



CITY OF TWO HARBORS

TRAILS PLAN

Adopted 2005
Updated 2018

ACKNOWLEDGEMENTS

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CHAPTER 1: INTRODUCTION AND PLANNING CONTEXT

Introduction

In 2005 the City of Two Harbors completed a comprehensive trails plan. The plan focused on providing off road, paved multi-use trail facilities. The trails were planned as ways of getting children safely to school, having a walkable community, increasing tourism, and improving the health of residents.

Since 2005, Two Harbors has constructed over five miles of paved trails, a significant percentage of the trails planned in the original document. In 2017, the City determined it would conduct an update process for the Trails Plan to revisit priorities and determine a course of action for additional trail development. The City successfully applied for a grant to undertake an update of the trails plan from Minnesota's Lake Superior Coastal Program. This document outlines the process and describes recommendations that will guide recreational investments in Two Harbors.



Classification as Regional Trail System

Facilities seeking regional designation and funding from the Greater Minnesota Parks and Trails Commission (GMRPTC) must demonstrate how they align with the 4 criteria established in the GMRPTC Strategic Plan. The following section demonstrates how the Two Harbors Parks and Trails System will meet each of the designated criteria.

Criteria #1: Provides a High-Quality Outdoor Recreation Experience- The existing segments of the Two Harbors trail system allow users to enjoy view of Lake Superior as well as the hardwood urban forest blanketing much of the City. Many parks including Lakeview and Van Hoven park provide users with access to grand vistas of Lake Superior. Expanding the existing trail system out to Flood Bay via the Gitchi-Gami State Trail will only enhance the user access to beautiful natural landscapes. Being able to visit these sites and others via a paved trail system allows users of all modes the ability to enjoy a high quality outdoor recreational experience.

Criteria #2: Well-located and Connected to Serve Regional Population and/or Tourist Destination- The City of Two Harbors is located along the North Shore Scenic Byway as well as U.S. Bicycle Route 41. Each of these bring travelers from all walks of life to and through the City of Two Harbors. As the second largest north shore community, Two Harbors offers facilities and services that cannot be found in other communities. Additionally, establishing the paved trail system and specifically becoming the origin point of the Gitchi-Gami State trail will connect even more people with the parks and trail system within the community.

Criteria #3: Enhances Connectivity to Regional Destinations Criteria- As the improvements to the Two Harbors trail system are made, it further positions the Community as a natural urban node which provides tourists and citizens alike with the opportunity for transportation and recreation throughout an urban environment. Further improvements to the trailheads and trail facilities will help Two Harbors further define itself as a primary hub for connecting to multiple regional destinations through a variety of different modes varying from motorized to non-motorized.

Criteria #4: Fills a Gap in Recreational Opportunity within the Region- While Lake County in general has an abundance of hiking, ATV, snowmobile, cross country ski, trails, the paved trail system is limited to the Gitchi-Gami trail segment from Gooseberry Falls to Silver Bay spanning over 14 miles, almost all of which exists outside of a city center. Providing a paved trail system to connect parks, business districts, and neighborhoods will be unprecedented in Lake County and most of the region. Enhancing the experience of users of all mobility levels via a paved trail system will fill a significant gap for a population often overlooked for recreational activities. Concerning those with limited mobility, one goal of the extended system is to enhance their quality of life by connecting them with more places that they both need and want to go. To do this, the system needs to be further constructed to provide those users with a wider range of destinations which the completed system will connect.

Planning Process and Context

The Arrowhead Regional Development Commission (ARDC) regularly provides planning services to the City of Two Harbors. Grant funding from the MN Lake Superior Coastal Program allowed ARDC to complete an in-depth trail planning process. Additionally, an opportunity to collaborate with the Minnesota Department of Transportation (MnDOT) and a consulting engineer (Stantec) to provide an in-depth route analysis for a bicycle route moving through the community as part of US Bicycle Route 41 was also identified. Further information on this collaborative process has been outlined later in this chapter. The Trail Plan Update process occurred in 2017 as follows:

Kick-off Meeting: A kick-off meeting for the Trail Update was held on January 19, 2017 in correspondence with the regular Trees and Trails Commission Meeting. The Trees and Trails Commission was designated to act as a 'Steering Committee' throughout the process and would review and provide context to survey/visioning session results and provide feedback on the draft visioning statement, maps, recommendations, and other related items. The kick-off meeting outlined the planning process and provided a strategy for promoting the upcoming visioning session in hopes of a hosting a well-attended event resulting in public input.

Public Visioning Session: The Public Visioning Session was conducted on February 16, in the Two Harbors Council Chambers. ARDC Senior Planner Justin Otsea led approximately 35 attendees through discussions about desired route alignments, priority trail segments, barriers, priority destinations, and potential trail access points. The input would be utilized with survey data and help guide many of the recommended improvements identified in this plan.

Visioning/Survey Results Review and Vision Discussion: On March 16th, the Trees and Trails Commission met to review the public input received at the visioning session and further discuss issues and alignments identified. The discussion helps provide context to many of the concerns and information gathered during the visioning session.

Recommendation Development and Discussion: On April 25th, the Trees and Trails Commission met to review the survey information received, which provided more feedback to assist in the development of recommendations. At the meeting, a visioning statement was reviewed along with draft recommendations by the Commission for feedback on inclusion in the plan.

Recommendations Review and Prioritization Meeting: On May 25th, the Trees and Trails Commission met to review and provide comment on a complete draft of recommendations to be associated with the plan update. At the meeting, segments of trail were also prioritized based on public input, need, and funding opportunities. Additional discussion on promotion of the upcoming public review meeting was also held.

Public Review Meeting: On June 22nd, the public was invited to the regular Trees and Trails Commission meeting for a public review of the recommendations and a draft version of the plan. Justin Otsea provided an outline of the planning process to date, and proceeded to review the recommended action steps through a multi-media presentation. Feedback on the action plan and document itself was solicited and used to make amendments to the plan prior to recommending it for adoption at the Two Harbors City Council.

Public Hearing Meeting: On June 21st, 2018 the Trees and Trails held a public hearing regarding the recommendations and draft version of the plan. While only minimal content had changed, the public hearing was held due to the time elapsed between the previous meeting due to the Stantec engineering study. The completed engineering study results were integrated into the trail plan recommendations. Otsea outlined each of these recommendations. Comments/feedback were documented and changes were made prior to presenting the plan to Council for adoption.

Regional Context

The proposed new trail segments would be constructed mostly within the boundaries of the City of Two Harbors and would link existing trail infrastructure to create a more comprehensive trails system. The notable exception to this would be a new trail paralleling State Highway 61 (marked as T3 on the Recommendations Map in Appendix D). If constructed, this segment would become part of the Gitchi-Gami State Trail, a partially completed pedestrian and bicycle trail system that follows the shoreline of Lake Superior. This proposed segment would create a safe pathway for tourists and locals to enjoy, linking the Flood Bay Wayside, known for its vistas and plentiful agates, to the Burlington Bay Campground, a very popular park located just outside of the downtown area of Two Harbors. If fully completed, the Gitchi-Gami State Trail would be eighty-nine miles long and link five state parks and many small communities, scenic waysides, and campgrounds together. A trail corridor of this length would be a considerable asset in the region's network of parks. Additionally, the City of Two Harbors hosts the most extensive paved trail system within Lake County, and provides users from within the community and surrounding area the ability to utilize it. With snowmobile and ATV trails connecting into and just outside the City, Two Harbors also functions as a hub for OHV's.

Survey Summary

The Two Harbors community survey was administered online via Survey Monkey and paper copies throughout the community. 181 surveys were completed between January 30, 2017 and April 1, 2017.

The following section is associated with the map of Options A to F on page 12. Of the 181 responses, 38.85% named the 'Gitchi-Gami Trail Segment' (F) as top priority, 19.31% of respondents listed 'Connection from Underpass to Odegard' (A) as top priority, 18.62% of respondents prioritized 'Extension from South Ave – Marina' (E) as their top segment, 14.48% of respondents named the 'Entry from Western edge of City' (D) as top priority, 8.33% of respondents prioritized 'Along Highway 61 (in front of cemetery)' (C) as top priority, and 3.47% of respondents prioritized 'Extension on 15th Street' (B) as top priority. For those who selected 'Other' as top priority, some of their responses are listed below:

- Odegard to Nursing Home
- Extend 'Option F' all the way to Betty's Pies
- Stanley Road to fairgrounds
- A connection from 'C' to 'E' to 'F' and/or connecting/creating safe crossing on 61 from campground to trail system/golf course
- On the north side of Highway 61 in front of the cemetery – near Subway, old Pizza Hut

In response to “What additional programming would you like to see in the City of Two Harbors,” 61.49% of respondents chose ‘Paved Multi-Use (Walking/Running/Biking) Trail Expansion,’ 44.25% of respondents chose ‘Hiking Trail Expansion,’ and 34.48% of respondents chose ‘Mountain Biking Trails.’ Respondents were asked to pick three.

Overall the survey respondents believe the Two Harbors Trail System has many strengths. A few of them include:

- Mostly new and in good condition
- Connectivity to large areas of town
- Keeping people healthy and engaged
- Trails are heavily used by locals and tourists
- Showcases the natural beauty of the area
- Proximity to the lake and being in wooded areas
- Well maintained
- A safe loop for families to walk and bike
- Pedestrian trails are used extensively
- Variety of trail types
- Allows you to stay off the highway
- Easily accessible with neighborhood connections

Comments regarding weaknesses of the Two Harbors Trail System:

- “ATV and snowmobile access is very limited”
- “Segmented, the trails are not connected”
- “Upkeep. We must maintain what already exists so it remains functional”
- “Just needs to be expanded to incorporate all areas of town -Also needs to be maintained, so it doesn't just crumble like the rest of our infrastructure”

- “No safe connection to walk from 1st Avenue to Agate Bay. There is a lot of foot traffic on a narrow road that is very busy with vehicle traffic. It's very dangerous for pedestrians”
- “The biggest weakness I see is having no connection to the Gitchi-Gami trail from Two Harbors. I find that section of highway to be scary-dangerous on a bike-Tourism would increase in Two Harbors if it were connected”
- “No route for horses from Stanley road to the fairgrounds”
- “Not enough mountain bike/fat bike trails-Would love to see something happen with that and I know there are talks/plans to make that happen”
- “Safe connections through town. 7th/Highway 61 is not a very safe place for walkers and bikers-We need to improve getting people safely to the lake, to business and up the shore if they are on foot or on bike”
- “The ski trail area is threatened by housing development”
- “Silver Bay has a comprehensive motorized trail system in place-Two Harbors has a lot of confusion on how to get around town, even for a local-tourists must be beyond frustrated”
- “Poor trail markings-It’s hard to know where trails go (especially diagonal street crossings) if you’re not familiar with the trails”
- “Lack of restrooms on the trails”

U.S. Bicycle Route 41 Corridor Route Analysis – MnDOT / Stantec

MnDOT is conducting predesign work for bicycle routes in Two Harbors to safely move cyclists through the City as part of the recently designated U.S. Bicycle Route 41 – the North Star Route. The future trails may or may not be on MnDOT facilities and the community will guide the process and determine what locations are best suited for future trail development. The pre-design work will help the City, Lake County, and State plan for and build the trail as opportunities arise. It can also help with grant applications. The existing steering committee and additional public engagement will help guide this process. MnDOT and Stantec will conduct the bulk of the work through the summer of 2017 and into the autumn, including engagement, preliminary engineering, and cost estimate development. The collaboration opportunity was identified during the Trail Plan Update planning process, and will further supplement the information available to the City, putting them in an ideal position to leverage future construction funding opportunities.

CHAPTER 2: EXISTING FACILITIES

Trail System Overview

The existing trail system provides over 5 miles of off-road paved multi-use trail facilities, providing users with connectivity to neighborhoods, schools, shopping areas, and many recreation areas, including the waterfront. The system also contains cross country ski facilities, ATV and snowmobile opportunities, hiking facilities, and access to the Lake Superior State Water Trail.

Off Road Multi-Use Paved Trail System: The multi-use trail system seeks to provide a safe option for all ability levels to walk or bike to the destination of their choosing. Further connectivity of this system is the primary goal identified during this process and is the focus of implementation in this plan.

Cross-Country (XC) Ski: With over 10 kilometers of ski-trail along the northern portion of the City golf course, Two Harbors boasts an exceptional urban system that is regularly groomed and lit at night. These amenities provide residents and travelers alike with the opportunity to ski throughout the winter.

Hiking: In the summer, portions of the XC ski trail that do not conflict with the golf course can be utilized for summer hiking. Some maintenance occurs to keep grasses short. Of note, further promotion of this use is identified in this plan, and additional hiking opportunities was considered the #2 priority for additional facilities based on the trail plan update survey conduct during this process.

ATV: A recently passed ordinance provided ATV's the ability to ride on the shoulder of any county road in the City. This allowance, along with other parameters, should help provide users with the opportunity to connect to the larger ATV facilities outside of the City. Efforts to improve those connections, and curtail destructive activity are identified in this plan.

Snowmobile: Local Snowmobile trails provide users with access to downtown, hotels, shopping facilities and safe access to the larger State and County systems including the CJ Ramstad/North Shore State Trail, which spans 146 miles from Duluth to Grand Marais.

MN DNR Lake Superior Water Trail: The Lake Superior Water Trail parallels the north shore of Lake Superior, is maintained by the MN DNR, and provides campsites and other amenities to paddlers seeking an experience on the great lake. Two Harbors has excellent water access located at Burlington Bay and Agate Bay and can be utilized to access the trail and its amenities.

Park System Overview

The park system includes 8 parks providing a variety of amenities including playgrounds, soccer fields, Golf, XC/Hiking opportunities, lake shore access, a band shell, picnic areas, among many others. A summary of each park is listed below:

Antonich Soccer Field: Located in the northern part of town, this open space is utilized for soccer matches and serves as green space for other programming when available.

Burlington Bay Beach: A pebble and sand beach is located on Burlington Bay near the City's campground. Boat access is possible at Burlington Bay and it is popular with swimmers and agate seekers.

City Campground: Located along Burlington Bay, the City-owned facility boasts campsites for tents and RV's along the shores of Lake Superior. Recently expanded, the campground has garnered high praise from users and has limited vacancy on weekends throughout the summer.

Lakeview National Golf Course: In the summer, the City-owned golf course provides 18 challenging holes that include views of Lake Superior.

Lakeview Park: Located on the eastern lakeshore of Two Harbors, Lakeview park provides users with picnic facilities, greenspace, lake views and access, and the Sonju trail, a multi-purpose paved trail segments in the community connecting Burlington Bay with Lighthouse Point.

Lighthouse Point: Located at the tip of Burlington and Agate Bays, Lighthouse point provides minimum maintenance hiking trails that boast grand vistas of Lake Superior. It is among the easiest public areas along the North Shore to access Lake Superior due to the geology of the location.

Odegard Park: Near the center of the City, Odegard park provides multiple baseball/softball fields, a playground, basketball hoops, picnic areas, restrooms, and other open space. A trail connection to this park has been identified as a high priority through this planning process.

Segog Soccer Field/Park: Located on the west end of town in the more recent 'Segog' neighborhood, the park provides open space utilized for soccer games and other programming, and contains a playground, basketball court, and picnic facility. A parking lot improvement project has been identified for this location, with collaboration from the County, to help address demand needs for summer soccer usage.

Thomas Owens Park: Not far from downtown, Thomas Owens park provides open green space to the surrounding neighborhoods. Amenities include a band shell which hosts multiple events throughout the summer including regular concerts by the Two Harbors City Band, provides space for the local farmers market, and additional programming opportunities.

Paul Van Hoven Park: Located between downtown and the Agate Bay ore docks, Van Hoven park contains open space, parking, picnic facilities, and a gazebo containing interpretive signage which outlines the history of the working harbor. It also provides interpretation for the historic Edna G. Tugboat, which is moored adjacent to the park.

Site Characteristics and Description

The boundaries for the trail system all range within the Two Harbors City limits, except for the identified segment of Gitchi-Gami State Trail which leaves the City and connects to the Flood Bay wayside. Much of the City has general grade that is conducive to paved bike trail construction. Two Harbors, however, does contain many wetlands that can be an impediment to constructing paved trails, specifically into more scenic areas. Much of the trail segments identified are along the shoreline and within road corridors to minimize wetland impact on construction of the system.

Development and Acquisition Plan

Much of the existing and proposed Two Harbors trails system is contained on public right of way or City owned property. Some areas identified for potential re-development (i.e. tax forfeit property north of Segog) could be acquired if identified as a recreational priority by City Council. It is expected that the County would be a cooperative partner in that sort of acquisition if prioritized. Additionally, much of the open space along Agate Bay is under DNR ownership. The City will need to partner with them to acquire and develop the site.

Outreach, Marketing, and Programming Plan

The City of Two Harbors has existing relationships with the Two Harbors Chamber of Commerce who acts as the Direct Marketing Organization for all of Lake County. Additional connections with the North Shore Scenic Drive Council as well as the Gitchi-Gami Trail Association will also be utilized in helping promote the trail system. Each organization has a prominent social media presence, which is becoming a hub for people to garner information, specifically prior to traveling. Additionally, the Chamber also has extended experience in the more traditional forms of marketing including press releases, billboard signage, and spot specific advertising. Partnering with these and other groups will be the focal point of a marketing plan. Local businesses SpokeNGear (local bike shop) as well as Castle Danger (state wide known brewery) also provide partnership opportunities to reach out to potential travelers through their outreach. Regarding outreach, the City can tap into the North Shore Scenic Drive Council as well as Lake County Soil and Water Conservation District for interpretive opportunities at sites around the trail system. Furthering the education of users on the potential hazards to the natural landscape can help both with conservation and enhancing the user's connection to the natural environment. Additional programming will be identified through partnerships with local organizations.

Operations Plan

The City has recently completed a Capital Improvements Planning process which outlines transportation and similar capital improvement projects over a 5-year basis. It is expected that this 'CIP' plan will be the primary mechanism for getting many of the proposed trail improvements in this plan constructed. Additionally, the City has reached an agreement with a private donor and the local Community Foundation to match grant funds over a 5-year period strictly for construction of trails identified in this plan, resulting in \$100,000 by 2022.

CHAPTER 3: VISION AND ACTION PLAN

Trends and Public Value

Demographics influencing demand:

Lake County, like much of northeast Minnesota, has an aging population. In 2010, the percentage of the people living here over the age of 45 was 54.7%, much higher than the average state-wide percentage (40%). This contributes to workforce shortages and other concerns, such as a lack of available volunteer firefighters. The proposed Regional Park and trail system, with modern trails and recreation facilities, could contribute to recruiting younger residents and families to Two Harbors and/or Lake County. Trending activities like mountain and winter biking, for example, could mean that younger workers would be more attracted to the County as it offers the recreation facilities they are seeking.

Recreational Trends Information:

The Northeast Region of Minnesota serves as home to superior recreational facilities that reflect the natural beauty of the region and the activity of the people who live there. These facilities include a national park, a national monument, two national forests, 22 state parks, and 8 state trails. According to the most recent state-wide recreation participation study conducted in 2005, the recreation activities Northeast Region residents most frequently participate in are walking or hiking, boating, swimming, and driving for pleasure, which parallel state-wide participation figures. This accompanies a host of other recreational activities, including berry-picking and growing interest in all forms of cycling.

