Border-to-Border
Trail Study

July 1, 1999

**Prepared by the
Minnesota Department of Natural Resources,
Trails & Waterways Unit**

Minnesota
DEPARTMENT OF
NATURAL RESOURCES

Border-to-Border Trail Study Report

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Introduction

The Legislatively authorized "Border-to-Border Trail Study" provides a variety of tools to help policy makers, elected officials and others evaluate trail proposals (ML 1997, Chapt. 216, Sec. 15, Subd. 4(d)). The various inventories that form the basis of the Study give a good picture of who Minnesota trail users are and what is known about them.

Extensive recommendations were specifically omitted from this Study out of respect for the diverse motivations different levels of government have for pursuing new trail development. A local community may want to provide a safe place for its residents to walk or bike. A snowmobile group may want to access an additional town or destination presently not available. Transportation officials may want to improve "intermodal" transportation options. The Minnesota Historical Society may want an interpretive tool to reinforce a historic/cultural theme, while the Department of Natural Resources may be authorized to develop a long-distance connection that shows off the state's natural diversity.

The reader is reminded to consider the Study's findings in the larger context of public policy. The availability of an alignment that meets the needs of some trail users may not be sufficient justification to acquire and develop a particular trail. When planning or evaluating a trail proposal, information contained within the Study results needs to be considered with many other factors, such as:
- the legitimate concerns of adjacent land owners;
- the existence of alternative trail alignments;
- the cost of the opportunity (alignment acquisition and trail development);
- the administering authority's demonstrated competency to complete trail projects;
- the visual quality and resource significance of the alignment;
- safety considerations;
- the availability of funding for acquisition, development and maintenance;
- and of course the existence of political "good will."

A special feature of this effort is the application of a geographic information system (GIS) to store much of the information and to use the capabilities of GIS to produce unique analysis maps and data-sets. Because of the size and quantity of data collected, attached are selected examples of what the data shows. Since the data is not perfect nor complete for every trail, there are limitations. This study will only continue to be useful if it is kept updated.

The Border-to-Border Trail Study consists of six separate projects:

1. **Trail User Profiles.** To gain a better understanding of the trail user groups and how they use trails, secondary research was compiled and a series of "expert" interviews was conducted with representatives of hiking, bicycling, horseback riding, in-line skating, cross-country skiing, off-highway motorcycling, off-highway vehicle (4x4) driving, all-terrain vehicle riding and snowmobiling. Clearly, many differences in use patterns emerge among user groups, but striking similarities exist between user groups when user motivations and perceived benefits are considered.

2. **Railroad Abandonments Information.** "Rail-trails" are being developed throughout America and Minnesota has been active in pursuing and developing such trails. Where maps showing locations of abandoned railroad grades were available, they are included within a new GIS map coverage for the state (some rail yards and miscellaneous tracts of land were omitted). Although these abandoned alignments continue to serve as a principal source of new trails, not all abandoned railroad grades are capable of attracting significant use. Location, access to amenities, length and resource attractiveness all play a role in creating a successful trail.

3-4. **Trail Inventory and Map.** Unfortunately, many are unaware of present trail opportunities. A comprehensive trail listing of nearly 900 off-road trails in the state has been compiled within a database and a GIS map coverage of only Minnesota's long-distance off-road trails has been produced. Because information was collected from a variety of sources, it is not possible to guarantee complete data and/or map accuracy (frankly, we suspect that some trails have gone unreported and some maps were either unavailable or over-generalized). It is clear, however, that there are great differences with respect to trail opportunities between Minnesota's trail users. Undoubtedly, snowmobile enthusiasts enjoy the state's most extensive system of trails. On the other side of the opportunity spectrum, users of off-road 4x4 trucks have no permanently designated places to recreate.

5. **Funded and Unfunded Trail Proposals.** Meaningful trail proposals need to consider linkages to trails that have been funded but have not yet been built. Ideally, they should also consider other active trail proposals that may be circulating in the immediate vicinity. Data from a variety of state sources has been included although, it is far from a complete list. Unofficial trail proposals and "concept trails" have also been included where information was provided. These trails are referred by some as "wish lists."

6. **Reaction of Trail Interests to the Information.** As the State's designated trail advisory board, the Minnesota Recreational Trail Users Association (MRTUA) was formally asked to react to the data that has been collected. Not surprisingly, there was great diversity in responses among the nine trail user types represented in MRTUA based upon the availability of trail opportunities. Some established trail uses enjoy extensive opportunities throughout the state, while other emerging trail uses have relatively few opportunities to recreate. MRTUA has collectively embraced the concept of local trail assistance programs such as the Local Trail Connections Grant Program as a principal strategy to secure the best possible trail opportunities at this time.

The attached illustrations are not the only products of this Study. These examples merely demonstrate some of the capabilities that are now possible using existing data and technology. The GIS coverages that have been created as part of this project can also be used with the numerous other coverages that currently exist or with those that may be created in the future. It is important to keep in mind that this information's potential to benefit trails and future decisions can only be realized if the tools are properly used and well maintained.

At this time electronic access to this data is limited, although plans are underway to have Internet access to this information. For more information and/or to review information for a particular area, you may contact Diane Anderson, Trail Study Coordinator, by phone: 651-297-2501; e-mail: diane.anderson@dnr.state.mn.us ; or by mail at DNR T&W, 500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

Trail User Profiles

What are they?
A market segmentation for each of the following trail uses was provided: bicyclists, horseback riders, cross-country skiers, hikers, in-line skaters, and users of off-road motorcycles, all-terrain vehicles, off-highway 4x4 trucks, and snowmobiles.

Why are they important?
At first glance, *a trail user is a trail user*. Put differently, there is an assumption that all bicyclists are the same. But are they? Actually, bicyclists can be "segmented" into very definably different groups of people. Clearly the ages range from as early as 4 year old to as old as 85! They have very different needs. The young rider is looking for a safe way to reach meaningful destinations like a friend's house or the local park, while the older person maybe more concerned with a place to enjoy a "daily constitutional" for exercise of a fixed distance. Some types of cyclists are more interested in opportunities for unbridled speed, while others are more utilitarian in their needs - these folks simply want a way to get to work. There is no "average" bicyclist. This is the same for the rest of Minnesota trail users - very distinctive differences exist in each of the different trail user groups.

These differences must be understood if the public sector is to provide trails that are desirable. Their motivations and abilities need to be factored into decisions. This preliminary Study attempts to lay out the parameters of use for all trail users.

Data collection method:
Primarily using existing research, this Study documents the size, distribution, potential for growth, desires and needs of Minnesota's motorized and non-motorized trail users. Previous studies at the state and local level, consumer marketing research and national public opinion polling provided descriptions of each of the nine user groups (bicyclists, cross country skiers, hikers, horseback riders, in-line skaters, off-highway (4x4) enthusiasts, off-highway motorcyclists, users of all terrain vehicles, and snowmobiles).

In addition to existing data, the actual "segmentation" of each of the trail users emerged as the researcher conducted at least three in-depth interviews with experts from each of the nine uses that are covered by this Study.

What was found?

- Mass markets (defined as having over 2 million participants) exist for over 60 outdoor recreation activities in the U.S. All nine trail activities studied fall into this category.

- Recreation activity populations vary widely in size. Not all participants regularly use trails. Total population estimates (all participants, including those not using trails) for the nine activities are (1991 estimates for Minnesota):

All terrain vehicle drivers:	551,891
Bicyclists:	1,533,000
Cross-country skiers:	551,891
Hikers/Walkers/Backpackers:	2,422,000
Horseback riders:	337,000 riders;
	214,624 riders in horse drawn vehicles
In-line skaters:	800,000
Off-highway 4x4 vehicle drivers:	613,212
Snowmobilers:	643,873
Trail motorcyclists:	214,624

- Bicyclists, cross-country skiers, in-line skaters, hikers, backpackers and walkers were documented most thoroughly. Their yearly participation and demographic characteristics are studied on a yearly basis by market research firms and manufacturers associations. This was the most current and extensive secondary information found.

- Snowmobilers, trail motorcyclists, ATV drivers and 4x4 drivers are not studied on a yearly basis. For trail motorcycles and ATV's, industry groups report there has not been any research since 1990. For 4X4 off-road vehicles, no national or state research studying them as a recreation population and their trail activity is known to exist.

- The segments presented in this Study were identified by the experts interviewed, by Recreation Professionals, Inc. and by trail system managers. However, exact characteristics, such as the size of each segment within the entire population, need to be further studied using quantitative research methods for full understanding and to be of greatest value to managing individual trails and the trail system as a whole.

- Trail recreation strongly serves the desire of Americans to stay active, healthy, share fun and happy times with others and to experience nature.

- Specific benefits derived from activities vary from individual to individual based upon the immediate experience they have, and how they process the experience over time. Research has documented that participants in outdoor recreation derive the following benefits from

their activities:

> *Better Mental Health and Health Maintenance Benefits:*
>> Holistic sense of wellness;
>> Positive changes in mood and emotion;
>> Stress management; and
>> Prevention of and reduced depression, anxiety and anger.
>
> *Personal Development and Growth Benefits:*
>> Self-confidence;
>> Self-competence;
>> Value clarification;
>> Independence and feeling of autonomy;
>> Spiritual growth;
>> Learning; Environmental awareness/understanding;
>> Problem solving; Self-reliance; and Cognitive efficiency.
>
> *Personal Appreciation/Satisfaction Benefits:*
>> Sense of freedom;
>> Stimulation;
>> Challenge;
>> Life Satisfaction;
>> Self-actualization;
>> Creative expression;
>> Spirituality;
>> Appreciation of nature; and
>> Exhilaration.

- Few people are strict specialists in how they use trails in Minnesota. There is crossover between activities, meaning most people participate in more than one trail related recreation activity. Generally, people are involved in non-motorized or motorized activities exclusively, but even this is not a rigid rule. This results in people having more than one trail-related interest, having different activity styles within the same activity and having multiple patterns of participation.

- Two of the largest forms of recreation in the nation, walking and bicycling, are considered trail-oriented sports. The fastest growing sport, in-line skating has the youngest age profile, and will continue to grow as new young people are recruited and current young people continue participation.

- All nine sports are found to have unique needs that determine amount, distribution and quality of experiences.

- Several powerful demographic trends were noted that will shape demand for trails in the future. In-line skating is dominated by people under the age of 24 (77% reporting participation were 24 or younger). Walking has the highest participation rate among all age groups. This activity will continue strong growth as the Baby Boomers age and strive to keep fit. It is believed that the Baby Boom age group will continue participating longer than their parents in all activities. They will alter their activity styles and travel patterns as they age, thus creating demand for trail opportunities that serve older age groups.

- Some sports are experiencing a barrier to participation caused by a shortage, or in some cases loss, of trails located near where the users live. ATV's, 4X4, trail motorcycle, horseback riding and in-line skaters are most impacted by this problem. Cross-country skiing is limited by a lack of lighted ski trails. Many of the experts interviewed for this Study believe that participation in Minnesota in these sports is being limited by the lack of trail opportunities.

- Some sports are more complex than others in the variety of activity styles. Older sports such as walking and hiking, horseback riding, cross-country skiing and bicycling exhibit more varied user segments than newer sports such as in-line skating.

- Trail activities exhibit the tendency to evolve new styles of participation to accommodate changing characteristics in the population. The primary example is the effect of the aging of the Baby Boom age group on sports such as bicycling, where new bicycle designs are being developed to allow more comfortable riding. The implications for trail system management of these changes are significant. The trail system will need to adapt to these changing needs and preferences.

Data limitations and opportunities to improve the data:
The existing information documenting trail user demographic profiles is extremely variable, both in completeness and quality. There is inadequate information for documenting people's participation or satisfaction with the trail system in Minnesota. An on-going, systematic research program using both quantitative and qualitative methods is needed to more adequately track trail user populations, their characteristics and activities.

Opportunities to use this data:
Trail enthusiasts, funding sources and trail planners should all use this data to determine acquisition needs, planning considerations such as length, surface type, amenities and access, as well as to project trail use and/or return on public investment.

Attached information:
A full report that documents methodology and results is contained in <u>Appendix A</u>.

Information sources:
A full listing of references is contained within the report (see <u>Appendix A</u>).

Railroad Abandonments Information

What is it?
An inventory and map of railroad abandonments in Minnesota. Data is stored in a GIS coverage and database.

Why it is important?
As the pace of railroad abandonment slows in Minnesota, trail advocates are increasingly interested in the potential of previously abandoned grades to serve their trail interests. Advocates understand how difficult it is to piece together a significant length of public ownership. Further, railroad grades are engineered quite appropriately for use by snowmobiles and bicycles with their long sweeping turns and gradual descents and inclines.

Once a railroad grade is formally abandoned through the process administered by the Surface Transportation Board (previously the Interstate Commerce Commission), a railroad company is given federal permission to dispose of that line. These grades are then sold off based on the presence (or absence) of motivated buyers. Bridges and other structures are evaluated for their salvage value. To varying degrees these previously abandoned grades retain potential to serve as recreational trails.

Data collection method:
Information was collected from existing resources, including the Department of Natural Resources (DNR) and the Minnesota Department of Transportation (MnDOT). A listing of abandonments had previously been put together by the DNR and MnDOT, which provided a great start to this project. A 1930's MnDOT map of existing railroads was used as a base-map to begin digitizing the alignments into a GIS. Other more detailed maps were obtained to locate more accurate alignments, including using existing digital data for more recent abandonments.

The main method used for digitizing the alignments is called "heads up" digitizing. This means the alignments were "eye-balled" in by using existing paper maps and on the computer by relying on public land survey (pls) section lines, lakes, rivers, roads and other landmarks to geographically locate the positions of the alignments. In general, the level of error can be suspected up to a quarter mile, but is most likely less than that. As you zoom into a local neighborhood or use an aerial photograph in the background, the level of accuracy depreciates and the error is noticeable. However, at a county level, the alignments appear fairly accurate.

What was found?
Minnesota's railroad system was well in place by 1900. Numerous branch lines and iron ore lines were added prior to 1920. At one time, over 12,000 miles of both commercial and private railroad alignments were in use in the state. With the rise of the automobile in the 1920's, the rail system began to shrink as rail passenger service began to fall. Most of the abandonments during the 1930's were quite short, generally under five miles in length, with some exceptions. This pattern continued through the 1950's. During the 1960's, longer sections were being abandoned. The 1970's and 1980's were a busy time for abandonments, including a few long sections that were greater than 100 miles long. The remaining railroads today are generally long, direct lines from major population or agriculture centers with few branch lines or spurs. As of January 1999, approximately 4,650 miles of track were active in Minnesota.

Known abandonments of commercial lines have been documented in a database format. This database consists of 287 records, starting with the first known abandonment in 1888. Of these records, 193 (67%) have been mapped in GIS. The total length of abandonments mapped in GIS is 3,935.97 miles.

Attributes associated with the abandonments (fields in the database) include the following:
        date of abandonment;
        segment name or location;
        railroad company who filed the abandonment;
        length as reported;
        length as measured from GIS coverage;
        miles purchased by government;
        miles under negotiation for purchase by government;
        status of the corridor;
        source of information;
        miscellaneous notes;
        ICC docket number;
        and map status (mapped in GIS or not).

Information for each of these attributes is not complete for every abandonment, but can be easily filled in or edited as information becomes known or available.

Data limitations and opportunities to improve the data:
The railroad abandonments that were not mapped mainly include abandonments prior to 1930 or those of short length, generally less than a mile long and/or abandonments located within city limits or rail yards (also, private lines were not mapped). In some cases, an acceptable map of the alignment could not be located, thus mapping it in GIS was not favorable.

The most difficult information to obtain was the status and land ownership of the abandoned corridors. A 1997 report documented in very approximate ways the extent of remaining corporate ownership on railroad grades that were previously abandoned.   In general, the older abandonments have been sporadically sold off, while more recent abandonments were likely purchased intact for some public purpose.

To thoroughly research the existing ownership of even one of these previous abandonments would have required an extensive effort within the respective county courthouse(s) and the railroad's corporate office. Even still, this information would only be precise for a limited period of time before land sales took place. Consequently, it was decided to include findings from this earlier report to the database and advise strongly that trail advocates and others complete a more thorough investigation relative to landownership based on their interest in a particular abandonment(s).

Information regarding power and utility lines was obtained form Minnesota Power and Northern States Power (NSP). NSP provided a set of paper maps based on the MnDOT county sheet system. The power line maps provided by NSP are not particularly precise. Consequently, it was decided to use the hard copy maps as a reference and not attempt to create a GIS coverage of those lines. A digital coverage of TIGER Data is available from the Land Management Information Center (LMIC) or the DNR (TIGER stands for "Topologically Integrated Geographic Encoding and Referencing," which is the name for the system and digital database developed at the U.S. Census Bureau). However, the scale is so small that looking at the coverage from any closer than at a statewide scale will provide too much error in location to be of any significant value for local planning. Obtaining information at the local level will be necessary for any detailed planning objectives.

This data could be improved if alignments were collected using a Global Positioning System (GPS). Other improvements may include further research on local levels as to the status of the corridor, including ownership and condition such as whether it has remained intact or not. Another opportunity would be to start incorporating the trail data for those segments that are now used as rail-trails or begin documenting the potentials for trail use of certain corridors.

As abandonments continue to be filed in Minnesota, the data in this newly created database and GIS coverage should be updated. This may only need to be done once a year since the pace of abandonments has slowed down considerably in recent years. Information regarding land ownership or status can and should be updated as new information becomes known or as further research is conducted. Another future improvement to the database may be to incorporate trail information for trails that are located along railroad abandonments

Opportunities to use this data:
The significance of this work is that it can provide another level of information for trail planning or rail-trail and corridor interests. Railroad abandonment information has been a part of the "Cooperative Trail Development Series"[1] for several years and will continue to be as long as it is requested. It is also expected that this information, both the database and the map coverage, will be available on the DNR Website in the near future.

Attached information:
For your reference, a printout of the database is attached in Appendix B . Also attached are two sample maps showing railroad abandonment alignments that were mapped in GIS.

Information sources:
Railroad Abandonment project Sources:
- Borchert, John R. and Neil C. Gustafson. 1980. Atlas of Minnesota Resources & Settlement. Center for Urban and Regional Affairs, University of Minnesota.
- DNR - Trails & Waterways and Bureau of Real Estate Management staff
- Internet websites for railroad companies and Surface Transportation Board.
- MnDOT, Office of Freight, Railroad & Waterways - Bob Hohl: 651-296-1618.
- Railroad companies - Union Pacific: Rod Peterson, Manager - Real Estate (402) 997-3644; 1800 Farnam Street, Omaha Nebraska, 68102. Burlington Northern: BN-Santa Fe - Rail Property Management, 35 E. Wacker Drive, Suite 1990, Chicago, Illinois, 60601, Agent for Burlington Northern is Bob Thaller: (312) 419-8288.
- Minnesota Power - Duluth office: (218) 722-2625.
- NSP - Duane Kelm, Right of Way Agent, Land Services: 612-330-6874.
- Prosser, Richard S. 1968. Rails to the North Star. Dillon Press, Minneapolis.
- University of Minnesota - Borchert Map Library
- Rails-to-Trails Conservancy, Hugh Morris, Research Coordinator: 202-974-5110; 1100 - 17th St. NW - 10th floor, Washington, DC 20036.
- Railroad company contacts may be obtained by request.

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[1] The "Cooperative Trail Development Series" consists of the following publications:
Funding your trail; Getting Your Trail Started: Organizational Guidelines; Developing a Resource Sensitive Trail Alignment; and *Benefits of Trails.* Copies available upon request.

Trail Inventory

What is it?
The trail inventory is a comprehensive trail listing of all off-road recreational trails for greater Minnesota. This information is stored in a database that can be associated with the GIS trail coverage which is described below in the Trail Map section, or used on its own to produce trail listings. As also stated above for the trail map, the Metropolitan Council is completing the inventory of trails for the seven county metropolitan area. The data/information (attributes) collected by the Metropolitan Council will be similar if not the same to what was collected for greater Minnesota. Therefore, the data sets will be able to be merged together for a more complete database once data becomes available.

Why it is important?
Although relatively long-distance linear trails are more important to the DNR from a statewide perspective, the existence and provision of local trails within Minnesota's municipalities and within its parks and forests is extremely important to local recreation providers. This listing keeps track of the state's total investment in trails regardless of length. As such, this listing satisfies the Statutory requirement of the DNR to create a statewide listing of trail opportunities for hiking, skiing, horseback riding and snowmobiling.

This information will also document the distribution of opportunities statewide for all nine motorized and non-motorized trail user groups, allow the identification of inconsistencies of service between and amongst trail user types, and further inform local trail investment decisions.

Data collection method:
MnDOT, the Metropolitan Council and the DNR all have interest in trail data. Consequently, the DNR enlisted these two other agencies in this phase of the project. MnDOT collected information on bicycle travel opportunities within highway rights-of-way, Metropolitan Council is collected trail information within the seven county area under their jurisdiction, and the DNR initiated an out state trail survey. Once all three inventories are completed, a rather comprehensive inventory of statewide recreation travel options will be documented.

Initial DNR contacts were to county administrators asking them for trail contacts in their respective counties. Nearly every county responded, providing one to 15 names and addresses. Over 170 surveys were sent out to greater Minnesota. Contacts included DNR staff, land administrators, other government agencies or city staff, local park and recreation departments

and volunteers involved with local trails. The response to the survey was approximately 50%, recognizing that several of the areas surveyed do not have any trails to report.

This information is documented in a database which is able to be associated with the GIS map of trail alignments that was developed as part of this Study (see Trail Map section below). This comprehensive listing also includes a list of state parks and forest which have designated trails within their boundaries as well as including some local county or regional parks that reported having trails.

Because many of the trails located within parks are short or are loops, it was not advantageous to begin mapping all of them, but it is worthwhile to list them and their attributes such as location and use types. Other sources for data include the already existing inventories collected by the DNR and documented in the recreation facilities database. This information was used only as a guide since much of it had not been updated in several years.

Not all of the survey responses provided complete information regarding each trail. Some contacts provided very detailed information while others provided only general information such as trail name and location or trail uses. This information is still useful, but just not as complete as other entries. This can be improved over time by adding or correcting information as errors or omissions are noticed by users of the data.

Database print-outs were distributed to each DNR Trails and Waterways Regional and Area Supervisor (21 people) for review. This process helped to verify and improve the data that was collected from the survey. Other opportunities for review occurred when the GIS maps were sent out for review since this database informs the lines on the maps. The trail listing and the trail map work together - as one is updated or changed, the other one also changes.

What was found?
The comprehensive trail listing consists of 972 records. These records were entered based upon county, meaning that there are duplicate or multiple entries for trails that extend across more than one county. If a trail is located in two counties, it will be listed under each county. If a trail surface changes anywhere on the trail, that also constitutes another entry. This was done to ensure more accuracy when looking for a particular trail opportunity based upon user-type, surface type and/or location. For example, in the past, if someone asked for horse trails, they would get an entire alignment of a trail that may only have a few miles of horse trail on it, also providing an inaccurate distance of trails for that particular use.

With the new information and coverage, if someone queries for horse trails, they will get all the designated sections of trails that allow horses. The raw database can be confusing because of all

the overlap that occurs with multi-use trails and trails with multiple administrators, but it will ultimately provide more accurate information for specific requests or queries.

Attributes associated with the comprehensive trail listing (fields in the database) include the following:

County Number	Development stage
County Name	Surface Type
Unique ID	Map
Trail Name	Total Miles
Agency (administrator)	Trail Use
Contact person	GIA use
Contact address and phone	Trail use
Endpoints	Source
Treadways	Special Note

(Definitions of these fields are located in Appendix C.)

Data limitations and opportunities to improve the data:
The comprehensive trail listing will continue to grow as more information becomes known and available. This includes incorporating the metropolitan data that is currently being collected by the Metropolitan Council. As trails continue to be built and improved, such information should be updated in the database to be able to provide the best information possible when it is needed or requested. Also, as the GIS coverage progresses, the listing will also expand and improve. If a trail is added to the GIS coverage, it's attributes should also be included in the trail listing database. The map and database work together.

Opportunities to use this data:
This data will be most useful when attached to the map of GIS trails to provide definition to the lines on a map. This information will also be useful when anyone has a question about a particular trail or trails within a particular area. Throughout the project, this information along with sample maps has been requested for numerous purposes ranging from general interest to planning.

Attached information:
Definitions of the field headings and a print out of selected field of the database are located in Appendix C.

Information sources:

The contacts for the survey includes 80 county commissioners (metro counties were not included) which lead to 170 individual contacts, consisting of volunteers and those at agencies such as MnDOT; Metropolitan Council; U.S. Forest Service; National Park Service (Voyageur's National Park); local chambers of commerce; Regional Development Commissions and county or city park and recreation departments. The information was also reviewed by Trails & Waterways Regional and Area supervisors as well as some of their local field staff and central office staff. All together, over 300 individuals helped in providing or verifying this information. Additional trail information came from existing digital data or coverages created by the DNR or other government agencies or businesses.

Because the Department did not secure signed releases from private contributors to publish their names in this Study, a total list of contacts will not be included within this report.

Trail Map

What is it?
The "trail map" is actually a GIS coverage of off-road trail alignments in greater Minnesota. This coverage can be used to produce unique maps based upon the user's needs or desired analysis.

Why it is important?
- Once the trail alignments are identified, nearby amenities can be identified, endangered resources avoided, and opportunities for private sector investment can be documented. Short, medium and long distance trail connections to towns and other destinations are often spawned as a result of existing development.
- This GIS coverage can also point out which regions of the state are adequately served by trails at the present time and evaluate trail funding proposals.
- GIS coverages are used as the basis for many publications that direct additional use by Minnesotans and other out-of-state visitors.
- This coverage is essential for planners and others responsible for guiding public investment, development and land use. Planners and such need to be aware of the existence of trails to avoid land use conflicts and maximize the public sector's present trail development.
- Finally, this GIS coverage can be used by the DNR and other trail administrators to enhance maintenance and redevelopment needs of present trails under their jurisdictions. Once the alignments are entered, it is relatively easy to track improvements and areas requiring periodic and/or concentrated improvement and/or management.

Data collection method:
The survey that was developed in cooperation with MnDOT and the Metropolitan Council (discussed above for the trail listing) was also used to collect the additional trail data for this project. Since not every trail that was mentioned in the survey was able to be mapped in GIS, the comprehensive trail listing is greater in size than the list of trails that are actually mapped.

Trail alignments that were provided in response to the surveys were mapped using "heads-up" digitizing (as described above for the railroad abandonments). All the digital coverages may be used together or separately to create maps based upon the user's needs. Regional maps showing the data along with database print-outs were distributed to each DNR Trails and Waterways Regional and Area Supervisor (21 people) for review. This process helped to verify existing trails and those that were still in development stages as well as improving some of the

information that was sent in. Additional resources such as the Internet, Office of Tourism, grant applications and existing trail coverages in GIS were also used in obtaining trail information.

What was found?

As a result of the survey responses and mapping efforts, an additional 1,960 miles of trails were mapped in GIS. This brings the grand total of existing recreational trails the DNR Trails & Waterways Unit has mapped in GIS to 18,845.89 miles (this is a best estimate at this time and does not include all state park trails or state forest roads). Mileages can be calculated for those trails that are mapped based upon a particular use, a location such as a county or region, or any combination of attributes that are kept in the database (see Appendix C). The table on the following page is one way of calculating trail mileages from the trails that have been mapped.

What can be clearly seen from the GIS coverage (or "map") is that the snowmobile trails are truly the only "trail system" in Minnesota. The other trails seem to be in pieces or segments that often do not connect to other trails. In some places, short segments may be all that is needed to create an expansive network or system. It is also apparent that there are limited opportunities for some of the emerging motorized trail uses, especially the four-wheel drive trucks who at the present time have no designated trails.

Table 1: Trail mileages calculated from trails mapped in GIS coverages. The mileages below are calculated from the GIS coverages. This is not a total tally of all trails that exist, only those that have been mapped in GIS to date. Therefore, please regard the figures below as estimates.

Grand Total of all trails mapped in GIS to date:	18,845.89 Miles
State Trails Total:	925.12 Miles

Trail Use:	Mileage as mapped in GIS:	Total Miles:
Hiking	678.43 846.69 (state trails)	1525.12
Horseback Riding	112.83 582.46 (state trails)	695.29
Bicycling	354.41 321.83 (Mountain Bike) 834.28 (state trails, includes Mountain Bike)	1510.52
Cross-country Skiing	584.02 (includes some GIA) 135.94 (state trails)	719.96
In-Line Skating	187.27 291.88 (state trails)	479.15
Snowmobiling	966.43 (all non-GIA) 15,438.5 (GIA - includes 776.54 miles of state trails)	16,404.93
ATV	53.86 522.39 (GIA)	576.25
OHM	116.2 (estimated, GIA)	~116.20
ORV*	0	0
Other use (mainly snowshoeing reported)	103.44	103.44

* = *At this time, there are NO designated ORV (4x4) trails in the state. They are allowed in state and county forests, mainly on forest roads or scramble areas. Mileages for roads used as trails are not included in this table.*

Data limitations and opportunities to improve the data:

Because the survey responses did not include much overlap of trail information within counties, it is logical to be skeptical that this effort has information on all trails for greater Minnesota. Obviously, the alignments entered into this database are only as good as the information provided. It should not be assumed that the digitized alignments are any better than the information that was given to us by the survey contacts. In some cases, cities, counties or other units of government provided digital coverages of their local trails. Such information was mainly GPS'd (mapped using a global positioning system) or entered through coordinate geometry, meaning it should be more accurate in comparison to the "heads-up" digitized information. Those digital coverages are kept separate from what was digitized by the project coordinator.

At this time, the information that was collected is the most comprehensive it has ever been, but also realize that it is not absolutely complete and has the potential to be improved over time. For example, once the Metropolitan Council completes its trail inventory for the seven-county metropolitan area, that data may be merged with the data for greater Minnesota to create a more complete state inventory of trails. Also, as MnDOT continues to work on digitizing on-road bicycle routes and facilities, that information may also be incorporated to also improve upon the existing data.

As people use the data, they may spot omissions or errors which they could theoretically report to someone at the DNR who then could take appropriate actions to improve the data (at the time of this writing, a staff position to do this has not been established). Also, as new trails are built or expanded, appropriate information should be added. The collected information to date will provide a solid base from which to build and improve upon for future use.

In general, maps created from this data should not be made for trail navigation since the data may not always be as precise as it should be at such a localized scale. This information is best viewed from at least a township level and in most cases, from a county-wide scale.

Opportunities to use this data:
Various agencies and businesses may use this trail information for a variety of purposes. It's main intent is for planning. Not only will the information and data be helpful to identify existing trail opportunities, but it may also help aid in generating stronger trail proposals for local initiatives. Other opportunities may include those of trail enthusiasts looking for a new trail to experience. Or for trail advocates to locate future trail connections or expansions. The possibilities are great as long as the information is kept up-to-date and the potentials expand as the data is improved over time.

Another opportunity for improvement is incorporating future GPS data of trail alignments and

facilities. There are numerous efforts underway throughout the state to collect GPS data, including state trails and trails in our national and state parks and forests. Several counties are also using GIS and GPS to map or document trails among other items of interest. Digital data is often shared among users, therefore, as more information becomes available, the possibilities of expansion or improved databases increase.

Once the information is made accessible by others, people will be able to find out what they need regarding existing trails or use this information creatively to provide support for a future trail or trail connection. The possibilities are limited by the available information and the imaginations of those who desire or are able to use it. The GIS coverages will be made available to those who request it so that they may create their own maps or perform specified queries for their own needs. Throughout the project, there have been numerous requests for copies of the digital data and sample maps showing the data.

At the present time, the Trails and Waterways Unit of the DNR is planning to fine-tune the information and get as much of it as possible on the DNR Internet website as soon as possible. What is put on the website at first may be very general, but will also be able to be improved as more time is able to be spent on formatting the data and creating certain maps. More time will also be needed to create the proper formats of the data for the ability to do on-line interactive queries based on trail features.

We also recognize that many local governments and other agencies are already eager to obtain the digital trail information. The DNR will be doing their best to accommodate those requests as they come in. At this time, the project coordinator's position has been temporarily extended so that requests for information and getting the data "web-ready" may be completed.

If you are interested in receiving digital data, you may contact the DNR, Trails and Waterways Unit as listed in the introduction.

Attached information:
A sample map showing all the trails that are mapped in GIS to date in <u>Appendix D</u>. Other maps that are included exhibit a few examples of how the data may be queried to produce various types of maps based upon trail features recorded in the associated database.

Information sources:
The same survey mentioned above for the Trail Listing project was used to provide alignment information for the trail map. Additional sources include existing trail maps published by trail clubs or organizations and Internet sites that included maps and trail information. A few books,

listed below, were also used for reference or to supplement information that was sent in with the surveys.

- Recreational Bicycle Trails of Minnesota. 1997. American Bike Trails, Libertyville, IL.
- Shidell, Doug and Vicky Vogels. 1998. Bicycle Vacation Guide. Little Transport Press, Minneapolis, MN.
- Slade, Andrew. 1997. White Woods, Quiet Trails. Ridgeline Press, Two Harbors, MN.

Funded and Unfunded Trail Proposals

What are they?
There are a number of trail funding sources and many trail initiatives are underway within
Minnesota. An inventory and map that documents the location of proposed trails and funded but
yet to be developed trails has been created. Data is stored in a GIS coverage and database.

Why it is this important?
Keeping track of trail proposals is difficult. Grant administrators and public officials are often
deluged with trail proposals, either entirely new ones or recycled proposals from previous years.
This data base and map provides an approach to cataloguing these proposals for consideration of
existing proposals and for future reference. These applications also provide an empirical tool to
gauge trail interest within a specific region or the state as a whole. The effectiveness of trail
advocates can also be enhanced by knowing what other proposals are under consideration in their
area, and perhaps more importantly, who are the people that are working on them.

Most trail funding sources operate on a reimbursement basis. Once a proposal is approved, a unit
of government is "awarded" an amount of money that will be available for a period of years for
reimbursement of completed work. Unfortunately, there may be no visible sign along a funded
alignment for a period of years even though trail construction is imminent. This can create
confusion on the part of trail advocates, developers and others who are considering land use
changes.

By integrating this information and making it public, a new level of trail coordination may be
possible. This information will more fully inform trail administrators and elected officials on
the impact of various funding decisions and provide networking opportunities between trail
interests.

Data collection method:
Proposal information came from the 1997-1999 applications to the DNR's Regional Trail
Program (REG), Local Trail Connections (previously the Cooperative Trail Linkage Program,
COOP) and National Recreation Trail Program (NRTP). Where information could be obtained,
Intermodal Surface Transportation Enhancement Act (ISTEA/TEA-21) applications were also
included (not all unfunded applications from previous years could be located).

The applications include maps of the proposals which were entered into a GIS coverage as both

point and arc data. This was done since many of the proposals are short or include improvements to existing trails, thus the arc is not seen when you look at a map of the statewide proposals. The information about each proposal is stored in databases that can be associated with the GIS coverages. MnDOT representatives provided as much information and data as they could for ISTEA and TEA-21 applications, although only a few applications from the past were located.

Information taken directly from grant applications are referred to as "official proposals," where as those which were submitted by county contacts from the survey that was sent out to gather existing trail information (for trail listing and map) and have not yet been submitted for funding through any program are referred to as "wish lists." Information regarding authorized state trails was also included. The authorized trails included in this project are those that have not yet been developed, but exist in state Statute.

What was/can be found?
Maps created using these coverages of trail proposals can graphically show where there is trail interest or efforts underway to get trails or portions of trails funded. By looking at the entire state, it becomes apparent that the majority of trail proposals are coming from high population and popular tourist destination areas, but there are proposals distributed throughout the state.

By having this information kept in a GIS, unique maps can be created to show the proposals in greater context with existing trails or other relative GIS information that is available. This information will be most useful at the time of preparation for the applicants and at the time of evaluation for the decision makers.

Data limitations and opportunities to improve the data:
What has been created so far may be used as a base to build upon and as these proposals become completed projects, this information can then be put into the developed/existing trails coverage. As this takes place, specific information about how each trail was funded and how much it costs will also be available.

In the future, specific trail funding requests to the Legislature (and awards) should be tracked within this database. Gaining access to MnDOT's "Enhancement Proposals" would also be helpful. To this end, MnDOT's Enhancement Coordinator has expressed an interest to change the way MnDOT has processed ISTEA/TEA-21 proposals. This possible change in methods includes keeping a better record of all the applications that are submitted rather than just documenting those that are successful. This would add more depth to the overall picture of proposals in the state as time goes on.

Opportunities to use this data:

As the DNR continues to oversee trail grant proposals, the information can be analyzed in several new ways for a more complete evaluation of the proposals and their potential impacts or contributions to existing trails and communities.

Agencies other than the DNR may also find this information useful in evaluating other proposals or community planning efforts. Grant applicants may find this information especially useful to provide additional support to their efforts. The competition for the available funds is quite fierce. The successful candidates are usually those with the best proposals. By being able to show where other efforts are underway, the applicants may find it to their advantage to work together toward a common goal rather than compete for funding. The opportunities are great as long as the information is available and accessible to those that want to use it.

Attached information:

A printout of the database of proposals and sample maps of the point and arc data are located in Appendix E.

Information sources:

The main sources of information for this project were the actual grant applications that were sent in to the sponsoring agencies (DNR/Trails and Waterways Unit, MnDOT and Met Council). Information regarding the "wish list" trail proposals were obtained from the surveys that were sent out for the trail map and trail inventory. Information regarding the contacts for the survey can be found in the information sources for the trail map and trail inventory described above. DNR Trails & Waterways staff and Minnesota Statute 85.015 provided the information regarding the authorized state trails.

Reaction of Trail Interests to the Information

What is it?
The Legislature directed the DNR to coordinate the development of this Study with the Minnesota Recreational Trail Users Association (MRTUA). MRTUA serves as the State's official trail advisory board for the National Recreation Trail Fund to the DNR. It is composed of three representatives from organizations from all nine motorized and non-motorized trail user groups.

Accordingly, MRTUA was requested to develop a list of capital funding priorities and recommendations even though specific funding proposals were considered outside the scope of this Study because so many people requested one.

Why it is important?
Obviously, there are many ways to use the information in this Study depending on one's perspective. Trail administrators and elected officials will employ elements of this Study as appropriate to inform their decisions depending on the scope of their local or statewide authority. Trail users are the ultimate beneficiaries of trail development within Minnesota. This particular product gives voice to each of the state's trail user groups and therefore represents one application of the data.

Of equal importance to the DNR, is that this product requires the user groups to document their interests. Too often it seems, user organizations and bureaucracies such as the DNR get too caught up in day to day issues and lose focus of the "big picture." This request required the user groups to find out what consensus existed amongst membership for various potential visions. These strategic thoughts inform the DNR and challenge this state agency and other policy makers to respect their wishes for the sports that these trail users engage in.

Data collection method:
Information and sample maps were distributed to MRTUA Board members (27 people) on April 18, 1999 at a workshop held to explain the data to the board members. Also at this time, the board members were asked to begin their assessment or evaluation of the Study. In order to help the groups in this process, a "Study Sheet" outlining the task and including seven guidance questions was developed.

A tight time frame of two months was given for the groups to assemble meetings with their

respective organizations to come up with their lists of projects or recommendations using the data and information they had received at the workshop.

What was found?
In mid-June, MRTUA board members reconvened to compare and contrast the recommendations of the various trail user organizations represented by MRTUA. Not surprisingly, the recommendations developed by the various organizations lacked consistency. Some recommendations were very specific while the vast majority were general in nature. MRTUA members concluded that it may not be possible for users to develop a comprehensive list of such opportunities given the varying level of expertise within each of the volunteer organizations.

As a way of summarizing their responses to this request, each group was asked to develop a "strategic sentence" to describe their future interests in trails:

- **HIKERS:** "Primary consideration should be given to land/corridor acquisition."

- **CROSS COUNTRY SKIERS:** "Trail clearing and trail improvements with emphasis on trails near populated areas."

- **BICYCLISTS (and IN-LINE SKATERS):** "To connect, expand and improve upon existing trails and to link those trails to communities, units of the outdoor recreation system (as defined in M.S. 86A) and local trails and facilities in addition to creating more opportunities for off-road bicycles."

- **4x4 DRIVERS (ORVs):** "Planning, acquisition and development of challenging opportunities."

- **SNOWMOBILERS:** "A permanent, funded, natural surface trail system with corridor trails and connecting links to facilities which may include purchase of land/easements."

- **HORSEBACK RIDERS:** "New acquisition and linkages with amenities for current trails that give regional equity in the state."

- **OFF-ROAD MOTORCYCLISTS (OHMs):** "Designating, mapping, maintaining and publicizing trails that are currently being used but not acknowledged by the land administrators. Acquiring and OHV park or riding area near the metro area."

- **ALL-TERRAIN VEHICLE RIDERS (ATVs):** "Improve and extend ATV trail systems by the following: include trail heads, parking areas and camping areas; create,

connect and maintain new trail systems in forests not presently developed; connect forest systems with corridor access so the larger systems have 100 miles or more of trails; and acquisitions where necessary to make connections."

They did however, embrace the concept of local trail grants programs that allow the evaluation of trail proposals on a project by project basis. As envisioned, this state grant program would operate much like the National Recreation Trails Program which by Congressional mandate provides that no less that 30% of all funds be used for motorized projects; 30% for non-motorized projects; and 40% for joint projects.

Data limitations and opportunities to improve the data:
This task proved too ambitious for the trail user groups represented on MRTUA to complete. Trail alignment evaluation and on site visitations, adequate appraisals, and analysis of other factors was really too much to ask for. However, a very valuable list of strategic statements was generated to help inform the DNR and others as to the desires of several statewide trail user organizations.

These statements should be continually refined so as to provide a synopsis of the interests of the various motorized and non-motorized trail user groups.

Attached information:
A full report containing the evaluation statements of each trail user group is in <u>Appendix F</u>.

Information sources: (See next page for listing of MRTUA Members.)

Table 2: List of MRTUA Board Members and their affiliations.

User Group	Name	Club/Organization Affiliation
ATV:	Dave Bartz	All Terrain Vehicle Assoc. of Minnesota
	David Kryzer	All Terrain Vehicle Assoc. of Minnesota
	Vernon Pennie	All Terrain Vehicle Assoc. of Minnesota
Bicycle:	Mike Doyle	Minnesota Bicycle Coalition
	Dorian Grilley	Minnesota Parks & Trails Council
	Lynn Moratzka	Minnesota Bicycle Advisory Committee
Cross-country Ski:	Roger Landers	Brainerd Nordic Ski Club
	Richard Smith	Gunflint Trail/Tofte Association
	Arne Stefferud	North Star Ski Trail Association
Hike:	Rudi Hargesheimer	Superior Hiking Trail Association
	Terry McGaughey	Minnesota Parks & Trails Council
	Derrick Passe	Kekekabic Trail Club
Horseback:	Karen Chestnut	Minnesota Horse Council
	Jan Schatzlein	Minnesota Horse Council
	Roy Shumway	Minnesota Horse Council
In-line Skate:	Terry Holm	Silent Sports Magazine
	Karen Smith	n/a - new member
	Bill Fuhrmann	n/a - new member
Motorcycle:	Jim Cox	MN ARMCA
	Gordon Heitke	MN ARMCA
	Kurt Schwie	MN ARMCA
Snowmobile:	Nancy Hanson	Minnesota United Snowmobilers Association
	Doug Swenson	Minnesota United Snowmobilers Association
	Mary Violett	Minnesota United Snowmobilers Association
4x4:	Lois Campbell	Minnesota 4-Wheel Drive Association
	Dave Jones	Minnesota 4-Wheel Drive Association
	Dean Tabor	Minnesota 4-Wheel Drive Association

APPENDICES

· To request any of the information or documents in the appendices, please contact:
Diane Anderson, Trail Study Coordinator, by phone: 651-297-2501;
e-mail: diane.anderson@dnr.state.mn.us ;
or by mail: DNR Trails & Waterways Unit
500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

APPENDIX A

"Profiles of Nine Trail User Group Populations"

Additional copies of this report are available upon request. Please refer requests to: Diane Anderson, Trail Study Coordinator, phone: 651-297-2501; Fax: 651-297-5475; e-mail: diane.anderson@dnr.state.mn.us ; or mail: DNR Trails & Waterways Unit, 500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

Profiles of Nine Trail User Populations

A Component of the Border to Border Trail Study

Submitted to the
Minnesota Department of Natural Resources
Trails and Waterways Unit
By

RECREATI◭N
PR⬤FESSI◉NALS, INC.
Shaping the Quality of Leisure Experiences

Profiles of Nine Trail User Populations

A Component of the Border to Border Trail Study

RECREATI⚠N
PR♿FESSI🚶NALS, INC.

Shaping the Quality of Leisure Experiences

Profiles of Nine Trail User Populations -
A Component of the Border to Border Trail Study

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Table of Contents

Executive Summary

Description of the Study

The research component of the Border to Border Trail Study was assigned to document trail user profiles for the following trail user groups:

- All terrain vehicle drivers
- Bicyclists
- Cross-country skiers
- Hikers/Walkers/Backpackers
- Horseback riders

- In-line skaters
- Off-highway 4x4 vehicle drivers
- Snowmobilers
- Trail motorcyclists

The information to be collected consisted of the following:

- Demographic profiles – income, education, location, age, sex, occupation, etc.
- Population Size
- Distribution
- Potential for growth
- Trends of participation
- Major differentiating activities, activity styles, interests, and opinions
- Summaries of preferences, desires and needs that describe trail users

Methods employed for documenting demographic information included collecting secondary (already existing) research from diverse sources. These sources included national tracking studies, the National Survey on Recreation and the Environment, professional recreation research, academic research and others.

In addition, qualitative research obtaining review and comment on behavioral market segmentations trail user profiles was conducted. The qualitative research took the form of targeted, in-depth expert interviews where individuals active in industry, trail user organizations and management agencies were asked to review and suggest changes to market segments drafted by Recreation Professionals, Inc.

Recreation Professionals, Inc. conducted the project from March 9 to June 30, 1998 under
contract with the Department of Natural Resources Trails and Waterways Unit.

Summary of Findings

1. Mass markets (defined as having over 2 million participants) exist for over 60 outdoor
   recreation activities in the U.S. All nine trail activities studied fall into this category.

2. Bicyclists, cross-country skiers, inline skaters, hikers, backpackers and walkers were
   documented most thoroughly. Their yearly participation and demographic characteristics are
   studied on a yearly basis by market research firms and manufacturers associations. This was
   the most current and extensive secondary information found.

3. Snowmobilers, trail motorcyclists, ATV drivers and 4x4 drivers are not studied on a yearly
   basis. For trail motorcycles and ATV's industry groups report there has not been any research
   since 1990. For 4X4 off-road vehicles, no national or state research studying them as a
   recreation population and their trail activity is known to exist.

4. Market segmentation addressing different types of trail visitors, who they are, where they are
   and what they do is a recommended strategy resulting from this study. The segments
   presented in this study are recognized to exist by the experts interviewed, by Recreation
   Professionals, Inc. and by trail system managers. However, exact characteristics, such as the
   size of each segment within the entire population, need to be further studied using survey
   research methods for full understanding, and to be of greatest value to managing individual
   trails and the trail system as a whole.

5. Trail recreation strongly serves the desire of Americans to stay active, healthy, share fun and
   happy times with others and to experience nature.

6. Specific benefits derived from activities vary from individual to individual based upon the
   immediate experience they have, and how they process the experience over time. Research

has documented that participants in outdoor recreation derive the following benefits from their activities:

Better Mental Health and Health Maintenance Benefits

    Holistic sense of wellness
    Positive changes in mood and emotion
    Stress management
    Prevention of and reduced depression, anxiety and anger

Personal Development and Growth Benefits

Self-confidence	Learning
Self-competence	Environmental
Value clarification	awareness/understanding
Independence and feeling of	Problem solving
autonomy	Self-reliance
Spiritual growth	Cognitive efficiency

Personal Appreciation/Satisfaction Benefits

Sense of freedom	Creative expression
Stimulation	Spirituality
Challenge	Appreciation of nature
Life Satisfaction	Exhilaration
Self-actualization	

7.   Recreation activity populations vary widely in size. Not all participants regularly use trails. Total population estimates (all participants, including those not using trails) for the nine activities are:

    All terrain vehicle drivers: 551,891 (1991 estimate)
    Bicyclists: 1,533,000 (all types, 1991 estimate)
    Cross-country skiers: 551,891 (1991 estimate)
    Hikers/Walkers/Backpackers: 2,422,000 (all forms, 1991 estimate)
    Horseback riders: 337,000 riders, 214,624 in horse drawn vehicles (1991 estimate)
    In-line skaters: 800,000 (1997 estimate)
    Off-highway 4x4 vehicle drivers: 613,212 (all types, 1991 estimate)
    Snowmobilers: 643,873 (1991 estimate)
    Trail motorcyclists: 214,624 (1991 estimate)

8. Several powerful demographic trends were noted that will shape demand for trails in the future. In-line skating is dominated by people under the age of 34 (90% reporting participation were 34 or younger, 77% were under the age of 24.) They will become a strong source of trail use as they age, and will continue to skate into middle age. Walking has the highest participation rate among all age groups. This activity will continue strong growth as the Baby Boomers age and strive to keep fit. It is believed that the Baby Boomer age group will continue participating longer than their parents in all activities. They will alter their activity styles and travel patterns as they age, thus creating demand for trail opportunities that serve older age groups.

9. Few people are strict specialists in how they use trails in Minnesota. There is crossover between activities, meaning most people participate in more than one trail related recreation activity. Generally, this crossover lies within non-motorized and motorized activities, but even this is not a rigid rule. This results in people having more than one trail-related interest, having different activity styles within the same activity and having multiple patterns of participation.

10. Market segments in all nine activities are found to have needs that influence the amount of use, distribution, timing and quality of the experiences people have. These needs express themselves as important parts of the recreation setting (the recreation environment,) and the quality of trail design and management. Examples include well-groomed surfaces for snowmobiles and cross-country skiers; smooth, paved surfaces for in-line skaters; challenges and obstacles for 4X4 vehicles and solitude for hikers. The lack of these setting characteristics limits the quality of the recreational experience, especially for those who have participated for a long period of time and are enthusiasts.

11. Some trail users are experiencing a barrier to participation caused by non-existence, shortage or ongoing loss of trails located near where the users live. ATV's, 4X4 and trail motorcycle as well as horseback riding and in-line skaters are most impacted by this problem. Cross-country skiing is limited by a lack of lighted ski trails. It is believed by many of the experts interviewed for this study that participation in Minnesota in these sports is being limited by this lack of trail opportunities.

12. Some activities have a more complex variety of market segments. Older sports such as walking and hiking, horseback riding, cross-country skiing and bicycling exhibit more varied user segments than newer sports such as in-line skating.

13. Trail activities exhibit the tendency to evolve new styles of participation to accommodate changing characteristics in the population. An example is the effect of the aging of the Baby Boom age group on sports such as bicycling, where new bicycle designs are being developed to allow more comfortable riding for middle-aged riders. The trail system and its management will need to serve these changing needs and preferences. The implications of evolving activity styles for trail system management are significant, and need to be studied in greater detail than what is presented in this report.

14. The existing information documenting trail user demographic profiles was found to be extremely variable, both in completeness and quality. There is inadequate information for documenting people's participation or satisfaction with the trail system in Minnesota.

15. An on-going, systematic research program using both quantitative and qualitative methods is needed to adequately track trail user populations, their characteristics and activities.

Notes:

Chapter 1 - Study Design and Methodology

This study had two tasks. First, to document a profile of trail users in terms of demographics, rates of participation, population size, potential growth and trends. Due to limitations in time and resources this had to be accomplished using secondary (i.e. preexisting) information sources. The second task was to establish key differences <u>within</u> trail user populations.

Notes on Secondary Information Sources Used for This Study

Several types of secondary data were sought: demographics, participation, motivations, participant behaviors and preferences.

Secondary information for demographic and participation of the nine populations profiled was found to be highly variable in content, quality and format. No single source exists from which information can be used for all nine groups. To create the profiles presented in this report it was necessary to use different combinations of sources for each of the nine populations. Those sources are summarized below.

Because of this variability in sources for this study, the results from secondary sources will be presented on a source by source basis. In some cases sources present contradicting results.

Information sources and research into leisure motivations and lifestyles for the American population exist that give guidance to trail system and individual trail management. These sources establish recreation participation, segment the American population and provide guidance on future changes in recreation lifestyles and demand.

It was found that information sources and research do not exist that specifically describe the all the characteristics, needs and preferences of the nine trail activity types studied by the Border to Border Trail Study in the level of detail needed. Research giving knowledge of trail user preferences and motives by type of user is almost non-existent. With the exception of studies

done in 1978 on cross-country skiers and in 1982 on snowmobilers, no studies were found that

segments the nine trail user populations into behavioral segments by desired trail type.

The National Survey on Recreation and the Environment (NSRE)

The 1994-95 NSRE was conducted to discover and describe:

- participation by Americans in outdoor recreation activities
- favorite activities and constraints on participation in them
- uses and values of wildlife and wilderness
- attitudes about recreation policy issues
- outdoor recreation patterns and needs of people with challenging and disabling conditions
- recreational trips people take away from home

The NSRE survey was comprised of two random-digit-dialing (RDD) telephone surveys. In the

first survey, with a target sample of 12,000 Americans above the age of 15, people were asked

questions in four areas: (1) participation in activities and the numbers of days and trips spent in

recreation activities, (2) the characteristics of recreation trips, (3) barriers and constraints to

outdoor recreation, and (4) alternative strategies for charging user fees for recreation. The average

length of interviews for this survey was 20 minutes.

In the second survey, the target sample was 5,000 Americans also above age 15. People were

asked about their participation in specific outdoor recreation activities and the benefits of that

participation. Each respondent also was asked questions in three of five additional randomly

assigned modules: (1) favorite activities and barriers and constraints to participation in them, (2)

wilderness issues, (3) wildlife issues, (4) awareness about public land management agencies, and

(5) freshwater-based trips. For each of the randomly assigned modules, sample size was

approximately 2,500.

The survey was conducted from January 1994 through May 1995. A total of 17,216 useable

interviews were completed, 12,214 for survey one and 5,002 for survey two.

Analysis of Yearly Recreational Participation Tracking Studies

Recreation Professionals, Inc. analyzed participation data from 1994, 1995, and 1996 contained in *American Sports Analysis.* [1] This publication tracks six sports of interest to the Border to Border Trail Study: cross-country skiing, fitness/touring/training bicycling, mountain bicycling, hiking/backpacking, fitness walking and in-line skating.

American Sports Analysis is an annual syndicated tracking study published by American Sports Data, Inc. which presents data on sports participation in the U.S. Its objective is to provide information to organizations with an interest in participant sports, product markets, or recreation lifestyles. It is designed to identify and analyze general patterns, trends, and relationships in 58 sports and activities.

The research is designed by American Sports Data, Inc. and conducted by NFO Research, Inc. Self-administered questionnaires consisting of a four-page booklet for individual members of the household over the age of 6 were mailed to a nationwide sample of 15,000 households. No incentives were offered, nor were reminder cards mailed to respondents. At the conclusion of the study, 8,075 booklets had been returned, for a response rate of 54%. A total of 14,164 usable individual questionnaires comprised the final sample, so each respondent in the study represents 16,486 people in the U.S. population of 233,511,000. An effort was made to skew the targeted sample toward respondents who were more likely to be active sports participants (i.e. younger males, etc.).

The data presented in this study attributed to the *American Sports Analysis* reports are the averaged numbers from the 1994, 1995 and 1996 reports as calculated by Recreation Professionals, Inc.

Other Secondary Information Sources

Most studies of trail users in Minnesota have been designed to answer specific questions such as how much gasoline is used or which trail were used. No studies have been done specifically profile trail users for standard demographics or important attitudes, interested and opinions such

that desired for this study. Therefore, other sources of information were needed to generate profiles for groups not studied in the sources above. For this study these sources include the following:

- DNR studies of gasoline consumption for gas tax allocation
- DNR and other state agency planning study reports
- Readership profiles for niche oriented magazines
- Industry profile summaries
- Papers and presentations from recreation conferences and symposiums

Careful interpretation is needed to use the data from these sources as they are not consistent in their definitions, level of data or focus of research.

Segmentation of Trail Users for This Study

Market Segmentation as a Strategy for Service Delivery

The second task for this study was to establish key differences <u>within</u> trail user populations. To accomplish this task Recreation Professionals, Inc. developed original behavioral segmentation profiles for each of the nine populations.

