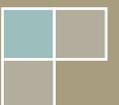


2013

Upper Minnesota Valley Regional Trails Plan

A guide to trail planning and development in the Upper Minnesota Valley Region.



Preface

In 2002 the Upper Minnesota Valley Regional Development Commission created a Trail Planning Guide to provide guidance and how-to information for the development of trails in the UMRDC region. At that time, many trail groups were interested in trail development, but few trails had actually been built in the region, which is still the case in 2013. The 2002 Trail Planning Guide served two main purposes or needs; first, local trail planning entities needed guidance in how to begin planning a trail, connect with resources (both technical and fiscal), how to identify and connect with stakeholders and what to plan for in terms of cost from the first planning stage to construction and maintenance; and second, trail funding organizations and agencies were, and still are looking for trails that have gone through a well thought out planning process and for trails that are often part of a larger overall project or plan.

Since the completion of the 2002 Trail Planning Guide, some trails in the region have been built, but many remain in the planning stages or have simply been identified as a potential trail location. Additionally many local units of government including municipalities, counties and school districts in the region have been interested in active transportation planning in general, including Safe Routes to School and trails are certainly a component of the active transportation movement.

With much interest around active transportation options and alternatives (and because MnDOT is the source for the majority of the funding for creating this plan), the focus of the update and the bulk of the 2012 Regional Trails Plan is on multi-use paved trails in the region and compiling an inventory of existing trails, identifying potential trails and creating a prioritized list of potential trail projects in the region.

Table of Contents

(Will be updated with page numbers as the plan is finalized.)

Introduction

- Background
- Previous Plans & History of the UMRDC Regional Trails Plan
- Planning Process
- Steering Committee Members & Role
- Vision and Goals

Purpose, History and Trail Trends/Demand

- Purpose
- History of Trails in the Upper Minnesota Valley
- Trail Trends and Demand

Existing Conditions in the Region

- Demographics of the Region
- Inventory of Existing Trails
 - Snowmobile
 - Paved Multi-Use
 - Water
- Inventory of Parks and Recreation Areas
- Inventory of Potential Future Trails
- Other Active Living Initiatives in the Region
 - Safe Routes to School
 - Complete Streets

Regional Trail Priorities

- Guiding Principles for Trail Development

Planning Your Trail

- Recommended Process for Planning Trails
- Trail Definitions
- Trail Types
- Trail User Profiles
- Benefits of Trails
-
-

Introduction

In 1973, the Upper Minnesota Valley Regional Development Commission (UMVRDC) was organized by the area's local elected officials as authorized by the Minnesota Regional Development Act of 1969. Regional development commissions throughout the state were formed with the purpose "to insure the orderly and harmonious coordination of state, federal and local comprehensive planning and development programs for the solution of economic, social, physical and governmental problems of the state and its citizens by providing for the creation of regional development commissions."

The Upper Minnesota Valley Region includes five counties, Big Stone, Chippewa, Lac qui Parle, Swift and Yellow Medicine, 37 cities, ten school districts and one tribal government.

Today, the UMVRDC continues to serve as a regional planning agency to coordinate among state, federal and local units of government, assisting local units of government to enable the region to thrive. To that end, the UMVRDC has a planning assistance contract with the Minnesota Department of Transportation (MnDOT) to provide assistance, information and technical support for transportation issues affecting the region. This planning assistance contract with MnDOT allowed UMVRDC staff to develop the update to the regional trails plan.

The original Upper Minnesota Valley Regional Development Commission Trail Planning Guide, completed in 2002 was designed to inventory all of the trails in the region and to provide assistance to those wanting to develop trails. The Trail Planning Guide set broad priorities for trail types, but mostly served as a resource for local units of government and trail groups looking to develop a trail. It provided a recommended process for planning trails, described the benefits of trails, described trail operation and maintenance concerns, provided funding sources and options and provided contact information for technical assistance and supporting plans and documents.

The 2012 Update of the UMVRDC's Regional Trails Plan will update the trails inventory including new maps that can be used as trail guides and provides a prioritized list of trail types with specific potential trail projects listed for each trail type category.

This plan outlines for local elected officials, other policy makers and trail groups the importance of trails and outdoor recreation facilities and the role they can play in local communities and the region. They can be economic generators, attract new residents to a community, build community among residents and contribute to a more active and healthy community. Many communities in the region are interested in attracting and retaining residents and workforce and trails and outdoor recreation amenities can aid in that effort.

MnDOT's Vision for bicycle safety: Minnesota is a place where bicycling is a safe and attractive option in every community. Bicycling is accommodated both for daily transportation and for experiencing the natural resources of the state.

MnDOT's Mission for bicycle transportation: MnDOT will safely and effectively accommodate and encourage bicycling on its projects in Minnesota communities, plus in other areas where conditions warrant. MnDOT will exercise leadership with its partners to similar results on their projects.

There are many guides, plans and documents from a number of agencies and organizations regarding trails and trail planning. Some offer design standards or specifications and other technical assistance, while others offer policy guidance and set priorities throughout the State of Minnesota. This plan combines elements from statewide plans such as technical guidance and recommendations and guidelines for development; however this plan also provides an inventory of existing and identified future trails in the region and prioritization of identified future trails in the region.

While statewide plans and guidance influenced this plan, this document is meant to reflect the priorities and state of trail planning in the Upper Minnesota Valley Region. Chapter XX, Help Planning Your Trail, goes into more detail of where to find statewide plans and guidance for trail planning and development.

Background

History of the UMRDC Regional Trails Plan

The purpose of the original Regional Trails Plan completed in 2002 called the *Upper Minnesota Valley Regional Development Commission Trail Planning Guide* was to provide guidance for the development of trails in the UMRDC region. At that time many entities within the region were beginning to plan and construct trails. At that time, as is true today, the UMRDC was often involved with grant writing or administration of these trails, or involved with the grant selection process in the case of the old Transportation Enhancement Program under previous Federal Transportation bills. In the early 2000s, it became clear that there were several needs for trail development in the region.

At that time, local trail planning entities needed guidance in how to begin planning a trail, connecting with resources (both technical and fiscal), how to identify and connect with stakeholders, and what to plan for in terms of cost from the first planning stage to construction to maintenance. The need for guidance in trail planning still remains today, however the original Trail Planning Guide still meets the needs for providing trail planning guidance. Therefore, the update to the Regional Trails Plan focuses more on identifying existing and potential trails and the priorities of future trails. Second, trail funding organizations and agencies were and still are looking for trails that have gone through a well thought out planning process and

for trails that are often part of a larger overall project or plan.

The 2012 Upper Minnesota Valley Regional Trail Plan update was completed with assistance from the Minnesota Department of Transportation (MnDOT) through the UMRDC's annual planning grant/contract to update the trail inventories, revisit the regional priorities with an emphasis on developing a list of prioritized projects that could aid in grant funding decisions for trails in the broader region into the future. This update also largely focused on multi-use paved trails as they have increased in popularity and many stakeholders in the region thought more guidance was needed for that type of trail.

There have previously been other planning efforts in the region regarding multi-use paved trails and recreation amenities. The following is a list of planning documents that have been developed:

- Minnesota River State Trail Master Plan (DNR, 2007)
- Minnesota River Trail/Skunk Hollow Regional Park Concept Plans (SRF, 1998)
- Minnesota River Trail Preliminary Design and Engineering Study (SRF, 1998)
- Lac qui Parle County River/Trails Plan
- 1998 Minnesota River Watershed Comprehensive Recreational Guidance Document & Corridor Concept Plan
- Others??

UMVRDC Regional Trails Plan Planning Process

The previous Trails Planning Guide engaged in a robust stakeholder engagement and participation process to develop the baseline for the region's trails plan. For this update, the focus was on data gathering, reviewing previous plans and contacting communities in the region about their desires for future trail development. As part of this process, public participation was still important to discerned priorities in the region related to trails and future trail development. A Steering Committee was formed to help guide the planning process. Steering Committee members were instrumental in developing the vision and goals for the plan as well as developing guiding principles for trail development and determining trail priorities in the region. Two Steering Committee meetings were held, one on May 30th, 2012 and the second on July 18th, 2012.

Steering Committee Members

The following were invited to participate in the Regional Trails Plan Steering Committee. The end product would not have been possible without the commitment, hard work and guidance from those who participated. This group represented diverse communities and trails interests in the Region.

Name	Organization
Andy Sander	Swift and Yellow Medicine County Engineer
Steve Kubista	Lac qui Parle and Chippewa County Engineer

Nick Anderson	Big Stone County Engineer
Jarrett Hubbard	MnDOT District 8 Planner
Kristy Rice	DNR
Ed Picht	Montevideo Citizen
Andy Stock	Dawson Police Chief
Jim Masee	Appleton Citizen
Gary Hendrickx	Swift County Commissioner
Steve Jones	Montevideo City Manager
Loren Hacker	Canby Schools Superintendent
Nick Johnson	Canby City Manager
Rob Wolfington	Benson City Manager
Alice Hanely	Big Stone Wildlife Refuge
Geoff Hathaway	Montevideo Citizen
Terri Dinesen	Upper Sioux Agency State Park
Jeremy Losinski	Lac qui Parle State Park
Windy Block	Clara City City Manager
Vicki Oaks	Ortonville EDA
Chris Klaven	City of Milan
Steve Schaub	Yellow Medicine County Assistant Engineer
Dennis Larson	Montevideo Citizen
Dave Smiglewski	Granite Falls Mayor

In addition to the Steering Committee, each community in the region was asked to report, via email, on existing trails in their community as well as any plans for future trails—in any stage of development—in their community. Therefore, the list of projects may or may not be fully encompassing of all desired trail projects in every community in the region, however this is a fluid document and as trail projects become known, they can be added to the list.

The draft plan was then distributed, via email, to the Steering Committee, the UMVRDC Board, cities and counties in the region as well as other stakeholders such as MnDOT and the DNR for review and to allow for comments.

Vision and Goals

Planning begins with vision. The vision focuses on what a desirable future would include. It depicts, in words and images, what the community or region seeks to become - how it will look, how it will function, how it might be different or better twenty plus years from now. A simple definition of a vision might be a statement articulating the best possible future based on an understanding of current reality and anticipated future change.

As such, a vision statement must combine idealism and pragmatism - it should express our highest hopes for what the citizens want their community to become while taking into account the realities of where the region is at and the direction the region is currently going.

Goals are idealistic statements intended to be attained at some undetermined future date and are purposely general in nature. They describe the ideal outcomes for which the community will strive.

The Regional Trails Steering Committee had the opportunity to express their vision for the future of trails in the region. It is upon this vision and accompanying ideals that this plan is based and to which its goals and policies strive to achieve.

Part of the job of the Steering Committee was to develop a vision and determine goals for the Regional Trails Plan. The following vision statement and goals help set the framework to determine good quality trail projects that are wanted in the region and help to support the priority areas that the Steering Committee developed.

Vision: Region 6W's Trail System will provide, to a diverse range of residents and visitors, a well-maintained non-motorized and motorized trail system that enables trail users to safely access communities and natural areas within and outside the region.

Goals:

- Serve as a Regional Trails guide, with a complete inventory of trails and attractions in the region that can be used as a tourism and marketing tool.
- Establish a thoughtful process for identifying regional priorities for future trail development and to create an ongoing list of prioritized regional trail projects.
- Promote the regional trail system as an economic tool to encourage community and economic revitalization by creating and enhancing trails that draw visitors, improve property values and enhance quality of life.
- Provide local trail groups and municipalities with the resources and knowledge needed to implement the regional trail plan.
- Build public support and awareness of trails in region 6W.
- Maximize the use of scarce resources through the coordination of planning and implementation efforts between local governments, counties, special districts, state and federal agencies and potential funding sources.
- Develop a comprehensive, interconnected system of trails that will serve as a vital component of our region's transportation and recreation network.

- Increase safe access to recreational opportunities for people of all ages, ethnicities and levels of mobility to encourage physical activity and healthy lifestyles.
- Promote the enjoyment, use and conservation of recreational facilities, historic and cultural sites, scenic vistas, landscapes, wildlife habitat and open space through a connected system of trails.

DRAFT

TRAIL TRENDS, DEMAND AND BENEFITS

There is a strong desire for increased recreational amenities, especially trails, of all types, throughout the state of Minnesota. Take the passage of the Legacy Amendment in 2008 as proof that Minnesotans value outdoor recreational experiences.

The desire for a trail—specifically paved trails for bicycle or pedestrian use—is a consistent request seen when communities in the region are surveyed about community facilities. Demand for greater bicycle and pedestrian amenities are not seen only within the UMVRDC region or even the State of Minnesota, the demand for bicycle and pedestrian infrastructure is nationwide trend. This section of the plan outlines the local, statewide and national trends associated with alternative transportation and recreational options as well as the many economic, community, personal, health and environmental benefits associated with all trail types.

The benefits of trails are numerous and wide ranging from alternative transportation options to healthy recreational activities.

Demand for trails (bicycling and walking) and alternative transportation options

Americans are driving less. And increasingly, many Americans are choosing alternative modes of transportation for a variety of reasons, whether environmental, health or purely fiscal. For several years, the data on vehicle miles traveled (VMT) has been trending downward. In May of 2013, the Federal Highway Administration released its monthly travel-volume trend summary, which showed that for the first quarter of 2013, aggregate national VMT was down 0.8 percent and per-capita VMT was down 1.5 percent compared to the same quarter of 2012. Additionally, rolling 12-month figures were also down in both categories.

What this means is that even with population increases, Americans are driving less than they were a decade ago. These national trends can have a big impact on demand for alternative transportation infrastructure.

In Minnesota, we are seeing increased demand for trails of all types, but especially multi-use paved trails, as grant requests and grant-in-aid program requests far exceed available dollars each year.

“In 2002, the national Highway Transportation Safety Administration surveyed Americans on their behaviors and attitudes towards bicycling and walking. Seven in ten said that they would like to bike more than they do now. But less than half of those surveyed were satisfied by how their communities were designed for bicycling. The most popular changes for bicyclists were additional bike lanes, paths and trails, followed by improvements to existing facilities” (League of American Bicyclists and Alliance for Biking and Walking from NHTSA National Survey of Bicyclist and Pedestrian Attitudes and Behavior).

ECONOMIC BENEFITS: *personal and community savings | economic growth and jobs | tourism revenue | business acquisition and retention | increased property values*

Bicycling and walking can save individuals, communities and regions money if people are driving less and choosing to walk and bicycle more. Additionally, bicycling and walking and specifically bicycle and pedestrian infrastructure and amenities can also become revenue generators for a community and a region drawing in tourists and creating vibrant and active communities.

Bicycling or walking as a means of transportation can mean substantial savings for individuals as well as the public. On a personal level, AAA's Your Driving Costs estimates that owning and operating a vehicle costs \$7,834 per year compared to \$120 for a bicycle (League of American Bicyclists) and walking is nearly free. As a community, bicycling and walking infrastructure is less expensive than automobile infrastructure. The World Watch Institute found that, "a mile's worth of urban highway can cost \$20-80 million, and often more, compared to a few thousand dollars or up to one million dollars for biking infrastructure. Similarly, bike parking is some 30 to 300 times cheaper than car parking."

Bicycling and walking are not only money savers for individuals, communities and regions, they, and all types of trails, can be revenue generators for communities and regions as well.

Bicycling and walking are not only money savers; they can also be revenue generators. Regions investing in bicycling have seen positive economic impacts. Below are examples from around the country.

- *Bicycling has contributed a total of \$1 billion to the State of Colorado's economy as of 2000. This includes bicycle manufacturing, retail, tourism and bicycle races (Colorado Department of Transportation).*
- *Bicycling has contributed \$556 million and 3,418 jobs in the state of Wisconsin (Bicycle Federation of Wisconsin and Wisconsin Department of Transportation).*
- *The State of Maine benefits from bicycle tourism in the amount of an estimated \$66 million each year (Maine Department of Transportation).*
- *The town of Outer Banks, North Carolina invested \$6.7 million on bicycle facilities and reports a nine to one return on investment, generating \$60 million from bicycle tourism (North Carolina Department of Transportation, Division of Bicycle and Pedestrian Transportation)>*

**League of American Bicyclists and Alliance for Biking and Walking, The Economic Benefits of Bicycle Infrastructure Investments*

Tourism is a large part of the economy in Minnesota and trails of all kinds from the Root River Trail in Lanesboro to the Cuyuna Mountain Bike Trails near Brainerd and in our region, the Swift County OHV Park in Appleton, are increasingly becoming major tourist attractions. According to Explore Minnesota Tourism, in 2011, 239,855 private sector jobs are directly related to tourism and tourism contributed \$768,815,193 in sales tax to the Minnesota economy. In the Upper Minnesota Valley Region, in 2011, tourism has contributed 1,070 local private sector jobs and \$2.7 million to our local economy. See the chart below for the numbers by county in the Upper Minnesota Valley Region.