The Northeast Region also serves as an important nature-based tourist destination for people across the state, and notably those from the Twin Cities. A 2008 nature-based tourism study indicated the tendencies of the 5.8 million people who visited the Northeast Region from June 2007 to May 2008 (Davidson-Peterson, 2008). This study found that one of three (33%) visitors attended a state or national park, and one of ten (10%) overnight visitors stayed at campgrounds. Two-thirds (66%) of visitors indicated participating in one or more recreation activities, indicating that recreational opportunities and recreational facilities are an important draw for those looking to visit the region.

North Shore communities, specifically those in Lake and Cook Counties, are particularly dependent on recreation tourism in their economies. In Lake County, 30 percent of employed people work in the tourism sector ("Tourism and Minnesota's Economy," 2013). Adding new recreation facilities and keeping up with changes in types of activities desired, such as mountain biking, is critical to Lake County's continued economic success.

Public Health Value:

The Two Harbors Regional Trail & Parks system will address many aspects of public health. Located within the community and connected to neighborhoods by trails and sidewalks, trails and green spaces are easily accessible to residents and visitors. The variety of trails and facilities provide several options for being physically active regardless of their skill and mobility levels. Workout stations have been installed at a variety of locations along the paved trail to provide users with a strength component to their physical regimen.

The system connects people to the abundant natural resources surrounding Two Harbors, most significantly Lake Superior, and offers respite from the trials of daily life. Education programs, the campground, picnic facilities, and other facilities offer significant opportunities for community members and visitors to interact and learn about one another and the natural landscape.

Economic development/tourism opportunity

Two Harbors and Lake County are increasingly reliant on tourism in their economies. Due to a climate and landscape that is not conducive to major agriculture, and changes to the wood products industry which have affected a once booming part of the economy, tourism has become a principle industry in the area. Having up to date facilities that meet a wide variety of trends and provide opportunities is imperative. By expanding their City trail system, and most specifically becoming the origin point of the regional Gitchi-Gami State Trail, the City hopes to position itself as the 'gateway to the North Shore'. Completion of the paved trail system, specifically the GGST segment, will have a dynamic impact on local tourism and the economy. For example, a paved trail to Flood Bay also connects the City with Superior Shores, one of the more prominent resorts in Lake County. Providing a paved trail connection to the City and its amenities (golf course, local businesses, etc.) will help Two Harbors capture an even greater share of tourism dollars. Ideally it will influence people to extend their vacation stays, or take additional return trips to further the economic impact of the regional parks and trail system.

Vision Statement

The Two Harbors Trees and Trails Commission developed the following vision statement and recommended actions, featured on the following pages.

The Two Harbors Trail system provides residents and travelers alike year-round access to a well-marked, accessible, destination trail network focused on safely connecting users to commercial/business districts, local and regional recreational opportunities and the City's beautiful natural resources.

Multi-Use Trail Infrastructure

Short term / Connections

1. Participate in planning process for U.S. Bicycle Route 41 with MnDOT and Stantec Consulting to identify ideal route through community. The route analysis will influence priorities in the City, which will be re-evaluated at the completion of the project.
2. Improve access point at intersection of 14th Ave and 15th street to existing trail system.
3. Evaluate options for safe crossing of 7th Avenue at Park road intersection.

Priority Segments in order (map of recommendations is found on page 14 and appendix)

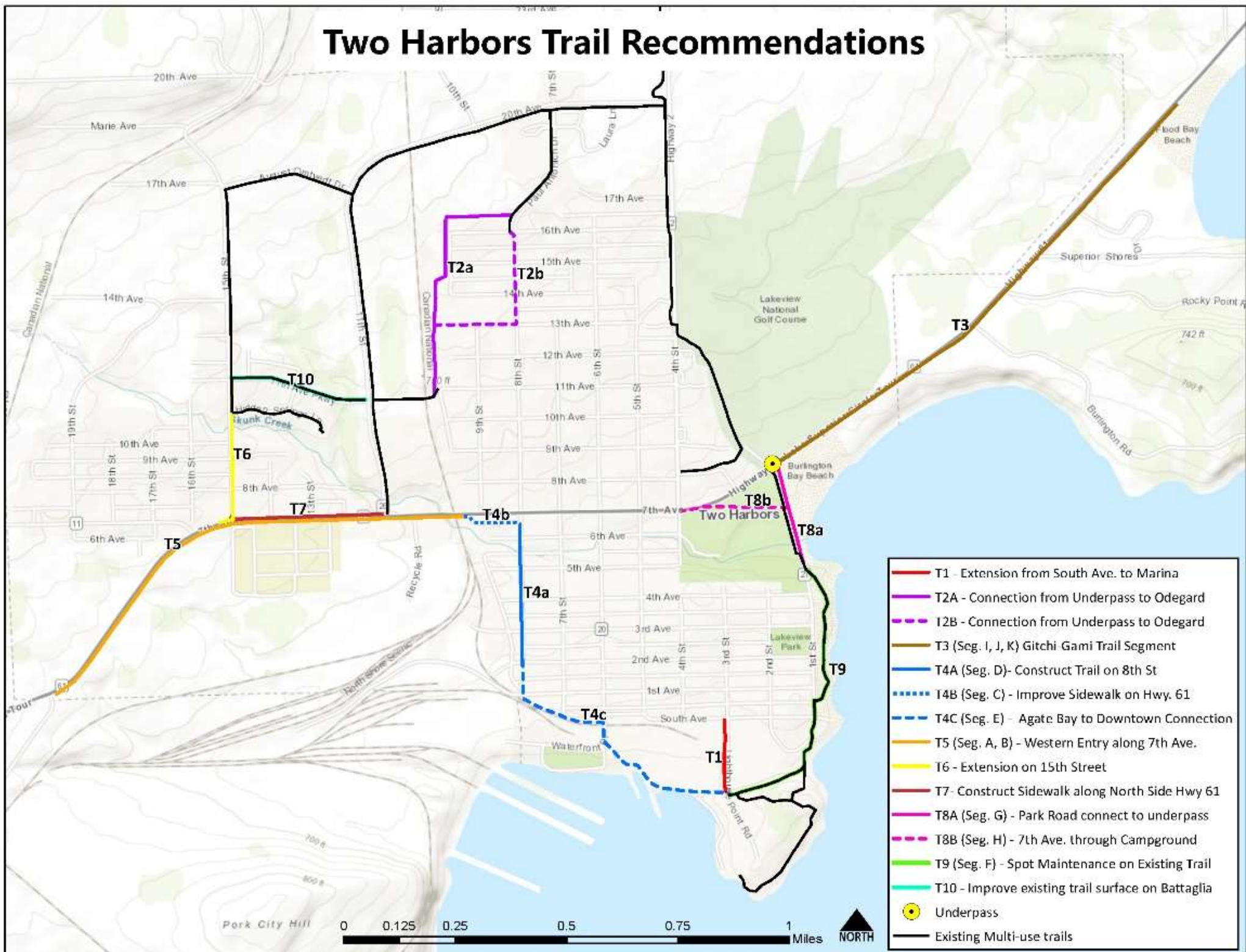
1. **Extension from S. Ave to Marina-** Collaborate with Engineer / County for State Park Road Fund.
2. **Connection from Underpass to Odegard Park-** Hold neighborhood focused meetings to assist in determining options a/b for route determination early in planning process.
3. **Gitchi Gami to Flood Bay** – Create 10’ multi-use paved trail which serves as the origin point of Gitchi-Gami State Trail (**Segments I, J, & K** - Cost \$2,189,298.80)
4. A: **Pave alley and designate bicycle/pedestrian space to connection on 8th street.** (Segment C)
B. **Off road paved trail on 8th St.** (Segment D)
C. **Agate Bay to Downtown Connection** (Segment E)-10’ trail extending from T4 terminus, along waterfront, and connects with existing trail system at lakeview park.
(Seg. C, D & E Cost \$401,151)
5. **Entry from Western City Limits-** Create 10’ multi-use paved trail (Seg. A & B Cost \$534,879.80)
6. **15th street extension to 7th Avenue-**10’ paved multi-use trail expansion connecting to existing trail system.
7. **Improve Sidewalk N. Side of 7th Avenue-** Sidewalk or multi use path improvements connecting businesses located on north side of 7th avenue.
8. A. **Park Road connect to underpass** (Segment G)
b. **7th Avenue Connection through campground** (Segment H) (Cost for H & G \$199,883)
9. **Spot Maintenance on existing trail along eastern edge** (Segment F)
10. **Improve existing trail surface on Battaglia Blvd.**

On-Street Facilities (Underlined text represents possible demonstration projects)

1. **14th Avenue between 19th/15th street:** 'Share the road' signage, sharrows, and/or other markings to improve safety along shoulders.
2. **13th Avenue****- Bicycle Boulevard signage (Automobile traffic yields to bicycles, little to no other facilities) extended up 5th street to trail connection.
3. **6th Avenue (8th St. to Campground)****- Utilize on street lanes and signage to create two-way lane along south side of road where currently no parking is allowed.
4. **7th Street (13th ave -1st ave)****-Share the road / 'bicycle route' signage. Review dimensions for other recommended best design practices.



Two Harbors Trail Recommendations



Bicycle Parking / Trailheads / Signage

1. **Install underpass connection from park road to golf course segment of trail** (*Segment A-A and A-B-Estimated Cost \$1,427,088*)
2. Provide guidance on best practices in bike rack design and partner with local businesses and similar destinations to aid with locations and design.
 - a. Review parking ordinance to insure minimal conflicts for establishing parking locations, and consider expanding/incentivizing bicycle parking requirements on new businesses.
3. Establish signage including maps and other information at identified trail access points.
4. Establish wayfinding signage at a bicycle/pedestrian scale at identified locations throughout the community to assist the resident and traveler alike.
5. Evaluate opportunity for larger scale, multi-modal 'trailhead' facilities at western City limits. Pictures on this page: Examples of bicycle signage and on-road striping



ATV/Snowmobile

1. Preserve existing connections to County and other regional trails and facilities and provide better connections where possible.
2. Support Snowmobile Club in identifying and providing alternative connection near Recycle Drive.
3. Collaborate with snowmobile club and law enforcement to curtail destructive activity on north and south bank of newly created railroad tunnel segment of paved trail system.
4. Collaborate with snowmobile club for mutually beneficial opportunities for system expansion. (i.e. GGT to Flood bay, 7th Ave. crossing at park road, others)
5. Enforce and evaluate effectiveness of ATV Ordinance passed in 2016.
6. Work with ATV club for identifying trailheads and designating routes to regional trail facilities outside of the City Limits.



Other Non-Motorized Trail Uses

Short term

1. Improve awareness of hiking opportunities along cross-country ski trail system during summer months.
2. Evaluate tax forfeit property for other non-motorized recreational opportunities.
3. Utilize targeted 2018 Waterfront Master Planning process to evaluate and design other trail connections and opportunities in 'Agate Bay Open Space'.

Long Term

1. Continue to follow and support Silver Creek Recreation Group process and collaborate where possible to provide improved facilities for residents and travelers a like.
2. Support Lake County Mountain Bike System Planning effort.
3. Encourage and support connections to County facilities when possible.



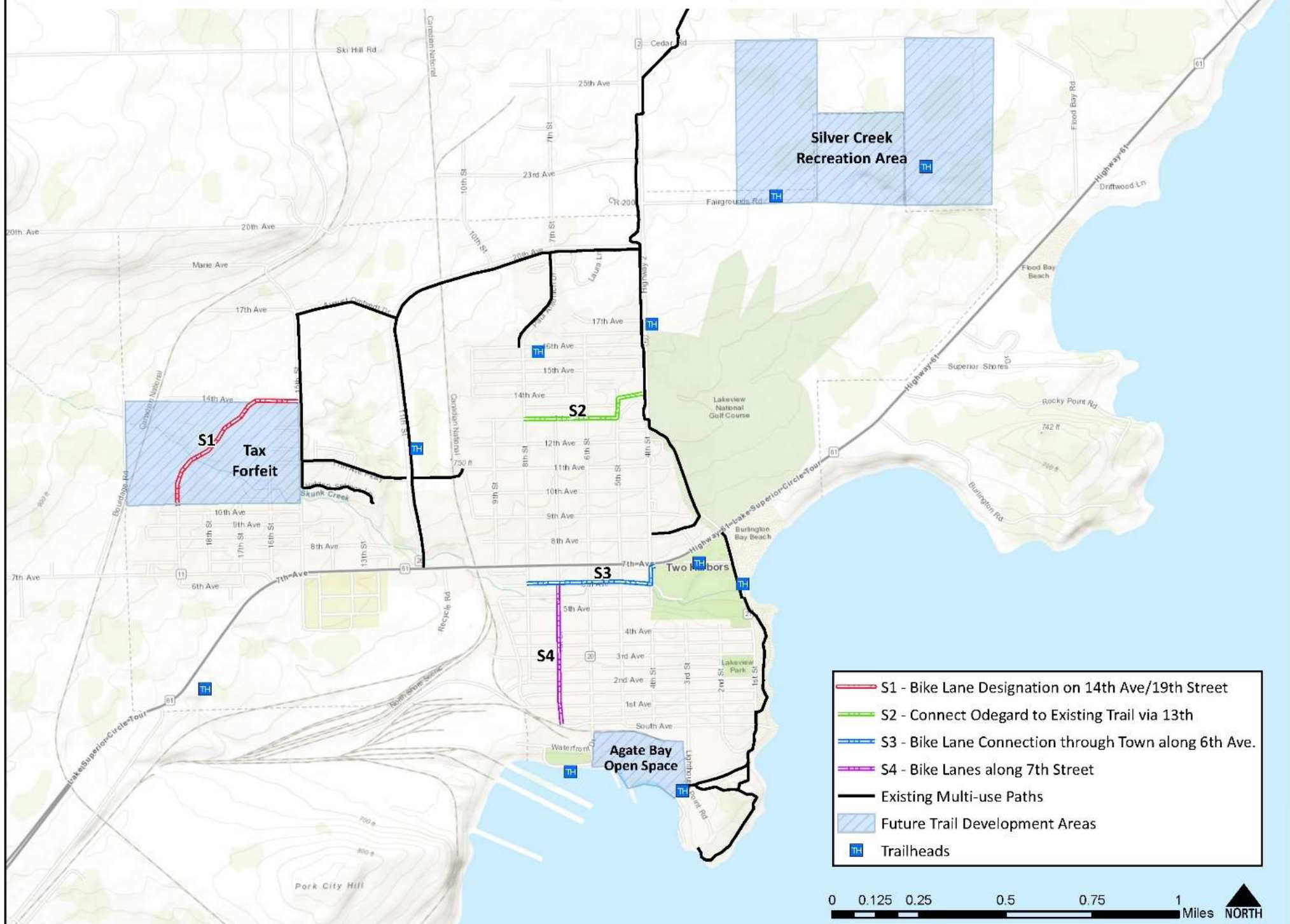
TWO HARBORS TRAILS PLAN

Additional Recommendations

1. Purchase and install a permanent bicycle counter placed in a strategic location within the City.
 - a. Continue ongoing bicycle counting annually to monitor usage.
2. Partner with Lake County Statewide Health Improvement Partnership organization and Healthy Northland to coordinate in-person bicycle counting events, on-street facility demonstration projects, and other active living promotional events.
 - a. Possible demonstration projects include all on-street facility improvements and others to be identified.
3. Research, draft, and adopt complete streets policy and/or provide street design best practices to further connect existing system and enhance the overall transportation system for non-motorized travel.
4. Review the League of American Bicyclists Bicycle Friendly community recommendations and incorporate into work plan in attempt to improve status from existing 'Honorable Mention'.
5. Identify ideal location(s) and seek grants to install bicycle maintenance and repair station(s) within the community.
6. Review and/or amend subdivision ordinance to insure sidewalk and other public facility construction is required when needed.



Two Harbors On-street, Development Area, & Trailhead Recommendations



CHAPTER 4: FUNDING SOURCES/STRATEGY

State Park Road Account: The program exists to help local governments improve access to public recreation facilities. It provides financial assistance to improve county state-aid, county, township, and city roads which provide access to state parks, outdoor recreation units. Costs for construction and right-of-way acquisition are reimbursable for up to 100 percent of eligible costs. Preliminary and construction engineering costs are not reimbursable and are the responsibility of the local unit of government. Requests are not subject to a minimum or maximum amount of dollars. The program utilizes calendar year funding. Approximately \$4,000,000 will be available statewide for calendar year 2018. This account has been identified as a source for funding the top priority, South Avenue to Marina trail segment and should correspond with a road improvement project.

Transportation Alternatives: The Transportation Alternatives (TA) Program Task Force is a task force of the Area Transportation Partnership that meets to score and rank regional applications for TA funding. The TA Program is a competitive federal grant program that funds projects to construct transportation-related walking and biking facilities and enhancements along designated scenic byways. While overall funding allocations change year to year, applications can be made to a maximum of \$600,000 and a minimum \$100,000. The grant program offers up to 80 percent of the project cost.

Safe Routes to School: From time to time, infrastructure grant funding is allocated to support projects providing facilities to create a safe route to school. This funding was utilized to construct the existing multi-use trail segment connecting to the new High School Site. Funding varies year to year, but usually is a 75/25 percent grant to local dollars split. This money could be utilized in coordination with a county road improvement project to provide the 8th street trail segment, or other projects identified near the school facilities.

Recreational Trails Program (RTP): Enacted in July 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Recreational Trail Program (RTP), as a part of Federal surface transportation funding, provides financial assistance for the development and maintenance of recreational trails and trail-related projects solely located within Minnesota. The grant coordinator works for the Minnesota Department of Natural Resources, and funding is available for acquisition, construction, and management of recreational trail facilities. Find more information at www.dnr.state.mn.us/grants/recreation/trails_federal.html.

Greater Minnesota Regional Parks and Trails Commission (GMRPTC) Legacy Amendment Funds: In 2008, Minnesota voters passed the Clean Water, Land, and Legacy Amendment (Legacy Amendment) to the Minnesota Constitution, which increased the state sales tax to partially provide funding for parks and trails development in Minnesota. Established in 2013, the Greater Minnesota Regional Parks and Trails Commission (GMRPTC) took over allocation duties of Legacy Amendment parks and trails funds. Looking to fund regionally significant trails outside of the seven-county metropolitan area, the GMRPTC ranks projects with high, medium, or low merit based on standards set forth in their strategic plan,

and then grants regional designation and determines funding recommendations based on these rankings. Find more information at www.gmrptcommission.org.

Regional Trail Grant Program: Established in Minnesota Statutes 85.019, the Regional Trail Grant Program issues state funds from \$5,000 to \$250,000 to promote development of regionally significant trails outside the seven-county metropolitan area. Administered by the Minnesota Department of Natural Resources, grants are reimbursement-based up to 75 percent of eligible project costs, and recipients must provide a non-state cash match of at least 25 percent. Other state funds or grants, such as Parks and Trails Legacy Grants, cannot match these grants. Find more information at http://www.dnr.state.mn.us/grants/recreation/trails_regional.html.

Minnesota's Lake Superior Coastal Program: Minnesota's Lake Superior Coastal Program is a voluntary federal-state partnership dedicated to the comprehensive management of our coastal resources. The Program provides technical and financial resources for the local community, by bringing federal dollars into Minnesota for the Lake Superior coastal area. The Coastal Program's goal is to preserve, protect, develop, and where possible, restore or enhance coastal resources along Minnesota's North Shore of Lake Superior. Its annual grant program is an important funding source for local communities to help them balance protection of coastal resources with providing places for people to live, work, and play.

Parkland Dedication: Parkland dedication fees can be set by the municipality and require funds be allocated at the time of new construction or subdivision to an account strictly to be utilized for recreational facilities. These funds can be used as match for leveraging grants to construct new facilities, while not utilizing the general fund. During the planning process the Two Harbors Planning Commission has been researching the topic to see if it is a fit for the City of Two Harbors.