Market segmentation is defined as:

> *"Segmentation is the process of partitioning markets into groups of potential customers with similar needs and/or characteristics who are likely to exhibit similar purchase behavior."* [2]

In the case of trail recreation management "purchase behavior" means using trails. People use trails because the trail satisfies a personal set of criteria, such as being close enough to reach in the time available, challenging enough for testing skills, good exercise for fitness or creating a sense of escape.

The objective of market segmentation is to analyze markets, find niche opportunities and capitalize on opportunities.[2] It is used by private and public organizations to differentiate consumers, to move away from a "one size fits all" or "the average user" approach to service delivery. It has emerged as a key planning tool and the foundation for effective strategy formulation in many industries. It allows setting priorities by recognizing that not everyone is a prospect for every service, makes possible designing services for specific types of customers, is also a tool for controlling an organization's product mix for maximum efficiency.

The need for this approach is especially important in recreation due to the highly individualized way people go about their leisure activities. The trail system in Minnesota is a service to the citizens and visitors who come for recreational purposes. It is also a tool for economic development. Since economic return from trails is dependent on attracting and satisfying visitors, economic development brings in the issue of customer satisfaction, which in the case of recreation is closely tied to recreation satisfaction. Market segmentation is the best strategy for service organizations to match what they offer to the needs and preferences of diverse customers. William Davidow and Bro Uttal summarize the importance of segmenting the market for service organizations in the Harvard Business Review[3] as follows:

> " Without a strategy, you can't develop a concept of service...or come up with ways to measure service performance and perceived quality. In short, without a strategy you can't get to first base."

Later in the article they summarize effects of people's expectations on service quality:

> "Good service has nothing to do with what the provider believes it is; it has to do only with what the customer believes is true. Good service results when the provider meets or exceeds the customer's expectations."

The quality of the trail visitor's experience is of fundamental importance to trail services (for a discussion of how leisure benefits are achieved see *Recreation Motivations and the Importance of Recreation* in Chapter 2.) Outdoor leisure experiences are created largely by the interaction of the person's recreation activities and the setting, or environment where they take place. If the setting

isn't what they expect or want to find when they visit a trail or any other type of recreation opportunity, people tend to have poor experiences, even if they can't express what it was that they didn't like.

How the Market Segments for this Study Were Designed

Market segmentation is, therefore, a first step toward developing a strategy for serving different types of trail visitors. There are different ways to segment customers of a service including product usage, geographic, socioeconomic, psychographic, and benefits sought. The key is to segment the total population according to criteria that directly address the question or issue being analyzed.

Segmentation for the Border to Border Trail Study must be at the trail user *and* trail system levels. Trail users approach the trail system from the perspective of where they can go to do the activity they like, in the way they like to do it and to have experiences they enjoy. The audience for the Border to Border Trail Study approach the trail system from the perspective of how to allocate scarce funds, what kinds of trails should be built, where and how should they be operated and maintained. Managers think in terms of physical facilities, their location and how to manage them. Segmenting trail users for the purpose of informing this audience must address both perspectives: activity styles, and location and type of trail.

This study segments trail users according to *who they are, where they are and what they do*. Segments are also presented for people not using trails to further clarify the market for the trail system.

For example, family bicyclists will travel to get to the trail or use them locally if available, use trails in groups, are attracted to trails for safety and pleasure and tend to ride slower than other types of riders. They want places to stop for rest and play and tend to be there at peak use. Another segment, bicycle commuters use trails as individuals and use them only if they fit efficiently into their travel routes. They prefer trails that are properly designed without too many stops and starts, ride faster and more assertively than others do, usually ride at off peak times and are generally not concerned about places to stop for rest.

The segments were reviewed by the DNR team assigned to the Border to Border Trail Study and then reviewed by experts within the respective populations and industries. The segmentations presented in this study reflect the collected suggestions and comments of the DNR team, expert reviewers and Recreation Professionals, Inc.

It is recommended that the DNR, policy makers and stakeholders use these segments and refine them over time through application, further research and evaluation.

Segments Listed by Activity

All Terrain Vehicle Drivers

> Trail Riders
> > Recreational Trail Riders
> > Long Distance Tourers
> Mudders and Scramblers
> Racers
> Event Riders
> Local Riders
> Infrequents and /Utilitarians

Bicyclists

> Bike Trail Cyclists
> > Recreational Riders
> > The Fitness Bicyclist
> > The Non-Competitive Event Bicyclist
> > The Transportation Cyclist
> > The Family Bicyclist
> The Mountain Bicyclist
> Racers
> > Road Racers
> > Mountain Bike Racers
> The Long Distance Bicycle Tourer
> The Road-Only Cyclist
> The BMXers
> The Casual Recreational Bicyclist

Cross-Country Skiers

       Recreational Trail Skiers
              The Trail Destination Skier
              The Family/Social Skier
              The Racing/Event Skier
              The Fitness Skier
       The Skiing Backpacker
       The Local Skier
       Infrequent Skiers

Hikers/Walkers/Backpackers

       The Trail Destination Hiker
       The Over Night Backpacker
       The Organizational Backpacker
       The Event Hiker
       The Fitness Walker
       The Snowshoer
       Casual and Infrequent Hikers/Walkers

Equestrians

       Recreational Trail Riders
              Mobile Trail Riders
              Local Trail Riders
              Carriage Drivers
       Event Riders
       Private Property Riders
       Utilitarians
       Infrequent

In-Line Skaters

       The Recreational Skater
       The Fitness Skater
       The Competitive/Aggressive Skater
       Roller Hockey Players
       Racers
       Event Skaters
       Commuters
       Infrequent/Casual

4X4 Off Highway Vehicle Drivers

> Trail Riders
> Mud Runners
> Non-Technical Trail Riders
> Dune Buggy Drivers
> Local Riders
> Utilitarians
> Infrequents

Snowmobilers

> The Trail Rider
> The Touring Snowmobiler
> The Racer
> The Local Snowmobiler
> Sportsman, Utilitarian and Transportation Snowmobilers
> The Occasional Snowmobiler

Trail Motorcyclists

> Trail Riders
> Racers
> Event riders
> Local Riders
> Utilitarians
> Infrequent Riders

Sources Cited for this Chapter

1. American Sports Data, Inc. <u>American Sports Analysis.</u> Scarsdale, NY. Average of years 1994, 1995, 1996 compiled by Recreation Professionals, Inc.
2. Weinstein, Arthur. <u>Market Segmentation</u>. Probus Publishing Company, Chicago, IL. 1994.
3. Davidow, William H. and Uttal, Bro. "Service Companies: Focus or Falter." <u>Harvard Business Review</u>, July – August, 1989. PP 77-85.

Notes:

Chapter 2: General Findings on Recreation Participation and Motivation

See *Sources for this Chapter* on page 29 for references cited in this chapter. See *Bibliography for this Study* on page 101 for a full list of references.

National Recreation Participation

The following points were taken from the publication *Emerging Markets for Outdoor Recreation*, a joint publication by the United State Forest Service, the National Sporting Goods Manufacturers Association and university researchers that evaluated the *National Survey on Recreation and the Environment*:

- 94.5 percent of Americans participated in at least one form of outdoor recreation in 1994. That percentage translates into 189 million participants nationwide.
- Walking is the single most popular activity, with about 134 million participants.
- Activities with 60 to 99 million participants include biking and wildlife viewing. Those with 40 to 60 million participants are hiking, running and jogging. Off-road driving has 25 to 40 million participants.
- There are mass markets (defined as activities with over 2,000,000 participants nationally) for over 60 individual recreation activities.
- Since 1982, the population of the nation has increased and the proportion of people participating in at least one activity has risen from 89 to 94.5 percent. As a result, numbers of participants have increased for almost all activities.

Recreation Motivations and the Importance of Recreation

The Benefits Approach to Leisure

The recreation field has moved into the era of managing for specific outcomes. This shift is taking place with the help of research into what people get from their leisure activities. One of the leading researchers in this effort is Dr. B. L. Driver, who recently retired as a research social

scientist from the United State Forest Service. The following quotations are taken from printed

handouts provided by Dr. Driver at the 1998 National Association of Recreation Resource

Planners Conference in Vancouver, Washington to describe what the benefits approach to leisure

is and what it means to recreation management. [1]

> "The benefits approach to leisure (BAL) is an expanded conceptual framework that uses
> concepts from General Systems Theory to integrate the inputs and the physical structure
> of the leisure/recreation service delivery systems being managed with the outputs of those
> systems. Under conventional approaches to these delivery systems, attention focuses
> primarily on the inputs to the system (e.g., investment and maintenance capitol, personnel
> and skills needed, physical resources including facilities, programs, and marketing) and
> on management of the physical structure (e.g., a campground, or a trail) of the system.
> Too often, if not generally, this supply orientation to management of these inputs and of
> the structure of the system is viewed as the ends of management. In sharp contrast, the
> BAL views management of inputs and of system structure only as necessary means to
> attain the ends of capturing desired outcomes or impacts, and it views the goal of
> management to be one of optimizing net benefits that accrue to individuals, groups of
> individuals such as family units and local communities, and to the biophysical elements
> and processes of the physically defined systems being managed."

This opens the door to understanding the benefits trail recreationists derive from their activities in

a systematic way. The list of benefits provided by Dr. Driver is extensive and can be grouped into

three areas:

Better Mental Health and Health Maintenance Benefits

Holistic sense of wellness
Positive changes in mood and emotion
Stress management
Prevention of and reduced depression, anxiety and anger

Personal Development and Growth Benefits

Self-confidence
Self-competence
Value clarification
Independence and feeling of autonomy
Spiritual growth
Learning

Environmental
awareness/understanding
Problem solving
Self-reliance
Cognitive efficiency

Personal Appreciation/Satisfaction Benefits

Sense of freedom   Creative expression
Stimulation   Spirituality
Challenge   Appreciation of nature
Life Satisfaction   Exhilaration
Self-actualization

The personal benefits listed above are the results of the experience people have, which is created by the interaction of recreation activities with the environment in which they take place. This interaction creates the immediate experience, which is the immediate benefit of all outdoor recreation.

Immediate recreation experience can be described in simple terms, such as those listed in a paper in the Journal of Leisure Research titled *"The Complex And Dynamic Nature Of Leisure Experience."* They include:

Involvement   Timelessness
Fun   Relaxation
Enjoyment   Sense of Separation
Escape   Adventure
Pleasure   Positive Mood States
Spontaneity   Positive Feedback
Freedom

This paper also offers key knowledge to help guide trail management for the groups being studied. It concludes that the recreation profession "must facilitate leisure experience, rather than merely offer recreational opportunities." Leisure experience has been conceptualized in several ways:

- multi-dimensional: a variety of experiences, both positive and negative
- transitory in nature: taking place in short interrupted episodes, rather than occurring for long periods
- multi-phased involving 5 distinct yet interacting decision "packages": 1)anticipation; 2) travel to site; 3) on-site activity; 4) return travel; 5) recollection

Thus, trails must provide people with the right place and time to do their activity in a style they choose, and in an environment that is suitable for their activity style and that satisfies their

personal tastes and preferences. If this combination isn't there they will not have a positive experience, or will have one less positive than what they sought

These benefits are what all trail recreationists seek. It is important to know these benefits when studying the nine recreation populations. They will guide managers, stakeholders and decision-makers in their efforts to serve all types of users. The challenge lies in providing the trails in the right places with the right characteristics that offer the opportunity to have the experiences that create these benefits.

Travel Motivation

Most trail users must travel to the trails they use. The tourism industry well aware of this, and is one of the driving forces behind new trail proposals in Minnesota because trails attract people to their areas. Understanding travel for trail recreation can be improved by what the travel industry, which has studied leisure travel for decades has found.

John C. Crossley and Lynn M. Jamieson in <u>Introduction to Commercial and Entrepreneurial Recreation</u> [3] explore the relationship between motives and attractions for travel. In most cases people travel to an area for a combination of reasons, not just one such as using a certain trail.

Trail managers and stakeholders need to understand how travel behavior and outdoor recreational behavior interact to fully understand the trail recreationist and how they are serve by the trail system. This was confirmed during the process of interviewing experts reviewing the segmentations developed for the Border to Border Trail Study. Most of the experts indicated that people look for a variety of attractions and factors when choosing where to go and what makes for the best trail recreation.

Reasons for travel are identified by Crossley and Jamieson as either "push" factors or "pull" attractions. Push factors are forces within us that motivate us to travel. Typical push motivators include:

Health Pursuits   Friends and Relatives

Curiosity	Search for Roots/Family Heritage
Novelty/Change	Pleasure Seeking (entertainment,
Escape	gambling, honeymoon, shopping,
Adventure	etc.)
Rest and Relaxation	Learn New Skills
Challenge	Physical Activity
Prestige/Ego	Social Interaction
Spiritual/Religious	Professional Development
Cultural Interest	Business

Note that what the travel industry calls "push factors" align closely with the list of benefits that Dr. Driver and colleagues have identified as the benefits of leisure.

Pull attractions draw a person once they have the urge to travel. Typical pull attractions include:

Natural Scenic Areas	Educational Events & Meetings
Historic Areas	Wildlife
Cultural Events and Attractions	Religious Shrines
Entertainment Events & Facilities	Comfortable Climates
Sports Participation Facilities	Sports Events

Crossley and Jamieson further point out that just as there are motives for travel, there are also reasons why people do not travel or travel less frequently. The major barriers to travel are of importance to trail system managers and stakeholders as they are closely related to many of the barriers to recreational activity identified in leisure research:

Expense	Lack of Information
Lack of Time	Lack of Travel Companion
Lack of Skills	Security (Americans are concerned
Lack of Interest	with crime and terrorism.)
Family Stage	Poor Health

Travel industry businesses and trail providers must determine what barriers are relevant to their particular market segments. Strategies must be developed to address the relevant barriers.

The significance for trail recreation lies in finding ways that trail recreation intensify and complement the push/pull forces while lessening the barriers to travel. High quality, known trail opportunities associated with a strong combination of push/pull factors become more likely to be

attractive to recreationists willing to travel, and to create repeat visitors. Where they lack a combination of push/pull factors trails will have less appeal to the travelling recreationist.

Leisure Lifestyle Research

The private sector researches people's recreation activities, but does so using it's own approaches. One of these approaches is "psychographics." Psychographics has been called "demographics with a Ph.D. in psychology." It is the basis for many forms of market segmentation and tries to connect people's actions, interests and opinions to behavior in the marketplace.

Leisure lifestyle research is the application of psychographics to people's recreational activities. It has found that people approach their leisure activities as a mixture of interests rather than as individual activities. It has also found that people's activity styles change over time, and people exhibit more than one style of activity depending on needs, time, resources, information, companions and other factors.

A March, 1987 article in *American Demographics* by Barbara Everett Bryant titled "Built For Excitement"[4] summarizes research done by Market Opinion Research, Inc. for the 1986 President's Commission on Americans Outdoors. The study found 5 basic motivational categories for outdoor recreation, with 14 important reasons grouped within them:

Fitness
- For exercise
- Keep healthy
- Lose weight
- Reduce stress

Social
- To have fun
- To be with friends
- To be with family
- For relaxation

Excitement
- Competition

- Excitement and stimulation
- For risk and danger

Experience Self and Nature
- Solitude
- To experience Nature

Escape Cramped/Crowded Environment
- To get away from cramped home and daily environment

This study then describes Americans in terms of their outdoor recreation lifestyles, by dividing them into 5 major psychographic segments: **Get Away Actives, Excitement Seeking Competitives, Fitness Driven, Health Conscious Sociables** and the **Unstressed/Unmotivated**. The study also came to some significant conclusions of interest to the Border to Border Trail Study.

Demographic, activity and psychographic profiles of the segments are listed below:

- **Get Away Actives (GAA)** comprise 34% of American adults. 48% of GAA's are baby boomers. 41% of baby boomers are GAA's. Baby boomers are more likely to be GAA's than the population in general. GAA's are 50/50 men and women.

- **Excitement Seeking Competitives (ESC)** comprise 16% of the adult population, and 17% of baby boomers. Forty-one percent are baby boomers. Two-thirds are men; they are upper middle class, and they include more young singles (45 percent) than any other motivational group. They are the youngest of the 5 segments with a median age of 32 (in 1986.)

- **GAA's** are not loners, but they do like solitude, nature and wildlife. This is *very important* to their recreational motivations. These motivations are less important to **ESC's**.

- **GAA's** are not attracted by competition and risk taking. **ESC's** are.

- **GAA's** and **ESC's** exist is all activity groups such as camping, hiking, canoeing, backpacking, etc.

- Both **GAA's** and **ESC's** are part of the movement toward shorter, more numerous trips e.g. long weekend or several days. 54% took 4 or more in 1985. 37% took more than 6 in 1985.

- Both **GAA's** and **ESC's** are most likely to be attracted to wild, public land recreation opportunities offered by the Federal government (USFS, NPS, BLM, USFWS) and State governments (State Parks, State Forests.)

- Over half of **GAA's** use outdoor recreation as a way to reduce stress. This means an escape from job and home, to experience self and have fun outdoors. They are most likely to say the chance to be alone and the opportunity to experience nature are very important. This group is most interested in backpacking and day hiking.

- The **Fitness Driven's** are highest on the socio-economic scale, have more women (56%) and had a median age of 46 (in 1986). They walk for pleasure and fitness and are mainly motivated by physical fitness, not by being outdoors or experiencing nature.

- **Health Conscious Sociables** make up 1/3 of American adults. They do not participate in strenuous physical outdoor activities. They go outdoors for mild exercise and to be with others, not for excitement or to be alone. Two thirds were women and had a median age of 49 in 1986.

The following quotation summarizes the effect of the these segments on outdoor recreation in the future and understanding the populations being studied in the Border to Border Trail Study:

> "Because of the size of the baby boom generation, its motivations will drive the demand for outdoor recreation well into the next century. Age is the major demographic variable that affects participation in outdoor recreation.
>
> As the baby boomers get older, those who are *Excitement-Seeking Competitives* are likely to drop out of that motivational cluster and drop into other, less strenuous clusters. Because there are fewer adults under age 40 behind them to fill the ranks *of Excitement-Seeking Competitives*, this group is likely to shrink as a share of all adults. The boomers who are now Excitement-Seeking Competitives are likely to become *Get Away Actives* or *Health Conscious Sociables*.
>
> Though the baby boom's activities may change with age, the generation is likely to participate in recreational activities at a higher level throughout its life than today's older generation. This will boost the demand for parks, marinas, bike paths, nature preserves, and other recreational facilities for decades to come."

Another article from *American Demographics* ("Nine Ways to Play" by Jim Spring, May 1992)[5] gives more insights into people's motivations for leisure activities using psychographics. An important point made in this article is that people do not have mutually exclusive personality characteristics determining what they do, where they do it and when. They have dominant characteristics that change over time. This means that people have multiple motivations and needs that recreation services should try to appeal to. They will have changing styles of the same activities.

Of the nine leisure motivational groupings this article discusses, 4 fall into those that are benefited by trail recreation:

- **Recuperative Motivations**: 94% of adults would rather use their leisure to recharge their psyches. Recreation services to this group would involve how to help them recuperate in outdoor settings.

- **Tenacious Motivations**: Americans have a strong desire to accomplish things that are important to them. For those who are interested in outdoor pursuits this translates into a strong desire to enjoy themselves and the outdoors. Enjoyment comes partly from being able to find the right settings and go at the right times based upon their personal preferences.

- **Pleasure Seeking Motivations**: We have seen from the previous article on segmentation by activities that a large portion of the American public associate the outdoor with pleasure. They like to be outdoors for a variety of reasons including relaxation, solitude, experience self, experiencing nature and being with people they enjoy.

- **Escapist Motivations**: Escape is one of the strongest motivations for outdoor recreation. It is represented in all activity groups. An important element of escape is to find a place that fits one's personal definition of the term in qualitative terms. This is entirely relative.

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Notes:

Chapter 3: Trail User Profiles

All-Terrain Vehicle Drivers

Demographics

All statistics are national unless noted otherwise. See *Sources Used for Profile of ATV Drivers* on page 35 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Average age: 32[1] Average age enthusiast magazine: 42[5]
Gender profile	Primary users: 92% male[1] Males: 95.8%[5]
Occupation/Educational profile	Most common: Skilled/Technical followed by Managerial[4] College Graduate: 20%[1] Attended college: 50.8%[5]
Income profile	Average: $48,000[1]
Household Profile	Married: 73%[1] Average number of people in household: 2.6[1]
Population size	As of Dec. 31, 1997 registered in Minnesota: 86,184[2] Number of adults participating in Minnesota 1991: 551,891[3]
Distribution	Town Size[4] ▪ Under 25,000 71.43% ▪ 25,000-150,000 24.18% ▪ 150,000-500,000 7.69% ▪ Over 500,0000 4.4%
Weekly riding rate	3 days or more: 60%[1]
Number of Years Riding	Average: 4[1]
Primary ATV Use[5]	Recreation 47.8% Hunting/Fishing 26.3% Farming/Ranching 13.1% Utility 8.3% Racing 3.4%
Where Riding Takes Place	Private[1] ▪ All the time 36.5% ▪ Most of the time 33.2% ▪ Sometimes 23.7% ▪ Never 6.6%

Where Riding Takes Place, cont.	Public[1] ▪ All the time 10.8% ▪ Most of the time 19.0% ▪ Sometimes 51.6% ▪ Never 18.6%
Average Number of Riders/Family	2.2^4

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Profile of ATV Drivers* on page 35 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Trail Riders

Recreational Trail Riders

Trail Use Pattern
- travel·to trails and ATV areas to drive designated trails and road system routes

Recreation Setting Preferences
- the natural setting is important element of experience[6,7,8]
- may use scramble areas, but they are secondary attraction to trail riders[6,7]
- trails should offer varied conditions, loop configurations
- most Trail Riders want natural, hilly areas for the best trails; straight trails get boring[6,7,8]

Motivation/Activity Style Elements
- ATV is source of escape to natural settings[6,7]
- most Trail Riders can ride 50-100 miles in one day[6,7]
- seeking challenge to machines and operating skill and using machines to fullest
- a highly social activity, groups consisting of family and friends
- enthusiasts will travel long distances to do activity if the area is publicized[6,7]
- excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, creating safety problems and a bad public image for others in the sport

Long Distance Tourers
  Trail Use Pattern
  - ride long distances from place to place, following trails and low use roads; similar to snowmobile tourers
  - needs extensive trail and forest road system
  - a common ride is 25 miles/day, 60-80 max. miles per day is a common distance
  - prefer loop systems, but will use out and back if no choice[8]

  Recreation Setting Preferences
  - want challenge, not a flat and smooth trail; a variety of conditions with obstacles and technique requirements; not all of the trail should be highly difficult so groups can stay together[8]
  - need access to local services, lodging, restaurants and businesses; will use ditches and local trails to connect trails[8]
  - must be able to get fuel to go long distance touring; can only go 40-60 miles on a tank of gas; larger machines can only go 30-35 miles; in some places long distance tourers need to haul gas with them[8]
  - frequently rides in areas they do not know, highly dependent on maps, signs, information
  - trail needs some level of challenge to operator skill; hills, trees, logs to go over, rock hill, winding, 4-8 feet, similar to original design of snowmobile trails before era of widening and straightening of snowmobile trails[7,8]

  Motivation/Activity Style Elements
  - commonly in family groups or with close friends
  - travel on their machines much like snowmobiles[8]
  - travels slower, wants to see the countryside[8]
  - highly committed to sport
  - less interested in speed and performance[8]

Mudders and Scramblers

  Trail Use Pattern
  - 2 acres area maximum needed[6,7]
  - riders do not use trails for this activity[6,7]
  - do not require extensive trail systems to do this
  - only a small number of people do this as the main part of the sport[6,7]

  Recreation Setting Preferences
  - prefers short, wet runs or hilly terrain that challenge machines and operator skill
  - natural setting is not important, want riding challenge[6,7]

  Motivation/Activity Style Elements
  - participate in groups, come for the weekend and stay nearby
  - highly social activity; seeking challenge to machines and operating skill
  - often take place as part of events and rallies where allowed
  - excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, may create safety problems and bad public image for others
  - most riders stop after several times and spend more time as Trail Riders; no one stays with this type of riding like they do trail riding[6,7]

Racers

Trail Use Pattern
- in general, racers do not use recreational trails
- some may train on trails

Recreation Setting Preferences
- use racecourses that offer appropriate challenges
- typical length for racecourse is 1-2 miles[6,7]
- not interested in natural setting

Motivation/Activity Style Elements
- small areas needed for sprint races; for cross-country races require long distance loop system consisting of back roads, logging roads and trails
- participate in competitive events, long distance, challenge course and sprints
- excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, may create safety problems and bad public image for others

Event Riders

Trail Use Pattern
- formally sponsored rallies and events
- ride up 40 miles per day, want opportunity to do other things during the day and after riding[6,7]
- organized events are a growing segment of ATV activity[6,7]
- events are repeated if successful, need established routes for riders to use and may need permits to do so

Recreation Setting Preferences
- looking for same settings as trail riders and long distance tourers

Motivation/Activity Style Elements
- will do trail rides, scrambles and/or mud runs, ATV pulls, swap meets, radar runs, and GPS rides[6,7]
- participants enjoy testing and comparing machines
- seeking challenge to machines and operating skill, in social setting
- groups consisting of family and friends
- may involve many machines and require special use permits
- participate in groups, come for the weekend and stay nearby

Local Riders

Trail Use Pattern
- starts trip from home and returns home
- knows and rides the local trail system
- range of lengths 1-100 miles depending on purpose of trip[6,7,8]
- ride on road right of ways, private land and nearby public land, making own routes

Recreation Setting Preferences
- Local Riders will ride in whatever conditions are there
- require little or no trail system, but will use trails if convenient; rides ditches and local, unofficial trails to get to local destinations, or to gain access to trail systems[6,7]

- not dependent on trails

Motivation/Activity Style Elements
- may ride frequently, for short distance and short time periods on a spontaneous basis
- seldom ventures away overnight
- rides alone or small groups
- excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, may create safety problems and bad public image for others

Infrequents and Utilitarians

Trail Use Pattern
- use of ATV for transportation to other activities such as fishing, hunting, camping and for work on private or public property
- use trails if convenient to other purposes; trail system needs are opportunity based, will use a trail if it gets them where they want to go

Recreation Setting Preferences
- may ride in natural settings as part of other activities

Motivation/Activity Style Elements
- ATV use by hunters may conflict with non-motorized hunters in area
- excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, may create safety problems and bad public image for others

Issues, Trends and Observations from Experts and References

- Lack of a trail system in Minnesota limits the sport.[6,7,8]

- The sport needs more enforcement to gain acceptance.[6,7]

- Needs a connected trail system with more miles, trail loops and routes.[6,7,8]

- The sport is becoming more accepted by communities.[6]

- Image of the sport is changing from rowdiness and insensitivity to mainstream recreation.[6,8]

- Lack of coordination with other trail systems create lost opportunities (e.g. snowmobile).[7]

Sources Used for Profile of ATV Drivers

1. Warnick, Rod. "Trends in Recreation and Leisure Equipment." In <u>Proceedings of the 4th International Outdoor Recreation & Tourism Trends Symposium and the 1995 National Recreation Resource Planning Conference.</u> Compiled by Thompson, Jerrilyn Lavarre; Lime, David W.; Gartner; Bill; Sames, Wayne. University of Minnesota, St. Paul, MN. 1995.

2. Current Registrations, Minnesota Department of Natural Resources, License Bureau, 1998.
3. Anderson, Dorothy H. Unpublished telephone survey results. University of Minnesota, College of Natural Resources, 1991.
4. All-Terrain Vehicle Association of Minnesota, "ATV User Survey," survey of registered ATV owners, 1996.
5. Ehlert Publishing Group, Inc. "1996 ATV Magazine Reader Profile Survey" 601 Lakeshore Parkway, Suite 600, Minnetonka, MN, 55305.
6. Interview with Mr. Mark Wolf. Member, All-Terrain Vehicle Association of Minnesota. June 10, 1998.
7. Interview with Mr. David Kryzer. Member, All-Terrain Vehicle Association of Minnesota. ATV representative to MRTUA. June 16, 1998.
8. Interview with Ms. Margaret Barr. President, Range Riders ATV Club, Hibbing, MN. June 16, 1998.

Bicyclists

Demographics

All statistics are national unless noted otherwise. See *Sources Used for Profile of Bicyclists* on page 47 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Recreational, Fitness, Commuting Bicyclists

Characteristic	Summary
Income	Higher income groups, highest participation rates[3] Popular in every demographic segment, most popular in income segment >$100,000[3] Participants by income groupings[4] • Under $15,000 14.12% • $15000-$24999 14.50% • $25000-$34999 14.07% • $35000-49999 18.41% • $50000-$74999 20.11% • $75000+ 18.80%
Education	College educated are significantly more likely participants, 34.3% of participants in last 12 mo. were college grads., high school or below less than 25%[3]
Household Composition	3 or more: > 30%[3]
Selected This Activity as Their Favorite	15.3 %[4]
Age	Age groupings[4] 6-11 13.55% 12-17 15.81% 18-24 10.84% 25-34 22.86% 35-44 19.75% 45-54 8.94% 55-64 4.05% 65+ 4.20%
Sex	male: 53.1%, female: 46.9%[4] percentages of US pop. by sex 1994-95 NSRE[5] • 31.0% of males, 26.5% of females
Population (all bicycle types)	Total MN bicyclists estimated in 1991 1,533,000[1]

Number Participating	MN statewide average '94-'96 total, 822,000[14] ▪ Mpls./St. Paul MSA average '94-'94, 505,000[14]

Participation Rates	▪ Days participated in last year[4]
	     1-3 10.35%
	     4-6 11.07%
	     7-11 11.59%
	     12-24 15.51%
	     25-49 16.34%
	     50-74 10.75%
	     75-99 4.61%
	     100-149 6.77%
	     150+ 10.95%
	     Not Reported 2.05%

Number of Years Participated	10+ year figure Indicates strong retention of participants[4]
	     1 or less 12.69%
	     2-3 18.07%
	     4-5 15.14%
	     6-9 10.81%
	     10+ 37.79%
	     Not Reported 5.59%

Population Trends	Children are catalysts for cycling.[3] Families with children < age 6 are more likely to cycle than those without.[3] City (commuter) bikes are seen as large growth potential as people want mountain bike features but street bike comfort (upright ride)[3] Bicycle commuting is expected to increase[3]
Economic Activity Measures	Biggest buyers of bikes are married couples w/ kids age 6-17 - 31% of all spending[3] Households w/ income >$40,000 spend above average on bikes[3]

Mountain Bicyclists

All statistics are national unless noted otherwise.

Characteristic	Summary

Income	Income groupings[4]
	    Under $15,000 12.46%
	    $15000-$24999 13.51%
	    $25000-$34999 13.16%
	    $35000-49999 18.50%
	    $50000-$74999 25.06%
	    $75000+ 17.30%

Selected This Activity as Their Favorite	11.73%[4]

Age	Age groupings[4]
	    6-11 9.56%
	    12-17 20.37%
	    18-24 19.30%
	    25-34 28.02%
	    35-44 14.53%
	    45-54 6.39%
	    55-64 1.27%
	    65+ .56%

Sex	Male: 67.9%, female: 32.1%[4]
Population Size	MN participants total 470,000[14] • Mpls./St. Paul MSA 234,000[4]

Number of Years Participated	Average 1994-96[4]
	    1 or less 21.46%
	    2-3 30.95%
	    4-5 19.78%
	    6-9 11.13%
	    10+ 12.40%
	    Not Reported 4.28%

Participation Trends	Industry believes 2-3% mountain bikes are actually used off-road[7] Growth in participation 552% 1987-1996[13] 3 year 1994-96 - 6.6% increase[4]

Participation Rates	Days of participation in last year[4]
	    1-3 20.16%
	    4-6 14.35%

	7-11	13.99%
	12-24	17.10%
	25-49	13.35%
	50-74	8.00%
	75-99	2.61%
	100-149	4.47%
	150+	4.32%
	Not Reported	1.65%
Economic Activity Measures	Mountain bikes ranked 3rd among equipment-related sports activities by SGMA[3]	

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Profile of Bicyclists* on page 47 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Trail Bicyclists

Recreational Riders
Trail Use Pattern
- seeks out and travels to bike trails and bicycle friendly areas away from home either as day or overnight trips
- will use combination of roads and trails as available, safe and convenient

Recreation Setting Preferences
- shorter than 10 miles is not very viable for repeat use, 20 miles is the point where people get interested, then they need things to create interest [9]
- optimum length of ride is determined by what is there; often determined by what is along the trail to do.
- trails need opportunities to get a feeling of place, what the areas offer and where you are
- shade for rest areas is essential
- rest stops in towns need good information about the town; do not assume people will go looking for it.
- put information at places where people will naturally stop.

Motivation/Activity Style Elements
- some want to escape heavily used trails to experience near solitude
- some camp along trail or road routes
- use whatever local lodging is available
- large percentage seek escape from motorized activity and value experiencing nature
- regards bicycling as an important recreational interest; invests in high quality equipment
- frequently needs and uses trail and route guides, agency and media information
- gets information from diverse sources – other cyclists, magazines, Internet, agencies, others; uses trail and route guides
- frequently take multi-day bicycling vacations
- stays in local lodging, uses local services
- many are served by lodges, bike destinations and resorts specializing in this niche
- go as individuals, couples or in small groups of family/friends
- likes to stop at rest areas along the trail for relaxation
- does other activities (e.g. shopping, local entertainment, visiting friends)
- as a group interested in varying trail difficulty levels
- stops along R.R. trails need to be something that break up the trip; create mini-destinations along the trail at periodic intervals; need to break up the route into nodes interest that invite you to linger [9]

The Fitness Bicyclist
Trail Use Pattern
- generally not dependent on trails, if using trails, requirements are medium to long distance (5-20 miles)
- bikes primarily on a route consisting of streets, roads and trails long or challenging enough for a good workout
- uses established routes for challenge and timing
- can be a daily user of trail if part of normal route

Recreation Setting Preferences
- not primarily motivated by experiencing nature or solitude or socialization
- trails should be of varying difficulties and lengths, interconnected or loop systems most preferred

Motivation/Activity Style Elements
- uses bicycle as a primary form of exercise to maintain or improve health
- frequently extends the season by riding later into fall and earlier in spring than recreational riders
- goes alone or in small groups
- may go daily or several times/ week becoming a frequent, repeat user of trails
- primarily males, students, educated and in profession/technical occupations

The Non-Competitive Event Bicyclist
Trail Use Pattern
- a bicyclist who attends organized, non-competitive events as a rider (e.g. MS 150)
- uses trail if part of route, longer events incorporate trails and roads

Recreation Setting Preferences
- needs support facilities – rest areas, parking lots, water sources, staging areas, routes to avoid heavy road traffic, traffic warning and controls at road intersection
- share most of the same needs as the recreational trail rider but with more support facilities

Motivation/Activity Style Elements
- events are growing in number and size to several thousand riders
- social element is important
- for some cyclists events are the major expression of bicycling interest, attending several events per year
- may conflict with recreational trail users who are not part of event

The Transportation Cyclist
Trail Use Pattern
- uses trails only if convenient, safe and direct
- not dependant on trails, favors minor streets and roads but will use major roads where necessary

Motivation/Activity Style Elements
- uses bicycle as a form of transportation to work and other activities (shopping, errands, etc)
- road system and traffic is a barrier to many members of this segment
- frequently rides in off peak hours
- trail design is highly important, many recreational trails have too many bends and curves with poor sight distance, many road-side trails have too many driveways and traffic conflicts [6]
- extends the season by riding later in fall and earlier in spring than recreational riders [6]
- efficiency and safety are important considerations
- motivated by fitness, environmental values, efficiency and economy
- for commuters bike maps are desired, showing bike lanes and shoulders on roads
- needs bike racks, security, showers when weather is hot
- is interested in trail that connect them to places to go, length and nature isn't the primary consideration [9]
- urban commuter trails should reflect urban interests and styles, e.g. art work, small pocket parks, commercial areas and basic human needs [9]

The Family Bicyclist
Trail Use Pattern
- prefers bike trails and quiet streets
- heavy users of trail where convenient
- when bicycling as part of vacations shares many of characteristics of recreational trail bicyclists
- most activity happens close to home
- need routes to avoid heavy road traffic

Recreation Setting Preferences
- want features such as controlled, traffic free access, this is important beyond other things
- ideal length of trail 20 miles max., needs adequate facilities within 10 mile area; length isn't a primary selling point to family trail riders, it is the quality of the riding
- rest stops in towns need good information about the town; do not assume people will go looking for it (this is crucial with kids)
- playgrounds next to trail help keep kids engaged in the trip

Motivation/Activity Style Elements
- rides in family groups, often as an activity with small children
- need good information for planning trips
- need support facilities: rest areas, parking lots, water sources
- portable toilets are less appealing to families; want something with running water, heated places in the right season
- scenery is desirable, challenging terrain isn't needed, more convenient the better [8]

The Mountain Bicyclist

Trail Use Pattern
- seeks out and travels to mountain bicycle trails away from home either as day or overnight trips
- should not be confused with owners of mountain bikes who do not use them on mountain bike trails (industry estimates are only 3% of mountain bikes are used on mountain bike trails) [7]

Recreation Setting Preferences
- commonly desire 2-3 hour riding opportunities, 20-25 miles possible length, less in heavy woods and steep terrain; (Note: Chequamegon NF in WS is an example of a good system, about 300 miles in 6 clusters based on difficulty, scenery, etc.) [7]
- trails need a wild, challenging feel, immersing rider in nature yet with riding challenge that gives a good workout and opportunity to test skills [7,9]
- trails should not be manicured or devoid of obstacles and riding challenges
- will use combination of roads, logging roads or trails if available, safe and convenient
- needs individualized information from on-site personnel for route finding if not clearly marked
- need an outside water spigot to clean bikes after rides
- some want to escape heavily used trails to experience solitude
- many want ability to keep bikes inside at night or locked up, do not like to leave them on car top carriers

Motivation/Activity Style Elements
- motivations are getting exercise, experiencing natural setting, testing skills [12]
- may take multi-day bicycling trips
- mostly go as individuals, couples or in small groups of family/friends
- interested in varying trail difficulty levels
- gets information from diverse sources: other cyclists, magazines, Internet, agencies, others; commonly uses trail and route guides

- enthusiasts invest considerable time and energy in sport; bicycling is an important recreational interest, central to obtaining leisure satisfaction and benefits in life
- stays in local lodging, uses local services

Racers

Road Racers
Trail Use Pattern
- participants in competitive events – races, iron man, etc.
- road racers prefer to be on roads and off trails, using trails only if part or race course
- often do not use trails at all, tend to avoid trails when training due to conflicts with others, although may train on trails if convenient

Motivation/Activity Style Elements
- frequently extends the season by riding later into fall and earlier in spring than recreational riders

Mountain Bike Racers
Trail Use Pattern
- participants in competitive events – cross-country races, iron man, observed trials, point-to-point, etc.
- uses trails if part of the race/event course, may also use forest roads

Recreation Setting Preferences
- mountain bike racers prefer varied challenging trails
- in Minnesota many mountain bike races are held at cross-country and downhill ski areas mainly during summer and fall months, can attract thousands of participants
- trail design is highly important, commonly short distances

Motivation/Activity Style Elements
- frequently extends the season by riding later into fall and earlier in spring than recreational riders

Long Distance Bicycle Tourers
Trail Use Pattern
- most do not restrict routes to trails, but will use trails if convenient, direct and well designed
- may take multi-day, long distance trips sometimes of up to several hundred miles either in large loop or one way route
- capable of traveling long distances on daily basis, thus requiring extensive trail and road based routes

Recreation Setting Preferences
- Chooses routes for a combination of riding characteristics, safety, accommodations and natural scenery

Motivation/Activity Style Elements

- commonly travels either alone or in small groups
- gets information from diverse sources: other cyclists, magazines, Internet, agencies, others
- commonly uses trail and route guides
- college students, middle aged are dominant age groups
- camps or stays at motels, hotels and bed & breakfasts
- invests in high quality equipment
- highly committed to sport
- less interested in speed and performance, motivation is to ride bicycle, escape, see new places, view scenery, succeed at traveling long distance
- researches and plans route in advance, will alter routes during trip as needed when conditions warrant
- frequently rides in areas they do not know; highly dependent on maps, signs, information
- need access to local services, food, lodging, restaurants and businesses

The Road-Only Cyclist

Trail Use Pattern
- does not use trails
- believes trails are too crowded, unconnected to destinations, inconvenient or unsafe due to design flaws

The BMXers

Trail Use Pattern
- do stunts needing specialized structures and obstacles
- not dependent on trails

Recreation Setting Preferences
- competitive events
- not outdoor oriented

Motivation/Activity Style Elements
- ride specialized bicycles designed for stunts and performance

The Casual Recreational Bicyclist

Trail Use Pattern
- bicycles on local streets and trails
- may be intermittent to heavy user of trails, depending on interest at the time
- almost always rides at peak times

Recreation Setting Preferences
- convenience, safety, pleasant riding conditions

Motivation/Activity Style Elements
- does not plan trips around bicycling
- may ride bicycle as part of another trip if opportunities exist and they know about them
- rides only as a sporadic, casual pastime, may not ride every year

Issues, Trends and Observations from Experts and References

Notations on Bicycling from *Emerging Markets for Recreation*[2]

- *Bicycling can be classed as a fitness activity or as an outdoor adventure activity.*
- *Bicycling is popular with a variety of Americans.*
- *Bicycling has become more diversified, being used for road touring and dirt road and trail riding.*
- *Bicycling equipment has become more specialized, providing a safer and more technologically based experience.*
- *In all fitness activities, participation increases as family income increases.*
- *Increases in participation with income may be associated with greater amounts of leisure time, peer pressure, or an interest in health and fitness.*

Need more mountain biking in Greater Minnesota. Northern WI has a great system. There are opportunities out there but we aren't capitalizing on. Need to develop more actual opportunities to ride as a designated, managed and promoted opportunity.[8]

System of opportunities in Metro area is tenuous and subject to closure. Many opportunities have been lost, but new ones also open.[8]

Inappropriate behavior is an issue. People who do not ride responsibly are causing problems. Trails tend to attract less experienced people who can experience conflicts due to inconsiderate behavior.[8]

Comfort and convenience is crucial to expanding markets.[10]

Fitness is a key motivation for baby boomers. Cycling is being carried into older age – trail types need to be there that are fun for older people.[8, 10]

Trails need to focus on what makes it more fun, better experience and more interesting for people. Give riders access to services that increase and fun. Might take out-of-box thinking to do this. Make it easy to find things that add to value.[9, 10]

Need a way for people to contribute financially or other wise to help the trail. Could help improve the trail and build support.[10]

Could improve use of bikes in state parks, need safe riding locations, racks, secure places to put bikes out of the weather, etc.[9]

Non-competitive events are limited by road quality, needs better education and control of these riders to keep them in good standing with motorists.[9]

Commuters need overall improvement of bike culture: mapping, acceptance within companies and organizations, bike-mapping system that can be followed in an organized way. Need bike

lockers everywhere, not just downtown. There must be some uniform requirements for new development to be more bike friendly. Needed in all size towns.[9]

Long distance trails systems are needed in Minnesota for mountain bikers. They get tired of doing loops. The Chequamegon National Forest system is a good example. Most mountain bike enthusiasts in Minnesota go there now, but would like to bike in Minnesota too.[7]

Better information services and management are needed. Inadequate job is being done to inform people of what is there.[7]

Sources Used for Profile of Bicyclists

1. Anderson, Dorothy H. Unpublished telephone survey results. University of Minnesota, College of Natural Resources, 1991.
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3. Wellner, Alison S. Americans at Play – Demographics of Outdoor Recreation and Travel. New Strategist Publications, Ithaca, NY. 1997.
4. American Sports Data, Inc. American Sports Analysis. Scarsdale, NY. Average of years 1994, 1995, 1996 compiled by Recreation Professionals, Inc.
5. Cordell, H. Ken; Lewis, Burt and McDonald, Barbara L. "Long-Term Outdoor Recreation Participation Trends." In Proceedings of the 4th International Outdoor Recreation & Tourism Trends Symposium and the 1995 National Recreation Resource Planning Conference. Compiled by Thompson, Jerrilyn Lavarre; Lime, David W.; Gartner; Bill; Sames, Wayne. University of Minnesota, St. Paul, MN. 1995.
6. Interview with Mr. Dorian Grilley, Executive Director, Minnesota Parks and Trails Council, June 4, 1998.
7. Interview with Mr. Gary Sjoquist, Quality Bicycle Products, June 4, 1998.
8. Interview with Ms. Rebecca Miller, Executive Director, Minnesota Coalition of Bicyclists,
9. Interview with Mr. Doug Shidell, author bicycle recreation publications, June 9, 1998.
10. Interview with Mr. Brad Nelson, Hi Tempo Ski-Sail-Bike, 3959 Highway 61, White Bear Lake, MN. June 3, 1998.
11. National Off-Road Bicycle Association. "NORBA Facts." Colorado Springs, CO. 1996.
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13. National Sporting Goods Manufacturers Association. "What's Hot and What's Not In Sports." North Palm Beach, FL. April 1997.
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Cross-Country Skiers

Demographics

All statistics are national unless noted otherwise. See *Sources Used for Profile of Cross-Country Skiers* on page 54 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Age groupings[4] 6-11 8.01% 12-17 11.34% 18-24 10.06% 25-34 23.31% 35-44 20.67% 45-54 15.21% 55-64 6.13% 65+ 5.27%
Gender profile	Male: 50.87%, female 49.13%[4] Percentage of US pop. by sex 1994-95 NSRE[2] ■ 3.5% of males, 3.0% of females
Income profile	Participants by income groupings[4] ■ Under $15,000 6.97% ■ $15000-$24999 9.76% ■ $25000-$34999 11.84% ■ $35000-49999 19.55% ■ $50000-$74999 22.05% ■ $75000+ 29.83%
Population size	Average number reporting participation in MN '94-96: 301,000[6] ■ Average number reporting participation '94-96 Mpls./St. Paul MSA: 214,000[6] Number of adults participating in MN 1991: 551,891[1]
Trends	Decreasing, 1994 national participants 4,748,000 to 1996 3,975,000[4] Nationally, total participants decreased from 5,134,000 in 1990 to 3,385,000 in 1996[5]
Selected This Activity as Their Favorite	9.3%[4]
Participation Rates	Days participated in last year[4] 1-3 52.82% 4-6 19.89% 7-11 11.67% 12-24 8.93%

	25-49	4.19%
	50-74	.68%
	75-99	.25%
	100-149	.13%
	150+	.24%
	Not Reported	1.23%
Number of Years Participated	Average 1994-96[4]	
	1 or less	15.38%
	2-3	17.51%
	4-5	15.49%
	6-9	9.60%
	10+	38.95%
	Not Reported	3.07%

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Profile of Cross-Country Skiers* on page 54 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Trail Skiers

<u>The Trail Destination Skier</u>
　　Trail Use Pattern
　　　■　seeks out and travels to trails away from home either as day or overnight trips
　　Recreation Setting Preferences
　　　■　in Minnesota, commonly prefer wooded, rolling terrain but use all trails in natural that are accessible
　　　■　some use diagonal stride, some use skate technique requiring appropriate grooming programs; some diagonal stride skiers wish to avoid skate skiers
　　　■　some want to escape heavily used trails to experience near solitude
　　　■　growing portion want lighted ski trails to allow night skiing
　　　■　important they feel remote from urban conditions, want challenge in trail system, wooded better for keeping snow in good condition
　　　■　need drinking water at trail heads as people carry water with them when on trail[9]

Motivation/Activity Style Elements
- large percentage seek escape from motorized activity and value experiencing nature
- take multi-day skiing vacations, or do day trips to ski trails
- stays in local lodging, uses all local services
- many are served by lodges, x-c ski destinations and resorts specializing in this niche, others are served by and trail systems designed solely for skiing and use whatever local lodging is available
- go as individuals, couples or in small groups of family/friends
- likes to stop at rest areas along the trail for relaxation and socializing
- frequently combines other activities (e.g. shopping, local entertainment, visiting friends) with skiing on multi-days trips
- as a group interested in all trail difficulty levels
- frequently uses trail and route guides, agency and media information
- may use high-tech specialized equipment
- want good grooming[7,8,9,10]

The Family/Social Skier

Trail Use Pattern
- share many of the characteristics and use patterns of the "Destination Skier" but ski as a family activity with small children or extended family groups
- frequently take multi-day skiing vacations

Recreation Setting Preferences
- attracted to convenience and diverse activity opportunities in area to accommodate all family/group members
- attracted to and prefers well groomed trails
- mixture of trail difficulty and length desired, should have places for kids to practice, trails that do not frustrate kids too much [9]
- as a group, does not want all skate skiing or too many fast people on the trails, want combination of diagonal stride trails and skate skiing for various skill and interest levels, may want skate and diagonal within trail system but not side by side[7,8]
- want good grooming[7,8,9,10]
- needs drinking water at trail heads as people carry water with them when on trail[9]

Motivation/Activity Style Elements
- family solidarity and socialization is a strong desire
- large percentage seek escape from motorized activity and value experiencing nature
- not highly dependent on technically difficult trails due to varying skill levels within group
- skill levels vary from beginner to expert
- stays in local lodging, uses all local services
- many are served by lodges, x-c ski destinations and resorts specializing in this niche, others are served by and trail systems designed solely for skiing and use whatever local lodging is available

- will ski in less natural places, want convenience and appropriate trail but if its natural that's good too[9]

The Racing/Event Skier

Trail Use Pattern

- uses trail as part of organized, competitive.events
- commonly trains on local trails

Recreation Setting Preferences

- want hilly terrain for good skiing and variation to avoid boredom[9]
- needs support facilities for rest, staging and comfort
- needs trails of varying difficulties and lengths, loop systems most preferred for training
- need and support lighted ski trails to enable training in evening[7,8,9,10]
- need drinking water at trail heads as people carry water with them when on trail[9]
- 10-20 km loops are good for events[7]

Motivation/Activity Style Elements

- not as interested in natural setting as recreational skiers
- generally highly skilled skiers
- participates in organized skiing events, either competitive or non-competitive; may train throughout year using roller-skis, running, bicycling
- racers include many types of participants: high school, college, citizen
- values exercise combined with socialization and affiliation
- identifies strongly with skiing and frequently follows the sport through organizations and media
- there has been boom in master skier level as seen in success of racing events[8,9]
- many kids joining x-c ski teams at high school level[8,9]
- want good grooming[7,8,9,10]

The Fitness Skier

Trail Use Pattern

- may go daily or several times/week becoming a frequent, repeat user of trails
- skis primarily at closest trail, golf course, park or area that allows the activity and has a route long or challenging enough for a good workout

Recreation Setting Preferences

- needs trails of varying difficulties and lengths, loop systems most preferred for training
- desires many of same setting characteristics as racers – good grooming a must
- fitness skiers want natural feeling a little more than Racer, but more interested in challenging skiing [9]
- need and support lighted ski trails to enable training in evening[7,8,9,10]

Motivation/Activity Style Elements

- uses skiing as a form of exercise to maintain or improve health
- generally highly skilled skiers
- skis alone or in small groups
- most commonly uses skate skiing technique
- not primarily motivated by experiencing nature, solitude, or socialization

- want good grooming[7,8,9,10]

The Local Trail Skier

Trail Use Pattern
- skis primarily at closest trail, golf course, park or open area where skiing is allowed, doesn't travel to remote trails or stay overnight to ski
- may go repeatedly to the same place, daily or several times/week, becoming a frequent user of local trails
- may be the dominant source of visitors to local ski areas

Recreation Setting Preferences
- needs trails of varying difficulties and lengths
- needs fewer special services to accomplish skiing activity
- gravitates to local natural places that offer good skiing[9]
- not solely interested in groomed ski trails
- looking for convenience and fun, and not challenge[9]

Motivation/Activity Style Elements
- includes skiers from fitness and family/social segments, but who prefer to ski only at sites close by
- less concern for trail attributes such as difficulty, grooming; more interested in convenience and reliability of the opportunity
- primary motivations are combination of exercise, getting outdoors, being with others, experiencing nature
- has members who are fitness oriented or nature oriented similar to
- ski frequency is dependant on time, snow conditions, weather, availability on convenient opportunities
- skill levels vary from beginner to expert
- skis alone or in small groups
- spontaneous decisions to participate are common, little planning needed to participate
- many want classic, diagonal skiing to be served as well as skate skiing[8,9]

The Skiing Backpacker

Trail Use Pattern
- skis into areas to camp one or more nights
- self contained camping styles varying from minimum impact (e.g. using no campfires) to heavier impact (using fires and making structures)
- shorter trail lengths are acceptable, <10 miles, but can use trail lengths up to 50 miles[11]

Recreation Setting Preferences
- seldom needs groomed trails
- beginners require well marked and maintained trail system with maps, more experienced require less marking of trails and can follow less maintained trail conditions
- prefers remote settings, generally free of motorized activity in immediate vicinity
- need cleared trails for skiing, need less intensive maintained trails for snowshoeing

Motivation/Activity Style Elements
- commonly desires escape from motorized activity, seeks escape from other users and values natural quietude
- skill levels vary from beginner to expert; beginners usually go in guided groups; experts go in small groups
- may participate in other activities such as fishing during excursion
- in Minnesota trail system needs vary from less than 5 to 50+ miles depending on length of, most commonly desires loop system but can use linear with shuttling
- many skiers combine snowshoeing with backpack skiing, so snowshoeing preferences also figure into planning ski trips[11]

Infrequent Skiers

Trail Use Pattern
- skis infrequently, trail use is opportunity and convenience driven

Recreation Setting Preferences
- seldom needs special services to accomplish skiing activity
- not dependent upon groomed ski trails but will use them if there

Motivation/Activity Style Elements
- skis alone or in small groups
- spontaneous decision to participate is common, little planning needed
- skill levels vary from beginner to expert

Issues, Trends and Observations from Experts and References

There is lots of cross over between Family/Social and Destination skiers; and Racer and Fitness in terms of facilities needed.[9]

The ski pass isn't achieving its purpose. Enforcement of ski pass is an issue. People aren't buying it because it isn't being required in many places. Multiple levels of trail ownership makes the problem of enforcement harder.[9]

There is large growth potential for the sport. Lighted trails are needed to encourage more participation. Lighted trails would <u>create</u> more trail use.[7,8,9]

There needs to be more research on who skiers are and what they need.[9]

Equipment is getting better and easier to use.[9]

The sport needs to get organized in Minnesota.[7,9]

The price of the Ski Pass is too inexpensive. People should be willing to pay for the services. People seem resistant to it because has been free. It is now a vicious cycle. We need to charge what the sport is worth to raise sufficient funds for skiing around the state.[7,8,9,10]

We need to make the system that is there better, rather than create an expanded system.[7]

There is growth is in classic skiing. Skijoring is growing, but shouldn't be mixed with skiers on trails due to safety and impact of dogs on groomed trails. They go a lot faster.[8]

Natural setting is important, but it must be accessible. If wooded and accessible it will be heavily used. Supply is adequate. Ski trail improvements should put emphasis on where people live. This means more lighting of trails.[8]

5-10K loops are best. Layout is most important. Beginners must be able to get to the trail or have the skill level clearly marked so they do not have to ski on hard trail to get to easy trail. Trail difficulty and distance must be clear, simple and easy to understand. Do not get too far into analyzing trails. Solitude is an important element to feeling of escape, and matters to all types of skiers. Faster skiers cause problems for families. Family skiers may feel too many people on the trail is bad due to conflict with different skill levels.[8]

The system is poorly promoted. No one is really telling people how good the system is.[8]

Minnesota is unique in that grooming is cheaply provided in public areas. The Minnesota system has hurt the sport. In other parts of the country people pay to go to cross-country ski areas who groom.[10]

DNR Trails and Waterways needs to take stronger leadership role.[7]

Sources Used for Profile of Cross-Country Skiers

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2. Cordell, H. Ken; Lewis, Burt and McDonald, Barbara L. "Long-Term Outdoor Recreation Participation Trends." In Proceedings of the 4th International Outdoor Recreation & Tourism Trends Symposium and the 1995 National Recreation Resource Planning Conference. Compiled by Thompson, Jerrilyn Lavarre; Lime, David W.; Gartner; Bill; Sames, Wayne. University of Minnesota, St. Paul, MN. 1995.
3. Wellner, Alison S. Americans at Play – Demographics of Outdoor Recreation and Travel. New Strategist Publications, Ithaca, NY. 1997.
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9. Interview with Mr. Reid Lutter, National Cross-Country Ski Education Foundation, St. Paul, MN. 6/3/98.

