# Table of Contents

## Part 1- Regional Trails
- Introduction/Overview ................................................................. 4
- Implementing Agencies ................................................................. 6
- Setting & Regional Context ......................................................... 8
- Site Information, Opportunities, & Constraints .......................... 26
- Vision, Trends, and Public Values .............................................. 41
- Regional Significance Statement ................................................. 46
- Public Engagement & Participation ......................................... 49
- Ecological & Land Resources Plan ............................................. 54
- Development Master Plan ......................................................... 60
- Trail Programming Plan ............................................................. 71
- Research Plan ............................................................................ 75
- Implementation, Management, and Sustainability Plan ............. 77
  - Physical Sustainability
  - Programming Sustainability
  - Operations and Maintenance Sustainability
  - Ecological Sustainability

## Part 2- Bikeways

## Part 3- Local Trails
- Local Trail Connections ............................................................. 92
  - Braham
  - Cambridge
  - Isanti

## Part 4- Safe Routes to School
- Safe Routes to School (SRTS) ...................................................... 101

## References .................................................................................. 109

## Appendices ................................................................................ 110
- Appendix A: Project Schedule
- Appendix B: Communication Plan
- Appendix C: List of Stakeholders
- Appendix D: Existing Related Plans
- Appendix E: MnDOT Safe Routes to School Info
- Appendix F: UMN CCL Regional Resources Maps
- Appendix G: Community Engagement Meeting Results
- Appendix H: Online Survey Results
- Appendix I: Operations & Maintenance Plan
- Appendix J: Grants and Funding Resources
Rice Lake Lutheran Cemetery, Established in 1879. Photo Credit: A.Wedul
Introduction & Overview

Overview

Isanti County is a community on the brink of rapid growth, development, and expansion. The County comprises a land area of little more than 435 square miles (278,906 acres) but US Census Bureau reported a population growth of 3.2% since 2010. It is projected to continue to grow, and the resident communities are already beginning to show visual transition from the agricultural roots to suburban expansion. Trail, parks, and open space development and related planning efforts at a regional level are much less constrained now, as compared to future, when urban expansion and growth has further encroached upon the population centers, increased land value, and constrained land availability.

Master Plan Goals

Isanti County, through Isanti County Parks and Recreation efforts, initiated the Master Plan Process for the following Isanti County Trails & Bikeway Master Plan (ICT+BMP). The overarching goal of this process was to provide a high-quality, integrated plan for Isanti County trails and bikeways that assists in efficient implementation and operation of a comprehensive connected network of trails. The goals of this process are to:

1. inventory and review existing documents and plans
2. provide a framework from which development of an integrated system of regional and local trail and bikeway networks may develop
3. identify partnerships, potential funding sources, and implementing agencies
4. engage the community and stakeholders in the master planning process to understand and design a plan that reflects the community goals and values
5. promote healthy living and excitement around recreation
6. identify connections to adjacent populations and resources
7. develop short and long term development goals and priorities
8. develop master plan level budgets for trail implementation
9. identify opportunities and constraints to development
10. suggest methods for acquiring feedback
11. employ the Greater Minnesota Regional Parks and Trails Commission (GMRPTC) Master Plan requirements in regional trail master plan development

Regional Trail Classification

A further goal of the Master Plan process was to develop regional trail(s) to serve as a foundational component to apply for future funding through the Clean Water Land and Legacy Amendment, among others. The Greater Minnesota Regional Parks and Trails Commission (GMRPTC) Strategic Plan Master Plan development guidelines and designation provide qualification to apply for these Legacy funds, if approved. The primary goal for these recreational features is to provide a “high quality non-motorized recreational trail [experience] that [is] readily accessible from an already populated or rapidly growing regional center or tourist destination.” Careful consideration was paid to these goals in developing regional trail master plan framework. Discussion of the four criteria for “Non-Motorized Regional Trail” designation as apply to the Spirit River Regional Trail (SpiRRT) follows in Section 5 Regional Significance Statement.

Implementing Agencies

Overview
This planning process was made possible through collaboration with and partnership between Isanti County Parks, Minnesota Statewide Health Improvement Partnership (SHIP), Partners in Healthy Living (PiHL), and the Cities of Cambridge, Braham, and Isanti, among others. This document is representative of the strong, shared community values and commitment to health, wellness, and recreation in Isanti County.

Isanti County is the lead and implementing agency for the contents of the Master Plan. Other organizations and agencies involved with the planning of the regional trail system include the Cities of Braham, Cambridge, and Isanti, local cycling clubs, Cambridge-Isanti School District, Allina Health, Friendship Senior Center, Grace Pointe Community, the Cambridge Drift Dusters, and other local business owners.

The following is a list of partners, advisors, and implementing agencies. A complete list of Stakeholders involved throughout the planning process is provided in Appendix C.

Proposer, Project Manager
Barry Wendorf, Isanti County Parks & Recreation

Master Plan Core Advisory Committee
Melissa Carstensen, Isanti County Public Health
Katie Everett, City of Isanti
Marshall Lind, City of Braham
Barry Wendorf, Isanti County Parks
Marcia Westover, City of Cambridge

Implementing Agency Coordinator
Isanti County

Potential Implementing Agencies
Minnesota Department of Natural Resources
Minnesota Department of Transportation

Implementing Agencies
Isanti County
City of Braham
City of Cambridge
City of Isanti
setting & regional context

Grandy Pines Road wetland. Photo Credit: A. Wedul
Regional Context & Setting
Isanti County lies within and part of the Central Region of Minnesota as described by a 2004 Minnesota Department of Natural Resources (MnDNR) report ¹ and a 2011 University of Minnesota Center for Changing Landscapes (UMN CCL) report.² Within the Central Region, Isanti County is located just north of the seven-county Metropolitan Region, and yet embodies a distinctly different rural character and economic and social profile than the neighboring metropolitan communities to the south. Isanti County is bordered on the North by Kanabec County, on the East by Chisago County, on the South by Anoka County, and on the West by Sherburne and Mille Lacs Counties.

Isanti County lies west of the major north-south route through Minnesota which is provided by U.S. Interstate Highway 35 (I-35). I-35 provides a continuous north-south course across the entire United States, and crosses six (6) states, in order, from south to north: Texas, Oklahoma, Kansas, Missouri, Iowa, and Minnesota. The proximity to this larger visitor base provides potential recreational opportunities and connections with concrete east-west connection to Isanti County. The major vehicular routes and highways in Isanti County include the following, with general orientation noted:
+ State Highway 95: East-West orientation
+ State Highway 65: North-South orientation
+ State Highway 47: North-South orientation

These connections and location are of important consideration for regional context and trail development described in later sections. Also of particular importance and consideration is the East-West oriented [Isanti] County Road 5, which functions as a major route providing the most direction connection from the City of Isanti to I-35 via North Branch. Another notable vehicular connection is provided via U.S. 169 that lies just to the west and outside of Isanti County in Sherburne and Mille Lacs Counties.

Although the regional vehicular connections are not a direct part of the larger trail network, they are critical to the success of any trail system by providing the means to get visitors to and from the trailheads, parking areas, and other trail network connections. These regional connections are also critical for providing the routes for visitors from outside Isanti County to access and recreate here.

Figures 2.1 and 2.2 below show Isanti County as set in the regional context, providing roads, municipal and county boundaries, and general location within the State of Minnesota.

² University of Minnesota, Center for Changing Landscapes. 2011. Minnesota’s Network of Parks & Trails: An Inventory of Recreational Experience Opportunities in Minnesota: Central Region Profile.
Figure 2.1: Regional Location
Drawing Not to Scale
Figure 2.2: Regional Transportation and Population Centers
Drawing Not to Scale
**Regional Population Centers**

Adjacent communities’ main population centers are located in North Branch to the east, Hinckley to the northeast, Bethel and Anoka to the south, and Princeton to the west. Population centers within Isanti County are limited in number, but all are located along the railroad line that extends from the greater Twin Cities metropolitan area all the way to Duluth. The main population centers within Isanti County are Braham, Cambridge, and Isanti, in order from northern-most to southern-most locations along the rail lines. According to the Isanti County website and historical society, the county was economically transformed when the railroad came through in the late 1890s. The railroad is still active through Isanti County, owned and operated by BNSF Railway.

Minnesota Department of Transportation (MnDOT) is currently working on a new extension of the passenger rail transit system through Isanti County, among others. The Northern Lights Express is currently completing environmental and feasibility studies, but early projections estimate this service could be in place and running as soon as 2020. This line is set to have limited stops to provide for rapid transit, as opposed to a light rail type of system that currently exists and operates for local transit within the Twin Cities Metropolitan Area. A recent newspaper article reports the following about the upcoming project development:³

The Minnesota Department of Transportation, which is leading the Northern Lights [Express Rail] charge, said the proposed line will operate on 152 miles of existing BNSF Railway track. If built, the train would take about 2.5 hours (about the same as driving to Duluth) traveling at speeds up to 90 mph.

The line would start at Target Field Station [in Minneapolis], with stops in Coon Rapids, Cambridge, Hinckley (serving the Grand Casino), Duluth and Superior, Wis. Four round trips are planned daily, and the service would be operated by Amtrak.

The extension of this rail line through Isanti County has the potential to open up new commuting potential for work and recreation alike to the communities along its route. Regional trail connections should consider connection to this proposed commuter route for maximum visitor exposure.

**Regional Demographics**

The baseline demographics used in statistical sample weighting and analysis for the 2004 MnDNR Study and 2011 UMN CCL studies included age, gender, and region of the state. The 2011 UMN CCL study also included land area, income, population density, travel time to work, and race/origin reporting. The comprehensive list of demographics reported for the most current year (2015) for Isanti County and Greater Minnesota are provided in Table 2.1 below and provide consistent reporting in consistency with the previous reports.

The 2016 United States Census Bureau lists the following demographic statistics for Isanti County and Minnesota as a whole, current to July 1, 2015, unless noted otherwise.⁴

---


⁴ United States Census Bureau Quick Facts Website: https://www.census.gov/quickfacts/table/PST045216/27059,27
National Register of Historic Places

Isanti County has a small number of entries on the National Register of Historic Places (NRHP) as held and maintained by the National Park Service (NPS). The NRHP preserves and protects historical places within our Nation’s communities as part of the historical enrichment of the areas in which they are located. The NRHP website indicates the ongoing efforts to catalog and promote these historical resources, noting:5

The National Register of Historic Places is the official list of the Nation’s historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service’s National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archeological resources.

These places provide additional resources to the area cultural framework and provide a unique opportunity to enrich cultural engagement in park and trail and park recreation.

There are currently eight listed places in Isanti County in the NRHP register as seen in Table 2.2 below. One is the original Isanti County Courthouse, still in use but now occupied as an office building. Two listings are late-1800s schoolhouses – District #1 (Spencer Brook) School and West Riverside School – located near Cambridge and Spencer Brook. The Spencer Brook Schoolhouse will be mentioned in later sections as it is incorporated into the proposed trail system. There are also two historic churches - Svenska Mission Kyrka i Sodre Maple Ridge and St. John’s Lutheran Church – that provide historical presence to the early Swedish and German settlers in Isanti County. There are also a few farmsteads and houses on the register as visual history of the potato farming and railroad development of the first Isanti County residents.

5National Parks Service National Historic Preservation Register website: https://www.nps.gov/nr/

<table>
<thead>
<tr>
<th>NAME ON REGISTER &amp; NPS ID#</th>
<th>LOCATION</th>
<th>DATE REGISTERED</th>
<th>NEAREST TOWN OR POPULATION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>District #1 School (ID# 80000078)</td>
<td>Off Co. Hwy 7, 29'25'38&quot; W</td>
<td>7/24/1980</td>
<td>Spencer Brook</td>
<td>1874 one-room schoolhouse, a rare surviving structure from one of the county’s earliest settlements, located in the late 1850s by native-born New Englanders.</td>
</tr>
<tr>
<td>Edward Erickson Farmstead (ID# 80000071)</td>
<td>Co. Hwy 56 &amp; MN 65</td>
<td>7/24/1980</td>
<td>Isanti</td>
<td>Well-preserved potato farm with second-generation buildings, mostly constructed 1915–1930; the legacy of a prosperous local farmer and an important cash crop in early-20th century Isanti County.</td>
</tr>
<tr>
<td>Linden Barn (ID# 80000072)</td>
<td>Co. Hwy 19, 29'11'51&quot; W</td>
<td>7/24/1980</td>
<td>Isanti Township</td>
<td>Prominent 1910 round barn and adjacent silo, emblematic of the Swedish immigrants and agricultural developments that characterize much of Isanti County’s history.</td>
</tr>
<tr>
<td>Oscar Olson House (ID# 80000073)</td>
<td>309 Beechwood, Braham</td>
<td>7/24/1980</td>
<td>Braham</td>
<td>Large Colonial Revival house built in 1914, noted for its long occupancy by a local banker and civic leader (d. 1973) and its distinctiveness among Isanti County’s housing stock.</td>
</tr>
<tr>
<td>St. John’s Lutheran Church (ID# 80000072)</td>
<td>Co. Hwy 5, 29'11'51&quot; W</td>
<td>7/24/1980</td>
<td>Isanti</td>
<td>Well-preserved example of Isanti County’s small, rural churches—built in 1882—and a symbol of its early German immigrants.</td>
</tr>
<tr>
<td>Svenska Mission Kyrka i Sodre Maple Ridge (ID# 80000070)</td>
<td>Co. Hwy 5, 29'11'51&quot; W</td>
<td>7/24/1980</td>
<td>Maple Ridge Township, Braham</td>
<td>1897 Swedish Mission church, a well-preserved example of the small, non-denominational churches established by Isanti County’s Swedish settlers.</td>
</tr>
<tr>
<td>West Riverside School (ID# 80000070)</td>
<td>Co. Hwy 14, 35'35'1&quot; W</td>
<td>7/24/1980</td>
<td>Cambridge</td>
<td>Brick one-room schoolhouse built in 1896, a particularly fine example of the usual venues for education in rural Isanti County in the late 19th and early 20th centuries.</td>
</tr>
</tbody>
</table>
Regional Ecological Context

Isanti County lies on the ecotone between the Eastern Broadleaf Forest and Laurentian Mixed Forest Ecological Provinces, as established by the Minnesota Department of Natural Resources (MnDNR). Its location on the boundary between the two major ecological areas provides for both types of ecological conditions to exist therein. The majority of the land area that comprises Isanti County is an ecological subsection called “Anoka Sand Plain” as described hereafter. For further information on this and other ecological systems, please refer to the information found at the Minnesota Department of Natural Resources website.8

The Anoka Sand Plain (Subsection 222Mc) within the Eastern Broadleaf Forest ecological province can be generally characterized by flat, sandy lake plains and terraced landscapes with little to no vertical relief (topography). The bedrock geology generally lies less than 200 feet below the surface, and and is composed of dolomites, sandstones, and shales. The soils are composed of sandy plain derivatives, but are notably variable in drainage characteristics as, “70-80% of the soils are excessively well-drained sands and another 20% are very poorly drained. (Dept. of Soil Science, Univ. of Minnesota 1980b)”9 Total annual precipitation ranges between 27- to 29-inches, and the growing season ranges between 136- and 156-days across the area. Due in part to the soil conditions, there are fewer hydrographic features in the Anoka Sand Plains than the adjacent Mille Lacs Uplands with less than 3% of the total area being covered by surface water features within this subsection. The Mississippi River terraces to the south are a notable hydrologic feature of this subsection. Pre-European settlement vegetation was composed primarily of oak openings and barrens, brushland, and some upland prairie and floodplain forest communities along the Mississippi River flowage. Natural disturbance regimes were attributed to fire and drought.9

The Mille Lacs Uplands (Subsection 212Kb) within the Laurentian Mixed Forest ecological province is characterized by morainal landscapes with gently rolling plains and hills. The bedrock geology ranges between 100 and 300 feet in depth, and is composed of shales and sandstones. The soils are typically dense, loamy sands, sandy loams, and silt loams with reduced water infiltration rates due much in part to dense glacial till lying below these layers. Total annual precipitation ranges between 27- to 30-inches, and the growing season ranges between 97- to 135-days across the area. Due in part to the soil conditions, there are many wetlands, lakes, and rivers in this area, including the Rum River (Spirit River). Pre-European settlement vegetation included a mix of forest types, including maple-basswood forests in the Isanti County area, but also including conifer, hardwood, and mixed conifer-hardwood forests and various peatland (wetland) communities. Natural disturbance regimes included fire and windthrow.10

The regional hydrography of Isanti County is largely composed of wetlands and small to medium sized lakes scattered throughout the area, as seen in Figure 2.3 in blue. The main hydrographic feature in the area is the Rum River (Spirit River) and the associated floodplains and bluffs which runs from its headwaters at Lake Mille Lacs down to Anoka and the confluence with the Mississippi River. The Rum River (Spirit River) connects local communities hydrologically from neighboring Princeton to the Cities of Cambridge and Isanti in Isanti County, and to Bethel and the Twin Cities Metro Area beyond.

9Descriptions only provided by Wikipedia: https://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Isanti_County,_Minnesota
10MnDNR Ecological Classification System website: http://www.dnr.state.mn.us/ecs/index.html

MnDNR Anoka Sand Plain Subsection website: http://www.dnr.state.mn.us/ecs/222Mc/index.html
MnDNR Mille Lacs Uplands Subsection website: http://www.dnr.state.mn.us/ecs/212Kb/index.html
Regional Recreational Resources

Regional recreational resources are abundant in Minnesota, as numerous agencies, funding sources, and areas exist as promotion for the general health and welfare of the citizens and visitors alike. The 2008 University of Minnesota study by the Center for Changing Landscapes (UMN CCL) provided a baseline for cataloging the regional park and trail resources on a county-by-county basis. For the purposes of this master plan, consideration was given to regional recreational resources found within 20-miles surrounding Isanti County. The following pages and Appendix F provide maps from the UMN CCL study as part of the larger framework for the surrounding communities and larger trail connections.

Few regional trail systems exist north of the 7-County Metropolitan Area, and there are currently no regional trails as a part of Isanti County. The closest regional trail to Isanti County is the Sunrise Prairie/Hardwood Creek/Willard Munger Regional Trail System which runs north-south through Washington, Chisago, and Pine Counties and beyond. There currently is not an east-west connection to this larger system, as well as an east-west linkage between multiple north-south oriented regional trails.

The following list of regional resources and map shown in Figure 2.4 provides a baseline of the regional recreational resources in close proximity to Isanti County. Please also see Appendix F for additional surrounding communities (current to date of publication).

11 Minnesota’s Network of Parks & Trails: Inventory. Website link: https://www.changing-landscapes.umn.edu/projects/mn-network-parks-trails
Figure 2.3: Regional Ecological Context
Drawing Not to Scale
**ISANTI COUNTY REGIONAL TRAIL RESOURCES**

**REGIONALLY-SIGNIFICANT PARKS:**
1. SPRINGVALE COUNTY PARK
2. SPIRIT RIVER NATURE AREA
3. LYNDON CEDARBLADE TOWNSHIP PARK
4. IRVING & JOHN ANDERSON COUNTY PARK
5. BLUEBIRD PARK

**LOCALLY-SIGNIFICANT PARKS:**
1. BECKLIN HOMESTEAD COUNTY PARK
2. DALBO COUNTY PARK
3. VEGSUND FAMILY COUNTY PARK
4. WAYSIDE PRAIRIE COUNTY PARK

**REGIONALLY-SIGNIFICANT TRAILS:**
1. RUM RIVER STATE WATER TRAIL
2. CAMBRIDGE-ISANTI BIKE TRAIL

**CONNECTIONS TO SURROUNDING RESOURCES**

**REGIONALLY-SIGNIFICANT PARKS:**
1. BUNKER HILLS REGIONAL PARK
2. MILLE LACS KATHIO STATE PARK
3. BANNING STATE PARK
4. MARTIN ISLAND LINWOOD PARK
5. RUM RIVER CENTRAL PARK
6. SHERBURNE REFUGE
7. WOODLAND TRAILS AND PARK
8. GRAMS PARK
9. LAKE GEORGE REGIONAL PARK
10. WILD RIVER STATE PARK
11. ST. CROIX STATE PARK
12. MILACA PARK
13. RICE CREEK CHAIN OF LAKES PARK
14. LAKE OJIKETA REGIONAL PARK
15. WILLIAM O’BRIEN STATE PARK
16. ELM CREEK PARK RESERVE

**REGIONALLY-SIGNIFICANT TRAILS:**
* SEE FURTHER DESCRIPTIONS OF REGIONAL TRAILS BELOW
1. WILLARD MUNGER STATE TRAIL (EXISTING & PROPOSED)
2. ST. CROIX RIVER STATE WATER TRAIL & SCENIC RIVERWAY
3. SUNRISE PRAIRIE REGIONAL TRAIL
4. GREAT NORTHERN TRAIL
5. HARDWOOD CREEK REGIONAL TRAIL
6. MISSISSIPPI RIVER STATE WATER TRAIL
7. GREAT RIVER ROAD BYWAY
8. SNAKE RIVER STATE WATER TRAIL
9. GATEWAY STATE TRAIL
10. KETTLE RIVER STATE WATER TRAIL
11. SWEDISH IMMIGRANT REGIONAL TRAIL

---

12 https://www.changinglandscapes.umn.edu/projects/mn-network-parks-trails
Figure 2.4: ISANTI COUNTY EXISTING REGIONAL RECREATIONAL RESOURCES MAP, FROM UMN CCL STUDY
IMAGE SOURCE: https://www.changinglandscapes.umn.edu/projects/mn-network-parks-trails
**Surrounding Regional Trails**

Surrounding regional trails within 20 miles of Isanti County were inventoried to better understand the regional trail connections and further expand on and update the regional resources provided by the UMN CCL Study within the scope of this plan. Regional recreational connections support the development of, and populations connecting to, the regional trail systems and network of trails and open space. One of the larger goals of the Greater Minnesota Regional Parks and Trails Commission (GMRPTC) for non-motorized regional trail designation encourages trail length development that provide and enhance connectivity between regional population centers and between regional trails and parks. These also should be of such length as to provide a significant-enough destination to highlight regional resources – natural, cultural, and/or historic features.

The following provides a current list of the existing major regional trails for potential connection to the Isanti County Trails and the Spirit River Regional Trail (SpiRRT). A description follows for the first six trail on this list as they provide direct influence on or linkage to the proposed SpiRRT Trail being in closer proximity to Isanti County than those in closer proximity to the Twin Cities Metropolitan Area.

### REGIONAL TRAILS WITHIN 20 MILES OF ISANTI COUNTY:

1. **RUM RIVER REGIONAL TRAIL** | 9.0 mi | SURFACE TYPE: Asphalt
2. **GREAT NORTHERN TRAIL** | 4.6 mi | SURFACE TYPE: Asphalt, grass
3. **SUNRISE PRAIRIE TRAIL** | 16.2 mi | SURFACE TYPE: Asphalt
4. **HARDWOOD CREEK REGIONAL TRAIL** | 9.5 mi | SURFACE TYPE: Asphalt
5. **WILLARD MUNGER STATE TRAIL** | 70 mi | SURFACE TYPE: Asphalt
6. **SOO LINE TRAIL** | 105.6 mi | SURFACE TYPE: Ballast, gravel
7. **SWEDISH IMMIGRANT TRAIL** | 3.4 mi | SURFACE TYPE: Asphalt
8. **SHINGLE CREEK REGIONAL TRAIL** | 8.43 mi | SURFACE TYPE: Concrete
9. **RUSH CREEK REGIONAL TRAIL** | 9.64 mi | SURFACE TYPE: Asphalt
10. **MEDICINE LAKE REGIONAL TRAIL** | 15.64 mi | SURFACE TYPE: Asphalt
11. **GATEWAY STATE TRAIL** | 18.3 mi | SURFACE TYPE: Asphalt
12. **STOWER SEVEN LAKES STATE TRAIL (WI)** | 13.5 mi | SURFACE TYPE: Crushed gravel
13. **GANDY DANCER TRAIL – NORTHERN SECTION (MN, WI)** | 51 mi | SURFACE TYPE: Ballast, dirt
14. **GANDY DANCER TRAIL – SOUTHERN SECTION (WI)** | 47 mi | SURFACE TYPE: Crushed gravel
15. **LAKE INDEPENDENCE REGIONAL TRAIL** | 15.9 mi | SURFACE TYPE: Asphalt, Concrete
**RUM RIVER REGIONAL TRAIL**

(PARTIALLY CONSTRUCTED, PLANNED) 20 mi. at completion

TRAIL TYPE: Natural feature (river) corridor  SURFACE TYPE: Asphalt

LOCATION: Anoka County

[Description from the Anoka County Parks & Recreation Website] The Rum River Regional Trail follows the Rum River from the City of Anoka to the Anoka/Isanti County border. The trail is made up of segments connecting different local and regional parks. The plans for this trail is to be 20 miles long when complete and stretch North to South across the county.

The Rum River Regional Trail connects with many other regional trails such as the Mississippi River Regional Trail, Central Anoka County Regional Trail, North Anoka County Regional Trail, and Sugar Hills Regional Trail.

Currently 4 segments of this regional trail exist. The first stretches from City of Anoka’s Akin Riverside Park 4 miles through downtown Anoka; continuing along the river to the Rum River County library. The second section is 1.2 miles long and explores the Lake George Regional Park. The third segment is just over one mile long and stretches through the Ponds Park in the City of Oak Grove. Finally the fourth segment of trail is 3.5 miles long and stretches from Lake George Blvd to Poppy Street. Connecting the Dellwood River Park and Rum River North County Park.” (Source: https://www.anoka-county.us/2471/Rum-River-Regional-Trail)
GREAT NORTHERN TRAIL

TRAIL TYPE: Rails-To-Trails  SURFACE TYPE: Asphalt, Grass
LOCATION: Sherburne County (Elk River)

[Description from the TrailLink website] “The Great Northern Trail offers a paved north-south route across the city of Elk River on the fringe of the northwestern outskirts of Minneapolis. For nearly 5 miles, the rail-trail winds through the community along a former railroad bed operated by the Great Northern Railroad 1886–1976. Currently, the trail is paved from County Road 1 in the northern section of Elk River to the city limits. A grass-surfaced section continues on to the Zimmerman city line.

Heading north from the residential section of the trail, it travels through lush stands of hardwood forests and several parks, including Big Tooth Ridge Park and Top of the World Park, where unpaved trails are limited to hiking only. The Great Northern Trail then continues on along the east side of the Elk River Golf Club. The trail offers scenic views and includes a pedestrian tunnel under CR 33 (Ranch Road) that provides users with an unimpeded 4.6-mile route through Elk River. Just west of the trail, one can also access Woodland Trails Park, a beautiful natural park featuring dense woods, prairies, and wetlands, all spanning more than 300 acres.

Future plans target developing the rest of the trail from the Elk River city limits to Zimmerman, about 4 miles north on US 169, and then beyond to Princeton, ultimately adding another 8 miles to the trail.” (Source: https://www.traillink.com/trail/great-northern-trail/)
SUNRISE PRAIRIE TRAIL

16.2 mi.

TRAIL TYPE: Rails-To-Trails        SURFACE TYPE: Asphalt        LOCATION:
Chisago County (North Branch to Forest Lake)

[Description from the TrailLink website] “The Sunrise Prairie Trail runs north south atop an unused right-of-way along a Burlington Northern Railroad corridor, traversing residential neighborhoods in the towns and mostly farmland in its middle section. The trail also runs through hardwood forests and crosses several wetland areas. It crosses both the west and the south branch of the Sunrise River before changing to the Hardwood Creek Regional Trail in downtown Forest Lake. Wildlife is abundant, and you may see grouse, white-tailed deer, wild turkey, and waterfowl, in addition to native prairie and wildflowers.

The trailhead in North Branch, located at the intersection of MN 95 and Forest Boulevard/County Road 30, offers ample parking, restrooms, and a picnic area. More facilities are available at the midway trail access in Stacy, including parking, restrooms, and water. One mile south of the trail’s crossing of the South Branch of the Sunrise River, the town of Wyoming has a toilet.

The trail becomes the Hardwood Creek Regional Trail once it reaches West Broadway Avenue in downtown Forest Lake. Combined, the two trails provide more than 24 miles of trails between North Branch and Hugo. Although snowmobiles are technically prohibited, you will still find them along the trail during winter. The uncrowded, low-trafficked stretches between towns make the Sunrise Prairie Trail an excellent route for uninterrupted training rides.” (Source: https://www.traillink.com/trail/sunrise-prairie-trail/)
HARDWOOD CREEK REGIONAL TRAIL

TRAIL TYPE: Rails-To-Trails  SURFACE TYPE: Asphalt, Grass
LOCATION: Washington County

[Description from the TrailLink website] “The Hardwood Creek Regional Trail is actually two parallel trails running along US 61 in rural Washington County. The paved trail is open for biking, walking, running, and in-line skating, while the adjacent grass trail is exclusively for equestrian use in the summer and snowmobile use in the winter. The entirety of the trail is located on a former Burlington Northern Railroad corridor. Resurfaced in the spring of 2015, the entire trail offers a smooth, level, and nearly arrow-straight route between its two trailhead communities.

Begin your journey in Hugo, a bedroom community featuring many shops and restaurants. The views quickly change to open fields as you leave residential areas. Several other places of business can be found in downtown Forest Lake, located just south of the trail’s northern endpoint. At the Washington–Chisago county line, the Hardwood Creek Regional Trail becomes the Sunrise Prairie Trail, which continues north for another 17 miles to North Branch. A more practical access point for those wanting to take the trail south from Forest Lake is to start near US 61 and Broadway Avenue. A little more than a mile south of the official northern terminus, this trail access offers ample parking, nearby retail shops and services, and a chance to enjoy Lakeside Park, just two blocks east on the shores of Forest Lake.”

(Source: https://www.traillink.com/trail/hardwood-creek-regional-trail/)
[Description from the Traillink website] The Willard Munger State Trail is a collection of three multiple use trails roughly stretching between the towns of Hinckley and Duluth. The three trail segments include the Hinckley–Duluth, Alex Laveau Memorial Trail (which are joined in Carlton) and the Matthew Lourey State Trail, also known as the Boundary segment, and which lies to the east of the other two trails. The trails offer a total of 160 miles for hiking, bicycling, in-line skating, cross-country skiing and snowmobiling. The trails pass through some of Minnesota’s most scenic areas, following the route of the railroad that saved many lives during the notorious Hinckley and Cloquet fires in the 19th century.

The Hinckley–Duluth segment of the Willard Munger State Trail stretches 70 miles between central Minnesota and the state’s gateway to Lake Superior. The trail follows the historic 19th-century route of the Lake Superior and Mississippi Railroad that carried goods and passengers between the Twin Cities and Duluth. As it’s completely paved and relatively flat, the pathway is perfect for bikers, walkers and in-line skaters in the warmer months, and snowmobilers and cross-country skiers in the winter.

Along the way, trail-goers will enjoy stunning natural scenery, especially the northernmost 15-mile section between Carlton and Duluth. Here, you will travel through rocky cliffs and over the St. Louis River gorge. The trail skirts the northern edge of the Jay Cooke State Park, which—with its pristine forests, waterfalls and swinging suspension bridge—is definitely worth a stop.

The southern portion of the trail (Hinckley to Carlton) offers open views, rural landscapes and rustic towns. River crossings, lakes and ponds add to the picturesque backdrop. Shortly after passing the town of Willow River, you’ll travel through the gently rolling terrain of General C.C. Andrews State Forest, a beautiful respite with its tall stands of pine, birch, aspen and oak trees. (Source: https://www.traillink.com/trail/willard-munger-state-trail-(hinckley-duluth)/)
SOO LINE TRAIL

TRAIL TYPE: Rails-To-Trails
SURFACE TYPE: Ballast, Gravel
LOCATION: Aitkin, Carlton, Mille Lacs, Morrison, Pine Counties

[Description from the Traillink website] “The Soo Line Trail Southern Route is more popularly known as the Soo Line South ATV Trail. The converted rail-trail runs for 105.6 miles in Minnesota between Royalton and the Minnesota–Wisconsin state line east of Pleasant Valley. The Soo Line South ATV Trail continues uninterrupted into Wisconsin, here known as Saunders State Trail, traveling for another 8.4 miles to Boylston Junction near Superior, WI. The entire route, including the Wisconsin portion, is open to motorized use.

This scenic route includes a mix of woods, farmland and trestle crossings on the Kettle River and Birch Creek and includes the Northern Pine Riders ATV Trail. The Soo Line Trail South connects with the 148-mile Soo Line North ATV Trail, southwest of Moose Lake. In Royalton the rail-trail continues southeast on the other side of US 10; however, this section, known as the Soo Line Recreational Trail, is open to non-motorized use only.” (Source: https://www.traillink.com/trail/soo-line-trail---southern-route/)

IMAGE SOURCE: https://www.traillink.com/trail/soo-line-trail---southern-route/
site information, opportunities, and constraints

2017 Isanti County Trails & Bikeways Master Plan

Grandy Pines Road wetland. Photo Credit: A. Wedul
Site Information, Opportunities, and Constraints to Trail Development

As noted in Section 2, Isanti County is growing in population. A well-designed and unified parks, trails, and open space network will assist in providing a framework for growth and development and providing the growing population with service and access to high quality natural areas. This type of network also functions to protect and buffer the high quality natural areas against development that may reduce the overall quality of the area – rural character, water quality, and ecological character and ecosystem functions. Inventorying some of these key components which define Isanti County’s provides understanding of 1) the character which draws new populations to the county, and 2) which components should be protected with increased development pressures associated with population increases.

Please also refer to Section 2 for further discussion of regional connections and trail development information in Isanti County.

