



CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE

Goodhue County, Minnesota

May 2017



ACKNOWLEDGEMENTS

PRODUCED BY CANNON VALLEY TRAIL

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CONTENTS

CHAPTER 1: INTRODUCTION1

CHAPTER 2: CONDITIONS & NEEDS ANALYSIS21

CHAPTER 3: PLAN FOR THE TRAIL.....59

CHAPTER 4: MANAGEMENT, STEWARDSHIP & IMPLEMENTATION107

REFERENCED DOCUMENTS

APPENDIX

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CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE

PREAMBLE

The lower Cannon River Valley of southeastern Minnesota is a special place. Its landscape, bluffs, forests and towns create a sense of authenticity. The valley has been home to people for centuries. In places it is still wild enough to harbor many of its original ecological communities and animals. The cities of Cannon Falls, Welch and Red Wing look, feel and function as unique centers of living and activity. It is this ecological and cultural integrity that creates a sense of place. Christian A. Rasmussen wrote about the Goodhue County landscape in his book *The History of Goodhue County* (1935) “There may be scenes more massive but for a quiet harmonious combination of hill and dale, water and land, blended in one superb whole, you can find no where its superior.” It is worth exploring.

The Cannon River inhabits a valley formed over 10,000 years ago by torrents of water from melting glaciers to the west. The largest of southeastern Minnesota’s rivers, it begins in Rice County and empties into the Mississippi River above Red Wing 110 miles later. Lieutenant Zebulon Pike is likely most responsible for the naming of the Cannon River in about 1805 as he allegedly corrupted the original name applied by French explorers who called it ‘La Riviere aux Canots’, meaning River of the Canoes. These French explorers observed many canoes banked near the mouth of the Cannon River while the owners hunted game on the uplands.

It is through this special place that the Cannon Valley Trail traverses, offering exposure to the ecological, cultural and scenic resources of the valley. Occupying a former railroad right-of-way the Cannon Valley Trail was once declared one of America’s top 11 rail trails by *Bicycling* magazine. Founded through citizen action, the Trail opened in 1986 and now hosts 100,000 annual visitations. In addition to citizen activism and support, the success of Cannon Valley Trail is partially due to careful planning to deliver an outstanding trail recreational experience. This Comprehensive Plan seeks to position the Trail’s governing Joint Powers Board to continue to deliver excellence in the years ahead.

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GENERAL DESCRIPTION OF THE TRAIL

Cannon Valley Trail (CVT) runs through diverse and spectacular scenery on a former Chicago Great Western Railroad line connecting the cities of Cannon Falls, Welch, and Red Wing. The Trail traverses 322 acres of the scenic Lower Cannon River Valley, following the Cannon River for its entire 19.6 mile length. The year-round trail experience offers panoramas of the valley and its ecological, cultural, and scenic resources as it descends 115 feet in elevation from Cannon Falls to Red Wing. From overhanging cliffs to views of extensive wetland complexes, nature's seasonal changes are vividly displayed.

The Trail passes by six major archeological sites, is steward to sixteen sites of threatened or endangered plant species, and contains high quality remnant prairies, maple basswood and floodplain forests. The Trail is open year round. CVT was once declared one of America's top 11 rail trails by *Bicycling* magazine. Founded through citizen action, the Trail opened in 1986 and now hosts 100,000 annual visitations. A guest book at Welch Station Access recorded visitors from 35 states and 7 countries over the 2015/16 season.

Developed for non-motorized use, hikers, bicyclists, inline skaters and cross country skiers enjoy a quiet, nature immersed experience. Bicycling is the dominant use representing about 81% of total use, followed by hiking at 11%, inline skating at 6% and skiing at 2%. Use typically is a family unit or other small group of people. Those under the age of 18 comprise almost 20% of visitors.

CVT offers an 8' wide paved surface, includes 19 bridges, and 6 total access points at Cannon Falls (2), Welch (1) and Red Wing (3). Development varies at each access, but parking, drinking water, toilets, information, and other amenities are provided.

There are three well-developed rest areas accessible only by trail (Anderson, Marshall Memorial, Highway 61 Bridge). These are regularly spaced and provide viewing and exploration opportunities of trout streams, extensive forest, and the Cannon River. At the mid-point is the Welch Station Access with trailhead type amenities and maintenance facilities.

CVT is a vital regional trail connection to the Mill Towns State Trail at Cannon Falls via City Trail and to the Goodhue Pioneer State Trail in Red Wing via the City Hay Creek Trail, as well as to downtown Red Wing via the City Riverfront Trail. Significant trail connections are being planned by other agencies from Red Wing south to Lake City and north to Hastings.

Trail management is unique as it is governed by a local Joint Powers Board (JPB). As a local recreation provider, with over 60% non-local users, the JPB instituted a fee (Wheel Pass) for those on bicycle and/or inline skates, to assist with trail maintenance costs. Purchase of a Wheel Pass in 2016 cost \$25 for an annual pass or \$4 for a daily pass with no charge for those under age 18.

CVT actively participates with educational and cultural programming, such as Voices of the Valley events at Welch Station Access where monthly during the biking season local talent, such as musicians, give performances. The Trail supports programming offered through other institutions such as school educational use.

Trail Governance

The Trail is governed by a local JPB comprised of three members each from the Cities of Cannon Falls and Red Wing and Goodhue County. The City Councils and County Board of Commissioners each appoint at least one elected official and one citizen to the JPB, while the third position can be either at the governing body's discretion. The responsibilities of the JPB are defined in a founding document.

The three units of government financially contribute to the Trail operations budget with the following cost share formula:

- Cannon Falls – 17%
- Red Wing – 34%
- Goodhue County – 49%

Donations and grants are the most typical sources of funds for capital improvement projects.

An identical ordinance governing use of CVT was adopted by the three units of government insuring clarity and consistency in its application. The JPB is assisted by a full time trail manager, part-time office assistant, seasonal staff, and volunteers and professional services provided by staff of the three units of government.

PURPOSE OF THE COMPREHENSIVE PLAN UPDATE

CVT offers a unique and active way for people to experience the Cannon River Valley. The Trail owes much of its success to thoughtful development and management largely due to comprehensive planning. Two plans were previously completed – the 1985 Cannon Valley Trail Comprehensive Plan and 1992 Comprehensive Plan Supplement. While the 1992 plan was completed 25 years ago, it was remarkably durable but aging infrastructure, changing demographics and recreation trends and numerous new trails planned to connect to CVT warrant new planning efforts.

The purpose of this Comprehensive Plan Update is to carry on the efforts for high-quality stewardship of the Trail by renewing the goals stated in the 1992 plan and addressing new issues, changing trends, and the current budget environment. This Plan provides a long-term vision for improvements to Trail facilities, amenities, natural and cultural resources, and guides the addition of desired facilities and programming.

Founded on a solid vision, the Plan defines issues related to the Trail's existing conditions, assessment of needs from users and stakeholders, and provides recommendations for specific management and improvements related to the Plan's goals. The Plan is envisioned to serve the Trail for about 10- 20 years, with capital improvements prioritized in three phases: Early (2018-2020), Mid (2021-2023) and Late (2024-2027). It is recommended that the need for plan updates be addressed at least every ten years or as circumstances warrant, to insure that CVT provides the best recreational experience possible.



Cannon Falls Downtown Access



Welch Station Access



Welch Station Access

GREATER MINNESOTA REGIONAL PARKS & TRAILS COMMISSION

Since the 1992 Comprehensive Plan was adopted, an important addition to the management of recreational amenities has formed for Minnesota. The Greater Minnesota Regional Parks and Trails Commission (GMRPT) was established in 2013. It carries out park and trail system planning and provides recommendations to the legislature for grants funded by the Legacy Parks and Trails Fund for regionally significant parks and trails outside the seven-county metropolitan area. There are 6 districts in the commission; CVT is in the Southeast District (#6).

Managing applications for Legacy funding is an important role for the GMRPTC which considers grants for trails designated as “regionally significant”. There are two steps to the designation process: 1) ranking of the park or trail for a qualifying designation, and 2) completion of a park master plan that guides improvement and management for it. The CVT was designated a trail of Regional Significance in 2015. This designation recognizes the Trail as meeting the evaluation criteria of the GMRPT as an important trail for investment, development, and maintenance.

CVT can benefit from GMRPT assistance through agency coordination, promotion, and application for grants to improve the Trail for regional users.

The Greater Minnesota Regional Parks & Trails Commission and the Legacy Plan both focus on the importance of providing quality outdoor recreation experiences. They have special interest into understanding the needs of park and trail users that are essential for non-users into frequent users. In Greater Minnesota, the Legacy Plan specifically calls for defining a cohesive and well-considered “Greater Minnesota Parks and Trails Regional Network,” that integrates well with state and the metro park and trail systems.

—GMRPTC Strategic Plan

Trail of Regional Significance Statement

The GMRPTC emphasizes in its definition of a Regional Trail (Non-Motorized) as those that provide “*high quality non-motorized recreational trail experiences that are readily accessible from an already populated or rapidly growing regional center or tourist destination*”.

Cannon Valley Trail is a premier 20-mile-long non-motorized rail-trail in Goodhue County connecting Cannon Falls, Welch and Red Wing. It offers a nature immersion experience close to Minnesota population centers (Twin Cities, Rochester), annually hosts 100,000 visitations (60% from outside the County, 5% from out of state), is a vital amenity to a healthy lifestyle, provides meaningful social, exercise, and educational opportunities; and contributes to the economic well-being of the region.



Old West Main Access

REGIONAL TRAIL DEFINITION

According to the Legacy Plan, a Regional Trail is defined: “Trails must be in desirable settings and offer high-quality opportunities and use by users in the region and beyond; other factors may include length, connections to other trails, and lack of other trails in the area.”

The Legacy Plan definition also recognizes the following:

- *Unique role parks and trails of regional significance play in Minnesota’s outdoor recreation system, for both their recreational benefits and their economic impacts*
- *Importance of understanding regional differences across Minnesota*
- *“Regional significance” as an accepted category of parks and trails in Greater Minnesota as being distinct from local, state or federal significance*

—GMRPTC Strategic Plan



Wheel Pass Station

REGIONAL TRAIL CRITERIA

Trails of Regional Significance in Greater Minnesota must meet the following criteria:

- *Regionally desirable setting: The trail is located in a regionally desirable setting*
- *High-quality opportunity and use: The trail serves as a destination, providing high-quality recreational opportunities, attracts a regional clientele (multiple communities), potentially may draw tourists, and generates an economic impact from outside the local area*
- *Trails of regional significance in Greater Minnesota must also address other criteria in their aggregate, including adequate length, connections, and scarcity of trail resources*

—GMRPTC Strategic Plan

GUIDING PRINCIPLES OF THE GMRPTC

- **Principle/Theme #1** – Support Merit-Based Projects Most Relevant to and Valued by Residents of, and Visitors to, Greater Minnesota
- **Principle/Theme #2** – Support Projects Emphasizing High Quality Outdoor Experiences and Healthy Lifestyles
- **Principle/Theme #3** – Support Projects Emphasizing Near-Home Access and Connectivity
- **Principle/Theme #4** – Support Projects that Protect Threatened/ Exceptional Areas of High Quality Natural Resources
- **Principle/Theme #5** – Support Projects that Foster Economic Development in Greater Minnesota Cities, Townships, and Counties

Evaluation Criteria

This section of the Comprehensive Plan demonstrates how CVT meets the four criteria determined by the GMRPTC as a Regional Trail (Non-Motorized) and fulfills requirements of eligibility for future Legacy funding.

Criteria #1: Provides a High-Quality Outdoor Recreation Experience

What makes CVT a valuable experience is related to the opportunity to exercise and socialize; an immersion in a visually dramatic and ecologically significant landscape; excellent maintenance; feeling safe; and being convenient to use. Most memorable to visitors is the immersion in the Lower Cannon River valley landscape. The Trail traverses through an incredibly diverse environment (from prairie to deep woods), punctuated with dramatic and varying views. The experience constantly changes maintaining a visitor's interest in visiting time and time again. Cannon Falls, Welch and Red Wing each provide a quality small town experience to add further diversity and interest to the experience.

This Comprehensive Plan recommends actions to both enhance existing qualities and fill gaps in service. This includes providing ecologically effective natural resource stewardship, planning for bituminous and bridge upgrades, providing modern restrooms at three locations, improving trail connections to other desirable destinations, promoting winter use and other actions.

Criteria #2: Provides a Natural and Scenic Setting Offering a Compelling Sense of Place

The lower Cannon River Valley of southeastern Minnesota is a special place. Its landscape, bluffs, forests and towns create a sense of authenticity. The valley has been home to people for centuries. In places it is still wild enough to harbor many of its original ecological communities and animals. The cities of Cannon Falls, Welch and Red Wing look, feel and function as unique centers of living and activity. It is this ecological and cultural integrity that creates a sense of place.

CVT offers exposure to the ecological, cultural and scenic resources of the valley. Paralleling the Cannon River for nearly 20 miles, it's nearly perfect combination of pools, riffles and rapids provides movement and sound. The visitor is at times enclosed in the landscape passing through rock cuts or mature maple-basswood forest and then thrust



Regional location of CVT

into an open landscape flanked by prairie grass and flowers. The long views are of dramatic 200- 300' high bluffs – the near views include the spring ephemerals of the mature forest floor. Nineteen bridges change the character as you pass over three creeks and deep ravines. This drama is compelling and why many consider CVT to be their favorite trail in Minnesota.

Criteria #3: Well-located and Connected to Serve Regional Population and/or Tourist Destination

The proximity of CVT to the Twin Cities Metropolitan Area (38 miles to downtown St. Paul) and a 45 minute drive to Rochester (3rd largest city in Minnesota), makes CVT a well connected, easily accessible destination to a large percent of Minnesota's population. When completed, State of Minnesota and other trails will provide continuous trail connectivity from CVT to Northfield, Faribault and Mankato to the west, Zumbrota and Rochester to the south, Lake City to the southeast, and Hastings and the Twin Cities to the north. CVT's location is the most strategic of all in providing the connections to these trails.

Cannon Falls, Welch and Red Wing are already well visited tourism destinations. Cannon Falls has a winery and brewery that are putting it "on the map", Welch is extremely popular for river use and downhill skiing, and Red Wing hosts an enormous number of visitors arriving for everything from art festivals, fall color viewing, using the Mississippi River and more. CVT connects these three destinations and provides one more reason to choose Goodhue County to visit. This Plan provides recommendations on how CVT can further integrate itself with other providers of services and experiences sought by visitors so as to increase usefulness and value to many.

Criteria #4: Fills a Gap in Recreational Opportunity within the Region

For 30 years CVT has provided a high quality experience on a moderate grade – difficult to achieve with the dramatic topography of southeastern Minnesota. Presently the only other comparable rail-trail with similar exposure to this landscape is the Root River State Trail but at a distance from the Twin Cities three times what CVT is. The Goodhue Pioneer State Trail offers a similar experience but only 4.0 miles is developed near Red Wing at this time. CVT is in an essential strategic location to provide the connection to trail development to the west, south, southeast and north. Without CVT, connections would be extremely problematic if not impossible.

LOCATION & REGIONAL CONTEXT

When first opened in 1986, CVT connected Cannon Falls (population 4,083) and Red Wing (population 16,445), passing within sight of the Village of Welch (unincorporated). At this time, connections to other city destinations, such as commercial centers, historic sites, parks, etc. was mostly via on-road city streets. Due to the high-quality experience and proximity to the Twin Cities Metropolitan Area and Rochester, annual use of the Trail grew rapidly, from about 20,000 for the first full year of operation to nearly 100,000 per year today.

In 1986 rail-trail development by the State of Minnesota was growing rapidly and state trails in the region somewhat contemporary with CVT included Goodhue Pioneer, Sakatah Singing Hills, and the Douglas trails. At the time, none of these trails connected to CVT. Since 1986, the role of CVT as an essential connector to other regional/state-level parks and trails has emerged, to the point that now CVT connects – or has the potential to connect – with numerous other facilities. These connections include:

Cannon Falls Vicinity

- The City operates a trail system that connects CVT to city parks along the Little Cannon and Cannon Rivers and downtown
- The recent completion of 1.5 miles of the Mill Towns State Trail (MTST) from Cannon Falls to both Lake Byllesby Park (Goodhue County) and Lake Byllesby Regional Park (Dakota County) makes for a nearly continuous trail connection from CVT via Cannon Falls City Trail. The MTST is intended to connect CVT to Northfield, Faribault, then to the Sakatah Singing Hills State Trail for a continuous trail to Mankato.

Red Wing Vicinity

- The 1.6 mile long paved city Riverfront Trail connects CVT to city parks along the Mississippi River including Pottery Pond, Bay Point and Levee. Furthermore the City plans to extend the trail to He Mni Can Barn Bluff Park (a candidate for designation as a regionally significant park by the GMRPTC) and then to Colvill Park. The State of Minnesota Mississippi Blufflands Trail is intended to connect Lake City to Colvill Park in the future.
- The 2.0 mile long paved city Hay Creek Trail connects CVT to the Goodhue Pioneer State Trail which offers 4.0 miles of paved trail to the Village of Hay Creek. Eventually this trail will connect to Zumbrota and then the Douglas State Trail for continuous trail to Rochester.
- The Hastings to Red Wing Trail is a citizen driven effort to connect Hastings to Red Wing, using a portion of CVT in Red Wing. A master plan has been completed and land

acquisition efforts are being contemplated. If completed this trail will connect CVT to Hastings, which in turn would connect to Hastings city trails and to the Mississippi River Regional Trail (Dakota County) which will eventually continue to St. Paul.

Rural Goodhue County

- The Miesville Ravine Park Reserve (currently 1,417 acres) is operated by Dakota County and lies across the Cannon River north of CVT at Mile 6. The 2005 Miesville Ravine Master Plan makes reference to a trail bridge over the Cannon River and a paved spur to CVT.

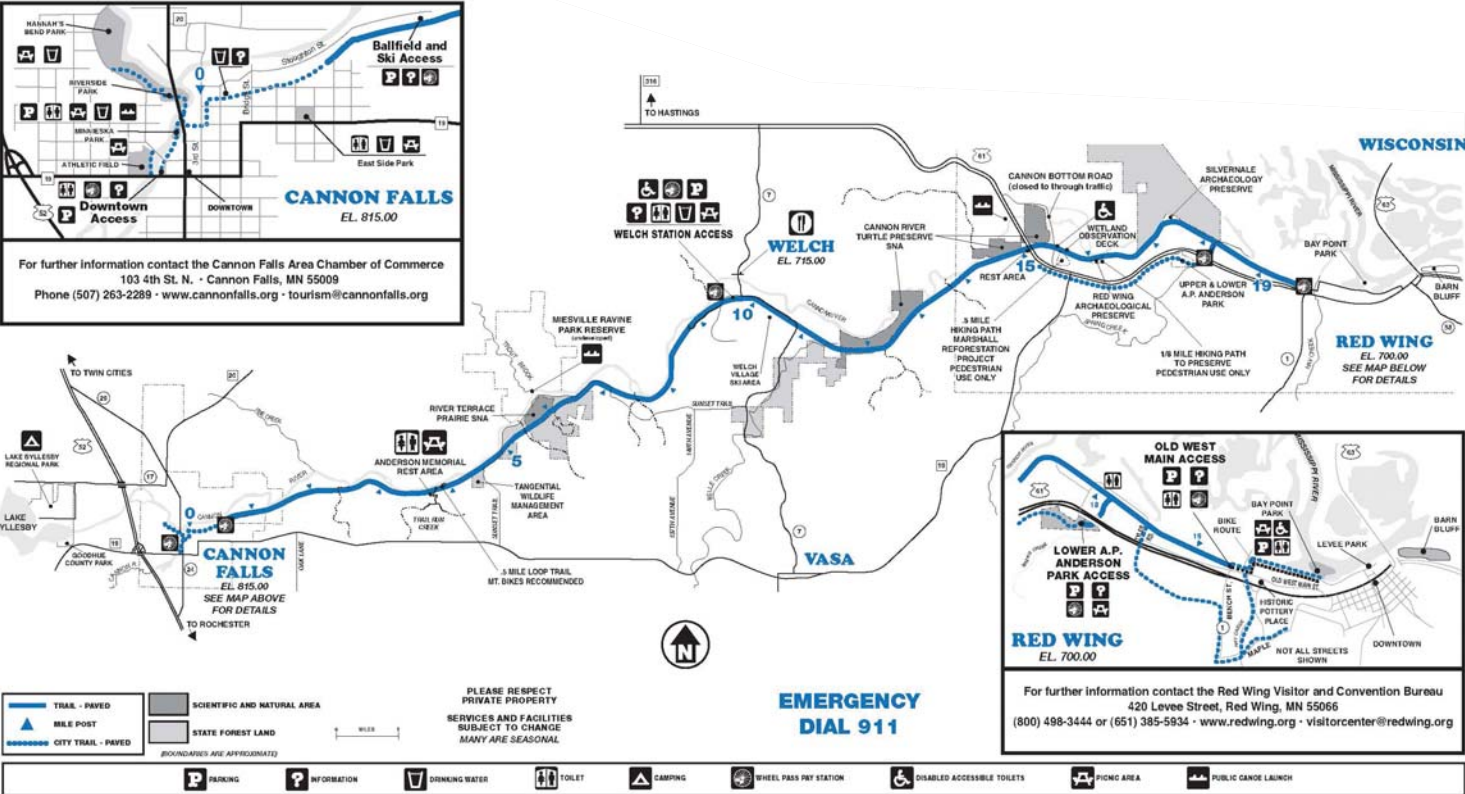
The existing and proposed connectivity to other regionally significant parks and trails provides an outstanding opportunity to complement and share facilities, such as picnic grounds, modern restrooms and accesses. This connectivity also will increase and diversify recreational experiences.

CURRENT & PAST PLANNING EFFORTS FOR THE TRAIL

Trail Formation

The CVT was made possible by a group of citizens from Goodhue County who in 1983 created an organization called Cannon Valley Trail Inc (CVT Inc.). CVT Inc. raised private funds for the acquisition of approximately nineteen miles of abandoned right-of-way from the Chicago Great Western Railway. This abandoned rail bed connected the Cities of Cannon Falls and Red Wing with the mid-point near the Village of Welch, all through the scenic lower Cannon River valley. The Minnesota Parks Foundation (later merged into the Minnesota Parks and Trails Council of Minnesota) agreed to facilitate buying the right-of-way by advancing funds and receiving contributions for the acquisition. The property was purchased in 1984 and CVT Inc. then convinced the Cities of Cannon Falls and Red Wing and the County of Goodhue to create a Joint Powers Board (JPB) with three members from each unit of government. The JPB was charged with managing the now named Cannon Valley Trail. The first official act of the JPB was to apply for development funds from the Land and Water Conservation Fund/Legislative Commission on Minnesota Resources. This application was successful allowing for development beginning in the second half of 1985.

FIGURE 1. CANNON VALLEY TRAIL MAP



Following the purchase with private funds the property was donated to Goodhue County under the condition that it be managed by the JPB. Public ownership of the entire length offered operational advantages such as securing liability insurance. In about 1986, an additional .6 miles of right-of-way connecting to CVT was abandoned in Cannon Falls which was purchased by the City as an extension of the CVT. This now created a 19.6 mile long rails-to-trail project. CVT was officially dedicated on May 31, 1986 and opened for business with five miles of bituminous and 14.6 miles of crushed rock surface.

(Section above adapted from 1985 CVT Comprehensive Plan content)

First Comprehensive Plan - 1985

CVT Inc. received assistance from Minnesota Parks Foundation for the preparation of a comprehensive plan for Trail development. The plan was prepared by Charles Tooker and John Koepke of Charles Tooker City and Town Planning of rural Goodhue County. The process began in October 1984 and the CVT Comprehensive Plan was completed in August 1985.

CVT received additional planning advice from the Minnesota Department of Natural Resources throughout 1984 and 1985. Plan objectives included fitting the Trail into the natural and man-made features of the valley, defining ten development goals, developing specific recommendations including site plans, circulation and parking. The Plan placed great emphasis on the diversity of recreation experience that was available. The concluding sections were devoted to Trail management objectives.

(Section above adapted from 1985 CVT Comprehensive Plan content)

Second Comprehensive Plan – 1992

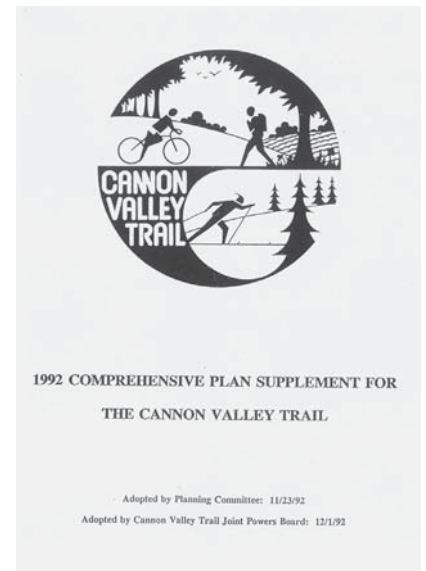
CVT enjoyed early success as annual visitations grew quickly from an estimated 20,000 in 1986 to over 75,000 in 1992. In 1991, a mandatory fee was established, called the Wheel Pass, for those age 16 and older (later changed to age 18) on bicycles or inline skates. In 1992 the bituminous surface was completed for the entire length. In 1992, with six years of operational experience, the JPB understood that many of the 1985 Comprehensive Plan objectives had been accomplished and that additional planning was necessary to guide future development and management. A planning committee was formed and seven meetings held with the purpose of reviewing and updating the Comprehensive Plan goals; reviewing historical trends; obtaining citizen input; updating land use plans; establishing site plans for trail access locations; considering signage issues and management issues; and developing an updated five-year capital improvement program. The plan was prepared by Brian Peterson, City of Red Wing Planning Coordinator and Bruce Blair, Trail Manager.

The 1992 Comprehensive Plan Supplement for the CVT was adopted by the JPB on December 1, 1992. The content includes amended goal statements, new goals and the first Mission Statement for the Trail:

“It is the mission of the Cannon Valley Trail Joint Powers Board to manage the Cannon Valley Trail within our abilities and resources, while providing for a diverse and high quality experience.”

The 1992 Plan also noted policy changes, reviewed use and budgetary trends, and surveyed the members of a recently formed “Friends of the Trail” – a membership-based organization under the direction of the JPB. The Plan concludes with site specific trailhead plans, maintenance facility building plans, sign improvements and management/organization/administrative/ordinance and resource recommendations as well as a 1993-1997 Capital Improvement Program.

(Section above adapted from 1992 Comprehensive Plan Supplement for the Cannon Valley Trail)



Cover of the 1992 Comprehensive Plan

Trails with Connection or Future Connection to CVT

STATE OF MINNESOTA – DEPARTMENT OF NATURAL RESOURCES

- » Mill Towns State Trail
- » Goodhue Pioneer State Trail
- » Mississippi Blufflands State Trail

OTHER REGIONAL TRAILS/ PARKS

- » Lower A. P. Anderson Trail (CVT Owned/Operated Spur)
- » Hasting to Red Wing Trail
- » Mississippi River Trail
- » Lake Byllesby County Park (Goodhue County)
- » Lake Byllesby Regional Park (Dakota County)
- » Miesville Ravine Park Reserve (Dakota County)

CITY OF CANNON FALLS TRAILS

- » City Trail System

CITY OF RED WING TRAILS

- » Riverfront Trail
- » Hay Creek Trail
- » Upper A. P. Anderson and Highway 61 Trail

CANNON VALLEY TRAIL ACCESSIBLE – NATURAL SURFACE TRAILS

- » Anderson Rest Area
- » MnDNR State Forest Recreational Trail
- » Anderson Center
- » Red Wing Archaeological Preserve
- » Camp Pearson
- » Silvernale Archaeological Site

PROPOSED TRAILS WITH RELATIONSHIP TO CANNON VALLEY TRAIL

- » Red Wing Wildlife League Property Trail
- » Welch Village Ski and Snowboard Area/Mt. Bike Trails
- » Anderson Center/Cultural Trail/ Cultural Heritage Park
- » City of Red Wing Housing Development Trail Connection
- » City of Red Wing West Service Drive Trail Connection
- » City of Red Wing – Bench Street Trail

AREA TRAIL CONNECTIONS

Since the 1992 Comprehensive Plan Supplement, four trails developed by other agencies have been constructed that essentially connect to CVT, plus another two connecting trails have completed a master planning process. These existing and proposed trails offer, or will offer, a substantial increase in the number of miles of paved trail allowing users to continue their journey west of Cannon Falls, north and south of Red Wing and southeast along the Mississippi River. Furthermore there are more local trails that contribute to the CVT experience.

State of Minnesota – Department of Natural Resources

Mill Towns State Trail

The MTST is to eventually connect CVT to the Sakatah Singing Hills State Trail (SSHST) in Faribault, via Northfield and Dundas. The SSHST trail is continuous to Mankato. The MTST theme recognizes the historic mills that once used the Cannon River. The MnDNR recently completed 1.5 miles from the west side of Cannon Falls to near the Byllesby Hydroelectric Dam and a bridge over the Cannon River into Dakota County. This is a valuable connection as it links the two lake parks- Dakota County's Lake Byllesby Regional Park and Goodhue County's Lake Byllesby Park to Cannon Falls and, by extension via City Trails, to CVT.

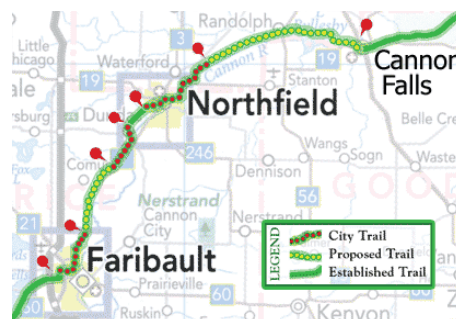
In Cannon Falls the MTST terminates at 9th Street, near the fairgrounds and Hannah's Bend City Park. The MnDNR built a small parking lot adjacent to the fairgrounds. Presently there is a 900' trail gap to City Trail requiring trail users to use a city street as a connection.

Opportunities

- The MTST 1.5 mile segment provides a connection to two county parks with facilities beneficial to trail users, such as parking, restrooms, picnic shelters, camping and drinking water.
- This development will likely increase use of CVT

Issues

- Trail gap of 900' in Cannon Falls and determining what agency/agencies leads or cooperate in the planning, funding, construction and management
- Way finding confusion to navigate through Cannon Falls using MTST, City Trail and CVT
- Ordinance differences, most notably no pets allowed on CVT (allowed on other trails), and a CVT fee (Wheel Pass) for bicycling and inline skating (other trails have no fee)



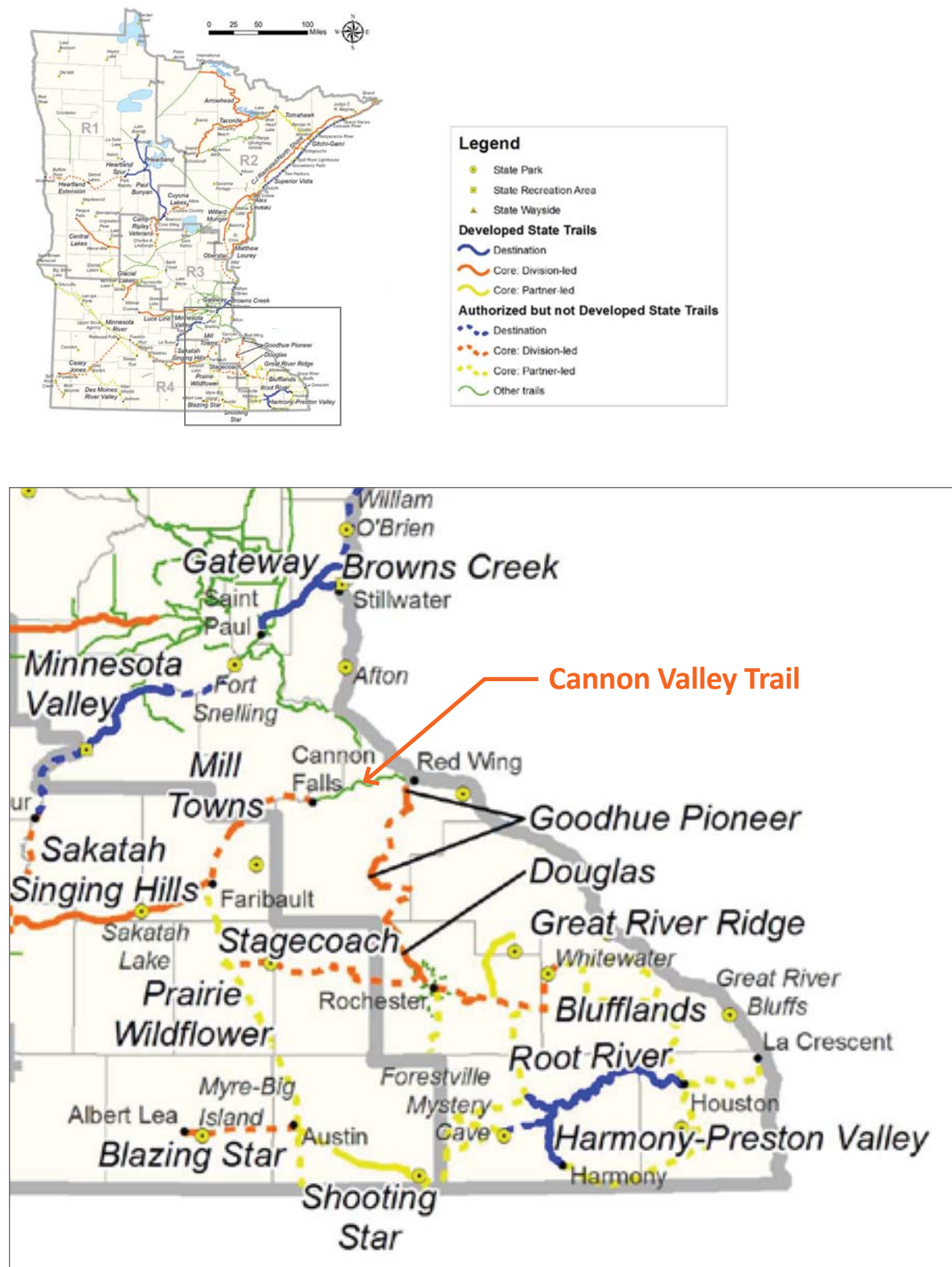
Full extent of Mill Towns State Trail

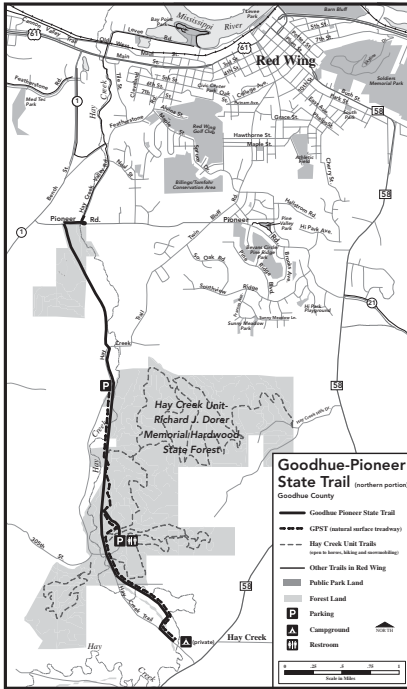


Connection to Mill Towns State Trail

FIGURE 2. MINNESOTA STATE PARKS AND TRAILS SYSTEM PLAN

Source: Minnesota Department of Natural Resources





Goodhue Pioneer State Trail

Goodhue Pioneer State Trail

When complete, the GPST will connect the cities of Red Wing, Goodhue, Zumbrota, Mazeppa, Bellechester and Pine Island for a distance of 37 miles. At Pine Island the Douglas State Trail continues to Rochester. When completed there will be continuous trail from CVT to Rochester.

Currently, two sections of the GPST are completed. In the north there are 4 miles of paved trail from the City of Red Wing's Hay Creek Trail to the Village of Hay Creek. A portion of this section has an adjacent natural surface tread way for horse use.

In the south at Zumbrota there are 5.2 miles of paved trail, connecting to the city's trail system and then traveling north. Uses allowed include hiking, biking and snowmobiling. The MnDNR is actively pursuing land acquisition to complete the trail.

Opportunities

- Currently four miles of paved trail are available (eventually 37 miles)
- Connection to state forest land and the Village of Hay Creek with a campground and restaurant
- Likely to be increased use of CVT as the GPST develops

Issues

- Way finding confusion to navigate from CVT to Hay Creek Trail then to the GPST
- Ordinance differences, most notably no pets allowed on CVT, and the CVT Wheel Pass

Mississippi Blufflands Trail

The Mississippi Blufflands State Trail (MBST) is a Minnesota legislatively authorized state trail (2015) which is to connect Red Wing's Riverfront Trail at Colvill Park to Lake City, with connections to Frontenac State Park, a distance of approximately 18 miles. The trail will be developed primarily for non-motorized use but snowmobile use may be possible on limited portions. A high-level master plan was completed September 2016. The plan identified a general search corridor for the trail route except some specific potential route opportunities are explored in more detail. It is anticipated that the route will depend upon local trails, highway right-of-way and other options for completion. A completion date is unknown.

Opportunities (long term)

- 18 miles of new paved trail experience
- Connection to Frontenac State Park with facilities beneficial to trail users, such as parking, restrooms, picnic shelters, camping and drinking water
- Likely to be increased use of CVT as the MBST develops

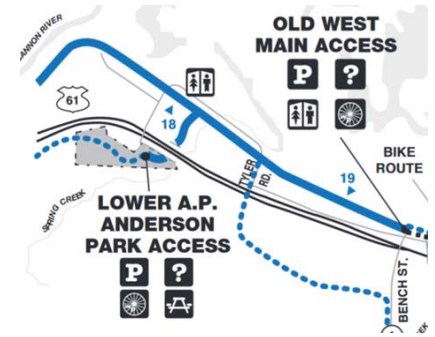
Issues (long term)

- Way finding confusion to navigate from CVT, Riverfront Trail to the MBST
- Ordinance differences, most notably no pets allowed on CVT (allowed on other trails), and the CVT Wheel Pass

Other Regional Trails & Parks

Lower A.P. Anderson Trail (CVT Owned/Operated Spur)

This spur trail connecting the CVT to Lower A. P. Anderson Park is the only portion of CVT not on former railroad right-of-way. It provides a valuable connection to Lower A.P. Anderson Park, which serves as an access to the CVT and is signed from Highway 61. It has the added interest of passing by the Goodhue County Poor Farm cemetery where interpretation is provided. This spur then connects to City of Red Wing trail that goes to Upper A.P. Anderson Park, which in turn connects to City trail along Highway 61. These connections make an effective trail connection from extensive neighborhoods to CVT, city parks and downtown. Opportunities and issues of this spur are included in this Plan's content.



Lower A.P. Anderson Trail

FIGURE 3. MISSISSIPPI BLUFFLAND STATE TRAIL MAP



Source: Mississippi Blufflands State Trail Master Plan, State of Minnesota

Hastings to Red Wing Trail

In 2008 the Parks and Trails Council of Minnesota coordinated the preparation of a Master Plan Report for the Hastings – Red Wing Trail (H-RWT). This effort was the result of citizen advocacy for developing a trail between Hastings and Red Wing and the Report was completed in 2009. Partners in the planning process were Goodhue and Dakota County, and the cities of Hastings and Red Wing. The function of the trail is to provide a high quality experience along the Vermillion and Mississippi Rivers and connect population centers. It would connect to the City of Hastings trail system and to the Mississippi River Regional Trail under development by Dakota County.

The Report identifies preferred and alternative route locations, using highway right-of-way and both public and privately owned former railroad right-of-way as well as other options. Total trail length depends upon the final alignment but will be at least 18-20 miles long. Of particular interest are the preferred and alternate routes identified for connecting to CVT. The preferred route crosses the Cannon River and bottom land on abandoned railroad right-of-way and connects to CVT near Pepin Avenue in Red Wing. This alignment crosses the Silvernale archeological village site. The alternate uses Collischan Road to Cannon Bottom Road, before connecting to CVT at its Cannon Bottom Road Access.

Currently there is increasing interest in advancing the planning and route acquisition for future development. However there is no timeline for this acquisition and when, or if, the trail will be developed is unknown.

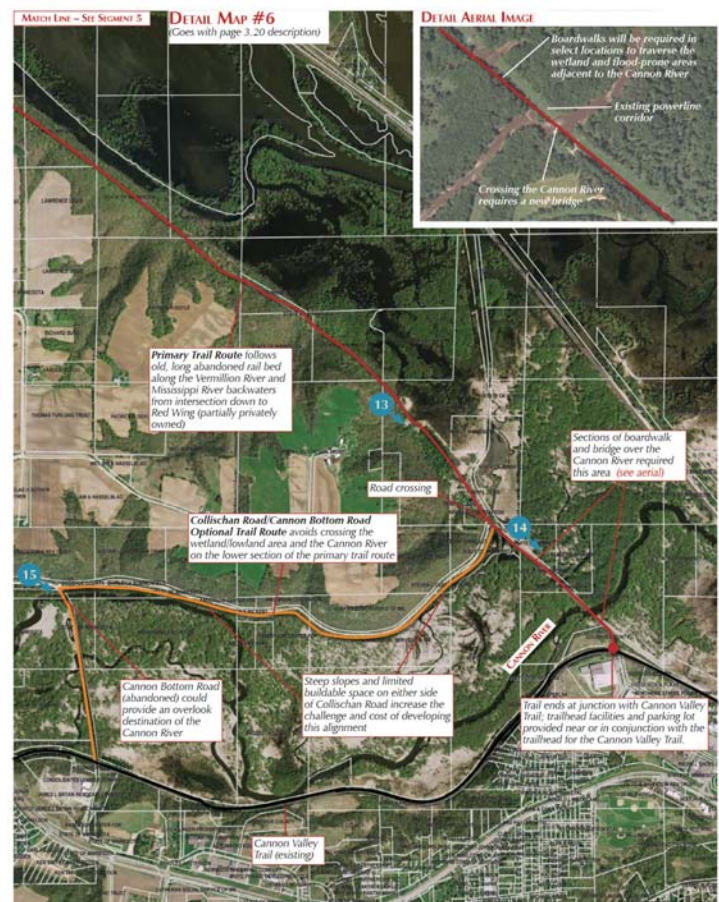
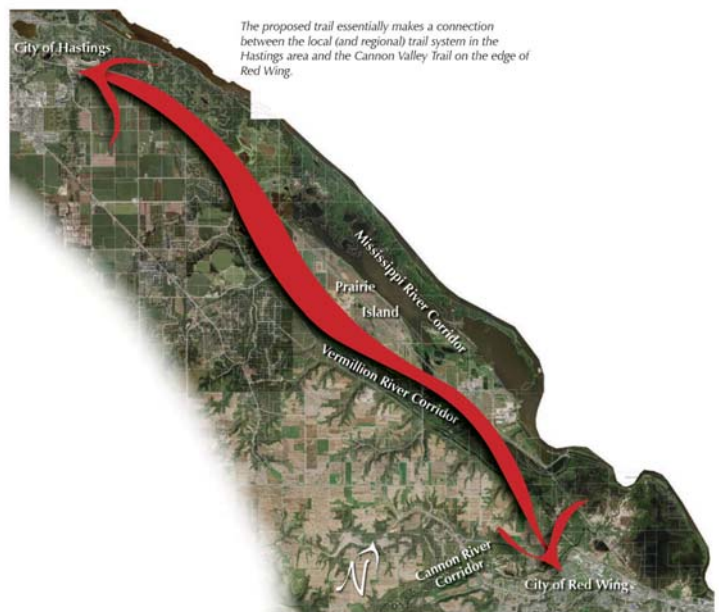
Opportunities (long term)

- 18-20 miles of new paved trail experience
- Connects two population centers and to the metropolitan regional trail system
- Connection to City of Hastings parks with facilities beneficial to trail users, such as parking, restrooms, picnic shelters, and drinking water
- Connects to Treasure Island Resort and Casino vicinity
- Offers improved trail commuting from Red Wing to Prairie Island
- Likely to be increased use of CVT as the H-RWT develops

Issues (long term)

- If literally interpreted, the preferred alignment through the Silvernale archaeological site would be damaging and unacceptable
- Way finding confusion to navigate from CVT to the H-RWT
- Possible ordinance differences
- Substantial increase of use creates concerns about CVT physical and operational capacity to manage

FIGURE 4. HASTINGS TO RED WING TRAIL



Maps from Master Plan Report Hastings - Red Wing Trail

The image displays two maps of the Red Wing Area, Wisconsin, showing the Mississippi River Trail (MRT) and the Red Wing East area. The top map is Map Q, showing the MRT route and surrounding areas. The bottom map is Map Q2, showing the Red Wing East area. Both maps include a legend, a scale bar, and a north arrow.

