In 1971, leaders gathered to unveil a map of the Casey Jones Trail. From left: Dale Johnson, president of Lake Wilson Community Club; [unidentified person]; Pat Long, Pipestone Recreation Director; Sen. John L. Olson; and Dick Kahun, mayor of Lake Wilson.
SOUTHWEST MINNESOTA REGIONAL TRAILS PLAN
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PREFACE

In early 1999, there was an interest expressed by several counties and the Southwest Minnesota Economic Development Professionals in trails planning as an opportunity to enhance tourism and economic development in Southwest Minnesota. Due to the initial interest, the Southwest Regional Development Commission (SRDC) began researching the issue and set aside some transportation planning time to assist in the development of a regional trails plan. Again in 2008 and 2009, interest was expressed by regional county officials to update the plan and include other elements such as regional prioritization and more detail on certain planned trail segments.

Since the 2000 Regional Trail Corridor Plan was adopted trail development has occurred, and more trail corridors have been designated by The Minnesota Legislature as State Trails. Both of the newly designated state trails were proposed as regional trail corridors in the 2000 Plan. They are: the Casey Jones Trail extension from Redwood Falls to Luverne, and the Des Moines River Valley Corridor Trail which will run from the Iowa/Minnesota border in Jackson County north thru Windom and connect to the Casey Jones Trail near Currie in Murray County.

As in the original 2000 Regional Trail Corridor Plan, each County Board was requested to appoint up to two representatives. The steering committee, as well as other interested individuals throughout the nine county area and beyond have provided input in and direction for the development of the 2010 Regional Trail Corridor Plan.

The 2009-2010 Regional Trail Plan update Committee members are:

**Cottonwood County:** John Oeltjenbruns, Cottonwood County Commissioner
Marie Nagorske, citizen

**Jackson County:** Rosemary Schultz, Jackson County Commissioner
Wilma Pell, Friends of Jackson County Trails

**Lincoln County:** Vince Robinson, Lincoln County Enterprise
Chris Johnson, citizen

**Lyon County:** Rick Anderson, Lyon County Parks Manager
Suhail Kanwar, Lyon County Public Works Director

**Murray County:** Amy Hoglin, Murray County Economic Development Director
Kevin Vickerman, Murray County Commissioner

**Nobles County:** Steve Schneider, Nobles County Public Works Director
Bruce Heitkamp, City of Adrian

**Pipestone County:** Jim Keyes, Pipestone County Commissioner
Jerry Remund, Pipestone County Commissioners

**Redwood County:** Tom Hollatz, citizen

**Rock County:** Mark Sehr, Rock County Highway Engineer
Jane Wildung-Lamphere, Rock Co Commissioner and Luverne Chamber
Others who played an active role in the plan development are:

- Mark Scheidel and Jarrett Hubbard – MnDOT
- Michael Salmon – DNR Parks and Trails
- Mick Myers, Janet Timmerman, Bruce Johnson – Friends of the Casey Jones (Timmerman also represented Pipestone Active Living)
- Gordy Olson – Jackson County Parks Director
- Darlene Mechtenberg and Betsy Plotz – Murray County Medical Center / Wellness
- Darlene Macklin – Worthington Chamber
- Julie Rath Redwood Area Development Corporation / Tatanka Bluffs
- Loren Kaardel – Tatanka Bluffs
- City of Sleepy Eye
- Holly Larson, National Park Service, Rivers, Trails & Conservation Assistance Program

Thank you to each and everyone one of you who came to meetings, reviewed documents, submitted comments and suggestions. Annette Bair, SRDC Physical development Director.

The 2010 Update includes revised sections and new elements as follows:

**Introduction**

**Definitions.** Added definitions for Trails of State & Regional Significance (Minnesota Parks and Trails Legacy Plan definitions) and a definitions for sub Regional and local trail.

**Trailheads and Corridors.** Updated the lists by county of existing and potential trailheads. Modified the Trail Corridor Map using the State Legislatively designated Trails / Corridors, adding existing trails, planned trail/corridors, and potential trail corridors.

**Resources.** Updated and added information about trail and green corridor issues, such as:

- Related programs, e.g., Active Living, Green Step City, Complete Streets, Safe Routes to Schools;
- Trail maintenance and funding for maintenance
- Proactive efforts recommended by funding authorities, such as sidewalk policies.
- Planning and designing trails for safety.

**Prioritized list of Trail Projects.**

**Appendix A. Inventory.** Updated.

**Appendix B. Local Plans**

- Trails heads – areas that are used to access trails or potential trails. The original plan was revisited, and a revision of existing and proposed Trail heads was completed.
- Existing Trails - local trails (in a community) or more regional in nature. These could be on the shoulder of a road or bike route in a community, or off road trails. The inventory was updated.
- Planned Trails – are trails that will have either planning or be developed within a ten year time frame. A list and description of these trails / corridors were identified.
- Potential Trails – these are the corridors that are beyond a ten year planning / development horizon. They may be the corridors to a larger networks of trails, or they may be a local trail a community would someday like to have in place, but is not likely to occur in the near future unless an opportunity arises – such as land becomes available, or a bridge is replaced that allows for pedestrian bicycle access.
• Analysis of Planned Trails. Selected corridors, in the Planned Trail category, will have more detail to identify some specific areas that may require special attention.

Appendix C. Service Inventory – was deleted because it cannot be kept up to date in an efficient manner, replaced by Regional Prioritization for Trail Projects and a list of Trail Projects listed by their planning and development status over three time frames: up to 5 years, 5-10 years and greater than 10 years. the detailed list of trail projects was used to identify eligible projects for regional prioritization.

Appendix D. Resource Documents – was revised to include more Resource documents: Sample Trail Maintenance documents; Adopt a Trail; Funding Sources, Freight RR Map and Potential Outcomes of Rail Abandonments, Complete Streets Law, Historic Roads, Trails and Places.
VISION
The vision for trails in Southwest Minnesota is to establish a network of trails in Southwest Minnesota for multiple users.

INTRODUCTION
The Southwest Minnesota Regional Trails Plan Update confirms the vision, stated above, of the original 2000 Plan. This Plan examines alternative non-motorized transportation modes, primarily walking and bicycling, and recommends actions to improve access and mobility for bicyclists and pedestrians; and has developed a methodology for regional prioritization of projects requesting funding in various phases of trail planning through design and construction. This plan is an element of the Regional Long Range Transportation Plan.

Developed through a grass roots process involving local officials and citizen input, this plan provides guidance for land-use decision-makers at the state, regional and local level.

While primarily focusing on walking and bicycling, it is recognized that there is an established network of snowmobile trails throughout the region. This network will be identified and considered when planning any other type of trail.

History of Trails in Southwest Minnesota. In 1978, the Southwest Regional Development Commission developed a comprehensive Regional Guide that identified the resources within the Region. At that time, the Regional Guide identified sixty miles of snowmobile trails, forty-three miles of hiking trails, 40 miles of multi-use trails, twenty-nine miles of horse trails, seven miles of nature trails, and one mile of bike trail. Table 1 identifies the trail mileages by type in 1978.

The 1978 Comprehensive Guide documented proposed state trails in the Region:
- The Casey Jones Trails from Pipestone to Lake Shetek;
- The Des Moines River Trail, from Heron Lake through Windom, Kilen Woods, and Jackson to the MN/IA border; and
- The Minnesota River and Bluffs Trail along the northern border of Redwood County.

Table 1. 1978 Trail mileage by trail type for each County in the SW Region

<table>
<thead>
<tr>
<th>County</th>
<th>Horse</th>
<th>Snow</th>
<th>Hiking</th>
<th>Bike</th>
<th>Multi-use</th>
<th>Nature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cottonwood</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Jackson</td>
<td>-</td>
<td>5</td>
<td>5</td>
<td>-</td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>Lincoln</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Lyon</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>-</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>Murray</td>
<td>2</td>
<td>18</td>
<td>3</td>
<td>-</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Nobles</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pipestone</td>
<td>13</td>
<td>18</td>
<td>13</td>
<td>-</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>Redwood</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Rock</td>
<td>-</td>
<td>4</td>
<td>4</td>
<td>-</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Total miles</td>
<td>29</td>
<td>60</td>
<td>43</td>
<td>1</td>
<td>40</td>
<td>7</td>
</tr>
</tbody>
</table>

In addition to the land trails, the 1978 plan also identified where water trails would and could be used. Where most of the rivers and streams in southwest Minnesota tend to be shallow and intermittent, the Minnesota, and the Des Moines River in the vicinity of Windom maintain enough water flow to support state canoeing for the full season. The Minnesota, Des Moines, and Cottonwood Rivers are designated as canoeing and boating routes by Minnesota Statutes.

1 Source: 1978 SRDC Comprehensive Regional Guide.
Chapter 85.32. Other rivers in the Region, such as the Redwood, Rock and Yellow Medicine can be used for water activities for a part of the season, but do not consistently maintain enough flow for later summer activities.

From 1978 to 1999, there was a significant increase in trail mileage in the Region, particularly snowmobile trails. From 1999 to 2010 there was also an increase in trail mileage. Overall, there has been approximately 725 miles of trails added since 1978. By comparing the trail mileages by type from the 1978 to the 1999 inventories, we find that there have been the following changes in trail mileages:

<table>
<thead>
<tr>
<th>Trail type</th>
<th>1978 to 1999</th>
<th>1999 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snowmobile:</td>
<td>+ 671 miles</td>
<td>+ 25 miles</td>
</tr>
<tr>
<td>Horse:</td>
<td>- 4 miles</td>
<td>+ 38 miles</td>
</tr>
<tr>
<td>Hiking</td>
<td>+ 55 miles</td>
<td>+21 miles</td>
</tr>
<tr>
<td>Bike</td>
<td>+ 48 miles</td>
<td>+ 26 miles</td>
</tr>
</tbody>
</table>

The increased mileage in snowmobile trails can be largely attributed to highly active snowmobile clubs in Southwest Minnesota. Cross-country skiing was not identified in the 1978 inventory, but appears to have some popularity, with 22.8 miles of ski trails in the Region. With the 2010 Plan update, we found that there has been an increase of snowmobile, horse, biking and hiking trail mileage in southwest Minnesota. Tables 2 and 3 present the 1999 and 2010 inventory of trail mileage by type in Southwest Minnesota.