Connections & Public Ownership

Connections are the conduit for bringing visitors between population centers and recreational areas. Making the connections logical and easily accessible to the largest number and sources of people maximizes the total potential visitor population recreating therein. Even though trails themselves are a linear transportation feature, they also function as a park of themselves, having their own recreational signature and characteristic elements to the visitor experience. Connections to recreational centers can be vehicular (roads), trails, and waterways, among others. The road right-of-ways often offer the greatest potential for regional trail development, as they are of significant length to provide uninterrupted service to destinations along the way and at termini of the trail.

They also generally require coordination of fewer parties to achieve the trail development goals as roads are generally publicly owned and have few representative groups to coordinate in the design process. The road shoulder condition also offers potential for trails alignments with upgraded surfaces, barriers between traffic types (vehicular and pedestrian/bike), or buffers. The right-of-ways are shown in later diagrams in Section 8, and Figure 3.1 shows the road conditions for the roads within Isanti County. Notably, the majority of roads have minimal shoulder with current design, and will require improvement or extension of surface to make them safe and sustainable for trail and bikeway design.

Publicly-owned lands – parks of all designations, wildlife management areas (WMAs), aquatic management areas (AMAs), schools, public holdings, historic features, and existing trail use areas – can also provide opportunities for recreational connections and destinations for trails. Figure 3.1 shows the locations, types, and distribution of these publicly-owned areas throughout the county. Although there are a number of WMAs and AMAs on the map and they are widely scattered around Isanti County, we would note that not all trail- or recreational uses are appropriate for these areas. Please see the following pages for a discussion of these “special use” areas that do offer recreational potential to specific populations and trail interests.

One of the most notable public features is the Rum (Spirit) River. With state water trail designation, the Rum (Spirit) River is accessible to all via designated access points. These access points are often the only locations for trails to intersect with this recreational gem, as the majority of the land that flanks the bluffs and floodplains are within private ownership unless noted otherwise. This private ownership poses significant difficulties for trail development with multiple owner coordination required.
Railways also provide great opportunity for trail development as linear features which often have characteristically lower grade changes along their run. If abandoned or unused, these features are invaluable for trail development and can be converted to paved trails with minimal alterations to width, grade, and clearances. There is one rail line that runs throughout Isanti County, traversing generally from the center-south edge of Isanti County northward through the three major population centers of Isanti, Cambridge, and Braham before continuing on to Duluth. This rail line is currently active as a freight rail, but as noted in Section 2, there are plans to add high-speed commuter rail operation as part of its service. The right-of-way width and condition for this rail line as well as the community connections it already services make this an ideal alignment for a regional trail system, and should be considered when assessing and designing final alignment of the SpiRRT.

Figure 3.1 shows the existing conditions in Isanti County for these road, trail, and publicly owned lands.

Natural Areas & Land Use

Agricultural areas comprise the large majority of land in Isanti County, as shown in yellow in Figure 3.2. This illustrates the importance of agriculture to both the economy and the rural character defining the County. The other notable feature are the hydrographic areas, comprised mainly of wetlands (in green), but also including lakes, rivers, and streams. These areas of lowland are characteristic of the Anoka Sand Plains described in Part 2, but can offer challenges to trail development, requiring base alterations, bridges, and boardwalks to protect and preserve their character and connectivity.

Also shown on the natural areas map are the parks, WMAs, AMAs, and other areas which contribute to the natural character of the landscape. Preservation and enhancement of these natural areas should be of significant consideration when providing for trail development. Utilizing trails, parks, and open space as natural and environmental armor to development can provide for sustainability and preservation of these areas.
Figure 3.1: Site Connections & Ownership
Drawing Not to Scale
under increased development pressures.

Not surprisingly, Isanti County overall may best be characterized as rural, privately-owned farms and wetlands, railroad communities, with high-quality natural areas and recreational opportunities. Figure 3.2 provides an overview of these natural areas and other features described above. Please note that further understanding of land use, wetland, and ecological association should be examined at a smaller scale for preservation as trail development occurs. See also Section 11 for the Sustainability Plan for preservation and enhancement of areas along trail development corridors.

Wildlife Management Areas (WMAs)

Wildlife management areas (WMAs) in Minnesota are both critical natural resource and recreational resource components both in Isanti County and statewide. The WMA program has been in existence for upwards of 60 years, after its inception in 1951 as a “Save the Wetlands” program established for the purchase and maintenance of degraded or impacted wetlands, and to offset the increasing loss of natural habitat. The WMA program is integral to Minnesota Department of Natural Resources (MnDNR) efforts to preserve, promote, and protect natural habitat and wildlife through the following stated program goals:

+ protecting wildlife habitat for future generations;
+ providing citizens with opportunities for hunting, fishing and wildlife watching; and,
+ promoting important wildlife-based tourism in the state.

Additional information on the location, use, management, and acquisition of WMAs may be found at the MnDNR’s website at: http://www.dnr.state.mn.us/wmas/description.html and the Legislative rule for these may be found in Appendix

WMAs are integral to the Isanti County open space and trails network, providing alternative trail types and destination opportunities for specific user groups such as bird watchers, hunters, and trappers. As public, state-owned recreational natural areas, WMAs (as noted above) are acquired and maintained specifically for protection, restoration, and development of lands for hunting, fishing, wildlife, and other environmental concerns and activities, as noted below.

WMAs may best be qualified as “special use or special activity areas”, where not all activities are promoted, including active recreational trail use. Rather, these areas might be best described as passive recreational trails and uses, where quiet activities such as hunting, fishing, bird watching,
Figure 3.2: Site Connections & Ownership
Drawing Not to Scale
wildlife viewing, and other solitary activities predominate over large group or noisy activities.

For ICT+BMP consideration, WMAs provide limited facilities for trail users in terms of parking and trailhead services. WMAs do not have funding or staff to provide for on-going maintenance and trash removal. However, WMAs do serve a niche in trail use for those users who wish to be off-trail or be in a natural habitat or area which involves a degree of remoteness as opposed to a more-developed area.

Trails within WMAs are both public and encouraged for public uses, but can be of varying quality and type of unimproved surfaces and are generally not established trails. Generally, if established trails are found within a WMA, they will be grassed or dirt surfaces based on the natural soil found there rather than an imported gravel surface.

Although these areas are not directly compatible with all trail uses and users as part of the ICT+BMP, the AMAs are compatible with a number of interests expressed by community users and serve to fill a niche for trail users more interested in quiet recreational past times. Specifically, these areas provide support for bird watching interests, nature hikes, seasonal natural phenomenology, and natural interpretation.

The following provides a general summary of activities that are promoted, discouraged, and prohibited on WMA’s:

**PROMOTED ACTIVITIES:**

+ Hunting
+ Trapping
+ Fishing, as per site conditions
+ Bird, wildlife observation
+ Hiking
+ Snowshoeing
+ Environmental or phenomenological observation (e.g. plant identification)
+ Picking edible fruits, seeds, decorative portions of plants, or wild mushrooms for personal use only
+ Other resource-related uses and activities

**DISCOURAGED ACTIVITIES:**

+ Biking
+ Skiing
+ Running
+ Other active recreational uses
**PROHIBITED ACTIVITIES:**

- Harvesting bait – minnows, leeches, and other live bait – for commercial use
- Any WMA use outside of posted entry and use hours
- Operating motorized vehicles on roads, trails, and parking areas unless otherwise designated
- Operating motorized boats within the WMA, except where posted as an acceptable site activity
- Consuming alcohol on site, except when lawfully occupying an overnight use area
- Overnight parking of vehicle, trailer, boat, decoy, or tenting except by permit in sign-designated areas. Vehicles, trailers, boats, and/or tents left overnight in permitted areas only must be occupied. Traps lawfully placed may be left overnight.
- Fire building, except in designated areas
- Destroying, disturbing, or removing plants, trees, or other vegetation other than noted above
- Destroying, disturbing, or removing plants, trees, or other vegetation DNR-designated as threatened or endangered
- Introduction of plants or animal life within a WMA that did not originate therein
- Destroying, disturbing, or removing signs, posts, fences, gates, buildings or structures, or other property
- Engaging in trap, target, skeet, or indiscriminate shooting except under permit by the Commissioner
- Construction or maintenance of a building, dock, fence, billboard, sign, or other structure
- Construction or use of a permanent elevated scaffold or stand to observe or hunt/take wildlife; exception: temporary stands may be used for day-use only on general use WMAs if they do not permanently damage vegetation and are removed at the end of each day at close of legal shooting hours
- No livestock, horses, or domestic animals are permitted except: 1) by Commissioner permit, or 2) dogs accompanied by and/or under the control of their owner; dogs must be leashed from April 16 through July 14.
- Field trials, except by permit from the Wildlife Manager
- Disposal of trash, garbage, spoil, sludge, rocks, vehicles, carcasses, or other debris on site
- Abandonment or storage of property on site
- Conducting or engaging in commercial or private business
- Engaging in any prohibited activity that is posted at the access points with a Notice of Prohibition issued by the Commissioner

---

ISANTI COUNTY WMA RESOURCES:

There are 14 WMAs found in Isanti County, listed as follows, in alphabetical order:\(^4\)

<table>
<thead>
<tr>
<th>COUNTY(IES)</th>
<th>NAME + MnDNR WEBSITE LINK</th>
<th>SIZE (AC)</th>
<th>NEAREST TOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isanti</td>
<td>Athens WMA [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0043300">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0043300</a>]</td>
<td>191.94</td>
<td>Isanti</td>
</tr>
<tr>
<td>Isanti</td>
<td>Crooked Road WMA [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0044000">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0044000</a>]</td>
<td>381.07</td>
<td>Spencer Brook</td>
</tr>
<tr>
<td>Isanti</td>
<td>Dalbo WMA: Main Unit [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0098001">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0098001</a>]</td>
<td>3,159.24</td>
<td>Dalbo</td>
</tr>
<tr>
<td>Isanti</td>
<td>Dobe WMA [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0061000">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0061000</a>]</td>
<td>98.34</td>
<td>Dalbo</td>
</tr>
<tr>
<td>Isanti, Kanabec</td>
<td>Marvin W. Schubring Memorial WMA [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0110000">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0110000</a>]</td>
<td>284.61</td>
<td>Stacy</td>
</tr>
<tr>
<td>Isanti, Kanabec</td>
<td>Rice Creek WMA [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0027800">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0027800</a>]</td>
<td>686.21</td>
<td>Braham</td>
</tr>
<tr>
<td>Isanti</td>
<td>Spectacle WMA: Main Unit [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0077001">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0077001</a>]</td>
<td>399.00</td>
<td>Spencer Brook</td>
</tr>
<tr>
<td>Isanti</td>
<td>Spectacle WMA: Spectacle Lake Annex Unit [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0077200">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0077200</a>]</td>
<td>110.74</td>
<td>Spencer Brook</td>
</tr>
<tr>
<td>Isanti</td>
<td>Spencer Brook WMA [<a href="http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0186200">http://www.dnr.state.mn.us/wmas/detail_report.html?id=WMA0186200</a>]</td>
<td>271.67</td>
<td>Zimmerman</td>
</tr>
</tbody>
</table>

Table 3.1: Isanti County Wildlife Management Areas (WMAs)
Drawing Not to Scale

\(^4\) MnDNR Website: [http://www.dnr.state.mn.us/wmas/index.html](http://www.dnr.state.mn.us/wmas/index.html)

Isanti County WMA Resources

Refer to the web link provided for each WMA for additional information on habitat type, wildlife species, specific location, and other information for visitors.

Trails described in other sections of the ICT+BMP are located in close proximity to the Isanti County WMA recreational resources, as well as those WMA resources located in nearby communities. As these areas are used for wildlife habitat and ecological value as well as recreational opportunities, extra consideration should be given to preserving the natural qualities of WMAs as part of the larger trail use system and planning efforts.

OPERATING PARTNERS:

Wildlife Division – Cambridge Area Office
Minnesota Department of Natural Resources (MnDNR)
800 Oak Savanna Lane SW
Cambridge, MN 55008

P | 763-689-7108
E | cambridge.wildlife@state.mn.us
W | [www.dnr.state.mn.us/wildlife/areas/cambridge.html](http://www.dnr.state.mn.us/wildlife/areas/cambridge.html)
Aquatic Management Areas (AMAs)

Aquatic management areas exist as a component part of the Isanti County open space network and provide additional trail destination and connection opportunities. These properties are public, state-owned, and managed by the Department of Natural Resources (MnDNR) specifically for protection, development, and management of lakes, rivers, streams, and adjacent wetlands and lands that are critical for protection of fish habitat, water quality, and other aquatic environmental concerns. Much like the wildlife management areas (WMAs), these areas are being actively managed for the promotion of hunting, fishing, and other permitted recreational trail uses, as seen below. AMAs may best be qualified as “special use or special activity areas”, where not all activities are promoted, including active recreational trail use. Rather, these areas might be best described as passive recreational trails and uses, where quiet activities such as hunting, fishing, bird watching, wildlife viewing, and other solitary activities predominate over large group or noisy activities. The following lists the criteria for AMA uses:

AMAs provide limited facilities for trail users in terms of parking and trailhead services. AMAs do not have funding or staff to provide for on-going maintenance and trash removal. Alternately, AMAs provide habitat and resources for promoting aquatic wildlife and biological area success which involves a degree of remoteness as opposed to modern conveniences for visitors.

Trails within AMAs are both public and encouraged for public uses, but can be of varying quality and type of unimproved surfaces. Generally, if established trails are found within an AMA, they will be grassed or dirt surfaces based on the natural soil found there rather than an imported gravel surface. Additionally, AMA parking facilities are not required as these areas are considered “accessible” from the water. If found in the AMA, parking surfaces are generally natural ground or minimally improved to support light use. Parking capacity is usually only capable of supporting a few vehicles at a time. Fencing around the parking area, gated access points, and minimal area signage are typically the only improvements that AMAs have and are acceptable to regulations.

Although these areas are not directly compatible with all trail uses, the AMAs are compatible with a number of interests expressed by community users and serve to fill a niche for trail users more interested in quiet recreational past times. Specifically, these areas provide support for bird watching interests, nature hikes, seasonal natural phenomenology, and natural interpretation.

There are two types of AMA designations: General Use and Restricted. General Use AMA areas are acceptable for recreational uses described below, whereas Restricted AMAs prohibit hunting on site.

PROMOTED ACTIVITIES:

+ Fishing
+ Hunting
+ Bird, wildlife observation
+ Environmental or phenomenological observation
  (e.g. plant identification)
+ Picking edible fruits, seeds, or wild mushrooms for personal use only
+ Low-speed passive recreation

DISCOURAGED ACTIVITIES:
+ Biking
+ Skiing
+ Running
+ Other active recreational uses

PROHIBITED ACTIVITIES:
+ Operating motorized vehicles on roads, trails, and parking areas unless otherwise designated
+ Overnight parking of vehicle, trailer, boat, or tenting except by permit in sign-designated areas. Vehicles, trailers, boats, and/or tents left overnight in permitted areas must be occupied.
+ Fire building, except in designated areas
+ Destroying, disturbing, or removing plants, trees, or other vegetation
+ Destroying, disturbing, or removing signs, posts, fences, gates, buildings or structures, or other property
+ Engaging in trap, target, skeet, or indiscriminate shooting except under permit by the Commissioner
+ Construction or maintenance of a building, dock, fence, billboard, sign, or other structure
+ Construction or use of a permanent elevated scaffold or stand to observe or hunt/take wildlife; exception: temporary stands may be used for day-use only on general use AMAs if they do not permanently damage vegetation and are removed at the end of each day at close of legal shooting hours
+ No livestock, horses, or domestic animals are permitted except: 1) by Commissioner permit, or 2) dogs accompanied by and/or under the control of their owner; dogs must be leashed from April 16 through July 14.
+ Disposal of trash, garbage, spoil, sludge, rocks, vehicles, carcasses, or other debris on site
+ Abandonment or storage of property on site
+ Engaging in any prohibited activity that is posted at the access points with a Notice of Prohibition issued by the Commissioner

ISANTI COUNTY AMA RESOURCES:
There are three AMAs found in Isanti County that connect and dovetail with the larger trail network. Spectacle Lake AMA is located on the south side of Spectacle Lake in close proximity to Spectacle Lake WMA. North Brook AMA is located north of Highway 95 upstream of Green Lake near to the Spectacle Lake – Green Lake area. North Stanchfield Lake AMA is located to the East of North Stanchfield Lake. All of these AMAs are designated as “General Use” which provides for hunting on these areas. As these areas are used for wildlife habitat and ecological value as well as recreational opportunities, extra consideration should be given to preserving the natural qualities of AMAs in using them for recreation and trail use.

<table>
<thead>
<tr>
<th>COUNTY(IES)</th>
<th>NAME</th>
<th>SIZE (AC)</th>
<th>NEAREST TOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isanti</td>
<td>North Brook AMA</td>
<td>40.40</td>
<td>Pine Brook, Spencer, Brook Dalbo</td>
</tr>
<tr>
<td>Isanti</td>
<td>North Stanchfield Lake AMA</td>
<td>37.80</td>
<td>Pine Brook, Spencer, Dalbo</td>
</tr>
<tr>
<td>Isanti</td>
<td>Spectacle Lake AMA</td>
<td>15.70</td>
<td>Pine Brook, Spencer, Brook</td>
</tr>
</tbody>
</table>

Table 3.2: Isanti County Aquatic Management Areas

OPERATING PARTNERS:
Fisheries Division – Hinckley Area Office
Minnesota Department of Natural Resources (MnDNR)
306 Power Avenue N
Hinckley, MN 55037
P | 320-384-7721
E | hinckley.fisheries@state.mn.us
W | www.dnr.state.mn.us/areas/fisheries/hinckley/index.html
County Park Resources

Isanti County currently owns and operates six (6) County Parks: Vegsund Family Park, Dalbo Park, Springvale Park, Becklin Homestead Park (and Becklin WMA), Wayside Prairie Park, and Irving & John Anderson Park. There are currently 18 miles of trails within the Isanti County Parks system. These well-maintained and well-attended parks provide invaluable recreational resources to visitors looking to participate in many recreational activities, including but not limited to hiking or walking on various surfaces, road and mountain biking, cross-country skiing, snowshoeing, bird watching, picnicking, sledding, and other trail-related and recreational activities.

There are also a number of township parks within Isanti County. Whereas many of these parks are much smaller in size, Lyndon Cedarblade Township Park in the southwest corner of Isanti County comprises a larger area, making it a significant destination and important connection within the trail development framework. Lyndon Cedarblade, among other Isanti County parks, also hosts a number of trail/mountain biking routes and activities as a significant recreational destination.

This Master Plan does not directly provide and design for individual park trail resources. Rather, the ICT+BMP provides the framework for trails and bikeways bringing visitors to- and from these areas. As a reference, Table 3.3 below provides a summary of trails, by surface type and length, found within the Isanti County Park system, as a resource and reference for understanding current trails within the County Parks. As part of the open space planning within Isanti County Parks, a strong individual park master plan has already been produced for Irving & John Anderson [County] Park and can be found at the Isanti County Parks and Recreation website (http://www.co.isanti.mn.us/isanti/departments/parks-and-recrea- tion). It is recommended that each County Park create an individual master plan that integrates the park trails and programming at a smaller scale than is developed as part of this framework plan. It is intended that these individual park master plans with park trail systems can integrate with and complement the overall goals and framework provided by the ICT+BMP for consistency and support of the trail network hierarchy throughout Isanti County.

See Figure 3.3 for the Isanti County Parks map, as provided by Isanti County Parks and Recreation. Please also see the Isanti County Parks and Recreation website (http://www.co.isanti.mn.us/isanti/departments/parks-and-recreation/county-parks) for individual park maps with trails and additional park resources.

<table>
<thead>
<tr>
<th>COUNTY PARK NAME</th>
<th>LOCATION</th>
<th>PARK SIZE [AC]</th>
<th>PARK TRAIL LENGTH &amp; SURFACE TYPE(S)</th>
<th>SUPPORTED RECREATIONAL ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Becklin Homestead County Park/WMA</td>
<td>34605 Holly St NW, Cambridge, MN 55008</td>
<td>294 ac.</td>
<td>2.5 miles of multi-use gravel &amp; mowed trails</td>
<td>Hiking, biking, running, cross-country skiing, and snowshoeing. Horseback riding is not permitted.</td>
</tr>
<tr>
<td>Dalbo County Park</td>
<td>57405 Halen St NW, Dalbo, MN 55017</td>
<td>40 ac.</td>
<td>1.0 miles of mowed trails and boardwalks</td>
<td>Geocaching, hiking, biking, snowshoeing, and nature observation.</td>
</tr>
<tr>
<td>Irving &amp; John Anderson County Park</td>
<td>27241 Eagan St NE, North Branch, MN 55056</td>
<td>254 ac.</td>
<td>4.5 miles of multi-use gravel and mowed trails</td>
<td>Hiking, biking, horseback riding, geocaching, and snowshoeing.</td>
</tr>
<tr>
<td>Springvale County Park</td>
<td>34605 Holly St NW, Cambridge, MN 55008</td>
<td>211 ac.</td>
<td>1.5 miles of multi-use paved trails, 3.0 miles multi-use mowed trails, 1.3 miles of single track (mtb only)</td>
<td>Hiking, mountain biking, running, cross-country skiing, canoeing, and geocaching. Disc golf course.</td>
</tr>
<tr>
<td>Vegsund Family Park</td>
<td>39961 Fox St NE, Stacyville, MN 55080</td>
<td>80 ac.</td>
<td>0.5 miles of multi-use paved trail, 1.5 miles of multi-use gravel trails, 2.0 miles of multi-use mowed &amp; gravel trails, wood boardwalks</td>
<td>Fishing, hiking, biking, running, geocaching, wildlife viewing, sledding, and snowshoeing.</td>
</tr>
<tr>
<td>Wayside Prairie Park</td>
<td>37800 Verdun St NW, Isanti, MN 55040</td>
<td>80 ac.</td>
<td>2.5 miles of multi-use paved &amp; gravel trails, wood boardwalks</td>
<td>Hiking, biking, horseback riding, cross-country skiing, snowshoeing, and wildlife viewing.</td>
</tr>
</tbody>
</table>

Table 3..3: Isanti County Park Trail Resource Summary
Figure 3.3: Isanti County Park Resources
IMAGE SOURCE: http://www.co.isanti.mn.us/isanti/departments/parks-and-recreation
Opportunities & Constraints to Trail Development

Opportunities and constraints to trail development have been identified hereafter to assist administrators in understanding potential issues to finding and securing funding, spatial constraints, and overall characterization of issues and opportunities arising specific to Isanti County trail development. Please note: The following provides a base list of these opportunities and constraints, but is by no means suggested to comprehensive and is intended to be able to be updated to reflect the changing issues and opportunities surrounding the Isanti County Trail System.

Opportunities.

Development of trails presents particular challenges, as further examined below, but also presents opportunities to area recreation, highlighting natural resources, and providing an interface with outdoor elements unique to Isanti County and specific areas. Currently, there are no regional trails within Isanti County, so development of the Spirit River Regional Trail (SpiRRT) presents a great opportunity for connection to adjacent resources as well as providing a new recreational resource for the County.

- No other regional trails currently existing within Isanti County
- Isanti County already has a recreational foundation of well-established system of county-, city-, and other local parks
- There are many other open space recreational opportunities (e.g. WMAs, SNAs) for specific interest groups
- Regional trails are currently proposed or existing to the east (Sunrise Prairie Trail) and to south (Anoka Co. Rum River Trail) to which to connect
- Isanti County population is growing (see demographics)
- SpiRRT trail development can coincide with Northern Lights Express Rail (http://www.northernlightsexpress.org/)
- Rum/Spirit River State Water Trail already exists as a backbone to guide, support, and enhance spatial development
- SpiRRT Trail development serves to link communities by multi-modal means
- Trail development provides traffic calming
- Trail development provides enhanced safety for pedestrians, bikers, and other recreationalists already using the proposed route
- Trail development and overall recreational opportunity development can enhance economic development and residency
- Close proximity to I-35 vehicular corridor reduces overall commuting times to high-quality recreational areas
- Many existing recreational opportunities, interest groups, and clubs – fishing, boating, snowmobiling, etc. – can utilize and link in to SpiRRT Trail development recreational and funding opportunities.

It is difficult to see the Spirit River and canoe access with no signage. Photo Credit: A. Wedul
Consideration of site information, opportunities, and constraints:

+ Proposed trail location can highlight the rural character that is the backdrop and foundation of Isanti County
+ There is strong public and private support for trail development from the Isanti County Community and Government

Constraints:

Successful trail development is not contingent on development in unconstrained locations. Rather, trail development requires a careful analysis and understanding of the area, plans for addressing the constraints identified by the analysis, and a contingency for addressing and responding to on-going constraints. For each section of trail that is developed, a careful analysis of the specific constraints should be created and understood by the design team as part of the development of construction documentation for each trail section. Each component of the SpiRRT section provides a highlight of anticipated opportunities and constraints to trail development but is not meant to replace careful analysis done as part of implementation processes and development of construction documents.

The most significant constraint to trail development, specifically regional trail development within the GMRPTC criteria for non-motorized regional trail designation, is the extent of private ownership along the Rum River and lack of abandoned rail lines or other linear features which would aid in creating connectivity of trails and destinations.

- No abandoned rail lines are found within Isanti County (active rail line(s) do exist) for rails-to-trails development potential.
- The majority of the land ownership along the Rum River is private, with publicly-owned lands along this natural corridor being located mainly in population center parks.
- There is little publicly-owned land other than road right-of-ways with natural corridor connectivity to regional destinations and population centers.
- There are a large number of wetland natural areas as characteristic of the Isanti County landscape within the Anoka Sand Plains. These wetlands are protected and/or require special permitting to impact with development
- Cost of development of grade-separated paved trail is expensive
- Many wetlands within road right-of-ways will make alternative trail section design (e.g. bridges or crossings) desirable or required
- Right-of-way condition varies from steep to flat/level making varied conditions for infill to provide for trail base design
- Cost of operations and maintenance will need to be assumed by County
- Costs of implementation of trail and signage is significant and phasing is recommended

Although there are notable constraints to development, the positive aspects and the strong support from the Community demonstrated to realize this vision throughout the ICT+BMP development process indicate that the constraints are inconsequential when compared to the positive aspects and opportunities associated with development of the integrated system of trails, starting with the SpiRRT.
visions, trends, & public values
Visions, Trends, and Public Values

Vision

Isanti County is growing. With growth comes increased development opportunities and pressures, including increased economic opportunities provided by an increased tax base; increased need for recreational opportunities within the growing population; increased pressure to develop public, rural and natural areas; and, increased need for commitment and collaborative efforts by Isanti County to fund, operate, and maintain the existing and new park and trail recreational resources for safe and enriching enjoyment by all visitors. Establishing a plan for regional growth including trail and park development prior to that growth will provide for a more organized pattern of growth and prioritization of parks, trails, and open space development.

Isanti County provides the following mission statement for organizing and guiding the acquisition and physical and programmatic development of current and future parks and recreational resources:

Isanti County Parks & Recreation Mission Statement:
The mission of Isanti County Parks and Recreation is to maintain, acquire and/or expand parks that preserve natural areas, provide passive recreation opportunities, strive to maintain the rural character of the county and promote the health, well-being and quality of life for residents of the county. The regional and local parks, trails, and open space system have provided a strong base for meeting the recreational needs of Isanti County’s citizens and visitors alike.

The Trail Network as described hereafter will provide the framework for unifying and connecting the parks and open space, and provide for future development. The [proposed] vision for the Isanti County Trail System follows directly from this ideal and the aforementioned mission statement:

Trail System Vision Statement:
The Isanti County Trails will serve and enrich the health, well-being and quality of life for citizens and visitors alike in providing connections to the past, present, and future through engaging and offering natural, cultural, and recreational park and trail resources throughout Isanti County.

The regional trail serves as the top level of trail hierarchy and organization, with the greatest spatial reach and subsequent visitor attraction and service. This trail type reaches across the county to adjacent regional systems to the south, with the Rum River Trail (proposed), and to the East to the Munger-Sunrise Prairie-Hardwood Creek connected Trail. Additionally, this trail type serves to connect local systems, local communities, and provide service between parks and communities. The vision for the Regional Trail incorporates these values and provides a framework for development provided by this trail to occur as a two-pronged approach for regional service and connection:

SpiRRT Regional Trail Vision Statement:
The Spirit River Regional Trail (SpiRRT) highlights the natural and cultural resources in the Rum (Spirit) River and the Anoka Sand Plains. The SpiRRT is a two-spurred approach to comprehensively linking the current and future network of parks, local trails, and communities within Isanti County and to neighboring recreational resources.

As will be described further in Section 8 - Development Master Plan, The SpiRRT has two spurs that converge at Cambridge and Isanti. The Braham-Cambridge-Isanti (B-C-I) Trail spur is the north-south portion of the SpiRRT that will link the three named communities by trail to the Rum (Spirit) River Trail to the South (Anoka County) and to the future Northern Lights Express Rail stop in Cambridge. The east-west Spirit River West Trail spur is the will link the C-I-B spur with the Sunrise Prairie and Munger Trails to the east and to Princeton and the larger Rum (Spirit) River connection to the west.
Population Demographics

Isanti County’s population continues to increase. 2000 Census reported the estimated County population as 31,288, and the 2010 Census reported 37,816.¹ This translates into a 20.9% increase in population over the 10-year period. As reported in Section 2, the 2016 Census reported an estimated population of 39,025, providing for a 3.2% increase in the 6-year period between 2010 and 2016. This positive population trend makes Isanti County one of the fastest growing counties in the state. Its relative location in close proximity to the Twin Cities Metropolitan Area and transportation improvement on Interstate Highway 35 and State Highway 65 are allowing people to live further from population centers to which they commute. Additional online business and commerce trends are allowing people to live anywhere and e-commute to work with high-speed internet connection. These reasons and the quality of life resources provided by rural areas all provide for the positive population trends that Isanti County will continue to see.

Please also refer to additional age, sex, and other demographics provided in Section 2, as well as current US Census data as it is available for trends in Isanti County as compared to the State of Minnesota and other related areas.

Public Health Demographics Supporting Trail Development

Public health reporting provided by the United States Center for Disease Control (CDC) has indicated that, as of 2014, the rate of adult obesity in Minnesota was 26.5%² and the rate of overweight adults was 36.5%.³ Although Minnesota does not have the highest percentage of obesity nor overweight adults in the United States, this does mean that over 1 in 4 Minnesotans has a body mass index (BMI) of 30 or higher and 1 in 3 has a BMI greater 25. 2011 estimates also indicate that up to eighty (80) percent of American adults do not meet the government’s national physical activity recommendations for aerobic and muscle strengthening.⁴

A 2010 CDC Report on Physical Inactivity presents the following four types of strategies to increase physical activity and subsequent health and wellness:⁵

- Create or Enhance Access to Places for Physical Activity
- Enhance Physical Education and Activity in Schools and Physical Activity in Child Care Settings
- Support Urban Design, Land Use, and Transportation Policies
- Develop and Maintain a Public Health Workforce Component in Physical Activity

Support for a strong network of parks and trails – regional, local, and neighborhood - at the community planning scale is provided by this framework, promoting community-wide initiatives for increased access to and qualities of activities to support an active lifestyle and physical health and well-being.

¹ CensusViewer website: http://censusviewer.com/county/MN/Isanti
² Center for Disease Control (CDC) website: https://www.cdc.gov/obesity/data/prevalence-maps.html
⁴ Center for Disease Control (CDC) website: https://www.cdc.gov/mmwr/preview/mmwrhtml/mm6217a2.htm
⁵ Center for Disease Control (CDC) website: https://www.cdc.gov/physicalactivity/downloads/PA_State_Indicator_Report_2010.pdf
Regional Trail Use Demographics and Reporting from Related Studies

According to the 2004 MnDNR study, outdoor recreation is a statistically-important part of the larger Minnesotan lifestyle:\(^6\)

Outdoor recreation is an important component of the lives of most Minnesotans. Nearly 60 percent (57\%) indicate that outdoor recreation is ‘very important’ to their life, while another 25 percent indicate it is ‘moderately important’. The remainder—comprising nearly one in five Minnesota adults (18\%)—believe outdoor recreation is of little importance. Additionally, the study notes that the top two reasons that people are recreating outdoors are, 1) to enjoy nature; and 2) to exercise and feel healthier. Promoting the latter reason assists with overcoming the decreasing lack of activity and associated health hazards noted in previous section. The study also notes that the top 3 barriers Minnesotans face in participating in recreational activities include, in order of rank of importance: 1) not enough time [in their schedule] to recreate; 2) the presence of outdoor pests; and, 3) cost and effort of travel to recreational destinations. Reducing these noted barriers promotes increased use and overall health and welfare.

The 2016 Outdoor Foundation Topline Report lists Running (Running, Jogging, and Trail Running), Fishing (Freshwater, Saltwater, and Fly), Hiking, and Bicycling (Road, Mountain, and BMX) as the top four most popular adult activities with the following participation rates:

The 2016 Report also provides similar findings for youth participation rates by activity, listing running and bicycling as the top activities, as seen in Table 4.2.\(^7\)

![Table 4.2: Most Popular Outdoor Activities & Participation Rates, by Activity, Youth Age 6-24](http://www.outdoorfoundation.org/pdf/ResearchParticipation2016Topline.pdf)

These trends indicate strong support for the development of trails of varying types, lengths, and surfaces for the preferred outdoor activities. It is important for providing for as many types of activities to provide this variety, as not all types of activities may be serviced by one type of trail. Specified trail type and surface, by activity, is further developed and programmed in Section 8.