Map Q: Red Wing Area
 Map Q shows the MRT route (red line) and surrounding areas. The legend includes:
 - MRT Route on Existing Route with Limitations (red line)
 - MRT Route on Existing Route (red line)
 - Existing Recreational Facilities (green line)
 - Parking Opportunities (blue line)
 - Other Routes (blue line)
 - State and Regional Parks (green line)
 - Wisconsin National Forest and Recreation Area (green line)
 - National and State Parks (green line)
 - National Wildlife Refuge (green line)
 - Existing Features (blue line)
 - Major Road with 4+ Lanes (blue line)
 - Major Road with 2-3 Lanes (blue line)
 - Other Roads (blue line)
 - State Routes (blue line)
 - County Roads (blue line)
 - Open Area (blue line)

Map Q2: Red Wing East
 Map Q2 shows the Red Wing East area. The legend includes:
 - MRT Route on Existing Route with Limitations (red line)
 - MRT Route on Existing Route (red line)
 - Existing Recreational Facilities (green line)
 - Parking Opportunities (blue line)
 - Other Routes (blue line)
 - State and Regional Parks (green line)
 - Wisconsin National Forest and Recreation Area (green line)
 - National and State Parks (green line)
 - National Wildlife Refuge (green line)
 - Existing Features (blue line)
 - Major Road with 4+ Lanes (blue line)
 - Major Road with 2-3 Lanes (blue line)
 - Other Roads (blue line)
 - State Routes (blue line)
 - County Roads (blue line)
 - Open Area (blue line)

Mississippi River Trail

The Mississippi River Trail (MRT) is a designated bicycle trail that parallels the Mississippi River from the headwaters at Lake Itasca, Minnesota to the mouth of the river at Venice, Louisiana, a trail distance of 3,000 miles. Most of the route uses roads, with off-road trails used as possible. The Minnesota Department of Transportation is responsible for signing and managing the route in Minnesota.

From Hastings south the designated route is along Highway 316 to Highway 61, then continues to Red Wing on Highway 61 to the intersection with Bench Street. The route follows Bench Street to the Rivefront Trail to downtown. After winding through downtown it reconnects with Highway 61 on the east side of the City. Presently the MRT does not use any portion of the CVT.

Opportunities

- The City of Red Wing has expressed interest in using a portion of the CVT as the MRT route. If possible this could slightly increase the use of CVT.

Issues

- Communicating the Wheel Pass ordinance

Byllesby County Park (Goodhue County)

The Byllesby County Park is located along the southeast end of Lake Byllesby (reservoir), just west of Cannon Falls. Currently it is about 54 acres in size with 2,500' of frontage on the lake. Development includes a boat launch, paved and natural surface trails, picnic shelter, portable toilets, fishing pier and a beach. This park is now connected to CVT via a recently completed segment of the MTST and City of Cannon Falls trail. Concurrent with the CVT Comprehensive Plan update planning process, Goodhue and Dakota Counties, in a coordinated effort, were updating the master plans for their respective parks. The CVT process remained informed of the Counties planning efforts.

Opportunities

- The trail connectivity to Cannon Falls, Lake Byllesby Regional Park and CVT creates new destinations and opportunities for CVT users
- The park has facilities of interest to CVT users

Issues

- Way finding confusion to navigate from here to CVT
- Possible ordinance differences

Lake Byllesby Regional Park (Dakota County)

The Lake Byllesby Regional Park (LBRP) is a 620 acre metropolitan system park owned and operated by Dakota County, located on the north side of Lake Byllesby. The park is in two segments, with the easterly segment of 254 acres extensively developed including a campground, boat launch, picnic shelter, beach, building, paved and natural surface trails and modern restrooms. Concurrent with the CVT Comprehensive Plan update planning process, Goodhue and Dakota Counties, in a coordinated effort, were updating the master plans for their respective parks. The CVT process remained informed of the Counties planning efforts.

Opportunities

- The trail connectivity to Cannon Falls, Lake Byllesby Park and CVT creates new destinations and opportunities for CVT users
- The park has facilities of interest to CVT users

Issues

- Way finding confusion to navigate from here to CVT
- Possible ordinance differences

Miesville Ravine Park Reserve (Dakota County)

The Miesville Ravine Park Reserve (MRPR) is a metropolitan system park owned and operated by Dakota County. From CVT Mile 5-6 it is located north across the valley floor (about 1/3 mile) and the Cannon River. In-between CVT and MRPR is state forest land, the River Terrace Prairie State Natural Area (SNA), Sunset Trail (township road) and the Cannon River. Established in 1985 Dakota County now owns approximately 1,400 acres of the parks preferred eventual size of 2,000 acres. The park offers dramatic topography, 3.4 miles of Trout Brook and 1.5 miles of Cannon River frontage. The 2005 Master Plan is written with a fifteen year lifespan in mind. Current facilities include parking, hiking trails, two picnic shelters and a vault toilet. Uses include hiking, fishing and as a launching/landing site for canoeing, kayaking and inner tubing on the Cannon River.



Graphic from 2005 Lake Byllesby Regional Park Master Plan



Graphic from 2005 Miesville Ravine Park Reserve Master Plan

The Cannon River makes movement between MRPR and CVT difficult. Driving from one to the other involves about an eleven mile circuitous route. The MRPR Plan suggests a pedestrian/bicycle bridge over the Cannon River, with a paved connecting trail to CVT (using a MnDNR owned field road along the SNA) and states that connectivity between these two recreational destinations will enhance them both. The Plan comments that the bridge could be a potentially controversial issue as the bridge is only legitimate if it has a connection to CVT and the feasibility of securing authorizations is unknown since the Cannon River is a component of the State Wild and Scenic River program.

Opportunities

- A paved trail connection between MRPR and CVT, with a bridge over the Cannon River would conveniently increase a user's ability to visit either destination
- MRPR has picnic shelters and a vault toilet for potential CVT user use

Issues

- Feasibility of the bridge and trail connection is not known
- The bridge could have negative visual impacts to the river corridor
- There could be interest from other users, such as snowmobiles and equestrians, to allow those uses on the bridge. This could complicate ordinance enforcement on CVT

(Section above adapted from 2005 Miesville Ravine Park Reserve Master Plan.)

City Trails

Cannon Falls

The City of Cannon Falls operates a non-motorized trail system that is essential for connecting CVT to downtown and facilities. Technically the CVT begins/ends on the east side of the City, but City acquisition of .6 miles of abandoned railroad right-of-way in about 1986 allowed for trail development further into the City. This .6 miles is virtually indistinguishable from CVT so most of the public believes it is a part of CVT. CVT performs light maintenance of this length with the City responsible for all other needs.

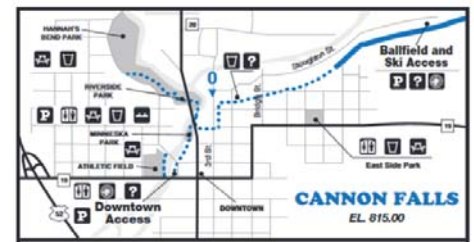
City trail takes advantage of nearly continuous city park land along the Little Cannon and Cannon Rivers, allowing for a mostly off-road connection from CVT to the City operated Downtown Access. City trail also connects to Hannah's Bend Park, stopping 900' feet short of the MTST.

Opportunities

- City trail is essential for connecting CVT users to the City
- Closing the gap between the MTST and City trail would provide better and safer trail use

Issues

- Way finding confusion is frequent between the Downtown Access and CVT, despite the good faith effort at signing. The concept of a designated and better marked 'Through-Trail' from downtown to CVT has emerged and needs to be explored.
- It is not clear who is responsible for filling the 900' gap at an estimated cost of \$90,000
- The Downtown Access sign is difficult for some first time visitors to see – no MnDOT style sign exists on Highway 19
- The Downtown Access does not have modern restrooms – only portable toilets. Stakeholder comments make frequent mention of the desire for modern restrooms



(Map from CVT pamphlet)

Red Wing - Riverfront Trail

The City of Red Wing Riverfront Trail connects CVT to city parks along the Mississippi River including Pottery Pond, Bay Point and Levee Park in downtown, a distance of 1.6 miles. Plans are to continue the trail to He Mni Can Barn Bluff Park and Colvill Park, adding an additional 1.8 miles of paved trail. The Riverfront Trail offers exceptional access to the Mississippi River and industrial river front use.

Opportunities

- The Riverfront Trail will eventually provide a 3.4 mile quality trail experience
- The city parks provide services needed by CVT users

Issues

- Way finding confusion exists and is especially acute from the Old West Main Access to the Old West Main/Withers Harbor Drive intersection



Riverfront Redevelopment Plan

24

Map from City of Red Wing Riverfront Redevelopment Plan

Red Wing - Hay Creek Trail

The City of Red Wing Hay Creek Trail is a scenic 2.0 mile long paved trail from the Old West Main/Withers Harbor Drive intersection south along Hay Creek to Pioneer Road. It connects CVT to the GPST.

Opportunities

- The Hay Creek Trail provides a quality trail experience of 2.0 miles

Issues

- Way finding confusion exists and is especially acute from the Old West Main Access to the Old West Main/Withers Harbor Drive intersection
- Hay Creek Trail accesses few services commonly sought by users, such as restaurants



Hay Creek Trail area (Map from Goodhue County web site, parcel viewer)

Red Wing - Upper A. P. Anderson and Highway 61 Trail

The City provides a continuous paved trail from the Lower to Upper portions of A. P. Anderson Park and then to both a pedestrian bridge over Highway 61 and 2.0 miles of trail along the south side of Highway 61. The pedestrian bridge and Highway 61 Trail provide an important connection to neighborhoods and the Burnside Elementary School.

Opportunities

- Upper and Lower A. P. Anderson Park provide park facilities desired by CVT users, such as drinking water and play equipment

Issues

- Wayfinding issues between the two parks
- The trail along Highway 61 dead ends at Cannondale Road, 1600' short of the CVT

Proposed Trails with Relationship to Cannon Valley Trail

Red Wing Wildlife League Property Trail

The CVT 1992 Comprehensive Plan Supplement proposed identifying a connection to an existing primitive trail into Red Wing Wildlife League property near Spring Creek in Red Wing (Mile 18.1). This informal trail is most often used by League members. There is no longer any interest in identifying this connection.

Welch Village Ski and Snowboard Area

Welch Village has plans to establish mountain bicycle trails within its boundaries, likely beginning in 2017. A chair lift will be modified to allow mountain bikes to be carried up the hill for riders then to enjoy the new trails and work their way down.

Opportunities

- This will be an exciting mountain bike trail opportunity that will interest some CVT users
- The question was asked if some loop option for the Welch Village trails could involve the use of CVT for part of the loop

Issues

- If use of CVT is incorporated into the Welch Village trails, there will be challenges involved in enforcing the Wheel Pass requirement

Anderson Center / Cultural Trail Concept

From the Anderson Center easterly along the terrace ridge overlooking CVT is continuous publicly owned land, involving seven parcels totaling 45.5 acres, with an east/west length of about .75 miles. These public lands are owned by Goodhue County and the State of Minnesota for purposes of bluff and archaeological site preservation. One of these parcels, the 7.94 acre Red Wing Archaeological Preserve has an existing hiking trail connection to CVT.

In 2014 the Anderson Center briefly explored the concept of a hiking trail (Cultural Trail) connecting their property to the public land and archeological resources to the east. It was determined that an up to one mile long trail was feasible (including length on Anderson Center property) and that this trail would have outstanding views of the Cannon and Mississippi River valleys, as well as considerable education value. A two mile loop hiking trail option could be created using CVT and two existing hiking trail connections to the terrace top.

Opportunities

- The Cultural Trail concept has evolved into a Cultural Heritage Park concept that is discussed in this Plan.

Issues

- It is not clear who or what agency is best positioned to champion the Cultural Heritage Park concept
- Being sensitive to the cultural resources and stakeholder interest in them is essential

Cannon Valley Trail Natural Surface Trails

ANDERSON REST AREA TRAIL

At the Anderson Rest Area, about four miles east of Cannon Falls (Mile 3.8), there is a 0.6-mile-long natural surface loop trail through floodplain forest along Trail Run Creek and the Cannon River. It is flat, occasionally flooded and is intended for hiking and biking.

MNDNR STATE FOREST LAND RECREATIONAL TRAIL

Connecting to CVT at Mile 6.1 there is a 1.5 mile long loop trail on state forest land, with 150' of elevation change. Developed in the early 1990's, the interpretive signs have fallen into disrepair and the MnDNR has no plans to improve them.

ANDERSON CENTER TRAIL

Just east of the Cannon Bottom Road Access (Mile 15.5) is a 750' long natural surface hiking trail to the Anderson Center (150' elevation change). The wooded trail is jointly maintained by CVT and the Anderson Center and includes interpretation.

RED WING ARCHAEOLOGICAL PRESERVE (ENERGY PARK SITE)

A 530' long hiking trail with 100' vertical change and stone steps connects CVT to the Red Wing Archaeological Preserve. The trail is located about 3/4 miles east of the Cannon Bottom Road Access (Mile 16.1). The Preserve is owned by Goodhue County and managed by CVT. Interpretation is provided.

CAMP PEARSON TRAIL

Located directly across CVT from the trail to the Red Wing Archaeological Preserve is a flat 250' long field road/trail that ends on a terrace overlooking the Cannon River. It crosses a CVT-owned eight-acre property known as Camp Pearson.

SILVERNALE ARCHAEOLOGICAL SITE TRAIL

In Red Wing, at the intersection of CVT and Pepin Avenue (Mile 17.4), a 400' long flat field road/trail leads to an interpretive sign at the edge of the Silvernale Archaeological Site.

City of Red Wing Housing Development Trail Connection

Near the intersection of Highway 61 and Aspen Avenue/Moundsview Drive a new housing development is proposed. As part of that development the City of Red Wing has interest in developing a hiking trail connection to CVT. The timing is unknown.

Opportunities

- Another neighborhood will have access to the CVT, increasing the value of CVT to Red Wing citizens
- Increased use of CVT

Issues

- Finding a trail route is complicated by the presence of private land, numerous burial mounds and significant topography challenges

City of Red Wing West Service Drive Trail Connection

The City has interest in developing a trail connection from West Service Drive to CVT, in the vicinity of Fairview Lane, where a ravine could provide a reasonable route. Currently in the ravine there is a paved service drive to city infrastructure that very nearly completes the connection. The connection would provide additional connectivity to CVT for Red Wing citizens.

Trail along Bench Street

Bench Street (County Road 1) has existing trail but a 1,900' gap exists between it and the Old West Main Access. Completion of this trail gap may be possible but there would be a significant challenge, and expense, in developing a safe crossing of Highway 61. Closing this trail gap would create a new loop trail using Hay Creek, Featherstone Road and Bench Street trails.

RELATED PLANS AND PLANNING EFFORTS

Fifteen plans with applicability to CVT continue to influence the current conditions and future of the trail. These were reviewed as part of this planning process and a more detailed summary of each is provided elsewhere in this Plan and in the Appendix.

Cannon Valley Trail

- **Comprehensive Plan** (1985)- described above
- **Comprehensive Plan Supplement** (1992) - described above
- **Vegetation Management Plan** (mid 1990's)
The CVT Vegetation Management Plan identify relationships between sound biological vegetation management and an enhanced recreational experience so that every action taken regarding vegetation management over time will contribute to improved ecologically and recreational quality.
- **Biological Resource Management Plan** (1988)
This Plan included a detailed biological survey of all CVT lands (at that time) and makes specific recommendations for management of the natural resources. Conclusions included that CVT contains significant biological resources, including rare plants and has an unusual opportunity to conserve them.

City of Cannon Falls

- **Cannon Falls Comprehensive Plan (2003)**

This plan provides direction for the development of Cannon Falls, including housing, industry, transportation and parks. The vision includes statements how the City will seek to retain its natural beauty and use the trail systems and abundance of parks for a high quality living experience and promoting community identity. The City will utilize its natural amenities, trails systems and parks as a tourism attraction.

- **A Vision and a Strategic Land Use Plan (2005)**

This Plan created a shared vision of the future of Cannon Falls: Cannon Falls will be a place where family and churches are important, will use the vast trail system and abundance of parks, will retain its natural beauty. The river, Lake Byllesby, the Falls, Little Cannon and Cannon River will continue to be special places. The City will utilize its natural amenities, trails systems and parks as a tourism attraction. The city trail system it is to be a key amenity and part of the story and brand for the city. The Plan recommends promotion of the trail opportunities.

- **Downtown Plan (2006)**

This Plan is basically an addendum to the 2005 ‘A Vision and Strategic Land Use Plan’. It delves into the issues, goals, objectives and policies of the downtown in greater depth than the 2003 City Comprehensive Plan and overrides Section 5 “Downtown”. Of interest to CVT are recommendations to improve the appearance from the pedestrian standpoint and promote pedestrian movement throughout the downtown area and improve connections with peripheral neighborhoods.

- **Cannon Falls Park Plan (2007)**

Goal of plan is to provide a wide range of recreational opportunities for all citizens and visitors while balancing maintenance, acquisition, and development of parks, trails, and recreational areas.

Red Wing

- **Red Wing Comprehensive Plan (2007)**

The Red Wing Comprehensive Plan developed a community vision to “capture the vibrancy of growth while preserving and enhancing the city’s unique historic and natural environmental character.” The Plan has considerable emphasis on three core principles: 1) the integration of green infrastructure systems 2) focusing development within activity centers and 3) emphasizing a desired design character appropriate to Red Wing.

- **Red Wing Riverfront Redevelopment Plan (2005)**

The Riverfront Redevelopment Plan (encompassing over eight miles of Mississippi River edge) overarching goal was to identify the community’s shared vision for the Riverfront and plan a means for achieving the vision. Riverfront planning and development principles were developed and those most applicable to CVT included promoting views of the river and physical public access to it.

- **Upper Harbor Master Plan**

The Upper Harbor Master Plan sought to organize and optimize the many uses of the riverfront and relationships to city activities and amenities. Since plan adoption, the City developed Pottery Pond Park and a Skate Park, moved the river dredged materials stockpile, developed the Riverfront Trail and reconstructed Levee Road. In 2020 a pedestrian bridge over the railroad tracks between Old West Main Street and the Upper Harbor will be completed, substantially improving the connectivity of both. At the upstream end of the project, the City is considering redevelopment

that could provide recreational and trail head services which would be in relative close proximity to CVT. However a specifically designed CVT trailhead is not officially in the plan.

- **Bicycle and Pedestrian Master Plan (2011)**

The Bicycle and Pedestrian Master Plan sets the framework to position the City as a bicycle and pedestrian friendly city. The Vision of the Plan is to “create an environment – physical and social – that provides for safe, convenient and enjoyable travel by bicyclists and pedestrians throughout the City making bicycling and walking viable transportation options and enjoyable recreational activities in Red Wing. To enhance the bicycle and pedestrian environment in the community so Red Wing will be known as an active, fitness-friendly, bicycle-friendly and walkable community throughout the region and the state of Minnesota.”

- **Renewing Old West Main Master Plan (2015)**

The Plan addresses community desire to highlight the Old West Main commercial area’s strengths, redevelop locations that detract from the area’s appeal and emphasizes the Pottery District’s potential to serve as a gateway connecting motorists, bicyclists and pedestrians from outside the community to downtown. Especially applicable to CVT is the Plans content regarding Gateway features at the corner of Withers Harbor Drive and Old West Main, which include attracting bicycle tourists and offering public restrooms. The Plan promotes a safe and inviting pedestrian and bicycle experience to and from Old West Main.

- **He Mni Can Barn Bluff Park Master Plan (2016)**

The Plan seeks to preserve the significant of the landscape and provide long-term direction for improvements to amenities, habitats, trails and the addition of new facilities. The adopted vision statement is: “He Mni Can (Barn Bluff) will stand as an honored landscape sacred to the Dakota, respected by all, where our wise stewardship will perpetuate its natural and cultural integrity.”

Goodhue County

- **Comprehensive Plan 2016**

The purpose of the Goodhue County 2016 – 2040 Comprehensive Plan is to provide general guidelines to help manage growth and land use changes, and to promote sound management of the land and water resources within the County. The Plan reflects “A Shared Vision” for the future of Goodhue County. The Plan sets forth Key Points, Strengths, and Challenges for nine planning topics including Agriculture; Natural Resources; Recreation and Tourism; Cultural, Historic, and Scenic Amenities.

Area Park Planning

In Cannon Falls planning will continue to focus on the need of trail users beginning or ending their experience on the CVT, especially in regard to completing the connection between MTST and City Trail.

Red Wing continues to improve its park system and is dedicating more effort to linking parks with off-street trails. In 2016 the City completed the He Mni Can Barn Bluff Park Master Plan which references the desirability of extending the Riverfront Trail to this park.



2. CONDITIONS & NEEDS ANALYSIS

COMPREHENSIVE PLAN UPDATE

REGIONAL DEMOGRAPHICS

The Minnesota Department of Administration, Demographic Center reports that the average age of Minnesota residents is climbing, and that the percentage of state residents age 65 and older will reach new highs. This is primarily a result of the large Baby Boomer generation entering the 65+ group, as well as longer life expectancies. The Demographic Center predicts that, barring unforeseen circumstances, Minnesota's shift to an older population will endure for this century. CVT survey results show that Baby Boomers make up a substantial share of users.

Goodhue County

According to the U.S. Census Bureau, Goodhue County's 2015 population was 46,435, up only .5% from 2010. Persons under age 18 years of age totaled 22.5% (down from 23.7% in 2010) while those age 65 and over was 18.9% (up from 16.4% in 2010). Racially the population is dominated by whites at 92.4%; African-American, American Indian, Asian at 3.5%; with Hispanic-Latino at 3.3%.

The Goodhue County median household income (2010-2014, in 2014 dollars) was \$57,229, higher than the national average of \$53,482. Per capita income was \$30,408, also higher than the national average of \$28,555. The percent of persons in poverty was 9.6%, significantly lower than the national average of 13.5%. In terms of civilian employment a larger proportion of Goodhue County residents are employed (68.1%) than the national average (63.5%).

Red Wing

The 2015 population was 16,445 – essentially unchanged from 2010. Persons under age 18 totaled 22.5% while those age 65 and older was 18.2% (2010 data). The City is 91.5% White, 1.9% African American, 2.2% Native American and 3.7% Hispanic or Latino (2010 data).

Cannon Falls

The 2010 census showed a population of 4,083. Person under age 18 totaled 23.9% while those age 65 and older was 17%. The City is 94.3% White, 2.4% African American, 0.5% Native American and 2.2% Hispanic or Latino.

Implications for CVT

CVT, being located along the northern boundary of Goodhue County, is close to the Twin Cities Metropolitan Area (TCMA) being less than one hour drive time from both downtown Minneapolis or St. Paul and serves those residents well; 40% of survey respondents were from the TCMA. CVT also serves residents of Rochester, Minnesota – the third largest city in the state – which is only an hour drive. Residents of these two areas, and populations in-between, represent nearly one-half of the annual visitations to CVT.

Goodhue County's population is growing slowly with the average age rising and a smaller percent under age 18. This is consistent with national trends. Furthermore, CVT surveys document a significant decline in the percent of trail users under the age of 18:

Survey Year	% Under Age 18
1990	39%
1996	22%
2016	13%, 19% (2 brief surveys)

CVT, occupying a former rail-road bed with minimal grade changes, is especially important to users who, as they age, seek to remain active but need less physically demanding facilities. The recommendations in this Plan stress the prioritization of a high quality trail surface, with desired support facilities, such as modern restrooms.

To maintain and increase use of CVT it is clear that efforts must be made to retain existing Baby Boomer users and encourage younger generations to participate.

Predominate Demographic Sources: US Census, Minnesota Department of Administration, Demographic Center



Winter hiking



Inline skating



Family biking



Winter skiing

PUBLIC HEALTH VALUES

An August 2016 CVT online survey asked respondents what makes the Trail experience valuable to them. Multiple responses were allowed and were:

- 88% - *Provides opportunity for exercise*
- 82% - *Immersion in nature*
- 80% - *Trail is well maintained*
- 60% - *I feel safe*
- 55% - *Convenient for me to use*
- 22% - *Opportunity for me to socialize*

It is clear that CVT offers significant public health values for exercising and socializing, in a nature immersed, safe and well maintained environment. This Plan is responsive to these values, including an emphasis on maintaining and upgrading the bituminous surface and bridges, promoting trail connections for increased opportunity and convenience, and prioritizing natural and cultural resource management.

OUTDOOR RECREATION TRENDS

The 2016 Outdoor Foundation's Outdoor Recreation Participation Report (Report) (www.outdoorfoundation.org) estimated that nearly one-half (48.4%) of Americans participated in outdoor activities at least once in 2015. Due to population growth, the number of Americans participating grew slightly yet there was an overall slight decrease in the total number of outings from 2014 to 2015 (less than 1%). The Report cites that nationally the primary reason Americans participate in outdoor recreation is to get exercise, followed by spending time with family and friends. For those who do not participate, the primary reasons were lack of interest and time. Overall, participation rates for all ages varied from increasing to levelling out. The largest annual increase for any age group was 5% (ages 18 to 24). For children, expense was cited as the top reason for not participating in outdoor activities. For those 6 to 17 years of age, bicycling was the most popular activity by participation rate. The Report also cited that having children in the household increased participation in outdoor recreation compared to households without (54% versus 40%). Caucasians have the highest participation rate, with Hispanic Americans having the second-lowest and African Americans the lowest.

Minnesota Trends

The Minnesota's State Comprehensive Outdoor Recreation Plan 2014-2018 (SCORP) (no author cited) (http://files.dnr.state.mn.us/aboutdnr/reports/scorp_final_3308.pdf) identifies Minnesota specific trends in outdoor recreation. A major finding is "One the major trends for nature-based recreation over the last 10 to 20 years has been the decreasing involvement of young adults and their children, while the older adults have maintained more stable involvement." CVT visitor surveys results and observation of use supports this finding. Additional conclusions in the SCORP are "Minnesota is not escaping a broad trend—evident since the 1990s—of declining per-capita participation in nature-based outdoor recreation in the United States" and "Although the decline in these activities in Minnesota is not as large as the national decline, it is still present. The primary

driving factor behind this trend is a decline in involvement among young adults (ages 20–45) and their children. Today’s young adults and youth are not as engaged in traditional nature-based activities as older generations.” Again, the CVT experience supports these conclusions.

The SCORP goes on to describe other factors at play, including an aging and increasingly urban population and increasing racial/ethnic diversity that cumulatively have led to a decline in participation in traditional outdoor recreation activities.

The Outdoor Foundation has documented that paddle sports, trail running and adventure racing are increasingly popular. These ‘challenge activities’ are an area of growth, as they appeal to Generation X’s and Millennial’s. Having fun remains a big motivator.

Specific to trails, research by Jeff Schoenbauer in 2015 for the GMRPTC found that although trail use is trending downward, “Attractiveness and quality of experience of a given trail matters— with four values rising to the top: 1) scenic quality, 2) quietness/peacefulness, 3) place for exercise, and 4) being away from motorized vehicles.” CVT is in a unique position as it meets all four criteria to an exceptional standard.

With a goal of increasing trail use, planning for CVT also considers other important topics in recreation trends:

Generational Differences in Recreating

Baby Boomers are the largest and fastest growing population of older adults in history and the healthiest. They enjoy supporting and visiting parks and trails and seek to stay active as long as they can. They enjoy nature-based experiences and like to learn. For CVT to attract and retain Baby Boomer visitors it must continue to be a nature dominated experience, provide outstanding interpretation opportunities and expected amenities, such as modern restrooms.

Generation X’ers are a minority population when compared to Baby Boomers and Millennials. They are active, very social, enjoy outdoor activities and often are busy family people. They also seek authenticity in their experiences – experiences that are unique and different. For CVT to attract and retain Generation X’ers it is necessary to provide an overall high-quality experience with group socializing and family-oriented opportunities and spaces.

Millennials grew up in the digital age, have more flexible ideas about work and play, and seek a broader range of activities – they want to try everything. They share their life experiences in real time using smart phones, tablets, etc. Parks and trails that offer a chance for group activities appeal to them, as well as an opportunity to diversify an outing by combining different adventurous activities. For CVT to attract and retain Millennials, it is advantageous to improve cell phone service as Welch Station Access (presently spotty), improve social media presence, clearly communicate other nearby adventurous activities they could combine with their CVT visit (such as getting on the river, rock climbing in Red Wing, etc.)

Race, Ethnicity

There are some general differences in recreational preferences between people of different races and ethnicity. As an example, some groups tend to use areas that are closer to home and prefer more highly developed facilities than a more nature-dominated destination. Recreating alone or in small groups may be preferred by one group, while socializing in larger groups is preferred by another. For CVT to be a meaningful destination for all races and ethnicities it is advantageous to develop a picnic shelter at Welch Station Access for group picnic activities, to participate in programs that provide access to recreational equipment (bikes, in-line skates, ski’s), and continue to provide discounts on Wheel Pass fees as warranted.



Photo credit: Startribune, 2011

Broader Changes in Recreational Activities

Technology has impacted how people recreate. The ability to carry navigational, interpretation, and communication equipment all in your pocket has altered the way people locate possible recreation options and experience the place and activity. Even when riding alone on CVT, users are able to upload photos, sharing their adventure in real time with others. CVT could benefit from better development of mobile sites, apps, and social media activity—especially to attract younger generations. An app, for example, can bring together needs for mapping the Trail, advertising local amenities, and sharing significant natural and cultural information about the Trail corridor all in one place.

Technology has also introduced new ways to use CVT. In the 90's, inline skating became very popular and cyclists began to share the Trail with inline skaters. Today, fat tire bikes and skate skiing are impacting CVT use in winter. People interested in using the Trail for these activities are placing increasing pressure for accommodation of these newer sports.

PUBLIC PARTICIPATION & COMMUNITY VALUES

Understanding the needs of Trail users from both the local area and broader region is essential to the development of this Plan. Community input was provided through online surveys, stakeholder meetings, and public open houses. Graphics on the following page summarize feedback from the engagement efforts.

Public participation also highlighted existing amenities that need the most attention. These include improvements to trail surface and condition, added amenities such as modern rest rooms and drinking water, and improved wayfinding.

Open House Summary

Primary comments received during the four open houses held focused primarily on a several key issues:

- Connection to Mill Town State Trail and expectations about completion
- Wayfinding for trail connections, mile markers, and changes between trail systems
- Added or improved amenities, including modern restrooms and drinking water
- Accommodation for multi-use trail, especially in winter
- Added neighborhood trail connections on Red Wing end of trail
- Securing funding for improvements

Stakeholder Input & Influences

The CVT governing Joint Powers Board was committed to an extensive public engagement process to best inform the planning. The process began with the JPB appointing a Planning Advisory Committee (PAC) to guide the development of the Comprehensive Plan. The PAC, comprised of staff from the three local units of government (3), JPB members (2), Trail Manager and one citizen, met six times from July 2016 through March 2017. The next step was an online survey conducted throughout August 2016. This 32 question survey had 374 respondents who left 789 comments. The survey inquired about visitor origin, age, what makes the experience valuable, frequency of visits, how the trail is used, participation in other recreational activities, economic interaction, impediments to use, quality and completeness of Trail facilities and more. The Trail Manager and consultant(s) met, or did telephone interviews, with about 30 stakeholder groups/entities including:

Cannon Valley Trail

SURVEY SUMMARY

COMPREHENSIVE PLAN UPDATE



What we heard from **374 respondents** in an online survey conducted in August, 2016....

WHO VISITS?

-  **71%** over 50 years old
-  **60%** use the trail in groups of 2-4 people
-  **>10%** bring kids along
-  **37%** from Goodhue County
43% from Twin Cities Metro

Over **half** of the trips made on the trail start in **Cannon Falls**.
Welch and Red Wing split the other trip starts equally.

Nearly **40%** visit the trail **more than 6 times** per year

WHAT DO THEY DO?

-  **Over 90%** use the trail for bicycling
Nearly half of bikers travel over 20 miles on a typical trip.
-  **25%** use the trail for walking
-  **8%** use the trail for inline skating
-  **10%** use the trail for classic cross-country skiing

WHAT ABOUT SPECIAL POLICIES?

-  **68%** approve of the **no pet** policy *20% have no preference*
-  **87%** feel the **wheel pass fees** are about right

WHAT OTHER ACTIVITIES DO THEY DO WHEN COMING TO THE AREA?

-  Shop
-  Dine Out
-  Stay in a Hotel
-  Camp
-  Canoe/Kayak
-  Fish
-  Hike
-  Downhill Ski
-  Sightsee/Natural Scenery
-  Bird Watch
-  Practice Photography

Concerns about **trail condition** focus primarily on the **bituminous surface** (potholes, cracks, rough patches), and **debris** from trees or erosion.

Trail users had positive responses about the **quality** of the trail experience, and most appreciate...

-  Immersion in Nature
-  Opportunity for Exercise
-  Opportunity to Socialize
-  Good Maintenance
-  Helpful staff and volunteers

FIGURE 6. SURVEY SUMMARY

- Local Government: City staff, Township Boards
- Local Government Programs: Two
- MnDNR: Six program areas
- Non-Profit/Service Groups: Three
- Recreational User Stakeholder Groups: Three
- Adjacent Landowners: Eight
- Business Interests: Seven
- Other: Archaeological interests

Other public engagement and outreach included:

- Open Houses: Four
- Email Communication from CVT Office: Multiple times to over 1000 addresses
- Friends of the Trail Newsletter
- Media Coverage: Radio and newspaper

Many conversations were extensive and crossed program boundaries reflecting the links between programs, agencies, landowners, etc. The complete summary of public input received is included in the Appendix.

NATURAL RESOURCES ANALYSIS

Cannon Valley Trail traverses the south side of the ecologically diverse Lower Cannon River Valley from Cannon Falls to Red Wing. Beginning at Cannon Falls the 200 – 300' deep valley with steep bluffs, hems in a flat floodplain of variable width, creating a dramatic landscape. Closer to Red Wing, the Cannon River slows as it nears the Mississippi River resulting in a vast floodplain and wetland complex.

The Cannon River today occupies an originally deeper valley formed by a bigger river fed by late Wisconsin Ice Age glacial melt water. This ancient event carved the valley and left terraces and gravel deposits throughout. After the melt water was exhausted lower flows with slower erosion processes and sedimentation resulted, resulting in a gradual filling in of some of the once deeper valley.

Ecological Classification

The Minnesota Department of Natural Resources (MnDNR) developed a land Ecological Classification System, using associations of biotic and environmental factors, to assist in understanding ecological context and management. This system begins with a broad regional definition (provinces) with refinements to a smaller scale. The Lower Cannon River Valley, and CVT, is within:

- Province: Eastern Broadleaf Forest
- Ecological Section: Paleozoic Plateau (222L)
- Sub Section: Blufflands (222Lc) primarily with some edge with Rochester Plateau (222Lf)

Geology Context

The bedrock is primarily horizontal, with the upper layers often visible as bluff face rock outcrops comprised of dolomite over deeper sandstones. As CVT descends from Cannon Falls to Red Wing, older and older bedrock is exposed and the bluff walls increase in height.

The upland soils primarily originated from glacial era windblown deposits (loess) while valley floor soils are usually flood deposited upland soils over a gravelly substrate. At numerous locations there are well defined terraces of gravel that were deposited by glacial melt water.

Pre-Settlement Vegetation

The Blufflands Subsection pre-settlement vegetation was diverse and consisted of tallgrass prairie and bur oak savanna on dryer upper locations, red and white oak- basswood forests in moister non-floodplain locations, with extensive floodplain forests of silver maple and cottonwood. Fire was important in the development and maintenance of the upland prairie and oak-dominated communities.

Due to the diversity of microclimates in the Lower Cannon River Valley there was an intricate mosaic of different vegetation, some of which still remains.

Hydrology

Surface drainage is dendritic and well developed, except in the flat valley floor. In the Lower Cannon River Valley there are seven permanent streams (Little Cannon River, Pine Creek, Trail Run Creek, Trout Brook, Belle Creek, Spring Creek and Hay Creek) of which Trail Run, Belle and Spring Creeks go under CVT. Some of these creeks support either brook or brown trout populations.

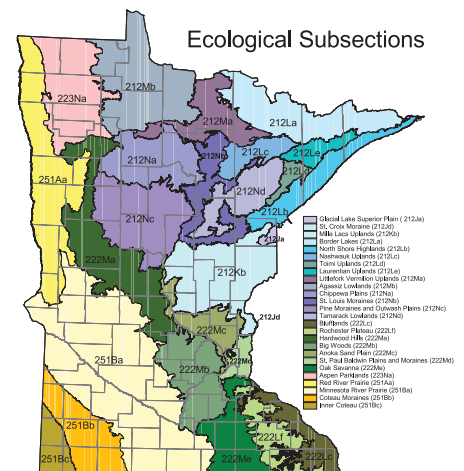
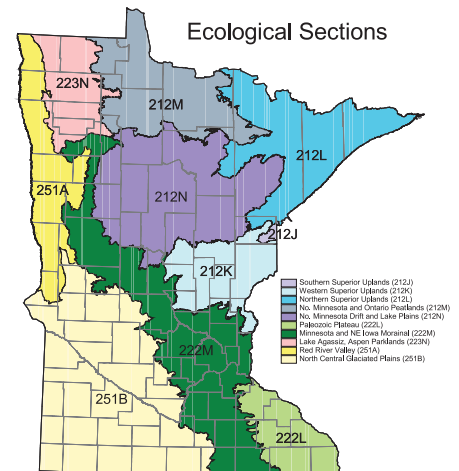
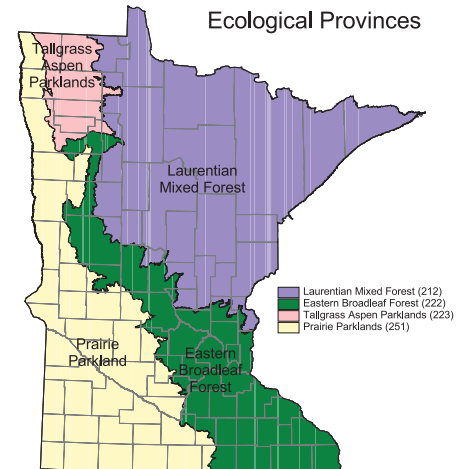
CVT often occupies the toe of the north facing slopes, which means surface drainage to the south must pass through CVT property to reach the Cannon River. This makes CVT vulnerable to storm water flows and subsequent erosion and deposition processes. Often the impact is negative, resulting in extensive maintenance to remove sediments from ditches and unplugging culverts.

Cannon River

The Cannon River is southeastern Minnesota's largest river, draining 1,462 square miles of which approximately 85% of the land use is agriculture. Through the Lower Cannon River Valley the character of the river is pleasant, accented by numerous riffles and rapids. At about river mile 8 the Cannon River slows under the effect of the Mississippi River, depositing some of its sediment load onto a frequently flooded forest/wetland complex, called the Cannon Bottoms. The Cannon Bottoms is an important habitat for wildlife, especially migratory waterfowl.

The Cannon River slowing effect is visible to Trail users beginning at about Mile 14 all the way to the end of the Trail in Red Wing. From about Mile 14 to Cannon Bottom Road Access (Mile 15.4) the Cannon Bottoms are on both sides of the Trail and the Trail is occasionally inundated by flood waters.

From the Cannon Bottom Road Access easterly to about Mile 15.7 the Trail is adjacent to fen-like features to the south. Here numerous springs on the toe of the slope create permanent wetlands with populations of marsh marigolds. Again at about Mile 16.2 the Trail goes through the middle of a lobe of the Cannon Bottoms with wetlands on both sides.



MN Department of Natural Resources,
Ecological Classification System

Climate, Rainfall and Subsequent Impacts

Understanding the climate and hydrology of the Cannon River watershed is critical to understanding the CVT hardship related to the river, tributaries and dry ravines. While annual normal precipitation is about 30", it is the increasing frequency of major precipitation storm events that is problematic. According to the 2014 Minnesota Environmental Quality Board Minnesota Climate Change: Our Tomorrow Starts Today Report, (<https://www.eqb.state.mn.us/sites/default/files/documents/eqb%20Climate%20Change%20Communications.pdf>) in the past decade the frequency of precipitation events of 3" or more of rain in 24 hours has increase 70% over historical norms. This more frequent intense rainfall results in flooding that at times requires portions of the Trail to close. Major Cannon River floods occurred in 1993, 1998, 2010, 2012 and 2016. During these events normally dry ravines discharge massive amounts of sediment onto the Trail. Trail closure reduces public service delivery and sediment removal is very expensive.

Significant Natural Resources

CVT occupies the south side of the valley and in places is tight to the cool north facing bluffs. In other locations, the Trail is in an exposed location with a completely different microclimate. This, and other variability, is primarily responsible for the wide variety of plant communities, historically dominated by these three:

- Maple-basswood forest (cool north facing locations)
- Tallgrass prairie and Oak dominated (uplands, dryer locations)
- Floodplain forest (floodplains)

CVT contains or passes by other communities established following various kinds of disturbance, such as logging and animal grazing. These include:

- Cooler north facing slopes with young sugar maple, red oak, ironwood
- Warmer drier slopes with aspen, oak, prickly ash, juniper

1988 Biological Resource Management Plan for the Cannon Valley Trail

In 1988, CVT commissioned a detailed biological survey of all CVT property at that time. The Plan consists of three parts:

- Biological Resources – identifies and describes the resources
- Trail Narrative and Maps – describes and maps the occurrence of resources
- Recommendations – for resources, Trail development and management

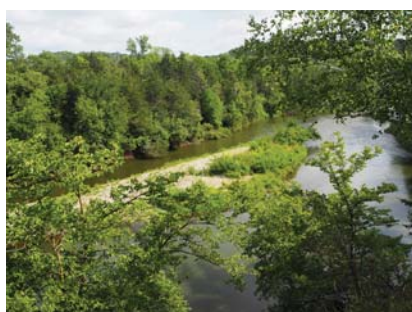
The major conclusions regarding CVT biological resources are:

- There is unusual diversity, often of a high quality
- CVT has an opportunity to conserve significant biological resources
- Conservation of the resources provides educational and scientific opportunities

The natural communities that remain, and surviving species of their flora and fauna, are the most ecologically significant biological resources of the CVT. Conservation and improvement of these resources is critical for ecological value and the Trail experience.

The Plan identified three species of special interest found on/near CVT:

- Kitten-tails (*Besseyia bullii*) (Minnesota Endangered) – found in dry prairies and bluffs. Sixteen occurrences were found within CVT boundaries.



The Cannon River Valley

- Bladderpod (*Physaria ludoviciana*) (Minnesota Endangered) – found in prairies. There is one record from private land adjacent to the Trail, but none were found within CVT boundaries. Due to the condition of the CVT habitat, its presence is likely.
- Wood Turtle (*Glyptemys insculpta*) (Minnesota Threatened) – found where the floodplain has sand, rock, gravel; surrounding partially shaded rich herbaceous vegetation; and undisturbed sand or gravel for nesting. There have been confirmed observations of the Wood Turtle on Trail property but not for a number of years.

Significant Biological Resources Inventory

The 1988 Plan found that within, or immediately adjacent to CVT property, there are 14 sites containing threatened or endangered plant species, or records of such. Furthermore, another 10 locations were found that contained remnant prairie of varying quality but considered worthy of restoration efforts.

Animal Species of Special Note

The wood turtle (*Glyptemys insculpta*) inhabits portions of the Lower Cannon River Valley and is a Minnesota Threatened species. The population in the valley is believed to be precarious due to habitat loss, water quality issues, and the turtle's low reproductive potential. The 1988 Plan recommended no development in the Cannon Bottom Road vicinity due to the potential threat to this species.

