaska, Shakopee, Metro)	12
Shakopee High School	12
Marystown, Church of St. Mary of the Purification	11
Co Hwy 78/130 th St.	10
Future Parks	9
Co Hwy 14/150 th St.	9
Residential Clusters, Connections Among Neighborhoods and to Rest of Township	8
Louisville Lanes	5
No Destinations Exist in Louisville	4
Minnesota Valley Trail, Minnesota River	3
Friendship Church	3
Co Rd 69/Old Brickyard Rd.	2
133 rd St.	2
Co Hwy 17/Marschall Rd.	2
E-W Connection between Co Rd 69/Old Brickyard Rd. and Co Rd 79/Townline Ave.	2
State Hwy 41 Bridge	2
“Can’t think of any.”	2
Dakotah! Fitness	1
Jocko Ct.	1

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Q10 Continued

Responses – Verbal	In order by numeric frequency
“None” or Explicitly Expressed Opposition to Trails	

“This is an example where a minority of the township is pushing an agenda. Economic times would suggest that our priorities are out of adjustment.”

“With the economy as it is = totally unnecessary.”

“We don’t need any trails – you want trails so bad. Put one around the lake.”

“Go to town if you want to walk. This is the country! Leave it the country!”

“They are all good. No we don’t need any walking/biking trails.”

“I don’t want any parks and trails near us. Why should we have to pay for someone else interement [sic], garbage, littering, and what about our safety. All these strangers and animals – no way.”

“Not interested in trails.”

“None, everything in Louisville is fine.”

“I don’t feel a paved trail is necessary.”

“None. Please spend the money to fix the roads! Not add trails no one will maintain.”

“None, the system would be an albatross.”

“None! We are in an economic slump! No new taxes!”

“This is not why we moved out here. We like the secluded nature. No trails!”

“We have no place to walk to we are rural but we do have 13 miles of state trails in our township and 2000 acres of state land. What’s wrong with those?”

“Use the city park system.”

Thole Lake, O’Dowd Lake, Lakes Public Access (no verbal response)

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Q10 Continued

Jackson Park and Town Hall

“Jackson Town Hall if a cooperative agreement can be reached between the townships.”

“Family walks and bike rides to Louisville Lanes and Jackson Park – most important road for safety is 78 by Jackson Town Hall.”

Co Hwy 15/Marystown Rd.

“Ideally – I would [like] to see the trails connect to the city trail system – I’m dreaming big! Starting with Marystown Rd. would be great.”

Downtown Shakopee

“City of Shakopee – many places – therefore all is a problem as long as Jackson Township does not have trails to get to Shakopee.”

“Ideally – I would [like] to see the trails connect to the city trail system – I’m dreaming big! Starting with Marystown Rd. would be great.”

Co Rd 79/Townline Ave. (no verbal response)
Stonebrooke Golf Course, Waters Edge Par 30 (no verbal response)
Lakes Area, Residential Streets Around Lakes, Lakes Loop (no verbal response)
Louisville Swamp and Wildlife Areas (no verbal response)
Regional Trail Systems (Chaska, Shakopee, Metro) (no verbal response)
Shakopee High School (no verbal response)
Marystown, Church of St. Mary of the Purification (no verbal response)
Co Hwy 78/130 th St.

“Hwy 78 only.”

“Family walks and bike rides to Louisville Lanes and Jackson Park – most important road for safety is 78 by Jackson Town Hall.”

Future Parks (no verbal response)
Co Hwy 14/150 th St. (no verbal response)
Neighborhoods, Connection Between Residential Developments and to Rest of Township (n.v.r.)
Louisville Lanes

“Family walks and bike rides to Louisville Lanes and Jackson Park – most important road for safety is 78 by Jackson Town Hall.”

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Q10 Continued

No Destinations Exist in Louisville

“We have no place to walk to we are rural but we do have 13 miles of state trails in our township and 2000 acres of state land. What’s wrong with those?”

“Not sure if there is a good place.”

“? There are no parks or destination points in Louisville Township at this time.”

“None available presently.”

Minnesota Valley Trail, Minnesota River
Friendship Church
“Our church – Friendship Church – we would bike or walk there.”
Co Rd 69/Old Brickyard Rd.
133 rd St.
Co Hwy 17/Marschall Rd.
East-West Connection between Co Rd 69/Old Brickyard Rd. and Co Rd 79/Townline Ave.
State Hwy 41 Bridge
Dakotah! Fitness
Jocko Ct.
Other Responses

“Tennis courts on 15.” Coded as Jackson Park and Town Hall

“From downtown to the country/farmlands.” Coded as Downtown Shakopee

“Anywhere between Cty 78 and MN 282.”

“Area between County 78 and MN 282.”

“All fine to walk or bike.”

“?” (5)

Respondents predict how they would use trails:

“Walking my dog.”

“No destination in mind. I would use for fitness for myself and my kids.”

“Family walks and bike rides to Louisville Lanes and Jackson Park – most important road for safety is 78 by Jackson Town Hall.”

(Continued Next Page)

Q10 Continued

Respondents suggest alternate projects or express alternate priorities:

“We need a park/playground before a paved trail!”

End of Q10 Report

Q11. How many adults (18 or older) live in your household, including yourself?

_____ (number of adults)

Number of Adults in Household	Number	%
1	24	(7.2)
2	241	(72.2)
3	42	(12.6)
4	20	(6.0)
5	7	(2.1)

Q12. How many children live in your household?