APPENDICIES

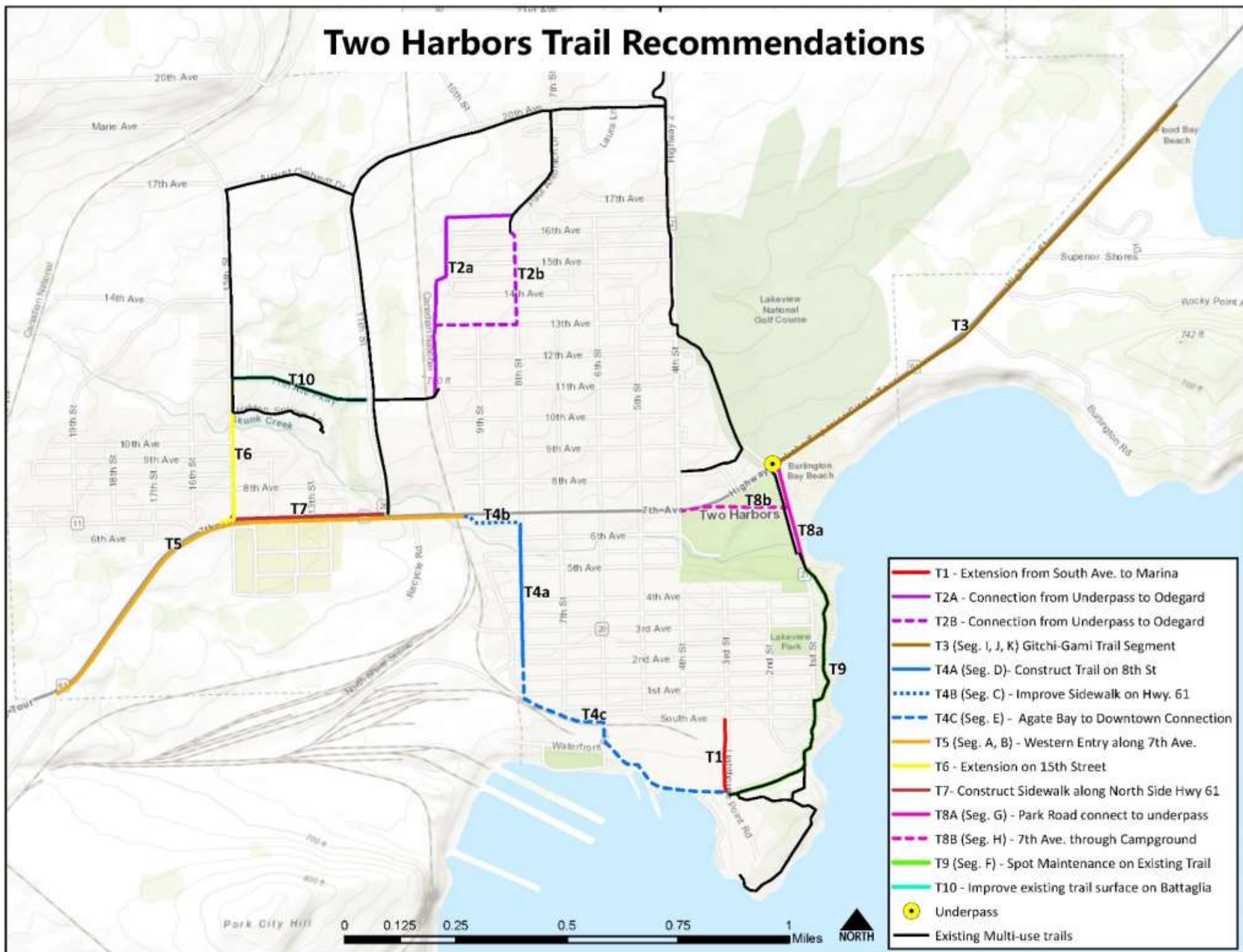
Appendix A: Maps

Appendix B: MnDOT & Stantec Feasibility Study

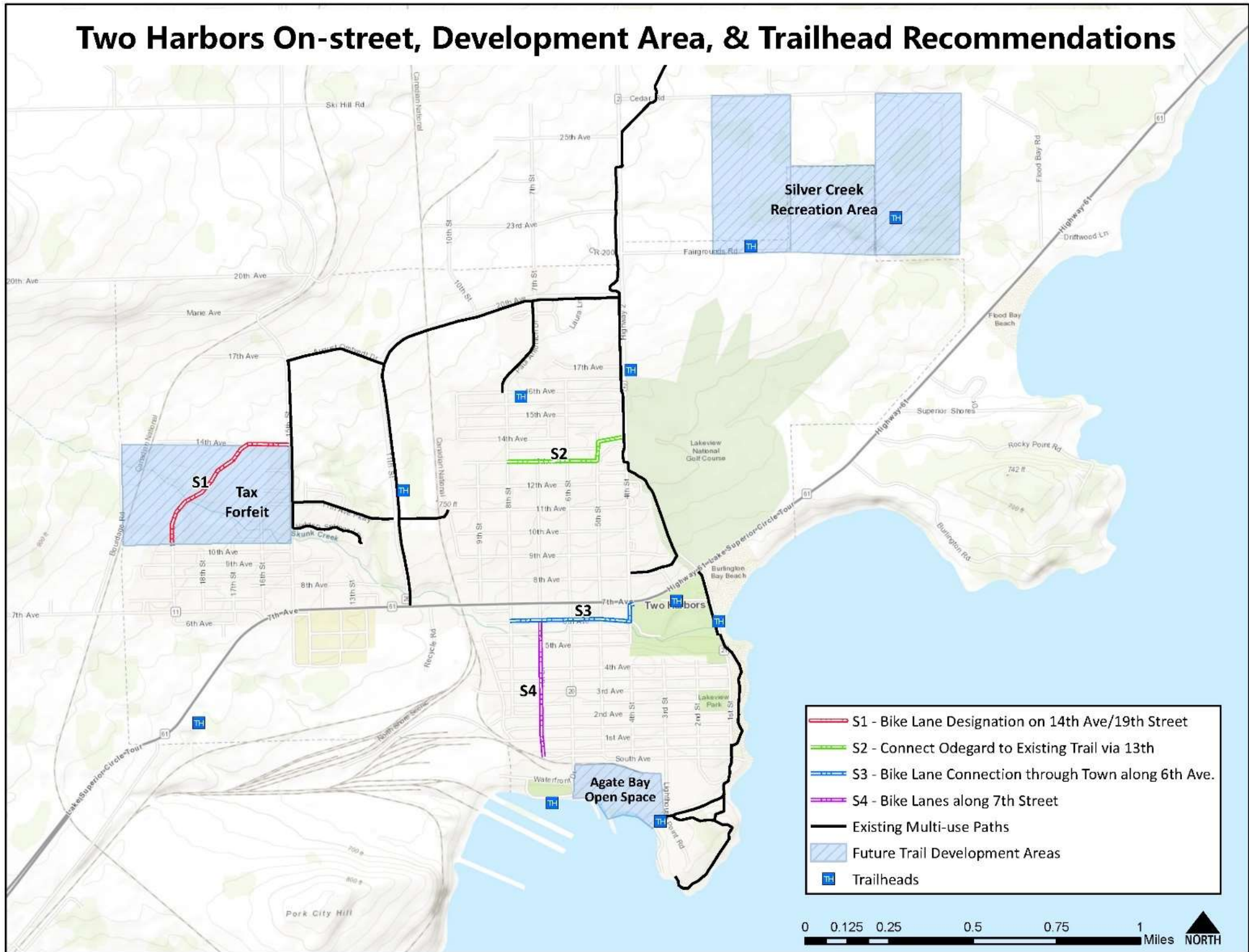
Appendix C: Meeting Summaries

APPENDIX A: MAPS

Two Harbors Trail Recommendations



Two Harbors On-street, Development Area, & Trailhead Recommendations



APPENDIX B: MNDOT & STANTEC FEASIBILITY STUDY



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1.0 Introduction

This bicycle route planning study identifies the challenges and opportunities of building a bicycle route connecting Highway 61 (MN 61) through the City of Two Harbors. It begins with a summary of the project and work done previously, outreach and engagement, route and segment analysis, and cost estimates for the proposed route. The report is organized into six sections, listed below:

1. Introduction
2. Background and Context
3. Outreach and Engagement
4. Route Analysis
5. Segment Analysis
6. Proposed Route

It is important to note that this study would not have been possible without the time and talent of the project partners, steering committee members, and public who participated in the project.

1.1 About the Project

Following the completion of the Statewide Bicycle Plan and the US Bike Route 41 (the North Star Route) Plan, the Minnesota Department of Transportation worked to complete preliminary engineering for a bicycle route through Two Harbors connecting MN 61 on the western and eastern city limits. The route is intended to serve as a route through Two Harbors that serves the needs of residents and visitors. The project included working with local partners to identify a bicycle route along this corridor. The team also worked to identify potential design elements along the route such as wide shoulders, bicycle lanes, separated paved trail, and a trail under/over pass to cross Highway 61.

The existing conditions along MN 61 in Two Harbors are extremely difficult for bicycles due to narrow shoulder width, parking, heavy traffic, and lack of alternative routes. The planning and route analysis conducted as part of this project ultimately will improve safety for bicyclists and non-motorized users.

1.2 Project Area

The study area for the project is located in and around the City of Two Harbors, MN. The route analysis included the entire city and Highway 61 leading north and south out of the city. While this study only examines a small area of the region, it is a critical urban link between Duluth, the Gitchi Gami Trail, and communities along the North Shore of Lake Superior. The study area and its regional context are illustrated in Figure 1-1.

Figure 1-1: MnDOT Two Harbors Bike Route Study Location



1.3 Collaborating Partners

The MnDOT Two Harbors Bike Route Study was made possible through the collaboration of numerous organizations and agencies in the region. Because of the trail planning history in the area and multijurisdictional nature of the project, including these partners was critical to the success of the study. These project partners helped to shape the project Steering Committee and community engagement, which further enriched the process.

Minnesota Department of Transportation (MnDOT): MnDOT led the study, with a collaboration between the Central Office and District 1 staff. Their work on the Statewide Bicycle Plan informed this study.

Minnesota Department of Natural Resources (MnDNR): MnDNR provided guidance and resources for connecting the proposed Two Harbors Bike Route to the existing Gitche-Gami Trail and future trailhead at Park Road.

Arrowhead Regional Development Commission (ARDC): ARDC staff serve as the planners for the City of Two Harbors. Their work on the City of Two Harbors 2017 Trail Plan informed this study, especially for parts of the route within the City.

City of Two Harbors: The City of Two Harbors contributed immensely to the study, providing information on local context and the City of Two Harbors 2017 Trail Plan. The Trees and Trails Committee, Chamber of Commerce, and local advocacy groups such as the Snowmobile Club also participated in the process as Steering Committee members and participants in the engagement events.

Lake County: Lake County provided guidance on the location of the proposed Two Harbors Bike Route and its connection to existing County trails and roadways.

Stantec: Stantec Consulting Services Inc. served as the consultant on the project, assisting with engineering, engagement, route analysis, and cost estimates.

2.0 Background and Context

This bike route study is grounded in state and local bicycle planning, a piece of a larger network for biking in the region. In the past few years, the Minnesota Department of Transportation, the City of Two Harbors, and the Arrowhead Regional Development Commission have worked to develop plans for bicycling in the area. Each of these plans addresses unique needs for cyclists who live in and visit the region. It is important that a route through Two Harbors balances the needs of residents and visitors.

2.1 Minnesota Statewide Bicycle Plan

In 2016, the Minnesota Department of Transportation (MnDOT) developed a statewide bicycle network to make bicycling safe, comfortable and convenient for all people. The Plan identifies overarching goals for cycling in the State, as well as a proposed network of regional connections (see Figure 2-1). The State Bicycle Route Network does not define the actual facilities that will form these connections. Instead, the network is thought of as a set of corridors throughout the state that link destinations. Bike routes may be on-road or off-road facilities. One of the high priority corridors identified in the Plan connects the Twin Cities Metropolitan Area to Duluth and the North Shore, passing through Two Harbors. This desired connection has led to the development of the United States Bicycle Route 41 (USBR 41). Currently, MnDOT staff is working with district and regional partners to implement these routes across the State.

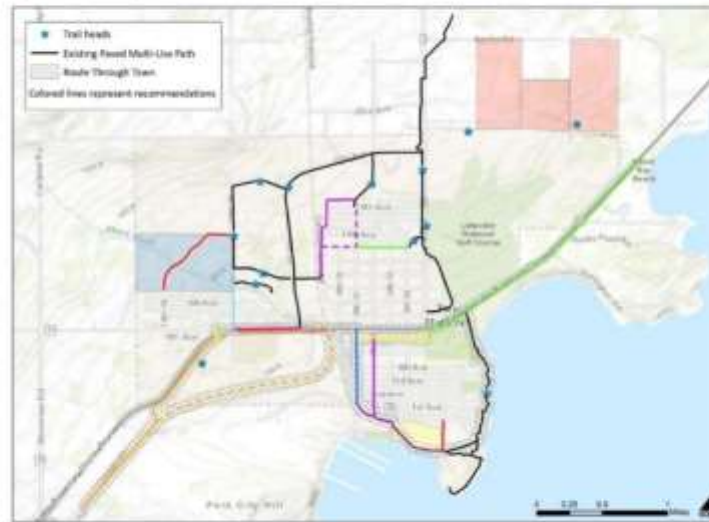
Figure 2-1: Minnesota Statewide Bicycle Network

Source: MnDOT

2.2 Two Harbors Trail Plan

Working with the Arrowhead Regional Development Commission, the City of Two Harbors developed a Trail Plan in 2017, an update of the 2013 Trail Plan. The 2017 Plan addresses existing and future trail facilities in the city and identifies priority segments for development. It uses a master plan framework to identify needs, priority routes, and funding strategies for implementation. The Plan also identifies a need to develop a continuous network within the city while also providing a pass-through route for cyclists traveling along USBR 41. The proposed trail network is included in Figure 2-2.

Figure 2-2: Proposed Trail Network in Two Harbors



Source: City of Two Harbors Trail Plan Update, 2017

The City of Two Harbors Trail Plan Update includes a list of priority segments to address in their community. Many of these priorities overlap with route priorities identified in this study. Priorities addressed by both the Trail Plan and this report include:

- Connection to USBR 41
- Safe crossing at 7th Avenue and Park Road
- Route segment from Gitche-Gami Trail to Flood Bay
- Sidewalk/trail along 8th Street
- Entry into Two Harbors from the west

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3.0 Outreach and Engagement

This bike route study and planning process included a public engagement process with a project steering committee, public events, and an online survey. The Steering Committee helped to guide the entire process while the public was solicited for feedback about route and facility priorities in the community. A summary of these engagement opportunities is included in the following sections. Full meeting summaries and minutes are included in Appendix A of this report.

3.1 Steering Committee

The route feasibility study process was guided by a project Steering Committee. The Committee consisted of 19 members representing the City of Two Harbors, Lake County, the Arrowhead Regional Development Commission (ARDC), the Department of Natural Resources, and local non-profits. The Committee held two meetings throughout the planning process which are detailed in the following sections.

3.1.1 Steering Committee Meeting #1

The first Steering Committee Meeting was held on June 1, 2017 at the City of Two Harbors to introduce the project, develop goals, and identify opportunities for community engagement in the coming months. The project team noted that a lot of work has been done to identify routes in the region with USBR 41, the Gitch-Gami Trail, and the Two Harbors Trail Plan.

After a review of the project and past planning efforts, the Committee identified goals and needs that a new bicycle facility could address in the community. These goals and needs are described below:

Access to local businesses: The trail can be an opportunity to connect pedestrians and cyclists to local businesses and provide amenities for short- and long-distance riders.

Access to Waterfront and Lake Superior: Many stakeholders noted that in the past, Two Harbors has been a pass-through community. The waterfront and scenic quality of the Lake are important features for residents and visitors.

Safety for Bicyclists and Pedestrians: Regardless of skill or destination, safety is a critical issue for all cyclists and pedestrians in the region. Steering Committee members noted that riding along and crossing Highway 61 currently feels dangerous.

Multiuse Facilities: Steering Committee members noted the importance of developing a trail system that can be used by many different recreational uses including walking, biking, snowmobiling, hiking, and ATV. It is important that these modes are separate for the safety of all users.

Cost and Implementation: Committee members stressed the importance of construction, operations, and maintenance costs. Other implementation challenges include property acquisition, parking in Two Harbors, and designing trails that do not detract from the natural landscape.

The Steering Committee also identified numerous stakeholders to engage through the process, in addition to cyclists. These groups include:

- Snowmobile users
- ATV users
- Bike groups
- Residents along 8th Street

3.1.2 Steering Committee Meeting #2

On Tuesday November 28, 2017, the project Steering Committee convened in Two Harbors City Hall to receive an update on the project and provide feedback and direction on next steps for the final plan and report. The Committee had the opportunity to review a draft version of the trail route and share their ideas.

Topics covered through this review included:

Snowmobiles: Snowmobile routes were detailed on the draft trail plan, relying on DNR guidelines. However, maintenance staff prefer wider trails for maintenance.

Alley Segment: The draft Trail Plan included a segment through the alley between the Railroad Bridge and 8th Street. Although this route is off a main street, it was noted that business owners may have concerns because they use the alley for deliveries. An alternate route to the alley could be 6th Avenue, but this option includes navigating steep slopes.

8th Street: The committee supported the idea of identifying different options for a route on 8th street (such as an on-street route versus off-street trail) and soliciting input from residents adjacent to the street. The committee identified an option that includes an off-street trail as a high priority.

Crossing Highway 61: Three crossing options were discussed, each with their strengths and weaknesses. These options include an overpass, an underpass, and an at-grade crossing. The Committee was most interested in the underpass.

3.2 Public Outreach

In order to understand the needs of Two Harbors residents and visitors, the project team conducted extensive public engagement. The process included two in-person events and an online survey to understand route preferences through Two Harbors, as well as their priorities for implementation of different segments. The results from the two events and the online survey helped to inform the route prioritization and feasibility analysis discussed later in this report.

3.2.1 In-Person Events

Two in-person engagement events helped the project team connect with local stakeholders. These events included the Two Harbors Farmers Market and the Beaver Bay Rest Area for the Gitchi-Gami Trail Association Ride (see Figures 3-1 and 3-2, respectively). Both engagement events occurred on August 19, 2017.

Figure 3-1: Engagement at the Two Harbors Farmers Market



Source: Stantec

Figure 3-2: Engagement at the Gitchi Gami Trail Association Ride



Source: MnDOT

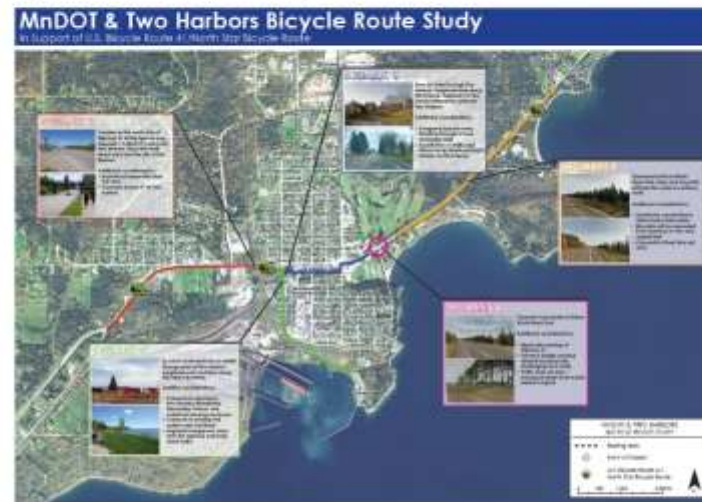
In both events, community members were given a short overview of the purpose and goals of the project. Then they were asked to rank the segments in order of priority for which to build first; community members were also asked to identify themselves as one of the following types of bicyclists before voting.