Table 2. 1999 Trail mileage by trail type in Southwest Minnesota*  

<table>
<thead>
<tr>
<th>County</th>
<th>Ski</th>
<th>Horse</th>
<th>Snow mobile</th>
<th>Hike</th>
<th>Bike</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cottonwood</td>
<td>125</td>
<td></td>
<td></td>
<td>6.75+</td>
<td>5.0</td>
</tr>
<tr>
<td>Jackson</td>
<td>1.5</td>
<td>103.3</td>
<td></td>
<td>5.9</td>
<td>8.0</td>
</tr>
<tr>
<td>Lincoln</td>
<td>3.0</td>
<td>5.0</td>
<td></td>
<td>5.0</td>
<td>1.0</td>
</tr>
<tr>
<td>Lyon</td>
<td>7.5</td>
<td>15.3</td>
<td>42.85</td>
<td>22.7</td>
<td>21.98</td>
</tr>
<tr>
<td>Murray</td>
<td>3.0</td>
<td></td>
<td></td>
<td>13.4</td>
<td>8.0</td>
</tr>
<tr>
<td>Nobles</td>
<td>2.5</td>
<td>165</td>
<td></td>
<td>3.95</td>
<td>3.95</td>
</tr>
<tr>
<td>Pipestone</td>
<td>14.71</td>
<td>114.41</td>
<td>23.01</td>
<td>12.41</td>
<td></td>
</tr>
<tr>
<td>Redwood</td>
<td>3.5</td>
<td>2.2</td>
<td>29.0</td>
<td>9.9+</td>
<td>1.5</td>
</tr>
<tr>
<td>Rock</td>
<td>2.0</td>
<td></td>
<td>47.0</td>
<td>22.5</td>
<td>7.0</td>
</tr>
<tr>
<td>Total miles</td>
<td>35.23</td>
<td>25.0</td>
<td>731.56</td>
<td>108.11+</td>
<td>67.84</td>
</tr>
</tbody>
</table>

Table 3. 2010 Trail mileages by trail type in Southwest Minnesota\(^3\)*

<table>
<thead>
<tr>
<th>County</th>
<th>Ski</th>
<th>Horse</th>
<th>Snow mobile</th>
<th>Hike</th>
<th>Bike</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cottonwood</td>
<td>125</td>
<td></td>
<td>8.5</td>
<td>6.0</td>
<td></td>
</tr>
<tr>
<td>Jackson</td>
<td>1.5</td>
<td>103.3</td>
<td>15.5</td>
<td>17.65</td>
<td></td>
</tr>
<tr>
<td>Lincoln</td>
<td>3.0</td>
<td>5.0</td>
<td>6.5</td>
<td>2.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Lyon</td>
<td>7.5</td>
<td>15.3</td>
<td>42.95</td>
<td>32.96</td>
<td>21.98</td>
</tr>
<tr>
<td>Murray</td>
<td>3.0</td>
<td></td>
<td>100</td>
<td>14.1</td>
<td>7.5</td>
</tr>
<tr>
<td>Nobles</td>
<td></td>
<td>2.5</td>
<td>165</td>
<td>6</td>
<td>6.5</td>
</tr>
<tr>
<td>Pipestone</td>
<td>14.71</td>
<td>12.41</td>
<td>137.41</td>
<td>26.01</td>
<td>13.41</td>
</tr>
<tr>
<td>Redwood</td>
<td>3.5</td>
<td>2.2</td>
<td>29.0</td>
<td>9.9+</td>
<td>1.5</td>
</tr>
<tr>
<td>Rock</td>
<td>2.0</td>
<td></td>
<td>47.0</td>
<td>24.5</td>
<td>7.0</td>
</tr>
<tr>
<td>Total miles</td>
<td>35.23</td>
<td>37.81</td>
<td>756.16</td>
<td>139.02</td>
<td>92.44</td>
</tr>
</tbody>
</table>

* Inventories for Tables 2 and 3 are incomplete. Some trails are multi-use and mileage may reflect doubles miles in categories (ie bike miles and hike miles)

**DEFINITIONS**

**BICYCLE** – Every device propelled solely by human power upon which any person may ride, having two tandem wheels except scooters and similar devices, and including any device generally recognized as a bicycle though equipped with two front or rear wheels. (MN 169.01 Subd. 51) (Considered a vehicle by MN Statute 169.01 Subd. 2, MN 169.222 Subd. 1).

**BICYCLE FACILITIES** - A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, bikeways, bikeways maps and shared roadways not specifically designated for bicycle use.

**BICYCLE LANE (BIKE LANE)** - A portion of a roadway or shoulder designed for exclusive or preferential use by people using bicycles. Bicycle lanes are to be distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by physical barrier striping, marking, or other similar device. (MN 169.01 Subd. 70)

**BICYCLE-PEDESTRIAN LANE** - A portion of a roadway designated for the preferential or exclusive use of bicycles and pedestrians.

**BICYCLE NETWORK** - A continuous system of bikeways and roadways in a region or municipality.

**BICYCLE PATH (BIKE PATH OR OFF-ROAD BIKEWAY)** - A bicycle facility designed for exclusive or preferential use by people using bicycles and constructed or developed separately from the roadway or shoulder. (MN 169.01 Subd. 9)

**BICYCLE-PEDESTRIAN PATH (SHARED OR MULTI-USE PATH)** - A path designated for the preferential or exclusive use of bicycles and pedestrians.

**BICYCLE ROUTE** - The term "bicycle route" means a roadway or shoulder signed to encourage bicycle use. (MN 169.01 Subd. 62)

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**BICYCLE TRAIL** - A bicycle route or bicycle path developed by the commissioner of natural resources under MN 85.016. (MN 169.01 Subd. 71) In this Plan a Bicycle Trail may also have the same meaning as a Bicycle Lane, Bicycle, path, or Bicycle Route as previously defined.

**BIKEWAY** - A bicycle lane, bicycle path, or bicycle route, regardless of whether it is designated for the exclusive use of bicycles or is to be shared with other transportation modes. (MN 169.01 Subd. 72)

**CROSSWALK** - That portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. (MN 169.01 Subd. 37)

**DESIGNATED SHARED STREET OR HIGHWAY** - Any street or highway designated as a bikeway and recommended for use by bicyclists and characterized by basic signage and the absence of striping or marking for bicyclists. Traffic calming measures may be implemented to maximize their usefulness and safety.

**GROUP A – ADVANCED OR EXPERIENCED BICYCLISTS.** The FHWA Design Bicyclists comprised of experienced riders who can operate under most traffic conditions. (on-road, signed)

**GROUP B – BASIC BICYCLISTS** - The FHWA Design Bicyclists comprised of casual or new adult and teenage riders who are less able to operate in traffic without provisions for bicycles. (bicycle lanes, shoulders and signed)

**GROUP C – CHILDREN** - The FHWA Design Bicyclists comprised of pre-teen riders who roadway use is initially monitored by parents and eventually are accorded independent access to the roadway system. (off-road)

**PEDESTRIAN** - Any person afoot or in a wheelchair. (MN 169.01 Subd. 24)

**RAIL TRAIL** – Trails built within abandoned or active railroad rights-of-way. The right-of-way is that land which includes the railroad grade, the portion where the rails and ties are located as well as land on both sides of the grade.

**ROADWAY** - That portion of a highway improved, designed, or ordinarily used for vehicular travel exclusive of the sidewalk or shoulder. In the event a highway includes two or more separate roadways, the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively. (MN 169.01 Subd. 31)

**SERVICES** – A business that provides some type of service to the trail user. In the Services Inventory, the list will include Bicycle Repair/Rental Shops, Campgrounds, Convenience Stores, Grocery Stores, Hotels/Motels, and Restaurants.

**SECONDARY ATTRACTION** – Services or additional sites, advertised at the trailhead, that are accessible to the trail user.

**SHARED STREET OR HIGHWAY** - Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway.
**Sidewalk** - That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians. (MN 169.01 Subd. 33)

**Shoulder** - That part of a highway which is contiguous to the regularly traveled portion of the highway and is on the same level as the highway. The shoulder may be pavement, gravel, or earth. (MN 169.01 Subd. 73)

**Street or Highway** - The entire width between boundary lines of any way or place when any part thereof is open to the use of the public, as a matter of right, for the purposes of vehicular travel. (MN 169.01 Subd. 29)

**Trail Corridor** - The general area for a route or path between two desired trailheads.

**Trailhead** - A location where a trail can be accessed.

**Trails of Significance - State, Regional, Sub-Regional and Local Defined:**

**Trail of State or Regional Significance** The 2009 Minnesota State Legislature passed a law requiring establishment of “a proposed definition of parks and trails of regional significance” as a component of the 10 and 25 year Minnesota parks and Trails legacy Plans. The following draft park and trail criteria are based on existing definitions used by the Metropolitan Council that were established in early 1970’s, and by the DNR administered regional park and trail grant programs that were established in late 1990’s and early 2000’s. These definitions have been used to qualify regional facilities for state funding, and they establish that regional parks and trails provide nature-based outdoor recreation opportunities. In addition, input from the state planning effort is being used to inform the definitions. These criteria recognize the unique role parks and trails of regional significance play in Minnesota’s outdoor recreation system, both for their recreational benefits as well as their economic impacts. More broadly, they recognize regional significance is accepted nationally as distinct from local, state, or federal significance. The final version of these criteria will be published in the Minnesota Parks and Trails Legacy Plan in February 2011.