_____ (number of children)

Number of Children in Household	Number	%
0	180	(55.4)
1	47	(14.5)
2	46	(14.2)
3	38	(11.7)
4	8	(2.5)
5	4	(1.2)
7	2	(0.6)

Q13. In what year were you born?

_____ (19XX)

Year Born	Number	%
1917	1	(0.3)
1927	1	(0.3)
1929	2	(0.6)
1930	3	(0.9)
1932	1	(0.3)
1933	2	(0.6)
1935	3	(0.9)
1936	2	(0.6)
1937	2	(0.6)
1938	1	(0.3)
1939	5	(1.5)
1940	5	(1.5)
1941	10	(3.1)
1942	10	(3.1)
1943	7	(2.2)
1944	14	(4.3)
1945	4	(1.2)
1946	7	(2.2)

Continued Next Page

Q13 Continued

Year Born	Number	%
1947	6	(1.9)
1948	5	(1.5)
1949	4	(1.2)
1950	7	(2.2)
1951	4	(1.2)
1952	7	(2.2)
1953	6	(1.9)
1954	8	(2.5)
1955	8	(2.5)
1956	7	(2.2)
1957	15	(4.6)
1958	11	(3.4)
1959	10	(3.1)
1960	11	(3.4)
1961	19	(5.9)
1962	8	(2.5)
1963	10	(3.1)
1964	13	(4.0)
1965	12	(3.7)
1966	2	(0.6)
1967	14	(4.3)
1968	9	(2.8)
1969	6	(1.9)
1970	10	(3.1)
1971	3	(0.9)
1972	5	(1.5)
1973	4	(1.2)
1974	4	(1.2)
1975	3	(0.9)
1976	1	(0.3)
1977	2	(0.6)
1978	2	(0.6)
1980	3	(0.9)
1981	2	(0.6)
1983	1	(0.3)
1986	1	(0.3)
1989	1	(0.3)

End of Q13 Report

Volunteer Responses Written On Survey or Attached in Return Envelope

Critiques of the Trail Study Process

“We both feel trails and paths are unnecessary and costly. For the very few who do use these trails, the money could be better spent in other ways. All this will cause us is higher taxes in the long run and with an economy that is so bad, now is not the time to be considering this option. Even where there are paths, people still continue to use the streets versus trails. Young people today are more into health clubs and working out rather than riding and walking on paths and trails. Surveys are costly also, maybe a good town hall meeting informing the citizens of Louisville should take place. Let people discuss where they want their money to be going other than trails and paths.”

“Do not feel you should be involved in shoving this down our necks. This was voted out!”

“We walk every day and find this unnecessary. I’m mad this is going on. Only taxpayers in Louisville should be allowed to participate.”

“Where are the questions relative to cost? Land would need to be acquired, trails built and maintained. The township struggles enough with snow removal.”

“Your questions are biased. This form is a joke being forced on taxpayers. Reword this form.”

“We noticed it is very obvious that you have left out any questions as to being totally against these silly trails. Shame on you for wasting the McKnight Foundation’s generosity. There are very few people that would consider walking or exercising in any capacity through the dust in Louisville Township. Please climb down from your soapbox and find a worthy cause to become involved in.”

“You could have paid postage.” [Referring to omission of postage on return envelope]

“This survey is very slanted. No place to indicate any drawbacks whatsoever to the plan.”

“Why doesn’t this survey ask the most important questions? 1. Do you want to have your taxes increased for a trail system?! This survey should ask if trails are wanted or not, vs. how frequently would you use it.”

“Waste of money.”

Continued Next Page

Survey Refusals (Response Volunteered, No Survey Questions Answered)

“Ø Trail!”

“Not interested in trail!”

“Do not want to participate as I am opposed to this plan.”

“I am strongly opposed to any trail system. Especially on my property.”

“Waste of money.”

Explicitly Expressed Opposition to Trails in Louisville (Completed Surveys)

“I don’t think creating paved trails in today’s economy is a good idea. The township shouldn’t spend money on this.”

“Do not want trails – do not want to pay for trails – if you are going to put in trails, why not horse trails?”

“I live in the country to experience the quiet solitude. I would not like the intrusion of strangers coming through my front yard on a trail. If I want this service I would move to the city for this service.”

“A paved trail is a waste. The road past our house needs repair a lot more than we need a trail that no one will use. Paved roads with 55 mph speed limits are no place for bicycles.”

“Waste of money.” (2)

“While a paved trail is a nice idea, we pay way too much in taxes already without wasting money on a paved trail.”

Trail Study Not Applicable to Respondent

“We live in the valley where no trail is proposed, so this trail is N.A. to us. However, I’m not opposed to set aside land from developers at their expense for future trails, etc.”

“A paved trail system would not apply to us. We would have to drive to get to it and we could drive to town and use their system.”

Suggestions for the Trails Study

“If you use dust control and lower speed limit on Zumbro Ave. and Old Brickyard you could use these roads as walking and biking trails for less than \$2.00 per ft.”

“If you would put oil on the roads you wouldn’t need anything else. Use common sense.”

Suggestions for Alternate Projects

“Would love our own park.”

“We need an off-leash dog park!”

“Wind generators are more practical than trails!”

Explicitly Expressed Support for Trails in Louisville

“I know there’s lots of controversy over this trail system – I would personally love to have a trail system and would use it daily for fitness. Since we moved to Louisville Twp. From Shakopee city address, I really miss the easy access to trails.”