10. Interview with Ms. Chris Frado, President, Cross-Country Ski Areas Association, Winchester NH. 6/11/98.
11. Written comments from Mr. Rudi Hargesheimer, Manager, Midwest Mountaineering; President, Superior Hiking Trail Association. 6/10/98.

Hikers, Walkers, and Backpackers

Demographics

All statistics are national unless noted otherwise. For purposes of consistency with research on walking as a recreational activity, running and jogging has been added. See *Sources Used for Profile of Hikers, Walkers and Backpackers* on page 66 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary

Age profile	Hiking/Backpacking[4]
	     6-11 12.72%
	     12-17 14.69%
	     18-24 12.03%
	     25-34 21.56%
	     35-44 21.90%
	     45-54 9.77%
	     55-64 5.04%
	     65+ 2.28%
	
	 Fitness Walking[4]
	     6-11 2.52%
	     12-17 4.59%
	     18-24 8.74%
	     25-34 17.45%
	     35-44 18.80%
	     45-54 17.31%
	     55-64 13.42%
	     65+ 17.16%
	
	 Running/Jogging[4]
	     6-11 13.59%
	     12-17 23.69%
	     18-24 15.99%
	     25-34 20.14%
	     35-44 14.96%
	     45-54 7.79%
	     55-64 2.71%
	     65+ 1.12%

Gender profile	Hiking/Backpacking[4]
	   ▪ Male 54.48%; Female 54.52%
	 Fitness Walking[4]
	   ▪ Male 33.86%; Female 66.14%

	Running/Jogging[4] • Male 54.53%; Female 45.57% Percentage of U.S. population participating, by sex[2] • Walking 65% of males, 68.3% of females • Backpacking 10.2% of males, 5.1% of females • Hiking 27.1% of males, 20.9% of females • Running/Jogging 31.7% of males, 21.1 % of females
Income profile	Hiking/Backpacking[4] Under $15,000 13.39% $15000-$24999 13.18% $25000-$34999 15.20% $35000-49999 19.80% $50000-$74999 20.43% $75000+ 18.00% Fitness Walking[4] Under $15,000 16.23% $15000-$24999 15.12% $25000-$34999 14.39% $35000-49999 16.29% $50000-$74999 19.77% $75000+ 18.20% Running/Jogging[4] Under $15,000 16.88% $15000-$24999 14.31% $25000-$34999 14.07% $35000-49999 18.67% $50000-$74999 19.40% $75000+ 16.67%
Population size	Hiking/Backpacking[5] • Number reporting participation in MN: 558,000[5] • Number reporting participation Mpls./St. Paul MSA (Metropolitan Statistical Area): 370,000[5] Fitness Walking[5] • Number reporting participation in MN: 475,000[5] • Number reporting participation in Mpls./St. Paul MSA: 332,000[5] Running/Jogging[5] • Number reporting participation in MN: 685,000[5] • Number reporting participation Mpls./St. Paul MSA: 495,000 [5] Number of adults participating in some form of hiking, walking, jogging in Minnesota 1991: 2,422,000[1]

Percent of Participants Choosing Activity as Their Favorite	Hiking/Backpacking: 10.73%[4] Fitness Walking: 24.03%[4] Running/Jogging: 11.29%[4]
Potential for growth	All walking related activities are growing strongly, fitness walking will grow as Baby Boomers age.[2,3,11]
Participation Trends	Hiking and Backpacking #2 and #3 fastest growing from 1982-83 to 1994-95.[2] NSRE trend from 1982-83 to 1994-95 for Hiking:+93%, (among the ten fastest growing activities)[2] NSRE trend from 1982-83 to 1994-95 backpacking:+72.7%, (among the ten fastest growing activities)[2] NSRE trend from 1982-83 to 1994-95 walking: +42.7%, (among the ten fastest growing activities)[2]

Participation Rates	Days participated in last year
	
	• Hiking/Backpacking[4]
	    1-3 33.36%
	    4-6 26.25%
	    7-11 17.68%
	    12-24 12.21%
	    25-49 5.99%
	    50-74 1.92%
	    75-99 .40%
	    100-149 .66%
	    150+ .70%
	    Not Reported .84%
	
	• Fitness Walking[4]
	    1-3 2.56%
	    4-6 3.37%
	    7-11 5.39%
	    12-24 9.98%
	    25-49 13.58%
	    50-74 10.97%
	    75-99 6.05%
	    100-149 13.54%
	    150+ 32.49%
	    Not Reported 2.06%
	
	• Running/Jogging[4]
	    1-3 6.11%
	    4-6 6.05%
	    7-11 9.25%
	    12-24 14.24%
	    25-49 18.08%
	    50-74 11.89%
	    75-99 4.53%
	    100-149 10.26%

Number of Years Participated	150+	17.72%
	Not Reported	1.88%
	Hiking/Backpacking[4]	
	1 or less	13.34%
	2-3	16.08%
	4-5	12.82%
	6-9	9.29%
	10+	42.73%
	Not Reported	5.74%
	Fitness Walking[4]	
	1 or less	16.56%
	2-3	23.63%
	4-5	18.52%
	6-9	8.49%
	10+	25.97%
	Not Reported	6.83%
	Running/Jogging[4]	
	1 or less	15.51%
	2-3	22.37%
	4-5	15.96%
	6-9	11.39%
	10+	28.52%
	Not Reported	6.25%

Highlights on Walking, Hiking and Backpacking from *Emerging Markets for Recreation*[11]

- *In 1994, almost one in four Americans went hiking, a total of almost 48 million people.*

- *Walking is the only activity for which enthusiasts account for over 10 percent of the U.S. population.*

- *Seven percent of the U.S. population are hiking enthusiasts, about equal with the number of biking enthusiasts nationwide.*

- *Within most human powered outdoor recreation activities, enthusiasts are young most are under 40 years old. An exception to this is walking, for which one in four enthusiasts are over 60 years old.*

- *For outdoor adventure human powered activities, such as hiking, backpacking, and rock and mountain climbing, a large percentage of participants are between 16 and 24 years old.*

- *As the baby boomers age, we can expect interest in health and fitness activities to grow. As technology improves human powered equipment, the fitness benefits of a wider array of activities will become available to aging Americans. Increasing environmental awareness will help make human powered activities more attractive to a larger market.*

- *There are 21.8 million people in the U.S. who enjoy running, walking, biking, hiking, and swimming (about 10.9 percent of Americans over age 15) on a regular basis. Most do not hunt or view wildlife, and few of them participate in human-powered boating.*

- *About 74 million Americans over age 15 participated in the traditional activities of hiking, backpacking, and horseback riding, plus orienteering, mountain climbing, rock climbing, and caving. The popularity of all of these activities except horseback riding has grown rapidly in recent years.*

- *Hiking, whose popularity rose very rapidly, drew the most participants in 1994 (47.8 million).*

- *Backpacking, another human-powered activity with a rapidly growing group of participants, attracted 15.2 million in 1994. Participation is greatest for the young and decreases with age. But people over 50 are well represented. Some 8.3 million hikers and 1.6 million backpackers were over 50.*

- *Caucasians are much more likely to seek adventure activities than are African-Americans. Other minority group members, however, participate about as frequently as Caucasians. Men are slightly more likely than women to participate in adventure activities. In general, the likelihood of participation in outdoor adventure activities rises as income rises through $75,000 per. At incomes above $75,000, participation does not rise appreciably.*

Highlights on Fitness Walking from *Emerging Markets for Recreation*[11]

- *This group of activities includes running or jogging, bicycling, and walking. Some 137 million Americans engage in at least one of these activities. Participation is highest for people 16-24 years old but remains high for people up to 59. Participation decreases considerably for those over age 60. As one might expect, the decrease in participation with age is most pronounced for running and jogging and least pronounced for walking. Just under 50 percent of the surveyed people over age 60 continue to walk outdoors.*

- *Race has relatively little relationship to participation in fitness activities. Walking and bicycling are somewhat more popular among Caucasians than among African-Americans and others (including Hispanics). Running and jogging, however, are proportionately more popular among minority group members than among Caucasians.*

- *Women's participation in fitness activities has risen in recent years. At present, the proportion of females walking is higher than the proportion of males.*

- *In all fitness activities, participation increases as family income increases. Since these activities are not particularly expensive, one can speculate that the increases in participation with income may be associated with greater amounts of leisure time, peer pressure, or an interest in health and fitness.*

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Profile of Hikers, Walkers and Backpackers* on page 66 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

The Trail Destination Hiker

Trail Use Pattern
- seeks out and travels to trails away from home, either as day or overnight trips
- as a group, visits all trail types requiring all levels of skills from beginner to expert
- individuals may specialize in types of trails (state parks, rail trails, local or city parks, etc) based on the recreation setting that is present[6]
- likes to stop at rest areas along the trail for relaxation and socializing[6]
- snowshoers use any non-groomed trails in the winter, or use trails to areas they hike off-trail, it is a rapidly growing sport[0,12]

Recreation Setting Preferences
- large percentage seek escape from motorized activity, and value experiencing nature[6]
- commonly want wooded, rolling terrain with wildlife viewing opportunities
- as a group, wide variation in setting preferences from wilderness to city parks[6,9]
- as individuals seek out settings matching their skills, time, party composition and prior experience[6,7,9]
- natural setting is important to all, although setting preferences vary widely[6,9]
- variation in the setting is preferred, but not beyond personal preferences for crowding and other resource impacts[6,7,8,9]
- trail difficulty is an important determinant of selection[6,7]
- access is a key determinant of desirability[7]
- some pay more attention to setting than others[7,9]
- length preferences are hard to predict due to extensive variation of skills and preferences; many beginners use short loop trails2-4 miles, day hikers go 5-9 miles, weekend visitors may do 6-10 miles each day they hike
- minimal hiking type trail surface has 18" wide treadway[6,7]
- rugged terrain adds to difficulty and quality of the experience for experts[6,7]
- some want to experience complete or near solitude
- trail layout try to maximize scenic value[7]
- parking can be a variety of designs, from a wide spot along road to fully developed, surfaced lot as appropriate to the setting[7]
- trail head design should fit into the area[7]

Motivation/Activity Style Elements
- many variations exist ranging from nature enthusiasts to challenge and fitness interests
- wide variation exists in desire for challenge and difficulty
- lodge to lodge activity style is developing in response to longer trail opportunities, e.g. Superior Hiking Trail
- commonly desires escape from motorized activity, in a range from complete separation to simple exclusion from trail treadway[8,9]
- highly willing to travel, frequently taking multi-day trips where hiking is a planned activity
- stays in local lodging, uses all local services
- invests in many types of equipment
- go as individuals, couples or in small groups of family/friends
- frequently does other activities in addition to hiking during trips, (e.g. shopping, local entertainment, visiting friends)
- frequently needs and uses trail and route guides, agency and media information

The Over Night Backpacker

Trail Use Pattern
- hikes into areas to stay one or more nights
- generally uses trail systems, but may also "bushwhack" own route for short distances
- permits often needed to control group size and camping location in intensively used areas

Recreation Setting Preferences
- wide variation in environmental preferences, trail characteristics, tolerance of other visitors and other setting elements
- prefer to be near water, especially for campsites
- varying management settings preferred, from few to no controls to highly controlled setting such as designated camping, permits, party size limits
- trail system needs from less than 5 to 100+ depending on length of trip and how far they plan to travel, most commonly desires loop system but can use linear with shuttling

Motivation/Activity Style Elements
- 10 miles is a big day, they tie movements to campsites, water and other features[7]
- uses self contained camping styles varying from minimum impact (e.g. using no campfires) to heavier impact (using fires and making structures)
- go individuals, couples or in small groups
- beginners require well marked and maintained trail system with maps and use information, more experienced require less marking of trails and can follow less maintained trail conditions
- commonly desires escape from motorized activity, seeks escape from other users and values natural quietude
- may participate in other activities such climbing, rappelling, fishing, day hiking, bird watching and others[12]

The Organizational Backpacker

Trail Use Pattern
- uses trail systems in a variety of settings, from easy access to remote wilderness
- most commonly desires loop system but can use linear trails with shuttling
- beginners require well marked trail system with maps and information, may necessitate management controls to protect environment in campsites

Recreation Setting Preferences
- Setting preferences are similar to over night backpackers but need larger campsites and parking areas
- trail system needs from less than 5 to 100+ depending on length of trip and how far they plan to travel

Motivation/Activity Style Elements
- consists of groups who are led or guided, e.g. scouts, church, school, outdoor program
- varying size groups of 5-20+
- groups may have all experience levels from beginner to expert
- use a variety of self contained camping styles varying from minimum impact (e.g. using no campfires) to heavier impact (using fires and making structures)

- may participate in risk recreation activities such as climbing, repelling, and other activities such as fishing, day hiking, bird watching
- can have strong negative on other visitors if poorly behaved
- not as likely to seek escape from other users

The Event Hiker

Trail Use Pattern
- attends organized, non-competitive events (e.g. Volksmarch, orienteering courses)
- uses trail if part of route
- longer events incorporate trails and roads
- may conflict with recreational trail users who are not part of event

Recreation Setting Preferences
- not dependent on wild settings compared to backpackers or destination hikers[9]
- needs trail of varying difficulties and lengths, loop systems most preferred[6]
- needs support facilities: rest areas, parking lots, water sources, staging areas, planned routes to avoid road traffic; may need traffic warning and controls at road intersection[6]

Motivation/Activity Style Elements
- participates in groups of family and friends or as member of clubs
- a social form of hiking, they not after solitude[9]
- motivations are exercise combined with socialization
- often identifies strongly with walking as a positive part of life, a source of companionship, fitness and stimulation
- some attend many events per year

The Fitness Walker

Trail Use Pattern
- may go daily or several times/week becoming a frequent user of trails
- may extend the season by walking earlier in spring and later in fall, and in winter when weather allows
- generally not dependent on trails
- if using trails, requirements are short to medium distance (2-10 miles), trails should be of varying difficulties and lengths, interconnected or loop systems most preferred

Recreation Setting Preferences
- does not require highly natural settings, but a pleasant landscape and beauty enhances relaxation and enjoyment[9]
- desires security and safe conditions

Motivation/Activity Style Elements
- uses walking as a primary form of exercise to maintain or improve health
- goes alone or in small groups
- all age groups represented, dominated by young to older women
- has routes established for challenge, length or time
- not primarily motivated by experiencing nature, solitude or socialization

The Snowshoer

Trail Use Pattern
- uses trails left ungroomed as the main walking surface
- frequently leaves the trail
- may walk along groomed ski trails

Recreation Setting Preferences
- needs unplowed, ungroomed surfaces
- prefers natural areas similar to warm season hikers
- for snowshoers interested in exercise, want trails that give good workout, hills and sufficient length

Motivation/Activity Style Elements
- rapidly growing sport, attracting people who may not want to ski but still want to get outdoors
- wide variation exists in skills and desired difficulty levels
- becoming a primary form of exercise to maintain or improve health
- goes alone or in small groups

Casual and Infrequent Hikers

Trail Use Pattern
- cost commonly uses trails closest to home
- trail use is opportunity and convenience driven

Recreation Setting Preferences
- varies widely, commonly looking for easy access trails, close to home requiring little effort or planning

Motivation/Activity Style Elements
- may walk or hike only when opportunity present itself as part of some other trip or activity
- has many of same motivations as Trail Destination Hiker, but less frequent participation and may have less commitment to sport

Issues, Trends and Observations from Experts and References

Observations from Mr. John Leinen, former chairman, Parks and Trails Council Trails Committee[9]

> This is very diverse sport. Every trail serves someone's definition of wild, beautiful or remote. A trail's perceived value is based on personal values of the hiker.

> The closer a trail is to diverse population the more types of people it will serve. It will serve a diverse clientele based on season, type, time of day.

> It is the most basic form of transportation; it speaks to people in highly personal ways that dictate their recreation styles.

Many people go through a Walking – Hiking – Backpacking progression.

It is a quiet activity by its nature, it attracts people who are inner or environmentally oriented.

Walking can be different things to different people. Trails have their own niches that impact people's choices.

This sport calls for the most diverse range of opportunities, but not great expense to accommodate it.

May see more people doing this as they get older, but style will mellow, or they may mix and match styles.[7]

Snowshoeing should be considered part of the sport of hiking. It is the fastest growing winter activity. [10,12]

Sources Used for Profile of Hikers, Walkers and Backpackers

1. Anderson, Dorothy H. Unpublished telephone survey results. University of Minnesota, College of Natural Resources, 1991.
2. Cordell, H. Ken; Lewis, Burt and McDonald, Barbara L. "Long-Term Outdoor Recreation Participation Trends." In Proceedings of the 4th International Outdoor Recreation & Tourism Trends Symposium and the 1995 National Recreation Resource Planning Conference. Compiled by Thompson, Jerrilyn Lavarre; Lime, David W.; Gartner; Bill; Sames, Wayne. University of Minnesota, St. Paul, MN. 1995.
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8. Interview with Mr. Terry McGaughey, Paul Bunyan Trail Association, MRTUA Representative for Hiking. 5/29/98.
9. Interview with Mr. John Leinen, former Chairman, Minnesota Parks and Trails Council, Trails Committee. 6/11/98.
10. Written comments from Mr. Rudi Hargesheimer, Manager, Midwest Mountaineering; President, Superior Hiking Trail Association. 6/10/98.
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12. Interview and written comments from Ms. Barbara Young, Boundary Country Trekking, Grand Marais, MN. 6/1/98.

Horseback Riders

Demographics

All statistics are national unless noted otherwise. See *Sources Used for Profile of Horseback Riders* on page 74 for all references cited in this section See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Most popular among young adults under age 50. Percent of population age 16 or over who participated 1994-95 by age:[1,2] ■ Age 16 to 24 12.4% ■ Age 25 to 29 10.2% ■ Age 30 to 39 8.8% ■ Age 40 to 49 7.2% ■ Age 50 to 59 4.3% ■ Age 60+ 1.2% One out of four total participants are children.[3]
Gender profile	Percent of population age 16 or over who participated 1994-95 by gender:[1,2] ■ Male 7.0% ■ Female 7.3%
Educational profile	Percent of population age 16 or over who participated 1994-95 by education:[1,2] ■ Not a high school graduate 7.5% ■ High school graduate 6.0% ■ Some college 7.5% ■ College graduate 7.7%
Income profile	Appeals to households with relatively high incomes. Popularity is well above average for households with incomes above $50,000. Percent of population age 16 or over who participated by 1994-95 by income category:[1,2] ■ Under $15,000 3.7% ■ $15,000 to 24,999 5.5% ■ $25,000 to 49,999 7.4% ■ $50,000 to 74,999 9.6% ■ $75,000 to 99,999 9.9% ■ $100,000 or more 11.2% The highest rate of horse ownership is in households with annual incomes of $40,000 to $59,999 at 2 percent. Less than 1 percent of households with incomes under $12,500 own horses.[5]

Population size	■ Number of adults participating in Minnesota 1991: 337,266[6]
	■ Number of adults riding in or driving a horse drawn vehicle in Minnesota 1991: 214,624[6]
	■ Nationally, 7% aged 16 or older rode in 1994-95.[1]
	■ Minnesota ranks 10th in U.S. in horse population.[3]
	■ In Minnesota 11% of population rides horses.[3]
	■ Over 450 horse organizations in Minnesota – 17,000+ members in Western Saddle Clubs Association (1996) alone.[3]
	■ Each horse owner in U.S. has an average of 2.9 horses.[4]
Distribution	Most popular among educated, young adults who were initially exposed in youth.[1]
Potential for growth	■ Good due to involvement by young people.
	■ Strong due to Baby Boom.[1]
	■ Good, due to healthy industry in Minnesota and being ranked 10th in horse population.
Trends	■ Number participating nationally declined 10.1% from 15.9 million (1982-83) to 14.3 million (1994-95), while percent participating more than 25 days grew 1% (from 17 to 18%) in same period. This indicates steady to growing number of committed participants.[2, 7]
	■ Minnesota horse industry is very active and healthy. Twin Cities was rated one of top 10 places to have a horse in EQUUS magazine.[3]
	■ Minnesota is rated second cheapest state to own a horse (1995).[3]
	■ More older riders as the Baby Boomers age.[1]

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Profile of Horseback Riders* on page 74 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Recreational Trail Riders

<u>Mobile Trail Riders</u>
  Trail Use Pattern
- travels to trails and areas to ride designated trails
- will ride 10-15 miles per day, 25-30 miles total on average weekend trip[8,9,10]

  Recreation Setting Preferences
- does not require wide trail or highly developed trails
- single file trails make horses easier to handle and require very little maintenance[8]
- need water near trails for horses[8,9,10]
- variety in trail is desirable: water crossings, logs that horse can go over, hill climb and descent, open and woods; muddy areas are OK, but not too deep; bridges 8' wide[8,9,10]
- open country is desirable when bugs are bad[9,10]
- big, open flat field is best for parking, not paved parking lots[9]
- need safe water crossings[9]
- do not remove all obstacles or make the trail too easy[9]
- need head room to 9' for trail that can be ridden at speed[9]
- need to protect wet areas[8]
- picket lines are preferred, at least 24' (3 - 8 foot sections) long; they are better than corrals because only horses that are familiar with each other can go in a corral together, also corrals can be kicked down and take up more space than picket lines while accommodating fewer horses[8,10]

  Motivation/Activity Style Elements
- a highly social activity, riders like to go in small to large groups
- takes many forms, ranging from day trips to multi-day vacations
- frequently camp on-site with companions
- riders like to be self-contained; special trailers are available for hauling horses and housing riders[9,10]
- are willing to travel long distances, many riders on state lands come from hundreds of miles away[12]
- lodging must accommodate horses, so few establishments are attractive, which leads to need for being self-contained[10]
- the number of trail riders increases significantly in fall after show season ends[9]
- seek challenge to animals and riding skill
- seek escape and values nature
- insects in northern part of state makes riding in summer uncomfortable for horses, many riders stay south except in spring and then until late August[8,9,10]
- desired trail length is a matter of hours people want to ride
  - 50% of day rides are usually 1-3 hours, 40% 3-8, 10% is >8 hrs.[9]
  - speed/distance for trails: walk 3-5 mph, trot 5-9 mph, gallop 9-12 mph[9]
  - most trail riding is done at a walk, going faster requires more advanced riders if done in a group due to potential loss of control of the horse[9]
- growing interest in women only trail rides (66% of riders are women, brings increasing security concerns)[9]

Local Trail Riders
  Trail Use Pattern
  - ride trails in immediate vicinity of where horses are kept, do not trailer horses to trails
  - trails used are located adjacent to or within easy distance of boarding site
  - may ride local trail systems regularly, several times per week
  - ride average up to 7-10 miles per day

  Recreation Setting Preferences
  - does not require wide trail or highly developed trails
  - do not remove all obstacles or make trail too easy[9]
  - need head room to 9' for trail that can be ridden at speed[9]

  Motivation/Activity Style Elements
  - the number of riders increases significantly in fall after show season ends[9]
  - seeking challenge to animals and riding skill
  - desired trail length is a matter of hours people want to ride
    - 50% of day rides are usually 1-3 hours, 40% 3-8, 10% is >8 hrs.[9]
    - speed/distance for trails: walk 3-5 mph, trot 5-9 mph, gallop 9-12 mph[9]
    - most trail riding is done at a walk, going faster requires more advanced riders if done in a group due to potential loss of control of the horse[9]
  - growing interest in women only trail rides (66% of riders are women, increasing security concerns)[9]
  - highly willing to travel to events

Carriage Drivers
  Trail Use Pattern
  - ride carriages on trails either locally or haul horses and carriages to destinations
  - drive sleighs in winter and/or carriages in summer
  - wide spread and hard to measure with exception of organizations

  Recreation Setting Preferences
  - prefer loop or linear routes connected to staging areas
  - require smooth surface for carriage wheels
  - minimum 8' width with turn around areas at regular intervals or at road crossings
  - mixture of open and woods similar to other trail riders[11]
  - Gateway Trail and connected trail system is a good example; could be a little longer, but overall it is a good opportunity[11]
  - need to be separated from vehicles for safety[11]

  Motivation/Activity Style Elements
  - frequently are people who have kept draft horses and are looking for something to do with them[11]
  - people who have done other forms of riding, and moved into carriages for various reasons, such as getting older or injuries[11]
  - typical ride, with horse in shape, is 7-8 miles[11]
  - carriages are hauled on trailers or back of pickup trucks, are unloaded by hand or on ramps[11]
  - average cost of a carriage is $2,500, but many are more expensive
  - there are 4 clubs in Minnesota, a social outlet with monthly events, may meet at a park for social and trail riding event[11]

- estimate 350 people actively involved in organizations, more riders are out there who aren't involved in the organizations[11]
- most riding is very social; would like have places to congregate after the ride but opportunities are highly limited due to carriage design and characteristics[11]
- a big commercial component is hay rides[9]

Event Riders

Trail Use Pattern
- highly varied lengths of rides take place, from <1 mile, to routes up to 100 miles

Recreation Setting Preferences
- fairly smooth surface for some forms, there should be no holes in the treadway
- needs support facilities, rest areas, parking lots, water sources, picket lines, and unloading areas at trail heads
- need access to water and places for veterinarians to check horses[13]
- need wider trails for horses to pass during competitive events[13]
- do not remove all obstacles or make trail too easy [9]
- need head room to 9' for trail that can be ridden at speed [9]

Motivation/Activity Style Elements
- goes to formally sponsored shows, rallies and events, some attend several events per year
- competitive forms: Endurance Rides (rides of up to 100 miles)[13], Competitive, Competitive Mounted Orienteering and Combined Riding Horse Trials[9]
- non-competitive forms: saddle rides, charity events, parades/carriage displays; can involve up to several hundred horses[9]
- timed and speed competition is basic to these events, need appropriate trails to do them [9]
- some show riders go trail riding after show season ends in the fall[10]
- social interaction important; participates in groups of family and friends or as member of clubs
- seeking challenge to animals and riding skill
- needs trails of varying difficulties and lengths, loop systems most preferred

Private Property Riders

Trail Use Pattern
- rides road ditches, road shoulders, private land and nearby public land, making own routes
- not dependent on trails
- would use trails if they are available

Motivation/Activity Style Elements
- most of the Local Trail Rider activity style elements apply, except trails aren't located where the horses are kept

Utilitarians

Trail Use Pattern
- do not use trails for their activities
- use horses for work, may ride recreationally on an infrequent basis, then as one of the recreational riding segments

Infrequent

Trail Use Pattern
- own a horse but may not ride off private property
- may ride on trails as a local or mobile trail rider once or less per year
- may include horse breeders[10]

Issues, Trends and Observations from Experts and References

There are many forms of horseback interest from shows to trail riding.[1]

Finding land and facilities for trail riding is a challenge.[8,9,10]

Most trail riders prefer narrow, varied trails that give horses and riders a challenge, not wide road-like trails.[8, 9, 10, 13]

Seeing an increase in Mobile Trail Riders with big live in horse trailer (fifth wheel, bed over box, bath, tack area, 35 feet, $30,000, require services and places to park, similar to growth in RV camping.)[8, 9, 10]

Women's only trail rides are growing; women want increased security and information.[11]

Gated Horses are a growing trend; smooth gated animals people can rent or own, more comfortable to ride, appeals to people's desire for comfort and better temperament. They like longer flatter trails, requiring less riding skills.[11]

During summer insect season trail riders stay in non-insect infested areas, i.e. southern part of state where trail systems are more limiting. Open areas are good for riding during the bug season. Southern edge of the area with insect problems is about Twin Cities.[11]

Enforcement of health regulations for horses is becoming more stringent.[11]

Absence of horse friendly lodging limits places to go.[8, 9, 11]

Conversion of trails to others uses is a problem for horseback riders.[9, 11]

Agencies do not always understand needs or provide opportunities where possible.[8, 9, 10, 11]

Need better education on trail etiquette. Many people do not know to talk to horses, and thus experience conflicts. There is a lack of clearly understood yield policies on multi-use trails. This

causes conflicts. People do not know when to yield around horses. Trail users on multi-use trails need to understand each other to avoid problems and conflicts.[9, 11]

Limiting of use due to native plantings, which can be impacted by seeds in manure, from one trail to another, is inconsistent and hard to understand.[11]

Over use of some trails causes manure problems.[9]

Therapeutic recreation riding for disabled and handicapped is growing. Riding and bonding with the horse are key elements. Unsure as to demands on trail system at this point.[8]

Carriage drivers increasing as people age. It is a way for aging people to stay with the sport.[8]

Mobile Trail Riders are increasing in number.[8, 9, 11]

Trail closures by site managers cause confusion. There is inconsistency in how trails are designated open or closed.[8, 9, 11]

Ditch and shoulder riding need to be minimized.[8]

There is a great need for additional trails in the central and southern part of the state. The northern part of the state has many riding opportunities on logging roads, but this does not serve need of riders in other parts of the state.[8, 9, 11]

Peak times are a problem in destination areas. Riders now need to call ahead for information before coming to avoid congestion, e.g. Zumbro Bottoms.[8]

The trail system should not serve just the affluent and mobile, we need to serve all types of riders.[8]

Need to maximize availability of opportunities for family riding.[8]

Need to consider second treadways on all railroad grade trails.[8]

Need expanded trail system.[8, 9, 10, 11]

We need to stop losing what is there. Many horse riders do not want other users on trails because of the record of lost trails. Frequently, dislike among trail users is a result of this conflict. People are saying "Why should bikers and hikers be allowed on horse trails when horses aren't allowed on bike and hike trails?" Sometimes horses get blamed for impacts to trails and to other users that aren't accurate.[9]

Is there too much separation of users and closure of trails happening only because conflicts _might_ occur instead of actual conflicts and problems?[9]

Inexperienced riders have more conflicts with other trail users.[9]

Multiple activities take place on a trip, people aren't "specialists."[8,9,10,11]

Minnesota carriage drivers lack a good driving destination site or a trail system. Trail riders have trails and campgrounds that are designed for them, but carriage drivers do not.[10]

There is demand on state lands is for more camping facilities for trail riders.[12]

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In-Line Skaters

Demographics

All statistics are national unless noted otherwise. See *Sources Used for In-Line Skaters* on page 80 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Dominated by people age 34 and younger[8] age 6-11 38.24% age 12-17 26.50% age 18-24 12.15% age 25-34 13.23% age 35-44 6.85% age 45-54 2.57% age 55-64 .37% age 65+ .09%
Gender profile	52.66 male, 47.34% female[8]
Income profile	Income groupings[8] Under $15,000 13.68% $15000-$24999 14.53% $25000-$34999 14.26% $35000-49999 17.87% $50000-$74999 21.34% $75000+ 18.31%
Number of Years Participated[8]	1 or less 34.19% 2-3 40.31% 4-5 13.71% 6-9 3.02% 10+ 2.43% Not Reported 6.34%
Participation Rates	Days participated in last year[8] 1-3 16.00% 4-6 12.53% 7-11 13.10% 12-24 19.01% 25-49 15.72% 50-74 9.75% 75-99 2.40% 100-149 4.37% 150+ 5.15% Not Reported 1.98%

Population size	800,000 in MN; ranked 7th in nation, 3.5% of total American participants.[3] 553,000 of 808,000 Mpls./St. Paul MSA.[10] 808,000 participants in MN.[10]
Distribution	"An urban phenomena." 82.1% of 1996 participants in cities with 100,000 or higher population.[2]
Potential for growth	- Very strong due to young age profile. Many will continue as adults.[2] - High quality, inexpensive source of fun and aerobic health benefits for adults.[2] - An easy sport to learn, 66% of adults are rated advanced to intermediate after only 2 years of active participation.[7]
Participation Trends	- Growth in participation: 798.4% 1987-1996[7] 3 year 1994-96 - 6.6% increase[8]
Participants Who Selected This as Favorite Activity	13.95%[8]
Industry Trends	Skate sales have slowed. Believed to be due to reaching saturation in younger age groups.[9]

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for In-Line Skaters* on page 80 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

The Recreational Skater

Trail Use Pattern
- seeks out and travels to trails away from home either as day or overnight trips

Recreation Setting Preferences
- some want to escape heavily used trails to experience near solitude
- may seek escape from motorized activity

- technically difficult trails with sharp turns, too many or too steep hills, sharp turns or stops at bottom of hills detract from attractiveness as a recreational skating trail for the majority of recreational skaters; design should be similar to well designed bike trails[9,11,12]
- there are no universally applied design standards
- needs good sweeping, many bike trails aren't swept often enough[9,11]
- skaters will walk through short unpaved sections if paved area is of sufficient length for good skating[11,12]

Motivation/Activity Style Elements
- values smooth trail surface[11,12]
- beginners are impacted by rough surfaces more than highly skilled[11,12]
- primarily motivated by getting exercise, enjoying skating, being outdoors, socialization
- most skaters prefer easier rated trails, but as a group are interested in all trail difficulty levels
- average 8-10 mph for most skaters, 12-15 mph for good skaters, 5-10 miles over 1-2 hours is typical recreational skating distance and time[9]
- likes to stop at rest areas along the trail for relaxation and socializing
- go as individuals, couples or in small groups of family/friends
- stays in local lodging, uses all local services when traveling to skate
- may use high-tech specialized equipment

The Fitness Skater

Trail Use Pattern
- uses routes established for challenge, length or time which may include trails where available and known
- may go daily or several times/ week becoming a frequent, repeat user of trails
- often skates at off-peak times to avoid crowds or to accommodate work schedule

Recreation Setting Preferences
- skates primarily on a route consisting of streets, roads and trails long or challenging enough for a good workout
- ideal trail length 5-20 miles for most fitness and recreational skating[9,11,12]
- facility needs are similar to fitness bicyclists who use trails, parking, water, restrooms, security

Motivation/Activity Style Elements
- values smooth trail surface[11,12]
- beginners are impacted by rough surfaces more than highly skilled[11,12]
- uses skating as a primary form of exercise to maintain health
- not primarily motivated by experiencing nature, solitude or socialization
- goes alone, couples or in small groups

The Competitive/Aggressive Skater

Trail Use Pattern
- does not use trails as primary place for activity, may even avoid trails

- skate locally in neighborhoods on streets and walks, or where they can find facilities to do stunts and skill tests

Recreation Setting Preferences
- needs specialized facilities

Motivation/Activity Style Elements
- participates in events to perform skilled stunts, acrobatics and maneuvers
- primarily young people skating tricks and stunts similar in nature to skate boarders
- both male and female
- uses specialized skates, not regular recreational skates

Roller Hockey Players

Trail Use Pattern
- do not use trails
- one of the biggest segments in number of participants and dollar volume in industry
- year round activity
- organized or unorganized games, leagues or non-league teams
- both men and women

Racers

Trail Use Pattern
- most races do not happen on trails
- will use trails as training opportunities, preferably when not subject to conflicts with others

Recreation Setting Preferences
- most events take place on closed or low volume roads

Motivation/Activity Style Elements
- interest is in winning competition
- racers become fitness skaters when not training for a race and adopt their activity style

Event Skaters

Trail Use Pattern
- use trails for long distances (e.g. Sun 75 for MS Society)
- trails may be important contributor to the success of event

Recreation Setting Preferences
- may need on-site support and traffic control if using roads
- values quality of smooth trail surface; beginner and less skilled are impacted by rough surfaces more than highly skilled[11,12]
- trail design should be similar to recreational skater preferences
- avoid lengthy sections not paved

Motivation/Activity Style Elements
- motivation is a mixture of fitness, skating, the goal of the event and are drawn to social aspects of event

Commuters

Trail Use Pattern
- use skates as form of transportation (e.g. may park vehicles in a remote parking lot and skate last few miles to work)
- uses trails where possible
- trail requirements and location similar to bicycle commuters

Motivation/Activity Style Elements
- needs traffic enforcement, security, skate-friendly routes into and out of work sites
- need accommodations at work sites (lockers, changing areas, showers, locker rooms)
- young to middle aged adults, educated, professional and technical

Infrequent/Casual

Trail Use Pattern
- may use trails when convenient, same pattern as recreational skater

Recreation Setting Preferences
- same as recreational skater

Motivation/Activity Style Elements
- skate only when opportunity presents itself as part of some other trip or activity
- may not own equipment, rents equipment if opportunity is there

Issues, Trends and Observations from Experts and References

In-line skating has out grown all other forms of recreation in the 1990's.[2,7]

Quotation from article analyzing inline skating growth and popularity: [6]

Inline Skating: Textbook Trend

Frequent participation in inline skating increased almost fourfold between 1992 and 1995, according to the Sporting Goods Manufacturers Association. The number of frequent inline skaters is now in the same range as longstanding activities such as bowling, running and jogging, stationary bicycling, and basketball. Inline skating is a textbook example of a new development meeting the requirements of a trend.

First, it is in synch with the broader trend toward individualism. Inline skating is a way for a diverse range of people to achieve a variety of goals. For some, it offers fitness; for others, it is pure recreation. It can be a personal activity or a social activity enjoyed with friends. It is equally suited for those who want to exercise in a laid-back way and those who want to reach the highest levels of fitness. It is more strenuous than bicycling, but less demanding than jogging.

Because of this flexibility, inline skating has expanded past its initial audience. While frequent participation is still much higher among youth and young adults, it is beginning to spread beyond the under-25 age group.

Key Observations and Issues from *Putting the Puzzle Together,* by Terry Holm [1]

        Need smooth, paved surface for best experience because of small diameter wheels.

        Need good on-site information, signs and maps to allow full use of trail systems.

        Need connecting trails to avoid streets.

        Need adequate, well-placed and secure parking areas.

        Ideal recreation facilities are similar to high quality bicycle trails.

        Laws banning in-line skating on city streets and roadways are a problem for local skaters.

        Lack of safety awareness creates problems for the sport and individual skaters.

Smooth riding surfaces are crucial. Management to create and maintain it is important. Many bike trails in Minnesota do not have the quality needed.[9]

Warnings of trail difficulty should use description of conditions. Adequately signed bike trails aren't adequate for most skaters. Bicycles are much easier to stop and control than skates. Design warning system for inexperienced skaters. Have skaters suggest signing and warnings.[11]

Problems develop with bike trails because of tree roots. Many trails they become unskatable.[11]

Tar in cracks on bike trails causes problems on warm days.[11]

People participate in this sport frequently and do not regularly go past nearest place to skate. Need more local opportunities.[9, 12]

Long distance skating events, e.g. marathon length are gaining popularity are will give opportunity to participate in long distance to more people than runners.[12]

Sources Used for Profile of In-Line Skaters

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4X4 Off-Highway Vehicle Drivers

Demographics

All statistics are national unless noted otherwise. See *Sources Used for 4X4 Off-Highway Vehicle Drivers* on page 88 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Age of primary users in MN[1] ■ 1 – 18 2.7% ■ 19 – 25 7.7% ■ 26 – 35 37.3% ■ 36 – 45 30.0% ■ 46+ 22.4% Median age in MN: 36[1] Youngest surveyed in MN aged 16, oldest 75[1]
Gender profile	Male 90%, female 10%[2]
Population size	■ Number of adults participating in MN 1991:613,212[6] ■ 122,649 +/- 26,469 vehicles in Minnesota[5]
Potential for growth	■ Limited for trail riders due to lack of trail system. If system exists potential use would grow.[6] ■ Large potential for non-technical drivers.[2] ■ Low – Moderate potential for enthusiasts.[2]
Trends	■ Number of participants is increasing due to new segments.[2] ■ Off-Road Driving grew from 19.4 million people in 1982-83 to 27.9 million 1994-95 (+43.8%)[3] ■ Percent participating more than 25 days grew from 17% to 21% 1982-1995.[3]
Actions, interests, opinions	■ 17% of 4X4 vehicles are used solely off road.[5] ■ Major source of recruitment is from car buffs in older age groups.[2] ■ Increasing number of organized events w/ higher attendance noted nationwide.[2] ■ Maturing organizations working to gain acceptance.[2]
Barriers to participation	■ New vehicles can't be modified and work on like older vehicles.[2] ■ Cost of purchasing vehicles. ■ Restrictions on public lands.[2] ■ Difficulty finding good opportunities to drive.

4X4 Off-Road Vehicle Enthusiast Description

The following information was taken from the *Readership Survey of Four Wheeler Magazine,* conducted by MRI, Inc., and a telephone interview of the Editor of the publication, Mr. John Stewart. The target audiences of this publication are 4-wheel drive enthusiasts and recreational and off-road vehicle owners. At the time of the interview there were approximately 8,500 paid subscriptions with a total estimated readership in Minnesota of approximately 40,000. The readers of this magazine can be regarded as enthusiasts in the sport.[2,3]

Characteristic	Enthusiast Summary
Age profile	Age 18-24 28.7% Age 25-34 31.8% Age 35-49 28.4% Age 50+ 11.2% Median age 31.3 years
Gender profile	90% Male, 10% Female
Educational profile	Attended/Graduated College: 36.0%
Income profile	$30,000 - $40,000 12.4% $40,000 - $50,000 19.2% $50,000+ 40.0% Median $46,104/yr
Occupational profile	Professional/Managerial: 11.7%
Population size	Estimated 48,000 enthusiasts in Minnesota
Potential for growth	Large potential for non-technical drivers if market for SUV's continues. Low – Moderate potential for enthusiasts.
Preferences, desires, needs	79.0% used vehicle for off-road driving 43.5% go on trail drives

Other characteristics to note	Other vacation leisure activities include:
	  • Camping 65.5%
	  • Fishing 50.5%
	  • Hunting 45.5%
	  • Hiking/Backpacking 37.0%
	  • Mountain Biking 24.0%
	  • Use ATV 22.8%
	  • Snowmobiling 12.8%
	About two-thirds of SUVs and pickups are driven off-road at some time. Six in ten pickups and one in three SUVs tow boats or trailers at some time.[4,5]

Segmentation

The segmentation described below places people within segments based on whether they use

trails or not, how they use trails and their primary purpose for participating in the activity. It also

describes key elements of recreational participation that describe the preferences and behaviors of

people within the segment. This recognizes that all activity does not take place on trails, nor is all

activity recreational in nature. It is intended to identify participants who use the trail system *and*

those that do not, to improve understanding of who is to be served and who is not served by trails.

See *Sources Used for 4X4 Off-Highway Vehicle Drivers* on page 88 for all references cited in this

section. See *Bibliography for this Study* on page 101 for a full list of references.

Trail Riders

Trail Use Pattern
- travel to drive designated trail and road system routes

Recreation Setting Preferences
- prefer natural settings for feeling of escape and adventure
- hilly topography needed to create best quality trails
- as a group they are interested in varying levels of trail difficulty
- trails can be low number of miles, frequently less than 5-10 miles will take an entire day, or up to 30-40 if they want to see more scenery on a less difficult trail[7,8,9]
- design is often a function what is already there; trail use creates the trail character [7,8]
- corduroy in wet areas; dead falls are often removed by riders; erosion controls and repairs needed on hills; may need to relocate for healing the trail.[7]
- very little maintenance needed except in low areas, erosion sites stream crossing[7,8]
- stopping points are desirable but are usually not created as part of trail design, are often determined by what is happening during the ride, such as obstacles, breakdowns, etc.[7]

Motivation/Activity Style Elements
- seeks challenge to machines and operating skill, problem solving and using machines to fullest is important element of experience
- this is a social sport, very little need for solitude, much time is spent working together and "bench racing" [7]
- occurs in groups consisting of family, friends and organized groups
- passengers are important participants, help the operator by giving direction and being "a second set of eyes; passengers are often female also may include children; passengers commonly ride in up to 75% of vehicles on trail rides [7]
- planned events are a growing part of trail rider activity, will travel long distances to attend, events are repeated if successful
- operators are estimated to be 90-95% males, 5-10% females
- 4X4 drivers on trail rides travel at low speed, frequently preferring to avoid higher speed trail users such as ATV and Motorcycle

- lots of equipment is used, and the equipment determines whether you are a Technical Rider or not[7]
- trail environment needs to be one that challenges the equipment and operator skill, or else it isn't a meaningful opportunity[7,8]
- the best experiences are a source of escape, excitement and create a sense of accomplishment as a result from the use of equipment and skill in an environment that challenges machine and operator in an outdoor setting[7]
- will travel very long distances to participate[7,8,9]
- building the vehicle is a major part of the experience, nearly 100% of trail riders have customized their vehicles in some way; many are >50% changed from stock, suspension, tires, motors, transmissions, etc.; they build vehicles to handle rugged conditions, for difficult trails[9]

Mud Runners

Trail Use Pattern
- does not occur on trails

Recreation Setting Preferences
- mudders prefer short, wet runs that vehicles can get stuck in if not driven correctly
- natural setting not important
- 1 acre area is big enough for most courses

Motivation/Activity Style Elements
- seeking challenge to machines and operating skill
- often take place as part of events and rallies where allowed
- participate in groups, highly social activity, groups consisting of family and friends
- do not require trail systems; areas can be a few acres in size if appropriately designed
- often come for the weekend and stay nearby
- segment includes mud racers in addition to recreational drivers
- includes "tough trucks" that negotiate obstacle courses on a timed and scored basis as an event oriented with mud race area and obstacle course; often same operators do both events[7]
- frequently are younger people who mature into trail riders[7]
- may be doing this activity but also do trail rides at the same time, in the same outing[9]

Non-Technical Trail Riders

Trail Use Pattern
- travel on easier routes consisting of single lane, improved gravel roads and abandoned logging roads
- typical route is 20-25 miles, passable by a stock truck with moderate skill and knowledge[9]
- stay away from technically difficult routes used by Trail Rider segment
- travel at higher speeds than Trail Riders, covering more miles in a day
- will avoid challenges and obstacles that Trail Riders look for

Recreation Setting Preferences
- natural areas preferred

- technical and non-technical can share main feeder trails to their respective routes [9]

Motivation/Activity Style Elements
- seeks a different, less technically challenging experience from Trail Riders
- want rough roads, but not major obstacles and rocks, mud, hill climbs[9]
- don't want to use specialized equipment (e.g. winches)[7,9]
- are often newcomers to the sport or people without same interest in working on vehicles as Trail Riders[7]
- may make slight modifications in tires, suspension but not in ways that enable technical, highly challenging trail riding[9]

Dune Buggy Drivers

Trail Use Pattern
- may travel 4X4 routes using speed, power and skill rather than 4X4 traction and Trail Rider methods

Recreation Setting Preferences
- often look for opportunity to do hill climbs and drive in "scramble" type areas where they can negotiate obstacles in a small area
- natural setting not as important as for Trail Rider segment

Motivation/Activity Style Elements
- drive 4X2 vehicles, that are used in association with 4X4 vehicles
- use custom vehicles only
- participate in groups, highly social activity, consisting of family and friends

Local Riders

Trail Use Pattern
- uses private land and nearby public land or low volume roads
- no formal trail requirements because they know where they can go to drive

Recreation Setting Preferences
- sometimes use remote roads
- typically choose location based on availability and driving challenge, not on natural characteristics

Motivation/Activity Style Elements
- can be frequent participation, happens spontaneously
- no trip planning or formal information needs
- may cause resource damage in fall and spring if they drive when ground in too soft

Utilitarians

Trail Use Pattern
- use 4x4 vehicles off-road for work, service or transportation purposes, not recreation

Recreation Setting Preferences
- trail use is opportunity driven, will use trails if they go where they need to go

Motivation/Activity Style Elements
- includes service drivers such as search and rescue, sheriff's patrol, storm cleanup and rescue, public service projects

- may use vehicle only for hunting or getting into remote cabins, etc., driving vehicle is for purposes of achieving another objective

Infrequents

Trail Use Pattern
- not a regular driver off-road
- may never drive on a trails, or only sporadically as determined by need or opportunity

Motivation/Activity Style Elements
- own a 4x4 but seldom if ever uses it off road
- may have a 4X4 for winter weather and want to use it off road but do not have skills or time

Issues, Trends and Observations from Experts and References

Key Observations from Lois Campbell[7]

There is an increasing number of rallies that attract loyal and repeat Trail Riders.
There are an increasing number of women drivers.
There is a strong desire for designated trails and opportunities in Minnesota.
There are more professional and higher income people are getting involved.
Average age is increasing, but all age groups are still represented.
Strong tendency for younger excitement seekers to become technical drivers as they age.
Strong crossover with other sports, e.g. snowmobile, some drivers do all forms of motor sports.
More disabled people are participating either as drivers or passengers.

Extended family groups are becoming more common.[7, 8]

Other than Federal Forest numbered roads there is no trail system in Minnesota.[8]

Framework is there to create a trail system. Now it's a matter of making it work.[8]

Key Observations by Larry Keck: [9]

The 1-5 rating system for off-road trail (now being revised) could become a common basis for trail design and consumer guide to trail difficulty. This could make it possible to judge difficulty and decide whether to go.
There is lots of cross over between these segments when people go on an outing.
There is an incorrect perception of the sport; we are not monster trucks.

Trail design can be done in a way that does not cause large-scale impacts. NOHVCC and United 4 Wheel Drive has methods that should be used. These are national organizations that have worked in other states and have proven methods.

The sport will continue to exist, whether management takes place or not. Problems can be addressed through coordinated management and cooperation. Groups are already working to make this happen. Groups and users are very frustrated with lack of acceptance by DNR.

Sources Used for Profile of 4X4 Off-Highway Vehicle Drivers

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3   Interview with Mr. John Stewart. Editor, Four Wheeler Magazine, General Media, Inc., Los Angeles, CA. May, 1997.

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5   Ten Kate, Nancy. "Keep On Trucking." American Demographics magazine, March 1996.

6   Anderson, Dorothy H. Unpublished telephone survey results. University of Minnesota, College of Natural Resources, 1991.

7   Interview with Ms. Lois Campbell. MRTUA Representative; Derby Four Wheel Drive, Inc., Sauk Rapids, MN. 6/10/98.

8   Interview with Mr. Dave Jones. Land Use Committee Chairman, MN4WD Association. 6/15/98.

9   Interview with Mr. Larry Keck. President, Minnesota 4 Wheel Drive Association. 6/4/98.

Snowmobilers

Demographics

All statistics are national unless noted otherwise. See *Sources Used for Snowmobilers* on page 94 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Primary riders of registered snowmobiles in MN by age:[1] ■ 19 and below 1.3% ■ Age 20 to 29 12.7% ■ Age 30 to 39 32.4% ■ Age 40 to 49 30.3% ■ Age 50 to 59 14.5% ■ Age 60+ 8.8% Mean age in MN: 43 years[1] Median age in MN 42 year[1]
Gender profile	80% male, 20% female [2]
Educational profile	90% high school graduates, 22% college graduates [6]
Income profile (MN only)	Under $20,000 3.5%[1] $20,000 - 40,000 34.8% $40,001 - 60,000 36.3% $80,001 – 100,000 4.8% Over $100,000 5.3% Average household income $37,718[1]
Occupational profile	Top five occupations[6] ■ Skilled Labor ■ Manager/Technical ■ Professional ■ Self-employed ■ Farmer
Population size	■ Number of adults participating in MN 1991: 643,873[3] ■ Number of registered snowmobiles in MN: 276,813[7]
Trends	■ Increasing family activity[5] ■ Technological improvements making riding more comfortable and machines more reliable[5]
Snowmobile Use	■ Average miles ridden in Minnesota by primary rider 1,196, of which 921.9 were on trails[1] ■ 80% of owners use snowmobiles for trail riding and touring on marked and groomed trails, 20% use them for work and other sports such as ice fishing[2]

Actions, interests, opinions	Top considerations for MN snowmobile owners when selecting trails:[1]
	1. well groomed 2. is scenic and natural 3. good signing and mapping 4. linked to communities 5. close to home 6. long enough for touring and a reputation for being safe 7. offers a lot of riding variety

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Snowmobilers* on page 94 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

The Trail Rider
Trail Use Pattern
- heavy users of formal trail system
- commonly rides out of one place to explore trail systems on day trips
- commonly stays on trails
- may not know local/club trail system
- often originate from other areas, will haul snowmobiles on trailers to destination areas or rents them once there

Recreation Setting Preferences
- grooming is of primary importance[8,9,10]
- need access to local services, lodging, restaurants and businesses
- road ditches and open fields are least desirable settings[10]
- variety in trail design is good, too much of one thing gets tiresome[10]

Motivation/Activity Style Elements
- motivation is to operate machines, escape, see new places, view scenery, socialize
- interest in speed and performance is highly varied within trail rider segment
- frequently travel in groups (5-10)
- return to lodging each night, some like to ride after dark

- 1/3 of riders will go anywhere they can find snow; enthusiasts will drive 2-3 days to ride 1 day; most committed will travel 2-3 weekend per month and may ride 4th weekend locally[9]
- may ride up to 100-125 miles per day, loops are best[8]
- rest stops along the way for rest and socializing are important part of the ride[8]
- needs good trail information; often seeks trail system advice from someone who knows the area
- frequently stops at restaurants/bars along routes
- does other activities while on trips (e.g. shopping, local entertainment, visiting friends)
- highly dependent on good grooming for a good experience; will select trails to visit based on knowledge of quality of grooming
- excitement seeking riders in Trail Rider segment objective is to experience speed and performance, combined with social activity
    - often found riding in same areas as rest of Trail Rider segment
    - rides all trail systems, local trails, ditches and roads
    - dominated by young males
    - often a source of safety and image problems for other Trail Riders

The Touring Snowmobiler

Trail Use Pattern
- take long distance trips, sometimes of several hundred miles, either in large loop or one way route
- uses all types of trails; may use club/local trails if they can learn where they are
- researches and plans route well in advance, will alter routes during trip as needed or when conditions warrant
- will use road ditches and local roads to connect to trails

Recreation Setting Preferences
- need access to local services, fuel, lodging, restaurants and businesses
- may avoid busy trails on weekends for safety and to enjoy mid-week lodging rates[9]
- most do not ride at night[8]

Motivation/Activity Style Elements
- rides slower, wants to see the countryside; motivation is to escape, see new places, view scenery, not highly interested in speed and performance
- less interested in speed and performance
- travel on machines much like automobile travel, staying overnight at motels, hotels along route
- average 20-30 mph., 180 miles in one day is max.; take many stops for scenery as rest; do not travel at night; may start planning trip up to 1 year ahead, some trips up to 1,000 miles[11]
- estimated to be 10% of snowmobilers[10]
- frequently rides in areas they do not know; highly dependent on maps, signs, information
- good signing needed to keep them from getting lost, directional information needs similar to travel by car[9,8]

- distance traveled per day depends on location of towns and accommodations, want to be stopped by suppertime[8]
- highly committed to sport
- dominated by older, experienced riders, both male and female
- commonly travel with extended family or with close friends

The Racer

Trail Use Pattern
- participate in formal races, radar runs, etc.
- uses trails when part of the race course under permit
- may train on trails

Recreation Setting Preferences
- needs appropriate courses on lakes or roads/trails
- natural setting is not important
- course must be accessible for race management and emergencies

Motivation/Activity Style Elements
- dominated by males, either young or highly committed middle age
- may train on trails, causing safety issues for other trail users
- interest is in winning competitive events

The Local Snowmobiler

Trail Use Pattern
- starts trip from home and returns home each day
- not dependent on trails, knows and rides ditches and local, club trails to get to local destinations, or to gain access to GIA and State trail systems
- may be frequent rider when conditions are favorable
- often ride in non-peak times to avoid congestion on trails[9]

Recreation Setting Preferences
- trail choice determined by what is available and where they want to go
- many do not ride at night [8]

Motivation/Activity Style Elements
- seldom ventures away overnight
- typically rides alone or small groups
- may ride short distances, and for short time period on a spontaneous basis
- may ride frequently, socializing at local restaurants and bars may be a central motivation
- high percentage of teenage riders
- excitement seeking Local Rider's objective is to experience speed and performance combined with social activity
    - often found riding in same areas as Trail Rider segment
    - rides all trail systems, local trails, ditches and roads
    - dominated by young males
    - often a source of safety problems for other trail users

Sportsman, Utilitarian and Transportation Snowmobilers

Trail Use Pattern
- uses snowmobile to travel to work, do errands, fishing, trapping, hunting, get to cabins, gain access to private property, visit neighbors or work
- use trail only if it takes them where they want to go, is direct and well designed
- trail use is opportunity driven; uses trails if available, otherwise rides road ditches, power lines, streams and lakes

Recreation Setting Preferences
- trails may encourage this type of use where it wasn't happening before due to lack of safe, enjoyable route

Motivation/Activity Style Elements
- not highly dependent on trail quality, information, signing
- snowmobile is a tool used to accomplish other objectives
- sportsman use is dying off due to less trapping and winter fishing[10]
- may conflict with other users of the area, e.g. hunters

The Occasional Snowmobiler

Trail Use Pattern
- rides infrequently, with friends who ride more often when the chance comes along
- may not ride every year
- needs are similar to other recreational riders when they ride

Issues, Trends and Observations from Experts and References

Key observations by Mr. Harold Brace[8]

- Riders need better signing in Minnesota. Signing of system is only fair. Needs improvement and consistency in color, size and format.
- Standards for corridor and local trails need to be developed to make the system work better. People don't always know what to expect or how to use the trail system to it's fullest.
- People are now demanding high quality grooming all the time.
- The volunteer based system is subject to problems. Snowmobile clubs are burning out, which will have a negative effect on trail quality. Same problems exist today that existed 10 years ago. Too little cooperation from DNR and political system, and too many demands for high quality from the tourism industry and the public. People want quality but the system has a harder time delivering it.