**Criteria for Statewide or Regional Significance** Projects funded under this program must be of regional or statewide significance. To be considered of regional or statewide significance, a trail should be:

1. Located in a regionally desirable setting. This includes attractive landscapes, important destinations, and/or high quality natural areas.
2. A destination itself, providing a high quality recreational opportunity. This means the trail should be developed and maintained to include easy access, secure parking, access to drinking water and other necessary services, wide enough or designed in such a way to avoid user conflict, and address safety.
3. Long enough to provide an hour of outdoor recreation opportunity, or connect to other facilities that can provide an hour of recreation in total. For example, bicyclists often travel 9 mph, equestrians 4 mph, hikers 2 mph, and skiers 3 mph.
4. Accommodating as many trail user types as possible.
5. A trail link to an existing trail of regional or statewide significance. This includes providing connections between significant trails, or connecting communities to these trails.

---

4 PARK AND TRAIL LEGACY GRANT PROGRAM Trail Legacy Grants 10-6-2009
http://files.dnr.state.mn.us/assistance/grants/recreation/pt_legacy/trail_criteria.pdf
TRAIL OF REGIONAL SIGNIFICANCE

1. Regionally desirable setting: The trail is located in a regionally desirable setting. Criteria include attractive, unusual, and/or representative landscapes, important destinations, or high quality natural areas.

2. High quality opportunity and use: The trail serves as a destination, providing high quality recreational opportunities, attracts a regional clientele (multiple communities), potentially may draw tourists, and generates an economic impact from outside the local area. The trail should be developed and maintained to include easy access, secure parking, access to drinking water and other necessary services, and is wide enough or designed in such a way to avoid user conflict and provide a safe experience.

3. Adequate length: The trail provides at least an hour of outdoor recreation opportunity, or connects to other facilities that can provide at least an hour of recreation in total.

4. Connections: The trail currently or potentially will link to an existing trail of regional or statewide significance. This includes providing connections between significant trails, or connecting communities/ community facilities to these trails. The regional trail cannot be entirely contained within a regional park unit.

TRAIL OF SUB REGIONAL SIGNIFICANCE is a trail that connects (is a spur) to the State and Regional Trail System, identified by the State Parks and Trails Legacy Plan, and has a higher priority from the Southwest Regional Development Commission perspective than a trail of local significance.

TRAIL OF LOCAL SIGNIFICANCE. Local Significance Trails are those that are used primarily by residents in the area they are located and they are not part of a larger network of existing or planned trails. Local trails are recognized as important to the areas they are sited. They provide access to local destinations, such as schools, businesses, parks as well as provide pedestrian and/or bicycle circulation and the opportunity for active and healthy living.

TRAIL OR PATH - A facility, paved or unpaved, that is designed for the mobility of motorized or non-motorized travel. There are six types of on-road trails: bicycle lanes, combination bus/bicycle lanes, shared lanes, wide curb or wide outside lanes, shoulders, and traffic calmed roadways. An off road facility may be physically located either within or outside the roadway right-of-way, and may be referred to as “multi-use trails” or “shared use” paths and “greenways”. Off road facilities (paths) serve both a transportation and recreation function, and can provide continuous routes for commuting or recreation trips, access to destinations not otherwise available.

A facility, paved or unpaved, that is designed for the mobility of motorized or non-motorized travel.

A trail is most often considered to be on or near a road. There are six types of on-road facilities for bicycle traffic:

1. Bicycle lanes.
   - One way facilities carrying bikes in the same direction as adjacent motor vehicle traffic. Minimum width is 1.2 m, where there is curb and gutter, the minimum width should be 1.5m.
   - Two-way bike lanes located on the same side of the roadway tend to promote bike travel against the flow of motor vehicle traffic. These should only be used for short connections under specific conditions.

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5 This definition is in draft form and will be finalized February 2011. Reference to the 7 county Metro area was deleted from the SW Region’s definition.
2. **Combination Bus/Bicycle Lanes.** The mixing of bikes and buses may be acceptable if the average speed and volumes are low, preferably less than 30 km/h.

3. **Shared Lanes.** Shared lanes are streets and highways with no special provisions for bicyclists. Shared lanes are often 3.6 m in width with no shoulder and require cars to pass by crossing the center lane. In residential areas with low volume vehicle traffic and average speeds of less than 40 km/h they are normally adequate. Shared lanes are not typically signed.

4. **Wide curb or wide outside lanes.** Located at the rightmost through traffic lane, favored by Group A (experienced) bicyclists who are not intimidated by high traffic volumes and speeds.

5. **Shoulders.** The minimum width of 1.2 m is considered adequate to accommodate bicycle traffic in Group A and B. These facilities are not signed.

6. **Traffic calmed roadways.** Typically urban local or collectors that are used as routes for bicycles and pedestrian networks. Traffic calming reduces the dominance and speed of motor vehicles.

A path is often described as an off-road facility, but may physically be located either within or outside the roadway right-of-way. Paths may also be referred to as “multi-use trails” or “shared use” paths and “greenways”. Paths serve both a transportation and recreation function, and are a significant generator of bicycle use. Paths can provide continuous routes for commuting or recreation trips, access to destinations not otherwise available.

- Two way paths are shared use (bicyclists, pedestrians, skaters, wheelchair users, etc) facilities with traffic in both directions. One-way paths, located on both sides of a road have the same application.

**Trail Surface Types** - Paved trails are hard surfaced trails usually surfaced with concrete or asphalt. Non-paved trails have pervious surface that have a variety of surface types: dirt, gravel, gravel with a geosynthetic fabric base, bark, grass etc.

**Trail Users By Activity** - The following are non-motorized trail users: Bicyclists, In-Line Skaters, Infrequent/casual Cross-Country Skiers, Walkers, Hikers, Backpackers, Equestrian.

- **Bicyclists:**
  - Bike Trail Cyclists including: Recreational Riders, Fitness Bicyclist, non-competitive Event Bicyclist, Transportation Cyclist, Family Bicyclist
  - The Mountain Bicyclist
  - Racers including: Road racers, Mountain Bike Racers
  - The Long Distance Bicycle Tourer
  - The Road-only cyclist
  - The BMXers
  - The casual recreational bicyclist
  - Commuters

- **In-Line skaters**
  - The recreation skater
  - The fitness skater
  - The competitive / aggressive skater
  - Roller hockey player
  - Racers
  - Event Skaters

- **Infrequent/casual Cross-Country Skiers**
  - Recreational Trail Skiers including: Trail destination skiers, Family/social skier, The racing / event skier, Fitness skier
  - The skiing backpacker
  - The local skier
  - Infrequent skiers

- **Walkers, Hikers, Backpackers**
  - The trail destination hiker
  - The overnight backpacker
  - The organizational backpacker
  - The event hiker
  - The fitness walker
  - The snowshoer
  - The casual and infrequent hikers/walkers

- **Equestrian**
  - Recreation Trail Riders including: Mobile Trail Riders, Local Trail Riders, Carriage Drivers
  - Event Rider
  - Private Property riders
  - Utilitarian
  - Infrequent
**Traffic Calming** - Physical and other measures used on a street or highway to reduce the dominance and speed of motor vehicles.

**Vehicle** – Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively upon stationary rails or tracks. (MN 169.01 Subd. 2)

**Water Trail** - A water course that is specifically designated for recreational activities such as canoeing.

**Wide Curb Lane or Wide Outside Lane** - The right-most through traffic lanes that are substantially wider than 3.6 m.
BENEFITS OF RECREATIONAL TRAILS

Walking and biking have increased in popularity in the United States as a form of recreation and exercise. A 1990 Harris poll estimated that 73% of adults in the US walked outdoors, especially for exercise and the National Sporting Goods Association has identified walking as one of the fastest growing participant sports. Not only do trails benefit the personal and social aspects of life, but there are economic benefits as well.

A May 2010 inventory of recreational experience opportunities in southern Minnesota identifies participation rates and recreational experience motivations. Recreation activities in which southern Minnesota residents most frequently participate are walking/hiking, boating, and swimming. Biking has the seventh highest participation rate at 26%. The top three reasons for participating in recreation for southern region survey respondents were: to view the scenery, to get away from the usual demands of life and to be close to nature.

Economic Benefits

Studies show that the use of trail systems by pedestrians, in-line skaters, and bicyclists has been on the rise. Eighty-five million people used rail-trails in the US in 1994 alone (NBPC Technical Brief, p. 1). It has been shown that communities that support trails and respond to the needs of trail users have seen stimulation in their local economies. Tourists that are attracted to the trails may go into the towns to eat, shop, and stay overnight. The newly revitalized economy can create jobs for residents and increase public revenue. Economic benefits can also be seen by the increased property values of homes near trails. When bicycles are substituted for car trips, the social, health, and environmental benefits can translate into large economic benefits.