Tourism Economic Impact by County, 2011

County	Gross Sales	Sales Tax	Private Sector Employment
Big Stone	\$3,949,420	\$287,489	140
Chippewa	\$15,631,426	\$1,089,963	387
Lac qui Parle	\$3,822,219	\$273,731	85
Swift	\$8,706,526	\$622,524	250
Yellow Medicine	\$19,109,119	\$490,538	208
UMVRDC Total	\$51,218,710	\$2,764,245	1,070

The following excerpt from *Why Parks and Trails are Important*, the Foundation for Preserving a Minnesota Legacy 2010 speaks to the importance of robust and well maintained outdoor recreation systems and their impacts on state and local economies.

In 2001, spending associated with visiting the Minnesota State Park System was \$218 million and supported nearly 3,400 jobs (MN DNR, 2002). Similarly, 2008 trail users in Minnesota spent \$3.3 billion, contributed \$2.8 million in local taxes and accounted for 43,000 jobs (Venegas, 2009). Although economic impact from parks and trails is a small component of Gross State Product (GSP), it is often concentrated in smaller communities where the impact is larger. Many of Minnesota's rural communities have come to rely on nature-based tourism as a significant portion of their economic health. Opportunities for outdoor recreation can attract new business and talented workers and help keep established businesses competitive. Small business owners have cited quality of life as a key reason for choosing a location (Crompton, Love & Moore, 2007). High quality of life makes it easier for businesses to attract and maintain a highly educated professional workforce and has been shown in at least one instance to be a bigger draw than a favorable business climate (Crompton, 2007a). Park, recreation, and open space amenities are among the most important components of quality of life. Furthermore, providing and promoting quality outdoor recreational opportunities can be a more sustainable way of attracting and retaining businesses than offering tax or other cash incentives. Companies that relocate to an area for tax incentives alone will likely continue seeking out other tax incentives and move on when they are able. High-quality outdoor recreational opportunities cannot be so easily replaced. Another economic benefit of parks and trails are increased property values for homes nearby. Local and national studies have shown that the market values of properties near parks, trails, or open spaces frequently exceed those of comparable properties elsewhere (Anton, 2005; Crompton, 2007b). Increased property values also benefits communities by increasing real estate tax revenue.

Bicycle tourism specifically, is an emerging trend that many savvy communities are capitalizing on by building infrastructure, providing bicycle amenities and promoting themselves as bicycle friendly. Minnesota as a whole is, in many ways on the leading edge of bicycle friendliness, however many communities have a long way to go.

Many communities and states, including Vermont, Wisconsin, Maine, New York and more recently, Minnesota, are embracing bicycle tourism as they realize the economic benefits of a wider tourism market.

The State of Maine has been tracking the economic impacts of bicycle tourism throughout the state. The study, *Bicycle Tourism in Maine—Economic Impacts and Marketing Recommendations*, found that, “in 1999, direct spending in Maine by over 2 million bicycle tourists is estimated to have totaled \$36.3 million.”

Trail users’ equipment needs, such as bicycles, skis and snowmobiles have positive effects on manufacturers and retailers of these goods. According to the document, *The Outdoor Recreation Economy*, by the Outdoor Industry Association, outdoor recreation product sales totaled \$120.7 Billion; this includes apparel, footwear, equipment, vehicles, accessories and services. Additionally, trips and travel related spending for outdoor recreation totaled \$524.8 Billion; this includes food/drink, transportation, entertainment/activities, lodging, and souvenirs/gifts. This totals \$646 Billion in direct sales related to outdoor recreation activities.¹

Characteristics of Bicycle Tourists:

- Primary age = 30 to 55
- Professional, white collar jobs with annual income of over \$60,000
- Enjoy eating out, canoeing, camping, hiking, theater, shopping, museums, historic sites, water sports, swimming, and beaches

What will attract them:

- Bicycle friendly streets and paths
- Access to scenic roads, natural areas, waterfronts, cultural and historic attractions
- Good restaurants
- Accommodations (campsites, bed and breakfasts, inns) with a hearty breakfast provided, or nearby
- Bicycle repair shops and other interesting stores (prefer local stores and restaurants over chain)
- Theater, music and art festivals
- Route maps and effective advertising

Reprinted courtesy of Bike ONtours, Ontario Canada, Route Guides for Bicycle Touring-Consulting,
<http://www.bikeontours.on.ca>

¹ http://www.outdoorindustry.org/pdf/OIA_OutdoorRecEconomyReport2012.pdf

"Trails are the most desired community amenity that homeowners seek when buying a home" (National Association of Home Builders 2008)

More than 140 million Americans make outdoor recreation a priority in their daily lives – and they prove it with their wallets. Each year, Americans spend \$646 billion on outdoor recreation.

An Overlooked Economic Giant

Annual Consumer Spending, in Billions



Source: Bureau of Economic Analysis, Personal Consumption Expenditures by Type of Product, based on available 2010 data.

From *The Outdoor Recreation Economy* by the Outdoor Industry Association, 2012.

In addition to the many economic benefits already described, there is a growing body of research linking bicycle and pedestrian amenities to increased property values in nearby neighborhoods. According to, *The Economic Benefits of Bicycle Infrastructure Investments* by the League of American Bicyclists and Alliance for Biking and Walking, "by mapping real estate transactions, researchers have been able to show that bike facilities can have positive, statistically significant impacts on home values".

COMMUNITY BENEFITS: *gathering places | community pride | sense of place | builds social capital | increases community trust | gives communities existence value*

Trails of all types have great social and physical community benefits. Outdoor recreation spaces within communities are often beautiful spaces that evoke a sense of pride in the community for residents, but they offer so much more than city beautification. Outdoor recreation spaces provide a place for residents and visitors to mingle, share ideas, relax and get to know one another and this helps to build social capital and a strong community.

PERSONAL BENEFITS: *increases quality of life | bonding with friends and family | physical activity | physical and mental health | enjoying nature*

HEALTH BENEFITS: *improved personal physical health | improved personal mental health | increased public health | lower healthcare costs*

Outdoor recreation, including trail use of any kind, is good for both our physical and mental health. These health benefits can be extruded from personal health to public health. Bicycling and walking specifically, are healthy recreational activities and transportation options and their health benefits have been well documented.

Despite the U.S. Department of Health and Human Services' recommendation of at least 150 minutes of activity per week, inactivity among adults and youth remains high throughout the country. A more complete and accessible trail network would provide opportunities for residents in our region and visitors to be active. The healthcare implications of inactive Americans are problematic not only for public health officials, but due to rising healthcare costs, they have financial implications for communities and also for all Americans or tax payers.

Outdoor recreation opportunities can potentially decrease medical expenses. In 2000 medical costs in Minnesota associated with physical inactivity were \$495 million (Minnesota Department of

Projected Healthcare Costs in Minnesota:

"A 2008 study for the state of Minnesota shows that healthcare costs are 12 percent higher for overweight people and 37 percent higher for obese people, relative to those for people of normal weight. By 2020, the cost of treating an obese person will be 61 percent greater than that of treating an average-weight person, if current trends continue. The study also notes that nearly 31 percent of the overall increase in healthcare costs between 2005 and 2020 will be due to the projected increases in obesity and overweight. The two conditions are projected to add \$3.7 billion to Minnesota's annual healthcare costs by 2020." World Watch Institute

Health, 2002). Recreation opportunities have been shown to decrease these expenses. For example, a 1.0 percent increase in trail or off-trail related activity is associated with a 0.07 percent decrease in overweight (Rosenberger, Bergerson & Kline, 2009). Further, just one additional day of physical activity per week has been found to reduce medical charges by 4.7% (Pronk, Goodman, O'Connor & Martinson, 1999).²

Obesity in America:

- 66% of American adults are overweight or obese
- 75% of American adults will be overweight or obese by 2015
- \$117 Billion – Annual cost due to people being overweight or obese in the US
- \$76.6 Billion – Potential annual healthcare savings if Americans were more active

“60 percent of the pollution created by automobile emissions happens in the first few minutes of operation, before pollution control devices can work efficiently. Since “cold starts” create high levels of emissions, shorter car trips are more polluting on a per-mile basis than longer trips” (League of American Bicyclists).

ENVIRONMENTAL BENEFITS: *ecosystem services | environmental protection | sense of stewardship | environmental awareness | political/community involvement in environmental issues | reduced carbon footprint*

Trail of all types bring people to nature to foster a greater appreciation of the environment. Non-motorized trails such as those used for walking, bicycling, running, skiing, horseback riding, canoeing or kayaking offer even greater environmental benefits as they do not produce pollution and may even replace an automobile trip.

Bicycling and walking are the most popular environmentally friendly forms of transportation and could play a large role in helping Americans reduce their carbon footprint and auto dependence. Although automobiles are a necessary mode of transportation, especially in rural regions, like the Upper Minnesota Valley Region, there is still great potential for mode shift from automobiles to walking or bicycling for short trips. This is especially true within communities, as most of the communities in the region are relatively small in area and quite walkable and bikeable.

² From *Why Parks and Trails are Important*, the Foundation for Preserving a Minnesota Legacy, 2010.

On a national level, according to a U.S. Department of Transportation survey, half of all trips in the United States are three miles or less—a distance easily traversable by bicycle. However, 72 percent of those trips are made in cars and less than two percent are made by bicycle. Additionally, trips of a mile or less are reached by automobile 60 percent of the time. Switching to a more environmentally friendly mode choice, like bicycling or walking, for these short trips can make the most environmental impact as short automobile trips cause the most pollution per mile driven.

DRAFT

Existing Conditions

This section of the plan describes current trail conditions in the region including maps as well as a general overview of the demographics

DEMOGRAPHICS AND REGIONAL CHARACTERISTICS

Historical Population Comparison from 1960 - 2010

	1960	1970	1980	1990	2000	2010	% Change
UMVRDC Region	69,063	61,806	59,822	50,845	50,011	45,190	-34.57%
<i>Households</i>	4,647	4,565	NA	4,607	4,439	4,292	-7.64%
Big Stone County	8,954	7,941	7,716	6,285	5,820	5,269	-41.15%
Chippewa County	16,320	15,109	14,941	13,228	13,088	12,441	-23.77%
Lac qui Parle County	13,330	11,164	10,592	8,924	8,067	7,259	-45.54%
Swift County	14,936	13,177	12,920	10,724	11,956	9,783	-34.50%
Yellow Medicine County	15,523	14,415	13,653	11,684	11,080	10,438	-32.76%

Source: US Census Bureau

As the table above shows, the Upper Minnesota Valley Region has seen an overall decrease in population since 1960 and often, the population began decreasing prior to 1960. Over the past 50 years, the region has experienced a decrease in population of over 20,000. However, during the same time period, the region has seen an increase in the number of households, meaning there are fewer people per household than ever before.

Population projections show the region decreasing in population into the future, however less dramatically than in the previous 50 years. Chippewa County is the only county showing potential population gain. Swift and Lac qui Parle Counties show the most dramatic projected losses at 6.76% and 6.05% respectively.

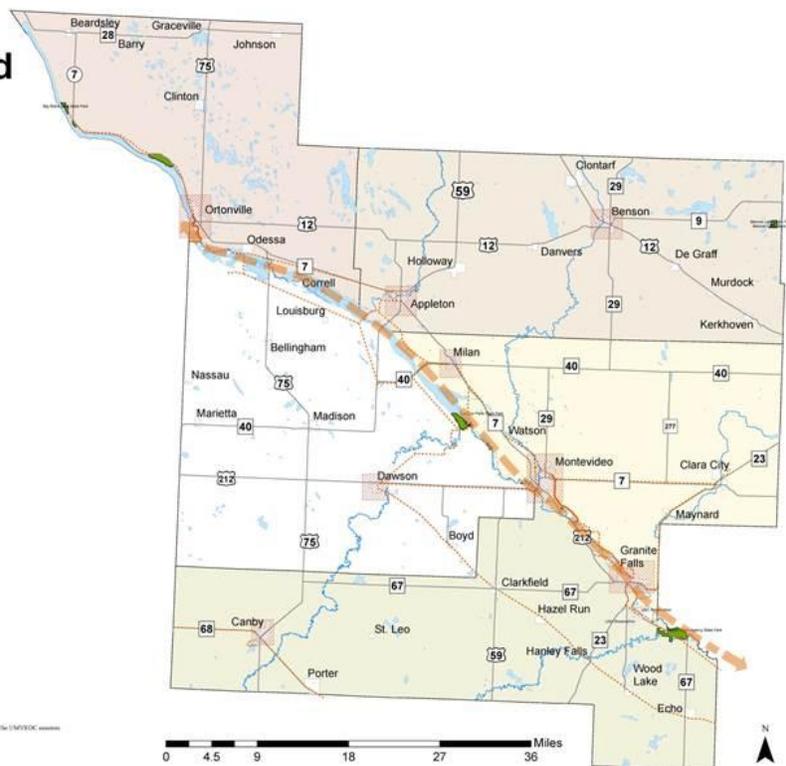
EXISTING AND PROPOSED TRAIL INFRASTRUCTURE

There are many types of existing public trails in the Upper Minnesota Valley Region including, multi-use paved trails, water routes, snowmobile trails, unpaved trails of many types, cross country ski trails, and motorized, off-highway vehicle trails. The following are maps showing the existing trail systems in the region for multi-use paved trails, snowmobile trails and water trails.

MULTI-USE PAVED TRAILS

Currently, the following communities have multi-use paved trails: Appleton, Benson, Canby, Dawson, Granite Falls, Milan, Montevideo and Ortonville. However, there are a growing number of communities and residents that want trail infrastructure. Below is a map depicting existing, as well as proposed, multi-use paved trail facilities in the region. It should be noted that proposed trails marked with dashed lines could be in any phase of development from having funds and exploring route alternatives to simply a community's wish for a trail. The location on the map often is more a general depiction of where trails can connect specific community assets rather than an exact trail route location. Most often the marking of proposed trails are purely conceptual.

Existing and Proposed Multi-Use Paved Trails in Region 6W



Upper Minnesota Valley
REGIONAL DEVELOPMENT COMMISSION
Helping Communities Prosper
323 W. Schlieman Ave. Appleton, MN 56208 320.289.1981 www.umnvalley.com

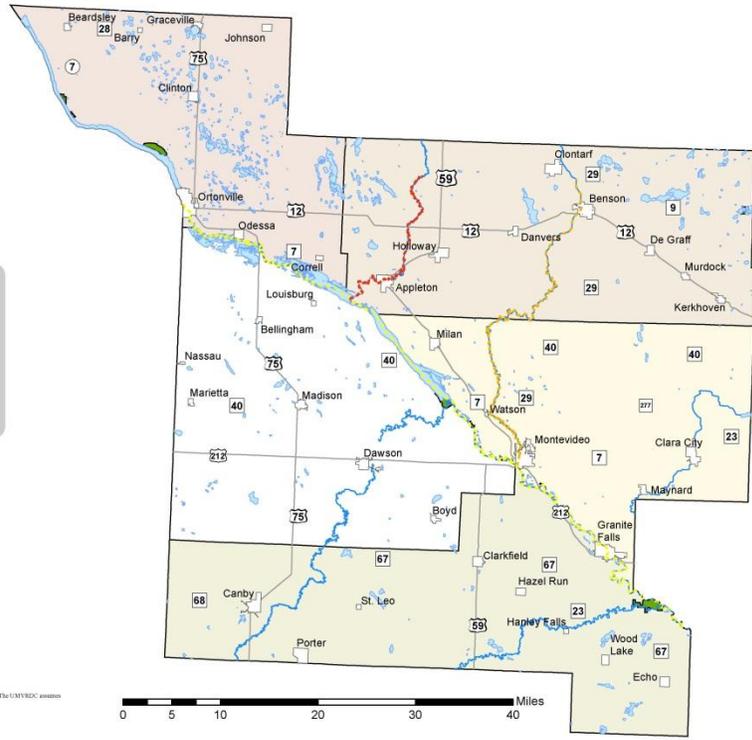
Disclaimer: This is not a guarantee or representation to the user as to the accuracy, completeness, availability, or reliability of this map for any purpose. The UMNVDCC assumes no responsibility for actual or consequential damage incurred as a result of any earth reliance on the information from this map.
Created July 2012 by the UMNVDCC.
Source: NAD83/11 StateMap & MNTDMS

A larger map is available in appendix XX.