1. **Strong and fearless:** I ride everywhere and on any road type.
2. **Enthusiastic and confident:** I like riding on marked trails and bike routes.
3. **Interested but concerned:** I would like to bike more, but am worried about safety.
4. **Not able or not interested:** I am not able to bike or do not like riding.

In general, Farmers Market attendees were mostly local residents and identified as 3: Interested but Concerned riders. The Gitchi-Gami Ride attendees were mostly visitors to the region, with a few local resident participants. These riders mostly identified as 2: Enthusiastic and Confident.

Community members were provided with a map displaying all five proposed bicycle route segments through Two Harbors and asked to comment on their preferred segment to build a trail. These five segments are referenced throughout the report and illustrated in Figure 3-3.

Figure 3-3: Possible Routes Through Two Harbors



Source: Stantec

After discussing their preferred route segments, attendees were given a pamphlet with more information about the project, including an official website and contact information for any further inquiries. Participants in the in-person outreach process were offered bike lights provided by MnDOT and the opportunity to win a gift card to Castle Danger Brewery, a local brewery in Two Harbors.

Over 50 people participated in engagement at the Farmers Market and numerous riders stopped to engage with MnDOT on the Gitchi-Gami ride. The two events attracted different types of riders, with attendees at the Farmers Market predominantly interested in developing a scenic route along the lakefront and attendees at the Gitchi-Gami ride prioritized the route east of Two Harbors connecting Park Road and the Gitchi-Gami Trail head to Flood Bay. The Gitchi-Gami ride attendees also preferred the scenic route along the lake front as opposed to a route parallel to MN 61 through town.

3.2.2 Online Engagement

MnDOT also hosted an online survey on their website, replicating the process conducted in the in-person engagement events. The survey asked participants to identify which type of rider they are and which route segment would be a priority to construct. Much like the in-person engagement, the two most popular segments were the segment east of Two Harbors to Flood Bay and a trail along the lakefront. A total of 16 people participated in the online survey.


4.0 Route Option Analysis




In order to inform the route selection process, the project team relied on a combination of existing data on the potential routes, an on-site visit, and community engagement findings. The Project Team elected to focus the evaluation on routes that could be located within existing right-of-way. The field analysis provided valuable information for preliminary engineering and cost estimation. These findings are summarized in the following sections.




4.1 Field Analysis

On August 10, 2017, the project team conducted an in-person field review of the potential route options to identify existing roadway and trail conditions and obstructions. These observations helped to inform the route selection and cost estimates discussed later in the Study. Twelve different sites were analyzed, with results included in Table 4-1, continued on the following pages.



Table 4-1: Field Analysis Observations

Road or Trail Segment	Comments and Observations
 <p>MN 61 from Scenic Drive to entrance for Culvers/Holiday</p>	<ul style="list-style-type: none"> No curb 12' paved shoulder 10' boulevard Approximately 1:3 slopes for 20' 45 mph reduces to 35 mph 2 drainage culverts are an obstruction

Road or Trail Segment	Comments and Observations
 <p>MN 61 from Culvers/Holiday entrance to end of cemetery</p>	<ul style="list-style-type: none"> • Curb and gutter begins along MN 61 • 6' concrete walk exists • 35 mph • Utilities exist along the corridor and are an obstruction
 <p>MN 61 from end of cemetery to alleyway entrance</p>	<ul style="list-style-type: none"> • Curb and gutter along MN 61 • 6' concrete walk exists • Light poles along corridor
 <p>From alleyway headed south on 8th Street</p>	<ul style="list-style-type: none"> • Pavement is in very rough shape, full of patches and potholes • Curb and gutter is in very rough shape, right side sidewalk is basically rubble • Very old storm drop structures • Street needs to be updated for ADA standards

Road or Trail Segment	Comments and Observations
 <p>6th Avenue from 8th Street to 4th Street</p>	<ul style="list-style-type: none"> • Pavement in decent shape • Sidewalks are in rough shape • Gutters almost paved to top from 8th to 6th • No curb from 6th St to 4th St
 <p>MN 61 at 4th Street</p>	<ul style="list-style-type: none"> • SE quadrant full of utilities: this includes a signal pole, signal cabinet, vaults, and utilities
 <p>MN 61 from 4th Street to Park Road</p>	<ul style="list-style-type: none"> • Utilities along corridor • Multiple access driveways • No curb and gutter • 30 mph

Road or Trail Segment	Comments and Observations
 <p>From 8th Street to off road trail past brewery to city trail system to Park Road & MN 61</p>	<ul style="list-style-type: none"> No constructability issues with terrain, clear and grub trees or align trail around Coordinate with brewery to see if current construction will allow room for trail At beginning city trail system dirt path to boat launch/park An 8'-4" bituminous trail begins at the park/boat launch Trail in overall good shape, some rutting and cracking At 1st St & South Ave trail on 8' sidewalk for short segment
 <p>MN 61 & Park Road</p>	<ul style="list-style-type: none"> Park Road approaches MN61 heading uphill 8' paved shoulders east side south of campground entrance 10' paved shoulders east side north of campground entrance to MN61 Potential underpass would be challenging due to grade changes. Ground is approx. 6' above roadway surface on north side of MN61. Would make for 15+ feet tall and long retaining walls to get back up to existing ground. Minimal room on north side with golf course and parking lot. Another option would be overpass climbing grade on south side of MN61 heading east then crossing diagonally over MN61 then coming down next to golf course. Would also require tall retaining walls due to very limited space. All quadrants have overhead power. This would need to be relocated in order to build overpass.
<p>MN 61 from Park Road to Burlington Road</p>	<ul style="list-style-type: none"> 55 mph Utilities in corridor (overhead power, gas, water) No constructability issues There are existing snowmobile trails in corridor

Road or Trail Segment	Comments and Observations
 <p>MN 61 from Burlington Road to Superior Shores Road</p>	<ul style="list-style-type: none"> • 55 mph • Utilities in corridor (OHP, gas, water) • No constructability issues, potential grading to meet max longitudinal slope • Grading issues with potential underpass at superior shores. Lake side existing ground is 6'-8' above roadway surface. Other side slopes away into wetland. Substantial grading required to meet clearance and grades.
 <p>MN 61 Superior Shores Road to Flood Bay Wayside</p>	<ul style="list-style-type: none"> • Trail located on either side of MN61 would encounter water/wetland. • Creek runs parallel to MN 61 on west side, would need to relocate creek • Box culvert for creek crossing • MN61 has 4' paved shoulders

Photos Source: Stantec

4.2 Community Engagement Findings

As discussed in section three of this Study, the entire study process was guided by a steering committee with additional input by the public in-person and online. This outreach process helped to identify local community priorities. In the online and in-person engagement events, participants were asked to identify which route segment

they felt should be implemented first. The two most popular segments were segments 1 and 2 (see Figure 4-1). Participants also shared their reasons for selecting these statements. Figure 4-2 illustrates a board with votes and comments from the Farmers Market event. Representative statements are included below as well.

Segment 1:

- Continuity and getting through town
- Getting into town for school and shopping

Segment 2:

- Scenic route would be fabulous
- Gets people into town, economic development benefit
- Close to the Lake
- Great views
- Access to brewery

Figure 4-1: Community Priority: Segments 1 and 2



Source: Stantec

Figure 4-2: Route Preferences



Source: Stantec

The engagement process revealed that for local residents and tourists, it is important to access the lakefront and local businesses (segment 2). Whether a cyclist is coming from Duluth, the Twin Cities, or just outside the city limits, getting in and out of Two Harbors safely and conveniently is also important (segment 1). Finally, the intersection of Park Road and 7th Street/MN 61 is a critical safety concern for residents and more confident riders alike. These findings helped to inform the final route selection and recommendations.

5.0 Segment Analysis

Because of the unique roadway and right-of-way conditions throughout Two Harbors, smaller segments of the proposed route were analyzed. These smaller segments reflect different conditions along the proposed route such as speed limits, roadway and right-of-way width, and appropriate facility type. In total, eleven segment types and an underpass were evaluated (see Figure 5-1).

Figure 5-1: Segment Analysis



Source: Stantec

Preliminary engineering of these segments is shown in plan view and cross-section in Section 6. A summary of different features and considerations for each segment is described below.

Segment A – This segment includes a 10-foot trail on south side of Highway 61 which avoids crossing the highway twice and minimizes driveway crossings. Segment A connects the popular on-street bike route on Scenic 61 from Duluth to Two Harbors. Segment A is on MnDOT right-of-way.

Because of the higher speed limit along this segment of Highway 61, it will be necessary to separate the roadway from the trail. At the following speeds, distances between travel lanes and a trail will be:

- 45 MPH or Greater: Minimum of 24 feet
- Less than 40 MPH: Minimum of 10 feet, with 20 feet preferred

This segment already includes a segment of snowmobile trail. The future trail will also be able to accommodate a 10- to 14-foot snowmobile trail.

Segment B – This segment moves from the rural, high-speed section of Highway 61 into an urban section. This segment features curb and gutter along the roadway and a lower speed limit (35 MPH). In segment B, the 10-foot trail will be separated from the roadway, at a minimum of 5 feet from the curb. The exact location of the trail will be determined based on physical conditions and right-of-way constraints. There are many businesses and driveways on this segment. There is an existing sidewalk along the cemetery that could be widened and converted to a multi-use trail. This segment is on or adjacent to MnDOT right-of-way.

Segment C – Segment C will include two 12-foot shared use lanes to allow for bicycle and vehicle traffic in an alleyway behind Highway 61. This route was chosen to avoid losing parking on MN 61 and to avoid the steep slope that would need to be navigated if the trail was routed further south along railroad corridor. The short segment of trail between MN 61 and the alley will require property acquisition. The alley is located within City of Two Harbors right-of-way. An important consideration for this segment is that the alley is currently used for deliveries to local businesses. The proposed 12-foot shared lane road section and associated cost estimate were developed to address this need.

Segment D – On-street and off-street route options were identified for Segment D along 8th Street. The on-street option includes a 12-foot shared lane within the roadway and minimizes impact to adjacent land. This option also includes a separated 6-foot sidewalk on both sides of the roadway for pedestrians. Alternatively, this segment can also support an off-street option. A separated trail will create a better, safer experience for bicyclists and pedestrians but will be more disruptive to the adjacent land owners. There is also an elementary school on 8th street. An off-road trail would provide safe access for students traveling to school. It is anticipated that the City of Two Harbors will solicit additional community input to consider trade-offs of the different options and determine the preferred alternative for Segment D.

This segment is located within public right-of-way and designated a County State Aid Highway. At the time of the study, Lake County has planned to include the reconstruction of 8th Street between 7th Ave and 4th Ave in the county's capital program for the year 2020 or 2021. Trail or on-street facility improvements should be incorporated into this reconstruction.

Segment E – The route as shown for Segment E is a separated 10-foot trail, located along the railroad. Because this segment is not located on public right-of-way, it will require land acquisition and coordination with the Canadian National (CN) Railroad, Castle Danger Brewery, and the Iron Range Depot Museum. As the trail approaches the lakefront, the right-of-way ownership transitions first to the City of Two Harbors, then to the MnDNR. Complete ownership information will need to be confirmed. Despite the complex ownership in this area, this route would provide access for local residents and tourists to businesses and Lake Superior. An alternative route could follow city streets until the off-street trail can be constructed.

Segment F – This route is an existing trail along Lake Superior. This segment is adjacent to brownfields and the waterfront and is being considered for cleanup and redevelopment. The development of a trail in this part of the city could be part of the master plan for this area. Maintenance and repairs may be needed, especially in areas with cracking and potholes. Additionally, some portions of this segment are currently gravel; these areas will need to be paved.

Segment G – While there are two alternative designs included for this route segment: an on-road wide shoulder (Typical Section 9) and separated 10-foot trail (Typical Section 10). Currently, pedestrians and bicyclists use the wide shoulder in this segment. However, the Steering Committee identified the trail as the preferred option. A separated trail would provide a safer and more enjoyable experience for bicyclists. Steering Committee members noted that the area adjacent to Burlington Bay can get severely pummeled by waves during storms and consideration must be given to properly protecting the trail from storm damage. The cost estimate identified in section six of this report includes a separate trail but does not include extraordinary shoreline protection measures.

Segment H – This 10-foot separated trail segment provides access to the city-owned campground and leads trail users to a safe crossing of MN 61 at the traffic signal at 4th Street. It is important to note that this segment is not located on public right-of way. While this is a solution to crossing Highway 61, it should be thought of as temporary until an underpass of MN 61 can be constructed at Park Road. There are other options for routing through the parcel that could be considered as the trail feasibility and engineering moves forward.

Segments I & K – This segment includes a 10-foot separated trail on south side of MN 61. Because the speed limit increases in this area, the necessary distance between the trail and roadway also increases. In areas with a speed limit above 45 MPH, the trail will be at least 24 feet from the roadway. This space will be wide enough to accommodate the existing snowmobile trail in the winter. Segments I and K can be thought of as part of the same segment, punctuated by Segment J near Flood Bay Wayside (with an elevated boardwalk). Segments I and K are located in MnDOT right-of-way.

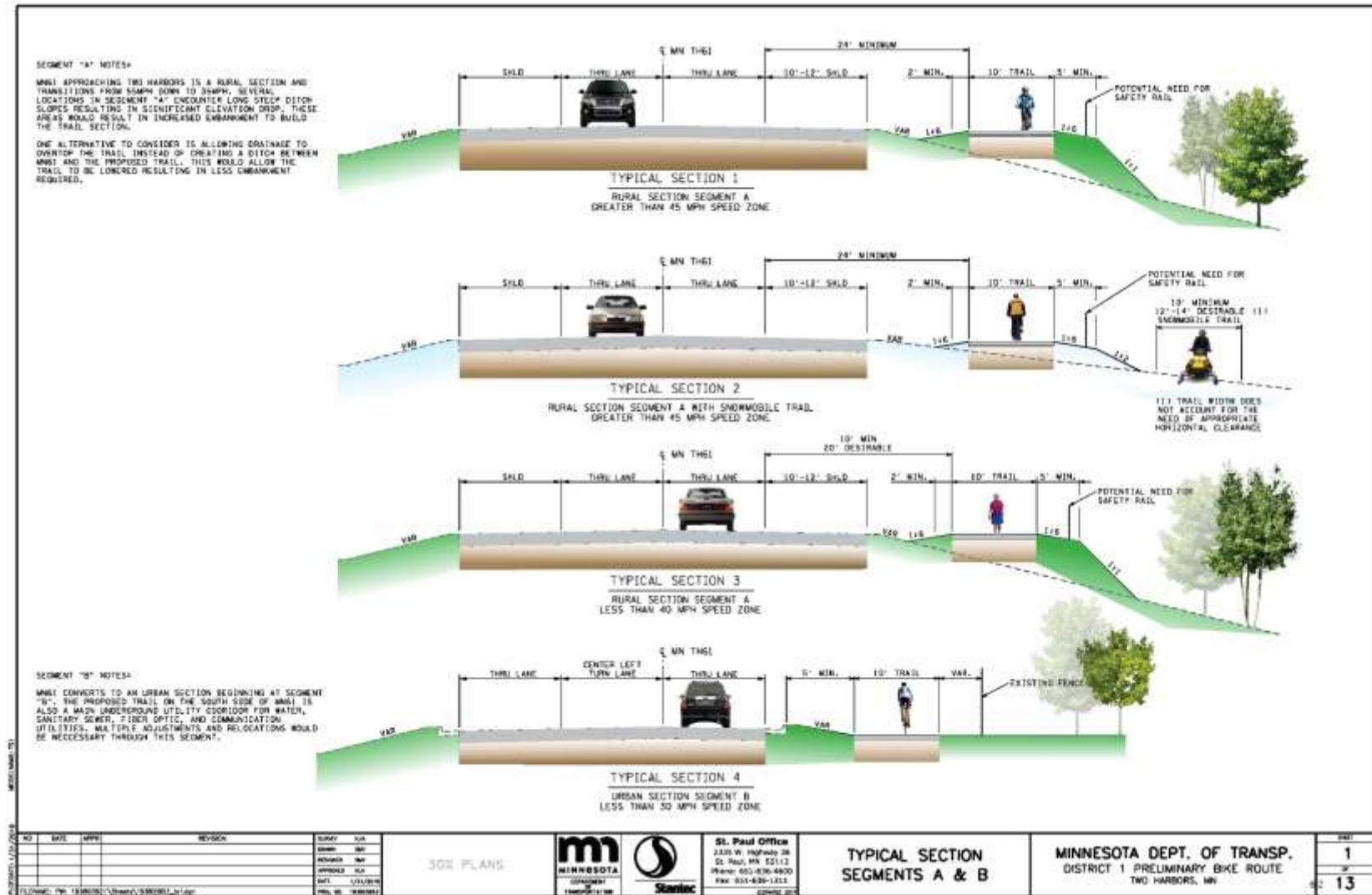
Segment J – Near Flood Bay Wayside, much of the area south of Highway 61 is wetland. Segment J is located adjacent to the highway and features a 12-foot elevated boardwalk in response to these conditions. The trail would be constructed using a concrete planked boardwalk over the wetlands to minimize disturbance. Alternatively, there may be opportunity for a route on the Superior Shores property. This route would be located closer to Lake Superior and would include access to Flood Bay Wayside. This route would also reduce the amount of wetland crossing required according to the National Wetland Inventory, but would require a creek crossing. Further field evaluation and negotiations with the property owners are necessary to determine the feasibility of this alternate route. Segment J is located in MnDOT right-of-way.