There is an evolution that leads from riding for speed and thrills to being a long distance tourer and trail rider. Baby Boom generation riders will evolve into trail riders and tourers in significant numbers. This requires a trail system for these changing riding styles and types of trips.[10]

Modernization of the system is needed. 20 feet width needed to ridge the middle of the trail for separating two-way traffic.[10]

Trail Riders have high variability. Metro riders will ride in exurban and suburban settings if available because it is close to home. They like to make the best of what is available locally. They will select favorite settings for vacations and longer trips based on where the snow and good grooming are. Many do not care how far away it is so long as they can ride. Trail riders go where there is snow.[9]

Trail riders and tourers want "creature comforts." Bells and whistles on snowmobiles are here to stay. As age of riders increases this will grow. This applies to commercial services for riders, too.[9]

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10. Interview with Mr. Doug Swenson, Region 2 Director, Minnesota United Snowmobilers Association, member Hibbing Trail Blazers Snowmobile Club. June 23, 1998.
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Trail Motorcyclists

Demographics

All statistics are national unless noted otherwise. See *Sources Used for Trail Motorcyclists* on page 100 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Characteristic	Summary
Age profile	Age of primary users[1] • 1 – 18 19.2% • 19 – 25 8.6% • 26 – 35 30.0% • 36 – 45 26.5% • 46+ 15.7% Median age 33, youngest aged 3, oldest aged 78[1] Average age: 25[2] Enthusiast mean age: 32.6 [3]
Gender profile	Primary users: male 95%[2]
Educational profile	College graduates: 15%[2] 81% have high school or above, 17 % have college degree or above[3]
Income profile	Average: $35,000[2]
People in Household	Average: 2.6[2]
Population size	Number of adults participating in Minnesota 1991: 214,624[10] Number of registered cycles vehicles in MN: 88,108 +/- 31,922[1]
Married	50%[2]
Number of Years Riding	Average: 5 years[2]
Where Riding Takes Place	Private[2] • All the time 27% • Most of the time 31% • Sometimes 30% • Never 12% Public[2] • All the time 14% • Most of the time 27% • Sometimes 43% • Never 16%
Riding Habits	93% of riders ride 3 days or more per week[2] 68% of use takes place on weekends[10] Average 65 days/per year in Midwest[10]

Number of Machines Owned by Enthusiast Households	Average 2.1[3]
Crossover Activities	Fishing 41%, hunting 35%, camping 13%[10]
Average Spent for Last Off Highway Motorcycle	$3,090[5]

Segmentation

The segmentation described below places people within segments based on whether they use trails or not, how they use trails and their primary purpose for participating in the activity. It also describes key elements of recreational participation that describe the preferences and behaviors of people within the segment. This recognizes that all activity does not take place on trails, nor is all activity recreational in nature. It is intended to identify participants who use the trail system *and* those that do not, to improve understanding of who is to be served and who is not served by trails. See *Sources Used for Trail Motorcyclists* on page 100 for all references cited in this section. See *Bibliography for this Study* on page 101 for a full list of references.

Trail Riders

Trail Use Pattern
- rides trail or trail and road system routes
- need 5-50 mile loops to give choice as to length of ride[6,8]
- enthusiasts will travel long distances to do activity[6,7,8]

Recreation Setting Preferences
- trails should be loop configuration
- natural setting is important to trail rider enjoyment[6,8]
- variety of open and woods, hills and topography create good trails[6,7,8]
- variety of difficulty levels within trail system is needed within a trail system[6,7,8]
- trail design needs/preferences are well documented
- there is little interest in riding in wet areas, most prefer hard bottom stream crossings or narrow bridges where possible[6,8]

Motivation/Activity Style Elements
- motivation is using machines to fullest capacity to successfully travel route, seeking challenge to machines and operating skill
- minimum trail width is enough for a single machine to pass (40" at handle bar height and 24" at wheel height)[6]
- a mixture of single track (30-80%) and the rest double track or wider is desirable
- 80% intermediate/10%easy/10% most difficult mixture of trails difficulty is desirable[6]

- if the trail is located in the right area you do not need to put obstacles in trail to make it more challenging[6,8]
- water crossings with hard bottoms add quality for people with good skills[6]
- differing opinions exist on one way trails; may encourage excessive speed, create traffic hazards due to people going the wrong way or dangerous situations at intersection; many Minnesota settings have too much vegetation for good sight distances on one way trails; should assume should be two-way trails unless some compelling reason exists for one way[6]
- sandy soil areas are OK, but not deep sand; sandy areas need maintenance for wash-boarding, this can be a problem on single track trails where maintenance is difficult with machinery[6]
- growing number who dual sport cycles; cycle is street legal and people use them for scenic touring involving travel on both trails and lesser used roads[8]
- enthusiasts are very willing to travel to riding opportunities that have actual trail systems with good attributes and reputation; will travel several hundred miles for a multi-day ride; 100-200 miles for a one day ride[6]
- groups commonly consist of family and friends; social interaction is important part of the experience
- excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, may create safety problems and bad public image for others

Racers
Trail Use Pattern
- participates in competitive events including challenge courses (Trial Riders), sprints (Motocross, most common type) and long distance timed events at pre-set speeds (Enduros)[6]
- Enduros are only races that happen on trails, use trails when they are part of the race course[6]
- may train on trails

Recreation Setting Preferences
- Enduros require long distance system consisting of both roads and trails[6,8]
- Motocross and trial riders need small, well designed closed courses[7]
- small areas needed for sprint races separated from other visitors due to noise[7]
- challenge courses (Trial Riders) take place in small courses with obstacles placed to create the course to be run[6,8]

Motivation/Activity Style Elements
- challenge courses (Trial Riders) are judged events that compete based on feats of skill maneuvering over obstacles[6,7,8]
- Enduro riders test skill by completing a route through varied terrain at pre-determined speeds[4]
- interest is in winning competitive events for prizes or money, many races do not offer cash prizes
- excitement seekers in this segment whose objective is to experience speed and performance may be source of behavior problems, may create safety problems and bad public image for others

Event riders

Trail Use Pattern
- trail motorcyclists who attend organized, non-competitive events as a rider
- uses trail if part of route, longer events incorporate trails and roads[6,7,8]
- may use trails in many ways: trail rides, trials and enduros[6]

Recreation Setting Preferences
- may involve many motorcycles and require special use permits
- needs support facilities: rest areas, parking lots, water sources, staging areas, routes to avoid heavy road traffic, traffic warning and controls at road intersections

Motivation/Activity Style Elements
- seeking challenge to machines and operating skill while riding trails
- enduros are a common activity, closed course events are also popular[6]
- highly social activity
- for some motorcyclists events are a major expression of interest, attending several events per year

Local Riders

Trail Use Pattern
- starts trip from home and returns home
- require little or no trail system but will use trails if convenient, rides ditches and local, unofficial trails to get to local destinations or to gain access to trail systems
- may ride frequently for short distance and time periods
- may ride on private land and nearby public land making own routes and riding areas

Recreation Setting Preferences
- often seeks out local settings that are natural and accessible
- often finds favorite places and returns

Motivation/Activity Style Elements
- most of this segment lives outside the Twin Cities metro region in greater Minnesota[6,8]
- rides alone or small groups
- may ride short distances and short time period on a spontaneous basis

Utilitarians

Trail Use Pattern
- trail system needs are opportunity based, will use a trail if it gets them where they want to go for their other activities

Recreation Setting Preferences
- determined by other activities

Motivation/Activity Style Elements
- use of trail motorcycle for transportation to other activities such as fishing, hunting, camping or for work on private or public property

Infrequent
- seldom ride, will use a trail if it gets them where they want to go

Issues, Trends and Observations from Experts and References

The organized, non-competitive Event Rider segment is growing. It will continue to grow as facilities become available. More group activities will take place similar to snowmobile club activities.[6]

The Trail Rider segment will increase once trails are there. Potential for growth exists if facilities exist. Much potential for growth exists for economic benefit that isn't being realized. The ability to find and enjoy trails is the limiting factor for this right now.[6]

Trail Riders expanding, racers expanding, rest are stable.[6]

Family oriented part of the sport is important. Riders are trying to take more responsibility for their sport. Aging baby boomers are staying with it motorcycling. "Super cross," extreme sport event is getting lots of publicity, may get growth there. Spectator sports may grow.[7]

Dual sport riders are emerging, but could be part of trail riders. Dual sport motorcycles accommodate changing interests and land use and availability. Makes it possible to ride in non-contiguous off-road areas, by travelling on public roads that connect off-road areas.[6, 7,8]

No designated trails in Minnesota, so most Trail Riding takes place on places that have been opened for use but not designated. It's hard to say there is an actual market segment until trails are there.[8]

Trail Riders are often older riders, may have started as racers and become Trails Riders. Many youth are now in Racing segment (very popular, is a significant form of recruitment.) Many families own multiple trail bikes and participate as family groups.[8]

Trail Riders want natural setting. For trail riders nature is a fundamental part of the experience.. Martineau Trail is a good example of a well-placed trail for natural characteristics.[8]

Narrow trails are highly desirable. Hills help to increase riding quality. Trail riders want narrower trails that are less obtrusive. Can't have all deep woods. Original clearing is important, but after that surface maintenance is less important, depending on soil. Mostly need hard natural surface, some elevation changes, some with sand, hard bed stream crossing (all trails have a few stream crossings but do not need to go out of the way to create this because it is inevitable in Minnesota terrain.[6, 7,8])

Scramble type riding does not need natural conditions.[8]

Enthusiasts in all segments willing to travel extensively. E.g. St Joe Missouri is a common trip. Travel is assumed to be part of the sport both within state and out of state.[8]

Trend is toward a more controlled sport. Organized competition will continue to grow. Youth are being given more opportunity to ride. Dual sport will grow greatly.[8]

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Appendices

Appendix A: Trail and Recreation Research Bibliography

Appendix B: Border to Border Trail Study - Trail Recreation Segmentation Expert
Interview

Appendix A: Trail and Recreation Research Bibliography

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Compiled by Don Wier.
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Appendix B - Trail Recreation Segmentation Expert Interview

Gordon Kimball, Recreation Professionals, Inc.
PO Box 17920 St. Paul, MN 55117
612-483-3622

The purpose of this interview is to identify differences among participants in trail recreation activities in a manner that serves the objectives of the *Border to Border Trail Study*.

Please review the attached segmentation of trail recreationists for purposes of discussing the following questions. Your responses in this interview will be recorded and incorporated into the research report for the *Border to Border Trail Study* submitted to the Legislative Commission on Minnesota Resources by the Minnesota Department of Natural Resources in 1999. Deficiencies in existing research will be identified based on your knowledge.

1) **Do you feel the segments describe all the types of recreationists within your sport?**
   a) Are there segments that should be added?
   b) Are there ones you disagree with?
   c) How would you rank the segments in terms of their size within the sport (percentage of the total population and amount of activity generated within the sport?)

2) **Which segments do you feel are expanding? Which ones are contracting or leveling off?**

3) **What new segments do you see emerging?**

4) **To the degree possible please describe what you know for each segment in the following areas:**

   a) Demographics (age, sex, education, etc.)
   b) Natural setting requirements (remote, urban, wooded, hilly, water bodies, etc)
   c) Desirable trail length, configuration and route characteristics
   d) Willingness to travel
   e) Law enforcement considerations
   f) Trail surface design and maintenance needs (smoothness, grooming, gradient, etc)
   g) Visitor and information services requirements (orientation signing, maps, service listings, natural/cultural interpretation)
   h) Important trail design and development requirements (access, water, etc.)
   i) Overnight lodging used (camping, motel, resorts, etc.)
   j) Important activity style elements (e.g. equipment used, social preferences such as desire for solitude, etc.)

5) **What are the key issues and trends you see happening for each segment and for the sport in general?**

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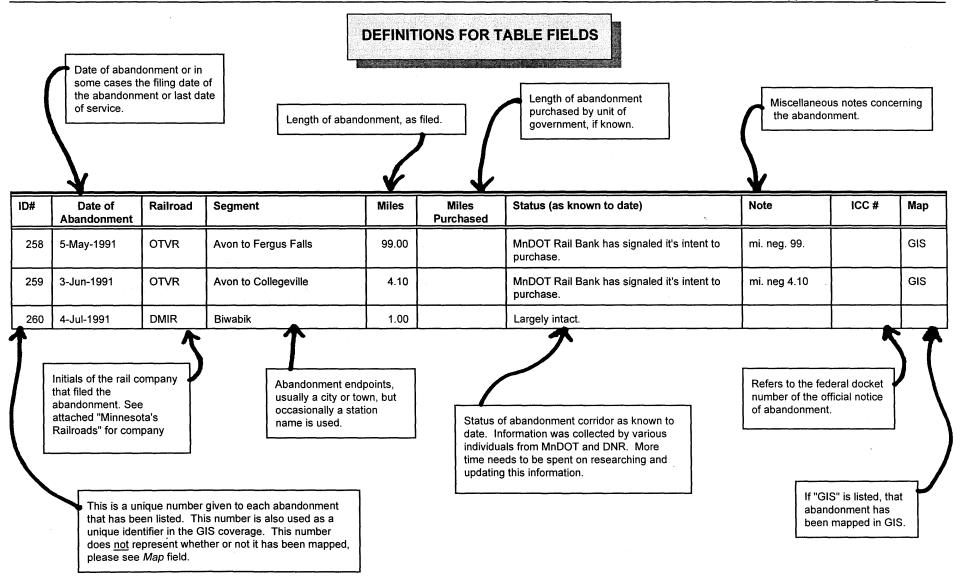
APPENDIX B

Railroad Abandonments in Minnesota - Database Printout

Sample Map of Railroad Abandonments in GIS

Sample Map of Railroad Abandonments Sorted by Decade

Copies of the database are available upon request in digital or hard-copy format. The GIS coverage of the abandonment alignments are also available upon request. Please refer requests to: Diane Anderson, Trail Study Coordinator, phone: 651-297-2501; Fax: 651-297-5475; e-mail: diane.anderson@dnr.state.mn.us ; or mail: DNR Trails & Waterways Unit, 500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

DEFINITIONS FOR TABLE FIELDS

Date of abandonment or in some cases the filing date of the abandonment or last date of service.

Length of abandonment, as filed.

Length of abandonment purchased by unit of government, if known.

Miscellaneous notes concerning the abandonment.

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
258	5-May-1991	OTVR	Avon to Fergus Falls	99.00		MnDOT Rail Bank has signaled it's intent to purchase.	mi. neg. 99.		GIS
259	3-Jun-1991	OTVR	Avon to Collegeville	4.10		MnDOT Rail Bank has signaled it's intent to purchase.	mi. neg 4.10		GIS
260	4-Jul-1991	DMIR	Biwabik	1.00		Largely intact.			

Initials of the rail company that filed the abandonment. See attached "Minnesota's Railroads" for company

Abandonment endpoints, usually a city or town, but occasionally a station name is used.

Status of abandonment corridor as known to date. Information was collected by various individuals from MnDOT and DNR. More time needs to be spent on researching and updating this information.

Refers to the federal docket number of the official notice of abandonment.

This is a unique number given to each abandonment that has been listed. This number is also used as a unique identifier in the GIS coverage. This number does not represent whether or not it has been mapped, please see Map field.

If "GIS" is listed, that abandonment has been mapped in GIS.

Railroad Companies in Minnesota:

Abbreviation	Company
BN	Burlington Northern
BNSF	Burlington Northern & Santa Fe Railway Co.
C&NW	Chicago & Northwestern
CN	Canadian National Railway
CC&P	Chicago Central & Pacific
CGW	Chicago Great Western
CMSt.P&P	Chicago Milwaukee St. Paul & Pacific
CP	Canadian Pacific System
CR *	Cedar River Railroad Company
CRI&P	Chicago Rock Island & Pacific
CSt.PMO	Chicago St. Paul Minneapolis & Omaha
D&IRR	Duluth & Iron Range Railroad
D&NE	Duluth & Northeastern Railroad Co.
DME	Dakota, Minnesota & Eastern Railroad Corp.
DMIR	Duluth, Mesaba & Iron Range Railway
DNE	Duluth & Northeastern Railroad Co.
DR *	Dakota Rail, Inc.
DWP	Duluth, Winnipeg & Pacific Railway
GN	Great Northern
I&M *	I & M Rail Link, LLC

Abbreviation	Company
ICG	Illinois Central Gulf
M&I	Minnesota & International
M&SPS	Minneapolis & St. Paul Suburban
M&RR	Minneapolis & R. River
M&St.L	Minneapolis & St. Louis Railway Co.
MA&CRR	Minneapolis Anoka & Cuyuna Railroad
MC *	Minnesota Commercial Railway Co.
MCR *	Minnesota Central Railroad Inc.
MDW	Minnesota Dakota & Western Railway
MILW	Milwaukee Road
MN&SRC	Minneapolis North & South
MN	Minnesota Northern Railroad
MRL&M	Minneapolis Red Lake & Manitoba
Mst.P&SSM	Minneapolis St. Paul & Sault Ste. Marie Railway Co.
NPC	Northern Pump Co.
NPR	Northern Plains Railroad
NP	Northern Pacific Railway Co.
NR *	Nobles Rock Railroad
NWPC	Northwest Paper Co.
OTV	Ottertail Valley Railroad

Abbreviation	Company
RI	Rock Island
RRVW *	Red River Valley & Western Railroad Co.
SCXY	St. Croix Valley Railroad
SL	Soo Line
SLLC *	St. Louis & Lake Counties Railroad Authority
St.PSE	St. Paul Southern Electric
TCW	Twin Cities & Western Railroad Co.
UP	Union Pacific Railway (was C&NW)
WC	Wisconsin Central Ltd.

Abandoned Railroad Database Listing:

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
1	??-???-1888	NP	Thompson to E. state line near Fond Du Lac	6.50					GIS
2	??-???-1889	GN	Barnesville to Breckenridge (MN Hwy 1)	28.47					
3	??-???-1891	GN	Friesland to Kettle River (Sandstone)	5.18					
4	??-???-1898	GN	Elizabeth to Carlisle	3.70					
5	??-???-1920	GN	Chisholm to Dewey Lake	9.08					
6	??-???-1917	GN	Mississippi to Sta. 41+ 02	0.78					
7	??-???-1900	GN	St. Bonifacius to Hopkins	19.68					
8	??-???-1903	GN	Hibbing to Chisholm	3.86					GIS
9	??-???-1903	GN	Kelly Lake to Hibbing	3.75					
10	??-???-1903	CMSt.P & P	Wabasha City to Midland Jct.	6.00					
11	??-???-1904	CMSt.P & P	Nelson St., Stillwater to point So.	2.16					
12	??-???-1905	MRL & M	Nebish to Whitefish Lake	2.50					
13	??-???-1906	GN	Wylie to Shirley	14.15					
14	??-???-1907	NP	Winnipeg Jct. to Manitoba Jct.	1.00					
15	??-???-1910	GN	Flanders to Barclay Jct.	2.55					
16	??-???-1911	WC	Carnelian to St. Croix Jct.	6.00					
17	??-???-1914	M & I	Leaks to N.P. Connection at Brainerd	2.74					
18	??-???-1918	CMSt.P & P	Cannon Falls to Northfield	14.70					
19	??-???-1918	NP	Croningen to Banning	4.73					

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
20	??-???-1922	GN	Sta. 41+ 02 to Sta. 88 + 75 (Miss. Jct.)	0.90					
21	??-???-1925	GN	Fermoy to Ellis	20.66					
22	??-???-1926	D & NE	Brevator to Brevator Jct.	4.00					
23	??-???-1928	St.PSE	Inver Grove to Hastings	17.52					
24	??-???-1930	SL	Lawler Jct. to Ironton & Crosby, & Deerwood (Part Spur)	27.89					
25	??-???-1930	SL	Iron Hub to Iron Mt. (Part)	6.30					
26	??-???-1932	CNW	Kasson to Mantorville	2.91					GIS
27	??-???-1932	CMSt.P & P	Hopkins to Deephaven (L. Minn'ka.)	7.84			L.Minn'ka. Leased to M&St.P&S		GIS
28	26-Oct-1932	CRI & P	Trosky to Quarry	5.41					GIS
29	26-Oct-1932	CRI & P	Quarry to Jasper	3.77					GIS
30	??-???-1932	M & SPS	Wildwood to White Bear	4.27					
31	??-???-1932	M & SPS	Wildwood to Stillwater	8.42					
32	??-???-1932	M & SPS	Stillwater to So. Stillwater	3.52					GIS
33	??-???-1932	W & SL	Manitou to Tonka Bay	1.46			Leased to M &St.PS		GIS
34	??-???-1932	M &SPS	Hopkins to Manitou (9th Ave. Hopkins)	9.95					GIS
35	??-???-1932	M & RR	Deer Riv. to Craig & Branch Line	81.45			Court Order 8-24-'32 (file D-870)		GIS
36	1-Nov-1933	CNW	Rochester to Zumbrota	24.48					GIS
37	??-???-1933	CSPMOFD	Luverne to Ash Creek (State Line) (Doon Line)	10.56					GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
38	??-???-1934	CMSt.P & P	Mid'ld Jct. to Zumbro Falls	35.40					GIS
39	??-???-1934	CGW	Rollingstone to Altura	8.80					GIS
40	??-???-1935	CGW	Eden to Wasioji	3.67					GIS
41	??-???-1935	CGW	Wasioji to Mantorville	3.27					GIS
42	??-???-1935	CGW	Planks King to point W. of Utica	13.77					GIS
43	17-May-1935	CSt.PMO	Stillwater Jct. to So. of Stillwater Switch	2.16					GIS
44	4-Apr-1935	GN	Hill City to Mississippi Jct.	17.59					GIS
45	4-Apr-1935	GN	Mississippi Jct. to Swan Riv.	5.13					GIS
46	4-Mar-1935	CMSt.P & P	Hastings to Farmington	17.67				Doc. 10644 A-5011	GIS
47	??-???-1936	CMSt.P & P	At Zumbro Falls- On Line Zumbrota to Zumbro Falls	0.11					
48	2-Oct-1936	D&IRR	Rollins to Waldo (Drummond Line)	15.00			(A-5215)		GIS
49	27-Jun-1936	CGW	Gilmore to Rollingstone	7.69					GIS
50	1-Jun-1936		Tfr, Minn. Western Ry, to Side Tracks	1.69					
51	25-Aug-1937	CMSt.P&P	Cannon Jct. to Cannon Falls	17.28				Doc. 11595	GIS
52	??-???-1937	C &NW	Burnette to Breen's Spur at Kasota	4.64					
53	??-???-1938	MRL & M	Bemidji to Redby & 4.43 Mi. side Tk.	32.35			(A-4622)		GIS
54	24-Mar-1939	CGW	Gilmore to Sugar Loaf	2.89				Doc. 12222	GIS
55	??-???-1940	SL	Thief River Falls to Goodridge	18.56			A-5579		GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
56	??-???-1940	MD & W	Nakeda to Loman	15.85					GIS
57	11-Oct-1940	CNW	Wabasso to Wanda	5.59					GIS
58	??-???-1941	MN&SRC	Ellision Line- at Northfield	1.69			(A-5928)		
59	??-???-1941	NWPC	Dul. & NE.RR. -Saginaw to Hornby	46.68					GIS
60	??-???-1941	MA&CRR	Mpls. Anoka & Cuyuna R.Ry.	0.53			abandon due to decreased demand		
61	30-Oct-1942	GNR	Tintah to Elbow Lake	15.77				Doc. 13868	GIS
62	??-???-1942	CNWR	Wabasso -995' Part of old main line- Wabasso to Wanda	0.19					
63	??-???-1942	GNR	St. Hilaire to Wylie	6.81			A-5628		GIS
64	??-???-1943	CGW	Sugar Loaf to E. side of Milw crossing in Winona	1.64					GIS
65	??-???-1943	CMSt.P&P	Shorten E, Bd. main line-Blk. Bird Jct.-Island Sdg.	0.66					GIS
66	??-???-1943	DMIR	Stony Brook Branch Line	5.04					
67	??-???-1943	NPC	Mpls., Anoka & Cuyuna Range Ry. Anoka to Nelson	11.36					GIS
68	3-Aug-1944	GNR	Duluth-Trestle on Rices Point	1.79				Doc. 14595	
69	??-???-1948	CMSt.P&P	Reno to Caledonia	13.60				Doc. 15404	GIS
70	??-???-1948	NP	Wyoming to Taylors Falls	20.52				Doc. 14152	GIS
71	??-???-1951	NP	Rush City to State Line	5.14				Doc. 14152	GIS
72	??-???-1946	CMSt.P&P	Montevideo to Milan Jct.	8.93		not deducted from main line			GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
73		DMIR	Basswood Branch near Winton Sta. 75+58	3.39				Doc. 16831 F1139	GIS
74	??-???-1952	CMSt.P&P	Zumbrota to Zumbrota Falls	18.20				Doc. 17455	GIS
75	??-???-1952	GN	End of track at St. Vincent Branch to a pt. 1.13 Mi. East.	1.13				Doc. 17262	
76	??-???-1952	GN	Hutchinson 811.8 Ft. (west of depot)	0.15					
77	??-???-1952	CGW	Bellchester Junc. to Bellchester	5.46				Doc. 17594	GIS
78	??-???-1952	CMSt.P&P	Read's Landing to Center of Mississippi River	2.24				Doc. 17528	
79	??-???-1952	NP	Part of Fond du Lac Branch	2.61				Doc. 17702	
80	??-???-1953	DMIR	1/4 Mi. N.E. of Argo Sta. 927+33	2.88				Doc. 18250	
81	??-???-1954	C&N	Kasota to St. Peter	2.61				Doc. 18434	GIS
82	??-???-1956	GN&CSt.PMO	Manley Interchange Track	0.03				Doc. 19085	
83	??-???-1956	MSt.P&SSM	G.N. - Soo Xing west of Schley to Bemidji	24.59				Doc. 18992 F-1144	GIS
84	??-???-1956	GN	Aberdeen Junc. to No. Dakota State Line	9.18				Dock18 992 F-1144	GIS
85	??-???-1954	MSt.P&SSM	East Lake- 7503' West of	1.42					
86	18-Jan-1957	CMSt.P&P	Fort Snelling Sw. to Jct. Sw. at Mendota	2.87				Dock19 548 F-1156	

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
87	??-???-1957	CMSt.P&P	Glencoe to Hutchinson	13.42				Doc. 19376 F-1152	GIS
88	1-Jul-1957	GN	Evansville to Elbow Lake	16.19				Doc. 19763 F-1197	GIS
89	10-Oct-1957	GN	Duluth-H.B. North end of Br. to 168' N.W. of Maple Ave	0.31				Doc. 19900 F-1159	
90	??-???-1957	NP	Gregory to East Little Falls	1.90					
91	18-Mar-1959	C&N	St. Peter- Sta. 7140+ 00 to 7175+68- State 7176 +10	0.68				F-1165 3610	
92	10-Apr-1959	NP	Fertile- Sta. 2458+44 to tilden Jct. Sta. 3012+95	10.75				Doc. 20504	GIS
93	30-Jun-1959	GN	Swan River to Kelly Lake Branch	23.08				Doc. 20630 F-1164	GIS
94	??-???-1960	GN	Between Domer Jct. & Mountain Iron	5.35				Doc. 20892	
95	??-???-1960	C&N	Sanborn- Iowa Division- Part of Main Line- Sta. 10+31 to Sta. 74+15	1.20					
96	??-???-1961	DMIR	Beginning at Mesaba Sta. 0+00 to end of branch at Argo Sta. 775+24	14.68				Doc. 21306	
97	??-???-1962	C&N	Between Sta. 2991+25.6 at Ceylon and Sta. 2473+29.5 at Fox Lake	9.80				Doc. 21451	GIS
98	??-???-1963	SL	From Lawler to East Lake	5.16				Doc. 21581	GIS
99	23-Feb-1962	M&St.L	Sta. 680+00 South of Klosmer to Sta. 1640+00 North of Hanska	18.20				Doc. 21716	GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
100	8-Feb-1962	CRIP	Between Luverne and Kanaranzi	7.40				Doc. 21774	GIS
101	??-???-1962	DMIR	Portion of Hull-Rust Short Line from Hull Jct. to M.P. 13.44 So. of Hibbing	13.49				Doc. 21803	GIS
102	26-Mar-1962	CGW	M.P. 173.602 West of Utica to M.P. 183.736 at Altura	10.13				Doc. 21759	GIS
103	24-Sep-1962	C&N	Lake Wilson M.P. 36.6 to end of line at Pipestone M.P. 55.1	18.53				Doc. 21886	GIS
104	9-May-1963	C&N	From St. Peter Sta. 7176+10 to Sta. 7428+00 East of Traverse	4.77				Doc. 22448	GIS
105	??-???-1966	CGW	Red Wing (So. limits) to Pine Island (No. limits)	31.66				Doc. 23235	GIS
106	12-May-1967	DMIR	From Wolf to Sherwood	6.78				Doc. 24445	
107	6-Apr-1967	DMIR	Wolf to Sherwood Jct.	6.78					GIS
108	11-Apr-1967	CNW	Red Wing	0.00			Former CGW		
109	30-Aug-1967	CNW	Pipestone to Clear Lake, SD	12.00					GIS
110	25-Sep-1968	CNW	Winnebago to Blue Earth	9.00					GIS
111	29-Sep-1968	CNW	Ledyard, IA to Elmore, MN	n/a					GIS
112	17-Dec-1968	CNW	Lewisville to Truman	6.60					GIS
113	14-Mar-1969	CNW	St. James to Ormsby	9.40					GIS
114	13-Jun-1969	CNW	Chatfield to Jct.-Chatfield	11.40					GIS
115	16-Sep-1969	RI	Pipestone to Lismore	31.31					GIS
116	16-Sep-1969	RI	Hardwick to Luverne	9.14					GIS
117	16-Sep-1969	RI	Ellsworth to Kanaranzi	5.46					GIS
118	21-Oct-1969	CNW	Evan to Wabasso	20.50					GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
119	6-Mar-1970	CNW	Tyler to Astoria, SD	24.00					GIS
120	6-Mar-1970	CNW	Madison to Reville, SD	13.00					GIS
121	18-Mar-1970	CNW	Golden Valley to Gluek (Wesota)	104.20					
122	23-Apr-1970	CNW	Halfa to Ceylon	2.00					GIS
123	23-Apr-1970	CNW	Traverse to New Ulm Quarry	21.60					GIS
124	7-Sep-1971	CNW	Benning to Waterville	10.00					GIS
125	7-Sep-1971	CNW	Shefield Mill to Morristown	23.70					GIS
126	13-Jan-1972	DMIR	Tower to Tower Jct.	1.80					GIS
127	8-Mar-1972	CNW	Pine Island to Rochester	13.20	13.20	Douglas State Trail.			GIS
128	12-Jun-1972	BN	Princeton to Milaca	12.61					GIS
129	3-Jun-1972	MILW	Hollandale Jct. to Rock Island Jct.	2.40					GIS
130	14-Aug-1972	DM&IR	Sparta to Jct. to Largo Jct.	7.15					GIS
131	27-Sep-1972	BN	Little Falls to Villard	51.00					GIS
132	19-Oct-1972	BN	Park Rapids to Cass Lake	49.21	49.21	Heartland State Trail			GIS
133	7-Nov-1972	CNW	Madelia to Lewisville	9.20					GIS
134	7-Nov-1972	BN	Red Lake Falls to Sherack	30.62					GIS
135	28-Mar-1973	BN	Carthage to Crookston	24.14					GIS
136	21-May-1973	CNW	Winthrop to Klossner	12.80					GIS
137	12-Jun-1974	CNW	Downer to Glyndon	9.38					GIS
138	12-May-1975	BN	Henning to Wadena Jct	15.67					GIS
139	12-May-1975	CNW	Fairmont to Truman	10.00					GIS
140	3-Aug-1975	BN	Sauk Center to Long Prairie	17.78					GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
141	19-Sep-1975	BN	Monticello to Clearwater	11.60					GIS
142	6-Oct-1975	BN	Wrenshall to Superior (Central Ave)	5.00	4.00	Wrenshall to State line purchased	Wrenshall to Hwy 23, 2 miles paved in 1995		GIS
143	15-Oct-1975	CNW	Blue Earth to Elmore	9.00					GIS
144	17-May-1976	MILW	Caledonia to Isinours Jct.	52.50		Partially occupied for Blufflands system.			GIS
145	27-Jul-1976	CNW	Waterville to Morristown	6.10					GIS
146	28-Jul-1976	BN	Riverside Jct. to New Duluth	4.05					GIS
147	19-Aug-1976	MILW-BN	Carlton to West Duluth	14.59					GIS
148	19-Aug-1976	CNW	Albert Lea to Lake Mills, IA	17.70					GIS
149	28-Jan-1977	RI	Little Rock, IA to Rock Rapids, IA	4.00					GIS
150	13-Mar-1977	MILW	St. Clair to Pemberton	6.56					GIS
151	23-Mar-1977	DMIR	Alborn to Pengilly	38.50					GIS
152	28-Mar-1977	CNW	Waltham to Austin	13.00					GIS
153	30-Mar-1977	BN	Hinckley to Moose Lake	31.55		Munger State Trail.			GIS
154	3-May-1977	CNW	Stewartville to McIntyre, IA	26.50					GIS
155	23-May-1977	CNW	Sanborn to Wanda	8.20					GIS
156	28-Jul-1977	DMIR	Forest Center to Sawbill Jct.	7.34					
157	14-Sep-1977	SOO	Point in Duluth	0.27					
158	17-Oct-1977	CNW	Redwood Falls to Sleepy Eye	24.80					GIS
159	25-Dec-1977	CNW	Winona to Trempleau, WI	1.30					
160	5-Mar-1978	MILW	St. Clair Jct. to Pemberton	32.60					GIS
161	11-Mar-1978	MILW	Minnesota Lake to Mankato	29.50					GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
162	13-Mar-1978	MILW	Winona to Durand, WI	1.00					
163	19-Mar-1978	MILW	Cologne to Shakopee	12.50					
164	13-Aug-1978	BN	Battle Lake to Henning	15.53					GIS
165	24-Aug-1978	RI	Clarks Grove to Hollandale	8.70					GIS
166	24-Aug-1978	SOO	St. Paul Seventh Street Yard	0.98					
167	25-Aug-1978	MILW	St. Croix Jct. to Bayport	22.50					GIS
168	11-Dec-1978	CNW	Faribault to Dundas	9.90					GIS
169	15-Dec-1978	CNW	Vesta to Marshall Jct.	37.30					GIS
170	5-May-1979	CNW	Ormsby to Estherville	23.10					GIS
171	1-Jul-1979	CNW	Rochester to Stewartville	12.60					GIS
172	17-Oct-1979	CNW	Lake Crystal to Winnebago	24.60					GIS
173	12-Jan-1980	CNW	Currie to Bingham Lake	38.30					GIS
174	1-Apr-1980	MILW	LaCrescent to Ramsey	100.00	26.00	~10 miles: Ramsey to Dexter purchased as public use SWA; Fountain to Money Creek woods is now Root River Trail.			GIS
175	1-Apr-1980	MILW	Jackson to Egan, SD	86.00					GIS
176	1-Apr-1980	MILW	Farmington to Shakopee	23.50					GIS
177	1-Apr-1980	MILW	Faribault to Zumbrota	35.00					GIS
178	16-Apr-1980	SOO	Carnelian Jct. to North St. Paul	9.88	9.88	Presently the Gateway Trail.			GIS
179	15-Jun-1980	MILW	Farmington to Benning	54.90					GIS
180	1-Jul-1980	MILW	Ortonville to Fargo	46.20					GIS
181	28-Jul-1980	BN	Moose Lake to Carlton	21.99	21.99	Munger State Trail (DNR).			GIS
182	1-Aug-1980	BN	Foxhome to Breckenridge	11.83					GIS
183	5-Aug-1980	BN	Funkley to Kelliher	10.43					GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
184	5-Aug-1980	CNW	Heron Lake to Lake Wilson	36.60					GIS
185	1-Nov-1980	CNW	Norwood to Hopkins	31.40					GIS
186	13-Dec-1980	CNW	St. James to Hanska	13.40					GIS
187	3-Jan-1981	CNW	Gary to Tracy	57.30		Only scattered tracts remain in RR ownership.			GIS
188	1-Feb-1981	BN	Pelican Rapids to Fergus Falls	21.37	6.00	Pieces in town exist, 75% private bridges pulled.			GIS
189	12-May-1981	BN	Starbuck to Villard	15.39		< 6 mi. b/w Glenwood-Starbuck in MnDOT Rail Bank ; Glenwood to Villard Lk largely intact, some scattered parcels left			GIS
190	22-May-1981	CNW	Austin to Manley	11.00	11.00	Purchased by DNR F&W, I.WaltonLeague proposed to swap parcel to DNR for trail construction by Austin			GIS
191	12-Jul-1981	BN	Barnesville to Downer	3.71		Seg. in place & operated by Otter Tail RR. only scattered tracks remain in RR ownership.			GIS
192	12-Jul-1981	BN	Davis Spur to camp Ripley	19.95	19.95	MnDot purchased for road. local trail use.			GIS
193	9-Sep-1981	CNW	Northfield to Dundas	2.40		Only scattered tracts remain in RR ownership.			GIS
194	18-Sep-1981	DWP	Carlton County Line to Duluth (downtown)	10.50	10.50	City ownership.			GIS
195	24-Sep-1981	CNW	Randolph to Oelwein, IA	56.50		Only scattered tracts remain in RR ownership.			GIS
196	17-Dec-1981	CNW	Dodge-Hayfield	19.20		Only scattered tracts remain in RR ownership.			GIS
197	3-Apr-1982	SOO	Trout Brook Jct. to Oakdale	7.86	7.86	Acquired as part of Gateway Segment of Munger State Trail			GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
198	5-Apr-1982	BN	Key West to East Grand Forks	9.49	9.49	Polk County bought for access to drainage ditch.			GIS
199	19-Apr-1982	RI	Albert Lea to Bricelyn	24.61					GIS
200	19-Apr-1982	RI	Worthington to Lake Park, IA	15.00		Sold to adjoining landowners.			GIS
201	19-Apr-1982	RI	Worthington to Lismore	21.07		Sold to adjoining landowners.			GIS
202	26-May-1982	BN	Monticello to Clearwater	11.57		Only scattered tracts remain in RR ownership.			GIS
203	27-Jun-1982	DMIR	Embarrass to Winton	34.91		Most has reverted to adjoining landowners. 10-20% still in RR's fee ownership, now a GIA snowmobile trail.			GIS
204	25-Jul-1982	CNW	Cannon Falls to Red Wing	19.50		Cannon Valley Trail; operated by Red Wing/Cannon Falls/Goodhue County.			GIS
205	1-Sep-1982	BN	White Bear Lake to Stillwater	11.81		East half presently owned & operated by MN Transportation Museum, west half scattered private sales.			GIS
206	18-Feb-1983	ICG	Hills to Steen	11.40					
207	11-Mar-1983	CNW	Norwood to Madison	130.50		Not included in total b/c service was subsequently restored through sale of line to Laq Qui Parle & MN Valley Reg. Rail Auth.			
208	15-Apr-1983	BN	Tioga Mine Spur	2.91		Railroad lacks title (Hanna Mining).			
209	10-Jun-1983	BN	Hoot Lake to Battle Lake	16.05		All sold.			GIS
210	10-Jun-1983	DMIR	Jordon to Sawbill Landing	24.86		Some reverted to state. < 25% held by railroad in fee. Major portion now Stony River State Forest Rd.			
211	25-Jun-1983	BN	Aromac Mine Spur	1.73		Mining ownership.			
212	6-Jul-1983	BN	Morris to Starbuck	19.00		25% scattered parcels remain.			GIS
213	28-Aug-1983	BN	Fertile to Ulen	31.45		Largely intact.	mi. neg. 31.45		GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
214	7-Oct-1983	BN	St. Cloud to Mora	45.00		So. MN Municipal Power Agency purchased everything but Mille Lacs Co & E. St. Cloud, Kanabec Co. sold to landowners 7/92			GIS
215	22-Oct-1983	BN	St. Cloud to Clearwater	8.14		According to Stearns Co. Parks Dept.(C. Wocken), grade was purchased & privately split up.			GIS
216	7-Nov-1983	MILW	Austin to Calmar	27.20					GIS
217	25-Dec-1983	BN	Wadena to Long Prairie	37.02		Towns sold off; only scattered tracts remain in RR ownership (approx. ½).			GIS
218	4-Jan-1984	BN	Wadena to Park Rapids	34.42		Basically all sold.			GIS
219	4-Jan-1984	BN	St. Clair Jct. to Chisholm	2.26		All sold.			
220	5-Feb-1984	BN	Elk River to Princeton	18.72		Zimmerman to Elk River & Princeton bought in town; only scattered tracts remain in RR ownership.			GIS
221	19-Feb-1984	BN	Emmert Jct. to Albany Jct.	0.87		Mining company has land interest.			
222	19-Feb-1984	BN	Emmert Jct. to Dormer Jct.	10.55		Largely intact.			
223	19-Feb-1984	BN	Wacootah Siding to Virginia	2.24		Largely intact (probably claimed also by mining).			
224	19-Apr-1984	BN	Kelley Lake to South Agnew	0.69		Mining company has land interest.			
225	19-Apr-1984	BN	Mahoning Spur Line	1.17		Mining company has land interest.			GIS
226	19-Apr-1984	BN	Mesabi Chief Spur	1.32		Mining company has land interest.			GIS
227	19-Apr-1984	BN	Mississippi Group Spur	0.50		Mining company has land interest.			GIS
228	19-Apr-1984	BN	Perry to Wyman	0.73		Mining company has land interest.			
229	25-Apr-1984	BN	Hopkins to Hopkins Jct.	3.44		Still intact (except Super Valu property).			GIS
230	18-Jun-1984	CNW	Roseport to Randolph	14.70		Only scatterd tracts remain in RR ownership. . Some private tracts mow GIA trail.			GIS
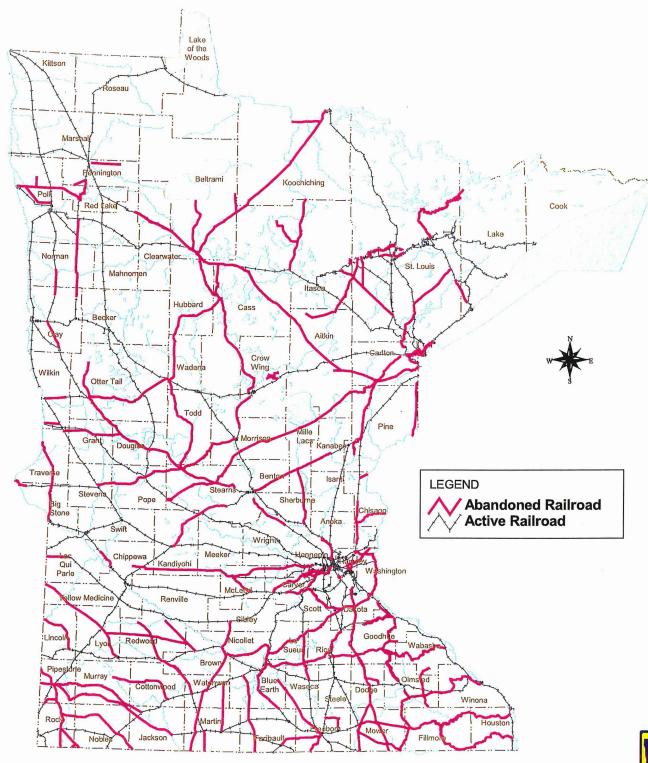
ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
231	23-Sep-1984	BN	Carlton to Wrenshall	4.65		DNR purchased.	mi. neg 4.65; paved by MnDOT in '95		GIS
232	13-Oct-1984	CNW	Montgomery to Waseca	23.00		Only scattered tracts remain in RR ownership.			GIS
233	15-Jun-1985	BN	Hawick to Willmar	20.72	20.72	Acquired as part of Glacial Lakes State Trail.			GIS
234	24-Jun-1985	BN	Brainerd to International Falls	193.79	180.00	Bemidji-I. Falls purchased by MnDOT as part of Rail Bank, Brainerd-Bemidji purchased for Paul Bunyan State Trail			GIS
235	13-Jul-1985	BN	Red Lake Falls to St. Hilaire	10.60		Largely intact except Red Lake Falls; portions on SM GIA trail.			GIS
236	11-Sep-1985	BN	Wayzata to Hutchinson	43.66		Mileage not included in total b/c BN transferred line to Dakota Rail Co. on 8/20/85. Dakota Rail subsequently resumed operation			
237	5-Mar-1986	DMIR	Duluth to Two Harbors	29.40	29.40	Purchased by St. Louis County Rail Authority & operated scenic train rides.			GIS
238	1-Dec-1986	SOO	Danbury to Boylston Jct. (MN portion)	30.41	30.41	Purchased by DNR for trail & forestry roads access purposes.			GIS
239	17-Jan-1987	SOO	Moose Lake to Schley	103.91	103.91	Owned by three-county rail authority & national forest; now a GIA snowmobile trail & timber access road.			GIS
240	28-Feb-1987	BN-SOO	Deerwood to Tromald	9.83		GIA snowmobile trail. Presently unsold. Potential MnDOT Rail Bank acquisition.			GIS
241	28-Feb-1987	BN-SOO	Huntington Jct. to Riverton	2.31		GIA snowmobile trail. Presently unsold. Potential MnDOT Rail Bank acquisition.			GIS
242	28-Feb-1987	BN-SOO	Ironton to Cuyuna	4.77		GIA snowmobile trail. Presently unsold. Potential MnDOT Rail Bank acquisition.			GIS
243	28-Feb-1987	SOO	Crosby to Crosby Jct.	0.98		GIA snowmobile trail. Presently unsold. Potential MnDOT Rail Bank acquisition.			GIS

Railroad Abandonments in Minnesota

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
244	16-Apr-1987	BN	Forest Lake to Hugo	7.40		Presently unsold, local interest for trails, Rail America- St. Croix Valley RR- in use, commuter rail interest	.		GIS
245	22-Apr-1987	BN	St. Paul to White Bear Lake (so. of I-694)	6.52		Negotiations underway for light rail/trail use by Ramsey County Rail Authority.	mi. neg. 6.52		GIS
246	12-Mar-1988	BN	Cold Spring to Hawick	18.66		Presently being appraised by DNR as part of Glacial Lakes State Trail.	mi. neg. 18.66		GIS
247	16-Jun-1988	BN	Agate to Border	42.50		Mileage not included in total b/c CNW transferred the line to Buffalo Ridge Regional RR on 2/2/89. Buffalo Ridge resumed open.			
248	30-Jun-1989	BN	Forest Lake to North Branch	17.22		Local interest for trails. Some negotiations underway by Chisago County and towns.			GIS
249	22-Aug-1989	CNW	Comfrey to Butterfield	11.20		Only scattered tracts remain in RR ownership.			GIS
250	14-Jan-1990	SOO	Ada to Felton	12.70		In tact, Engineer mounted sig. effort to stop the grade's abandonment.			GIS
251	23-Feb-1990	DMIR	Genola to MN/WI near Superior	102.58		Owned by a five-county rail authority & operated as a GIA snowmobile trail & timber access road.			GIS
252	24-May-1990	DMIR	X-Branch (McKinley to Virginia) No So Line- East edge of Virginia	6.80		Approx. 10% held in fee by RR. The rest reverted to adjoining landowners.			
253	13-Jul-1990	BN	Winona Bridge	1.00		Burned & at least partially removed.			
254	9-Jan-1991	CNW	Hopkins to Chaska	13.00	13.00	Acquired by Hennepin County RRA (w/ MnDOT's assistance).			GIS
255	9-Jan-1991	CNW	Hopkins	1.20	1.15	Acquired by Hennepin County RRA.			GIS
256	9-May-1991	DNE	Mile post 11 (Cloquet) to Saginaw	9.90		Donation to DNR for trail purposes presently pending.			GIS
257	04-Apr-91	BN	Wadena	1.00		City has interest for utilities.			

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
258	5-May-1991	OTVR	Avon to Fergus Falls	99.00		MnDOT Rail Bank has signaled it's intent to purchase.	mi. neg. 99.		GIS
259	3-Jun-1991	OTVR	Avon to Collegeville	4.10		MnDOT Rail Bank has signaled it's intent to purchase.	mi. neg 4.10		GIS
260	4-Jul-1991	DMIR	Biwabik	1.00		Largely intact.			
261	12-Aug-1993	DMIR	Embarrass to Hindsdale	4.60		Under acquisition by County Rail Authority.	mi. neg. 4.6		GIS
262	18-Aug-1993	BN	St. Cloud	2.80		City/County Acquisition; purchased by RRA (w/ MnDOT's assistance)			
263	18-Aug-1993	CNW	Chaska	1.00		Under acquisition by city.	mi. neg. 1.0		
264	25-Jan-1994	BRR	Manley to Border	1.10		Private Contractor Acquisition.			
265	8-Jun-1994	SOO	Mendota Heights	4.08		MnDOT Rail Bank has signaled it's intent to purchase.	mi. neg. 4.08		
266	15-Jul-1994	CNW	Hopkins to Cedar Lake	3.65		Under acquisition by County Rail Authority.	mi. neg 3.65		GIS
267	5-Aug-1994	DME	Sandborn to Comfrey	13.50		MnDOT.			GIS
268	2-Mar-1995	DMIR	Hibbing to Ruby Jct.	1.22		Under acquisition by County Rail Authority.	mi. neg 1.22		
269	17-Mar-1995	DMIR	Chisholm	2.30		Under acquisition by County Rail Authority.	mi. neg 2.3		
270	4-May-1995	OTVR	Fergus Falls	1.10		? no documentation	mi. neg. 1.1		
271	15-May-1995	UP	Cannon Falls	0.30		City Acquisition.	mi. neg. .3		
272	17-May-1995	UP	Mankato	1.70		Under acquisition by city.	mi. neg 1.7		
273	7-Sep-1995	CP	Duluth to Rices Point	0.50		County Rail Acquisition.	mi. neg. .5		
274	29-Sep-1995	CP	Hastings to Old Mill Spur	0.25		City Acquisition.	mi. neg. .25		
275	5-Oct-1995	BNSF	Browns Valley to Beardsley	6.78		? documentation missing			GIS

ID#	Date of Abandonment	Railroad	Segment	Miles	Miles Purchased	Status (as known to date)	Note	ICC #	Map
276	16-Apr-1996	CPRSYS	Bemidji to Gully	40.40	40.40	Bemidji- wants to acquire w/in city limits, outside of Bemidji, MN DOT will take- future trail proposals (proposed SRB).			GIS
277	29-Apr-1996	CPRSYS	Brooten to Genola	60.20	60.20	Morrison & Stearns Co. are doing separate contracts for trail use- includes Soo Line in both counties (RRA- proposed SRB).			
278	15-Jan-1997	DM&E	Plainview to Eyota	13.00	13.00	RRA- proposed to be part of SRB			GIS
279	??-???-1998	MN	Fertile to Crookston	20.60		MNDOT will acquire it for hwy improvement, negotiating w/landowner/ MN Northern, want to use as snowmobile trail.			
280	??-???-1998	BN	Red Lake Falls to Strata (to BN main line)	10.14		No state interests, will probably sell to adjacent landowners.			
281	??-???-????	BN	JJ Hill Stone Arch Bridge	1.10		paved trail over bridge, MN DOT bought it (Rail Bank).			
282	??-???-????	BN	St. Paul to Maplewood	6.20		presently the Swede Hollow Trail; purchased by RRA (w/MnDOT assistance)			
283	??-???-????	BN	Hugo to Washington Co. Line	12.17		purchased by RRA (w/MnDOT's assistance)			GIS
6999	details unknown		details unknown - St. Louis County - Iron Range area						

Active and Abandoned Railroads in Minnesota

Data as of July 1, 1999

LEGEND

/\/ **Abandoned Railroad**
/\/ **Active Railroad**

40   0   40   80 Miles

© DNR, Trails & Waterways
July 1, 1999
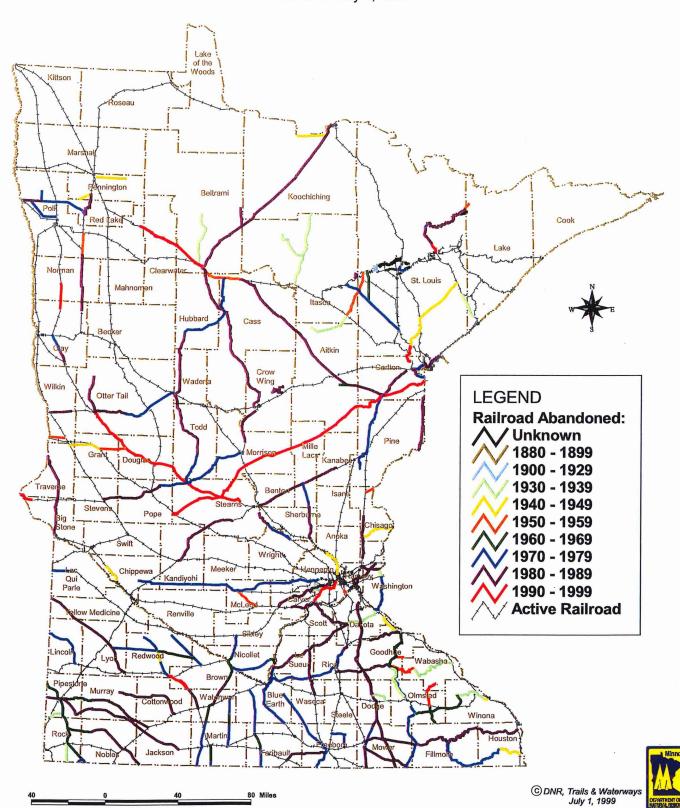
Active and Abandoned Railroads in Minnesota
Abandonments Shown by Decade
Data as of July 1, 1999

LEGEND
Railroad Abandoned:
- Unknown
- 1880 - 1899
- 1900 - 1929
- 1930 - 1939
- 1940 - 1949
- 1950 - 1959
- 1960 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- Active Railroad

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July 1, 1999

Minnesota
DEPARTMENT OF NATURAL RESOURCES

APPENDIX C

Comprehensive Trail Listing Database Fields and Definitions

Comprehensive Trail Listing Database Printout

Selected fields of the Comprehensive Trail Listing database are available upon request in digital or hard-copy formats. Please refer requests to: Diane Anderson, Trail Study Coordinator, phone: 651-297-2501; Fax: 651-297-5475; e-mail: diane.anderson@dnr.state.mn.us ; or mail: DNR Trails & Waterways Unit; 500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

Field headings and definitions for the Comprehensive Trail Listing Database for Greater Minnesota:

FIELD	DEFINITION
County Number	number assigned to each county in alphabetical order
County Name	county which trail/trail segment is located
Unique ID	unique number assigned to the trail as it is mapped/digitized in GIS
Trail Name	trail name and/or name of segment
Agency	trail administrator (or sponsoring agency of GIA trail)
Contact	contact person if known or agency as designated
Phone	contact's phone if known/provided
Address	contact address if known/provided
City	contact address if known/provided
Zip	contact address if known/provided
Endpoints	trail endpoints - important for segments with different uses and/or surfaces
Treadways	number of parallel treadways
Surface Type	letter code for surface type - i.e. natural = A; sand/gravel = B; etc. (Codes are defined in Appendix C - Page 4)
Development stage	1 = unsuccessfully submitted for local, state or fed. Funding in 1997, 2 = project is fully funded and programmed for construction and acquisition will be complete by 9/98, 3 = trail is open for at least one of the intended uses as of 9/98.
Map	whether it is already mapped in a GIS coverage or if a hard copy was provided
Total Miles	total mileage of that segment/trail listed, number if known or mapped in GIS
Trail Use	letter code for trail use allowed on that trail or segment (also listed by use; Codes are defined in Appendix C - Page 4)
GIA Use	letter code for trail use supported by Grant-In-Aid (GIA) funds (Codes are defined in Appendix C - Page 4)

FIELD	DEFINITION
Hike	length of designated trail use - if known or mapped
Bike	length of designated trail use - if known or mapped
Horse	length of designated trail use - if known or mapped
Mountain Bike	length of designated trail use - if known or mapped
In-line skate	length of designated trail use - if known or mapped
ATV	length of designated trail use - if known or mapped
ORV	length of designated trail use - if known or mapped
OHM	length of designated trail use - if known or mapped
Winter bike (plowed path)	length of designated trail use - if known or mapped
Snowmobile	length of designated trail use - if known or mapped
XC Ski (Skate and/or Touring)	length of designated trail use - if known or mapped
Winter Horse	length of designated trail use - if known or mapped
Winter Mtn. Bike	length of designated trail use - if known or mapped
Winter ATV	length of designated trail use - if known or mapped
Other	length of designated trail use - if known or mapped, often used for snowshoe trails
Source	source of information or data for that record
Note	special notes regarding segment or source of trail data or other information

DEFINITIONS FOR TABLE FIELDS

County in which the trail or trail segment is located. (Metro counties are included in this listing where there was pre-existing data available.)