WATER TRAILS

There are 33 State Water Trails in Minnesota with 4,529 miles of mapped routes. On these routes, users can enjoy canoeing, kayaking, boating and camping. The Minnesota Department of Natural Resources (DNR) oversees these water trails and more information about each trail including grant opportunities, recreation programs, maps, river level reports and much more can be found on their website.³ The Upper Minnesota Valley Region is home to three State Water Trails; the Chippewa, Minnesota and Pomme de Terre Rivers, as seen in the map below.

Existing Water Trails in Region 6W



Upper Minnesota Valley
REGIONAL DEVELOPMENT COMMISSION
 Helping Communities Prosper
 323 W. Schlieman Ave. Appleton, MN 56208 320.289.1981 www.umvrdc.org

Disclaimer: There is no guarantee or representation to the user as to the accuracy, completeness, suitability, or reliability of this map for any purpose. The UMNVRDC assumes no responsibility for actual or consequential damage incurred as a result of any user's reliance on the information from this map.
 Created July 2012 by the UMNVRDC.
 Source: State/CVT Mapping & GIS Unit.

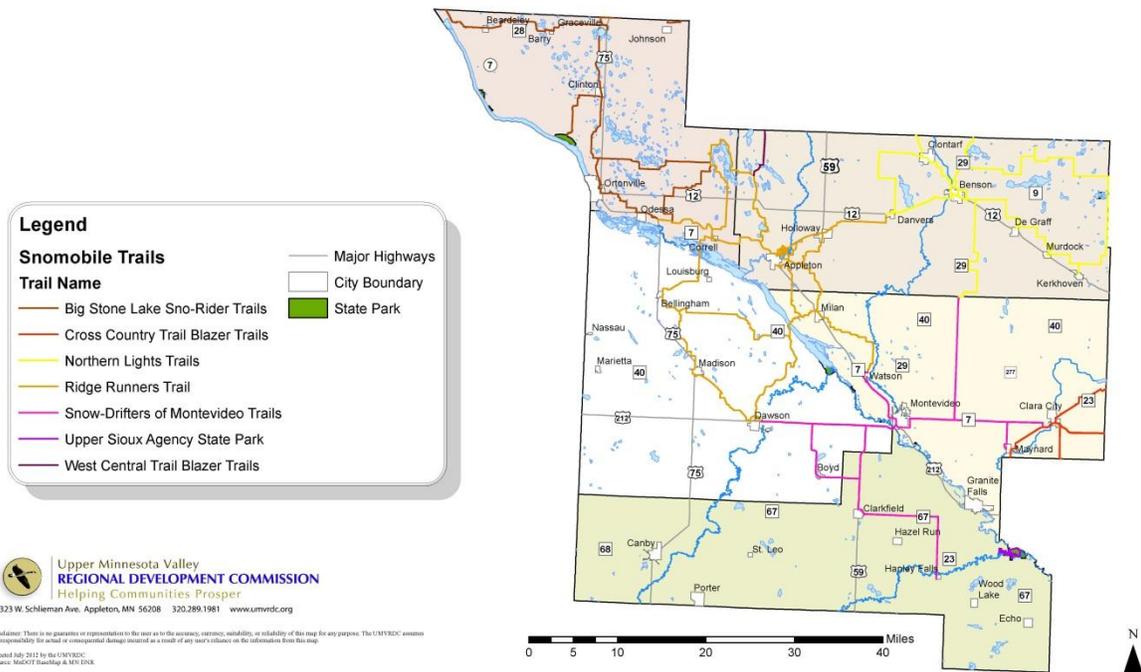
A larger map is available in appendix XX.

³ <http://www.dnr.state.mn.us/watertrails/index.html>

SNOWMOBILE TRAILS

There are over 22,000 miles of groomed snowmobile trails in Minnesota and over 21,000 miles are maintained by local snowmobile club volunteers. There are seven snowmobile trail systems in the Upper Minnesota Valley Region; Big Stone Lake Sno-Rider Trails, Cross Country Trail Blazer Trails, Northern Lights Trails, Ridge Runners Trail, Snow-Drifters of Montevideo Trails, Upper Sioux Agency State Park Trails and West Central Trail Blazer Trails. More information about snowmobile trails in the region and across the state as well as information about snow and trail conditions, registration and fees, maps, regulations and more can be found on the DNR’s website.⁴

Existing Snowmobile Trails in Region 6W



A larger map is available in appendix XX.

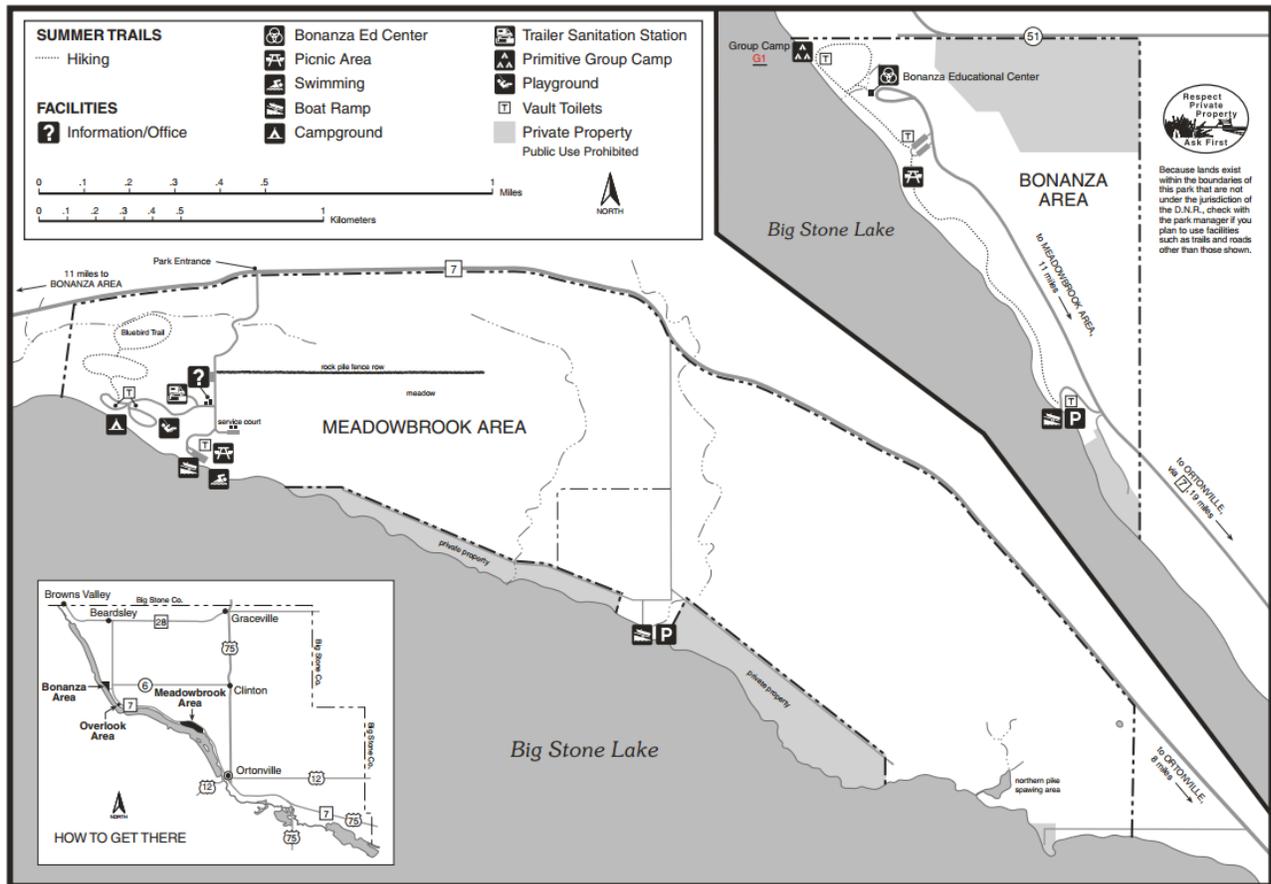
⁴ <http://www.dnr.state.mn.us/snowmobiling/index.html>

CROSS COUNTRY SKI, HORSE AND OTHER TRAILS IN STATE PARKS

There are four State Parks within the Upper Minnesota Valley Region that offer excellent outdoor recreation and trail opportunities. The four State Parks include: Big Stone Lake, Laq qui Parle, Monson Lake and Upper Sioux Agency State Parks. Trail types that can be found within these State Parks include nature/hiking, horse, cross country ski, snowmobile and snowshoe trails. More information about the State Parks in the region and throughout the state can be found at the DNR's website.⁵

Big Stone Lake State Park

Big Stone Lake State Park offers three miles of hiking trails with opportunities to view wildflowers in the prairie, Big Stone Lake and sheltered wooded areas. Snowshoeing is also allowed anywhere in the park during the winter. Below is a map of Big Stone Lake State Park and a complete map brochure for the park can be found in appendix XX. More information about Big Stone Lake State Park can also be found on the DNR's website.⁶

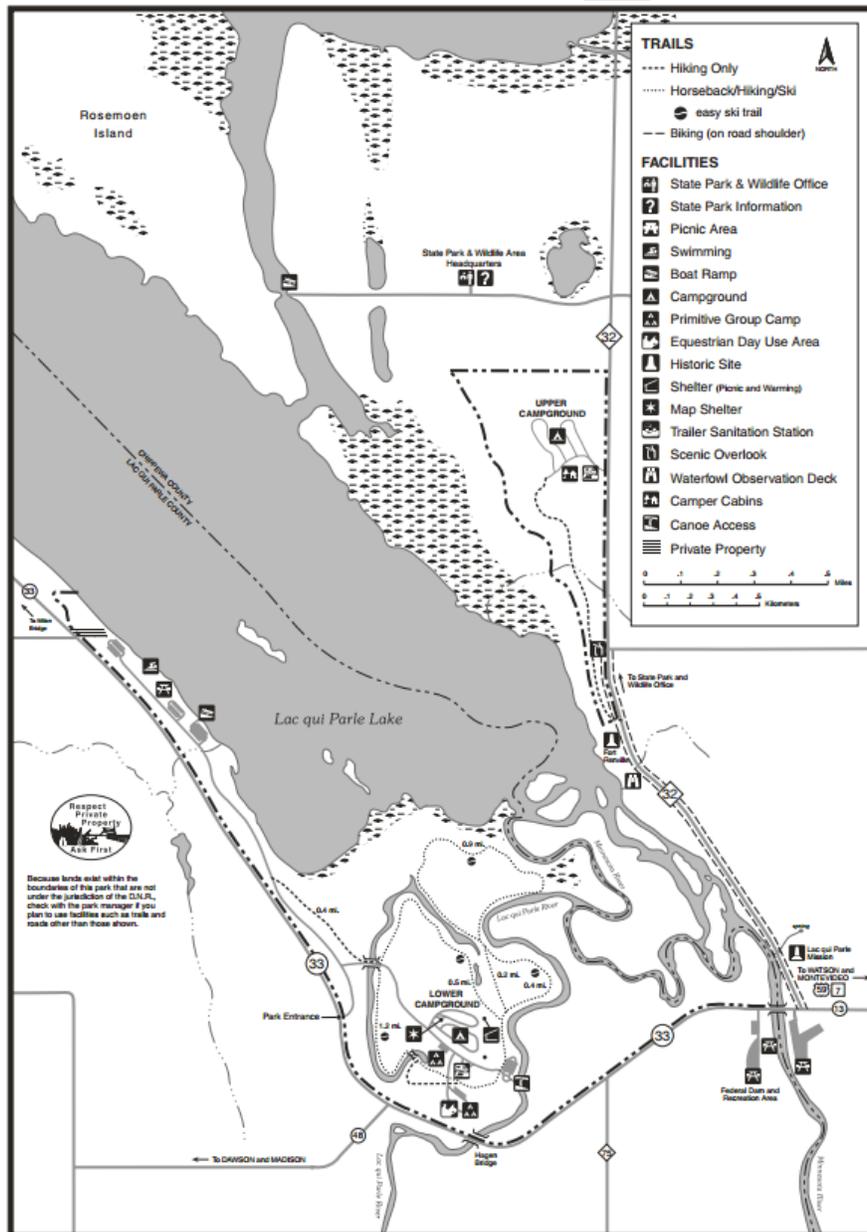


⁵ http://www.dnr.state.mn.us/state_parks/index.html

⁶ http://www.dnr.state.mn.us/state_parks/big_stone_lake/index.html

Lac qui Parle State Park

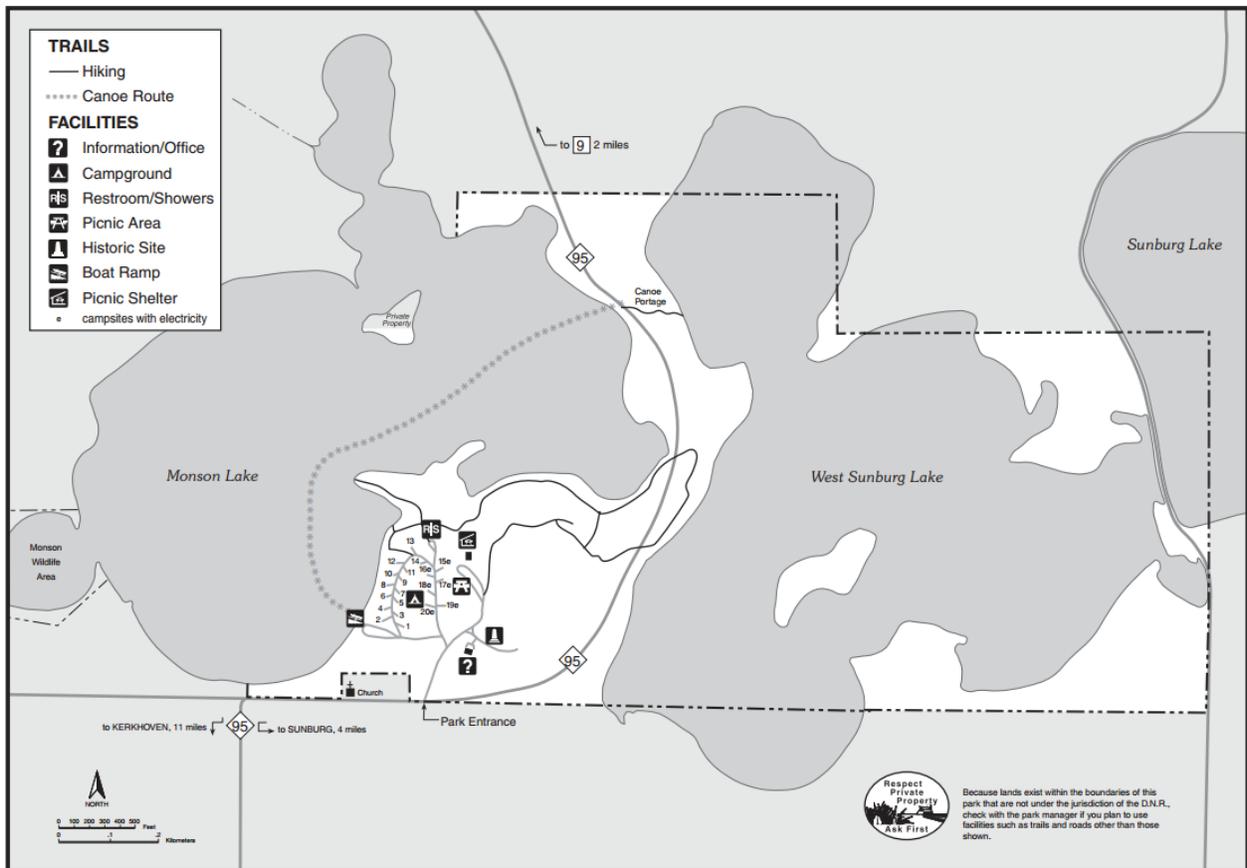
Lac qui Parle State Park offers summer trails including 7 miles of hiking trails, located in the upper and lower units of the park with opportunities for good bird watching and wildlife observation as well as five miles of horse trails located in the lower unit of the park. The horse trails are flat and for easy riding. In the winter, Lac qui Parle State Park offers 5 miles of groomed cross country ski trails and snowshoeing is allowed anywhere in the park except for on groomed trails. Below is a map of Lac qui Parle State Park and a complete map brochure for the park can be found in appendix XX. More information about Lac qui Parle State Park can also be found on the DNR's website.⁷



