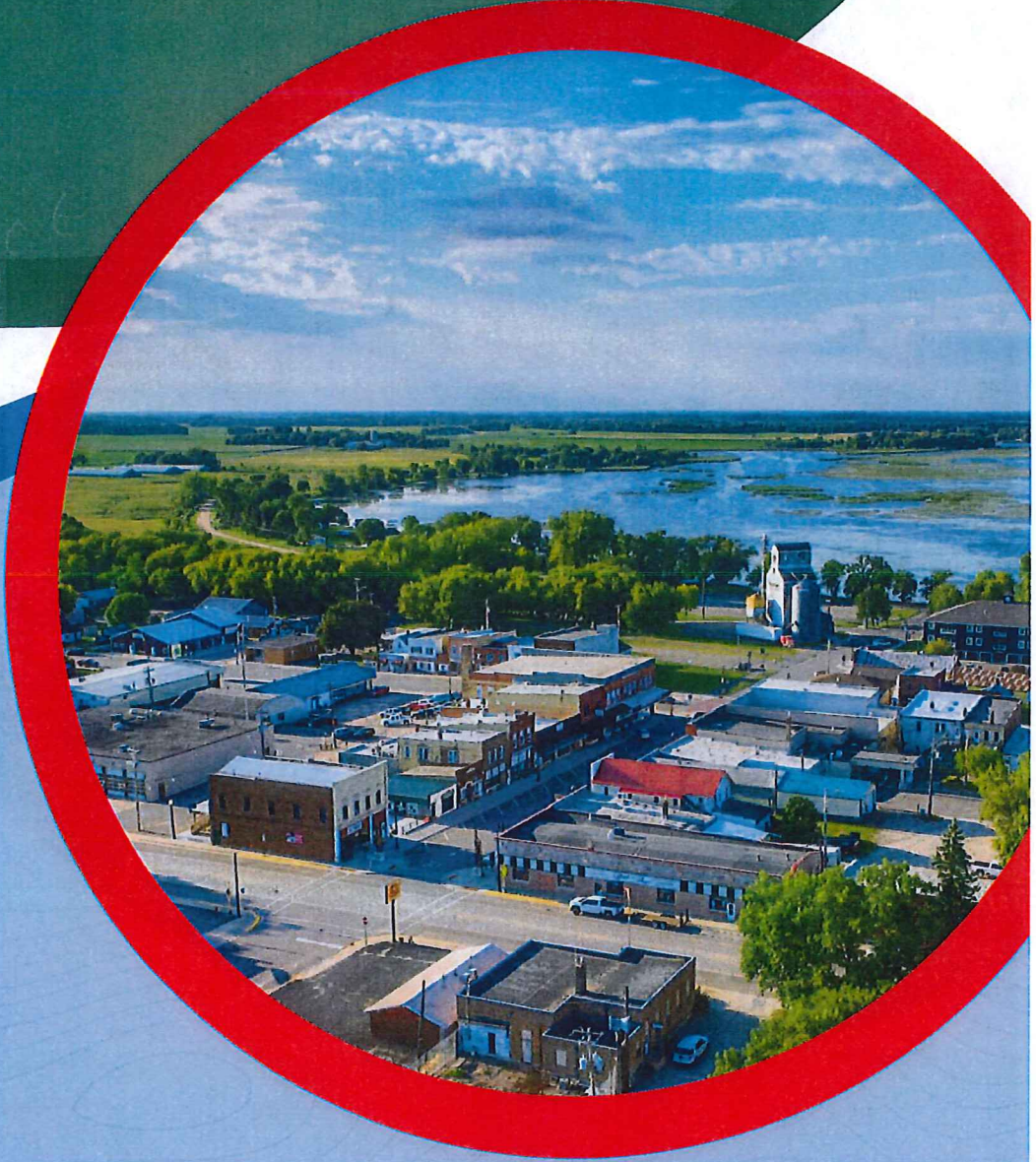


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OSAKIS PARKS AND TRAIL SYSTEM PLAN

FEBRUARY 2023

Acknowledgments

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Osakis Beautification Group

Thank you

On behalf of the City of Osakis, thank you for participating in our Parks and Trails System Planning process. It was a valuable process and we will continue to move forward the values of our communities parks and trails system with everyone's voice in mind. We encourage you to stay involved in our city's future planning efforts and we thank you for your support.

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City of Osakis Public Beach Mural

Introduction

An important part of the livability of a community derives from the quality of its parks, open space and recreation system. A diverse and well maintained system sends a message to residents and visitors alike about the values the community places on its public spaces. The city of Osakis is ready to move their park and open space system forward and increase the quality and variety of the city's outdoor facilities and keep pace with the needs of the residents.

Through this planning process the city of Osakis has identified opportunities to grow its their park and trail system. The system, as defined with guidance provided by the National Parks and Recreation Association, the city and stakeholders, local organizations, and the communities voice this plan has been adapted to fit the unique needs of this community.



Vision, Goals, and Strategies

Consistency with Previous Planning Efforts

This plan builds from the adopted 2020 Comprehensive Plan and focuses on the goals and objectives identified from that planning process for Parks and Recreation. The goals from that plans are identified below.

GOAL 1: Provide a quality system of parks, open space, and recreational facilities that satisfy the needs of the current and future residents.

Objectives:

1. Strive for 10 acres of Parkland per 1,000 Residents - not including school parks.
2. Ensure that residents have access to park land, open space, and trails within a walkable distance (determined goal is one half mile).
3. Ensure parks have a variety of amenities for all users.
4. Utilize parks, open space, and recreation assets and opportunities as a marketing strategy for the community.
5. Explore potential park funding mechanisms to assist the city in acquiring park land and developing recreational facilities.
6. Connect residents to destinations and services through open-space corridors, parks, and trail networks.

GOAL 3: Continue to develop an integrated system of trails and walkways that promotes active living and provides efficient links to neighborhoods, community destinations, parks, schools, and regional trails in the area.

Objectives:

1. Plan and promote walking and biking by working with local, state, and federal partners to plan, fund, and construct a network of trails to increase the non-motorized transportation system.
2. Support downtown biking amenities that connect trail users from the Central Lakes and Lake Wobegon trails to the downtown core.
3. Plan for trail and sidewalk connections from neighborhoods to parks, linkages between parks, and existing trails.
4. Continue working with Douglas and Todd counties and Osakis, Orange, and Gordon townships to ensure coordinated growth of transportation systems and regional recreational areas and trails.

GOAL 2: Improve the quality of Osakis' city parks.

Objectives:

1. Continue to provide public lake access through the following activities or programs:
 - a. Enhance and maintain the city beach.
 - b. Explore at least one public boat docking facility to Lake Osakis.
2. Encourage an adequate range of recreational opportunities for the residents and visitors to the community.
3. Develop a capital improvement plan and work with local organizations to upgrade existing parks.
4. Offer park and recreational amenities for all age groups such as playground equipment, athletic fields, and passive recreation opportunities.
5. Continue to work with the school district to provide for joint use of school/park facilities.
6. Provide and update signage for the local park system.

GOAL 4: Serve the needs of all park and trail users and ensure equitable access to these facilities.

Objectives:

1. Provide parks with playgrounds or natural play areas that are within walking distance of residential neighborhoods.
2. Incorporate ADA standards into park designs to ensure they serve residents of all ages and abilities.
3. Respond to the desires and needs of residents, visitors, and tourists with regards to developing park facilities.

Existing Park System

The City of Osakis' parks serve a wide variety of users. By understanding the characteristics of the current and future users, the city can best use its resources to create an optimal mix of park and recreational opportunities. Because communities differ greatly in need, desire, and challenges, there is no "one size fits all" standard for parks and recreation (2020 NRPA Agency Performance Review). Communities the size of Osakis typically have 10 acres of parkland per 1,000 residents (NRPA) and Osakis used that metric as a goal. The city of Osakis currently has 3.5 acres of parkland land, not including school-owned and special use parkland.

Osakis is leaning on the school district as a partner and will continue to support the shared use of playground equipment and outdoor opportunities the school offers. This partnership

will continue and Osakis will measure its metrics for park acreage per person to include school owned sites. This allows the city to focus on larger efforts as it relates to parks and recreation. Osakis compares favorably to other communities in terms of public land area and park distribution to serve community needs. A more comprehensive review of city, county, and state facilities may help to understand the balance and level of investment needed by all entities to serve the area's recreation needs.

In addition to providing recreational opportunities, parks provide community connections. Parks can define a community, allowing for community cohesion and a place to hold events and connect with fellow community members. Parks can create a better sense of place for both residents and visitors.

Park Classification	Total	Total Acreage
Neighborhood Park	2	3.85
Community Park	1	2.28
Natural Resource Area	0	0
Undeveloped	1	0.23
School Site/Athletic Complex	4	37.67
Total used to calculate LOS	8	44.03
Special Use Park/Unclassified	3	42.77
Total not included in LOS calculation	3	42.77
Overall totals	11	86.8

2020 Level of Service Analysis (LOS) Acreage	Total	
2020 Osakis Population (2020 census)	1,744	
NRPA Standards LOS (Acres/1000 population)	12	Goal for 2020 Comp Plan
Acres Needed to Meet 2020 Population	17.4	
Park Acreage (City Owned & School Sites - not including special sites)	44.03	
Acres per 1000 people (City & School Owned)	25.24	Double w/schools
Actual Acres per 1000 people (City Only)	3.65	

Future goal to achieve 8 acres/resident w/out school sites

Existing Park Amenities

The chart below provides a quick overview of grouped amenities into categories we can analyze for future development. The chart provides a detailed list of all amenities at each existing facility. Overall there is a lot of opportunity for the size of the community with many amenities to offer. This aligns with what we learned from the survey that the focus should be on upgrading what is already there as well as building the system. We are proposing adding parks to the system as well as prioritizing amenities to be added or upgraded to the existing system within individual parks.

OSAKIS PARK AND TRAIL INVENTORY															
Parks	Park Classification	Acres	Open Space	Handicap Accessible	Parking	Playground Structure	Amenities (fountain, benches, tables)	Shelter	Restrooms	Public Beach	Fields - Baseball/Softball/Football	Hard Courts	Hike & Bike Trails	Volleyball Courts	Special Use
1 City Beach	Neighborhood Park	2.68			•					•					
2 8th Avenue Park	Neighborhood Park	0.94				•									
3 Central Park	Undeveloped	0.23													
Totals		3.85													
1 Park Osagi	Community Park	2.28	•		•	•	•	•	•			•			
Totals		2.28													
1 Boat Landing (DNR)	School Site	1.62			•	•									•
2 Osakis Public Schools	School Site				•	•									
3 Osakis Athletic Fields	Athletic Complex/Facility	36.05										•			
4 St. Agnes Elementary	School Site				•	•									
Totals		37.67													
Facilities not included in overall park analysis LOS															
1 Skate Park	Special Use	0.79													•
2 Bill Sliper Lions Park	Special Use	1.78					•								•
3 Osakis Country Club	Special Use	40.2													•
Totals		42.77													
1 Battle Point (outside city limits)	County Park	9.68													
Indoor Facilities															
1 Community Center															
Trails															
1 Central Lakes Trail	Paved 10' multi-use path														
2 Wobegon Trail	Paved 10' multi-use path														
Totals		5.25													