Other species of ecological interest include reports of Blanding Turtles (state threatened), numerous Bald Eagles (including nesting), Osprey, an occasional black bear, and Trumpeter Swans (state threatened). The 1988 Plan did not address migratory bird species.



Trumpeter swan

Additional Information since 1988 Biological Resources Management Plan

In the 1990's two populations of the Minnesota Dwarf Trout Lily (*Erythronium propullans*) were found on CVT property. This federally endangered lily is found only in Rice, Goodhue, and Steele Counties making it one of Minnesota's few endemic plant species. One of the two populations extends beyond the CVT property boundary. The Minnesota Dwarf Trout Lily is distinguished from other common trout lilies by an underground vegetative runner and the small size of its flower. While its origin is not fully understood, research suggests it evolved from the white trout lily sometime after the last glaciations. Both populations are found near the Cannon River on densely forested north facing slopes.

A very small population of what is believed to be Greater Yellow Lady's Slipper (*Cypripedium parviflorum* var. *pubescens*) was found at one location.

Along the Trail in the Mile 15.5 vicinity, springs discharge water into a fen-like wetland that supports marsh marigolds and other native plants. While this resource has not been studied and conclusively identified as a fen, it is a unique element of CVT natural resources.

The MnDNR identified concerns for the potential of Oriental Bittersweet becoming established in the Lower Cannon River Valley – it is common within Red Wing city limits.

Previous Management of Natural Resources

The 1992 CVT Comprehensive Plan Supplement established two "Conservation Zones" along the Trail. One was to provide protection for the Dwarf Minnesota Trout Lily and the other to remnant prairie. The intent was that no Trail-related development would be allowed there, such as pull-offs with benches. CVT natural resource management has

included prairie management (prescribed burns, mowing and invasive species removal) and invasive species removal (noxious weed species with emphasis on Buckthorn, Wild parsnip, Japanese knotweed, Canadian thistle, and Bull thistle).

CVT occasionally uses pesticides for invasive species control, but this use is becoming less with more emphasis on removal by hand and equipment. Other management inputs include erosion control efforts at numerous locations.

CULTURAL RESOURCES ANALYSIS

CVT and connecting trails are adjacent to, or nearby, a large number of locations with outstanding archaeological and/or historic value and interest. Cannon Falls and Red Wing have historic districts as well as numerous historic buildings easily accessible to a Trail user. CVT owns, or is adjacent to, at least six significant archeological resource sites.

TABLE 1. TRAIL AREA ARCHAEOLOGICAL SITES

ARCHAEOLOGICAL SITE	LOCATION	DESCRIPTION
Fort Sweney Site	Near Welch	Privately owned. Sites purpose is unknown but the nature of earthworks and defensive qualities of the site suggest a fortress/refuge purpose (c. 1000 CE). On National Register of Historic Places.
Bryan Village Site	Red Wing	Privately owned. Fortified village site (palisade log wall), dating from about A. D. 1050 – 1300. Now mostly destroyed by gravel extraction.
Red Wing Archaeological Site	Red Wing	Owned by Goodhue County and managed by CVT. A village site of about 8 acres, dating from about the 12th or 13th century. Adjacent to Thompson and State Mound groups.
Thompson Mound Group Site	Red Wing	Owned by Goodhue County and managed by CVT. Contains flat-topped rectangular mound about 40' x 60', an extremely rare feature.
State Mound Group	Red Wing	Owned by State of Minnesota. Protects a mound group.
Silvernale Archaeological Site	Red Wing	Owned by Goodhue County, managed by CVT. The Silvernale site was once a large village surrounded by more than 225 mounds covering a large, low terrace adjacent to the Cannon River floodplain.

Other Potential Resources

The Red Wing vicinity, at a pre-historic strategic location along the Mississippi River and Cannon River, was densely populated about 1,000 years ago and numerous sites of this early population's presence existed, or once did. Archaeologists familiar with the Red Wing vicinity resources believe it plausible that other resources could be present on or near CVT. Two sites with existing minimal development for public access are:

- *Red Wing Archaeological Site*

This Site is publicly accessible via a 500' long hiking trail from CVT that ascends to the terrace top. Interpretation is provided at the CVT end of the hiking trail.

- *Silvernale Site*

A short hiking trail from CVT leads to a more expansive view of the Site. A bench and interpretive sign are provided.

Cultural Resources Issues

There are way finding issues as the public is uncertain of what to expect when detouring off the Trail to visit a site and whether it is worth the effort. There is opportunity to make these archaeological sites a greater part of the Trail experience.

Some sites have rank woody vegetation that can degrade the scientific qualities of the site, make professional site investigation more difficult and are visually unappealing. These sites would benefit from sensitive vegetation management inputs.

There is tension between the need to protect the sites from harm, respect the cultural heritage meaning they contain, yet allow some appropriate public exploration and education. Unmanaged resources risk damage and loss of scientific values.

Existing Cultural Resource Management

Of the six sites, CVT currently manages three of them – Red Wing, Silvernale, and Thompson Mound Group. Management includes seasonal mowing to prevent or reduce woody vegetation invasion.

CVT is assisted in determining and implementing archaeological site management by Dr. Ron Schirmer of the Minnesota State University – Mankato, Anthropology Department. Under Dr. Schirmer’s direction, the Anthropology Department has conducted several field school investigations of the Silvernale Site.

HISTORIC RESOURCES ANALYSIS

There are three designated historic districts (one each Cannon Falls, Vasa and Red Wing) plus numerous structures on the National Register of Historic Places, along or near CVT. Additionally, there are locations of local historical interest including:

- Sod House: Local oral history indicates a location that was once the site of an early pioneer sod house.
- Milepost 80 Trail Wreck Site: Local legend has it that in about 1912 there was a train wreck that spilled its cargo of rough cut granite thought to be for tombstones. Many of the stones remain and one is on display along the Trail.
- Numerous Sites: Railroad era artifacts still remain, including concrete pillar mileposts and a ‘flycatcher’.



*Historic Cannon Falls Rail Depot, 1895
photo credit: west2k.com*

These sites of local historic interest are included in the Cannon Valley Trail Interpretive Guidebook.

TABLE 2. TRAIL AREA HISTORIC SITES

<i>HISTORIC SITES</i>	<i>LOCATION</i>	<i>DESCRIPTION</i>
Goodhue County Poor Farm Cemetery	Red Wing, along CVT on spur to Lower A. P. Anderson Park	This cemetery is the resting place for 43 former residents of the Goodhue County Poor Farm (closed late 1963). The cemetery is maintained by the Red Wing Shoe Company as a service to the community.
Cannon Falls Commercial Historic District	Downtown Cannon Falls	Well preserved central business district of an agricultural service community, with 24 contributing properties mostly dating to the 1880s and 90s.
Alexander P. Anderson Estate – Tower View	Red Wing, adjacent to CVT	Unique farm/residence/laboratory complex dating to 1916, long-time venue for botanical, biological, medical, and technological research. Now the Anderson Center.
He Mni Can Barn Bluff	Red Wing – will be connected to CVT via the Riverfront Trail	343-foot-high bluff, a famous Mississippi River landmark from early European exploration into the automobile tourism era. Listing includes remnants of a 1929 staircase.
Cannon Falls School	Cannon Falls, near CVT Mile 0.	School building with interconnected 1893 and 1912 wings, representative of the large schools that appeared in southeast Minnesota’s rapidly growing towns at the end of the 19th century.
G. A. Carlson Lime Kiln	Barn Bluff, Red Wing– will be connected to CVT via the Riverfront Trail	1882 lime kiln representative of the area’s important limestone quarrying and lime producing industry.
Chicago Great Western Depot	Near Downtown Red Wing and Riverfront Trail	One of Red Wing’s two major railway stations, built in 1906; a symbol of the area’s crucial rail infrastructure.
Church of the Redeemer-Episcopal	Cannon Falls – near Downtown Access	One of southeast Minnesota’s best-preserved first-generation churches, built 1866–67. Also representative of the influence of the region’s Protestant settlers.
Cross of Christ Lutheran Church	Welch, 2.5 miles from CVT	1878 example of the characteristic steepled churches built in southeast Minnesota’s Swedish American communities.
District No. 20 School	Hay Creek, near the Goodhue Pioneer State Trail	Exemplary one-room school built in 1889, representing the typical venue for education in rural Minnesota in the latter 19th century.
Ellsworth Hotel Livery Stable	Cannon Falls, near Downtown Access	c. 1871 hotel stable, the last surviving remnant of Cannon Falls’ pioneer-era commerce. Also a contributing property to the Cannon Falls Commercial Historic District.
Fireman’s Hall	Cannon Falls, near Downtown Access	1888 fire station reflecting the peril from and response to fires in the period’s communities. Now the Cannon Falls Area Historical Society’s museum.
Capt. Charles Gellert House	Cannon Falls, near Downtown Access	1860 house of a pioneer who helped develop hydro powered industry in Cannon Falls, and his brother-in-law, politician Joseph Peckham, who sponsored Minnesota’s first state normal school
Mendota to Wabasha Military Road: Cannon River Section	Red Wing, adjacent to CVT	3,200-foot (980 m) road section conforming to the 1854 alignment of the Mendota–Wabasha Military Road, some of Minnesota’s first transportation infrastructure. On the National Register of Historic Places.
Minnesota Stoneware Company	Red Wing, near CVT Old West Main Access	Stoneware factory complex dating to 1901, the only remaining buildings associated with Minnesota’s nationally known Red Wing Pottery industry. Now Pottery Place mall.
Red Wing Mall Historic District	Downtown Red Wing, near Riverfront Trail	Long-serving and unusually large civic district, with 48 contributing properties including public buildings, parks, churches, and the 1905 Red Wing Depot.
T. B. Sheldon Memorial Auditorium	Downtown Red Wing, near Riverfront Trail	Long-serving cultural venue built in 1904, donated to the city as the first municipal theatre in the United States. Also a contributing property to the Red Wing Mall Historic District.
St. James Hotel	Downtown Red Wing, near Riverfront Trail	Prominent and long-serving hotel designed by Edward Bassford and built 1874–75. Listing expanded to two adjacent commercial buildings, including an early medical clinic, built by the hotel in 1912 and 1923 to diversify.
Third Street Bridge	Cannon Falls, near CVT Mile 0.	Uncommon example of a Pennsylvania truss bridge, built 1909–10 by notable bridge contractor A.Y. Bayne and engineering firm Loweth & Wolff.
Vasa Historic District	Vasa, 5 miles from CVT Welch Station Access	Minnesota’s most intact Swedish American settlement, established in 1853. 19 contributing properties include a museum housed in the town’s original 1861 church.
Yale Hardware Store	Cannon Falls, near Downtown Access	1887 Italianate hardware store, representing one of the key agricultural center businesses serving surrounding farmers. Also a contributing property to the Cannon Falls Commercial Historic District.

Information derived substantial from: https://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Goodhue_County,_Minnesota

EXISTING TRAIL CONDITION, ISSUES & OPPORTUNITIES

Through study of the existing Trail condition, analysis, and public engagement process, primary issues to address with this Plan were identified. Below is a summary list of existing Trail facilities. To follow, a table of existing conditions and issues is outlined along with associated opportunities for Trail improvements. The issues and opportunities directly influence the vision, goals, and are later reflected in the recommendations of this Plan.

Maps included on the following pages illustrate the corridor conditions, facility locations, and sites of natural or cultural resource value and recommendations for additional or expanded conservation zones.

Summary of Trail Facilities

Bituminous Trail Surface and Bridges:

- 19.6 miles of 8' paved trail surface
- 19 bridges totaling 1,313 feet in length

Trail Accesses:

- Cannon Falls: Downtown Access (parking, portable toilets, information), Ball field Accesses (parking). Owned and operated by the City of Cannon Falls.
- Welch: Welch Station Access (parking, water, vault toilet, picnic grounds, information)
- Red Wing: Cannon Bottom Road, Lower A. P. Anderson Park, Old West Main Accesses (parking, portable toilets, information)

Trail Rest Areas:

- Anderson Rest Area
- Marshall Memorial Rest Area
- Highway 61 Rest Area

Buildings:

- Welch Station Access: Two maintenance buildings
- Old West Main Access: One maintenance building

Hiking Trails – Natural Surface:

- Anderson Rest Area
- Red Wing: One each to Anderson Center, Red Wing Archaeological Park, Silvernale Archaeological Site

Small Development Nodes:

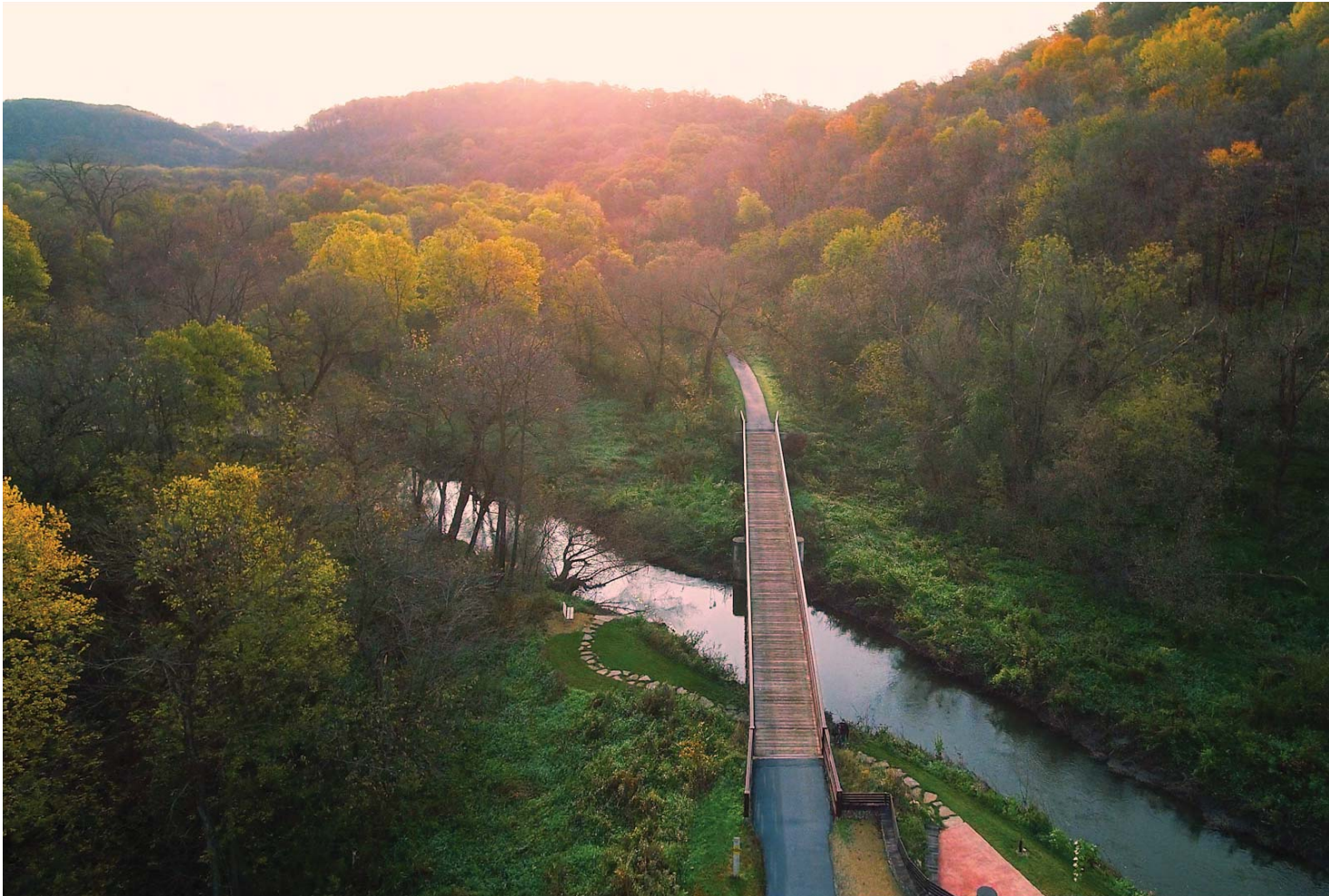
- 13 sites with benches or modestly developed viewing opportunities

Interpretation Nodes and Themes

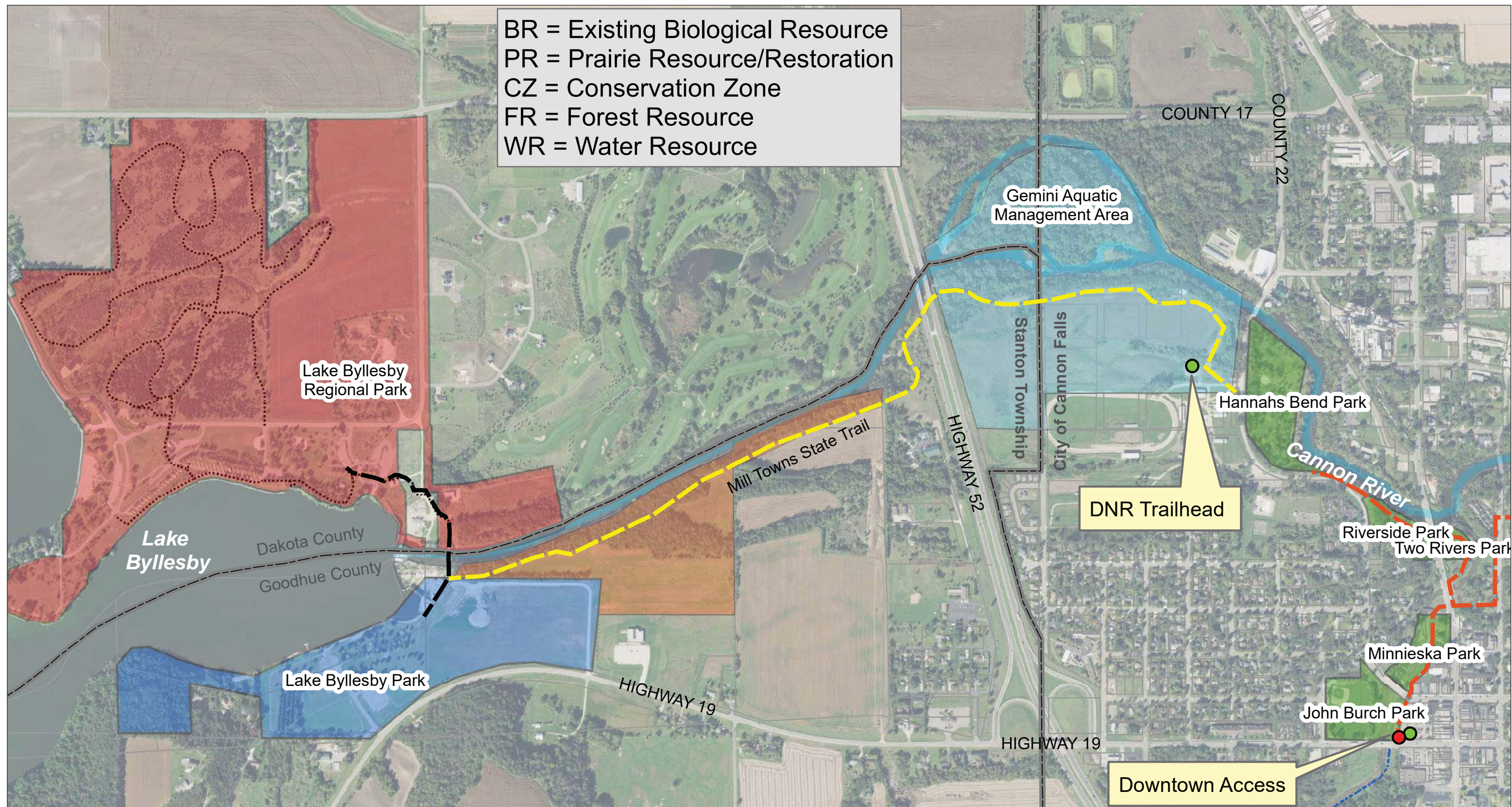
- Welch Station Access: Archaeology
- Marshall Rest Area: Belle Creek Watershed
- Cannon Bottom Road Access: Anderson Center
- Near Cannon Bottom Road: Cannon River Bottoms
- Camp Pearson: Red Wing Archaeological Site
- Silvernale Archaeology Site: Archaeology
- Lower A. P. Anderson Park Access: Goodhue County Poor Farm



CVT seasonal scenery



Aerial view of Cannon Valley Trail

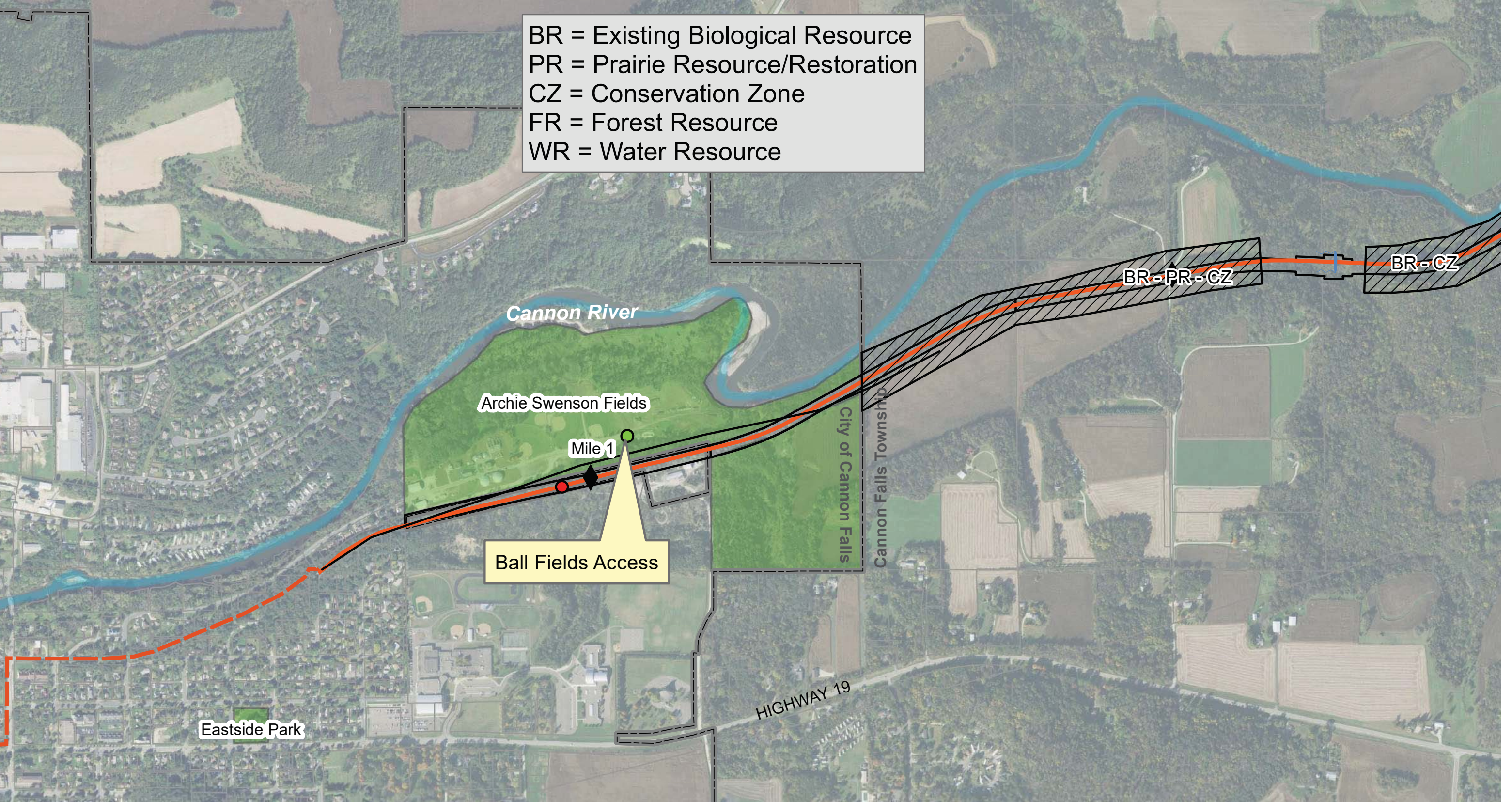


CANNON VALLEY TRAIL COMPREHENSIVE PLAN UPDATE 2017 Existing Conditions and Analysis Maps

- | | | | |
|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | --- Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |



Segment 1 of 9



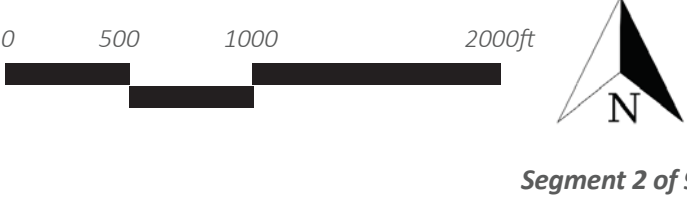
BR = Existing Biological Resource
 PR = Prairie Resource/Restoration
 CZ = Conservation Zone
 FR = Forest Resource
 WR = Water Resource

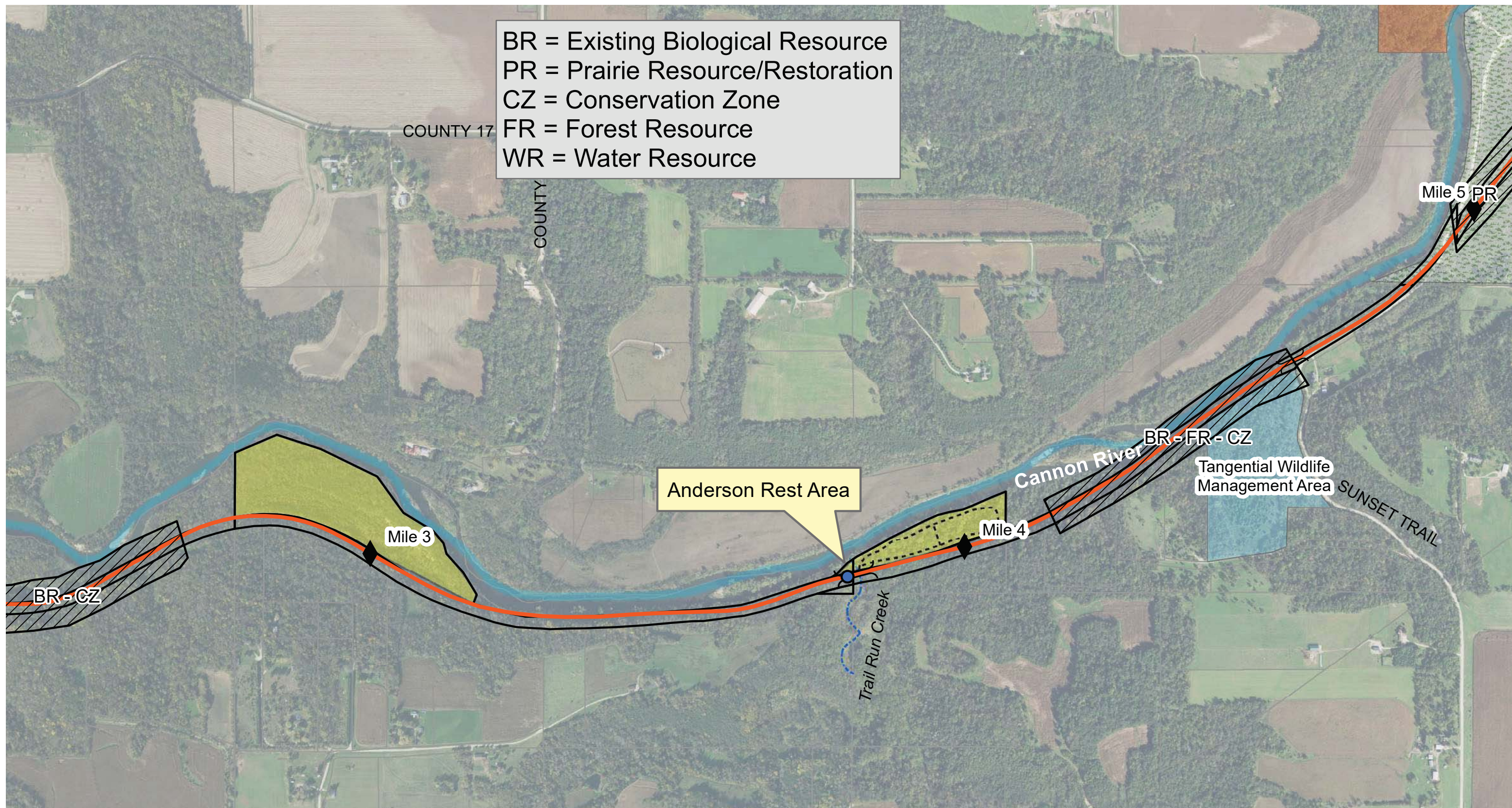


CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE 2017
 Existing Conditions and Analysis Maps

- | | | | |
|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
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| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | --- Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |





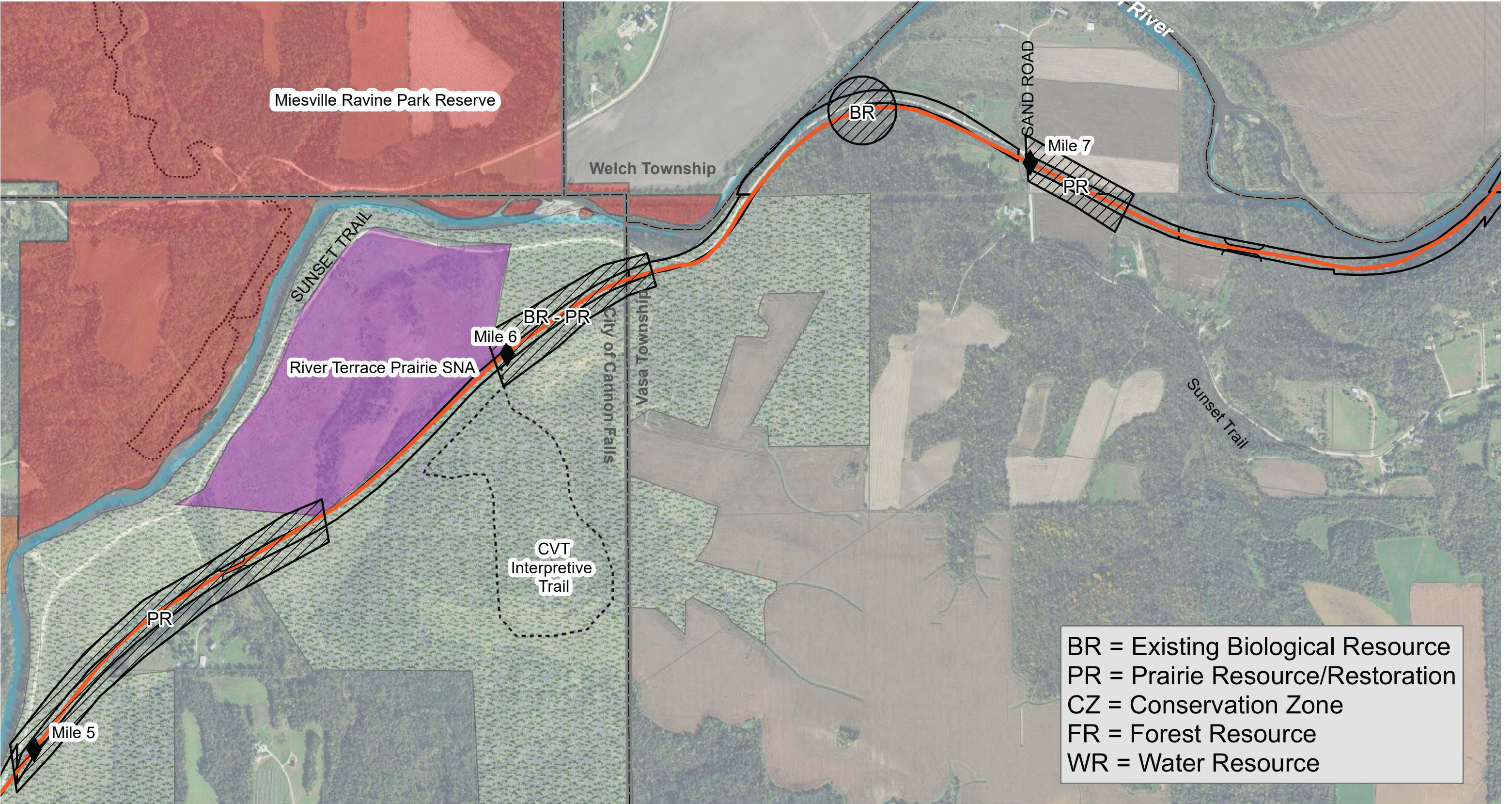
CANNON VALLEY TRAIL COMPREHENSIVE PLAN UPDATE 2017 Existing Conditions and Analysis Maps

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| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |

0 500 1000 2000ft



Segment 3 of 9





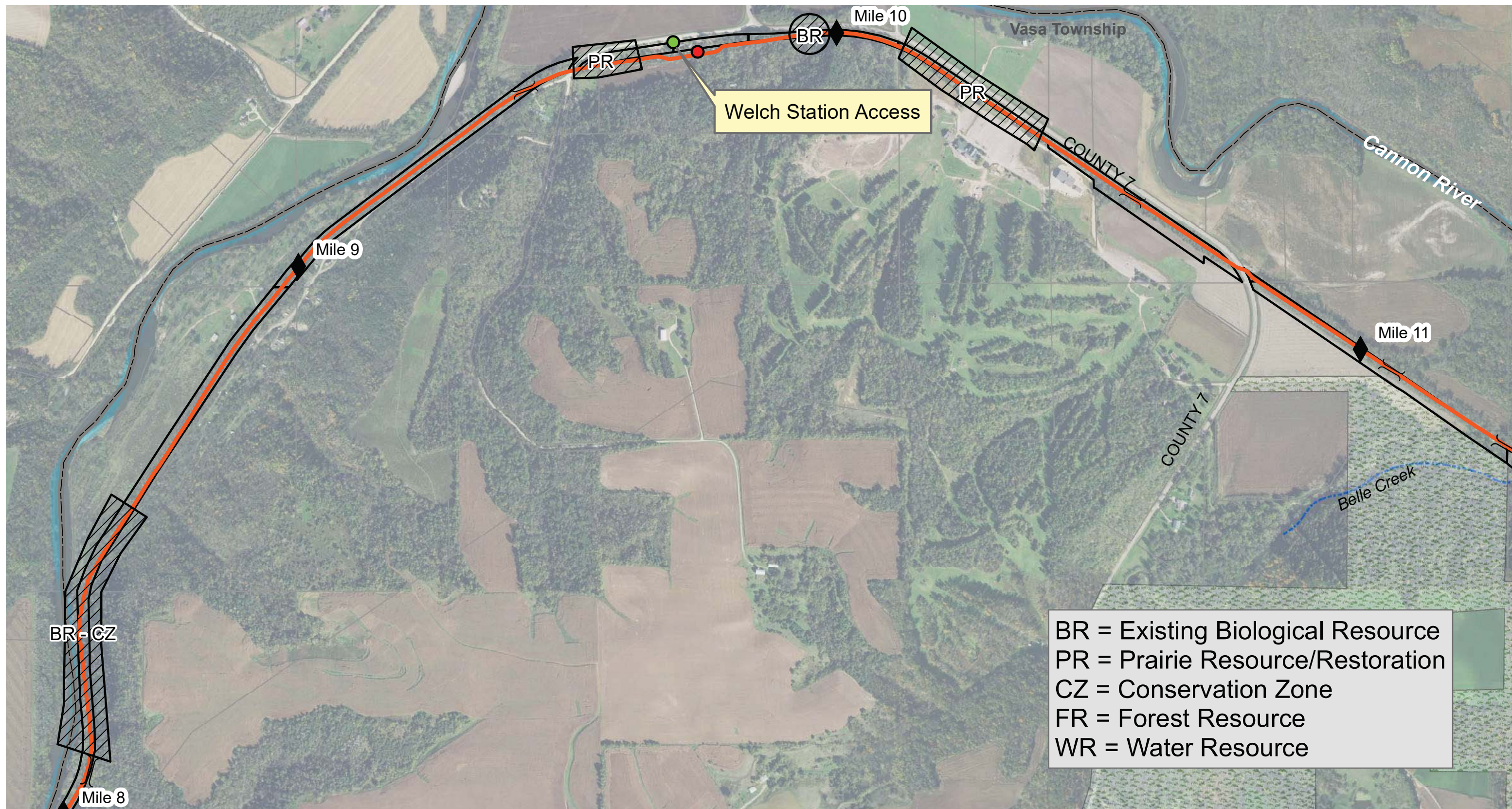
CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE 2017

Existing Conditions and Analysis Maps

● Rest Area	--- City Trail	Goodhue County	State - Aquatic/Wildlife
● Trailhead	--- Mill Towns State Trail	CVT Land	State - Forest
● Wheel Pass Pay Station	--- County Trail	City Park	State - Other
◆ Mile Marker	--- Hiking Trail	Dakota County	State - SNA
	--- Cannon Valley Trail	Township Bndy	



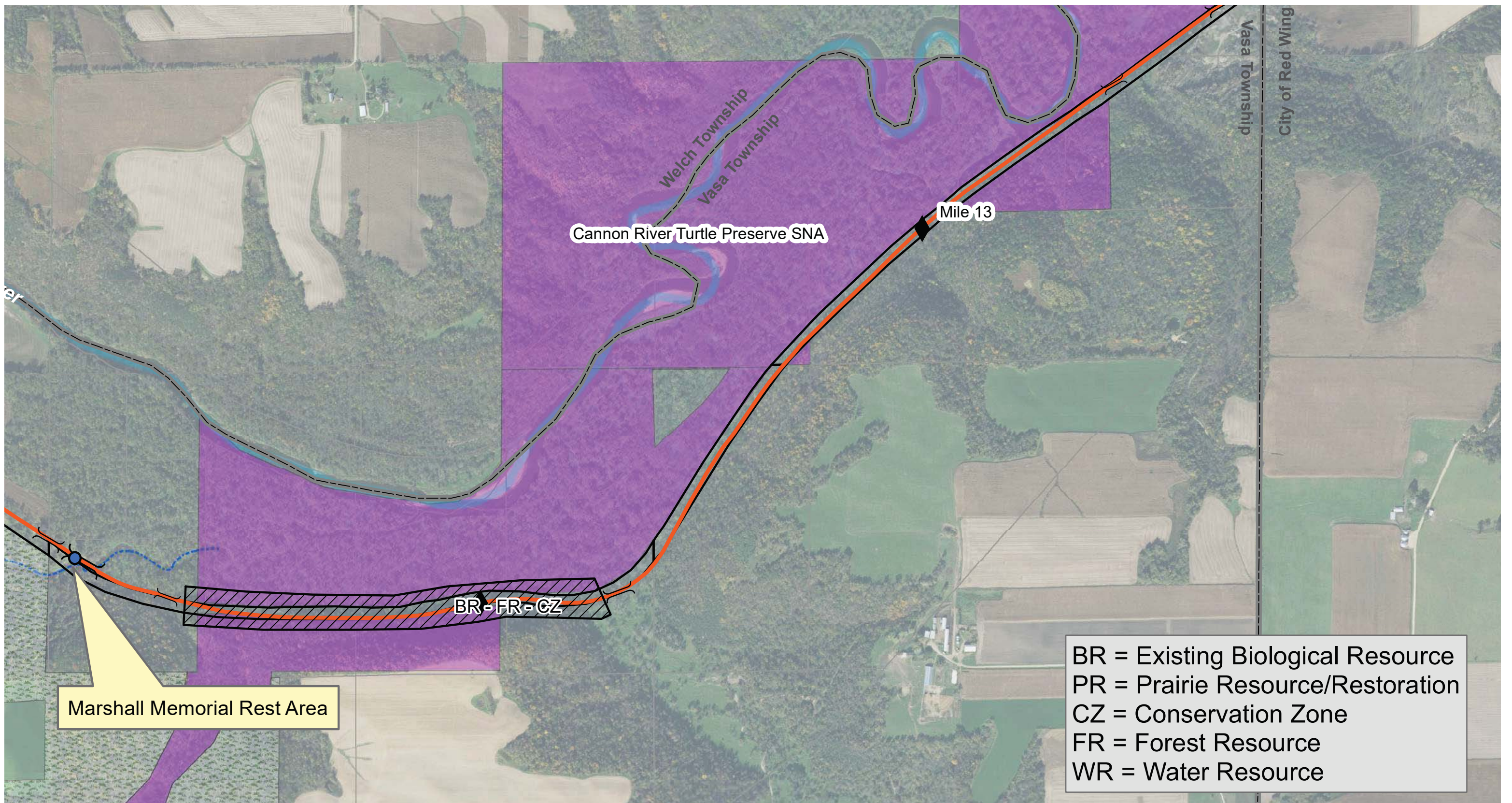
CANNON VALLEY TRAIL COMPREHENSIVE PLAN UPDATE 2017 Existing Conditions and Analysis Maps

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|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |

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Segment 5 of 9



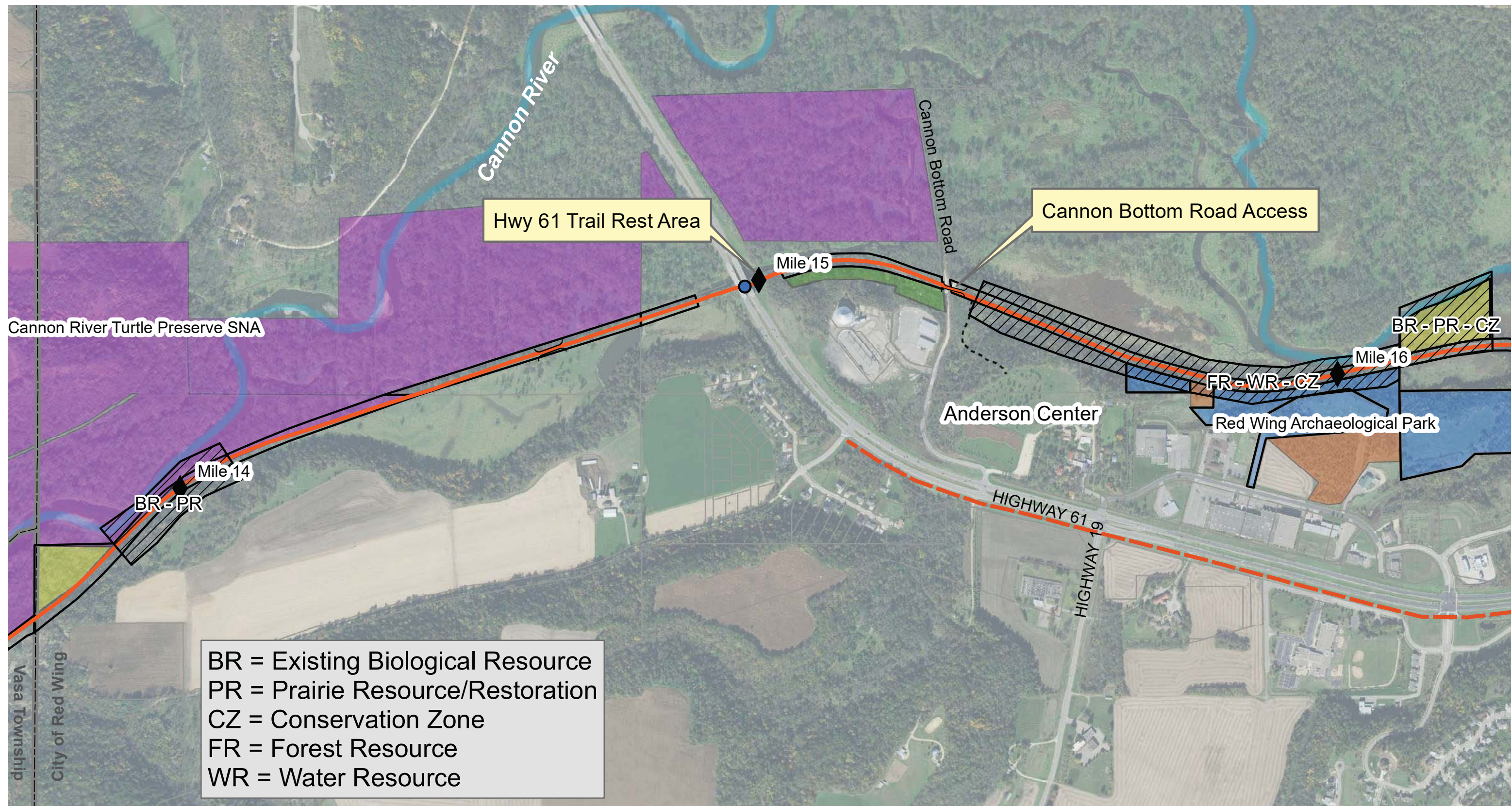
CANNON VALLEY TRAIL COMPREHENSIVE PLAN UPDATE 2017 Existing Conditions and Analysis Maps