Notes on Phone and E-Mail Responses

Phone Conversation 1:

In response to the words “paved trail system” and “paved trails” in the survey (questions 5-10), the respondent stated that s/he is opposed to paved trails, but would support trails made of packed gravel or earth, and would be interested in using them. The respondent’s preference for gravel or earth materials made it complicated for her/him to answer questions about “paved trails”. The reason s/he prefers gravel or earth are:

1. They seem more rural, which is in line with the respondent’s goal of preserving the rural character of Louisville.
2. They cost less than asphalt pavement.
3. The unpaved trail could be tarred later if the township saw a need for it.

S/he suggested that unpaved trails could be tarred as residential development occurs. Tarring the trail at the same time as new developments’ roads would be convenient because the equipment and materials would already be on site.

According to the respondent, her/his spouse is interested in using trails to walk and take their children on short bike rides. For these activities, the couple prioritizes safety first, then scenery.

The respondent volunteered comments on the trails plan presented to the township at an Open House in February, 2009. S/he stated three complaints with the plan: first, township residents were not consulted in preparing the plan; second, the Parks, Trails, and Open Spaces (PTOS) Committee spent too much money preparing the plan; third, the plan attached specific cost estimates to the plan too early, and the estimates were incorrect (too low). According to the respondent, the intention of the suggestion that led to the formation of PTOS was to see what might be possible for trails in a general sense.

Phone Conversation 2:

The respondent identified her/himself as a member of Concerned Citizens of Louisville.

S/he described a survey of Louisville Township from some years ago: 77 responses came back, 60% of past respondents said they were interested in parks and trails. The respondent feels that the results of the past survey were misleadingly reported (opinions were reported in terms of percentages, without explaining that the percentages represented a small sample of the township’s population).

With regard to the trails project, the respondent is opposed to the township spending money at all, but s/he is not necessarily opposed to the project of trails per se. Trails would not benefit this respondent or her/his spouse. S/he finds the trails project misguided – too much money has been spent preparing the initial proposal. The respondent is not willing to give up land to trails.

The respondent values the close-knit community in Louisville. Regarding the controversy over trails, respondent would like to see Louisville “get along and move on.”

The respondent stated her/his intention to encourage other residents to respond to the current survey. S/he wants the results to be more representative of the population’s opinions.

Phone Conversation 3:

The respondent feels that this survey is biased because it asks whether people feel safe on roads without differentiating between county roads (dangerous) and roads in residential developments (safe). S/he feels safe walking on residential roads and finds these sufficient for her/his needs. S/he feels unsafe on county roads, which is what one expects on a rural highway. Township roads do not need improvement.

Phone Conversation 4:

The respondent is opposed to spending tax dollars on trails research projects.

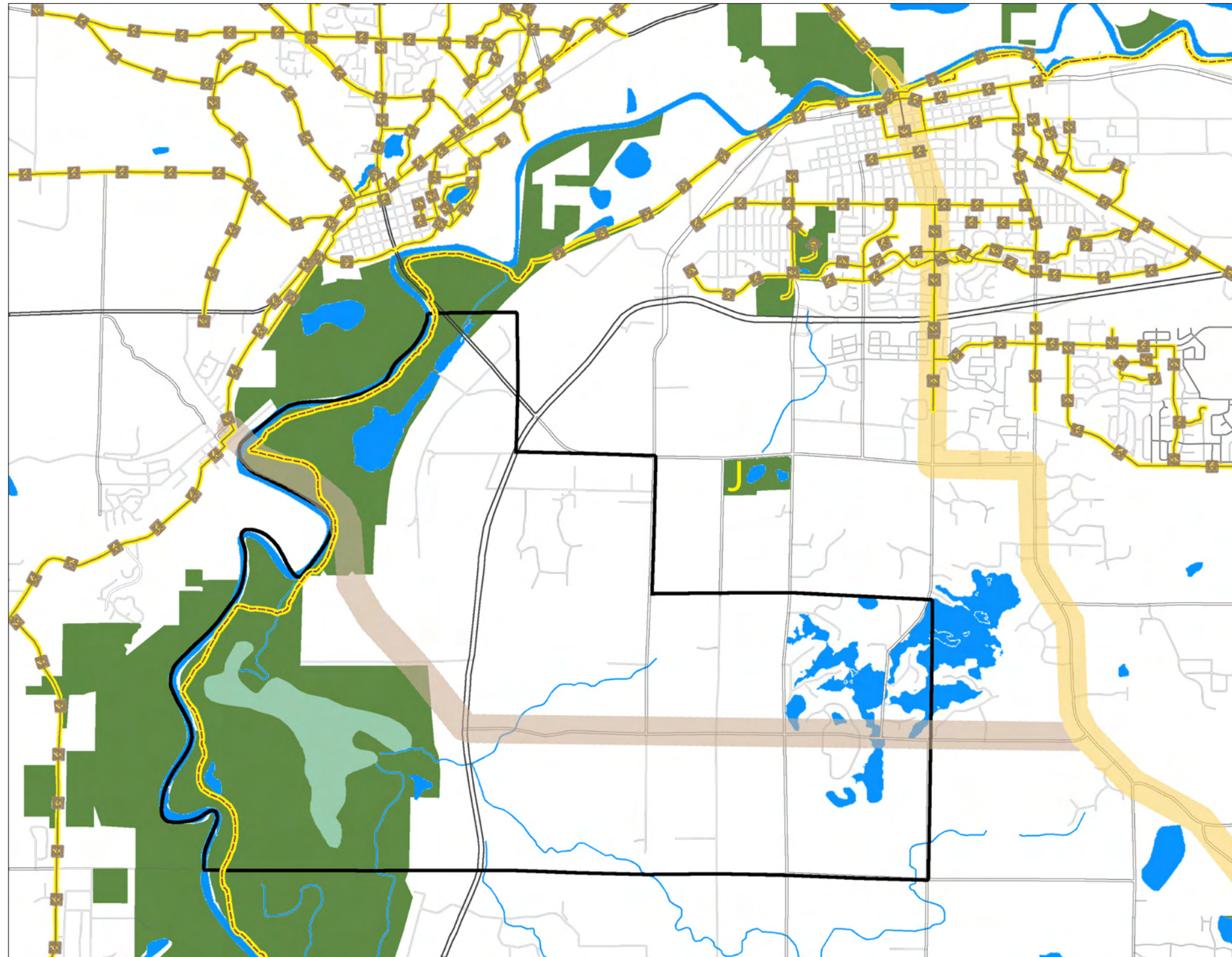
When the respondent and her/his spouse visit communities that have trails, they notice that residents of the communities do not use the trails; roads are used instead.