This is the administrating agency or the GIA sponsor of the trail. (GIA = Grant-In-Aid.)

Endpoints of a trail segment that may have different designated uses than other segments of that trail or this info was provided by the contact person.

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
706	Blue Earth	Red Jacket Trail	Blue Earth County Park Dept.	Mankato Twsp. T-525 to BE Co. 33	6.5	BDEFT		D
219	Blue Earth	Riverside Trail	Watonwan County - - GIA - -		12.43	I	I	A
0	Blue Earth	Sakatah Singing Hills State Trail	MN DNR - TAW	Mankato to Faribault	39	BCDFIT		D
217	Blue Earth	Waseca Trail	Waseca County - - GIA - -		0.80	I	I	A

This is a unique number given to each trail that has been mapped in GIS. The numbers may change year to year or as trails are added or edited. The numbers in this table for GIA or state snowmobile trails are the same numbers as on the 1998-99 quad maps (numbers 1-319 on the list).

"0" = trail has been mapped in another coverage. A corresponding ID number still needs to be assigned.

No number = has not been mapped in GIS or may be mapped in another GIS coverage, such as the GIA ATV and OHM trails.

Length of some trails has been calculated from the GIS coverage. Some trails, such as those in State Parks, have a published distance which is reflected here. This field has not been completed for every trail to date.

Please see *Data Codes* sheet for definitions, Appendix C, Page 2.

DATA CODES

Code sheet/look-up table for letter codes in *Comprehensive Trail Listing* for table fields: **Trail Use; GIA Use;** and **Surface Type.**
Example: read across - code letter "F" denotes Ski touring trail use; Grant-in-Aid Cross-country ski trail; and boardwalk surface type.

CODE	TRAIL USE	GIA USE	SURFACE TYPE
A			Natural Soil/Surface
B	Hiking		Sand/gravel
C	Horseback riding		Crushed fines (limestone, etc.)
D	Bicycling		Asphalt
E	Mountain Biking		Concrete
F	Ski Touring	XC Ski	Boardwalk
G	Skate Skiing		Bridge
H	Snowshoeing		Stairs
I	Snowmobiling	Snowmobile	Woodchips
J	Vehicle/Road Traffic		Other
K	Hiking Club		
L	Fire Break		On road
M	Management Unit Boundary		
N	ATV (all terrain vehicle)	ATV	
O	OHM (off-highway motorcycle)	OHM	
P	ORV (off-road vehicle, 4x4)		
Q	Other		
R			
S			
T	In-line Skating		
U-Y	Other uses as needed		
Z	Proposed		

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
243	Aitkin	Aitkin	Aitkin County - - GIA - -		53.36	I	I	A
160	Aitkin	Driftskipper Trail	Itasca County - - GIA - -		7.09	I	I	A
117	Aitkin	Garrison Trail	Crow Wing County - - GIA - -		23.90	I	I	A
142	Aitkin	Greenway Trail	Itasca County - - GIA - -		7.88	I	I	A
	Aitkin	Hay Lake Campgrnd and Acc	MN DNR - Forestry		2	B		A
78	Aitkin	Haypoint Trail	Aitkin County - - GIA - -		83.58	I	I	A
105	Aitkin	Hill City Trail	Hill City	Hill City to Quadna Mtn.	3.87	D		D
92	Aitkin	Kettle River Trail	Carlton County - - GIA - -		3.12	I	I	A
	Aitkin	Mandy Lake Hiking Trail	USFW Service - Refuge		2.5	B		A
79	Aitkin	McGrath-Finlayson Trail	Aitkin County - - GIA - -		13.11	I	I	A
165	Aitkin	Mille Lacs Driftskipper Trail	Mille Lacs County - - GIA - -		6.97	I	I	A
81	Aitkin	Mille Lacs Trail	Aitkin County - - GIA - -		95.19	I	I	AB
89	Aitkin	Moosehorn Trail	Carlton County - - GIA - -		11.18	I	I	A
	Aitkin	Moose-Willow-Washburn Lake Trail	MN DNR - Forestry		15	F		A
	Aitkin	No Achen/LLCC	Aitkin County		0	F	F	A
82	Aitkin	Palisade Trail	Aitkin County - - GIA - -		52.49	I	I	A
	Aitkin	Quadna Mountain		Cross Country ski area around downhill ski area	20.9	F		A
0	Aitkin	Rabey Line Trail	Aitkin County - - GIA - -	Hwy 169 and 200, Hill City, to Hwy 65 and 200, Jacobson		CIN	N	AB

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
262	Aitkin	Red Top Loop	Aitkin County - - GIA - -		11.31	IN	IN	A
	Aitkin	Remote Lake Solitude Area	MN DNR - Forestry		13.8	BF		A
53	Aitkin	Savanna Portage State Park	MN DNR Parks and Recreation		76	BEFI	I	A
90	Aitkin	Sno-gophers Trail	Carlton County - - GIA - -		4.47	I	I	A
	Aitkin	Solana State Forest	MN DNR - Forestry	need more info about trail/recreation opportunities				A
263	Aitkin	Soo Line	Cass County - - GIA - -		12.29	I	I	A
77	Aitkin	Soo Line Trail - Aitkin Co.	Aitkin County Land Dept. - - GIA - -	Lawler to Shovel Lake (ATV)	47.52	IN	IN	A
	Aitkin	Soo Line Trail - Aitkin Co.	Aitkin County Land Dept. - - GIA - -	Isle to Moose Lake (ATV)		N	N	A
80	Aitkin	Tamarack Snowmobile Trl	Aitkin County - - GIA - -		121.88	I	I	A
	Aitkin	Twin Lakes Hiking Trail	USFW Service - Refuge		0.7	BI		A
	Anoka	*Kiwi Krossing Trail*	*Anoka County - - GIA - -*		*12.19*	*I*	*I*	*A*
84	*Anoka*	*Rice Creek Snowmo Trail*	*- - GIA - -*		*36.33*	*I*	*I*	*A*
	Anoka	*Rum River Trail*	*- - GIA - -*		*38.21*	*I*	*I*	*A*
	Becker	Booth Lake Trail	USFW Service - Refuge		2.6	B		A
381	Becker	Dunton Locks Co. Park	Becker Co. Parks and Rec.	within park	3.94	BEF		A
39	Becker	Itasca State Park	MN DNR Parks and Recreation - GIA -		77	BDFI	I	A
161	Becker	Mahnomen County Trail	Mahnomen County - - GIA - -		1.81	I	I	A
	Becker	North Smokey Hills Trail	MN DNR - Forestry		13	NP		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Becker	Old Indian Trail	USFW Service - Refuge		2	B		A
388	Becker	Pelican River Trail	Becker Co. Parks and Rec.	intsect. of Co. 22 to Trunk Hwy 59, into park	0.43	BDFIT		D
	Becker	Pine Lake Trail	USFW Service - Refuge		7.9	BF		A
	Becker	Tamarac Ski Trail	USFW Service - Refuge		1	B		A
279	Becker	Two Inlets Trail	Hubbard Co.- - GIA - - Two Inlets S.F.		57.38	I	I	A
280	Becker	White Earth Trail	MN DNR - Forestry - GIA -		65	I	I	A
278	Becker	Winter Wonderland Trail	Becker County - - GIA - -		229.20	I	I	A
4	Beltrami	Beltrami Island Trail	MN DNR - Forestry - GIA -		5.51	I	I	A
	Beltrami	Beltrami Ski Trails - Buena Vista Trail	MN DNR - Forestry		0	F	F	A
	Beltrami	Beltrami Ski Trails - CV Hobson Memorial Forest	Beltrami County - - GIA - -			F	F	A
	Beltrami	Beltrami Ski Trails - Montebello Trail	Beltrami County - - GIA - -	lighted trail		F	F	A
	Beltrami	Beltrami Ski Trails - Movil Maze	Beltrami County - - GIA - -			F	F	A
	Beltrami	Beltrami Ski Trails - Three Island County Park	Beltrami County - - GIA - -			F	F	A
22	Beltrami	Bemidji-Itasca Trail	MN DNR - Forestry - GIA -		10.16	I	I	A
86	Beltrami	Big Red Lake Bog Trail	Beltrami County - - GIA - -		118.58	I	I	A
281	Beltrami	Blue Ox Trail	Beltrami County - - GIA - -		24.14	I	I	A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
451	Beltrami	Camp Rabideau CCC trail	Chippewa National Forest - USFS	interpretive trail - within N.F.	1	BC		A
408	Beltrami	Carter Lake Trail	Chippewa National Forest - USFS		3.4	B		A
285	Beltrami	L O W Border Trail	Lake of the Woods Co. - - GIA - -		14.84	I	I	A
41	Beltrami	Lake Bemidji State Park	MN DNR Parks and Recreation - GIA -		15	BCDEFI	I	AD
283	Beltrami	Lost River Trail	Beltrami County - - GIA - -		61.54	I	I	A
412	Beltrami	Meadow Lake Trail	Chippewa National Forest - USFS		10.9	BF		A
282	Beltrami	North Country Snow Trail	Beltrami County - - GIA - -		194.43	I	I	A
284	Beltrami	Northland Trail	Beltrami County - - GIA - -		51.45	I	I	A
68	Beltrami	Paul Bunyan State Trail	MN DNR - TAW	Hwy 12 to Bemidji State Park	4.5	BDIT		D
68	Beltrami	Paul Bunyan State Trail	MN DNR - TAW	Hackensack to Bemidji	52	BEI		AB
68	Beltrami	Paul Bunyan State Trail	MN DNR - TAW - GIA -		2.20	I	I	A
450	Beltrami	Star Island	Chippewa National Forest - USFS			B		A
418	Beltrami	Tower Lake Trail	Chippewa National Forest - USFS	Hunting - Walking trail	5.1	BC		A
419	Beltrami	Webster Lake Trail	Chippewa National Forest - USFS		6.1	BFI		A
87	Benton	Benton County Snowmobile Club	Benton County - - GIA - -		75.81	I	I	A
502	Benton	Great River Road Bike Trail	Benton County	along side Benton Drive 1st St. NE to1	2.93	D		DL
	Big Stone	Big Stone Lake State Park	MN DNR Parks and Recreation		5	BC		A
	Big Stone	Prairie Trail	USFW Service - Refuge		1	BD		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
88	Blue Earth	Blue Earth River I Trail	Blue Earth County - - GIA - -		69.49	I	I	A
	Blue Earth	Bray Park	Blue Earth County Park Dept.	within park	0	BDFT		AD
	Blue Earth	Daly Park	Blue Earth County Park Dept.	within park	0	BDFIT		AD
715	Blue Earth	Mankato - Existing Multiuse Trails	City of Mankato					D
716	Blue Earth	Mankato - Existing Multiuse Trails	City of Mankato					AB
	Blue Earth	Minneopa State Park	MN DNR Parks and Recreation		4.5	BF		A
706	Blue Earth	Red Jacket Trail	Blue Earth County Park Dept.	Mankato Twsp. T-525 to BE Co. 33	6.5	BDEFT		D
219	Blue Earth	Riverside Trail	Watonwan County - - GIA - -		12.43	I	I	A
0	Blue Earth	Sakatah Singing Hills State Trail	MN DNR - TAW	Mankato to Faribault	39	BCDFIT		D
217	Blue Earth	Waseca Trail	Waseca County - - GIA - -		0.80	I	I	A
	Blue Earth	Wildwood Park	Blue Earth County Park Dept.	within park	0	BF		A
	Blue Earth	Williams Nature Center	Blue Earth County Park Dept.	within park - nature ctr.	0	BF		A
277	Brown	Brown Co Trail	Brown County - - GIA - -		81.28	I	I	A
	Brown	Flandrau State Park	MN DNR Parks and Recreation		8	BCFI		A
	Carlton	Carlton County ATV Trail (Soo Line)	Admin. - - GIA - -			N	N	AB
	Carlton	Fond Du Lac Ski Trail	MN DNR - Forestry		12	F		A
10	Carlton	Fond du Lac Sno Trail	MN DNR Forestry		10.20	I	I	A
0	Carlton	Gandy Dancer Trail	MN DNR - Forestry		14.1	CINP		A
244	Carlton	Gandy Dancer Trail	MN DNR - Forestry		1.88	INP	IN	A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
40	Carlton	Jay Cooke State Park	MN DNR Parks and Recreation - GIA -		55	BCDEFI	I	A
	Carlton	Kettle River Trail	Carlton County - - GIA - -		46.22	I	I	A
58	Carlton	Moose Lake State Park	MN DNR Parks and Recreation		10	BCFI	I	A
89	Carlton	Moosehorn Trail -	Carlton County - - GIA - -		115.63	I	I	A
90	Carlton	Sno-gophers Trail	Carlton County - - GIA - -		75.98	I	I	A
0	Carlton	Soo Line Trail	Carlton Co. Rail Authority	Pine Co. line to WI state line	0	BCIN		BC
0	Carlton	Soo Line Trail	Carlton Co. Rail Authority	Moose Lake to Aitkin Co. Line	0	BCIN		B
91	Carlton	Soo Line Trail N	Carlton County - - GIA - -		6.74	I	I	B
80	Carlton	Tamarack Snowmobile Trl	Aitkin County - - GIA - -		0.77	I	I	A
15	Carlton	Tim Corey Trail	MN DNR Forestry		2.08	I	I	A
0	Carlton	Willard Munger State Trail	MN DNR - TAW	Hinckley to Duluth Fire Segment	63	BDIT		D
239	Carlton	Willard Munger State Trail-Alex Leveau Memo	MN DNR - TAW - - GIA - -		8.64	I	I	D
67	Carlton	Willard Munger State Trail-Duluth Seg	MN DNR - TAW - - GIA - -		6.44	I	I	D
238	Carlton	Willard Munger State Trail-Hinckley-Carlton	MN DNR - TAW - - GIA - -		22.45	I	I	D
241	Carlton	Wood City Riders	Carlton County - - GIA - -		35.82	I	I	
	Carver	Carver Park Reserve	- - GIA - -		6.62	I	I	
0	Carver	Luce Line State Trail	- - GIA - -		12.61	I	I	C

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
0	Carver	Luce Line State Trail	MN DNR - TAW	Stubbs Bay Rd. to Winsted	23	BCDI		C
0	Carver	MN Valley Trail State Recreation Area	MN DNR Parks and Recreation		46.5	BCDEFI		D
	Carver	Scott Trail	- - GIA - -		14.57	I	I	
	Carver	Southwest Trail	- - GIA - -		96.00	I	I	
	Carver	Wright Trail	- - GIA - -		0.24	I	I	
100	Cass	Arctic Trail	Cass County - - GIA - -		13.14	I	I	A
99	Cass	Aspen Trail	Cass County - - GIA - -		20.33	I	I	A
116	Cass	Baxter Trail	Crow Wing County - - GIA - -		11.53	I	I	A
	Cass	Cass Co. Hunt/Walk Trail	MN DNR Fish and Wildlife		1.5	B		A
1101	Cass	Cass County Club Trail		Club trail		I		A
	Cass	Cass County XC Ski Trails	Cass County		0	F	F	A
1106	Cass	Cass Lake Fitness Trail	Chippewa National Forest - USFS		1.5	B		A
97	Cass	Chippewa Trail	- - GIA - -		47.68	I	I	A
1108	Cass	Co. Rd. 50 Hunter-Walk Trail	Chippewa National Forest - USFS		10.3	BF		A
	Cass	Crow Wing State Park	MN DNR Parks and Recreation		18	BCDFI		
1114	Cass	Cut Lake Skiing/Mtn. Bike Trail	Cass County Land Dept.	loops	10.41	BEF		A
1111	Cass	Deep Portage Ski Trail/Mtn. Bike	Cass County	loops	18.33	BEF		A
1112	Cass	Eagle Loop Trail	Cass County - - GIA - -		11.05	I	I	A
1113	Cass	Eagle Trail	Cass County - - GIA - -		14.12	I	I	A

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113	Cass	Emily Trail	Crow Wing County - - GIA - -		1.05	I	I	A
1115	Cass	Gadbolt Lake Bike Route	Chippewa National Forest - USFS	Bike route possibly on forest road		D		A
	Cass	Goose Lake	Cass County		0	F	F	A
1116	Cass	Goose Lake Rec Area	Chippewa National Forest - USFS		15	BFI		A
120	Cass	Gull Lake Drifters Trail	Crow Wing County - - GIA - -		14.80	I	I	A
	Cass	Gull Lake Trail	US Corps of Engineers		1	BF		A
1118	Cass	Hanson Lake Bike Route	Chippewa National Forest - USFS	Bike route possibly on forest road		D		L
1120	Cass	Heartland State Trail - Park Rapids to Walker	MN DNR - TAW	Park Rapids to Walker -GPS'd by USFS	27	BCDEIT		D
0	Cass	Heartland State Trail - Walker to Cass Lake	MN DNR - TAW	Walker to Cass Lake	22	BCEI		A
1123	Cass	Hiram Cross-Country Ski/Mtn. Bike	Cass County	loops	4.57	BEF		A
98	Cass	Hiram Snowmobile Trail	Cass County - - GIA - -		3.60	I	I	A
1135	Cass	Johnson Lake	Chippewa National Forest - USFS			B		A
169	Cass	Lake Alec Trail	Morrison County - - GIA - -		2.40	I	I	A
1137	Cass	Lake Erin Interpretive Trail	Chippewa National Forest - USFS	Interpretive trail		B		A
1138	Cass	Lost Girl Trail	Cass County - - GIA - -	GPS'd by USFS	20.67	I	I	A
1139	Cass	Mi-Ge-Zi Bike Trail	Chippewa National Forest - USFS			D		
	Cass	Moose River Trail	MN DNR - Forestry		25	INP		A
	Cass	Mud-Goose Hunt/Walk Trail	MN DNR Fish and Wildlife		2.5	B		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
0	Cass	North Country Natl. Trail	Chippewa National Forest - USFS		24.7	BCF		A
1140	Cass	North Country Natl. Trail	Chippewa National Forest - USFS		43.3	BF		A
282	Cass	North Country Snow Trail	Beltrami County - - GIA - -		4.79	I	I	A
1143	Cass	Norway Beach Interp Trail	Chippewa National Forest - USFS		1.7	B		A
1144	Cass	Oak Point Trail	Chippewa National Forest - USFS		12	F		A
1147	Cass	Paul Bunyan State Trail	MN DNR - TAW - - GIA - -	Snowmobile trail GPS'd by USFS	37.41	I	I	
0	Cass	Paul Bunyan State Trail	MN DNR - TAW	Brainerd/Baxter to Hackensack	48	BDIT		D
0	Cass	Paul Bunyan State Trail	MN DNR - TAW	Hackensack to Bemidji	52	BEI		A
1141	Cass	Pike Bay - Lake Thirteen	Chippewa National Forest - USFS	Bike route possibly on forest road		D		A
21	Cass	Pillsbury Trail	MN DNR - Forestry - GIA -		27	BCFI	I	A
1148	Cass	Pine Beach Cross-Country Ski Trails	City of East Gull Lake			F	F	A
1149	Cass	Pipeline Snowmobile Trail	Admin. - - GIA - -		16.94	I	I	A
	Cass	Rock Lake Hiking Trail	MN DNR - Forestry		1.5	B		A
	Cass	Schoolcraft State Park	MN DNR Parks and Recreation		1.5	B		A
1152	Cass	Shingobee Rec Area	Chippewa National Forest - USFS		6	BCF		A
1153	Cass	Snoway No. 1 Trail	Cass County - - GIA - -		59.00	I	I	A
96	Cass	Snowsnake Trail	Cass County - - GIA - -		7.79	I	I	A
1154	Cass	Soo Line Connector	Chippewa National Forest - USFS	trail connection - USFS		I		A
1155	Cass	Soo Line Trail - Cass Co.	Cass County - - GIA - -		62.97	IN	IN	A

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1156	Cass	Spider Lake Trail	MN DNR - Forestry		7.3	BF		A
1150	Cass	Star Island Hiking Trail	Chippewa National Forest - USFS			B		A
1157	Cass	Stony Point Hiking Trail	Chippewa National Forest - USFS	Bike route possibly on forest road	0.2	BD		A
1158	Cass	Sugar Lake	Chippewa National Forest - USFS	Hunting/walking trail		B		A
1159	Cass	Triville Trail	Cass County - - GIA - -		15.37	I	I	A
216	Cass	Wadena Trail	Wadena - - GIA - -		6.61	I	I	A
1199	Cass	Walker City Trail	unknown		3.65	D		
	Cass	Washburn Lake Solitude Area	MN DNR - Forestry		15	BCF		A
1160	Cass	Winnie Snowmobile Trail	Chippewa National Forest - USFS			I		A
103	Cass	Woods Lake Trail	Cass County - - GIA - -		20.19	I	I	A
1161	Cass	Woodtick Auto Tour	Chippewa National Forest - USFS	Auto tour - on roads		DQ		L
254	Chippewa	Chippewa Co Trail	Chippewa County - - GIA - -		16.26	I	I	A
1203	Chippewa	Chippewa County Club Trail	club	Club trail		I		A
1202	Chippewa	Chippewa County Trail	Chippewa County	State Hwy. 7 and Co. Hwy 15 to Wegdahl	4.85	BDT		D
	Chippewa	County Park No. 1 Shakopee Lake	Chippewa Co. Hwy. Dept.	within park - 60 acres	0	BCE		A
139	Chisago	Cambridge Trail	Isanti County - - GIA - -		3.39	I	I	A
	Chisago	Fish Lake Park	Chisago County	within park	0	BEF		A
	Chisago	Interstate State Park	MN DNR Parks and Recreation		4	B		A

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	Chisago	Ki-Chi-Saga Park	Chisago County	within park	0	BEF		A
83	Chisago	Kiwi Krossing Trail	Anoka County - - GIA - -		0.64	I	I	A
107	Chisago	North Branch Trail	Chisago County - - GIA - -		38.36	I	I	A
140	Chisago	Northern Lites Trail	Isanti County - - GIA - -		1.65	I	I	A
108	Chisago	Sno-bug Trail	Chisago County - - GIA - -		24.00	I	I	A
1310	Chisago	Sunrise Prairie Trail	Chisago County	State Hwy. 95, No. Branch, to South Co	16.24	BDIT		AD
251	Chisago	Sunrise Snow Eagles	Chisago County			I	I	A
	Chisago	Wild River State Park	MN DNR Parks and Recreation		35	BCFI		A
106	Chisago	Wild River Trail	Chisago County - - GIA - -		88.28	I	I	A
	Clay	Buffalo River State Park	MN DNR Parks and Recreation		12	BF		A
246	Clay	Moonshiners Trail	Norman County - - GIA - -		5.11	I	I	A
188	Clearwater	4 - G North Trail	Pennington County - - GIA - -		0.13	I	I	A
22	Clearwater	Bemidji-Itasca Trail	- - GIA - -		4.63	I	I	A
39	Clearwater	Itasca State Park	MN DNR Parks and Recreation		77	BDFI		A
161	Clearwater	Mahnomen County Trail	Mahnomen County - - GIA - -		15.52	I	I	A
1506	Clearwater	North Country National Scenic Trail	National Park Service/NCTA	East Gate, Itasca St. Pk. to Gardner L	16.27	BFQ		A
288	Clearwater	Trailblazers Trail	Clearwater County - - GIA - -		112.10	I	I	A
280	Clearwater	White Earth Trail	MN DNR - Forestry		65	I	I	A

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	Cook	Artist's Point and Lighthouse	U.S. Coast Guard	Grand Marais U.S. Coast Guard Station		B		
1601	Cook	Bally Creek Trails	Cook County		16.07	F	F	A
0	Cook	Banadad	Superior National Forest - USFS		17.4	BFH		A
	Cook	Border Route Trail	Superior National Forest - USFS			B		A
	Cook	Britton Peak	Superior National Forest - USFS			B		A
	Cook	BWCA Swamp Lake Trail	Superior National Forest - USFS			H		A
	Cook	Caribou Rock Trail	Superior National Forest - USFS	Access from Hungry Jack Lake Road		B		A
	Cook	Carlton Peak	Lutsen-Tofte Tourism Assoc.	loop	0	Q		A
1604	Cook	Cascade River Ski/Bike Trail	Cook County		22.2	EF		A
	Cook	Cascade River State Park	MN DNR Parks and Recreation - GIA -		23	BFI	I	A
	Cook	Crab Lake Trail	Superior National Forest - USFS	Access to Border Route Trail		B		A
	Cook	Cross River	DNR Parks and Rec.		0.25	B		A
	Cook	Daniels Lake Trail - Clearwater Road	Superior National Forest - USFS	Access to Border Route Trail		B		A
1607	Cook	Deer Yard Ski	Cook County		9.7	EF	F	A
	Cook	Devils Track Falls	DNR Parks and Rec.		0.75	B		A
	Cook	Eagle Mountain Trail	Superior National Forest - USFS		8	B		A
	Cook	Flour Lake Nature Trail	Superior National Forest - USFS	Flour Lake Campground	0.75	B		A
	Cook	George Washington Pines Trail	Superior National Forest - USFS		2.5	BFI		A

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	Cook	Gneiss Hiking Trail	Superior National Forest - USFS		2	B		A
	Cook	Grand Portage Natl. Mon. Trl.	National Park Service		8.5	BF		A
	Cook	Grand Portage State Park	MN DNR Parks and Recreation		0.75	B		A
	Cook	Gunflint Lake Recreation Trails	Cook County	numerous trails, vary in length and difficulty	0	BF	F	A
110	Cook	Gunflint Snowmobile Trail	Cook County - - GIA - -		89.39	I	I	A
	Cook	Honeymoon Bluff Trail	Superior National Forest - USFS	Access from Co. Rd 66, Flour Lk Campground		B		A
	Cook	Judge C. R. Magney State Park	MN DNR Parks and Recreation		9	BF		A
	Cook	Kadunce River Trail	Superior National Forest - USFS	Access from Hwy 61	0.5	B		A
	Cook	Kekekabic Trail	Superior National Forest - USFS			B		A
	Cook	Kimball Fishing Trail	Superior National Forest - USFS	Access from Kimball Lake campground		B		A
	Cook	Knopp Trail	Superior National Forest - USFS		2	H		A
	Cook	Lace Lake Trail	Superior National Forest - USFS	loops, connecting to Banadad and Poplar Creek trails	3.1	F		A
	Cook	Leveaux Mountain National Recreation Trail	Superior National Forest - USFS	Access from Forest Road 336	3.4	B		A
	Cook	Lima Mountain Trail	Superior National Forest - USFS	Access from Forest Road 315		B		A
1620	Cook	Lutsen Trails	Cook County - - GIA - -		48.53	FI	FI	
252	Cook	Lynx Trail	Cook County/Superior Timberwolves - GIA -	Tofte trl. to Schroeder N.S. St. Trl.	8.98	I	I	A

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	Cook	Magnetic Trail	Superior National Forest - USFS	Access from Gunflint Trail, Co Rd 12	1.5	B		A
	Cook	Meadows Snowshoe Trail	Lutsen-Tofte Tourism Assoc.	loop	0	Q		A
	Cook	Mount Josephine Trail	Superior National Forest - USFS	Access from Co Rd 17, Grand Portage Village		B		A
	Cook	Mount Rose Trail	National Park Service		0.5	B		A
	Cook	Mucker Lake Trail	Superior National Forest - USFS	Access to Border Route Trail		B		A
1625	Cook	North Shore Mtn. Ski Trail - Lutsen-Sp	Lutsen-Tofte Tourism Assoc./City of Cook	intersect with Hwy 61 to trail head .75 mi. -Tofte to Oberg Mtn	37.92	EF		A
1626	Cook	North Shore Mtn. Ski Trail - Sugarbush	Lutsen-Tofte Tourism Assoc./City of Cook	Lutsen - Spruce Creek	18.29	EF		A
1632	Cook	North Shore Ski Trail - Snowshoe Trails	Lutsen-Tofte Tourism Assoc.	snowshoe - winter hiking	5.65	BHQ		A
60	Cook	North Shore State Trail	MN DNR - TAW	Duluth to Grand Marais	146	BCEI	I	A
	Cook	Northern Light Hike Trl.	Superior National Forest - USFS		0.5	B		A
	Cook	Oberg Mountain National Recreation Trail	Superior National Forest - USFS	Access from Forest Road 336	2.2	B		A
	Cook	Onion River	Lutsen-Tofte Tourism Assoc.	loop - snowshoe and ski-joring	0	HQ		A
1630	Cook	Pincushion Mtn. Trails	City of Grand Marais	loops	16.2	BEF	F	A
	Cook	Ray Berglund	DNR Parks and Rec.		0.6	B		A
	Cook	Seagull Nature Trail	Superior National Forest - USFS	Access from Seagull Landing	0.5	B		A
	Cook	Seppala Trail	Superior National Forest - USFS	connection to Gunflint Trail	1	F		A
	Cook	South Lake Hike-Ski Trail	Superior National Forest - USFS		4	B		A

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3827	Cook	Superior Hiking Trail				B		A
2	Cook	Swamper Trail	Superior National Forest - USFS		10	I	I	A
	Cook	Sweetharts Bluff	City of Grand Marais	Access from Grand Marais Municipal Rec Area	1	B		A
56	Cook	Temperance River State Park	MN DNR Parks and Recreation - GIA -		24	BFI	I	A
111	Cook	Tofte Trail	Cook County/Superior Timberwolves - GIA -	Lutsen Trl. to Tofte Trl.	9.7	I	I	A
	Cook	White Sky Rock	Superior National Forest - USFS	Access from Co. Rd. 4, Caribou Trail		B		A
1701	Cottonwood	City of Mountain Lake	City of Mountain Lake	Walking path around Mountain Lake		BDF		A
112	Cottonwood	Cottonwood County Trails	Cottonwood County - - GIA - -		104.49	I	I	A
	Crow Wing	Bass Lake Nature Trail	MN DNR - Forestry		1.8	B		A
116	Crow Wing	Baxter Trail	Crow Wing County - - GIA - -		22.40	I	I	A
1805	Crow Wing	Brainerd City Trails	Brainerd Parks and Rec.	paved trails		BDT		D
1803	Crow Wing	Brainerd City Trails	Brainerd Parks and Rec.	separate trails in city limits		BD		A
121	Crow Wing	Brainerd Sno Deos Trail	Crow Wing County - - GIA - -		59.78	I	I	A
1804	Crow Wing	Crow Wing County Club Trails		Club trail		I		A
32	Crow Wing	Crow Wing State Park	MN DNR Parks and Recreation		18	BDFI	I	A
115	Crow Wing	Cuyuna Trail	Crow Wing County - - GIA - -		83.95	I	I	A
113	Crow Wing	Emily Trail	Crow Wing County - - GIA - -		34.54	I	I	A
118	Crow Wing	Fort Ripley Trail	Crow Wing County - - GIA - -		57.51	IN	IN	A

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	Crow Wing	French Rapids	Crow Wing County	various loops	0	F	F	A
117	Crow Wing	Garrison Trail	Crow Wing County - - GIA - -		41.09	I	I	A
120	Crow Wing	Gull Lake Drifters Trail	Crow Wing County - - GIA - -		16.68	I	I	A
119	Crow Wing	Ideal Sno-pros Trail	Crow Wing County - - GIA - -		60.43	I	I	A
1813	Crow Wing	Larson Lake	Crow Wing County		5.75	F	F	A
114	Crow Wing	Merri Trail	Crow Wing County - - GIA - -		33.16	I	I	A
	Crow Wing	Northland Arboretum	Crow Wing County	various loops	0	F	F	A
68	Crow Wing	Paul Bunyan State Trail	MN DNR - TAW - GIA -	Brainerd-Baxter to Hackensack	48	BDIT	I	D
0	Crow Wing	Pine Center ATV Trail	Cass County			N	N	A
1818	Crow Wing	Wolf Lake Ski Trails	Crow Wing County Land Dept.			BCDF		A
1819	Crow Wing	Wolf Lake Trails	Crow Wing County Land Dept.			BDC		A
	Dakota	*Dakota Trail*	*- - GIA - -*		*131.51*	*I*		*I*	
	Dakota	*Fort Snelling State Park*	*MN DNR Parks and Recreation*		*18*	*BDEF*		
	Dakota	*Inver Grove Heights Trail*	*- - GIA - -*		*10.82*	*I*		*I*	
	Dakota	*Lakeville Snowmobile Trail*	*- - GIA - -*		*30.39*	*I*		*I*	
	Dakota	*Lebanon Hills Regional Park Trail*	*Dakota County - - GIA - -*		*4.27*	*I*		*I*	
0	*Dakota*	*MN Valley Trail State Recreation Area*	*MN DNR Parks and Recreation*		*46.5*	*BCDEFI*		
	Dakota	*Randolph Trail*	*Dakota County - - GIA - -*		*4.58*	*I*		*I*	
	Dakota	*Waterford Trail*	*- - GIA - -*		*26.50*	*I*		*I*	

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0	Dakota	Zumbrowatha-Goodhue Trail	- - GIA - -		1.02	I	I	
126	Dodge	Dodge Trail	Dodge County - - GIA - -		42.26	I	I	A
51	Dodge	Rice Lake State Park	MN DNR Parks and Recreation		8.5	BFI		A
2005	Dodge	Sunrise Trail	Dodge County Hwy. Eng. Dept.		2.11	BDIT		D
2006	Dodge	Sunset Trail	Dodge County Hwy. Eng. Dept.		2.13	BDFIT		D
2101	Douglas	Bike Path	City of Alexandria	N. Broadway to Carlos Ave. to City Par	0.98	BD		D
2102	Douglas	Central Lakes Trail	Douglas County (by MnDOT Permit)	TH27 in Osakis to County Line, Ashby, same align as DATA Trl.	35.64	BDI		B
	Douglas	Chippewa Park	Douglas County Parks Div.		0			A
287	Douglas	Data Trail	Douglas County - - GIA - -		278.02	I	I	A
	Douglas	Kensington Runestone Park - Trollskogen Trl.	Douglas County Parks Div.		0	BF		A
	Douglas	Lake Brophy Park	Douglas County Parks Div.	on-road facility for bicycles	0	D		A
43	Douglas	Lake Carlos State Park	MN DNR Parks and Recreation		13	BCFI	I	A
	Douglas	Lake LaToka Beach	Douglas County Parks Div.	on-road facility for bicycles	0	D		A
	Douglas	Lake Le Homme Dieu Beach	Douglas County Parks Div.	on-road facility for bicycles	0	D		A
2603	Douglas	Low Plains Drifters	Snowmobile Club Trails	Club trails		I		A
236	Douglas	MN West Trails	Stevens County - - GIA - -		0.03	I	I	A
	Douglas	Spruce Hill Park/Trollskogen	Douglas County Parks Div.		0	BF	F	A
286	Douglas	Todd Trail	Todd County - - GIA - -		0.04	I	I	A

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128	Faribault	Blue Earth II Trail	Faribault County - - GIA - -		12.45	I	I	A
2202	Faribault	Non-GIA Snowmobile Trl	Faribault County	Blue Earth Co line to west of Blue Earth City	39.83	I		A
127	Faribault	Sno Rover Trail	Faribault County - - GIA - -		36.55	I	I	A
319	Fillmore	Bluff Valley Trail	Fillmore County - - GIA - -			I	I	A
	Fillmore	Brightsdale Unit	MN DNR - Forestry		5.7	BFI		A
34	Fillmore	Forestville State Park	MN DNR Parks and Recreation - GIA -		16	BCFI	I	A
	Fillmore	Hamony-Preston Valley State Trail	MN DNR - TAW	Root River Trail to Harmony	18	BDFT		D
132	Fillmore	Hiawatha II Trail	Fillmore County - - GIA - -		10.11	I	I	A
	Fillmore	Isinours Unit	MN DNR - Forestry		4	BF		A
66	Fillmore	Root River State Trail	MN DNR - TAW - GIA -	Fountain to Money Creek	35	BDFIT	I	D
130	Fillmore	Trail Busters Trail	Fillmore County - - GIA - -		40.40	I	I	A
131	Fillmore	Tri-county Trail	Fillmore County - - GIA - -		48.51	I	I	A
129	Fillmore	Valley Crest Trail	City of Rushford - - GIA - -		56.61	I	I	A
	Freeborn	Arrowhead Park	Freeborn Park	within park	0	BF		A
2402	Freeborn	Blazing Star BikeTrail	City of Albert Lea	Front St. and Frank Ave. to one mile east	0.47	BDT		
2403	Freeborn	Frank Hall Park Trails	City of Albert Lea	within park, connects to Blazing Star	1.41	BDT		A
133	Freeborn	Freeborn Trail	Rushford City - - GIA - -		177.52	I	I	A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Freeborn	Myre - Big Island State Park	MN DNR Parks and Recreation		20	BFI	I	A
2404	Freeborn	Non-GIA Snowmobile Trails	Freeborn County	various alignments around county	19.59	I		A
	Freeborn	White's Woods Park	Freeborn County	within park	0	BI		A
	Goodhue	Burnside School Trail	City of Red Wing			B		A
	Goodhue	Cannon Falls Mgmt. Unit	MN DNR - Forestry		2	BE		A
2502	Goodhue	Cannon Valley Trail	Goodhue County	paved, about 20 miles	19.46	DFT	F	D
2503	Goodhue	Cannon Valley Trail	Cities of Cannon Falls and Red Wing	paved in city limits	2.47	DFT	F	D
63	Goodhue	Douglas State Trail	MN DNR - TAW - GIA -		0.56	I	I	A
35	Goodhue	Frontenac State Park	MN DNR Parks and Recreation		16.8	BFI	I	A
17	Goodhue	Hay Creek Unit	Goodhue County - - GIA - -		20	BCFI	I	A
125	Goodhue	Randolph Trail	Dakota County - - GIA - -		9.59	I	I	A
2508	Goodhue	Red Wing East End Trail	City of Red Wing		6.74	F	F	A
134	Goodhue	Zumbrowatha-Goodhue Trail	Goodhue County - - GIA - -		218.89	I	I	A
215	Goodhue	Zumbrowatha-Wabasha Trail	Wabasha County - - GIA - -		10.02	I	I	A
265	Grant	Central Lakes Trail	Otter Tail County - - GIA - -	proposed to extend into Fergus Falls	4.08	BDI	I	A
2602	Grant	Cottonwood Pass - MN West Trail	City of Herman		8.47	I		A
	Grant	Elk Lake Park	City of Hoffman		0	BD		A
2603	Grant	Low Plains Drifters	Snowmobile Club Trails	Club trails		I		A
236	Grant	MN West Trails	Stevens County - - GIA - -			I	I	A

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2604	Grant	Niemackle Park - MN West Trail	Stevens County - - GIA - -	Herman - Hoffman - Douglas Co. - 31 miles	25.96	BI		A
185	Grant	Otter Country Trail	Otter Tail County - - GIA - -		1.31	I	I	A
	Grant	Tipsinah Mounds Park	City of Elbow Lake		0	B		A
	Hennepin	Baker Park Reserve	- - GIA - -		6.18	I	I	
	Hennepin	Carver Park Reserve	- - GIA - -		4.08	I	I	
	Hennepin	Crow Hassan Park Reserve	- - GIA - -		5.24	I	I	
	Hennepin	Elm Creek Park Reserve	- - GIA - -		10.12	I	I	
	Hennepin	Fort Snelling State Park	MN DNR Parks and Recreation		18	BEF		
	Hennepin	Lake Rebecca Park Reserve	- - GIA - -		5.02	I	I	
0	Hennepin	Luce Line State Trail	MN DNR - TAW	Plymouth to Stubbs Bay Rd.	7	BCDEFI		C
0	Hennepin	Luce Line State Trail	- - GIA - -		7.78	I	I	
0	Hennepin	MN Valley Trail State Recreation Area	MN DNR Parks and Recreation		46.5	BCDEFI		
	Hennepin	North Hennepin Regional Trail	- - GIA - -		5.32	I	I	
	Hennepin	Northwest Trail	- - GIA - -		79.24	I	I	
	Hennepin	Southwest Trail	- - GIA - -		2.46	I	I	
	Hennepin	Wright Trail	- - GIA - -		0.19	I	I	
	Houston	Beaver Creek Valley State Park	MN DNR Parks and Recreation		8	BI		A
135	Houston	Gopherland Trail	Houston County - - GIA - -		140.84	I	I	A

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136	Houston	La Crescent Trail	Houston County - - GIA - -		24.91	I	I	A
138	Houston	Money Creek Trail	Houston County - - GIA - -		57.19	I	I	A.
8703	Houston	Non-GIA Connections - snowmobile	Snowmobile Club Trails			I		A
	Houston	Oak Ridge Unit	MN DNR - Forestry		8.8	BCFI		A
18	Houston	Reno Unit	MN DNR - Forestry - GIA -		14.9	BCI	I	A
66	Houston	Root River State Trail	MN DNR - TAW - GIA -	Fountain to Money Creek	35	BDFIT	I	D
130	Houston	Trail Busters Trail	Fillmore County - - GIA - -		5.82	I	I	A
129	Houston	Valley Crest Trail	Rushford City - - GIA - -		8.49	I	I	A
137	Houston	Viking Ridge Riders Trail	Houston County - - GIA - -		36.56	I	I	A
	Houston	Vinegar Ridge Mgmt. Unit	MN DNR - Forestry		3.8	BCI		A
189	Hubbard	Becida Trail	Beltrami County - -GIA - -		21.70	I	I	A
22	Hubbard	Bemidji-Itasca Trail	MN DNR - Forestry - GIA -		26	I	I	A
0	Hubbard	Heartland State Trail - Park Rapids to Walker	MN DNR - TAW	Park Rapids to Walker	27	BCDEIT		D
39	Hubbard	Itasca State Park	MN DNR Parks and Recreation - GIA -		77	BDFI	I	A
0	Hubbard	Martineau Recreation Trail - Paul Bunyan S.F.	MN DNR - Forestry			P		A
229	Hubbard	Nevis Wilder Trail	Nevis City - - GIA - -		20.59	I	I	A
2906	Hubbard	Non-GIA Connections - snowmobile	Snowmobile Club Trails			I		A

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282	Hubbard	North Country Snow Trail	Beltrami County - -GIA - -		8.04	I	I	A
	Hubbard	Paul Bunyan State Forest Trails	MN DNR - Forestry		75.4	INP	I	A
68	Hubbard	Paul Bunyan State Trail	MN DNR - TAW		21.64	I	I	A
23	Hubbard	Schoolcraft Trail	MN DNR - Forestry		17	I	I	A
	Hubbard	Soaring Eagles	Hubbard County			BF	F	A
279	Hubbard	Two Inlets Trail	Hubbard County - - GIA - -		96.72	I	I	A
216	Hubbard	Wadena Trail	Wadena County - - GIA - -		4.33	I	I	A
139	Isanti	Cambridge Trail	Isanti County - - GIA - -		18.18	I	I	A
	Isanti	Dalbo Memorial Forest	Isanti County Parks and Recreation	within park	0	BCF		A
	Isanti	German Lake Day Use Area	MN DNR Forestry		0	BF		A
3002	Isanti	Isanti Co. XC Ski Trails	Isanti County		0	F	F	A
260	Isanti	Isanti Connection	Isanti County - - GIA - -		6.01	I	I	A
83	Isanti	Kiwi Krossing Trail	Anoka County - - GIA - -		6.16	I	I	A
	Isanti	Lyndon Cedarblade Township Park	Stanford Township		0	BF		A
107	Isanti	North Branch Trail	Chisago County - - GIA - -		6.03	I	I	A
140	Isanti	Northern Lites Trail	Isanti County - - GIA - -		35.64	I	I	A
85	Isanti	Rum River Trail	Anoka County - - GIA - -		3.72	I	I	A
141	Isanti	Rum-bock-blue Lake Trail	Isanti County - - GIA - -		63.86	I	I	A
	Isanti	Springvale 95	Isanti County Parks and Recreation	within park	0	BF		A

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	Isanti	Springvale Day Use Area	MN DNR Forestry		0	BF		A
	Isanti	Wayside Park	Isanti County Parks and Recreation	within park	0	BCEF		A
3015	Isanti	We-Kin-Do Trail	City of Braham	through city, proposed expansion	1.81	BDT		D
3101	Itasca	Amen Lake	Itasca County		4.99	F	F	A
3102	Itasca	Avenue of Pines Trail	Itasca County - - GIA - -		19.40	I	I	A
	Itasca	Bear Lake Trail	MN DNR - Forestry		10	I	I	A
	Itasca	Beatrice Lake Hiking Trail	MN DNR - Forestry		2.5	B		A
222	Itasca	Big Fork Lions Trail	Itasca County - - GIA - -		5.15	I	I	A
3106	Itasca	Big Ridge	Itasca County		5.81	F	F	A
	Itasca	Blackberry Hunt-Hike Trail	MN DNR Fish and Wildlife		2	B		A
281	Itasca	Blue Ox Trail	Beltrami County - -GIA - -		6.45	I	I	A
3109	Itasca	Blueberry Hills	City of Deer River		7.52	F	F	A
3108	Itasca	Bowstring East Trail	Itasca County - - GIA - -	USFS GPS'd		I	I	A
3110	Itasca	Bowstring West Trail	Itasca County	USFS GPS'd	60.88	I		A
3111	Itasca	Bushwacker Trail	Itasca County - - GIA - -	USFS GPS'd - "ditch bank"	14.33	I	I	A
3112	Itasca	Cameron Trail	Itasca County	USFS GPS'd	6.84	I	I	A
3114	Itasca	Canisteo Trail			1.59	BDT		AD
3113	Itasca	Chippewa C	Chippewa National Forest - USFS			I		A
13	Itasca	Circle L Trail	MN DNR - Forestry		24.8	I	I	A

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14	Itasca	Circle T Trail	MN DNR - Forestry		39.5	I	I	A
145	Itasca	Clearwater Trail	Itasca County - - GIA - -		12.45	I	I	A
	Itasca	Cowhorn Lake Hunt/Walk Co. Trl.	MN DNR Fish and Wildlife		2	B		A
	Itasca	Cowhorn Lake Unit	MN DNR - Forestry		4.6	BF		A
146	Itasca	Day Brook Trail	Itasca County - - GIA - -		45.12	I	I	A
160	Itasca	Driftskipper Trail	Itasca County - - GIA - -		45.87	I	I	A
230	Itasca	Effie Connection Trail	Bigfork City - - GIA - -		15.83	I	I	A
	Itasca	Forest History Center	MN Historical Society		2.8	BF		A
	Itasca	Golden Anniversary/Riv Rd Unit	MN DNR - Forestry		1.7	BF		A
142	Itasca	Greenway Trail	Itasca County - - GIA - -		77.66	I	I	A
78	Itasca	Haypoint Trail	Aitkin County - - GIA - -		13.14	I	I	A
147	Itasca	Herb Brandstrom Trail	Itasca County - - GIA - -		31.19	I	I	A
	Itasca	Hwy 427 H/W Co. Trl.	MN DNR Fish and Wildlife		1	B		A
3129	Itasca	Itasca Trails - Mt. Itasca Ski Trails	Itasca Ski and Outing Club	GPS'd by Chip. N.F./ XC skiing plus a ski jump area	3.71	F	F	A
3130	Itasca	Jingo Lake Trail	Chippewa National Forest - USFS		5	B		A
3131	Itasca	Kenogama Loop	Chippewa National Forest - USFS	bike route may be on forest roads		D		L
144	Itasca	Keystone Trail	Itasca County - - GIA - -	Taconite Trail West to Lawron Trail	0	DI	I	AD
149	Itasca	Lawron Trail	Itasca County - - GIA - -		36.42	I	I	A
	Itasca	Leighton H/W Co. Trl.	MN DNR Fish and Wildlife		2	B		A

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223	Itasca	Little Bear Lake Trail	Itasca County - - GIA - -		15.48	I	I	A
	Itasca	Longyear Park	City of Coleraine	within park	0	BDT		BD
3135	Itasca	Lost 40 Hiking Trail	Chippewa National Forest - USFS	Interpretive Trail	0.5	B		A
3136	Itasca	Marcell Trail North	Itasca County - - GIA - -	GPS'd by Chip. N.F.	22.88	I	I	A
3137	Itasca	Marcell Trail South	Itasca County - - GIA - -	GPS'd by Chip. N.F.	22.88	I	I	A
46	Itasca	McCarthy Beach State Park	MN DNR Parks and Recreation		18	BCFI		A
6935	Itasca	Mesabi Trail	St. Louis and Lake Cos. Region	Grand Rapids to Ely, various sections	0	BCDEFIQT		AD
	Itasca	Morph Meadows WMA W. 713	MN DNR Fish and Wildlife		2	B		A
	Itasca	Owen L-Lost Lake Hiking Trail	MN DNR - Forestry		2	B		A
	Itasca	Peloquin WMA H/W	MN DNR Fish and Wildlife		1.5	B		A
54	Itasca	Scenic State Park	MN DNR Parks and Recreation		24	BEFI	I	A
	Itasca	Schoolcraft State Park	MN DNR Parks and Recreation		1.5	B		A
3145	Itasca	Simpson Creek Rec. Area	Chippewa National Forest - USFS		12.5	BF		A
3146	Itasca	Skeeter Lake Hunt/Walk Trail	Chippewa National Forest - USFS		3	B		A
3147	Itasca	Spider Lake	Chippewa National Forest - USFS			I		A
3148	Itasca	Spur Lake Trail	Chippewa National Forest - USFS		8	BC		A
	Itasca	Stoney Ridge	Itasca County		0	F	F	A
3152	Itasca	Sugar Hills XC Ski Trails	Itasca County	loops	15.32	BEF	F	A
3150	Itasca	Suomi Hills Ski Trail	Chippewa National Forest - USFS		11.4	BCF		A

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3151	Itasca	Suomi Snowmobile Trail	Itasca County - - GIA - -		14.29	I	I	A
0	Itasca	Taconite State Trail	MN DNR - TAW	Coleraine to Ely	159	BCEI	I	A
0	Itasca	Taconite Trail	Itasca Co. -summer/MN DNR - TAW-winter	Grand Rapids paved three miles toward Coleraine	3	BDIT		D
	Itasca	Thistledew Lake Trail	MN DNR - Forestry		20.1	BF		A
15	Itasca	Tim Corey Trail	MN DNR - Forestry		17.9	I	I	A
233	Itasca	Trailblazers Path	Hibbing City - - GIA - -		1.84	I	I	A
3157	Itasca	Trout Lake	Chippewa National Forest - USFS			B		A
	Itasca	Turtle Mound Hike Trail	Chippewa National Forest - USFS		0.5	B		A
	Itasca	U of M North Central Ex St.	University of Minnesota		8	F		A
3159	Itasca	Wabana	Itasca County		6.94	F	F	A
3110	Itasca	West Bowstring Trail	Itasca County - - GIA - -	USFS GPS'd		I	I	A
	Itasca	Wilderness Willie Trail	Itasca County - - GIA - -	Circle T Trail to Effie Connection	0	I	I	A
150	Jackson	HLO Trail	Jackson County - - GIA - -		83.03	I	I	A
	Jackson	Kilen Woods State Park	MN DNR Parks and Recreation		5	BFI		A
3203	Jackson	Superior/Swan Lake Loop Route	Jackson County / Iowa DOT	Bike route loop, mostly in Iowa	7.99	D		L
26	Kanabec	Kanabec Trail	MN DNR - Forestry		15	BI	I	A
165	Kanabec	Mille Lacs Driftskipper Trail	Mille Lacs County - - GIA - -		5.93	I	I	A
140	Kanabec	Northern Lites Trail	Isanti County - - GIA - -		3.65	I	I	A
141	Kanabec	Rum-bock-blue Lake Trail	Isanti County - - GIA - -		3.25	I	I	A

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151	Kanabec	Snake River Trail	Kanabec County - - GIA - -		83.31	I	I	A
7302	Kandiyohi	Bonanza Valley Trail		Club trail		I		A
	Kandiyohi	Burr Oak Nordic Ski Trail	Kandiyhohi County - - GIA - -	Located at ELC by Lk. Florida		F	F	A
3401	Kandiyohi	Foot Lake Route	City of Willmar	7th St. NW to 17th St. NW	10.11	BDFT		D
3402	Kandiyohi	Glacial Lakes County Trail	Kandiyohi County - Trail Club	Club trail - former GIA		I		A
0	Kandiyohi	Glacial Lakes State Trail	MN DNR - TAW	New London to Hawick	6	BCEI		C
0	Kandiyohi	Glacial Lakes State Trail	MN DNR - TAW	Hawick to Richmond		BCE		A
0	Kandiyohi	Glacial Lakes State Trail	MN DNR - TAW	Willmar to New London	12	BCDIT	I	D
3405	Kandiyohi	Robbins Island Route	City of Willmar	uses parts of Foot Lake trail	0.95	BDFT		A
55	Kandiyohi	Sibley State Park	MN DNR Parks and Recreation		38.6	BCDFI	I	
153	Kittson	Kittson Trail	Kittson County - - GIA - -		254.05	I	I	A
42	Kittson	Lake Bronson State Park	MN DNR Parks and Recreation		14	BEFI	I	A
	Kittson	Lancaster Park	City of Lancaster	within park	0	BF		A
292	Kittson	Pelan East Park	Roseau County - - GIA - -		11.31	I	I	A
	Kittson	Pelan Trail	Roseau County - - GIA - -			I	I	A
62	Koochiching	Arrowhead State Trail	MN DNR - TAW - GIA -	International Falls to Tower	135	BI	I	A
3606	Koochiching	Battle Lake Hills Trail			3.76	F		A
3618	Koochiching	Bike Trail	Koochiching County	Along Hwy. 11 - Ranier to Island View -Thunderbird Lodge	3.66	D		D
	Koochiching	Black Bay Trail	National Park Service		8	BF		A

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281	Koochiching	Blue Ox Trail	Koochiching County - - GIA - -		34.36	I	I	A
	Koochiching	Caldwell Brook Trail	Koochiching County				I	A
230	Koochiching	Effie Connection Trail	Itasca County - - GIA - -		16.24	I	I	A
	Koochiching	Franz Jevne State Park	MN DNR Parks and Recreation		3	BEF		A
	Koochiching	Grand Mound Center	MN Historical Society		2.5	B		A
	Koochiching	Grand Mound Ski Trail			0	F		A
308	Koochiching	Haggerman/Voyageur W Trail	Koochiching County - - GIA - -		105.88	I	I	A
285	Koochiching	L O W Border Trail	Lake of the Woods Co. - - GIA - -		50.24	I	I	A
283	Koochiching	Lost River Trail	Beltrami County - - GIA - -		33.90	I	I	A
276	Koochiching	Lowman Line	Koochiching County - - GIA - -		18.69	I	I	A
	Koochiching	Northern Connection Trail	Koochiching County - - GIA - -		19.73	I	I	A
3619	Koochiching	Tilson Creek Trail	MN DNR - Forestry		6.83	BF		A
204	Koochiching	Voyageur-Kabetogama-Ash R Tra	St. Louis County - - GIA - -		2.23	I	I	A
314	Koochiching	Wilderness Willie Trail	Itasca County			I	I	A
3702	Lac Qui Parle	Lac Qui Parle County Club Trails		Club trail		I		A
	Lac Qui Parle	Lac Qui Parle State Park	MN DNR Parks and Recreation		11	BCF		A
	Lake	Brimson Trail	St. Louis County - - GIA - -	St. Louis Co./Lake Co. line to Yukon Trail		I	I	A
	Lake	Caribou Falls	DNR Parks and Rec.		1	B		A
	Lake	Disappointment Lake Trail	Superior National Forest - USFS		9	B		A