- | | | | |
|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | --- Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |

0 500 1000 2000ft



Segment 6 of 9



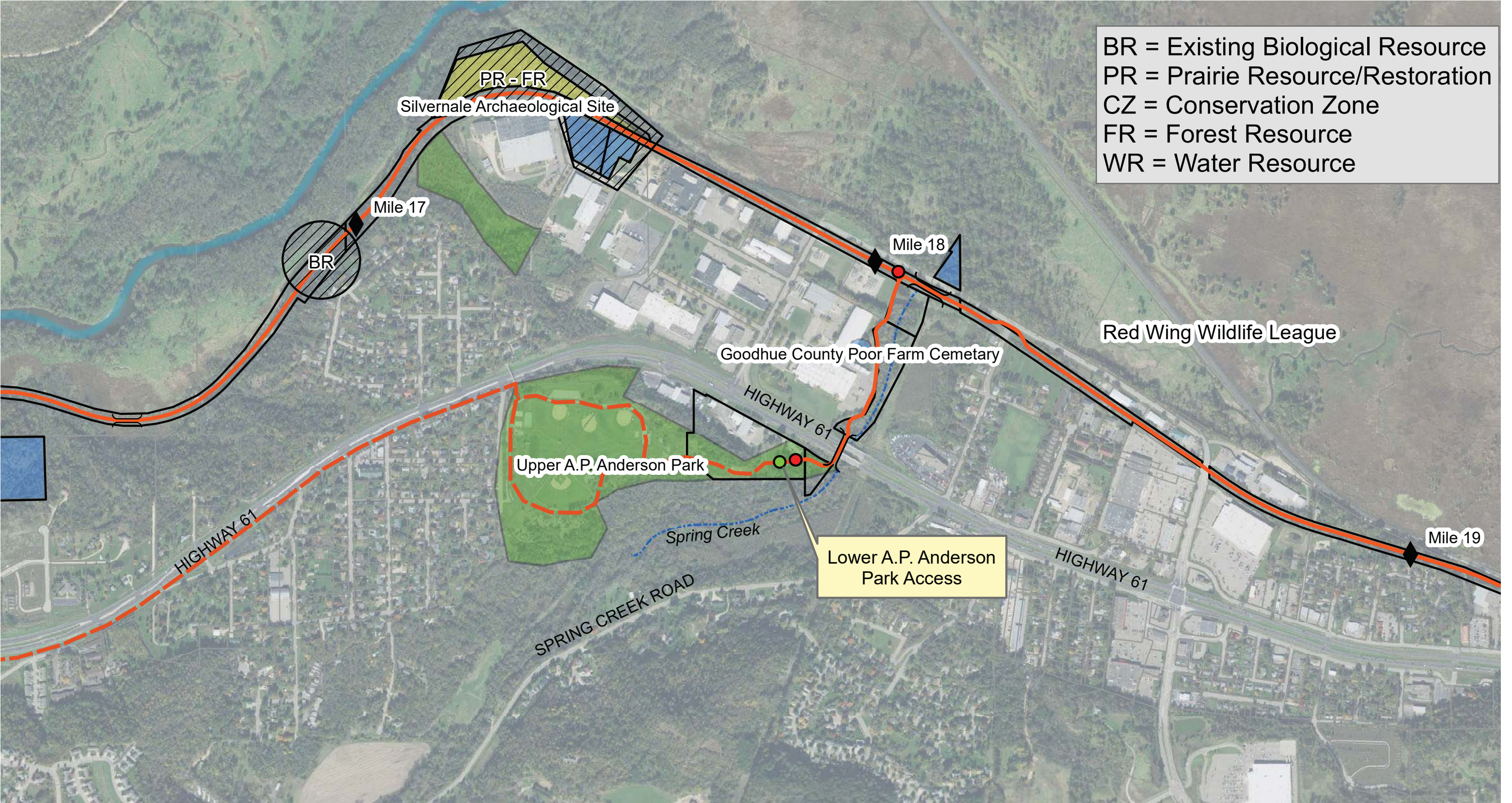
CANNON VALLEY TRAIL COMPREHENSIVE PLAN UPDATE 2017 Existing Conditions and Analysis Maps

- | | | | |
|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | --- Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |

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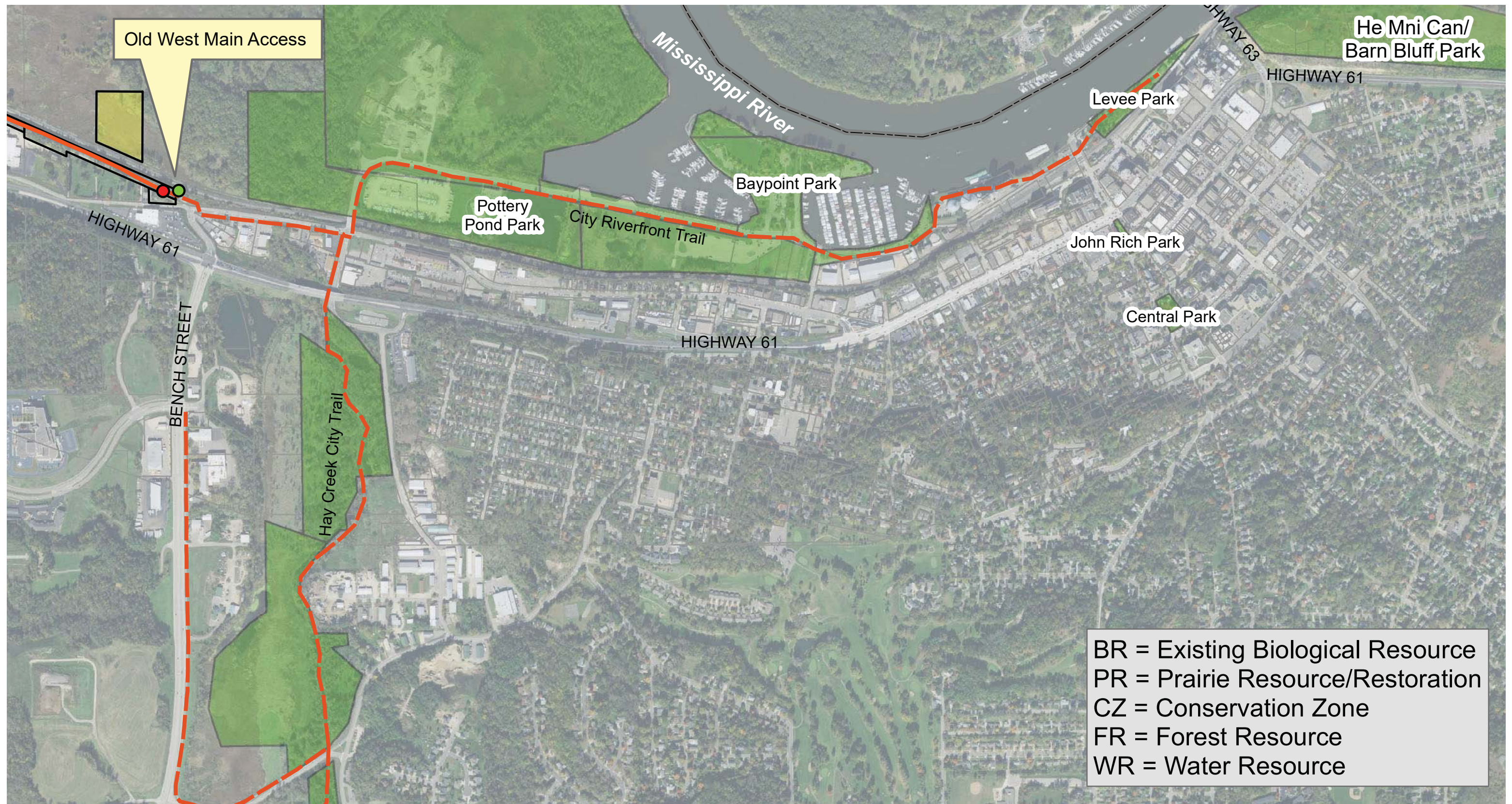
Segment 7 of 9



CANNON VALLEY TRAIL
COMPREHENSIVE PLAN UPDATE 2017
Existing Conditions and Analysis Maps

- | | | | |
|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | --- Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |





CANNON VALLEY TRAIL COMPREHENSIVE PLAN UPDATE 2017 Existing Conditions and Analysis Maps

- | | | | |
|--------------------------|----------------------------|----------------|--------------------------|
| ● Rest Area | --- City Trail | Goodhue County | State - Aquatic/Wildlife |
| ● Trailhead | --- Mill Towns State Trail | CVT Land | State - Forest |
| ● Wheel Pass Pay Station | --- County Trail | City Park | State - Other |
| ◆ Mile Marker | Hiking Trail | Dakota County | State - SNA |
| | --- Cannon Valley Trail | Township Bndy | |

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Segment 9 of 9

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TRAIL CONDITIONS, ISSUES & OPPORTUNITIES

Study of the existing Trail conditions, management, and function of the Trail operations produced a list of issues to address in this Plan and identification of related opportunities. The table below outlines the conditions related to each issue and highlights potential opportunities that may benefit the Trail through plan proposals and improvements.

For purposes of continuity, the issues and opportunities are organized into four categories with supporting topics in each:

1. Infrastructure Conditions and Needs

- A. Physical Trail Conditions and Effectiveness
- B. Trail Accesses and Amenities
- C. Building Conditions and Needs

2. Trail Experience and Use

- D. User Experience and Attraction
- E. Identification and Navigation
- F. Community Connections

3. Resources Value and Contribution

- G. Natural Resources
- H. Cultural Resources
- I. Historic Resources

4. Business Basics

- J. Property Issues
- K. Organizational Capacity and Roles
- L. Financial Considerations
- M. Policy, Government Cooperation and Ordinance

The condition and need for replacement of bridges and bituminous was analyzed by Erickson Engineering, Bloomington, MN. Their findings in a 2017 Feasibility Report on Improvements to the Cannon Valley Trail (Feasibility Report) were used to define the issues and recommendations for bridge and bituminous replacement.

1. INFRASTRUCTURE: CONDITION & NEEDS

A. Physical Condition and Effectiveness

Planning for capital improvements to address degraded infrastructure will enhance the overall Trail experience and protect previous investment. Improvements will be prioritized for funding and implementation purposes.

ISSUE: BITUMINOUS SURFACE CONDITION Portions of the surface are 30 years old and are degraded to the point that it is interfering with the experience. The existing 8' wide surface is considered too narrow by today's standards – 10' is preferred. An engineering study provided recommendations.	OPPORTUNITY: BITUMINOUS REPLACEMENT PROGRAM Plan for: <ul style="list-style-type: none"> › Bituminous replacement – two phases › Conversion to 10' surface – about 1.6 miles may be problematic due to width constraints
ISSUE: BRIDGE CONDITION Four bridges are in need of replacement or repair within 4 years, five more within 7 years and nine more within 10 years. The decking on most bridges is degraded, bumpy and sometimes slippery.	OPPORTUNITY: BRIDGE REPLACEMENT PROGRAM Plan for: <ul style="list-style-type: none"> › Bridge replacement, repair, upgrades according to the Feasibility Study
ISSUE: Water Conveyance/Erosion At five locations there is slope failure, four locations of massive sand deposition, about 1.5 miles of inadequate ditch capacity, numerous inadequate culverts and over 0.6 miles of frequently flooded trail. These conditions create an expensive maintenance need and occasionally close the Trail.	OPPORTUNITY: WATER CONVEYANCE/EROSION IMPROVEMENT PROGRAM Plan for: <ul style="list-style-type: none"> › Engineer solutions and implement for the most severe locations › Prior to bituminous replacement, raise trail to create ditch capacity and reduce flooding, improve culvert capacity and other solutions
ISSUE: TRAIL ACCESS FUNCTION, CAPACITY AND DESIGN Overall Design Themes – The 1985 CVT Comprehensive Plan established a railroad development theme that has been successful in connecting the Trail experience to the railroad history. As redevelopment and improvement of the accesses occurs there is risk of losing the opportunity to reinvigorate and define this 'brand'.	OPPORTUNITY: TRAIL ACCESS IMPROVEMENT PLANS Maintain, reinforce overarching theme of railroad: <ul style="list-style-type: none"> › New bridges railings to mimic railroad ties and rails › Railroad history interpretation to be emphasized at Welch Station Access

B. Trail Accesses and Amenities

For CVT, the term Access has evolved to identify public locations developed for arrival by vehicle. Highway directional signs and Trail signs, maps, and marketing materials all use the term "Access". CVT owns, or cooperates in the maintenance and management of, six developed vehicle-accessible accesses. The quality of Trail accesses and amenities goes a long way in creating a positive and memorable user experience that serves to differentiate CVT from other trails.

ISSUE: CANNON FALLS DOWNTOWN ACCESS Existing signage from Highway 19 is difficult to see. Parking capacity is insufficient on peak use days and no modern restrooms are available. Way finding through City Trails to CVT and the Mill Towns State Trail is insufficient.	OPPORTUNITY: Plan to: <ul style="list-style-type: none"> › Work with the MnDOT to install a sign on Highway 19 › Cooperate with the City of Cannon Falls and other agencies in the development of a modern restroom, visitor center type of facility downtown › Improve way finding
ISSUE: CANNON FALLS BALL FIELD ACCESS Very difficult to find via city streets, is undeveloped and does not create a memorable image.	OPPORTUNITY: Minimal investment <ul style="list-style-type: none"> › Access to remain primarily a locally known destination › Improve the CVT entrance sign

B. Trail Accesses and Amenities	
ISSUE: WELCH STATION ACCESS With no modern restroom or picnic shelter it does not meet expectations for a well-used park type facility.	OPPORTUNITY: Redevelop into a ‘visitor center’ function including: <ul style="list-style-type: none"> › Picnic shelter › Modern restroom › Performance stage › Interpretive information › Nature Play elements
ISSUE: CANNON BOTTOM ROAD ACCESS Very limited parking, portable toilet, poor image, no understanding of relationship to Anderson Center, not obvious how to get up the hill with a bike or what to expect at the top. There is no bike trail connection to the nearby City of Red Wing Highway 61 Trail. Constricted property ownership and concerns about the endangered wood turtle limit expansion opportunity.	OPPORTUNITY: Redevelop for: <ul style="list-style-type: none"> › Improved restroom facility › Better image including introducing arts and archaeological resources › As a gateway to cultural resources nearby › Create a bicycle connection to Anderson Center and Highway 61 Trail
ISSUE: LOWER A. P. ANDERSON PARK ACCESS This is county owned property, operated by the City of Red Wing as a park. Development is visually unremarkable but offers 40 vehicle parking capacity. The modern restroom is closed due to excessive vandalism. The access is used most often by CVT users who either don’t know of another access, or chose this one to avoid the more urban Red Wing section of CVT.	ISSUE: Redevelop for: <ul style="list-style-type: none"> › Modest redevelopment to reflect city park design standards › Reopening the restroom would benefit some CVT users but this location will not serve many users › Address way finding issues
ISSUE: OLD WEST MAIN STREET ACCESS The design character does not reflect its role as a gateway into the Old West Main Historic District. There are way finding issues in regard to finding the two existing trail connections, other parks and facilities, downtown, commercial areas etc. and parking capacity does not meet needs.	OPPORTUNITY: Redevelop to: <ul style="list-style-type: none"> › Capitalize on the potential to reflect the gateway function, taking cues from the Old West Main Renewal Master Plan. This could include the introduction of historic flavored construction materials, signs, plaza space and more. › Expand parking as possible › Add modern restroom with showers and changing room
ISSUE: REST AREAS Four are provided: Bob O’Gorman (City of Cannon Falls managed), Anderson, Marshall Memorial and Highway 61. Their age, image and effectiveness varies.	OPPORTUNITY: Redevelop to: <ul style="list-style-type: none"> › Maintain their usefulness › Install vault toilet at Anderson Center in lieu of existing portable › Improve the image of the Highway 61 Rest Area when the time comes for redevelopment
ISSUE: OTHER DEVELOPMENT NODES There are about 13 small developed spaces along CVT serving as pull offs; offering scenic views, seating, interpretive information; or introducing a hiking trail connection. Their image and effectiveness varies.	OPPORTUNITY: Redevelop to: <ul style="list-style-type: none"> › Maintain their usefulness › Improve image › Add a kiosk at Mile 6.2 to serve as a storm shelter

C. Building Conditions and Needs

Planning for building improvements to address maintenance and new needs will enhance the overall Trail experience, protect equipment, and improve maintenance efficiency. There are two categories to the building portion of the Capital Improvement Plan: 1) Public Buildings (e.g. restrooms, picnic shelter) and 2) Maintenance Buildings.

ISSUE: EXISTING BUILDING CAPACITY AND PROPOSED BUILDINGS Planning for future capital expenses is necessary to protect investment and secure funding. The key components of the Building CIP are listed below.	OPPORTUNITY: CAPITAL IMPROVEMENT PLAN FOR BUILDINGS Plan improvements to address issues below.
ISSUE: PROVISION OF IMPROVED RESTROOMS Even after 30 years of operations, there is still not a modern restroom on CVT. The public expressed this as an important need, plus has an interest in showers and changing rooms. A City of Red Wing modern restroom at Lower A. P. Anderson Park is closed due to excessive vandalism.	OPPORTUNITY: INCREASE SERVICE Redevelop for: <ul style="list-style-type: none">› Modern restrooms as part of the future Downtown Cannon Falls visitor center concept, at Welch Station and Old West Main accesses› Replace existing portable toilets with vault toilets at Anderson Rest Area and Cannon Bottom Road Access› City of Red Wing to consider reopening the modern restroom at Lower A. P. Anderson Park
ISSUE: WELCH STATION ACCESS – PUBLIC BUILDINGS In addition to adding a modern restroom, long standing program and site development plans recommended a picnic shelter.	OPPORTUNITY: INCREASE SERVICE Redevelop to: <ul style="list-style-type: none">› Provide a picnic shelter
ISSUE: WELCH STATION ACCESS – MAINTENANCE BUILDING NEEDS <ul style="list-style-type: none">› Analysis shows a need for 2,016 square feet of additional indoor equipment storage space	OPPORTUNITY: PROVIDE FOR NEED Redevelop for: <ul style="list-style-type: none">› Additional indoor equipment storage space

2. TRAIL EXPERIENCE & USE

D. User Experience & Attraction

Developing and delivering a quality experience, and attracting more visitors, is essential to the long-term success of CVT. A quality experience is derived from many sources, including the immersion in a natural landscape, the character of accesses and facilities, feeling safe, finding your way without frustration, having options for more trail experience and being able to conveniently explore other local destinations.

ISSUE: CONSISTENT PRESENTATION OF PHYSICAL IMAGE The CVT 1985 Comprehensive Plan developed a physical design image of a historic railroad theme. Visually 'brand' identification is further developed through the Trail logo and a Sign Plan. Over the years there has been 'drift' in regards to the allegiance to the original image and signs. As example, large plastic signs now identify the accesses and complex looking signs accompany the Wheel Pass self-purchase stations.	OPPORTUNITY: DESIGN DEVELOPMENT AND CONSISTENCY As CVT facilities are redeveloped and expanded, this is an opportunity to reinvigorate the brand through design and add a local design flavor for some of the accesses. It is especially important that the new bridges continue the presentation of the railroad theme.
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D. User Experience & Attraction

ISSUE: CONCERN FOR SAFETY AND SECURITY ALONG THE TRAIL

Physical hazards along the Trail pose safety issues for users, most notably the rough bituminous surface. Trail user behavior can also create safety concerns.

Occasionally there are also reports of concern for personal security especially for those using the Trail alone. Both issues need to be addressed to ensure confidence among Trail users.

OPPORTUNITY: IMPLEMENT TRAIL IMPROVEMENTS AND INCREASE USER EDUCATION AND AWARENESS

Strategies for improving safety include:

- › Trail widening will create more space and help reduce conflicts
- › Bituminous replacement will improve safety
- › Bridge replacement will eliminate the existing slippery deck problem
- › Promote a “Code of Conduct” to reduce conflict

Strategies for improving personal security include:

- › Continue cooperation with local law enforcement to improve personal security
- › Encouraging biking in groups during off-peak use times
- › To address vandalism consider the installation of cameras at locations of frequent occurrence
- › Consider development of a non-public GIS map application for law enforcement and emergency responders that is intended to assist responses by locating access points, mile markers, vehicle turn around locations, etc.

ISSUE: LIMITED NUMBER OF NEW USERS TO THE TRAIL EACH YEAR.

For at least the last fifteen years, use of CVT has consistently been about 100,000 visitations a year. There are demographic and recreational trends directly applicable to the success of attracting future users and retaining existing users. These trends are:

- › Aging population
- › Generational differences in recreating
- › Broader changes in recreational activities

Of acute interest to CVT is the significant decline of visitors under the age of 18 – from 39% in 1990 to less than 20% in 2016.

Winter use is believed to be less than the potential due to inconsistent snow cover for skiing, conflicts between hiking and skiing on a groomed surface and not allowing fat tire bikes.

OPPORTUNITY: VISITOR ATTRACTION AND RETENTION

Multiple, coordinated strategies, starting with a focus on family, are necessary and include:

- › Create new users by encouraging existing Trail users to invite friends and family
- › Add kid-friendly a ‘BMX’ style trail parallel to the main tread in certain locations
- › Connect to other trails to create options and loops
- › Develop a Pilot Winter Use program involving plowing sections at each end for hiking and allowing fat tire bikes on certain portions
- › Promote the Trail for commuting, school/group use
- › Partner with related programs for promoting use
- › Development of a mobile app
- › Create an annual ‘Signature’ Event such as a festival

ISSUE: NEW TRAIL CONNECTION OPPORTUNITY

The provision of loop trails, and more trails, was a frequent public request. More trails connecting to neighborhoods increases CVT use and the value to citizens. Longer distance trails to nearby communities will attract new users to CVT. There is considerable opportunity for trail connections.

OPPORTUNITY: INCREASE PUBLIC TRAIL OPPORTUNITY AND VALUE

Significant new trail connection opportunities include:

- › Mill Towns State Trail
- › Cannon Falls School Campus and vicinity
- › To Downtown Welch
- › Red Wing: Connecting CVT, Anderson Center, City Highway 61 Trail
- › Hastings to Red Wing Trail
- › Red Wing: Two neighborhood connections
- › County Road 1/Bench Street
- › Red Wing: Along Old West Main/Pottery District
- › Mississippi Blufflands Trail
- › Mississippi River Trail (MnDOT)

E. Trail Identification & Navigation

The Trail experience is enriched when the visitor can more fully explore the host communities and amenities. Cannon Falls, Welch and Red Wing have an incredible diversity of recreational places and facilities, a rich history and numerous public festivals and events. Providing way finding, interpretation and up to date information is the challenge.

ISSUE: CONFUSING SIGNS FOR WAY FINDING AND TRAIL CONNECTIONS.

Aging signs and inconsistent style and installation creates difficulty with way finding. Unless users are already familiar with routes, some report becoming confused or lost. Survey results also indicated some Trail users have trouble finding the accesses in both Cannon Falls and Red Wing.

OPPORTUNITY: UPDATED SIGN PLAN

Updating the existing Sign Plan to provide for effective problem solving is necessary. A coordinated family of signs will establish a consistent aesthetic throughout the Trail corridor and be easily recognizable. Implementation should be a priority.

ISSUE: INTERPRETATION AND EDUCATION

Public comment was clear that for some visitors, existing interpretive signs and programming provide value and that there is interest in more. The Baby Boomer generation is especially interested in interpretive information.

OPPORTUNITY: CREATE MEMORABLE INTERPRETIVE AND EDUCATIONAL OPPORTUNITIES

CVT is uniquely positioned to offer quality interpretive information about the many and diverse significant cultural and natural resources of the Lower Cannon River Valley. The starting point is to accomplish an Interpretation/Education Plan to guide and prioritize efforts. The opportunity is to increase the public's awareness of the natural, historic and pre-historic resources along the Trail through a variety of methods.

ISSUE: INCREASING TRAIL VISITOR INTERACTION WITH COMMUNITY AMENITIES AND EVENTS

Public and stakeholder comment identified opportunity to increase a visitor's interaction with the host communities but there are impediments including:

- › Not understanding the opportunities available
- › Difficulty in finding comprehensive, specific and up to date information
- › Lack of way finding signage to provide direction

OPPORTUNITY: DEVELOPING, COMMUNICATING AND MARKETING CLEAR MESSAGES

Key to success is communicating opportunities and providing trail connections that are easy to find and use. Specific recommendations are:

- › Update the CVT Sign Plan to include improved way finding and allow limited business related signs
- › Address the way finding issues identified throughout this Plan
- › Provide up to date community and business information at the accesses
- › Develop an engaging mobile app that provides community connection information

F. Community Connections

Trail visitors interacting with the host communities contribute to beneficial local economic impact. As a locally owned and managed Trail, optimizing economic interaction is necessary so the communities can better support the Trail.

ISSUE: INCREASING ECONOMIC INTERACTION BETWEEN TRAIL VISITOR AND COMMUNITY

There is interest in increasing the level of economic interaction. The communities of Cannon Falls, Welch, and Red Wing each have their own unique amenities, attractions, and destinations. Unless already knowledgeable about the area, it can be challenging for the visitor to find and fully benefit from the opportunities. Some visitors report a perceived lack of community interest in attracting Trail users, such as not providing bike racks at businesses.

OPPORTUNITY: PROMOTION AND PARTNERSHIPS

The August 2016 online survey results showed that 65% of the respondents do not combine or coordinate their visit with other nearby recreational activities. This implies considerable opportunity to increase interaction with other local recreation opportunity. With the wide diversity and quality of other activities possible from Cannon Falls to Red Wing, marketing of these opportunities could increase interaction. Marketing could include:

- › Categorizing and describing the recreational opportunities available
- › Update the CVT Sign Plan to allow limited business signs on CVT
- › Advertise where bicycles can be rented
- › Encourage the training of business staff (such as at hotel desks, restaurant staff, etc.) so they can make informed recommendations to customers

ISSUE: ADJACENT PROPERTY CONFLICT MANAGEMENT

Occasionally there are complaints from adjacent residents about Trail users not respecting private property. At times there are conflicts with adjacent landowners regarding property boundaries and land use changes that affect one side of the property line or the other.

OPPORTUNITY: MAINTAIN PRODUCTIVE RELATIONSHIPS WITH ADJACENT LANDOWNERS

The most effective strategy for conflict resolution continues to be proactive in establishing and maintaining productive relationships with landowners and seek cooperative solutions to issues, consistent with CVT goals and policies.

3. RESOURCE VALUE

G. Natural Resources

Immersion in a quality natural environment is what CVT visitors enjoy and why they return time and time again. The quality of the natural resources is outstanding, but management is always essential.

ISSUE: PRESENCE OF SIGNIFICANT AND OTHER ECOLOGICAL RESOURCES

CVT lands, in about 26 locations, contain remnants of original pre-settlement vegetation and/or populations of state and federal endangered plants species, and/or species of special concern. These resources significantly contribute to the quality of the experience. Management inputs are required to maintain and improve the ecological condition of these resources. Management is challenged due to lack of capacity and up to date planning.

OPPORTUNITY: IMPROVE MANAGEMENT OF ECOLOGICAL RESOURCES

CVT is uniquely positioned to provide outstanding stewardship to significant resources. The first step is to update the 1988 Biological Resources Management Plan and then implement the recommendations.

ISSUE: CHALLENGES TO BETTER NATURAL RESOURCE MANAGEMENT

Natural resource management is labor intensive. CVT does not have the organizational capacity to do everything. Other impediments include narrow property ownership, invasive species, adjacent land use disturbances and flooding/erosion.

OPPORTUNITY: IMPROVE NATURAL RESOURCE STEWARDSHIP, PLANNING AND PRACTICES

Strategies to improve include:

- › The CIP can provide funds for planning and projects
- › Partnerships to increase capacity and results may be possible with agencies and some adjacent landowners
- › Updating the 1988 Plan will provide direction on priorities and methods
- › Expanding the use of Conservation Zones can increase protection at little cost

ISSUE: VEGETATION MANAGEMENT

While similar to natural resource management, vegetation management focuses more on recreational experience and safety and less on ecological outcomes. Vegetation needs to be managed for safety (e.g. hazardous trees, unobstructed intersections), creating a diversity of views of the valley and river (critical to the Trail experience), maintaining shoulder mow zones etc. Necessary vegetation management is a significant maintenance task. CVT has a 1990's Vegetation Management Plan.

OPPORTUNITY: IMPROVE VEGETATION MANAGEMENT AND ECOLOGICAL OUTCOMES

The objective is that, in the normal course of vegetation management, use strategies that not only provide the immediate benefit required, but over time will improve ecological conditions. The desired outcome is to achieve the highest quality recreational experience by optimizing the contributions that vegetation management makes.

Recommit to the objectives outlined in the 1990's CVT Vegetation Management Plan will help achieve this outcome.

H. Cultural Resources

1000 years ago the Cannon River Valley was well populated and there are numerous publically owned archaeological sites along the Trail. Interpretation of these sites, along with appropriate public use, adds a unique element to the Trail experience, but presently this value is under represented. Planning and interpretation are required to enrich the contribution these cultural resources can make.

ISSUE: STEWARDSHIP NEEDS, APPROPRIATE USE AND EDUCATION

CVT owns, or is adjacent to, at least six significant archeological resource sites. There is tension between the need to protect the sites from harm, yet allow appropriate public exploration and education.

Unmanaged resources risk damage and loss. Specific issues include:

- › Some sites are visually unappealing with overgrown and rank woody vegetation and limited interpretive information is provided.
- › There are way finding issues as the public is uncertain of what to expect when detouring off the main trail to visit a site, and whether it is worth the effort.

OPPORTUNITY: CULTURAL RESOURCE STEWARDSHIP PLAN AND PRACTICES

In general, it is recommended that the archaeological resources contribute more to the Trail experience through increased public visitation opportunity where this use will not damage the resources or be considered culturally insensitive. It is essential that archaeologists and representatives of groups with cultural ties to the resources be involved in all planning for potential increased public visitation. The recommendations are predicated on the belief that the benefits of limited, sensitive, managed public use does not need to negatively impact the resource. Furthermore, increasing the public's awareness of the resources can contribute to improved stewardship.

More specifically, CVT could:

- › Participate in developing the Cultural Heritage Park concept that would combine 7 existing publicly owned parcels into one management unit with limited public access
- › Participate in coordinated management of 4 publicly owned parcels
- › Provide more interpretive information and programming especially in partnership with others with expertise (e.g. Goodhue County Historical Society)
- › Include information in a mobile app

ISSUE: UNIQUE OPPORTUNITY - OPTIMIZING THE VALUE OF A CULTURAL RESOURCE – ANDERSON CENTER

The Anderson Center is located in Red Wing on a terrace 100' above CVT. Presently a minimally developed natural surface trail connects the two. The Center programming includes authors, artists and others in residency programs, while the facility itself is composed of historic structures and has an outdoor sculpture garden. The Center hosts numerous and well attended public art related events. A serious impediment to more interaction between the Center and CVT users is the minimal trail connection and users not knowing if it worth the effort to climb the hill.

OPPORTUNITY: REALIZING THE VALUE OF PHYSICAL AND PROGRAMMATIC CONNECTIONS TO THE ANDERSON CENTER

It is believe that many CVT users would be interested in exploring the Center grounds and facilities and participating in special events. This could be a memorable addition to their experience. Strategies to achieve include:

- › Create a bicycle connection using the Cannon Bottom Road
- › Participate in coordinated and complementary programming opportunities such as guided hikes
- › Promote the establishment of the Cultural Heritage Park

H. Cultural Resources

ISSUE: UNIQUE OPPORTUNITY - OPTIMIZING THE VALUE OF 7 EXISTING PUBLICALLY OWNED PARCELS WITH ARCHAEOLOGICAL RESOURCES AND 4 OTHER PARCELS

Seven parcels are contiguous to themselves and/or the CVT offering an outstanding opportunity for the creation of essential a new park with a dominant focus of protecting and interpreting the archaeological resources. This “Cultural Heritage” Park would be accessible from CVT, Highway 61 and the Anderson Center. The Park could offer terrace top to rivers edge loop hiking trail opportunities. Trail extensions to the Anderson Center would offer additional, highly scenic hiking opportunity as well as exposure to the Center activities and historic facilities.

Another 4 parcels nearly surround an industrial plant and offer another coordinated management opportunity to increase public value through archaeological resource protection and education. CVT currently manages one of the parcels – Silvernale Site. A loop hiking trail option may be possible.

OPPORTUNITY: REALIZING THE VALUE OF PUBLICALLY OWNED PARCELS – CULTURAL HERITAGE PARK CONCEPT

- CVT could:
- › Participate in developing the Cultural Heritage Park concept that would combine 7 existing publicly owned parcels into one management unit with limited public access
 - › Participate in coordinated management of 4 publicly owned parcels

ISSUE: UNIQUE OPPORTUNITY - OPTIMIZING THE VALUE OF A CULTURAL RESOURCE – MENDOTA TO WABASHA MILITARY ROAD (CANNON BOTTOM ROAD)

This 3,200’ long road section is listed on the National Register of Historic Places and is closed to vehicle traffic. It is immediately adjacent to the Cannon Bottom Road Access. It evokes an image of the 1856 military road. Presently this history and the potential to experience it is unknown to almost all CVT users.

OPPORTUNITY: REALIZING THE VALUE OF PROGRAMATIC CONNECTIONS TO THE MILITARY ROAD

It is recommended that the historical resources contribute more to the Trail experience. Redevelopment of the Cannon Bottom Road Access could include an emphasis on describing the Military Road.

ISSUE: UNIQUE OPPORTUNITY - OPTIMIZING THE VALUE OF A CULTURAL RESOURCE – GOODHUE COUNTY POOR FARM

Established in 1864, this farm offered employment to the poor. The cemetery is the final resting place for 43 former residents and is located along the CVT. Interpretive information is provided at the cemetery. This unusual story is often missed by CVT users.

OPPORTUNITY: REALIZING THE VALUE OF PHYSICAL AND PROGRAMATTIC CONNECTIONS TO THE GOODHUE COUNTY POOR FARM

Making CVT users aware of this history and encouraging exploration will add value to the CVT experience.

I. Historic Resources

Numerous historic sites and structures are also available for exploration, ranging from a military road to buildings available for public viewing. Planning and interpretation are required to enrich the contribution these historic resources can make.

ISSUE: OPTIMIZING THE VALUE OF HISTORICAL RESOURCES

There are three designated historic districts (one each Cannon Falls, Vasa and Red Wing) plus numerous structures on the National Register of Historic Places, along or near CVT. Furthermore there are locations of local historical interest on CVT including:

- › Sod House location
- › Milepost 80 Trail Wreck Site
- › Numerous Sites: Railroad era artifacts still remain, including concrete pillar mileposts and a ‘flycatcher’

OPPORTUNITY: REALIZING THE VALUE OF HISTORICAL RESOURCES

It is recommended that the historical resources contribute more to the Trail experience. Specifically, additional interpretive information could be included at the Cannon Falls Downtown, Welch Station, Cannon Bottom Road, Lower A. P. Anderson and Old West Main accesses.

Historical resources immediately adjacent to the Trail that could provide increased benefit to the Trail experience include:

- › Goodhue County Poor Farm
- › Mendota to Wabasha Military Road
- › Anderson Center

It is recommended that interpretation and information about these sites be especially well developed.

4. BUSINESS BASICS

J. Property Issues

CVT inherited the land ownership pattern of a railroad – long and narrow. This pattern is not always sufficient to meet needs such as expanding accesses and protecting resources. Acquisition of key parcels is necessary to protect and improve the Trail.

ISSUE: LACK OF CLARITY ON PROPERTY BOUNDARIES

The original property acquisition by the railroad in the 1880’s, then acquired for CVT, left room for lack of clarity in property boundaries – finding a definitive boundary can be challenging.

OPPORTUNITY: PROPERTY SURVEY

While not a part of this Plan process, it is noted that the Goodhue County Surveyor is undertaking a multi-year process of surveying and marking the Trail boundaries.

ISSUE: ADDITIONAL PROPERTY TO PROTECT AND IMPROVE THE TRAIL

Four properties of interest were identified:

- › West of Welch Station Access – for river bank erosion control
- › Welch Station Access – for Access and Maintenance facility expansion
- › Near Welch Station Access – along CR 7 for potential off-road trail connection to Downtown Welch
- › Camp Pearson – for resource protection and local trail connection

OPPORTUNITY: POTENTIAL LAND ACQUISITION NEAR CAMP PEARSON

Acquiring, either by purchase, gift or some combination, of these properties would offer protection or access expansion. It is recommended that the Joint Powers Board initiate conversations regarding potential acquisition.

K. Organizational Capacity and Roles

Partnerships between CVT and the three local units of government in the provision of accesses and land management provide efficiency and public value. As trails connect and facilities expand, more and expanded partnerships are critical. Defining roles of the partners is essential.

ISSUE: MANAGEMENT ROLES FOR 13 PUBLICALLY OWNED PROPERTIES

From Highway 61 (Mile 15.1) easterly to Pepin Avenue (Mile 17.6) there are 13 parcels of property either adjacent to, or near CVT, that are owned by Goodhue County, Red Wing or the State of Minnesota. In all cases these lands provide value to the CVT experience by providing protection for natural resources and scenic land. Furthermore, at least nine of the parcels contain archaeological resources. The JPB, City of Red Wing and Goodhue County have inquired about which agency or agencies are best positioned to manage the properties and what the management objectives should be.

OPPORTUNITY: CLARIFICATION ON ROLES FOR OPTIMAL PUBLIC VALUE

- › 7 parcels could be cooperatively managed in a new Cultural Heritage Park concept
 - › 4 parcels could be cooperatively managed for archaeological resource protection and limited public use
- The final 2 parcels could be managed by CVT for ecological and scenic resource purposes.

ISSUE: CVT ROLE IN OTHER TRAIL DEVELOPMENT, MANAGEMENT AND SHARED USE FACILITIES

Cooperative relationships between CVT and the three local units of government and other partners in regards to trail development and management have provided exceptional public benefit. As this Plan outlines, continuing existing partnerships and creating new ones is key to the continued success of CVT. As the number and complexity of partnerships grows, the risk is that roles and responsibilities may become unclear and conflicts could emerge.

OPPORTUNITY: PROVIDE CLARITY ON ROLES

The Plan provides recommendations on management and development roles for existing and proposed facilities.

- › CVT is well positioned to accept increased responsibility for cooperating with the City of Cannon Falls regarding designating and maintaining a 'through route' from CVT to the Mill Towns. Roles would need to be defined.
- › CVT is not well positioned to accept responsibilities for trail needs beyond the 'through route'. The logistics of transporting staff and equipment from Welch Station Access to west of Cannon Falls becomes onerous.
- › CVT could assume maintenance of off road trail connection Welch Station Access and Downtown Welch
- › CVT could lead the design and implementation of way finding improvements from Old West Main Access to Old West Main/Withers Harbor Drive intersection

L. Financial Considerations

Trail operations require reliable and adequate revenue for a successful program. The CIP addresses a significant backlog of capital projects which will require significant expenditures over the next 10 years. Planning to meet these challenges is necessary.

ISSUE: WHEEL PASS PROGRAM MODIFICATION

Public comment inquired about modifications to the Wheel Pass program, such as lower (and higher) fees, more accommodation for the economically disadvantaged, hourly rates, etc. The fees and Program are reviewed annually by the JPB.

OPPORTUNITY: WHEEL PASS PROGRAM MODIFICATION

The survey results (over 80% thought both the annual and daily passes were priced about right) supports leaving the Wheel Pass program and fees as is, therefore no change is proposed at this time.

L. Financial Considerations	
<p>ISSUE: MEETING CAPITAL IMPROVEMENT PROGRAM FINANCIAL NEEDS</p> <p>The CIP totaling over \$12,000,000 over 10 years will be a financial challenge. Significant external funding, such as grants from State of Minnesota Legacy funds through the Greater Minnesota Regional Parks and Trails Commission, and other sources, will be required.</p> <p>To position the JPB to be competitive for any grant application, the CIP assumes that the JPB will provide a 20% total project cost local match in a combination of cash and in-kind services. This 20% local match, plus other project costs likely not eligible for grants, is approximately \$2,900,000.</p>	<p>OPPORTUNITY: MEETING CIP FINANCIAL NEEDS</p> <p>About 17 different grant programs were identified as being applicable to the CVT CIP. Significant local fund raising will be required. In-kind donations can be an important part of meeting the 20% local share.</p>
<p>ISSUE: MEETING OPERATIONAL BUDGET FINANCIAL NEEDS</p> <p>Expenses are not immune to inflation, wage and health care cost increases, and public expectations. Additional funding will be steadily required.</p>	<p>OPPORTUNITY: MEETING CIP FINANCIAL NEEDS</p> <p>Strategies to meet needs include:</p> <ul style="list-style-type: none"> › Implement the CIP – Improvements such as bituminous replacement and water conveyance improvement will provide some relief to the maintenance program and expenses › Increasing Use: Wheel Pass fees comprised 57% of 2016 budgeted revenue. Increasing bicycle and in-line skate use will directly translate into increased revenue › Creation of a Community Outreach position to focus on developing partnerships with the communities to increase use, donations and grants › Increasing Donations: In the past, CVT has been the recipient of numerous, and sometimes substantial, donations › Local Unit of Government Support: Increasing the support from the three local units of government, at least with the pace of inflation, is necessary › Use of Volunteers: Maintaining a focus on the effective use of volunteers remains an important strategy

M. Policy, Government Cooperation, and Ordinance

The JPB sets policy to deliver the CVT mission and vision. As the population ages and as recreational trends change, some policies need to be reviewed.