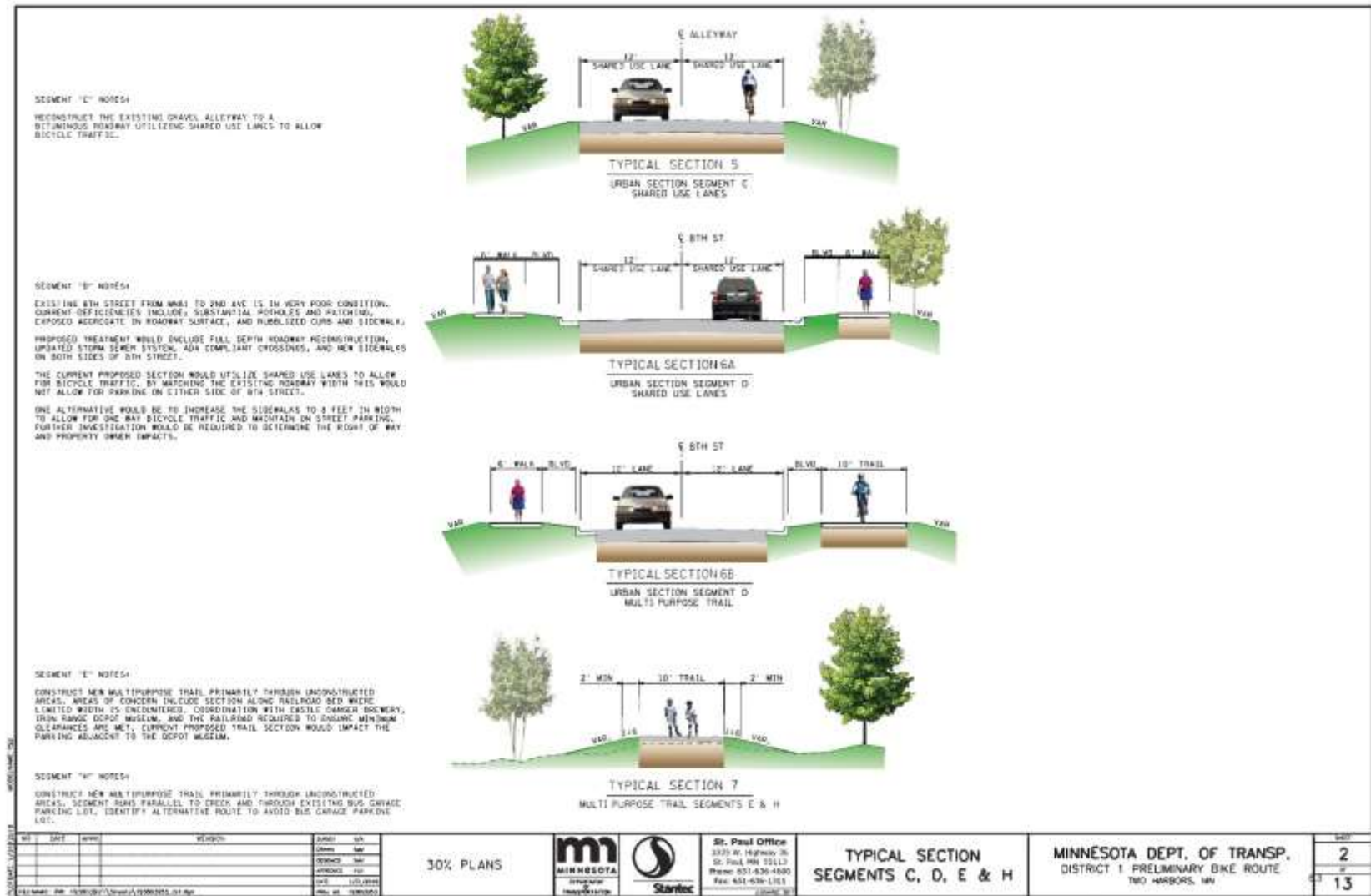
Underpass Crossing – A grade-separated crossing of MN 61 is a high priority for the community. While Segment H provides an at grade crossing option, this is not an ideal solution for safe, efficient highway crossing as it takes trail users out of the way to the nearest signalized intersection. For a grade separated alternative, the Steering Committee indicated that an underpass is preferred to a bridge. The underpass would provide a safe crossing that does not disrupt the natural amenities and viewsheds in the area. However, to accommodate grade changes the underpass would extend onto Lakeview National Golf Course. Property acquisition and redevelopment of existing property have not been included in the cost estimate and additional evaluation and negotiations with the property owners are necessary.

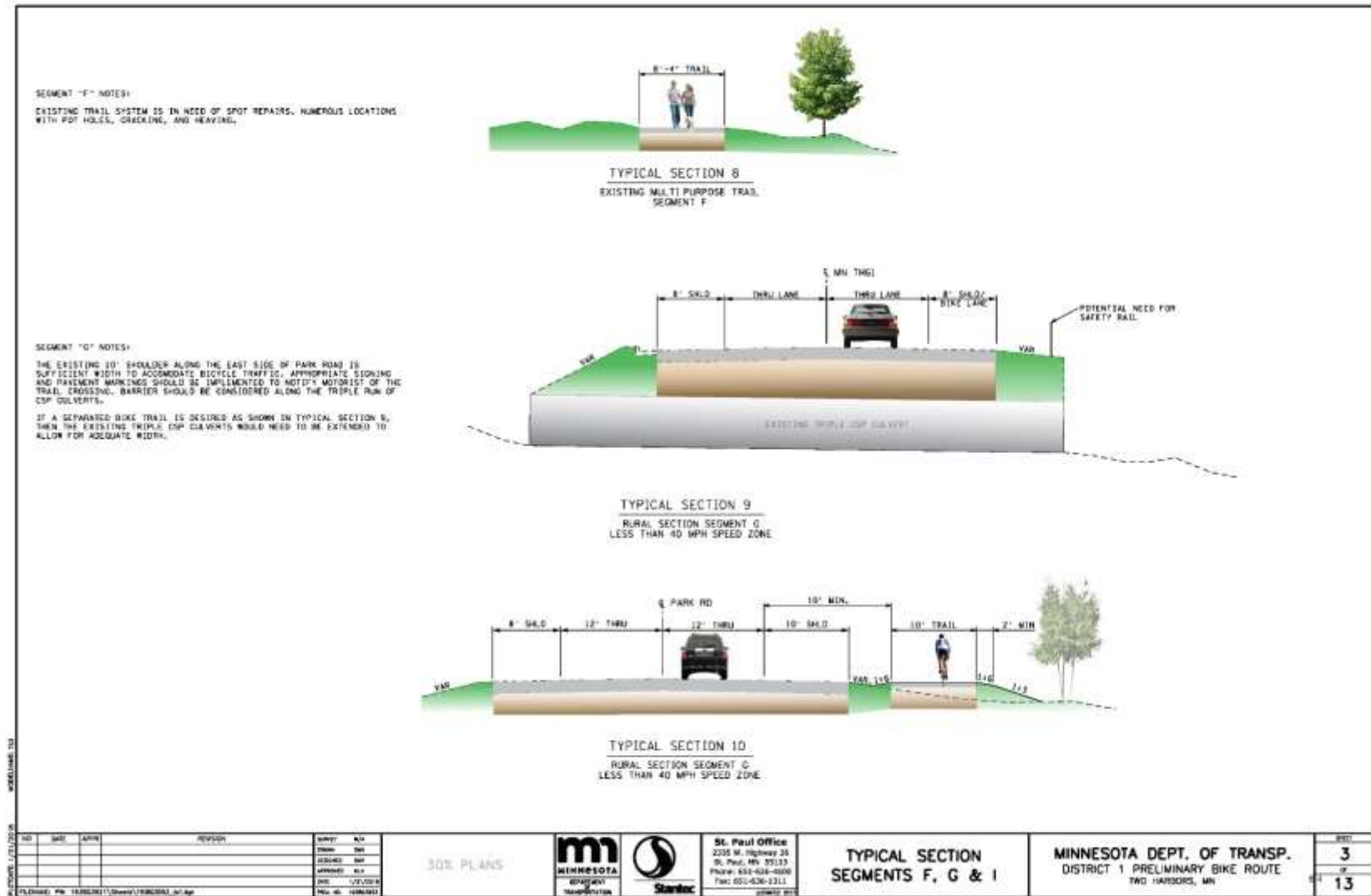
6.0 Proposed Route

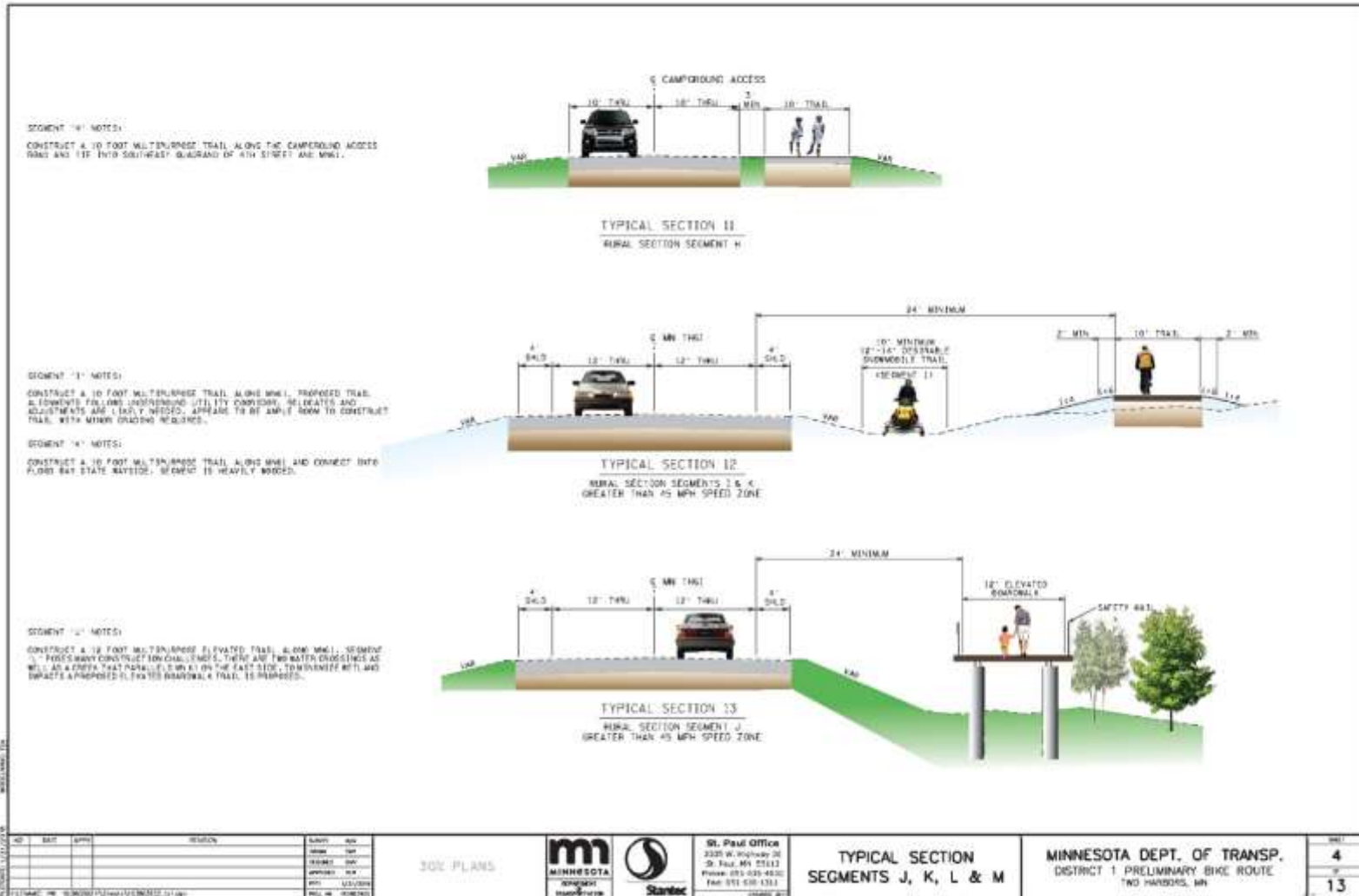
6.1 Preliminary Engineering

The segments described in section five of this study provide opportunities for on- and off-road facilities and opportunities for snowmobiles in winter months. Each of the eleven segments and the Highway 61 underpass were studied and preliminary engineering drawings were developed to better understand the proposed conditions at each segment. The typical cross sections have been rendered to illustrate how different users, including bicyclists, pedestrians, snowmobilers, and motorists, will use the proposed trail segments. Preliminary engineering, including typical cross sections of trail segments and the proposed underpass and plan view drawings, are included in the following pages.









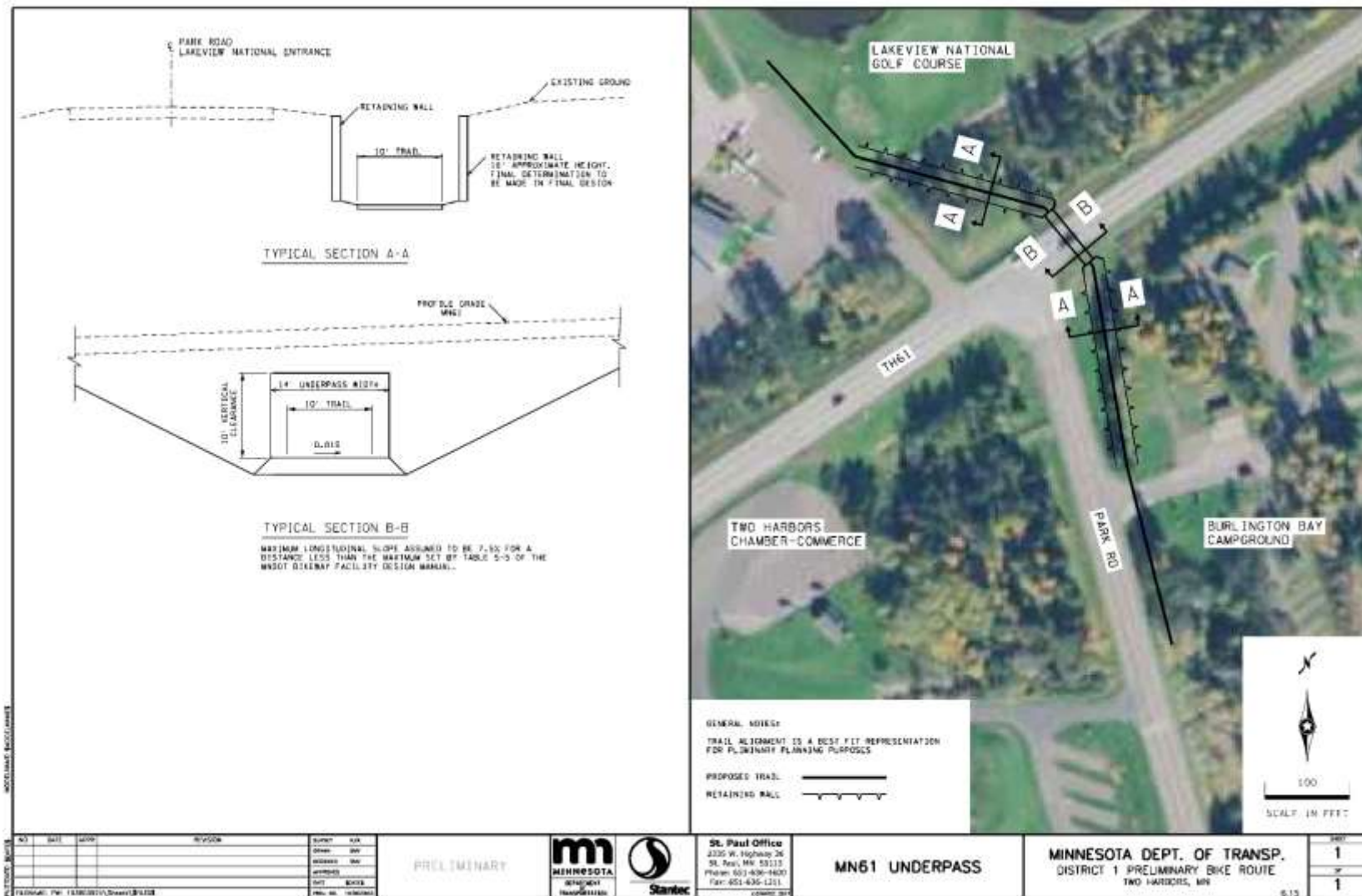


TWO HARBORS TRAILS PLAN









TWO HARBORS TRAILS PLAN



TWO HARBORS TRAILS PLAN

6.2 Cost Estimates

Based on the eleven segments, the project team was able to develop preliminary cost estimates for construction. The estimated costs for each segment are as outlined in Table 6-1. Specific assumptions about costs are included in the detailed estimates that can be found in Appendix B.

The project team also developed a preliminary cost estimate for the proposed Highway 61 underpass. This cost estimate incorporates many aspects of the construction of the underpass:

- Excavation and removal of existing pavement
- Construction materials
- Retaining wall construction
- Traffic control improvements
- Drainage
- Signing and pavement markings
- Utility relocation
- Lighting

These costs are included in Table 6-2. Specific assumptions about costs are included in the detailed estimates that can be found in Appendix B.

Table 6-1: Preliminary Cost Estimates for Trail Segments A-J



 Stantec	
PRELIMINARY COST ESTIMATE	
TWO HARBORS BIKE ROUTE STUDY	
COST SUMMARY	
MNDOT DISTRICT 1 / TWO HARBORS, MN	
PREPARED BY: SMV	
DATE: 1/6/2018	
SEGMENT	COST
TRAIL SEGMENTS A & B - SCENIC DR. TO 200' EAST OF RR BRIDGE	\$534,879.80
TRAIL SEGMENTS C, D & E - 200' EAST OF RR BRIDGE TO CITY TRAIL SYSTEM	\$401,151.00
TRAIL SEGMENTS G & H - 10' TRAIL FROM PARK RD TO MN61 and Park Rd to MN61/4th St.	\$199,883.00
TRAIL SEGMENT I - PARK ROAD TO 650' EAST OF SUPERIOR SHORES DR	\$434,629.00
TRAIL SEGMENTS J & K - 650' EAST OF SUPERIOR SHORES DR TO FLOOD BAY WAYSIDE	\$1,754,669.80
TOTAL CONSTRUCTION COST	\$3,325,212.60

Table 6-2: Preliminary Cost Estimates for Highway 61 Underpass

 Stantec PRELIMINARY COST ESTIMATE TWO HARBORS BIKE ROUTE STUDY UNDERPASS MNDOT DISTRICT 1 / TWO HARBORS, MN						
				PREPARED BY: SMV DATE: 1/6/2018		
NO.	MATERIAL NUMBER	ITEM	UNIT	UNIT PRICE	UNDERPASS	
					QUANTITY	COST
1	2021.501	MOBILIZATION	LUMP SUM	\$52,300.00	1	\$52,300.00
2	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$5.00	400	\$2,000.00
3	2106.501	EXCAVATION - COMMON	CU YD	\$8.00	12,310	\$98,480.00
4	2106.522	SELECT GRANULAR EMBANKMENT (CV)	CU YD	\$20.00	5,792	\$115,840.00
5	2211.503	AGGREGATE BASE CLASS 5 (CV)	CU YD	\$30.00	242	\$7,260.00
6	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	TON	\$90.00	226	\$20,340.00
7	2411.604	MODULAR BLOCK RETAINING WALL	SQ YD	\$600.00	960	\$576,000.00
8	2412.511	14X10 PRECAST CONCRETE BOX CULVERT	LIN FT	\$1,500.00	80	\$120,000.00
9	2451.511	COARSE FILTER AGGREGATE (CV)	CU YD	\$60.00	134	\$8,040.00
10	2563.601	TRAFFIC CONTROL	LUMP SUM	\$10,000.00	1	\$10,000.00
11		DRAINAGE	LUMP SUM	\$50,000.00	1	\$50,000.00
12		SIGNING AND PAVEMENT MARKINGS	LUMP SUM	\$7,500.00	1	\$7,500.00
13		UTILITY RELOCATIONS	LUMP SUM	\$5,000.00	1	\$5,000.00
14		TEMPORARY EROSION CONTROL AND TURF ESTABLISHMENT	LUMP SUM	\$5,000.00	1	\$5,000.00
15		LIGHTING SYSTEM	LUMP SUM	\$20,000.00	1	\$20,000.00
SUBTOTAL						\$1,097,760.00
CONTINGENCY (30%)						\$329,328.00
TOTAL (CONSTRUCTION)						\$1,427,088.00

MnDOT Two Harbors Bike Route



APPENDICES



Appendix A Engagement Summary

June 1, 2017 | 2:00 PM – 3:30 PM
City of Two Harbors

MEETING MINUTES

District 1 Trail Planning Steering Committee Meeting 1

2:00 Introductions

Attendees:

- Lisa Austin, MnDOT
- Bryan Anderson, MnDOT
- Jasna Hadzic-Stanek, MnDOT
- Justin Otse, City of Two Harbors/ARDC
- Larry Fabin, Public Works Director
- Derrick Passe, Trees and Trails Chair
- Ed Gudowicz, Trees and Trails Commission
- Rachel Batt, Chamber of Commerce
- Nate Eide, Lake County
- Mark Rudningen, DNR
- Michelle Pierson, Gitchi-Gami Trail Association
- Dean Thompson, Snowmobile Club
- Heidi Hamilton, Stantec
- Katrina Nygaard, Stantec

2:05 Project Introduction

This project is a collaboration between MnDOT district offices in D1 and D7 and local community partners. MnDOT will conduct pre-design work for bicycle routes in Mankato and Two Harbors to see if this type of work helps to get projects built into the future. The future trails may or may not be on MnDOT facilities; the community will guide the process and determine where is best suited for future trail development. The pre-design work can help the city, county, and state plan for and build the trail as opportunities arise. It can also help with grant applications. This steering committee and additional public engagement will help guide this process and the work as well. MnDOT and Stantec will do the bulk of the work through the summer and into the autumn, including engagement, preliminary engineering, and cost estimates. A lot of the work identifying routes is done already in this region with US8R 41, the Gitchi-Gami Trail, and the Two Harbors Trail Plan.