⁷ http://www.dnr.state.mn.us/state_parks/lac_qui_parle/index.html

Monson Lake State Park

Monson State Park offers 1.2 miles of hiking trails, with views of Monson and West Sunburg Lakes. The trails are wooded and provide opportunity for bird watching and wildlife observation. There is also a canoe route that crosses Monson Lake. Below is a map of Monson Lake State Park and a complete map brochure for the park can be found in appendix XX. More information about Monson State Park can also be found on the DNR's website.⁸

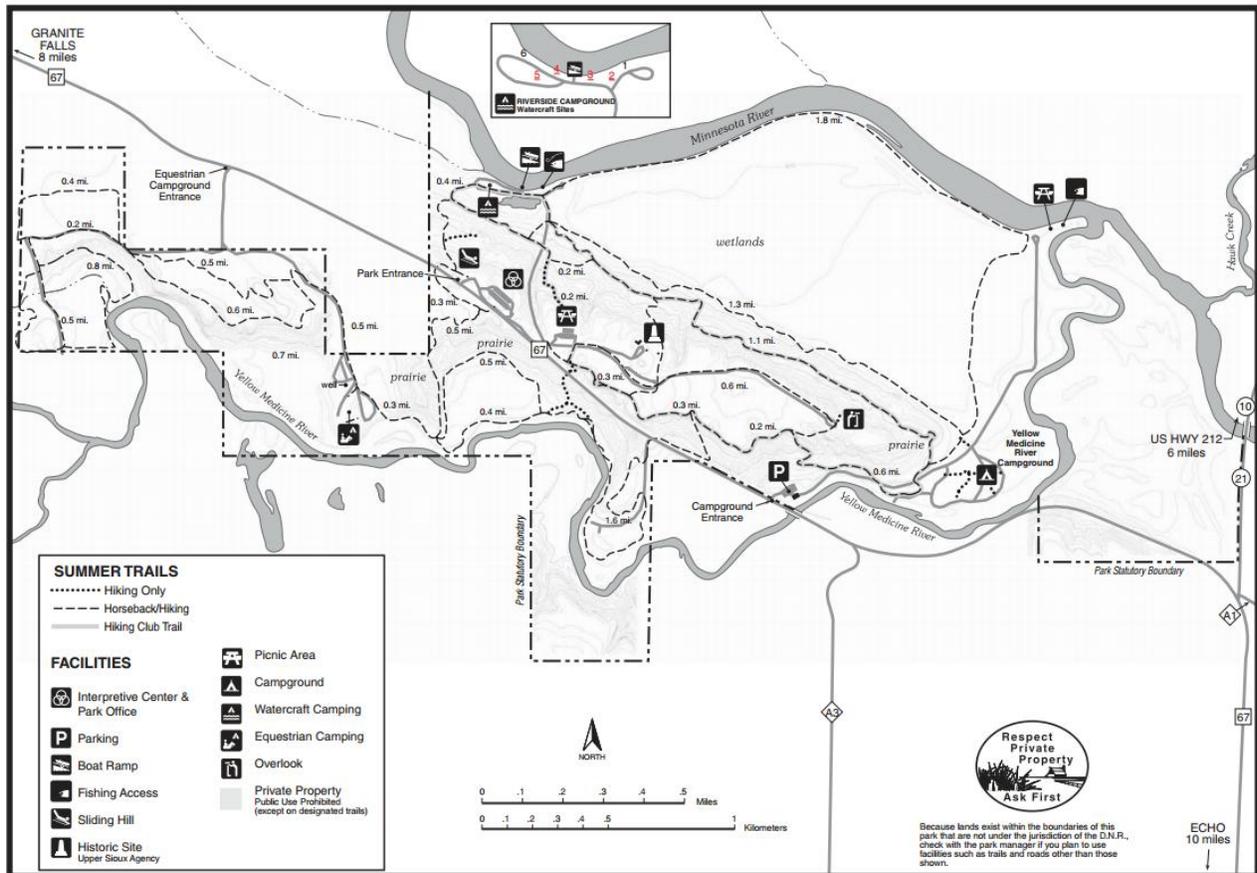


⁸ http://www.dnr.state.mn.us/state_parks/monson_lake/index.html

Upper Sioux Agency State Park

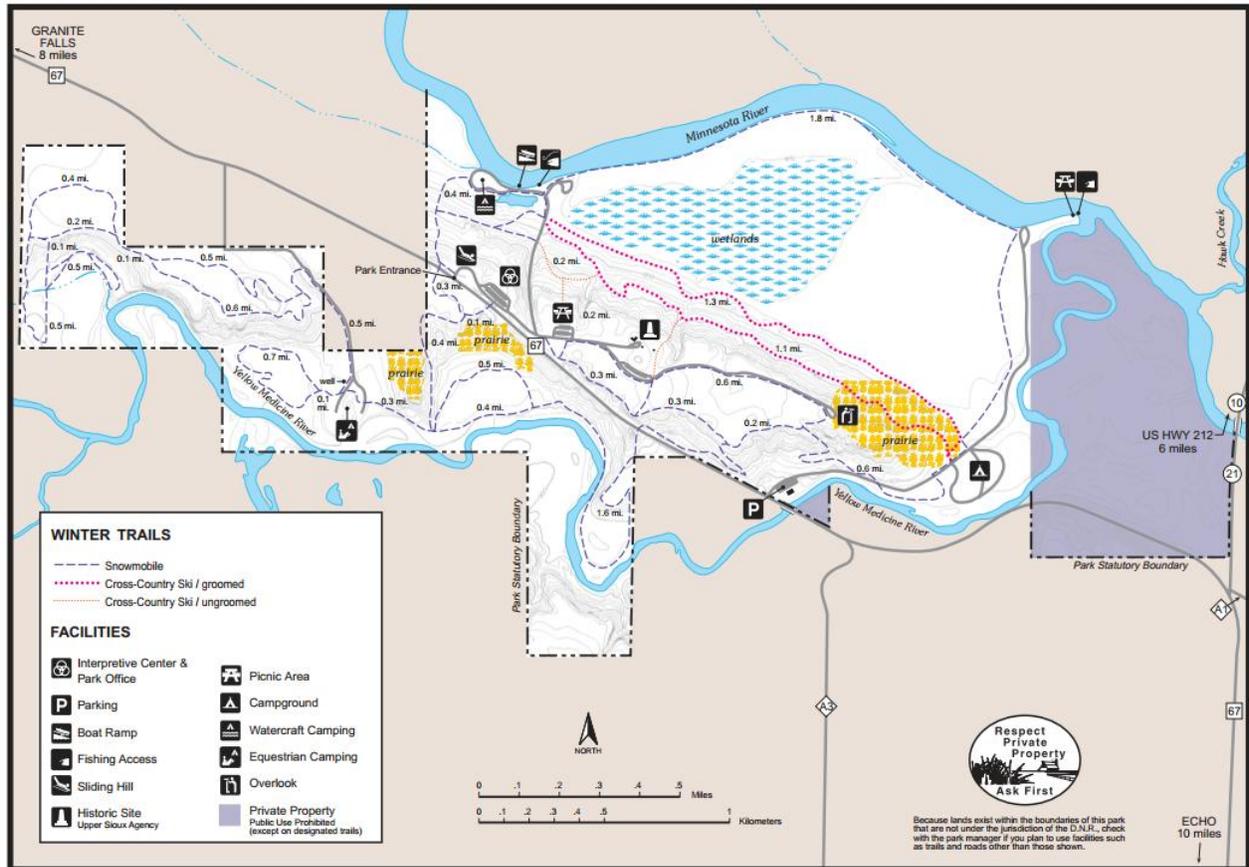
Upper Sioux Agency State Park offers summer trails including 18 miles of easy to moderate hiking trails that take you along the Yellow Medicine River Valley offering lots of variety including prairie areas, wooded forests wetlands and river bottoms. The park also offers 16 miles of horse trails that are also shared with hikers. In the winter, Upper Sioux Agency State Park offers 2 miles of easy to moderate groomed cross country ski trails and snowshoeing is allowed anywhere in the park except for on groomed trails. Additionally the park is home to 14 miles of snowmobile trails, which are also listed on the snowmobile map in this plan. Below are summer and winter maps of Upper Sioux Agency State Park and a complete map brochure for the park can be found in appendix XX. More information about Upper Sioux Agency State Park can also be found on the DNR's website.⁹

Upper Sioux Agency State Park Summer Map:



⁹ http://www.dnr.state.mn.us/state_parks/upper_sioux_agency/index.html

Upper Sioux Agency State Park Winter Map:



CITY TRAILS

Eight communities in the Upper Minnesota Valley Region currently have existing multi-use paved trails: Appleton, Benson, Canby, Dawson, Granite Falls, Milan, Montevideo and Ortonville. This section of the plan provides maps for each of those communities showing existing trail infrastructure—for all types of trails in the community, not only multi-use paved trails. It also shows proposed or desired future trails in the community; however these proposed trails focus solely on multi-use paved trails.

For the individual community maps, UMVRDC staff worked with the Steering Committee and individual communities to determine the communities' existing trail network and desires for future trails. Although multiple types of existing trails are shown on the maps, the conversations regarding future trail development focused on multi-use paved trails. There may be a need in the future to update this trails plan for all types of community trails.

It should be noted that proposed trails marked with dashed lines could be in any phase of development from having funds and exploring route alternatives to simply a community's wish for a trail. The location on the map often is more a general depiction of where trails can connect specific community assets rather than an exact trail route location.

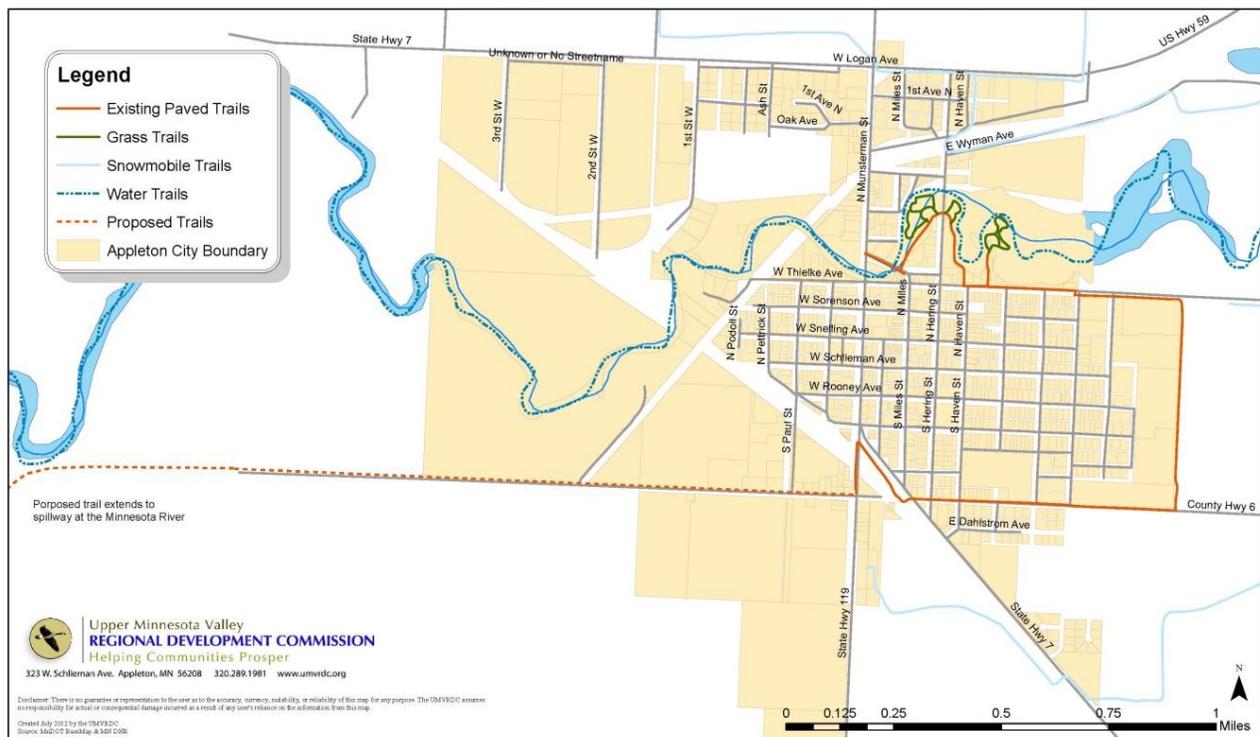


Appleton:

The City of Appleton is currently home to a variety of trails including: snowmobile, water, nature/unpaved and a multi-use paved trail. Trail groups within the community would like to see expanded trails in Appleton that link the community to the Minnesota River and the proposed State Trail that will run along the Minnesota River Valley.

Currently a local trail group has funding from the DNR to extend the trail in Appleton toward the Minnesota River, however the trail development has yet to reach construction phases as they have run into wetland issues with the preferred route and now trying to find a suitable alternative route. Therefore the proposed trail depicted in the Appleton map is purely to show the connection to the Minnesota River as the exact route has not yet been defined.

Appleton Trails

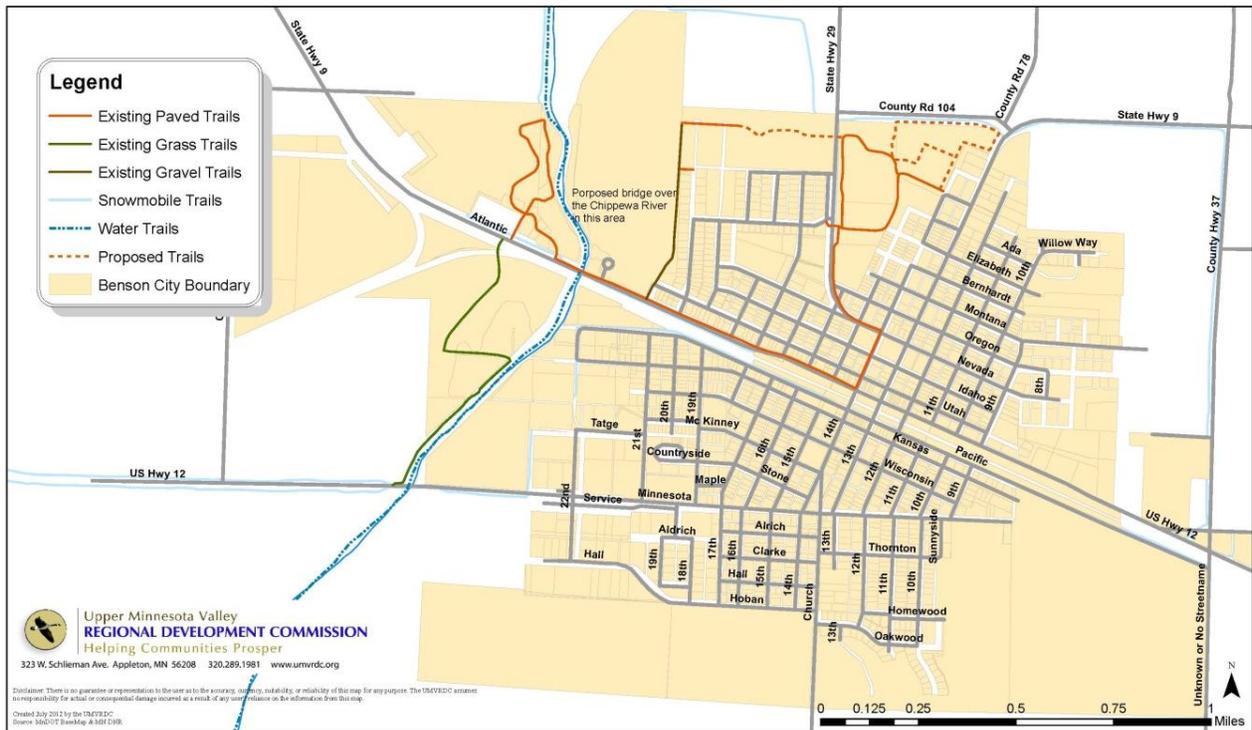


A larger map is available in appendix XX.