Phone Conversation 5:

The respondent lives in the Skyline Circle/Ann Drive area. S/he is more interested in a neighborhood park than in trails, interested in having a place to meet and gather. Members of the neighborhood get together several times a year for block parties, trick-or-treat, informal parties, sports events, etc. According to the respondent, members of the neighborhood have talked about being willing to start a neighborhood watch in order to support park safety.

E-mail from resident (verbatim)

Erin, I was wondering why the survey that was sent to the residents of Louisville Township did not ask one question relative to cost? The survey results will undoubtedly show the perception that the roads in the township are relatively unsafe for pedestrians and bikers. The survey should've included a question asking how much each household would be willing to contribute on an annual basis to fund this project. This is not an inexpensive proposition and with the current economic situation one should wonder where our priorities are. The past election voiced the sentiment of the township by unseating an individual over this topic. Even in better economic times, the justification isn't there. In this rural environment, the amount of usage will be far less than already existing trails accessible in Shakopee and Prior Lake. I'm sending this because there was no effective way to state my feelings in the survey.



-  Parks, Public Lands
-  Louisville Swamp
-  MN Valley State Trail
-  Regional Bikeway (Paved Trail)
-  Lake
-  Jackson Park and Town Hall
-  Regional Trail Corridor Search Area
Scott County
-  Proposed Trail Corridor Search Area
Scott County (will seek regional status)

Louisville Township Community Trails Plan and Development Project

Drawing Title:

Regional Context: Parks and Trails

Author:

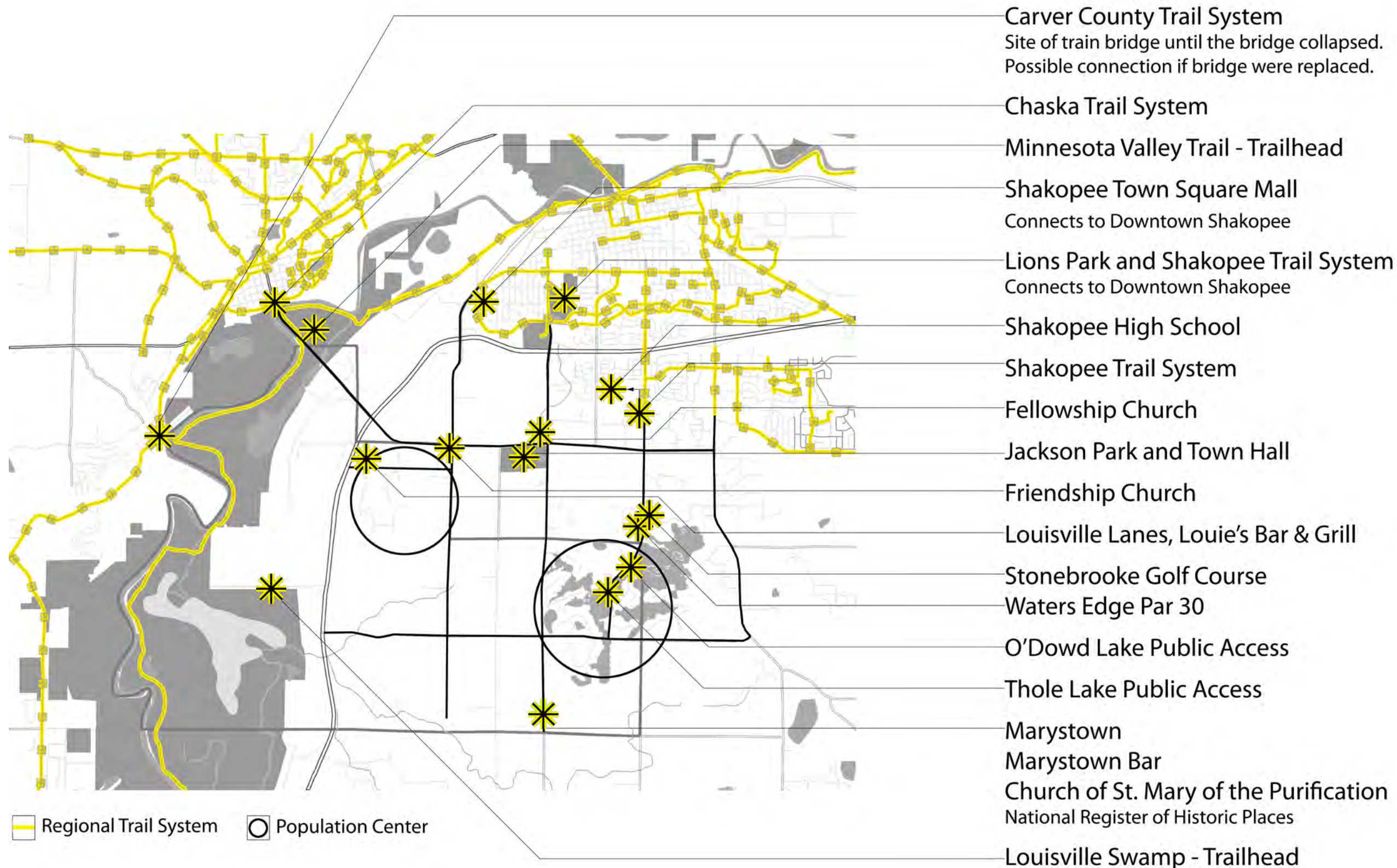
Erin Lovell

Date:

9/01/2009

Drawing No:

1



Louisville Township Community Trails Plan and Development Project

Drawing Title:

Community Destinations

Author:

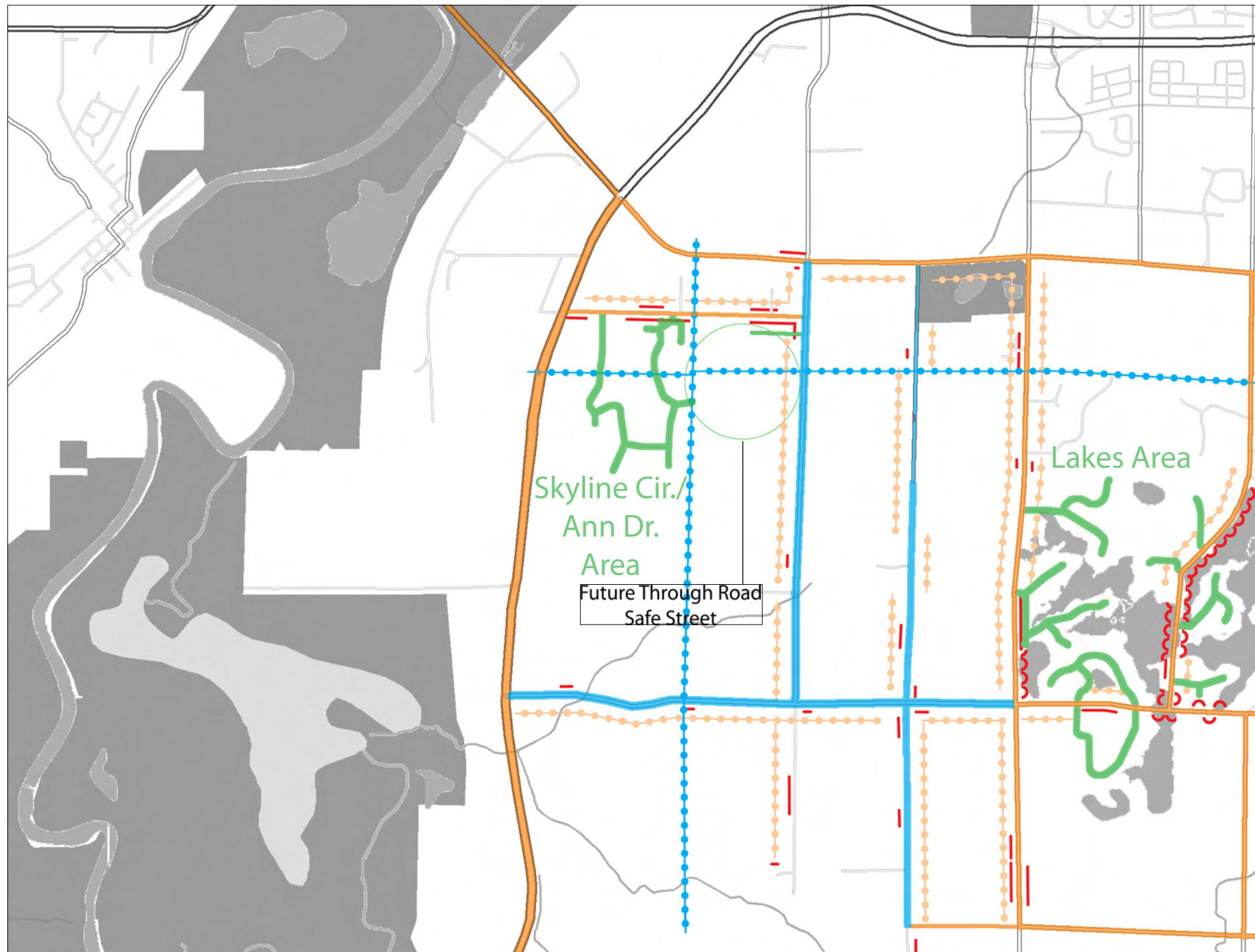
Erin Lovell

Date:

9/01/2009

Drawing No:

2



- ROADS** Scenario 1
- Safe Streets**
Low-Traffic, Residential, Low-speed curves
 - Opportunity for On-Road Trail Route**
Low to Medium Traffic, Wide Gravel Shoulders
 - Obstacles to On-Road Trail Routes**
High to Heavy Traffic and/or Narrow Shoulder
- ROADSIDE CONSTRAINTS** Scenario 2
- Developed to Existing Right-Of-Way**
Structure, Parking Lot, Yard within 50 ft. of Road
 - Wet**
Surface Water Visible, Would Require Boardwalk
 - Power Lines, Poles**
Complicates Construction, Interrupts Scenery
- POSSIBLE FUTURE CORRIDORS** Scenario 3
- Transmission Lines**
Open Space Preserved, No Structures Permitted

Louisville Township Community Trails Plan and Development Project

Drawing Title:

Inventory of Roadway and Utility Corridors

Author:

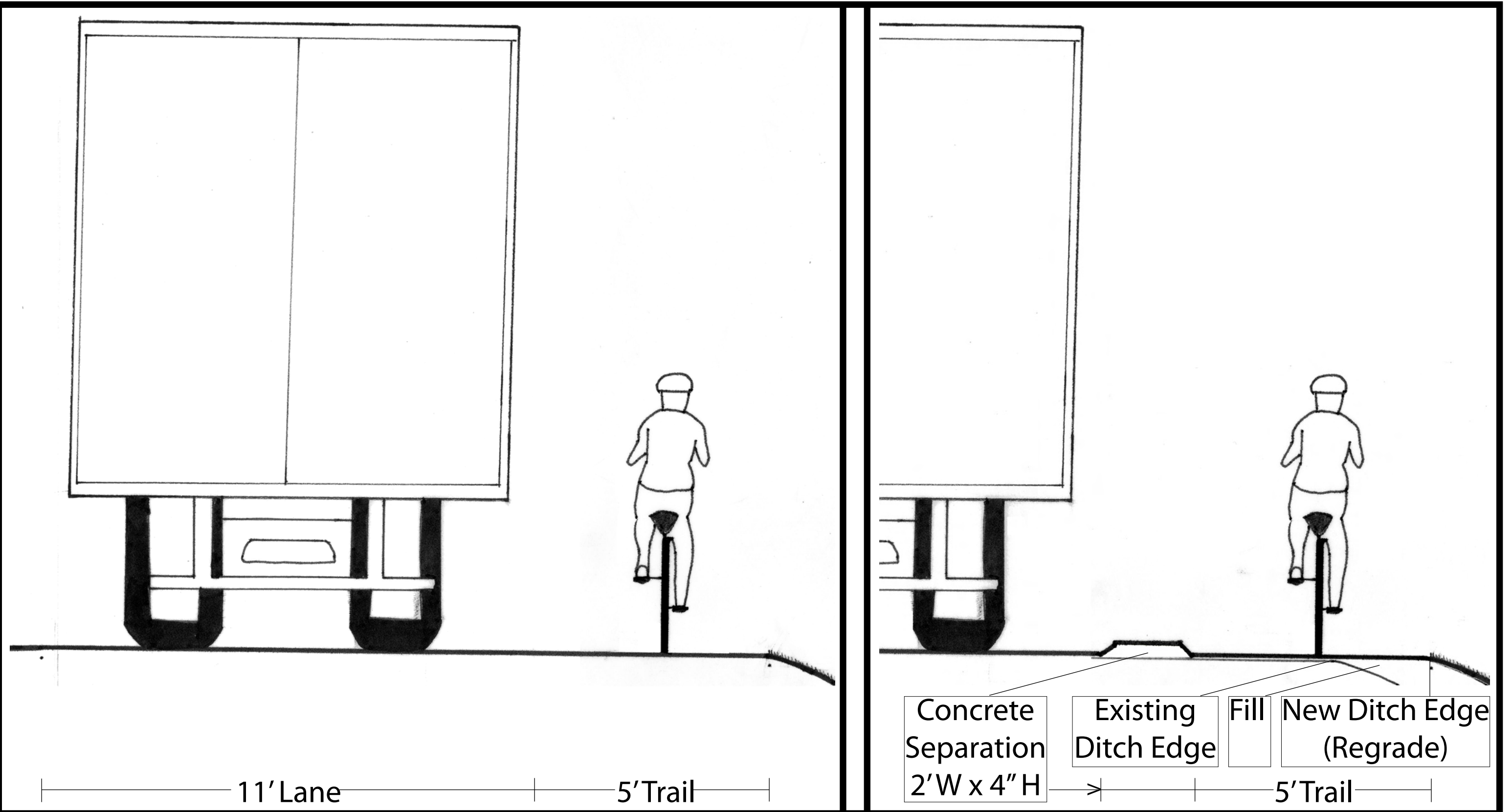
Erin Lovell

Date:

9/01/2009

Drawing No:

3











Louisville Township Community Trails Plan and Development Project

Drawing Title:	Author:	Date:	Drawing No:
Min. Trail Dimensions: On-Road Bikeway	Erin Lovell	9/01/2009	4