Analysis of Existing System and Demographics

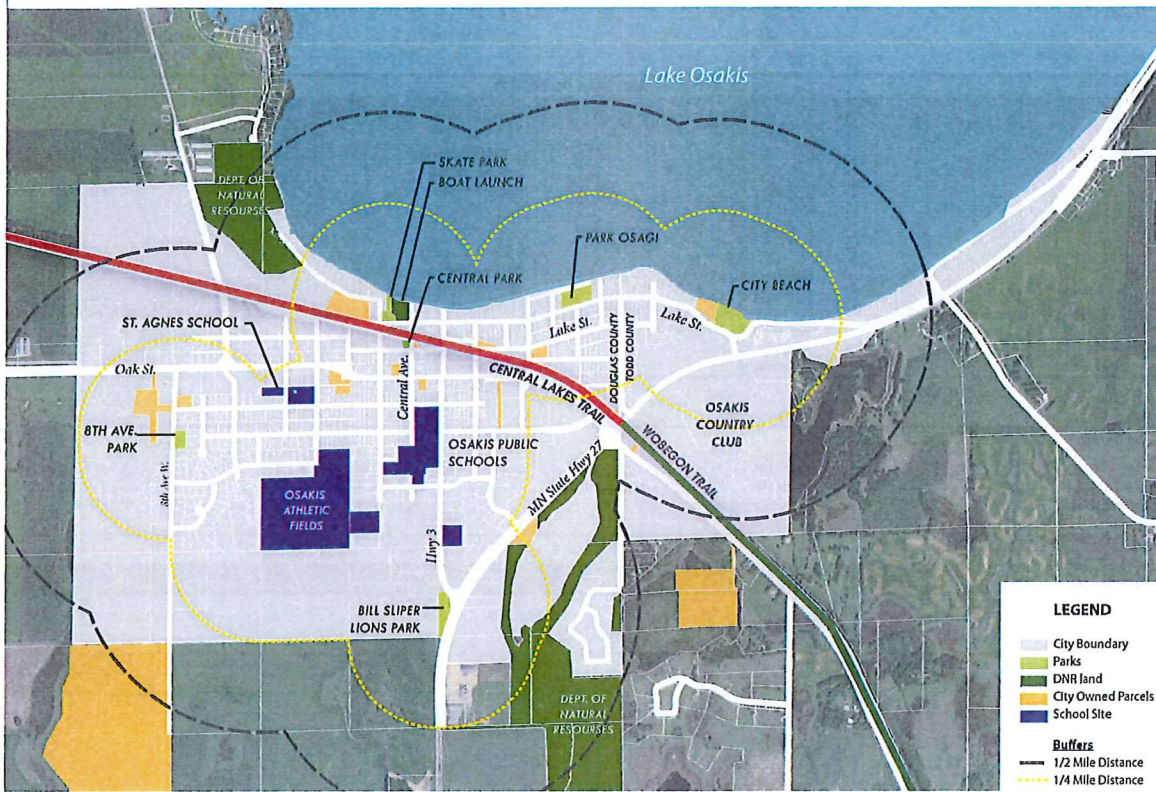
An analysis of zoning, density and buffers were considered to determine the following priorities. The buffers identify the city's service area within ¼ and ½ mile distance from neighborhood, community parks, and school sites. With future growth Osakis will continue to strive to place everyone within city limits ½ from one of these types of facilities. The planning committee has included school sites in our analysis as they are very accessible to residents and the partnership with the school district is strong and beneficial to all residents. The orange areas on the map indicate areas not served within a ½ mile of a park and that are zoned residential. See the current zoning map on the following page.

The Osakis Park Priority plan is based on current and anticipated needs of residents, as they have been described throughout the public engagement portions of this planning process. It is meant to be dynamic and will adjust as changes occur in trends, user expectations, and resources as the community continues to grow.

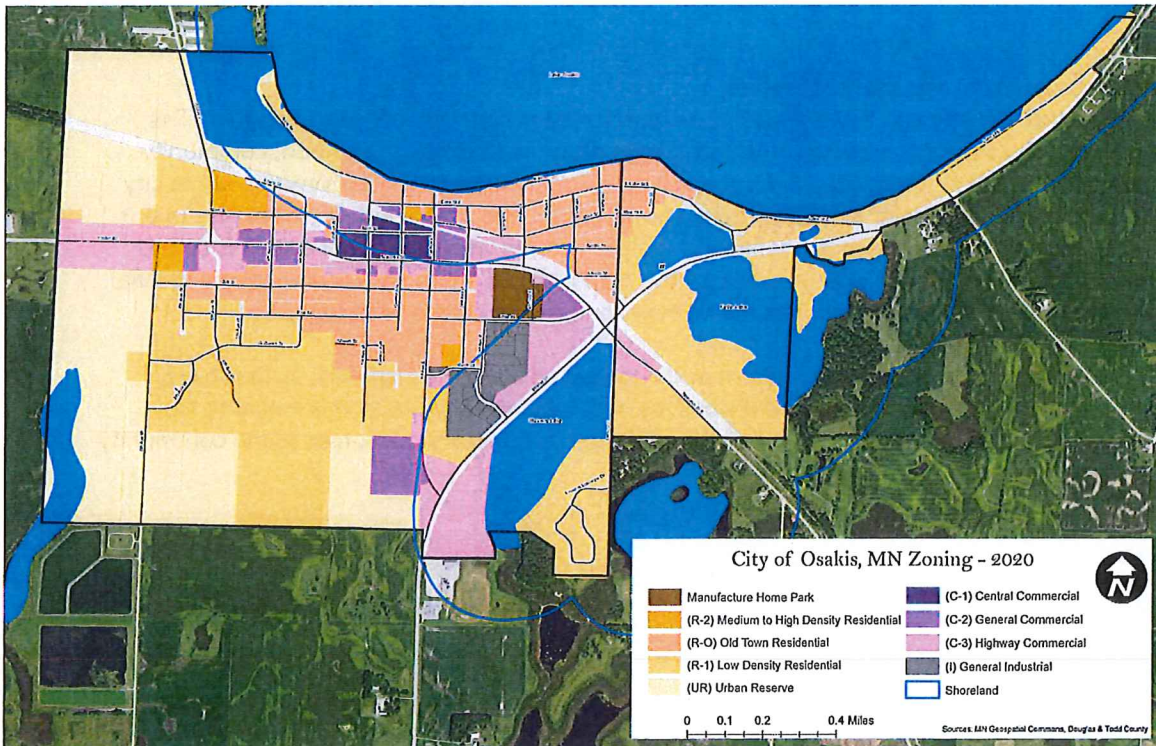


City of Osakis

Existing Park Buffers



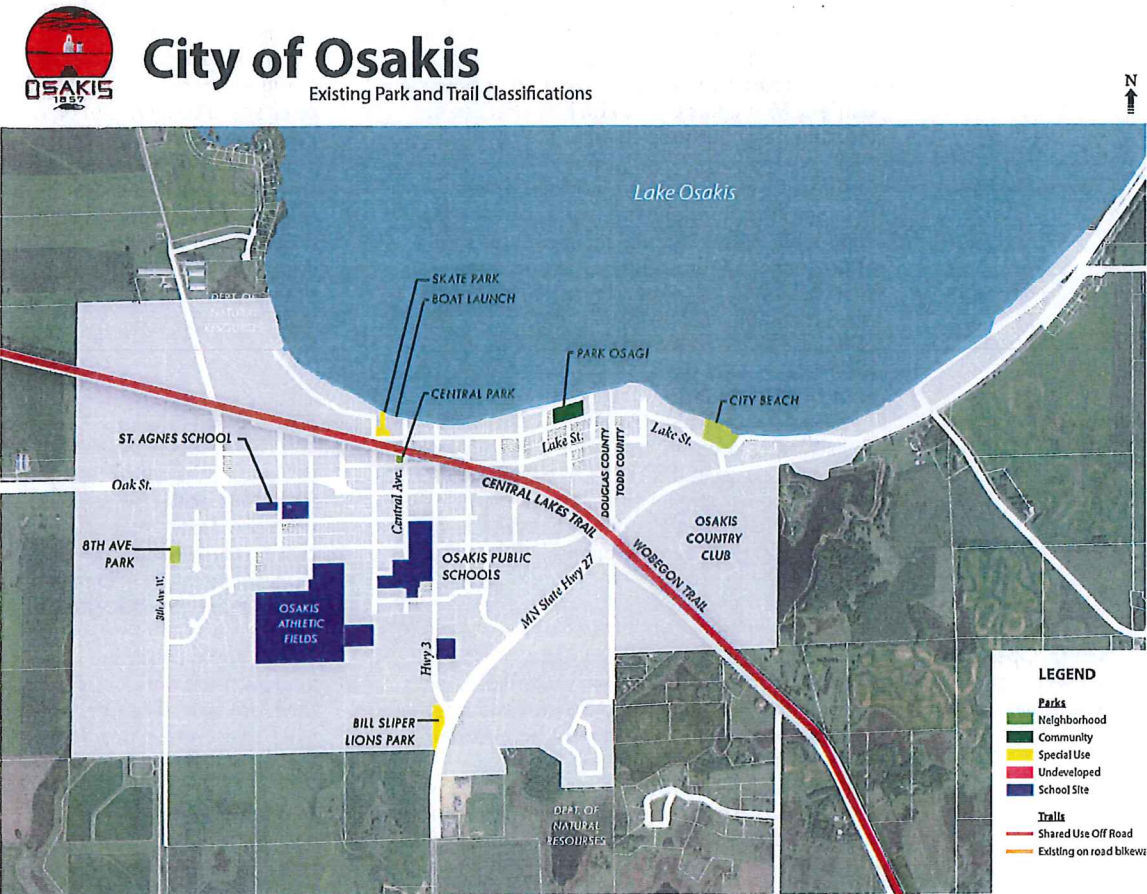
Park Buffer and Ownership Analysis



Zoning Map

Classification System

The existing park system consists of a variety of parks and open spaces defined under various classifications. Each classification serves a particular purpose in meeting local park and recreation needs. Although this plan provides some flexibility, classifying parks is necessary to ensure a well-balanced system and that all recreational needs are met. The classifications applied to Osakis are based on guidelines recommended in the National Parks, Recreation, Open Space and Greenways Guidelines (National Recreation and Parks Association, 1996) and Planning and Urban Design Standards (American Planning Association). The Parks and Trails Commission reviewed the national guidelines described above in light of the public engagement portion of this process and noted how they could be modified or interpreted to meet Osakis's needs.



Existing Park and Trail Classification



Parks are classified based on their existing and planned amenities, location within the community, size, and proximity to residential areas. Each classification of parkland is accompanied by standards that describe their characteristics and desired level of service. These classifications and standards provide guidance in the development of a parkland system that offers consistent service to city residents. The following table provides an overview of each classification used in Osakis.

CLASSIFICATION	COMMON GUIDELINES	APPLICATION TO OSAKIS
Neighborhood Park	Neighborhood parks are the basic units of the park system and serve a recreational and social purpose. Focus is on informal active and passive recreation. Neighborhood parks are typically 5 acres or more, 8 to 10 acres preferred. Mini-neighborhood parks, which are only used when securing more land is impractical, are 1 to 3 acres of developable land. Service area is ¼-mile radius for mini parks and up to a ½-mile for a typical neighborhood park, uninterrupted by major roads and other physical barriers. Mini parks tend to be less effective at meeting neighborhood needs.	Neighborhood parks remain a basic unit of the park system in Osakis. In areas with urban densities, a service area of ¼- to ½-mile radius remains appropriate. ¼-mile radius is most appropriate for mini-parks. When new parks are connected with greenway-based trails, service areas can be expanded to ½-mile radius or slightly more since the trails and open space become part of the park experience.
Community Parks	Community parks serve a broader purpose than neighborhood parks. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces. Size varies, depending on function. 20 acres minimum preferred, with 40 or more acres optimal. Service area can be community-wide or even region-wide depending on the facilities and attractions provided.	Parks distinguishes these parks as serving a broader regional purpose, and playing a role in economic development by drawing tourists and regional residents to Osakis.
Athletic Complex/ Facility	Consolidates programmed adult and youth athletic fields and associated facilities to a limited number of sites. Tournament level facilities are appropriate. Size varies, with 20 acres or more desirable, but not absolute. 60 to 80 acres is optimal.	This classification has application to Osakis to meet local needs for athletic facilities (in concert with school sites.) As a growing community with many families, facility demand will continue to grow in sync with population growth.
Natural Open Space/ Conservation Areas/ Greenway	Lands set aside for preserving natural resources, remnant landscapes, open space, and providing visual aesthetics/buffering. Also provides passive use opportunities. Ecological resource stewardship and wildlife protection are high priorities. Suitable for trail corridors. Overall land area varies depending on opportunity and general character of natural systems within a city.	Osakis could consider improvement within acquiring or development more natural and/or open space areas. Residents use these areas for walking and they are minimal maintenance for the parks department.
Regional Park/ Reserve	Larger scale, regionally based parks and open spaces focusing on natural resource preservation and stewardship. Typically a minimum of 500 acres and up to several thousand. Service area is regional, which generally encompasses several cities.	Battle Point park is an example of a County Park that plays an important roles by providing regionally-based outdoor recreational opportunities and reducing the need for the city to provide these resource-based amenities.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose uses – such as a nature center, historic sites, plazas, urban squares, aquatic centers, campgrounds, golf courses, etc. Overall size varies, depending on need.	Bill Slipper Lion's Park and Skate Park would fall under this category.
School Site	Covers school sites that are used in concert with, or in lieu of, city parks to meet community recreation needs. School sites often provide the majority of indoor recreational facilities within a community. Size varies, depending on specific site opportunities.	Continuing the established relationship between the School District and City is vital to successfully meeting the long-term demand for athletic facilities in a cost-effective manner.