---


Public Values

A major component of this Master Plan effort was to engage the Isanti County Public in order to better understand, inventory, and analyze public values and to ensure the master plan meets the needs of the communities it serves. Additional information was provided in review of existing relevant plans and recreational studies. Please also refer to county demographics provided in Part 2 and the results of the Public Engagement Process as the Public Values for trail use and development in Part 6.
Regional Significance Statement
Regional Significance Statement

Greater Minnesota Regional Parks and Trails Commission (GMRPTC) Criteria for Regional or Statewide Significance

To achieve regional designation, trails and parks must meet the criteria set forth by the Greater Minnesota Regional Parks and Trails Commission (GMRPTC). The GMRPTC has designated four classifications/categories for Clean Water, Land and Legacy Amendment funding for Parks and Trails of Regional Significance: Regional Trails – Non-Motorized, Regional Trails – Motorized, Natural Resource-Based Regional Park, and Special Recreational Feature Regional Park. The SpiRRT falls under the Regional Trails – Non-Motorized categorization.

The GMRPTC has further provided that the Regional Trail of Designation must meet the following five criteria in order to achieve regional significance designation and/or receive funding:¹

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

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

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

4. **Connections**: The trail currently or potentially will link to an existing trail of regional or statewide significance. This includes providing connections between significant trails, or connecting communities/ community facilities to these trails.

5. **Scarcity of Trail Resources**: The trail provides a high quality recreational opportunity not otherwise available within a reasonable distance.

* Trails of Regional Significance must meet the criteria designated with an asterisk (*) above. Additionally, the trail must also address the other criteria, not to be understood in isolation, but in their aggregate.


Salem Lutheran Church in Dalbo. Photo credit: A. Wedul
Statement of Regional Significance

The SpiRRT provides a unique opportunity for connecting with the rural landscape, cultural history, and natural history within Isanti County and the Rum (Spirit) River. The SpiRRT is a two-spurred trail that has north-south and east-west components as interconnected “spurs”. The first spur connects the proposed Rum River Trail from the south (Anoka County) along the Rum (Spirit) River from the southern County border with Anoka County through the Communities of Isanti, Cambridge, and Braham, to the northern County border with Kanabec County. This alignment is of particular natural and cultural significance as the alignment follows the existing rail corridor which is both responsible for much of the original settlement and development within the county and is the proposed route for the Northern Lights Express High-Speed Commuter Rail that will provide service between Duluth and the Twin Cities. Providing multi-modal connections via a regional trail will serve to connect the noted communities with the Cambridge Station. The secondary spur runs east-west and connects the primary spur to the Sunrise Prairie-Hardwood Creek-Munger Trail complex, the City of North Branch, and provides connection for visitors from I-35 to the east. To the west, the secondary spur connects to the City of Princeton along the Rum (Spirit) River on its western route upstream to its headwaters in Lake Mille Lacs. This West Spirit Trail spur parallels the Rum River State Water Trail and provides additional trail service support to this area and access via the regional trail development.

The SpiRRT will be a full-service design, providing trailheads with parking, map kiosks, signage, and services at given intervals along the trail. Additional services will be provided within the Communities of Isanti, Cambridge, and Braham themselves. The SpiRRT will run through a variety of natural areas – rivers and floodplains, open and wooded wetlands, prairie restorations, pine plantations, and lakes – as well as interfacing with cultural and historical features such as the railroad and the component communities of Isanti County. The SpiRRT will be designed to Minnesota Department of Natural Resources (MnDNR) trail standards to ensure safety and provide for maximum enjoyment of the landscape and surroundings.

The SpiRRT will provide a much needed link between County Parks and open space (e.g. wildlife management areas) areas by increasing the recreational framework near to these destinations. Local trails can be established as funds are available to connect the parks to the regional trail. Additionally, the SpiRRT completes the North-South regional connection between the main Isanti County population centers. The Cambridge-Isanti Bike-Walk Trail has established the beginnings of this regional trail system and the extensions described herein will solidify the connections to the surrounding populations, regional trails, and natural areas. The SpiRRT will be of adequate length to provide for regional designation, with the primary (north-south) spur being approximately 22 miles in length, and the secondary (east-west) spur being approximately 30 miles in length at completion, with a 5-mile overlap between spurs between Isanti and Cambridge.

As designed and described in later sections of this plan, the SpiRRT meets or exceeds all five (5) criteria specified for Regional Trail designation by the GMRPTC and as stated above.
Public engagement & participation
2017 Isanti County Trails & Bikeways Master Plan
Public Engagement & Participation

Master Plan & Public Engagement Process

Isanti County has a strong community presence and dedication to achieving the goals of the Master Plan to strengthen and enrich their community and recreational environment. There are numerous government departments, community interest groups, age groups, health and wellness seekers, and the community at large who give their time and energy to ensure a successful parks and recreation program, to date.

This community engagement group continued with that stewardship in this Master Planning process which began in late December 2016. At the initial meeting, a Master Plan Leadership Team was formed to guide the oversight and development of the Master Plan throughout the process. This team consisted of representatives from Isanti County Parks and Recreation, Isanti County Public Health, and from each of the Cities of Braham, Cambridge, and Isanti. This team assisted in generating a list of Stakeholders to reach out to in generating another layer of understanding and involvement.

The Stakeholder Group was formed and involved additional representatives from Community Groups, Interest Groups, Recreation Clubs, Government Representatives, and Public Health representatives. This group was formed to represent the depth and breadth of trail-related interests in the creation and direction of the Master Plan and serve to provide guidance from the perspective of all trail user groups. The Key Stakeholders Group served a number of project roles: 1) to assist in generating and representing key information gathered from their representative clubs, organizations, teams, and communities at key points in the project, and 2) to provide guidance and representation for their groups in guiding the Master Plan design. The Key Stakeholders included, but were not limited to, generous representatives from the following groups:

- General Public/Larger Community
- Allina Health
- Statewide Health Improvement Partnership (SHIP)
- Partners in Healthy Living (PIHL)
- City of Braham
- City of Cambridge
- City of Isanti
- Local Governments
- Recreational Clubs & Groups (Biking, Running, Snowmobiling, Others)
- Isanti County businesses, public, and user/interest groups

The initial meeting with the Stakeholders Group provided initial information regarding trail use types, locations, interests, and destinations that provided the foundation for the Public Workshops.

Around the County Map in the City of Cambridge Community Meeting.
Photo Credit: B. Wendorf
Three Public Workshops were hosted in the three representative population centers of Cambridge, Braham, and Isanti. The City Halls and Community Centers graciously donated their services to host these events. The workshops were held on different days and times to reach as many community members as possible. The same material was presented at all 3 workshops to ensure consistency of responses and ability to compare and contrast information gathered among communities. The purpose of these events was to gather specific information about current trail uses, location of current trail uses, different activities the community was participating in, activities that the community would like to participate in, and to provide any vision they may wish to share for the trails in their county.

The Stakeholders Group met again after the Public Workshops and reviewed the information gathered and analyzed therein. It was determined through that process that additional information gathering through an online survey would be advantageous to generate as much information and reach as many respondents as possible.

The additional online survey was launched after the Community Workshops in order to provide an additional method for gathering information for those that could not attend the meetings. The same material provided in the Community Workshops, and was advertised on a link administered by the Isanti County Parks website. The distribution was publicized via the Stakeholders Group and ran for three weeks before closing. The body of responses was then collected and combined with the Community Meeting responses for final review and analysis.

The Community Meeting Responses and Online Survey Responses are provided in Appendix G.

Community Workshop Presentations
The focus of the Workshops was to generate information reflective of the community values on trails. Activities were set up for work in smaller groups at tables of 4-6. Participants were also advised at the beginning that there were reduced-size 11”x17” versions of the larger 22”x34” group response sheets at each table if they preferred to work alone.

Specific activities involved gathering information on and ranking recreational choices, barriers to recreating, trail needs and amenities, where recreation is occurring now, and the grander vision for Isanti County’s trail network. Dot-style activities were used for the first half of the meeting, generating integer-type responses that could be tallied later for gauging information such as how many people participated in a given activity. Dot-style activities also looked at the different trail uses by season as well. In all, there were approximately 30 participants between the 3 meetings. Please see Appendix G for the tabulation of meeting results, by Community.
Online Trail Use Survey

The focus of the Online Survey was the same as the Community Meetings, and the questions were designed to receive the same results and present information in the same way. There were 25 questions in all, and the questions and tabulation of the 171 respondents results are provided in Appendix H.

Community Participation Results

Trail Recreation. In terms of recreation, current users represented by the Community Meeting results indicated that the three most popular trail recreational activities people are currently enjoying in Isanti County are: 1) hiking on trails, 2) road biking, and 3) mountain biking. These results were supported by the online survey results with the top three most popular activities, by participation, being: 1) hiking on trails, 2) paved trail biking, and 3) hiking/walking on roads. Notably, people also responded when questioned that the trail activity they felt was “most absent” in trail representation in Isanti County were paved trails for biking and trails for hiking & walking.

Trail Amenities. The results for the trail amenities varied, but the two most important amenities for trail use were safety and signage/wayfinding per the Community Meeting results. The online survey ranked signage and wayfinding (trailheads, kiosks, and wayfinding) and comfort stations (rest areas, shelters, and bathroom/washrooms) at the top of the list, but parking availability, paved trail surfaces, quiet, dog-friendly trails, and wildlife viewing were also ranked highly.

Motivating Factors. The motivational reasons each person has for participating in activities is personal, but there were definitely trends noted in looking at the results of this activity. For the majority of the online activity results, general recreation, health and wellness, and being outside were the motivating factors for trail use activities represented. Stress reduction was also a main factor within a number of categories. The Community Meeting results yielded similar results. Connection with nature was of particular importance in hiking, skiing and canoeing activities.

Deterrents to Trail Use. The top deterrents to trail use across the different activities presented in the online survey results were disconnected or interrupted trail continuity, trails do not have a destination (e.g. go nowhere), no available bathroom facilities, wayfinding and/or environmental concerns, and that the trail activity that people wanted to participate in was either not represented or not welcome. Additionally, with road biking, it was noted that there were significant concerns with vehicular traffic safety in conjunction with trail use. Community meetings yielded similar results, with notable concerns for snowmobilers with sightlines and incompatible trail uses sharing the same space, for future design.

At its core, Isanti County demonstrated through this process that they are fundamentally engaged in, excited about, and actively seeking out and participating in recreational activities around the County and beyond. Development of the Cambridge-Isanti Walk-Bike trail exemplifies that they have already taken initiatives as a Community for developing and implementing these public resources. The results of the community survey indicate strong support for further development of the SpiRRT regional trail and enhanced connection of the existing local trails and parks to the trail network for a variety of activities.

Community-Based Trail Development Values

The results from the Public/Community Participation component of this Master Plan development demonstrated that Isanti County has a strong attention to public health and wellness through a variety of means, including outdoor recreation. As is written in the mission statement of the Isanti County Public Health Department, as the foundation of the public health values in Isanti County is, “to promote, protect and preserve the health and well-being of
our community by working in partnership to empower residents to make healthy, safe choices. It is based on shared values that motivate and guide our actions!” This foundation of public health within Isanti County carried through in feedback received at the community meetings and through the online survey to development of community-based trail development values.

The ICT+BMP received funding through the Statewide Health Initiative Program (SHIP) for development of non-motorized transportation strategies and policies as part of the statewide community initiatives. Specific goal of this program initiative is to develop active transportation methods to reduce the barriers for recreation through development of the following within Minnesota communities as part of the infrastructure and planning efforts:

- sidewalks, walking paths, and bike facilities
- safe and convenient pedestrian street crossing features such as crosswalks, stop signs, stop lights and other street crossing elements
- motorist traffic calming and speed-reduction measures
- street landscaping and pedestrian-level street lighting
- bike racks, lockers, or other bike parking and storage facilities
- land use development patterns to locate homes, worksites, schools, stores and other community services and amenities within reasonable walking distances (pedestrian-oriented development) and within easy access to transit (transit-oriented development)
- signage that helps pedestrians and bicyclists navigate to their destinations.

Additional funding for the ICT+BMP was provided by the Isanti Partners In Healthy Living (PiHL) initiatives to promote “Active Living” through initiatives that promote reduction of obesity and sedentary lifestyle choices at the planning level. Funds are specifically designated and available for development of master and comprehensive plans, land use zoning and regulations, and increased access to facilities and opportunities for walking and bicycling.

The results of the Community Engagement meetings for the ICT+BMP provide strong support that the Isanti County community at large is responding to and supporting these trail and recreational development health initiatives. Isanti County residents are participating in a variety of trail activities ranging from biking, hiking, walking, trail hiking and running, snowshoeing, cross-country skiing, snowmobiling and bird watching. Each participation “event” in any active activity increases the overall health and wellness of both the individual and the community as a whole.

In summary, the development of the SpiRRT and the overall trail network and bikeways supports the overall health and wellness initiatives, goals, and values exemplified and promoted by both Isanti County and the larger public community by implementing these trail use and active lifestyle strategies for everyone to enjoy.

Ecological & Land Resources Plan

Ecological Stewardship & Resource Protection Plan

Previous sections of the ICT+BMP provided spatial maps and information regarding the natural conditions currently found in Isanti County. Part 3 noted that a large portion of Isanti County is a complex of agricultural lands interspersed with wetlands and other hydrological features. This is typical of the land-type associations found within the Anoka Sand Plains. As a component of the Anoka Sand Plain ecological subsection, this area is particularly prone to groundwater contamination from surface water and surficial pollution sources due to the high soil infiltration rates.

In an effort to better understand and protect water and ecological resources, a one-mile buffer designated as the “Project Impact Protection Area” surrounding the project limits will be employed for evaluation and protection of the native ecology and area hydrological resources. GIS resources will be evaluated for each section of trail developed for the presence of rare or remnant native plant communities, threatened or endangered species (plant, animal, or otherwise), rare natural features, groundwater or surface water protection areas, and other potential impacts or concerns to ensure that the high quality of the rural area and component native ecological communities remain.

Remnant Native Plant Communities. The Minnesota Department of Natural Resources maintains a GIS file locating remnant plant communities throughout the State of Minnesota. Figure 7.1 below shows the remnant native plant communities located throughout Isanti County. There are a number of native plant complexes near the proposed regional trail, specifically near Spectacle Lake, Grandy Pines, south of Highway 5 (eastward spur to North Branch), and within the Rum (Spirit) River corridor. These native plant communities are to be preserved and protected from trail development. Each portion of the trail alignment construction submittals for development should provide examination of this spatial database to understand where these communities are located and which types are affected. Should the trail alignment come within 1 mile of native plant communities, a DNR representative shall be contacted to assist County staff in determining and executing an appropriate sustainable protection strategy.

Please note that the floristic biodiversity index – an assessment of quality as indicated by the number of native representative species and types found within the community – is provided for each area shown on the map. Many of these areas found in Isanti County have received a ranking of “High” or “Outstanding” for biodiversity. These high-quality areas are of special importance and protection prioritization if found within the trail alignment corridors and should be avoided or buffered in the final design.
Threatened & Endangered Species Protection. The MnDNR also maintains a database of State- and Federally-listed Threatened and Endangered species. This database and the spatial locations of these biotic species – plant, animal, fungi, etc. – is not available to the public and only available through special agreement with the DNR. In maintaining the evaluative distance of a 1-mile buffer surrounding the project limits, each section of trail developed shall contact the DNR to assess what, if any, Threatened or Endangered Species (Federally- and State-Listed) are within this Project Impact Protection Area. If any species are stated by the DNR representative to be within the designated Project Impact Protection Area, site assessment with DNR representative will be a component of the initial design assessment and any findings from that assessment will be followed and maintained during and after construction.

Wetland & Hydrological Resource Protection. GIS review for each trail segment located within the 1-mile Project Impact Protection Area will include an inventory and analysis of the wetland and hydrological resources found therein. In trail sections and Impact Areas located near wetlands and hydrological resources, the design and construction will take special care in resource protection and employing best management practices. Isanti County will assess the proposed design impacts and make recommendations, insofar as to recommend re-routing around resources of special concern or protection status. Isanti County will make the final decision on location of trail within the proposed alignment and which type(s) of construction methods will best protect the wetland or sensitive hydrologic resources.

All trail design and construction will comply with current National Pollution Discharge Elimination System (NPDES), Minnesota Pollution Control Agency (MPCA), Isanti County, MnDOT, Isanti Soil and Water Conservation District (SWCD), Watershed District (WD)/Water Management Organizations (WMO), and other relevant permitting and regulatory guidelines. The Minnesota State Stormwater Manual wiki should be consulted for best management practices and other means of assessing and protecting valuable wetland and hydrologic resources in a sustainable way. Isanti County will accept responsibility for ongoing maintenance, repair, and replacement for any permanent stormwater management devices and facilities (e.g. ponds, constructed wetlands, infiltration basins, etc.) constructed as part of the trail development.

Wetland protection and trail design will be constructed to maximize wetland and water protection in a sustainable and redundant way, employing multiple strategies in design of wetland protection devices. Isanti County SWCD and other interested agencies will be contacted and coordinated at the initiation of each project segment to provide ability to employ water monitoring strategies and deploy devices for collecting data on water quality impacts to better understand the impacts of trail development.

Figure 7.2 shows the wetland resources for Isanti County with the roads shown for general spatial understanding of their locations.
Ecologically-Sensitive Resilient Trail Design Guidelines.

Trail development can be used as a development device for natural resource protection and enhancement as well as recreational and cultural enrichment. Employing sensitive ecological design principals to trail location and design can act as barriers to development and buffers to natural and ecological systems. This effectively is creating resilient combined trail and ecological networks, supporting each other and providing protection to the very areas that enrich the visitor experience.

To successfully create these multi-use ecological-recreational systems with Spirit River Regional Trail and other trail design, all trail development should follow the Minnesota Department of Natural Resources (MnDNR) 2008 Guidelines for Managing and Restoring Natural Plant Communities along Trails and Waterways. The design principles presented therein are intentionally flexible to adapt to local conditions encountered in trail development. The following guidelines outline the principles that should be integrated into the project delivery for maximum ecological protection and enhancement along trail and waterway development areas:

1. Restoration and management of natural plant communities shall:
   + Enhance the ecological quality of all sites
   + Contribute to the integrity and aesthetic quality of the regional landscape
   + Improve the quality of the recreational experience
   + Reduce air and water pollution induced by motor driven maintenance procedures

2. New development should occur primarily in environments already influenced by human activity, with emphasis on restoring and re-establishing native vegetation in these environments for the benefit of people, and remaining natural systems.

3. New development must avoid:
   + Critical habitat of endangered, threatened and special concern species (as identified by the Natural Heritage Program)
   + Large remaining natural areas
   + Patches of high quality habitat

1 MnDNR 2008 Guidelines for Managing and Restoring Natural Plant Communities along Trails and Waterways. URL: http://www.dnr.state.mn.us/trails_plantcommunities/index.html
Development Master Plan

Introduction

The Spirit River Regional Trail (SpiRRT) shall provide Isanti County citizens and visitors with county recreational resources and connections to the neighboring Sunrise Prairie Trail and the Rum River (Spirit River) Regional Trail. Currently, there are no regional trails that serve as comprehensive recreational connections between parks and open space areas. The proposed Regional Trails will serve to connect communities within and to Isanti County, and bridge gaps in the current system to provide for increased safety and awareness in trail use. The north-south section of the Regional Trail will connect the Cities of Braham, Cambridge, and Isanti without interruption, and connect to the Rum River Regional Trail (Proposed) to the South. The east-west section of the Regional Trail will connect the north-south section of Rum River east to the Sunrise Prairie Trail and the City of North Branch and west to the City of Princeton. Besides the Rum River State Water Trail, the nearest connection to a regional trail is the Sunrise Prairie Trail in the City of North Branch.

Regional and Local Trail Design Standards

Isanti County has committed to regional trail development according to the Minnesota Department of Natural Resources (MnDNR) Regional Trail Design standards as established in the 2007 Trail Planning, Design, and Development Guidelines. The MnDNR Standards establish the following design guidelines for trails, by type of use, in Table 8.1 below.

Bituminous surfacing will be employed throughout the entire length of the trail, as it meets American Disability Act guidelines for surface type, minimizes erosional potential, allows for plowing in winter, is extremely durable without the cost associated with concrete. This surface and design also accommodates and provides for the largest number of user groups with one surface – biking, running, walking, hiking, and other uses as mandated by current State of Minnesota Law.

Table 8.1: MnDNR Trail Design Standards for Multi-Use Paved Trails, By Type¹

<table>
<thead>
<tr>
<th>TRAIL TYPE/USE</th>
<th>MIN. WIDTH</th>
<th>SURFACE TYPE</th>
<th>1-WAY OR 2-WAY TRAFFIC</th>
<th>CENTER STRIPING REQ’D</th>
<th>CLEAR ZONE WIDTH, BOTH SIDES</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGIONAL/STATE TRAILS</td>
<td>10’ MIN.</td>
<td>Bituminous</td>
<td>2-Way</td>
<td>No</td>
<td>2’MIN. @ 4% MAX. CROSS-SLOPE</td>
</tr>
<tr>
<td></td>
<td>(12’ preferred for high use)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY/COUNTY TRAILS</td>
<td>10’ MIN.</td>
<td>Bituminous</td>
<td>2-Way</td>
<td>No</td>
<td>2’MIN. @ 4% MAX. CROSS-SLOPE</td>
</tr>
<tr>
<td></td>
<td>(8’ for secondary or lower use trails)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEIGHBORHOOD/LOCAL TRAILS</td>
<td>8’ MIN.</td>
<td>Bituminous</td>
<td>2-Way</td>
<td>No</td>
<td>2’MIN. @ 4% MAX. CROSS-SLOPE</td>
</tr>
<tr>
<td></td>
<td>(10’ preferred for high use)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The SpiRRT regional trail is intended to be located in natural areas as close to the Spirit/Rum River as possible while highlighting the rural character of the area within the right-of-ways of existing roads or on adjacent properties when possible. The regional trail shall be grade- and physically-separated from road driving surfaces to the maximum extent of distance away from the road surface to enhance the natural experience but not remove the visitors from the rural character the trail is highlighting as well. When the SpiRRT is in alignment with the existing rail corridor that is anticipated to also become the new alignment for the Northern Lights Express, the trail should be located as close to that boundary as possible.

The existing road right-of-ways are shown in Figure 8.1 within the context of the regional trail plan development. The design of the regional trail – distance from edge of road pavement to edge of trail, buffer type between road and trail, and buffer width – will depend on the allowable width of the right-of-way, ditch/road edge conditions and grade, and design speed of the road itself. The ten-foot (10’) minimum paved trail width (see Table 8.1) will be continuous throughout the length of the regional trail. Trail grade shall meet current Minnesota Accessibility Code design minimums and not exceed 12% in any areas. Truncated domes/wearing surfaces or as dictated by current version of the Minnesota Accessibility Code and appropriate MnDOT traffic signage shall be provided and maintained at all trail-road crossings.

Wetlands and ditches are located throughout Isanti County and the vehicular corridors. Where appropriate, bridges, boardwalks, and other sustainable surfaces will be used to cross wetlands and other sensitive features, rather than filling or grading, to provide a sustainable surface, minimize the environmental impacts of the trail itself, and maintain and preserve the existing land character.

The clear zone will be seeded with turfgrass and maintained by mowing [by whom] during the growing season. The typical 10’ high overhead clear zone over the trail surface shall be maintained via tree clearing, grubbing, and trimming on an “as needed” basis [by whom]. Designated sections of the regional trail shall be available in the winter for use by snowmobilers and maintained/groomed by local snowmobile clubs [to confirm]. Trailhead signs, kiosk, and parking areas will be located at appropriate intervals throughout the length of the trail. Signage will be either a trailhead or kiosk style and provided where shown on the plan. Additional identification signage at mileage intervals along the trail will be provided, as designated within the signage plan.
Figure 8.1: Regional Trail Alignment Road Right of Ways
Development of Master Plan – Regional Connections

Isanti County intends to use the contents of this Master Plan to develop the Spirit River Regional Trail, local trails, routes to school, and further trail connections in phases, as funds become available. The complete County-wide map of the SpiRRT alignment is provided in Figure 8.2. The SpiRRT is intended to be developed in phases, and prioritized according to the following schedule per funding availability:

1. SpiRRT Primary Spur (North-South Connection)
   a. Phase 1a. Cambridge-Isanti (C-I) Bike-Walk Trail Missing Links. The existing trail has gaps in overall connectivity, specifically within neighborhoods within the Cities of Cambridge and Isanti. The first phase will fill in the “missing links” to create connectivity between the interrupted sections of trail as seen in Figure 8.3.
   b. Phase 1b. Braham Extension of C-I Trail. The second part of Phase 1 development is to extend the Cambridge-Isanti Trail north generally following the Highway 65/rail corridor to Braham along the route shown in Figure 8.4. This passes through Grandy and some stunning pine woodlands and wooded wetlands. This extension provides a safe and necessary route from Braham to Cambridge and Isanti where one currently does not exist. The right-of-way along Highway 65 as well exploring the connection to the rail corridor provide the alignment and most direct route.
   c. Phase 2. Rum (Spirit) River South Connection. The second phase will extend the SpiRRT south from the City of Isanti to the Rum River Trail proposed alignment in Anoka County. Although it would be the preferred route to directly follow the path of the Rum River, there are significant constraints to development on the eastern and western bluffs due to private ownership, few roads, and narrow right-of-ways or unimproved surfaces. See Figure 8.5 for this route.

2. SpiRRT Secondary Spur (East-West Connection)
   a. Phase 1. SpiRRT East. The first phase of the SpiRRT Secondary Spur will be a new extension east from the City of Isanti mainly along the Highway 5 corridor east to the connection with the existing trail on Highway 95 on the eastern Isanti County border. This route comes in close proximity to the Irving & John Anderson County Park and the Bicycleways there. This east-ward extension is significant as it will connect the SpiRRT through the City of North Branch to the Sunrise Prairie-Hardwood Creek-Willard Munger Regional Trail and other trails beyond. See Figure 8.6 for this route.
   b. Phase 2. Spirit River West. The second and final phase of the SpiRRT Secondary Spur will involve the west extension of the regional trail parallel to Highway 95 along the Rum (Spirit) River. This route will connect downtown Cambridge and the existing trail system west to Princeton and provide additional access, trail and service support to, and interface with the Rum River State Water Trail and local Bikeways and County Parks. See Figure 8.7 for this route.

Local Bill Carlson, project director of Isanti Active Living by Design enjoying a ride on the Cambridge-Isanti Bike-Walk Trail. Image Source: http://isanticountynews.com/
Figure 8.2: County-Wide Regional Trails
Figure 8.3: SpiRRT Cambridge-Isanti (C-I) Bike-Walk Trail Missing Links
Figure 8.4: SpiRRT Braham Extension of C-I Trail.
Figure 8.5: SpiRRT Rum River South
Figure 8.6: SpiRRT East
Figure 8.7: SpiRRT Spirit River West
Trail Programming Plan

Programmatic Goals

The Spirit River Regional Trail has minimal programming elements associated with it at initial design: wayfinding, map kiosks, and interpretive signage as designed for unique elements as part of trail section development. Instead of a heavy-handed approach to the recreational interface as part of the trail experience, the SpiRRT knits together the past history of the railroad, timber development, agricultural working of the land with the rural preservation of character and landscape ecological function in a series of design principles to provide more individual exploration.

Principle A – Tell the Story. Connect people with natural and cultural history.

The Dakota name for the “Rum” River is Watpa Wakan or Wakpa Wahkon, meaning “Spirit River.” The Spirit River has a rich history to many people – past and present – and the cultural and natural history will be highlighted in the visual telling of those stories.

Principle B – Protect the Spirit.

Utilizing the resilient ecological design of the trail to protect, preserve, and enhance the natural ecology and integration of human and natural systems. Utilize the trail as a buffer to assist in cleaning surface and ground water with vegetation and innovative stormwater management.

Principle C – A Gathering for All. Provide places for people and nature alike.

The Spirit River has been a community place for many people for many years. The community can gather as one to recreate and enjoy nature as one in the parks, and move about by trails without as much dependence on vehicle transportation. The community can also come together to volunteer and provide service to the places about which they care.

Principle D – A Place of Understanding. Provide interpretation to assist others in understanding natural, cultural, and historical features and phenomena throughout the Regional Trail.

The course of the Spirit River is dynamic in response to flows, currents, and pressures. In the same way, the trail programming events and interpretation may be less prescriptive and more related uniquely to the specific section of trail development.

Signage & Wayfinding Plan

Specific wayfinding devices were identified by the Community as highly-desirable in regional trail development. The ICT+BMP developed a hierarchy of wayfinding devices – kiosk, road sign, and trail marker/monument – to provide unique identity for the regional trail. The signage is also flexible enough to accept collaborators and partner logos in municipalities and with collaborative funding. Sign prototypes and sections follow for regional trail signage and wayfinding that can be fabricated and installed throughout the SpiRRT at designated locations and as additionally required. Although recommended trailhead locations were identified in the development plan graphics, no specific trailhead design was completed as part of the ICT+BMP, as each area should be treated as an individual design effort that incorporates regional trail signage from this plan.

Existing County Park Kiosk

Photo Credit: A. Wedul

Existing County Park Trail Monument

Photo Credit: A. Wedul
**Signage Plan with Kiosk Style A**

Identity signage and trail logo is screened on a 12"x12" metal traffic sign mounted on standard 2" round galvanized tubing. Wayfinding monument is either 6"x6" treated wood or concrete with wood formliner post to match existing Isanti County Parks monuments with inset plastic panels with SEGD signs per Vacker Inc. designs. Panel is recessed in face for protection. Kiosk features a plastic sign panel mounted to corten steel sheet inset/attached in wood/stone upright. Stone shall be native limestone and wood a cedar weathered to grey.

**Signage Plan with Kiosk Style B**

Identity signage and trail logo is screened on a 12"x12" metal traffic sign mounted on standard 2" round galvanized tubing. Wayfinding monument is either 6"x6" treated wood or concrete with wood formliner post to match existing Isanti County Parks monuments with inset plastic panels with SEGD signs per Vacker Inc. designs. Panel is recessed in face for protection. “Green” kiosk features a plastic sign panel mounted to reclaimed wood face and a board and batten soffit green roof. With the grasses planted above, this design has no impervious footprint.
**Signage Plan with Kiosk Style C**

Identity signage and trail logo is screened on a 12”x12” metal traffic sign mounted on standard 2” round galvanized tubing. Wayfinding monument is either 6”x6” treated wood or concrete with wood formliner post to match existing Isanti County Parks monuments with inset plastic panels with SEGD signs per Vacker Inc. designs. Panel is recessed in face for protection. Kiosk is reminiscent of steeply-pitched Swedish roof construction as a visual reference to the numerous people that immigrated to Isanti County in the past. The sign panel is a weatherproof plastic routed to fit in heavy-timber upright posts.

**Regional Trail Identity Signage**

Identity signage and trail logo is a loose interpretation of the route the Spirit (Rum) River takes on its course from Lake Mille Lacs to the confluence with the Mississippi at the City of Anoka. The rich native history associated with this river is evoked with the red canoe.

This logo is intended to be screened on a 12”x12” metal traffic sign and mounted on standard 2” round galvanized tubing.

Three standard Pantone colors are used to keep sign production costs to a minimum.
Research Plan

Overview

A primary goal in understanding and designing a successful and timeless Master Plan and Regional Trail system is to engineer feedback systems into the initial design to provide a dynamic ability to gauge the needs and actions of the visitors over time. Moreover, understanding the needs and actions of the visitor may change over time as well, so the capacity, amenities, and design of the trail should be dynamic as well to adjust and grow to those expressed needs. The dynamic research plan described below will be implemented as part of the Regional Trail implementation to generate feedback about the user to provide for long-term trail success and use.

User Metrics Research Framework

The Greater Minnesota Regional Parks and Trails (GMRPT) Strategic Plan provides a 4-pointed approach to understanding and measuring trail performance, outdoor recreation trends, and public needs and demands, and includes the following key aspects:

1. Participation/Use Measurement – tracking participation through user/visitor counts and visitor origins and destinations.
   ICT+BMP Approach: Isanti County Parks staff will coordinate and manage annual, seasonal user counts. User counts will be completed by volunteers and/or staff at designated trailheads in spring, fall, and summer. Summer solstice and spring and fall equinox times are suggested times as these are easy to remember on an annual basis. User counts will be tabulated and reported to (GMRPT) staff through the online portal and reporting system, as well as provided to Implementing Partners and Public Reporting.

2. Performance Measurement – evaluation of the overall performance and effectiveness of the physical infrastructure
   ICT+BMP Approach: Isanti County Parks staff will coordinate and distribute an annual performance evaluation questionnaire for the trail as an online survey. Survey results will be reported to (GMRPT) staff through the online portal and reporting system, as well as provided to Implementing Partners and Public Reporting.

3. Trends/Demands Research – evaluation and trend analysis of changing trail user demands
   ICT+BMP Approach: Isanti County Parks staff will provide a user “needs and desires” component of the annual online performance evaluation questionnaire in Part 2 above to evaluate the expressed visitor needs over time. A comparison of responses to previous years, previous seasons, will be analyzed for trends. Survey results and trend analysis results will be reported to (GMRPT) staff through the online portal and reporting system, as well as provided to Implementing Partners and Public Reporting.

4. Economic Impact Studies – developing economic impact-type studies for understanding the impacts of recreational trail development on enticing visitors, tourists, and others to the area, and maintaining and enhancing area quality of life.
   ICT+BMP Approach: Isanti County Parks staff will coordinate this research with GMRPT staff and local economic development agencies for annual evaluation. Results will be reported to (GMRPT) staff through the online portal and reporting system, as well as provided to Implementing Partners.