A more recent economic report on recreation trail use in Minnesota, published in November 2009 identified walking/hiking as by far the most common activity on trails, with an estimated 134 million person-days spent on ten trails studied in 2008. Bicycling was the second most common activity, with 30 million person-days, and running was third with 27 million. In the 38 county Southern region, walking/hiking was the most popular trail activity with 26 million person-days, bicycling second (6.5 million) and running third (5.7 million). Among the ten trail user groups studied, walkers/hikers accounted for the highest consumer spending level, with an estimated $1,425 million spent statewide. Total spending by all ten studied user groups was the highest in the northeast region ($628 million), followed by metro ($523 million), northwest ($372 million), the southern ($370 million), and central Minnesota ($275 million). For this study, the southern region covers a large area, which includes some well developed trails in the Mankato and southeast areas. As the trail system develops in southwest Minnesota, the economic impact for the southern area can only grow.

The pattern of trip spending among trail users in southern Minnesota showed a 50% share in waking/hiking compared to 59% statewide and bike riding at 24% of the spending, compared to

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6 Minnesota’s Network of Parks & Trails An Inventory of Recreation Experience Opportunities in Minnesota: South Region Profile, May 2010 http://ccl.design.umn.edu/documents/SouthRegionRecreationInventory05-26-10forweb.pdf

7 Economic Impact of Recreational Trail Use, in Different Regions of Minnesota http://archive.leg.state.mn.us/docs/2010/other/100415.pdf, published November 2009
18% statewide. New equipment purchases, storage and maintenance and related upkeep costs also added $167 million to the southern Minnesota trail user spending.

A National Bicycling and Walking Study: 15 Year report was recently released by the Federal Highway Administration. The study discusses trends and outcomes in bicycling and walking since 1994. A summary of economic benefits indicates the annual cost of operating a car is $9,055 and can account for 18% of a household’s income. Owning and operating a bicycle is $120 annual and walking is free. The report further states “Many communities are even using bicycle and walking facilities to revitalize businesses and bring new economic life to downtown areas.”

**Spending Behavior**

- A 1992 National Park Service study found that on average 135,000 visitors at Iowa's Heritage Trail spent $9.21 a day, 170,000 visitors at Florida's St. Marks Trail spent $11.02 a day, and California’s Lafayette/Moraga Trail received $3.97 from each of its 400,000 visitors. This equals more than $1.2 million annual revenue from each trail. *(The Impacts of Rail – Trails, p. ii)*

- Before the Root River State Trail in Lansboro, Minnesota opened, there was only one place to stay overnight, now there are 13. *(Daoust p. 8)* A year after the Root River State Trail opened the town of Lansboro's food and drinking receipts increased 84% and lodging receipts in Fillmore County increased eightfold between 1986 and 1992. *(Brandt)*

- A study by the Minnesota Department of Natural Resources found that 69% of the landowners adjacent to the existing Heartland and Douglas Trails said the trails have benefited the local economies. *(Living Along Trails)*

- The Minnesota Department of Natural Resources reflects that total annual expenditures for outdoor recreation will increase from $1.82 billion in 1985 to more than $2 billion by the year 2000. Sixty eight percent of the 1985 dollars were spent on food, lodging and transportation. *(Significance of Outdoor Recreation Expenditures to the State and Regional Economies of Minnesota, p. 17)*

- According to a DNR survey of Paul Bunyan State Trail usage, 52 percent of trail users were out-of-town visitors, with 48 percent being area residents. The survey found that the out-of-town visitors spent, on average $33 per person per day. Area residents spent an average of $3.50 per person per day. The total estimated to have been spent in the three-month period by all trail users on gas, food, lodging or equipment rental was nearly $1.5 million—80 percent of which came from those who live more than 100 miles away from the Brainerd area.

- In Dunedin, Florida, there was a 35% storefront vacancy until the Pinellas Trail was built in 1990. There are now no store vacancies in the downtown area. *(NBPC Technical Brief, p. 1)*

- Hotel rooms along Wisconsin’s Elroy-Sparta State Park Trail are booked a year in advance during the peak-use seasons. *(NBPC Technical Brief p. 1)* In 1988, users of this trail spent

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$25.14 per day for trip-related expenses which added up to annual trail user expenditures of more than $1.2 million, (*Economic Impacts of Greenways*, p. 5-5)

- A 1989 study found that $620 million is spent annually in California for recreational activities which generate about $400 million in personal income and 22,800 jobs. (*Economic Impacts of Greenways*, p.2-4)

- A study by NordicGroup international found that an estimated $241 million Canadian dollars was spent on the sport of snowmobiling in 1991 by the Ontario Federation of Snowmobile Members alone. (*The Benefits of Parks and Recreation*, p. 66)

**Property Values**

- The National Park Service conducted a study in cooperation with Pennsylvania State University in which 3 trails were looked at for their effects on property values. It was found that between 87% and 97% of those surveyed claimed a trail either had no effect or increased their property values. Also, 89% of real estate professionals consulted thought a trail had either a positive effect or no effect on resale value. (*The Impacts of Rail-Trails*, p. II-13-III-15)

- A study of two Minnesota rail-trails found that 87% of homeowners adjacent to the trail felt that the trail had either increased the value of their home or had no effect on it. (*The Impacts of Rail-Trails*, p. I-5)

- In 1987, the Office of Planning in Seattle conducted a study on nearby property values and crime rates. The study was conducted on the Burke-Gilman Trail, 9.9 miles of which run within the city of Seattle. Results showed that property near but not directly adjacent to the trail was worth about 6% more than property elsewhere. Homes immediately adjacent to the trail were found to have lower burglary and vandalism rates than the surrounding neighborhood average. (*The Impact of Rail-Trails*, p. I-6)

**Monetary Savings**

- Monetary savings to the general public have been calculated to be at least $.05 to $4.22 for every bicycle mile traveled from lowered air pollution, oil imports, and congestion. Additional savings come from such things as a lessening of the greenhouse effect and a lowered risk of oil spills. (*Plan B*, p. 11)

- Transportation by bicycling saved Minnesotans more than $24 million in out of pocket expenses in addition to an estimated $7 to $30 million in taxes and other savings in 1989 alone. (*Plan B*, p. 11)

**Personal and Social Benefits**

The world is becoming more computerized and oriented around objects such as the television and the telephone. Studies have shown that people do not interact as much as they used to. The studies show that memberships in civic organizations have dropped and it is becoming easier to isolate yourself from social interactions (*Bowling Alone*). A benefit that trails can provide is an opportunity to be outside and to associate with your family or neighbors. The world is also becoming more fast-paced and hectic. It is increasingly important for our mental
health to take a break from the complex technological side of our modern-day lives and experience a degree of solitude. The pressures people endure in today's world can lead to heart attacks, depression, and other illnesses. It has been shown that those who are able to escape for a long weekend or even during a lunch break tend to be more productive when they are back at work or school. There are many other personal and social benefits gained by trail systems although some may be difficult to measure. Some of the other personal and social benefits that arise from trails are listed below.

**Physical Fitness Benefits**

- Regular, moderate exercise has been proven to reduce the risk of coronary heart disease, stroke, colon cancer, hypertension, diabetes, osteoporosis, obesity, and depression. Regular exercise can reduce the risk of injury or disability. It increases muscular strength and flexibility which leads to a greater range of movement in the later years of life. *(Healthy People 2000, p. 94)* The beauty of exercising via trail recreation is that it incorporates fitness into everyday routines - commuting to work, running errands, exercising the dog, or spending time with family and friends.

- A study of 12,000 men from 1973 to 1984 found that those who participated in moderate, regular physical activity could reduce the risk of heart attacks. *(Walking Minnesota, p. 23)*

- A 1989 study found that the benefits of regular physical activity include: improved cardiopulmonary function, lowered blood pressure, increased bone mineral content, increased muscle strength and joint flexibility, and an improved psychological well-being. *(The Benefits of Parks and Recreation, p. 25)*

- Studies have found that the risk of osteoporosis for women is reduced when physical activity has been incorporated into their lifestyle. The average bone density of physically active women is 25.6% higher than the average of women in low-activity groups. Walking can maintain and sometimes, improve the amount of bone mass in the hip, spine, and legs. *(Walking Minnesota p. 25)*

**Safe Corridors for Recreational Use**

- Trails can separate recreationalists from traffic which is essential in congested areas. Separation from busy areas is important for people at beginning skill levels of skating and biking and for the safety of children. By carefully designing safe corridors, the chances of accidents can be reduced.

- A study on the attitudes of property owners adjacent to the Lafayette/Moraga Trail, slightly northeast of San Francisco, California, found that 92% of the owners used the trail and 90% were either "very" or "somewhat" satisfied with it. More than 60% reported to have "not experienced the slightest problem," 92% felt the trail had either improved or had no effect on the quality of their neighborhoods. *(The Impact of Rail-Trails, p. 1-6)*

**Community Togetherness and Civic Pride**

- Community recreation can build strong families and promote cultural and ethnic harmony. Relationships between communities can become closer as people work together to secure funding for acquisition, development, and maintenance of trails, and in producing marketing or tourism publications. Communities can be physically tied together with trail systems.
Trails can link residential areas to schools, commercial areas, water bodies and parks. A social interconnectedness can develop by linking towns or areas of a town together. Trails can also create civic pride and this is shown by the signs many towns place advertising the trails in the area. Many communities with trails advertise themselves as the "Gateway to the __________________ Trail" or "Home of the __________________ Trail."