Community Parks

Community parks typically serve a broader and more specialized purpose than neighborhood parks. Their focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces. The general palette of amenities typically found within this class of park includes:

- Amenities common to a neighborhood park, at a larger scale
- Larger group picnic facilities
- More extensive looped trail systems
- Open maintained green space for passive and active use
- Winter activities, such as ice skating, sledding and skiing
- Special use facilities having a community appeal.

There is one existing park within the Osakis Park System that serves community uses, as noted in the above table. The design for each community park should be individually considered consistent with its intended use within the park system.

Park Osagi	Level of Service	Exist. Amenities	Future Priorities
<p>Service Level can vary greatly but for Osakis the desired acreage is 12-50 acres/5,000 pop.</p> 		<ul style="list-style-type: none"> - Restroom - Large Picnic Shelter - Small Picnic Shelters - Playground - Open Space - Parking/Access Loop - Picnic Tables - Landscaping - Monument Sign 	<ul style="list-style-type: none"> - Restroom High - Playground High - Drinking Fountain High - Parking Area High - Native Buffer High - Clear Lake View High - ADA Access High - Lake Overlook Medium - Picnic Tables Medium - Natural Trails Medium - Half Hardcourt Medium

Overall Community Park Recommendations

As with neighborhood parks, the interconnection of community parks via the trail and sidewalk system is of particular importance to the success of these parks. Conversely, these community-type parks are also important to the success of the trail system by providing a designation for users to go to when using the trail system.

Given the extent of existing community park opportunities, there is little justification for adding new community park sites to the system. Instead, the focus should be on providing a quality experience within the existing parks. In addition to meeting defined needs, the design of these parks is also critical to creating a compelling sense of place that residents and visitors will return to time and again.

Neighborhood Parks

Neighborhood parks are the basic unit of the park system and serve a recreational and social purpose, particularly in the Osakis community. Development focuses on informal recreation. Programmed activities typically include a smaller set of the recreation programs provided in community parks, have limited youth sports practices and, very occasionally, games. The general palette of amenities typically found within this class of park includes:

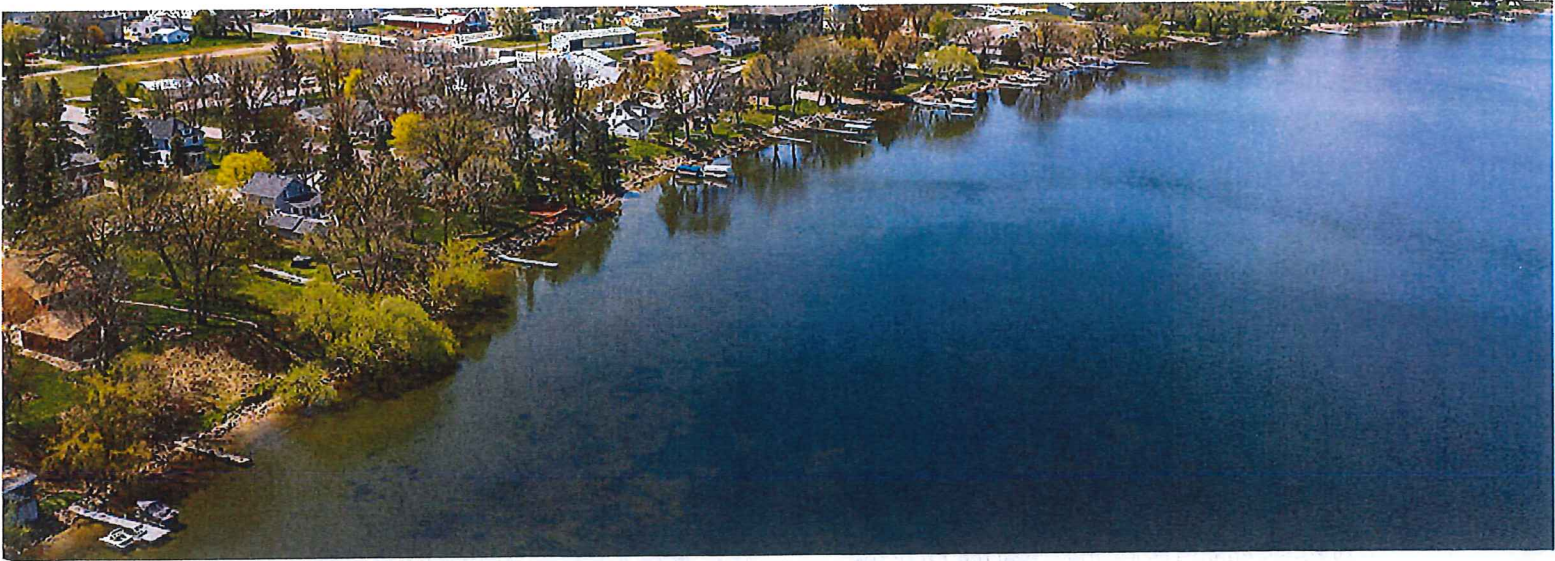
- Smaller-sized children's play structure with limited age separation (2,500-3,500 s.f.)
- Smaller maintained green space for informal use (1 acre minimum preferred)
- Hardcourt feature (basketball, pickleball, hopscotch, 4-square, etc.)
- Limited general site amenities - benches, picnic tables, trash containers, etc.
- Limited amount of ornamental landscaping
- Relies on street lights for security lighting
- No parking (walk-to-park)
- Modest-sized children's play structure with more age separation (3,500-5,000 s.f.)
- Medium-sized maintained green space for informal use (1 to 2 acres preferred)
- Small hardcourt area
- Basic site amenities - benches, picnic tables, trash containers, etc.

Parks/Level of Service	Exist. Amenities	Future Priorities
<p>City Beach Basic Service Level 1-2 acres/500 pop.</p>	<ul style="list-style-type: none"> - Restroom - Volleyball Court - Parking Area - Fishing Pier - Public Beach - Picnic Tables - Playground Features 	<ul style="list-style-type: none"> - Restroom Medium - Playground Low - Picnic Shelter High - Drinking Fountain High - Parking Area Low - Monument Sign High - Public Beach Medium
<p>8th Ave Park Medium Service Level 2-4 acres/1,000 pop.</p>	<ul style="list-style-type: none"> - Picnic Tables - Small Shelter - On-street parking 	<ul style="list-style-type: none"> - Hard Court High - Small Shelter Medium - Basic Amenities Medium

Overall Neighborhood Park Recommendations

The existing parks are currently not capable of meeting the primary needs of the neighborhoods they serve and generally do not meet accepted standards for neighborhood parks. A significant functional issue is that some of the parks are on the smaller side, which limits the level of development that can occur and the size of the open green space. Although small acreage parks should be avoided in the future, any current limitations can be overcome for the most part through good design and maximizing the use of the land that is available.

In some parks, the facilities and amenities are reaching the end of their life cycle, do not meet neighborhood needs, or do not meet optimal contemporary design standards. In addition, more attention needs to be given to master planning and park design to improve the aesthetic quality, overall appeal, and maintainability of the parks to enhance use levels.



Lake Osakis City Beach Park

Existing Special-Use Facilities

In addition to the parks and athletic facilities previously defined, a number of special-use facilities are also part of the system plan, as the following defines.

Bill Slipper Lions Park

Located outside of the city this park is currently a memorial site. There is a small parking area and benches to the site. The only high priority issue is the only way to access the park is by car. A trail to the park is proposed.

Osakis County Club

A portion of the Country Club sits on City property and currently is only utilized for golf.

Skate Park

Located downtown it is a valuable location for the special feature and fishing pier for future tourists and visitors to the downtown amenities. This is in a desirable location and the use of the skate park should be assessed to determine if this is the best location for this amenity.

The table below provides another overview of recommended park priority improvements for all city owned parks. These tables were shown to the public and recommendation moving forward were based on community input.

PARK PRIORITY IMPROVEMENTS

Parks	Park Classification	Acres	Open Space/Nature Area	Hard Courts	Picnic Shelter	Water Access	Playgrounds	Special Feature	Amenities	Walking/Ski Trails	Parking	Restrooms
City Beach	Neighborhood Park	2.68			H		L	L	H		H	L
Central Park	Neighborhood Park	0.23	H					H	H			
Park Osagi	Community Park	2.28	H		M	H	M		M	H	L	H
Skate Park	Special Use	0.79							M			
Bill Slipper Lions Park	Special Use	1.78								M		
8th Avenue (remove from system)	Neighborhood Park	0.94		H				L				

Special Use Needs

The desire for a band shell, a splash pad, a campground, and Frisbee golf, have been discussed as community desires during the public process. Here too, numerous communities of similar size to Osakis have provided these facilities and can provide an opportunity for revenue. If well designed, located, and managed, any of these options can be very successful. The importance of selecting a viable location for these types of facility should not be underestimated given the social nature of the activities.

Stipulating specific conditions for developing these types of facility within the city is appropriate. Conditions in this context again refers to having a local advocacy group partner with the City to design, develop, operate, and maintain the facility to help ensure its success and responsible use.

If an advocacy groups emerge and the conditions as stated can be met, several sites are worthy of consideration and the City will be willing to work with those groups on a master plan for the location being considered.

Park Signage Program

A comprehensive signage program has begun downtown and should be carried uniformly throughout the parks and trail system. It is important to provide a consistent message and information to park and trail visitors. Typically, a signage program includes park and trail names, direction to features, general information and rules, and ecological stewardship program and interpretive information. To ensure it remains an ongoing priority, an annual signage investment program is recommended.

Park Master Planning and Facility Design Quality/Development Standards

The quality standard for built features within the park system should be consistent with industry standards for safety and durability. This is especially the case with play equipment, outdoor furniture, and other site amenities where strict standards apply.

The design of individual parks should also be of a consistent quality. Master plans should be prepared for each park prior to their development to ensure that the right mix of amenities are provided and the park's design is cohesive with and complementary to the design for other parks and public spaces. The City's standard practices for public participation in the planning process should continue to be used for each park development project.

Recommendations and Implementation

Osakis is fortunate to have a good array of outdoor recreational facilities and a reasonable budget and able to staff and maintain them. The city lacks a variety of facilities, the connection between facilities reduces their accessibility, especially for children, seniors and people without cars. In addition, the city has yet to take full advantage of the Wobegon/Central Lakes Trail, a regional amenity that links Osakis to neighboring towns and could invite increasing numbers of bikers into the community. Osakis should begin to think more strategically about funding for a new indoor facilities, including entering in to more public-private partnerships (including with groups like the snowmobile clubs). In addition, the city should continue to re-invest in their existing outdoor facilities (as they have been doing) and strive to link spaces together. Connections to the Central Lakes/Wobegon Trail and across Highway 82 to Park Osagi and the public beach on Lake St. are especially important.



Existing Trail System

Our strategies for mapping out the City's future trail system plan was guided by our goals and public process. Osakis has a unique opportunity as a state trailhead city. It is the end of the Central Lakes Trail running west and the beginning of the Wobegon Trail running to the east. Celebrating this connection is a goal moving forward. These trails have served a need for snowmobiles in the winter but lack small community connections for local residents.

Bicycle and pedestrian facilities, however, are not limited to the development of large, regional trails. Local sidewalk linkages, as well as bicycle lanes, routes, and paths, all play an important role in the transportation network. Osakis' sidewalks do not cover the entire city but are dispersed in the older, denser areas of the community. It is recommended, at minimum, sidewalks are required along collector streets and arterials, as well as leading to parks.

Goals from the 2020 Comprehensive Plan relative to bicycle and pedestrian facilities:

- a. Construct continuous pedestrian facilities along all major streets and highways; these should be direct and interconnect with all other modes of transportation.
- b. Provide safe, secure, and convenient facilities for pedestrians into and within commercial developments (downtown).
- c. Relate sidewalk design to the function and the anticipated amount of pedestrian traffic. Locate sidewalks to take advantage of views and other amenities when appropriate.
- d. Require pedestrian facilities as land is developed based on standards for the street classification.
- e. Provide ramps and curb cuts throughout the pedestrian system for physically challenged persons.