<p>ISSUE: PROPERTY CONVERSION</p> <p>Occasionally there are requests made to the JPB for use of Trail property for non-trail purposes. This includes allowing new utilities such as electrical, sewer, water lines, new or expanded road crossings, and adjacent private development. The JPB is prohibited by federal law to allow the conversion of Trail property to non-recreation uses due to its acceptance of a federal grant for improvement.</p>	<p>OPPORTUNITY: PROPERTY CONVERSION</p> <p>Key to the quality of the CVT is the immersion in a nature dominated environment. Proposed land use changes that diminish the existing qualities would be a loss to the experience and should be avoided if at all possible.</p>
<p>ISSUE: USE OF ELECTRIC-ASSIST/PEDAL-ASSIST BICYCLES/OTHER DEVICES</p> <p>The current policy on allowing electric-assist devices by permit is meeting the existing need. However it is possible that as technology provides more affordable options, and as users age, requests for their use will increase.</p>	<p>OPPORTUNITY: POLICY ON USE</p> <p>When the demand warrants, it is recommended that the JPB research the issue.</p>
<p>ISSUE: ALLOWING OTHER USES</p> <p>Other potential uses of CVT include dog sledding, mushing and skijoring. There were public comments encouraging the JPB to consider allowing these uses.</p>	<p>OPPORTUNITY: OTHER USES</p> <p>Because CVT does not allow pets, and public comment is overwhelming in favor of retaining the no pet rule, it is recommended to not allow these uses.</p>
<p>ISSUE: PET USE</p> <p>The CVT ordinance does not allow pets, including those in baskets and trailers. A substantial majority of survey respondents (68%) preferred no pets allowed citing safety conflicts and dog owners not cleaning up after their animals.</p>	<p>OPPORTUNITY: PET USE</p> <p>Public opinion and safety concern results support a recommendation that there be no change to the No Pets ordinance at this time. It is recommended that public interest in pets on the Trail be monitored, and if warranted, consideration be given in the future to allowing pets.</p>
<p>ISSUE: BUSINESS SIGN POLICY</p> <p>Some businesses have requested permission to install signs on CVT property that direct users to their businesses. Currently CVT policy does not allow this – businesses are allowed to post flyers in Trail kiosks but few have done so.</p>	<p>OPPORTUNITY: BUSINESS SIGN POLICY</p> <p>Business signs could increase the economic interaction between Trail visitors and the local business community. It is recommended that new policy be adopted to allow business signs.</p>
<p>ISSUE: NO SMOKING</p> <p>Several comments were received requesting the JPB consideration of prohibiting smoking on CVT. With increasing frequency, park agencies in Minnesota are limiting, or prohibiting smoking in parts, or all of a park, as well as similar restrictions on e-cigarettes.</p>	<p>OPPORTUNITY: ROLES</p> <p>It is recommended that the JPB monitor public interest in smoking/e-cigarette restrictions and consider action in the future.</p>
<p>ISSUE: NEW TRAIL CONNECTIONS – ORDINANCE AND WHEEL PASS ENFORCEMENT</p> <p>New trails connecting to CVT could result in confusion regarding use rules and enforcement challenges for CVT. CVT differs from nearly all other trails in that it does not allow pets and a mandatory fee is required.</p>	<p>OPPORTUNITY: ORDINANCE AND WHEEL PASS ENFORCEMENT</p> <p>Of all the trail connections to CVT, the Hasting to Red Wing Trail (HRWT) is potentially the most challenging in regards to communicating and enforcing CVT ordinances. The final HRWT connection point to CVT is likely to influence the CVT response. It is recommended that the JPB be actively engaged in the HRWT planning process.</p>



3. PLAN FOR THE TRAIL

COMPREHENSIVE PLAN UPDATE

VISION & MISSION

Cannon Valley Trail Vision Statement

A new vision statement for the Cannon Valley Trail was developed with input from the community and stakeholders and provides high-level guidance for the goals established in this plan.

“The Cannon Valley Trail seeks to provide a premier non-motorized recreational trail experience through the scenic Lower Cannon River Valley, be a vital amenity to a healthy lifestyle, encourage interaction between visitors and local communities, and be an exemplary steward of diverse natural and cultural resources.”

Cannon Valley Trail Mission Statement

It is the mission of the Joint Powers Board that governs the Cannon Valley Trail to implement goals that will support and achieve its vision. The mission statement for the Joint Powers Board is:

Mission Statement: “Planning and management of the Cannon Valley Trail focuses on maintaining the trail as a safe, high-quality, outdoor recreational experience and protect its diverse corridor of pristine natural resources, scenic vistas, and significant cultural features. While biking remains the most popular activity, the trail will continue to accommodate other modes of non-motorized year-round transportation and offer a variety of activities and events to engage users along the journey.”

GOALS & RECOMMENDATIONS OF THE COMPREHENSIVE PLAN

The vision and mission for CVT provide a clear direction to focus goals and recommendations for future improvements, management, and partnerships, resulting in a framework for this Comprehensive Plan. Due to the length of the Trail corridor and variety of aspects this Plan addresses, the goals and recommendations are organized into the same four categories identified in Chapter 2.

Below is a summary of goals for CVT for each of the categories. Developed by the PAC with input from analysis and stakeholders, these goals ensure support of the broader vision for the Trail and are further refined by the guiding principles of the GMRPTC. The recommendations associated with each goal provide clear direction on how to implement these goals that achieve the vision and intentions of this Plan.

1. Infrastructure Conditions and Needs Goals

A. Physical Conditions and Effectiveness

Ensure the Trail meets current standards to maintain physical and personal safety for all users, through development, management, maintenance, operations, partnerships and more.

B. Trail Accesses and Amenities

Provide adequate access and amenities to serve visitors and local residents that are to be efficient, effective, and reflect design themes that create a memorable image.

C. Building Conditions and Needs

Develop facilities in a way that protects and enhances the high-quality user experience by focusing on beneficial amenities, including modern restrooms, and limiting impacts from maintenance and utility features.

2. Trail Experience and Use Goals

D. Trail User Experience and Attraction

1. Prioritize all efforts to enhance the immersion in nature experience, uncluttered with development. Emphasize exposure to the diversity of resources and visual and physical access to the Cannon River and tributaries.
2. Promote safety and security of all trail users.
3. Identify methods to increase and diversify trail use, especially for children and families and school group use.
4. Modify existing winter use program to accommodate a wider diversity of users. Seek partnerships to increase use.
5. Promote the educational aspects of the Trail corridor through programming, interpretation, and events, increasing public awareness of the natural, historic and archaeological resources of the valley.

E. Identification and Navigation

Provide adequate signs to serve visitors and local residents. Sign use, design, and placement to be effective, reflect themes, and create a memorable image.

F. Community Connections

1. Enhance relationships with the local communities, institutions, business interests and others by promoting partnerships that benefit the user and Trail.
2. Encourage economic development related to Trail activities within urban areas.

3. Resources Value and Contribution Goals

G. Natural Resources

1. Preserve and improve the quality of natural resources focusing on high priority areas. Trail activities are to have no adverse impact on rare animals, natural communities and vegetation to be managed to improve the recreational experience. Develop interpretive opportunities and seek partnerships to improve outcomes.
2. Explore opportunities to enhance and diversify the Trail experience through off-site natural resource conservation efforts, land acquisitions or easements, and other partnerships.
3. Coordinate management efforts with Goodhue County, Cities of Cannon Falls and Red Wing, and the State of Minnesota for land adjacent to the Trail corridor.

H. Cultural Resources

1. Protect and manage lands containing archaeological, historic and other cultural resources, encourage appropriate public use, support scientific exploration and provide for interpretation. Seek partnerships to improve outcomes.
2. Explore opportunities to expand stewardship and diversify the Trail experience through off-site cultural resource conservation efforts, land acquisitions or easements, and other partnerships.

I. Historic Resources

Improve existing and add interpretive opportunities to more fully communicate the diverse local history.

Business Basics

J. Property Issues

1. Modify the relationship of adjoining land uses which are likely to conflict with a high quality trail experience.
2. Consider the acquisition of property necessary to protect and maintain infrastructure, protect and maintain critical natural, cultural and scenic resources, and provide public and maintenance facilities and services for the best Trail experience possible.

K. Organizational Capacity and Roles

1. Identify staffing, facilities, equipment and other resources required to ensure successful long term management and maintenance.
2. Clarify roles for other Trail development, management, and shared use facilities

L. Financial Considerations

Determine and focus capital investment on a high-quality trail tread, effective access points, challenging site specific environmental conditions and building needs.

M. Policy, Government Cooperation and Ordinance

1. Ensure ordinances are current and updated to meet needs and demands of Trail users.
2. Clarify all cooperative agency management for all portions of the Trail.

PLAN FRAMEWORK & RECOMMENDATIONS

The following goals for the Comprehensive Plan establish a framework that organizes Plan recommendations and ensures they support the overall vision. The goals were derived directly from the issues and opportunities identified in the analysis and public input processes.

The first three categories of goals are listed below with summary recommendations. These categories represent improvements to the physical or programmatic aspects of the Trail and experience. The fourth category, Business Basics, relates to management, operations, policies and stewardship. Recommendations for these are found in Chapter 4.

1. INFRASTRUCTURE CONDITIONS AND NEEDS		
A. <i>Physical Conditions and Effectiveness</i>		
<i>Ensure the Trail meets current standards to maintain physical and personal safety for all users, through development, management, maintenance, operations, partnerships and more.</i>		
A-1.	Bituminous Resurface and Widening to 10'	Replace aging bituminous and widen to 10', in two phases.
A-2.	Bridge Replacement	<ul style="list-style-type: none">- Plan for replacements according to Feasibility Study.- Prefer steel truss style with a wood deck and railings to reflect railroad theme.- Perform Hydrologic Study before engineering two bridges.
A-3.	Water Conveyance/ Erosion	<ul style="list-style-type: none">- Perform engineering studies for chronic issue locations, investigate feasibility of raising Trail before new bituminous.- Implement remediation – often coordinated with bituminous replacement.



Trail bridge style



Trail and bridge crossing

1. INFRASTRUCTURE CONDITIONS AND NEEDS

B. Trail Accesses and Amenities

Provide adequate access and amenities to serve visitors and local residents that are efficient, effective, and reflect design themes that create a memorable image.

B-1.	Access- Cannon Falls Downtown	<ul style="list-style-type: none"> - Assist with City-led planning efforts regarding development of a Visitor Center in the vicinity of the Downtown Access. - Plan and develop a safe bicycle connection between the Overflow Parking Lot and Downtown Access. - Work with MnDOT to install a "Cannon Valley Trail Access" sign on Highway 19.
B-2.	Access- Cannon Falls Ball Fields	Maintain as a locally-known access with no investment, except a new entrance sign.
B-3.	Access- Welch Station	<ul style="list-style-type: none"> - Add modern restrooms with showers and changing rooms. - Add comprehensive interpretive information/exhibits with a focus on natural resources including the Cannon River and its tributaries. - Add nature play. - Add picnic shelter. - Provide wifi service.
B-4.	Access- Cannon Bottom Road	<ul style="list-style-type: none"> - Redevelopment to improve image. - Add vault toilet. - Emphasize relationship to Anderson Center and nearby cultural resources. - Support City lead in efforts to develop bicycle connection to Anderson Center using Cannon Bottom Road and Highway 61 Trail.
B-5.	Access- Lower A. P. Anderson	Support City lead in efforts to improve appearance and function through development similar to other City parks.
B-6.	Access- Old West Main	<ul style="list-style-type: none"> - Redevelop to communicate the Gateway function and reflect the historic character of the Pottery District (historic flavored construction materials, signs, plaza space). - Add modern restroom with showers and changing room(s).
B-7.	Bob O’Gorman Rest Area	<ul style="list-style-type: none"> - City to address street parking. - City to explore options for better restrooms in lieu of existing portable toilet.
B-8.	Anderson Rest Area	<ul style="list-style-type: none"> - Preserve the natural setting and character. - Add vault toilet. - Replace steps to Creek concurrent with bridge replacement.
B-9.	Marshall Memorial Rest Area	No recommendations.
B-10.	Highway 61 Rest Area	Improve the design to contribute to the CVT image when the time comes for renovation.
B-11.	Other corridor facilities	Improve miscellaneous function and aesthetics.

1. INFRASTRUCTURE CONDITIONS AND NEEDS		
<i>C. Building Conditions and Needs</i>		
<i>Develop facilities in a way that protects and enhances the high-quality user experience by focusing on beneficial amenities, including modern restrooms, and limiting impacts from maintenance and utility features.</i>		
C-1.	Provision of Restrooms	<ul style="list-style-type: none"> - Add modern restrooms at Cannon Falls Downtown Access (City project with Visitor Center), Welch Station Access, and Old West Main Access. - Add vault toilets at Anderson Rest Area and Cannon Bottom Road. - Improve way finding to nearby park restrooms. - Participate in City of Red Wing Upper Harbor Master planning that could include a modern restroom.
C-2.	Welch Station Access – Proposed Visitor Buildings	Develop picnic shelter, modern restroom with showers and changing rooms, performance space, and retail space; design to reflect existing architecture.
C-3.	Welch Station Access – Maintenance Facility	<ul style="list-style-type: none"> - Add a 2-stall addition to the Existing Maintenance Building. - Add an additional 4-6 stall maintenance building at the Outdoor Storage Location either with new architecture or reuse of a disassembled building.

2. TRAIL EXPERIENCE AND USE		
<i>D. Trail User Experience and Attraction</i>		
<i>D-1. Prioritize all efforts to enhance the immersion in nature experience, uncluttered with development. Emphasize exposure to the diversity of resources and visual and physical access to the Cannon River and tributaries.</i>		
D-1.	Presentation of Image	Reinvigorate the original railroad heritage image with all future development, including architectural expression in bridge design, buildings, signage, and other facilities.
<i>D-2. Promote safety and security of all trail users.</i>		
D-2.	Safety and Security	The recommendations include a combination of physical, procedural and education efforts.
<i>D-3. Identify methods to increase and diversify trail use, especially for children and families and school group use.</i>		
D-3.1.	Limited Number of New Users	Provide comprehensive, multi-faceted, coordinated efforts to retain existing users and encourage all generations to participate.
D-3.2.	New Trail Opportunities	See Chapter 3.
D-3.3.	Provision of Camping	CVT to not provide. Promote local campgrounds.
<i>D-4. Modify existing winter use program to accommodate a wider diversity of users. Seek partnerships to increase use.</i>		
D-4.	Winter Use	Establish a Pilot Program to encourage hiking and to allow fat tire bikes on certain trail sections.
<i>D-5. Promote the educational aspects of the Trail corridor through programming, interpretation, and events, increasing public awareness of the natural, historic and archaeological resources of the valley.</i>		
D-5.	Interpretation and Education	Offer quality interpretive information and increase awareness about the diverse significant cultural and natural resources of the Lower Cannon River Valley.

2. TRAIL EXPERIENCE AND USE		
<i>E. Identification and Navigation</i>		
<i>E-1. Provide adequate signs to serve visitors and local residents. Sign use, design, and placement to be effective, reflect themes and create a memorable image.</i>		
E-1.1.	Identification and Wayfinding	Commission a new effective CVT Sign Plan that will establish a consistent aesthetic, provide easily recognizable identity, and facilitate wayfinding for trail users.
E-1.2.	Cannon Falls Wayfinding	Partner with City to address wayfinding difficulties through city trails and easily locate area trail connections.
<i>F. Community Connections</i>		
<i>F-1. Enhance relationships with the local communities, institutions, business interests and others by promoting partnerships that benefit the user and Trail. Incorporate mobile technology advantages into the effort.</i>		
F-1.1.	Increasing Visitor Integration with Host Communities	Communicate the opportunities and provide trail connections that are easy to find and use.
F-1.2.	Connecting Trail Opportunities	Partner with other organization to promote physical and programmatic connection to neighborhoods and other trails, parks, commercial centers, historic destinations
<i>F-2. Encourage economic development related to Trail activities within urban areas.</i>		
F-2.1.	Economic Interaction	Marketing efforts are required with the specific focus of encouraging interaction.

3. RESOURCES VALUE AND CONTRIBUTION GOALS		
<i>G. Natural Resources</i>		
<i>G-1. Preserve and improve the quality of natural resources focusing on high priority areas. Trail activities are to have no adverse impact on rare animals, natural communities and vegetation to be managed to improve the recreational experience. Develop interpretive opportunities and seek partnerships to improve outcomes.</i>		
G-1.1.	1988 Biological Resources Management Plan	Update this Plan.
G-1.2.	Priorities	Develop priorities to provide focus for natural resource management – primary and secondary.
G-1.3.	Conservation Zones	- Enlarge the two existing Zones. - Establish five new Zones .
G-1.4.	Trail Development and Management	CVT to avoid, minimize and/or mitigate negative impacts to natural resources.
G-1.5.	Interpretation and Education	Provide interpretation and communication of natural resources and management.
<i>G-2. Explore opportunities to enhance and diversify the Trail experience through off-site natural resource conservation efforts, land acquisitions or easements, and other partnerships</i>		
G-2.1.	Partnerships	Develop partnerships with public agencies and private landowners to improve natural resource management efforts and results.
<i>G-3. Coordinate management efforts with the Goodhue County and State of Minnesota for land adjacent to the Trail corridor.</i>		
G-3.1.	Organizational Capacity and Funding	- Develop relationships with agencies that provide natural resource and conservation services - Develop a three year program of accelerated natural resource management

3. RESOURCES VALUE AND CONTRIBUTION GOALS

H. Cultural Resources

H-1. Protect and manage lands containing archaeological, historic and other cultural resources, encourage appropriate public use, support scientific exploration and provide for interpretation. Seek partnerships to improve outcomes.

H-1.1.	Recommendation Parameters	<ul style="list-style-type: none"> - Recommendations are to be considered as potential, subject to further analysis and public input – archaeologists and representatives of groups with cultural ties to the resources - Recommendations are predicated on the belief that the benefits of limited, sensitive, managed public use does not need to negatively impact the resource
H-1.2.	Trail Development and Management	In all situations CVT to avoid damage to resources
H-1.3.	Planning	For CVT to effectively manage, planning for the purposes of consolidating information, identifying priorities for further research, developing the next generation of interpretive information and determining management and public use, if possible, is required

H-2. Explore opportunities to expand stewardship and diversify the Trail experience through off-site cultural resource conservation efforts, land acquisitions or easements, and other partnerships.

H-2.1.	Developing Partnerships	To increase research, funding and public awareness
H-2.2.	Interpretation and Education	Develop additional information and communicated through interpretive signs, web site, tours, mobile app, etc.

I. Historical Resources

I-1. Add interpretation of the history of the Trail with special focus on the railroad and early establishment of the Trail and area communities.

I-1.	Interpretation and Education	Interpretation and information about the corridor and sites most applicable to CVT to be especially well developed.
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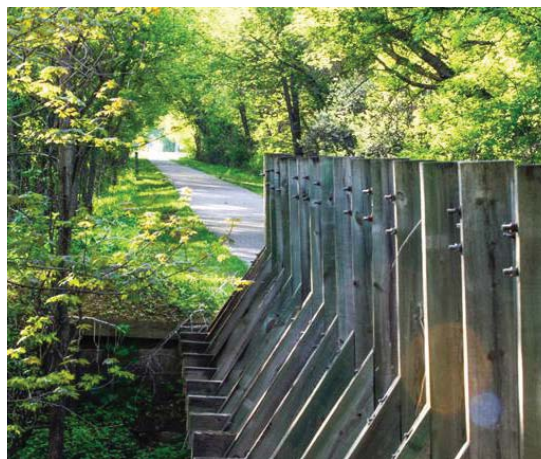


photo: Explore Minnesota

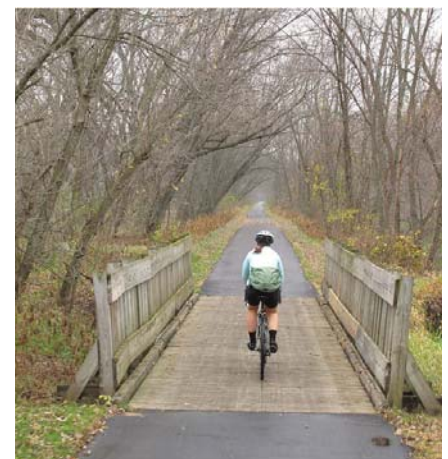


photo: Travis Novitsky

INFRASTRUCTURE CONDITION AND NEEDS – IMPROVEMENT PLAN

Specific strategies for improvements to the Trail infrastructure are presented as they relate to current issues and goals of the Plan.

A. Physical Conditions and Effectiveness

GOAL: *Ensure the Trail meets current standards to maintain physical and personal safety for all users, through development, management, maintenance, operations, partnerships and more.*

A-1. BITUMINOUS REPLACEMENT

The quality of the bituminous surface is critical to the quality of the Trail experience and CVT has aggressively provided maintenance inputs including pothole and crack repair and seal coating. However, with the newest bituminous now 25 years old, normal deterioration from freeze/thaw cycles, oxidation of binding oils (especially severe in sunny areas) and localized failures has degraded the condition of some of the surface beyond the point where maintenance inputs are effective – replacement will be required. The public provided dozens of comments about the degraded quality of the bituminous and the negative impact this has on the experience. Analysis was further assisted by the engineering Feasibility Report.

The existing 8-foot-wide bituminous surface was installed in four phases and is currently rated to be in the following condition:

TABLE 3. BITUMINOUS CONDITION

Year Installed	Age	Locations	Mileage	Condition Comments
1985	32	Cannon Falls (Mile .5 to 1.5)	1	Fair
		Red Wing (Mile 15.3 to 19.6)	4.3	Fair
1988	29	Cannon Falls (Mile 0 – 0.5)	.5	Fair
		Cannon Falls/Vasa Township (Mile 1.5 to 7.1)	5.6	Shade areas – good Sunny areas – fair
		Welch (Mile 9.5 to 10.9)	1.4	Fair
1991	26	Red Wing (Mile 14.1 to 15.3)	1.2	Good (except some flood damaged areas)
		Red Wing (Spur to Lower A. P. Anderson Park)	0.4	Good
1992	25	Vasa Township (Mile 7.1 – 9.5)	2.4	.2 miles (Mile 7.1 – 7.3) Fair Remainder Good
		Vasa Township (Mile 10.9 – 14.1)	3.2	Good
TOTAL			20	Fair Condition: About 11 miles Good Condition: About 9 miles

Note: The mileage figures in the Table include the 19.5 miles of CVT (including the spur to Lower A. P. Anderson Park) and .5 miles of City of Cannon Trail, for a total bituminous length of 20 miles.

The condition ratings of fair and good are subjective, but reflect the condition comments in the Feasibility Report and the impact on the quality of the Trail experience. The ‘fair’ condition is defined as the minimally acceptable condition for a quality and safe experience. Public comment and the nature and frequency of accidents are applied to assist with the definition of ‘fair’ condition. Logically, the older bituminous has generally a lower rating than the newer but also sunny areas have degraded more quickly than shaded areas.

The Capital Improvement Plan recommends that bituminous replacement start in the Mid Phase (2021-2023) by which time it is expected that the lengths with “fair” rating will have degraded to an unacceptable condition.

TRAIL WIDTH – CONVERSION FROM 8’ WIDE TO 10’

CVT followed the general practices of 1985 – 1992 and installed an 8’ wide bituminous surface, with 2’ wide shoulders. Since 1992 experience has shown that a 10’ wide tread is the preferred minimum. This increased width will contribute to a safer trail experience. The Feasibility Report concluded that significant lengths of CVT can be easily widened from 8’ to 10’ but that some sections will be problematic due to constricted conditions. These constricted locations total about 1.6 miles.

WATER CONVEYANCE IMPROVEMENT NEEDS BEFORE BITUMINOUS REPLACEMENT

This Plan inventories numerous locations where existing ditch, culvert and bridge hydrologic capacity is insufficient, resulting in extensive maintenance and damage. Remediation, such as raising the Trail in certain sections, installing larger and longer culverts, and ditch clean out, is best engineered and constructed concurrent with bituminous replacement. The Capital Improvement Program (CIP) includes estimated costs for this work, either with a bridge replacement project where most logical or within the bituminous replacement budget.

> BITUMINOUS REPLACEMENT RECOMMENDATIONS

It is recommended that CVT simultaneously implement a program of water conveyance improvements, bituminous replacement and conversion from 8’ to 10’ wide. Accomplishing these three objectives into one program is the most cost effective option.

The program recommended schedule is driven by the bituminous ‘fair’ rating, with some modification. Within a length of trail with predominately a ‘fair’ rating there are sections that rate as ‘good’. However, for efficiency, and to avoid excessively varying the width of the trail, a section predominately ‘fair’ would all be replaced even if it contains sections rated ‘good’.

A two-phase replacement program is recommended. The first replacement is expected to be necessary in the CIP mid-phase (2021-2023), the second in the late-phase (2024 – 2027). A concern about a phased replacement program is that the width will vary from the existing 8’ to 10’ and back again, creating safety concerns. The recommended phasing uses road crossings as end points to best manage this risk.

The total CIP cost for all bituminous replacement, widening and closely related water conveyance improvement is estimated at \$3,950,000.

TABLE 4. RECOMMENDED BITUMINOUS REPLACEMENT SCHEDULE

<i>CIP Phase</i>	<i>Location</i>	<i>Length</i>	<i>Other Recommendations</i>
Early (2018-2020)	None		
Mid (2021-2023)	Red Wing: Mile 15.4 – 19.6	4.2 miles	Includes 1.1 miles of constricted corridor – widening feasibility will need additional study
	Cannon Falls/Easterly: Mile 0 – 7.3	7.3 miles	
	Spur to Lower A. P. Anderson Park	0.4 miles	Includes .5 miles of potential trail raising – needs additional study
Late (2024-2027)	Cannon Falls/Vasa Townships: Mile 7.3 – 10.9	3.6 miles	Includes .5 miles of constricted corridor – widening feasibility will need additional study
	Vasa Township: Mile 10.9 – 15.4	4.5 miles	Includes 1.1 miles of potential trail raising – needs additional study
Total		20 miles	

See maps on pages 124 and 125 for bridge locations.



Bituminous conditions



photo: mnbiketrailnavigator.blogspot.com

BRIDGE REPLACEMENT IMPACT ON CVT 'BRAND' AND PHYSICAL CHARACTER

A significant expression of the historic railroad design theme is in the bridge railings which effectively reflect railroad rails and ties. The engineering Feasibility Report evaluation of the existing 19 bridges showed a need to replace and/or rehabilitate 16 of them within 10 years. If these bridge replacements and rehabilitation efforts move forward with insufficient regard to the railroad theme, the significant contribution the existing bridges make to the experience will be lost. As example, the railings of the new steel truss bridge over Belle Creek do not reflect the railroad theme. The Feasibility Report details a preferred bridge replacement and remediation schedule, as well as presenting cost estimates for steel truss and timber panel-lam bridge styles. These two styles have similar costs. All existing bridges, except Belle Creek, have a treated 2" x 6" wood board deck that is prone to algae type growth, creating slippery conditions.

> BRIDGE DESIGN RECOMMENDATIONS

While timber-panel lam bridges have a more 'natural' look, the steel truss style is more durable and is recommended. Railings that reflect the railroad image are preferred. During the final design process the feasibility of incorporating this theme into the railings is to be explored. Wood overlaying the steel railings may be an option. Wood is preferred for decking but all options are to be considered during final design. The deck must be durable, safe and user friendly.



A-2. BRIDGE REPLACEMENT

CVT has nineteen bridges and one concrete culvert within the MnDOT inventory system, for a total of twenty structures.

- 16 bridges are former wood railroad trestles, modified for trail purposes (992' in total length). The trestles are estimated to be about 100 years old.
- 1 bridge (R0498 – Spring Creek) is a steel beam bridge recycled from a former pedestrian bridge
- 1 bridge (R0499 – spur to Lower A. P. Anderson Park) was made by Trail staff in 1991 and is the longest bridge (196')
- 1 bridge (R0486 – west of Welch Station Access) was made by Trail staff using surplus railroad era timbers
- The concrete culvert dates to the railroad era

Bridge Condition

The Feasibility Report analyzed the condition, replacement timing, remediation needs and costs of the twenty structures. The inspections found major issues with wood decay and cracking of structural elements. Major findings include:

- 10 of the 20 bridges need to be replaced within 10 years (including 3 within 3-4 years)
- 7 additional bridges need rehabilitation within the foreseeable future (including 2 within 5 years)
- Only 3 bridges require no improvement
- Up to 6 shorter bridges could be replaced by concrete box culverts
- Both steel truss and timber panel – lam bridge types are feasible and the costs are similar (25 ton capacity)

> Bridge Replacement Recommendations

Without functional bridges at all locations, CVT would be closed as bypasses for the most part are not feasible due to extreme topography challenges. Therefore, this Plan recommends replacement, rehabilitation and monitoring as outlined in the Feasibility Report with these modifications:

- Steel truss bridges are preferred as they are more durable than timber-panel lam style
- Railings that reflect the railroad image are preferred. During the final design process the feasibility of incorporating this theme into the railings is to be explored. Wood overlaying the steel railings may be an option.
- Wood is preferred for decking but all options are to be considered during final design. The deck must be durable, safe and user friendly
- Study regarding the hydrological capacity of the bridges must be undertaken for at least two locations. The bridges between County Road 7 and Belle Creek (R0488, R0489) need to pass enormous volumes of water during Belle Creek and Cannon River flood events – failure to design to the needed capacity will result in Trail damage.
- Bridge R0482 (near Sunset Trail) to be replaced with a bridge, not a box culvert. This existing bridge and location is important to the presentation of the railroad image.

The total CIP cost for all replacement and remediation is estimated at \$4,230,000. This includes allowances for engineering and hydrological studies.

Cannon Valley Trail Bridge List

Listed in order of need for replacement or remediation, according to the 2017 Feasibility Report on Improvements to the Cannon Valley Trail:

TABLE 5. RECOMMENDED BRIDGE REPLACEMENT SCHEDULE

<i>Bridge Number</i>	<i>Location</i>	<i>Length</i>	<i>Feasibility Report Action Recommendation</i>	<i>CIP Phase</i>
R0481	Mile 3.8 Anderson Rest Area	134'	Replace	Early
R0484	Mile 7.3 High Bridge	115'	Replace	Early
R0483	Mile 5.2 West of SNA	55'	Replace	Early
R0487	Mile 10.5 By Welch Ski Village	14'	Replace Potential replacement with culvert	Mid
R0488	Mile 11.1 East of CR 7	70'	Replace	Mid
R0493	Mile 13.5 West of Mann's Pit	28'	Replace Potential replacement with culvert	Mid
R0496	Mile 15.4 Cannon Bottom Road	15'	Replace Potential replacement with culvert	Mid
R0486	Mile 9.5 West of Welch Station	16'	Replace Potential replacement with culvert	Late
R0492	Mile 12.2 Curved bridge	83'	Replace	Late
R0491	Mile 11.6 East of Belle Creek	15'	Replace Potential replacement with culvert	Late
25604	Mile 11.4 Over Belle Creek	180'	Repair west abutment	Early
R0482	Mile 4.5 West of Sunset Trail	43'	Rehabilitate Potential replacement with culvert	Mid
R0497	Mile 16.6 Counter Bridge	42'	Rehabilitate	Late
R0495	Mile 14.8 West of Hwy. 61	43'	Rehabilitate	Late
R0485	Mile 8.2 West of Hidden Valley	56'	Rehabilitate	Late
R0489	Mile 11.3 West of Belle Creek	43'	Rehabilitate	Late
R0494	Mile 13.7 Mann's Pit	56'	Rehabilitate	Late
R0480	Mile 2.4 Concrete culverts	132'	Monitor Not in 10 year CIP	N/A
R0499	On spur to Lower AP Anderson Park	196'	Monitor Not in 10 year CIP	N/A
R0498	Mile 18.2 Spring Creek	109'	Monitor	Late

See maps on pages 124 and 125 for bridge locations.



Railroad trestle bridge



High bridge along the Trail



New bridge at Marshall Rest Area

A-3. WATER CONVEYANCE / EROSION

CVT generally occupies the toe of the Cannon River Valley north-facing bluff slopes as it parallels the Cannon River. This is a susceptible position to be in as surface water flows south of the Trail must pass under, over or through CVT to reach the Cannon River. Combined with more frequent intense rainfall events, extreme topography, and sand/gravel deposits prone to erosion, enormous volumes of sediments are washed down and often smother the Trail, plug culverts and bridges and fill wetlands. Furthermore, at five locations there are slope failures. Cumulatively these conditions require Trail closure at times, involve significant cost to clean up and destroy wetlands.

After decades of erosion and sedimentation into the valley, the valley floor is raising in elevation, while the Trail, bridges and culverts remain at the same elevation. This creates a condition where the hydrologic capacity of bridges, culverts and ditches is diminished as sediment accumulates. The most problematic locations along the Trail for the erosion, sedimentation and slippage issues are listed in the table below.

> Water Conveyance/ Erosion General Recommendations

The palette of solutions, derived from operational experience and engineering studies, includes:

- Raise the trail tread elevation before bituminous conversion from 8' to 10' wide to lift the Trail above inundation areas and create adjacent ditch capacity
- Improve, replace and length culverts as necessary
- Structural solutions, such as gabion basket walls for minor to moderate slope failure, off-trail/upstream water management structures, geo-engineering of trail tread, etc.
- Improvements in upstream locations to reduce storm water runoff, such as improved agricultural practices. Work closely with Cannon River Watershed District, SWCD, NCRS, Belle Creek Watershed District and others to focus attention on erosion situations that damage the Trail.

The total CIP cost for water conveyance and erosion is estimated at \$1,410,000.

TABLE 6. LOCATION-SPECIFIC RECOMMENDED FOR WATER CONVEYANCE IMPROVEMENTS

Location	Length /Width	Description	Issue	Recommendation
Mile 2.2	N/A	Concrete culverts (R0480)— debris build up	Woody debris plugs culvert, difficult site to access for debris removal (requires using private property)	Continue to clean culvert opening to prevent blockage
Mile 5.7	600'	Ditch parallel to Trail (adjacent to River Terrace Prairie SNA)	Shallow ditch with sediment deposited on Trail – ditch enlargement difficult due to adjacent topography	Study feasibility of raising the Trail before bituminous replacement Work with landowners, SWCD, others to encourage improved land use practices upstream
Mile 6.3	75'	Slope failure – uphill side (Mn DNR road crossing)	Interruption to Trail experience, cost of cleanup, slippage likely to continue	Study feasibility of constructing a gabion basket wall, or other structure
Mile 7.6	30'	Slope failure – uphill side	Interruption to Trail experience, cost of cleanup, slippage likely to continue	
Mile 8.2 & 8.4	150'	Single culverts at both locations.	Massive amounts of sediment washed down from ravine, plugging culverts, overwhelming ditch	Determine need to enlarge culverts and implement
Mile 8.6	600'	Ditch parallel to former Hidden Valley Campground	Shallow ditch with sediment deposited on Trail – ditch enlargement difficult due to adjacent topography	Study feasibility of raising the Trail before bituminous replacement Work with landowners, SWCD, others, to encourage improved land use practices upstream
Mile 11.5	150'	Double culvert east of Belle Creek, and ditch from here to the west toward Belle Creek	Massive amounts of sediment washed down from ravine, plugging culverts, overwhelming ditch	Study feasibility of raising the Trail before bituminous replacement and if a box culvert would be effective. Work with landowners, SWCD, others, to encourage improved land use practices upstream

Location	Length /Width	Description	Issue	Recommendation
Mile 11.6	100’	First bridge (R0491) east of double culverts – elevation of the bridge is not high enough	Massive amounts of sediment washed down from ravine, plugging the bridge, overwhelming ditch	Replace with box culvert. Study feasibility of raising Trail as part of the solution
Mile 13.4	120’	Bridge (R0493) elevation is not high enough	Massive amounts of sediment washed down from ravine, plugging the bridge, overwhelming ditch	
Mile 14.0	150’	Slope failure – downhill side	Slope slumping into the Cannon River	Need a detailed engineering study to determine potential solutions Study feasibility of raising the Trail before bituminous replacement
Mile 14.5-15.0	2,600’	Flood waters settle on this section of Trail	Trail is surrounded by floodplain	
Mile 15.1-15.2	500’	Flood waters settle on this section of Trail	Trail is surrounded by floodplain	
Mile 16.0	300’	Slope failure – downhill side	Slope slumping toward the Cannon River, obvious seeping water issue	Need a detailed engineering study to determine potential solutions
Mile 16.1	125’	Slope failure – downhill side near Camp Pearson	Slope slumping toward the Cannon River	
Mile 15.7	Site 1	Stantec Engineering Report – 4 sand washout locations	Massive volumes of sand deposition on the Trail and in wetlands	Implement Stantec Engineering Report recommendations
Mile 15.9	Site 2		Massive volumes of sand are deposited on the Trail and in wetlands	
Mile 16.8	Site 3		Moderate volumes of sand deposition	
Mile 16.9	Site 4		Moderate volumes of sand deposition	
Other Sites				
Mile 4.2, 7.0, 8.8	350’	Ditch parallel to Trail	Shallow ditch with sediment deposited on Trail – ditch enlargement difficult due to adjacent topography	Study to determine if effective solutions are possible
Mile 12.5	60’	Single culvert	Massive amounts of sediment washed down from ravine, plugging culverts, overwhelming ditch	
Mile 13.2	100’	Ditch parallel to Trail	Shallow ditch with sediment deposited on Trail – ditch could be enlarged	
Mile 17.2	60’	Culvert- outlet side	High force of water coming out the culvert is causing massive amounts of erosion	
Mile 17.8. 19.5-19.6	600’	Ditch insufficient capacity	Water flows over Trail, sediment deposited and erosion	

CONSTRUCTION IMPACT ON TRAIL USE

Construction of the bridges, bituminous replacement and water conveyance improvements has the potential to substantially disrupt Trail use over multiple years and seasons. For example, providing safe detours for trail traffic will likely not be possible at many of the bridge replacement sites, requiring closure of the Trail during construction. Large truck and heavy equipment operation during bituminous replacement and water conveyance improvements on the Trail is incompatible with safe use. Public comment included concern about the loss of recreation and economic

impacts of closing part of the Trail. Presently it is not possible to accurately predict the timing or impact as funding availability will ultimately determine which improvements are done when. It is recommended that the impacts be assessed and minimized as possible as clarity develops on the timing of construction activities. One strategy that may be applicable is to accomplish as much bridge construction in the winter as possible.

B. Trail Accesses and Amenities

GOAL: *Provide adequate access and amenities to serve visitors and local residents that are efficient, effective, and reflect design themes that create a memorable image.*

TRAIL ACCESSES

The existing six developed accesses are well located (each end and middle) and have generally meet needs to date. Exceptions and opportunities for improvements are noted in the discussion on each Access. With new trails connecting to CVT at each end, it is expected that access use will change. Recommendations are included here.

> ACCESS AND TRAIL LIGHTING RECOMMENDATIONS

The provision of lighting can be effective in increasing security, use and decreasing vandalism and other crime such as vehicle break-ins. It is recommended that access development include adequate lighting to accomplish those objectives. The planning process also revealed an interest in lighting the more urban sections of the Trail to increase use and provide a safer experience after dark. Pedestrian scale lighting was suggested for trail from the Cannon Falls Downtown Access to the Softball Fields Access, a distance of about 1.5 miles. In Red Wing lighting was suggested from the Old West Main Access to Pepin Avenue and along the spur to Lower AP Anderson Park, a distance of about 2.5 miles. It is recommended that future consideration be given to lighting these sections of Trail.

B-1. CANNON FALLS DOWNTOWN ACCESS

The City of Cannon Falls developed and maintains access facilities essential to CVT users at no cost to the JPB. This includes the Downtown Access as well as City parks. In the August 2016 online survey 54% of the respondents reported most often accessing CVT in Cannon Falls – more than Welch and Red Wing. Furthermore the City has developed trails that connect the Downtown Access to CVT (1 mile) and to Mill Towns State Trail (MTST) (.9 mile including a 900' gap). These City trails connect to City parks that offer amenities to CVT users. The provision of these facilities and services also benefits the business community and residents.

The Downtown Access, on State Highway 19, one mile east of US Highway 52, includes parking, portable toilet, drinking water, bike repair stanchion, CVT Wheel Pass self-pay station, community information and a small picnic shelter. Parking at the Access is also used for the Farmers Market and downtown business and can be full on peak use days. Adjacent to the Access, a winery is considering expansion that may impact parking. Also a nearby brewery business will open mid- 2017 adding parking demand. The City is considering the development of a Visitor Center, possibly in cooperation with the MnDNR and coordinated with the winery expansion. The Visitor Center could include modern restrooms, presentations on local history and community information, food/ other sales, possibly CVT offices, etc. A planning process could discover opportunity for partnerships and efficiencies in development. Impacts could include more parking demand and reduced parking capacity.

Overflow Parking

Overflow parking is available at a city 'Park and Ride' lot located one block west (on the opposite – south – side of Highway 19 from the Downtown Access) but it is not widely understood by Trail users that this lot is available for use. There are safety concerns relating to the mixture of vehicular, pedestrian and bike traffic throughout this area. The City has explored options for a trail connection to the Downtown Access, including working with MnDOT for a Highway 19 pedestrian crossing.



Some sections of CVT will benefit from added pedestrian-scale lighting that fits the design character of the Trail.



Iconic gazebo-style building at Cannon Falls Downtown Access.



Existing wayfinding signage leading from Cannon Falls Downtown Access.

> Cannon Falls Downtown Access and Related Recommendations

The City is well-positioned to continue to provide essential access, trail connection and amenity services.

If the City Council chooses to further explore the Visitor Center concept, partnership with the MnDNR, CVT and others could be explored. The City Council will determine if it prefers other agencies lead filling the 900' trail gap between City Trail and the MTST and improving way finding between the Downtown Access, MTST and CVT. It is noted that the MTST authorizing legislation (Minnesota Statute 85.015 Subdivision 8a) specifically states it is to connect to CVT which implies a MnDNR responsibility to complete the trail gap. The City will continue to work with other agencies to address these issues, such as supporting grant applications, assisting with planning and design efforts and considering participation in funding.

Specific Recommendations:

- The potential for relocation of the Downtown Access was broadly discussed but not pursued – the Access should remain in its current location
- Now that the MTST connects to two Lake Byllesby Parks, there are questions relating to visitor's use of the Downtown Access and economic interaction with the community. Since the impact, if any, is unknown, the situation should be monitored. The City and CVT should initiate and pursue a working relationship with Goodhue and Dakota counties (who manage the Lake Byllesby Parks) and the MnDNR to market and promote the connection.
- CVT to support City efforts regarding development that will improve/affect parking and the provision of services to Trail visitors
- CVT to lead, or support the City, in efforts to have MnDOT install a "Cannon Valley Trail Access" sign on Highway 19
- City to continue to work with MnDOT for a Highway 19 pedestrian crossing
- CVT to work with the City to determine how to best communicate that the Overflow Lot is available for public use
- City is encouraged to plan and develop a safe bicycle connection between the Overflow Lot and Downtown Access
- MnDNR, City and CVT should discuss alternatives for financing and completing the gap to MTST

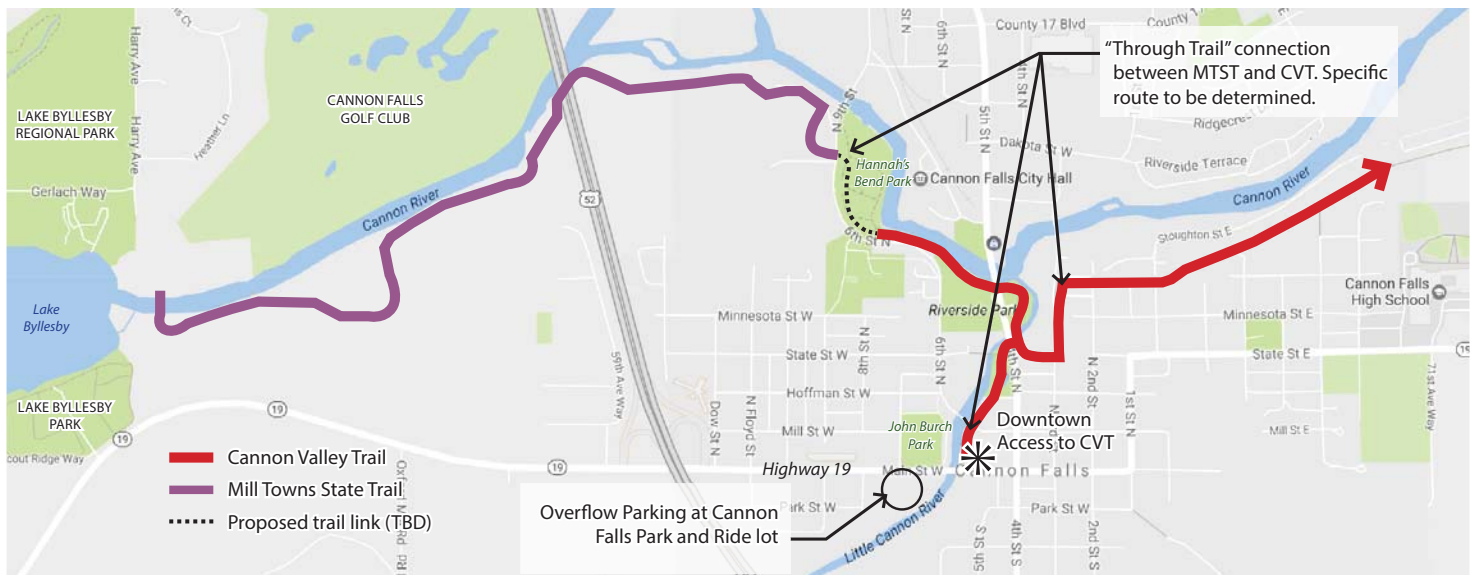


Bridge connection to Lake Byllesby Regional Park on Mills Town State Trail



Hannah's Bend Park may accommodate a necessary connection between Mills Town State Trail and CVT

FIGURE 7. CANNON FALLS AREA RECOMMENDATIONS



- CVT to support City planning efforts for the development of the Visitor Center concept, including the potential of including CVT offices
- To improve way finding between the Downtown Access, MTST and CVT, designating a “Through Trail” is proposed. This would be well marked to assist navigation.
 - CVT to lead an effort in partnership with the City, and subject to City approval, the designation of a “Through Trail” route
 - CVT to assume responsibility for the physical demarcation of the “Through Trail” route such as signage and pavement markings. Improvements are to create a favorable image for the City and CVT
 - Management and maintenance responsibilities for the “Through Trail” would be negotiated between CVT and the City. CVT is willing to accept light maintenance responsibilities if the City prefers.