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3804	Lake	Finland Area Ski Trail	Lake County	loops	0	F	F	A
	Lake	Flash Lake Trail	Superior National Forest - USFS		8.3	BF		A
	Lake	Flathorn-Gegoka	Lake County	National Forest Lodge	0	EF	F	A
	Lake	George Crosby Manitou State Park	MN DNR Parks and Recreation		25.5	B		A
	Lake	Gooseberry Falls State Park	MN DNR Parks and Recreation		20	BEFI		A
270	Lake	Gooseberry Spur	Lake County - - GIA - -		11.85	I	I	A
	Lake	Hogback Lake Trail	Superior National Forest - USFS		4	B		A
	Lake	Jasper Hills Trails	Superior National Forest - USFS		18	BF		A
	Lake	Kekekabic Trail	Superior National Forest - USFS			B		A
	Lake	Moose Run Trail	Lake County - - GIA - -			I	I	A
9	Lake	Moose Walk Trail	Lake County - - GIA - -		25	BI	I	A
60	Lake	North Shore State Trail	MN DNR - TAW	Duluth to Grand Marais	146	BCEI	I	A
3815	Lake	Northwoods Ski Touring Trails	Lake County - - GIA - -	Co. Rd. 5 trailhead to Co. 5	20.84	EFN		A
	Lake	Pow Wow Trails	Superior National Forest - USFS		55	B		A
158	Lake	Red Dot Trail	Lake County - - GIA - -		28.87	IN	IN	A
155	Lake	Saw Tooth Trail	Lake County - - GIA - -		23.39	I	I	A
	Lake	Secret-Blackstone Trail	Superior National Forest - USFS		8	B		A
1	Lake	Seven Bevers Trail	Superior National Forest - USFS		8.16	I	I	A
	Lake	Snowbank Hike Trail	Superior National Forest - USFS		23.5	B		A

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3822	Lake	Sonju Trail	City of Two Harbors	Lighthouse point trail, 1.5 mi paved		B		D
	Lake	South Farm Lake Trail	Superior National Forest - USFS		6.2	F		A
	Lake	Split Rock Lighthouse State Park	MN DNR Parks and Recreation		12	BEF		A
	Lake	Stony Spur II ATV Trail	St. Louis County - - GIA - -			N	N	A
	Lake	Stony Spur Trail	St. Louis County - - GIA - -			I	I	A
	Lake	Sullivan Lake Hike Trail	MN DNR - Forestry		2.5	B		A
3827	Lake	Superior Hiking Trail	Superior Hiking Trail Assoc.		167.45	B		A
300	Lake	Taconite Spur Trl	St. Louis County - - GIA - -		13.24	I		A
	Lake	Tettegouche State Park	MN DNR Parks and Recreation		33	BEFIN		A
156	Lake	Tettegouche Trail	Lake County - - GIA - -		0.00	I	I	A
310	Lake	Thirteen Corners Trail	Lake County - - GIA - -			I	I	A
157	Lake	Tomahawk Trail	Lake County - - GIA - -		66.55	I	I	A
154	Lake	Two Harbors Corridor Trail	Lake County - - GIA - -	West end Two Harbors to N. Shore St. T	0	I	I	J
	Lake	Two Harbors Ski Trail	Lake County	around golf course	0	F	F	A
269	Lake	Yukon Trail	Lake County - - GIA - -	N. Shore St. Trl to Tomahawk Trl.	0	I	I	J
5	Lake of the Woods	Baudette-Norris Trail	MN DNR - Forestry - GIA -		53	I	I	A
4	Lake of the Woods	Beltrami Island Trail	MN DNR - Forestry - GIA -		95	I	I	A

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285	Lake of the Woods	L O W Border Trail	LOW County - - GIA - -		119.62	I	I	A
	Lake of the Woods	LOW Boy Scout Park	LOW County	within park	0	B		A
	Lake of the Woods	Northern Connection Trail	Koochiching County - - GIA - -		3.35	I		A
59	Lake of the Woods	Zippel Bay State Park	MN DNR Parks and Recreation - GIA -		6	BCFI	I	A
	Le Sueur	Lake Washington Park	Le Sueur County	within park	0	BFI		A
159	Le Sueur	Le Sueur Trail	Le Sueur County - - GIA - -		88.88	I	I	A
	Le Sueur	MN Valley Trail State Recreation Area	MN DNR Parks and Recreation		46.5	BCDEFI		AD
	LeSueur	Richter Woods Park	Le Sueur County	within park	0	BF		A
	LeSueur	Sakatah Lake State Park	MN DNR Parks and Recreation		8	BDFI		
0	LeSueur	Sakatah Singing Hills	MN DNR - TAW	Mankato to Faribault	39	BCDFIT		D
4101	Lincoln	Hole-in-mountain Park Trail	Lincoln County - - GIA - -		3.02	F	F	A
30	Lyon	Camden State Park	MN DNR Parks and Recreation - GIA -		14.8	BCEFI	I	A
	Lyon	Garvin Park	Lyon County	within park	0	BCEFI		A
	Lyon	Lyon Co. Ridge Trail	Lyon County/SW Ridge Runners	Int. 59 and 23 to Murray Co. Line	0	I		A
4204	Lyon	Marshall Bike Paths	City of Marshall	loop - uses not given	10.6	D		D
4205	Lyon	Marshall-Camden Trail	Lyon County	Co. Rd. 7 to North end Camden State Pk	7.18	D		D

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
161	Mahnomen	Mahnomen County Trails	Mahnomen County		0	I	I	A
271	Mahnomen	Polar Beach Trail	City of McIntosh - - GIA - -		5.25	I	I	A
188	Marshall	4 - G North Trail	Pennington County - - GIA - -		0.49	I	I	A
162	Marshall	MC Trail System	Marshall County - - GIA - -		161.02	I	I	A
273	Marshall	Middle River - Strathcona	City of Middle River - - GIA - -		25.98	I	I	A
50	Marshall	Old Mill State Park	MN DNR Parks and Recreation - GIA -		7	BFI	I	A
292	Marshall	Pelan East Park	Roseau County - - GIA - -		18.49	I	I	A
187	Marshall	Wapiti Trail	Pennington County - - GIA - -		18.56	I	I	A
163	Martin	Prairie Land Trail	Martin County - - GIA - -		140.91	I	I	A
4601	McLeod	Club Trail - Crow River Snow Pro's	Crow River Snow Pro's Snowmobile Club	Silver Lake north to Butternut Lake		I		A
245	McLeod	Crow River Trails	McLeod County - - GIA - -		39.33	I	I	A
64	McLeod	Luce Line State Trail	MN DNR - TAW - GIA -	Winsted to Cosmos	30	BCEI	I	A
4605	McLeod	Non-GIA Snowmobile Trails	Snowmobile Club Trails			I		A
228	McLeod	Southwest Trail	Mound City - - GIA - -		1.03	I	I	A
221	McLeod	Wright Trail	Wright County - - GIA - -		5.27	I	I	A
	Meeker	Clear Lake Park	Meeker Co. Parks	within park	0	BF		A
	Meeker	Darwin-Dassel Park	Meeker Co. Parks	within park	0	BCFI		A
	Meeker	Koronis Regional Park	Meeker Co. Parks	within park	0	B		A

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4704	Meeker	Lake Ripley Path	City of Litchfield	around lake	3.61	BDT		D
64	Meeker	Luce Line State Trail	MN DNR - TAW - GIA -	Winsted to Cosmos	30	BCEI	I	A
164	Meeker	Meeker Trail	Meeker County - - GIA - -		115.24	I	I	A
	Meeker	Youngstrom Park	City of Litchfield	within park	0	BF		A
33	Mille Lacs	Father Hennepin State Park	MN DNR Parks and Recreation - GIA -		4	BI	I	A
117	Mille Lacs	Garrison Trail	Crow Wing County - - GIA - -		11.37	I	I	A
165	Mille Lacs	Mille Lacs Driftskipper Trail	Mille Lacs County - - GIA - -		25.75	I	I	A
	Mille Lacs	Mille Lacs Kathio State Park	MN DNR Parks and Recreation - GIA -		38	BCFI	I	A
81	Mille Lacs	Mille Lacs Trail	Aitkin County - - GIA - -		14.79	I	I	A
140	Mille Lacs	Northern Lites Trail	Isanti County - - GIA - -		8.63	I	I	A
318	Mille Lacs	Rum River Sno Riders	Mille Lacs County - - GIA - -			I	I	A
141	Mille Lacs	Rum-bock-blue Lake Trail	Isanti County - - GIA - -		9.64	I	I	A
263	Mille Lacs	Soo Line	Mille Lacs County	CSAH 17 to East Co. Line	0	BCDFIN		C
	Mille Lacs	Soo Line Bike Trail (multi-use)	Mille Lacs County	CSAH 25 at Onamia to CSAH 17 at Isle	0	BCDFIT		AD
0	Mille Lacs	Soo Line Trail (Seg. 1)	Mille Lacs County	CSAH 25 to West Co. Line	0	BCDFIN		C
173	Mille Lacs	Sullivan Lake Trail	Morrison County - - GIA - -		0.38	I	I	A
4901	Morrison	Belle Prairie Park	Morrison County Public Works	within park - closed in winter	3.51	BDET		A
87	Morrison	Benton County Snomobile Club	Benton County - - GIA - -		2.36	I	I	A

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	Morrison	Charles A. Lindbergh State Park	MN DNR Parks and Recreation		6	BF		A
	Morrison	Crow Wing State Park	MN DNR Parks and Recreation		18	BDFI		A
166	Morrison	Frenchmens Trail	Morrison County - - GIA - -		22.17	I	I	A
167	Morrison	Horseshoe Island Trail	Morrison County - - GIA - -		25.46	I	I	A
168	Morrison	Knight Riders Trail	Morrison County - - GIA - -		20.49	I	I	A
169	Morrison	Lake Alec Trail	Morrison County - - GIA - -		21.80	I	I	A
	Morrison	Lindbergh House/Interp Trl.	MN Historical Society		0.8	B		A
170	Morrison	Lone Eagle Trail	Morrison County - - GIA - -		12.11	I	I	A
171	Morrison	Midland Trail	Morrison County - - GIA - -		21.54	I	I	A
4913	Morrison	Morrison County Bike Trail (on County roads)	Morrison County	on road shoulders - CR-258; CSAH-13; CSAH-213; CSAH-20	32.86	D		L
4910	Morrison	Morrison County Club Trail		Club trail		I		A
261	Morrison	Morrison County Trail	Morrison County - - GIA - -		42.22	I	I	A
4914	Morrison	Non-GIA Connections (snowmobile)			1.71	I		A
318	Morrison	Rum River Sno Riders	Mille Lacs County - - GIA - -			I	I	A
172	Morrison	Sno-dogs Trail	Morrison County - - GIA - -		26.37	I	I	A
4915	Morrison	Soo Line Trail	Morrison County - - GIA - -	Genola to Morr. and Mille Lacs Co. Line	16.28	BCEFIN		C
4916	Morrison	Soo Line Trail	Morrison County - - GIA - -	Genola to Morr. and Stearns Co. Line	14.09	BCEFIN		C
213	Morrison	Stearns Trail	Stearns County - - GIA - -		1.75	I	I	A

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173	Morrison	Sullivan Lake Trail	Morrison County - - GIA - -		46.80	I	I	A
174	Morrison	Three Fingers Trail	Morrison County - - GIA - -		18.30	I	I	A
286	Morrison	Todd Trail	Todd County - - GIA - -		2.76	I	I	A
175	Morrison	Two Rivers Trail	Morrison County - - GIA - -		17.26	I	I	A
176	Morrison	Upsala Trail	Morrison County - - GIA - -		13.14	I	I	A
177	Morrison	Wonderland Trail	Morrison County - - GIA - -		20.42	I	I	A
5001	Mower	J. C. Hormel Nature Center	City of Austin		7.02	F	F	A
44	Mower	Lake Louise State Park	MN DNR Parks and Recreation - GIA -		11.6	BCDIF	I	A
178	Mower	Mower Trail	Mower County - - GIA - -		174.39	I	I	A
5004	Mower	Shooting Star Trail	Mower County	CSAH 14, LeRoy to Lk. Louis St. Pk.	1.31	BDFT		D
131	Mower	Tri-county Trail	Fillmore County - - GIA - -		11.06	I	I	A
	Mower	Wild Indigo SNA	MN DNR Fish and Wildlife		4.8	B		A
179	Murray	Beaver Creek Trail	Murray County - - GIA - -		74.62	I	I	A
5102	Murray	Lake Shetek / End-O-Line Bike Trail	Murray Co. Engineer	Park Office to End-O-Line RR Park	5.61	BDQT		D
45	Murray	Lake Shetek State Park	MN DNR Parks and Recreation - GIA -	within park	10	BDFIQT	I	A
212	Nicollet	County Seat Trail	Sibley County - - GIA - -		12.57	I	I	A
	Nicollet	Fort Ridgely State Park	MN DNR Parks and Recreation - GIA -		11	BCFI	I	A

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180	Nicollet	Minnesota River Valley Snowmo	Nicollet County - - GIA - -		59.22	I	I	A
	Nicollet	Mn River Valley II Sn Trail	Renville County - - GIA - -		1.04	I	I	A
5210	Nicollet	North Mankato Trail						A
5205	Nicollet	Seven Mile Creek Park	Nicollet County	within park	6.4	BCDEFQ		
	Nobles	Frosty Riders Trails	Nobles County - - GIA - -		0	I	I	A
246	Norman	Moonshiners Trail	Norman County - - GIA - -		32.63	I	I	A
272	Norman	Sandhill Snowcruisers	Polk County - - GIA - -		9.39	I	I	A
	Olmsted	Chester Woods County Park	Olmsted County	within park	0	BC		A
5504	Olmsted	Club Snowmobile Trail Connections	Club Trails			I		A
126	Olmsted	Dodge Trail	Dodge County - - GIA - -		2.04	I	I	A
63	Olmsted	Douglas State Trail	MN DNR - TAW - GIA -	Rochester - Pine Island	13	BCDFIT	I	D
182	Olmsted	Hiawatha Trail	Olmsted County - - GIA - -		46.74	I	I	A
183	Olmsted	Maple Valley Snowmobile Trail	Olmsted County - - GIA - -		8.92	I	I	A
	Olmsted	Oxbow County Park	Olmsted County	within park	0	B		A
	Olmsted	Rochester City Trails	City of Rochester			BDT		AD
250	Olmsted	Root River II Trail	Olmsted County - - GIA - -		8.54	I	I	A
184	Olmsted	Tiger Bear I Trail	Olmsted County - - GIA - -		24.30	I	I	A
249	Olmsted	Tiger Bear II Trail	Olmsted County - - GIA - -		9.23	I	I	A
220	Olmsted	Whitewater Trail	Winona County - - GIA - -		5.37	I	I	A

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215	Olmsted	Zumbrowatha-Wabasha Trail	Wabasha County - - GIA - -		10.90	I	I	A
265	Otter Tail	Central Lakes Trail	Otter Tail County - - GIA - -		17.03	I	I	A
5602	Otter Tail	City of Fergus Falls Bike Paths	City of Fergus Falls	various bike paths around Fergus Falls		BDT		DL
287	Otter Tail	Data Trail	Douglas County - - GIA - -		16.51	I	I	A
	Otter Tail	Inspiration Peak	DNR Parks and Rec.		1	BI		A
	Otter Tail	Lake Carlos State Park	MN DNR Parks and Recreation		13	BCFI		A
186	Otter Tail	Lake Runners Trail	Otter Tail County - - GIA - -		31.29	I	I	A
47	Otter Tail	Maplewood State Park	MN DNR Parks and Recreation - GIA -		57	BCFI	I	A
266	Otter Tail	OT Riders North	Otter Tail County - - GIA - -		59.57	I	I	A
267	Otter Tail	OT Riders South	Otter Tail County - - GIA - -		39.73	I	I	A
185	Otter Tail	Otter Country Trail	Otter Tail County - - GIA - -		84.31	I	I	A
264	Otter Tail	Underwood Trail	Otter Tail County - - GIA - -		3.14	I	I	A
278	Otter Tail	Winter Wonderland Trail	Becker County - - GIA - -		6.53	I	I	A
188	Pennington	4 - G North Trail	Pennington County - - GIA - -		37.97	I	I	A
	Pennington	Elk's Park	City of Thief River Falls	within park	0	BDT		A
	Pennington	Greenwood Trails	City of Thief River Falls	within park	0	BDFT		A
	Pennington	L. B. Hartz Park	City of Thief River Falls	within park	0	BDIT		A
162	Pennington	MC Trail System	Marshall County - - GIA - -		26.30	I	I	A

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273	Pennington	Middle River - Strathcona	City of Middle River - - GIA - -		2.70	I	I	A
	Pennington	Millyard Park	City of Thief River Falls	within park	0	BDT		A
	Pennington	Northland Comm. and Tech. College	City of Thief River Falls	within park	0	BDFT		A
	Pennington	Oakland Park	City of Thief River Falls	within park	0	BDFT		A
	Pennington	Red Robe Park	City of Thief River Falls	within park	0	BDT		A
5711	Pennington	River Walk	City of Thief River Falls	Northland Comm. Col. to Oakland Park	5.86	BDFT		ADF
187	Pennington	Wapiti Trail	Pennington County - - GIA - -		31.33	I	I	A
	Pine	Banning State Park	MN DNR Parks and Recreation - GIA -		19	BCDFI	I	A
	Pine	Birch Lakes Hike Trail	MN DNR - Forestry		4	BI		A
6	Pine	Chengwatana Trail	MN DNR - Forestry - GIA -		8.4	I	I	A
244	Pine	Gandy Dancer Trail	MN DNR - Forestry - GIA -		5.2	CINP	IN	A
11	Pine	General CC Andrews Trail	MN DNR - Forestry - GIA -		8.6	INP	I	A
	Pine	Genola to Superior Trail	Pine County	Aitkin Co. line to Carlton Co. line	0	IN		AB
190	Pine	Hinckley-Kroschel Trail	Pine County - - GIA - -		8.92	I	I	A
192	Pine	Hinckley-Pokegama Trail	Pine County - - GIA - -		15.00	I	I	A
191	Pine	Hinckley-St Croix Trail	Pine County - - GIA - -		11.46	I	I	A
79	Pine	McGrath-Finlayson Trail	Atikin Couty - - GIA - -		9.37	I	I	A
89	Pine	Moosehorn Trail	Carlton County - - GIA - -		11.45	I	I	A

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	Pine	Natl. Christmas Tree Trail	MN DNR - Forestry		3	BF		A
25	Pine	Nemadji Trail	MN DNR - Forestry - GIA -		26.9	BINP	I	A
189	Pine	Northern Pine Trail	Pine County - - GIA - -		114.33	IN	IN	A
5815	Pine	Pine County Bike Trail		Munger State Trail to Banning State Park, on rd shoulder		D		L
	Pine	Red Horse Trail	MN DNR - Forestry		6.2	BF		A
108	Pine	Sno-bug Trail	Chisago County - - GIA - -		2.47	I	I	A
	Pine	St. Croix State Forest	MN DNR - Forestry - GIA -			N	N	A
52	Pine	St. Croix State Park	MN DNR Parks and Recreation - GIA -		127	BCDEFI	I	
	Pine	St. Croix Trail	MN DNR - Forestry		21	BCINP		A
	Pine	Tamarack River Horsecamp	MN DNR - Forestry		1	C		
0	Pine	Willard Munger State Trail (Boundary Seg.)	MN DNR - TAW	Boundary Segment	80	BCEI		A
0	Pine	Willard Munger State Trail (Hinckley - Duluth Fire)	MN DNR - TAW	Hinckley to Duluth Fire Segment	63	BDIT		D
239	Pine	Willard Munger State Trail-Alex Leveau Memo	MN DNR - TAW - GIA -		74.24	I	I	A
238	Pine	Willard Munger State Trail-Hinckley-Carlton	MN DNR - TAW - GIA -		29.35	I	I	A
5901	Pipestone	Casey Jones State Trail	MN DNR - TAW	Pipestone	12	BCI		A
	Pipestone	Pipestone Natl. Monument	National Park Service		0.8	B		A

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193	Pipestone	Sno Blazer Trail	Pipestone County - - GIA - -		86.72	I	I	A
	Pipestone	Split Rock Creek State Park	MN DNR Parks and Recreation		4.5	BFI		A
188	Polk	4 - G North Trail	Pennington County - - GIA - -		16.39	I	I	A
6002	Polk	Climax Bike/Hike	City of Climax	Riverside to Hill Ave.	0.89	BDEFT		D
	Polk	Crookston Driftbusters	Polk County - - GIA - -			I	I	A
	Polk	McIntosh Trail	City of McIntosh/Polar Beach		0	I		A
271	Polk	Polar Beach Trail	City of McIntosh - - GIA - -		34.63	I	I	A
194	Polk	Polk Knight Riders Trl	Polk County - - GIA - -		72.39	I	I	A
295	Polk	Riverland Trails	Red Lake County - - GIA - -		27.48	I	I	A
272	Polk	Sandhill Snowcruisers	Polk County - - GIA - -		67.55	I	I	A
288	Polk	Trailblazers Trail	Clearwater County - - GIA - -		5.00	I	I	A
7302	Pope	Bonanza Valley Trail		Club trail		I		A
36	Pope	Glacial Lakes State Park	MN DNR Parks and Recreation - GIA -		16	BCEFI	I	A
236	Pope	MN West Trails	Stevens County - - GIA - -		44.92	I	I	A
7603	Pope	Northern Lights Trails - Aurora Run		Benson to Glacial Lakes State Park		I	I	A
7604	Pope	Northern Lights Trails - Borealis Trail		Benson to Hancock		I	I	A
	Pope	Pope Co. WPA	USFW (WPA)		1	B		A
213	Pope	Stearns Trail	Stearns County - - GIA - -		3.95	I	I	A

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	Ramsey	*Fort Snelling State Park*	*MN DNR Parks and Recreation*		*18*	*BEF*		*A*
0	*Ramsey*	*Gateway - Cuyuga to I-694*	*MN DNR - TAW*	*Cuyuga Ave. to I-694*	*8*	*BDT*		*D*
	Red Lake	Bottineau Trail		TH32 to CSAH 19				A
295	Red Lake	Riverland Trails	Red Lake County - - GIA - -		84.87	I	I	A
6502	Redwood	Redwood County Club Trails	Redwood County		0.97	I		A
6503	Redwood	Redwood County Club Trails	Redwood County		22.93	I		A
195	Redwood	Redwood Valley Trail	Redwood County - - GIA - -		79.72	I	I	A
254	Renville	Chippewa Co Trail	Chippewa County - - GIA - -		11.82	I	I	A
6501	Renville	Club Trails	Renville County		34.7	I		A
	Renville	Fair Ridge Trail	City of Fairfax	Fairfax to Ft. Ridgely State Park	0	BDIT		D
	Renville	Fort Ridgely State Park	MN DNR Parks and Recreation - GIA -		11	BCFI	I	A
	Renville	Mn River Valley II Sn Trail	Renville County - - GIA - -		26.62	I	I	A
237	Renville	MN Valley Sno Riders	Renville County - - GIA - -		38.07	I	I	A
196	Rice	Faribo Sno-go Trail	Rice County - - GIA - -		40.45	I	I	A
6602	Rice	Hwy. #3 South Trail	City of Northfield	Co. 28 and Hwy. 3 to Rice No. 1 and Hwy. 3	0.81	DT		D
226	Rice	Lakeville Snowmobile Trail	Lakeville City - - GIA - -		0.02	I	I	A
257	Rice	Lonsdale Snow Wizards	City of Lonsdale - - GIA - -		20.42	I	I	A
6605	Rice	Mill Town Bike Trail	City of Dundas/Northfield	Laurel Ct. and Hwy. 3 to Dundas Co. Rd 1 and Bridge St.	2.25	DT		D

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	Rice	Nerstrand - Big Woods State Park	MN DNR Parks and Recreation - GIA -		19	BEFI	I	A
125	Rice	Randolph Trail	Dakota County - - GIA - -		15.55	I	I	A
	Rice	Sakatah Lake State Park	MN DNR Parks and Recreation		8	BDFI		A
0	Rice	Sakatah Singing Hills	MN DNR - TAW	Mankato to Faribault	39	BCDFIT		D
0	Rice	Tri County ATV Trail - Scramble Area	Rice County	scramble area		N	N	AB
124	Rice	Waterford Trail	Dakota County - - GIA - -		12.45	I	I	A
134	Rice	Zumbrowatha-Goodhue Trail	Goodhue County - - GIA - -		0.84	I	I	A
	Rock	Blue Mounds State Park	MN DNR Parks and Recreation - GIA -		20	BI	I	A
197	Rock	Buffalo Ridge Trail	Rock County - - GIA - -		46.32	I	I	A
	Roseau	Algoma Ski Trail	MN DNR - Forestry		2	F		A
4	Roseau	Beltrami Island Trail	- - GIA - -		51.45	I	I	A
293	Roseau	C-4 Trail	Roseau County - - GIA - -		42.28	I	I	A
274	Roseau	EDA 1	Roseau County - - GIA - - (Lost River S.F.)		21.44	I	I	A
	Roseau	Hayes Lake State Park	MN DNR Parks and Recreation - GIA -		13	BCEFI	I	A
153	Roseau	Kittson Trail	Kittson County - - GIA - -		1.08	I	I	A
273	Roseau	Middle River - Strathcona	City of Middle River - - GIA - -		0.91	I	I	A
292	Roseau	Pelan East Park	Roseau County - - GIA - -		13.36	I	I	A

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291	Roseau	Pelan Trail	Roseau County - - GIA - -		14.48	I	I	A
294	Roseau	S-11	Roseau County - - GIA - -		100.04	I	I	A
275	Roseau	S-89	Roseau County - - GIA - -		46.76	I	I	A
268	Saint Louis	Alborn Floodwood Trail	City of Floodwood - - GIA - -		25.04	I	I	A
202	Saint Louis	Alborn Loop Trail	Alborn Township - - GIA - -		14.69	I	I	A
201	Saint Louis	Alborn Taft Connect Trail	St. Louis County - - GIA - -		9.79	I	I	A
203	Saint Louis	Alborn-Pengilly Trail	Alborn Township - - GIA - -		24.13	IN	IN	A
	Saint Louis	Angle Worm Trail	Superior National Forest - USFS		14	B		A
62	Saint Louis	Arrowhead State Trail	MN DNR - TAW - GIA -	International Falls to Tower	135	BI	I	A
	Saint Louis	Ash River Trail	MN DNR - Forestry		12.5	BF		A
6908	Saint Louis	Ashawa Trail	St. Louis County - - GIA - -	ungroomed between loops	17.83	BCEFQ	F	J
76	Saint Louis	Auro-Bi Trail	Other State Agency - GIA -		10	I	I	A
6910	Saint Louis	Aurora Trail Connection	City of Aurora	complete in 1999 - connection to Mesabi Trail		BDT		D
	Saint Louis	Bass Lake Trail	Superior National Forest - USFS		5.5	B		A
	Saint Louis	Baylis-Herriman Trail	Superior National Forest - USFS		14	B		A
28	Saint Louis	Bear Head Lake State Park	MN DNR Parks and Recreation - GIA -		17	BCEFI	I	A
	Saint Louis	Bear Island-Lake Trail	MN DNR - Forestry - GIA -		13	I	I	A
304	Saint Louis	Bearskin Trail	St. Louis County - - GIA - -		48.95	I	I	A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Saint Louis	Big Aspen Trail	Superior National Forest - USFS		20	F		A
	Saint Louis	Big Lake Trail	Superior National Forest - USFS		2.5	B		A
	Saint Louis	Big Moose Trail	Superior National Forest - USFS		2	B		A
6918	Saint Louis	Birch Lake Plantation Trails	Superior National Forest - USFS/City of Babbitt - GIA	Two separate trails - skiing and hike,bike	3	BF	F	AD
	Saint Louis	Bird Lake Trail	Superior National Forest - USFS		10	F		A
6920	Saint Louis	Boulder Lake Management Area	MN Power, St. Louis Co. Land Dept., MN DNR	Boulder Lake Reservoir area	12.68	BFQ		A
	Saint Louis	Brimson Trail	St. Louis County - - GIA - -	St. Louis Co. and Lake Co. line to Yukon Trail		I	I	A
208	Saint Louis	Chisholm-Side Lake Trail	St. Louis County - - GIA - -		14.58	I	I	A
	Saint Louis	City of Babbitt	City of Babbitt		3	BD		A
	Saint Louis	City of Ely ATV Trail	City of Ely - - GIA - -			N	N	A
6921	Saint Louis	City of Hoyt Lakes	City of Hoyt Lakes			BD		D
	Saint Louis	City of Tower ATV Trail	City of Tower - - GIA - -			N	N	A
7	Saint Louis	Cloquet Valley Trail	MN DNR - Forestry - GIA -		39.5	BI	I	A
146	Saint Louis	Day Brook Trail	Itasca County - - GIA - -		7.60	I	I	A
	Saint Louis	Devils Cascade Trail	Superior National Forest - USFS		35	B		A
231	Saint Louis	Duluth East Trail	Duluth City - - GIA - -		7.53	I	I	A
	Saint Louis	Duluth Hiking Trail - Chester Creek	City of Duluth	several entrances, Chester Pkwy. and Skyline Blvd.		B		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Saint Louis	Duluth Hiking Trail - Congdon Trail	City of Duluth	Congdon Park, Hawthorne Rd. and Superior St.		B		A
	Saint Louis	Duluth Hiking Trail - Kingsbury Creek Nature Trl.	City of Duluth	North end of Duluth Zoo		B		A
	Saint Louis	Duluth Hiking Trail - Lester Park	City of Duluth	Lester Park, 60th Ave E. and Superior Street		B		A
	Saint Louis	Duluth Hiking Trail - Lincoln Park Nature Trl.	City of Duluth	3rd St. and Skyline Blvd.		B		A
	Saint Louis	Duluth Hiking Trail - Mission Creek Nature Trl.	City of Duluth	Access at Fond du Lac Park, follows old Skyline Blvd.		B		A
	Saint Louis	Duluth Hiking Trail - Park Point Trail	City of Duluth	Minnesota Point		B		A
	Saint Louis	Duluth Hiking Trail - Western Waterfront Trail	City of Duluth	S. 63rd Ave W. and Waseca to Riverside, adandoned RR		B		A
6922	Saint Louis	Duluth Lake Walk	City of Duluth			BDT		DF
6927	Saint Louis	Duluth Ski Trails - Chester Bowl	City of Duluth		1.97	F	F	A
6928	Saint Louis	Duluth Ski Trails - Hartley	City of Duluth		3.91	F	F	A
6929	Saint Louis	Duluth Ski Trails - Lester-Amity	City of Duluth		10.26	F	F	A
6931	Saint Louis	Duluth Ski Trails - Magney-Snively	City of Duluth		8.52	F	F	A
6932	Saint Louis	Duluth Ski Trails - Piedmont	City of Duluth		3.85	F	F	A
232	Saint Louis	Duluth West Trail	Duluth City - - GIA - -		15.30	I	I	A
	Saint Louis	Echo Lake Trail System	Superior National Forest - USFS		11	B		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
200	Saint Louis	Floodwood/Meadowlands Trail S	St. Louis County - - GIA - -		5.84	I	I	A
10	Saint Louis	Fond du Lac Sno Trail	MN DNR - Forestry - GIA -		9.56	I	I	A
	Saint Louis	Gheen Hills Trail	MN DNR - Forestry		6.5	BF		A
6938	Saint Louis	Giant's Ridge Rec. Area	IRRRB		35.58	EF		A
142	Saint Louis	Greenway Trail	Itasca County - - GIA - -		9.44	I	I	A
	Saint Louis	Hawks Trail	St. Louis County - - GIA - -			I	I	A
198	Saint Louis	Hermantown/Missing Link Trail	St. Louis County - - GIA - -		20.54	I	I	A
6934	Saint Louis	Hidden Valley Trails	City of Ely - - GIA - -	loops, have map hard to interpret exact location	0	F	F	A
6930	Saint Louis	Howard Wagoner (City of Tower) Ski Trails	City of Tower - - GIA - -		8.02	F	F	A
206	Saint Louis	Iron Ore Trail	St. Louis County - - GIA - -		14.05	I	I	A
6942	Saint Louis	Lake Vermilion Snowmobile Route		club trail - some bad ice areas, follow marked trail		I		A
3	Saint Louis	Lake Williams Trail	St. Louis County - - GIA - -		18.71	I	I	A
	Saint Louis	Landing Spur Trails	St. Louis County - - GIA - -			I	I	A
207	Saint Louis	Laurentian Trail	St. Louis County - - GIA - -		46.54	I	I	A
6940	Saint Louis	Little Grassy Trail		club trails		I		
6946	Saint Louis	Lookout Mtn. XC Trails	St. Louis County - - GIA - -	in Superior National Forest - USFS	14.35	BF	F	A
	Saint Louis	Lost Bay Hike Trail	National Park Service		16.5	B		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
46	Saint Louis	McCarthy Beach State Park	MN DNR Parks and Recreation - GIA -		18	BCEFI	I	A
	Saint Louis	McKinley Park and Soudan Trails	Breitung Township		3	BDIN		
6935	Saint Louis	Mesabi Trail	St. Louis and Lake Railroad Authority	Tower to Soudan - Breitung Twp.		BDEFIQT		D
6935	Saint Louis	Mesabi Trail	St. Louis and Lake Railroad Authority	some completed, some proposed segments	37.54	BCDEFIQT		AD
	Saint Louis	Mukooda Trail	National Park Service		7.6	B		A
	Saint Louis	North Arm Trail	Superior National Forest - USFS		26	F		A
	Saint Louis	North Dark River Trail	Superior National Forest - USFS		1.6	B		A
	Saint Louis	North Junction Trail	Superior National Forest - USFS		8	F		A
60	Saint Louis	North Shore State Trail	MN DNR - TAW	Duluth to Grand Marais	146	BCEI	I	A
	Saint Louis	Norway Trail	Superior National Forest - USFS		7.8	B		A
302	Saint Louis	Pequaywan-Hoyt Lakes Trl	St. Louis County - - GIA - -		42.77	I	I	A
	Saint Louis	Pequaywan - East Range	St. Louis County - - GIA - -			I	I	A
6948	Saint Louis	Putnam Lake Trail		snowmobile club trail		I	I	A
209	Saint Louis	Reservoir Lakes Trail	St. Louis County - - GIA - -		42.97	I	I	A
	Saint Louis	Rock Hill Park	University of Minnesota		0.6	B		A
1	Saint Louis	Seven Beavers Trail	Superior National Forest - USFS - GIA -		10	I	I	A
90	Saint Louis	Sno-gophers Trail	Carlton County - - GIA - -		9.85	I	I	A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Saint Louis	Soudan Underground Mine State Park	MN DNR Parks and Recreation		8	BI		A
	Saint Louis	South Dark River Hike Trail	Superior National Forest - USFS		2	B		A
199	Saint Louis	South Hibbing Trail	St. Louis County - - GIA - -		13.19	I	I	A
	Saint Louis	Stony Spur II ATV Trail	City of Babbitt - - GIA - -			N	N	A
300	Saint Louis	Stony Spur Trl	St. Louis County - - GIA - -		40.87	I	I	A
	Saint Louis	Sturgeon River Trail	Superior National Forest - USFS		19	BF		A
	Saint Louis	Superior Hiking Trail				B		A
	Saint Louis	Taconite Spur Trail				I	I	A
61	Saint Louis	Taconite State Trail	MN DNR - TAW - GIA -	Coleraine to Ely	159	I	I	A
8	Saint Louis	Taft Area Trail	- - GIA - - (Cloquet Valley S.F.)		34.98	BI	I	A
	Saint Louis	Terrazona Trail	City of Ely		2	BDF		D
310	Saint Louis	Thirteen Corners Trail	Lake County - - GIA - -			I	I	A
15	Saint Louis	Tim Corey Trail	MN DNR - Forestry		17.9	I	I	A
	Saint Louis	Toivola-Floodwood Trail	Floodwood Township - - GIA - -		34.65	I	I	A
157	Saint Louis	Tomahawk Trail	Lake County - - GIA - -		2.34	I	I	A
6960	Saint Louis	Tower ATV Trail	Vermillion Outdoor Fitness Club	Between McKinley Park Rd and Tower		BEN		B
6961	Saint Louis	Tower Bike Trail	City of Tower	Along McKinley Prk Road, north of Tower		D		D
	Saint Louis	Trail Hawks	St. Louis County - - GIA - -			I	I	A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
288	Saint Louis	Trailblazers Path	Hibbing City - - GIA - -		9.09	I	I	A
	Saint Louis	Vermilion Access Trail	St. Louis County - - GIA - -	.		I	I	A
234	Saint Louis	Voyageur Trail - Orr Spur	St. Louis County - - GIA - -		13.88	I	I	A
205	Saint Louis	Voyageur-Crane Lake Trail	St. Louis County - - GIA - -		48.50	I	I	A
204	Saint Louis	Voyageur-Kabetogama-Ash R Trail	St. Louis County - - GIA - -		18.13	I	I	A
6965	Saint Louis	Voyageurs National Park	NPS	snowmobile trails are mostly on lakes		I		A
0	Saint Louis	Willard Munger State Trail	MN DNR - TAW - GIA -	Hinckley to Duluth Fire Segment	63	BDIT		D
67	Saint Louis	Willard Munger State Trail-Duluth Seg	MN DNR - TAW - GIA -		7.71	I	I	A
305	Saint Louis	Wolf Track Trail	St. Louis County - - GIA - -			I	I	A
241	Saint Louis	Wood City Riders	Carlton County - - GIA - -		7.07	I	I	A
	Scott	Lakeville Snowmobile Trail	- - GIA - -		12.36	I	I	
	Scott	Le Sueur Trail	- - GIA - -		3.84	I	I	
0	Scott	Minnesota Valley Trail State Recreation Area	MN DNR Parks and Recreation		46.5	BCDEFI		
	Scott	MN Valley State	- - GIA - -		30.60	I	I	
	Scott	Scott Trail	- - GIA - -		118.49	I	I	
	Sherburne	Ann Lake Trail	MN DNR - Forestry		4	BF		A
	Sherburne	Becker City Park	City of Becker	within park area	0	BF		A
	Sherburne	Blue Hill Trail	USFW Service - Refuge		5.5	BF		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
7104	Sherburne	County No. 1 Trail	City of Elk River	Proctor Ave. to Co. hwy 32	2.15	BDT		D
7109	Sherburne	Elk River (paved trails)	City of Elk River		3.16	DT		D
	Sherburne	Mahnomen Ski Trail	USFW Service - Refuge		3	BF		A
24	Sherburne	Orrock Trail	MN DNR - Forestry - GIA -		18	CINP	I	A
7108	Sherburne	Railroad Grade Trail	City of Elk River	Old Knoll Park to Northern Bound. of Elk River	5.43	BDF		B
7111	Sherburne	Sherburne County Snowmobile Trail			15.11	I		A
	Sherburne	Sherburne National Wildlife Refug	US Fish and Wildlife Service	Wildlife Area	0	BF		A
211	Sherburne	Sherburne Trail	Sherburne County - - GIA - -		65.80	I	I	A
	Sherburne	Woodlands Trails Park	City of Elk River	within park area	0	BDFT		A
212	Sibley	County Seat Trail	Sibley County - - GIA - -		35.07	I	I	A
0	Sibley	Minnesota Valley Trail State Recreation Area	MN DNR Parks and Recreation		46.5	BCDEFI		A
237	Sibley	MN Valley Sno Riders	Renville County - - GIA - -		9.65	I	I	A
4605	Sibley	Non-GIA Snowmobile Trail		club trail from McLeod County		I		A
7301	Stearns	Beaver Island Trail	Stearns County Park Dept.	jct Co. 75 and 33rd St. to Warner Lk. Rd	1.61	BDEIT		D
7302	Stearns	Bonanza Valley Trail		Club trail		I		A
7303	Stearns	Glacial Lakes State Trail	MN DNR - TAW	Hawick/Stearns Co. Line to Richmond		BCE		A
	Stearns	Great River Raod - Sartell						A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
7304	Stearns	Lake Wobegon	Stearns County Park Dept.	CSAH 9 in Avon to CSAH 17 in Sauk Centre	28.3	BDIT		D
	Stearns	Mississippi River County Park	Stearns County Park Dept.	within park	0	BFQ		A
	Stearns	Quarry Park Nature Preserve	Stearns County Park Dept.	within park	0	BEF		A
45	Stearns	Soo Line/Lake Wobegon Phase IV -proposed	Stearns County Park Dept.	Cty 201 E. of Brooten to 450 St. Morrison Cty. Line	0	BDIT		D
	Stearns	Spring Hill Park	Stearns County Park Dept.	within park	0	IQ		A
258	Stearns	Spring Lake Trail	Stearns County - - GIA - -		10.09	I	I	A
259	Stearns	St. Martin Rough Riders	Stearns County - - GIA - -		7.31	I	I	A
213	Stearns	Stearns Trail	Stearns County - - GIA - -		307.53	I	I	A
7314	Stearns	Tokle Cross-Country Ski Trails	Stearns County		4.77	F	F	A
176	Stearns	Upsala Trail	Morrison County - - GIA - -		3.86	I	I	A
51	Steele	Rice Lake State Park	MN DNR Parks and Recreation - GIA -		8.5	BFI	I	A
214	Steele	Steele County Trail Association	Steele County - - GIA - -		112.53	I	I	A
	Stevens	Edwards-Fehr Waterfowl Production	US Fish and Wildlife Service - USFS	Within park	0	BCDFQ		A
7502	Stevens	James C. Gritman Auto Tour	US Fish and Wildlife Service - USFS	Hwy. 10 to County Rd.	1.46	BCDFQ		B
236	Stevens	MN West Trails	Stevens County - - GIA - -			I	I	A
7503	Stevens	MN West Trails - Connector Trail		Hancock to Morris, both sides of Hwy 9		I		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Stevens	Nature-Hiking Trail	US Fish and Wildlife Service - USFS	Hwy 10	0	BFQ		A
7604	Stevens	Northern Lights Trails - Borealis Trail	Club Trail, proposed for GIA	Benson to Hancock		I		A
	Stevens	Prairie Trail	US Fish and Wildlife Service - USFS	Hwy 10	0	B		D
	Swift	Monson Lake State Park	MN DNR Parks and Recreation		1	B		A
7603	Swift	Northern Lights Trails - Aurora Run	Club Trail, proposed for GIA	Benson to Glacial Lakes State Park		I	I	A
7604	Swift	Northern Lights Trails - Borealis Trail	Club Trail, proposed for GIA	Benson to Hancock		I		A
7602	Swift	Northside Recreation Area Trail	City of Benson		1.22	BDEIT		D
170	Todd	Lone Eagle Trail	Morrison County - - GIA - -		2.32	I	I	
213	Todd	Stearns Trail	Stearns County - - GIA - -		20.56	I	I	
286	Todd	Todd Trail	Todd County - - GIA - -		306.01	I	I	A
176	Todd	Upsala Trail	Morrison County - - GIA - -		7.68	I	I	A
2603	Traverse	Low Plains Drifters	Snowmobile Club Trails	Club trails		I		A
	Wabasha	Carley State Park	MN DNR Parks and Recreation		6	BF		A
	Wabasha	Kruger Unit	MN DNR - Forestry		8	BCF		A
19	Wabasha	Snake Creek Unit	MN DNR - Forestry - GIA -		11.9	BCFINP	I	A
20	Wabasha	Trout Valley Unit	MN DNR - Forestry - GIA -		7.4	BCINP	I	A
	Wabasha	Zumbro Bottoms Unit	MN DNR - Forestry		18	BC		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
134	Wabasha	Zumbrowatha-Goodhue Trail	Goodhue County - - GIA - -		6.66	I	I	A
215	Wabasha	Zumbrowatha-Wabasha Trail	Wabasha County - - GIA - -		166.94	I	I	A
	Wadena	Anderson's Crossing	Wadena County Parks Dept.	within park	0	B		A
	Wadena	East Otter Tail Trail	Wadena Co. Trail Assoc.		0	I	I	A
16	Wadena	Huntersville Trail	MN DNR - Forestry - GIA -		24.6	CI	I	A
229	Wadena	Nevis Wilder Trail	Nevis City - - GIA - -		5.31	I	I	A
	Wadena	Old Wadena Park	Wadena Co. Parks Dept.	within park	0	B		A
266	Wadena	OT Riders North	Otter Tail County - - GIA - -		3.85	I	I	A
286	Wadena	Todd Trail	Todd County - - GIA - -		4.59	I	I	A
216	Wadena	Wadena Trail	Wadena County - - GIA - -		148.85	I	I	A
8101	Waseca	Janesville Bike Trail	Waseca County	Janesville City to Lake Elysion	1.38	BDT		D
217	Waseca	Waseca Trail	Waseca County - - GIA - -		83.27	I	I	A
	Washington	*Afton State Park*	*MN DNR Parks and Recreation*		*24*	*BCDF*		
	Washington	*Gateway - I-694 to Pine Pt. Park*	*MN DNR - TAW*	*I-694 to Pine Point Park*	*10*	*BCDFT*		*AD*
	Washington	*Rice Creek Snowmo Trail*	*- - GIA - -*		*26.53*	*I*	*I*	
	Washington	*Star Trail*	*- - GIA - -*		*117.09*	*I*	*I*	
	Washington	*Wild River Trail*	*Chisago City- - GIA - -*		*3.76*	*I*	*I*	
	Washington	*William O'Brien State Park*	*MN DNR Parks and Recreation*		*16*	*BDFI*		
8303	Watonwan	Bike Path - on road				D		A

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
	Watonwan	Eagles Nest Park	Watonwan County	within park	0	B		A
8302	Watonwan	Riverside Cross Country Ski Trail	City of Madelia	6th st. SE and Drew Ave. to 1 mile east	2.5	BF		AE
219	Watonwan	Riverside Trail	Watonwan County - - GIA - -		53.55	I	I	A
2603	Wilkin	Low Plains Drifters	Snowmobile Club Trails	Club trails		I		A
255	Winona	Corridor 70	Winona County - - GIA - -		22.42	I	I	A
	Winona	Great River Bluffs State Park	MN DNR Parks and Recreation		14	BF		A
	Winona	John A. Latsch State Park	MN DNR Parks and Recreation		0.5	B		A
136	Winona	La Crescent Trail	Houston County - - GIA - -		15.68	I	I	A
	Winona	Plowline Trail - Bronk Track	MN DNR - Forestry		6.5	BF		A
256	Winona	Quad Link	Winona County - - GIA - -		33.17	I	I	A
248	Winona	Ridgeway Trail/Corridor 60	Winona County - - GIA - -		55.40	I	I	A
	Winona	SE Minnesota ATV Trail	Winona County GIA			N		A
247	Winona	Stockton Trail/Corridor 30	Winona County - - GIA - -		24.90	I	I	A
	Winona	Whitewater State Park	MN DNR Parks and Recreation		10	BF		A
220	Winona	Whitewater Trail	Winona County - - GIA - -		39.74	I	I	A
215	Winona	Zumbrowatha-Wabasha Trail	Wabasha County - - GIA - -		3.52	I	I	A
8601	Wright	City of Annandale	City of Annandale	Bike, Pedestrain trail, off road		BD		D
8602	Wright	City of Annandale	City of Annandale	Bike, Pedestrain trail, road shoulder		BD		L
8604	Wright	City of Monticello	City of Monticello			BD		

Trails & Waterways Unit   **Minnesota Department of Natural Resources**

ID #	County	Trail Name	Administrator/Agency or Sponsor	Segment Endpoints	Miles (if available)	Trail Use Code	GIA Use	Surface Type Code
8605	Wright	City of Otsego	City of Otsego			BD		
8606	Wright	Dassel-Cokato Bike Trail				BD		
	Wright	Lake Maria State Park	MN DNR Parks and Recreation		16	BCF		A
	Wright	NSP Trails	Northern States Power Company	Bike, Pedestrian trails NW of Mississippi County Park		BD		
8609	Wright	Wright County Bikeways	Wright County Parks Dept., Hwy Dept.	Road shoulders Type 2,3 bikeway system		B		L
	Wright	Wright Trail	Admin. - - GIA - -		214.78	I	I	A
57	Yellow Medicine	Upper Sioux Agency State Park	MN DNR Parks and Recreation - GIA -		18	BCI	I	A
8702	Yellow Medicine	Yellow Medicine County Trails		Club trail		I		A

APPENDIX D

Sample Map of All Trails in GIS

Sample Map of Paved and Un-paved Trails in GIS
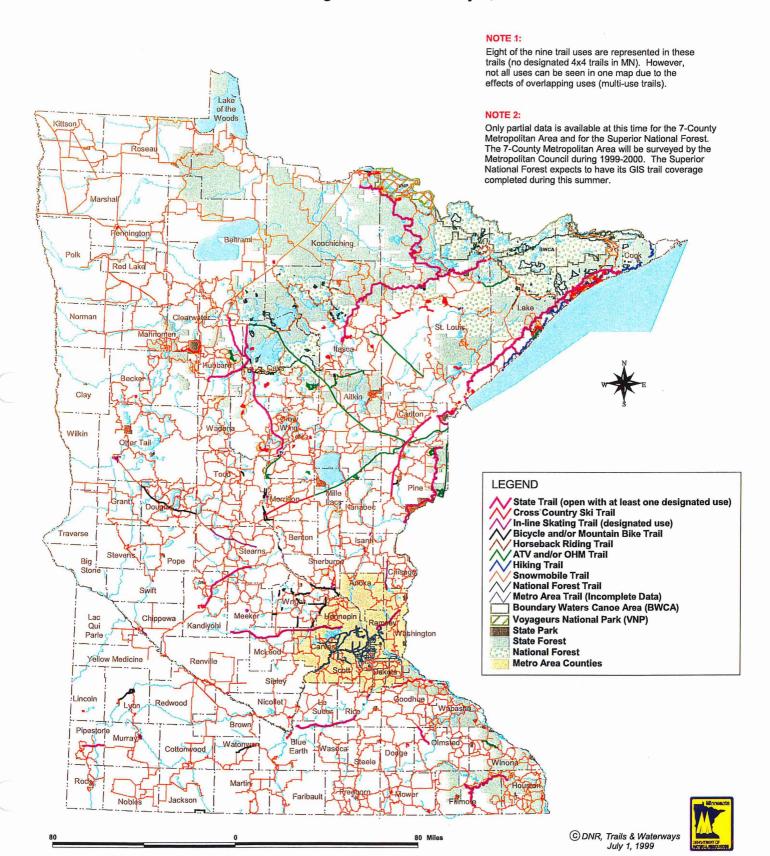
Sample Map of Motorized Trails in GIS

Sample Map of Non-motorized Trails in GIS
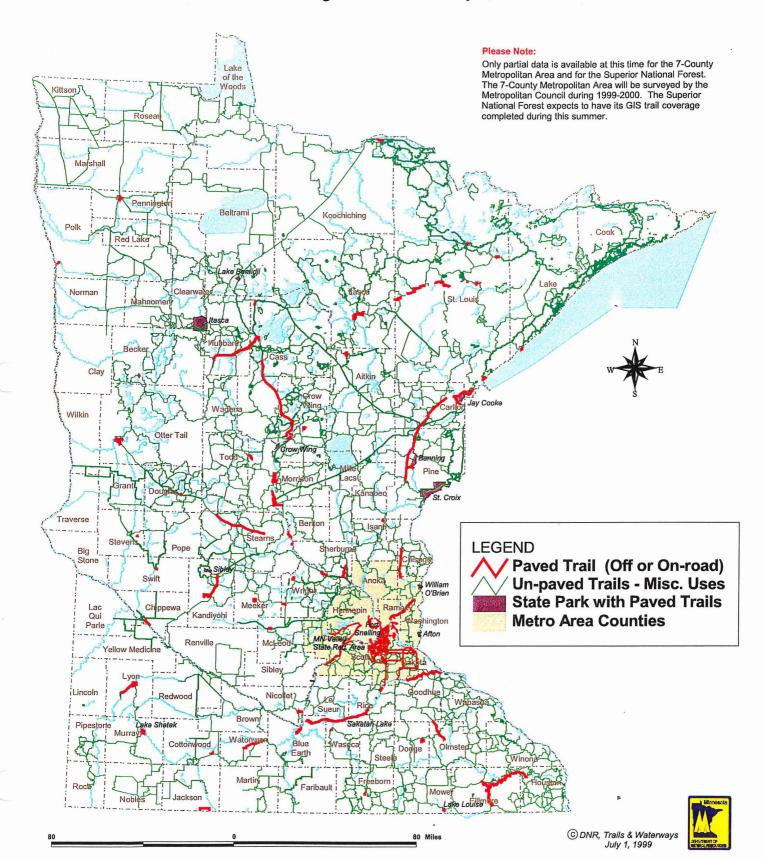
The GIS coverages of trails are available upon request. Please refer requests to: Diane Anderson, Trail Study Coordinator, phone: 651-297-2501; Fax: 651-297-5475; e-mail: diane.anderson@dnr.state.mn.us ; or mail: DNR Trails & Waterways Unit, 500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

Existing Trails in Minnesota

Trail Coverages in GIS as of July 1, 1999

NOTE 1:

Eight of the nine trail uses are represented in these trails (no designated 4x4 trails in MN). However, not all uses can be seen in one map due to the effects of overlapping uses (multi-use trails).

NOTE 2:

Only partial data is available at this time for the 7-County Metropolitan Area and for the Superior National Forest. The 7-County Metropolitan Area will be surveyed by the Metropolitan Council during 1999-2000. The Superior National Forest expects to have its GIS trail coverage completed during this summer.

LEGEND

- State Trail (open with at least one designated use)
- Cross Country Ski Trail
- In-line Skating Trail (designated use)
- Bicycle and/or Mountain Bike Trail
- Horseback Riding Trail
- ATV and/or OHM Trail
- Hiking Trail
- Snowmobile Trail
- National Forest Trail
- Metro Area Trail (Incomplete Data)
- Boundary Waters Canoe Area (BWCA)
- Voyageurs National Park (VNP)
- State Park
- State Forest
- National Forest
- Metro Area Counties

80 0 80 Miles

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July 1, 1999

Paved and Un-paved Trails in Minnesota

Trail Coverages in GIS as of July 1, 1999

Please Note:

Only partial data is available at this time for the 7-County Metropolitan Area and for the Superior National Forest. The 7-County Metropolitan Area will be surveyed by the Metropolitan Council during 1999-2000. The Superior National Forest expects to have its GIS trail coverage completed during this summer.

LEGEND

- Paved Trail (Off or On-road)
- Un-paved Trails - Misc. Uses
- State Park with Paved Trails
- Metro Area Counties

80   0   80 Miles

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July 1, 1999

Sample Query of Trail Data
Trails with Designated Motorized Use
Trail Coverages in GIS as of July 1, 1999

Please note:
The Seven-County Metroplitan Area trail data is incomplete at this time. The Metropolitan Council is surveying and collecting this information during 1999-2000.

The Superior National Forest Data is incomplete and did not specify trail uses, therefore it is not included on the motorized trail coverage.

State parks with motorized uses are mainly parks that have snowmobile trails located within park boundaries. Tettegouche State Park is the only park that has a designated ATV trail in its boundary.

LEGEND
- State Trail with a Designated Motorized Use
- ATV and/or OHM Trail
- Snowmobile Trail
- Chippewa National Forest - Trail with Motorized Use
- Boundary Waters Canoe Area (BWCA)
- Voyageurs National Park (VNP)
- State Park with Motorized Use Allowed
- State Forest
- National Forest
- Metro Area Counties

80   0   80 Miles

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July 1, 1999

Sample Query of Trail Data
Trails with Designated Non-motorized Use
Trail Coverages in GIS as of July 1, 1999

Please note:

The Seven-County Metropolitan Area trail data is incomplete at this time. The Metropolitan Council is surveying and collecting this information during 1999-2000.

The Superior National Forest trail data is incomplete at this time. Since the majority of the trails in the forest can be hiked, the coverage to date is included on this map of non-motorized trails.