Strategies to accomplish these goals:

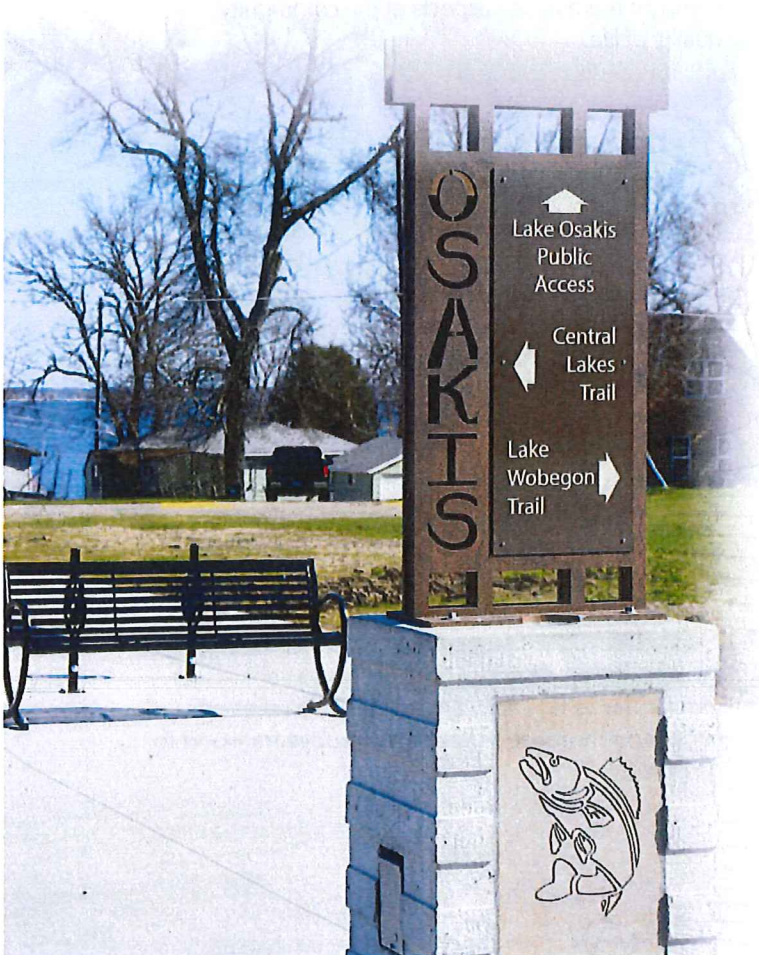
1. To provide a trail system that emphasizes harmony with the natural environment.
2. To allow for relatively uninterrupted pleasure hiking, biking, and other uses to and through the City's park and open space system and developed areas.
3. To effectively tie the various parks together into an interconnected, high quality system; and to effectively tie the city trail system with those of adjacent townships and the regional park and trail system.
4. To protect users' safety from developmental encroachment and associated vehicular traffic.
5. Provide an appropriate level of universal accessibility to trails throughout the system with practical and well-designed neighborhood access routes.

Central Lakes Trail

This scenic state recreational trail running from Osakis to Fergus Falls covers 55 miles through the communities of Osakis, Nelson, Alexandria, Garfield, Brandon, Evansville, Melby, Ashby, and beyond to Fergus Falls. The Central Lakes Trail is an all-season recreational trail that provides a 14-foot-wide bituminous surface for safe, off-road, non-motorized travel by biking, walking, or rollerblading in the spring, summer, and fall. It also provides safe, permanent routes for snowmobiling in the winter.

Lake Wobegon Trail

This trail runs on the abandoned Burlington Northern Santa Fe rail corridor. Stretching from St. Joseph to Osakis, this 65-mile trail passes through small towns, forests, open areas, and along waterways. The trail is paved from end to end and is 10 feet wide for users to enjoy while walking, biking, rollerblading, and snowmobiling. The Lake Wobegon Trail Association works closely with the Stearns County Parks Department to maintain the trail.



General Trail Planning, Design, & Development Guidelines

The trail system plan is consistent with MN DNR's Trail Planning, Design, and Development Guidelines for designing and developing sustainable trails. The DNR guidelines are recognized as the most comprehensive standards for trails and address trail planning, design, and development. All trail development should be consistent with these guidelines as applicable to the classifications used in Osakis.

A key concept of the trail guidelines is maximizing the value of trails to local residents. The values ascribed to trails are important because they are at the core of why a person uses a particular trail on a repeat basis. Safety and convenience are base-line determinants for whether a person will even use a trail irrespective of its quality. Once these two values are perceived as being acceptable, then the personal values will be given more consideration by a trail user. The following considers each of these values in greater detail.

Safety

A sense of physical and personal safety is the most important trail value in that without it, people are disinclined to use a trail irrespective of how many other values it might provide. Physical safety can be relatively assured through good trail design. Personal safety, which relates to a sense of well-being while using a trail, is a less tangible yet still important factor that cannot be taken lightly.

Convenience

Convenience is important to day-to-day use of a trail. Studies have shown that the vast majority of shared-use paved trails are used by those living within a few miles of the trail they use most frequently.

Although convenience is important, its influence is still tempered by recreational value. No matter how convenient, a poorly designed trail in an uninteresting setting will have limited recreational value. Alternatively, a well-designed trail in an interesting setting might draw users from some distance. The point is that trails should be located where they are both convenient and offer the recreational amenities that users are seeking.

Recreation

Of all the values ascribed to a trail, its recreational value is the most important in terms of predicting its level of use, assuming that safety and convenience

are not issues. In general, trails offering a high-quality recreational experience are those that:

- Are scenic and located in a pleasant park-like setting, natural open space, or linear corridor away from traffic and the built environment
- Provide a continuous and varying experience that takes visitors to a variety of destinations and is a destination unto itself
- Offer continuity with limited interruptions and impediments to travel

Trail planning must be based on criteria that go beyond simply providing miles of trail, with considerable emphasis on the quality of the trail experience as much or more than quantity. In Osakis, creating trails with high recreational value inherently affects community planning and development.

Planning for greenway trails that seamlessly traverse public open spaces and private developments alike is considerably different than planning for trails that follow road rights-of-way. While greenway-based trails often pose more challenges to plan and implement, the value of these trails to the community has proven to be very high and worth the investment. Cities that have successfully integrated these types of trails often highlight them as key aspects of the community's quality of life.

Fitness

Fitness is a growing value that cannot be overlooked. Fortunately, this value is generally achieved if safety, convenience, recreational, and transportation values are met. Most critical to accommodating this value is developing an interlinking trail system that provides numerous route options with trail lengths necessary for the types of uses envisioned.

Transportation (commuting)

The transportation (commuting) aspect of trails is valuable to a growing subset of the user population. This is especially the case with shared-use paved trails, where bicycling, in-line skating, and walking are viable means of transportation, especially for people in urban and suburban settings. In Osakis, it is a critical consideration. A significant subset of the population does not have access to vehicles for regular day to day activities and instead relies on either non-motorized transport or public transport to go places.



Shared-Use Paved Trail Bridge

Shared-Use Paved Trail Network

Shared use trails are paved trails located within a greenway, open space, park, parkway, or designated trail corridor. As the name implies, the high recreational value of this type of trail and variety of user groups often make it a destination unto itself. These trails have a particular emphasis on continuity and are the major conduits for travel within and between trail systems. They emphasize a natural, scenic setting and creating a sequence of events that make the trail appealing to the user. Any deviation from these design principles incrementally diminish its value.

Development of Shared-Use Paved Trails

The destination trails traversing through the city as shown on the trail system map represent trail corridors which:

- Traverse multiple parcels of land, many of which are privately-owned
- Align, where feasible, with greenway corridors exhibiting natural qualities to create a pleasant aesthetic setting for a trail
- Provide contiguous routes of travel from one area of the city to another, with particular emphasis on connections between neighborhoods and local and regional parks

The uninterrupted character of shared-use trails is essential to their recreational value. If continuity is lost, the value of the trail diminishes and, in some cases, can effectively change its designation from destination to linking trail.

The conceptual alignment of the destination trails as shown on the trail system plan are considered optimal at a citywide planning scale. The actual alignment of these trails will be determined as part of the development process as deemed

appropriate by the City Council and Engineering Department. The location of a trail relative to a residential development is also important to maintain a high level of quality.

Integrating trails into the fabric of the community's built form as it is being developed is critical to the realization of this type of greenway-based trail system. Once development occurs, the likelihood of retrofitting this type of trail into a developed area is exceedingly difficult.

Natural Trails

Nature trails are commonly used in areas where a natural tread is desired and harmony with the natural environment is emphasized. Nature trails are surfaced with native soils, turf, crushed aggregate, or other selected non-asphalt or concrete surface.

Development of Natural Trails

Natural surface trails complement the paved destination trails and provide more natural trail opportunities for residents. Natural trails in Osakis are appropriate in two situations:

- Secondary connections from a neighborhood to the destination trail system through natural conservation areas or open spaces where a less developed trail corridor is more appropriate than a paved trail
- Within natural parks, open spaces, or preserve areas for interpretation and general hiking; this includes select regional parks, wildlife management areas, and scientific natural areas as defined under master plans prepared independently or cooperatively by Beltrami County and the MN DNR

On-Road Bikeways

On-road bikeways (i.e., bike lanes and bike routes) are paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic. Bikeways generally allow a cyclist to go faster than on many trails and offer more continuity in surfacing and intersections. Complementing shared-use trails or sidewalks with on-road bikeways enhances the overall trail system by making it more complete and user friendly. For advanced bicyclists and some in-line skaters, bikeways are important conduits to longer routes outside of the city limits.

The distinction between a bike lane and bike route is the level of exclusiveness and the setting. A bike lane is a designated portion of the roadway defined by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. A bike route is a shared portion of the roadway that provides some separation between motor vehicles and bicyclists. State statutes define a bike route as a "roadway signed for encouragement of bicycle use." Most people would recognize a bike route as a paved shoulder with signage and striping. In Osakis, bike routes are envisioned over bike lanes given the character of the route and expected level of use. These would include a buffer and signage at a minimum. The routes shown on the plan follow main arteries through the city, create an on-street loop, and connect with the trail system in multiple locations.

Parking Areas/Trailheads

In the initial years as the trail system is implemented, local parks and schools should be defined on local park and trail maps as parking areas for trail users. This will avoid duplication of infrastructure and make it clear to residents where they can expect to park.

The development of stand-alone trailheads are not anticipated as being necessary since many of the trail users will be accessing the system by foot, bicycle, or in-line skates from their home or a local street.

In the longer-term once the system is more fully developed and use patterns more defined, stand-alone trailheads may be necessary in select locations where parking problems in a given neighborhood or along a specific street become a more significant issue. These cases should be considered on an individual basis. If parking is provided at some point, it should be located on the edge of park or other publicly-owned

property where feasible.

The overall size of the parking area should be kept as small as possible to accommodate documented demand. Provisions for expansion should be provided, but only occur if demand warrants. Over development of parking areas is not recommended due to cost, storm water management issues, long-term maintenance, and increased needs for policing.