- Two cities in California, Davis and Palo Alto, have proven that commuting to work and around town by bicycle can be accepted by American society. In Davis, there are 30 miles of bicycle lanes for 100 miles of streets and about 20 miles of separate bicycle paths, on which 25% of trips in the community are made by bicycle. In Palo Alto, the city government paid its employees 7 cents for every mile traveled by bicycle. There is a "Leave Your Car at Home Day" every month, and there are amenities such as bicycle lockers, racks, bicycle bridges, and lighted cycle paths to promote bicycle use. Many companies in Palo Alto also attempt to boost bicycle commuting. For example, Xerox provides towel service, showers, and bicycle parking, and pays employees a dollar a day for traveling to work by bicycle. Because of this promotion, 20% of its employees commute by bicycle, which is the highest bicycle commuter rate nationwide. (Worldwatch Paper 90, p. 37-38)

- Local governments can promote bicycling effectively by creating an official bicycle advisory council. The council can ensure that all transportation improvements consider bicyclists’ needs, new or rebuilt roads and bridges include safe access for bicycles, and that new building developments include bicycle parking and showers for commuters. Also, specific parts of downtown areas can be devoted to bicycles and a percentage of all transport spending allocated to bicycle facilities. (Worldwatch Paper 90, p. 43-44)

**Concerns**

- Many landowners, especially farmers, have perceived problems with trail development. Studies show that the anticipated problems that are voiced most frequently are: vandalism, trespassing, littering, stealing, and loss of privacy. However, once the trail is constructed and in use, many landowners discover that these problems rarely occur. (Mazour, p. 76-81)

- Along the Luce Line Trail in west central Minnesota and Root River Trail in southeast Minnesota, 80% of the landowners indicate that the trails have not increased the rate of violent crime, 76% feel secure about their safety on their property, and 81% feel that the trail users cause either few or no problems. (Mazour, p. 84)

**Trail User Characteristics**

A study conducted in 1990 on the 16-week summer season use of trails focused on user characteristics. Two trail segments were compared: the Root River Trail in Southeast Minnesota and the Munger Trail in Northeast Minnesota. There were 18,900 users on the Root River Trail; 81% rode bicycles. The Munger Trail had 42,320 users; 75% rode bicycles. The average distance from home that the average Root River Trail user traveled was 82.2 miles. Duluth area residents accounted for a large number of Munger Trail users, so when the local users were removed from the base user data, it was found that the average trail visitor came 102 miles from home to use the trail. The study results indicated that trail use continues to increase each year for both trails. (The Economic Impact of Recreational Trails).
A 2008 study, the Profile of 2008 Minnesota Recreational Trail Users, conducted by the University of Minnesota Tourism Center, detailed who uses Minnesota’s recreational trails, including demographic information such as users’ average age, sex, and educational background. Some of the findings of the study included:

- **Education**: Post graduate degree was most often reported by cross-country skiers and runners as the highest education level attained. A college degree was most often reported by horseback riders, bicyclists, walkers/hikers, and snowmobilers; and ATV users most often reported vocational or associate degrees.

- **Age**: The average age of trail users was in 40’s and 50’s.

- **Motivation**: The primary motivation for Minnesota recreational trail users is a combination of aesthetics, fitness, and as an escape. Nature related experiences was reported to be important to all trail user groups.

- **Sources of conflict**: The most frequently observed conflicts were litter on the trail and hearing other users on the trail; however, the conflicts that interfered the most with the recreational experience were litter on the trail, and rude or discourteous users.

**Environmental Benefits**

We live in a society where it is common to have two or more cars in one household. We are having a difficult time coming to realize that we are harming the environment by driving to work every day or running errands around town. Construction of trails can promote bicycling and walking to perform our everyday duties. Much information is available about the benefits of bicycling, which are discussed in this section. Other potential environmental benefits from trails include plant and wildlife habitat protection, corridors for wildlife movement, protection of water bodies and sensitive areas from sedimentation and erosion, protection of historic areas, and security of abandoned railway corridors for future options.

**Pollution Prevention**

- It is estimated that in 1991, walking and bicycling trips replaced 18 billion miles of car trips in the United States. *(NBPC Technical Brief, p. 4)*

- Cars, trucks, and buses are major sources of noise, water, and air pollution. In urban areas, carbon monoxide emissions can be as high as 90% of all emissions. *(NBPC Technical Brief, p. 4)* A trail system in which people could bike or walk to work could reduce the amount of pollution being released into the atmosphere.

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9 Profile of 2008 Minnesota Recreation Trail Users, Published September 2009 [http://www.tourism.umn.edu/prod/groups/cfans/@pub/@cfans/@tourism/documents/article/cfans_article_132056.pdf](http://www.tourism.umn.edu/prod/groups/cfans/@pub/@cfans/@tourism/documents/article/cfans_article_132056.pdf)
- A report by the World Health Organization and the United States Environment Program estimates that up to half of the world's cities have harmful levels of carbon monoxide and one-third have either marginal or unacceptable concentrations of lead. Nearly everyone who lives in a large city is exposed to hazardous air pollution. Also, car-induced air pollution is a factor in the reduction of the ozone layer. (*Worldwatch Paper 90, p. 14*)

- Every 100 miles traveled on a bike instead of in a car keeps 4.2 pounds of carbon dioxide pollutants out of the atmosphere. In 1989, Minnesotans who bicycled kept more than 130 million pounds of pollutants out of the atmosphere. (*Plan B, p. 14*)

- A 1980 Great Britain study concluded that if just 10% of car trips of less than 10 miles were made by bicycle, the country would save 14 million barrels of oil a year. In the Netherlands, a campaign to promote bicycle use for trips within a 5-kilometer radius of home was calculated to save each person $400 a year in fuel costs. (*Worldwatch Paper 90, p. 20*)

**Resource Protection**

- Often, vegetation within railroad rights of way has been undisturbed or minimally disturbed resulting in remnant examples of native plant communities (*Mazour, p. 9*). Preserving and managing these communities is compatible with trail uses. Acquisition of cropland or pasture land for a trail corridor allows for the re-establishment of native vegetation. This creates additional habitat and allows for the genetic movement of plants.

- Trails can serve as wildlife corridors connecting larger blocks of habitat. Trails connect existing parks, open spaces, and undeveloped land and, at the same time, allow for the preservation of plants and wildlife. The Fox River Trail in Illinois created a home for the endangered black-crowned night heron. Because of the preserved trail corridor, the species has a better chance of survival. (*NBPC Technical Brief, p. 4*)

- Vegetation within a trail right-of-way can serve to protect the water quality of an adjacent lake or stream by capturing pollutants before they enter the water. Vegetation also acts as a buffer to keep soil particles from eroding into the water, which would cause sedimentation and water quality problems.

**Historical Preservation**

- Preservation of abandoned railways as trail systems can protect historic landmarks that are part of the railway and early American history. The Minuteman Bikeway runs through the towns of Lexington, Arlington, and Bedford, Massachusetts, and is part of the route marched by British soldiers in 1776. The trail is also of great historic importance because it was the famous route Paul Revere rode to warn of the coming of the British. (*NBPC Technical Brief, p. 4*)
TRAILHEADS AND TRAIL CORRIDORS

Often, there are combinations of reasons that motivate people to travel. These are called push factors. Typical push factors include health pursuits, friends and relatives, curiosity, escape, adventures, rest and relaxation, challenge, social interaction, pleasure, professional development, business and culture. The Border to Border Trail Study identified the close alignment of the push factors listed in another study, Benefits of Leisure.

Once visitors have the urge to travel (push factor), pull attractions influence where they decide to go. Pull attractions tend to be places or events, and can include: natural, scenic, and historic areas; cultural, entertainment, and educational events, attractions; meetings, and facilities; sports events and participation facilities; wildlife; and religious sites. Southwest Minnesota offers many of these pull attractions. The Trailheads identified by the Steering Committee were viewed as locations to access trails, as well as pull attractions for visitors.

The Regional Trailhead and Potential Corridor Map was developed in 2000 and refined in 2010 through a public process. The Regional Steering committee was formed with the assistance of the nine County Boards designating representatives to bring local input in to the regional forum. These representatives served as ambassadors from their respective counties to identify existing and potential trails, trailheads and regional trail corridors with potential for non-motorized or multi-use trail development. The trailheads and corridors identified in this plan had a higher regional priority for planning and development than isolated stand-alone projects in the 2000 Plan. The 2010 Plan identifies a Regional Priority method focused on projects requesting funding (Appendix C).

There are three Legislatively Designated State Trails within the Southwest Region: Minnesota Statute 85.015 Sub. 2 (Casey Jones Trail) Sub. 22 (MN River Trail,) and Sub. 27 (Des Moines River Valley Trail). The 2000 Regional Trail Corridor Plan identified several trail segments which are now part of the legislatively designated trails. The 2010 Regional Trail Corridor Plan utilized the legislatively designated trails as the backbone trail network in SW MN.

Subd. 2. **Casey Jones Trail, Murray, Redwood, Pipestone, and Rock Counties.**

(a) The trail shall originate in Lake Shetek State Park in Murray County and include the six-mile loop between Currie in Murray County and Lake Shetek State Park. From there, the first half of the trail shall trail southwesterly to Slayton in Murray County; thence westerly to the point of intersection with the most easterly terminus of the state-owned abandoned railroad right-of-way, commonly known as the Casey Jones unit; thence westerly along said Casey Jones unit to Pipestone in Pipestone County; thence southwesterly to Split Rock Creek State Park in Pipestone County; thence southeasterly to Blue Mounds State Park in Rock County; thence southerly to Luverne and Schoneman Park in Rock County, and there terminate. The second half of the trail shall commence in Lake Shetek State Park in Murray County and trail northeasterly to Walnut Grove in Redwood County; thence northeasterly to Redwood Falls in Redwood County to join with the Minnesota River State Trail.

(b) The trail shall be developed as a multiuse, multisseasonal, dual treadway trail. Nothing herein shall abrogate the purpose for which the Casey Jones unit was designated.

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10 State trail language as of January 1, 2010
originally established, and the use thereof shall be concurrent. The Casey Jones Trail is a trail of State/Regional Significance.