Research Outcomes

The outcomes and results from the Research will be evaluated periodically, as directed and coordinated by Isanti County. Development and use priorities, goals, and funding prioritization will consider the outcomes of the annual Research studies.
implementation, management, & sustainability plan

2017 Isanti County Trails & Bikeways Master Plan
Implementation, Management, and Sustainability Plan

Overview
Achievement of a timeless Trails Master Plan and Regional Trail system requires ongoing energy and momentum from the Community that cares. Sustainability is defined as, “a method of harvesting or using a resource so that the resource is not depleted or permanently damaged.”¹ Sustainability within the design and execution of the SpiRRT is critical to providing the needed energy and resources to shepherd the trail from vision to construction to performance and maintenance over time. Isanti County has committed to leading and coordinating this process. There is no maintenance-free system, but a dynamic equilibrium may be achieved where fewer inputs are required to maintain the trail system after its initial construction by designing in sustainability from the inception of the project. It is important to consider that the key to system sustainability, trail system or otherwise, is to respond in a positive way to pressures – physical, programmatic/user needs, operational, or ecological – exerted on the system. A dynamic approach using feedback loops in the design of sustainability described hereafter will lay the groundwork for a plan that may change and adapt to these changing pressures and needs.

Implementation
Cost Estimation for Trail Development
As part of the ICT+BMP development process, the decision was made by Isanti County to work mainly within existing publicly-owned road right-of-ways to create the regional trail corridor nested within the road system framework. This decision for locating the Regional Trail System within the road corridors was due much in part to the identified constraints with privately-owned land and wetland resources in the County. The fundamental rationale for this decision was the desire to move forward with regional trail development in a timely basis without requiring landowner negotiation and significant economic inputs for private land acquisition. With the alignment shown above, the development schedule and associated cost estimation assumes a 10-wide asphalt surface trail. The breakdown per mile for cost estimation of trail development as follows in Table 8.1, with noted assumptions below. Please note: the cost estimation per square mile is for master planning purposes only and not representative of a specific project cost.

List of Assumptions in Cost Estimation Development
+ Clearing and grubbing refers to removal of trees, shrubs, and other debris to the combined width of the trail and associated clear zones on each side. Clear zone width is assumed to be two feet (2’) on each side of the trail, unless noted otherwise.
+ Grading/earthwork costs assume relatively level existing conditions. Grading/earthwork costs for otherwise conditions may be higher. Grading/earthwork costs do not assume any soil corrections for wetland conditions, poor soils, expansive clays, or contaminated soils which would be anticipated to incur additional material and other project costs.
+ Grading/earthwork does not assume implementation/construction of swales, diversions, ditches, checks, or other stormwater devices or best management practices (BMPs) that would likely incur additional costs.
+ Aggregate base is MnDOT-approved compacted Class V base and is four inches (4”) in depth
+ Asphalt surfacing is four inches (4”) in depth
+ Wood chip/mulch surfacing is two inches (2”) in depth
+ Seeding is a turfgrass-type seeding that is broadcast and disc-ed with straw mulch to incorporate
+ Sub-dollar unit prices are rounded up to the nearest whole cent () for cost estimation. Extended prices are rounded up to the nearest


2017 Isanti County Trails & Bikeways Master Plan
whole dollar for cost estimation.

+ Local costs can vary greatly from contractor to contractor, per material and resource availability, time of year for bid solicitation, construction climate, political climate, bid requirements, and other seasonal and geographic factors.

+ No cost estimation is provided for land acquisition as part of this estimation analysis. Consult local realtors and/or land acquisition experts for fair market value if takings for trail development are required.

+ Annual and incidental maintenance and operation costs are not included in this cost estimation.

+ All permitting and coordination costs are not included in this cost estimation, as they are assumed to be incurred by Owner, as municipal or County entity.

+ Cost estimates are based on 2017 US dollars as produced by Architectural Resources, Inc., from noted cost estimation resources as adjusted for inflation from original 2000 pricing provided by Iowa DOT.

+ Architectural Resources will not be held responsible for any local discrepancies or adjustments in costs from provided to actual bid values.

<table>
<thead>
<tr>
<th>TRAIL TYPE</th>
<th>LENGTH (FT)</th>
<th>CLEAR.ZONE WIDTH (FT)</th>
<th>CLEARING &amp; GRUBBING</th>
<th>GRADING/EARTHWORK</th>
<th>GRANULAR BASE</th>
<th>SURFACING MATERIAL AS SPECIFIED</th>
<th>SEEDING/RHALCH</th>
<th>OTHER COSTS 10% OF TOTAL</th>
<th>CONSTRUCTION CONG. 15% OF TOTAL</th>
<th>TOTAL EST. COST PER MILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTN BIKE OR HIKE TRAIL</td>
<td>5</td>
<td>9</td>
<td>$2,910</td>
<td>$4,332</td>
<td>N/A</td>
<td>N/A</td>
<td>$1,163</td>
<td>$8,405</td>
<td>$1,261</td>
<td>$10,507</td>
</tr>
<tr>
<td>(NATURAL SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIking TRAIL</td>
<td>5</td>
<td>9</td>
<td>$2,910</td>
<td>$4,332</td>
<td>N/A</td>
<td>$15,048</td>
<td>$1,163</td>
<td>$23,453</td>
<td>$2,346</td>
<td>$25,809</td>
</tr>
<tr>
<td>(WOOD CHIP SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIking TRAIL</td>
<td>5</td>
<td>9</td>
<td>$2,910</td>
<td>$4,332</td>
<td>$21,068</td>
<td>$15,048</td>
<td>$1,163</td>
<td>$44,521</td>
<td>$4,453</td>
<td>$49,003</td>
</tr>
<tr>
<td>(AGGREGATE SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOcal TRAIL</td>
<td>6</td>
<td>10</td>
<td>$3,638</td>
<td>$4,332</td>
<td>$24,077</td>
<td>$46,887</td>
<td>$1,163</td>
<td>$80,097</td>
<td>$8,010</td>
<td>$88,107</td>
</tr>
<tr>
<td>(ASPHALT SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOcal TRAIL</td>
<td>5</td>
<td>9</td>
<td>$2,910</td>
<td>$4,332</td>
<td>$21,068</td>
<td>$90,288</td>
<td>$1,163</td>
<td>$119,761</td>
<td>$11,977</td>
<td>$131,738</td>
</tr>
<tr>
<td>(CONCRETE SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONal TRAIL</td>
<td>10</td>
<td>14</td>
<td>$4,947</td>
<td>$4,332</td>
<td>$36,116</td>
<td>$30,096</td>
<td>$1,163</td>
<td>$76,654</td>
<td>$7,666</td>
<td>$84,320</td>
</tr>
<tr>
<td>(AGGREGATE SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONal TRAIL</td>
<td>10</td>
<td>14</td>
<td>$4,947</td>
<td>$4,332</td>
<td>$36,116</td>
<td>$78,144</td>
<td>$1,163</td>
<td>$124,702</td>
<td>$12,471</td>
<td>$137,173</td>
</tr>
<tr>
<td>(ASPHALT SURFACING)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONal TRAIL</td>
<td>10</td>
<td>14</td>
<td>$4,947</td>
<td>$4,332</td>
<td>$36,116</td>
<td>$180,576</td>
<td>$1,163</td>
<td>$227,134</td>
<td>$22,714</td>
<td>$250,248</td>
</tr>
</tbody>
</table>

Table 11-1: Estimated Cost of Trail Development per mile, by surface type
Regional Trail Cost Estimate to Complete

At completion, the Spirit River Regional Trail (SpiRRT) will run 53.1 miles in length between the four “Spurs” of the Trail. The East-West Portion of the SpiRRT is estimated at 27.1 miles in length and all will be new construction. The North-South portion of the SpiRRT is estimated at 26.0 miles in total, from border to border on the alignment shown. The approximately 3 miles of Cambridge-Isanti Bike-Walk Trail is to become a component of this final alignment and constructed cost of this trail section was $1.2 million dollars and took 20 years to complete. At an estimated cost of $400,000 per mile from these constructed costs and not adjusted for inflation, the estimated budget for completion of the remaining 23 miles of trail for the N-S Spur is $9.2 million, assuming costs were incurred for land acquisition in this process. As an alternate estimate calculation, using the per mile cost of asphalt-surfaced regional trail development provided in Table 8.1 and with the assumptions listed below, the estimated construction costs could be in the range of $3.6 million, assuming minimal grade alterations. This lower range of constructed cost is less likely due to the need for grade corrections and crossings – bridges and boardwalks – that will increase the cost significantly. These two estimates provide a viable range of cost projection, but estimated cost should be provided at time of design development for each section of the trail. If the alignment is moved from the current location, then land acquisition cost will be an additional anticipated cost that would be incurred. Further estimated cost breakdown by section is as follows, using the $400,000 per mile estimated constructed cost of the Cambridge-Isanti Bike-Walk Trail as basis for conservative budget projection.

The North Spur which will connect the City of Cambridge to the City of Braham via the SpiRRT and infill the missing links in the City of Cambridge is estimated at 11.0 miles in length on its current alignment. This section is estimated at $4,400,000 to construct.

The South Spur which will connect the City of Isanti to the planned Rum River Trail connection to the south at the Anoka County border is estimated at 9.0 miles in length on its current alignment. This section is estimated at $3,600,000 to construct.

The West Spur which will connect the City of Cambridge and roughly follows the alignment of the Spirit/Rum River on its westward path upstream toward the City of Princeton and the Lake Mille Lacs headwaters is estimated at 14.0 miles in length. This section is estimated at $5,600,000 to construct. The East Spur which will connect the City of Isanti to the east to the City of North Branch via a section of the Sunrise River is estimated at 13.1 miles in length. This section is estimated at $5,240,000 to construct.

All Spurs included, the total Spirit River Regional Trail project cost to construct the 47.1 miles of 10-foot wide asphalt trail is estimated at $18,840,000, based on 2017 dollars.

As of time of ICT+BMP completion, no detailed cost estimation had been performed for any part of the trails proposed. Again, project cost can vary considerably due to local conditions in which the trail is to be developed. Cost estimation for trail development should be performed per individual conditions as funds are available and/or project development of sections occurs. As there is no funding in place as of time of report production, construction timelines are difficult to estimate. With the length of each section and design and coordination efforts required to implement this plan, it is not unreasonable that the complete realization of the SpiRRT be in the range of 20-30 years, or sooner as funding and budget allocation permits.

Physical Sustainability

The many interested community members, Stakeholders, and Isanti County government representatives have worked tirelessly and on a shoestring budget to safeguard the ICT+BMP and SpiRRT to successful implementation. The parks and trail systems already in place in Isanti County have established a sustainable pattern of design sensitivity to preserving and highlighting what is there – ecologically, historically, and culturally – now and for future generations to enjoy. Isanti County Parks, dedicated and passionate community members, and tireless administrators have dedicated themselves to making Isanti County a safe, enriching, and comfortable place to be and recreate.

The materials used in construction of the trails shall be designed to withstand...
time, environmental pressures, and provide a safe and comfortable place to recreate. The trail materials shall be sustainably designed with durable materials, employing environmentally-sensitive design for locating and constructing the trails. The surface of the trail shall be able to provide for as many uses as possible and/or be suitable for sustaining the intended use or uses, as per stated programmatic goals. Whenever possible, boardwalks, bridges, or other elevated surfaces shall be employed to span wetlands or other sensitive natural features, but still bring visitors in visual and experiential contact with the unique feature.

Isanti County is committed to all trail section designs to participate in a public engagement process to ensure the design’s understanding and acceptance. Additionally, the highest quality aesthetic designs shall be proposed, within the means of reasonable finances. Strict aesthetic design guidelines and specific materials for trail surface are not to be established through this document. Rather, celebrating, highlighting, and preserving the unique physical character which references the history of people and place of each section of the trail should be of utmost importance.

Programming Sustainability
In order for a sustainable level of stewardship to happen, regular and Community-driven programming should to occur as supported by Isanti County, the Public, and in support of regional systems. Multiple layers of programming for different user groups, special and seasonal activities, and annual events should occur, but Isanti County does not have any formal programming for the trail other than a biennial clean-up day. Programming for trail use should be coordinated through Isanti County Parks via cooperations and partnerships with local user groups (e.g. bike clubs), and public- and private organizations such as area schools, Allina Health, and others. Some examples of programming events include:

- Marathons and triathlons
- Health events or fundraisers, such as the Susan G. Komen Race for the Cure
- American Cancer Society Relay for Life
- National Night Out
- Walk and Bike to School Day
- Memorial rides and runs
- Local color rides and runs in support of Community Events (e.g. Braham Pie Day)

Operations & Maintenance Sustainability
Isanti County will manage, maintain, operate, repair/replace, and assess the condition of the Spirit River Regional Trail. This will be done under rule and contract of County ordinances and completed in conjunction with local municipal partners where funding and staffing are available. Contract services will be coordinated and/or procured as necessary to ensure the ongoing safety, welfare, and enjoyment of the trail in its entirety for recreation and alternative transportation. The operations of the trail will be subject to the rules of Isanti County Parks for hours of operation, acceptable activities, and other event coordination. The Operations and Maintenance Plan is provided in Appendix I and shall be adjusted and amended by the County to include additional services specific to trail components.

Annual trail maintenance is currently estimated at $7000 per mile, as provided by American Trail reporting. At completion of the 53.1 miles, the estimated annual maintenance cost for the SpiRRT is $345,000. For comparison and support for this budget, a recent estimate for ongoing operations and maintenance cost provided by Three Rivers Park District further breaks down the costs as follows. Their estimated annual O & M costs for the completed 17-mile section of regional trail at $65,000 ($26,500 for routine maintenance and operations, $33,000 for pavement management, $31,500 for other operations, $10,000 for facilities and equipment replacement, $1,500 for service contracts, $1,500 for training, and $1,500 for other miscellaneous costs).
and $5,000 for natural resource management) with one half-time (0.5 FTE) designated staff and seasonal workers as required.³

Using this guideline, for the proposed 53.1 miles of the Spirit River Regional Trail, the operations and maintenance costs are estimated at upwards of $203,000 and employ up to 1.5 full-time employees and additional volunteer and seasonal maintenance workers/staff. Isanti County and local municipal partners will assess and staff accordingly to meet the ongoing needs to keep the trails well-maintained and staffed.

Ecological Sustainability
The long-term ecological stewardship of the SpiRRT is currently dependent on the commitment of both the Isanti County Parks and Recreation department and the Isanti County Highway Department, and the large number of trail users and recreationalists operating within Isanti County’s existing outdoor resources. Establishing key partnerships with MnDNR, MnDOT, a Local Trail Implementation and Oversight Committee, the Cities of Braham, Cambridge, and Isanti, and Regional Partners in neighboring counties can lay the foundation for establishing a Regional Trail coalition to provide understanding of and support for the network of trails, parks, and open space within the Central Region.

Isanti County has demonstrated a commitment to ecological stewardship and sustainability in securing premier ecological land tracts, utilizing sustainable land management techniques such as controlled burns and selective harvesting, and establishing and employing best management practices in infrastructure and building development wherever possible. The SpiRRT will support this sustainability and stewardship framework in utilizing the SpiRRT to analyze and protect local resources for all to enjoy now and in the future through sensitive analysis and design.

Feedback Channels to Sustainability Success
The outcomes and results from the Research and Feedback systems will be evaluated annually by Isanti County. Development and use priorities, goals, and funding prioritization will be assessed and adjusted annually or as determined by Isanti County to meet the ongoing needs and goals of the SpiRRT and the network of Isanti County Trails as a whole.

Winter trails for skiing are good exercise and easy on the environment - frozen ground is less susceptible to impact than thawed. Photo Credit: B. Wendorf
Bikeways

Overview

One of the most popular recreational activities within Isanti County and nationwide is bicycling. Assessing where and what roads Isanti County citizens were using and wanted to use for on-road bicycle routes was assessed as part of the Community participation component of the ICT+BMP. Bikeways were considered and designed for separately from other trail classifications, as these were considered acceptable as component of existing roads with design consideration for safety of the rider. With no regional trails for distance riders, the bikeways provide routes for bicyclists preparing for races, longer distance routes, solitary and/or group rides, and those interested in higher speed than might otherwise be tolerated on regional trails. The design and location of these is as follows.

Bikeway Design

Bikeways as designated in this plan are the only trail types sharing roadways with vehicular traffic. All of these shall be designed and developed in direct collaboration with Isanti County Highway Engineers, at minimum. To ensure the safety of the bikeway riders, the bikeway design must be compliant with current version of the following regulatory guidelines as provided and supported by the Minnesota Department of Transportation (MnDOT):

3. Federal Highway Administration (FHWA). Separated Bike Lane Planning and Design Guide.

MnDOT Minimum Bikeway Design Standards

“Paved shoulders should be at least 1.2 m (4 feet) wide to accommodate bicycle travel. However, where 1.2-m (4-foot) widths cannot be achieved, any additional shoulder width is better than none at all. The measurement of usable shoulder width should not include the width of a gutter pan, unless the pan width is 1.2 m (4 feet) or greater. Shoulder width of 1.5 m (5 feet) is recommended from the face of guardrail, curb or other roadside barriers. It is desirable to increase the width of shoulders where higher bicycle usage is expected. Additional shoulder width is also desirable if motor vehicle speeds exceed 80 km/h (50 mph), or the percentage of trucks, buses and recreational vehicles is high, or if static obstructions exist at the right side of the roadway.

…Rumble strips or raised pavement markers, where installed to discourage or warn motorists they are driving on the shoulder, are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of 0.3 m (1 foot) from the rumble strip to the traveled way, 1.2 m (4 feet) from the rumble strip to the outside edge of paved shoulder, or 1.5 m (5 feet) to adjacent guardrail, curb or other obstacle. If existing conditions preclude achieving the minimum desirable clearance, the width of the rumble strip may be decreased or other appropriate alternative solutions should be considered.”

Signed Shared Roadways

The following design guidance for bikeways is provided as directly adopted from MnDOT Bike Facility Design Guide:

“4-3.1 Shoulders

The shoulder is the edge or border of a roadway that is contiguous with, and on the same level as, the regularly traveled lanes. Bicycles can be accommodated on paved shoulders of appropriate width, but unpaved shoulders do not accommodate bicycles. By law, bicyclists may use roadway shoulders, with the exception that bicycles are not permitted on shoulders or travel lanes of the Interstate freeway system and certain other restricted-access expressways. The appropriate width of the shoulder is determined by design speed, ADT, bicyclist needs, and other factors. Bicyclists need at least 4 feet of smooth, rideable paved shoulder width.
Figure 12.1: Existing County Bikeways & Trail Use, From Community Meeting Results
Figure 12.2: Proposed Country Bikeway Loops
Figure 12.3: All Proposed County Bikeways (Includes Regional Trails)
Shoulder Rumble Strips

Shoulder rumble strips are typically 0.3 m (1 ft) wide and are typically located on the right shoulder beginning 0.15 to 0.3 m (0.5 ft to 1 ft) from the edge of the travel lane, but sometimes are wider and/or farther from the edge of travel lane.

For compatibility with bicycle transportation, rumble strips should be no wider than 0.4 m (1.33 ft), and should be installed in an alternating on/off pattern within 0.15 m (0.5 ft) of the edge of travel lane or fog line, with a minimum 1.2 m (4 ft) width of smooth pavement for bicycles on the shoulder.

Shoulder widths of 1.2 m (4 ft) or less with standard rumble strips will not adequately accommodate bicycles. Therefore, in accordance with the Mn/DOT Road Design Manual, rumble strips should not be placed on these roadway sections unless there is a documented serious ROR (run-off-the-road) crash history, and little or no bicycle traffic is expected.

Where a rumble strip is necessary on a 4 ft shoulder, designers can consider the option of placing a 0.3 m (1 ft) wide rumble strip on the edge line of the roadway with the edge stripe painted over the rumble strip.

For more information on rumble strips, see Section 4-6.1 of this manual, and Chapter 4 of the Mn/DOT Road Design Manual.

Shoulder as a Bikeway Facility

[FIGURE 12.4] illustrates signing and striping of the roadway shoulder as a bikeway. The appropriate shoulder width ranges from 1.2 m to 3 m (4 ft to 10 ft) as provided in [TABLE 12.1].

The minimum paved shoulder width to accommodate bicyclists is 1.2 m (4 ft), with a minimum 1.5 m (5 ft) distance from the right edge of the rumble strip to any guardrail, curb or other roadside barrier.”

Table 4-2: Bikeway Design Selection for Rural (Shoulder and Ditch) Cross Section - English Units

<table>
<thead>
<tr>
<th>Motor Vehicle ADT (2 Lane)</th>
<th>&lt;500</th>
<th>500 - 1,000</th>
<th>1,000 - 2,000</th>
<th>2,000 - 5,000</th>
<th>5,000 - 10,000</th>
<th>&gt;10,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle ADT (4 Lane)</td>
<td>N/A</td>
<td>N/A</td>
<td>2,000 - 4,000</td>
<td>4,000 - 10,000</td>
<td>10,000 - 20,000</td>
<td>&gt;20,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motor Vehicle Speed</th>
<th>25 mph</th>
<th>30 mph</th>
<th>35 - 40 mph</th>
<th>45 mph and greater</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PS = 4 ft or SL</td>
<td>PS = 4 ft or SL</td>
<td>PS = 4 ft or WOL</td>
<td>PS = 4 ft or WOL</td>
</tr>
<tr>
<td></td>
<td>PS = 4 ft or SL</td>
<td>PS = 4 ft or WOL</td>
<td>PS = 6 ft</td>
<td>PS = 6 ft</td>
</tr>
<tr>
<td></td>
<td>PS = 4 ft or WOL</td>
<td>PS = 6 ft</td>
<td>PS = 6 ft</td>
<td>PS = 8 ft</td>
</tr>
<tr>
<td></td>
<td>SUP or PS = 10 ft</td>
<td>SUP</td>
<td>SUP</td>
<td>SUP</td>
</tr>
</tbody>
</table>

* See discussion in Section 4-3.1 regarding rumble strips on 4-foot shoulders. PS = Paved Shoulder, SL = Shared Lane, SUP = Shared-Use Path, WOL = Wide Outside Lane

Table 12.1: MnDOT Table 4-2 for Rural Road Cross-Section Bikeway Design

The following is additional NAACCTO criteria that should be considered prior to signing a route for future development of bikeway routes:

a. The route provides through and direct travel in bicycle-demand corridors.

b. The route connects discontinuous segments of shared use paths, bike lanes and/or other bike routes.

c. An effort has been made to adjust traffic control devices (e.g., stop signs, signals) to give greater priority to bicyclists on the route, as opposed to alternative streets. This could include placement of bicycle-sensitive detectors where bicyclists are expected to stop.

d. Street parking has been removed or restricted in areas of critical width to provide improved safety.

e. A smooth surface has been provided (e.g., adjust utility covers to grade, install bicycle-safe drainage grates, fill potholes, etc.)

f. Maintenance of the route will be sufficient to prevent accumulation of debris (e.g., regular street sweeping).

g. Wider curb lanes are provided compared to parallel roads.

Design Signed Shared Roadways guide for the development of bicycle facilities

h. Shoulder or curb lane widths generally meet or exceed width requirements included under Shared Roadways.

---


4 https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/#design
**Recommended Bikeway Maintenance**

The following minimum maintenance tasks for bikeways are taken directly from current NACTO Standards and shall be completed on an as-needed basis to maintain surface safety for riders:

+ Lane lines and stencil markings should be maintained by Highway Department to clear and legible standards.
+ Bike lanes should be plowed clear of snow by Highway Department.
+ Bike lanes should be maintained to be free of potholes, broken glass, and other debris.
+ Utility cuts should be back-filled to the same degree of smoothness as the original surface. Take care not to leave ridges or other surface irregularities in the area where bicyclists ride.
+ If chip sealing, consider providing new surfacing only to the edge of the bike lane. This results in a smoother surface for bicyclists with less debris. Sweep bike lanes clear of loose chip in the weeks following chip sealing.
+ If trenching is to be done in the bike lane, the entire bike lane should be trench ed so that there is not an uneven surface or longitudinal joints.

**Bikeways Implementation Recommendation**

At the time of ICP+BMP development, the roads associated with the Bike Loops and Bikeways do not all meet the minimum design standards (4 foot width of road shoulder), as presented. It is recommended that those roads identified as Bikeways be brought to minimum standards or better.

---

4 https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/#design
as funds become available and/or road projects are designed and implemented. The roadway design and re-design process for all ICP+BMP-designated Bikeways and Bike Loops should incorporate a paved shoulder in both directions and appropriate signage for route safety and wayfinding. As the design speed for each the roadway affects the required width of shoulder for a bikeway, current MnDOT guidance on Bikeway design for Signed Shared Bikeways should be consulted and incorporated into road cross-section and wayfinding/signage design. Isanti County Parks and Recreation will provided route information and route naming for identified Bikeways.

**Bikeway Signage Plan**

**Required Bikeway Signage**
The Isanti County Bikeways share the vehicular corridors and signage and wayfinding must therefore meet vehicular transportation guidelines. Signage shall be done in conjunction with and in consultation with County Traffic Engineer for location, placement, and maintenance of signage. See current guidance and signage in the Minnesota Manual on Uniform Traffic Control Devices (MN MUCTD) as referred to below.

**Supplemental Bikeway Signage**
The following provides a design guide for supplemental/design signage for routes and wayfinding on Isanti County bikeways using optional MnDOT signage for route wayfinding. No mileage marker is used as routes are bi-directional and have no start/stop termini. MnDOT D1-1c signage shall be the name of the bikeway route. Sign mounting height shall be as shown in current version of MnDOT Bikeway Facility Design Manual.
Local trail connections

2017 Isanti County Trails & Bikeways Master Plan
Local Trails

Overview

Local trails serve as the second tier of trails below the regional trails. These trails serve to both connect to local areas, neighborhoods, schools, and parks within the community, but also serve to reach further to connect to the larger trail network and Spirit River Regional Trail (SpiRRT). The local trail connections can serve critical safety and access functions by providing direct bicycle and walking access from neighborhoods to the SpiRRT to reduce the need for vehicular commuting to trailheads or starting points.

Isanti County Comprehensive Trails Network

In large part, the success of any trail system hinges on a strong hierarchy of trail types, routes, and destinations. This hierarchy can be subdivided into three types, by reach and service type, described as follow:

Type 1 - Regional Trails. The regional trails form strong connections with regional population centers, parks, and other regional trails. This top level of trail forms the larger connections and brings visitors in regionally and locally. The SpiRRT is the regional trail for Isanti County, forming the organizational framework that lower-level type trails will integrate with and support. The Rum (Spirit) River State Water Trail should also be considered a regional trail, connecting to other areas via water routes, which are important and growing recreational needs for increased popularity of kayaking, stand-up paddleboarding, and canoeing.

Type 2 - Local/Municipal Trail Type. The regional trails form strong connections with regional population centers, parks, and other regional trails. This top level of trail forms the larger connections and brings visitors in regionally and locally. The Local/Municipal trails function as their own local system, bringing people to local destinations, parks, and “around town.” They also function to bring visitors to larger transportation networks such as the SpiRRT, the Rum (Spirit) River State Water Trail and other regional trails beyond. Additional function of this level of trails is to provide Safe Routes to School (SRTS), as described in Part 14 of the ICT+BMP.

Type 3 - Neighborhood Trail Type. The neighborhood trails are the lowest level of trail in the hierarchy of use, serving much fewer numbers of people and often acting in a support role to transport people to higher-level trails or neighborhood park destinations. These types of trails do not show up on the Comprehensive County Trail Map in Figure 13.1 as they do not have regional or county-wide implications. Rather, these are best shown in each municipal trail plan for Braham, Cambridge, and Isanti, shown in Figures 13.2 - 13.4.

Bikeways functions are often found nested within the uses of regional (Type 1) and local (Type 2) trails. However, since road biking generally is done on roads at speeds greater than that of general use trails, on-road bike loops and connections are shown as well. On-road Bikeways are described as part of this ICT+BMP as either loops or bikeway connections, as also shown on Figure 13.1. Please also see Part 12 for further description and information on Isanti County Bikeways.
Figure 13.1: Isanti County Comprehensive Trails Network Plan
City of Braham Area Trails

The SpiRRT regional trail runs through Braham on a general southwest to northeast orientation along Highway 107. This alignment is west of the railroad line, so local connections to neighborhoods need to address safety at crossings shown for both rail and busy highway safety. These at-grade rail crossings of the local (Type 2) trails occur at Hwy-107/Main Street S and 413th Avenue NE (south) and at Hwy-107/Main Street S and Central Drive (north). These crossings also provide potential SRTS alignments for bringing school-age children to and from neighborhoods to local schools and parks across the current east-west vehicular barriers. The dashed yellow line shows the final trail route alignment. Additionally, the connections to the larger bikeways and loops connect off to the west and south as shown in Figure 13.2.

The City of Braham was declared the “Homemade Pie Capital of Minnesota” back in 1990 by then-Governor Rudy Perpich. The rich history of homemade pies within the community is reported to date back to the 1930’s and 1940’s when people travelling north to Duluth and lake homes would take a detour along their route northward specifically to purchase pies in Braham at the Park Café. Braham has hosted Pie Day every year since declaration of their prestigious title in 1990, reportedly baking up to 1100 pies for sale at the event that occurs the first Friday in August.
With the emphasis on pie in Braham, it follows that the majority of existing trails and walking routes within the city are named after pies. The Cherry Pie Loop is centered around Cherry Street, and there are the Blueberry Pie and Grasshopper Pie Loops to the east of the railroad tracks. The majority of these routes are found on sidewalks as opposed to trails. As exist, these are well-planned and well-coordinated local routes. Therefore, it is recommended that local trail development focus on connection to regional trails (see Spirit River Regional Trail section), trail development within parks’ master plans, and to larger bicycle routes for route length variation. See Section 12 for Bikeways and Section 14 for Safe Routes to School for additional information on these trail and connection types.

Potential Trail Development Partners

- City of Braham
- Isanti County - Parks & Recreation and Highway Departments
- Minnesota Department of Health (MDH) Statewide Health Improvement Partnership (SHIP)
- Partners in Healthy Living (PiHL)
- Blue Cross Blue Shield
- Local health care organizations
- Local businesses
- Isanti County Soil and Water Conservation District (Isanti SWCD)
- Minnesota Board of Water and Soil Resources (BWSR)
- Minnesota Department of Natural Resources (MnDNR)

Potential Trail Funding & Implementation Sources

See Appendix J for full description of funding source/type.

- DNR Local Trail Connections Program
- MnDOT-Administered Safe Routes to School (SRTS) Program
- Local partnerships with county, state government entities
- City Comprehensive Plan - incorporate trail alignments for future development
- Zoning ordinance requirements – incorporate specific requirements for trail development as part of zoning types/distinctions
- Watershed district formation - or other public tax-levied funding source (e.g. for water quality improvement development)
City of Cambridge Area Trails

The Spirit River Regional Trail regional trail enters the City of Cambridge from the north (from Braham) generally following the Main Street corridor. After crossing Hwy-95, the corridor turns west on 2nd Avenue SW to connect with the identified trailhead location at the Spirit River Nature Area and City Park at the Rum River. At the trailhead, the west Spur continues on 2nd Avenue SW to Spirit River Drive, out of town past the Anoka-Ramsey Community College, and westward toward Princeton. The south Spur continues to its connection with the Cambridge-Isanti Bike-Walk Trail and onward toward the City of Isanti three miles to the south.

Local trails are shown and located on the map shown as the most updated plan and planned trails. Difficulties in trail connections between local and regional trail networks include the railroad that divides the east and west sides of Cambridge, and the heavy vehicular commuting load on Highways 65 and 95 that cross in the town center. Special design considerations and development in conjunction with those noted in the Cambridge Comprehensive Plan should carefully consider crossings and connections across these three features. The City Parks as provided below provide a number of local destinations with which to connect with neighborhoods and the regional trail via local trail development.
All local connections to neighborhoods and trails need to address safety at crossings shown for both rail and busy highway safety. Careful design of these crossings can also provide potential Safe Routes to School (SRTS) alignments for bringing school-age children to- and from neighborhoods to local schools and parks across the current east-west vehicular barriers.

The dashed yellow line shows the proposed final trail route alignment. Special consideration should be given to design of crossings with visibility, markings, elevated and/or subgrade crossings, and traffic calming features at Hwy-65, Hwy-95, and the active railroad to provide safety to trail users at all times of day. Additionally, the connections to the larger bikeways and loops are shown in Figure 13.3.

Coordination and development of local trails should be done in conjunction with current City of Cambridge Zoning Ordinance and current Comprehensive Plan.