Existing welcome sign for CVT located at several access points for the Trail



Identity signage at Welch Station Access



Directional signage at Welch Station Access

B-2. CANNON FALLS BALL FIELDS ACCESS

The Cannon Falls Ball Fields Access is undeveloped, offering informal parking in an open field, with an uphill field road approach to CVT. It is adjacent to the City of Cannon Falls Archie Swenson ball fields. It is used mostly by local residents who know how to find it and by cross country skiers as it provides closer access to better ski conditions east of Cannon Falls.

> Cannon Falls Ballfields Access Recommendations

- Providing effective way finding would be challenging and the benefits few. Its highest and best use is to remain a locally known and used access.
- Replace the existing CVT entrance sign with one that contributes to the CVT image.
- Do not invest in any amenities.

B-3. WELCH STATION ACCESS

The Welch Station Access (WSA) is located at the Trail’s mid-point, near the unincorporated Village of Welch – a popular destination. It is well used- 32% of the respondents to the August 2016 online survey reported using this access as their starting point. Furthermore, according to the survey, 80% of bicycle users ride at least 10 miles which means regardless of their starting point, many end up at WSA. Because so many Trail visitors use the WSA, it is where CVT focuses its summer programming, such as Voices of the Valley events that feature local musical talent and other events. A Trail Attendant Station is staffed by employees and/or volunteers most weekends May through October. They provide Wheel Pass sales, information, surveillance, and a personal element to the visitor’s experience. Amenities include:

- Parking Lots (2) (crushed rock surface, 75 vehicle total capacity)
- Overflow Parking Lot (grass, 75 vehicle capacity, and the preferred parking for large vehicles and vehicles with trailers)
- Picnic Grounds
- Vault Toilet
- Drinking Water
- Kiosk
- Yard Light
- Trail Attendant Station – Information, Wheel Pass sales
- Seating
- Informal open Outdoor Event Space

- Grills
- Bike repair stanchion
- Short trail spur that points toward Welch
- Donors Wall
- Paved Trail Bypass
- Interpretive Information (archaeology)

The WSA development presents the railroad image theme, which is expressed through kiosk design (reminiscent of a train waiting station), yard lamp (railroad signal device), and rails embedded in the ground. Trail users describe the WSA as comfortable as it provides a variety of sun/shade resting opportunities, feels safe, functions well, and offers scenic views and socializing experiences. Public comment reflected an interest in maintaining these qualities but avoid over development that would be distracting. The crushed rock surface throughout the picnic grounds is deliberate as it slows bikers – this improves safety as there is a mix of bike and pedestrian activity. WSA also serves as the headquarters for Trail maintenance activities. Maintenance facilities include:

- Maintenance Buildings (2)
- Outdoor Storage and Service Yard

> *Welch Station Access Recommendations*

A quality WSA experience that provides desired services is critical to the overall Trail experience. With over 30 years of operational experience, the public expects WSA to provide services and amenities similar to, as an example, a State Park. To meet this expectation, the core element of the recommendations is the development of a 'Visitor Center' concept that includes new architecture and redevelopment of a portion of the existing maintenance building that provides:

- Picnic shelter – attached to the east end of the existing Maintenance Building. Design to reflect the overarching railroad theme and the existing architecture.
- Modern restroom with showers and changing room – incorporated into the Picnic Shelter. The provision of showers is considered a service and an investment for the potential for increased local economic activity. As example, showers give visitors the option to clean up and then patronize a local restaurant.
- Performance Space/Stage – architecturally incorporated into the Picnic Shelter. To offer sun/rain protection and electrical service
- Include space for future sales of food/snacks/gifts, solely for the benefit of CVT, as is required by Wild and Scenic River Zoning
- Provide space and electricity for food trucks and caterers
- Comprehensive interpretive information/exhibits with a focus on natural resources including the Cannon River and tributaries and railroad history

The design of the Visitor Center concept will need to communicate the preferred CVT image with an emphasis on contributing to the 'comfortable' feel of WSA. See page 89 for more detail about building recommendations. Note that due to Wild and Scenic River Zoning, official CVT offices are not allowed.

Other Recommendations

- Consider property purchase to the south. See Chapter 4 for recommendations.
- Provide wifi service at WSA.
- Provide Nature Play elements.
- Build an addition to the existing maintenance building and construct new building at the existing Outdoor Service Yard location.



Vault toilets and bike parking at Welch Station Access



Existing picnic amenities



Wheel Pass station



Information kiosk at Welch Station Access

B-4. RED WING - CANNON BOTTOM ROAD ACCESS

The Cannon Bottom Road Access (CBRA) occupies one-tenth of an acre of floodplain at the north end of Cannon Bottom Road. It offers parking for six – eight vehicles, portable toilet, bike repair stanchion and a minimum of information and direction signage. It serves primarily as a locally known minor access, especially for skiers and hikers. CBRA is adjacent to the Mendota to Wabasha Military Road, a well preserved 3,200' long section of 1856 military road and property owned by the Anderson Center.

> Cannon Bottom Road Access Recommendations

While the footprint of the CBRA can change little, it can be redeveloped to improve image and service, including:

- Expansion of parking, consistent with protection of wood turtle habitat, is not possible except possibly through realignment to the Trail to the property edges. This realignment would add about four to six additional parking spaces. However even this modest redevelopment may have negative impact to wood turtle habitat. Therefore, increasing parking capacity by expanding footprint is not recommended.
- The CBRA is well positioned to make a significant contribution to the image of CVT, and to reflect /interpret nearby archaeology resources, military road history, and the Anderson Center. It can be a 'gateway' to these rich cultural resources. Development of a favorable image and elements is recommended.
- It is recommended that redevelopment of the CBRA include the provision of a vault toilet. The architecture of this building to contribute to the image improvements.
- To realize the considerable potential value to the CVT experience, it is recommended that CBRA become a significant interpretive/educational hub that introduces the cultural resources nearby.
- Programmatically, the Anderson Center offers an opportunity to enrich the user experience through their visit to the Center events, displays, historic architecture and programs. It is recommended that the CBRA design effectively communicate this opportunity, as well as through the CVT web site, mobile apps, social media and other means as possible.
- It is recommended that a bicycle connection be established between the CVT and the Anderson Center and to City of Red Wing Trail along Highway 61. This connection is critical to improving the CVT experience for three reasons:
 1. It will make it possible for CVT users (80% of whom are on bicycles) to conveniently visit the Center (and for Center visitors to access the Trail)
 2. With the connection, the Center could serve as a locally known Access for CVT
 3. A bicycle trail connection to the Anderson Center, then to City Trail along Highway 61 creates a loop trail opportunity (includes CVT, CVT spur to Lower. A. P. Anderson Park, and Highway 61 Trail)

B-5. RED WING - LOWER A. P. ANDERSON ACCESS

Lower A. P. Anderson Access (LAPAA) is on property owned by Goodhue County and managed by the City of Red Wing as the Lower A.P. Anderson Park. A CVT .4 mile long trail spur goes north from here to the main body of CVT. City Trail connects LAPAA to Upper A. P. Anderson Park and from there to the City Highway 61 Trail. The LAPAA is signed on Highway 61 and serves as a highway rest stop. The access is used most often by CVT users who either are not aware of another access, or chose this one to avoid the more urban Red Wing section of the Trail. Amenities include:

- Parking – 40 vehicle capacity
- CVT Entrance Sign
- Picnicking
- Play Equipment
- Modern Restroom (closed due to excessive vandalism)
- CVT kiosk
- CVT Wheel Pass Self-Pay Station
- Drinking Water
- Bike repair stanchion
- Interpretive information (Goodhue County Poor Farm Cemetery)
- Directional signage

> Lower AP Anderson Park Recommendations

In 2017 the City of Red Wing initiated a process to update its Comprehensive Plan. This plan is intended to help shape Red Wing future for the next 20 years. A component of the process is to review existing park development and services, which will include Lower A. P. Anderson Park. It is recommended that CVT participate in the planning process for Lower A. P. Anderson Park. These objectives for improvement of the Park are offered:

- Currently the park does not reflect development standards common to other city parks. The park appearance could be substantially improved such as redesigning to reflect a gateway function with the historic Red Wing flavor.
- A plaza feature, with the design coordinated with the Old West Main Access redevelopment, could attract Trail visitors and communicate important Trail and city information. Could include improved way finding features.
- Consider strategies that allow the modern restroom to reopen (currently closed due to excessive vandalism)
- Use an ecological approach to manage storm water runoff

B-6. RED WING - OLD WEST MAIN ACCESS

The Old West Main Access (OWMA) lies at the very end of CVT in Red Wing. It is well used with parking often at capacity. The character of the Access is considered pleasant but unremarkable. It does not reflect its proximity to, or potential role, as a gateway to the nearby Old West Main Historic Pottery District. This access is signed from nearby Highway 61.

Through an agreement between the JPB and the Red Wing Republican Eagle (local newspaper), overflow parking is allowed on weekends at the Eagle business location located two blocks to the west (along North Service Drive). The Eagle parking lot is adjacent to CVT and a short stairway connects the two. However, this overflow parking

opportunity is under-utilized as most CVT users are not aware of it. Amenities at OWMA include:

- Parking – 35 vehicle capacity
- CVT Entrance Sign
- Portable toilet
- CVT kiosk
- CVT Wheel Pass Self-Pay Station
- Drinking Water
- Lighting
- Directional signage
- Bike repair stanchion
- Maintenance storage garage

OWMA is well connected to portions of the City Trail system via the Riverfront Trail. The Riverfront Trail follows Old West Main Street two blocks to Withers Harbor Drive. At Withers Harbor Drive users can continue on the Riverfront Trail or take the City Hay Creek Trail for two miles south to the Goodhue Pioneer State Trail.

> *Old West Main Access Recommendations*

A significant issue on decision making for improvements at the OWMA is its proximity to the Upper Harbor, Pottery Pond and Bay Point parks. These destinations have amenities including parking, drinking water and modern restrooms that are beneficial to CVT users. The planning challenge was determining the level of improvements and service provided at the OWMA compared to the services available or potentially available nearby. The range of options included significant development at OWMA to moving most functions/services to one of the City Parks, using the Riverfront Trail as the connection.

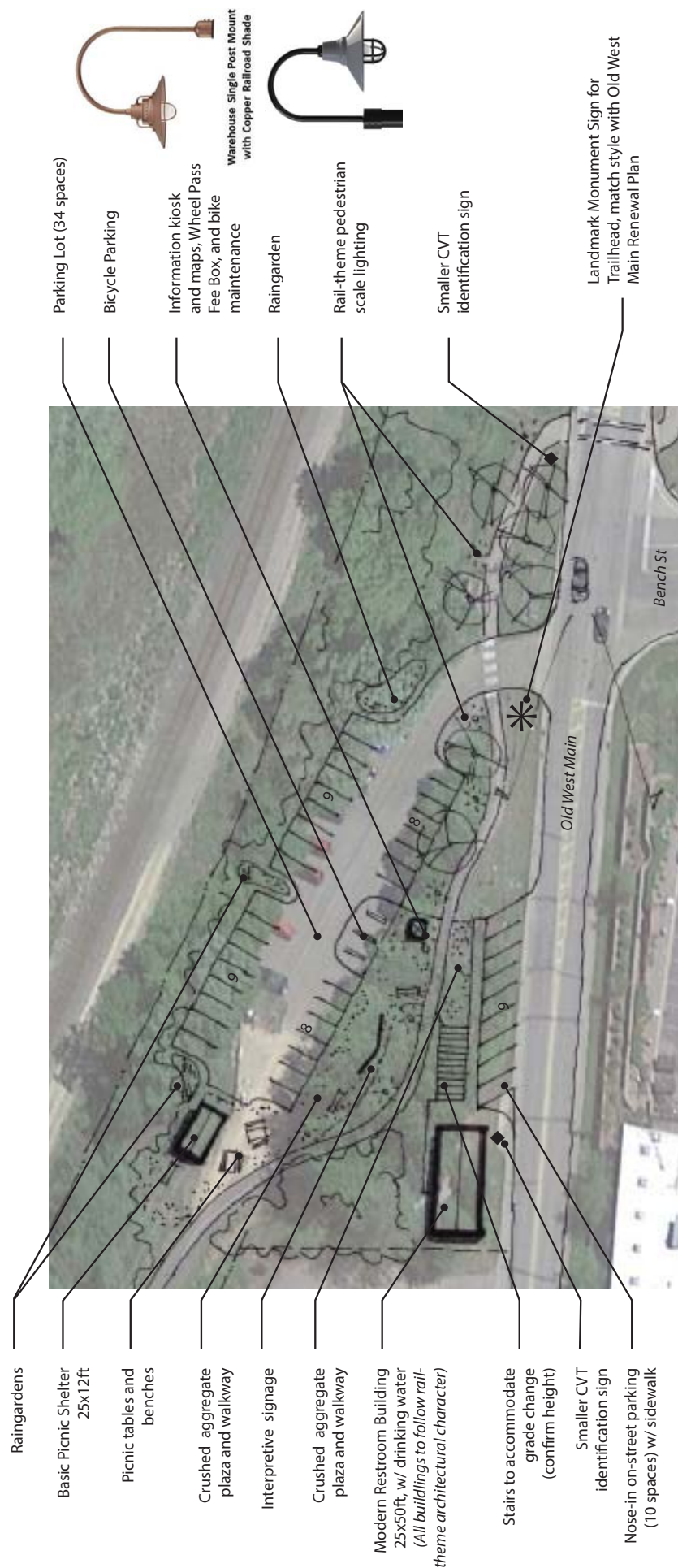
The following recommendations are grounded in the facts that the OWMA is extremely popular, well located and strategically positioned to function as a gateway to the Historic Pottery District. While the nearby City parks provide desirable amenities, the OWMA should remain the CVT access focal point in Red Wing, with the other parks serving in an overflow capacity and offer more and different amenities. Furthermore analysis found that site redevelopment could expand parking by up to 15-20 spaces and provide room for a modern restroom and plaza space. Therefore, the OWMA should be redevelopment to provide full service. In the interim, way finding and information efforts regarding the City parks are to be improved. It is also recommended that CVT participates in future City Upper Harbor master planning to help determine what sort of access support role it could offer.

- OWMA to be redeveloped to communicate the Gateway function and reflect the historic character of the Pottery District taking design cues from the Old West Main Renewal Master Plan. This could include the introduction of historic flavored construction materials, signs, plaza space and more.
- Site redesign to expand parking.
- Redevelopment to include storm water runoff management.
- CVT to participate in future City Upper Harbor Master planning.
- CVT to work with the City to improve way finding and information so that it is better communicated that use of the existing City parks as an access to CVT is reasonable and beneficial.
- CVT to lead, in cooperation with the City, in solving way finding challenges from the OWMA to the Old West Main/Withers Harbor Drive intersection.
- Construct a modern restroom, with showers and changing rooms.
- Add signage to direct overflow parking to the nearby Republican Eagle parking lot, Lower A.P. Anderson Park Access and other city parks.



Existing conditions of Old West Main Access

FIGURE 8. OLD WEST MAIN ACCESS PROPOSED SITE IMPROVEMENTS



OTHER TRAIL AMENITIES

Four rest areas are provided along the Trail:

- Bob O’Gorman Rest Area – Mile 0.1 (Cannon Falls managed)
- Anderson Rest Area – Mile 3.8 (Trail Run Creek)
- Marshall Memorial Rest Area – Mile 11.4 (Belle Creek)
- Highway 61 Rest Area – Mile 15.1 (Under Highway 61)

In addition there are numerous locations with benches or observation decks at scenic locations.

B-7. BOB O’GORMAN REST AREA

This rest area was developed and is owned by the City of Cannon Falls at Mile 0.1. It offers a large stone monument sign with City logo, drinking water, small shelter, picnic table, bike repair stanchion, portable toilet and exercise station. No parking is provided – some parking on nearby city streets is available. The shelter design is similar to the City provided shelter at the Downtown Access. It is close to the privately owned former railroad depot. The depot owner is considering establishing a small business in the building offering snacks, bike rental and modern restrooms.

> Bob O’Gorman Rest Area Recommendations

- The City to determine a response to street parking concerns.
- Construction of a Visitor Center downtown with modern restrooms could possibly relate to the provision of a portable toilet. City could explore the option of public use of the restrooms that may be part of the railroad depot business plan.

B-8. ANDERSON REST AREA

The Anderson Rest Area is a popular destination as it occupies a scenic and shaded terrace above Trail Run Creek, which flows beneath the adjacent Trail bridge. The Rest Area has a pleasant, natural feel to it, and the construction materials of wood, stone and crushed rock contribute to that character. Playing in the cold spring fed creek is a popular activity. Its location at Mile 3.8 is a convenient distance from Cannon Falls. Amenities include entrance sign, picnic tables, small kiosk, portable toilet, seasonal fire pit (winter use only), directional signs, stone steps down to the Creek, bike repair stanchion and loop natural surface hiking trails, including a small bridge over the Creek. These .6 miles of trails go along the banks of Trail Run Creek and through eight acres of forested floodplain between the Trail and the Cannon River. Hiking, bicycling and cross country skiing are allowed on the trails.

> Anderson Rest Area Recommendations

The most critical consideration for any redevelopment or improvement is to preserve the natural setting and character of the Rest Area. The recommendations are:

- Replace the portable toilet with a single stall unisex vault toilet
- Run Creek bridge (RO481) is number one on the replacement list. Follow bridge recommendations
- Bridge construction must be done sensitively to avoid damaging the natural setting
- The bridge replacement is an opportunity to reestablish durable and attractive stone steps down to the creek
- Improve information so that users understand the natural surface trail opportunity



Bob O’Gorman Rest Area



Anderson Memorial Rest Area

B-9. MARSHALL MEMORIAL REST AREA

The Marshall Memorial Rest Area, along Belle Creek at Mile 11.4, opened in 2015. It offers two plaza levels, connected by steps and a ramp. The upper plaza is a crushed rock surface, with seating on top of a gabion basket wall. The lower plaza, below the gabion wall, is a colored concrete surface. Amenities include interpretation (Belle Creek Watershed information and Railroad era artifacts), seasonal fire pit (winter use only), seating and a short trail under the bridge to steps that lead to the Creek. The gabion baskets are filled with locally sourced stone and arranged to reflect local geology (glacial drift over bedrock), as well as color separated for visual drama. No portable toilet is provided as the Rest Area is less than two miles from the Welch Station Access. The lower plaza, trail to Belle Creek steps, and steps are vulnerable to flooding from Belle Creek and were designed to be tolerant and reasonably easy to clean up. Most of the Rest Area is south facing and is hot on summer days. Trees have been planted to address this issue.

> Marshall Memorial Rest Area Recommendations

As a new facility there are no recommendations at this time.

B-10. HIGHWAY 61 REST AREA

As the name implies, the Highway 61 Rest Area is located under the two bridges of four-lane Highway 61 (Mile 15.1). It overlooks a side channel of the Cannon River. It was designed and constructed by the MnDOT in 1994 when the Highway 61 bridges were constructed. Amenities include benches and bike racks. The overhead bridges serve as a sun and storm protection. No portable toilets are provided as one is located .2 miles east at the Cannon Bottom Road Access. The image of the rest area is considered underwhelming and not up to the standards of the Anderson and Marshall Memorial rest areas.

> Highway 61 Rest Area Recommendations

When the time comes for rehabilitation, improve the design to contribute to the CVT image.

B-11. OTHER CORRIDOR FACILITIES

There are about thirteen sites along CVT with minor amenities. These include:

Cannon Falls Wheel Pass Attendant Station (Mile 1.1)

This location offers a roofed kiosk, information, seating and Wheel Pass sales by staff/volunteers. There are no recommendations for change at this time.

Scenic Overlook (Mile 2.7)

There are two cliff top perches, with a protective railing, that provide a dramatic view of the Cannon River 50' below. The railing was designed to offer minimum visual intrusion from the river. One overlook is surrounded by native prairie species, including pasque flowers. It is recommended that:

- CVT monitor this use and take actions if there is trampling risk to the pasque flowers and other species and to mitigate if happening.

State Forest Land Access (Mile 6.2)

This location is at the junction of the primitive field road access and parking provided by the MnDNR for users of the nearby State Forest Land and River Terrace Prairie State Natural Area. The MnDNR provides a minimally maintained 1.5 mile long hiking trail through state forest land to the south. The trail and signs are in a state of disrepair and



Marshall Memorial Rest Area



Highway 61 Rest Area



Cannon Falls Wheel Pass Station



Scenic Overlook



State Forest Land Access



Mid-Continent Gun Club



CVT Dedication Sign



Marshall Reforestation Project



Wetland Observation Deck



Camp Pearson

the MnDNR has decided not to invest in improvements. It is recommended that:

- CVT invest in a roofed kiosk to serve as a storm shelter and provide interpretation about the significant natural resources nearby
- To encourage the MnDNR to maintain the trail
- To work with the MnDNR to determine if their existing access can be marked from Sunset Trail so as to serve as a primarily locally known local access to CVT

Mid-Continent Gun Club (Mile 7.0)

This Gun Club, as a public service, offers a seating opportunity for CVT users. It is recommended that when the time comes for repair or replacement, that CVT seating and sign standards be implemented.

CVT Dedication Sign (Mile 10.3)

This location communicates the May 31, 1986 official dedication of CVT. It is a popular ‘photo op’ for visitors. It is recommended that when the time comes for renovation, that the site design be improved to create a more refined, comfortable and photogenic setting.

Bald eagle Nest Site (Mile 13.0?)

This pullover and seating was developed to accommodate visitor’s interest in observing a bald eagle nest that was active for decades. Several years ago the nest fell to the ground so the viewing opportunity is gone. It is recommended that this pullover be removed and the site be restored or downsized to create a more intimate space.

Marshall Reforestation Project - Anderson Center Trail Connection (Mile 15.5)

Here a 700’ long hiking trail vertically climbs 100’ to the Anderson Center. This trail is cooperatively maintained by CVT and the Anderson Center. An interpretive sign at the base provides information about the Anderson Center. Because the trail is minimally developed and steep few people use it and even fewer haul their bicycles with them. Redevelopment of this trail connection is to be considered as part of the Cultural Heritage Park concept described in Chapter 4. Furthermore it is recommended that:

- A bicycle connection is developed between the Cannon Bottom Road Access and the Anderson Center.

Wetland Observation Deck (Mile 15.6)

This well located observation deck gets one to the edge of the extensive wetland complexes of the Cannon Bottoms and provides interpretive information about the Bottoms. There are no recommendations.

Red Wing Archaeological Preserve (Mile 16.1)

This location marks the beginning of a 500’ long hiking trail that ascends to the terrace top, ending at the Red Wing Archaeological Preserve. Interpretation about the Preserve is provided. Redevelopment of this trail connection is to be considered as part of the Cultural Heritage Park concept.

Camp Pearson (Mile 16.1)

Camp Pearson is an eight acre CVT owned parcel of land north of the Trail that contains remnant prairie and possibly archaeological resources. A short hiking trail leads to a minimally developed overlook to the Cannon River. It is recommended that when the time comes for repair or replacement, that the design is of higher quality and present a better image, yet keeping the development footprint very small.

Wheel Pass Attendant Station (Mile 18.2)

Wheel Pass attendants are stationed here most every weekend from mid-April through October. It is strategically located at the intersection of the trail spur that goes to Lower A. P. Anderson Park Access and the main Trail. Development includes a pull off area, selling booth, benches, portable toilet and a 'strong box' for attendant supplies. When the time comes for redevelopment it is recommended to more purposely design the station and improve the image.

Silvernale Archaeological Site (Mile 17.4)

A short trail leads to a more expansive view of the Silvernale Archaeological Site. A bench and interpretive sign are provided. Recommendations include increasing public use and vegetation management.

Republican Eagle Steps (Mile 19.0)

These steps connect the Red Wing Republican Eagle (local newspaper) parking lot to CVT. An agreement between CVT and the Eagle allows CVT users to use the Eagle parking lot as overflow parking on weekends. There are no recommendations for this location.

C. Building Conditions and Needs

GOAL: *Develop facilities in a way that protects and enhances the high-quality user experience by focusing on beneficial amenities, including modern restrooms, and limiting impacts from maintenance and utility features.*

C-1. PROVISION OF IMPROVED RESTROOMS

Currently there are no public modern restrooms along CVT. Public comment was clear that CVT needed to improve the level of service. Portable toilets provided at Cannon Falls Downtown Access, Bob O'Gorman Rest Area, Anderson Rest Area, Welch Station Access, Cannon Bottom Road Access, Red Wing Wheel Pass Sales Attendant location (Mile 18.1) and the Old West Main Access. The toilets at Cannon Falls Downtown, Welch Station, Cannon Bottom Road and Old West Main accesses are handicapped accessible.

> Recommendations for Modern Restrooms

The goal is to eventually have a modern restroom at each end and at Welch Station Access. Each is to include showers and changing room(s) if possible:

- Cannon Falls: To be part of the Visitor Center concept
- Welch Station Access: To be constructed concurrent with a picnic shelter
- Old West Main Access: Part of the overall site improvement

Other recommendations include:

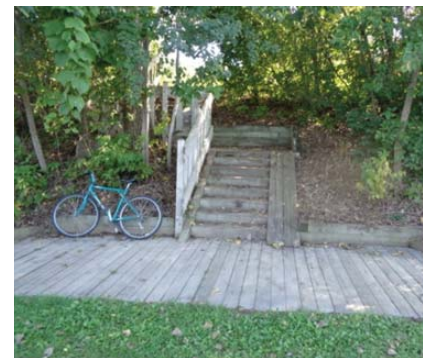
- In the interim, way finding to other nearby modern restrooms needs to be improved, including to Pottery Pond and Bay Point Parks in Red Wing, and to Riverside and East Side Parks in Cannon Falls, and to Lake Byllesby Parks via City Trail and the Mill Towns State Trail
- CVT to participate in City of Red Wing Upper Harbor Master planning that could include a modern restroom



Wheel Pass Attendant Station



Silvernale Archaeological Site



Republican Eagle Steps



Example design for vault toilet
Photo credit: Park and Restrooms Structures, Inc.

> Recommendations for Vault Toilets

Vault toilets provide a significant ‘step up’ in service from portable toilets and are only about 10 – 15% of the cost of a modern restroom. Furthermore it is much easier to work them into the landscape considering topography, zoning and floodplain issues. These buildings will also serve as storm shelters. The design of the buildings is to reflect the desired CVT overall development theme.

Handicapped accessible vault toilets are proposed to replace portable toilets at:

- Anderson Rest Area: A one-stall unisex building to be located where the existing portable toilet is. This location does not intrude upon the restricted space at the Rest Area, and is accessible by pumping trucks. Also this location is further from property lines making permitting more feasible.
- Cannon Bottom Road Access: A one-stall unisex building to be located according to a final site plan. A variance from the property line set back requirement is likely needed.

> Recommendations for Portable Toilets

- The City of Cannon Falls provides a portable toilet at the Bob O’Gorman Rest Area. A downtown Visitor Center with modern restroom, and/or secure an agreement with the owner of the railroad depot to allow public use of restrooms as part of his business development could eliminate the need for this portable toilet.
- Red Wing Wheel Pass Attendant Station: If the existing restroom at Lower A. P. Anderson Park Access can be reopened, it might mean that this portable toilet could be eliminated.

C-2. WELCH STATION ACCESS – PROPOSED VISITOR BUILDINGS

More detail is included above in Recommendation B-3. A summary of new proposed buildings includes:

- Picnic shelter – attached to the east end of the existing Maintenance Building. Design to reflect the overarching railroad theme and the existing architecture.
- Modern restroom with showers and changing rooms – incorporated into the Picnic Shelter. The provision of showers is considered a service and an investment for the potential for increased local economic activity. As example, showers give visitors the option to clean up and then patronize a local restaurant.
- Performance Space/Stage – architecturally incorporated into the Picnic Shelter. To offer sun/rain protection and electrical service

C-3. WELCH STATION ACCESS – MAINTENANCE FACILITY

- The CVT maintenance hub is strategically located at Welch Station Access – the Trails midpoint. This makes for efficient access to the Trail for maintenance purposes. Current facilities include:

Buildings

1950’s Era warehouse building (included with property acquisition in 1988):

- Wood frame, single story, 24’ x 70’ (1,680 square feet), divided into:
 - > Heated shop space of 24’ x 25’ (600 square feet). Includes common shop equipment
 - > Cold storage of 24’ x 45’ (1080 square feet) (small equipment, lumber, supplies, firewood, other)
 - > Hardwood floor throughout

- Loading dock
- 2 sliding vehicle access doors to the south
- 3 sliding vehicle access doors to the north

Vehicle Storage Building (built by CVT in the 1990's):

- Wood frame, with storage in rafters, two dormers
- 24' x 48' (1,152 square feet), divided into 4 stalls of 12' x 24' each (288 square feet) (one stall has doors at both ends to allow drive through)
- Concrete floor
- 4 overhead doors to the north (9' wide by 8' high)
- 1 overhead door to the south (9' wide by 8' high)

The two buildings are connected by a roofed breezeway. Both building floors have gone under water from Cannon River flood events. CVT owns a two-vehicle garage at the Old West Main Access that is used for storage of seasonally rotated equipment.

Outdoor Storage

Space on the north side of the warehouse building is used for some equipment parking and storage of supplies. Located about 430' west of the Vehicle Storage building is a fenced outdoor 70' x 190' (13,300 square feet) storage area. Items stored here include some equipment, construction materials and firewood.

Maintenance Activities

The maintenance needs of CVT are intense due to high levels of use, a commitment to excellent maintenance, year round use and occupying a challenging location susceptible to storm and rain/flood damage. Seasonal maintenance staff report to work at Welch Station Access year round. Daily staff and equipment leave and return to WSA with a variety of equipment, including trucks, tractor and utility vehicles.

Need for Additional Equipment Storage Space

The existing building space is not sufficient to allow indoor storage for all equipment, requiring a long list of equipment to be stored outside. Outdoor storage has the disadvantages of being degraded by weather and prone to theft and vandalism. Furthermore the Trail is considering the purchase of additional equipment that will further exacerbate the storage shortage. Calculations by Trail staff indicate that the additional storage required is equivalent to six 14' x 24' stalls (2,016 square feet). The existing stalls are 12' which has proven to be inadequate for circulation and safety around the equipment; therefore wider work areas and higher overhead doors are required. A concrete floor is strongly preferred for at least three of these stalls, while the remaining three could be either concrete or crushed rock.

Reuse of Disassembled Building Option

In 2014 CVT disassembled and salvaged a 40' x 60' (2,400 square foot) steel frame maintenance building from the Welch Ski Village. No other materials such as doors or walls were salvaged. While programmatically this meets the minimum 2,016 square feet requirement, the layout may not be as efficient as new construction. However the conclusion is that this building could meet the space needs. It could be reassembled on either the Outdoor Storage Yard or South locations.

Welch Station Access - Building Development Concepts

Due to the efficiency of having maintenance functions at or near Welch Station Access and no reasonable alternatives identified, planning efforts focused on remaining there. Concepts for development included:

- Existing Equipment Storage Building – a 28' addition with one overhead door
- Equipment Storage Building – Outdoor Service Yard Location – provision of 1,300-2,000 square feet. Either new architecture or reuse of the disassembled building --OR--
- New Equipment Storage Building – South Location – provision of 1,300 - 2,000 square feet. Either new architecture or reuse of the disassembled building. Property acquisition would be required.

> Welch Station Access - Recommendations

Existing Equipment Storage Building Addition – Provision of 28' Addition

A 28-foot-wide architecturally compatible addition onto the existing Equipment Storage Building, with dormer to match, is feasible and economical. This addition could be accessed by one large overhead door. This solution has the efficiency advantage of keeping the maintenance functions that the new space would accommodate close to tools and supplies. A variance from road right of way setbacks will be required. This addition introduces little to no new conflict with public use as no new functions are introduced nor is the intensity of activity increased.

New Equipment Storage Building – Outdoor Service Yard Location – Addition of Four to Six Storage Stalls

The existing 13,300 square-foot outdoor storage site is sufficient in size to accommodate either a new 1,300 square-foot to 2,000 square-foot building with adequate service yard space. The primary function of this building is for storage. While being separated from the other building, the distance is not great and considered acceptable. Property acquisition is not required. Reuse of the disassembled building also works at this site. Outdoor storage could be shifted to the west if required. Road access from 144th Avenue Way is excellent. A variance from road right of way setbacks will be required. If a new building is constructed it is recommended that it be architecturally compatible with the existing buildings.



Surrounding bluffs of Welch

FIGURE 9. WELCH STATION AREA RECOMMENDATIONS



Proposed site uses at Welch Station Access



Proposed building expansion at Welch Station Access



Proposed expansion of maintenance building would match existing architectural character



Rendering of possible building expansion and added amenities at Welch Station Access

TRAIL EXPERIENCE AND USE – IMPROVEMENT PLAN

D. Trail User Experience and Attraction

GOAL: D-1. *Prioritize all efforts to enhance the immersion in nature experience, uncluttered with development. Emphasize exposure to the diversity of resources and visual and physical access to the Cannon River and tributaries.*

D-1. CONSISTENT PRESENTATION OF TRAIL IMAGE

The 1985 CVT Comprehensive Plan developed a historic railroad theme design image. The expressions of this theme include the bridge railings which reflect railroad rails and ties, preserving railroad era artifacts along the Trail (e.g. concrete mile markers, “flycatcher”) and kiosk roof design (reminiscent of a train waiting station). This historic theme contributes to a favorable trail experience. The CVT image is further developed through the trail logo and a sign plan of seven major types.

Other design development contributes to the quality of the experience. This includes attention to the details critically important to pedestrian/biker activities, such as benches that are actually comfortable; the size of rock aggregate (3/8” diameter, not ¾”); pedestrian scale signs; pothole repair that understands the significance of a small bump; and off-the-main tread intimate places to stop, look and rest. Cumulatively, the presentation of theme, in an uncluttered natural environment, is substantially responsible for the high quality of experience that has made CVT enduringly popular.

Over the years there has been ‘drift’ to the allegiance to the original railroad design image and sign plan. As example, large plastic signs now identify the major Trail accesses, complex looking signs accompany the Wheel Pass self purchase stations and the railings of the new bridge over Belle Creek do not reflect railroad rails/ties.

> Trail Image Recommendations

As CVT facilities are redeveloped and expand, this is an opportunity to reinvigorate the image through design. For future success, CVT must continue to have allegiance to these original qualities and strive to improve them with all future development.

- Repair all the railroad era artifacts as feasible. Clear vegetation to keep them visible. Consider recreating the missing mile posts.
- With new bridges maintain the railroad railing theme and use wood decking
- Update the 1990’s Sign Plan, to better reflect theme development. Implement a comprehensive sign improvement/repair effort.
- All existing and future development needs to prioritize creating pedestrian/biker level detailed outcomes
- All existing and future development needs to understand and respond to the variety of user ability and interest. All development to be substantially handicapped accessible.

GOAL: D-2. *Promote safety and security of all trail users.*

D-2. TRAIL SAFETY AND SECURITY

Results from the August 2016 online survey showed that 86% of respondents had experienced no safety concern on the trail. However, 50 written comments described safety concerns of:

- Trail Width – 8’ was too narrow for the level of use and the speed of some bikers/ skaters
- Physical conditions – debris on the Trail, rough bituminous, potholes and bumps, slippery bridge decks, washouts, icy conditions, steep drop offs with no guard rails



CVT Design Character

- Road Crossings – some are harder than others to see vehicle traffic
- User Behavior – poor trail etiquette, users not stopping at road crossings, avoidable collisions, large groups intimidating others, children weaving, not riding in single file, stopping in the middle of the Trail
- Communication and Location – poor cell phone coverage, don't always know where I am – need more mileage markers
- Wildlife Conflicts – animals darting across the Trail
- Weather Protection – getting caught in storms with no nearby shelter
- Maintenance Activities – can be a safety issue when passing through sites where equipment is being used
- County Road 7 Connection to Welch – a heavily traveled route, with only a narrow paved road shoulder
- Hunting Season – am I safe?

Other comments were related to concerns of personal and property security, including:

- Suspicious behavior – 'rowdy' groups, homeless people on the Trail, people hanging out that don't look like they are using the Trail
- Vandalism – Vehicles broken into (Old West Main Access)
- Isolation/Recreating Alone – concerns were expressed about vulnerability when single users are on the Trail in off peak times

> Trail Safety Recommendations

Developing and managing the Trail for a safe and secure experience is critical. The recommendations, a combination of physical, procedural and education efforts, are:

- Widen the Trail to 10'
- Replace bituminous
- Aggressively maintain the Trail, sensitive to the detail critical for safety
- Ensure that visibility is maintained according to standards
- Promote an effective user etiquette program, using signs, programming, social media, web site, etc.
- Install wifi at Welch Station Access
- Slightly enlarge the existing mile markers
- Add roofed kiosk at Mile 6.2
- Install toilets at Anderson Rest Area, Welch Station, Cannon Bottom Road and Old West Main accesses

- Staff, volunteers and contractors all to adhere to safety protocols.
- Continue public and Trail users notification efforts
- Explore feasibility of widening the road shoulders, or constructing an off road trail connection to Downtown Welch

> Trail Security Recommendations

CVT staff frequently communicates with the police departments of Cannon Falls and Red Wing and the Goodhue County Sheriff regarding law enforcement concerns and for the provision of emergency services such as injuries and other medical situations. The MnDNR Conservation Officer also provides assistance most often related to issues such as trapping and hunting. Trail staffs are often the first to encounter a violation of Trail ordinances or learn of a medical emergency requiring a response. Staff occasionally participates in locating separated families or missing persons and assisting storm stranded visitors. Staff keeps annual statistics of ordinance violations including illegal motorized use (approximately 20 per year), pets on the Trail (25), general vandalism such as graffiti, sign theft (20), failure to pay the Wheel Pas (30), and other incidents such as littering, dumping and camping. From an operational point of view, vandalism is constant issue requiring staff effort and expense to remediate. A significant issue regarding providing emergency medical and law enforcement responses is the difficulty in finding the victim as often they do not know exactly where there are, nor do they know the best route for first responders to take to find them. The narrow Trail corridor, with few locations to turn a full size vehicle around, further exacerbates the situation.

- Continue close cooperation with local law enforcement agencies to address concerns
- Encourage users to report suspicious behavior
- Encourage group use for off-peak hours of use, such as a "Bike with a Friend" program
- The proposed Community Outreach position could develop and promote other strategies to address the issue.
- To address vandalism consider the installation of cameras at locations of frequent occurrence
- Consider development of a non-public GIS map application for law enforcement and emergency responders that is intended to assist responses by locating access points, mile markers, vehicle turn around locations, etc.

GOAL: D-3. Identify methods to increase and diversify trail use, especially for children and families and school group use.

D-3. INCREASE NUMBER AND DIVERSITY OF USERS

While the Trail has a very dedicated core of repeat users (survey results show 35% visit 1-3 times a year, 24% 3-6 times and 37% more than 6 times) there is concern that not enough new users are being attracted. Of acute interest to CVT is the significant decline of visitors under the age of 18 – from 39% in 1990 to less than 20% in 2016. For at least the last fifteen years, use of CVT has consistently been about 100,000 visitations a year.

> Increased Use Recommendations

To maintain and increase use of CVT it is clear that comprehensive, multi-faceted and coordinated efforts must be made to retain existing users and encourage all generations to participate. The recommendations are categorized three ways – general, generational, and unique items.

For General Use:

- At all times CVT must continue to provide a nature immersion experience, uncluttered with development and with high maintenance standards
- Create users through partnerships that encourage bike share programs, fleet of bikes at Senior Centers, expose people to electric assist bikes, etc.
- Establish and/or partner with others, on Programs that promote:
 - Existing Trail users to invite friends and family
 - Commuting use
 - School use
 - Business Relationships to coordinate service and promotion that promotes bicycle use, such as bike racks downtown, bike rentals, mountain bike use at Welch Ski Village, etc.
 - Promote bike commuting especially in Red Wing
- Live Healthy, Live Well Program Coordination
Program Examples:
 - Kids are taught how to fix donated bicycles, then they get to keep one
 - The “Take a Kid Fishing” idea – take a kid biking
 - Ride on CVT free days
- Educational/Interpretive Events with the assistance of:
 - Goodhue County and Cannon Falls Historical Societies
 - Anderson Center for Interdisciplinary Studies
 - Community Education
 - School districts
- Host and/or partner with others, for the delivery of special events, such as:
 - An annual ‘signature’ event, such as a Trail festival, to encourage new users to visit with families and friends (partner with area businesses and tourism; include food, beer/wine; live music; bike rentals; “ride for free” day
 - A scavenger hunt for young riders/walkers to experience along the Trail
 - Visitors enjoy the opportunity to get a snack or meal somewhere convenient. This could be provided via food vendor trucks at Cannon Falls Downtown, Welch Station, and Old West Main Accesses.



Promote use with special themed days on the trail, including families and young riders.

- Make CVT more attractive and easier to use by families by adding multiple loop opportunities accessible from home so they don't have to load the car and can choose an appropriate length and level of challenge
- Create an appropriate bicycle challenge by providing 'BMX' style trails parallel to the main tread – kids can enjoy the off-road ride over a few moguls while the parents monitor from the main tread
- Continue to be a nature dominated experience, provide outstanding interpretation opportunities and expected amenities, such as modern restrooms
- Provide an overall high quality experience with group socializing opportunities and spaces, such as a picnic shelter at Welch Station Access, as well providing wifi service there, clearly communicate other nearby adventurous activities they could combine with their CVT visit (such as getting on the river, rock climbing in Red Wing, etc.)
- Participate in programs that provide access to recreational equipment (bikes, in-line skates, skis), and continue to provide discounts on Wheel Pass fees as warranted.



BMX bike trail
Photo: riverdart.co.uk

For Unique Uses:

Technology

Technology has impacted how people recreate. Mobile devices now allow you to stay connected with family, friends and work. The public expects to have access to effective and engaging mobile apps. New recreational equipment, such as electric assist bicycles and fat tire bikes are increasingly common.

- Develop an effective, engaging mobile app that offers navigation/ maps, area interests and interpretation
- Use technology to communicate community offerings and opportunities. As example, at Cannon Bottom Road Access, a technology solution would inform users if an event is happening at the Anderson Center.
- Stay current with trends and proactively accommodate

Food in Parks Concept

Nationally, the interest in locally grown and healthy food and the “pick your own” concept is growing rapidly. Locally, apple orchards and blueberry ‘pick your own’ destinations are very popular. Harvesting wild foods in parks has always been popular, especially morel mushroom hunting. As a partial response to these interests, some parks have begun to experiment with planting fruit trees in appropriate locations and encouraging park visitors to harvest. This gives people another reason to be active and visit a park. It is recommended that CVT participate in this movement by planting low maintenance fruit trees at appropriate locations, such as at Welch Station and Old West Main Accesses, and perhaps along the Trail in Cannon Falls (Mile 0- .6).

Amtrak

Red Wing is served daily by one westbound and one eastbound passenger train. Currently Amtrak policy allows bicycles to be unloaded at Red Wing but not loaded. Local interests are lobbying Amtrak to allow loading at Red Wing. If successful, using Amtrak could be a new way for out of town visitors with their own bicycles to visit Red Wing and use CVT. It is recommended that the JPB support the Amtrak lobbying efforts.