Trailside Amenities and Development Standards

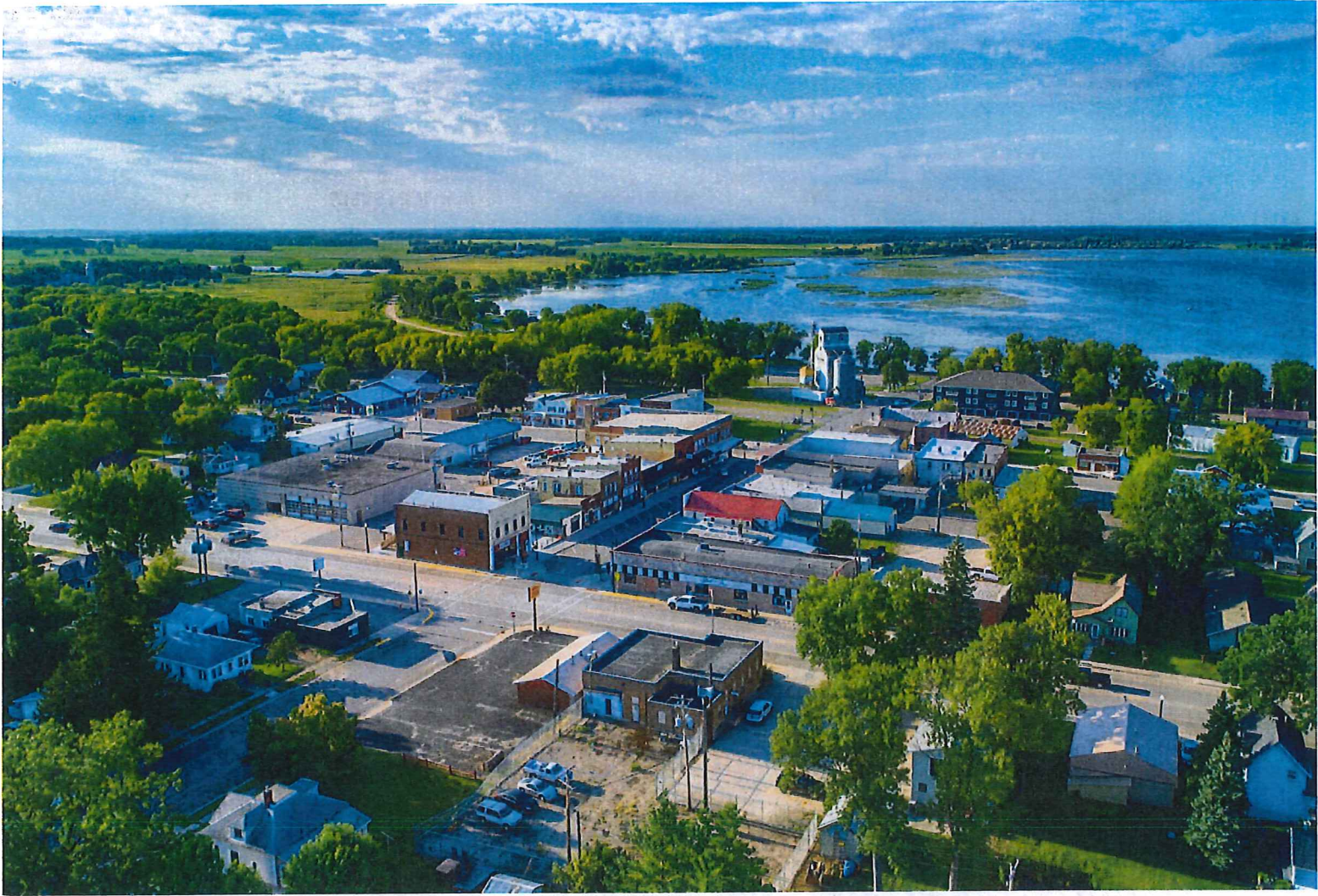
In most cases, trailhead amenities should be limited to signage. The Minnesota Trail Planning, Design, and Development Guidelines (MN DNR 2007) provides baseline standards and guidelines for trailside amenities and should be used as the primary reference to ensure consistency with other trail systems in the region.



Non-buffered on-road bike lane



3' buffered on-road bike lane



Downtown Osakis

Trail Classifications

The system plan consists of a variety of trails, bikeways, and sidewalks defined under various classifications. Each classification serves a particular purpose in meeting local trail needs. The distinction between trail types is important due to the variability in their recreational value, which greatly affects the value of the system to residents and the degree to which a trail or system of trails will be used.

The classifications applied to Osakis's trail system are consistent with the MN DNR's Trail Planning, Design, and Development Guidelines. The following table provides an overview of the of the classifications. The city has used these classifications as guidance in development of their own classification system. Osakis's classifications are further defined later in this section.

Character and value comparison between trail classifications

Each of the trail classifications defined above:

- Accommodate specific types of trail users
- Provide a certain type of recreational experience
- Are located in a specific type of setting appropriate for the activity
- Follow design guidelines that allow for a safe and enjoyable use of the facility

Trail Classifications

TRAIL CATEGORY	CLASSIFICATIONS	USER GROUPS	SERVICE LEVELS	OSAKIS
Shared-Use Paved Trails	<p>Neighborhood Trail City Trail County Trail Regional Trail State Trail</p> <p><i>Sub-Classifications</i> Destination trail Linking trail Destination trails emphasize the setting and recreation value. Linking trails emphasize safe travel and are often located in road rights-of-way.</p>	<p>Walking, jogging, bicycling, and in-line skating are typically accommodated on all classifications and subclassifications when asphalt paved.</p> <p>In-line skating and some bicycling are not accommodated when aggregate surfacing is used.</p>	<p>These trails occur at local, county, regional, and state service levels.</p> <p>Service levels are based on location, length of trail, and size of user population.</p>	<p>Recommendations include implementation of future shared-use path in developments and implementation across the existing system as corridors are replaced through the CIP. Priority should be give to these trails.</p>
Natural Surface Trails	<p>Hiking Trail -General Hiking Trail - Nature Interpretive Trail Equestrian Trail Mountain Biking Trail Off-Highway Vehicle Trail (OHV) - Off-Road Vehicle (ORV) - All-Terrain Vehicle (OHM)</p> <p>Forest Access Routes and Roads (these are not designated trails)</p> <p>Shared-Use Nature Trail</p>	<p>Trail user groups are consistent with classifications.</p> <p>Forest access routes and roads accommodate a range of authorized motorized and non-motorized user groups on an informal network of routes through the forest.</p> <p>Shared-use natural trails can be either non-motorized or motorized trail uses, but not typically both.</p>	<p>Hiking trails are common at local, county, regional, and state service levels.</p> <p>Equestrian and mountain biking trails are most common at the county, regional, and state level.</p> <p>OHV trails are almost exclusively at the state and county level.</p> <p>Local access trails usually traverse larger tracks of forested lands at the federal, state, and county level.</p>	<p>Trail user groups indicated that they would like to see some natural surface trail options where they make sense. These would allow dog walking and more opportunities for access to native landscapes. These are low cost and the city is looking for future partnership opportunities to provide these to residents in the future.</p>
On-Road Bikeways	<p>Bike Routes Bike Lanes</p> <p>Both of these classifications are provided on streets and roads as shoulders or designated lanes.</p>	<p>Bicyclists are the primary users of bikeways. In-line skaters are secondary users.</p>	<p>Bikeways are common at local, county, regional, and state service levels. Bikeways augment, but do not take the place of, shared-use paved trails.</p>	<p>The City would like to use bike lanes as an interim option on wide corridors as a way of traffic calming and identify interest from the community.</p>
Winter-Use Trails	<p>Cross-Country Ski Trail Snowshoeing Trail Winter Hiking Trail Dog sledding Trail Skijoring Trail Snowmobile Trail</p>	<p>Trail user groups are consistent with classifications.</p>	<p>Groomed cross-country ski trails and winter hiking trails are common at county, regional, and state service levels. Dog sledding and skijoring trails are most common at the regional and state level. Snowmobile trails are common at the county, state, and private level.</p>	<p>The City will continue to partner with organizations like the the Counties, DNR and MNDOT to provide access to these systems.</p>

Park and Trail System Recommendations

The recommendation include existing and proposed trails and bike lanes that collectively form an integrated trail system. The plan is based on four key principles:

- Using high recreational-value destination trails to form a core system of trails.
- Using linking trails and sidewalks as a means to connect the destination trails together and provide pedestrian-level transportation routes to schools, public parks, other public facilities, and commercial districts that cannot otherwise be reached by destination trails.
- Using on-road bikeways to serve recreational, fitness, and transportation bicyclists comfortable riding on the road.
- Developing a system plan that is ambitious in its vision, yet realistic and achievable in the context of resources available to the city.

The athletic facilities within the city are intended, over time, to accommodate the vast majority of programmed athletic uses within the city. Importantly, neighborhood parks should not indefinitely be heavily programmed since that takes away from their capacity to serve local

residents' day-to-day recreational needs. Although neighborhood parks can be used on occasion for younger children's program such as T-ball, doing so should be purposefully limited to avoid overuse issues.

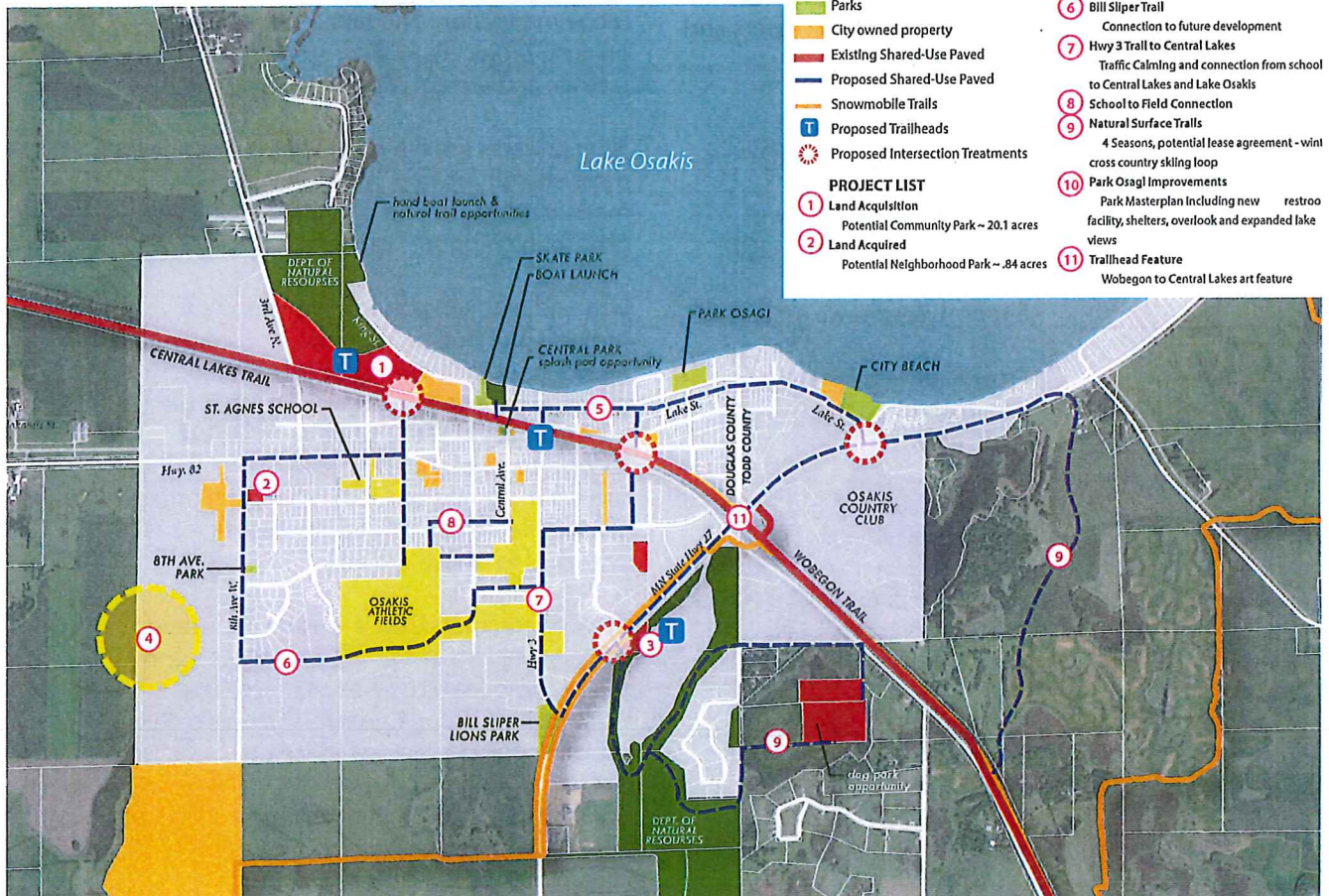
The interconnection of parks through the trail and sidewalk system is of particular importance to the success of the park system, especially neighborhood parks where safe and appealing access is critical to users. The integration of new neighborhood parks with the larger open space system with interlinking trails is also an important factor in pushing the service radius of a neighborhood park to ½ mile or more. The rationale for this is that the trails provide easier direct access to neighborhood parks and that these corridors are perceived to be part of the park experience by the user.

Regardless of any limitation associated with the location, size, and land characteristics of some of the existing parks, the overall system plan, once complete, will be reasonably balanced at the neighborhood park level and will serve the community well. Any imbalances that remain can be largely mitigated through good park design.



City of Osakis

Proposed Park and Trail Opportunities



Future Implementation Plan

Overview

This chapter includes tables and narrative that chart a path forward for implementing the goal and recommendation of the plan.

Roles and Responsibilities for the City of Osakis

Collaboration and communication between the City of Osakis, Parks Board, staff, and outside agencies will be necessary to accomplish the goals set out in this plan.