Subd. 22. **Minnesota River Trail.** The trail shall originate at the entrance to Big Stone Lake State Park and extend along the Minnesota River Valley to connect to the Minnesota Valley Trail at the city of Le Sueur. The trail shall include a loop between Fort Ridgely State Park and the cities of Redwood Falls and Sleepy Eye. A segment shall be established connecting the cities of Granite Falls and Montevideo. The Minnesota River Trail is a trail of State/Regional Significance.

Subd. 27. **Des Moines River Valley Trail, Jackson, Cottonwood, and Murray Counties.** The trail shall originate in Jackson County at the Minnesota-Iowa border and connect with the Dickinson Trail in Mini-Wakan State Park in Iowa. To the greatest extent possible, the trail shall follow the Des Moines River Valley, extending northwesterly through Jackson County to Kilen Woods State Park, through Cottonwood County, and into Murray County. The trail shall terminate at Casey Jones Trail in Murray County. The Des Moines River Valley Trail is a trail of State/Regional Significance.

Minnesota State Trails must have a Master Plan completed and approved by DNR before trail development can occur. Currently, there are approved Master Plans for the Casey Jones Trail and the Minnesota River Valley Trail. Excerpts from these Plans are included in the applicable county sections in Appendix B to describe the trail's alignment, planned facilities, or access to existing facilities.

The following pages identify, on a regional basis, Bike / Pedestrian Trails, Snowmobile Trails, and Water Trails in the Region. A detailed inventory of the trails by type in Southwest Minnesota is located in Appendix: A - Inventory of Trails.

The following maps are included:
- 2010 Southwest Minnesota Trail Corridor Map. This is a new map for the 2010 Plan
- 2010 Southwest Regional Trail Map with Potential Corridors and Local/Regional Trails, and Gateways to other trails.
- A Minnesota Department of Natural Resources (DNR) State Trail system Map
- DNR Snowmobile Trail Map
- A DNR Public Bicycle Trailhead map.
- A DNR Public Hiking Trailheads map.
- A DNR Public Horse Trailhead map.
- A DNR Snowmobile Trailheads map.
- A DNR Cross-Country Ski Trailheads map.

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11 Minnesota DNR maintains Trail Master Plans [http://www.dnr.state.mn.us/state_trails/master_plans.html](http://www.dnr.state.mn.us/state_trails/master_plans.html)
2010 Southwest Minnesota Trail Corridor Map, identifying legislatively Designated Trails / Corridors

base map source: http://www.dnr.state.mn.us/maps/landview.html?layers=lakes+roads+hdy_munipy3
EXISTING AND POTENTIAL TRAIL HEADS BY COUNTY
Existing & potential trailheads on a State or Regional or Subregional Trail Corridor
* Local Trail

**COTTONWOOD**
- Dutch Charlie County Park
- Fish Lake*
- Heritage Village (City of Mountain Lake), Gateway to parks and trail systems from the east (Mankato Trails – Sakata trail, Minnesota River trail, Redw jacket Trail, South Route Trail, Minneopa State Park)
- Jeffers Petroglyphs
- Mountain Lake (lake)
- Mountain Park County Park*
- Pat’s Grove County Park
- Redrock Falls County Park
- Talcot Lake County Park
- Windom (DMRV Trail)
- Mound Park, Brown County
- USFW Office east of Windom

**LINCOLN**
- Lake Hendricks at Hendricks
- Hole in the Mountain Park at Lake Benton
- Lake Shaokatan County Park
- Stoney Point Park at the east end of Lake Benton lake
- Norwegian Creek Park at Lake Benton
- Midwest Center for Wind Energy
- Picnic Point County Park at Lake Shaokatan
- Anderson Park on Lake Stay Park in Arco
- Gilson Field Campground at the north end of Ivanhoe

**JACKSON**
- Anderson County Park (DMRV Trail)
- Brown County Park (DMRV Trail)
- Robertson County Park* (DMRV Trail)
- Community Point County Park
- Fish Lake*
- Fort Belmont – (DMRV Trail)
- Heron Lake (city)
- Jackson (DMRV Trail)
- Kilen Woods State Park (DMRV Tr)
- Sparks Park (Lakefield)
- Okabena
- Round Lake (lake)*
- Sandy Point County Park
- Mini Wakan Park (Mn/IA border, beginning of Des Moines River Trail and Gateway to Dickenson County Iowa trails / Spirit Lake Iowa)

**LYON**
- Camden State Park
- Cottonwood (Connection to Granite Falls and Gateway to Luce Line and Glacial Lakes Trails)
- Garvin Park
- Marshall
- Minneota
- Taunton
- Tracy

**MURRAY**
- Fulda *
- End-O-Line Park (Currie) (Casey Jones Tr)
- Forman Acres County Park*
- Lake Shetek State Park (Casey Jones Tr)
- Lake Wilson(Casey Jones Tr)
- Marsh’s Landing*
- Slayton (Casey Jones Tr)
- Valhalla Island on Lake Shetek*
- Hadley – Summit Lake (Casey Jones Tr)
TRAIL HEADS BY COUNTY
(continued)

NOBLES
☐ 59/60 Travel Information Center
☐ Bigelow*
☐ Fury’s Island
☐ Indian Lake*
☐ Lake Bella
☐ Lismore*
☐ Maka Oicu
☐ Midway County Park*
☐ Ocheda Lake*
☐ Okabena Lake
☐ Org
☐ Round Lake (city)*
☐ Sunrise Prairie Park
☐ Worthington
☐ Dundee
☐ Kinbrae

PIPESTONE
☐ Pipestone (Casey Jones Tr)
  ☐ Veterans park – future a kiosk planned for in 2010
  ☐ Highway 23 Trailhead for Casey Jones State Trail
☐ Edgerton – some walking trails*
☐ Jasper Qu
☐ arry*
☐ Pipestone National Monument (Casey Jones Tr)
☐ Split Rock State Park (Casey Jones Tr)
☐ Woodstock –(Casey Jones Trail)

REDWOOD
☐ Alexander Ramsey Park (Redwood Falls)* (MN River Valley Trail and Casey Jones Trail)
☐ Belview
☐ Gold Mine Lake
☐ Lamberton*
☐ Lower Sioux Interpretive Center*
☐ Plum Creek Park* (Casey Jones Tr)
☐ Sanborn
☐ MN River Access North of Redwood Falls- Gateway to the Minnesota River Valley Trail
☐ MN River Access South of Redwood Falls
☐ Scenic Byway
☐ Vesta
☐ Walnut Grove* (Casey Jones Tr)

ROCK
☐ Blue Mound State Park (Casey Jones Tr)
☐ Hills Gateway to Gitchie Manitou State Reserve/Blood Run, Iowa*
☐ Beaver Creek Gateway to Valley Springs, Brandon, and Sioux Falls, South Dakota Trail System)
☐ Schoeneman Park (Luverne) (Casey Jones Tr)
Note this map was drawn before the 2009 Legislation designating the Des Moines River Valley Trail.

Source: DNR Division of Parks and Trails 2010-2011 Biennial Budget  Feb 12, 2009
Public Hiking Trail Heads

Source: DNR - MIS/GIS Section - RECFAC Data Base, July 1, 1996
Note: Base map includes DNR Trails & Waterways Unit Region/Area boundaries and county lines.
Public Horse Trail Heads

Source: DNR · MIS/GIS Section · RECFAC Data Base, July 1, 1998
Note: Base map includes DNR Trails & Waterways Unit Region/Area boundaries and county lines.
Public Snowmobile Trail Heads

Source: DNR - MIS/GIS Section - RECFAC Data Base, July 1, 1996
Note: Base map includes DNR Trails & Waterways Unit Region/Area boundaries and county lines.
Public Cross-Country Ski Trail Heads

Source: DNR - M\$/GIS Section - RECFAC Data Base, July 1, 1998
Note: Base map includes DNR Trails & Waterways Unit Region/Area boundaries and county lines.
TRAIL PLANNING PROCESS. The following identifies a basic trail planning process from concept to construction.

PHASE I—Basic Concept
Clarify, identify and research the need and desire for a trail or route, including:

- Beginning and ending Points (trailheads). No specific route should be identified at this time.
- Surface type.
- Targeted trail users.
- Attractions between the trailheads.
- Is it part of or complimentary to a local, regional or state trail plan?
- Has it been identified in a planning process?
- What are the benefits and costs of the proposed project?
- Consider barriers that would affect the trail users you are targeting. When barriers are determined to be relevant to particular market segments, strategies to address the barriers must be developed. Types of barriers include:
  - Physical Barriers—land use related.
  - Social Barriers—local opponents to the project.
  - Financial Barriers.
  - Recreational Barriers—expense, lack of time, lack of skills, lack of travel companion, poor health, and security (safety, crime).

PHASE II—Marketing the Concept
Education Component/Local Support of Project

- Identify Allies - Who does the proposed project affect?
  Examples: landowners, businesses, units of government, funding sources, regulatory agencies, user organizations or associations, opponents and proponents, road jurisdiction representatives (township, city, county, state)
- Who will engineer and design the project?
  The engineer needs to be cognizant of trail design standards. There are standards developed by both DNR and MnDOT.
- Who will sponsor the project?
- Who will be responsible for the maintenance of the project?
PHASE III—Identification of Alternatives
- Identify and assess alternatives.
- Identify potential conflicts with the alternatives.
- Are there any other trails in the area that need to be avoided?
- Are there any other trails with which to coordinate?
- Are there environmental issues (wetlands, Wildlife Management Areas, etc.)?
- Safety—is there a current safety problem that this proposed project will resolve? Will this project create any safety issues?
- Any other conflicts (i.e. need for right-of-way acquisition, trail development or surface type would prohibit current or future users)?
- Identify a draft budget for each alternative.