Potential Trail Development Partners
+ City of Cambridge – Planning & Zoning and Parks/Public Works Department
+ Isanti County - Parks & Recreation and Highway Departments
+ Minnesota Department of Health (MDH) Statewide Health Improvement Partnership (SHIP)
+ Partners in Healthy Living (PiHL)
+ Blue Cross Blue Shield
+ Local health care organizations
+ Local businesses
+ Isanti County Soil and Water Conservation District (Isanti SWCD)
+ Minnesota Board of Water and Soil Resources (BWSR)
+ Minnesota Department of Natural Resources (MnDNR)

Potential Trail Funding & Implementation Sources
See Appendix J for full description of funding source/type.
+ DNR Local Trail Connections Program
+ MnDOT-Administered Safe Routes to School (SRTS) Program
+ Local partnerships with county, state government entities
+ City Comprehensive Plan – continue to incorporate trail alignments for future development in written documentation and implement according to existing written Plan
+ Zoning ordinance requirements – incorporate specific requirements for trail development as part of zoning types/distinctions; identify specific areas for municipal acquisition; identify, define, and acquire specific perpetual easements for natural features, drainage, future trail development, etc.
+ Watershed district formation - or other public tax-levied funding source (e.g. for water quality improvement development)
**City of Isanti Area Trails**

The Spirit River Regional Trails regional trail enters the City of Isanti via the Cambridge-Isanti Bike-Walk Trail from the north (from Cambridge) generally following the existing rail corridor until it connects with 299th Avenue NE. The Trail then follows 299th Avenue NE west to Jackson St NE/3rd Avenue NW along the western edge of the Isanti Soccer Complex. The trail connects to Bluebird Park where the proposed trailhead shall be located. Alternate location for the trailhead in Isanti (preferred location) for the SpiRRT is Legacy Park, but additional trail development from the east through private land would be required to complete the described alignment, for consideration upon trail development.

The East Spur of the SpiRRT generally follows the County Road-5 corridor eastward towards North Branch. The South Spur of the SpiRRT continues south generally along Whiskey Road/County Road-23 out of town to its connection with the proposed Rum River Regional Trail at the border with Anoka County.

Local trails are shown and located on the map shown as the most updated plan and planned trails. Difficulties in trail connections between local and regional trail networks include the railroad that divides the east and west sides of Isanti, the width and speed associated with the four-lane divided section of Highway-65 as it runs south through Isanti toward Anoka County, and the heavy vehicular traffic associated with
on Highways 5 and 65 that cross in the Isanti town center. Special design considerations and development in conjunction with those noted in the Isanti Comprehensive Parks, Trails, and Open Space Plan should carefully consider crossings and connections across these features. The City Parks as provided below provide a number of local destinations with which to connect with neighborhoods and the regional trail via local trail development.

All local connections to neighborhoods and trails needs to address safety at crossings shown for both rail and busy highway safety. Careful design of these crossings can also provide potential Safe Routes to School (SRTS) alignments for bringing school-age children to-and from neighborhoods to local schools and parks across the current east-west vehicular barriers.

The dashed yellow line shows the proposed final trail route alignment. Special consideration should be given to design of crossings with visibility, markings, elevated and/or subgrade crossings, and traffic calming features at Hwy-65, Hwy-5, and the active railroad to provide safety to trail users at all times of day. Additionally, the connections to the larger bikeways and loops are shown in Figure 13.3.

Coordination and development of local trails should be done in conjunction with current City of Isanti Current Zoning Ordinance and current 2011 Comprehensive Parks, Trails, and Open Space Plan.

**Potential Trail Development Partners**

- City of Isanti – Parks and Recreation, Engineering, and Public Works Departments
- Isanti County - Parks & Recreation and Highway Departments
- Minnesota Department of Health (MDH) Statewide Health Improvement Partnership (SHIP)
- Partners in Healthy Living (PiHL)
- Blue Cross Blue Shield
- Local health care organizations
- Local businesses
- Isanti County Soil and Water Conservation District (Isanti SWCD)
- Minnesota Board of Water and Soil Resources (BWSR)
- Minnesota Department of Natural Resources (MnDNR)

**Potential Trail Funding & Implementation Sources**

2017 Isanti County Trails & Bikeways Master Plan

See Appendix J for full description of funding source/type.

- DNR Local Trail Connections Program
- MnDOT-Administered Safe Routes to School (SRTS) Program
- Local partnerships with county, state government entities
- City Comprehensive Plan – continue to incorporate trail alignments for future development in written documentation and implement according to existing written Plan
- Zoning ordinance requirements – incorporate specific requirements for trail development as part of zoning types/distinctions; identify specific areas for municipal acquisition; identify, define, and acquire specific perpetual easements for natural features, drainage, future trail development, etc.
- Watershed district formation - or other public tax-levied funding source (e.g. for water quality improvement development)
safe routes to school

2017 Isanti County Trails & Bikeways Master Plan
Safe Routes to School

Overview

Feedback from the Community Engagement Meetings indicated Community-wide interest in development of safer routes from community centers to local schools. Minnesota has developed a program called Minnesota Safe Routes to School (SRTS) that provides funding to offset the costs associated with the development of biking and walking routes from community population centers to schools. As part of the ICT+BMP, the overlapping uses between County trails and established Safe routes to school provides additional user groups and funding sources.

Safe Routes to School Program

Historically, children have walked or biked to school although more recent safety and welfare concerns and perceptions have discouraged these transportation methods in lieu of alternate ones. These concerns have given rise to programs and grants to ensure that children have increased safety along their routes to assist in promoting additional passive and active recreation. The US Department of Health 2008 Physical Activity Guidelines recommend that each person has a minimum of one hour/sixty minutes of physical activity per day. Additionally, the Minnesota Department of Transportation (MnDOT) Safe Routes to School Handbook describes research-supported additional benefits of physical activity before arriving at school promoting concentration and decreased behavioral issues, noting the following:

Research has shown that SRTS helps kids arrive to school focused and ready to learn. Getting activity through walking and bicycling helps reduce behavior problems and helps kids settle in for learning during the school day.

MnDOT administers one funding source provided annually through the State Legislature. As per the SRTS website, the following summarizes the program background and available funds:

1 Source: US Department of Health website (URL: https://health.gov/paguidelines/guidelines/summary.aspx)
In order to increase opportunities for children to walk and bicycle to school safely, the 2005 federal transportation bill, SAFETEA-LU, provided funding for Safe Routes to School in all 50 states. The federal Legislature created SRTS, in part, to help reverse the alarming nationwide increase in childhood obesity and inactivity. The program has numerous benefits to local communities including reducing traffic congestion, improving air quality and helping kids arrive to school focused and ready to learn.

In 2013, the state legislature allocated $250,000 per year for Safe Routes to School non-infrastructure programs. In 2014, the state legislature allocated $1 million per year to the SRTS infrastructure grant program and increased the non-infrastructure funds to $500,000 per year.³

Additionally, the SRTS Program focuses on partnerships with school districts, health and wellness agencies, municipalities, recreational organization, and others to maximize both the reach and funding resources for this program. The following organizations are noted to be current partners of the 27-member SRTS Steering Committee representing “cities and counties, regional planning organizations, non-profit organizations, educators, and health professionals:” ⁴

- American Cancer Society
- American Heart Association
- Anoka - Hennepin Schools
- Bicycle Alliance of MN
- Blue Cross and Blue Shield of MN
- City of Mankato
- Department of Public Safety
- Federal Highway Administration
- Fond du Lac Reservation
- Minneapolis Public Schools
- Minnesota Department of Education
- Minnesota Department of Education/Health
- Minnesota Department of Health
- MN Safety Council
- MnDOT Bicycle and Pedestrian Section
- MnDOT District 1
- MnDOT District 3
- MnDOT Office of Traffic Safety and Technology
- MnDOT State Aid
- Pollution Control Agency (MPCA)
- Public Health Law Center
- Red Pine Elementary School
- St. Cloud Area Planning Organization
- Minnesota Department of Education
- West Central Initiative

MnDOT and the SRTS Partners believe that a successful program is built on the program’s “6E’s” – education, encouragement, enforcement, equity, engineering, and evaluation. Designing and tailoring each individual SRTS program with the “6E’s” in mind will not guarantee a successful program but will ensure that a comprehensive approach is taken to planning and executing a strategic custom design. For more information on this program, including application process and cycle, please see the information provided in Appendix E.


Current Community Opportunities for Safe Routes to School

There are three communities with schools servicing students in Isanti County: Braham, Cambridge, and Isanti. The following lists the public schools, by community, address, grades serviced, and number of students attending:\(^5\)

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>SCHOOL</th>
<th>GRADES</th>
<th>STUDENT ENROLLMENT</th>
</tr>
</thead>
</table>
| Braham    | Brahm Elementary  
250 SW 8th St  
Brahm, MN 55006  
Brahm Area Secondary  
521 Elmwood Ave S  
Brahm, MN 55006 | K-6 | 166 |
| Cambridge | Cambridge Christian School  
221 Old Main St S  
Cambridge, MN 55008  
St. Scholastica HSC Academy  
207 Whiskey Rd NW  
Cambridge, MN 55004 | K-12 | Not Reported |
| Cambridge | Cambridge Intermediate School  
428 NW 2nd Ave  
Cambridge, MN 55008  
Cambridge Middle School  
31574 Xylea St N NE  
Cambridge, MN 55008  
Cambridge High School  
430 NW 9th Ave  
Cambridge, MN 55008 | 3-5 | 613 |
| Isanti    | Isanti Primary School  
301 Heritage Blvd NW  
Isanti, MN 55040  
Isanti Intermediate School  
101 9th Ave NE  
Isanti, MN 55040  
Isanti Middle School  
201 Centennial Dr  
Isanti, MN 55040  
School for All Seasons  
101 9th Ave North  
Isanti, MN 55040  
Minnesota Career  
201 Centennial Dr  
Isanti, MN 55040 | 6-8 | 416 |

Table 14.1: Isanti County Schools

In addition to the public schools, there are two private schools servicing Isanti County residents, listed by community:

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>SCHOOL</th>
<th>GRADES</th>
<th>STUDENT ENROLLMENT</th>
</tr>
</thead>
</table>
| Cambridge | Cambridge Christian School  
221 Old Main St S  
Cambridge, MN 55008  
St. Scholastica HSC Academy  
207 Whiskey Rd NW  
Cambridge, MN 55004 | K-12 | 46 |

Please note that this list is not comprehensive, and area alternative learning centers and smaller-population schools have been remove due to size.

As noted by the MnDOT website, many federal SRTS programs focus on servicing elementary- to middle-school populations. The Minnesota state program can include high-schools and school district-wide or city-wide SRTS plans.\(^6\) Refer to the Safe Routes to School Planning Assistance Grants Info Sheet Provided in Appendix E and the MnDOT website for additional current information on this grant process.

---


**Identified Funding Sources**

Currently, the Minnesota Department of Transportation (MnDOT) is coordinating and administering the Minnesota State SRTS program. Grant funding opportunities are available through MnDOT for both planning and infrastructure improvements. MnDOT reports that of the $18.5 million SRTS federal funds received for Minnesota projects between 2006 and 2012, approximately 80% of those dollars have gone to infrastructure improvement grants.

**Planning Grants**

Since the SRTS program’s inception in 2006, MnDOT has provided financial assistance to schools and local communities in identifying and overcoming barriers for children to safely walk or bike to school. This planning arm of the program provides both physical/design planning assistance and implementation support for identifying and leveraging infrastructure and non-infrastructure funds. MnDOT provides planning assistance through direct contract with local regional development organization or statewide SRTS planning consultant team to develop an individual SRTS plan. Isanti County schools would contract with the Region 7E East Central Regional Development Commission for SRTS planning efforts within this grant. As noted at the MnDOT website, applicants for the SRTS planning grants should supply the following items as part of the application for consideration as part of the annual funding cycle:

- A list of the applicant’s SRTS team
- Summary of SRTS work to date
- Description of the community’s ability to implement a plan
- If known, the number of children who currently walk and bicycle to school
- Letters of support from the school and local government organizations

At time of the ICT+BMP development, Cambridge-Isanti public schools was in process of application for this grant for one or more schools.

**Mini-Grants**

MnDOT reports that schools may individually apply for Mini-Grants for up to $2500 for SRTS support activities and equipment. Included in these smaller funding opportunities are, “training and supplies for school patrol programs, incentives and materials to support walking and biking encouragement events, bicycle racks, and other items to support walking and biking programs at K-12 schools in Minnesota.” Please refer to the MnDOT website for additional information and deadlines for this grant opportunity.

**Partners & Other Funding Opportunities Available Through:**

- Blue Cross Blue Shield (BCBS)
- Statewide Health Improvement Program (SHIP)
- Bicycle Alliance of Minnesota

**Identified Potential SRTS Alignments**

As noted previously, SRTS are not a component of trail development as part of this Master Plan. However, trails may be a component of SRTS alignments – providing safe routes and corridors for children to safely travel to- and from schools – in combination with sidewalks, bike lanes, and best management practices for signage.wayfinding and crossings. A preliminary development of SRTS alignments was provided as part of this plan, as requested by Isanti County Parks & Recreation.

Please note that these preliminary routes were based solely on perceived routes and wayfinding using a 10-minute walk (0.5 mile) distance from assumed population centers to the school, but a careful analysis within the parameters set forth by the SRTS Planning documents – surveys, pedestrian/bike counts, bike rack assessment, etc. – should be completed and the routes revised, updated, and added to based on findings and feedback.

---

7 MnDOT Mini-Grant web URL: http://www.dot.state.mn.us/saferoutes/mini-grants.html
City of Braham Potential SRTS Routes

Without a specific study to analyze traffic counts and student polls for walking/biking, the speed and volume associated with active rail corridor and CSAH-107 appear to provide the biggest barrier to safely walking from neighborhoods east of this vehicular corridor to the schools located to the west. The yellow dashed lines appear to provide the safest potential Safe Routes to School with at-grade established crossings across the railroad tracks. These areas would be of highest importance for trail or sidewalk development if they do not already have and established pedestrian system.

The dashed red circles indicate areas where traffic calming devices, additional signage and lighting, and other devices should be considered after further study as these are anticipated to be areas where conflicts between pedestrians and vehicles may arise. If funding is available and/or traffic counts warrant it, elevated crossings should be considered for student safety.

Overall, it would appear that Braham already has implemented a significant amount of trails and walkways around the school along Elmhurst Avenue. Completion of these routes and identification with signage and wayfinding can further assist students travel from home to school and back.

Further traffic counts and student surveys are recommended to better understand and design for SRTS routes.
**City of Cambridge Potential SRTS Routes**

Cambridge and Isanti both have similar East-West and North-South safety concerns in the town center development area. Location of the active rail corridor and busy Highway-65 in the same area with few crossings create a major barrier to pedestrian movement from east to west. Additionally, Highway 95 presents a concern as a busy, high-traffic-count street through downtown Cambridge. Additional traffic volume from Main Street as an alternate route into downtown from the north increases congestion at the center of town as well.

Recommended safe routes to school would avoid these busy and congested areas if possible. The potential of a pedestrian bridge over Highway 65 was brought up in discussion at a few meetings within the ICT+BMP development process. All efforts to reduce the crossings across highways and rails should be exhausted in the design process to protect students from these safety concerns.

The light dashed yellow lines provides a potential alignment for SRTS development, in complement to the Spirit River Regional Trail (alignment shown in purple). Dashed red circles indicate potential identified vehicular-pedestrian conflict areas for crossing consideration and traffic calming identification and implementation if crossings occur in these areas.

Further traffic counts and student surveys are recommended to better understand and design for SRTS routes.
City of Isanti Potential SRTS Routes

Similar to the East-West safety concerns in Brainerd, the major concern is with students crossing from east to west and vice versa across the busy Highway-65 corridor in close proximity to the active rail corridor. County Road 5 is also a busy 4-lane street through downtown Isanti. Recommended safe routes to school would avoid these busy and congested areas if possible. The potential of a pedestrian bridge over Highway 65 was brought up in discussion at a few meetings within the ICT+BMP development process. The location shown at Main Street at right could provide direct East-West connection between Isanti Intermediate and Isanti Middle, St. Scholastica HSC Schools through local roads in neighborhoods where speeds and traffic counts are anticipated to be much slower than main vehicular corridors.

The heavy yellow line provides a potential alignment for SRTS development, in complement to the Spirit River Regional Trail (alignment shown in purple). Dashed red circles indicate potential identified vehicular-pedestrian conflict areas for crossing consideration and traffic calming identification and implementation if crossings occur in these areas.

Further traffic counts and student surveys are recommended to better understand and design for SRTS routes.
References


APPENDIX A. PROJECT SCHEDULE
APPENDIX B. COMMUNICATION PLAN
APPENDIX C. LIST OF STAKEHOLDERS
APPENDIX D. LIST OF EXISTING RELATED PLANS
APPENDIX E. MnDOT SAFE ROUTES TO SCHOOL PROGRAM INFORMATION
APPENDIX F. UMN CCL REGIONAL RESOURCE MAPS
APPENDIX G. COMMUNITY ENGAGEMENT MEETING PRESENTATION & RESULTS
APPENDIX H. ONLINE COMMUNITY TRAIL USE SURVEY RESULTS
APPENDIX I. TRAIL OPERATIONS & MAINTENANCE PLAN
APPENDIX J. GRANTS AND FUNDING RESOURCES
APPENDIX A. PROJECT SCHEDULE
Proposed Master Plan Schedule

Goals and Vision
December 2016-January 2017
• Develop goals and vision
• Analyze existing trails & recreational conditions
• Ongoing community involvement
• Community meetings – Feb 2017

Preliminary/Draft Master Plan
Feb-Apr 2017
• Develop preliminary Master Plan.
• Online community survey.
• Ongoing community involvement as requested by ICP.

Review of Draft Master Plan
Apr 2017
• Review of draft Master Plan by Isanti County Parks & Leadership Team.
• Draft Master Plan issued for review and comment on April 25, 2017.
• Public Hearing for Draft Master Plan at Public Isanti County Board Meeting
• Ongoing community involvement during review process.
• Two (2) week open review & comment period by public, Stakeholder Group, Others
• Review of comments and preparation of final Master Plan punchlist by Consultant with Leadership Team involvement.

Review of Final Proposed Master Plan
May-June 2017
• Review of proposed Final Master Plan by Isanti County Parks, SHIP/PIHL, Representative Cities, Community and Stakeholder Groups, and community.
• Ongoing community involvement.
• Final proposed Master Plan issued on June 7, 2017.
• Formal review and hearing of final proposed Master Plan at County Board Meeting
• Final Master Plan adopted by Isanti County Park Board, City Councils from Representative Communities, with comments integrated into final content.
• Regional trails submitted for approval by GMRPTC for regional trail status at future date (N.I.C.).
APPENDIX B. COMMUNICATION PLAN
Communication Plan

Purpose

Isanti County Parks is developing a ten-year Isanti County Trails & Bikeways Master Plan (ICT+BMP) that will guide the physical development of and funding for its County Regional Trail System from 2017-2027. This new plan is designed to integrate with, update, expand upon, and complement the trail development portion of the 2008 Isanti County Parks & Recreation Plan developed by the University of Minnesota Center for Rural Design. The ICT+BMP will remain in effect until a new plan is adopted.

A group of community constituents as representative of Isanti County is critical to development of a successful master plan. This communications plan as a component part of the ICT+BMP is designed to facilitate and encourage ongoing, meaningful participation and feedback channels throughout the planning process.

This plan includes opportunities for on-going participation to
1) accommodate the varying needs and desires of those who wish to participate, and, 2) reflect the wide range of interests and influences that will inform and direct the plan development process, encourage acceptance, and direct the ultimate success of the Master Plan.

Audiences

Success of the Master Plan process is directly dependent on understanding, defining, and then integrating Isanti County’s community needs both now and in the future into the plan process. Isanti County anticipates integrating the ICT+BMP with adjacent communities and counties, and as such, the plan will consider the adjacent trail system for a larger regional connection. The recreational community the ICT+BMP services extends beyond its boundaries to be a recreational hub for both the direct community it serves and the regional trail network with which it integrates and supports.

Different community organizations, local government units, user and interest groups, and the larger public all have a vested interest in the future of the ICT+BMP. Isanti County Parks will actively solicit and include participation and input from the following individuals, groups, and organizations, at minimum:

+ General Public/Larger Community
+ Allina Health
+ Statewide Health Improvement Partnership (SHIP)
+ Partners in Healthy Living (PIHL)
+ City of Braham
+ City of Cambridge
+ City of Isanti
+ Local Governments
+ Recreational Clubs & Groups (Biking, Running, Snowmobiling, Others)
+ Isanti County businesses, public, and user/interest groups
+ Adjacent communities’ & counties’ businesses, public, and user/interest groups
**Approach**

The goal of the communications plan is to involve the larger Isanti County community at every stage of the planning process. The Master Plan will be developed in three major phases over 4-5 months. Those phases include:

1) development of the vision and goals and analysis of the existing recreational conditions for trails & bikeways,
2) development of trail design framework, and
3) development of a preliminary and implementation strategy for phased implementation of the Master Plan as funding is secured.

Once a preliminary plan is completed, it will undergo an Isanti County public review process. The review process will include city and public reviews of the preliminary plan. The review findings and comments will be compiled and utilized in creation of the final plan.

To achieve regional trail status for funding opportunities identified elsewhere in the plan, the Plan must then be reviewed and then accept regional trail designation as approved by the Greater Minnesota Regional Parks & Trails Commission (GMRPTC). This portion will be led by Isanti County Parks after completion of the Master Plan.

**Leadership Team**

The Leadership Team serves as the day-to-day contact for the Consultant for project direction and production direction. The Leadership Team includes representation from key funding and decision-making direction, and includes the following representation, although additional individuals shall be added to this group as directed by the Leadership Lead (*) designated below:

+ Isanti County Parks and Recreation *
+ SHIP/PIHL
+ City of Braham
+ City of Cambridge
+ City of Isanti

The Leadership Team can request additional meetings and/or shall provide on-going direction from each of their representative communities throughout the project, as necessary to achieve the project goals.

**Public Involvement**

Local government unit and community reviews will be solicited and encouraged first during the initial phase of plan development in information gathering and definition of recreational opportunities and constraints. The first phase will begin with preliminary information gathering as generated at three public meetings held throughout the community. Once input has been received from the community, the information will be compiled and presented to the Stakeholder Group. The Stakeholder group will review the information gathered from the Public Meeting and refine information and provide further direction for final Plan integration. The Public will be included on communications via email and Isanti County website and social media for the remainder of the project. Public Process participants will be informed of public review of draft and final plan opportunities via social media and email provided at the public meeting.
Key Stakeholders Group

Leadership team will assist Consultant in generating a Key Stakeholder Group list at the beginning of the project. Key stakeholders represent the breadth and depth of the community interests and serve to provide guidance from the perspective of all trail user groups. The Key Stakeholders Group serves a number of project roles: 1) to assist in generating and representing key information gathered from their representative clubs, organizations, teams, and communities at key points in the project, and 2) to provide guidance and representation for their groups in guiding the Master Plan design. These Key Stakeholders will include, but are not limited to the following:

+ General Public/Larger Community
+ Allina Health
+ Statewide Health Improvement Partnership (SHIP)
+ Partners in Healthy Living (PIHL)
+ City of Braham
+ City of Cambridge
+ City of Isanti
+ Local Governments
+ Recreational Clubs & Groups
  (Biking, Running, Snowmobiling, Others)
+ Isanti County businesses, public, and user/interest groups

Informing Major Stakeholders

Isanti County Parks, the Leadership Team, and Architectural Resources will work together to produce communications materials throughout the planning process to keep audiences informed of progress, issues, and developments. Those materials will include:

- **Press Releases** with project meeting information, as released to Press sources identified by the Leadership Team prior to public meetings in each phase of the project, or as needed or requested by the Isanti County Parks lead.
- **Provide Information via the Master Plan Website** (http://www.co.isanti.mn.us/isanti/departments/parks-and-recreation/bike-isanti-county):
  - Will provide general information, updates, fact sheets, documents, and FAQ’s, etc. as requested by the Isanti County Parks lead throughout the project. Architectural Resources will suggest and provide content as needed and to direct and assist in this information release.
- **Media** - Use print and broadcast media to build general community awareness, disseminate information, and encourage public participation in the Trail Master Plan through media releases, meeting notification advertisements, and community calendars. Media markets and publications will include community newsletters, neighborhood newspapers, and local/regional/national publications as identified by the Leadership Team and/or as requested by the Isanti County Parks lead.
**General Mailings and Notices Procedures**

ARI will assist Isanti County Parks & Recreation in developing and maintaining a database of stakeholders, organizations, and individuals interested in participating in the development of the Master Plan and send communications materials to this list. The database will include:

- Isanti County Public Interest, Special Use, and other Community Organizations (committees, organizations, groups, and individuals)
- Cities of Braham, Cambridge, and Isanti
- Local Government Units
- Transportation Agencies – Isanti County Highway Dept., others
- Media Sources
- General Public

To be added to the mailing list, write to:

ATTN: Trails & Bikeways Master Plan
Isanti County Parks & Recreation
Isanti County Government Center #1095
555 18th Avenue SW
Cambridge, MN 55008

**Soliciting Responses**

Throughout the planning process, responses from Public Agencies, interest groups, and the greater community at large will be solicited in various ways designed to provide opportunities for meaningful two-way communication and provide necessary feedback at key stages of the project to direct the final master plan.

- Conduct briefing meetings with stakeholders at each phase of the project and/or as needed.
- Coordinate with Isanti County Parks staff/project lead to maintain an updated project Website at the Isanti County Parks Page at (http://www.co.isanti.mn.us/isanti/departments/parks-and-recreation/bike-isanti-county).
- Conduct public forums—meetings, workshops, etc. During key phase(s) of the project, public meetings will focus on soliciting opinions, motivations, and trail uses now and desired throughout Isanti County and connecting to larger regional trail systems and networks.

**Plan Approval**

The Master Plan must be approved by the Isanti County Parks & Recreation Department and Board of Directors, Isanti County Board of Directors, and an ad hoc plan review team identified by the project Leadership Team.
APPENDIX C. LIST OF STAKEHOLDERS
List of Stakeholders

Isanti County Commissioners
Commissioner Susan Morris
dave.oslund@co.isanti.mn.us
Commissioner Dave Oslund

Isanti County Parks
Barry Wendorf, Director
barry.wendorf@co.isanti.mn.us

Isanti County Public Health
Melissa Carstensen, Health Educator
melissa.carstensen@co.isanti.mn.us

Isanti County Highway Department
Richard Heilman
rheilman@highway.co.isanti.mn.us
Tony Hennen
thennen@highway.co.isanti.mn.us

City of Braham
Marshall Lind
mlind@braham.com

City of Cambridge
Mayor Marly Palmer
marley0811@icloud.com
Marcia Westover
mwestover@ci.cambridge.mn.us

City of Isanti
Mayor George Wimmer
george@georgewimmer.com
Katie Everett
isantiparks@cityofisanti.us

Outdoor Edge
KC Bohn
outdooredge@nsatel.net

Isanti Bicycle Shop
Dale Matson
daledobish@hotmail.com

Cambridge Cycling Club
Mike Larson
mlarson@larsonscycle.com
Joe Crocker - Local Bicycle Enthusiast
solarhome@q.com

Friendship Senior Activity Center
Audrey Clough
sacs@midconetwork.com

Grace Pointe Community Director
Julie Tooker
jtooker@preshomes.org

Cambridge-Isanti School District
Joell Tvedt,
Youth Coordinator, Community Ed.
jtvedt@c-ischools.org
Mark Eisenbacher,
Buildings and Grounds Director
meisenbacher@c-ischools.org

Allina Health
Darcy Rylander
darcy.rylander@allina.com

Snowmobile Clubs
Cambridge Drift Dusters
Wayne Neifort
wayne@isantirental.com
Randy Fox
randyfox66@gmail.com
Todd Brown
todd@trutrax.com
APPENDIX D. EXISTING RELATED MASTER PLANS
Existing Related Master Plans

Overview

A number of plans and master plans have been written in recent history for the development of trails and open space projects related to the 2017 Isanti County Trails & Bikeways Master Plan (2017 ICT+BMP). The ICT+BMP acknowledges the rich body of work that has been produced, to date, and reviewed a number of related plans and comprehensive plans as a component of this design to work from their established trail framework. The following lists the plans reviewed as part of the 2017 ICT+BMP, and each plan’s design informants that were used in creating this plan are cited in the text. The 2017 ICT+BMP should be considered a component of this established body of work conducted by design and planning professionals.

List of Related Plans and Master Plans


5. University of Minnesota, Center for Changing Landscapes (UMN CCL) and Center for Urban Regional Affairs (CURA). Minnesota’s Network of Parks & Trails: An Inventory of Recreation Experience Opportunities in Minnesota: Central Region Profile. January 2011.


5 Top Priority Trail Development Areas from Master Plans & Stakeholders

1. Continuation of Cambridge-Isanti Trail through to Braham, full County

2. Connection of local, County parks with trail network

3. Intra-community loops

4. Trail service & amenities for varying interest groups, uses to be identified in later phases

5. Safe routes to schools
APPENDIX E. MnDOT SAFE ROUTES TO SCHOOL PROGRAM INFORMATION
(THIS PAGE IS INTENTIONALLY LEFT BLANK)
Prepared by
The Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Phone: 651-296-3000
Toll-Free: 1-800-657-3774
TTY, Voice or ASCII: 1-800-627-3529

To request this document in an alternative format
Please call 651-366-4718 or 1-800-657-3774 (Greater Minnesota). You may also send an email to ADArequest.dot@state.mn.us.
Planning Assistance Overview

These instructions are for Safe Routes to School (SRTS) planning assistance. For more information visit: http://www.dot.state.mn.us/saferoutes/grants.html.

Through planning assistance awards, the Minnesota Department of Transportation (MnDOT) will support SRTS plans for K-12 schools across Minnesota. Successful applicants will receive planning assistance provided by the Regional Development Organization (RDO), Metropolitan Planning Organization (MPO) or, if their services are not available, a statewide planning consultant. Plans will include an analysis of existing conditions, public outreach and identification of potential infrastructure and non-infrastructure solutions to help more children walk and bicycle safely to school. More information on the planning process and type of assistance available through this grant is available on the SRTS webpage: http://www.dot.state.mn.us/saferoutes/index.html.

Applicants for planning assistance should be prepared to support plan development by providing information, completing an online assessment tool, surveying parents and students, helping to arrange and publicize public workshops, and participating in identifying local issues and solutions that will help more children walk and bicycle to school. Applicants should also be able to demonstrate a commitment to implementing the plan once it is complete.

Planning awards are intended to begin work in the July of 2017, with a completion date by June 2018.

SRTS Handbook

The Minnesota SRTS handbook is a great resource for getting started with Safe Routes to School.

The handbook was created in partnership with Minnesota Department of Health, the Minnesota Safe Routes to School Network and Minnesota Department of Transportation. We encourage you to use the handbook to assist in developing a SRTS team (required to apply) and while working your way through this application.

MDH’s Statewide Health Improvement Program (SHIP) is working on Safe Routes to School initiatives throughout the state. Check out http://www.health.state.mn.us/ship/ for more information.

SRTS Resource Center

Looking for more information to get started? Visit www.mnsaferroutestoschool.org to find resources on SRTS planning, programs and more.
Eligible Applicants

To ensure that the SRTS program is available to a broad spectrum of groups that represent students, both public and non-profit entities may submit applications for funding. Eligible groups include (but not limited to):

<table>
<thead>
<tr>
<th>Schools, both public and private</th>
<th>Federally Recognized Tribes</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Districts</td>
<td>Regional Development Commissions</td>
</tr>
<tr>
<td>Cities</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>Counties</td>
<td></td>
</tr>
</tbody>
</table>

Applicants are encouraged to include multiple schools on an application whenever the schools can realistically coordinate on a plan by sharing one SRTS team, doing joint public outreach meetings, conducting shared assessments, and creating one completed SRTS plan to cover all of the schools in their community. It is up to each applicant to determine what will work best in the community, but effective school clusters would likely share the same city or school district and have some geographic proximity. Each school included in the plan would be expected to complete its own parent and student surveys, walking/biking assessment, and online assessment tool. Specific action steps would be identified in the plan for each school.

All K-12 Minnesota schools are eligible to apply, however there is limited capacity to fund highschool programs in 2017.

Funding Information

The Safe Routes to School program was created nationally as a federal program in 2005. From 2006-2012 MnDOT received federal money for SRTS. Over $15 million in federal funds have been awarded statewide to SRTS projects.

This solicitation awards 100% Safe Routes to School funds and does not require a local match. The solicitation uses a mix of federal and state SRTS funds. MnDOT contracts directly with the Regional Development Organizations, MPO's, and a statewide planning consultant. The local community does receive funding directly from MnDOT.
Planning Staff Support – Rural Regions

Successful applicants for SRTS planning assistance in rural regions will receive staff support from the local Regional Development Organization wherever RDOs are available. Schools in non-RDO areas will work with a MnDOT planning consultant.

Minnesota’s RDOs have expertise in community planning, have existing relationships with important stakeholders, and have received training specifically in SRTS plans. Schools should contact their RDO planners early in the application process to inform them of the intent to apply and ensure they are available to support the plan. [http://www.dot.state.mn.us/planning/program/mpordcatp.html](http://www.dot.state.mn.us/planning/program/mpordcatp.html).

MnDOT will contract directly with the RDO to complete a plan for each school or school cluster in the region. MnDOT will work with the RDO’s to develop budgets and select SRTS planning locations for 2017-2018.

Planning Staff Support – Metropolitan Regions

Applicants in metropolitan regions should contact MPO staff to inform them of the intent to apply for SRTS planning assistance, using the contact information found here: [http://www.dot.state.mn.us/planning/program/mpordcatp.html](http://www.dot.state.mn.us/planning/program/mpordcatp.html)

If the MPO is available to support the plan, the MPO will work with MnDOT to determine the budget and selection of school locations. Applicants in the Twin Cities metro area should not contact the Metropolitan Council.

Schools in metropolitan areas where the MPO is not available to perform the work, including in the Twin Cities metro area, and those schools located in areas of Minnesota that do not have an RDO or MPO (Regions 10 and 7W, shown on the map in the link above) will work with a planning consultant provided by MnDOT.