- Project Implementation – Decision Checklist
- Maintenance needs
- Project Phasing

Project Evaluation – Decision Checklist

1-3 – Stop or Redevelop plan
 4-6 – Further Review Required
 7-10 – Move Forward

<u>Score</u>	<u>Does this Project.....</u>
_____	Fulfill the vision, mission and goals of this plan?
_____	Ensure residents have access to a park or trail?
_____	Utilize park and trail assets and opportunities?
_____	Provide a new outdoor recreational opportunity?
_____	Enhance existing parks or improve service efficiency?
_____	Support downtown amenities?
_____	Provide environmental sustainability in the short or long term?
_____	Provide equitable access to a park or trail amenity?
_____	Have installation, maintenance & operation costs been addressed?
_____	Respond to the needs of residents?

After the City has moved through the evaluation process this can move to the planning phase and make steps toward implementation. The process will move from this base evaluation on to a review by the parks board and a final approval from City Council.

Maintenance needs

Maintenance of existing facilities within the system is a top priority for the City of Osakis in order to ensure basic services and safety to park users.

- Typical annual maintenance activities include:
 - Signage repair and replacement
 - Restroom cleaning and maintenance
 - Facilities and amenities cleaning, maintenance and replacement (park buildings, picnic shelters, benches)
 - Trail maintenance: plowing, sweeping, brush clearing
 - Playground safety checks
 - Parking lot maintenance: plowing, sweeping, resurfacing

Project Phasing

This plan identifies timelines (high, medium, and low priorities) associated with each recommendation. The timelines are based on cost, project readiness, staffing, and other factors, and are described below.

High projects are the highest priorities, may be more straightforward in nature than the low and medium projects. The city has set a 2-5 year goal for high priority projects.

Low and medium projects are important projects, but due to high cost, non-immediate needs, or more planning or coordination that needs to be done, these won't be completed until after the short-term projects are complete. If opportunities arise that make a high priority project more feasible in the short term, they will be completed earlier. The city has set a 5-10 year goal for these projects.

Some recommendations may be considered ongoing initiatives as they are ongoing and funded by general operation funds. These projects may include general maintenance and replacement to existing facilities.

This plan is flexible in that any project may be completed as opportunities arise.

Preliminary Cost Tables

Park Site Amenities Implementation Preliminary Cost Estimates

*all prices are installed and inflation should be factored into pricing at an average rate of 2%/year
other costs to consider are design and engineering and land acquisition*

		Unit	Low End	High End
Basic Amenities	Park Bench	Each	\$ 2,000	\$ 5,000
	Picnic Table	Each	\$ 1,200	\$ 5,000
	Drinking Fountain	Each	\$ 1,500	\$ 7,500
	Grill Station	Each	\$ 1,100	\$ 1,500
	Pet Waste Station	Each	\$ 250	\$ 500
	Trash Receptacle	Each	\$ 1,200	\$ 3,000
	Bike Rack	Each	\$ 400	\$ 2,000
Structures	Single Vault Toilet	Each	\$ 25,000	\$ 40,000
	Double Vault Toilet	Each	\$ 45,000	\$ 90,000
	(2) Stall Flush Restroom	Each	\$ 150,000	\$ 285,000
	(2) Stall Restroom/Shower	Each	\$ 200,000	\$ 450,000
	Small Shelter	Each	\$ 20,000	\$ 40,000
	Medium Shelter	Each	\$ 50,000	\$ 100,000
	Large Shelter	Each	\$ 100,000	\$ 400,000
	Stage/Bandshell	Each	\$ 90,000	\$ 500,000
Trail Kiosk	Each	\$ 7,000	\$ 10,000	
Trails	Natural Surface Trail	Mile	\$ 235,000	\$ 300,000
	Asphalt Trail	Mile	\$ 525,000	\$ 600,000
	Boardwalks	Mile	\$ 1,100,000	\$ 2,200,000
	Prefabricated Pedestrian Bridge	SF	\$ 250	\$ 400
	Concrete or Steel Bridge	SF	\$ 350	\$ 500
	On-road Bike Lane (buffer & symbols)	Mile	\$ 35,000	\$ 50,000
	Trail Light on shared-use path	Each	\$ 15,000	\$ 50,000
Landscaping	Feature Boulders	Each	\$ 300	\$ 600
	Deciduous Tree	Each	\$ 350	\$ 750
	Evergreen Tree	Each	\$ 450	\$ 850
	Medium Shrub	Each	\$ 55	\$ 75
	Large Shrub	Each	\$ 75	\$ 95
	Perennial	Each	\$ 25	\$ 45
	Turf Grass (<i>hydroseed</i>)	Acre	\$ 2,000	\$ 4,000
	Prairie Restoration	Acre	\$ 1,500	\$ 2,500
Special Features	Splash Pad	Each	\$ 65,000	\$ 500,000
	Traditional Play Structure	Each	\$ 75,000	\$ 1,000,000
	Natural Playground	Each	\$ 35,000	\$ 100,000
	Multipurpose Park Openspace Field	Each	\$ 50,000	\$ 450,000
	Outdoor Ice Skating Rink	Each	\$ 200,000	\$ 600,000
	Volleyball Court	Each	\$ 22,000	\$ 120,000
	Multisport Hard Court (half)	Each	\$ 6,200	\$ 25,000
	Multisport Hard Court - (full)	Each	\$ 25,000	\$ 75,000
	Dog Park	Each	\$ 30,000	\$ 75,000
	Disc Golf (9 holes)	Each	\$ 5,000	\$ 20,000
	Skate Park (3000 sf)	Each	\$ 150,000	\$ 400,000
Surfacing	Concrete	LF	\$ 50	\$ 410
	Concrete Stamped	LF	\$ 45	\$ 160
	Pavers	LF	\$ 75	\$ 200
	Rubber Playground Surfacing	SF	\$ 15	\$ 25
Signage	Entrance/Monument Sign	Each	\$ 25,000	\$ 50,000
	Wayfinding Sign	Each	\$ 3,000	\$ 6,000
	Interpretive Sign	Each	\$ 2,500	\$ 5,000
	Regulatory Sign (i.e. ADA, no parking)	Each	\$ 300	\$ 500
Intersection Treatments	ADA-Compliant Ramp	Each	\$ 2,500	\$ 3,500
	Crosswalk - Standard	Each	\$ 750	\$ 950
	Crosswalk - High Visibility	Each	\$ 2,600	\$ 3,600
	Curb Extension	Each	\$ 12,000	\$ 15,000
	Rectangular Rapid Flash Beacon	Each	\$ 15,000	\$ 25,000
	Pedestrian Hybrid Beacon	Intersection	\$ 75,000	\$ 200,000

Park Maintenance Cost Projections

Neighborhood Park (using 6.5 acres as average size)	
	Cost/year
Average Cost per Acre	\$ 6,600.00

Community Park (using 15 acres as average size)	
	Cost/year
Average Cost per Acre (with ice rink)	\$ 9,600.00
Average Cost per Acre (no ice rink)	\$ 7,500.00

Structures		
	Single Vault Toilet	\$ 10,000.00
	Double Vault Toilet	\$ 10,000.00
	(2) Stall Flush Restroom	\$ 20,000.00
	(2) Stall Restroom/Shower	\$ 20,000.00
	Small Shelter	\$ 4,000.00
	Medium Shelter	\$ 4,000.00
	Large Shelter	\$ 4,000.00
	Stage/Bandshell	\$ 1,500.00
	Trail Kiosk	

Special Features		
	Splash Pad	\$ 35,000.00
	Wading Pool	\$ 15,000.00
	Beach Area	\$ 20,000.00
	Traditional Play Structure	\$ 7,500.00
	Natural Playground	\$ 7,500.00
	Baseball/Softball Field	\$ 20,000.00
	Multisport Field	\$ 20,000.00
	Outdoor Ice Skating Rink	\$ 30,000.00
	Multisport Hard Court (half)	\$ 1,500.00
	Multisport Hard Court - (full)	\$ 1,500.00
	Dog Park	\$ 15,000.00
	Disc Golf	\$ 2,000.00
	Skate Park	\$ 7,500.00
	Sledding Hill	\$ 15,000.00

Trails		
	Winter Paths (4months; 2hr day;960 hours(full system)	\$ 19,200.00
	Trails (width can vary)	\$ 5000/per mile
	Below is a breakdown of the typical maintenance activities for shared use paths and trails, although maintenance may be necessary at any time to address immediate concerns. It is recommended that agencies budget for all of these items when constructing a trail.	
Maintenance Tasks	<p>Twenty Times Per Year:</p> <ul style="list-style-type: none"> Sweeping/Blowing to Remove Debris Trash Removal Mowing Trail (3 foot minimum on each side of trail) <p>Ten Times Per Year:</p> <ul style="list-style-type: none"> Application of Herbicide or Pesticides <p>Four Times Per Year:</p> <ul style="list-style-type: none"> Drainage Maintenance (power washing, silt removal, etc.) Seasonal Plantings <p>Two Times Per Year:</p> <ul style="list-style-type: none"> Vegetation Management (leaf clearing, pruning of trees, etc.) <p>Annually:</p> <ul style="list-style-type: none"> Minor repairs Maintenance and Supplies Equipment Fuel and Repairs <p>Three To Five Years:</p> <ul style="list-style-type: none"> Restriping <p>Ten To Twenty Years:</p> <ul style="list-style-type: none"> Resurfacing 	

The frequency each item is performed can fluctuate and will be based on a community's needs and/or desires.

Cost Escalation

Over the past few years, construction cost escalation has been relatively flat, at approximately 2.0 to 2.5 percent. A conservative value to use for cost escalation is 3 percent per year. Unit costs should be adjusted for future projects based on historic bid costs,



CITY OF OSAKIS PARK SURVEY

If you choose this survey can be filled out on-line at www.cityofosakis.com

Deadline for survey's to be turned in: May 16th

The City of Osakis and local leaders are looking for input on the creation of a Parks Masterplan. Please fill out the survey to help direct the future of our parks and development decisions for years to come. *Return completed surveys during business hours to City Hall; fold, affix and place stamp on back; or email to jillian.mcduffie@gmail.com*



1. Do you live within the city limits of Osakis?
 - Yes
 - No

2. If no, do you reside within 20 miles of Osakis?
 - Yes
 - No

3. Please select your age
 - 15 and under
 - 16-26
 - 27-37
 - 38-58
 - 59-79
 - 79+

4. How often do you use one of the City Parks?
 - Everyday
 - At least once a week
 - At least once a month
 - 1-10 times per year
 - Rarely

5. How long is your typical stay?
 - Less than 1 hour
 - 1 – 2 hours
 - Full day
 - Multiple days
 - Other _____

6. Circle 3 amenities that are most important to members of your household? (choose your top three)
 - Open Space (*lawn spaces*)
 - Playground Structures
 - Natural Areas (*native plantings and tree stands, no formal trails or amenities*)
 - Picnic Shelters/Rental Spaces
 - Restrooms
 - Splash Pad
 - Baseball/Softball
 - Soccer/Football
 - Multi-Purpose Hard Surface Courts (basketball, tennis, pickleball)
 - Camping

- Gravel Hiking Trails
- ATV/Motorized Recreation Trails
- Fishing Piers
- Picnicking
- Swimming
- Disc Golf
- Other _____

7. In the next 5 years, should the City focus on improving existing facilities, building new facilities, or both?

- Improving Existing Facilities
- Building New Facilities
- Both

8. What do you value most about Osakis parks and trails? Describe two things you value.

-
-

9. What keeps you from using Osakis parks and trails more? (examples: transportation, accessibility, cost, time, etc.)?

-
-

10. What do you feel are the top 3 priorities for future park, trail and open space improvements? (1st priority, 2nd priority, 3rd priority)

- Add Parks in underserved areas
- Expand walking and biking trails and improve connectivity
- Expand ATV and snowmobile trails
- Passive Parks (picnic areas, natural areas, green spaces)
- Active Parks (ball fields, tennis courts, etc.)
- Recreational programming
- Update existing park amenities (picnic tables, shelter, beaches, etc.)
- Community activities and special events (music festivals, performances, etc.)
- Marketing and communication (brochures, websites, park and trail maps)
- Land Preservation
- Public Access (swimming beaches, kayak/canoe launch sites, etc.)
- Dog Park
- Community Garden
- Other