PHASE IV—Narrowing the Focus
- Bring alternatives into a public process for feedback.
- Review feedback to select a preferred route.
- Hold another public meeting to identify the preferred route and get additional feedback.
- At this point, the sponsor needs to decide whether to go forward with the project or not.
- If the project is proceeding, prepare a draft of preferred route/preliminary engineering design and drawings, and a refined budget.

PHASE V—Pursue Funding
- Solicit funding from local clubs, organizations, associations, businesses, units of government, and public and private grants

PHASE VI—Implementation of Project
- Funding has been acquired
- Implementation process begins for the project
- Final Plans are completed
RESOURCES

**Government Agency Coordination.** The creation of a trail cannot take place in a void with only one entity working to complete the task. Many different stakeholders must work together in trail planning and funding efforts. There are basically three levels of involvement for trails planning: federal & state, regional, and local or “grassroots.” This section will describe how the different groups and agencies can work together to attain the same goal.

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

*Local Public Involvement, grassroots organizations*—The whole process starts with the public involvement. An expression needs to be made that a trail is wanted in a particular area.

*Municipalities*—Municipalities can show their support in many ways, such as pass a resolution of support, or financially support the project.

*The Private Sector*—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 also be a source of financial support.

**Regional:** The regional agencies or groups can provide further coordination, support and/or technical assistance to the local, grassroots organizations.

*Southwest Regional Development Commission (SRDC)*—The SRDC supports all nine counties in southwest Minnesota with resource assistance and legislative advocacy.

*Counties*—The counties need to communicate amongst each other, especially when talking about trails that will cross or end at the county boundary line. The County Engineer will be one of the key players in any trail project. Trails may be able to be installed in conjunction with planned road construction. County Boards are often Ditch Authorities and can assist in decisions that may affect the ditch system. Counties can also be a source of financial assistance.

*Upper Minnesota Valley Regional Development Commission (6W)*—Region 6W borders Lincoln, Lyon and Redwood counties to the north. It will be important to communicate with this Commission when planning trails that will be connecting to the north.

*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.

*Region Nine Regional Development Commission*—Region 9 borders Redwood, Cottonwood, and Jackson Counties on the east. When planning new trails to run to the east or connect to trails running into the region from the east, they will be an important organization with which to communicate.
Minnesota River Basin Joint Powers Board—This organization has developed a Guidance Document that encompasses the Minnesota River Basin which covers about one third of the southwest Minnesota region. Their Guidance Document can be used to further substantiate trail planning.

Minnesota River Valley Trail—Montevideo to Wegdahl. This paved trail system begins with a well-developed system within the city of Montevideo and extends to the village of Wegdahl. The trail is planned to be extended into the city of Granite Falls. This organization will be a good partner when planning trails in the northeast part of the region.

Iowa Trail related organizations and agencies—Iowa borders Rock, Nobles and Jackson counties on the south. Trails do not necessarily have to stop at state boundaries. The Iowa Great lakes Trail in Dickenson County, Iowa already connects to the Loon Lake Trail in Jackson county, MN. Relations will need to be maintained among the two states to properly plan a network of trails.

South Dakota Trail related organizations and agencies—South Dakota borders Lincoln, Pipestone and Rock counties to the west. When contemplating trails that will run to the west, it will be important to keep the South Dakota parks as well as the Sioux Falls Metropolitain Planning Organization trail planning initiatives in mind.

Redwood Cottonwood Rivers Control Area (RCRCA)—Redwood, Lyon, Lincoln, Pipestone, Cottonwood, Brown, Yellow Medicine and Murray Counties.

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

Federal and State Level: This level will come into play primarily as a funding source and a guiding hand. If funding is secured through the federal or state level, these agencies may also be an enforcement agency on environmental issues. This is not an all inclusive list, but the most common departments that are involved in trail planning are:

United States Fish and Wildlife Service—When utilizing federal funds, this agency needs to be contacted to ensure that all the environmental laws are being adhered to. They can also act as a funding source.

Legislative Citizens Commission on Minnesota Resources (LCCMR)12—The function of the LCCMR (formerly LCMR) is to make funding recommendations to the legislature for special environment and natural resource projects, primarily from the Environment and Natural Resources Trust Fund. These projects help maintain and enhance Minnesota’s environment and natural resources. The LCCMR developed from a program initiated in 1963. Since 1963, over $650 million has been appropriated to more than 1,300 projects recommended by the Commission to protect and enhance Minnesota's environment and natural resources.

Minnesota Department of Transportation (MnDOT)—Trail development may be able to be incorporated into planned road construction projects. MnDOT and the County Engineer will be the source to get traffic counts for trails marked along roads. Consult MnDOT staff to plan trail crossings of state roads. The MnDOT Bikeway Facility Design Manual provides trail design guidance.

12 http://www.lccmr.leg.mn/
Communities across America are using Transportation Enhancements (TE) funds from the federal government to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment. This Act, due for reauthorization in 2010/2011, also provides funding for the Federal Recreational Trails Program and the Safe Routes to School program.

The Minnesota State Legislature — Is a potential funding source, primarily for bonding funding for trail acquisition and development. The legislature also has the authority to designate state trails.

Minnesota Department of Natural Resources (DNR) — Will provide technical assistance and be a potential funding source. There are four DNR divisions that one may need to work with: the Division of Fish and Wildlife to identify and avoid or buffer sensitive sites of biological value; the Trails and Waterways Unit to develop and manage “State Trails” as defined by statute; the Division of Parks and Recreation, which manages state park trails; and the Division of Waters, which manages Public Waters.

The Minnesota Historical Society — Manages state historical sites and reviews impacts to historic and archeological sites.

The National Park Service — Consult staff when connecting to the Pipestone National Monument. In addition, the Rivers, trails and Conservation Assistance Program provides free planning assistance to local projects anywhere in the state.

Minnesota State Colleges and Universities — Staff and students may provide planning, mapping, or development assistance.

US Army Corps of Engineers - The Corps may be an actor when dealing with navigable waters or impacts to wetlands.

Private and Other. There are various private entities, including church organizations, individuals, and other profit or non-profit corporations and foundations which may become involved in trail planning. Other entities may include: Chambers of Commerce, School Districts, the Prairie Ecology Bus Center, Health Care Facilities / Alliances, and Utility companies.

Resource Documents:
- Technical Guidance for Bikeways — on MnDOT website: http://www.dot.state.mn.us/bike/bikewaysdesign.html
- Mn/DOT Bikeways Facility Design Manual
- MnDOT Bicycle Modal Plan
- Mn/DOT Highway Project Development Process – Note, a potential project would be advised to discuss a project proposal with the District Planner or State Aid Engineer.
- MnDOT Road Design Manual
- Traffic Control
  See chapter 9 for Traffic Controls for Bicycle Facilities and chapter 6, figure 6D-1 for Pedestrian Accessibility Considerations in Temporary Traffic Control Zones Check List.
- ADA Tool Kit
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials - This AASHTO guide can be ordered from the AASHTO bookstore. (AASHTO) 1999
- FHWA's Roundabouts: An Informational Guide
- FHWA Bicycle Safety

See the National Transportation Enhancement Enhancements Clearinghouse for eligible activities http://www.enhancements.org/index.asp. In Minnesota Transportation Enhancement Applications are processed through the Area Transportation Partnerships (ATP’s).
- FHWA Designing Sidewalks and Trails for Access  
  Part 2: Best Practices Design Guide  
- Federal Highway Administration Guidance  
- Environmental Justice  
- Minnesota State Aid Rules  
- Characteristics of Emerging Road and Trail Users and their Safety  
- Bridges (LFRD Bridge manual): Bridges with bicycle and pedestrian accommodations that cross rivers and interstates and other high volume roads create a connected bicycle and pedestrian network.  
  More About Pedestrian Design Guidance  

- Complete Streets: [http://www.dot.state.mn.us/planning/completestreets/](http://www.dot.state.mn.us/planning/completestreets/)  
- Statewide Health Improvement Program (SHIP): [http://www.health.state.mn.us/healthreform/ship/about/index.html](http://www.health.state.mn.us/healthreform/ship/about/index.html)  
- Safe Routes to School [http://www.dot.state.mn.us/saferoutes/index.html](http://www.dot.state.mn.us/saferoutes/index.html)  
- Traffic Volumes are available on the MnDOT Website: [http://www.dot.state.mn.us/traffic/data/html/volumes.html](http://www.dot.state.mn.us/traffic/data/html/volumes.html).
- State, County, and City work maps are available on the MnDOT website: [http://www.dot.state.mn.us/maps/cadd/html/GIM.html](http://www.dot.state.mn.us/maps/cadd/html/GIM.html)  
- The University of Minnesota Tourism Center posts all their research on their website and may be a valuable resource for specific trail-related research: [http://www.tourism.umn.edu](http://www.tourism.umn.edu)  
- The Explore Minnesota Tourism industry website contains a large amount of tourism-related research which may be valuable background information for trail planning activities: [http://www.industry.exploreminnesota.com](http://www.industry.exploreminnesota.com) (research and reports).  
- Minnesota Communities for a Lifetime [http://www.mnlifetimecommunities.org](http://www.mnlifetimecommunities.org)  
- State Comprehensive Outdoor Recreation plan (SCORP) [http://www.dnr.state.mn.us/aboutdnr/reports/scorp/index.html](http://www.dnr.state.mn.us/aboutdnr/reports/scorp/index.html)
TRAIL FUNDING SOURCES

Please note that this list is not inclusive, and funding sources are ever changing. Also see Appendix D.