Benson:

The City of Benson is currently home to a variety of trails including: snowmobile, water, nature/unpaved and multi-use paved trails. Other trails within the community to connect community assets are desired. There could also be future potential to connect the city trails with other regional trails in the area.

Benson Trails

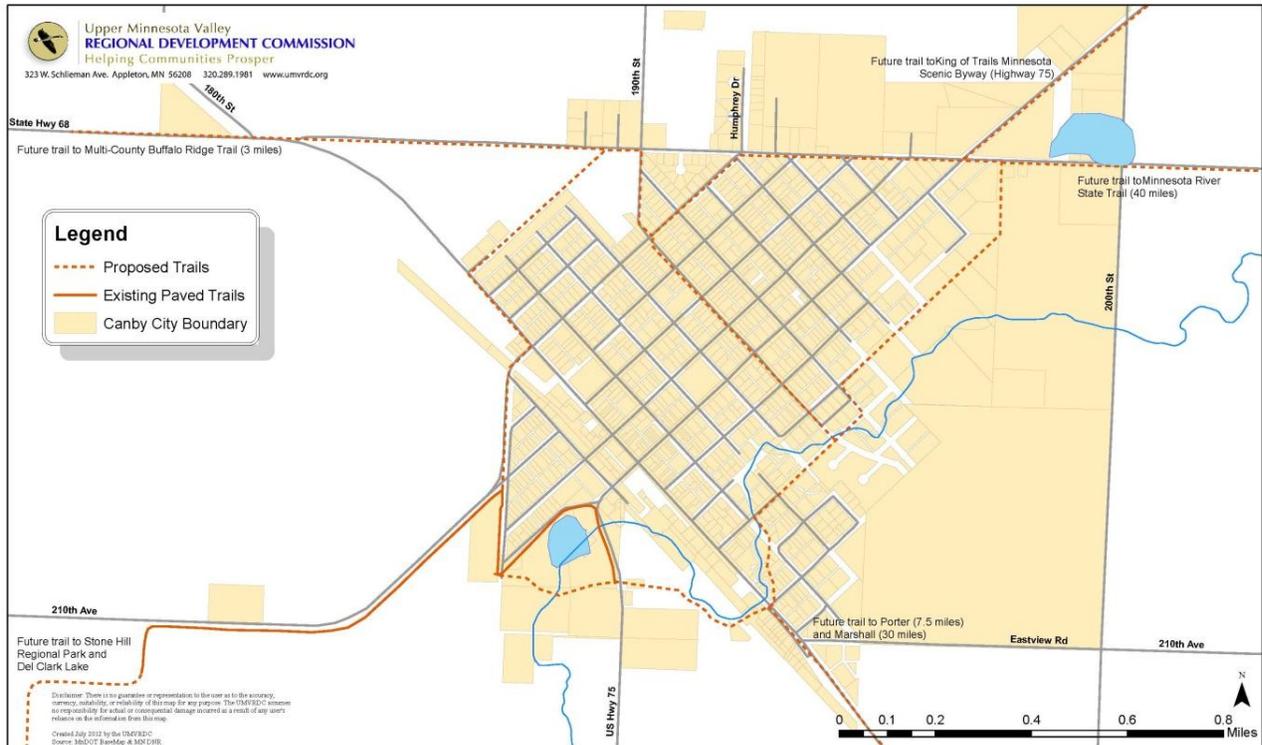


A larger map is available in appendix XX.

Canby:

Canby is currently home to a multi-use paved trail that connects the city with the regional Del Clark Lake Park that is managed by the watershed district to the southwest of the city. There is a strong desire in the community to expand the trail network so that children other residents can safely get to school and other places in the community and to provide healthy recreational opportunities.

Canby Trails

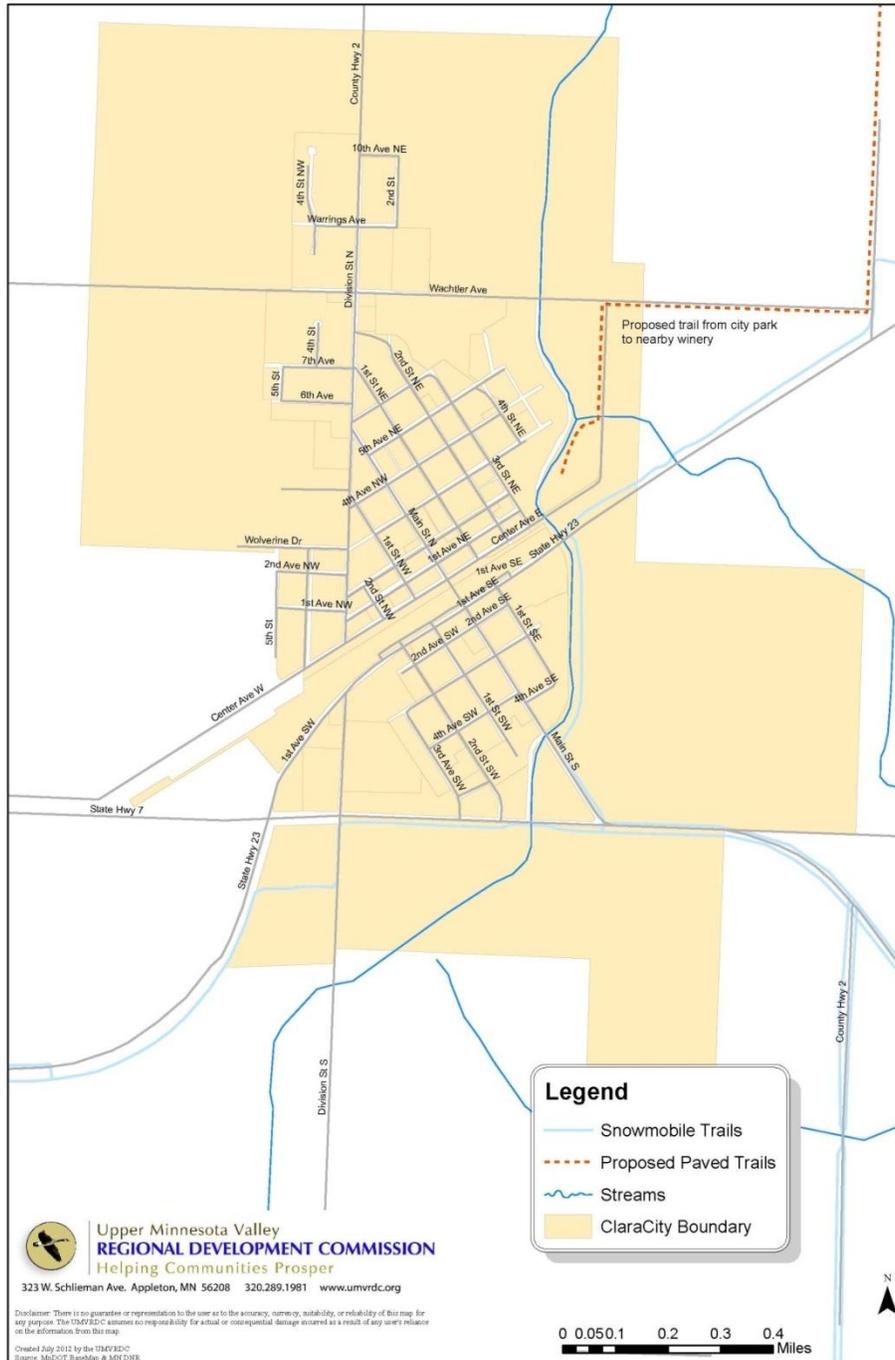


A larger map is available in appendix XX.

Clara City:

Clara City currently does not have any existing multi-use paved trails, however there is a desire for a trail connection from town to the Hinterlands Winery northeast of the city.

Clara City Trails



A larger map is available in appendix XX.

Dawson:

Dawson is currently home to snowmobile trails and a multi-use paved trail that crosses and follows the west branch of the Lac qui Parle River. There has also been an identified need for a trail that connects the city with its industrial park on the east edge of the city. It has been observed that people do walk or bike out to the industrial park for work and a safer environment for walking and bicycling is needed. Additionally, it would add to the recreation amenities in the city.



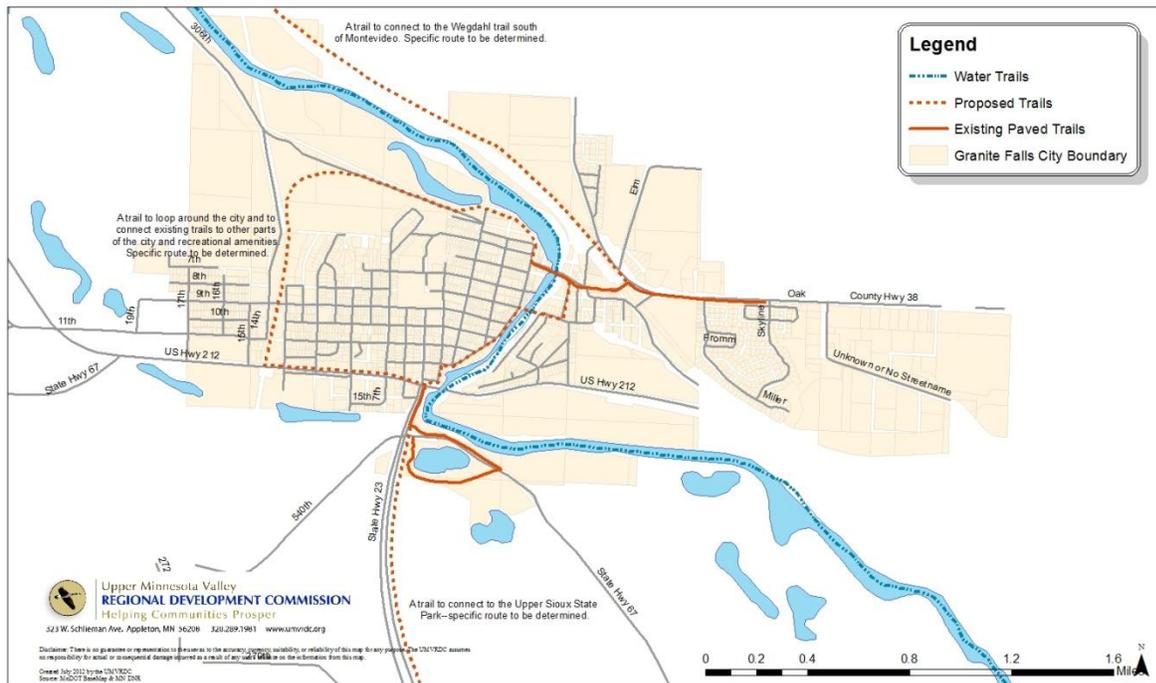
A larger map is available in appendix XX.

Granite Falls:

The City of Granite Falls is currently home to a variety of trails including: water, nature/unpaved and multi-use paved trails. Trail groups within the community and community members would like to see expanded trails in Granite Falls that link the community north to the portion of the existing Wegdahl trail that runs south out of Montevideo which is a portion of the proposed Minnesota River State Trail that runs along the Minnesota River Valley. Additionally, the community would like to see trail connections to the south of the city that would connect with the Upper Sioux Agency State Park.

In addition to regional trail connections, there is a desire for trails that link places within the community. That is shown with the proposed loop trail within the city. This is a conceptual route and is only meant to convey the message that trails that connect community assets are important to Granite Falls.

Granite Falls Trails



A larger map is available in appendix XX.

Milan:

Milan is currently home to snowmobile trails as well as a multi-use paved trail that connects to Milan Beach at Lac qui Parle Lake to the southwest of the city. There is a desire for greater connections to the proposed Minnesota River State Trail, which is depicted with the proposed trail southeast of the city. Additionally, there is a need for a safe place for students to walk and bicycle along 4th Street which is where they old school is located and where students board the bus to go to Appleton/Milan Elementary School in Appleton or the Lac qui Parle Valley Middle and High School several miles west of town on MN Highway 40.



A larger map is available in appendix XX.

Montevideo

Montevideo is currently home to a variety of trails including: snowmobile, water and multi-use paved trails. Montevideo has the largest existing network of multi-use paved trails in the region and there is a desire among residents to add to that trail network. Connections to regional trails such as the proposed Minnesota River State Trail and cultural assets like Camp Release are the most important.

Montevideo Trails



A larger map is available in appendix XX.

Ortonville

Ortonville is home to snowmobile, water and multi-use paved trails. There has been some interest among community members to extend a trail from the existing trail at the southern edge of downtown, up the hill to the east, along US Highway 12 passed the Museum and to connect to businesses on top of the hill at the corner of US. Highways 12 and 75.

Ortonville Trails



A larger map is available in appendix XX.

Maps of DNR State Trails?

Tables of miles of trails by type and years 2002 and 2012: look at GIS miles and make tables for water trails, snowmobile trails, paved multi-use trails and reported grass, gravel, unpaved trails...

DRAFT

Parks and Other Recreational Areas in the Region

Parks are often the bedrock of a strong outdoor recreation system. Parks support the trails in our region and vice versa. Often many trails run through or are contained in the region’s state, county and local parks. The following pages are an inventory of parks in the region organized by county.

Big Stone County

Big Stone County is home to a number of state, county and local parks. Big Stone Lake State Park is located in Big Stone County. It is situated in two locations along the western edge of the county bordering Big Stone Lake, which divides Minnesota and South Dakota. Big Stone Lake State Park offers the following summer and water amenities shown to the right and more information about Big Stone Lake State Park can be found on the DNR’s website.¹⁰

Big Stone County is also home to the regional park, Toqua Park located just south of Graceville. The park has 12 campsites with electricity and restrooms with showers are available in the park. Additional amenities include playground equipment, a swimming beach, two softball fields, a volleyball court and a picnic shelter. The roads surrounding the park have been widened to accommodate biking and walking and there is a golf course nearby that is open to the public. For more information regarding Toqua Park, see Explore Minnesota Tourism’s website.¹¹

Recreation Facilities

Summer | [Water Facilities](#)

Summer

Picnic Area	<i>2 Main Areas - no shelters.</i>
Both areas are lakeside. One area has a grill and is near the swimming beach.	
Playground	<i>Near Campground</i>
Sand box and slide.	
Horseshoes	<i>Near Campground</i>
Pick up equipment at park office.	
Golf Course	<i>Within 8 Miles</i>
One golf course in Ortonville.	

Water Facilities

Water Source	<i>Big Stone Lake</i>
Fishing	<i>Big Stone Lake</i>
Swimming Beach	<i>Within the park</i>
Boat Access	<i>Drive-in</i>



¹⁰ http://www.dnr.state.mn.us/state_parks/big_stone_lake/index.html

¹¹ <http://www.exploreminnesota.com/places-to-stay/627/big-stone-county-toqua-park/details.aspx>

Many municipalities in Big Stone County also have parks with varying amenities. The following is a list of local parks and their amenities in Big Stone County.

Beardsley: the city park is located at 210 Main Street South. Amenities include a picnic shelter, restrooms, playground equipment, horseshoe pits and a sand volleyball court.

Graceville: Lake View Park is located at 509 W 5th Street. Amenities include playground equipment, a tennis court and skateboard equipment.

Ortonville: information still needed.

Chippewa County

Chippewa County is home to the Wegdahl County Park located on the Minnesota River (location needed). Amenities include a picnic shelter, fire pit and there are future plans for a campground.

Buffalo Lake County Park?

Many municipalities in Chippewa County also have parks with varying amenities. The following is a list of local parks and their amenities in Chippewa County.

Clara City: information still needed—check Comprehensive Plan.

Maynard: Maynard Lions Park is located across Highway 23 to the south on Vardis Street. Amenities include a shelter with kitchen facilities, playground equipment, camping with electrical hookup (free will donation), the Lions Club usually monitors the camping. There is a stage for programs with electrical hook-up, picnic tables (yellow wooden tables are available for rental and contact is Gerald Kleene 320-367-4000).

Additionally, there is a small park on south side of town located at 131 Minnie St. Amenities include a small playground area with slide and basketball hoop.

Milan: information still needed—check Comprehensive Plan.