11. Circle 3 of the most important items to you from the list below.

- Park maintenance, cleanliness, and general upkeep
- Park safety and security
- Quality of park amenities
- Parks amenities meet the needs of the community
- Accessible amenities for limited mobility patrons
- Distribution of parks (locations within community)
- Quality of recreation programs
- Variety of recreation programs
- Number and variety of community events in parks
- Park system overall as a whole

12. Please share any final thoughts you have regarding the future of the City of Osakis Park System?

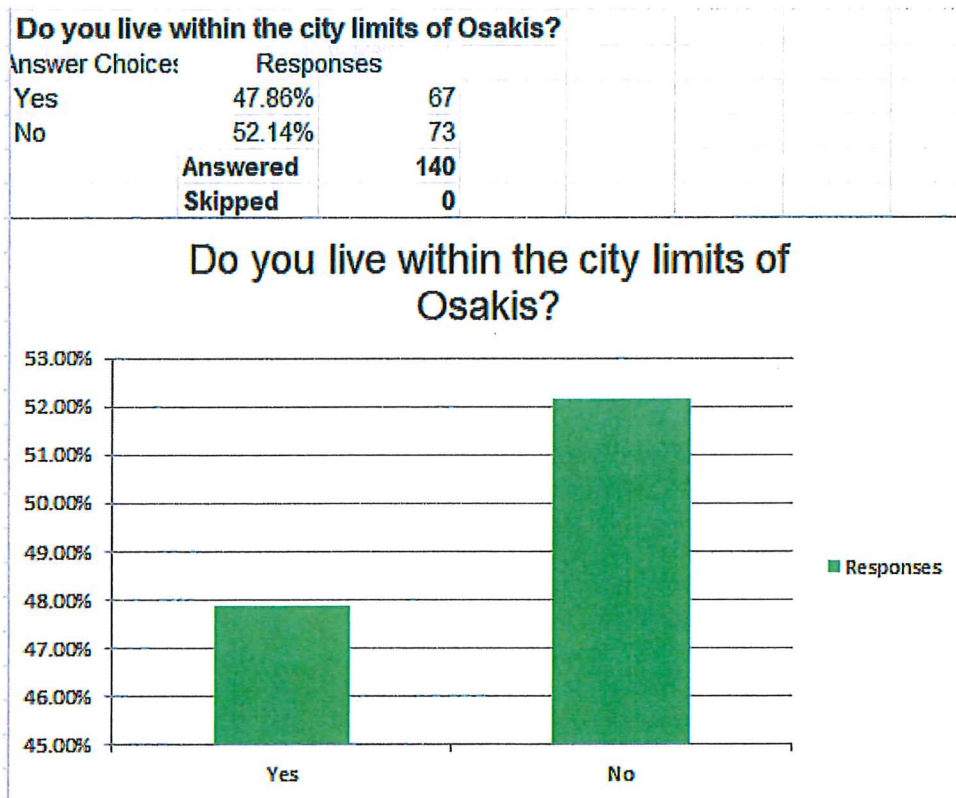
Osakis Parks and Trails Plan
Community Survey
June, 2022

The City of Osakis conducted a voluntary survey of community members and visitors in May of, 2022. The purpose was to engage parks and trails users in the vision for the future of the entire Osakis parks system. Participants were asked to identify their values and priorities, and generate ideas for facilities and programs.

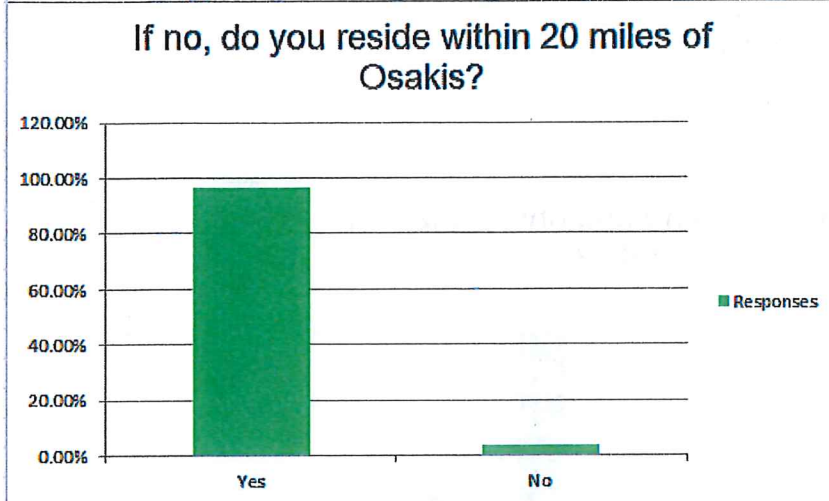
140 respondents participated in the survey, which was primarily conducted online with multiple opportunities for users to complete paper copies of the survey.

The City intends to use this data as a starting point for the creation of future parks and trails system scenarios. The full response dataset is available upon request. Adjustments for under-represented groups will be a targeted objective of future public engagement efforts, including focus groups and any additional survey work.

Q1 & 2:

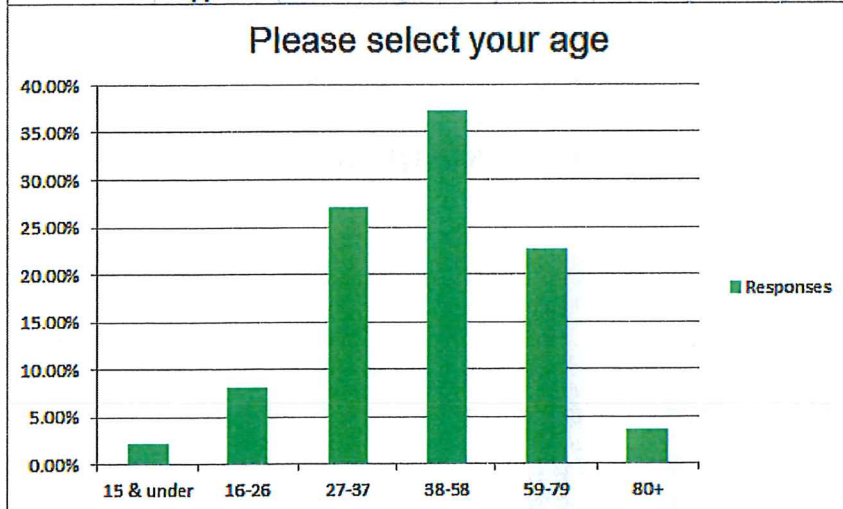


If no, do you reside within 20 miles of Osakis?		
Answer Choice:	Responses	
Yes	96.39%	80
No	3.61%	3
	Answered	83
	Skipped	57

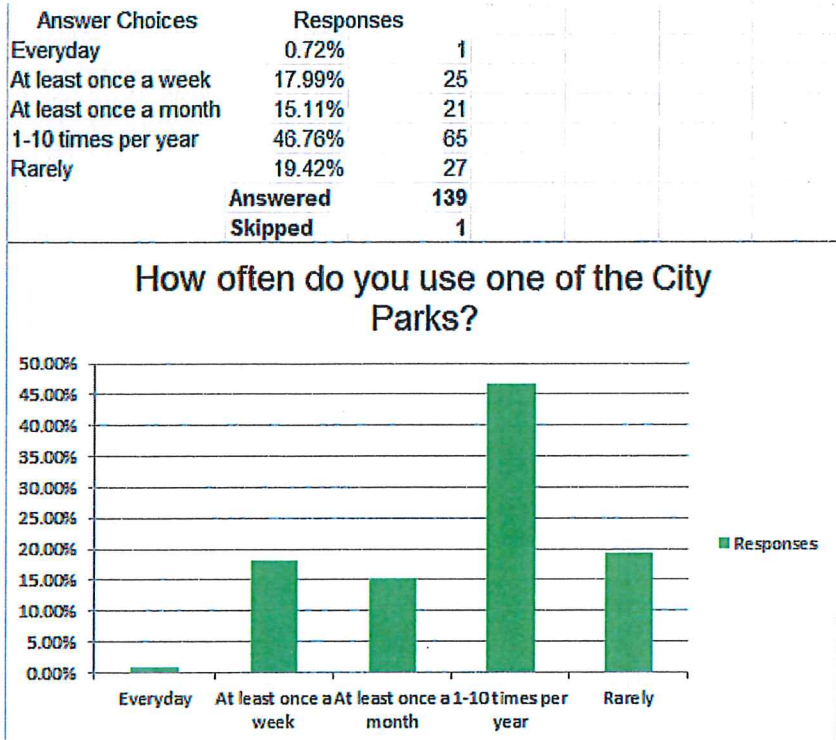


Q3: Age? This shows a very good spread of population responses.

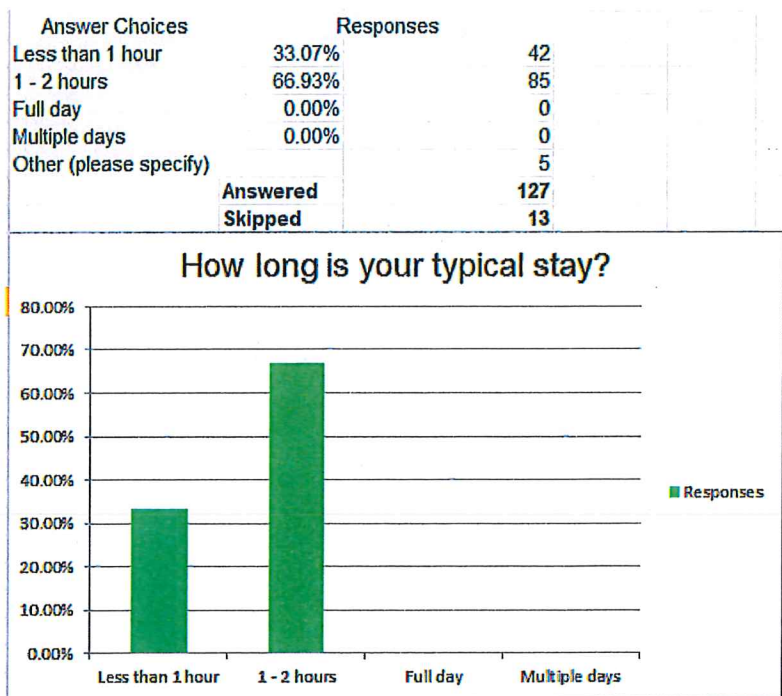
Please select your age		
Answer Choice:	Responses	
15 & under	2.19%	3
16-26	8.03%	11
27-37	27.01%	37
38-58	37.23%	51
59-79	22.63%	31
80+	3.65%	5
	Answered	137
	Skipped	3



Q4: How often do you use one of the City Parks? Shows limited park use among respondents, room for improvement.



Q5: How long is your typical stay? Very short stays from most users.

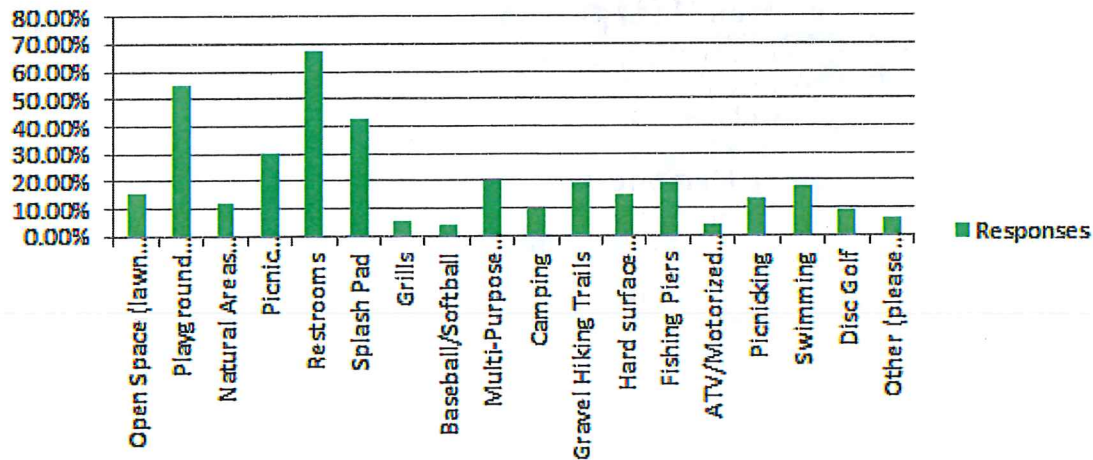


Q6: 3 most important amenities to your household?