Department of Natural Resources www.dnr.state.mn.us

- DNR Recreation Grant Programs
  - Parks and Trails Legacy Grant Program
  - Solar Energy Legacy Grant Program
  - Outdoor Recreation Grant Program
  - Regional Park Grant Program
  - Shooting Range Development and Rehabilitation Program
  - State Park Road Account Program (SPRA)
  - Local Trail Connections Program
  - Regional Trail Grant Program
  - Federal Recreational Trail Program

- DNR Grants-in-Aid (GIA) Programs
  - All-Terrain Vehicle Grants-in-Aid (ATV GIA) Program
  - Cross Country Ski Trail Grants-in-Aid (GIA) Program
  - Four-Wheel Drive Vehicle Grants-in-Aid (GIA) Program
  - Off-Highway Motorcycle Grants-in-Aid (GIA) Program
  - OHV damage account
  - Off-highway vehicle safety and conservation grants - Trail Ambassadors
  - Snowmobile Grants-in-Aid (GIA) Program

- Habitat Improvement Programs
- Land Conservation Programs
- Water Recreation Programs

Minnesota Department of Transportation:  http://www.dot.state.mn.us/

- Transportation Enhancements (more details on page D-9)
- Community Roadside Landscaping Partnership Program
- Native Wildflower and Grass Establishment Program
- Native Tree and Shrub Establishment Program
- Historic Bridges Program
- State Rail Banking Program
- Safety Rest Area Program
- Scenic Byways Program
- Safe Routes to School
USDA Rural Development www.rurdev.usda.gov

- Community Facility Guaranteed Loans (will fund "youth related recreational facilities")
- Community Facility Direct Loans and Grants (will fund "activity centers for the handicapped, schools, libraries and other community buildings")
- Business and Industry Guaranteed Loans (will fund "tourist and recreation facilities, community facility-type projects ...")
- Natural Resources Conservation Service (NRCS) Under USDA

**Minnesota Initiative Funds:** Loans and grants for rural development

**Minnesota Council on Foundations:** Resource information on Minnesota foundations and corporate giving programs

**Legislative Citizens Commission on Minnesota Resources (LCCMR):**

**Pull Tab and Other Local Sources**

**Farmers Home Administration (FMHA)**

There are three Class I railroads in the Region that have foundations that support community involvement along their corridors, and may be a partner in Active Living / SHIP initiatives.

- Canadian Pacific Railroad has a community involvement [http://www8.cpr.ca/cms/English/default.htm](http://www8.cpr.ca/cms/English/default.htm)
- Union Pacific Grant: [http://www.up.com/found/grants.shtml](http://www.up.com/found/grants.shtml)
REGIONAL TRAIL CORRIDOR PLAN, REQUEST FOR CHANGE PROCESS

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

- A written description of the requested change.
- The reason for the request (change justification). This is to include the conditions that have changed.
- The proposer is asked to identify how the proposed change will interact with other trail users and trails, transportation modes, and land uses.
- 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:

- How will the request affect the entire Regional Plan?
- Does the request for change tie into the overall vision of the Regional Plan?
- 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.
- Documentation of contact with the jurisdiction if needed to clarify any issues.
- Contact with all applicable units of government to see if they are aware of the proposed project.
- Staff recommendations.

STEP 3. Region staff will bring the request to the SRDC 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:

- The request for plan modification is recommended for approval.
- 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.
- The request for plan modification is not recommended for approval.

STEP 5. SRDC 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.
<table>
<thead>
<tr>
<th>County, location</th>
<th>priority points</th>
<th>Trail Name &amp; Segment (begin &amp; end)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murray</td>
<td>200</td>
<td>Casey Jones Trail: West county line to Lake Shetek State Park</td>
</tr>
<tr>
<td>Pipestone</td>
<td>165</td>
<td>Casey Jones State Trail Pipestone to Woodstock / Murray County line</td>
</tr>
<tr>
<td>Jackson</td>
<td>155</td>
<td>Des Moines River Valley Trail</td>
</tr>
<tr>
<td>Lyon</td>
<td>100</td>
<td>Marshall to Camden State Park off of Hwy. 23, ROW to Co Road 25 to Camden State Park</td>
</tr>
<tr>
<td>Rock</td>
<td>95</td>
<td>Casey Jones State Trail- designated corridor in Rock Co. from Schoneman Park in Luverne connecting to Blue Mound Hiking/Biking Trail (northeast) connecting to Blue Mounds State Park and beyond Rock Co. to Split Rock Creek State Park</td>
</tr>
<tr>
<td>Pipestone</td>
<td>85</td>
<td>Casey Jones State trail – within Pipestone</td>
</tr>
<tr>
<td>Lincoln</td>
<td>75</td>
<td>Lake Benton Hole in the Mountain Trail extension, 1.5 mile linking the County Park with the City of Lake Benton</td>
</tr>
<tr>
<td>Cottonwood</td>
<td>60</td>
<td>Des Moines River Valley Trail Jackson /Cottonwood line to Cottonwood/Murray line</td>
</tr>
<tr>
<td>Nobles</td>
<td>50</td>
<td>Worthington - Complete Streets planning and Recreation trails</td>
</tr>
<tr>
<td>Redwood Falls</td>
<td>45</td>
<td>Phase I Trail extension, Northwood Drive going south along CSAH 101 to E/W frontage road along TH 19/71</td>
</tr>
<tr>
<td>Murray</td>
<td>40</td>
<td>Valhalla Island/Keeley Island Trail</td>
</tr>
<tr>
<td>Redwood</td>
<td>25</td>
<td>Minnesota River Valley Trail: No Redwood to Vicksburg, connecting Morgan &amp; Dakota Ridge.</td>
</tr>
<tr>
<td>Redwood</td>
<td>20</td>
<td>Casey Jones Trail: Plum Creek to Walnut Grove</td>
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<tr>
<td>Cottonwood</td>
<td>15</td>
<td>Windom Municipal Recreational Trail, 3 miles: Windom Recreation Area to US Fish &amp; Wildlife</td>
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<tr>
<td>Cottonwood</td>
<td>15</td>
<td>Mountain Lake east to St James</td>
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<tr>
<td>Cottonwood</td>
<td>10</td>
<td>Mountain Lake to Mtn lake Park and S to Fish Lake near Windom (connecting to Windom)</td>
</tr>
<tr>
<td>Pipestone</td>
<td>10</td>
<td>Casey Jones State Trail, Split Rock Creek Pk to Pipestone</td>
</tr>
<tr>
<td>Redwood</td>
<td>10</td>
<td>Minnesota River Valley Trail: Chief Sleepy Eye Trail fr Lower Sioux Indian Community to Redwood Agency – loop using CSAH 2 alignment</td>
</tr>
<tr>
<td>Redwood Falls</td>
<td>10</td>
<td>Phase III Trail Loop TH19 West to CSAH 17 N to CSAH 25 East to CSAH 101 S-to North Redwood - connection to established River Link on 101</td>
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<tr>
<td>Redwood Falls</td>
<td>10</td>
<td>Phase IV Trail Loop to Ramsey Park West- From CSAH 17 west on 350th St. to Liberty Ave Park North West Access and trail connection</td>
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<tr>
<td>Redwood Falls</td>
<td>5</td>
<td>Phase V, W. Bridge Street to Grove Street Ped/Bike Bridge over old bridge alignment- S. off TH 19 access to Ramsey Park</td>
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<tr>
<td>Cottonwood</td>
<td>0</td>
<td>Windom. Restriping City Streets with bike lane (Existing street system)</td>
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<td>Lincoln</td>
<td>0</td>
<td>Norwegian Creek park to Hole In the Mountain Park at Lake Benton</td>
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<tr>
<td>Lincoln</td>
<td>0</td>
<td>Lake Benton south towards Pipestone, using old TH 75 and ROW along new TH 75</td>
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<tr>
<td>Marshall</td>
<td>0</td>
<td>Marshall: safe pathways to schools and parks</td>
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<tr>
<td>Marshall</td>
<td>0</td>
<td>Marshall: Water Ring - Phase 1: Stretches along Clarice Ave along TH 23 to TH 19 connecting with Marshall HS.</td>
</tr>
<tr>
<td>Marshall</td>
<td>0</td>
<td>Marshall: Water Ring - Phase 2 , located from Wayside Park along county ditch system ROW, south of Marshall to county road 67, connecting to Windstar City Street.</td>
</tr>
<tr>
<td>Lyon, Marshall</td>
<td>0</td>
<td>Marshall: Downtown Loop - 4th Street act as spine to provide access to post office, YMCA, and major downtown employers. Crossings include Main, Saratoga, West College Drive, Redwood, 4th and 3rd Streets</td>
</tr>
<tr>
<td>Redwood</td>
<td>0</td>
<td>Minnesota River Valley Trail – TH 71 to Vicksburg, connects with Redwood Falls Ramsey Park and Franklin</td>
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<tr>
<td>Redwood</td>
<td>0</td>
<td>Casey Jones State Trail – Walnut Grove to Lucan</td>
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<tr>
<td>Redwood</td>
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<td>Casey Jones State Trail – Redwood Falls to the Lucan</td>
</tr>
<tr>
<td>Redwood</td>
<td>0</td>
<td>Lamberton to Wabasso (CSAH 6 Corridor)</td>
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<tr>
<td>Redwood</td>
<td>0</td>
<td>Lamberton Outreach Center Trail (TH 330)</td>
</tr>
<tr>
<td>Murray</td>
<td>0</td>
<td>Casey Jones Trail: Lake Shetek State Park to east county line</td>
</tr>
</tbody>
</table>