Montevideo: the City of Montevideo has nine parks offering different amenities. Smith Park located at Parkway Drive and Canton Ave. has picnic shelters and playground equipment. Lagoon Park located on Parkway Drive offers camping and disc golf. Windom Park located on North 3rd Street offers a pool, trails and ball fields. Larson Park located on 11th Street and Sheridan Ave. has playground equipment and a skating rink in the winter months. Sheridan Park located on Sheridan Ave. and 7th Street has playground equipment. Hillcrest Park located on 6th Street and Park Ave. has playground equipment. Central Park located on 3rd Street and Sherman Ave. has playground equipment and soccer fields. Wildwood Park located on Parkway Drive has primitive nature trails. Chinhita park located on 9th Street and Park Ave. has trails.

Lac qui Parle County

Lac qui Parle County is home to Lac qui Parle State Park located on Lake Road on the south end of Lac qui Parle Lake. The park offers a wide variety of both summer and winter recreational amenities listed to the right, including numerous water activities.

Lac qui Parle County is also home to a regional county park. [More information needed on the county park.](#)

Many municipalities in Lac qui Parle County also have parks with varying amenities. The following is a list of local parks and their amenities in Lac qui Parle County.

Bellingham: The Bellingham city park is located two city blocks east of Hwy. 75 on 2nd Street North. There are 2 covered shelters, picnic tables, playground equipment, restrooms, a baseball/softball field and plenty of running room for yard games such as volleyball.

Boyd: The Boyd City Park is located at the corner of Park St. and Scandia Ave. Amenities include a ball field and concession stand, playground equipment, newly remodeled bathrooms with showers and electrical hook-ups.

Dawson: The City of Dawson has three parks and a campground site located off US Highway 212. Swimming Pool Park, located on East Oak Street, has amenities including an outdoor swimming pool, band shelter, playground equipment, a volleyball court, tennis courts as well as softball and baseball fields. Theodore Christensen South Park is located at 921 6th Street. Amenities include playground equipment and a scenic location near the river. Veterans Park is located along the south side of the west branch of the Lac qui Parle River. Amenities include a 1.1 mile paved loop trail with benches to take in the view of the river.

Madison: Madison is home to six parks with different amenities. Centennial Park located on 1st Street (Highway 40 East) has a shelter and playground equipment (swings and slide). JF Jacobson Park located at 226 8th Avenue S. (Highway 75 S) has amenities that include camper parking areas, a wayside rest area and restrooms. Madison Recreation Field located at 601 11th Street offers softball fields, bleachers, lights, restrooms, concession stand, a shelter and

Recreation Facilities

[Summer](#) | [Winter](#) | [Water Facilities](#)

Summer

Picnic Area	<i>On Lac qui Parle Lake</i>
Tables and fire rings available in area. Picnicking is available at various locations in the park.	
Picnic Shelter	<i>2 Open Shelters</i>
Shelters are located near the Lower Unit Campground. One shelter has electricity. Can be reserved by calling the park office.	
Horseshoes	<i>Lower Unit Campground</i>
Check at park office for equipment.	

Winter

Warming House	<i>Lower campground</i>
In winter, the picnic shelter, located near the lower unit campground, is used as a warming house. The shelter is enclosed and contains fireplace.	

Water Facilities

Water Source	<i>Minnesota River and Lac qui Parle Lake</i>
Fishing	<i>Lac qui Parle Lake</i>
Excellent fishing for walleye and catfish.	
Swimming Beach	<i>Within the park</i>
Sandy beach located in a scenic, rocky area on the west side of Lac qui Parle Lake. No lifeguard.	
Boat Access	<i>Near the Beach</i>
There are several boat access sites throughout the Lac qui Parle Lake area.	
Boating Restrictions	<i>Lac qui Parle Lake</i>
No jet skis allowed. Lake is located within Lac qui Parle Wildlife Management Area. Rules governing lake use vary with the season. Check at the park headquarters for current information and regulations.	
Canoe Access	<i>On Lac qui Parle River Near Lower Campground</i>
Canoe access is open and available.	

playground equipment. Madison Square Park located at 6th Street and 7th Avenue has swings and basketball hoops. Memorial Athletic Field located at 223 2nd St. E. has a baseball field, dugouts, grandstand, scoreboard, lights, concession stand and restrooms. Lastly, Sien Park is located at 611 Evergreen Ave. and offers an outdoor swimming pool, pool house, basketball court, sand volleyball court, tennis courts, restrooms, two picnic shelters and playgrounds equipment.

Marietta: Marietta has one park located on the corner of Hwy 40 and 3rd Avenue North (Main Street). Amenities include a shelter with picnic tables, a modern restroom (flushable), jungle gym, basketball court, swings and a sandbox.

Nassau: The City of Nassau's park has amenities that include picnic tables, a basketball court and a swing set.

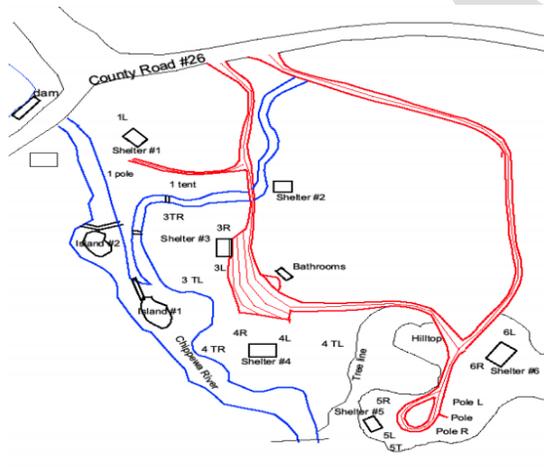
DRAFT

Swift County

Swift County is home to Monson Lake State Park is located on 170th Ave. NE in the northeast corner of Swift County between Monson and West Sunburg Lakes. The park offers a wide variety of both summer and winter recreational amenities listed to the right, including numerous water activities.

Swift County is also home to two county parks, Swift Falls Park located in Swift Falls and the Swift County OHV Park located in Appleton.

Swift Falls Park includes the following amenities: campsites, picnic shelters, hiking trails, fishing electric and water hook-ups are available, modern restrooms and showers that are handicapped accessible. For more information, visit Swift County's website.¹²



The Appleton OHV Park boasts free admission and there is no cost to ride. Park amenities include challenging trails to accommodate all OHV skill levels from beginner to advanced. The park features 10 miles of truck trails, 15 miles of ATV/OHM trails, 1.5 miles OHM practice track, 3 enduro tracks, a youth ATV training course, youth OHM practice track, groomed snowmobile trails, hiking path, jumps, play areas, sand dunes, shelter/picnic area. All OHV'S must be registered with license plate visible and all riders under 16 must have the appropriate safety certificate. Any questions contact Mike Johnson at (320) 843-5341. For more information, visit Swift County's website.¹³

Recreation Facilities

[Summer](#) | [Water Facilities](#)

Summer

Picnic Area

The shaded picnic area offers tables, fire rings, and a horseshoe court. There is also a large, open space for play.

Picnic Shelter

Open Shelter

An open-aired, stone picnic shelter is available on a first come, first served basis, for small groups. The shelter has electricity and a large fireplace. Wheelchair accessible.

Horseshoes

Water Facilities

Fishing Pier

¹² http://www.swiftcounty.com/index.asp?Type=B_BASIC&SEC={098908E3-1049-4B1F-8C3E-AEA12A6F47E9}

¹³ http://www.swiftcounty.com/index.asp?Type=B_BASIC&SEC={BA308AAB-A53D-49C0-902B-0E794F198961}

Many municipalities in Swift County also have parks with varying amenities. The following is a list of local parks and their amenities in Swift County.

Appleton: The City of Appleton has seven parks with a range of amenities. The following parks offer green space for recreation, but have no other added amenities, Veteran Park located at W. Sorenson Ave. & Miles St. and Cozy Park located at W. Sorenson Ave. & Miles St. Below is a listing of other parks in Appleton and their amenities:

Riverview Park- N. Hering St.

- Picnic Shelters with Electricity
- Porto Potties
- Playground equipment for Children
- Covered Bandstand
- Abutting Bike Trail

Riverside Park—N. Munsterman St. & W. Veum Ave.

- Abutting Pomme de Terre River
- Handicapped Fishing Pier
- Picnic Shelter with Electricity
- Camp sites for Vehicle Campers
- Water & Electricity Hookups
- Cooking Grills
- Bathrooms with Showers
- Dump Facility for Vehicle Campers
- Primitive Camping area for Tenters
- Fish Cleaning House

West Nature Park—W. Pomme de Terre River

- Primitive Nature Area
- Grass trails

City Nature Park—W. Pomme de Terre Rive & N.Hering St.

- Primitive Nature Area
- Abutting Bike Trail
- Primitive Walking Paths
- Fishing Areas along Pomme de Terre River

Flags of Honor—S. Musterman St.

- Military with USA Flags displayed on Holidays
- Abutting Bike Trail

Benson

Benson Park – golf course

Lathrop Park: basketball court, playground equipment and shelter

Brock Field: softball and baseball fields and trails

Hoiland Park: playground equipment and basketball court

Northside Rec. Area: open space

Ambush Park – campground, picnic shelters, restrooms, trails

Kerkhoven: The City of Kerkhoven has 2 parks; Pillsbury Park is located at 205 Parkwood Ave. and has a seasonal pool, playground, rest stop that includes a picnic shelter area and bathrooms. Centennial Park is located at N. 13th St. and has a softball field and a small playground.

DRAFT

Yellow Medicine County

Yellow Medicine County is home to Upper Sioux Agency State Park located on MN Highway 67 southeast of Granite Falls. Upper Sioux Agency State Park offers the following summer and water amenities shown to the right and more information about Upper Sioux Agency State Park can be found on the DNR's website.¹⁴

Yellow Medicine County is also home to two regional county parks. Oraas Park, located along US Highway 59, seven miles south of Clarkfield or nine miles west of Hanley Falls, offers a relaxed setting for neighborhood gatherings, family camping, and convenient wayside rest for travelers. The park has a shelter for picnics and a children's playground. Primitive, free camping is available with 110 volt electrical hookups. Water is supplied by Lincoln Pipestone Rural Water.

Timm Park, is located just off of County Road 18, three miles north of the City of Wood Lake or seven miles south of Granite Falls.

This popular park, located on the north shore of Wood Lake, offers a recently developed campground with water and 110 volt electrical service to each site, a picnic shelter, swimming area, boat ramp and dock. Fishing includes crappies, bullheads, and walleyes. Camping fees are \$15 per night for campers and \$7 per night for tents. Fees are required for each night the camper or tent is left in place at the park.

There are no reservations taken for camping, but the picnic shelters at both parks can be reserved for large functions (but no open dances or bands). Both parks are closed to four-wheelers, dirt bikes, and hunting.

For more information about the county parks, contact Parks Director Ryan Meehan at 320-313-3013, or by email atryan.meehan@co.ym.mn.gov, or visit Yellow Medicine County's website.¹⁵

Recreation Facilities

[Summer](#) | [Winter](#)

Summer

Picnic Area	<i>2 Areas</i>
The smaller picnic area is located at the confluence of the two rivers. The larger picnic area is off the main entrance. Facilities include picnic shelter at the main picnic area.	
Picnic Shelter	<i>Open Shelter</i>
Located in main picnic area. Shelter has electricity, tables, one standing grill, and additional firerings that are located near the shelter. 2 vault toilets nearby. Running water also available in this area. The shelter has 14 picnic tables in the shelter and can accommodate about 100 people. The shelter can be reserved by calling the park.	
Playground	<i>In Picnic Area</i>
Swingset.	
Volleyball	<i>Main Picnic Area</i>
Pick up equipment at the park office.	
Horseshoes	<i>Main Picnic Area</i>
Pick up equipment at park office.	
Golf Course	<i>Public Course</i>
On Hwy 67 before you get to the town of Granite Falls.	

Winter

Warming House	<i>Visitor Center</i>
Sliding Hill	<i>At Main Entrance</i>
This is a challenging hill...definitely not a bunny hill.	

¹⁴ http://www.dnr.state.mn.us/state_parks/upper_sioux_agency/index.html

¹⁵ http://www.co.ym.mn.gov/index.asp?Type=B_BASIC&SEC={CCB40494-C89A-4500-B7D4-65C4FC51C8BE}

Many municipalities in Yellow Medicine County also have parks with varying amenities. The following is a list of local parks and their amenities in Yellow Medicine County.

Canby: need information.

Clarkfield: need information.

Granite Falls: Granite Falls has a number of parks and other areas with athletic facilities. Memorial Park is located on Highway 67 and amenities include; three shelters, a trail, a boat landing, a volleyball court, playground equipment, restrooms with showers, three primitive camping sites and 12 camper sites with hook ups and grills. Rice Park is located on Minnesota Ave. along the Minnesota River and amenities include; a shelter, grills, playground equipment, a nine hole disc golf course, benches and a portable restroom. Winter Park is located at 8th Ave. and 11th St. and amenities include a shelter, grills, playground equipment, a basketball court and a portable restroom. Regal Heights Park is located at County Road 5 and Gregory Ave. and it has playground equipment. Highland Park is located at County Road 38 and Skyline Dr. and amenities include a shelter, grill, playground equipment, ball field, portable restroom, horseshoe pits, basketball court and parking. There are athletic amenities including tennis courts and softball and baseball fields located on Recreation Drive on the north side of the city near the Minnesota River. Additionally tennis courts can be found at Oak St. and Short St. as well as at 5th Ave. and Kilowatt Dr.

Hanley Falls:

Wood Lake:

Regional Priorities

DEFINING REGIONAL TRAIL PRIORITIES

The previous version of the Regional Trails Plan identified regional priorities for trails. These priorities did not rank individual trail projects, rather grouped like trail types together and prioritized these trail types based on what was most needed or wanted in the region. To get a sense of past priorities and to understand how the updated priorities were shaped, the priorities from the last plan are included here.

2002 Regional Trail Priorities

Regional Priority # 1:

Regional Priority # 1 was to develop intra-city trails since few trails currently exist in the region. It was determined that intra-city trails would serve the largest portion of the population. The regional trails committee discussed the priority segments of an intra-city trail system.

- A. Residential area connecting to downtown area.
- B. Residential area connecting to school.
- C. Residential area connecting to city parks and other recreation areas.
- D. Residential area connecting to other area.

The committee felt it would be important to connect the residential area to the downtown area first for potential economic growth. Next to connect the residential area to the school for a safe access for children to use to and from school. Next to connect the residential area to the parks for access for recreational use. Lastly to connect the residential area to other trailheads in the community.

Regional Priority # 2:

Regional priority # 2 was to develop inter-city trails. This would provide access to more potential users from the communities. In addition, an inter-city trail would draw potential non-resident users.

Regional Priority #3:

Regional priority # 3 was to connect a community with a rural destination (state park, county park, historical site, etc.). Many tremendous resources/trailheads exist in rural areas that would draw trail users. In this region, four state parks, a state and national wildlife refuge, county parks, historical sites, and many other natural resources are located in rural areas. These potential trailheads often have the necessary support facilities to justify a rural trail terminus.

Regional Priority # 4:

Regional priority #4 was to connect several rural destinations. It was felt that although these trailheads might have all the necessary support facilities by having at least one termini in a community, the trail would have higher usage.

After looking at the previous trail type priorities, it was helpful to develop a list of criteria that trails of any type should address to ensure good trail projects that can withstand scrutinizing grant application reviews and be easily constructed if a grant was awarded.

The following guiding principles for trail development provide criteria that make for successful trail projects. They are not intended to provide a ranking for a specific trail project, rather to help local units of government, communities and trail groups create successful trail projects in the region. The guiding principles however, will be used in combination with the broad regional priorities to develop the list of specific trail project priorities in the plan. The specific trail project priorities list is a new addition to the Regional Trails Plan as part of the update and is meant to help guide future investment in the region.

GUIDING PRINCIPLES FOR TRAIL DEVELOPMENT

The priorities outlined in this chapter are intended to support grassroots trail efforts that are occurring in this region. Granting agencies will often ask if an application is supported by a larger master plan. This plan can serve as support for applications to develop trails identified in this plan. Trail initiatives are largely a grassroots citizen driven effort, and this plan recognizes that the development of trails may rise or fall due to funding opportunities, political support, and volunteers. When the climate is right for trail development, trail enthusiasts and supporters can use this document to guide them through a process that will ensure a successful project from start to finish. This plan provides a culmination of resources and information that cannot be expected to be known by first time trail enthusiasts, while also recognizing that this plan is only a snapshot of what has occurred to our knowledge up until the date of this plan's publication. Therefore a plan modification process is included as Chapter 6.