LEGEND

- State Trail with a Designated Non-motorized Use
- Cross Country Ski Trail
- In-line Skating Trail (designated use)
- Bicycle and/or Mountain Bike Trail
- Horseback Riding Trail
- Hiking Trail
- National Forest Trail
- Boundary Waters Canoe Area (BWCA)
- Voyageurs National Park (VNP)
- Metro Area Trail (Incomplete Data)
- State Park with Non-motorized Trail Use
- State Forest
- National Forest
- Metro Area Counties

80   0   80 Miles

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July 1, 1999

Minnesota
DEPARTMENT OF NATURAL RESOURCES

APPENDIX E

Trail Proposals - Funded and Unfunded 1997-1999 - Database Printout

Sample Map of Funded and Unfunded Trail Proposals

Trail grant or proposal information may be obtained upon request. Please refer requests to:
Diane Anderson, Trail Study Coordinator, phone: 651-297-2501; Fax: 651-297-5475;
e-mail: diane.anderson@dnr.state.mn.us ; or mail: DNR Trails & Waterways Unit, 500 Lafayette
Rd., Box 52, St. Paul, MN 55155-4052.

Abbreviations used in the tables:

COOP = Local Trail Connections (previously the Cooperative Trail Linkage Program)

ISTEA/TEA-21 = Intermodal Surface Transportation Enhancement Act

NRTP = National Recreation Trail Program

REG = Regional Trail Program

"Wish List" = information was sent in with the survey that was distributed for the Trail Listing and Trail Map projects as described in the text protion of this report. These proposals may or may not be "official," meaning they may not have submitted an application for one of the available programs. They may also be dreams for the future and only in concept at this time.

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Aitkin	NRTP 1999	0029-99-2A	Palisade Super Sledders	Palisade Super Sledders Trail Enhancement	ATV and snowmobile trail improvements including widening and straightening for safety reasons and developing alternate routing for one section of trail	$20,000	$10,000	
Anoka	COOP 1998	C018-98-6	Coon Rapids	Coon Creek Trail	Community Trail linkage between City Center and Erlandson Park	$104,200	$50,000	$0
Anoka	COOP 1997	LC024-97-6	Lino Lakes	Elm Street Regional Park Connection	Construct a trail to connect the City of Blaine to the Anoka County Chain of Lakes Regional Park.	$89,456	$44,728	$44,728
Anoka	COOP 1998	C017-98-6	Ham Lake	57th Avenue to Ham Lake City Park	Community trail linkage	$71,000	$35,500	$0
Anoka	COOP 1997	LC032-96-6	Coon Rapids	Wedgewood Trail	Construct a trail to connect two parks in Coon Rapids and one in Anoka and extend the Coon Creek Regional Trail.	$94,000	$47,000	$47,000
Anoka	NRTP 1997	031-97-6	Anoka County Parks & Rec	Rice Creek Regional Trail West	Change 1 mile of wood chip trail to bituminous surface to allow for more users.	$75,000	$37,500	
Anoka	COOP 1998	C021-98-6	Coon Rapids	Coon Creek Trail (Medtronics Corridor)	Construction of a trail from 114th Ave. to Northdale Boulevard.	$52,450	$26,225	$0
Anoka	COOP 1998	C019-98-6	Coon Rapids	Sand Creek Trail (Linkage w/RR Pedestrian Tunnel)	Construction of a trail from Xeon Street northwest to Bunker Hills Regional Park.	$125,600	$50,000	$50,000
Anoka	NRTP 1998	012-98-6	Anoka County Dept. of Parks and Recreation	Rum River North County Park-Hiking Trail	Improvement of turf trails and construction of a trail segment that will connect park with the proposed Rum River Regional Trail Corridor, and the internal park trails with the City of St. Francis High School trail and the city's pedestrian sidewalk.	$100,000	$50,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Anoka	NRTP 1997	028-97-6	Anoka County Parks & Rec	Recreational Trails Rehabilitation	Rehabilitation work on the county trails to keep them operational and functional.	$91,000	$45,500	
Anoka	NRTP 1997	035-97-6	Anoka County Parks & Rec	Rice Creek Regional Park Reserve - Connection Trail	Create a 2.25 mile non-motorized multi-use trail link to Wargo Nature Center and central trail	$197,000	$50,000	
Anoka	REG 1997	LR004-97-6	Anoka County P&R	Coon Rapids Dam Regional Park	Construct a trail extension and rehabilitate an existing trail to continue the Mississippi River Regional Trail Corridor and connect with the Coon Rapids Trail System.	$156,000	$78,000	$78,000
Anoka	REG 1997	LR005-97-6	Anoka County P&R	Rice Creek Regional Trail West	Rehabilitate a wood chip trail with a bituminous surface approximately 1 mile in length and add signage.	$75,000	$37,500	$37,500
Anoka	COOP 1997	LC031-97-6	Anoka County P&R	Manomin County Park - Trail Connection to Mississippi River Regional Trail	Construct a trail to link a regional trail with the county park tying into the existing park trail.	$88,000	$44,000	$42,000
Anoka	COOP 1998	C020-98-6	Coon Rapids	Coon Creek Trail (Robinson Park Corridor)	Construction of a trail running from Coon Rapids Boulevard to Egret Boulevard, linking Al Flynn Park with Erlandson Nature Center.	$120,150	$50,000	$0
Anoka	NRTP 1997	034-97-6	Anoka County Parks & Rec	Rum River North County Park	Development of internal trails within the park	$82,000	$41,000	
Anoka	COOP 1999	85th Avenue & Harper's Court Trail Connection - C006-99-6B	City of Blaine	Construction of approximately one mile of trail from 85th Avenue west to an existing trail at Harper's Court for biking and walking	$179,000	$50,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Anoka	COOP 1999	North Erlandson Corridor - C008-99-6B	City of Coon Rapids	Construction of a 2000' X 10' wide hard surface trail from the City Center and hamilton School (at 111th Avenue) south along Coon Creek including a pedestrian bridge over Coon Creek, culvert for a tributary, and reconstruction of the Coon Creek enbankment	$100,850	$50,000		
Anoka	COOP 1999	South Robinson Corridor - C009-99-6B	City of Coon Rapids	Construction of 2,350 linear feet of hard surface trail from Coon Rapids Boulevard north to the south end of Robinson Park	$107,963	$50,000		
Anoka	COOP 1999	North Robinson and South Erlandson Corridor - C010-99-6B	City of Coon Rapids	Construction of a 10' wide, 4,100 linear foot hard surface trail which would begin on the south end of Robinson Park running northerly along Coon Creek, crossing Egret Boulevard and north for another 2000 linear feet.	$96,559	$48,279.50		
Anoka	COOP 1999	Medtronics and City Center Trail Corridors - C011-99-6B	City of Coon Rapids	Cities #1 Trail priority - 5,140 linear feet hard surface trail to provide direct access to a majority of the citiy's hard surface trails	$100,809	$50,000		
Anoka	COOP 1999	Rum River Phase I - C013-99-6B	City of Anoka	Construction of an xxx ' bituminous trail adjacent to the Rum River for bicyclists, skateboarders, in-line skaters, and pedestrians	$113,000	$50,000		

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Anoka	COOP 1999	Rum River Trail Phase II - C014-99-6B	City of Anoka	3,970' trail along the Rum River which begins at the Anoka Metro Regional Treatment Center south along the river bank to Anoka city Hall and dam where it connects with an existing trail	$92,694	$46,347		
Anoka	COOP 1999	Centerville Chain of Lakes Linkage - C015-99-6B	City of Centerville	Construction of a 2300 foot X 8' wide asphalt trail linking two neighborhoods with the Municipal Park and Anoka County Regional Park Reserve Trail system	$31,600	$15,800	$7,900	
Anoka	COOP 1999	Lino Lakes Trail Connection to Regional Park Reserve - C024-99-6B	City of Lino Lakes	Construction of three seperate trails linking to a central trail ultimately providing access to the regional park reserve for walkers, joggers, bicyclists, and in-line skaters	$94,300	$47,150	$30,000	
Anoka	REG 1997	LR022-97-6	Coon Rapids	Mississippi River Regional Trail (Riverview Corridor)	This one-half mile bituminous trail along the Riverview Drainageway through Riverview Park will complete the Mississippi River Regional Trail in Coon Rapids.	$34,000	$17,000	$17,000
Becker	NRTP 1999	0022-99-1A	Becker County	Groomer for Becker County Trails	Purchase of an ASV Posi-Track HD for creating, maintaining, and upgrading multi use recreation trails within Becker County	$63,350	$31,675	
Benton	NRTP 1997	013-97-3	Sauk Rapids	Southside Park Shelter	Construction of a four season shelter along the trail	$100,000	$50,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Blue Earth	COOP 1998	C027-98-4	North Mankato	Spring Lake Park Trail Extension	Extension and linking of an existing trail in Spring Lake Park with a trail system in Hiniker Park.	$29,300	$14,650	$14,650
Blue Earth	COOP 1999	Minnesota River Trail Bridge - C022-99-4C	City of Mankato	Construction of a bridge to change the elevation and hairpin turn on an existing bike/pedestrian path with in Mankato in order to increase safety for pedestrians and bikers	$120,000	$50,000	$50,000
Blue Earth	REG 1999	Minnesota River Trail Bridge -R016-99-4C	City of Mankato	Construction to replace a bridge on the Minnesota River Trail in Mankato to lessen the grade elevation and eliminate a hairpin turn on the existing bike trail	$120,000	$60,000	
Blue Earth	COOP 1998	C032-98-4	Blue Earth County P.W.	Minneopa Trail	Construction of a link the Red Jacket Trail, the Rapidan Dam Park, Williams Nature Center, Minneopa State Park, Land of Memories Park and the Depot	$350,000	$50,000	$50,000
Brown	REG 1999	New Ulm Area Trail System - R005-99-4C	City of New Ulm	Project is for the construction of a 6 mile bicycle/pedestrian trail from New Ulm to Flandrau State Park	$2,653,496	$248,981	$102,500
Carlton	COOP 1997	LC023-97-2	Cromwell	Trunk Highway 72 Walkway	Construct a lighted walkway on highway between school and city park.	$113,090	$50,000	$0
Carlton	NRTP 1999	0001-99-2A	City of Cromwell	Trunk Highway 73 Trail	Paved Bike/Walking Trail along Highway 73	$44,700	$22,350	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Carlton	COOP 1998	C029-98-2	Cromwell	T.H. 73 Lighted Walkway	Construction of a lighted walkway adjacent to TH 73 form the intersection of TH 210, northerly to the north City limits.	$147,260	$46,020	$0
Carlton	NRTP 1997	003-97-2	Cromwell	Trunk Highway 72 Walkway	Construction of lighted walkway on highway between school and city park.	$113,090	$50,000	
Carlton	COOP 1999	Trunk Highway 73 Trail - C001-99-2A	City of Cromwell	Trunk Highway 73 Trail	$44,700	$22,350	$22,350	
Carver	NRTP 1998	010-98-6	DNR-Jay Cooke State Park	Paving Munger Trail Connection Trail	Enhancement of existing trail connection by paving Connection Trail from Jay Cooke State Park to existing (paved) Willard Munger State Trail.	$44,500	$22,250	$22,250
Carver	COOP 1997	LC027-97-6	Carver	Carver Creek Environmental Corridor - Phase 1	Construct a trail within city limits that will connect Rapids Lake Unit, USFWS/MN Valley National Wildlife Refuge, Carver Bluffs Park, and the Carver Creek Environmental Corridor.	$14,300	$7,150	$7,150
Carver	NRTP 1997	012-97-6	Watertown	Old Mill Trail-Phase II	Construction of Phase II of a trail extending it north of Territorial Street - Phase I received funds from LCMR	$25,742.54	$12,871.27	$12,871.27
Cass	COOP 1998	C007-98-1	USFS/Chippewa Forest	Mi-Ge-Zi-Bicycle Trail	Construct 3 miles of Mi-Ge-Zi-Bike Trail - linking Cass Lake with existing Mi-Ge-Zi-Trail and Norway Beach Recreation area	$198,000	$50,000	$50,000
Cass	REG 1998	R002-98-3	USDA Forest Service, Chippewa National Forest	Mi-Ge-Zi Bicycle Trail	Completion of 18 mile bicycle trail	$625,000	$250,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Cass	NRTP 1999	0005-99-3A	US Forest Service Chippewa National Forest	Mi-Ge-Zi Trail Maintenance Project	Trail maintenance of the Mi-Ge-Zi Bicycle Trail	$17,100	$8,500	
Cass	NRTP 1998	025-98-2	U S D A Forest - Deer River	Chippewa National Forest--Cut Foot Sioux Horsecamp	Enhancement/development of a a horsecamp in the Chippewa National Forest.	$60,000	$20,000	$20,000
Cass	NRTP 1998	023-98-3	City of Pine River	Pine River Information Center	Development of a log structure adjacent to the Paul Bunyan Trail that will include restrooms,outdoor kiosk,parking, picnic table shelters, bicycle racks, drinking fountain, logging display, and public phones. It will accomodate trail users&hwy travelers.	$178,994.78	$50,000	$50,000
Cass	NRTP 1998	007-98-3	MN DNR Forestry	Pillsbury State Forest Trail and Campground Maintenance and Improvement Project	Maintenance, safety and enhancements to existing trail system and campground, so as to handle the continuing growth in use and provide for the safety of those users.	$10,000	$5,000	$5,000
Cass	REG 1999	Mi-Ge-Zi Bicycle Trail - Pike Bay - R003-99-3A	US Forest Service - Chippewa Nat'l Forest	Pave 6.2 miles of bike trail around Pike Bay (Part II of Mi-Ge-Zi Trail Project in Chippewa National Forest	$499,000	$200,000	$147,000
Cass	NRTP 1999	0025-99-3A	Cass County	Aspen Snowmobile Trail Bridge	Construction of a bridge over Ada Creek to replace two culverts	$16,000	$8,000	
Chippewa	REG 1998	R016-98-4	Chippewa County	Minnesota River Trail (Skunk Hollow Trail Segment)	An 8 mile multi-use trail that will extend existing Montevideo trails from Wegdahl to Granite Falls.	$2,800,000	$1,400,000	$1,400,000

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Chisago	COOP 1999	Sunrise Prairie Trails - C026-99-6B	City of Wyoming	Construction of a 2000' X 10' wide bituminous bike and pedestrian trail which connects to the existing Sunrise Prairie Trail	$105,700	$50,000	$50,000	
Chisago	COOP 1999	Chisago City Bike Trail Project - C029-99-6B	Chisago City	Construction of 1.63 bike trail and tunnel under Highway 8	$1,173,700	$50,000		
Chisago	REG 1999	Chisago City Bike Trail - R012-99-6B	Chisago City	Construction of 1.63 mile bike trail and tunnel under Highway 8	$1,173,700	$220,000	$162,000	
Chisago	COOP 1998	C041-98-6	Wyoming	Sunrise Prairie Trail Connection	Short trail project would provide safe crossing from elementary school to the Sunrise Prairie Regional Trail	$12,000	$6,000	$6,000
Clearwater	REG 1999	Clearwater County Bike Trail -R013-99-1A	Clearwater County	Construction of a paved, off-road, 5.2 mile bike trail (3.4 Mn DOT right-of-way + 1.8 on Memorial Forest land) connecting to Itasca State Park with access to 16 miles of bike trail in Itasca State Park	$478,000	$52,700	$52,500	
Cook	NRTP 1997	033-97-2	North Shore Touring Trail Assoc.	Hwy 61 Touring Trail	Development of trail along Lake Superior North Shore off of Highway 61.	$70,100	$15,000	
Cook County	NRTP 1997	018-97-2	Lutsen, Tofte, and Schroeder	Winter Trail Maintenance and Grooming	Maintenance and grooming of 196 km of trails and to finish follow up work on trails that have been straightened and widened .	$40,000	$20,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Cook County	NRTP 1997	019-97-2	Lutsen, Tofte, and Schroeder	Mountain Bike Trail System	Improvements on cross-country and snowmobile trails to allow for mountain bike use.	$32,000	$16,000	$16,000
Cook	NRTP 1999	0016-99-2C	Cook County	Maintenance/construction on the Superior Hiking Trail	Maintenance including vegetation management, treadway stabilization, and erosion control	$50,000	$25,000	
Cook	NRTP 1998	019-98-2	Superior Hiking Trail Assoc.	Environmental Education through Interpretive Hikes and Signing	Enhancement of the Superior Hiking Trail throught intrepretive hikes and increased amount of intrepretive signs placed at various locations along the trail to educate trail users about unique features	$10,120	$5,000	
Cottonwood	NRTP 1999	0026-99-4B	City of Mountain Lake	Hiking Trail around Mountain Lake	Construction of 8,800 foot gravel trail, a 500 foot bridge, and 5,200 feet of shoulder on county road at the start of the trail	$86,650	$43,425	
Cottonwood	NRTP 1997	022-97-4	Mountain Lake	Hiking Trail Around the Lake	Extend trail around Mountain Lake to the north and western ends	$89,650	$44,825	
Crow Wing	REG 1998	R001-98-3	Crow Wing Highway	Whitefish Bikeway	Construction of a bikeway within the right-of-way of County State Aid Highway 16.	$400,000	$200,000	
Crow Wing	REG 1997	LR018-97-3	Baxter	Paul Bunyan Trail Linkage Project	Construction of bike/ped trail which will connect Baxter, Brainerd, and Central Lakes College.	$150,255	$75,127	$71,675
Dakota	COOP 1998	C025-98-6	Farmington	Farmington Trail and Preserve	Three mile trail project throughout the city to connect schools, businesses and residential areas.	$207,000	$50,000	$0

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Dakota County	COOP 1997	LC030-97-6	Lakeville	Klamath Trail Corridor Connection	Construct an off-street trail access for several neighborhoods to existing trail corridors, parks, and schools.	$130,000	$50,000	$0
Dakota	NRTP 1998	024-98-6	City of Lakeville	Klamath Trailway	Construction of a bituminous trail between 168th St. and King's Place to provide off-street, safe access from existing neighborhoods to the main trail system along Cty Rd 5.	$203,130	$50,000	
Dakota	COOP 1998	C022-98-6	Lakeville	Klamath Trailway Phase III	Development of a off road trail connecting several major neighborhoods to the existing Comprehensive Trail System.	$203,130	$50,000	$50,000
Dakota	REG 1998	R003-98-6	Lakeville	Klamath Trailway Phase III	Development of an off street, non-motorized pedestrian trail connecting several major neighborhoods to the existing Comprehensive Trail system	$203,130	$101,565	
Dakota	COOP 1997	LC001-97-6	Hastings	Sand Dam Trail	Construct a teail over a sand dam that separates Spring Lake from Lake Rebecca which will create connections to downtown and the trail at Lock & Dam #2.	$30,000	$15,000	$0
Dakota	NRTP 1997	037-97-6	Lakeville	Klamath Trail Project	Provide off-street trail access for several neighborhoods to existing trail corridors, parks, and schools.	$130,000	$50,000	$50,000
Dakota	NRTP 1997	036-97-6	Lakeville	205th Street Trail Project	Trail Construction along 205th Street to provide trail access to homes, existing trails, elementary school, parks, and downtown lakeville.	$170,370	$50,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Dakota	NRTP 1997	009-97-6	Farmington	Community Trail	Construct a 2.5-3.0 mile trail link of two areas (north end and south end) within Farmington.	$176,000	$50,000	
Dakota	COOP 1997	LC029-97-6	Lakeville	205th Street Trail Project	Trail Construction along 205th Street to provide trail access to homes, existing trails, elementary school, parks, and downtown lakeville.	$170,370	$50,000	$0
Dakota	COOP 1999	Rosemount - State Trunk Highway 3 Trail - C018-99-6B	City of Rosemount	Construction of a 1,630' X 10' bituminous biking/hiking trail on the west side of Hwy 3 connecting main city activity centers with the City's trail system	$38,460	$19,230	$19,230
Dakota	COOP 1999	Trail Improvements -C019-99-6B	Empire Township	Acquisition and construction of a 1675 linear foot trail from a residential area to the city park and a scenic area along the Vermillion River	$142,220	$71,110	
Dakota	NRTP 1998	009-98-6	City of Farmington	Farmington Community Trail	Construction of a trail link from the two areas of Farmington	$207,000	$50,000	
Dodge	NRTP 1997	015-97-5	Dodge County Trail Association	Kasson-Mantorville Trail	Development of 10 foot wide bituminous connection trail approximately 2 1/4 mille long between cities of Kasson and Mantorville (partly funded by ISTEA).	$275,000	$47,500	
Dodge	REG 1997	LR014-97-5	Dodge County	Iron Horse Trail	Construct a 19 mile multi-use trail along abandoned Chicago Great Western Railroad and connect cities within the county	$1,696,000	$228,000	$0

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Douglas, Grant & Otter Tail	REG 1997	LR013-97-1	Douglas, Grant & Otter Tail Counties	Central Lakes Trail-Rail Trail Conversion	Construct phase 2 of 3 of a rails to trail conversion.	$566,600	$56,660	$55,000
Douglas	REG 1999	Central Lakes Trail - Rail to Trail Conversion - R007-99-1B	Douglas County	Scarification, shaping, compacting, and surfacing with aggregate a 62 mile pedestrian, biking, and snowmobile trail	$735,988.50		$33,865.70	$34,000
Faribault	NRTP 1998	014-98-4	City of Blue Earth	Blue Earth-Unity Trail	Development of a hard trail system that would help to serve as the City trail loop system.	$700,000	$40,000	
Faribault	REG 1998	R008-98-4	Faribault County	Blue Earth - Unity Trail	At a minimum, development of a 8 mile trail system to circle the City of Blue Earth, and a 1.6 mile trail out to the I-90 rest area. Further extensions to the north and south may be possible if funds remain uncommitted.	$1,400,000	$700,000	$700,000
Faribault	COOP 1998	C006-98-4	Blue Earth	Blue Earth-Unity Trail	Development of a loop trail system around the City of Blue Earth	$700,000	$50,000	$0
Fillmore	NRTP 1997	004-97-5	Rushford	Rushford Trail System	Completion of key segment of Root River Trail and provide access from community park to a camping park	$248,800	$50,000	
Goodhue	COOP 1998	C039-98-5	Goodhue	Goodhue City Link	Construction of a trail from CSAH 9 to 370th ST.	$110,000	$50,000	$50,000
Goodhue	NRTP 1997	030-97-5	Cannon Valley Trail - City Hall	Welch Station Access and Rest Area Improvement	Various improvements of Welch Station Access and Rest Area along Cannon Valley Trail.	$27,915	$13,900	$13,900

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Goodhue	REG 1997	LR017-97-5	Goodhue County Hghy Dept	County State Aid Highway 21	Construct an off-road trail in cunjunction with road improvements.	$73,530	$37,765	$37,765
Goodhue	REG 1997	LR006-97-5	Red Wing	Red Wing Riverfront Trail, Hay Creek to Riverfront Trail Connection	Construct a trail connection from Cannon Valley Trail to Bay Point Park and a connection between Red Wing Riverfront Trail and the Hay Creek Valley Road off-street trail.	~~552,904~~ 648,904	~~50,000~~ 60,560	~~50,000~~ 60,560
Goodhue	COOP 1998	C024-98-5	Pine Island	NW Trail Linkage	Path to connect Douglas State Trail with Collins Park in the northwest section of town.	$103,000	$50,000	$50,000
Goodhue	REG 1997	~~LR007-97-5~~, combined w/original LR006-97-5 on 8/13/97	Red Wing	Hay Creek to Riverfront Trail Connection	Construct a trail connection between Red Wing Riverfront trail and the Hay Creek Valley Road off-street trail which would complete an important link between the Historic Pottery District and Bay Point Park.	$96,000	$10,560	$10,560
Goodhue	NRTP 1997	029-97-5	Red Wing	Pioneer Road Trail Connection	Construction of trails to connect existing trails with the end of a proposed new trail	$208,500	$50,000	
Hennepin	NRTP 1997	038-97-6	Brooklyn Center	Kylawn Park Trail Linkage	Development of trail to improve access to Kylawn Park and the MAC Nature Preserve Area.	$28,000	$14,000	$14,000
Hennepin	NRTP 1997	008-97-6	Brooklyn Center	MAC Park Nature Preserve Trail Project	Construction of floating bridge and permanent boardwalks to complete trail system and improve access to rest of park.	$25,000	$12,500	$12,500

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Hennepin	COOP 1998	C015-98-6	Brooklyn Center	53rd Ave. Linkage	Trail linkage between Brooklyn center's southeast neighborhood and the City's neighborhood trail system and the North Mississippi Regional Park and Trail	$1,257,725	$50,000	$50,000
Hennepin	NRTP 1998	027-98-6	City of Minneapolis	Linden Hill P.A.T.H. (Pedestrian/Alternative Transit to Harriet) Project	The project in the Linden Hills area of Mpls., would connect France Ave and Lake Harriet with a trail and on-road signing	$363,600	$50,000	$50,000
Hennepin	COOP 1998	C009-98-6	Minneapolis P&R	Winchell Trail Access Improvements	Improvements of Winchell Trail and linking park trails at street level with this trail.	$100,000	$50,000	$0
Hennepin	COOP 1997	LC016-97-6	Minnetonka	TH 101 Trail	Construct a trail along TH 101 to provide link to existing trail system.	$115,000	$50,000	$0
Hennepin	REG 1998	R006-98-6	Minneapolis P&R	West River Parkway Final Trail Segment	Complete a .9 mile gap between Stone Arch Bridge & West River Parkway at Bridge Nine	$300,000	$100,000	
Hennepin	NRTP 1999	0015-99-6A	City of Minneapolis - Parks & Rec	Winchell Trail Enhancements	Trail enhancement project to replace steps at 35th and 36th Street parking lot/trailhead to facilitate handicapped and accessibility	$100,000	$50,000	
Hennepin	NRTP 1998	028-98-6	Minneapolis Park & Recreation Board	Winchell Trail Access Improvements	Improvements of Winchell Trail and linking park trails at street level with this trail.	$100,000	$50,000	$50,000
Hennepin	COOP 1999	Robbinsdale Bikeway/Walkway -C002-99-6A	City of Robbinsdale - Economic Development Authority	Robbinsdale Bikeway/Walkway	$157,179		$50,000	$50,000

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Hennepin	COOP 1999	Bryant Lake Regional Park Trail Connection - C007-99-6A	City of Eden Prairie	Construction of 8500' X 8' wide asphalt biking and walking trail	$175,000	$50,000	$50,000	
Hennepin	COOP 1999	Shingle Creek Holding Pond Trail Link - C017-99-6A	City of Minneapolis - Dept of Public Works	Construction of a 1 mile trail around an existing pond and connecting to the North Hennepin County Regional Trail	$30,000	$15,000	$15,000	
Hennepin	COOP 1998	C040-98-6	Minneapolis	Linden Hill P.A.T.H.	The project in the Linden Hills area of Mpls., would connect France Ave and Lake Harriet with a trail and on-road signing	$363,600	$50,000	$0
Houston	REG 1997	LR003-97-5	Rushford	Rushford Trail System	Construct a key segment of Root River Trail and provide access from community park to a camping park.	$248,800	$30,000	$30,000
Houston	NRTP 1999	0024-99-5B	City of Caledonia	Sprague Woods	Enhancement of an existing trail by applying 1,169 feet of crushed rock and 1,858 feet of 3 inch blacktop, expansion of the entire trail to 5 feet, sealcoating of park entrance road, culvert replacement on entrance road, and construction of parking spaces	$21,500	$10,000	
Houston	NRTP 1997	027-97-5	Yaggy Colby Associates	Houston Trailhead Park	Development of trailhead facilities such as parking lot, picnic shelters, volleyball area, toilets, and main building for users on the Root River Trail	$818,900	$50,000	
Itasca	NRTP 1998	015-98-2	Itasca Driftskippers Snowmobile Club	Itasca Driftskippers Trail and Facilities Enhancement Project	Construction of a trail shelter, addition of more safety signs, additional toilets, widen trails.	$15,000	$7,500	$7,500

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Itasca	COOP 1997	LC019-97-2	Grand Rapids	Southeast Trail Re-Route	Construct trail segments to re-route two segments of the city trail and provide a linkage to the Taconite Trail System and access between two park areas.	$16,500	$8,250	$0
Itasca	NRTP 1999	0027-99-2A	Greenway Snowmobile Club	Greenway Snowmobile Club Trailhead Facility	Construction of a trailhead facility on club owned property near Calumet	$101,700	$50,850	
Itasca	NRTP 1997	041-97-2	Swampsiders Snowmobile Club	Club Building Extension	Upgrade a facility for snowmobilers by adding heaters, office space, and a display room for antique sleds	$17,218	$9,660	
Itasca	REG 1997	LR002-97-1	US Forest Service	Mi-Ge-Zi Bicycle Trail	Construct an 18 mile extension to the existing trail.	$198,000	$165,000	$0
Itasca	NRTP 1999	0009-99-2A	Itasca County	Grand Rapids Trail Head Building	Construction of a handicapped accessible trailhead building on the Itasca County Fairgrounds (city of Grand Rapids) for snowmobile, biking, walking user groups.	$459,807	$90,000	
Itasca	COOP 1997	LC007-97-2	Bovey	Bovey-Canistio Trail	Construct a multiple use trail to connect to Park Trail system, beach area, and to the Mesabi Trail.	$16,500	$8,250	$0
Itasca	COOP 1998	C002-98-2	Bovey	Bovey_Canistio Trail	Construction of a multiple use trail system which would create a link to the City of Coleraine Park Trail System and the Trout Lake Beach area in Coleraine's Cotton Park.		$18,000	$0

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Kandiyohi	NRTP 1997	002-97-4	Willmar	Willmar Avenue Trail Connection	2 parts to the project. First is developing a connection to a bike trail within park area and connect to residential, school, and shopping area. Second is a western connection to exten the trail to 60 acre park area.	$114,381	$50,000	.
Kandiyohi	COOP 1998	C011-98-4	Willmar	Glacial Lakes Trail Connection	Construction of trail segments that will connect designated bike/sidewalk sections along Civic Center Drive with Glacial Lakes State Trail.	$55,500	$27,750	$27,750
Kandiyohi	COOP 1997	LC004-97-4	Willmar	Trail Connection - Civic Center/State Trail	Construct 1 mile of hiking and biking trail to connect residential, Civic Center, School District, other trails, and DNR Glacial Lakes Trail	$42,500	$21,250	$0
Koochching/ St. Louis	REG 1999	Kabetogama/ Ash River Community Hike, Bike, Ski Trail - R019-99-2B	Kabetogama Lake Association	Completion of a multi recreational trail system that link Ash River and Lake Kabetogama in Voyageurs National Park	$331,701		$131,701	
Lake	NRTP 1997	017-97-2	Two Harbors Area Recreational Trail Club	Installing Lights on ski trail/purchase of grooming equipment	Enhancement of existing trail by installing low intensity lights on 3km of ski trail and maintenance of trail through purchase of a 1984 Pisten Bulley PB600	$50,000	$25,000	
Lyon	REG 1999	Minneota Regional Trail Project - R002-99-4B	Yellow Medicine River Watershed District	Trail along and across the Yellow Medicine River	$100,000		$50,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Lyon	REG 1998	R010-98-4	Yellow Medicine River Watershed Dist	Minnesota Regional Trail		$80,000	$40,000	
Marshall	REG 1999	Marshall County Recreational Trail -R018-99-1A	Marshall County	Acquisition of land for a 15 mile trail which would connect Marshall County Park at Florian and Old Mill State Park	$917,500	$125,000	$36,000	
Martin	REG 1997	LR016-97-4	Fairmont	Cedar Park Hiking/Biking Trail	Construct 0.8 miles of trail in Cedar Park and to the public street for access to residential area	$200,000	$100,000	$0
McLeod	NRTP 1998	006-98-4	City of Winsted	Luce Line Park Facility	Construction of a restroom facility and open park shelter building.	$40,000	$20,000	
McLeod	NRTP 1998	004-98-4	City of Hutchinson	Oddfellow's Park Trailhead Hutchinson	Construction of a parking area to serve Luce Line Trail users and a restroom facility for multi-mode use	$72,000	$36,000	$36,000
Morrison County	NRTP 1998	030-98-3	Morrison County Trail Riders	Mississippi River Bridge	Deck and rail a 658' railroad bridge over the Mississippi River. This is a crucial link in providing ATV and snowmobile access on the Brooton to Genola abandoned railroad right-of-way 3A	$50,000	$50,000	motorized
Mower	COOP 1999	Nature Center Trail Link - C027-99-5B	City of Austin	Constructon of a 3/4 mile long 10' wide bituminous bike trail in the city of Austin from Todd Park Trail to Hormel Nature Center	$99,500	$49,750	$49,750
Mower	COOP 1999	Cedar River Trail -C028-99-5B	City of Austin	Construction of a 1 mile X 10' wide bituminous trail in the city of Austin to Mill Pond Park	$292,900	$29,290	

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Mower	NRTP 1999	0020-99-5B	Good Time Riders Snowmobile Club	Trail Linkage LeRoy/Grand Meadow and other improvements	Construction of approximately 17 miles of snowmobile trail from LeRoy to Grand Meadow including bridges and shallow water crossings, stump and brush removal, safety improvements	$10,000	$5,000	
Murray	REG 1999	Prairie View Trail -R006-99-4B	City of Slayton	Construction of a 5200' X 10' wide pedestrian trail	$40,000		$20,000	
Murray	REG 1998	R009-98-4	Slayton	Prairie View Trail	Build a 5,200 foot x 10 foot wide trail around existing sewer retention pond area & park area	$40,000	$20,000	
Norman	NRTP 1997	010-97-1	Norman County/Sandhill & Moonshiners Snowmobile Club	Tri County Snowmobile Trail Grooming	Maintenance and grooming of snowmobile trails and signage for existing trails.	$79,684	$39,842	$39,842
Olmsted	COOP 1998	C035-98-5	Rochester	CSAH 22 SW from Historic Hills Drive to Salem Road	Bikepath between Historic Hills Drive to Salem Road. Project will connect residential area to existing city trail system.	$80,600	$40,300	$0
Olmsted	COOP 1998	C034-98-5	Rochester	2nd Street SW to West Circle Drive	Bike path to provide direct access from the Country Club Manor neighborhood to the main portion of the city. This trail segment would provide a bikeway connection via West Circle Drive to the Douglas Trail.	$87,700	$43,850	$43,850
Olmsted	REG 1998	R011-98-5	Olmsted County	Chatfield/Eyota/Chester Woods Trail	Development of a portion of the Blufflands Trail System between Chatfield & Chester Woods County Park	$3,000,000	$135,000	

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Olmsted	REG 1997	LR008-97-5	Olmsted County	Chatfield/Eyota/Chester Woods Trail	Acquire the right of way for future connection of a 21 mile trail to connect the towns of Chatfield and Eyota and to Chester Woods County Park.	$908,000	$110,000	$0
Olmsted	COOP 1999	Willow Creek Trail Acquisition of Right of Way - C004-99-5B	City of Rochester	Acquisiton of Right-of-Way for the Willow Creek Trail from Willow Creek Middle School to WR6A Reservoir	$100,000		$50,000	
Olmsted	COOP 1999	West Frontage Road of TH52 from 6th Street SW to Fox Valley Drive SW - C005-99-5B	City of Rochester	Construction of an 8' wide bituminous trail along TH52 from 6th Street SW to Fox Valley Drive and Salem Road	$135,000		$50,000	
Olmsted	COOP 1997	LC002-96-5	Rochester P&R	Northwest Park/Douglas Trail Access and Parking Lot	Construction approximately 1.1 miles trail connecting a City trail and residential area to the Douglas Trail	$60,000	$30,000	$0
Otter Tail	REG 1997	LR012-97-1	Pelican Rapids	Pelican Rapids - Maplewood State Park Trail	Construct a 8.5 mile bike/hike trail from Pelican Rapids to Maplewodd State Park as part of regional trail system	$828,750	$148,375	$250,000
Pine	NRTP 1998	018-98-3	MN DNR - Forestry	Nemadji State Forest ATV Trails Access	Expansion of a popular campground to accomodate high use and provide camping for motorized trail users in the Nemadji State Forest.	$75,000	$25,000	$25,000
Pine	NRTP 1997	032-97-3	DNR Forestry	Tamarack Horsecamp Trailhead Addition and Enhancement	Combination enhancement/new development project that includes adding on to a horsecamp area.	$100,000	$20,000	$20,000

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Pine	NRTP 1997	014-97-3	ARMCA Trails Advisory Committee	Nemadji Trails	Designate 23 miles of existing enduro trails as official public trails for multiple uses.	$50,000	$25,000	$25,000
Pine	NRTP 1998	017-98-3	MN DNR - Forestry	St. Croix State Forest ATV Trails Access	Rehabilitate and expand a campground that is located in a popular motorized trail riding area.	$50,000	$25,000	$25,000
Pine County	NRTP 1999	0008-99-3C	Northern Pine Riders Snowmobile Club	Soo Line South Bridge	Bridge replacement project including bridge deck and railings	$45,785	$22,892	
Polk	NRTP 1998	003-98-1	Polk County	Maple Lake Regional Trail Loop	Construction of a component (1 mile) of what will ultimately be 36 miles of multipurpose loop trail and a trail shelter and wayside rest area.	$1,800,000	$50,000	
Polk	REG 1998	R012-98-1	Polk County	Maple Lake Regional Trail Loop	Construction of a 4.85 miles component of what will be 36 miles of multi-purpose loop trail	$1,800,000	$250,000	
Polk	COOP 1998	C042-98-1	Polk County	Maple Lake Regional Trail Loop	Construction of a component, 1-mile, that will be 36 miles of multipurpose loop trail	$1,800,000	$50,000	$0
Pope	COOP 1998	C036-98-1	Starbuck	Glacial Lakes Park&Trail Connect	This 1 mile asphalting project will complete a linkage trail between the City of Starbuck and Glacial Lake State Park	$24,000	$8,000	$8,000
Ramsey County	COOP 1997	LC015-97-6	Arden Hills	County Road F and Hamline Ave Trail Connection	Construct a trail along County Road F from Hamline Ave to Lexington Ave. which would extend existing sidewalk to Cty Rd F and to have access to Highway 96 regional trail and regional and county parks.	$74,490	$37,245	$0

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Ramsey & Washington	COOP 1997	LC025-97-6	Ramsey-WashingtonWater. Dist.	Schifsky property acquistion and development	Enhance the Gateway trail by acquiring a piece of land north of Gateway trail and west of McKnight Road that could provide a trailhead, meeting location, and site shelter for the Gateway.	$250,000	$50,000	$0
Ramsey	COOP 1998	C033-98-6	Arden Hills	Cnty Road F/ Hamline Ave.Connect.	Construction of a trail along Cty. Rd. F from Hamline Ave. to Lexington Ave.	$114,667.65	$50,000	$50,000
Ramsey	NRTP 1998	026-98-6	City of Mahtomedi	Street Car Trail	Completion of .9 mile of trail on city owned street car right-of-way.	$97,300	$48,650	$0
Ramsey	NRTP 1997	001-97-6	New Brighton	Meadow Wood Park/Senior Housing Trail	Rebuild an unusable asphalt trail through Meadow Wood Park which has been used by disabled residents of a near-by care facility but cannot be used anymore.	$10,000	$5,000	$5,000
Ramsey	COOP 1997	LC028-97-6	Vadnais Heights	McMenemy Street Trail Connection	Construct a trail between TH 96 and County Road F which connects to the Regional Park.	$371,000	$50,000	$31,364
Ramsey	NRTP 1999	0010-99-6B	City of Little Canada	Spooner Park Trail Improvements	Replace, widen, and improve 4600 linear feet of trail in Spooner Park	$94,000	$47,000	
Ramsey County	COOP 1997	LC005-97-6	New Brighton	Family Service Center Trail Link	Construct to link a residential area to the Family Service Center.	$10,000	$5,000	$0
Ramsey	COOP 1997	LC003-97-6	Shoreview	North Owasso Blvd Trail	Construct a trail to connect to existing trail which would complete the segment.	$57,516.10	$27,758.05	$27,758
Ramsey	REG 1997	LR019-97-6	Ramsey County P&R	Lighting of Battle Creek Regional Park Cross-Country Ski Facility	Enhance an existing cross country ski trail with lighting and new development to extend the trail.	$140,000	$70,000	$67,500

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Ramsey	NRTP 1999	0018-99-6B	City of St. Paul - Parks & Rec	Ski Trail Enhancement	Two part project consists of construction of 1600 feet of bituminous trail for x-country skiing in Como Park and purchase of a Tidd Tech trail groomer and Polaris snowmobile	$31,000	$15,500	
Ramsey/Washington	NRTP 1997	025-97-6	Ramsey-Washington Watershed District	Schifsky property acquisition and development	Enhancement of the Gateway trail by acquiring a piece of land for the completion of the North St. Paul Urban Ecology Center which sits immediately north of the Gateway and west of McKnight Road.	$250,000	$50,000	
Ramsey	REG 1997	LR021-97-6	St. Paul P&R	Eagle Parkway Trail	Construct a ped/bike trail adjacent to a roadway project which would connect Shepard Road, adjacent to the Mississippi River to downtown.	$205,000	$100,000	$67,000
Ramsey	NRTP 1997	005-97-6	Ramsey County Parks & Rec	Lighting of Battle Creek Regional Parks X-Ctry Ski Facility	Lighting 3 km of ski trail.	$114,900	$50,000	$50,000
Ramsey	NRTP 1997	020-97-6	Roseville	Langton Lake Trail	Conversion of a soft wood chip trail to an 8' bituminous 1.4 mile long trail which travels around Langton Lake and through Langton Lake Park with linkages to paths on Cleveland and Fairview Aves. Funds also used for trail facilities and signs.	$108,000	$50,000	
Ramsey	NRTP 1997	024-97-6	St. Paul, Div. of Parks & Rec	Crosby Farm Park Trail Resurfacing	Resurface and selective reconstruction of 2.5 miles of paved trail in park.	$323,000	$50,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Ramsey	COOP 1999	Dale Street/Waterworks Trails - C025-99-6B	City of Roseville	2.5 mile north/south bituminous trail aligned with Dale Street from County Road C to Larpenteur Avenue and 1.5 mile east/west bituminous trail which links Lexington Avenue to the Gateway Trail	$1,340,000	$50,000	$50,000	
Ramsey	COOP 1998	C016-98-6	Vadnais Heights	McMenemy Trail Connection	One mile trail linkage between major community park facility and residential area	$253,219	$50,000	$50,000
Ramsey	COOP 1999	Birch Lake Trail/Bald Eagle Otter Lake Regional Park Trail Link - C030-99-6B	White Bear Township	Construction of 3.25 off road bike/pedestrian trail and 1.75 miles along East Bald Eagle Blvd which would connect Regional Trails with two regional parks	$200,000	$50,000	
Ramsey	REG 1998	R005-98-6	Roseville	Waterworks/Dale Street Trails		$158,200	$79,100	
Red Lake	NRTP 1999	0007-99-1A	Pembina Trail RC& D	Marshall County Recreational Trail	Acquisition, planning, and development of a new Marshall County Recreational Trail that will connect Marshall County Park at Florian and Old Mill State Park	$917,500	$100,000	
Renville	REG 1999	FairRidge Trail -R001-99-4A	Renville County	Non-motorized, paved, 8.9 mile trail along Highway 4 right-of-way between Fairfax Historical Depot Park and Fort Ridgely State Park; ultimately a branch of the Minnesota River Trail with connection to Luce Line State Trail	$542,115	$215,538	

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Renville	COOP 1998	C038-98-4	Renville County	Ft.Ridgely to Fairfax	Construction of a trail between Fairfax Historical Depot Park and Fort Ridgely State Park	$459,703	$50,000	$34,462
Rice	COOP 1998	C037-98-5	Northfield	Jeff. Park/Tyler Park/Bridgewater	Trail linkage between two neighborhood parks and new Bridgewater Elementary School	$43,365	$21,000	$21,000
Rice	NRTP 1998	016-96-5	Tri County ATV Club	Picnic Area Expansion	Expansion of existing picnic area at ATV riding park to include additional picnic shelter with a fire pit, a chemical toilet and landscaping around these.	$10,893	5,446 96NRTF Funding	$5,446
Rice	COOP 1998	C004-98-5	Northfield	Spring Brook Bridge	Construction of a bridge over a critical trout stream to continue a bike/hike trail.	$35,000	$7,000	$0
Rice	NRTP 1998	020-98-5	City of Faribault	River Bend Trail Enhancement	Enhancement of trail surfaces to better address safety and accessibility.	$67,780	$33,890	$33,890
Rice	NRTP 1998	021-98-5	City of Faribault	Overlay of Sakatah Trail	Bituminous overlay of two miles of trail from Interstate 35 to Highway 21 in Faribault.	$105,600	$50,000	
Rice	COOP 1999	Sibley Swale Park to Sibley Elementary School Trail - C016-99-5A	City of Northfield	Construction of an 3100' X 8' wide bicycling/walking trail from Sibley Swale Park to Sibley Elementary School	$67,789.63		$32,890	
Rice	REG 1997	LR010-97-5	Northfield	Mill Towns Trail	Construct 10 miles of bituminous trail to complete a 13 mile trail link between Northfield and Faribault and to have access to the Sakatah Lakes/Singing Hills Trail System.	$840,000	$250,000	$0

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Roseau	COOP 1998	C012-98-1	Warroad	Warroad Area Cooperative Trail	Trail linkage between residential, recreational and community facilities in Warroad and surrounding area	$210,125	$50,000	$50,000
Scott	REG 1998	R004-98-6	Belle Plaine	US Highway 169 Underpass	New pedestrian/trail underpass to provide a grade separated corssing of Trunk Highway 169	$130,950	$65,480	
Scott	COOP 1998	C008-98-6	Belle Plaine	US Highway 169 Underpass		$130,950	$65,480	$0
Scott	NRTP 1999	0011-99-6B	City of Belle Plaine	U.S. Highway 169 Underpass	Convert an existing box culvert into a pedestrian/bicyclist/snowmobiler trail underpass to provide a grade separate crossing at Highway 169	$137,550	$68,775	
Scott	NRTP 1998	001-98-6	City of Belle Plaine	Trail and Trail underpass under US Highway 169	Construction of a new pedestrial/trail underpass to provide a grade separated crossing of Trunk Highway 169	$130,950	$65,480	
Sherburne	REG 1997	LR015-97-3	Elk River		Construct 12,000 linear feet of trail on city owned abandoned railroad bed which would connect 2 city parks, schools, and residentialo developments with park trails in Woodland Trails Park.	$98,000	$49,000	$0
Sherburne	NRTP 1997	040-97-3	Sand Dunes State Forest	Sand Dunes State Forest Trail Accessability and Safety Project	Improve the safety and accessability to the existing trail system and take advantage of the seasonabilty of trail users.	$34,500	$17,250	
Sherburne	NRTP 1997	021-97-3	Elk River	Railroad Trail	Pave 12,000 linear feet on abandoned railroad bed to connect two city parks, school systems, and residential areas.	$98,000	$49,000	
Sherburne	COOP 1998	C028-98-3	Elk River	Railroad Trail	Improvement of an already existing trail.	$98,000	$49,000	$49,000

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Sherburne	COOP 1997	LC018-97-3	Elk River	Railroad Trail	Construct 3 miles of city owned trail on abandoned railroad bed to allow for use by physically challenged persons, inline skaters, and conventional bicyclists. The trail links two city parks, schools, and three residential developments.	$98,000	$49,000	$0
St. Louis	COOP 1998	C005-98-2	Babbitt	Trail to recreation areas	Construction of a trail that will extend the trail system through Babbitt from the beach on the NE to the golf course on the west.	$105,625.73	$50,000	$50,000
St. Louis	NRTP 1997	026-97-2	DNR-Trails & Waterways	Iron Range Off-Highway Vehicle Recreation Area/Mesabi Trail	Construction of earth sound berms along northeast and southwest dumps .	$300,000	$50,000	$50,000
St. Louis	COOP 1998	C030-98-2	Tower	Hoodoo Point Trail	Development of a trail from Tower to Hoodoo Point on Lake Vermilion.	$162,000	$50,000	$0
St. Louis	COOP 1997	LC009-97-2	Fayal	Multi Use Trail and Additional Playground Equipment	Extension of 1.37 miles of bituminous trail from Veterans Park to Fayal Civic Club area and to connect the Town Hall to the trail.	$76,470	$34,510	$0
St. Louis	COOP 1998	C026-98-2	Floodwood	Floodwood River Walkway	A bikeway walkway between downtown and westerly along the Floodwood River (ISTEA funding request pending)	$264,180	$50,000	$0
St. Louis	REG 1998	R015-98-2	Tower	Hoodoo Point Trail	Improvement consisting of hiking/biking trail from Tower to Hoodoo Point on Lake Vermilion	$162,000	$60,000	
St. Louis County	COOP 1997	LC008-97-2	Hoyt Lakes	Hoyt Lakes Trail Connection Project	Construct a trail to complete a multiple use trail connection from city's east side to west side.	$79,550	$20,400	$0

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St. Louis	NRTP 1997	023-97-2	Trail Hawks Snowmobile Club	Trail Hawks Snowmobile Trail	Construction of new trails, maintenance of existing trails.	$50,000	$15,000	
St. Louis County	NRTP 1997	011-97-2	Hoyt Lakes	Hoyt Lakes Trail Connection Project	Completion of a multi-use trail connection from city's east side to west side. Construction would connect all the city trails.	$79,550	$20,400	
St. Louis	NRTP 1997	007-97-2	Town of Fayal	Multi Use Trail and Additional Playground Equipment	Extension of 1.37 miles of bituminous trail from Veterans Park to Fayal Civic Club area and an extension to connect the Town Hall to the trail.	$76,470	$34,510	
St. Louis	NRTP 1999	0014-99-2B	City of Tower	Tower to Hoodoo Point Trail	Construction of a 1.4 mile X 10 foot wide bituminous trail that would connect the Mesabi Trail to the Hoodoo Point campground on Lake Vermilion	$162,000	$20,000	
St. Louis	NRTP 1998	008-98-2	City of Hibbing - Parks & Recreation	Hibbing-Lighting the way	Enhancement of the existing Carey Lake cross country ski facility by lighting the "Black Forest Trail".	$60,253	$18,285	$18,285
St. Louis and Lake Counties	NRTP 1998	029-98-2	Department of Natural Resources	North Shore Trail Modernization	Widen, straighten the existing trail in several locations. Additionally, a 3.5 mile reroute will remove the trail from impassable wetlands for summer users, and create a new opportunity for horse use.	$100,000	$50,000	$50,000
St. Louis	NRTP 1998	005-98-2	City of Tower	Hoodoo Point Trail	Development of a hiking/biking trail from Tower to Hoodoo Point on Lake Vermilion.	$162,000	$10,000	

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St. Louis	NRTP 1999	0030-99-2B	Dept Natural Resources - Trails & Waterways	Iron Range Off Highway Vehicle Recreation Area	Construction of approximately 50 miles of unpaved OHV recreational trail	$239,000	$100,000	
St. Louis	NRTP 1999	0019-99-2A	City of Floodwood	Floodwood River Trail	Construction of a half mile trail along the Floodwood River from downtown Floodwood including a bridge to cross the river for non-motorized use	$329,000	$123,485	
St. Louis	NRTP 1999	0023-99-2B	City of Ely	Hidden Valley Trail Improvement	Enhancement of an existing 7-km trail loop for winter skiing and summer biking/hiking	$11,600	$5,800	
St. Louis, Koochiching, Itasca	NRTP 1999	0003-99-2A&B	MN DNR Parks & MN DNR Forestry	McCarthy Beach State Park & Geo. Washington State Forest - Horse Camps and Trail	Horse Camps and Trail Development	$118,000	$55,000	
St. Louis	NRTP 1999	0004-99-2B	City of Aurora	Pine Grove Park Trail Link to Nature Walk	Project will provide a link between Pine Grove Park Trail to Nature Walk	$20,152	$10, 076	
St. Louis	NRTP 1999	0012-99-2B	Town of Greenwood	Greenwood Township Hiking/Biking Trail	Construction of a 5.3 mile X 10 foot wide bituminous biking/skiing trail along County Road 77 from the Town Hall to Moccasin Point	$525,000	$25,000	
St. Louis	COOP 1999	Hoodoo Point Trail -C021-99-2B	City of Tower	Construction of a 1.4 mile X 10' wide paved biking, hiking and cross country ski trail to connect Hoodoo Point Campground with the Mesabi Trail	$162,000	$50,000	$50,000
St. Louis	REG 1999	Hoodoo Point Trail -R008-99-2B	City of Tower	Construction of 1.4 miles X 10' wide hiking/biking/cross country ski trail from Tower to Hoodoo Point on Lake Vermillion	$162,000	$70,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
St. Louis	REG 1999	Hiking/Biking/ Recreation Trail -R011-99-2B	Town of Greenwood	Construction of a 5.3 miles X 10' wide bituminous non-motorized hiking, biking, and skiing trail from Greenwood Town Hall to Mocassin Point	$525,000	$125,000		
St. Louis	REG 1999	Floodwood River Trail - R017-99-2A	City of Floodwood	Construction of a walking/biking trail starting at the downtown area and continuing westerly to the Floodwood River with a bridge crossing that will connect to residential areas	$329,000	$123,480	$106,500	
St.Louis	COOP 1999	Floodwood River Trail - C023-99-2A	City of Floodwood	Construction of a walking/biking trail starting at downtown area and continuing westerly to the Floodwood River with a bridge to cross the river and connect with residential sidewalks	$329,000	$50,000	$50,000	
St. Louis	NRTP 1999	0021-99-2B	North Shore Touring Trail Association	North Shore Touring Trail Enhancements	Trail enhancements for the North Shore Touring Trail from Split Rock Lighthouse to Beaver Bay including: bike racks, benches, picnic tables & trash receptacles, and signage	$425,000	$12,500	
Stearns	REG 1998	R017-98-3	St. Cloud	Beaver Island Trail				$1,400,000
Stearns	COOP 1997	LC021-97-3	Avon	Off Road Trail	Construct a ped/bike path link to Lake Wobegon Trail to County Road 155 and eventually to Stearns County bike trail.	$81,000	$40,500	$0
Stearns	REG 1997	LR001-97-3	Stearns County	Lake Wobegon Regional Trail - Phase One	Construct 28 miles of trail to connect 5 cities in Stearns County.	$1,540,700	$250,000	$225,000

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Stearns	COOP 1998	C013-98-3	Sauk Centre	Lake Wobegon Trail Head Project	Improvements on Lake Wobegon Trail.	$50,000	$25,000	$22,500
Stearns	NRTP 1997	006-97-3	Avon	Avon Connection	Enhancement/new development project to provide year-round shelters for users of Lake Wobegon Trail and Avon Connection Trails and signage to connect to city beach, wetland observation area, public pier, and recreation facilities.	$268,608	$50,000	
Stearns	NRTP 1999	0013-99-3B	City of Avon	Avon Connection Wobegon Trailhead Park	Trailhead facilities for Lake Wobegon Trail including picnic shelters, restroom facilities, bike/picnic shelter	$58,500	$29,250	
Stearns	COOP 1999	Scenic River Trail -C020-99-3B	City of St. Cloud	Construction of a 12' wide X 3 mile biking/hiking trail on an abandoned railroad property which would parallel County Road 75 within the City of St. Cloud and connecting to the Beaver Island Trail at Montrose Road	$350,000	$50,000	$27,900
Stearns	REG 1999	Lake Wobegon Regional Trail Phase II - R004-99-3B	Stearns County	Construction of a pedestrian/bicycle route along an abandoned railroad corridor (62 miles total; 27.7 miles completed; this proposal for 9.4 miles Holdingford to Albany	$692,400	$230,800	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Stearns	REG 1999	Scenic River Trail -R010-99-3B	City of St. Cloud	Construction of 3 miles of biking/walking trail adjacent to County Road 75 on an abandoned railroad spur in St. Cloud which will connect to an existing on road trail route at McKinley Park	$350,000	$55,000	.	
Stearns	NRTP 1999	0006-99-3B	Stearns County	Quarry Park & Nature Preserve Cross Country Ski Lighting	To light 6.6 K of cross country ski trail at Quarry Park & Nature Preserve	$137,999.50	$68,999.75	
Swift	COOP 1998	C031-98-4	Benson	Benson Greenbelt Trails System	Development of a trail system that would encompass the whole community, connecting existing trails and pathways	135, 960	$50,000	$50,000
Wabasha	COOP 1998	C023-98-5	Plainview Area Dev.Corp.	Plainview to Carley State Park	Four mile trail project between the Great River Ridge Trail and Carley State Park.	$275,000	$50,000	$0
Wabasha	COOP 1998	C010-98-5	Wabasha	West Side Trail	Acquisition and conversion of a railroad spur into a recreational trail.	$131,775	$50,000	$50,000
Wabasha	REG 1998	R014-98-5	Plainview	Plainview to Carley State Park	Extend Plainview-Carley State Park Trail to Great River Ridge Trail	$275,000	$137,500	
Wabasha	REG 1997	LR009-97-5	Wabasha County	Plainview to Eyota Trail	Construct 15 miles of off road trail within railroad corridor to connect Plainview to Eyota and will improve access to Chester Woods Park.	$1,035,000	$250,000	$200,000
Wabasha	REG 1998	R013-98-5	Wabasha Cnty. Reg. Railroad Authority	Great River Ridge Trail	Construction of 15 miles of off road trail within the corridor formerly owned & operated by the railroad	$600,000	$250,000	
Wabasha	REG 1998	R007-98-5	Mazeppa	Walking Bridge Rehabilitation	Complete rehab of the Walnut St. Walking Bridge, restoring to it's original condition when constructed in 1904	$250,000	$125,000	

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Wabasha	REG 1999	Walking Bridge Rehabilitation -R009-99-5A	City of Mazeppa	Rehabilitation of a pedestrian bridge which links the east and west sides of the community	$318,500		$159,250	
Wabasha	REG 1999	Great River Ridge Trail - R014-99-5A	Wabasha County Railroad Authority	Construction of a 15 mile non-motorized trail on an abandoned railroad bed for bicyclists, hikers, in-line skaters, and cross country skiers from the city of Plainview to State Highway 14 near the city of Eyota	$475,000	$237,500	$80,000	
Wabasha	REG 1999	Great River Ridge Trail - Carley State Park Segment -R015-99-5A	Wabasha County Regional Railroad Authority	Construction of 4.5 miles of off-road trail for bikers, hikers, in-line skaters, and cross country skiers from Plainview to Carley State Park	$500,000	$250,000		
Wabasha	NRTP 1999	0002-99-5A	MN DNR Forestry	Trail Mainentance Vehicle	Purchase of a trail maintenance vehicle	$20,000	$10,000	
Waseca	COOP 1998	C001-98-4	Waseca	Pedestrian and bicycle trail linkage	Construction of a trail linkage from 11th Ave. NW to northern end of abandoned railroad bed bordering west boundary of Independent School District 829, continuing onto and thru to HWY. 13 North.	$129,325	$50,000	$50,000
Waseca	COOP 1997	LC006-97-4	Waseca	Pedestrian and bicycle trail linkage	Construct a trail which will link an existing trail to northwest Waseca neighborhoods, school systems, outdoor athletic fields, and to park system	$129,325	$50,000	$0

Trail Proposals - *Funded and Unfunded 1997-1999*

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Washington	COOP 1998	C014-98-6	Mahtomedi	Street Car Trail	One mile trail linkage between Triangle Park in downtown Mahtomedi to Southwest Park sports complex	$97,300	$48,650	$48,650
Washington	NRTP 1997	016-97-6	Afton	Afton Village Hiking/Biking Trail	Development of trail to take users off of County Road 21 and bring them closer to St. Croix River.	$22,000	$11,000	
Washington	NRTP 1998	022-98-6	Ramsey-Washington Watershed District	North St. Paul Urban Ecology Center Trail Head	Enhancement of the Schifsky site that includes a trail head area--parking lot, and concrete pad for future shelter, and additional trails that connect to the Gateway Trail.	$103,200	$50,000	
Washington	NRTP 1998	002-98-6	City of Afton	Afton Village Hiking/Biking Trail	Construction of a hiking/biking trail along the city dike and the abandoned Chicago-Milwaukee-St. Paul-Pacific railroad and would connect up with an existing city trail.	$22,000	$11,000	$11,000
Washington	NRTP 1999	0017-99-6B	City of Oakdale	Oakdale Park Trail Improvements	Trail Mainentance/enhancements including a floating sidewalk, trail signs, benches, trash receptacles, gates, seeding and trail maps	$63,563	$31,782	
Washington	NRTP 1998	013-98-6	City of Oakdale	Oakdale Park Cross Country Ski and Nature Trails	Development of cross-country ski and nature trails.	$7,134	$7,000	
Washington	COOP 1999	100th Street Off-Road Pathway Project - C012-99-6B	City of Cottage Grove	Construction of 7,500 lineal feet X 8 feet wide bituminous pathway along 100th Street between Hadley Avenue South and Jamaica Avenue South and 1,360 lineal feet X 8' wide bitumonious pathway between 100th Street and 103rd Street	$136,475	$50,000	$40,000

County	Fund Source & Year	ID#	Applicant	Project Name	Project Description	Estimated Total Cost	Requested Amount	Amount Funded
Washington	COOP 1997	LC026-97-6	Oak Park Heights	58th Street Trail Connection	Construct 0.8 miles of bituminous trail to provide an east-west link transportation trail.	$82,000	$41,000	$0
Winona	COOP 1999	LaCanne Park Bike Trail - C003-99-5B	City of Goodview	To construct 3500' bituminous biking and hiking trail within the LaCanne Park that is handicapped accessible	$985,000 (Applied for TEA 21)	$50,000		
Wright	COOP 1998	C003-98-6	Buffalo Area Schools	Trail Link-up	Construction of a trail system to connect to the city trail system.	$36,000	$18,000	$0.00
n/a Statewide	NRTP 1998	011-98-6	Minnesota Trail Riders Association	Trail and Campground Improvement and Maintenance Fund	Trail maintenance, trail signs, picket lines, fire rings and parking and campground maintenance.	$12,000	$6,000	$6,000
Statewide	NRTP 1999	0028-99-6A	Minnesota Trail Riders Association	Trail and Campground Improvement/Maintenance Fund	Trail maintenance, trail signage, picket lines, fire rings and parking/campground Mainentance at parks and forests throughout the state	$15,000	$7,500	
Statewide	NRTP 1997	039-97-6	Minnesota Trail Riders Assoc.	Trail and Camp Improvment Maintenance Fund	Money would be used to improve trails and campgrounds throughout the state.	$11,100	$5,550	$5,550.00

NOTE: The proposals listed below may or may not be included in the table above.