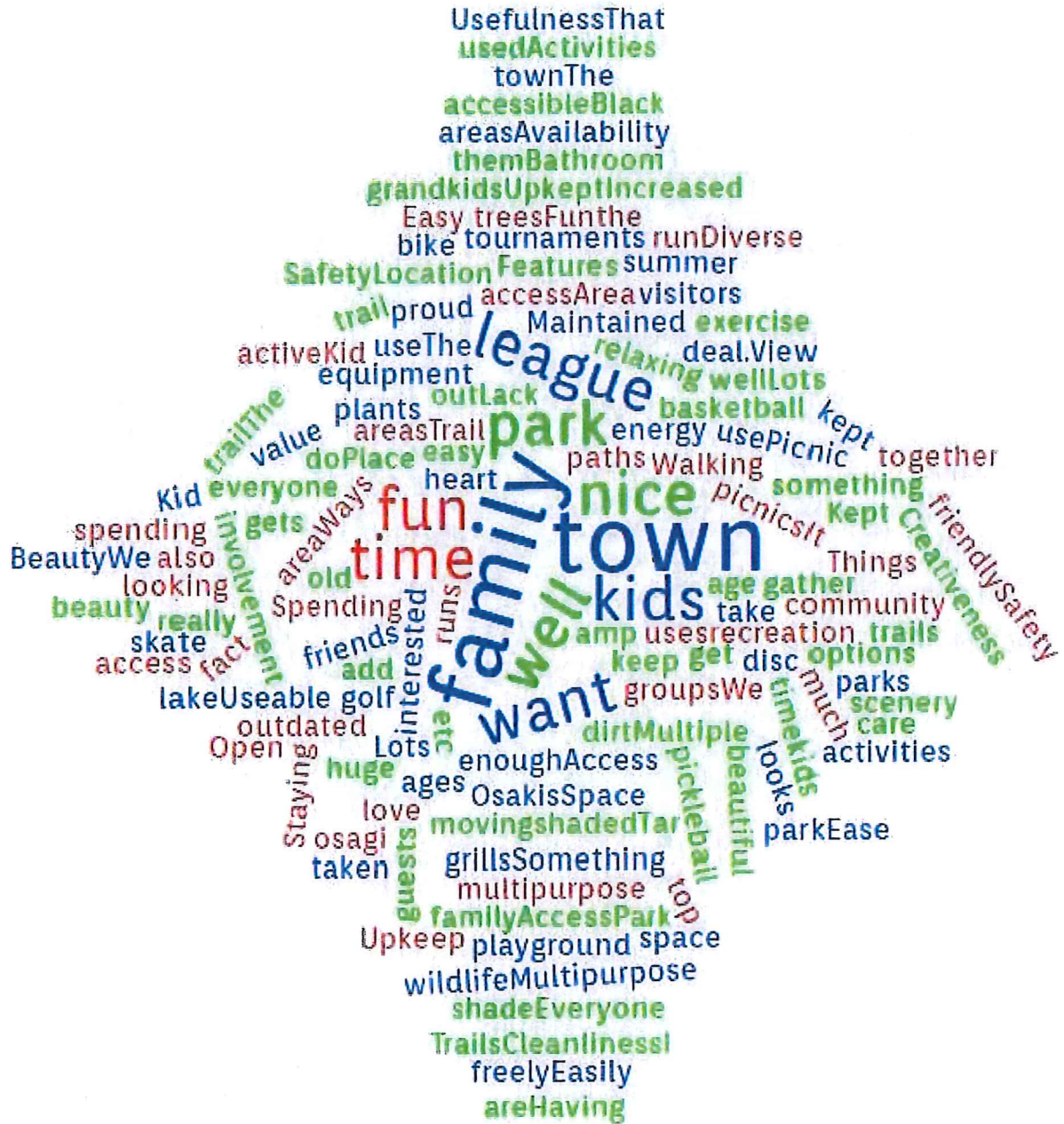
1. Restrooms
2. Playground Structures
3. Splash Pad

Answer Choices	Response
Open Space (lawn spaces)	15.22%
Playground Structures	55.07%
Natural Areas (native plantings and tree stands, no formal trails o	11.59%
Picnic Shelters/Rental Spaces	30.43%
Restrooms	67.39%
Splash Pad	42.75%
Grills	5.07%
Baseball/Softball	3.62%
Multi-Purpose Hard Surface Courts (basketball, tennis, pickleball,	19.57%
Camping	9.42%
Gravel Hiking Trails	18.84%
Hard surface walking and biking trails	14.49%
Fishing Piers	18.84%
ATV/Motorized Recreation Trails	3.62%
Picnicking	13.04%
Swimming	17.39%
Disc Golf	8.70%
Other (please specify)	5.80%
	Answered
	Skipped

Please check the 3 most important amenities to members of your household?



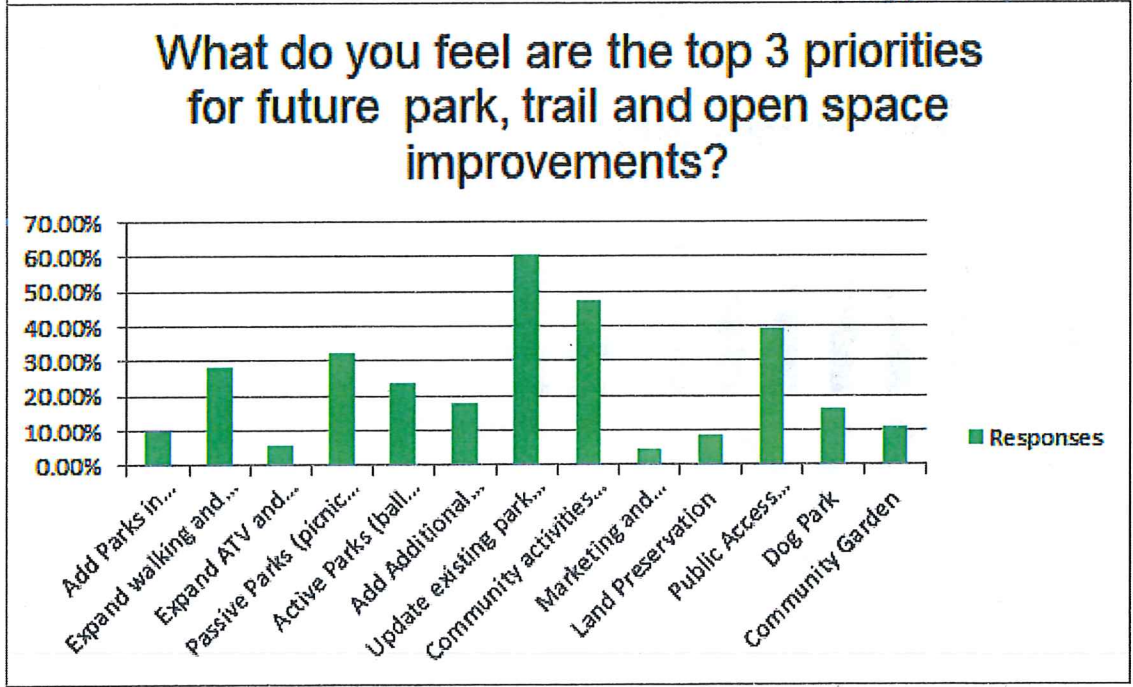
Q9: What do you value most about Osakis parks and trails? Values #2 Word Cloud – the most repeated words appear the largest.



Q11: Top 3 priorities for future park, trail, and open space improvements?

1. Update existing park amenities (benches, shelters, beaches)
2. More Community activities and special events
3. More Passive Parks (picnic areas, natural areas, green space)

Answer Choices	Responses
Add Parks in underserved areas	9.56%
Expand walking and biking trails and improve connectivity	27.94%
Expand ATV and snowmobile trails	5.88%
Passive Parks (picnic areas, natural areas, green spaces)	32.35%
Active Parks (ball fields, tennis courts, etc.)	23.53%
Add Additional Recreational programming	17.65%
Update existing park amenities (picnic tables, shelter, beaches, e	60.29%
Community activities and special events (music festivals, perform	47.06%
Marketing and communication (brochures, websites, park and tra	4.41%
Land Preservation	8.82%
Public Access (swimming beaches, kayak/canoe launch sites, e	38.97%
Dog Park	16.18%
Community Garden	11.03%
	Answered 1
	Skipped



Q12: Rate the following statements.

Top 3 most important items:

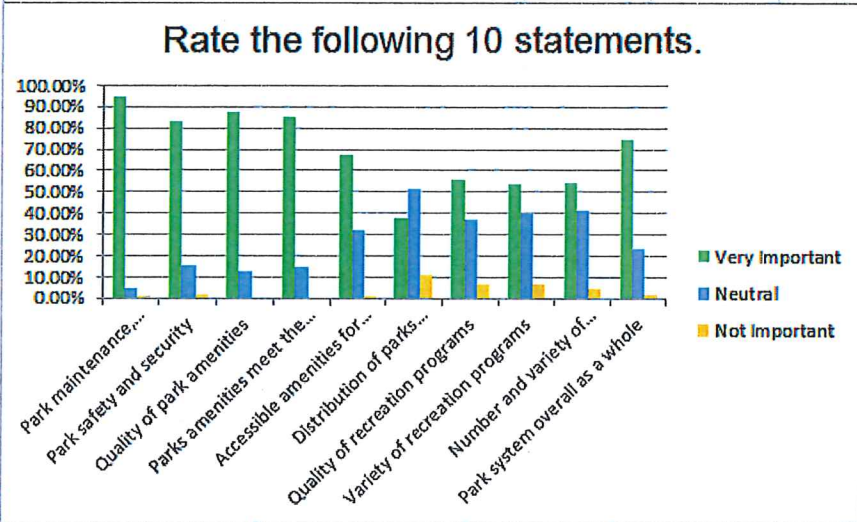
1. Park Maintenance
2. Quality of park amenities
3. Park safety and security

3 least important items:

1. Distribution of Parks
2. Quality of recreation programs
3. Variety of recreation programs

	Very Important		Neutral		Not Important	
Park maintenance, cleanliness, and general upkeep	94.70%	125	4.55%	6	0.76%	1
Park safety and security	82.91%	97	15.38%	18	1.71%	2
Quality of park amenities	87.39%	97	12.61%	14	0.00%	0
Parks amenities meet the needs of the community	85.05%	91	14.95%	16	0.00%	0
Accessible amenities for limited mobility patrons	67.31%	70	31.73%	33	0.96%	1
Distribution of parks (locations within community	38.00%	38	51.00%	51	11.00%	11
Quality of recreation programs	55.88%	57	37.25%	38	6.86%	7
Variety of recreation programs	53.40%	55	39.81%	41	6.80%	7
Number and variety of community events in parks	54.29%	57	40.95%	43	4.76%	5
Park system overall as a whole	74.53%	79	23.58%	25	1.89%	2

Answered
Skipped





OSAKIS OPEN HOUSE QUESTIONNAIRE

1. ARE YOU FROM THE AREA? IF NOT WHERE?
2. WHAT DO YOU LIKE MOST ABOUT PARKS AND/OR TRAILS?
3. WHAT SHOULD CITY PARK AND TRAIL SYSTEMS FOCUS ON?



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	Are you from the area?	What do you like most about parks and trails	What should city park and trail systems focus on?
1	y	camping (hard to find spots), paved trails, dirt bil	camping! more natural areas - skateboarding, dirt bikes, skiing in the winter
2	y	fitness stations and benches	trees and shade
3	seasonal for 40 years	being outside	splash pad
4	y	activities	more bike paths/dog walking trails and bike lanes
5	y		sensory playground and restaurant on the lake
6	y	more parks	dog parks, splash pads, capming
7	y	they are accessible & pretty - amenities along th	splash pad, expand beach and water accessories, security lights
8	no - isanti mn	splash parks, camping, groomed trails skiing	outdoor fun
9	y	bike and hiking trails	keeping trails maintained and more hiking trails
10	y	bike trails - rest areas - restrooms	park improvements
11	y		campground
12	y	getting kids outside	safety and variety
13	alexandria	walking with kids	family
14	seasonal	playgrounds and restrooms	bike loops
15	seasonal		benches - safe intersection crossings
16	y	paved trails	musical instruments by the lake(sauk center) signage for visitors
17	y	easy access for roller skating and skate boardin	art and splash pad
18	y	kid friendly	splash pad - kid friendly for local daycares
19			
20			
21			
22			
23			
24			