2:10 Work That Has Been Done to Date

Two Harbors Trail Plan Timeline

- January 2017: The planning process kicked off as an update to the 2005 Trail Plan.
- Spring 2017:
 - Public input and visioning has been completed to identify routes, conflicts, and destinations.
 - An online survey was administered with 180 responses to get a broader reach of participants.
- Summer 2017:

- o The City of Two Harbors is in the final steps of determining route recommendations.
- o It is estimated that the Plan will be complete by end of June 2017.

Relation Between Two Harbors Plan and MnDOT Trail Planning

- The City of Two Harbors Trail Plan and other planning work will influence and guide this MnDOT trail planning process.
- MnDOT and the City are looking at alternative routes through town and along the lake/rail corridor.
- MnDOT and the consulting team will analyze these routes and develop preliminary cost estimates and long-term and short-term feasibility.

Comments

- Input from the City and its residents through the Two Harbors trail planning process suggest that people are most excited about a route through the community, rather than internal routes.

2.15 Goals and Needs

We all know that we want a safe trail, but we have lots of different and conflicting interests. MnDOT and the consultant team will use the community's goals and needs to identify three potential routes through the City. It is also possible that the three routes could be all implemented, with only one as part of the US&R 41.

Goals/Priorities

The following goals and priorities addressed by steering committee members have been divided into key themes.

Access to Local Businesses

- Access to local businesses is critical.
- Opportunity to serve the community: adding pedestrian and bike opportunities to go to school or to the grocery store (local trip purpose).
- The trail itself should go along 1st Ave to access businesses or provide access to 1st Avenue.
- Access to groceries and the bike shop is critical for long distance travelers (On US Bike Route 41). Some long distance riders will want to camp in Two Harbors if that is their overnight stop. We also need to promote our local bike trail network and how to access these businesses when people come into town.
- There are conflicting business interests. Should the trail be located along 7th/HWY 61 or in the Downtown/Waterfront area?
- The economic development opportunities are huge with this trail, especially with the Downtown.

- Bike commuting is not a huge concern for residents; there is already good access to many of the major employers in the northern part of the City.

Access to the Waterfront and Lake Superior

- Two Harbors has been a pass-through community. We need access to the water as a reason for folks to stop.
- USBR 41 needs to balance the desire for a thoroughfare and the scenic quality of the Lake.
- Access to the waterfront: The lighthouse is such a critical, great part of living here along the North Shore.
- Challenge regarding tourism: There is a lack of knowledge about the easy access to the Waterfront and other amenities currently existing in Two Harbors.
- The identity of Two Harbors: Lake Superior, gateway to the North Shore/Northern MN, Ships/Shipping.

Safety for Bicyclists and Pedestrians

- Crossing 61 is the worst part of riding in the area.
- Bikers currently use the local street networks to get around (lower traffic volume).
- There are different priorities for riders, based on the activity. Long distance riders are much more comfortable on the road than folks out with their families.
- There isn't much need to go west out of Town. For example, most riders wouldn't go west except to bike on the Scenic 61, which is not family friendly.
- Highway 61 is treacherous right now (folks take the sidewalk because the road is just too dangerous).
- The connection along 8th can serve the elementary school. There should be some consideration of how a facility along 8th will cross 61 to connect to the residential areas to the north.

Multi-Use Facilities

- On the Gilchi-Gami Trail, we have all types of users: bikers, Superior Hiking Trail, snowmobile trail (near Lutsen). Trails are getting harder to develop and construct so we must look at alternatives for all modes/users.
- Wide enough right-of-way to do all activities: snowmobiles, bikes, hikers. It is preferable for bike and snowmobile facilities to be separated. Bikes/hikers tend to prefer separate facilities for safety also.
- Routes out of town for ATVs is also a priority. Right now, they use County Roads.
- Visual trail head for the Gilchi-Gami State Trail. This could be a good way to promote and construct the trail. This could be a sign or trailhead. This could be located at the ATV/Expressway entrance at the southwestern end or at the campsite on the eastern part of town.

Cost and Other Implementation Challenges

- Maintenance in the long term is a concern.

- Price: The Gitchi-Gami Trail north of Two Harbors runs \$1,000,000/mile; roads can be built cheaper. This is not an easy sell for the community, which is why we divide trail development into segments.
- Funding is a local concern. Many roads are in poor condition and some residents would like to see roads maintained before new investments are made in trails.
- Negotiation with private property owners is a challenge.
- In many locations, there isn't a railroad corridor to run a trail along, so we have more issues acquiring right-of-way (private property, MnDOT ROW).
- Construction of this trail is a priority for the DNR. People want to get to Silver Creek.
- Parking is always a local concern.
- Bridges/trails should be disguised into the landscape.

Preliminary Alternatives

MnDOT, the City of Two Harbors, and the consultant team have outlined a few possible alternatives for the route. These routes are described below by segment and included in the attached map. Comments and feedback from steering committee members are also included.

Western Portion: western City limits to 11th Street (railroad crossing bridge)

- Railroad Alignment or snowmobile trail alignment: south of Highway 61 with a railroad crossing at Highway 61
- Right-of-Way along Scenic 61

Through Town: 11th Street to Park Road (campground and golf course)

- South on 8th Street to downtown Two Harbors and the waterfront, connect to existing DNR trail
- Parallel Route along 6th Avenue
- Parallel Route north of the Downtown on 13th Avenue
- Parallel Route on existing County Road Trails north of the Downtown (20th Avenue)

Eastern Portion: Park Road to Flood Bay

- Along Highway 61 right-of-way to Flood Bay

Comments/Feedback:

- You can have multiple options with eventual implementation of all three routes.
- What does cost look like? Is the northern route the cheapest?
- There are issues with wetlands and narrow stretches near Flood Bay.
- Bridges and underpasses are the safest but these facility types are very expensive.
- A safe crossing is needed between the campground and the Golf Course.
- DNR has had debates about having this trail on the north or south side of the highway and the issue with safe crossings.

2.55 Public Engagement Opportunities

MnDOT and the consultant team will continue to refine these alternatives and push this information back to the public. Other groups and engagement needs include:

- Snowmobile users
- ATV Users: Rocks flying onto the trail is a challenge for bicyclists.
- Bike Groups: However, none are known in the City.
- Residents along 8th Street: residents have concerns about too many people, too busy with bicycle and ATV traffic. Send a letter and/or survey to nearby residents/neighborhoods.
- Route Maps and Comment Box at Bike Shop: this might be worth promoting in Duluth and Two Harbors (many weekend riders, there are three bike shops in Duluth).
- Promoting at Events: Heritage Days, Heck of the North (bike race in October), Gitchee-Gami Ride at Gooseberry August 19, Lake County Fair.
- Online Promotion: Chamber of Commerce FB, Lake County MTB FB, Snowmobile Club FB.
- Other businesses that may be willing to assist with outreach include Superior Shores Resort, Castle Danger (brewery in downtown Two Harbors), and the grocery store.

3.05 Organization Goals

Chamber of Commerce: Our goal is to get people to the Downtown and patronize the businesses. We do not want to be seen as just be a "through town". The Chamber is really promoting the waterfront.

DNR: We believe that a formal trail head is a great opportunity for the community and visitors. It is also an opportunity to collaborate with the Gitchee-Gami Trail Association.

Public Works: For reference, there is a powerline easement behind the Cemetery. This area is a little wet, but there is a potential here for access easement, if a railroad alignment is selected for the western portion of the trail.

Lake County: 8th Street reconstruction should be a priority. Duluth and the connection to Two Harbors is critical. We believe that Duluth will be the regional hub for bike related tourism in the region. We also need opportunities for all users and phases of ridership. Being a "bike friendly" community is a must to attract new residents to Two Harbors given our proximity to Duluth and the trails/parks to the north of town. Lake County is investing a lot in a mountain bike recreational area north of Two Harbors. County is positioning itself to be a bike destination. Having Two Harbors be more bike friendly will be important.

MnDOT District 7: Starting in 2022 we may have funds to spend along TH system for bike/ped improvements. Having the pre-design work will help in planning on how to allocate these funds. There may be opportunities for MnDOT to develop the portions of the trail along TH §1 in MnDOT ROW.



Trees & Trails Commission: Walking and pedestrians are key users on these trails. We need to have connections for neighbors to walk and bike. Walking is a very popular use and we don't want to have conflicts with riders.

Glitchi-Gomi Trail Association: We recently had a big win for the trail in the state budget (\$3 Million). We really need to push and promote what we already have to attract more riders and visitors.

City Planning: This is an exciting project. Looking at all of these alternatives will definitely support the City's Trail Plan and add a level of depth that wouldn't be there otherwise.

3.20 Adjournment

MEETING MINUTES

MnDOT Two Harbors Bike Route Planning Steering Committee Meeting 2

November 28, 2017 | 10:30 AM – 12:00 PM
City of Two Harbors

Attendees:

- Lisa Austin, MnDOT
- Bryan Anderson, MnDOT
- Kevin Johnson, DNR
- Justin Olsea, City of Two Harbors/ARDC
- Derrick Passe, Trees and Trails Chair
- Janelle Jones, Chamber of Commerce
- Nate Eide, Lake County
- Mark Rudnigen, DNR
- Michelle Pierson, Gitchi-Gami Trail Association
- Andy Hubley, ARDC
- Krysten Foster, Lake County
- Heidi Hamilton, Stantec

Meeting Summary

On Tuesday November 28, 2017 the Project Steering committee convened in Two Harbors City Hall to receive an update on the project and provide feedback and direction for incorporation into next steps and the final plans and report.

Prior to the meeting, County Engineer Krysten Foster indicated that the reconstruction of 8th Street between 7th Ave and 4th Ave is planned to be included in the County's capital improvement plan for 2020 or 2021.

MnDOT indicated that the District 1 Trail Planning report will be made an appendix to an ARDC Transportation Plan, rather than a standalone report. District 1 staff would like the District 1 and District 7 reports to be separate documents.

The meeting convened shortly after 10:30 a.m. Lisa Austin provided an overview of the project. She reviewed the intent of the pilot project, which is to advance local bicycle facility priorities through planning and preliminary engineering.

Heidi Hamilton made a presentation about the project, covering progress to date, stakeholder outreach activities, identification of the priority segment, and a review of the preliminary engineering and cost estimates. Specific discussion topics are summarized below.

Snowmobile detail

A question was asked about the snowmobile trail standards shown on the drawing, which was later confirmed to be sourced from the DNR Trail Planning Design and Development Guidelines. It was noted that an additional 2" is desired by maintenance staff than what is shown in the manual (14'-16" is desired). Text in the Guidelines also identify the need for additional clearance on either side of the groomed area.

Alley Segment

Quite a bit of discussion occurred about the trail segment proposed to run through the alley between the railroad bridge and 8th Street. It was noted that the businesses use the alley a lot, particularly for deliveries, and may be concerned about the safety of having bicyclists routed amidst this traffic. The alley will also need to be designed and constructed to bear the weight of delivery trucks. A question was raised about whether property owners adjacent to the alley would have to pay for the alley paving, and it was stated that funding for the improvement would have to be determined by the City, but may possibly be covered through bicycle project funding. An alternate route to the alley would be to use 6th Avenue, although there is a steep bank to Skunk Creek.

8th Street

There is some history related to putting a trail on 8th Street and discussions in the community that have previously occurred. The County indicated that the specific design of 8th St must be a local decision that considers different tradeoffs between different modes, and balances the needs of all users. It is a low traffic street except when school is getting in and out.

The committee supported the idea of identifying different options for a route on 8th street that meet state aid standards and maintain two-way traffic, and then solicit input from residents adjacent to the street. The options will be sent to the steering committee for feedback prior to conversations with neighbors occurring. An option that includes a trail is a high priority.

Crossing MN61

Three options were reviewed for crossing MN61. An overpass is undesirable from a visual standpoint. The DNR also has maintenance concerns about an overpass.

The community is interested in an underpass, even if the exit on the north side must zig zag or loop back and forth to reach appropriate elevations. More study of the underpass is desired. Locations further east or west of Park Road could also be examined.

The at-grade crossing at 4th Street is viewed as a short-term option only.

Other Comments

- Right of way may be a challenge between 1st & 2nd Ave. An alternate route would be on 2nd Avenue and 7th Street.
- The design of Segment G must consider the impact of Lake Superior waves (November gales), which can be very destructive.
- Segment H could be aligned in a variety of different ways through the campground. A specific alignment would have to be coordinated with the campground.
- Segment G needs to be coordinated with future park plans.
- The DNR's experience with wood boardwalks is that they are expensive to maintain, and in one instance the DNR replaced a wooden boardwalk with a trail that required filling a wetland (with appropriate mitigation).

- The committee is interested in the Superior Shores route options. Additional study is needed to determine whether it would be more cost effective than the alignment along 61. Justin Ortea will talk with Superior Shores about whether to include a statement in the report about this option.
- The Committee asked for costs to be broken out as follows:
 - Break yellow segment (segments I, J, and K) costs to define the costs west and east of the Superior Shores access road separately.
 - For 8th Street, identify the cost of a bike facility only, not the road reconstruction.
- It was noted that public review of this plan will occur as part of the ARDC Transportation Plan, of which this will be made an appendix.

To:	Lisa Austin, Project Manager	From:	Stantec
Re:	District 1 Trail Planning Community Outreach	Date:	September 20, 2017

Reference: District 1 Two Harbors Trail Planning Community Outreach

On August 19, 2017, Stantec staff Beth Elliott and Joanne Cho attended the Two Harbors Farmers' Market 9am-noon as a community outreach opportunity for the MnDOT and Two Harbors Bicycle Route Study. Lisa Austin from MnDOT was at a second public engagement site at the Beaver Bay Area from 10am-noon on the same day at a rest area for the Gitchee Gami Trail Association bicycle ride event. Additionally, MnDOT provided an engagement opportunity on their website that began the week prior and ended on September 15, 2017. The purpose of this community engagement was to collect opinions on how to prioritize the development of a bicycle trail going through the city.



Outreach Process

Prior to the community engagement in Two Harbors, the bicycle route that is planned to go through Two Harbors was divided into five different segments.

- Segment 1:** Located on the south side of Highway 61 in the right-of-way and continues on 7th Avenue
- Segment 2:** A scenic route that runs on street through parts of Two Harbors' neighborhoods and then along the lakeshore towards the lighthouse
- Segment 3:** Runs on-street through Two Harbors' neighborhoods along 6th Avenue
- Segment 4:** Connects local routes to future Gitchee-Gami Trail
- Segment 5:** Connects to future Gitchee-Gami trail and users will take this route to continue north.

Community members were given a short overview of the purpose and goals of the project, then they were asked to vote for a segment they believed was most important to build; community members were also asked to identify themselves as one of the following types of bicyclists before voting.

1. **Strong and fearless:** I ride everywhere and on any road type
2. **Enthusiastic and confident:** I like riding on marked trails and bike routes
3. **Interested but concerned:** I would like to bike more, but am worried about safety.



September 20, 2017
Lisa Austin, Project Manager
Page 2 of 8

Reference: District 1 Two Harbors Trail Planning Community Outreach

4. **Not able or not interested:** I am not able to bike or do not like riding.

Community members were provided with a map displaying all five proposed bicycle route segments through Two Harbors and a pamphlet with more information about the project, including an official website and contact information for any further inquiries. For those who participated in the outreach process, they were given bike lights provided by MnDOT and the opportunity to win a gift card to Castle Danger brewery, a local brewery in Two Harbors.

Outreach Results

Farmers' Market Public Engagement

Overall, the community outreach was a success. More than 50 people participated and all showed enthusiasm for the topic and their ability to provide insight into the work. Of those, well over half considered themselves Enthusiastic and Confident and 14 people categorized themselves as not Able or Interested. For many participants, they believed the project would benefit Two Harbors; even those who did not bike were eager to participate because they knew others – their own children, grandchildren, friends, neighbors, or visitors — who bike.



Based on the community outreach voting of the five segments, the following list shows the prioritization of the segments:

1. **Segment 2** – 29 votes
2. **Segment 1** – 19 votes
3. **Segment 5** – 17 votes
4. **Segment 4** – 11 votes
5. **Segment 3** – 0 votes

People voted for Segment 2 for various reasons. However, the most common reason behind the popularity of Segment 2 is due to its scenic path along the lakeshore. Furthermore, a lot of local businesses are located along Segment 2 that can benefit from the Segment while users can experience the scenic route through Two Harbors.

Design with community in mind

Reference: District 1 Two Harbors Trail Planning Community Outreach

	
<p><i>Results of the Farmers' Market community outreach</i></p>	<p><i>Stantec staff and MnDOT staff at the Farmers' Market community outreach booth</i></p>

While Segment 2 was popular for its scenic route through Two Harbors, people voted for the other three segments mostly due to their concerns about safety. They were concerned about the safety of bicyclists next to traffic along Highway 61. As a result, people wanted to prioritize Segment 1, 4, and 5 hoping the development of a bicycle facility would ensure more safety when bicycling on these three segments. Especially for Segment 4, there was a lot of concern regarding the uncontrolled intersection where Highway 61 passes through Two Harbors. One of the Two Harbors' residents said she would like to see Segment 1 develop first so she can bike her children to school; she cannot do this currently because she doesn't feel safe biking next to fast traffic along 7th Avenue.

Although Segment 3 received zero votes, no one expressed negative comments or perspectives. People did not think it was a priority in comparison to the other segments.

Below are the comments community members shared with us in regards to the segments:

Segment 1

- Concerned about the safety as traffic is too fast and feel unsafe

Design with community in mind



September 20, 2017
Lisa Austin, Project Manager
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Reference: District 1 Two Harbors Trail Planning Community Outreach

- Getting from Scenic to Segment 1 is really difficult, same as getting out of town
- Continuity getting through town, need to sign and mark
- Get us in to town! Son would be able to get to school and mom can shop
- Grandkids can ride to my house!