Additional Options for Planning Staff Support

There are other options available for planning assistance. For example, schools in an MPO area may partner with a neighboring RDO when applicable. If you have any questions about these options, or working with your regional planning organization or planning consultant, contact the SRTS Program for more information: [http://www.dot.state.ma.us/saferoutes/contacts.html](http://www.dot.state.ma.us/saferoutes/contacts.html).
Application Instructions

Complete applications will include:

- Completed application
- Letters of support

The application can be completed as a Microsoft Word document by downloading from the MnDOT SRTS website.

Step 1: Download the word document

Step 2: Save the file to your computer

Step 3: Complete the application and save completed application

Step 4: Attach the completed application to an email

Step 5: Send your application by noon on March 3, 2017 to SafeRoutes.DOT@state.mn.us.

Informational Webinars

- A webinar will be provided to go over SRTS application requirements.
- Details will be available in February 1, 2017 at http://www.dot.state.mn.us/saferoutes/index.html.

Submitting your Application

- Applications should be submitted by 12 noon on Friday, March 3, 2017 via email to SafeRoutes.DOT@state.mn.us.
- Awards will be announced May 2017.
- If you have questions about the program or application please submit them to SafeRoutes.DOT@state.mn.us. All questions and answers will be posted on the MnDOT SRTS website.

Application Guidance

The 2017 application is one document. Use this guide to assist in answering the questions. Information on evaluation criteria will follow this section.

Part I: Applicant Information

Please list the main applicant organization name.

Part II: Planning Assistance Type

MnDOT contracts with three types of organizations to provide SRTS planning assistance for schools and communities. Please select one option.
See page 6 for planning staff support details.

**Part III: Contact Information**
Please provide contact information for the main contact for the grant. This person will be notified of final decisions and will be expected to communicate award announcements to the rest of the SRTS team.

**Part IV: Planning Assistance Requested**
Please review the planning assistance support available this year. MnDOT is asking applicants to rank the following types of planning assistance and select the planning assistance type that best suits the school and community needs.

- Walk audit & report
- Walking Routes for Youth Map
- Non-infrastructure plan/workshop
- SRTS planning charrettes/workshops (individual or multi-school)
- High-school add-on’s
- Minnesota SRTS travel plans (individual or multi-school)
- SRTS plan update
- School district or city-wide SRTS plan

A handout with more information on the different planning types can be found on the MnDOT SRTS website.

Applicants may also propose additional ideas for planning assistance if they can demonstrate that similar SRTS planning goals and outcomes will be achieved in the process.

**Part V: School Information Sheet**

Please complete the table to the best of your ability. The information can often be gathered by contacting your school district transportation director.

If more than 10 schools are applying, a separate sheet may be attached with the information for all schools.

**Part VI: SRTS Team Members and Local Support**

1. Please provide the following information in the question 1 table:
   - Mark an x for each team member
   - Provide names and/or titles
   - Provide their role on the team- team lead, city planning support, parent outreach, etc.
2. Describe how this plan fits into and/or supports larger school or community goals?

Applicants might consider comprehensive planning efforts, school district wellness policies, complete streets policies and active living plans in the answer.

Part VII: Existing Conditions and Implementation Support

1. Using the 6E’s- education, encouragement, enforcement, equity, engineering and evaluation- briefly discuss the SRTS activities that currently happen in your school or community.

Examples might include:

- Walking events
- Bike rodeos
- Infrastructure improvements around the school
- Teaching Walk! Bike! Fun!
- School patrol and/or crossing guards

Visit www.mnsaferroutes.onschool.org to learn about other SRTS activities.

2. What is your team’s vision for a successful SRTS plan? What do you plan to accomplish during and after the planning process?

3. Looking ahead to implementation, what will be the most significant challenge for implementation of the SRTS plan?

4. Policy Question

Please provide information on policies that may impact SRTS planning or future programs.

SRTS Policy resources can be found at:

5. SRTS plans need multiple partners involved to ensure implementation success. Who will be responsible for implementation of the plan? Which areas of implementation will partners support?

SRTS plans are most successful when the team is prepared to get started on the implementation of SRTS programs from the beginning.

Partners might include: the school district, the local Statewide Health Improvement Program (SHIP) Coordinator, a local non-profit or the city or county public works staff.
Part VIII: Bonus Section

Questions 1-3 in this section will not hurt your score. These questions will help us determine whether your school should be completing SRTS planning at this time.

1. School relocation

SRTS plans look five years out. Implementation of bigger planning projects may take even longer. Schools looking to relocate are not always the best candidates for SRTS plans. Schools that are relocating should describe plans to relocate or rebuild and why you believe a SRTS plan is needed separate from the relocation process.

2. The Minnesota SRTS vision statement is important to the program. How will this plan and future implementation support the Minnesota SRTS vision?

To read the entire vision, visit page 12 of the strategic plan:

3. SRTS infrastructure needs

Many SRTS schools have started SRTS plans right as a significant construction project begins near the school. Knowing what work is happening around the school right now, and in the coming years, can determine if this is a good time to begin a SRTS plan.

Part IX: Letters of Support

Please attach the following letters of support:

1. Principal or school administrator letter of support
2. Letter of support from the local government

Additional support letters from partners are not required, but can be used to support the application.

2017 Planning Assistance Scoring Criteria

Applications will be evaluated using the following criteria:

- The application was submitted by the deadline
- The application is complete
- The application meets eligibility requirements

Part V- Part VIII will be evaluated using the criteria on page 11.
2017 Planning Assistance Scoring Criteria

**QUESTIONS**

**Part I-IV**
These sections are reviewed by the selection committee but not scored.

**Part V:**
The school information sheets will be ranked by the committee on the following criteria:
- % of students eligible for free and reduced lunch
- % of students currently walking/biking
- % of students living within 2 miles of schools and within walk zone/no transport zone.

**In order to get ___ points, the response meets these criteria:**
No points

**Part VI:**
Question 1: Provide information on the SRTS team.

Question 2: How does this plan fit into school and community goals?

**Part VII:**
1. Using the 5E's, discuss existing SRTS activities.

2. What is your team's vision for a successful SRTS plan? What do you plan to accomplish during and after the planning process?

3. Implementation Challenges

4. SRTS policies

5. Implementation partners

**Part IX: Letters of Support attached**

5 points for completion

**Application Total**

___ points / 100 points
Part VIII: Bonus Section
The selection committee will be able to use these questions to award additional points on top of the 100 points available in the application.

Up to 20 additional points may be available from this section.
(THIS PAGE IS INTENTIONALLY LEFT BLANK)
Safe Routes to School Planning Assistance Grants

What is a SRTS planning assistance grant?

Since 2012, MnDOT has provided grants to schools and communities to complete SRTS plans. Schools do not receive money, but instead are given access to a SRTS planning and facilitation expert hired by MnDOT. The plan is completed by:

- the local regional development organization, metropolitan planning organization, or
- In areas without RDO’s/MPO’s, plans are completed by a statewide planning consultant hired by MnDOT for the program.

What is a SRTS Plan?

As you’ll see on page 2, SRTS plans can look different depending on school and community needs. The end result is a planning document with goals and action steps to develop a sustainable 5e’s SRTS program.

SRTS plans prepare communities for implementation—starting a walking school bus, teaching Walk! Bike! Fun!, or working to make safer walking connections to the school.

SRTS plans do not guarantee infrastructure funding.

The SRTS planning process may include:

- SRTS education and materials
- Meetings with city/county planning and engineering staff
- Biking/walking audits
- Mapping school travel routes
- Parent Surveys and student travel tallies
- Meetings with the SRTS team
- Outreach to the larger community
- Review of recommendations
- Implementation support to kick off new SRTS activities
- Prioritized five year action plan

Other planning funding sources:

- Local planning budgets (city, county, MnDOT districts, MPO’s)
- SHIP programs/funding
- Non-profit/foundation/community orgs
Types of SRTS planning eligible for MnDOT funding

**Walk/Bike Audits and Safety Report:** A walk (or bike) audit is an assessment of walking conditions (or biking conditions) around the school campus, and often includes observation of school arrival/dismissal. Walk/bike audits will include 1-2 meetings, basic information about SRTS, and an assessment led by an SRTS expert. It’s not considered a comprehensive planning process (required for other funding), but it is a good first step for some communities. **Includes:** 1-2 meetings. Fall or spring completion. Safety report.

**Non-infrastructure Workshop/Action Plan:** Does your community have a great active living plan? Is your school interested in starting or expanding SRTS programs? This workshop will be led by an SRTS expert who will help the team review existing policies and programs to develop an action plan for SRTS programs. Ideal for schools working with public health or after-school programs with an interest in hands-on help to get started with programs (Walk! Bike! Fun!, Walk to School Day, Bike trains). **Includes:** 1-2 facilitated workshops. Action plan report.

**High School Program Planning:** The federal SRTS program focused on K-8 schools. The Minnesota state program can work with high schools. Many high schools have SRTS infrastructure plans by being connected to a K-8 school but they were unable to look at programs and policies to target older students during planning. These facilitated workshops will invite students and school staff to look at ways to support walking and biking. Examples of high school projects might include: student led campaigns, after school bike repair courses, or bike education programs or incentives. **Includes:** 1-2 facilitated workshops. Action plan.

**SRTS Planning Updates:** Typically transportation plans are updated every 5 years. SRTS plans are often updated once all action steps have been implemented. This is for schools with existing SRTS plans. Assistance may vary based on school needs. **Includes:** updated parents surveys and hand tallies. SRTS plan document.

**Walking Routes for Youth Map:** The City of Minneapolis and the City of Brooklyn Park Public have successfully used this approach to make improvements to school walking routes. The prioritized walking routes map allows them to focus limited public works dollars on SRTS walking routes during other city projects or when applying for grants. **This includes:** walk audits, public engagement, GIS/mapping support, and final maps. Assistance will vary based on community size.

**SRTS Planning Charrettes/Workshops:** This process began as a pilot in 2014. One or more schools do the bulk of the planning work in a two-day workshop with the SRTS team and local stakeholders. Do you have a particular design challenge you’re working on? Or maybe you have a lot of local interest in SRTS and want to get started ASAP? This intensive process covers everything in our original SRTS planning process, just condensed into a two-day workshop format (with pre and post webinars). The workshop format has also allowed students to participate for part of the day. Schools can expect an emphasis on implementation support following the completed planning process. **Includes:** workshop, parent surveys and hand tallies, wiki-mapping, 1-4 meetings, youth engagement, implementation support, and final SRTS plan.

**MnSRTS plans (individual or multi-school plans):** This is the original Minnesota SRTS planning process developed in 2012 using national best practices for SRTS planning. Schools do SRTS planning over 1-2 years meeting quarterly to go through existing conditions, recommendations, and developing an action plan. Schools may do multiple schools combined or apply for schools individually. Like the planning worksheet, implementation support will be included at the end of the planning process. **Includes:** 4-6 meetings, parent surveys and hand tallies, wiki-mapping, public engagement, implementation support, and final SRTS plan.

**School district or city-wide SRTS plan:** Smaller communities may be interested in looking at SRTS more broadly from the school district or community level if all the schools are in close proximity to each other. A larger community plan might focus more on policy recommendations for supporting SRTS. Assistance will vary based on community size but will look like the MnSRTS plan or workshop plans.

**Other ideas:** Did we miss anything? Applicants can propose additional ideas for SRTS planning assistance.

---

**Questions about SRTS planning?**
Contact your regional development organization, metropolitan planning organization, or visit the Minnesota SRTS Resource Center:

[www.mnsaferroutestoschool.org](http://www.mnsaferroutestoschool.org)
safe routes to school handbook

Bringing together community, transportation and health.

Minnesota SAFE ROUTES to School
Physical Activity and Nutrition Unit
Office of Statewide Health Improvement Initiatives
PO Box 64882
St. Paul, MN 55164-0882

(651) 201-5440
TTY: 651-201-5797
www.health.state.mn.us

REV 10/2016

Special thanks to the City of Minneapolis Public Schools and the Michigan Fitness Foundation and Michigan Department of Transportation for providing materials that served as a base for this handbook.
A Comprehensive Approach to Safe Routes to School

This guide will help you create and implement a complete plan to increase the number of kids walking and bicycling to your school.

What is Safe Routes to School?

Safe Routes to School (SRTS) helps kids walk and bicycle to school more often through infrastructure improvements, education, and promotional activities. SRTS is more than just a program; it is a comprehensive strategy to install life-long habits that support physical activity and health. Walking and bicycling to school helps families stay active and healthy, and kids arrive focused and ready to learn. A comprehensive and effective SRTS initiative can help create a healthier community for generations to come.
The Benefits:
Kids are more active

SRTS programs help kids get more physical activity. Children are recommended to get 60 minutes of physical activity a day. A 15-minute trip one-way helps children to meet that goal.

Students arrive ready to learn

Research has shown that SRTS helps kids arrive to school focused and ready to learn. Getting activity through walking and bicycling helps reduce behavior problems and helps kids settle in for learning during the school day.

Communities become more connected and safer for all

Because schools are often located at the center of communities, safety improvements benefit people of all ages. Seniors particularly benefit from improvements that slow traffic and make streets safer and can also benefit by volunteering to support educational and promotional activities.

Families are more active, too

SRTS programs have been found to increase bicycling and walking for not only kids, but for the whole family.
The Basics:
Assemble a team

Your SRTS team should start with anyone who is interested in increasing bicycling and walking to your school and community. The most important thing is to have a core team of people who are passionate about the work and who see opportunities for improvement.

At a later stage, when you’ve started to identify your goals and action steps, you may want to add to your team. To make sure you have a well-rounded team, ask yourself if you have the people with the knowledge, skills, and experience to implement the elements of SRTS described later in this book.
The below checklist is a sample of the kinds of people who are interested in and have knowledge related to SRTS. As long as you engage all your important partners, they don’t necessarily have to be on your core action team.

As you review this checklist, think about the specific person you would like to involve. If you don’t know that person, identify the best path to make an introduction and have a discussion about SRTS.

**Core team:**
- School principal or assistant principal
- Parents
- Community volunteer(s)
- Students
- Teacher(s)
- Law enforcement officer
- Local road authority (department of public works, county engineer, MnDOT)

**Expanded team:**
- District-level school personnel (superintendent, district transportation director)
- City or regional planner
- City or town manager
- City council member or other elected official
- City or county recreation specialist
- City or county public health official or educator
- Bicycling or walking group representative
- Other local non-profit agency
- Neighborhood association or block club member
- Faith-based group
Assess the situation

Before you choose activities to implement, it’s important to understand existing behavior and attitudes in your school, look for barriers and opportunities for walking and bicycling to school, and see if there are existing policies or programs that support your work.
Here are some basic data about the school, neighborhood and community that will be helpful to collect:

- The boundaries of the school walk zone and how many students live in the walk zone
- The number of students who currently walk or bicycle to school
- An assessment of the physical environment around the school, including any barriers
- An assessment of the drop-off and pick-up zone, including buses and parent vehicles
- Whether there are bike racks and if there is enough space in the racks
- Whether there are school patrol guards and where they are posted
- Parent and student attitudes about walking and bicycling to school – major reasons people do or don’t walk and bicycle, which routes they use, what concerns they have
- Existing school policies, such as a school wellness policy, that support or could support SRTS
- Existing city policies, such as Complete Streets, active living resolution, comprehensive plans and area plans or transportation plans, that support or could support SRTS

**Resource Materials:**

- National Center for Safe Routes to School Parent Survey
- National Center for Safe Routes to School Student In-Class Travel Tally
- School Walkability and Bikeability Checklist
- Sample Safe Routes to School map – Albany Area Schools

Available at [www.health.state.mn.us/srts](http://www.health.state.mn.us/srts)
Determine your vision and goals

Vision

A vision statement describes what your community will look like after you have achieved success. A vision statement is usually one to five sentences long and written in the present tense.

To set a vision for your SRTS program, gather your core action team and ask them to envision what the community will look like after success has been achieved. You can decide how far into the future to go; five to 20 years is a good time range to choose from.

You can ask your team to verbally share their vision or ask people to write down their thoughts. Look for common themes that the group agrees upon. Then have one person refine the statement for the group to approve.

Good vision statements are:

- Attractive
- Bold
- Compelling
- Doable
- Energizing
Goals

Goals project out one to three years and describe specific changes that will help realize your vision. To set your goals, look back through the results of your assessment to identify your community’s greatest barriers and opportunities for bicycling and walking to school.

These questions can help guide your goal-setting:

- What are the biggest barriers to walking and bicycling to school (physical barriers, attitudes, information, etc.)?
- Are there areas of the community where walking and bicycling is particularly difficult? What would make it safer and easier?
- What are the biggest opportunities for walking and bicycling to school (partnerships, physical assets, etc.)?
- Are there areas of the community that are relatively safe and convenient for walking and bicycling?
- What would encourage more people to walk and bicycle in these areas?

After you’ve summarized your community assessment, identify three to seven goals that address your community’s unique situation and that will help achieve your vision. The more specific and measurable your goals, the better.
Identify action steps

For each goal, identify a number of action steps that will help you achieve the goal. To make sure you have a well-rounded approach, be sure to consider the six Es – engineering, education, encouragement, enforcement, evaluation, and equity – in your action plan. Details about the six Es are on the following pages.

Remember to keep it simple, especially when you are first starting out. You don’t have to cover all of the six Es for each goal but across your goals and action steps you want to have a balance between the different Es.

A well-balanced and comprehensive strategy will make your program more sustainable. SRTS projects that have focused only on one E have struggled to become a lasting part of a how the school or community functions. One example is when a community makes an infrastructure improvement but has not incorporated any safety education for students and parents.

Resource materials:

- Goal and action steps worksheets available at www.health.state.mn.us/srts
Engineering strategies including planning and implementing physical improvements that make it safer and more attractive to walk and bicycle to school. Assessments such as a walking workshop will help identify physical barriers and opportunities for improvement. Engaging planners and engineers is crucial to successfully implementing safety improvements. It’s also important to reach out to the community to educate neighbors about the benefits and importance of any proposed improvements.

**Examples include:**

- Completing a school walking and bicycling audit and a school travel plan
- Adding traffic calming, crosswalks, sidewalks, bicycle lanes or other infrastructure that improves safety for walking and bicycling
Providing education about SRTS helps build support among kids, parents, teachers and community members. To craft education messages, first identify your goals and audiences. You might want to start with a survey of parents to see if there are informational barriers to overcome before more families choose to walk or bicycle. Do people need to know more about the benefits of walking or bicycling? Would maps of routes to the school help more people walk or bicycle? Would walking or bicycling safety information get kids and parents more excited about walking and bicycling?

**Examples include:**

- SRTS maps that show suggested routes to walk and bicycle to school
- School bicycle rodeo that teaches safe bicycling skills
- Curriculum focused on the benefits of walking and bicycling
- Seminars or events that educate parents about the benefits of walking and bicycling
Encouragement is closely tied to education strategies, but is more focused on getting people to try walking and bicycling to school and celebrating and rewarding people for their efforts. Encouragement activities are more effective if the physical environment works for walking and bicycling to school.

Examples include:

- Organizing events such as “Walk and Bike to School Day” to encourage families to try walking and bicycling to school
- Creating walking school buses that allow kids to walk together with adult volunteers
- Utilizing contests or incentives to encourage walking and bicycling to school
Enforcement strategies help reduce unsafe behaviors by drivers, pedestrians and bicyclists and help reduce unsafe behaviors by drivers, pedestrians and bicyclists and encourage all road users to obey traffic laws and share the road safely. Enforcement can be expensive, so it is best used strategically in conjunction with the other strategies.

**Examples include:**

- Partnership with law enforcement to target problem intersections for enforcement
- Educational "stings" that teach motorists about laws regarding yielding to pedestrians
- Installation of digital speed signs that display travel speed of passing vehicles
Evaluation

Evaluation is very important to a successful SRTS initiative and should be considered from the very beginning of planning. Ask yourself, how do we define success for our efforts and how can we measure or document our progress? Evaluation will likely include a combination of quantitative information, such as counts of how many children are walking and bicycling, and more qualitative information, such as success stories from families who have chosen to walk and bicycle more.

Examples include:

- A school walking and bicycling audit and a school travel plan that includes specific goals
- Bicycle and pedestrian counts that show bicycling and walking rates over time
- Data about vehicle crashes near the school, traffic speeds or traffic volumes
Equity, in the context of Safe Routes to School, aims to ensure that communities disproportionately impacted by safety, health or transportation access are provided appropriate resources to address their individual needs. Sometimes that requires allocating more resources to a community experiencing greater issues. An approach to ensuring Equity should intertwine in each of the other 5E’s.

**Examples include:**

- **Evaluation and Engineering:** Using demographic and safety data to identify schools or neighborhoods with the most need for infrastructure improvements.
- **Education:** Providing educational materials in multiple languages, or doing outreach and engagement in nontraditional settings.
- **Encouragement:** Providing more support for walking school buses and educational campaigns in neighborhoods with fewer resources and higher need.
Track your progress

Evaluation is built into the six Es, but is also an important step in planning for SRTS. In order to track your progress, take a look at each of your goals and determine the best way to measure each goal. Here are some questions to guide the development of your evaluation plan:

- What numbers (quantitative information) do we want to collect?
- What stories (qualitative information) do we want to collect?
- What are the best collection methods for our community? (parent or student surveys, walking or bicycling counts, using the results of encouragement strategies, etc.)
- How often should we measure our progress?
- How will we keep track of and communicate our progress?

Look through your goal and action steps worksheets to make sure each one includes appropriate action steps.

**Resource Materials:**

- National Center for Safe Routes to School Parent Survey
- National Center for Safe Routes to School Student In-Class Travel Tally
- School Walkability and Bikeability Checklist
Remember to have fun!

While SRTS is challenging work, it’s important to remember to have fun. Here are some ideas of fun ways to engage your community and celebrate your successes:

- Host a bike and walk to school day event to reward families for walking and bicycling to school
- Host a walking workshop to identify opportunities and challenges around your school
- Have students create “traffic signs” for the school and their neighborhood
- Have weekly “Walking Wednesdays”
- Work with your city planners and engineers to solve safety concerns. Make sure kids are involved in the ribbon cutting
- Interview students or parents to hear how your efforts are affecting them
- Reach out to community groups, businesses or other partners to get more people involved.
- Write a press release or hold a press conference to highlight your successes
Resources

The Minnesota Safe Routes to School Resource Center also has everything you need to know about SRTS funding, how to start a SRTS plan or program, how to organize SRTS events, and more! Visit www.mnsaferroutestoschool.org

Additional resources are available at www.health.state.mn.us/srts to help complete and implement your action steps identified in this handbook:

- Goal and action step worksheets
- Parent survey
- Classroom behavior tally
- School walkability and bikability assessment
- Sample Safe Routes to School map

For more information about SRTS, contact:
Minnesota Department of Transportation
saferoutes.dot@state.mn.us
http://www.dot.state.mn.us/saferoutes

Minnesota Department of Health
health.activeliving@state.mn.us
http://www.health.state.mn.us/srts

Blue Cross Blue Shield of Minnesota
jill_n_chamberlain@bluecrossmn.com
http://www.preventionminnesota.com/active_living.cfm

Safe Routes to School National Partnership
http://www.saferoutespartnership.org
APPENDIX F. UMN CCL REGIONAL RESOURCE MAPS
Planned: A park or trail has been adopted by an official unit. The boundaries and/or alignment may not be identified. Example: a legislatively authorized trail.
Proposed: A park or trail has been discussed by a group or groups, but has no official status.
Minnesota’s Network of Parks & Trails: Inventory
Pine County Northeast January 15, 2011

Planned: A park or trail has been adopted by an official unit. The boundaries and/or alignment may not be identified. Example: a legislatively authorized trail.
Proposed: A park or trail has been discussed by a group or groups, but has no official status.
APPENDIX G. COMMUNITY ENGAGEMENT MEETING PRESENTATION & RESULTS
# Isanti County Parks Bikeways & Trails Master Plan

**Community Engagement Meeting Agenda – Cambridge, MN**

**7:00 PM Wednesday, February 15, 2017**

*(Last Revised 02.13.2017)*

<table>
<thead>
<tr>
<th>Topic</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome &amp; Introduction</td>
<td>7:00P – 7:10 P.M.</td>
<td>Introductions &amp; overview of Master Plan Project development</td>
</tr>
<tr>
<td>Parks &amp; Natural Areas</td>
<td>7:10P – 7:35 P.M.</td>
<td>Assess &amp; review Isanti County natural areas, parks, and other places of natural beauty and recreational opportunity</td>
</tr>
<tr>
<td>Built Areas &amp; Amenities</td>
<td>7:35P – 8:00 P.M.</td>
<td>Assess &amp; review Isanti County built areas – destinations, “hot spots”, historical built features, etc. Identify necessary trail amenities by user type</td>
</tr>
<tr>
<td>Break</td>
<td>8:00 – 8:10 P.M.</td>
<td></td>
</tr>
<tr>
<td>Connections</td>
<td>8:10P – 8:30 P.M.</td>
<td>Assess &amp; review existing Isanti County trails networks, connections, and alignments, and identify new future connections that can be made between areas of recreational importance</td>
</tr>
<tr>
<td>Future Opportunities</td>
<td>8:30 – 8:50 P.M.</td>
<td>Assess &amp; review connections to other areas, areas of importance, barriers to trail use, and prioritize recreational development goals</td>
</tr>
<tr>
<td>Wrap-Up &amp; Thanks</td>
<td>8:50 P.M.</td>
<td></td>
</tr>
</tbody>
</table>
# 2017 Isanti County Trails & Bikeways Master Plan

## Community Engagement Meeting Agenda – Braham, MN

**12:00 PM Thursday, February 16, 2017**

*(Last revised 02.13.2017)*

<table>
<thead>
<tr>
<th><strong>TOPIC</strong></th>
<th><strong>TIME</strong></th>
<th><strong>DESCRIPTION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome &amp; Introduction</td>
<td>12:00P – 12:10 P.M.</td>
<td>Introductions &amp; overview of Master Plan Project development</td>
</tr>
<tr>
<td>Parks &amp; Natural Areas</td>
<td>12:10P – 12:35 P.M.</td>
<td>Assess &amp; review Isanti County natural areas, parks, and other places of natural beauty and recreational opportunity</td>
</tr>
<tr>
<td>Built Areas &amp; Amenities</td>
<td>12:35P – 1:00 P.M.</td>
<td>Assess &amp; review Isanti County built areas – destinations, “hot spots”, historical built features, etc. Identify necessary trail amenities by user type</td>
</tr>
<tr>
<td><strong>BREAK</strong></td>
<td>1:00 – 1:10 P.M.</td>
<td></td>
</tr>
<tr>
<td>Connections</td>
<td>1:10P – 1:30 P.M.</td>
<td>Assess &amp; review existing Isanti County trails networks, connections, and alignments, and identify new future connections that can be made between areas of recreational importance</td>
</tr>
<tr>
<td>Future Opportunities</td>
<td>1:30 – 1:50 P.M.</td>
<td>Assess &amp; review connections to other areas, areas of importance, barriers to trail use, and prioritize recreational development goals</td>
</tr>
<tr>
<td>Wrap-Up &amp; Thanks</td>
<td>1:50 P.M.</td>
<td></td>
</tr>
</tbody>
</table>

*ISANTI COUNTY PARKS BIKEWAYS & TRAILS MASTER PLAN*

*COMMUNITY ENGAGEMENT MEETING AGENDA – BRAHAM, MN*

**ARCHITECTURAL RESOURCES INC**

128 East Superior Street | Duluth, MN 55802704  
Tel: 218.727.8481 | Fax: 218.727.8483

East Howard Street | Hibbing, MN 55746  
Tel: 218.263.6868 | Fax: 218.722.6803

www.arimn.com
## ISANTI COUNTY PARKS BIKEWAYS & TRAILS MASTER PLAN
### COMMUNITY ENGAGEMENT MEETING AGENDA – ISANTI, MN

**7:00 PM WEDNESDAY, FEBRUARY 22, 2017** *(Last Revised 02.13.2017)*

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>TIME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome &amp; Introduction</td>
<td>7:00P – 7:10 P.M.</td>
<td>Introductions &amp; overview of Master Plan Project development</td>
</tr>
<tr>
<td>Parks &amp; Natural Areas</td>
<td>7:10P – 7:35 P.M.</td>
<td>Assess &amp; review Isanti County natural areas, parks, and other places of natural beauty and recreational opportunity</td>
</tr>
<tr>
<td>Built Areas &amp; Amenities</td>
<td>7:35P – 8:00 P.M.</td>
<td>Assess &amp; review Isanti County built areas – destinations, “hot spots”, historical built features, etc. Identify necessary trail amenities by user type</td>
</tr>
<tr>
<td>BREAK</td>
<td>8:00 – 8:10 P.M.</td>
<td></td>
</tr>
<tr>
<td>Connections</td>
<td>8:10P – 8:30 P.M.</td>
<td>Assess &amp; review existing Isanti County trails networks, connections, and alignments, and identify new future connections that can be made between areas of recreational importance</td>
</tr>
<tr>
<td>Future Opportunities</td>
<td>8:30 – 8:50 P.M.</td>
<td>Assess &amp; review connections to other areas, areas of importance, barriers to trail use, and prioritize recreational development goals</td>
</tr>
<tr>
<td>Wrap-Up &amp; Thanks</td>
<td>8:50 P.M.</td>
<td></td>
</tr>
</tbody>
</table>
### Isanti County Parks Bikeways & Trails Master Plan

**Stakeholder Meeting Presentation/Activities**

*Last Revised 02.28.2017*

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TIME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Welcome &amp; Introduction</td>
<td>10 mins.</td>
<td>BW, AW: Introduction of team, project overview from BW, community engagement and meeting agenda presentation. AW: Define goals of the community engagement process as: 1. Obtain broad community values 2. Define purpose of the master plan 3. Identify areas of significance for trail use and services 4. Identify areas for proposed, missing, or inhibited trail use</td>
</tr>
<tr>
<td>2. Visioning Activity</td>
<td>20 mins.</td>
<td>(AW) Designed as an intro to the visioning process. Activity is non-spatial and asks the participants to envision what their community trail system is now, and can be in the future. The table is given a large format (24x36) piece of paper as well as reduced-size 11x17 sheets for either group or individual work on this activity, based on the comfort level of the participant. The participants are asked to draw, write, or otherwise express their ideas for the trail uses. See attached sheet “Think BIG” for this activity. Discussion is encouraged. The Facilitators and Recorders migrate around the room during this time both answering questions and capturing anything that is not being documented by the activity itself.</td>
</tr>
<tr>
<td>3. Dot Scatter Activities</td>
<td>45 mins.</td>
<td>(AW) The participants are now asked to work through a series of four (4) non-spatial activities to identify and understand existing uses (current), missing uses (non-existent in County currently), and to understand the motivating and discouraging factors for trail use by community groups. These are group activities and discussion is encouraged. For each activity, the table is given a large format (24x36) sheet of paper with the instructions for the activity at the top. The Host then introduces the activity to the large group and asks for any clarifications or questions. The participants then place colored adhesive dots on each large format sheet (24x36) to reflect the participant’s individual experiences, motivations, etc. The color reflects either an activity or motivation, as noted on the sheet. The Facilitators and Recorders migrate around the room during this time both answering questions and capturing anything that is not being documented by the activity itself.</td>
</tr>
</tbody>
</table>
Each activity takes approximately 10-15 minutes, based on how quickly participants are moving through the activity as a large group. If participants do not complete the activity in time, they are encouraged to go back and answer the questions by placing dots at their leisure since the sheets are left on the table through this portion of the activities.

See the following attached sheets for these activities:

1. “What Matters Most” (Recreational Choices)
2. “My Needs” (Trail Use Amenities)
3. “What Gets Me There” (Trail Use Motivating Factors)
4. “What Does Not Work For Me” (Trail Use Deterrent Factors)

4. Break 10 min

5. Spatial Map Activities 35 min

The participants are now asked to work through a spatial activity to identify where trail use is occurring, would like to occur, travel distance by season, and local amenities located throughout the county.

The group is presented with maps of the county that identify natural resources and cultural resources. The background on each map is the same and includes the digital elevation of the county, the roads, the trails, and other resources as compiled by the GIS data.

The natural resource map identifies areas such as parks (county, municipal, state, and federal), natural areas (scientific and natural areas/SNAs, wildlife management areas/WMAs, forests, etc.), public lands, and other local amenities. It also identifies all the wetland areas in the county.

The cultural resource map identifies areas of interest (businesses, restaurants, cultural areas such as sculpture gardens, etc.), historical features if found, local flavor, etc. This map was generated with the information gathered at the first stakeholder meeting.

The last map is a zoomed-in version of the community in which the meeting is being conducted; (1) map for Cambridge, (1) map for Braham, and (1) map for Isanti. This is done to provide the municipal trail system for each area at a smaller scale.

After the map introduction, the participants are asked to do two (2) activities, as follows. The participants can work on any map they choose, as all information is noted to be compiled later.

Activity 1: Spatial Information Dots
1. Place a (small red dot) on the map in the place you reside/are from.
2. On a (small yellow dot), write the average number of miles you travel per trip IN THE SUMMER on trails. Then put the numbered dot on
the location on the map that you use trails the most during that season.

3. On a (small blue dot), write the average number of miles you travel per trip IN THE WINTER on trails. Then put the numbered dot on the location on the map that you use trails the most during that season.

All dots are collected after all the participants have their dots on the map.

Activity 2: Spatial Information Drawing
The following is loosely read to the group to introduce this activity:

“Part 1 - Locate all areas of destination in the County when using trails. Think outside the box and include areas such as wineries, art parks, historical features, etc. when you are locating these on the map(s). Locate these areas that you use both on the map and off the map if you are connecting to adjacent areas. Remember that county boundaries are not always limiting when using trails. Use the markers to draw or write these areas on the map and please label all these features.”