For New Trail Opportunities:

The provision of loop trails, and more trails, was a frequent public comment. Loop trails give the user more options and variety. More trails connecting to neighborhoods increases CVT use and the value to citizens. There is considerable opportunity for more trails to connect with CVT – some of these connections are fully described elsewhere in this Plan. For existing trail connections,

way finding is presenting challenges and these issues are also described elsewhere in the Plan. It is recommended that official CVT maps and information include clear descriptions of the opportunities, as well as to encourage other agencies and organizations to development information.

TABLE 7. NEW TRAIL CONNECTION OPPORTUNITIES

TRAIL CONNECTION	DESCRIPTION	RECOMMENDATION
Mill Towns State Trail	A 1.5 mile section completed from Cannon Falls to Lake Byllesby parks	MnDNR, City and CVT should discuss alternatives for financing and completing the gap to MTST. CVT not to be involved with maintenance of MTST.
Cannon Falls City Trail	Connects CVT to Downtown and City parks. There is a 900' gap to the Mill Towns State Trail.	City and CVT to cooperate in filling the trail gap. See Chapter 4 for more information.
Cannon Falls "Through Trail" Route	While not a new trail, it is a new concept, intended to improve way finding between the Downtown Access, MTST and CVT, This would be well marked to assist navigation	CVT to lead an effort in partnership with the City, and subject to City approval, the designation of a "Through Trail" route
County Road 24 Collector	This collector on the southeast and east side of Cannon Falls will have a future trail, offering a potential trail connection to Cannon Falls schools and CVT.	The City, County, School District and CVT to cooperate in examining the opportunity to connect
Cannon Falls City Property (City Farm)	There was comment that suggested a natural surface trail suitable for trail running.	Communicate this interest to the City of Cannon Falls for their consideration
Cannon Falls Public Schools	CVT and the school campus are separated by about 700'. There is considerable foot traffic from the school, to CVT and the Archie Swenson ball fields	Include this possibility in joint planning with the City, County, School District and CVT
Connection to Cannon Falls Campground	Campground customers may benefit from the nearby County Road 24 collector trail.	Include this possibility in joint planning with the City, County, School District and CVT
CVT owned gravel pit Mile 3	CVT owns a 26 acre former railroad operated gravel pit along the Trail. Natural surface loop and/or BMX style trails may be possible.	Explore need and feasibility of a natural surface trail
Anderson Rest Area	Natural surface trail provided by CVT	Maintain and improve way finding
MnDNR Interpretive Trail Mile 6.2	An interpretive trail provided by the MnDNR, in a state of disrepair with no plans to renovate.	Encourage the MnDNR to keep the trail open and consider improvements for mt. biking
Cannon River Bridge at Trout Brook	This concept is described in the 2005 Miesville Ravine Park Reserve (Dakota County) Master Plan. Feasibility and timing is unknown.	Dakota County to lead this future initiative
To Downtown Welch	Access is via the County Road 7 road shoulder.	Study feasibility of widening shoulder, or an off-road trail
Wabasha to St. Paul Military Road – Historic Place (Cannon Bottom Road Access)	Road (now closed to vehicle traffic) invokes an image of an 1856 military road. Quality trail experience for off-road bikes and hiking.	Promote the public's awareness of this opportunity. Provide interpretive information at the CBRA.
Marshall Reforestation Project Trail – CVT to Anderson Center	The natural surface, pedestrian use only trail connects CVT to the Anderson Center, climbing 100'. It is underused.	Incorporate improvements as part of the Cultural Heritage Park concept
Red Wing – West End Trail Connections	Important destinations, including the Anderson Center, Highway 61 Trail and Burnside Elementary School are not connected to CVT.	City to lead studies to determine the feasibility of trails connecting the destinations to CVT.

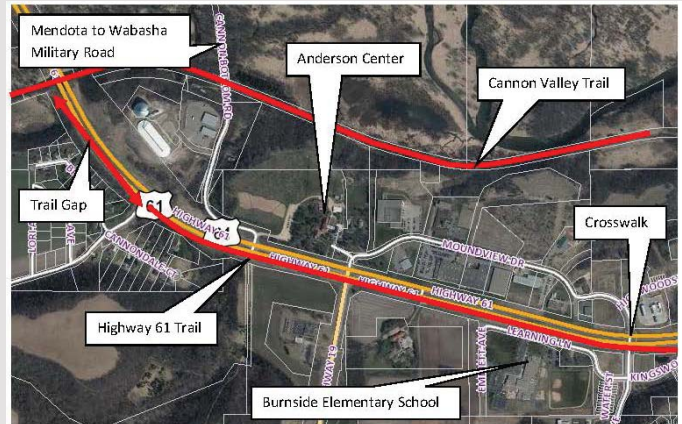
TRAIL CONNECTION	DESCRIPTION	RECOMMENDATION
Cultural Heritage Park Concept	An opportunity exists to coordinate the management of 7 existing publicly owned parcels with archaeological resources, through the creation of essentially a new park.	CVT to participate in, but not initiate, planning to determine the feasibility of this concept. See Chapter 4 Resources for more information.
Camp Pearson	An existing natural surface trail leads to a Cannon River overlook	Consider incorporating additional natural surface trail as part of the Cultural Heritage Park concept
Red Wing – to new housing development	City Planning and Engineering have worked on hiking trail connections from the Cannon River Bluffs development to CVT	Encourage the implementation of this connection
Archaeological Resources at Mile 17.4	A cluster of 4 publicly owned archaeological sites offers an opportunity for increasing appropriate public interaction.	CVT to initiate a conversation about increasing public use of these sites
Hastings to Red Wing Trail	The master plan for this proposed trail has two alternatives for connecting to CVT: 1) Through the Silvernale archaeological site, and 2) Collischan Road to Cannon Bottom Road	CVT to engage in planning, and evaluate both route alternatives. See Chapter 4 Business Basics for more information.
Lower A. P. Anderson Park to Upper A. P.	City Trail connects to Upper A. P. Anderson Park, then to the Highway 61 Trail.	CVT to lead way finding improvements between the 2 parks and City to lead the effort to connect the Highway 61 Trail to the Anderson Center and CVT.
Neighborhood connection from West Service Drive (near Fairview Lane) to CVT	A city promoted connection opportunity.	CVT to encourage the City to implement
Spring Creek – trail north into Red Wing Wildlife League property	This trail was proposed in the CVT 1992 Comprehensive Plan. A locally known existing trail exists.	No recommendations
County Road 1 (Bench Street) Trail	Existing trail connects Tyler Road South to Featherstone Road and the Hay Creek Trail. A 1,900' trail gap remains between Tyler Road and Highway 61 close to the Old West Main Access.	Study the feasibility of filling the gap.
Red Wing Riverfront Trail	Connects CVT to Pottery Pond, Bay Point and Levee Parks. Will eventually connect to He Mni Can Barn Bluff and Colvill Parks.	CVT to encourage the City to extend the Riverfront Trail
Red Wing Hay Creek Trail	Connects CVT to Goodhue Pioneer State Trail.	No recommendations
Goodhue Pioneer State Trail	Connects to Hay Creek Trail. Will eventually connect to Zumbrota and the Douglas Trail in Pine Island.	CVT to encourage the MnDNR to complete this trail
City Trail proposal – along Old West Main with bridge over railroad tracks to Bay Point Park	City has proposed trail along Old West Main Street (with bridge over railroad tracks to Bay Point Park), to Highway 61, to Hill Street and then downtown.	CVT to encourage the City to complete this trail
Mississippi Blufflands State Trail	A State designated trail to connect Red Wing and Lake City – a master plan has been completed.	CVT to encourage the State to implement this trail
Mississippi River Trail (MRT) (MnDOT) – rerouting to use a portion of CVT.	The existing MRT route does not use CVT. Rerouting to include the use of CVT may be possible.	City to work with MnDOT to determine the feasibility of using a portion of CVT, especially if there is a trail connection from Highway 61 to CVT near the Anderson Center. The issues of CVT ordinance (e.g. Wheel Pass, No Pets) would need to be addressed.
Red Wing West End	CVT connections to the west end of Red Wing in the vicinity of the Burnside Elementary School and Anderson Center.	See page 96.

RED WING WEST END TRAIL CONNECTION POTENTIAL

CVT is not well connected to the west end of Red Wing in the vicinity of the Burnside Elementary School and Anderson Center – two important community destinations. Also CVT is not well positioned to serve employees of the numerous businesses along Highway 61 for trail commuting or recreation purposes.

There is potential for additional trail development that could effectively connect the west end destinations to existing city trail and CVT. The 2011 Red Wing Bicycle and Pedestrian Master Plan calls for extending the Highway 61 Trail to CVT – a 1,600' gap remains. This CVT Plan recommends exploring the feasibility of a bicycle connection from CVT to the Anderson Center, then along the south side of Highway 61 to the Moundview Drive/Aspen Avenue intersection. At this intersection an existing crosswalk allows for a safe crossing of Highway 61 to the Highway 61 Trail. Construction of the above trails would connect the destinations to each other and more of Red Wing and create a 6.3 mile loop opportunity using all of the Highway 61 Trail and CVT via Lower A. P. Anderson Park. It is recommended that the

City investigate the feasibility of implementing these trail connections on the routes described above as well as other possible routes that accomplish the same objective (such as along Moundview Drive instead of the south side of Highway 61).



Lake Byllesby Regional Park Campground
photo: campingroadtrip.com

For Camping Provisions:

Currently camping is not allowed on CVT. The 2015 closure of Hidden Valley Campground near Mile 9 means there is no longer a campground immediately adjacent to CVT.

Existing local camping opportunities of interest to CVT users include:

- Lake Byllesby Regional Park (Dakota County) via the Mill Towns State Trail
- Cannon Falls Campground (private) located on Highway 19 just east of Cannon Falls
- Hay Creek Campground (private) located at the end of the developed portion of the Goodhue Pioneer State Trail just south of Red Wing

Due to operational challenges, and because other opportunities are available, the JPB is not considering providing camping. It is recommended that CVT participate in improving the visitor's awareness of, and way finding to, local campgrounds.

The Planning Advisory Committee discussed allowing up to five recreational vehicles to park/camp overnight at Welch Station Access. It was decided to wait until more trails connect to CVT to see if the demand for providing this service develops.

GOAL: D-4. *Modify existing winter use program to accommodate a wider diversity of users. Seek partnerships to increase use.*

D-4. WINTER USE

Currently CVT is groomed for classic style cross-country skiing (tracks set) on one side of the Trail, with skate skiers allowed to use the rest of the width. There is a small and passionate population of local skiers who regularly use the Trail. Stakeholders provided comment that cross country skiing has been a Baby Boomer sport and is declining in popularity. Exceptions to this trend are communities with active high school cross-country ski programs. In 2015 ski use represented less than 1% (500) of annual CVT visitations. Due to the pattern of variable winter weather and inconsistent snow fall, ski conditions are often less than ideal. However, significant lengths of the Trail hold snow well due to the sheltered location. While the Trail does not offer hills or curves, the experience is very scenic. Hiking is allowed on the groomed surface but fat tire bikes are not. Hiking is most popular in the urban sections at each end.

> Winter Use Recommendations

In an effort to increase winter use, a Pilot Program intended to encourage hiking and to allow bicycle use on certain lengths is recommended. The Pilot Program consists of:

Hiking:

- Red Wing: To encourage hiking, Trail from Pepin Avenue (Mile 17.5) to the Old West Main Access (Mile 19.6) (2.1 miles), and the spur to Lower A. P. Anderson Park (.4 miles) for a total length of 2.5 miles, would be plowed
- Cannon Falls: Trail from Mile 0 to Mile .95 (Ball Field Access) would be plowed

Bicycle Use:

All bike types, including wide tire, would be allowed on the plowed portions of Trail at each end. Additionally they would be allowed:

- Red Wing: From the Cannon Bottom Road Access (Mile 15.1) easterly to Pepin Avenue on a groomed and tracked snow surface

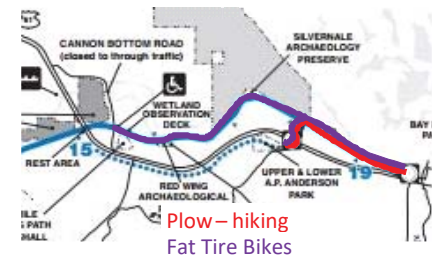
It is recommended that the Pilot Program continue until there are conclusions regarding the level of public use and impact on the groomed snow surface from tires of different widths. The length of the Pilot Program is dependent upon snow and use conditions, but likely will need to be a minimum of two years. The Pilot Program is specifically intended to help answer the questions of whether the use of wide tire bikes, such as 4-5", is compatible with a high quality groomed snow ski surface. Following an analysis of the impacts, the JPB can determine if opening up further lengths of the Trail to winter bike use is feasible with or without use rules, such as allowing wide tired bikes on one side of the Trail only.

This Pilot Program preserves the best snow holding lengths of CVT for skiing but is not without potential negative impacts (from Cannon Bottom Road Access easterly). CVT receives some reimbursement for ski grooming from the State Ski Pass program which will likely slightly decrease when the Pilot Program is implemented. There is public interest in allowing wide tire bikes from Cannon Bottom Road Access to Welch and the Welch Ski Village. This is not recommended as this length of Trail holds snow very well and the negative impact is unknown at this time.

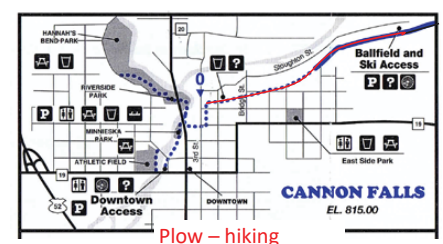
Trail Widening Impact on Winter Use:

As the Trail tread is transitioned from 8' to 10' wide, this may result in a wider space to groom. However, current grooming already makes use of flat space adjacent to the Trail so widening may not result in much more grooming space. Grooming options will be better understood after widening.

Winter Use – Red Wing



Winter Use



GOAL: D-5. *Promote the educational aspects of the Trail corridor through programming, interpretation, and events, increasing public awareness of the natural, historic and archaeological resources of the valley.*

D-5. INTERPRETATION AND EDUCATION

Public comment was clear that for some visitors, existing interpretive signs and programming provide value and that there is interest in more. The Baby Boomer generation is especially interested in interpretive information.

Interpretive information is occasionally provided through Voices of the Valley events at Welch Station Access. In the 1990's the Trail commissioned three educational booklets – The Geology of the Cannon Valley Trail by Dr. Edward Buchwald, History of the Cannon Valley Railroad by Roy Meyer and The Archaeology of the Cannon Valley Trail by Clark A. Dobbs. These are available for a nominal cost.

Presently CVT provides well developed interpretive information at:

TABLE 8. EXISTING INTERPRETATION LOCATIONS

<i>Interpretive Information Location</i>	<i>Content</i>
Planetary Model- a 1:600 million scale of the solar system	Along the Trail shoulder, flush with the ground, are concrete markers inscribed with planet names and a graphic. Markers for the Sun and 3 planets are located at the Anderson Center.
Welch Station Access	Archaeology
Welch Ski Village	CVT Dedication sign with railroad logos
Marshall Memorial Rest Area	Belle Creek Watershed
Hiking Trail to Anderson Center (Marshall Reforestation Project Trail)	Anderson Center and Outdoor Sculpture Garden
Camp Pearson – Trail to Preserve	Red Wing Archaeological Preserve
Wetland Observation Deck	Cannon River Bottoms
Silvernale Archaeological Site	Silvernale Site
Spur to Lower A. P. Anderson Park	Goodhue County Poor Farm (provided by Goodhue County Historical Society)
Lower A. P. Anderson Park	Goodhue County Poor Farm

> Interpretation & Education Recommendations

CVT is uniquely positioned to offer quality interpretive information about the many and diverse significant cultural and natural resources of the Lower Cannon River Valley. The starting point is to accomplish an Interpretation/Education Plan to guide and prioritize efforts. The overarching recommendation is to increase the public's awareness of the natural, historic and pre-historic resources along the Trail through a variety of methods. However, to avoid 'clutter' it is best not to install signs at places that are currently undeveloped. Specific recommendations are:

- Continue to use the existing interpretive signs, but update as warranted
- Encourage events on the Trail that highlight the resources, such as hikes provided by the Historical Societies or the Anderson Center
- As accesses are redeveloped and improved, especially for Cannon Bottom Road and Old West Main, incorporate interpretive elements.
- Add railroad history interpretation at Welch Station Access

E. IDENTIFICATION AND NAVIGATION

GOAL: E-1. *Provide adequate signs to serve visitors and local residents. Sign use, design, and placement to be effective, reflect themes and create a memorable image.*

E-1. IDENTIFICATION AND WAYFINDING

Public comment was very clear that visitors experience significant and numerous way finding challenges, beginning with finding the accesses from nearby highways. Aging signs and inconsistent style and installation contribute to the challenges.

State and Highway Signs for Access:

CVT accesses are signed from the three major highways that serve the region (US Highways 52 and 61, State Highway 19), Goodhue County Road 7 and 144th Avenue Way in Vasa Township (for the Welch Station Access). Once at an Access, they are identified with existing signs. Presently, it is not known how, or if, Mill Towns State Trail (MTST) will be signed from Highways 52 and/or 19. The only highway signing issue of significance is the absence of a MnDOT style sign on Highway 19 at the Cannon Falls Downtown Access.

Highway Sign Recommendations:

CVT and the City of Cannon Falls to cooperate in securing approval for MnDOT style signs on Highway 19 at the Downtown Access.

Other Significant Wayfinding Issues Include:

Trail Connections – General

There are about 30 existing or proposed trail connections and development options. Each of these will involve some sort of way finding issue.

Cannon Falls Vicinity Trail Connections

- Navigating from the Cannon Falls Downtown Access to CVT and vice versa
- Anticipated challenge: From Downtown Access to MTST and CVT to MTST

Red Wing Vicinity Trail Connections

- Understanding and navigating three existing nearby options (Riverfront, Hay Creek and Goodhue Pioneer)
- Future: Way finding from City Trails and CVT to/from Hastings to Red Wing Trail, Mississippi Blufflands Trail, new local neighborhood type trails

Off Main Trail Destinations to:

- Downtown Welch
- Anderson Center
- Red Wing parks, Pottery District, Downtown
- Archaeological resources, Military Road other public land

Finding Services, Commercial centers, restaurants, etc.

Related to the way finding confusion is that many visitors do not understand what to expect or what benefits there are to visiting an off-CVT destination. A key to attracting more visitors, keeping them longer, integrating them more with other recreational opportunity and increasing economic interaction is to substantially improve their understanding of off-trail opportunities. As example, visitors don't understand that using the Red Wing Riverfront Trail takes them to City parks along



Selection of existing CVT signs

the Mississippi River and Downtown, while using Hay Creek and Goodhue Pioneer State Trails offers six miles of off-road experience with few services until the very end. Similarly, it is anticipated that visitors will not understand that the MTST offers an outstanding experience and leads to two county parks with extensive amenities.

> Identification and Wayfinding Recommendations

It is recommended that CVT prioritize efforts to improve way finding. This starts with a developing an updated and effective Sign Plan that will establish a consistent aesthetic and be easily recognizable. Improved way finding signs are to contribute to a favorable image, along with reflecting design opportunities such as incorporating the unique design flavor of Cannon Falls and Red Wing. Implementation of the updated Sign Plan needs to be a high priority. Specific priority recommendations to implement are:

- Develop sign design and strategies with an opportunity for stakeholder input
- CVT to lead and implement a cooperative effort with the City to address
- CVT to lead and implement a cooperative effort with the City to address way finding from OWMA to Withers Harbor Drive
- Develop sign design and strategies
- Change CVT policy to allow limited business logo type signs

F. Community Connections

GOAL: F-1. Enhance relationships with the local communities, institutions, business interests and others by promoting partnerships that benefit the user and Trail. Incorporate mobile technology advantages into the effort.

F-1.1. INCREASING VISITOR INTEGRATION WITH HOST COMMUNITIES

Public and stakeholder comment identified opportunity to increase a visitor's interaction with the host communities. Respondents to the August 2016 online survey recorded that 22% would participate in educational events, 21% environmental stewardship, 21% music events, 14% art related programs and 8% storytelling. Forty seven percent said they would not participate. Benefits to more interaction include providing a quality experience and increased local economic impact. Significant opportunities identified include:

- Cannon Falls: The recent construction of the MTST from Cannon Falls to two Lake Byllesby parks – this connection, if promoted, could increase use of CVT and positively impact Cannon Falls
- Red Wing: Connecting, physically, programmatically and through providing specific information, to the Anderson Center
- Red Wing: Using city trails, the close proximity of Mississippi River city parks, Pottery District, and downtown are desirable destinations but this is not understood by all visitors
- Other Recreational Activities: The CVT user is often interested in other recreational activities. The host communities offer a considerable range of options, as does extensive public land along CVT as well as use of the Cannon River.

Impediments to more interaction included:

- Not understanding the opportunities available
- Difficulty in finding comprehensive, specific and up to date information
- Lack of way finding signage to provide direction
- A perceived lack of community interest in attracting Trail users, such as not providing bike racks at businesses and other destinations

> *Visitor / Community Integration Recommendations*

Key to success in increasing visitor interaction with the host communities is the communication of the opportunities and providing trail connections that are easy to find and use. Specific recommendations are:

- Update the CVT Sign Plan to include improved way finding and allow limited business related signs
- Address the way finding issues identified throughout this Plan
- Provide up to date community and business information at the Trail accesses
- Develop an engaging mobile app that provides community connection information
- Develop paper and electronic products that comprehensively summarizes the connection opportunities and the trail connections
- Partner with other organizations to promote physical and programmatic connection to neighborhoods and other trails, parks, commercial centers, historic destinations

GOAL – F-2. Encourage economic development related to Trail activities within urban areas.

F-2.1. INCREASING ECONOMIC INTERACTION

While economic interaction between Trail visitors and the community is closely linked with the discussion of Community amenities and events above, CVT is well positioned to provide support to programs, businesses, Chambers of Commerce and others that could lead to increased economic interaction. The host communities of Cannon Falls, Welch, and Red Wing each have their own unique amenities and destinations. Unless already knowledgeable about the area, it can be difficult for Trail users to know about these destinations or how to get there from the Trail.

The August 2016 online survey results showed that 65% of the respondents do not combine or coordinate their visit with other nearby recreational activities. Of the 33% who did report combining their visit with other activities, these activities included:

- | | |
|-------------------|---------------------------------------|
| • Fishing | • Sightseeing/Fall Colors |
| • Hiking | • Winery/Brewery visits |
| • Camping | • Golfing |
| • Canoe/kayaking | • Visiting Treasure Island Casino |
| • Inner tubing | • Attending Cannon Valley Fair |
| • Hunting | • Shopping, eating out |
| • Downhill skiing | • Spending the night in local lodging |

Nearly 80% of respondents reported that on a typical visit they visit local businesses such as gas stations, restaurants and ice cream shops. Eighty-eight percent said they do not spend the night in a local hotel, motel, campground or bed and breakfast. CVT, with a large percent of users from within a one hour drive, means that spending the night in local lodging is usually optional, but less so when combined with other activities.

> *Economic Interaction Recommendations*

To realize the considerable opportunity of increased economic interaction it is necessary for the visitor to understand the options and be encouraged to participate. To this end, marketing efforts are required with a specific focus on:

- Categorizing and describing the recreational opportunities available. For the adventurer, this could be rock climbing at He Mni Can Barn Bluff Park, mountain biking at Memorial Park and Welch Ski Village, or canoeing/kayaking the river. Another focus could be accenting local winery and brewery visits; how to get on the river; or arts and music programs and destinations. These thematic approaches could be presented in brochures, online, mobile apps, etc.
- Update the CVT Sign Plan to allow limited business signs on CVT.
- Advertise the availability of equipment rental related to CVT uses, such as where bicycles can be rented and/or repaired.
- Encourage training of business staff (such as at hotel desks, restaurant staff, etc.) to make informed recommendations to customers.

RESOURCE VALUE & CONTRIBUTION IMPROVEMENT PLAN

G. Natural Resources

GOAL: G-1. *Preserve and improve the quality of natural resources focusing on high priority areas. Trail activities are to have no adverse impact on rare animals, natural communities and vegetation to be managed to improve the recreational experience. Develop interpretive opportunities and seek partnerships to improve outcomes.*

G-1.1. 1988 BIOLOGICAL RESOURCES MANAGEMENT PLAN UPDATE

As a first step it is recommended that the 1988 Biological Resources Management Plan be updated. Since this Plan was done there have been significant findings and inputs that make additional study necessary, including:

- Discovery of two populations of the Minnesota Dwarf Trout Lily
- Significant management inputs by CVT of which the effectiveness has not been evaluated
- Prairie restoration efforts
- Increased public land ownership along the Trail, creating the opportunity for coordinated management
- A continuing high level of interest by CVT users and supporters for natural resource management to benefit the Trail experience

G-1.2. DEVELOP NATURAL RESOURCE MANAGEMENT PRIORITIES

Developing priorities is necessary to focus the Natural Resources Program on what is most important ecologically and to the Trail experience. The proposed Study will need to provide direction, but priorities will likely include:

Primary Priorities:

Locations with imperiled plant species

- Plant communities of ecological value and existing high quality, such as prairie remnants and previous restoration projects
- Sites with partners, such as adjacent to MnDNR SNA's
- Other locations that deliver a high quality recreational experience not covered above, such as walnut groves

Secondary Priorities:

- Invasive species removal in locations other than above
- New restoration projects
- Other opportunities that may present themselves, such as cooperation with an adjacent landowner to achieve a larger ecological benefit

Site Specific Recommendations

Existing Conservation Zone: Mile 4.3 Vicinity:

- Enlarge this Zone for better protection
- The replacement/remediation of Bridge R0482 (mid CIP Phase) must be done with extreme sensitivity to avoid damage to adjacent biological resources

Conservation Zone: Mile 16.1 Vicinity:

- Enlarge this Zone to include the Camp Pearson property
- Some natural surface trail development, especially if related to the Cultural Heritage Park concept, is acceptable if designed with sensitivity

G-1.3. CONSIDERATION FOR ADDITIONAL CONSERVATION ZONES

Conservation Zones are a simple, effective strategy to communicate the importance of natural resource protection and provide clarity on priorities. Depending upon the outcome of an update to the 1988 Biological Resources Management Plan additional Conservation Zones could be established at:

- Approximately Mile 1.4 – 2.1: To protect biological resources and previous prairie restoration
- Approximately Mile 2.3 – 2.5: To protect north facing cliff and prairie remnant resources
- Approximately Mile 8.0 – 8.2: To protect biological resources (including wood turtle)
- Approximately Mile 11.6 – 12.2: To protect maple/basswood forest and spring ephemerals
- Approximately Mile 15.4 – 16.1: To protect dry forest and fen-like resources

G-1.4. SENSITIVE TRAIL DEVELOPMENT AND MANAGEMENT

CVT occupies a fragile and ecologically significant location. Trail development and management can profoundly affect the natural resources. In all situations, CVT is to avoid, minimize, and/or mitigate negative impacts.

G-1.5. PROVIDE INTERPRETATION AND EDUCATION

The public has expressed interest in understanding the natural resources and CVT stewardship efforts. It is recommended that this information be developed and communicated through interpretive signs, web site, tours, mobile app, etc.

Furthermore, it is recommended that once an updated Study is completed to develop a minimum three year program of accelerated natural resource management. The Study will need to provide detailed recommendations. This three year program could include:

- Hiring a qualified seasonal employee to lead
- Include funding for Minnesota Conservation Corp, or similar programs, to provide semi-skilled labor. Other funding for this program could be derived from JPB cash reserves, grants and donations.

GOAL: G-2. *Explore opportunities to enhance and diversify the Trail experience through off-site natural resource conservation efforts, land acquisitions or easements, and other partnerships*

G-2. DEVELOP PARTNERSHIPS

Natural resource management needs and opportunities cross property boundaries which creates impediments for the most beneficial outcome. In some cases, partnerships could be an effective strategy to improve responses.

Public agencies and some private landowners have expressed an interest in natural resource management of their lands adjacent to CVT. There are potentially excellent partnerships opportunities to explore with:

- MnDNR – State Scientific and Natural Areas Program – for the River Terrace Prairie and Wood Turtle Preserve SNA's
- MnDNR – State Forest Land Program – CVT shares about 1.5 miles of boundary with State Forest land
- MnDNR – Wildlife Management Program – the Tangential Wildlife Management Area is immediately adjacent to CVT
- The Nature Conservancy – they hold conservation easements on an extensive area of land owned by the Anderson Center near the Cannon Bottom Road Access
- Anderson Center – they manage the forested steep slope that separates CVT from their terrace top facilities and have plans for comprehensive ecological improvements

GOAL: G-3. *Increase organization capacity through partnerships.*

G-3. INCREASE ORGANIZATIONAL CAPACITY AND FUNDING

In addition to locally focused partnerships to improve natural resource management outcomes, external partnerships, and potentially funding, may be possible from:

- United States Fish and Wildlife Service – the USFW has a Private Lands Program to work with private landowners and agencies to restore and improve wildlife habitat. The USFW, Winona, MN office, has such a program and concentrates their Minnesota work on restoring wetlands, native grasslands and stream and river habitat for migratory birds and endangered and threatened species.
- MnDNR – they have considerable expertise and programs of cooperation
- Goodhue County Soil and Water Conservation
- Minnesota Board of Water and Soil Resources
- USDA Natural Resources Conservation Service
- Cannon River Watershed Partnership

H. Cultural Resources

GOAL: H-1. *Protect and manage lands containing archaeological, historic and other cultural resources, encourage appropriate public use, support scientific exploration and provide for interpretation. Seek partnerships to improve outcomes.*

H-1. CULTURAL RESOURCE RECOMMENDATIONS PARAMETERS

In general, it is recommended that the archaeological resources contribute more to the Trail experience through increased public visitation opportunity where this use will not damage the resources or be considered culturally insensitive.

Recommendations are to be considered as potential, subject to further analysis and public input. It is essential that archaeologists and representatives of groups with cultural ties to the resources be involved in all planning for potential increased public visitation. The recommendations are predicated on the belief that the benefits of limited, sensitive, managed public use does not need to negatively impact the resource. Furthermore, increasing the public's awareness of the resources can contribute to improved stewardship.

H-2.1. SENSITIVE TRAIL DEVELOPMENT AND MANAGEMENT

Archaeological resources are intolerant of damage. Trail development and management negatively impact resources. In all situations CVT is to avoid damage.

H-2.2. PLANNING - CULTURAL RESOURCE CLUSTERS

Several parcels adjacent to the trail corridor are identified for enhancing cultural resource value for Trail users. Some of these parcels are publicly owned with potential for cooperative management. Others are already under CVT management but can benefit from interpretation. More detail about each parcel is found in Chapter 4, Recommendation J. Property Issues.

> Cultural Resource Planning Recommendations

- Establish a Cultural Heritage Park for Parcels 2, 3, 4, 5, 6, 7, 8
- Work with Goodhue County and the City of Red Wing to add a hiking loop at the Silvernale Archaeology site with access from CVT.

GOAL: H-2. *Explore opportunities to expand stewardship and diversify the Trail experience through off-site cultural resource conservation efforts, land acquisitions or easements, and other partnerships.*

H-2.1. DEVELOPING PARTNERSHIPS

The work of Dr. Ron Schirmer of Minnesota State University – Mankato has been invaluable in interpreting the resources and providing guidance to CVT. To increase research, funding and public awareness it is recommended that other partnerships be explored, such as with the Goodhue County Historical Society.

H-2.2. INTERPRETATION AND EDUCATION

CVT has excellent, but dated, interpretive information at the Red Wing and Silvernale Sites. It is recommended that additional interpretation be developed and communicated through interpretive signs, web site, tours, mobile app, etc.

I. Historic Resources

GOAL: I-1. *Add interpretation of the history of the Trail with special focus on the railroad and early establishment of the Trail and area communities.*

I-1.1. HISTORIC INTERPRETATION AND EDUCATION

It is recommended that the historic resources contribute more to the Trail experience. Specifically, additional interpretive information could be included at the Cannon Falls Downtown, Welch Station, Cannon Bottom Road, Lower A. P. Anderson and Old West Main accesses. Historic resources immediately adjacent to the Trail that can benefit the Trail experience with especially well-developed interpretation, include:

- Goodhue County Poor Farm
- Mendota to Wabasha Military Road
- Anderson Center



MANAGEMENT & STEWARDSHIP

Cannon Valley Trail management and operations will continue to be led by a full-time Trail manager and directed by the Joint Powers Board. The Trail manager oversees all staff and volunteers and will facilitate budget and improvements as funding allows. Partnership programs and joint management, staff changes, policy updates will be implemented through the Trail manager and JPB as outlined in this plan.

Recommendations for ongoing Trail management have been identified through analysis, goals, and recommendations within this Plan. These recommendations focus on keeping with the vision for the Trail: to maintain a high-quality recreation experience for local residents and visitors while practicing good stewardship for natural and cultural resources found along the Trail corridor. Further details for implementing these management practices are found below.

BUSINESS BASICS – GOALS & RECOMMENDATIONS

Chapter 2 identified issues related to Business Basics for the Trail. These issues pertain to ownership, organizational operations, management, and financing of CVT. Chapter 3 then outlined goals related to these Business Basics issues. The following tables include strategies for achieving these goals as they impact the management and stewardship of the Trail, corridor, and context.



Winter maintenance



Trail signage

4. BUSINESS BASICS		
<i>J. Property Issues</i>		
<i>J-1. Modify the relationship of adjoining land uses which are likely to conflict with a high-quality Trail experience. Seek solutions to improve the relationship between users that may have conflict.</i>		
J-1.	Management of 13 publicly owned land parcels	<p>Combine 7 parcels into a "Cultural Heritage Park". CVT to participate in planning but not initiate.</p> <p>4 parcels – add hiking trail to interpret cultural resources, with CVT, Red Wing and Goodhue County exploring a management partnership.</p> <p>2 parcels under CVT management for resource protection and improvement</p>
<i>J-2. Consider the acquisition of property necessary to protect and maintain infrastructure, protect and maintain critical natural, cultural and scenic resources, and provide public and maintenance facilities and services for the best Trail experience possible.</i>		
J-2.	Property Acquisition	<p>Consider acquisition of 4 properties when the opportunity arises:</p> <ul style="list-style-type: none"> - West of Welch Station Access – for river bank erosion control - Welch Station Access – for Access and Maintenance facility expansion - Camp Pearson – for resource protection and local trail connection - Welch Station Access toward Downtown Welch – additional CR 7 right-of-way for future off-road trail connection
<i>K. Organizational Capacity and Roles</i>		
<i>K-1. Identify staffing, facilities, equipment and other resources required to ensure successful long term management and maintenance.</i>		
K-1.1	Community Outreach Position	Position responsible for leading partnership development with institutions, agencies and others for programming, interpretation, education, and funding benefits.
<i>K-2. Clarify roles for other trail development, management, and shared use facilities.</i>		
K-2.1.	CVT to Lake Byllesby Parks	<ul style="list-style-type: none"> - CVT to lead and cooperate with City of Cannon Falls in the designation, demarcation and light maintenance of a 'Through-Route' trail to Mill Towns State Trail - CVT to not accept responsibilities for trail needs west of the 'Through-Route' - Trail Gap to Mill Towns State Trail: CVT prefers an off-road alignment. Will cooperate with City to secure external funding for construction.
K-2.2.	Cannon Falls Downtown Access	The City provides and maintains this access
K-2.3.	Cannon Falls Visitor Center Concept	City to lead planning process – CVT to participate to determine future role, if any
K-2.4.	Cannon Falls-Way Finding	CVT to lead planning and implementation of improvements
K-2.5.	City Trail- Mile 0 to Mile 0.6	CVT continue to perform light maintenance. Capital expenses (e.g. bituminous upgrades) to remain a City responsibility.
K-2.6.	Cannon Falls Ball Field Access	CVT and City continue current shared responsibilities
K-2.7.	Bob O’Gorman Rest Area	City continues to maintain

4. BUSINESS BASICS		
K-2.8.	Cannon Bottom Road Access	CVT and City continue current shared responsibilities
K-2.9.	Lower A. P. Anderson Park Access	CVT and City continue current shared responsibilities
K-2.10.	Old West Main Access	CVT and City continue current shared responsibilities
K-2.11.	Red Wing – Old West Main Access to Hay Creek and Riverfront Trails	CVT leads and cooperates with the City of Red Wing in the design and implementation of way finding improvements
<i>L. Financial Considerations</i>		
<i>L-1. Determine and focus capital investment on a high-quality Trail tread, effective accesses, challenging site specific environmental conditions and building needs.</i>		
L1.1.	Meeting Capital Improvement Financial Needs	<ul style="list-style-type: none"> - Need for funding from multiple sources - CVT to provide match needs - Include planning, design, and other soft costs
L1.2.	Wheel Pass Program	Continue Joint Powers Board annual review
L1.3.	Operational Budget Needs	<ul style="list-style-type: none"> - Implement CIP program for bridge and bituminous replacement - Increase use - Establish a part time Community Outreach position to develop beneficial partnerships - Increase donations - 3 Units of Government Support: Increase at least at the rate of inflation - Use of Volunteers: Optimize their contributions
<i>M. Policy, Government Cooperation and Ordinance</i>		
<i>M-1. Ensure ordinances are current and updated to meet needs and demands of Trail users</i>		
M-1.	Policy Updates	<ul style="list-style-type: none"> - Property Conversion – avoid negative impact to the Trail experience - Electric-Assist/Pedal-Assist Bicycles/Other Devices – keep current with trends - No Pet Rule – no change at this time. Monitor public interest and if warranted consideration be given in the future to allowing pets. - Other Uses – dog sledding, mushing and skijoring – do not accommodate - Business Signs – change existing policy to allow business logos or similar that assists with providing direction to users how to access - No Smoking – no change at this time. Monitor public interest.
<i>M. Policy, Government Cooperation and Ordinance</i>		
<i>M-2. Clarify all cooperative agency management for all portions of the Trail.</i>		
M-2.	Policy on Trail Connections	<ul style="list-style-type: none"> - Ordinance and Wheel Pass Application and Enforcement – most challenging connection will be the Hastings to Red Wing Trail. JPB to engage with that planning process to identify issues and solutions. - Other Trails – provide signage about CVT ordinances, etc.

BUSINESS BASICS– IMPLEMENTATION

J. PROPERTY ISSUES

GOAL: J-1. *Modify the relationship of adjoining land uses which are likely to conflict with a high quality trail experience. Seek solutions to improve the relationship between users that may have conflict.*

J-1.1. PROPERTY MANAGEMENT ROLES FOR 13 PUBLICLY-OWNED PROPERTIES

From Highway 61 (Mile 15.1) easterly to Pepin Avenue (Mile 17.6) there are 13 parcels of property either adjacent to, or near CVT, that are owned by Goodhue County, Red Wing or the State of Minnesota. In all cases these lands provide value to the CVT experience by providing protection for natural resources and scenic land. Furthermore, at least nine of the parcels contain archaeological resources. The JPB, City of Red Wing and Goodhue County have inquired about which agency or agencies are best positioned to manage the properties and what the management objectives should be. This inquiry derives from an interest in optimizing the public value these lands can provide, insure that archaeological resources are protected and offer educational benefits. The parcels are listed in Table 4-1. and illustrated in the map below it.

> Property Management Recommendations

Cultural Heritage Park for Parcels 2, 3, 4, 5, 6, 7, 8

These seven parcels are contiguous to themselves and/or the CVT offering an outstanding opportunity for the creation of essentially a new park – Cultural Heritage Park – with a dominant focus of protecting and interpreting the archaeological resources.

Parcels 4, 5, and 8

CVT current manages these and discussion of the Cultural Heritage Park concept is best initiated by either the City of Red Wing and/or the Anderson Center. It is recommended that CVT participate in these discussions and a future role, if any, determined.

Parcels 10, 11, 12, 13

This cluster of parcels nearly surrounds an industrial plant and offer another coordinated management opportunity to increase public value through archaeological resource protection and education. It is recommended that CVT initiate conversations with Goodhue County and the City of Red Wing to discuss the potential of this concept.

Parcels 1, 9

Their highest and best use is to continue to provide buffer and scenery to the CVT experience. CVT is best positioned to assume natural resource management responsibilities for these two parcels.

Cannon Valley Trail Office Relocation

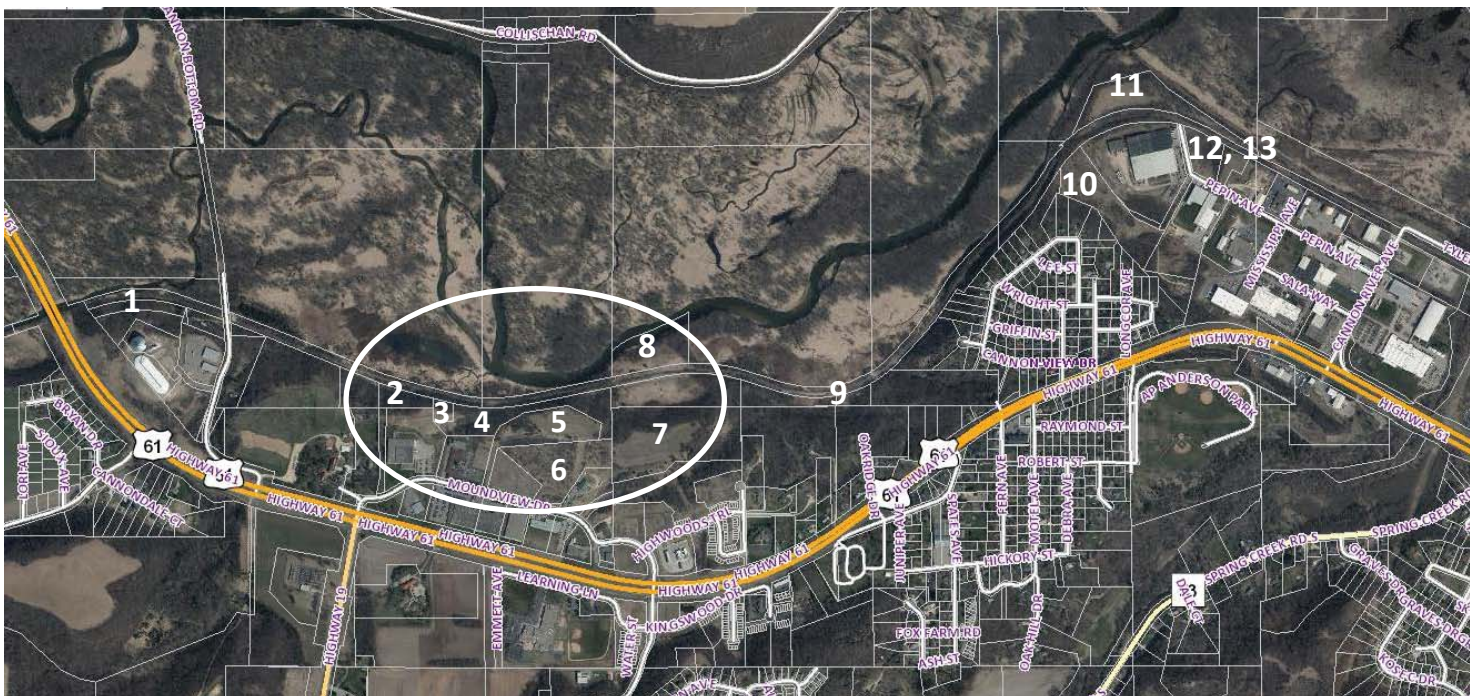
Currently the CVT office space is provided by the City of Cannon Falls in the Public Works facilities near the end of Cannon River Avenue. It functionally meets the needs of CVT. However this isolated location does not encourage staff and volunteer interaction with the public and is difficult to find. Therefore the JPB has interest in relocating the office to a more publicly accessible location.