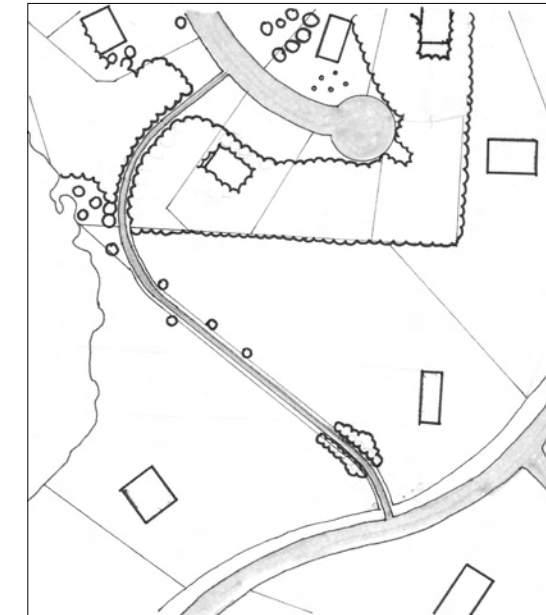
GRAPHIC ANALYSIS



-  Safe Streets
Township Park Dedication
-  Lot Lines
-  Search Area for
Possible Trail Connections
-  Assess for Trail Connection Point
Scenario: Roadside Trail along Co Rd 79
-  Location of House
Shown only in Search Areas
-  Lot Too Narrow
for Trail Easement
-  Standing Water
Too Wide to Bridge
-  Outlots owned by Engelhaven
Community Association

OPPORTUNITIES IDENTIFIED

1. Connect Hahn Dr. to Brenner Ln. with a trail easement along property lines.



Trail Connection Detail

2. Control stops at the intersections of Co Hwy 15/Marystown Rd with Hahn Ln., Theis Dr., and Hahn Dr. to create a loop of safe streets.

Scott County is unlikely to put stop signs here right now for the low number of people who would use the trail. But Louisville could try and make the case for it.

Louisville Township Community Trails Plan and Development Project

Drawing Title:

Lakes Area Detail: Trail Connection Study

Author:

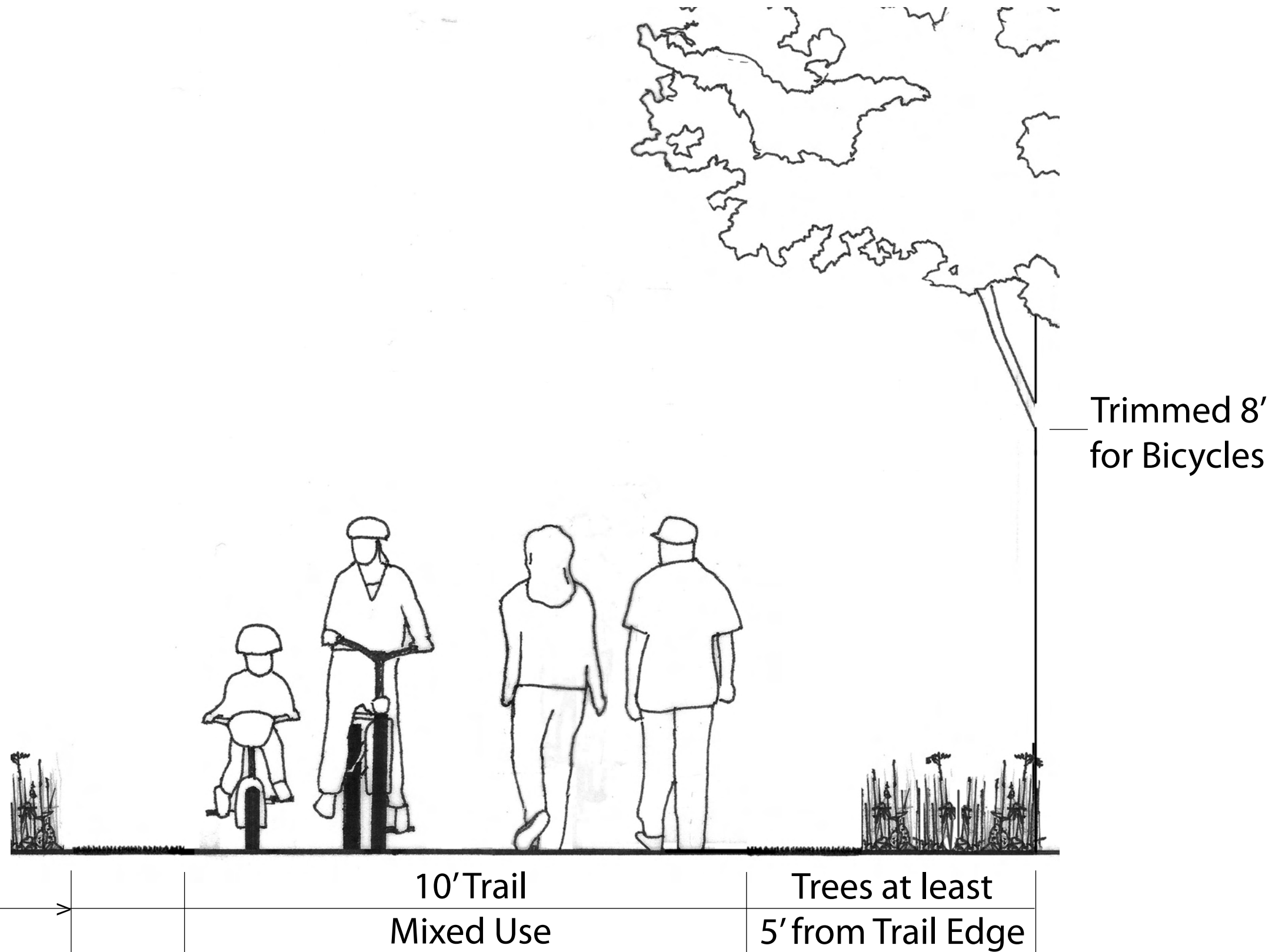
Erin Lovell

Date:

9/01/2009

Drawing No:

5



2' Maintained
Shoulder TYP

10' Trail
Mixed Use

Trees at least
5' from Trail Edge

Trimmed 8'
for Bicycles

Louisville Township Community Trails Plan and Development Project

Drawing Title:

Min. Trail Dimensions: Off-Road & Multi-Use Trail

Author:

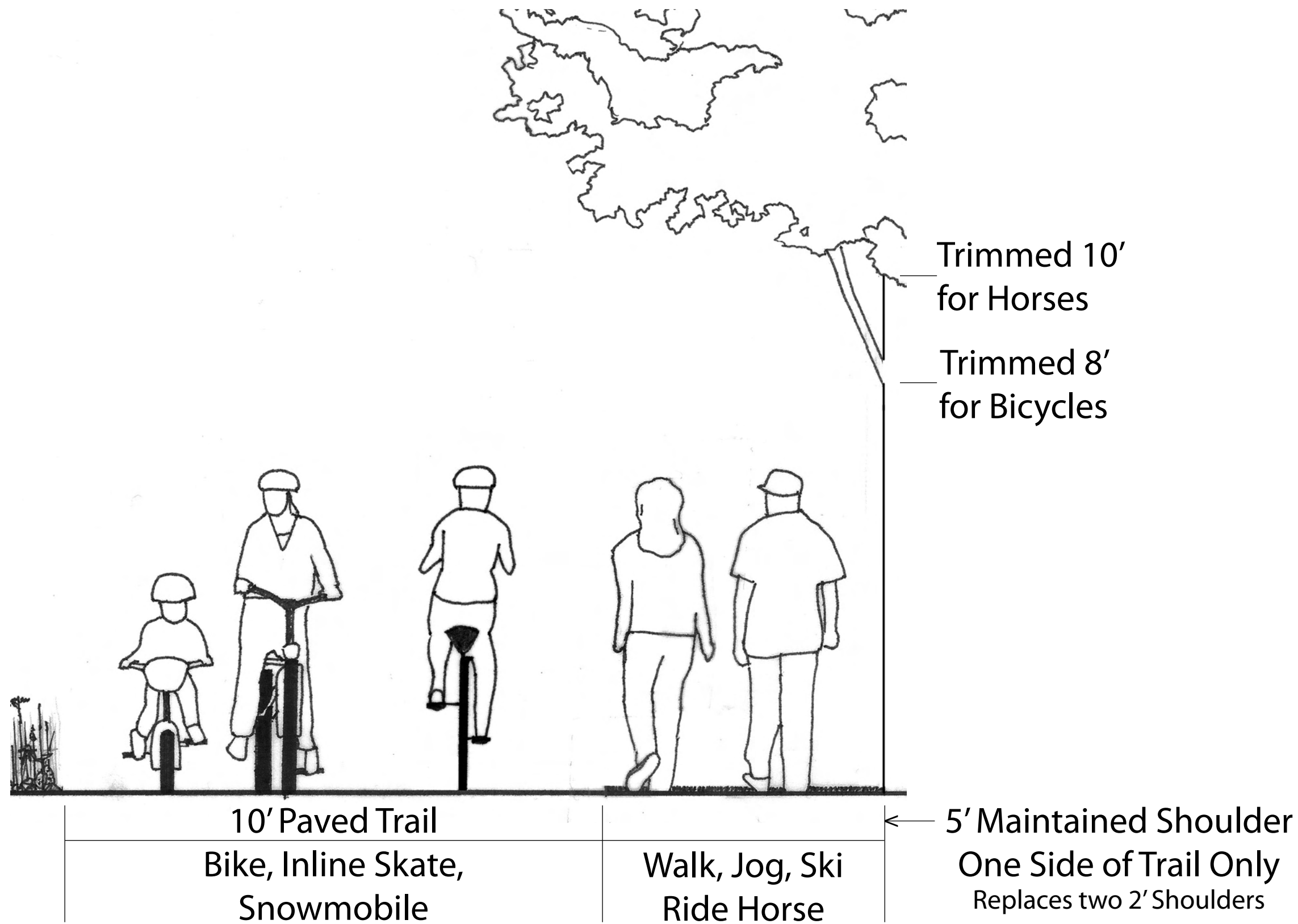
Erin Lovell

Date:

9/01/2009

Drawing No:

6



Louisville Township Community Trails Plan and Development Project

Drawing Title:

Optimal Min.Dim. for Most Uses - Recommended

Author:

Erin Lovell

Date:

9/01/2009

Drawing No:

7



10' Paved Trail
Bike, Inline Skate, Snowmobile

Landscaped
Buffer

5-8' Trail
Surface per Intended Use

Louisville Township Community Trails Plan and Development Project

Drawing Title:

Split Trails - Versatile and Attractive

Author:

Erin Lovell

Date:

9/01/2009

Drawing No:

8