“Part 2 - Locate all trail areas you are currently using AND you would like to be using in the County trails system. These can be areas both within the county boundaries and connecting to adjacent areas. Locate these areas that you use both on the map and off the map if you are connecting to adjacent areas. Remember that county boundaries are not always limiting when using trails. Use the markers to draw or write these areas on the map and please label all these features. If you are connecting to adjacent areas, please make a note of the trails or other areas you are connecting to.”

4. Thanks and closing 5 min

Participants are thanked for their participation in the meeting and the project! Next steps for the project are that the information gathered from all the community meetings will be compiled and integrated into the final master plan. The draft master plan and final master plan presentations will be open to the public and at upcoming county board meetings. Participants are encouraged to stay current on this project via the Isanti County Parks website and will be included on future mailings via the email address they provided (if provided on sign-in sheet for meeting).
ISANTI COUNTY PARKS
BIKEWAYS & TRAILS MASTER PLAN
2017 COMMUNITY WORKSHOP

15 FEB 2017 CAMBRIDGE, MN
7:00P CAMBRIDGE CITY HALL
# Agenda

<table>
<thead>
<tr>
<th>Topic</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome &amp; Introduction</td>
<td>7:00PM – 7:10PM</td>
<td>Introductions &amp; overview of Master Plan Project development</td>
</tr>
<tr>
<td>Parks &amp; Natural Areas</td>
<td>7:10PM – 7:35PM</td>
<td>Assess &amp; review Isanti County natural areas, parks, and other places of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>natural beauty and recreational opportunity</td>
</tr>
<tr>
<td>Built Areas &amp; Amenities</td>
<td>7:35PM – 8:00PM</td>
<td>Assess &amp; review Isanti County built areas – destinations, “hot spots”,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>built features, etc. Identify necessary trail amenities by user type</td>
</tr>
<tr>
<td>Break</td>
<td>8:00 – 8:10PM</td>
<td></td>
</tr>
<tr>
<td>Connections</td>
<td>8:10PM – 8:30PM</td>
<td>Assess &amp; review existing Isanti County trails networks, connections, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>alignments, and identify new future connections that can be made between</td>
</tr>
<tr>
<td></td>
<td></td>
<td>areas of recreational importance</td>
</tr>
<tr>
<td>Future Opportunities</td>
<td>8:30 – 8:50PM</td>
<td>Assess &amp; review connections to other areas, areas of importance, barriers to</td>
</tr>
<tr>
<td></td>
<td></td>
<td>trail use, and prioritize recreational development goals</td>
</tr>
<tr>
<td>Wrap-Up &amp; Thanks</td>
<td>8:50PM</td>
<td></td>
</tr>
</tbody>
</table>

**15 FEB 2017 CAMBRIDGE, MN**

**7:00P CAMBRIDGE CITY HALL**
THINKING BIG

Dream big! Write, draw, enact, and creatively document what you envision when you think of TRAIL EXPERIENCES in Isanti County both now and in the future.

15 FEB 2017 CAMBRIDGE, MN
7:00P CAMBRIDGE CITY HALL
MY NEEDS

Place the colored dots to rank the trail amenities below as follows & as explained in the Workshop:


BATHROOMS, WASHROOMS
DRINKING FOUNTAINS
REST AREAS, SUN SHELTERS
SIGNS & ROUTE WAYFINDING
TRAIL MAP KIOSKS
TRAILHEADS
PARKING LOTS, CARS
PARKING LOTS, TRUCK & TRAILER
SAFETY
CANOE/BOAT LAUNCH & PORTAGES
PAVED SURFACE
GRAVEL SURFACE
DIRT, GRASS SURFACE
INTERPRETIVE SIGNS
QUIET
DOGS WELCOME
Ski, Snow Grooming
Food is Close by
Wildlife
Good Views

15 FEB 2017 CAMBRIDGE, MN
7:00P CAMBRIDGE CITY HALL

2017 Isanti County Trails & Bikeways Master Plan
WHAT GETS ME THERE

Place (2) colored dots to rank the top 2 reasons(s) below for what motivates you to use trails for the following activities & as explained in the Workshop.


GENERAL RECREATION

HEALTH/WELLNESS

TRAINING

RACES, COMPETITION

STRESS-REDUCTION

SPECIAL ACTIVITY OR INTEREST (E.G. BIRDING)

FRIENDSHIP, COMRADESHIP

SHARED INTEREST, CLUB ACTIVITY

BOREDOM

SOCIALIZATION, MEETING PEOPLE

SIGHTSEEING

SKILL DEVELOPMENT (E.G. HUNTING, TRACKING)

BOTANIZING

OUTDOOR EDUCATION

BEING OUTSIDE

SEASONAL EVENTS

COMMUNITY INVOLVEMENT

OVERNIGHT CAMPING

CONNECTION WITH NATURE

MOTIVATION

15 FEB 2017 CAMBRIDGE, MN
7:00P CAMBRIDGE CITY HALL
WHAT DOES NOT WORK FOR ME

Please rank the top 2 reason(s) below for what discourages you from using trails for the following activities & as explained in the Workshop.

- RED: Biking
- BLUE: Hiking
- YELLOW: Running
- GREEN: Snowmobiling
- ORANGE: Skiting
- RED2: Canoeing
- YELLOW2: Motor Sports

1. Too many people
2. Safety Concerns, Vehicles
3. Safety Concerns, Sightlines
4. Safety Concerns, Negative Activities
5. Safety Concerns, Conflicting Trail Uses
6. Trail Disconnection/Interruption
7. Trail Goes Nowhere
8. No Interesting Things to See
9. No Bathroom Facilities
10. No Food/Drink Facilities
11. No Pull-offs, Rest Areas
12. My Activity is Not Supported/Represented
13. Accessibility Concerns
14. Parking Concerns
15. EMS Coverage Concerns
16. Wayfinding Concerns
17. Mapping Support Concerns
18. Dog-Friendly Area Restrictions
19. Environmental Concerns
20. Welcomeness/Political Concerns

15 FEB 2017 CAMBRIDGE, MN
7:00P CAMBRIDGE CITY HALL
THANK YOU!

BARRY WENDORF, DIRECTOR, ISANTI COUNTY PARKS
barry.wendorf@co.isanti.mn.us
www.co.isanti.mn.us/isanti/departments/parks-and-recreation
(763) 689-8220

ANDREA WEDUL, LANDSCAPE ARCHITECT, ARCHITECTURAL RESOURCES
andrea.wedul@arimn.com
www.arimn.com
(218) 727-8481

TONY KROSKA, OWNER, COMMUNITY GIS
kroska@bismarckmap.com
www.commgis.org
(218) 279-3923

15 FEB 2017 CAMBRIDGE, MN
7:00P CAMBRIDGE CITY HALL
RESULTS FROM MEETINGS FOLLOW
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hiking, Trail</td>
<td>21</td>
<td>0</td>
<td>1</td>
<td>16</td>
<td>2</td>
</tr>
<tr>
<td>Hiking, Road</td>
<td>2</td>
<td>5</td>
<td>1</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Running, Trail</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Running, Road</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Biking, Mtn / Trail</td>
<td>17</td>
<td>0</td>
<td>7</td>
<td>11</td>
<td>6</td>
</tr>
<tr>
<td>Biking, Road</td>
<td>19</td>
<td>0</td>
<td>12</td>
<td>14</td>
<td>1</td>
</tr>
<tr>
<td>Biking, Cyclocross</td>
<td>1</td>
<td>4</td>
<td>7</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Horseback Riding, Day</td>
<td>0</td>
<td>14</td>
<td>4</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Canoeing, Day</td>
<td>6</td>
<td>0</td>
<td>5</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Canoeing, Overnight</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Skiing, Skate</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Skiing, Classic</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Hunting</td>
<td>2</td>
<td>6</td>
<td>2</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>Bird Watching</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>6</td>
<td>14</td>
</tr>
<tr>
<td>Snowmobiling</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Motor Sports, ATV</td>
<td>4</td>
<td>7</td>
<td>11</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Motor Sports, Motorbike</td>
<td>1</td>
<td>15</td>
<td>5</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Hiking, Overnight</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Hiking, Snowshoe</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Connection to Schools</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------------------</td>
<td>------------------------</td>
<td>-----------------------</td>
<td>------------------------------------------</td>
<td>------------------------------------------------------------</td>
</tr>
<tr>
<td>Bathrooms, Washrooms</td>
<td>6</td>
<td>1</td>
<td>4</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Drinking Fountains</td>
<td>0</td>
<td>13</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Rest Areas, Sun Shelters</td>
<td>2</td>
<td>7</td>
<td>3</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Signs &amp; Route Wayfinding ID</td>
<td>12</td>
<td>0</td>
<td>5</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>Trail Map Kiosks</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Trailheads</td>
<td>3</td>
<td>4</td>
<td>10</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Parking Lots, Cars</td>
<td>5</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Parking Lots, Truck &amp; Trailer</td>
<td>1</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Safety</td>
<td>12</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Canoe / Boat launch &amp; Portages</td>
<td>1</td>
<td>1</td>
<td>15</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Paved Surface</td>
<td>7</td>
<td>2</td>
<td>5</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Gravel Surface</td>
<td>3</td>
<td>9</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Dirt, Grass Surface</td>
<td>3</td>
<td>7</td>
<td>1</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Interpretive Signs</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Quiet</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Dogs Welcome</td>
<td>5</td>
<td>4</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Ski, Snow Grooming</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Food is Close By</td>
<td>1</td>
<td>14</td>
<td>5</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Wildlife</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>16</td>
<td>0</td>
</tr>
<tr>
<td>Good Views</td>
<td>7</td>
<td>1</td>
<td>1</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>Bike Maintenance Station</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Benches</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
## What Gets Me There

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>General Recreation</td>
<td>7</td>
<td>2</td>
<td>1</td>
<td>6</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Health / Wellness</td>
<td>21</td>
<td>9</td>
<td>14</td>
<td>0</td>
<td>9</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Training</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Races, Competition</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Stress - Reduction</td>
<td>5</td>
<td>7</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Special Activity or Interest (e.g. birding)</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>Friendship, Comrades</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Shared Interest, Club Activity</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Boredom</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Socialization, Meeting People</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>4</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Skill Development (e.g. Hunting, Tracking)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Botanizing</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Outdoor Education</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Being Outside</td>
<td>8</td>
<td>9</td>
<td>4</td>
<td>2</td>
<td>5</td>
<td>7</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Seasonal Events</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Community Involvement</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Overnight Camping</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Connection with Nature</td>
<td>5</td>
<td>11</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Transportation</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Volunteering</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------</td>
<td>--------------</td>
<td>------------------</td>
<td>---------------------</td>
<td>-------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Too Many People</td>
<td>4</td>
<td>2</td>
<td>5</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Safety Concerns, Vehicles</td>
<td>15</td>
<td>7</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Safety Concerns, Sightlines</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Safety Concerns, Negative Activities</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Safety Concerns, Conflicting Trail Uses</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Trail Disconnection / Interruption</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Trail Goes Nowhere</td>
<td>6</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>No Interesting Things to See</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>No Bathroom Facilities</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>No Food, Drink Facilities</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>No Pull-offs, Rest Areas</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>My Activity is Not Supported / Represented</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Accessibility Concerns</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Parking Concerns</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>EMS Coverage Concerns</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wayfinding Concerns</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mapping Support Concerns</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Dog-Friendly Area Restrictions</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Environmental Concerns</td>
<td>0</td>
<td>6</td>
<td>1</td>
<td>5</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Welcomeness / Political Concerns</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>
MEMO

DATE: February 17th, 2017

TO: Andrea Wedul

FROM: Aaron Brown

SUBJECT: Isanti County Trail & Bikeway Master Plan, Community Meeting #1: Cambridge, MN

ARI Project #: 16-139

PRESENT: Mark Eisenbacher, meisenbacher@c-ischools.org
Mike Larson, mlarson@larsonscycle.com
Tammie Denholm, tammie.denholm@gmail.com
Adam Cortis, cdogydog@gmail.com
Tom Koep, tomy23444@yahoo.com
Marisa Harder-Chapman, marisaharder@gmail.com
Josh Jorde, joshjorde75@gmail.com
Alysa Zimmene
M Palmer
Todd Schwab, tschwab@ci.cambridge.mn.us
Susan Manis
Marcia Westover, mwwestover@ci.cambridge.mn.us
Tony Kroska
Andrea Wedul, andrea.wedul@arimn.com
Aaron Brown, aaron.brown@arimn.com

On January 15th, 2017 at 7:00 p.m. the above people met at the Cambridge City Hall regarding the above project. The following is a summary of the “Thinking Big” activity.

1. Thinking Big – Dream big! Write, draw, enact, and creatively document what you envision when you think of trail experiences in Isanti County both now, and in the future.
   A. Bike trails for transportation purposes
   B. Parking / Access
   C. Amenities (Water fountains / Nice Bathrooms)
   D. Safety (Road Crossings)
   E. Capitalizing on the River
      1) River Views / Overlooks
      2) Water Trails
   F. Connecting Businesses to Trails
      1) Tubing, Canoeing, Horseback Riding
   G. Destinations
MEMO

DATE: February 20th, 2017

TO: Andrea Wedul

FROM: Aaron Brown

SUBJECT: Isanti County Trail & Bikeway Master Plan, Community Meeting #2: Braham, MN

ARI Project #: 16-139

PRESENT: Hans Erdman, erdman@trailpatrol.org
Terry Turnquist, terry.turnquist@yahoo.com
Tish Carlson, tishywishy@msn.com
Marshall Lind, mlind@braham.com
Dan Eklund, streetsdept@yahoo.com
Tony Kroska
Andrea Wedul, andrea.wedul@arimn.com
Aaron Brown, aaron.brown@arimn.com

On January 16th, 2017 at 12:00 p.m. the above people met at the Braham Community Center regarding the above project. The following is a summary of the “Thinking Big” activity.

1. Thinking Big – Dream big! Write, draw, enact, and creatively document what you envision when you think of trail experiences in Isanti County both now, and in the future.
   A. Connection of Braham to C/I Trail & other counties (Frandzen Park – Chisago Co., Vegsund Park – Isanti Co.) Braham – Mora – Pine City – Vegsund – Frandzen - Cambridge
   B. All schools have a safe route
   C. All parks connected via trails
      1) Public spaces
   D. Motorized Trail System
   E. Connect to Sunrise Prairie Trail / Wilard Munger
   F. Connect city and county parks together
   G. Trail connections north to south, east to west
   H. Connecting to existing regional trails (i.e. Highway 61 – Sunrise Dr., Braham Community Center)
   I. Safe routes to school
   J. Safe routes from east to west
   K. Mountain Bike Trail
   L. Needs – Signage / Outreach
MEMO

DATE: February 23rd, 2017
TO: Andrea Wedul
FROM: Aaron Brown
SUBJECT: Isanti County Trail & Bikeway Master Plan, Community Meeting #3: Isanti, MN
ARI Project #: 16-139

PRESENT: Hans Erdman, erdman@trailpatrol.org
Greg Anderson, gregmsarahisanti@aol.com
Charlene Swanson
Mark Volk, marc.volk@parkitect.com
Gerri & Gordon Slabaugh, gslabaugh21@gmail.com
Randy Polzin, randy@metalcoatingsandmfg.com
Tony Kroska
Andrea Wedul, andrea.wedul@arimn.com
Aaron Brown, aaron.brown@arimn.com

On January 22nd, 2017 at 7:00 p.m. the above people met at the Isanti City Hall regarding the above project. The following is a summary of the “Thinking Big” Activity.

1. Thinking Big – Dream big! Write, draw, enact, and creatively document what you envision when you think of trail experiences in Isanti County both now, and in the future.
   A. Benches for seniors (Higher)
   B. Electricity for E-Bikes, Chairs, etc. (charging stations)
   C. Hoverboards
   D. Parking
   E. Lockable Storage
   F. Scope wider to multi-use
   G. Connector trails to / through park systems
   H. Connect C/I trail to Sunrise
   I. Sunrise – Hinckley
   J. Trail along Rum River – Anoka City
   K. Wider shoulder in loop City 33 – City 6 – City 14 – 95 or any road being repaved includes a rideable shoulder
   L. Connecting existing paved trail system Cambridge / Isanti
   M. Comprehensive trail signage throughout
   N. Connect trail in Cambridge that dead ends in Pioneer Park
   O. Planned: Wyoming – Taylors Falls
MEMO
Isanti County Trail & Bikeway Master Plan, Community Meeting #1: Cambridge, MN
ARI Project #: 16-139
February 17th, 2017
Page 2 of 3

H. Connecting to other county Trail Systems
I. Trail connections to schools
   1) West Riverside School House
J. Historic
   1) Courthouse
   2) Erikson Farm
K. Separate Trails
   1) Horse
   2) Motocross
L. Multi-Use (Wide enough for biking, jogging, etc.)
M. Connection to parks and trails in other counties
N. Connections to businesses and other destinations
O. Horseback Riding Trails
P. Connect What We Have
Q. 30-mile paved trail (multi-use, perhaps connecting multiple cities)
   1) Walking
   2) Biking
   3) Roller Blade
   4) Snowmobile
R. Larger Park w/ diverse activities (disc, mtn. biking, hiking.)
S. Trails that have variety of scenery (not just parallel to roads)
T. Provide safe routes to school – Connecting trails to all schools, especially CMS & IIS – To benefit students and all people to access school facilities. (i.e. ball fields)
U. Road Runners
V. Scenic Trails for cross country school meets (scenic river trail perhaps)
W. County park w/ a campground.
X. Utilize river (kayaking / canoeing)
Y. Things that can be addressed now:
   1) Snowmobile System
   2) C/I Paved Trail (Extend to city park – Braham, North Branch)
   3) Single Track @ Springvale
   4) Paved Trails within cities (connecting to what we have)
   5) BMX park in Isanti
   6) Hiking Trails within Parks
   7) Horseback Riding in County Parks
Z. Things that can be addressed in the future:
   1) Single Track Network (100 miles)
   2) Paved Trail Expansion
   3) Signage at road intersections
   4) Destination driven (parks / eateries / schools)
   5) Connection to schools
   6) Expansion within exiting Parks
      a) City Park
      b) Vegsund Co
      c) Wayside Co
      d) Cedar Blade Township
7) Pump track
8) ATV Park

2. Individual Note Card
   A. “Just want to emphasize importance of developing trails to Cambridge – Isanti Schools to provide safe trails to schools for kids walking / riding bikes to school and for communities to access school amenities such as ball fields after school in evenings. Safe non-car transportation alternatives to social centers (schools) Especially routes to:
      - Cambridge Middle School (City Roads 43 & 45, crossing Highway 65)
      - Isanti Intermediate (City Road 5, crossing Highway 65)”
(THIS PAGE IS INTENTIONALLY LEFT BLANK)
APPENDIX H. ONLINE COMMUNITY TRAIL USE SURVEY RESULTS
(THIS PAGE IS INTENTIONALLY LEFT BLANK)
Q1 What trail activities or trail uses do you currently enjoy in Isanti County? Check up to (3) activities.

Answered: 171  Skipped: 0
## Answer Choices & Responses

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail hiking, walking</td>
<td>70.76%</td>
</tr>
<tr>
<td>On road hiking, walking</td>
<td>28.65%</td>
</tr>
<tr>
<td>Trail running</td>
<td>11.70%</td>
</tr>
<tr>
<td>Road running</td>
<td>13.45%</td>
</tr>
<tr>
<td>Mountain biking</td>
<td>8.19%</td>
</tr>
<tr>
<td>Paved trail biking</td>
<td>40.35%</td>
</tr>
<tr>
<td>Road biking</td>
<td>19.30%</td>
</tr>
<tr>
<td>Cyclocross biking</td>
<td>0.00%</td>
</tr>
<tr>
<td>Day horseback riding</td>
<td>2.34%</td>
</tr>
<tr>
<td>Canoeing, day</td>
<td>9.36%</td>
</tr>
<tr>
<td>Canoeing, overnight</td>
<td>1.17%</td>
</tr>
<tr>
<td>Skate skiing</td>
<td>1.75%</td>
</tr>
<tr>
<td>Classic skiing</td>
<td>9.36%</td>
</tr>
<tr>
<td>Hunting</td>
<td>3.51%</td>
</tr>
<tr>
<td>Bird watching</td>
<td>9.94%</td>
</tr>
<tr>
<td>Snowmobiling</td>
<td>11.11%</td>
</tr>
<tr>
<td>ATV motorsports</td>
<td>4.68%</td>
</tr>
<tr>
<td>Motorbike motorsports</td>
<td>2.34%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>9.36%</td>
</tr>
</tbody>
</table>

**Total Respondents: 171**
Q2 What trail activities or trail uses are currently missing/absent in Isanti County? Check up to (3) activities.

Answered: 162  Skipped: 9
<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail hiking, walking</td>
<td>21.60%</td>
</tr>
<tr>
<td>On road hiking, walking</td>
<td>8.82%</td>
</tr>
<tr>
<td>Trail running</td>
<td>14.20%</td>
</tr>
<tr>
<td>Road running</td>
<td>1.23%</td>
</tr>
<tr>
<td>Mountain biking</td>
<td>12.96%</td>
</tr>
<tr>
<td>Paved trail biking</td>
<td>30.86%</td>
</tr>
<tr>
<td>Road biking</td>
<td>5.56%</td>
</tr>
<tr>
<td>Cyclocross biking</td>
<td>3.09%</td>
</tr>
<tr>
<td>Day horseback riding</td>
<td>6.79%</td>
</tr>
<tr>
<td>Canoeing, day</td>
<td>9.26%</td>
</tr>
<tr>
<td>Canoeing, overnight</td>
<td>9.88%</td>
</tr>
<tr>
<td>Skate skiing</td>
<td>6.79%</td>
</tr>
<tr>
<td>Classic skiing</td>
<td>6.17%</td>
</tr>
<tr>
<td>Hunting</td>
<td>7.41%</td>
</tr>
<tr>
<td>Bird watching</td>
<td>5.96%</td>
</tr>
<tr>
<td>Snowmobiling</td>
<td>4.94%</td>
</tr>
<tr>
<td>ATV motorsports</td>
<td>17.90%</td>
</tr>
<tr>
<td>Motorbike motorsports</td>
<td>4.32%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>16.67%</td>
</tr>
</tbody>
</table>

Total Respondents: 162
Q3 What trail amenities do you currently enjoy in Isanti County? Check up to (3) amenities.

Answered: 151  Skipped: 20
### Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bathrooms or washrooms</td>
<td>17.22%</td>
</tr>
<tr>
<td>Drinking fountains</td>
<td>5.96%</td>
</tr>
<tr>
<td>Rest areas or sun shelters</td>
<td>19.21%</td>
</tr>
<tr>
<td>Trail identification and route wayfinding signs</td>
<td>23.18%</td>
</tr>
<tr>
<td>Trail map kiosks/lean-to's</td>
<td>6.62%</td>
</tr>
<tr>
<td>Trailheads (parking, trail maps/kiosks, outhouses)</td>
<td>17.88%</td>
</tr>
<tr>
<td>Car, truck parking</td>
<td>21.85%</td>
</tr>
<tr>
<td>Truck and trailer parking</td>
<td>1.99%</td>
</tr>
<tr>
<td>Safety</td>
<td>10.60%</td>
</tr>
<tr>
<td>Canoe or boat launches &amp; portages</td>
<td>9.93%</td>
</tr>
<tr>
<td>Paved trail surfaces</td>
<td>21.19%</td>
</tr>
<tr>
<td>Gravel trail surfaces</td>
<td>2.65%</td>
</tr>
<tr>
<td>Dirt trail surfaces</td>
<td>6.62%</td>
</tr>
<tr>
<td>Grass trail surfaces</td>
<td>5.30%</td>
</tr>
<tr>
<td>Interpretive signage</td>
<td>3.97%</td>
</tr>
<tr>
<td>Quiet</td>
<td>21.85%</td>
</tr>
<tr>
<td>Dogs welcome</td>
<td>20.53%</td>
</tr>
<tr>
<td>Ski, snow grooming</td>
<td>11.28%</td>
</tr>
<tr>
<td>Food is close by</td>
<td>0.66%</td>
</tr>
<tr>
<td>Wildlife</td>
<td>19.87%</td>
</tr>
<tr>
<td>Good views</td>
<td>8.61%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>3.31%</td>
</tr>
</tbody>
</table>

Total Respondents: 151
Q4 What trail amenities are currently missing/absent in Isanti County? Check up to (3) amenities.

Answered: 150 Skipped: 21
## Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

### SurveyMonkey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bathrooms or washrooms</td>
<td>28.00%</td>
</tr>
<tr>
<td>Drinking fountains</td>
<td>27.33%</td>
</tr>
<tr>
<td>Rest areas or sun shelters</td>
<td>14.67%</td>
</tr>
<tr>
<td>Trail identification and route wayfinding signs</td>
<td>16.00%</td>
</tr>
<tr>
<td>Trail map kiosks/lean-tos</td>
<td>7.33%</td>
</tr>
<tr>
<td>Trailheads (parking, trail maps/kiosks, outhouses)</td>
<td>10.00%</td>
</tr>
<tr>
<td>Car, truck parking</td>
<td>4.67%</td>
</tr>
<tr>
<td>Truck and trailer parking</td>
<td>6.00%</td>
</tr>
<tr>
<td>Safety</td>
<td>8.00%</td>
</tr>
<tr>
<td>Canoe or boat launches &amp; portages</td>
<td>10.00%</td>
</tr>
<tr>
<td>Paved trail surfaces</td>
<td>29.33%</td>
</tr>
<tr>
<td>Gravel trail surfaces</td>
<td>6.67%</td>
</tr>
<tr>
<td>Dirt trail surfaces</td>
<td>3.33%</td>
</tr>
<tr>
<td>Grass trail surfaces</td>
<td>2.67%</td>
</tr>
<tr>
<td>Interpretive signage</td>
<td>5.33%</td>
</tr>
<tr>
<td>Quiet</td>
<td>2.67%</td>
</tr>
<tr>
<td>Dogs welcome</td>
<td>9.33%</td>
</tr>
<tr>
<td>Ski, snow grooming</td>
<td>4.67%</td>
</tr>
<tr>
<td>Food is close by</td>
<td>9.33%</td>
</tr>
<tr>
<td>Wildlife</td>
<td>6.00%</td>
</tr>
<tr>
<td>Good views</td>
<td>2.67%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>12.00%</td>
</tr>
</tbody>
</table>

**Total Respondents: 150**
Q5 What motivates you to road bike in Isanti County? Check up to (2) motivating factors.

Answered: 148  Skipped: 23
<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>36.49%</td>
</tr>
<tr>
<td>General recreation</td>
<td>18.24%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>43.24%</td>
</tr>
<tr>
<td>Training</td>
<td>2.70%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>1.35%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>10.14%</td>
</tr>
<tr>
<td>Special activity or interest (e.g. birding)</td>
<td>1.35%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>4.73%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>0.68%</td>
</tr>
<tr>
<td>Boredom</td>
<td>0.00%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>0.68%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>2.70%</td>
</tr>
<tr>
<td>Skill development (e.g. hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>0.00%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>0.00%</td>
</tr>
<tr>
<td>Being outside</td>
<td>28.38%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>0.68%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.68%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>3.38%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>3.38%</td>
</tr>
</tbody>
</table>

Total Respondents: 148
Q6 What motivates you to bike on paved trails in Isanti County? Check up to (2) motivating factors.

Answered: 147 Skipped: 24

- I don't participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-reduction
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement

13 / 51
Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>27.21%</td>
</tr>
<tr>
<td>General recreation</td>
<td>20.41%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>46.94%</td>
</tr>
<tr>
<td>Training</td>
<td>2.04%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>1.36%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>8.16%</td>
</tr>
<tr>
<td>Special activity or interest (e.g. birding)</td>
<td>2.72%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>8.16%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>0.68%</td>
</tr>
<tr>
<td>Boredom</td>
<td>1.36%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>0.68%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>5.44%</td>
</tr>
<tr>
<td>Skill development (e.g. hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>0.68%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>0.00%</td>
</tr>
<tr>
<td>Being outside</td>
<td>27.21%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>0.00%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.00%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>4.76%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>6.80%</td>
</tr>
</tbody>
</table>

Total Respondents: 147
Q7 What motivates you to mountain bike in Isanti County? Check up to (2) motivating factors.

Answered: 147  Skipped: 24

- I don't participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-reduction
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement
### Answer Choices

<table>
<thead>
<tr>
<th>Activity</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>72.11%</td>
</tr>
<tr>
<td>General recreation</td>
<td>8.84%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>14.29%</td>
</tr>
<tr>
<td>Training</td>
<td>1.36%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>0.00%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>4.08%</td>
</tr>
<tr>
<td>Special activity or interest (e.g. birding)</td>
<td>0.68%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>1.36%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>0.68%</td>
</tr>
<tr>
<td>Boredom</td>
<td>0.00%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>0.68%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>2.04%</td>
</tr>
<tr>
<td>Skill development (e.g. hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>0.00%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>1.36%</td>
</tr>
<tr>
<td>Being outside</td>
<td>10.88%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>0.00%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.00%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>4.08%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>1.36%</td>
</tr>
</tbody>
</table>

**Total Respondents: 147**
Q8 What motivates you to hiking on trails in Isanti County? Check up to (2) motivating factors.

Answered: 145  Skipped: 26

- I don’t participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-reduction
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement
### Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

![Bar chart showing responses to activities](chart.png)

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>11.03%</td>
</tr>
<tr>
<td>General recreation</td>
<td>28.97%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>49.66%</td>
</tr>
<tr>
<td>Training</td>
<td>1.38%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>1.38%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>15.17%</td>
</tr>
<tr>
<td>Special activity or interest (e.g., birding)</td>
<td>1.38%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>8.28%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>1.38%</td>
</tr>
<tr>
<td>Boredom</td>
<td>0.69%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>0.69%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>4.14%</td>
</tr>
<tr>
<td>Skill development (e.g., hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>2.76%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>0.00%</td>
</tr>
<tr>
<td>Being outside</td>
<td>29.66%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>0.00%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.00%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>18.62%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>5.52%</td>
</tr>
</tbody>
</table>

**Total Respondents: 145**
Q9 What motivates you to go trail running in Isanti County? Check up to (2) motivating factors.

Answered: 145  Skipped: 26
## Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

### Survey Results

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>67.59%</td>
</tr>
<tr>
<td>General recreation</td>
<td>2.76%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>26.21%</td>
</tr>
<tr>
<td>Training</td>
<td>6.21%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>2.07%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>6.90%</td>
</tr>
<tr>
<td>Special activity or interest (e.g., birding)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>2.76%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>0.69%</td>
</tr>
<tr>
<td>Boredom</td>
<td>0.69%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>0.00%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>0.69%</td>
</tr>
<tr>
<td>Skill development (e.g., hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>0.00%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>0.00%</td>
</tr>
<tr>
<td>Being outside</td>
<td>7.59%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>0.00%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.00%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>2.07%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>2.76%</td>
</tr>
</tbody>
</table>

**Total Respondents: 145**
Q10 What motivates you to use snowmobiling trails in Isanti County? Check up to (2) motivating factors.

Answered: 144 Skipped: 27

- I don't participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-redution
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement
<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>72.92%</td>
</tr>
<tr>
<td>General recreation</td>
<td>15.28%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>0.69%</td>
</tr>
<tr>
<td>Training</td>
<td>1.39%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>0.69%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>2.08%</td>
</tr>
<tr>
<td>Special activity or interest (e.g. birding)</td>
<td>2.08%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>3.47%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>2.08%</td>
</tr>
<tr>
<td>Boredom</td>
<td>0.69%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>1.39%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>2.08%</td>
</tr>
<tr>
<td>Skill development (e.g. hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>0.00%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>1.39%</td>
</tr>
<tr>
<td>Being outside</td>
<td>11.11%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>2.78%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.00%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>0.69%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>1.39%</td>
</tr>
</tbody>
</table>

Total Respondents: 144
Q11 What motivates you to use ski trails in Isanti County? Check up to (2) motivating factors.

Answered: 141  Skipped: 30

- I don't participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-reduction
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement
Q12 What motivates you to use canoeing/water trails in Isanti County? Check up to (2) motivating factors.

Answered: 141  Skipped: 30

- I don't participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-reduction
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement
Answer Choices | Responses
---|---
I don't participate in this activity | 44.68% | 63
General recreation | 19.86% | 28
Health or wellness | 9.22% | 13
Training | 0.00% | 0
Competitive racing | 0.00% | 0
Stress-reduction | 6.38% | 9
Special activity or interest (e.g. birding) | 2.84% | 4
Friendship or camaraderie | 7.80% | 11
Shared interest or club activity | 1.42% | 2
Boredom | 0.71% | 1
Socializing, meeting people | 0.00% | 0
Sightseeing | 4.96% | 7
Skill development (e.g. hunting or tracking) | 0.00% | 0
Botanizing or plant identification | 0.00% | 0
Outdoor education | 2.13% | 3
Being outside | 22.70% | 32
Seasonal events | 0.71% | 1
Community involvement | 0.00% | 0
Overnight camping | 2.13% | 3
Connection with nature | 15.60% | 22
Other (please specify) | 5.67% | 8

Total Respondents: 141
Q13 What motivates you to use motorsport trails in Isanti County? Check up to (2) motivating factors.