Segment 2

- Need bike rental in town
- Gets people into town, economic development benefit
- Nice view, scenic
- Close to house
- Close to where I live, down by lake
- Scenic route over straight through town
- Because of brewery and goes through town
- Scenic route would be fabulous

Segment 4

- Need to get people through town safely, intersection is biggest challenge
- Cog in whole wheel, connects the rest
- Unsafe, cog in wheel

Segment 5

- Largest segment, closest to Gitchi-Gami trail
- Connecting to other trails is important
- By cabin, could get around w/o car
- Ride from town to Split Rock, segment needs to be safe, don't even like to drive it
- Segment 5 goes right by cabin
- Right by the cabin
- Shouldn't have any crossing of Segment 5 –makes it very unsafe
- Live up near tunnel, completing Gitchi-Gami

Gitchi Gami Trail Ride annual event - Beaver Bay Rest Area Public Engagement

Everyone at this rest area was doing either the 28- or 58-mile loop of the Gitchi Gami Trail Association annual event ride; all were strong and fearless to moderate bicyclists. There were no beginners or young children riding this distance. Most of the people who voted and gave comments were either from the area or frequent visitors to the area. MnDOT staff did talk to people who were from Thunder Bay or visiting for the first time from the Twin Cities and other areas, but these people did not vote or have comments because they were not familiar enough to have an opinion. They did say "thanks for working on the project."

Design with community in mind



September 20, 2017
Lisa Austin, Project Manager
Page 6 of 8

Reference: District 1 Two Harbors Trail Planning Community Outreach

- I have almost been killed on that route.
- It is SO dangerous out of Two Harbors. Cars pass you with just 6 inches to spare.
- Rumble strips are hell.
- At the Scenic 61 intersection with 61 drivers treat the shoulder like a right turn lane leaving no space for bicycles. There should be a bike symbol in the shoulder to show drivers they can't be there.
- There is 45 mph speed sign northbound near Betty's Pies, but not a 45mph sign southbound near Betty's Pies. They cars driving south are going so fast when they approach the bridge, there should be more signs to slow them down too.
- From Betty's to the second tunnel there needs to be wider shoulders.
- I hate rumbles. Spacing between rumbles is not helpful for bicyclists. Riders are going to fast to swerve between the breaks. The breaks should be longer.
- Segment 5 is most important for safety. Segment 2 is important for the scenic qualities.
- What do people in Two Harbors want? (several people asked this, and I was able to tell them that there was a booth at the Farmer's Market going on at the same time.)
- Leaving Two Harbors is no fun. The shoulders are too narrow. People are driving so fast, it is scary.
- Segment 2 would provide better experiences on a bike. You can go by the lake and see the water. This would help draw more people to the North Shore to ride and visit the area. Very scenic.
- There needs to be a flashing pedestrian sign (RRFB?) where the trail crosses 61 in Beaver Bay.

MnDOT staff also talked with representatives from DNR who said the route from Rood Bay north is still not determined but may be on the hill side of the road. If it is, there will need to be a safe crossing of Highway 61.

Online Community Outreach

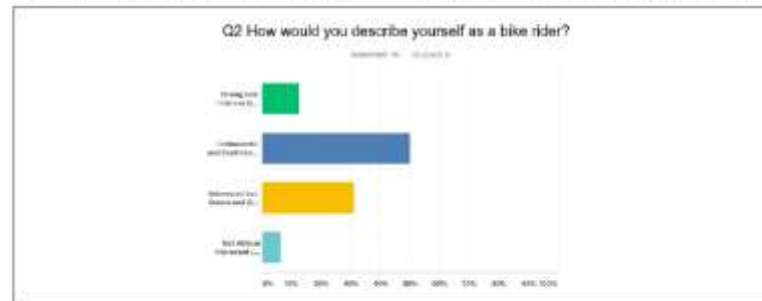
A survey for the project was available to the public from August 17, 2017 to September 15, 2017 and had a total of 16 responses. Half of the people who took the survey described themselves as "Enthusiastic and Confident" bicyclists with a couple of "Strong and Fearless" and "Interested by Concerned" bicyclists. On the survey, voters were provided with a map that had the five proposed bicycle route segments through Two Harbors. Using the map as a reference, people were asked, "Which segment do you think is the most important to build?" Seven people voted that Segment #5 was the most important segment to build; people want a safer crossing of Highway 61 because the traffic doesn't stop. Segment #2 had the second most votes and most people's reasoning was the fact that the segment was the most scenic route out of the five and could revitalize Two Harbors' local businesses and downtown. Similar to the in-person engagement, none of the 16 responders thought that Segment #3 was a priority to get built first.

Out of the 16 people who took the survey, 10 people left general comments that could help build bicycle connections for the North Star bike route (USBR41) through Two Harbors. Below are the comments:

Design with community in mind

Reference: District 1 Two Harbors Trail Planning Community Outreach

- Please consider inline skating when planning this (and any other) trail segment. Some trail surfaces and on-road segments are not very skate-friendly.
- Connecting to the Waterfront seems like a golden opportunity to revitalize the downtown.
- It's already difficult to drive through down on 7th Ave and parking is hard to find. Would prefer to keep bicyclers off this road and route them north or south of town on an actual bike path.
- Directions/access to supplies, refreshments and repairs.
- I picked #5 because of the number of tourists in the campground... It is full all summer and would give them access to biking near where they are camping.
- Major interchanges have less traffic controls, such as the intersection of Park Road and HWY 61 near the golf course should take extra consideration. I'm an avid biker, but I avoid paved roads and opt for gravel and trails as much as possible due to the rise in distracted drivers. I've hear many bikers that would love to bike the Duluth to the Canadian border route but are concerned with traffic and safety.
- Pedestrian space
- I am a fan of all the options, but I think priority should be placed on the area that could be designated the official start of the Gitchee-Gami State Trail.
- I selected Segment 4, but also as important are the connections coming into and leaving town. 7th Ave is very dangerous to cross. Be great to connect town east/west and north/south of 7th Ave. I don't see a lot of people biking through town. Most park at Cedar or the campground then bike.
- Coordination with City of Two Harbors and plans for Agate Bay Waterfront Redevelopment.

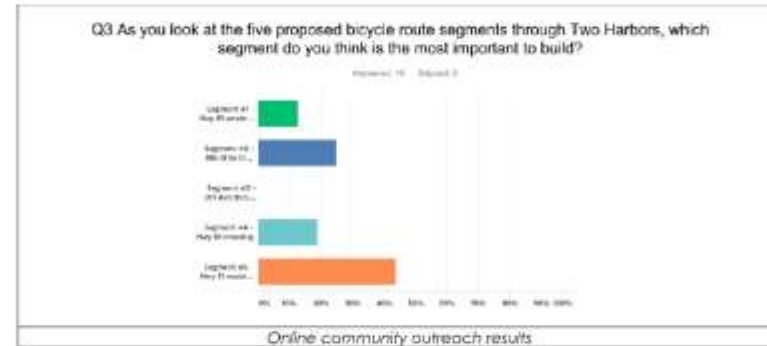


Design with community in mind



September 20, 2017
Lisa Austin, Project Manager
Page 8 of 8

Reference: District 1 Two Harbors Trail Planning Community Outreach



STANTEC CONSULTING SERVICES INC.

Beth Elliott, AICP
Senior Urban Planner
Phone: 651-967-4552

Design with community in mind

Appendix B Full Cost Estimate



PRELIMINARY COST ESTIMATE

TWO HARBORS BIKE ROUTE STUDY
COST SUMMARY
MNDOT DISTRICT 1 / TWO HARBORS, MN

PREPARED BY: SMV
DATE: 1/6/2018

SEGMENT	COST
TRAIL SEGMENTS A & B - SCENIC DR. TO 200' EAST OF RR BRIDGE	\$534,879.80
TRAIL SEGMENTS C, D & E - 200' EAST OF RR BRIDGE TO CITY TRAIL SYSTEM	\$401,151.00
TRAIL SEGMENTS G & H - 10' TRAIL FROM PARK RD TO MN61 and Park Rd to MN61/4th St.	\$199,883.00
TRAIL SEGMENT I - PARK ROAD TO 650' EAST OF SUPERIOR SHORES DR	\$434,629.00
TRAIL SEGMENTS J & K - 650' EAST OF SUPERIOR SHORES DR TO FLOOD BAY WAYSIDE	\$1,754,669.80
TOTAL CONSTRUCTION COST	\$3,325,212.60



PRELIMINARY COST ESTIMATE

TWO HARBORS BIKE ROUTE STUDY
TRAIL SEGMENTS A & B
MNDOT DISTRICT 1 / TWO HARBORS, MN

PREPARED BY: SMV
DATE: 1/31/2018

NO.	MATERIAL NUMBER	ITEM	UNIT	UNIT PRICE	TRAIL SEGMENTS A & B	
					QUANTITY	COST
1	2021.501	MOBILIZATION	LUMP SUM	\$19,600.00	1	\$19,600.00
2	2104.503	REMOVE CONCRETE WALK	SQ FT	\$4.00	19,800	\$79,200.00
3	2106.501	EXCAVATION - COMMON	CU YD	\$8.00	2,644	\$21,152.00
4	2106.523	COMMON EMBANKMENT (CV)	CU YD	\$6.00	4,744	\$28,464.00
5	2211.503	AGGREGATE BASE CLASS 5 (CV)	CU YD	\$30.00	1,055	\$31,650.00
6	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	TON	\$90.00	1,432	\$128,880.00
7	2557.501	WIRE FENCE DESIGN SPECIAL	LIN FT	\$50.00	1,250	\$62,500.00
8	2563.601	TRAFFIC CONTROL	LUMP SUM	\$15,000.00	1	\$15,000.00
9		DRAINAGE	LUMP SUM	\$10,000.00	1	\$10,000.00
10		SIGNING AND PAVEMENT MARKINGS	LUMP SUM	\$2,500.00	1	\$2,500.00
11		UTILITY RELOCATIONS	LUMP SUM	\$5,000.00	1	\$5,000.00
12		TEMPORARY EROSION CONTROL AND TURF ESTABLISHMENT	LUMP SUM	\$7,500.00	1	\$7,500.00
SUBTOTAL						\$411,446.00
CONTINGENCY (30%)						\$123,433.80
TOTAL (CONSTRUCTION)						\$534,879.80

Segments A & B includes a separated 10' trail along the south side of MN61 from Scenic drive to 200' East of the RR bridge.

Note:

Cost estimate does not account for any Right of Way acquisition if needed.



PRELIMINARY COST ESTIMATE

TWO HARBORS BIKE ROUTE STUDY
TRAIL SEGMENTS C, D, & E
MNDOT DISTRICT 1 / TWO HARBORS, MN

PREPARED BY: SMV
DATE: 1/31/2018

NO.	MATERIAL NUMBER	ITEM	UNIT	UNIT PRICE	TRAIL SEGMENTS C, D & E	
					QUANTITY	COST
1	2021.501	MOBILIZATION	LUMP SUM	\$14,700.00	1	\$14,700.00
2	2106.501	EXCAVATION - COMMON	CU YD	\$8.00	4,015	\$32,120.00
3	2106.522	SELECT GRANULAR EMBANKMENT (CV)	CU YD	\$20.00	1,111	\$22,220.00
4	2106.523	COMMON EMBANKMENT (CV)	CU YD	\$6.00	1,563	\$9,378.00
5	2211.503	AGGREGATE BASE CLASS 5 (CV)	CU YD	\$30.00	1,448	\$43,440.00
6	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	TON	\$90.00	1,658	\$149,220.00
7	2563.601	TRAFFIC CONTROL	LUMP SUM	\$7,500.00	1	\$7,500.00
8		DRAINAGE	LUMP SUM	\$10,000.00	1	\$10,000.00
9		SIGNING AND PAVEMENT MARKINGS	LUMP SUM	\$7,500.00	1	\$7,500.00
10		UTILITY RELOCATIONS	LUMP SUM	\$5,000.00	1	\$5,000.00
11		TEMPORARY EROSION CONTROL AND TURF ESTABLISHMENT	LUMP SUM	\$5,000.00	1	\$7,500.00
SUBTOTAL						\$308,578.00
CONTINGENCY (30%)						\$92,573.00
TOTAL (CONSTRUCTION)						\$401,151.00

Segments C, D & E includes paving and striping the alleyway from MN61 to 8th St. Multi purpose trail construction along 8th st from MN61 to 2nd Ave. Then a separated 10 foot trail south along the Rail Road, crossing at 6th St and continuing to the existing paved trail system

Note:

Cost estimate does not account for removing/rebuilding the parking lot adjacent the brewery.
Cost estimate does not account for any Right of Way acquisition if needed.



PRELIMINARY COST ESTIMATE

TWO HARBORS BIKE ROUTE STUDY

TRAIL SEGMENTS G & H

MNDOT DISTRICT 1 / TWO HARBORS, MN

PREPARED BY: SMV

DATE: 1/31/2018

NO.	MATERIAL NUMBER	ITEM	UNIT	UNIT PRICE	TRAIL SEGMENTS G & H	
					QUANTITY	COST
1	2021.501	MOBILIZATION	LUMP SUM	\$7,300.00	1	\$7,300.00
2	2106.501	EXCAVATION - COMMON	CU YD	\$8.00	1,488	\$11,904.00
3	2106.523	COMMON EMBANKMENT (CV)	CU YD	\$6.00	2,322	\$13,932.00
4	2211.503	AGGREGATE BASE CLASS 5 (CV)	CU YD	\$30.00	464	\$13,920.00
5	2360.501	TYPE SP 12.5 WEARING COURSE MICTURE (3,C)	TON	\$90.00	630	\$56,700.00
6	2563.601	TRAFFIC CONTROL	LUMP SUM	\$5,000.00	1	\$5,000.00
7		DRAINAGE	LUMP SUM	\$25,000.00	1	\$25,000.00
8		SIGNING AND PAVEMENT MARKINGS	LUMP SUM	\$10,000.00	1	\$10,000.00
9		UTILITY RELOCATIONS	LUMP SUM	\$5,000.00	1	\$5,000.00
10		TEMPORARY EROSION CONTROL AND TURF ESTABLISHMENT	LUMP SUM	\$5,000.00	1	\$5,000.00
SUBTOTAL						\$153,756.00
CONTINGENCY (30%)						\$46,127.00
TOTAL (CONSTRUCTION)						\$199,883.00

Segments G & H include a 10' multi use trail along Park Rd to the intersection of MN61 and through the campground to the intersection of MN61/4th St.

Note:

Cost estimate does not account for signal component relocation at the intersection of MN61 & 4th St.



PRELIMINARY COST ESTIMATE

TWO HARBORS BIKE ROUTE STUDY

TRAIL SEGMENT I

MNDOT DISTRICT 1 / TWO HARBORS, MN

PREPARED BY: SMV

DATE: 1/31/2018

NO.	MATERIAL NUMBER	ITEM	UNIT	UNIT PRICE	TRAIL SEGMENT I WEST OF SUPERIOR SHORES DR		TRAIL SEGMENT I EAST OF SUPERIOR SHORES DR		TRAIL SEGMENT I TOTAL	
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
1	2021.501	MOBILIZATION	LUMP SUM	\$15,900.00	0.88	\$13,992.00	0.12	\$1,908.00	1	\$15,900.00
2	2101.502	CLEARING	TREE	\$350.00	6	\$2,100.00	4	\$1,400.00	10	\$3,500.00
3	2101.507	GRUBBING	TREE	\$250.00	6	\$1,500.00	4	\$1,000.00	10	\$2,500.00
4	2106.501	EXCAVATION - COMMON	CJ YD	\$8.00	2593	\$20,744.00	480	\$3,840.00	4074	\$32,582.00
5	2106.523	COMMON EMBANKMENT (CV)	CJ YD	\$6.00	7185	\$43,110.00	963	\$5,778.00	8148	\$48,888.00
6	2211.503	AGGREGATE BASE CLASS 5 (CV)	CJ YD	\$30.00	1078	\$32,340.00	144	\$4,320.00	1222	\$36,660.00
7	2360.501	TYPE SP 12.5 WEARING COURSE MECTURE (3,C)	TON	\$90.00	1218	\$109,620.00	163	\$14,670.00	1381	\$124,290.00
8	2563.601	TRAFFIC CONTROL	LUMP SUM	\$25,000.00	0.88	\$22,000.00	0.12	\$3,000.00	1	\$25,000.00
9		DRAINAGE	LUMP SUM	\$15,000.00	0.88	\$13,200.00	0.12	\$1,800.00	1	\$15,000.00
10		SIGNING AND PAVEMENT MARKINGS	LUMP SUM	\$10,000.00	0.88	\$8,800.00	0.12	\$1,200.00	1	\$10,000.00
11		UTILITY RELOCATIONS	LUMP SUM	\$10,000.00	0.88	\$8,800.00	0.12	\$1,200.00	1	\$10,000.00
12		TEMPORARY EROSION CONTROL AND TURF ESTABLISHMENT	LUMP SUM	\$10,000.00	0.88	\$8,800.00	0.12	\$1,200.00	1	\$10,000.00
SUBTOTAL						\$293,006.00		\$41,324.00		\$334,330.00
CONTINGENCY (30%)						\$87,901.80		\$12,397.20		\$100,299.00
TOTAL (CONSTRUCTION)						\$380,907.80		\$53,721.20		\$434,629.00

Segment I includes a 10' multiuse trail on along MN61 from Park Rd to 650' East of Superior Shores Dr.



PRELIMINARY COST ESTIMATE

TWO HARBORS BIKE ROUTE STUDY

TRAIL SEGMENTS J & K

MNDOT DISTRICT 1 / TWO HARBORS, MN

PREPARED BY: SMV

DATE: 1/31/2018

NO.	MATERIAL NUMBER	ITEM	UNIT	UNIT PRICE	TRAIL SEGMENTS J & K	
					QUANTITY	COST
1	2021.501	MOBILIZATION	LUMP SUM	\$64,300.00	1	\$64,300.00
2	2101.502	CLEARING	TREE	\$350.00	40	\$14,000.00
3	2101.507	GRUBBING	TREE	\$250.00	40	\$10,000.00
4	2106.501	EXCAVATION - COMMON	CU YD	\$8.00	259	\$2,072.00
5	2106.523	COMMON EMBANKMENT (CV)	CU YD	\$6.00	519	\$3,114.00
6	2211.503	AGGREGATE BASE CLASS 5 (CV)	CU YD	\$30.00	78	\$2,340.00
7	2360.501	TYPE SP 12.5 WEARING COURSE MICTURE (3,C)	TON	\$90.00	88	\$7,920.00
8		ELEVATED BOARDWALK	SQ FT	\$120.00	9,800	\$1,176,000.00
9	2563.601	TRAFFIC CONTROL	LUMP SUM	\$25,000.00	1	\$25,000.00
10		DRAINAGE	LUMP SUM	\$15,000.00	1	\$15,000.00
11		SIGNING AND PAVEMENT MARKINGS	LUMP SUM	\$10,000.00	1	\$10,000.00
12		UTILITY RELOCATIONS	LUMP SUM	\$10,000.00	1	\$10,000.00
13		TEMPORARY EROSION CONTROL AND TURF ESTABLISHMENT	LUMP SUM	\$10,000.00	1	\$10,000.00
SUBTOTAL						\$1,349,746.00
CONTINGENCY (30%)						\$404,923.80
TOTAL (CONSTRUCTION)						\$1,754,669.80

Segment K includes a 10' multiuse trail on along MN61 from 350' West of Flood Bay State Wayside to Flood Bay State Wayside.

Segment J includes an elevated concrete boardwalk through the section of wetlands along MN61.

APPENDIX C: MEETING SUMMARIES

Two Harbors Trees and Trails Commission
Public Visioning Session Meeting Summary
February 16, 2017 – 6:00 p.m. City Council Chambers

Summary

The visioning session meeting started at 6:04 p.m. at the Two Harbors City Council Chambers. The meeting started with Justin Otsea from Arrowhead Regional Development Commission (ARDC) introducing himself and welcoming everyone in attendance for coming. Everyone in the room was invited to introduce themselves and express their interest in trees and trails. He then went on to explain the background information and the overview of the seven phase process of comprehensive trail planning. The visioning session meeting is part of phase two and emphasizes what community members want out of the planning process. Justin outlined the goals of the meeting, which included using public engagement exercises to gather input on identifying existing conditions and identify routes and desired facilities, among other issues.