As an addition to the update of this plan, the Steering Committee decided to include guiding principles for trail development. As stated previously, trail development in this region is largely lead by grassroots citizen driven efforts, therefore the steering committee felt strongly that if a trails group could meet the guiding principles, that trail project would rise to the top in terms of regional priority.

GUIDING PRINCIPLES

Connectivity: trail projects that connect to multiple destinations including:

- Schools
- Parks
- Employment Areas
- Commercial and Downtown Districts
- Neighborhoods
- Natural Areas
- Recreation Areas



- Other Activity Areas or Local Attractions

Continuity: trail projects that connect to an existing trail or trail system; complete a larger project, concept or plan; or secures a critical piece of a trail system.

Safety: trail projects that help alleviate health or safety concerns and trail problems that solve safety concerns such as removing pedestrians from busy highways.

Financial Commitment: trail projects that have secured funding, including the local match, and/or have identified and are pursuing compatible funding opportunities.

Political Support: trail projects that have the support of the local units of government and the local community.

Definitive Routes: trail projects that have the land, right of way, or easements needed to determine a specific viable route.

Tourism: trail projects that have the potential to draw tourists and add to the region's tourism industry.

Other entities have made similar guideline lists as this, such as the DNR in their Parks and Trails Legacy Plan developed in 2011. Their priorities are as follows:

Guidelines for Improving Trails of State and Regional Significance:
These criteria should be used to prioritize acquisition, development and expansion investment in trails:

- *Connects to communities (schools, work opportunities, central business districts).*
- *Connects with exiting state or regional trails.*
- *Connects with high-quality natural resources or recreation areas.*
- *Connects to multiple destinations.*
- *Fills a critical gap in an area with a recreation opportunity shortage.*
- *Secures a critical piece of a trail system.*
- *Secures a unique opportunity or experience.*
- *Has a financial commitment from the agency or organization proposing the investment.*
- *Fills a critical gap for commuting.*

Taken from the Parks and Trails Legacy Plan

This plan *does not* provide project specific recommendations but general recommendations that may be applicable to any trail that is being considered.

Users of this plan can determine where their proposed trail fits in the list of regional priorities by determining what their trail connects to. Determining the location of trailheads with support facilities is an early step in Phase 1 of the trail planning process which is outlined in Chapter 3

After looking at the previous trail priority groups and taking into account the new trail development guidelines the steering committee developed, the group reached a consensus about the prioritization of the types of trails in the region. Developing this prioritized list was extremely difficult as the group supports any trail type in any community that has the political and financial support and is ready to begin construction. The Steering Committee felt strongly that both local community trails and regional trails were important to communities in the region and the region as a whole.

During this planning process, the trail categories were simplified into local or community trails, the regional Minnesota River State Trail and all other regional trails. These categories are similar to the old categories; however this time there is a distinction among the regional Minnesota River State Trail that runs through the heart of the region and all other regional trails. These categories combined the previous priorities three and four into all other regional trails.

Additionally, in this plan, the Steering Committee was asked to identify specific potential trail projects for inclusion of the ranking. While the group did not rank specific trail projects within each category—because they felt that any trail project that met the guiding principles for trail development and was ready, would rise to the top—examples of specific potential trail projects are listed below each category of trail type to give a sense of where potential trails would fit into the regional priorities. Listed below are the priorities by trail type and examples of potential trail projects that would fit under each category.

General Prioritized List of Trail Project Types

1. Local and community trails
2. The Regional Minnesota River State Trail
3. Other Regional Trails

Trail Priority 1: Local and Community Trails

- Canby, city loop and cross town trails
- Clara City, trail from city park to winery northeast of the city limits
- Benson, trails around the athletic fields on the north side of town
- Benson pedestrian bridge across the Chippewa River
- Granite Falls, trails within the city
- Ortonville, trail from existing trail along US Hwy 12 to the museum
- Dawson, trails within the city
- Milan, SRTS trail or sidewalk along 4th Street

Trail Priority 2: Trails that are Part of the Minnesota River State Trail

1) Main Stems of the MN River Trail

- Big Stone Lake State Park to existing trail segment in Ortonville
- Ortonville's existing trail segment in the Wildlife Refuge to Odessa
- Odessa to Correll
- Correll to Appleton
- Ortonville to Louisburg

- Louisburg to MN River Spillway
- Appleton to the MN River Spillway
- Mn River Spillway to existing Milan Beach Trail
- Milan to Montevideo
- Wegdahl to Granite Falls
- Granite Falls to Upper Sioux Community and Upper Sioux Agency State Park along Mn Hwy 23 or Mn Hwy 67
- Granite Falls south to Redwood Falls and beyond (outside Region 6W)

2) Stems from the MN River Trail

- Montevideo to Clara City along Mn Hwy 7
- Granite Falls to Maynard and Clara City along Mn Hwy 23
- From Mn River (and Mn River Trail when constructed) to Lac qui Parle State Park and Lac qui Parle County Regional Park

Trail Priority 3: Other Regional Trails

- Trail from Montevideo along US Hwy 212 to Camp Release then to Dawson
- Railroad right of way trail from south of Dawson to Boyd, Clarkfield, Hazel Run, Hanley Falls, Wood Lake and then Echo
- Canby: trail through Stone Hill Regional Park to Del Clark Lake, would connect to existing trail
- Canby: to Porter then to Marshall along Mn Hwy 68
- Canby: Multi County Buffalo Ridge Trail along MN 68 to South Dakota
- Canby to MN River Trail—need clarification
- Canby to King of Trails National Scenic Byway Hwy 75—need clarification

Note that this planning process focuses mostly on multi-use paved trails. The group may wish to expand and update the Plan to specifically address other types of trails in the future. The snowmobile and water trails listed in the existing conditions section are from the DNR and are current as of summer 2012 and may need to be revisited in the future.

Cost Estimates

Initial capital cost:

\$225,000 - \$350,000 per mile

Useful Life: 20 years

Annualized capital cost:

\$11,250 - \$17,500 per mile

Annual maintenance cost:

\$2,300 - \$6,000 per mile

Trail Types

Bicycle and Pedestrian Facilities

Paved

Bicycle Path/Shared Use Path (Note Current MnDOT Standard)

Bicycle Path refers to a facility intended for the exclusive use of human powered, wheeled users. Parallel pedestrian facilities are necessary. Properly designed and located, bicycle paths can be highly useful as “bicycle freeways” in urban areas, especially where independent rights-of-way for such facilities exist or can feasibly be created. Providing this high level of mobility, exclusive bike paths complement surface streets, bike lanes, and other facilities that may serve more of an access function for bicyclists. The bike path should be well signed from primary parallel surface streets, with a system similar to that defined by Well Defined Alternative Bicycle Routes. Bike paths—or in lower-use situations, shared use paths—may also provide a more appealing and safer environment for many users.

When/where to use (quantitative guidance):

- In urban corridors with high travel demand.
- Where there are fewer than 2 driveway/intersection/road crossings per 1 mile with a combined ADT of less than 500.
- In areas of poor connectivity—link to neighborhoods, schools, parks, shopping and community centers.

How to Implement:

- 10 feet minimum width, 12 feet minimum width in high use areas.
- Well-signed with destination and directional information
- Pathway overhead clearance of at least 10 feet.
- Accessible to sweeping/snow removal machines and maintenance/emergency vehicles.
 - Provide safe crossings at intersections and mid-block crossings.

Where already used:

- Throughout the United States and Europe

Permitted in standards:

- AASHTO/MUTCD
- MN Rd Des Manual

Crushed Aggregate

Grass

Other types of bicycle and pedestrian infrastructure beyond trails:

On-Street Bicycle Facilities:

Well-Signed Alternate Bicycle Route

A lower-volume roadway that parallels a high-volume arterial can provide a pleasant alternative for “through” bicyclists, as well as a higher level of mobility and safety. While using this treatment does not remove the need to improve the safety of the primary route for those bicyclists who still need to use the arterial (especially if there are commercial or other public destinations along that arterial), it should decrease bicycle traffic on the arterial substantially. The success of this treatment is dependent on it having a high degree of convenience and legibility, or strong mental image in the minds of the bicyclists expected to use it.

Where/when to use (quantitative guidance):

- Parallel lower-volume roadway is within .40 km (.25 miles) of high volume arterial

If main arterial:

- Has on-street parking and/or multiple driveways/turning conflict
- ADT >10,000
- Average vehicle speeds >30 mph
- Does not have sufficient right-of-way for bicycle lanes

How to implement:

- Directional and informational signs should be posted at every major intersection, intersections with other bicycle routes, confusing junctions, or every 1,000 feet.
- Traffic calming/bicycle priority should be installed on parallel route to divert through vehicle traffic.
- Limit stop signs and signals on lower-volume roadway to the greatest extent possible, except where they are needed to cross busy streets.

Cost Estimates

Initial Capital cost:

\$400 per sign (\$40/year over 10 year life)

Maintenance: part of regular street maintenance

Where already used:

- Throughout the United States
- Minneapolis (5th St. SE parallel to University Ave.)

Permitted in standards:

- AASHTO/MUTCD

Standard Bicycle Route

A section of roadway designated by striping, signing and pavement mar

High Intensity Activated Crosswalks (HAWK) At a HAWK crossing, drivers receive multiple cues to emphasize the potential presence of a pedestrian. These cues include a unique configuration of the HAWK beacon (two red lenses over a single yellow lens), high-visibility crosswalk markings (ladder-style markings as opposed to only two transverse white lines), a stop bar approximately 50 feet from the crosswalk, 8-inch solid lane lines between through travel lanes, signs that can be illuminated and read "CROSSWALK," and School Warning signs. When activated, the HAWK uses a red indication to inform drivers to stop, thereby creating a time period for pedestrians to cross the major roadway. The HAWK beacon is not illuminated until it is activated by a pedestrian, triggering the warning flashing yellow lens on the major street.

Rectangular Rapid Flashing Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

<http://safety.fhwa.dot.gov/intersection/resources/techsum/fhwasa09009/>

CHAPTER 3: PLANNING YOUR TRAIL

There are numerous other trail plans and studies that may be helpful in planning your trail. Below are a few that may be helpful in your efforts.

- **2005 MnDOT Bicycle Modal Plan:** This plan covers the years 2005 – 2030 and prioritizes and guides investments in safe bicycle and pedestrian accommodations on MnDOT owned and influenced facilities. It provides a concise review of state and federal laws, policies and guidance related to bicycle transportation; the role of the bicycle in Minnesota’s transportation system, past and present; recent trends, current bicycle mode share and future growth potential; and safety, societal and environmental challenges relevant to bicycling and walking. An update to this document is currently in the works.
- **2007 MnDOT Bikeway Facility Design Manual:** The purpose of the Minnesota Bikeway Facility Design Manual is to provide engineers, planners and designers with a primary source to implement MnDOT’s vision and mission for bicycle transportation in Minnesota. It also provides citizens, developers and other involved in the transportation planning elements to promote bicycle safety, efficiency and mobility.
- **2011 Parks and Trails Legacy Plan:** This plan develops recommendations and guidelines for investing Legacy and other sources of funding for parks and trails.

REGIONAL TRAIL PLAN PHASES:

The Upper Minnesota Valley regional trail plan is a user-friendly document, which will guide trail enthusiasts from local cities and counties through each phase of the trail planning process. There are four phases to follow when creating a trail plan. These phases are as follows:

PHASE I:

This phase is completed when a person or organization first thinks a trail might be a good idea. In this phase a series of questions should be addressed to provide a basis for developing the idea further. This is a brainstorming phase. It is best to have a handful of people to try to answer the questions and then present the questions and answers to others.

ACTION STEPS:

PART 1: Answer these questions to decide the trail priority for your city or county. Put down all the possible answers or preferences. The final answer for each question can be determined later in the process.

1. Why do we need trails in our city or region?
2. Who could use the trail? (Trail users), bikes, horses, walkers, snowmobiles, etc.)
3. What material could the trail be made out of? (Paved solid surface, aggregate, grass, dirt, etc.)
4. Where are trailheads or potential trailheads located?
5. Where could the trail be located?
6. Can this trail link up to other trails in the area?
7. What are the benefits of creating a trail?
8. Are attractions such as historical sites, museums, or recreational areas located on or near the trail site?
9. Who could finance the trail?
10. Who could own the trail?
11. Who could maintain the trail?
12. Who could be the project sponsor/ who would coordinate trail development?
13. What amenities (parking, bathrooms, refreshments, garbage, etc.) are available to trail users at the beginning, end, and throughout the trail?

PART 2: After the above questions have been answered, follow the action steps listed below.

1. Approach all possible project sponsors (physical and fiscal) of the trail planning concept.
2. Determine project concept coordinator or committee.
3. Consider holding an informational public meeting to get input and answers to questions identified during Phase I.
4. Determine draft corridor options (more than one).
5. Complete a field review of the corridor options (take photos, notes, etc.).
6. Determine all possible trail user groups – talk to bike clubs, snowmobile clubs, horse clubs, avid walkers, or other potential users for their feedback.

SUMMARY: PHASE I

After discussing the project with potential sponsors, determining a coordinator or developing a committee, set up a public meeting to help answer questions related to the phase. Determine and review possible corridor options, by completing a field review of the corridor. Determine what type of trail users will use the trail. Once the action steps are completed during this phase, move on to Phase II.

PHASE II:

This phase defines the local stakeholders for the project. Stakeholders are individual, groups, organizations, with the interest of developing a trail system or are entities that would be affected by the development of a trail (landowners, units of government, state agencies, railroads, businesses, and residents). During this phase, questions regarding the effects of a trail project should also be answered.

ACTION STEPS:

PART 1: Answer these questions below.

1. Who are the local stakeholders?
2. What landowners could the trail affect and how?
3. What businesses could it affect and how?
4. What local units of governments would it affect and how?
5. What are possible funding sources?
6. What user organizations and associations would it affect and how?
7. Will it affect city, county, state highway departments and railroads? Which ones and how?
8. Who could be your project manager and engineer for this project? (The engineer must meet all standards of MnDOT and the DNR when using funding from those agencies.) Could a local city or county engineer be used?
9. Who will own and maintain the trail after it is constructed?
10. Are there designated areas such as environmental areas that have issues related to wet lands, public management areas, WMAS, and archaeological areas?
11. Are there any safety hazards that may interfere with the trail project existence? (Roads, railroads, waterways etc.)
12. Are there any other conflicts that may arise such as right-of-way acquisition, or the different surface types that may prohibit future users from utilizing the trail?
13. Could other trail systems link to this potential trail?

PART 2: After Phase II, Part I, questions have been answered, follow the action steps listed below.

1. Identify stakeholders and determine how the trail could affect them.
 - a) Landowners
 - b) Businesses
 - c) Units of government
 - d) User organizations and associations
 - e) City, county, state highway departments
 - f) State/Federal agencies
 - g) Other (citizens, non-profits, etc.)
2. Host public meetings to discuss stakeholder questions and concerns.
3. Review and revise draft corridor based on stakeholders' comments and determine if the trail corridor is feasible.
 - a. If yes, proceed to Phase II action step 4.
 - b. If no, decide if it is worth pursuing (if it is, return to Phase I and make adjustments where needed).
4. Finalize the trail owner.
5. Finalize trail maintenance. (Who will be responsible for the maintenance?)

SUMMARY: PHASE II

After the stakeholders have been designated, host a public meeting to discuss the questions and concerns the stakeholders may have regarding the project. After receiving feedback, decide if the trial corridor plan is feasible to construct. If the planning process is determined, refer back to action step number 4 in Phase II. If the plan is not determined, return to Phase I again and make adjustments where needed. When all aspects of both phases are completed, then proceed to Phase III.

PHASE III:

Funding sources should be designated for the trail project in this stage. A field review of the trail corridor is needed to discover possible safety and environmental concerns. After these items are addressed, ask for preliminary design assistance from your city or county engineer. If assistance is not available, through the city or county, contact a private consultant. Complete the requirements for the construction funding application and review the requirements for the local match.

ACTION STEPS:

PART 1: Answer the questions below.