Answered: 140  Skipped: 31

- I don’t participate...
- General recreation
- Health or wellness
- Training
- Competitive racing
- Stress-reduction
- Special activity or...
- Friendship or camaraderie
- Shared interest or...
- Boredom
- Socializing, meeting people
- Sightseeing
- Skill development...
- Botanizing or plant...
- Outdoor education
- Being outside
- Seasonal events
- Community involvement
<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>87.14%</td>
</tr>
<tr>
<td>General recreation</td>
<td>5.71%</td>
</tr>
<tr>
<td>Health or wellness</td>
<td>0.71%</td>
</tr>
<tr>
<td>Training</td>
<td>0.00%</td>
</tr>
<tr>
<td>Competitive racing</td>
<td>1.43%</td>
</tr>
<tr>
<td>Stress-reduction</td>
<td>0.71%</td>
</tr>
<tr>
<td>Special activity or interest (e.g. birding)</td>
<td>2.14%</td>
</tr>
<tr>
<td>Friendship or camaraderie</td>
<td>1.43%</td>
</tr>
<tr>
<td>Shared interest or club activity</td>
<td>0.00%</td>
</tr>
<tr>
<td>Boredom</td>
<td>0.00%</td>
</tr>
<tr>
<td>Socializing, meeting people</td>
<td>0.00%</td>
</tr>
<tr>
<td>Sightseeing</td>
<td>2.14%</td>
</tr>
<tr>
<td>Skill development (e.g. hunting or tracking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Botanizing or plant identification</td>
<td>0.00%</td>
</tr>
<tr>
<td>Outdoor education</td>
<td>0.00%</td>
</tr>
<tr>
<td>Being outside</td>
<td>4.29%</td>
</tr>
<tr>
<td>Seasonal events</td>
<td>1.43%</td>
</tr>
<tr>
<td>Community involvement</td>
<td>0.00%</td>
</tr>
<tr>
<td>Overnight camping</td>
<td>0.00%</td>
</tr>
<tr>
<td>Connection with nature</td>
<td>1.43%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>1.43%</td>
</tr>
</tbody>
</table>

Total Respondents: 140
Q14 What deters you from road biking in Isanti County? Check up to (2) deterrent factors.

Answered: 139  Skipped: 32
### Answer Choices

<table>
<thead>
<tr>
<th>Concern</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>31.65%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>1.44%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>53.96%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>9.35%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>1.44%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>0.72%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>18.71%</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>6.47%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>3.60%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>3.60%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>1.44%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.00%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>0.72%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>1.44%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>0.72%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>1.44%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>2.16%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Activity or use welcoming or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.72%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>7.91%</td>
</tr>
</tbody>
</table>

**Total Respondents:** 139
Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>31.65%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>1.44%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>53.96%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>9.35%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>1.44%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>0.72%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>18.71%</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>6.47%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>3.60%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>3.60%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>1.44%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.00%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>0.72%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>1.44%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>0.72%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>1.44%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>2.16%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.72%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>7.91%</td>
</tr>
</tbody>
</table>

Total Respondents: 139
Q15 What deters you from biking on paved trails in Isanti County? Check up to (2) deterrent factors.

Answered: 135  Skipped: 36
Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>22.96% 31</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>5.19% 7</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>8.89% 12</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>2.22% 3</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>2.22% 3</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>5.19% 7</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>33.33% 45</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>22.96% 31</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>4.44% 6</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>7.41% 10</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>1.48% 2</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>1.48% 2</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>0.74% 1</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.74% 1</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>2.22% 3</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>5.93% 8</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>0.74% 1</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>0.74% 1</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.74% 1</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>16.30% 22</td>
</tr>
</tbody>
</table>

Total Respondents: 135
Q16 What deters you from mountain biking in Isanti County? Check up to (2) deterrent factors.

Answered: 133  Skipped: 38

- I don't participate...
- Too many people on the trail...
- Vehicular traffic safety...
- Poor sightlines along the trail...
- Negative activity in the area...
- Conflicting trail uses...
- Trails are disconnected...
- Trails go nowhere or no connections...
- There are no interesting viewpoints...
- There are no bathrooms...
- There are no food or drinks available...
- There are no pull-offs or parking areas...
- My activity is not supported...
- I have accessibility concerns...
- I have parking concerns...
- I have emergency concerns...
- I have wayfinding concerns...
- I have map support concerns...
Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>68.42%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>1.50%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>2.26%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>0.75%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>2.26%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>9.77%</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>3.76%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>1.50%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>1.50%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>0.75%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.75%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>2.26%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>2.26%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.75%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>3.01%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>0.75%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.75%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>9.77%</td>
</tr>
</tbody>
</table>

Total Respondents: 133
Q17 What deters you from hiking on trails in Isanti County? Check up to (2) deterrent factors.

Answered: 132 Skipped: 39

- I don't participate...
- Too many people on th...
- Vehicular traffic safety...
- Poor sightlines a...
- Negative activity in...
- Conflicting trail uses...
- Trails are disconnected...
- Trails go nowhere or...
- There are no interesting...
- There are no bathroom...
- There are no food or drin...
- There are no pull-offs or...
- My activity is not supporte...
- I have accessibility...
- I have parking concerns (e...
- I have Emergency...
- I have wayfinding...
- I have map support...

35 / 51
### Survey Results

The survey was conducted by SurveyMonkey and included questions about various aspects of the trails. Here are the responses:

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>12.12%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>4.55%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>3.03%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>3.79%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>6.06%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concerns (e.g. biking and off-leash dog play area)</td>
<td>6.82%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>16.67%</td>
</tr>
<tr>
<td>Trails go nowhere or don't have a final destination</td>
<td>13.64%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>3.79%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>12.88%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>3.03%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>3.03%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>3.79%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.76%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>4.55%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.76%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>8.33%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>4.55%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>1.52%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.76%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>28.79%</td>
</tr>
</tbody>
</table>

Total Respondents: 132
Q18 What deters you from trail running in Isanti County? Check up to (2) deterrent factors.

Answered: 131  Skipped: 40
Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

SurveyMonkey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>61.83%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>1.53%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>2.29%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>2.29%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>3.82%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>2.29%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>9.16%</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>7.63%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>1.53%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>2.29%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>2.29%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.76%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>2.29%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>2.29%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>2.29%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>0.76%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>12.21%</td>
</tr>
</tbody>
</table>

Total Respondents: 131
**Q19 What deters you from using snowmobiling trails in Isanti County?**
*Check up to (2) deterrent factors.*

Answered: 131  Skipped: 40

<table>
<thead>
<tr>
<th>Deterrent Factor</th>
<th>Number of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate ...</td>
<td>72</td>
</tr>
<tr>
<td>Too many people on the trail</td>
<td>1</td>
</tr>
<tr>
<td>Vehicular traffic safety</td>
<td>1</td>
</tr>
<tr>
<td>Poor sightlines at trail entrance</td>
<td>1</td>
</tr>
<tr>
<td>Negative activity in the area</td>
<td>1</td>
</tr>
<tr>
<td>Conflicting trail uses</td>
<td>1</td>
</tr>
<tr>
<td>Trails are disconnected</td>
<td>1</td>
</tr>
<tr>
<td>Trails go nowhere or have poor connectivity</td>
<td>1</td>
</tr>
<tr>
<td>There are no interesting activities in the area</td>
<td>1</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>1</td>
</tr>
<tr>
<td>There are no food or drink options</td>
<td>1</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas</td>
<td>1</td>
</tr>
<tr>
<td>My activity is not supported</td>
<td>1</td>
</tr>
<tr>
<td>I have accessibility concerns</td>
<td>1</td>
</tr>
<tr>
<td>I have parking concerns (e.g., parking availability)</td>
<td>1</td>
</tr>
<tr>
<td>I have emergency contacts (e.g., emergency services)</td>
<td>1</td>
</tr>
<tr>
<td>I have wayfinding support (e.g., trail maps)</td>
<td>1</td>
</tr>
<tr>
<td>I have map support</td>
<td>1</td>
</tr>
</tbody>
</table>
## Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

### SurveyMonkey

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t participate in this activity</td>
<td>74.05%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>1.53%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>3.05%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>0.76%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>0.76%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>0.76%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>6.11%</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>2.29%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>0.00%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>1.53%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>0.76%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.76%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>2.29%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>2.29%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>1.53%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>1.53%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.76%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>9.92%</td>
</tr>
</tbody>
</table>

**Total Respondents:** 131
Q20 What deters you from using ski trails in Isanti County? Check up to (2) deterrent factors.

- I don't participate...
- Too many people on th...
- Vehicular/traffic safety...
- Poor sightlines a...
- Negative activity in...
- Conflicting trail uses...
- Trails are disconnected...
- Trails go nowhere or...
- There are no interesting...
- There are no bathroom...
- There are no food or drin...
- There are no pull-offs or...
- My activity is not supporte...
- I have accessibility...
- I have parking concerns (e....
- I have Emergency...
- I have wayfinding...
- I have map support...
**Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey**

<table>
<thead>
<tr>
<th>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please specify)</td>
</tr>
<tr>
<td>Total Respondents: 131</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>63.36% 83</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>3.05% 4</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>0.76% 1</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>1.53% 2</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>0.76% 1</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>3.05% 4</td>
</tr>
<tr>
<td>Trails go nowhere or don’t have a final destination</td>
<td>2.29% 3</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>0.76% 1</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>1.53% 2</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>1.53% 2</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>1.53% 2</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>5.34% 7</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>1.53% 2</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>1.53% 2</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.00% 0</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>0.00% 0</td>
</tr>
</tbody>
</table>

Total Respondents: 131
Q21 What deters you from using canoeing/water trails in Isanti County? Check up to (2) deterrent factors.

Answered: 130  Skipped: 41

- I don't participate ...
- Too many people on th...
- Vehicular/traff ic safety...
- Poor sightlines a...
- Negative activity in...
- Conflicting trail uses...
- Trails are disconnected...
- Trails go nowhere or...
- There are no interesting...
- There are no bathroom...
- There are no food or drin...
- There are no pull-offs or...
- My activity is not supporte...
- I have accessibilit...
- I have parking concerns (e...
- I have Emergency...
- I have wayfinding...
- I have map support...
## Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

**SurveyMonkey**

### Answer Choices and Responses

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>52.31%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>0.00%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns (e.g. speed, number of cars)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns (e.g. vandalism, crime)</td>
<td>3.08%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern (e.g. biking and off-leash dog play area)</td>
<td>1.54%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>2.31%</td>
</tr>
<tr>
<td>Trails go nowhere or don't have a final destination</td>
<td>3.08%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>2.31%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>4.62%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>0.77%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>3.08%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>4.62%</td>
</tr>
<tr>
<td>I have accessibility (ADA) concerns</td>
<td>0.77%</td>
</tr>
<tr>
<td>I have parking concerns (e.g. limited spaces, no parking)</td>
<td>6.92%</td>
</tr>
<tr>
<td>I have Emergency Medical Service (EMS) access concerns (e.g. no coverage, time for service to arrive)</td>
<td>0.77%</td>
</tr>
<tr>
<td>I have wayfinding concerns (e.g. I am not sure where the trail goes)</td>
<td>4.62%</td>
</tr>
<tr>
<td>I have map support concerns (e.g. map does not show the trail, is confusing, or is inaccurate)</td>
<td>1.54%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns (e.g. getting bitten, incompatible with my activity)</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have environmental concerns (e.g. pollution)</td>
<td>0.77%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns (e.g. my trail activity is not welcome in the area)</td>
<td>2.31%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>19.23%</td>
</tr>
</tbody>
</table>

**Total Respondents: 130**
Q22 What deters you from using motorsport trails in Isanti County? Check up to (2) deterrent factors.

Answered: 129  Skipped: 42

- I don't participate...
- Too many people on th...
- Vehicular/traffic safety...
- Poor sightlines a...
- Negative activity in...
- Conflicting trail uses...
- Trails are disconnected...
- Trails go nowhere or...
- There are no interesting...
- There are no bathroom...
- There are no food or drin...
- There are no pull-offs or...
- My activity is not supporte...
- I have accessibility...
- I have parking concerns (e...
### Isanti County Parks 2017 Trails & Bikeways Master Plan Community Survey

Total Respondents: 129

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't participate in this activity</td>
<td>83.72%</td>
</tr>
<tr>
<td>Too many people on the trails</td>
<td>0.78%</td>
</tr>
<tr>
<td>Vehicular/traffic safety concerns <em>(e.g. speed, number of cars)</em></td>
<td>0.78%</td>
</tr>
<tr>
<td>Poor sightlines as safety concerns</td>
<td>0.78%</td>
</tr>
<tr>
<td>Negative activity in area safety concerns <em>(e.g. vandalism, crime)</em></td>
<td>0.00%</td>
</tr>
<tr>
<td>Conflicting trail uses safety concern <em>(e.g. biking and off-leash dog play area)</em></td>
<td>0.78%</td>
</tr>
<tr>
<td>Trails are disconnected or interrupted</td>
<td>3.88%</td>
</tr>
<tr>
<td>Trails go nowhere or don't have a final destination</td>
<td>2.33%</td>
</tr>
<tr>
<td>There are no interesting things to see along the way</td>
<td>0.00%</td>
</tr>
<tr>
<td>There are no bathroom facilities</td>
<td>0.00%</td>
</tr>
<tr>
<td>There are no food or drink facilities</td>
<td>0.00%</td>
</tr>
<tr>
<td>There are no pull-offs or rest areas on the trails</td>
<td>0.00%</td>
</tr>
<tr>
<td>My activity is not supported or represented</td>
<td>2.33%</td>
</tr>
<tr>
<td>I have accessibility <em>(ADA)</em> concerns</td>
<td>0.00%</td>
</tr>
<tr>
<td>I have parking concerns <em>(e.g. limited spaces, no parking)</em></td>
<td>0.78%</td>
</tr>
<tr>
<td>I have Emergency Medical Service <em>(EMS)</em> access concerns <em>(e.g. no coverage, time for service to arrive)</em></td>
<td>0.78%</td>
</tr>
<tr>
<td>I have wayfinding concerns <em>(e.g. I am not sure where the trail goes)</em></td>
<td>2.33%</td>
</tr>
<tr>
<td>I have map support concerns <em>(e.g. map does not show the trail, is confusing, or is inaccurate)</em></td>
<td>0.00%</td>
</tr>
<tr>
<td>I have dog-friendly area concerns <em>(e.g. getting bitten, incompatible with my activity)</em></td>
<td>0.00%</td>
</tr>
<tr>
<td>I have environmental concerns <em>(e.g. pollution)</em></td>
<td>2.33%</td>
</tr>
<tr>
<td>Activity or use welcomeness or political concerns <em>(e.g. my trail activity is not welcome in the area)</em></td>
<td>2.33%</td>
</tr>
<tr>
<td>Other <em>(please specify)</em></td>
<td>3.88%</td>
</tr>
</tbody>
</table>

SurveyMonkey
Q23 THINK BIG! Use the following space to provide any and all of your ideas on what Isanti County trail experiences and the trail system can be both now and in the future.

Answered: 125  Skipped: 46

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't have any comments</td>
<td>35.20%</td>
</tr>
<tr>
<td>Here are my thoughts &amp; comments:</td>
<td>64.80%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>
Q24 On average, how many miles do you travel on trails per trip for winter activities?

Answered: 124  Skipped: 47

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I do not participate in winter trail-use activities.</td>
<td>41.94%</td>
</tr>
<tr>
<td>I do participate in winter trail-use activities, per-trip mileage is as follows:</td>
<td>58.06%</td>
</tr>
<tr>
<td>Total</td>
<td>124</td>
</tr>
</tbody>
</table>
Q25 On average, how many miles do you travel on trails per trip for summer activities?

Answered: 124  Skipped: 47

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I do not participate in summer trail-use activities.</td>
<td>13.71%</td>
</tr>
<tr>
<td>I do participate in summer trail-use activities, per-trip mileage is as follows:</td>
<td>86.29%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

Total 124
Q26 In what ZIP code is your home located?
(enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 122   Skipped: 49
**Q27 Please add me to the Isanti County Parks Trails & Bikeways Master Plan contact list:**

Answered: 28  Skipped: 143

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>100.00%</td>
</tr>
<tr>
<td>Company</td>
<td>21.43%</td>
</tr>
<tr>
<td>Address</td>
<td>96.43%</td>
</tr>
<tr>
<td>Address 2</td>
<td>0.00%</td>
</tr>
<tr>
<td>City/Town</td>
<td>96.43%</td>
</tr>
<tr>
<td>State/Province</td>
<td>96.43%</td>
</tr>
<tr>
<td>ZIP/Postal Code</td>
<td>92.86%</td>
</tr>
<tr>
<td>Country</td>
<td>82.14%</td>
</tr>
<tr>
<td>Email Address</td>
<td>100.00%</td>
</tr>
<tr>
<td>Phone Number</td>
<td>67.86%</td>
</tr>
</tbody>
</table>
APPENDIX I. TRAIL OPERATIONS & MAINTENANCE PLAN
Trail Operations and Maintenance Plan

The Spirit River Regional Trail (SpRRT) shall be maintained through a partnership between Isanti County Parks and Recreation, Isanti County Highway Department, and the Cities of Braham, Cambridge, and Isanti Public Works. Isanti County Parks and Recreation will facilitate and oversee weekly and routine maintenance, identify major projects, and organize and schedule volunteer workdays. Isanti County Parks and Recreation will coordinate with Isanti County Highway Department and Local Municipal Partners for assistance in maintenance tasks. Isanti County Highway Department will be responsible for the maintenance of the parking lots, buildings, utilities, and the like. They will also assist Isanti County Parks & Recreation in additional operations and maintenance, as needed and when possible, as staff and funding permits.

The following provides a preliminary list of anticipated trail operation and maintenance tasks and assigned responsibilities for minimum task completion.

Recommended Maintenance Tasks and Operations

To ensure the ongoing safety and operation of the trail it is imperative that routine operation and maintenance tasks are completed per schedule in the following Major Maintenance Tasks. The list provided below is a recommended guideline for task and completion schedule, but should be amended to suit the specific needs of the users and trail as assessed by Isanti County Parks and Recreation and Highway Department staff on an as-needed basis.

Mowing - (3-4 times annually) 4-foot min. wide each side of trail where applicable. Flail type mower best less debris on trail. See section on recommended vegetation management below and coordinate with local arborists, consultants, Department of Natural Resources (MnDNR), and written resources as necessary to complete tasks.

Pruning - (Annually) Prune woody vegetation 4-feet back from sides of trail - 14-feet vertical clearance - remove invasive vines. Vegetation Management Program may reduce this task long term.

Removal of Trees/Limbs - (Annually) Evaluation/ removal of unhealthy or dead trees and limbs. Fallen trees may remain as access control and to minimize disturbance.

Signage - (periodically as required) Maintain directional and informational signs and Permanent signs.

Access Control - (periodically as required) Replace damaged access control devices. Estimated frequency: 10% annually due to vandalism.

Trail Surface on local roads - (periodically as required) Resurface based on municipal schedule.

Trail Surface on gravel road - (periodically as required) Repair surface damage from vehicles, erosion, etc. Based on municipal schedule.

Trail Surface, boardwalk - (periodically as required) Replace damaged areas. Spur trails only.

Drainage Structures - (Minimum - Annually) Clean inlets, keep swales clear of debris. Complete rehabilitation during construction would dramatically reduce necessity for this type of maintenance after storms.
Litter Pick Up - (Weekly or as required) Trailside-litter pickup. Access area litter pickup. Encourage continued user “carry-in, carry-out” policy.

Trash Collection - (Weekly) Removal of trash from receptacles at access areas. Problems with non-user trash. Some agencies do not have trash containers at access points for this reason.

Bridges and Boardwalks Inspection - (Every 2 years) Maintenance of bridge to ensure structural integrity. Bridges associated with public roads are already on a regular inspection schedule annually by state DOT, Municipal or County Engineer.

Safety patrols – (Daily or weekly as required) Patrol trail with police and volunteer trail watch.

Vegetation Management
Effective vegetation management is a critical dimension of the maintenance program. Effective vegetation management is necessary to preserve and enhance the natural and scenic interest of the Trail. Effective vegetation management is an important component of trail safety. Adequate sight distance along the trail should be maintained for crime prevention purposes. Hazardous tree limbs and other obstructions should be promptly removed.

The following system-wide standards for vegetation management are proposed:

1. Mowing - Herbaceous material should be mown three to four times a year a minimum of 4-feet from the trail edge (where the trail adjoins meadows, roadways or grain fields). A flail type mower is recommended as rotary types blow the screenings, gravel and mulch (surfacing) off the trail.

2. Removal of Vegetation from Trail surfaces – In order to maintain the integrity of trail surfaces, invasive vegetation should be eradicated through very limited and selective application of herbicides.

3. Woody vegetation control - Trees and shrubs should be controlled by an annual mowing along the edges of the trail (where trail is adjacent to fields, meadows and managed grass areas). Removal of woody vegetation in this width should minimize the need for frequent mechanical or hand pruning to maintain adequate horizontal and vertical clearances. Selective removal or “limbing up” of trees should also be scheduled to maintain or create desirable views from trail. Trees should also be kept clear of all drainage structures, bridges and walls that may be subject to mechanical damage by tree roots.

4. Invasive Plant Species and Vegetation Control - Vegetation control should discourage poison ivy along the trail and include removal of invasive plant species and designated noxious weeds such as garlic mustard, glossy and common buckthorn, dandelis, and others. Coordinate with local resources and agencies as necessary for identification and utilize only Minnesota state-certified pesticide applicator consultants.
Minimum O&M Tasks, With Responsibility to Complete Assigned

Weekly-Monthly Isanti County Parks & Recreation/Highway Dept. Responsibilities
- keep trail clear of vegetation, storm debris, and litter
- post trail conditions and close/open trail due to trail wetness or early season thaw on site and on website
- print & supply maps and handouts in kiosks

Weekly-Monthly Isanti County Parks & Recreation/Local City Partner Responsibilities
- remove fallen trees and fallen rocks
- ensure bathroom facilities are maintained
- collect and dispose of trash
- attend to repairs and vandalism restoration

Annual Isanti County Parks & Recreation Responsibilities
- inspections of constructed trail features and structures
- develop an annual maintenance plan
- program a seasonal work schedule for volunteers
- coordinate periodic studies and feedback for research on user
- plant new, replacement vegetation
- maintain landscaping at trailheads (e.g. deadheading)

Annual Isanti County Highway Department, Other Department Responsibilities
- ensure parking lot facilities are maintained
- evaluate and complete asphalt patch/repair and resurfacing of trail surface and parking facilities
- provide police protection to protect from vandalism
- maintenance of gates, bollards, and fences
- removal of graffiti and damage replacement
- replace lightbulbs and repair lighting
- maintain/repair kiosks
- maintain stormwater drainages and devices
- snow removal, if trail programming dictates

Years Five – Twenty Isanti County Parks & Recreation/City/Isanti County Responsibilities
- boardwalk and bridge replacement and re-decking, as necessary
- plan, design, construct, re-surface, and re-construct trail sections, as needed
- maintenance of gates, bollards, and fences
- pavement re-marking, as necessary and upon re-surfacing

Years Five – Twenty Isanti County Responsibilities
- re-grade parking lot with gravel as needed
APPENDIX J. GRANTS AND FUNDING RESOURCES
PARTIAL LIST OF AVAILABLE RECREATIONAL GRANTS FOR TRAIL DEVELOPMENT

Trail Grant Programs
- Federal recreational trail program
- Local trail connections program
- National outdoor recreation legacy partnership program
- Outdoor recreation grant program
- Parks and trails Legacy grant program
- Regional trail grant program
- GMRPTC Regional Trail Designation

Grants-in-Aid (GIA) Programs
- Off-highway vehicle (OHV) GIA program for all-terrain vehicle (ATV), off-highway motorcycle (OHM) and off-road vehicle (ORV)
- Cross country ski trail GIA program
- OHV damage account
- Snowmobile GIA program

Water Recreation Programs
- Boating Infrastructure Grant Program (BIGP)
- Clean Vessel Act grant program (CVA)
- County boat and water safety grant program
- Water recreation cooperative acquisition and development program

Shooting Sports
- Public Parks and Recreation Archery Range Rehabilitation Grants Program
- Expedited Small Trap Range Grants
- Large Trap Range Grants
- Expedited Small Shooting Range Grants
- Large Shooting Range Grants
1. DNR Water Recreation Cooperative Acquisition & Development Program

Program purpose

To improve public boat accesses, campsites, rest areas and portages on Minnesota’s public lakes and rivers.

Eligible projects

Acquisition, development and improvement of public boat accesses, parking lots, docks, and boat launching ramps, campsites, rest areas and portages.

Engineering and design assistance is available.

Who may apply

Counties, cities, townships, and recognized tribal bands.

Priorities

Projects are selected based on ranking the criterion which includes but is not limited to the following: public demand, location, gamefish present, size of water body, accessibility, and sponsor donation.

Level of assistance

The level of grant and technical assistance fluctuates considerably depending on the project scope, sponsor’s need, and program’s level of funding.

General information

This program provides financial and technical assistance to local governments for public boat accesses, campsites, rest areas and portages on the State’s rivers and lakes. It is funded through the State Water Recreation Account (boat license fees and state gas tax used for marine purposes).

How to apply

There are no applications for this program. Contact your local Parks and Trails Area Supervisor.
2. DNR Outdoor Recreation Grant Program

Program purpose:

To increase and enhance outdoor recreation facilities in local and community parks throughout the state. This program is established in Minnesota Statutes 85.019.

How it works:

Provides matching grants to local units of government for up to 50% of the cost of acquisition, development and/or redevelopment of local parks and recreation areas.

Eligible applicants:

Cities, counties, townships and recognized tribal governments.

Eligible projects:

Park acquisition and/or development/redevelopment including internal park trails, picnic shelters, playgrounds, athletic facilities, boat accesses, fishing piers, swimming beaches and campgrounds. All park projects must meet requirements for perpetual outdoor recreation use.

Minimum requirements:

Project proposals must include at least one of the eligible primary outdoor recreation facilities in the Program Manual and have a total project cost of at least $10,000. Support facilities such as restrooms and parking lots can only be funded as part of a larger project that includes a primary recreation facility. Land proposed for development and/or redevelopment must be owned by the applicant or be part of an acquisition project.

Level of assistance:

Grants are reimbursed based up to 50 percent of the total eligible costs. The maximum grant award is $150,000. The local share can consist of cash or the value of materials, labor and equipment usage by the local sponsor or by donations or any combination thereof. Costs must be incurred and paid...
...for before reimbursement can be made. Applicants are eligible to receive more than one grant. Significant progress must be completed on active projects before an additional proposal can be submitted.

The program finances projects using federal funds through the Land and Water Conservation Fund (LAWCON). Historically, some state dollars authorized by the Minnesota State Legislature have been available. The amount of grant dollars available for distribution varies. Federal funds available for 2017 are $831,023.

Funding priorities:

The 2014-2018 State Comprehensive Outdoor Recreation Plan (SCORP) is Minnesota’s outdoor recreation policy plan. This plan was developed with the input of Minnesota outdoor and natural resource leaders. It establishes outdoor recreation priorities for Minnesota to assist outdoor recreation and natural resource managers, the state legislature, and the executive branch in decision-making about the state’s outdoor recreation system and sets out criteria for awarding grants consistent with these identified priorities. A majority of the review and selection process will focus on guidelines outlined in the 2014-2018 SCORP. Additional review components will assess the design of the proposed project and existing park facilities. Project design should be compatible with the physical characteristics of the site, consistent with generally accepted engineering and architectural design standards, in accordance with accessibility standards and minimize risk to the health and safety of users.

Grant awards:

The Department of Natural Resources will review and rank applications during the spring of 2017. Preliminary grant awards will be announced in the summer of 2017.
Project period:

Projects cannot begin until all requested final documentation has been submitted and an agreement between the applicant and the state has been signed. Project start dates may be in the fall of 2017 or later, depending on the funding available and the project ranking. Funded projects must begin promptly after an agreement has been signed. All work must be completed no later than June 30, 2019.

How to apply:

The completed application is due March 31, 2017. Grant application materials are linked below.
3. DNR Local Trail Connections Program

Program purpose:

To provide grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails. Funding for this grant program is from "In Lieu Of" lottery proceeds. This program is established in Minnesota Statutes 85.019.

Eligible projects:

Eligible projects include acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails). Acquisition of trail right-of-way is eligible only when proposed in conjunction with trail development. Acquisition projects require a perpetual easement for recreational purposes. Development projects require a 20 year maintenance commitment by the project sponsor. Projects inside state park boundaries, state recreation areas, on state trail corridors and elements of the Regional Open Space System in the Twin Cities Metro System are not eligible.

Eligible applicants:

Eligible applicants include counties, cities, and townships.

Level of assistance:

Grants are reimbursement based up to 75 percent of the total eligible project costs, and recipients must provide a non-state cash match of at least 25 percent. Other state funds or grants, such as Parks and Trails Legacy Grants, or Metropolitan Council Grants cannot match these grants. Project costs must be incurred and paid before reimbursement can be made. Project costs become eligible for reimbursement once a contract agreement is established between the DNR and the grantee.

The minimum grant request is $5,000, and the maximum grant award is $150,000.
Grant funding available:

Anticipated funding available for FY 2018 is approximately $800,000 from “In Lieu Of” lottery proceeds. This funding is divided between three Park and Trail grant programs. This funding is subject to appropriation from the MN Legislature and signature of the Governor.

Funding priorities:

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

Grant awards:

The Department of Natural Resources will review and rank applications during the spring of 2017. Grant awards will be announced in July 2017.

Project period:

Funded projects must begin promptly after an agreement has been signed. All work funded with FY 2018 appropriations must be completed no later than June 30, 2019.

How to apply:

The completed application is due March 31, 2017. Grant application materials are linked below.

- 2017 Grant Application
- 2017 Program Manual

Contact information:

Dan Golner, Recreation Program Coordinator, 651-259-5599
Daniel.Golner@state.mn.us
Minnesota Department of Natural Resources
Division of Parks and Trails
500 Lafayette Road, Box 39
Saint Paul, MN 55155
Minnesota Department of Natural Resources
Division of Parks and Trails
500 Lafayette Road, Box 39
Saint Paul, MN 55155
5. Federal Recreational Trail Program

Program purpose:

To encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance.

Eligible projects:

Motorized and non-motorized trail projects; maintenance/restoration of existing recreational trails; development/rehabilitation of recreational trail linkages, including trail side and trail head facilities; environmental awareness and safety education programs relating to the use of recreational trails; and redesign/relocation of trails to benefit/minimize the impact to the natural environment.

Ineligible activities:

Condemnation, trail construction in federally designated wilderness areas, and facilitating motorized trail use on trails predominantly used by non-motorized users prior to May 1, 1991.

Who may apply:

All projects must be sponsored by a unit of government, preferably in cooperation with a local trail organization.

Priorities:

The Minnesota Recreational Trail Users Association annually prioritizes funding categories prior to the solicitation process. Projects that involve urban youth corps workers such as the Conservation Corps Minnesota will be given special consideration. (Download the Conservation Corps Minnesota Fact Sheet for more information.)
Level of assistance:

A 25% cash or in-kind match for eligible elements of the project proposal is required. Costs must be incurred and paid for before reimbursement. Neither this funding source nor the cash match may be used to meet existing payroll; only contract services, materials and supplies are reimbursable. Federal funds can in some cases be used as match for this program.

The minimum grant request is $1,000, and the maximum grant award is $150,000. Maximum request per piece of equipment is $75,000. Equipment purchases at or above $75,000 require a 50% match, and those purchases below $75,000 require a 25% match.

General information:

Funding comes from revenue received by the Federal Highway Trust Fund. All projects funded in 2017 must be completed by June 30, 2019.

How to apply:

The completed application is due February 28, 2017. Grant application materials are linked below.

Grant awards

The Department of Natural Resources and the state’s trail advisory council will review and rank applications during the spring of 2017. Grant awards will be announced in June 2017.

Trail grants

- 2017 Grant Application
- 2017 Program Manual

Equipment grants

- 2017 Equipment Grant Application
Contact information:

Dan Golner, Recreation Program Coordinator, 651-259-5599
Daniel.Golner@state.mn.us

Minnesota Department of Natural Resources
Division of Parks and Trails
500 Lafayette Road, Box 39
Saint Paul, MN 55155
6. MN Off-Highway Vehicle (OHV) Trails Assistance Program/Grants-In-Aid (GIA)

Minnesota’s Off-Highway Vehicle (OHV) Trails Assistance Program—popularly known as Grant-in-Aid (GIA) is a cost-share program

- First authorized in 1984.
- Facilitates development and maintenance of trails for use by All-Terrain Vehicles (ATVs), Off-Highway Motorcycles (OHMs), and Off-Road Vehicles (ORVs) at the initiative of enthusiast groups or clubs, with the support and participation of local government sponsors.
- Funded by vehicle registration and trail pass fees plus a percentage of the state non-highway gas tax from each of the motorized groups. (The percentage of gas tax varies for each user group and is established by Minnesota Statute Chapter 296A.18.
- All aspects of OHV trail development and maintenance are eligible to receive GIA funds, including project administration, site planning, trail improvements, land acquisition for trail development, and trail maintenance.

How to apply

- Enthusiast groups or clubs apply through counties, cities, or townships.
- Existing trails apply annually by November 30.
- New trail proposals are accepted at any time.

Applications, new trail proposals and more information can be obtained from the Minnesota Department of Natural Resources Parks and Trails Area Supervisor’s office in the trail location.

Contacts

For specific trail information in your area, please contact the Trails Assistance Program Grants-in-aid Parks & Trails person in your area.

Or:

MN DNR, Parks and Trails
500 Lafayette Road, Box 39
St. Paul, MN 55155-4052
Tel. 651-259-5644

Grant-in-aid trail manual

[OHV GIA Manual (≤ 1 MB)]

OHV GIA forms

Contact your local Parks and Trails Area Supervisor for forms.