Asset Mapping Exercise

The meeting attendees were provided with multiple maps and a handout for the Asset Mapping Exercise. Attendees were asked to gather in small groups to discuss and write down different destinations, conflicts, trailheads, desired multi-use path facilities, desired on-road facilities, and desired additional facilities. The results of the exercise are listed below.

Destinations: Indicate a location which you would access or would like to access via the Two Harbors Trail System via walking, biking, rollerblading, etc.

- | | |
|--------------------------------|------------------------------|
| 1. Segog Park | 9. TH Credit Union |
| 2. Flood Bay Park | 10. Two Harbors High School |
| 3. Minnehaha Elementary School | 11. Ski Trail |
| 4. Spokengear | 12. Curling Club/Golf Course |
| 5. West End Parking Lot | 13. Chamber Parking Lot |
| 6. Silver Creek | 14. Lakeview Park |
| 7. Lighthouse Point | 15. The Depot |
| 8. Castle Danger/Downtown | 16. Odegard Park |

Conflict: Indicate locations where you would feel uncomfortable or unsafe along the existing trail/sidewalk system which negatively impacts your ability to use the system safely or causes a threat/concern for the trail system in general.

- | | |
|---|--|
| 1. Trail crossing chamber/golf course | 7. No trail on Hwy 61 down to Scenic |
| 2. Trail crossing co-op | 8. ATV use north side of snowmobile trail |
| 3. Snowmobile crossing by underpass | 9. No pedestrian access by depot |
| 4. Railroad bridge | 10. No bike lane on 8 th |
| 5. No sidewalk on subway side of Hwy 61 | 11. Snowmobile trail east/south of recycle dr. |
| 6. No pedestrian access on 15 th | |

Two Harbors Trees and Trails Commission
Public Visioning Session Meeting Summary
February 16, 2017 – 6:00 p.m. City Council Chambers

Trailheads: The Two Harbors trail system has only a few areas which provide parking and/or wayfinding signage in relation to the trail system. Indicate areas which could serve as small or large 'trailheads' to serve this need.

- | | |
|-----------------------------|-------------------|
| 1. Burlington Bay | 6. Ski Trail Head |
| 2. Fairgrounds/Silver Creek | 7. Campground |
| 3. West End Parking Lot | 8. Agate Bay |
| 4. Two Harbors High School | 9. Edna G Tug |
| 5. Fairgrounds | 10. Spokengear |

Desired Multi-Use Path Facilities:

- | | |
|--|--|
| 1. Connect Agate Bay | 4. Cross 7 th ave, up 15 th st, to create a north loop |
| 2. Off road trail form tunnel to Odegard | |
| 3. Trail along 1 st , connect to 7 th , underpass to create a south loop | 5. Through fairgrounds, down Flood Bay |
| | 6. 3 rd street to boat launch |

Desired On-Road Facilities:

- | | |
|---|----------------------------|
| 1. Residential neighborhoods in general | 4. 7 th avenue |
| 2. Along 8 th street | 5. 14 th street |
| 3. Odegard | |

Desired Additional Facilities:

- | | |
|---|---|
| 1. Silver creek and fairgrounds made bike optimized | 3. Bike trails within ski trails |
| 2. Tax forfeited land made into trails or skills park for bikes | 4. Snowshoe trails (re-utilize XC ski trails) |
| | 5. Finish loop |

Next steps

ARDC will summarize the meeting and email those who attended along with posting the information on the project's website. ARDC will also develop a list of assets/issues and a new draft Vision Statement for the next meeting. The next meeting has yet to be determined. Please look at the project website for future meeting date information of contact ARDC.

Anyone not able to attend or is interested in the planning project is encouraged to contact Justin Otsea of ARDC at 218-529-7529 or jotsea@ardc.org for more information as well as an opportunity to provide public comment into the vision of the City.

Two Harbors Trees and Trails Commission
Public Visioning Session Meeting Summary
February 16, 2017 – 6:00 p.m. City Council Chambers

Trees and Trails Commission Board

The board of the Two Harbors Trees and Trails Commission stayed after the public mapping exercises were complete to discuss commission business.

Present: Passe, Dover, Johnson, McQuade

Absent: Gudowicz, Fabini

Chair Passe called the meeting to order at 8:09 p.m.

Current membership and involvement was discussed. Board members expressed the potential future involvement of community members that were present during the public visioning session.

Motion to approve the October 20th Meeting Minutes made by Dover, Johnson. *Motion approved by all members present and voting.*

MnDOT Open House

- Justin informed the Commission that the next MnDOT open house related to the Highway 61 reconstruction design slated for 2018 would be held on March 7th, at 6:00 p.m. at the Community Center. Brief discussion was held related to the proposed design.

Planting Trees Along Ski Trail

- Derrick informed the Commission that Todd Ronning was on board for planting trees along the ski trail. The Ski Trail Association has also endorsed the idea and is willing to supply volunteers. It was proposed that White Spruce would be ideal, but further discussion could be held prior to ordering the trees.

New Tree Inspector

- It was mentioned that the City is in need of a new tree inspector. The new tree inspector would have to qualified with the correct certification in order to maintain city ordinances. This includes inspecting both private and public lands for decaying trees in Two Harbors. The Board mentioned the possibility of the potential inspector being a public works employee. Also, Justin suggested contacting the Duluth tree inspector to see if they would be willing to help Two Harbors.

There being no more business, a motion to adjourn made by Johnson, Dover. *Motion approved by all present and voting.*

Adjourned at 8:25 p.m.

Trees and Trails –March 16, 2017

Present: *Passe, Fabini, Gudowicz, Dover, McQuade (5)*

Absent: *Christensen, Johnson, (2)*

Other: *none*

Chair Passe called the meeting to order at 6:03 p.m.

Motion to approve the agenda made by Dover, McQuade. *Motion approved by all members present and voting.*

Public Discussion – None

Motion to approve the February 16th Meeting Minutes made by Dover, McQuade. *Motion approved by all members present and voting.*

Commission Business

- a. **Trail Plan Update Planning Process Update-** Otsea referenced members to their packet which contained a survey results summary for the Trail plan online survey. With only 35 respondents, the Commission decided to make one final push for promoting the survey to up the results, another review of the results will be conducted at the April meeting. Additionally, a draft vision statement was reviewed and briefly discussed by the Commission, but a final version was not decided upon. Additionally, Otsea reviewed the results of the public visioning session with the Commission members to provide additional context and insure items weren't missed. Draft segments and recommendations would be prepared for review at the next meeting.
- b. **U.S. Bicycle Route 41 – Preliminary Engineering of Trail Connections Discussion-** Otsea outlined that MnDOT is currently proceeding with preliminary engineering for US Bike Route 41. This is a route which will begin at the Canadian border and end in Minneapolis. It will pass through Two Harbors and should fit in well with and further develop the City's Comprehensive Trail Plan. MnDOT is in the process of contracting a consultant who will provide additional analysis for the ideal route through the City, with preliminary cost estimates to be associated with each section/alternate. Additional information should be available soon regarding the scope of the focused planning process.
- c. **Elections-**Brief discussion was held on existing and upcoming terms for membership, which included Ed Gudowicz confirming he'd like to continue with the group. Kevin Johnson's term was also up, but was not in attendance to outline intentions moving forward, Otsea will follow up on this item. After additional conversation, Otsea was requested by the Commission to follow up with Drew Christensen to see if he'd be able to continue his membership. Additionally, Otsea was asked to also follow up with prospective members to request qualifications and ability to make meetings.

- d. **Harju Tree Planting** – Derrick Passe provided a rough cost estimate outlining the tree planting project scheduled for the spring at identified location at the ski trail. The trees are to be purchased at the SWCD tree sale, and other items are included on the estimate, which would be sent out to Commission members after the meeting. Passe wants to meet with the bank to see if they'd be willing to provide some posts that they have at the hidden springs site, and mentioned that due to the location of the trees, that we'd be relying on mother nature as a primary water source.

Reports

- a. Staff—City Planner Justin Otsea provided brief reports on each of the following topics:
 - 1) **Bike Count** – Otsea is working with SHIP Coordinator Tracy Gilsvik to put on a Spring bike/ped counting event in the City of Two Harbors. Additional details will be provided closer to the event.
 - 2) **Preliminary Plat – Hidden Springs** – Otsea mentioned that a preliminary plat for the hidden springs development, converting town home lots to six residential lots, had received approval from Council recently. Of note, a trail easement extending along 15th street was preserved from the initial Planned Unit Development agreement.

Commission:

- a. Commission-
 - a. **Tree Assessment** –Gary Fabini mentioned that trees in many of the City's properties (Parks, Campgrounds, Cemetery) are aging or absent. We are looking for an individual that would be willing to make a recommendation (low or no cost) for removal, replanting, and planting in these areas to help develop a long-term plan to insure adequate tree coverage. Brief discussion was held, and a few individuals were identified as possible candidates, which included contacting the SWCD and DNR for potential contacts.
 - b. **Tree inspector** – Fabini outlined that he is expecting to undertake the necessary training to fill the vacancy of Tree Inspector with the City. Otsea was requested to follow up to see if a vacancy effects our status as a 'Tree City'. While he expected no impact, he would follow up to ensure that was the case.
 - c. **Memorial Tree Program** – Ed Gudowicz asked Otsea to research past plantings and where they took place. Additionally, the idea of memorializing the late John Harju was also discussed and identified as an item the Commission should consider in some manner, possibly in coordination with the upcoming tree planting project.
 - d. **Next Meeting Date** – The next T&T meeting date was set for **Wednesday April 26th at 6:00 p.m. in the Council Chambers.**

There being no more business, a motion to adjourn made by Dover, Gudowicz. Motion approved by all present and voting.

Adjourned at 7:27 pm

Recorded and submitted by Justin Otsea, City Planner.

Trees and Trails –April 26, 2017

Present: *Passe, Fabini, Gudowicz, Johnson, McQuade (5)*

Absent: *Christensen, Dover (2)*

Other: *none*

Chair Passe called the meeting to order at 6:00 p.m.

Motion to approve the agenda made by Johnson, Gudowicz. *Motion approved by all members present and voting.*

Motion to approve the March 16th Meeting Minutes made by Gudowicz, Fabini. *Motion approved by all members present and voting.*

Public Discussion – None

Commission Business

- a. **Snowmobile Trail Erosion-** Fabini mentioned discussions occurred at Public Works about a fence to curtail traffic, but realized it would be difficult to completely stop the traffic. He also mentioned the east side of the tracks getting action as well, and any sort of solution would probably need some sort of law enforcement involvement to curtail the activity. After group discussion, it was identified that while the area is currently signed, and some sort of barrier may assist with the issue, it was determined that enforcement must be a focal point of any solution.

Motion authorization from council for enforcement of ATV Ordinance specifically into this area for fixing the issue, involving law enforcement and possibly a barrier made by McQuade, Gudowicz. *Motion approved by all members present and voting.*

- b. **Ski Trail Tree Planting Project –** Otsea referenced members to their packet which contained a budget for the previously discussed tree planting project at the ski trail. Passe mentioned he's still working with the Lake Bank to see if he can use existing materials to lower the cost. Brief discussion about location and logistics followed.

Motion approving the tree budget not to exceed \$1,000 (as listed) while the posts may not be included (pending hidden springs) made by Gudowicz, McQuade. *Motion approved by all members present and voting.*

- c. **Trail Plan Update Planning Process Update-** Otsea referenced members to their packet for discussion related to a draft vision statement to be associated with the trail plan update. After brief discussion, the group unanimously found the statement friendly. Additional discussion followed regarding 10 separate trail segments which have been broken into individual projects. Context on each of the projects was gathered, and guidance towards types of on-road facilities was also provided. Otsea summarized the next steps which will include a park evaluation, finalized priority and recommendation development, and creation of an online, interactive story map to be associated with the plan.

- d. **U.S. Bicycle Route 41 – Preliminary Engineering of Trail Connections Discussion-** Otsea informed the Commission that he had a site visit with Lisa Austin of MnDOT earlier that day, gathering data and insight regarding possible routes through town. MnDOT is currently working with the consultant to get them under contract to kick off the project soon. It was also recently determined that the planning process deadline has been extended to the end of the year, and no longer the June 30th that was initially in place. Additional detail regarding a kick-off meeting was expected in the near term.
- e. **11th Avenue Sidewalk** - With an upcoming 11th avenue sidewalk project, the Commission was requested to provide input regarding an ideal tree species to use for replacing the boulevard trees which will be lost during the project. After brief conversation, Ed Gudowicz recommended not using ash or maple due to the invasive species issues already happening throughout the state. A recommendation for using Pin Cherry or Flowering Crab trees was affirmed by the group.

Reports

- a. Staff—City Planner Justin Otsea provided brief reports on each of the following topics:
 - 1) **Gear Swap**-Otsea made mention that SpokeNGear is beginning to gear up for an event on May 20th where people can donate or sell at an 80/20 rate any sort of outdoor gear ranging from backpacks to kayaks, to bicycles. The event will have vendors and hopefully promote getting more bicycles into the community and using the trail system.

Commission:

- a. Commission-
 - a. **Silver Creek Recreation Area**-Chair Passe provided an update regarding the Silver Creek recreation area group who've been meeting over the past few months. Most recently, their meeting focused on comments from a site visit which provided additional context to where trail alignment could take place, and what sort of modes would be there. Additionally, the group is beginning to pursue 501 c 3 non-profit status to open additional grant funding opportunities for future planning efforts.
 - b. **Next Meeting Date** – The next T&T meeting date was set for **Thursday May 25th at 6:00 p.m. in the Council Chambers.**

There being no more business, a motion to adjourn made by Dover, Gudowicz. Motion approved by all present and voting.

Adjourned at 7:27 pm

Recorded and submitted by Justin Otsea, City Planner.

Trees and Trails –May 25, 2017

Present: Gudowicz, Dover Johnson, McQuade (4)

Absent: Passe, Christensen, Fabini (3)

Other: none

Vice Chair Johnson called the meeting to order at 6:09 p.m.

Motion to approve the agenda made by Dover, McQuade. *Motion approved by all members present and voting.*

Motion to approve the April 27th Meeting Minutes made by Gudowicz, McQuade. *Motion approved by all members present and voting.*

Public Discussion – None

Commission Business

- a. **New Member** – Otsea referenced an e-mail in the Commission's packet which contained Benjamin Fleming's reply to an open application request made for the existing vacancy on the Commission. After brief discussion, Otsea asked the Commission if they'd like to recommend Ben be added to the Commission or if he should take steps to advertise the opening.

Motion recommending Ben Fleming be added to the Trees & Trails Commission to replace Drew Christensen made by Dover, Gudowicz. *Motion approved by all members present and voting.*

- b. **Trail Plan Update Planning Process Update-** Otsea referenced members to their packet for discussion related to a draft vision statement to be associated with the trail plan update. After brief discussion, the vision statement was accepted as is and will continue to guide the plan. Additionally, Otsea reviewed the complete list of recommendations including on and off road priority segments, action steps for other non-motorized and motorized modes, wayfinding signage, bicycle parking, among others. Otsea led the Commission through each action step and received feedback on priorities and additions/subtractions that should be made to the recommendations or identified trail segments. Revisions would be made in advance of the upcoming public review meeting, which would correspond with the next Commission meeting.
- c. **U.S. Bicycle Route 41 – Preliminary Engineering of Trail Connections Discussion-** Otsea informed the Commission that the kickoff meeting with consultant engineer Stantek and MnDOT had been scheduled for **Thursday, June 1st, at 2:00 p.m.** He'd be conducting a field observation with the representatives from both firms in the morning, with the meeting's agenda focused on information gathering. Otsea invited the Commission members to participate in the afternoon meeting, and told them to expect additional communications from the consultant soon.

Commission:

- a. Commission-
 - a. *Johnson-* The DNR planted a tree at the Agate Bay landing, replacing the tree recently lost through vandalism. He also mentioned that there's been two cameras installed on the depot and boat landing. Each can be accessed via the Chamber, and other websites.

- b. *Dover* – Identified a memorial tree planting program, specifically directed at those who worked for the City as a good gesture/thank you for their service. After brief discussion of the idea, the program was identified for additional conversation into the future.
- c. **Next Meeting Date** – The next T&T meeting date was set for **Thursday June 22nd at 6:00 p.m. in the Council Chambers**. The meeting would correspond as the public review of the recommendations for the Trail Plan update.

There being no more business, a motion to adjourn made by Dover, Gudowicz. *Motion approved by all present and voting.*

Adjourned at 7:30 pm

Recorded and submitted by Justin Otsea, City Planner.

Trees and Trails –July 20, 2017

Present: Passe, Gudowicz, Dover, Fabini, Johnson, Fleming (6)

Absent: McQuade (1)

Other: none

Chair Passe called the meeting to order at 6:00 p.m.

Chair Passe welcomed newly appointed Commission member Benjamin Fleming and asked other members and staff to introduce themselves.

Motion to approve the agenda made by Johnson, Dover. *Motion approved by all members present and voting.*

Motion to approve the May 25th Meeting Minutes made by Johnson, Gudowicz. *Motion approved by all members present and voting.*

Public Discussion – None

Commission Business

- a. **Trail Plan Update Planning Process Update-** Otsea referenced members to their packet which contained the recommendations presented at the June 22nd Public Review of the Trail Plan. Otsea moved through a similar presentation to that which was given at the meeting for those members who were unable to attend, along with the new member. Brief conversation was held regarding some trail alignments, but most of the information was familiar to the Commission so few revisions were recommended. Brief updates on the Silver Creek opportunity were also provided
- b. **U.S. Bicycle Route 41 – Preliminary Engineering of Trail Connections Discussion-** Otsea provided an update on the current engineering process happening in collaboration with MnDOT and Stantec Consulting. They've finalized the segments which they'll be providing engineering for, and began preparations for materials to present at their public input session. Otsea mentioned that the consultant requested he get feedback from the Commission on where to hold the public engagement sessions, either the County Fair or at the Farmer's Market on August 19th. After discussion, it was recommended by the Commission that the consultant make effort to attend both events as they would provide insight from different demographics of people and possibly provide more balanced feedback for the prioritization of segments.
- c. **11th Avenue Tree Planting-** Otsea referenced a past conversation by the Commission which requested they make a recommendation on tree species for replacing the trees lost during the 11th avenue sidewalk improvement project. The past recommendation was to use 'Pin Cherry' or 'Flowering Crab' trees. Conversation turned to deciding where to replace trees. Fabini offered to meet with property owners along the street to discuss whether they'd like to see a replacement tree (and if so, what kind) or not to help the City determine a replacement strategy. Otsea and Fabini would follow up after he's met with the property owners to determine next steps.

Staff and Commission Reports:

- a. Staff
 - a. Otsea mentioned that the Planning Commission will be reviewing a Parkland Dedication fee to help leverage private dollars for future trail and recreation system investments.
- b. Commission-
 - a. There were no other Commission Reports
- c. **Next Meeting Date** – The next T&T meeting date was set for **Thursday, August 17th at 6:00 p.m. in the Council Chambers.**

There being no more business, a motion to adjourn made by Dover, Fleming. Motion approved by all present and voting.

Adjourned at 7:30 pm

Recorded and submitted by Justin Otsea, City Planner.

PLEASE SIGN-IN

[illegible]

July 19, 2018

PLEASE SIGN-IN

*Please **PRINT** your name and email address*

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