County	Funding Source	Project Name - Reference #	Applicant	Description	Total Est. Cost	Requested Amount	Funded Amount
Becker	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Blue Earth	N/A "Wish List"	Minneopa Park Trail	undetermined - PROPOSED	Minneopa State Park to LeHillier	N/A	N/A	N/A
Chippewa	N/A "Wish List"	Minnesota River Trail	Chippewa County (planned)	Wegdahl to Granite Falls	N/A	N/A	N/A
Chippewa	N/A "Wish List"	Skunk Hollow Regional Park	Chippewa County (planned)	within park	N/A	N/A	N/A
Chisago	N/A "Wish List"	Swedish Immigrant Trail	PROPOSED/Planning Stage	e/w from Sunrise Prairie Trl to Taylor's Falls via Lindstrom	N/A	N/A	N/A
Cook	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Crow Wing	N/A "Wish List"	Cuyuna Country State Recreation Area	MN DNR Parks & Recreation		N/A	N/A	N/A
Dodge	N/A "Wish List"	Stagecoach Trail (proposal)	PROPOSED (DNR)	proposed - Owatonna - Rochester, (trail link ID# 9)	N/A	N/A	N/A
Dodge	N/A "Wish List"	Ironhorse Trail (proposal)	PROPOSED (DNR)	proposed - see map (trail link ID# 11)	N/A	N/A	N/A

NOTE: The proposals listed below may or may not be included in the table above.

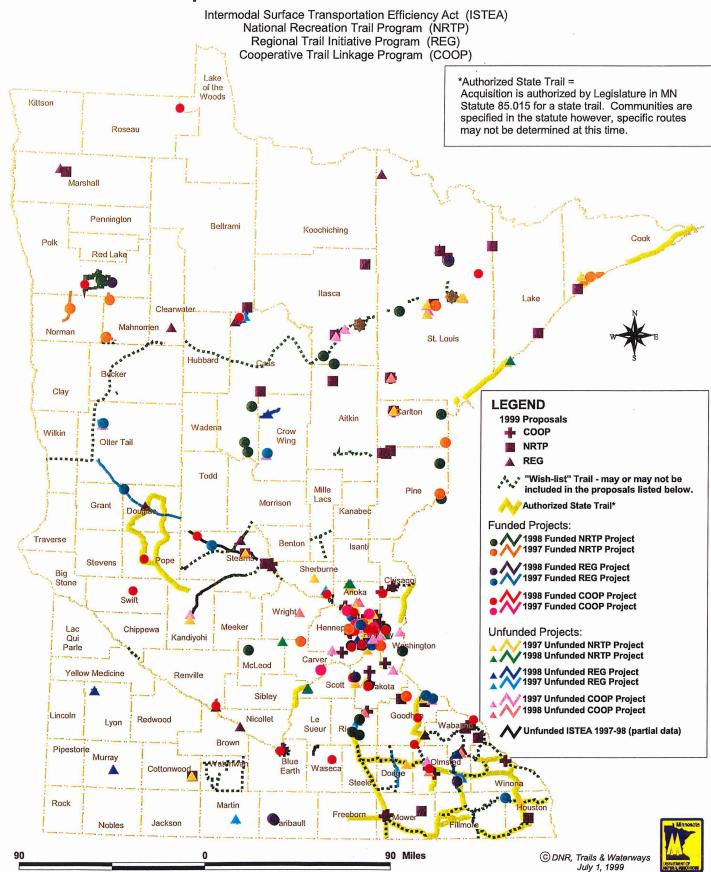| County	Funding Source	Project Name - Reference #	Applicant	Description	Total Est. Cost	Requested Amount	Funded Amount
Faribault	N/A "Wish List"	PROPOSED Trail (no name)	Faribault County	loop around city of Blue Earth	N/A	N/A	N/A
Faribault	N/A "Wish List"	PROPOSED Bike Trail (no name)	City of Blue Earth/Faribault Co.	Bike routes - on road shoulders within Blue Earth city	N/A	N/A	N/A
Faribault	N/A "Wish List"	PROPOSED Trail (no name)	Faribault County	loop around city of Blue Earth	N/A	N/A	N/A
Fillmore	N/A "Wish List"	Proposed trail		Harmony to Cresco, Iowa	N/A	N/A	N/A
Hubbard	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Itasca	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Lake	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Mahnomen	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Mille Lacs	N/A "Wish List"	Rum River Trail	undetermined	proposed	N/A	N/A	N/A

Trail Proposals - *"Wish List" Proposals as Submitted*

NOTE: The proposals listed below may or may not be included in the table above.

County	Funding Source	Project Name - Reference #	Applicant	Description	Total Est. Cost	Requested Amount	Funded Amount
Mower	N/A "Wish List"	Shooting Star Trail	Mower County	Taopi to Austin	N/A	N/A	N/A
Mower	N/A "Wish List"	Shooting Star Trail	Mower County	Lk. Louise St. Pk to Taopi	N/A	N/A	N/A
Mower	N/A "Wish List"	Shooting Star Trail	Mower County	Austin to Lyle	N/A	N/A	N/A
Olmsted	N/A "Wish List"	Chatfield-Eyota-Chester Woods Tra	PROPOSED - Joint Powers	Chester Woods Co. Park to Chatfield	N/A	N/A	N/A
Olmsted	N/A "Wish List"	Great River Ridge Trail	PROPOSED - Wabasha Co. Reg.	City of Plainview to CSAH 9, Olmsted Co.	N/A	N/A	N/A
Olmsted	N/A "Wish List"	Stagecoach Trail - proposed	Olmsted County ?? (Steele Co.)	Owatonna to Rochester (info from Steele Co.)	N/A	N/A	N/A
Otter Tail	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Saint Louis	N/A "Wish List"	Mesabi Trail		PROPOSED segment	N/A	N/A	N/A
Saint Louis	N/A "Wish List"	Mesabi Trail		PROPOSED segment	N/A	N/A	N/A

Trail Proposals - *"Wish List" Proposals as Submitted*

<u>NOTE:</u> The proposals listed below may or may not be included in the table above.

County	Funding Source	Project Name - Reference #	Applicant	Description	Total Est. Cost	Requested Amount	Funded Amount
Saint Louis	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A
Sherburne	N/A "Wish List"	Elk River Proposed/Future Trails		proposed trails	N/A	N/A	N/A
Stearns	N/A "Wish List"	Glacial Lakes Trail-Hawick to Richmond - PROPOSED	MN DNR - T&W	Hawick (Kandiyohi Co. line) to Richmond	N/A	N/A	N/A
Stearns	N/A "Wish List"	Glacial Lakes Trail - PROPOSED	MN DNR - T&W	Stearns/Kandiyohi Co. Line (Richmond) to Quarry Park	N/A	N/A	N/A
Stearns	N/A "Wish List"	Warner Lake County Park	Stearns County Park Dept.	within park	N/A	N/A	N/A
Stearns	N/A "Wish List"	Lake Wobegon - Proposed	Stearns County Park Dept.	CSAH 9 in Avon to 5th Ave. St. Cloud; Quarry Park	N/A	N/A	N/A
Stearns	N/A "Wish List"	Soo Line/Lake Wobegon Phase IV -PROPOSED	Stearns County Park Dept.	Cty 201 E. of Brooten to 450 St. Morrison Cty. Line	N/A	N/A	N/A
Stearns	N/A "Wish List"	Beaver Island Trail to Quarry Park	Stearns County Park Dept.	Quarry Park Cty 137 to jct. Cty. 75, 7 & 33rd St. So.	N/A	N/A	N/A
Steele	N/A "Wish List"	Stagecoach Trail	Steele County - proposal	Owatonna to Rochester	N/A	N/A	N/A

Trail Proposals - *"Wish List" Proposals as Submitted*

NOTE: The proposals listed below may or may not be included in the table above.

County	Funding Source	Project Name - Reference #	Applicant	Description	Total Est. Cost	Requested Amount	Funded Amount
Steele	N/A "Wish List"	Bikeway Plan	Steele County		N/A	N/A	N/A
Watonwan	N/A "Wish List"	Bike Trails	Watonwan County		N/A	N/A	N/A
Watonwan	N/A "Wish List"	Proposed trail	Madelia Development Corp.	St. James to Ormsby	N/A	N/A	N/A
Watonwan	N/A "Wish List"	Proposed Trail - phase 2	Madelia Development Corp.	Hwy. 15 in Madelia to Fairmont (Martin Co.)	N/A	N/A	N/A
Watonwan	N/A "Wish List"	Proposed Trail - phase 3	Madelia Development Corp.	proposed future trial connections	N/A	N/A	N/A
Watonwan	N/A "Wish List"	Proposed Trail - phase 4	Madelia Development Corp.	proposed future trial connections	N/A	N/A	N/A
Wilkin	N/A "Wish List"	North Country National Scenic Trail - PROPOSED	NCNSTA		N/A	N/A	N/A

Trail Proposals - Funded and Unfunded 1997-1999

Intermodal Surface Transportation Efficiency Act (ISTEA)
National Recreation Trail Program (NRTP)
Regional Trail Initiative Program (REG)
Cooperative Trail Linkage Program (COOP)

*Authorized State Trail =
Acquisition is authorized by Legislature in MN
Statute 85.015 for a state trail. Communities are
specified in the statute however, specific routes
may not be determined at this time.

LEGEND

1999 Proposals
- ✚ COOP
- ■ NRTP
- ▲ REG

〜 "Wish-list" Trail - may or may not be
included in the proposals listed below.

〜 Authorized State Trail*

Funded Projects:
- ● 〜 1998 Funded NRTP Project
- ● 〜 1997 Funded NRTP Project
- ● 〜 1998 Funded REG Project
- ● 〜 1997 Funded REG Project
- ● 〜 1998 Funded COOP Project
- ● 〜 1997 Funded COOP Project

Unfunded Projects:
- ▲ 〜 1997 Unfunded NRTP Project
- ▲ 〜 1998 Unfunded NRTP Project
- ▲ 〜 1998 Unfunded REG Project
- ▲ 〜 1997 Unfunded REG Project
- ▲ 〜 1997 Unfunded COOP Project
- ▲ 〜 1998 Unfunded COOP Project

〜 Unfunded ISTEA 1997-98 (partial data)

90   0   90 Miles

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July 1, 1999

APPENDIX F

Copy of MRTUA's "User Group Assignment Worksheet"

User Group Responses to the "Worksheet"

Additional information about MRTUA or copies of the document in this appendix are available upon request. Please refer requests to: Diane Anderson, Trail Study Coordinator, phone: 651-297-2501; Fax: 651-297-5475; e-mail: diane.anderson@dnr.state.mn.us ; or mail: DNR Trails & Waterways Unit, 500 Lafayette Rd., Box 52, St. Paul, MN 55155-4052.

Border-to-Border Trail Study
Evaluation by MRTUA

The Exercise: To develop a set of trail recommendations (acquisition, development, redevelopment, bridge replacement, facilities, etc.) based on information compiled in the Border to Border Study. Maintenance and equipment should not be the focus of this set of recommendations.

The Rules: **Only items that are eligible for bonding are eligible**

Deadlines: May to discuss amongst yourselves
June 5 to develop your priorities and submit them to the DNR for distribution to
all MRTUA members
June 17 to develop joint slate
June 30 to deliver final report to LCMR

Initial Steps for Each User Group:

▸ Understanding the Basic Information (take a test run with Study coordinator today)
▸ Discuss this wonderful opportunity amongst your particular trail advocates -
▸ Narrow the focus to ensure success (maybe just acquisition or bridge replacement, etc.) Groups will need to meet at least once to complete the task. Each group needs to work as a group to decide where their priorities are: rural, metro, parks, forests, specific trail, . . . etc. The questionnaire will help to get started.
▸ Begin to think about how much each user group is willing to give up to be successful in such a strong coordinated request.
▸ Meet with to interactively use the data
▸ Develop a prioritized list for your group. Details may be hard to come by, but they are also very important for legislators and others to recognize self-interest.
▸ Craft a 30-40-30 package (30% non-motorized - 40% joint motorized and non-motorized - 30% motorized) at an early summer MRTUA meeting.

The Reward:
The groups that come up with concrete plans or specifics in their "report" may be put into an actual bonding proposal in the future.

Questions:

1.   Relating to trails - what are your user-group's goals for the next ten years?

2.   Considering your specific trail use, what are the strengths and weaknesses of your opportunities that are portrayed by the trails data?

3.   Given the existing trail opportunities for your user-group, where is the best place to concentrate your efforts for expending the available funds? *(Are you looking at a region or area of the state or within park and/or forestry units or at improving existing trails (facilities), urban or rural areas . . . etc?)*

4.   At this time, what are your user-group's most important emphasis areas? In what ways would you want to spend the money *(acquisition, improvement, etc.)?*

5.   Considering the size of the funding package that is being compiled, where are the top ten existing trail opportunities for your user-group? *(This can be an area such as a forest or a specific trail.)*

6.   With the information and tools provided, where is the most desired location for a future long-distance, multi-use trail (>10 miles)?

7.   What opportunities for multiple use exist with the projects that you are proposing?

Group Responses

<u>*Questions and Answers:*</u>
1. Relating to trails - what are your user-group's goals for the next ten years?

- Continue to maintain existing trails with widening and clearing of obstacles to make the trail easier to ski.

- Widen existing trail, to allow additional skating and/or double tracked skiing opportunity.

- Expanding both snow and paved trails for the cross country skier, as well as linking existing trails into a network.

- 1) Develop citizen skiers w/high-level technique and conditioning, in both classic and skating techniques. 2) Attract more skiers to the activity.

- I speak as a member of the informal group known as the 50 km club. Our group simply wants to more thoroughly enjoy xc skiing, and in the process, become better (technique) and faster (time). Many of the Twin Cities ski clubs are very actively promoting junior skiing in both an effort to provide a life-long, healthy activity which keeps kids out of trouble, and to cultivate fast skiers for possible international competition.

- Battle Creek is currently a multiple use park that is easily accessible by XC skiers, snowboarders and sliders. Last year the addition of lights to a portion of the ski trail and the sliding hill resulted in increased interest in the area. Adding the infrastructure for snow-making will extend the "snow" season and attract multiple age groups with diverse interests. As the population grows in the east metro this unique area will continue to see multiple uses. The first five items on the improvement list (above) constitute a plan worthy of thoughtful consideration. The proposal improves the site for both winter and summer uses and considers youth sports, including XC skiing, snowboarding, hockey and baseball. **(BC)**

- -

- To connect and expand upon existing trail systems and to link those trails to communities and units of the outdoor recreation system (as defined in M.S. 86A). Another priority would be to provide better signage and information to users. A final, but not lowest priority, goal would be to create more opportunities for off-road bicycles.

- -

- New acquisition that would allows connection of current trail and expansion of loop trails.
- Provide full amenities within the state parks i.e., showers, toilets, etc.
- State forests should provide rustic experience with wells for horses and vault toilets in camping area.
- Both parks and forests with over 20 miles of trails should have 40 or more campsites.
- Horses should be allowed in all state parks and forests that are larger that 1,000 acres.

- -

- The primary goals of snowmobilers for their trails for the next ten years are as follows:
  - ► Permanent and adequate funding sources
  - ► A trail system off asphalt trails to minimize the conflict between users that presently exists
  - ► Completion and marking of permanent corridor trails both north/south and east/west across the state with connections to facilities, i.e., hotels, restaurants, gas stations, etc.
  - ► Purchase of rail grades for natural trails as they become available
  - ► The development and support of multi-use trails which would include snowmobiling with education program for less user conflict for all users
  - ► Sufficient funds available as needed for trail safety improvement, i.e.., bridges, trail widening, reroutes, signing, etc.
  - ► Equalization of user fees for all users, i.e., summer users pay for summer maintenance, winter users for winter maintenance
  - ► Development of partnerships to promote and build natural trails for multi-use including snowmobiles
  - ► Retention of natural trail surfaces on present snowmobile trails such as the Blue Ox, Soo Line, etc.
  - ► Provide incentive for landowners for allowing public trails on their land.

- -

► ATVAM's goal for the next ten years includes developing an ATV/multiple use trail system of 5000 interconnecting miles of well marked and maintained trails. This includes use of existing trail systems where feasible. 2000 miles of these trails will be designated for year round use.

► Along with this goal, ATVAM and the other OHV users will have completed our first OHV Park with connections into the existing trail system. At that time, we will continue on to identify a location for our second and possible third OHV Park.

PROPOSED 1-3 YEAR OHM TRAIL GOALS:
- State Forest plans in place for high quality OHM trail systems in each state forest initially classified as managed in April, 1999, or good reasons presented as to why OHM use of these areas isn't appropriate.
- USFS plans in place for some OHM trails in each national forest.
- DNR plans in place for OHM trails in each of the four main regions (NW, SW, and SE, NE) of the state.
- Minimum of 25 miles of interconnected OHM trails in each state forest initially classified as managed in April 1999.
- OHM trails or routes to interconnect riding areas that are close to each other but currently not connected such as:
  - Huntersville-Foothills-Paul Bunyan State Forests
  - Snake River State Forest-Solana State Forest
  - Snake Creek-Trout Valley
  - OHM access (with OHM cost and/or labor sharing) to all of the trails currently designated for ATV only.
  - OHM access (with OHM cost and/or labor sharing) to a minimum of 1000 miles of existing trail currently designated for snowmobiles only but suitable for OHM use.
  - A DNR policy in place to permanently continue the "Special Use Permit" system to allow special events in areas not designated as permanent OHM trails.
  - A DNR plan/policy on trail maintenance of damaged/overused trails, to avoid trail closures.
  - Plans, approval, and funding secured for three satellite OHV riding areas connected to the Iron Range Off Highway Vehicle Area at Gilbert.
  - An OHM trail loop connecting the Martineau trails with Akeley and/or other area towns.
  - Construction complete and facilities open at Gilbert OHV Park.
  - Trail construction and grooming techniques identified, appropriate equipment purchased, and DNR staff trained to perform/instruct/supervise use of this equipment.

  - OHM usage more frequently publicized in DNR, tourism, and USFS materials on MN recreation.
  - At least three OHM clubs awarded Grant-in-aid or NRTF funded projects.
  - DNR plans for OHV parks include provisions for specialized types of OHM riding such as trials, hill climbing, MX, flat track.
  - Improved public knowledge of existing riding opportunities (i.e. maps up at dealers and dep. registrars).
  - Effective but reasonable enforcement in place.
  - OHM use not just allowed, but encouraged where permitted.

PROPOSED 3-5 YEAR OHM TRAIL GOALS
- Minimum of 50 miles of OHM trails in each state forest initially classified as managed in April 1999.
- Varying difficult of trail opportunities with designation as to difficulty level.

- Designate OHM trails to connect Nemadji State Forest with the Duluth area and beyond.
- A minimum of 150 miles of designated OHM trails in both Chippewa and Superior National Forests.
- OHM trails and/or special event areas open in each of the four main regions (NW, SW, and SE, NE) of the state.
- OHM access (with OHM cost and/or labor sharing) to all feasible existing trails currently designated for snowmobiles only.
- Plans in place for OHM trail opportunities for each citizen of MN no farther than 90 miles from his/her home.
- Construction complete and facilities open at other Iron range OHV Parks.

PROPOSED 5-10 YEAR OHM TRAIL GOALS
- Total of 5000 miles of trail open to OHMs by 2010.
- At least one OHM trail in a State Park.
- High quality OHM trail systems in place in both Chippewa and Superior National Forests.
- OHM trail opportunities for each citizen of MN no farther than 90 miles from his/her home.
- Minimum of 75 miles of OHM trails in each state forest initially classified as managed in April 1999.
- Construction complete and facilities open at least one OHV Park in each region of MN including a large park within 30 miles of the twin cities metro area.

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- To go from having the current situation of zero designated trails on public land to having a defined trail system throughout Minnesota that is mapped and maintained. The trails system is a network of trails with varying skill levels (mixture of easy, medium and difficult) with trailheads and camping/motels (accessible by ORVÆs that are licensed only as off-road vehicles) nearby and connects areas and cities. It is both excellent in quality and quantity which draws ORV enthusiasts from other states and along with Minnesota residents. It meets the demands of ORV enthusiasts. To be able to go to different designated, maintained areas throughout the year instead of going to the same places time after time.

2. Considering your specific trail use, what are the strengths and weaknesses of your opportunities that are portrayed by the trails data?

- The strengths are that there are many trails to choose from for improvements. The weaknesses are such that these trails are out-state

- Strengths: varied difficulty and terrain. Weaknesses: limited mileage, narrow for skating, need to depend almost entirely on volunteers although local DNR forestry has been helpful also.

- I am a skater who trains for citizen cross country races. It takes a lot of effort to find out if

an area is groomed for skating or not. I think it would be great if this were always listed.

• Trails outside of metro area can only be utilized on weekends by our group.

• Much of the summer training utilizes the trail system. Our group rollerskis, cycles and runs on paved trails. Trails close to the Twin Cities are more often utilized. The strength of the trails is that they remove us from the increasing probability of being killed by using existing roadways. Most of the trails have been paved in the last 10 years, and still offer good quality pavement. Notable exceptions are the trail near Faribault and to a lesser degree, Cannon Falls. (Are those in your jurisdiction?)

As for winter trails, a limiting factor for William O'Brien is the amount of grooming. It's difficult for me to explore parks other than local State Parks. Limited funds means O'Brien trails are not frequently groomed during melt/freeze periods leading to icy conditions. When the park is groomed after days of such conditions, it's very difficult to produce good conditions. This park also has more problems than normal with small rocks on the trails. On the other hand, this park a some excellent wooded sections which make for good skiing (since these sections are not as exposed to the sun.)

I've also enjoyed Wild River for a number of classic ski sessions on very cold days. Again, the wooded sections block the wind and make skiing in <0 F quite bearable. In general, I've found grooming to be good there, but I've usually skied in cold (good snow) conditions. I have similar comments about the wooded section of Afton State Park. The open sections in the field are terrible on a cold day.

• The primary strengths of Battle Creek are prime location and diverse terrain. The east and west sides have hilly, flat, open and wooded areas. Both sides provide great views of the Mississippi River from the hills. The addition of lights to the open areas on the east side extends the use of the trails and sliding areas when winter brings early sunsets.

Battle Creek will host the National Masters Cross Country Ski Races in the year 2000. The short loop of lighted trails will provide a unique experience for this event, the first running of a race under a lighted course. However, due to the relatively short distance of the lighted section, the race is limited to a short sprint relay. Battle Creek could possibly host more of these type of events with expanded lighting and snowmaking capabilities.

The improvement plan considers these strengths, the hills for the sliding and snow boarding, the diverse terrain for XC skiing and more lights that will "extend the day" during the winter months.

The improvement plan addresses some of the weaknesses by extending the lighting and trail systems, providing a special area for the snowboarders, separating them from the younger and "family group" sliders and providing a modern trail head facility for winter and summer sports. **(BC)**

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The strength is that there are many asphalt trail opportunities in Minnesota. The major weaknesses are that not all trails satisfy to user desires and that facilities for some types of bicycling, like off-road bike trails, are very scarce.

Strengths:
- ▸ Users have the ability to choose areas that suit their choice of terrain.

Weaknesses:
- ▸ Trail mileages are low and repetitive if people want to stay longer the one day.
- ▸ All areas of the state are not represented with the availability of trails.

Strengths:
- ▸ Our network of trails is very well documented in comparison to other users. This is a strength for the snowmobilers and also may provide multi-use opportunities for other trail users. The weakness of this data is that thousands of miles of snowmobile trails are on private property which may not be available for use by other trail recreationists. Also, these trails are subject to closure at any time which requires rerouting of trails on an annual basis. The information provided by the trails data provides much information for rerouting the asphalt trails and creating trail links between existing trails. It also provides data for our use in determining the development of multi-use areas. We need to look closer at utility easement availability.
- ▸ Current Area System Planning has identified pockets of trails and opportunities distributed over the state.
- ▸ Dedicated OHV Coordinator to assist in identifying expanded opportunities.
- ▸ Local ATV and snowmobile clubs are partnering together to align priorities and trail development.

Weaknesses:
- ▸ Access to and distribution of information relative to available land acquisition and uses.
- ▸ The vision of local ATV clubs are limited to their local area.

Strengths:
- • The trails that are in place are of fairly high quality. Most offer the narrow single-track trails and primitive winding two-track roads, in wooded settings, that most OHM trail riders desire.
- • Some sharing of ATV trails has occurred.

Weakness:
- • Riding opportunities near the twin cities area is a huge weakness. The lack of riding areas within "reasonable" driving distance (1-2 hrs.) discourages many riders from getting into the sport or continuing to own OHMs.

- Lack of linkages between nearby riding areas wastes opportunities for higher mileage trail networks.
- The riding public is not well informed as to what riding opportunities exist.
- The "open unless posted closed" State Forest roads and trails are not included in the data or promoted by DNR.

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Weaknesses of trails data: No trails for 4X4 - As shown

Strengths of trails data: There is a lot of public land in Minnesota. There are many forests that allow for usage of off-road vehicles: managed and limited forests allow for usage of trails that are not posted closed.

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3. Given the existing opportunities for your user-group, where is the best place to concentrate you efforts for expending the available funds?

- I would say improving some of the state parks should be a priority. The resources are there, but the trails sometimes aren't maintained like they should be.

- Improve existing trail. If possible, add additional kms -- would need land acquisition or easements.

- Southern Minnesota has limited cross country trails. The Root River trail should be widened and groomed for skating - this area would explode with tourists in the winter, where now there is basically not much.

- The metro area needs more lighted trails, especially with challenging (uphill) terrain. Trail grooming.

- I will be selfish and suggest that improvements or additions should occur near the population centers. Although I frequently make it to the North Shore during the summer, I have never gone there during the winter for skiing (but plan to).

- Battle Creek seems to be the perfect place for the snowmaking infrastructure, extending the lights and building the snowboarders' half-pipe. The fact that the sliding hills and ski trails are close together will provide efficiency in the snowmaking and lighting improvements. Snowmaking on a portion of the XC ski trail will benefit many metro high school XC ski teams that have searched for snow the past two years. Many metro high schools are at a disadvantage to northern Minnesota schools, which usually have high percentage early season snow. In a number of cases these metro area schools end up busing the kids 2-3 hours to ski just one day a week during that early season. **(BC)**

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A. *There are several ways to focus bicycle trail money:*
A. Facilities
- Completion of the authorized state and Metro Area regional trails and local links to them.
- Other trails of regional significance (i.e. Mesabi completion, Cannon Valley links)
- Development of and improvments to off-road bike trails

B. *Specific Regions*
- The Twin Cities Mississippi River corridor (as defined by MNRRA) and connections to it.
- The North Shore (newly authorized Gitche Gami State Trail) is highly desirable, dangerous in its current state, and has a high concentration of camping and lodging.
- The Blufflands Trail System, SE Minnesota is home to some of the most popular trails in Minnesota. Linking trails to parks, communities and each other is a high priority.

C. *Urban/Rural*
- The MRTUA bike reps recommend a 50/50 metro/outstate split

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- Grant proposal should be sent to MRTUA for discussion and evaluation.

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MnUSA would like to concentrate its efforts on the following:
A. An alternated natural trail from Hinckley to Duluth to provide the necessary north/south corridor trail for the east side of the state.
B. Completion of the Luce Line trail with a natural surface (limestone) with alternate routes around areas which are presently asphalt. This trail is necessary for an east/west corridor across the state.
- Completion of an alternate natural trail to the Sakatah (State Trail)
- Completion of an alternate natural trail to the Paul Bunyan (State Trail)
- Completion of an alternate natural trail to the Heartland (State Trail) where not completed
- Completion of alternate natural trails to county trails which were snowmobile trails and have been made asphalt

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- Gilbert/Virginia OHV Park
- Expand network of trails that will interconnect with OHV Park
- With the completion of Area System Planning, focus efforts on marking and connecting these trails.

- -

- A riding area near the metro area.
- Maintaining existing trails. Until more opportunities exist, use of the few designated trails will likely be heavy.

- Enhancing existing trails' trailhead facilities. Most current OHM trail opportunities have poor or non-existent trailhead facilities.
- Inform OHM riders about the riding opportunities that exist through better publications that are more widely distributed.
- Connect nearby trail loops into networks to increase the mileage that can be ridden from a single trailhead.

- Currently state forests and other state lands that are open to motorized usage have the best opportunities for expending available funds due to the OHV system planning that is currently underway by the Department of Natural Resources. Most of the state forests and land available are in the north half of the state. The Chippewa and Superior (National) Forests have some possibilities as well.

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4. At this time, what are your user-group's most important emphases areas? In what ways would you want to spend the money?

- Trail clearing and trail improvements.

- Improvement

- Let's acquire land while it is affordable. It will only spiral out of control, or become something else - in both cases, it will be too late at some point.

- Lights; Grooming; Trail acquisition; Changing/shower facilities

- I believe the Rails-to-Trails program is excellent, although I've seen the terrible damage snowmobiles. I believe the laws about snowmobile (non)usage on the paved trails where snowmobiling is not allowed needs to be enforced with fencing or some effective means. After protecting the current investment, then I believe more land acquisition, particularly near the Twin Cities (where trails are crowded) would be good.

- Snowmaking infrastructure, the water and electrical lines are priority one. This big improvement will likely need to occur in a stepwise fashion while we learn the best designs for the sliders, the snowboarders and XC skiers. Many XC ski races have been canceled due to lack of snow the past two years. The annual classic ski race at Battle Creek had to be rescheduled for later in the season this year. Snowmaking will most certainly result in increased use of this park. **(BC)**

- The bike group recommends spending the money to fund the existing trail grant programs with areas of emphasis formally expanded to include priorities as mentioned in #3. Acquisition of key links, as always, is a priority over development and improvement. Acquisition of new systems would be second priority to completion of existing plans and authorizations.

- In southwestern and northwestern Minnesota consisting of additional land acquisition and implementation of new trails and horse camps, specifically:
  - ► Split Rock State Park located near Pipestone;
  - ► Old Mill State Park located near Crookston;
  - ► Extension and completion of Gateway Munger trail system with multiple-use trail system;
  - ► Recreational bridge that connects campgrounds at Zumbro Bottoms (Richard J. Doer State Forest).

- In order to have permanency to our trails, money provided in this proposal would be used for acquisition of land/easements for the trails and construction of alternate routes.

- The most important emphasis areas would include land acquisition and improvement of the existing system.

- Designating, mapping, maintaining, publicizing trails that are currently being used but not acknowledged by the land administrators.
- Purchasing maintenance equipment capable of maintaining single-track, rugged trails.
- Acquiring an OHV park or other riding area near the metro area.

- At this time, the most important emphasis for the ORV interest group is trail acquisition and development, trailheads and camping facilities. We would like to spend funds in the following areas:

  A. Acquisition of property and develop a trails facility for off-road vehicles within 50 miles of the Twin Cities metropolitan area. This would be primarily for training, practice, and education. Estimated cost -- 1.5 - 2 million dollars.

B. Several trailheads with camping facilities in different areas of the state primarily in Regions 1, 2, and 3. These trailhead facilities would be usable by ALL trail interest groups using area and would be located in various forests strategically placed for optimum usage. Possible areas may include (BUT NOT LIMITED TO) the Foothills State Forest/Paul Bunyan State Forest area, General CC Andrews/Nemadji area, Superior National Forest, Big Fork/Koochiching/George Washington/Kabetogama area, etc. The number of trailheads would depend upon cost per area and available funding. Facilities may differ in degree of development as some may primitive whereas others more developed.

5. Considering the size of the funding package that is being compiled, where are the top ten existing trail opportunities for your user-group?

- Trails that are within a reasonable driving distance from the Twin Cities. We have over 2 ½ million people here and this is where people like to ski for a day trip.

- Soaring Eagles; Itasca State Park; Paul Bunyan and Two Inlets state forest would offer additional potential, but its all motorized trails there! No other opportunities until you get to Shingobee and Cass County trails, or the Bemidji areas

- NE MN, Metro area - these would be the 2 I'd say because of use.

- Battle Creek Park (facilities, lights)French Regional Park (more lights); Hyland Hills Park (more lights); Terrace Oaks (lights); Murphy-Hanrehan (lights, trail work); Elm Creek (more lights)

- Certainly other metro XC ski and sliding parks could benefit from snowmaking. Battle Creek seems to be the best location because of the "close" design of the XC ski trails in the open area and the opportunity for separate areas for sliders and snowboarders on other hills. **(BC)**

Feasible opportunities that meet the above priorities should be considered first, however, some examples (not priorities) would be:
   A. Acquisition or development of any segment along or link to the Twin Cities Mississippi River corridor.
   B. Extension of the Gateway Trail to Taylors Falls
   C. Linking the Cannon Valley and Sakatah trails
   D. Completion of a link from the Twin Cities to the Sunrise Prairie and Munger trails
   E. Linking the two segments of the Paul Bunyan Trail
   F. Opportunities in high growth areas of the Rochester to St. Cloud corridor (i.e. extension of the Lake Wobegon Trail and connections from Rochester to the Root River, Douglas, and Great River Ridge trails)
   G. Acquisition and development of more segments of the Gitche Gami Trail

- Gateway Munger Trail
- Bridge at Zumbro Bottoms
- Old Mill State Park
- Split Rock State Park
- Metro-area parks
- St. Croix State Forest
- Forestville State Park

- Sand Dunes State Forest
- Huntersville
- Pillsbury
- Maplewood State Park
- Upper Sioux State Park
- McCarthy Beach State Park & Thistledew State Forest

- See response to #3 herein. Our two top priorities at this time are the Hinckley to Duluth natural trail and the completion of the Luce Line with natural surface (limestone) with alternate routes around areas which are now asphalt. A proposal for creating a portion of the Hinckley to Duluth trail is attached. Land purchases may be required to completes the trail. Although it is expected that costs would exceed $1 million, further research is needed to determine actual costs.

1. Gilbert/Virginia OHV Park.
2. Connections from OHV Park into Superior National Forest trail system.
3. Eveleth and Babied connections to Gilbert/Virginia OHV Park.
4. Skibo ATV Trail which will connect Hoyt Lake to Babbitt and the Stoney Spur trail.
5. Expand Arrowhead and Taconite State Trails for summer use. Would provide opportunity to hook into other systems.
6. Interconnect General Andrews, Nemadji, and St. Croix State Forest trail system.
7. Mark and improve existing trails within General Andrews, Nemadji, and St. Croix State Forest trail system.
8. Expansion of Tri County ATV Park to include safety training and camping facilities.
9. Open up trail from Crane Lake to Ash River for summer multi-use.
10. Expand opportunities on the Taft Area Trail and Cloquet Valley State Forest with connections to Alborn trail and Melrude area.

1. Metro Area OHV Park or trail loop.
2. Additional designated trail mileage to enhance the Martineau trails in the Paul Bunyan State Forest.
3. Enhanced trailhead facilities for the Martineau trails in the Paul Bunyan State Forest.
4. Designate an OHM single-track trail in the Superior National Forest.
5. Completion of Gilbert OHV Park.
6. Connection of the Gilbert OHV Park to nearby trails.
7. An OHM trail loop connecting the Martineau trails with the town of Akeley and/or other area towns.
8. Additional trail mileage and facilities to enhance the trail network in the Nemadji, St Croix,

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and Chengwatana State Forests.
- Create an OHM single-track trail in the Solana State Forest and connect to the Snake River State Forest.
10. Designate an OHM single-track trail in the Badoura State Forest/Backus area.

- Currently the existing trail opportunities on public land are non-designated or mapped -- but still all existing roads and trails in state forests that are open for motorized usage are available for ORV use -- however, because none are designated at this time, we cannot currently utilize our dedicated funds to develop and maintain them. We also have minimal opportunities on private land. Our greatest trail opportunities are, unfortunately, out of state.

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6. With the information and tools provided, where is the most desired location for a future long-distance, multi-use trails (>10 miles)?

- Between here and Hinckley, to complete the Gateway trail. I am think more in terms of biking. For skiing, I think we have enough trails, but they need to be improved.

- Paul Bunyan State Forest

- SE Minnesota-Root River Area

- Howzabout Mora MN?

- The trails near the Twin Cities become really crowded on weekends....so crowded I don't ride them due to frustration. Again, I'll be selfish and ask for more trails near the Twin Cities.

- With full trail development on the east and west sides of Battle Creek Road there is certainly the opportunity to have more than 10 miles of trail. This would be a great asset to mountain bikers, hikers, runners and XC skiers in the east metro, a location with a large park user population enjoying easy access by highways 94 and 61. **(BC)**

- Twin Cities Mississippi River corridor and the North Shore

- Pembina Recreational Trail / Old Mill State Park

- See response to # 3 herein.

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- Central and northern portions of the state offer the most opportunity. We continue to seek opportunities close to the Metro area.

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- Within 60 miles of the twin cities.

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- The mostly likely location for a future long-distance, multi-use trail (>10 miles) is in far Northern Minnesota (Region ½), The Iron Range/Superior National Forest was discussed. Areas such as the Foothills State Forest area (Region 3) seem to be more accepting of motorized usage and may be a feasible area as well.

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7. What opportunities for multiple use exist with the projects that you are proposing?

- I would rather not have multiple use trails for xc skiers. It doesn't work very well.

- Hunting, hiking, mtn biking are all done so some extent on the existing Soaring Eagles trail, esp. hunting in the fall.

- Biking and hiking always go well with Cross country skiing, and The Root River area is a good example of this

- 3-Season Hiking/Trail Running; Mountain Biking; Our group generally does not like paving trails.

- Snowmobiles cannot used paved trails without ruining them. Horses on a separate dirt trail work fine. Walkers and runners should be channeled to a separate trail from cyclists, rollerbladers, rollerskiers, etc.

- Please see the above answers on questions 1 through 6. **(BC)**

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Corridor trails with potential for high use should be surfaced with asphalt making them available to the most popular corridor trail uses, bicycling and in-line skating and snowmobiling in the winter with opportunity for horseback riding where dual treadways can be constructed.

- Asphalt trails are also popular with runners, walkers, and an assortment of other users including persons with disabilities.

- Off-road bike trails are compatible seasonally with XC skiing or snowmobiling provided they are constructed around wet lands and sensitive slopes. Low volume touring trails would be compatible but high use areas should be developed for off-road bikes only.

- Multiple-use exists at the Pembina Recreational Trail / Old Mill State Park located in Marshall County
- Multiple use - Multiple treadway
  (included in **General Comments** below is a chart listing parks/forests and estimated costs)

All of the natural state trails used for snowmobiling are available for other users including horses, ATV's, off-road motorcycles, mountain bike and hiking, from April 1 through November 30 except where limited by terrain and water. If conflict can be avoided, cross-country ski use during the winter may be appropriate. *(See attachment as referred to in the answer/response to question number 5.)*

- Gilbert/Virginia Park's master plan includes multiple use opportunities such as hiking and bike trails. Also, as part of the park we would use a portion of the Mesabi trail as a corridor.   Crane Lake to Ash River would also be multi purpose.

- The trail construction of most OHM trails would qualify for multi-use with at least one other user group.
  - ATVs, horses and XC skiers could share wider trails;
  - Mountain bikes, hikers, and snowshoers could share most narrow trails; and
  - OHVs, snowmobiles, and others could share the very wide "two-track" trails.
  The question however is not so much "Is the trail design compatible with these multiple uses?", but more along the lines of   "Do the land managers want to mix the different user groups?".   For example, the Martineau trails could probably support multiple use with mountain biking, but they have not been designated as such.
  - Our experience has shown that OHMs can be compatible with most other user groups if the trail design is appropriate for combined use.

- The trailhead/camping facilities are multi-use proposals. Motorized and non-motorized trail interest groups would all be benefitting from projects of this nature. All groups need an area to park a vehicle or trailers or campers or utilize a restroom, etc. These types of projects would be assets to the trail communities as a whole.

General Comments:　(responses here are from the general public, not necessarily MRTUA members)

a. Fund ski trail lighting projects in urban trail systems
b. Fund extensions to existing trail systems with priority going to links to other systems first, and to develop local trails providing ski access to existing lodging and parking areas second.
c. Fund ski-joring/dog sledding trails separate from ski trails. Dog feces and dog tracks are not compatible with recreational and racing ski tracks. Ski-joring and dog sledding can and should be accommodated on the same trail treadways. Since ski-jorers and dog sledders need some packed snow but not set ski tracks, rolling a trail with no track setter on unplowed State forest roads and unplowed park roads would help meet the demand for this type of cross-country skiing.

• Estimated cost for lighting ski trails is ~$30,000 per kilometer (source: Larry Holberg, Ramsey County Parks Dept., June 3, 1999. Based upon costs for Battle Creek Regional Park, 1998.) Ramsey Co. put in a lighted trail loop at Battle Creek Regional Park last fall which was opened in January, 1999. Lighted trails make sense in urban areas because there ease of access to the trail system and enough skiers who would support the higher costs of operations and maintenance of the trail with weekday evening use.

• Trail extensions that link existing trails systems together are more economical than trying to fund new trail loops/systems. These extensions can also be more easily maintained/groomed than new trail systems since investments in grooming equipment has already been made. One is just grooming more ski trails with existing equipment. Likewise, ski-joring and dog-sled trails should be developed where grooming equipment already exists.

• **Improvement List (Battle Creek Regional Park)**
1. Infrastructure for snowmaking on a sledding hill, for a separate snowboarding area and for four kilometers of the "open" XC ski trail (the non-wooded portion).
2. Lights for the wooded portion of the XC ski trail.
3. Construction with lights of a "half pipe" for snowboarders.
4. A modern trail head facility for all park users including the outdoor baseball and hockey teams using the area.
5. Trail design and improvements on the west side of Battle Creek Road for mountain bikes and XC skiers.
6. A bridge over Battle Creek Road suitable for mountain bikers (summer) and skiers (winter).

We recommend that the primary consideration be given to land/corridor acquisition. These funds should be available for matching grants.

We recommend the following specific locations for these grants:

- **The North Country Trail alignment as established by the National Park Service.** Recognizing that this is an intrastate connection of trails, the proposed alignment passes through an area of the state with no existing hiking trails, and the USPS can not acquire land for trails, this is the most pressing need for funding. Sections of the trail that could be funded within the next two years are: Superior Hiking Trail gaps at Finland, Hovland, and St. Louis County; Private Land in the Superior National Forest along the Gunflint, Echo and Fernberg Roads; and Private Land within the Paul Bunyan State Forest.

- **Completion of the Gateway Trail from the Metro area to Jay Cook State Park.** This trail would allow trail access from the Twin Cities Metropolitan Area to the North Country Trail. The State of Wisconsin has an existing trail through the Governor Knowles State Park that could be connected or become part of an Interstate Gateway Trail.

- **Minnesota River Valley Trail** * Establishment of a corridor along the Minnesota River Valley for a trail would provide hiking opportunities in Southern Minnesota.

- **John Dorer State Forest** * Similar to the Minnesota River Valley Trail, this trail would provide hiking opportunities in a part of the state that does not have many trails.

The bicycle group would prioritize $25 million as follows:
- $10 million for State Trails (including %15 funding for off-road bike trails in state parks, information and signage)

- $10 million for Metro Regional Trails (with first priority to be placed upon feasible Mississippi River Trail

- Projects and including %15 funding for off-road bike trails in regional parks, information and signage)

- $5 million for existing trail grant programs (with expanded criteria to include a minimum of %15 set aside for one year for off-road bike trails and require a signage and information minimum)

- Extend Gateway State Trail. The trail concept of the dual treadway, including horses, but not exclusive to horses. Keep it a non-motorized trail. The Gateway Trail Extension Committee and the DNR are actively pursuing this with the authorization of the 1997 legislature, $350,000 was appropriated. The trail uses include hiking, in-line skaters, bikers, horses and cross country skiing.

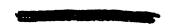**Trails & Waterways Unit**   **Minnesota Department of Natural Resources**

▸ We would really like to see bathroom and shower facilities constructed at Wild River State Park horse Camp and a large horse camp site at Chengwatana (State Forest), just east of Pine City. (Letter submitted by NW Saddle Club)

▸ We need more over night accommodations - with water supply for horses and bathrooms for people (pit toilets are fine).

▸ Some of our members would like to see trail information on the web-site. Information concerning if there is overnight camping what facilities are available and other information of interest available to the riders. Also, we do not want paved trails. (Riverside Drifters Saddle Club)

▸ One person wrote in and said they had heard about a trail extending from Pine Point Park to Duluth - would like to see that happen with trail head stops every 10-20 miles. Would also like to see more trails at William O'Brien State Park, including connections to Pine Point Park to the south and to Wild River State Park to the north. In favor of other trail connections to state parks or other riding areas. The area of the St. Croix River Valley is also an area of interest for horse trails by this person.

▸ Another letter submitted by an individual states that they would like to see running water put in at Pillsbury State Forest - hand pumping is a lot of work. This person would also like to see trail markers in the forests.

▸ Information was also submitted regarding the potential of including horse use in the Minnesota Valley National Wildlife Refuge - Shakopee-Chaska Trail.

▸ Purchasing property for trail access at or to Upper Sioux Agency State Park (the property of interest is within the statutory boundary and the owner has stated he is willing to discuss options).

▸ Submission of a 1979 report titled "A Plan for Land Acquisition" for Richard J. Dorer Memorial Hardwood Forest.

▸ Submission of the New Scandia Township Parks and Trails System Plan.

▸ Acquisition of land / trail near Crookston or Red Lake (was part of a grant that was not selected this year).

▸ Acquisition of lands in/near state parks for additional horse trails - Camden and Split Rock Creek State Parks.

Horse Group Submittal

Name	Nearest Town	Description	Users	Est Cost
Foothills SF	Backus	Develop Horse Camp in existing multi-use trail system	Snowmobilers, hikers, horse back trail riders	
Itasca SP		has 33 miles of hiking trails; 31 miles Cross Country Ski Trails and 31 miles Snowmoile Trails - allocate funds to develop horse trail system	Covert current system to mult-use to include horses	
McCarthy Beach	Side lake	Purchase land to establish trail between Thistledew Camp and McCarthy Beach	Snowmobile, hikers, horseback trail riders, cross country skiers	
Mille Lacs Kathio	Onamia	Existing Trail system contains25 miles of trails; but camping is in parking lot. Develop Horse Camp in existing trail system	Snowmobile, hikers, horseback trail riders, cross country skiers	
Old Mill	Crookston	Develop recreational facilities including trail system and campgrounds	Snowmobile, hikers, horseback trail riders, cross country skiers	
Sibley SP		Purchase land to increase miles of existing horse trails to better utilize current campground and trail system	Snowmobile, hikers, horseback trail riders, cross country skiers	
Split Rock Creek	Pipestone	Purchase land to extend park and develop trail system	Snowmobile, hikers, horseback trail riders, cross country skiers	
St. Croix SF	Hinckley	Purchase 80 acres within forest boundaries to extend trail system	Snowmobile, hikers, horseback trail riders, cross country skiers	
Upper Sioux Agency SP	Granite Falls	Purchase land between Renville Co. Park #1from Bob Lecy to connect the trail systems in both facilities (80 acres)	Snowmobile, hikers, horseback trail riders, cross country skiers	80,000
Upper Sioux Agency SP	Granite Falls	Purchase land to extend park to Sorlien Mills(2 sq miles). This land is within statutory boundaries of park	Snowmobile, hikers, horseback trail riders, cross country skiers	1,280,000
Zumbro Bottoms	Zumbrota	Recreational Bridge to connect trail system to campgrounds	Snowmobile, hikers, horseback trail riders, cross country skiers	400,000

Horse Group Attachment A-1

Name	Nearest Town	Description	Users	Est. Cost
Big Stone SP	Ortonville	Develop multi-use trail system in existing Park boundaries	Multi use - Snowmobiles, Skiers, hikers and horseback riders	100,000
Forrestville SP	Preston	Preserve the rugged, scenic, river valley on road west of park along river system by purchasing 2000 acres and develop multi-use trail system (in compliance with 1979 Forestry Plan)	Multi use - Snowmobiles, Skiers, hikers and horseback riders	3,000,000
Forrestville SP	Preston	Extend the Big Spring Trail in the park by purchasing 200 acres and develop trail system (in compliance with 1979 Forestry Plan)	Multi use - Snowmobiles, Skiers, hikers and horseback riders	325,000
Forrestville SP	Preston	Land acquisition north of Forrestville - Underbake Tract (in compliance with 1979 Forestry Plan)	Multi use - Snowmobiles, Skiers, hikers and horseback riders	150,000
Gateway Trail	Metro Area	Develop parking lot to make use of current trail system	Multi use - Snowmobiles, Skiers, hikers and horseback riders	50,000
Gribben Valley, Diamond Creek Valley Area	Preston	Purchase 1000 acres of cliffs and scenic bluff country to preserve this unique area in MN	Multi use - Snowmobiles, Skiers, hikers and horseback riders	1,500,000
Jay Cook SP	Duluth	Develop Horse Camp to utilizse current facilites	Multi use - Snowmobiles, Skiers, hikers and horseback riders	50,000
Lac Qui Parle SP	Montevideo	Move Horse Camp from flood plains area	Multi use - Snowmobiles, Skiers, hikers and horseback riders	50,000
Land O' Lakes SF	Cass County	Develop campground and trail system	Multi use - Snowmobiles, Skiers, hikers and horseback riders	50,000
Reno Unit - Doerr Hardwood Forest	Caledonia	Purchase 300 acres and develop trail system in compliance with 1979 Forestry Plan.	Multi use - Snowmobiles, Skiers, hikers and horseback riders	325,000
Reno Unit - Doerr Hardwood Forest	Caledonia	Expand Campgorund to better utilize current system	Multi use - Snowmobiles, Skiers, hikers and horseback riders	325,000
Sand Dunes SF	Elk River	Bridge over St. Francis River to connect North Unit (developed for camping, horse camp, SNA, etc.) to South Unit which is left natural	Multi use - Snowmobiles, Skiers, hikers and horseback riders	400,000
St. Croix SP & SF	Hinckley	Purchase land or easement to develop connecting trail between park and forest	Multi use - Snowmobiles, Skiers, hikers and horseback riders	

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Horse Group Attachment   A-2

Horse Group Submittal

Name	Nearest Town	Description	Users	Est. Cost
Wetbark/Oakridge Unit - Doerr Hardwood Forest	Houston	Purchase 30 acres and develop trail system in compliance with 1979 Forestry Plan	Multi use - Snowmobiles, Skiers, hikers and horseback riders	60,000
Wetbark/Oakridge Unit - Doerr Hardwood Forest	Houston	Develop Campground to be mulit-use to give more and better access to current trail system and expanded trail trail system. Current facilities is a parking lot only, no water. A well would be minimum for users.	Multi use - Snowmobiles, Skiers, hikers and horseback riders	20,000

Horse Group Attachment   A-3