1. Determine funding sources (local/ state/federal/other) for preliminary design and construction.
2. Review draft of the trail corridor for additional safety and environmental concerns (Do a field review with your local city or county or MnDOT engineer, various DNR divisions, city and county staff).
3. After these items are addressed it may be determined that it is appropriate to ask for preliminary design assistance from your city or county engineer. When their staffing services are not available, a private consultant may need to be hired. If so:
 - Funding is usually needed from local sources. Usually no grant sources pay the cost of these services.
 - Preliminary design is necessary to get accurate cost and design options.
4. Complete construction-funding applications.
 - Many applications select projects for funding several years from the date the applications may be due.
 - Many funding sources have strict design guidelines and processes that must be followed.
 - Review requirements for local match (in-kind and/or cash)

PART 2: After the following questions have been answered on the previous page, follow the action steps listed below.

1. Begin trying to secure financing. Raise local match, (may require local fundraising), write grants, and give presentations to possible local funders.
2. Complete a field review with city staff, county staff, MnDOT engineers, or the divisions of the DNR.
3. Development of a preliminary design by a city or county engineer or through a private consultant.
4. Complete construction-funding applications.
5. Follow the guidelines and the processes of the funding source.
6. Review requirements for the local match (in-kind and/or cash).

SUMMARY: PHASE III

The purpose of this phase is to secure financing through a local match, grant writing, and through presentations to possible funders. A field review to determine the preliminary design will need to be drafted by an engineer or a private consultant. Completion of construction-funding

applications following the guidelines provided by the funder. Always review the local match requirements.

PHASE IV:

Phase IV describes the implementation of a new trail system. During this phase the project manager must follow the guidelines that the funding source requires. The project manager should establish a working committee of stakeholders to complete action steps. Provide regular status updates on the project and to publicly recognize funding entities through letters to the editor, press releases, and through other various responses.

ACTION STEPS:

PART 1: Answer the questions below.

1. Project manager must follow process and timeline which are often determined by the funding sources. Become very familiar with the source requirements.
2. Project manager should establish a working committee of stakeholders to keep the project up-to-date throughout the stage.
3. Provide regular status updates to the entities that own and maintain the trail and other stakeholders that are affected by the development of the trail.
4. Publicly recognize funding entities through thank yous, press releases, letters to the editor, memorial (sign or other structure) along the trail site.

PART 2: After the previous questions have been answered in Part 1, follow the the action steps listed below.

1. Project manager should know all processes and timelines designated by the funding sources regarding the trail project requirements.
2. Formation of stakeholders to review and keep up-to-date on the phase requirements.
3. Provide regular updates to stakeholders and others affected by the development of the trail.
4. Publicly recognize funding entities.

SUMMARY: PHASE IV

This phase explained the responsibilities of the project manager and how they are to keep stakeholders and all who are affected, up-to-date on the project status and timeline given by the funding source. This phase explains how to recognize all those who took part in the trail planning process.

DRAFT

Potential Funding Sources

List of funding sources:

DNR Trail Legacy Grant Program: This program supports trails of regional or statewide significance. There is a 25% cash match required and a maximum grant award of \$500,000. Eligible projects include acquisition, development, improvement, and restoration of park and trail facilities of regional or statewide significance. All park projects must meet requirements for perpetual outdoor recreational use. Trail acquisition projects require a perpetual easement for recreational purposes. Trail development projects require a 20 year maintenance commitment by the project sponsor.

Grants are reimbursement based up to 100% of the total eligible project costs. Additional consideration in the selection process will be given to applicants that provide a non-state cash match. Project costs must be incurred and paid before reimbursement can be made. Project costs become eligible for reimbursement once a contract agreement is established between the DNR and the grantee. The minimum grant award is \$20,000 and grant funds available in FY 2013 totaled \$7,493,850. Last year, applications were due in September.

DNR Local Trail Connections Program: To provide grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails. Funding for this grant program is from "In Lieu Of" lottery proceeds. This program is established in Minnesota Statutes 85.019. Eligible projects include acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails). Acquisition of trail right-of-way is eligible only when proposed in conjunction with trail development. Acquisition projects require a perpetual easement for recreational purposes. Development projects require a 20 year maintenance commitment by the project sponsor. Projects inside state park boundaries, state recreation areas, on state trail corridors and elements of the Regional Open Space System in the Twin Cities Metro System are not eligible. Eligible applicants include counties, cities, and townships. Grants are reimbursement based up to 75 percent of the total eligible project costs, and recipients must provide a non-state cash match of at least 25 percent. Other state funds or grants, such as Parks and Trails Legacy Grants, or Metropolitan Council Grants cannot match these grants. Project costs must be incurred and paid before reimbursement can be made. Project costs become eligible for reimbursement once a contract agreement is established between the DNR and the grantee.

The minimum grant request is \$5,000, and the maximum grant award is \$150,000.

Anticipated funding available for FY 2014 is \$805,000 from "In Lieu Of" lottery proceeds. This funding is divided between the Local Trail Connections Program and the Regional Trail Program.

Priority for trail project funding will be given to projects that provide significant connectivity. Considerations also include trail length, expected amount and type of use, and quality and attractiveness of natural and cultural resources. Last year applications were due in March.

DNR Regional Trail Program: To provide grants to local units of government to promote development of regionally significant trails outside the seven-county metropolitan area. Funding for this grant program is from "In Lieu Of" lottery proceeds. This program is established in Minnesota Statutes 85.019. Eligible projects include acquisition and development of trail facilities outside the seven-county metropolitan area that are considered of regional or statewide significance. Acquisition projects require a perpetual easement for recreational purposes. Development projects require a 20 year maintenance commitment by the project sponsor. Eligible applicants include counties, cities, and townships. Projects must be of regional or statewide significance. Grants are reimbursement based up to 75 percent of eligible project costs, and recipients must provide a non-state cash match of at least 25 percent. Other state funds or grants, such as Parks and Trails Legacy Grants, or Metropolitan Council Grants cannot match these grants. Project costs must be incurred and paid before reimbursement can be made. Project costs become eligible for reimbursement once a contract agreement is established between the DNR and the grantee.

The minimum grant request is \$5,000, and the maximum grant award is \$250,000.

Anticipated funding available for FY 2014 is \$805,000 from "In Lieu Of" lottery proceeds. This funding is divided between the Local Trail Connections Program and the Regional Trail Program. Priority for trail project funding will be given to projects that develop trails of significant length. Significant considerations also include expected amount and type of use, and quality and attractiveness of natural and cultural resources.

DNR Federal Recreational Trails Program: To encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance. Motorized and non-motorized trail projects; maintenance/restoration of existing recreational trails; development/ rehabilitation of recreational trail linkages, including trail side and trail head facilities; environmental awareness and safety education programs relating to the use of recreational trails; and redesign/relocation of trails to benefit/minimize the impact to the natural environment. Condemnation, trail construction in federally designated wilderness areas, and facilitating motorized trail use on trails predominantly used by non-motorized users prior to May 1, 1991. All projects must be sponsored by a unit of government, preferably in cooperation with a local trail organization. The Minnesota Recreational Trail Users Association annually prioritizes funding categories prior to the solicitation process. Projects that involve urban youth corps workers such as the [Minnesota Conservation Corps](#)  will be given special consideration. Download the Minnesota Conservation Corps [Fact Sheet](#)  for more information. A 25% cash or in-kind match for eligible elements of the project proposal is required. Costs must be incurred and paid for before reimbursement. Neither this funding source nor the cash match may be used to meet existing payroll; only contract services, materials and supplies are reimbursable. Federal funds can in some cases be used as match for this program.

The minimum grant request is \$1,000, and the maximum grant award is \$150,000.

NEW: *Equipment purchases at or above \$75,000 require a 50% match, and those purchases below \$75,000 require a 25% match.*

Funding comes from revenue received by the Federal Highway Trust Fund. All projects funded in 2013 must be completed by June 30, 2015. Typically, these applications are due in February each year.

Transportation Alternatives Program (MnDOT): This program is new under the Federal Surface Transportation Bill, MAP-21. More information is to come on the Transportation Alternatives Program. Keep in touch with the UMVRDC for more information.

Bikes Belong: Bikes Belong is a national coalition of bicycle retailers and suppliers working to put more people on bikes more often. They have grant programs available for up to \$10,000 to fund a variety of bicycle related projects. More information is available on their website.¹⁶

Local Sources: There are a variety of local funding sources that could help fund trails. Below are just a few ideas.

- Fundraising
- Local Businesses
- Foundations
- User fees

PRIVATE: Employers and retailers can also support trails in many ways. An example would be to provide sidewalks and bike racks for the trail users to easily access the business. The private sector can be a useful source of financial support from your community.

Small Business Contributions: Helps fund the construction of an access path that links a trail to a retail district of a town.

Minnesota Land Trust: This organization uses easements to protect important land organizations. It will provide resources to protect properties and guide growth in a manner that respects the landscapes.

The McKnight Foundation: This foundation supports two goals: 1. To maintain and restore a healthy and sustainable environment in the Mississippi River Valley basin. 2. To encourage energy conservation and the use of alternative energy in Minnesota.

American Hiking Society: Provides monies to projects that improve existing trails, build new hiking trails, increase access for people with disabilities, purchase trail lands, or build public support for a specific trail.

¹⁶ <http://www.bikesbelong.org/grants/>

Southwest Minnesota Foundation: This foundation lists four grantmaking priorities: 1. Increase the community participation of the aging. 2. Increase the participation of people of color in communities. 3. Increase youth potential. 4. Increase the value of new or existing businesses.

LOCAL: There needs to be a desire to have a trail be placed within a certain area. Trails planning needs to start at the local level to be successful.

Sentencing to Serve Program: Provide court ordered non-felon labor for development and maintenance.

Trail Dedication Ordinances: Provides land or funds for trail projects as new development occurs. (City Charters can guide dedication of land or funds for trails.)

Lawful Gambling: (Pull Tabs) Authorization by the state by way of pull tabs, bingo raffles, tip boards, and paddle wheels may be promoted by non-profit organizations for fund raising purposes.

Direct and Local Appropriation: Local Units of Government can make direct appropriations of local taxes, fines, and fees.

REGIONAL: The regional agencies or groups can provide further coordination, support and /or technical assistance to the local community organizations. They can also act with legislative advocacy for the search of funding.

Upper Minnesota Valley Regional Development Commission (6W): The RDC services the counties of Big Stone, Chippewa, Lac qui Parle, Swift, and Yellow Medicine assisting local units of government in a variety of areas. (i.e., transportation, aging, housing, trail development, and grant writing.)

Upper Minnesota Valley Regional Trails Committee: Developed a user-friendly guidance document that gives step by step instructions on how to build a trail system in a community.

Southwest Regional Development Commission (Region 8): Developed a regional trail document for southwest Minnesota. The document was developed for the Region 8 area that has 9 counties. This RDC services the counties of Cottonwood, Jackson, Lincoln, Lyon, Murray, Nobles, Pipestone, Redwood and Rock.

Mid-Minnesota Regional Development Commission (6E): Region 6E borders Redwood County to the northeast. When contemplating trails along the Minnesota River, they will be an important player. This RDC services the counties of Kandiyohi, Meeker, McLeod and Renville.

Region 9 Regional Development Commission: Region 9 borders Redwood, Cottonwood, and Jackson Counties on the east. When planning new trails to run to the east or hook up with trails running into the region from the east, they will be an important organization with which to communicate. This RDC services the counties of Blue Earth, Brown, Fairbault, Le Sueur, Martin, Nicollet, Sibley, Waseca and Watonwan.

Minnesota Trails Initiative: This is a non-profit organization that is presently trying to put a trail in from Wegdahl to Granite Falls, but their ultimate, long-range goal is to see a trail run from Ortonville to Redwing along the Minnesota River.

Soil and Water Conservation Districts (SWCD): There is a SWCD in each county. They can provide further natural resource assistance.

Making Changes to the Plan

On the following page, is a Regional Trails Plan Request for Change Process Form. This form can be used by anyone who has read and reviewed the regional trail plan document. The process takes the reader through a step by step process for the possibility of changing or updating the regional trail plan with new information they have submitted.

Information in this document will change periodically throughout the years. The UMRDC would like to keep the regional trail document up to date as much as possible. It is the mission of the UMRDC to “enable the region to thrive” and through this plan we are able to provide support to the regions’ units of government by fulfilling both of the trail development needs that were the impetus for the development of this plan.

Please use the request for change process form and send it to the name and address listed below.

Thank you.

Lindsey Knutson

Transportation/Community Development Planner, UMRDC

323 West Schlieman

Appleton, MN 56208

Phone: 320-289-1981, extension 7

E-mail: lindsey.knutson@umvrdc.org

REQUEST FOR CHANGE PROCESS

STEP 1. A unit of Government with jurisdiction located within the Upper Minnesota Valley Region submits a written request to the RDC. The request is to include:

- A. A written description of the requested change.
- B. The reason for the request (change justification). This is to include the conditions that have changed.
- C. The proposer is asked to identify how the proposed change will interact with other trail users and trails, transportation modes, and land uses.
- D. If the request for change is a local trail project:
 - A proposed timeline for completion is to be included.
 - Map(s), if applicable, identifying the location of the proposed trail.
 - Has the request for change gone through a local planning process such as City, County, and/or Township Governing Board approval, Capital Improvements Plan, and/or Land Use or Comprehensive Land Use Plan?

STEP 2. Region staff reviews the request and develops a staff recommendation on how the change affects the Regional Trails Plan. The staff review will include:

- A. How will the request affect the entire Regional Plan?
- B. Does the request for change tie into the overall vision of the Regional Plan?
- C. Is the request for change the inclusion or revision of a local project?
 - Has the local project addressed: user safety, interaction with other trails and modes of transportation, and land uses.
- D. Documentation of contact with the jurisdiction if needed to clarify any issues.
- E. Contact with all applicable units of government to see if they are aware of the proposed project?
- F. Staff recommendations.

STEP 3. Region staff will bring the request to the UMRDC Transportation and / or the Land Use Committees for review and recommendations. A press release of the meeting agendas will be sent to the news media.

STEP 4. The Committee will make recommendations and there will be one of three outcomes:

- A. The request for plan modification is recommended for approval.
- B. The request for plan modification needs more clarification, the Committee will instruct staff to contact the unit of government for more information. After clarification, the committee will make a recommendation.
- C. The request for plan modification is not recommended for approval.

STEP 5. UMRDC Staff will incorporate any changes the committee has recommended for approval into a revised draft plan.

STEP 6. The draft plan is brought before the Board of Directors/Full Commission at their next regular meeting for review and approval.

STEP 7. Region staff notifies the unit of government of Region decision.

REGIONAL TRAILS PLAN
REQUEST FOR CHANGE FORM

- Request for Change Form instructions are listed below.

Please write a description of the requested change to the Upper Minnesota Valley Trail Plan using questions **1**, **2**, and **3**. **(1)** Please describe the reason for the change request and any conditions that have changed prior to the original planning. **(2)** Please indicate how the proposed change will interact with other trail users and trails, transportation modes, and land uses. **(3)** If the request for change is a local project, please include a proposed timeline for completion, map(s) identifying the location of the proposed change, and have the request for change go through a local planning process such as city, county, or township governing board approval, capital improvements plan, and/or land use or comprehensive land use plan. **(Note)** You are only required to answer the questions in **Step 1** of the request for process change form located on **page 124**.

- Please fill out the request for change form and place it in the box provided or mail your response to:

Upper Minnesota Valley Regional Development Commission

Attn. Lindsey Knutson

323 West Schlieman Avenue

Appleton, MN 56208

- If you have any questions regarding the request for change form please call Lindsey Knutson at **(320) 289-1981, ext. 7**.

Conclusion

This plan lays the groundwork for a successful trails network throughout our region—focusing on bicycle and pedestrian trails. It is a living document meant to guide the development of trails in the region by defining a broad vision and goals for trails that contribute to tourism, recreation and even alternative transportation options for residents and visitors in the region.

The plan gives funders a guide to the priorities in our region and gives trail enthusiasts information and guidance for the trail development process.

The creation of a regional trails plan that identifies routes, projects and priorities allows trail development to happen at the most opportune time, for example when a community is undergoing a road construction project, and allows for coordination among trail projects to increase connectivity. It is our hope that communities will use this document as they begin planning for trails and that it will provide them with many of the resources they need as they embark on that process.