Recommendation: The City of Cannon Falls is considering the development of a Downtown Visitor Center. The recommendation is for CVT to cooperate with the

TABLE 9. PUBLICLY-OWNED PARCELS

<i>Reference Number</i>	<i>Parcel Number</i>	<i>Size</i>	<i>Owner</i>	<i>Description</i>
1	558390050	2.2 acres	City of Red Wing	Serves as scenic protection between CVT and adjacent gravel mining
2	559020210	2.16 acres	Goodhue County	Serves as scenic bluff protection
3	557290012	0.61 acres	State of Minnesota	Serves as scenic bluff protection
4	559020220	8.09 acres	Goodhue County – Managed by CVT	Donated to CVT by the Red Wing Port Authority as it was undevelopable due to steep slopes. Serves as scenic bluff protection.
5	559020150	7.94 acres	Goodhue County – Managed by CVT	This is the Red Wing Archaeological Preserve- Native American village site.
6	557280672	9.24 acres	State of Minnesota	Protects Native American burial mounds
7	557280615	18.37 acres	Goodhue County	“Thompson Mound” Site. Protects Native American burial mounds.
8	557210300	8.00 acres	Goodhue County – Managed by CVT	Camp Pearson. Protects remnant prairie and offers viewing of Cannon River.
9	557210260	0.70 acres	Goodhue County	Serves as scenic bluff protection
10	557221440	9.26 acres	City of Red Wing	Protects Native American burial mounds
11	557220360	7.40 acres	Goodhue County – Managed by CVT	Protects Silvernale Archaeological Site.
12	557221430	4.91 acres	Goodhue County	Protects Native American burial mounds
13	557220071	1.80 acres	Goodhue County	Protects Native American burial mounds

FIGURE 10. PUBLICLY-OWNED PARCELS ADJACENT TO CVT



City and other partners to promote the development of the Center, which could possibly include CVT offices. While at this time no property acquisition by CVT is foreseen for this effort, roles of the potential partners remain to be negotiated.

J-1.2. ADJACENT PROPERTY CONFLICT MANAGEMENT

As a 20-mile-long trail with 40 miles of property edge, CVT touches property owned by at least 115 different persons or entities and some conflict is inevitable. Examples of previous conflict include:

- Uncertainty over property boundary locations
- Private use of Trail property
- Land use changes affecting the quality of the Trail experience – e.g. logging, gravel extraction
- Trail users trespassing onto private land
- Trail users asking residents for assistance of some kind – e.g. a ride to town
- Upstream land use changes that increase stormwater runoff, erosion and sedimentation that negatively affects the Trail
- Proposals for new overhead utilities

Closely related to land use type conflicts is the public's expectation that the CVT will be proactive in protecting and improving the quality of the Trail experience.

CVT has established and maintained productive relationships with most landowners. As a locally owned and operated trail, landowners have easy access to staff and the Joint Powers Board so conflicts can be addressed promptly. There are limited situations where conflict resolution has to be 'bumped up' to a state agency due to requests for the conversion of trail property to a non-recreational use, such as a new road crossing.

> Property Conflict Recommendations

The most effective strategy for conflict resolution continues to be proactive in establishing and maintaining productive relationships with landowners and seek cooperative solutions to issues, consistent with CVT goals and policies. Furthermore it is recommended that CVT publish its policies for conflict resolution. Examples include:

- New overhead utilities are not permitted, but easements for underground can more easily be negotiated
- New road crossings are strongly discouraged and invoke the property conversion requirement derived from CVT accepting federal grants for development

GOAL: J-2. Consider the acquisition of property necessary to protect and maintain infrastructure, protect and maintain critical natural, cultural and scenic resources, and provide public and maintenance facilities and services for the best trail experience possible.

J-2. ADDITIONAL PROPERTY TO IMPROVE TRAIL EXPERIENCE AND MANAGEMENT

Property occupied by CVT is owned by Goodhue County and managed by the Joint Powers Board (JPB). CVT inherited the land ownership pattern of a former railroad, most often a 100' right-of-way with the trail tread centered on it. This result of 50' of ownership on either side of the center line can be problematic in regard to solving water management issues, expanding accesses, managing

resources and meeting property line set-backs for buildings. Therefore land acquisition will be considered for properties adjacent to or near CVT that, if needed, would:

- Provide an improvement to, or protection of, the nature dominated Trail experience
- Allow for essential Trail repair and maintenance
- Allow for essential facility development
- Protect significant natural resources or allow more effective management
- Protect significant cultural resources or allow more effective management
- Meet other needs or public interest as discovered

CVT's interest in property could possibly be met with easements, leases or similar mechanisms. CVT to date has only acquired land from willing sellers (occasionally donated) and prefers to continue that policy.

Additional Property Interest

Four properties were identified as offering significant improvement to the Trail experience and operations. They are:

1. Adjacent to Former Hidden Valley Campground – Mile 9.1 – 3.9 Acre Portion of Parcel 421280280 (24.92 Acres)

At this location the Cannon River is steadily eroding and advancing toward CVT property after every high water event. Currently for a 600' length, the river bank is 30' to 45' feet from the Trail property boundary. This sliver of land contains a field road that was formerly used for the now closed Hidden Valley Campground.

It is reasonable to assume that the river bank will continue to advance toward CVT. The serious risk is that in the foreseeable future this bank advancement will threaten the integrity of CVT. Acquisition of these approximately 3.9 acres would allow CVT to take proactive measures to halt the erosion, such as bank armoring.

Recommendation: The JPB should initiate conversations in regard to this acquisition. There may be need for the JPB to act quickly due to the possible sale of the property in the near future.

2. Welch Station Access Expansion – Mile 9.6 – 20.2 Acre Portion of Parcel 421280110 (91.55 Acres)

This Plan recommends the improvement of Welch Station Access including adding a picnic shelter, modern restrooms and maintenance building for equipment storage. The modern restroom will require space for an extensive drain field. The CVT narrow land ownership pattern limits the proposed and other potential additional expansion needs. The most viable expansion opportunity is on an approximately 20.2 acre property to the south. This property includes a flat agricultural field of about 3.2 acres, with the balance being steeply sloped and wooded. The flat acreage is sufficient in size to accommodate future expansion.

Recommendation: The JPB should initiate conversations in regard to this acquisition. There may be need for the JPB to act quickly due to the possible sale of the property in the near future.



Former Hidden Valley Campground



Welch Station Access Expansion



Camp Pearson



Welch Station Access / Downtown Welch

3. Near Camp Pearson – Mile 16.1 – 8.8 Acre Portion of Parcel 557210290 (143.3 Acres)

These approximately 8.8 acres sit strategically between CVT, Camp Pearson (part of CVT) and Thompson Mound Site (owned by Goodhue County, managed by CVT) and are adjacent to the Red Wing Archaeological Site (managed by CVT). Acquisition would make a significant contribution to the Trail experience related to archaeological resource preservation, natural resource management and construction of a trail connection to a proposed housing development to the south. Furthermore acquisition by the JPB would eliminate the possibility of private development that could have negative impact to the Trail.

Recommendation: The JPB should initiate conversations in regard to this acquisition.

4. Between Welch Station Access and Downtown Welch – Mile 9.6 - .6 Acre Portion of Parcel 421280110 (91.55 Acres)

A 30' wide x approximately 750' long addition to the County Road 7 right of way would allow for the construction of an off road trail connection for a portion of the distance between Welch Station Access and Downtown Welch. Currently County Road 7 is heavily used by bicycle traffic and the existing road shoulders are minimal in width.

Recommendation: The JPB should initiate conversations in regard to this acquisition. There may be need for the JPB to act quickly due to the possible sale of the property in the near future.

K. ORGANIZATIONAL CAPACITY AND ROLES

GOAL: K-1. Identify staffing, facilities, equipment and other resources required to ensure successful long term management and maintenance.

K-1.1. COMMUNITY OUTREACH POSITION

This Plan describes the numerous partnership opportunities available to CVT that, over time, will increase Trail use and public benefit. An increase in Operational capacity will be required up front to develop and nurture these partnerships. Without such an investment it may not be possible to fully realize the long term benefits. To increase capacity, an effective starting point may be the creation of a Community Outreach position responsible for leading partnership development with institutions, agencies and others for programming, interpretation, education, and funding benefits. More specifically, this position could be responsible for:

- Working with partners to address way finding issues to off-trail destinations
- Working with schools, institutions, organizations to increase group use
- Promoting commuting and winter use
- Managing information content on Trail kiosks
- Working to increase the economic interaction of visitors with community
- Developing a response to increase visitor interaction with other recreational and community amenities
- Researching grant, donation, other funding opportunities
- Authoring donation and grant applications and develop community support for them

It is also recommended that the JPB explore partnering with other institutions or agencies in regards to having this position simultaneously benefit another organization and/or the communities at large. A partnership could add funding for the position and attract more qualified candidates. Grants, such as from the Bush Foundation (www.bushfoundation.org/grants/bush-prize-community-innovation), may be available to provide some funding.

Measuring the effectiveness of the Community Organizer position could include:

- Accomplishing certain tasks such as creating and implementing program for signing to business destinations
- Designing and implementing solutions to the way finding issues at Cannon Falls and Red Wing
- Increasing group use of the Trail
- Thoroughly exploring partnership potential with other organizations such as the Chambers of Commerce, Goodhue and Cannon Falls Historical Societies, Anderson Center, Senior Citizen organizations, YMCA, etc.

GOAL: K-2. Clarify roles for other trail development, management, and shared use facilities.

A cooperative relationship between CVT and the three local units of government and other partners in regards to Trail development and management has provided exceptional public benefit. As this Plan outlines, continuing existing partnerships and creating new ones is key to the continued success of CVT. As the number and complexity of partnerships grows, the risk is that roles and responsibilities may become unclear and conflicts could emerge.

> Organizational Roles Recommendations

The table below summarizes existing and proposed relationships and recommendations:

TABLE 10. ORGANIZATIONAL ROLES RECOMMENDATIONS

<i>Issue</i>	<i>Description</i>	<i>K-2 Recommendation Summary</i>
K-2.1. CVT to Lake Byllesby Parks	From CVT to Lake Byllesby, five agencies are involved with trail development and management (CVT, Cannon Falls, MnDNR, Goodhue and Dakota County) which raises the issue of the management efficiency of this situation.	<p>- CVT is well positioned to cooperate with the City regarding designating and maintaining a 'Through Route' from CVT to the Mill Towns State Trail. CVT to take ownership of marking this route and performing light maintenance.</p> <p>- CVT is not well positioned to accept responsibilities for trail needs west of the 'Through Route'. The logistics of transporting staff and equipment from Welch Station Access to beyond Cannon Falls becomes onerous.</p>
	A 900' gap remains between City Trail and Mill Towns State Trail, requiring users to use city streets.	CVT prefers an off-road alignment and will cooperate with the City to secure construction funding via grants/other
K-2.2. Cannon Falls Downtown Access	The City provides and maintains this access.	No change
K-2.3. Cannon Falls Visitor Center Concept	Cannon Falls is considering the development of a Visitor Center, perhaps in partnership with the MnDNR.	CVT to participate in the planning processes to determine role, if any

<i>Issue</i>	<i>Description</i>	<i>K-2 Recommendation Summary</i>
K-2.4. Cannon Falls - Way Finding	From the Downtown Access to CVT and MTST way finding measures are inadequate.	CVT to lead improving way finding, in cooperation with the City
K-2.5. City Trail Mile 0 to Mile 0.6	This section of trail is owned by the City of Cannon Falls but perceived by most to be part of CVT. CVT does light maintenance of this section.	CVT continue to perform light maintenance. Capital expenses (e.g. bituminous upgrades) to remain a City responsibility.
K-2.6. Cannon Falls Ball Field Access	The City provides and maintains this access.	No change
K-2.7. Bob O' Gorman Rest Area	City provides and maintains this rest area.	No change
K-2.8. Cannon Bottom Road Access	CVT owns and maintains this access, except the City of Red Wing plows it in the winter.	CVT and City continue current shared responsibilities
K-2.9. Red Wing - Public Land Along the Trail	There are 13 parcels of public land along the CVT from Cannon Bottom Road to Pepin Avenue.	Explore new partnerships. See Resources for detailed recommendations.
K-2.10. Lower A. P. Anderson Park	A CVT access, on land owned by Goodhue County, and operated by the City of Red Wing as a park. The City plows it in the winter.	CVT and City continue current shared responsibilities The 3 agencies cooperate in improving the Access and determine roles
K-2.11. Old West Main Access	CVT owns and maintains this access, except the City of Red Wing plows it in the winter.	CVT and City continue current shared responsibilities
K-2.12. Red Wing – Old West Main Access to Hay Creek and Riverfront Trails	Way finding between CVT and these trails, as well as to other destinations (e.g. modern restrooms at Bay Point Park) is inadequate.	CVT leads and cooperates with the City of Red Wing in the design and implementation of way finding improvements

L. Financial Considerations

GOAL: L-1. Determine and focus capital investment on a high-quality trail tread, effective trailheads and access points, challenging site specific environmental conditions and building needs.

L-1.1. MEETING CAPITAL IMPROVEMENT FINANCIAL NEEDS

The Capital Improvement Program (CIP), totaling about \$12,100,000 over 10 years, will be a significant financial challenge for the JPB as it is well beyond their current financial means. Additionally, the capacity of CIP funding assistance from the three local units of government is expected to remain modest. Significant external funding will be required. The Appendix includes a list of potential grant sources.

Project costs include items such as cost escalation assumptions, final engineering, contingency funds and construction administration. Project cost detail is provided in the Appendix.

To position the JPB to be competitive for grants the CIP assumes that the JPB will provide a 20% total project cost local match in a combination of cash and in-kind services. Exceptions to this include projects unlikely to be eligible for grants, such as for the construction of the Welch Station Access maintenance buildings. Cumulative this 20% local match plus the exceptions totals \$2,920,000 – 24% of the total CIP cost.

> Strategies for Local Fund Raising

A sustained effort will be required to secure the local and external funding. Potential strategies to develop and guide this effort include:

- Committee Approach: Appointed by the JPB, this committee would be tasked with developing multiple and specific strategies to meet the funding needs of the CIP
- Independent Organization: In the mid 1980's, citizens formed Cannon Valley Trail Inc., to raise the private funds necessary to purchase the railroad right-of-way for the Trail. This organizational model was successful and could be repeated.

Potential strategies for local funding include:

- Bonding by Goodhue County
- A referendum to provide funding
- Goodhue County Economic Development Authority: Their purpose is to carry out economic development and redevelopment. Tourism is an important component of the local economy and CVT plays a role.
- Cannon Falls/Red Wing/Goodhue County: Optimizing in-kind contributions, especially professional services, and providing cash assistance. Consider the existing operational funding cost share of 17/34/49% as a guide to CIP cost sharing.
- Philanthropy/Fund Raising: There is a history of generous community support for important projects and programs
- Other strategies may be possible

L-1.2. WHEEL PASS PROGRAM

CVT has a mandatory fee for those age 18 and older using bicycles, inline skates and other wheeled recreational equipment. Called the Wheel Pass, the 2016 fee structure was \$25 for a season pass and \$4 for a daily pass. The Wheel Pass program includes discounted bulk purchase options as well as discounts to those who cannot afford the full cost of a pass. The online survey response was that 87% of respondents thought the season pass fee was about right, 82% thought the daily fee was about right, and 119 written comments were recorded. These comments made it clear that the public expects a return on their pass purchase – most notably an excellent maintenance program. Public comment included a range of suggestions, such as higher and lower rates, discount options, protecting senior citizens from future increased fees, and making sure that the economically disadvantaged are not excluded from using the Trail. The Wheel Pass program and fees are reviewed annually by the JPB.

> Wheel Pass Recommendations

With a large majority of survey respondents indicating that the existing fee structure is “about right” and with Wheel Pass revenues dedicated to the maintenance and improvement of CVT, no changes to the Program are proposed at this time.

Related to the Wheel Pass program is the issue of how CVT will manage the program once other trails connect. See the Policy Section of this chapter for more information.

L-1.3. MEETING OPERATIONAL BUDGET NEEDS

CVT staff includes one full time manager, a part-time administrative assistant, and seasonal staff and volunteers. The primary sources of revenue are aid from the three local units of government (35.5% of 2016 budget) and Wheel Pass revenue (57%). Donations, some significant, also help meet needs. The JPB annually approves an Operations Budget.

CVT has provided excellent maintenance over the years. Public comment, while expressing concern about bituminous condition, debris on the Trail and other maintenance related concerns, was very complimentary. Operationally, the Trail incurs expenses more significant than some other public trails, such as insurance, cost of administering the Wheel Pass program and significant storm/flood damage repair. Expenses are not immune to inflation, wage and health care cost increases, and public expectations.

Local Government Support

Each year the three units of government determine their combined contribution to the CVT Operational Budget. This annual amount is shared according to this formula:

- Goodhue County: 49%
- City of Red Wing: 34%
- City of Cannon Falls: 17%

From 2012 – 2016 there was a 5% increase in the level of support provided by the three units of government.

> Recommended Strategies to Meet Operational Budget Needs

The ability to increase revenue is limited due to little growth in visitations and budget constraints experienced by the three units of government. Operational expenses are expected to rise over time, requiring increased revenue. The recommended strategies to address Operational Budget needs are:

- CIP: The CIP priorities include bridge and bituminous replacement, and improved water conveyance and erosion control. These improvements will provide some relief to the maintenance program and expenses. However it will take many years, and considerable external funding, to make these improvements so the benefits will be slow to materialize.
- Increasing Use: Wheel Pass fees comprised 57% of 2016 budgeted revenue. Increasing bicycle and in-line skate use will directly translate into increased revenue. This Plan includes numerous strategies to increase use, including the creation of a part-time Community Outreach position. This position will focus on developing partnerships with the communities to increase use, donations and grants.
- Increasing Donations: In the past, CVT has been the recipient of numerous, and sometimes substantial, donations. The Community Outreach position is an opportunity for CVT to more effectively communicate needs to potential donors.
- Rental Income: The provision of a picnic shelter at Welch Station Access will provide some rent income. The rental rate will need to be sufficient to fully support the cost of providing the service.
- Local Unit of Government Support: Increasing the support from the three local units of government, at least with the pace of inflation, is necessary.
- Use of Volunteers: Volunteers have always been essential to the support, development and maintenance of CVT. Maintaining a focus on the effective use of volunteers remains an important strategy.

L. Policy, Government Cooperation and Ordinance

GOAL - L1. *Ensure ordinances are current and updated to meet needs and demands of Trail users.*

L1.1. POLICY UPDATES

Occasionally there are requests made to the JPB for use of Trail property for non-trail purposes. This includes allowing new utilities such as electrical, sewer, water lines (both above and below ground), new or expanded road crossings, and adjacent private development that seeks to expand onto Trail property.

Generally the JPB is prohibited by Land and Water Conservation Fund, Section 6(f)(3) to allow the conversion of Trail property to non-recreational uses due to its acceptance of a LAWCON grant in 1985. This grant agreement prohibits such conversion unless the Trail is compensated with land of equal or greater recreational usefulness. The National Park Service determines whether a proposal trips the conversion requirement or not. It is noted that some proposals for underground utilities have not evoked the conversion requirement as there is essentially no loss of recreational usefulness.

> Policy Recommendations

Key to the quality of the CVT is the immersion in a nature dominated environment. Proposed land use changes that diminish the existing qualities would be a loss to the experience and should be avoided if at all possible.

Electric-Assist/Pedal-Assist Bicycles/Other Devices:

Technology is providing the user with transportation options unknown even a few years ago. CVT has partially addressed this use through a permitting process to allow electric motorized transportation devices for persons with a disability. Restrictions apply, such as the applicant must qualify as disabled and display the universal handicapped logo, width of the device cannot exceed 48" and the user must purchase a Wheel Pass. Devices not allowed on CVT include:

- Golf carts
- Motorized bicycles
- Motorized foot scooters
- Motorized vehicles, such as all-terrain vehicles, off-highway motorcycles, or off-highway vehicles

RECOMMENDATIONS: Requests for use of electric-assist/pedal-assist bicycles and other devices have been minimal. The current permitting policy is meeting the need. However it is possible that as technology provides more options, when these options become more affordable and as an aging population has more interest in them, that requests for use will increase. When the demand warrants, it is recommended that the JPB research the issue, especially MnDNR policy and state statutes (Minnesota Statutes 169.011, Subdivision 27, Minnesota Statutes 169.011, Subdivision 26, and Minnesota Statutes 169.212) and develop new policy that is responsive to the need.

Pet Ordinance:

The CVT ordinance does not allow pets, including those in baskets and trailers. The August 2016 online survey asked "Cannon Valley Trail does not allow pets (except for service animals and hunters using the Trail to access off-trail areas). What is your opinion of the No Pets rule?" A substantial majority of respondents (68%) preferred no pets allowed citing safety conflicts and dog owners not cleaning up after their animals. Nineteen percent of the respondents indicated it made no difference to them if pets were allowed or not, while 12% said they

prefer pets be allowed. Only 0.5% indicated they do not visit the Trail because of the No Pet rule.

According to the American Veterinary Medical Association (www.avma.org), about 32% of Minnesota households include a dog (the national average is 1.6 dogs per household that have dogs). The question for this planning process was whether allowing pets, even under limited circumstances, would provide public value and/or increase the use of CVT.

Recommendations: Public opinion and safety concern results support a recommendation that there be no change to the No Pets ordinance at this time. Additionally it is recommended that public interest in pets on the Trail be monitored, and if warranted, consideration be given in the future to allowing pets.

Other Uses:

Other potential uses of CVT include dog sledding, mushing and skijoring. There were public comments encouraging the JPB to consider allowing these uses. Because CVT does not allow pets, and public comment is overwhelming in favor of retaining the no pet rule, it is recommended to not allow these uses.

Business Sign Policy:

Some businesses have requested permission to install signs on CVT property that direct users to their businesses. Currently CVT policy does not allow this – businesses are allowed to post flyers in Trail kiosks but few have done so.

Recommendations: It is a goal of this Plan to increase the economic interaction between Trail visitors and the local business community. To this end the Plan has multiple recommendations including improving way finding to commercial centers; communicating the diversity of local recreation and cultural destinations; providing showers so visitors can clean up and then go out to eat locally, etc. It is recommended that the JPB allow private business identification signs at each end and Welch Station Access. These signs are to mimic the business logo signs found near freeway exits, but be pedestrian in scale and ‘fit’ the CVT sign plan image. Businesses would be required to pay for this service, at a rate to be determined by the JPB. Furthermore, criteria for what kind of businesses to allow and other issues would need to be developed.

Smoking Policy:

Several comments were received requesting the JPB consideration of prohibiting smoking on CVT. With increasing frequency, park agencies in Minnesota are limiting, or prohibiting smoking in parts, or all of a park, as well as similar restrictions on e-cigarettes. It is recommended that the JPB monitor public interest in smoking/e-cigarette restrictions and consider action in the future.

GOAL - L2. Clarify all cooperative agency management for all portions of the Trail.

L2.1. POLICY ON TRAIL CONNECTIONS

New trails connecting to CVT could result in confusion regarding use rules and enforcement challenges for CVT. CVT differs from nearly all other trails in that it does not allow pets and a mandatory fee is required. Also it is strictly non-motorized including no snowmobiles. While Cannon Falls and Red Wing City trails currently connect to CVT, well signed accesses and local resident understanding contributes to satisfactory compliance with CVT ordinances.

> Trail Connection Policy Recommendations:

Mill Towns State Trail

Users accessing the Mill Towns State Trail (MTST) from outside of Cannon Falls (currently Lake Byllesby parks) will need to use Cannon Falls City Trail to reach CVT. The existing CVT signage about the Wheel Pass, no pet ordinance, etc. along the City Trail will reach these new users from the MTST. It is recommended that information be provided at both the Lake Byllesby parks and the MTST Access near the Fairgrounds informing visitors that if they intend to travel the CVT that the Wheel Pass is required, no pets are allowed, etc.

Goodhue Pioneer State Trail

As the Goodhue Pioneer State Trail (GPST) is further developed, its use is likely to increase as well as CVT's. However, nearly all trail traffic from the GPST to CVT is expected to use Hay Creek Trail to Old West Main Street, then two blocks of Riverfront Trail to the CVT Old West Main Access. The OWMA is an effective location to communicate CVT information. The recommendation is that redesign of OWMA continues to deliver this result.

Hastings to Red Wing Trail

Of all the trail connections to CVT, the Hasting to Red Wing Trail (HRWT) is potentially the most challenging in regards to communicating and enforcing CVT ordinances. Depending upon the final alignment of the HRWT, for a user to get into Red Wing the route may involve either 4.2 miles of CVT (from Cannon Bottom Road easterly) or about 2 miles if it connects near Pepin Avenue. Inversely, HRWT users may head westerly on CVT toward Welch and Cannon Falls.

The final HRWT connection point to CVT is likely to influence the CVT response. As example, if near Pepin Avenue is the connection, for users headed into Red Wing, the most practical public service may be to adjust CVT ordinance such that Wheel Passes are not required, pets are permitted but not snowmobiles, for the 2 miles of CVT. However, if Cannon Bottom Road is the access, then the CVT response may be to retain and enforce its current ordinance and policies as 4.2 miles of CVT is involved. It is recommended that the JPB be actively engaged in the HRWT planning process and that the issues of connectivity to CVT be well understood.

Local Trails

This Plan encourages the development of local trails that connect to CVT. This increases the public value of CVT, creates desired loop trail options and increases use. As local residents are generally well informed about, and comply with, the CVT ordinance, enforcement challenges are expected to be manageable. It is recommended that these new local trails have information about the CVT requirements.

PHASING THROUGH THE CAPITAL IMPROVEMENT PROGRAM

Capital investment in CVT exceeds \$3,000,000 to date with most of this investment occurring in the late 1980's and early 1990's (initial Trail development and bituminous surfacing). Reuse of 19 existing railroad trestles reduced the initial development costs by only requiring decking and railing to become serviceable. Now after over 30 years of use and deterioration, significant capital investment is required to protect previous investment and preserve/enhance the Trail experience. The CVT Capital Investment Program (CIP) inventories and prioritizes anticipated needs of a value of \$5,000 or more for improvements recommended in this plan.

The CIP is prioritized into three phases beginning in 2018:

- Early: 1 – 3 years (2018 – 2020)
- Mid: 4 – 6 years (2021-2023)
- Late: 7 – 10 years (2024 – 2027)

The most critical 'driver' for the phases of the CIP is the timeline for recommended bridge and bituminous replacement as defined in the 2017 Feasibility Report on Improvements to the Cannon Valley Trail by Erickson Engineering, Bloomington, MN (Feasibility Report). Bridge and bituminous replacement are the most expensive items in the CIP.

TABLE 11. CANNON VALLEY TRAIL IMPROVEMENT PROJECTS SUMMARY TABLE

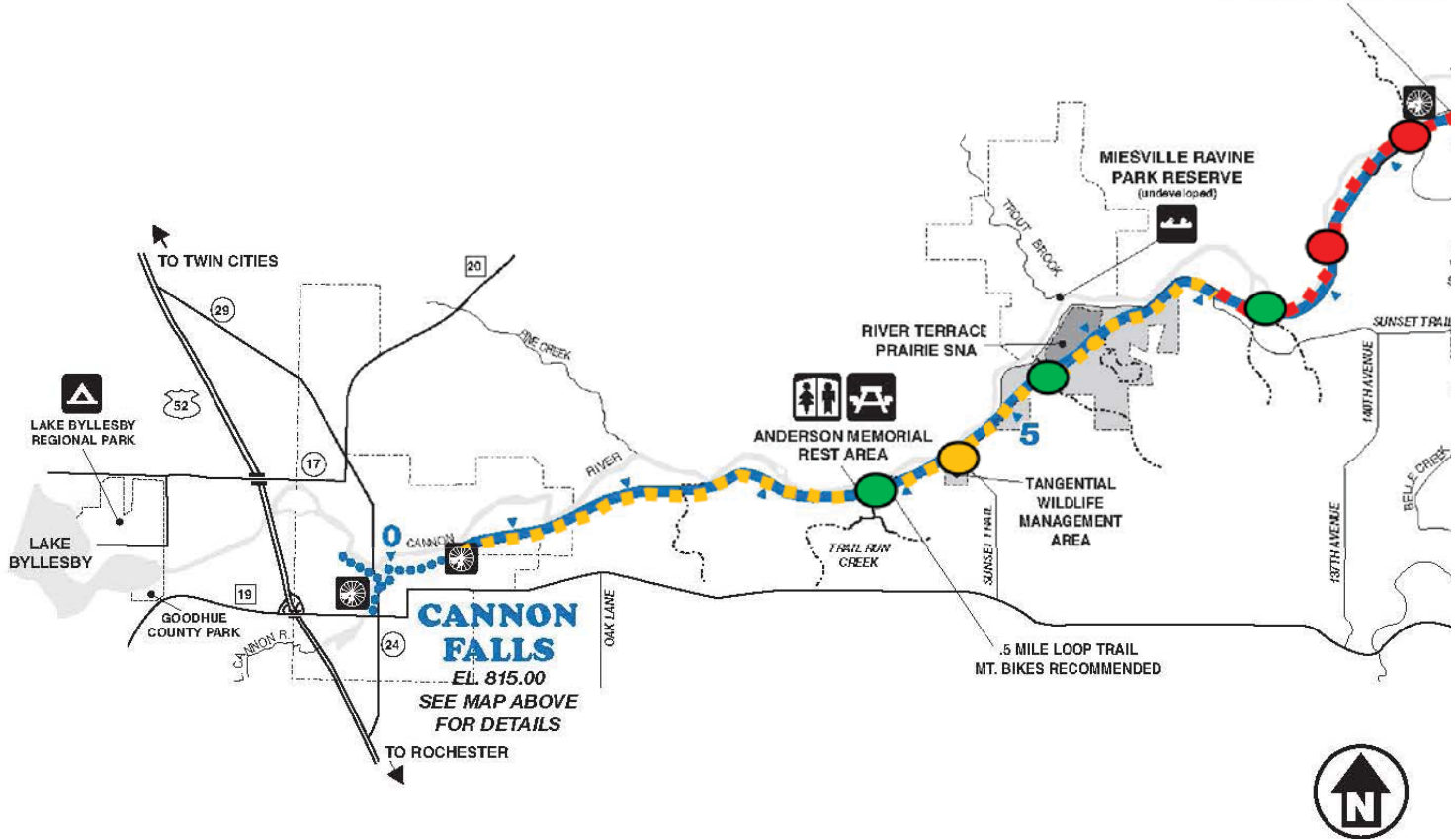
Key	Project	Phase	Estimated Cost (Rounded)
A	Infrastructure	Early	
A1	Bridge Replacement		\$1,429,000
A2	Water Conveyance/Erosion		\$1,093,000
A3	Anderson Rest Area		\$43,000
A4	Signs & Way Finding		\$20,200
B	Trail Experience	Early	
B1	Cannon Falls Downtown Access, Way Finding		\$6,100
C	Business Basics	Early	
C1	Acquisition		\$202,500
D	Natural/Cultural Resources	Early	
D1	Natural Resources		\$24,200
D2	Cultural Resources		\$13,200
E	Infrastructure	Mid	
E1	Bridge Replacement		\$908,000
E2	Bituminous Replacement/Widening		\$2,226,000
E3	Water Conveyance/Erosion		\$34,400
E4	Welch Station Access - Public Facilities		\$531,500
E5	Welch Station Access - Maintenance		\$190,600
E6	Cannon Bottom Road Access		\$78,800
E8	Old West Main Access		\$705,000
E9	Signs & Way Finding		\$10,100
F	Trail Experience	Mid	
F1	Amenities - General		\$27,800
F2	Trail Connections		\$46,100
G	Business Basics	Mid	
	None		\$0
H	Natural/Cultural Resources	Mid	
H1	Natural Resources		\$25,700
H2	Cultural Resources		\$15,200
I	Infrastructure	Late	
I1	Bridge Replacement		\$1,892,000
I2	Bituminous Replacement/Widening		\$1,722,000
I3	Water Conveyance/Erosion		\$283,000
I4	Welch Station Access - Maintenance		\$381,400
I5	Highway 61 Rest Area		\$92,400
I6	Signs & Way Finding		\$7,300
J	Trail Experience	Late	
J1	Amenities - General		\$15,900
K	Business Basics	Late	
	None		\$0
L	Natural/Cultural Resources	Late	
L1	Natural Resources		\$27,700
L2	Cultural Resources		\$32,700
	TOTAL Cost		\$12,084,800



CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE 2017

Bridge, Bituminous, Water Conveyance / Erosion Control
Recommendations and Phasing



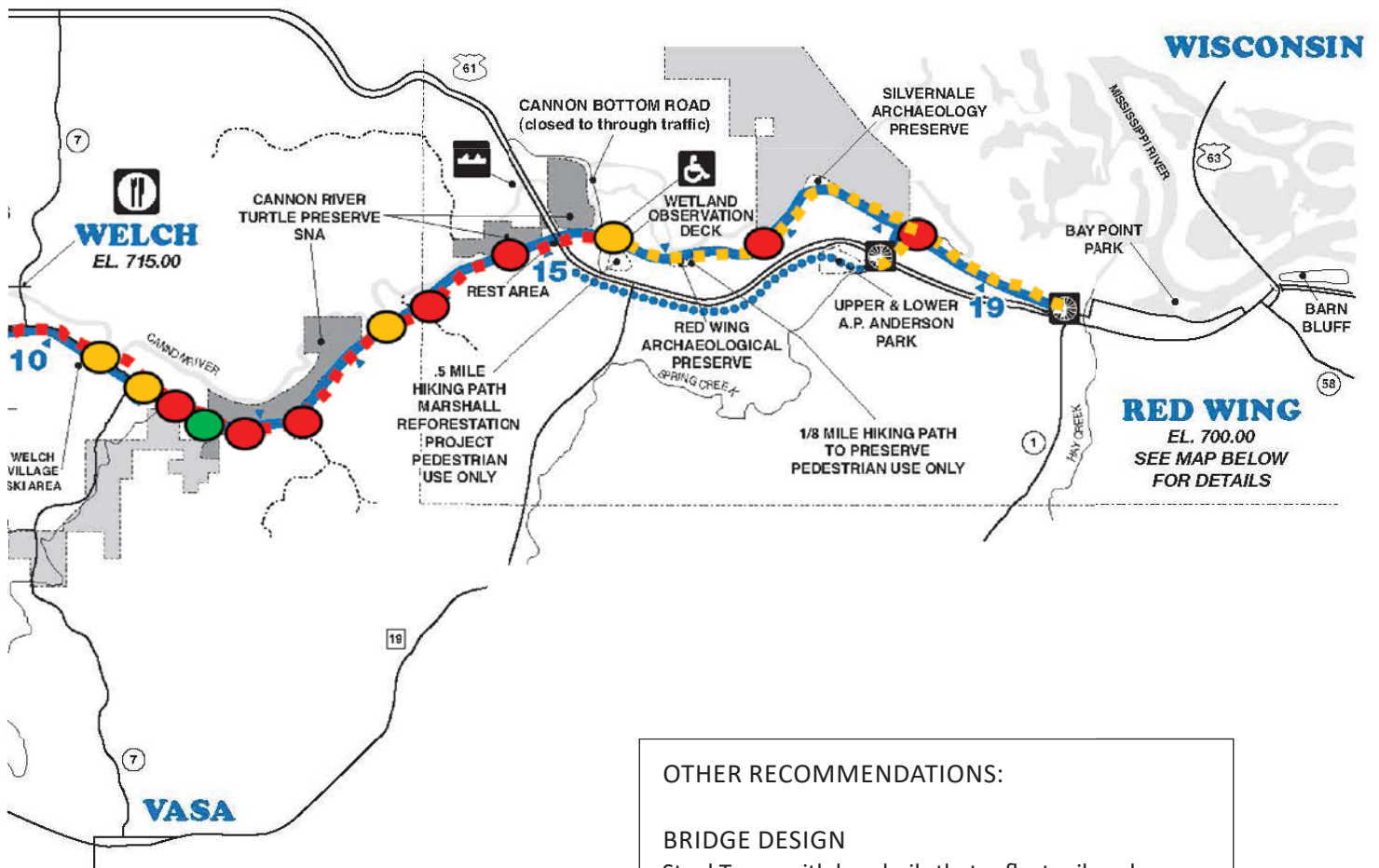
BRIDGE REPLACEMENT OR
REMEDATION

- Early Phase
- Mid Phase
- Late Phase

BITUMINOUS REPLACEMENT
AND WIDENING TO 10'

- Mid Phase
- Late Phase

FIGURE 11.



OTHER RECOMMENDATIONS:

BRIDGE DESIGN

Steel Truss, with handrails that reflect railroad heritage and decks that are durable and safe

WATER CONVEYANCE/EROSION CONTROL

Early, Mid, Late Phases – Repair at numerous sites, including:

- 4 sand washouts at Red Wing end, Early Phase
- 5 sites with slope failures, Early Phase
- 1.6 miles of trail raising before new bituminous, Mid, Late Phase
- Dozens of culvert and ditch improvements, Early, Mid, Late Phase



CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE 2017

Major Recommendations and Phasing

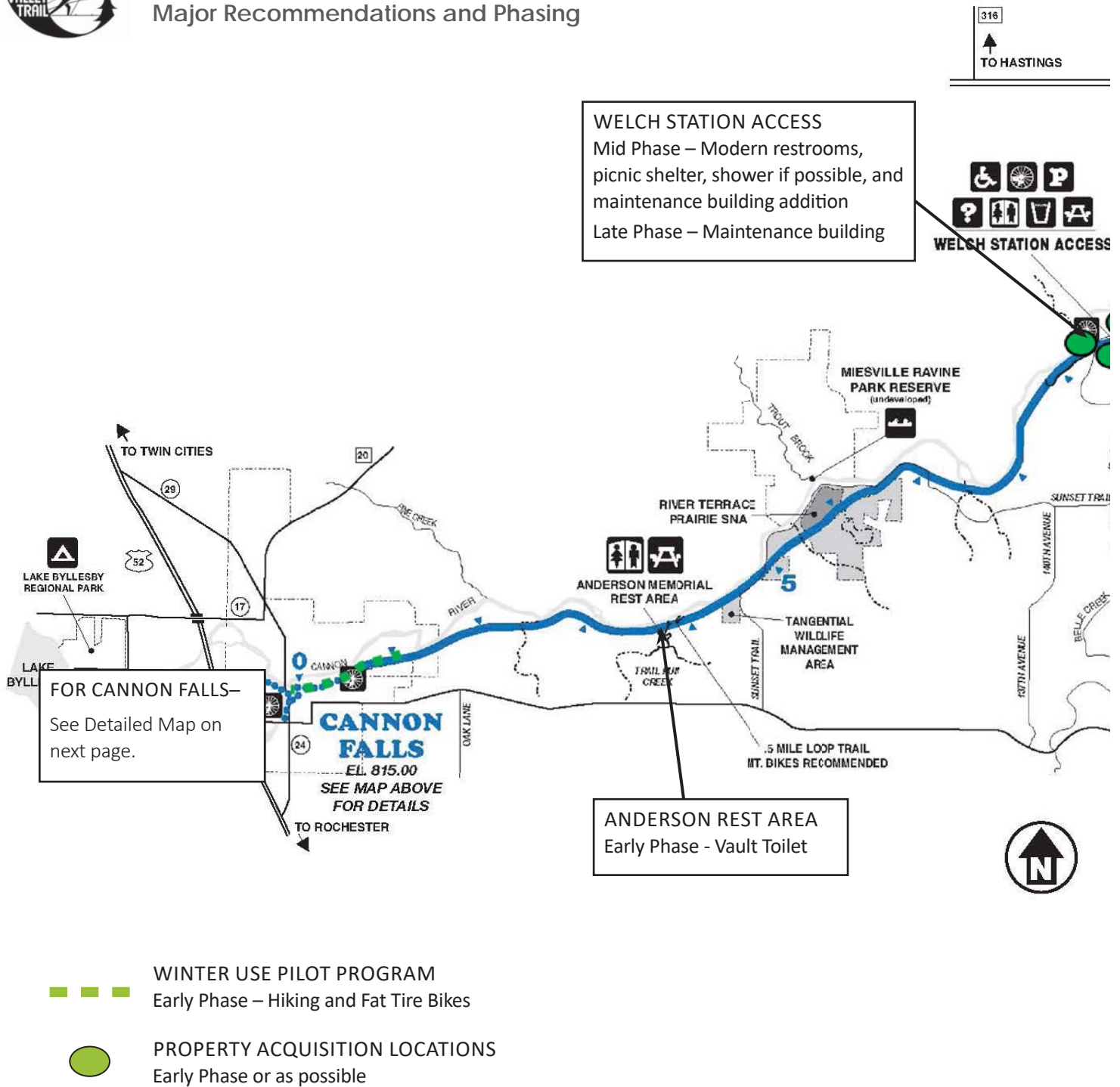
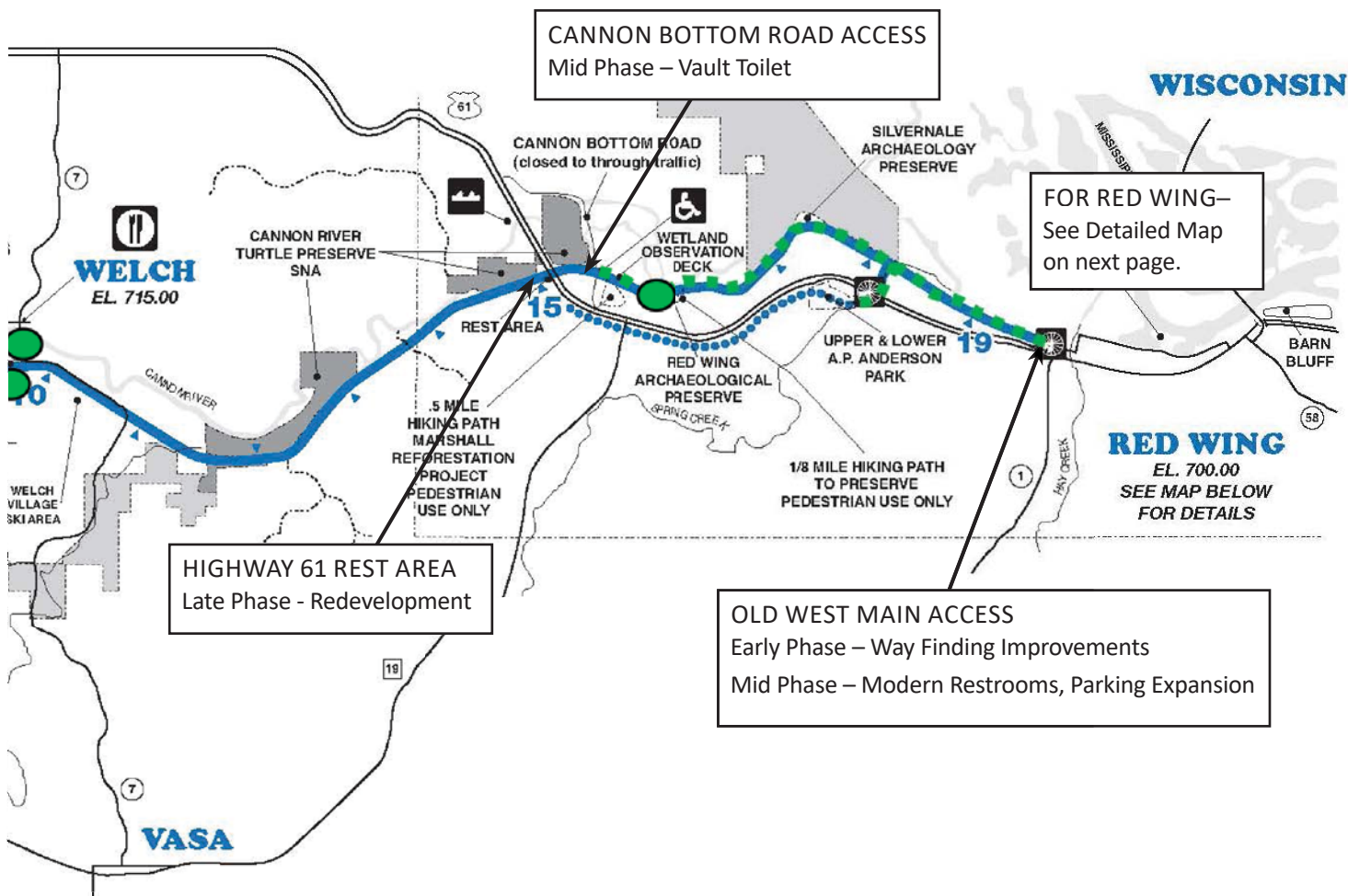


FIGURE 12.



OTHER RECOMMENDATIONS

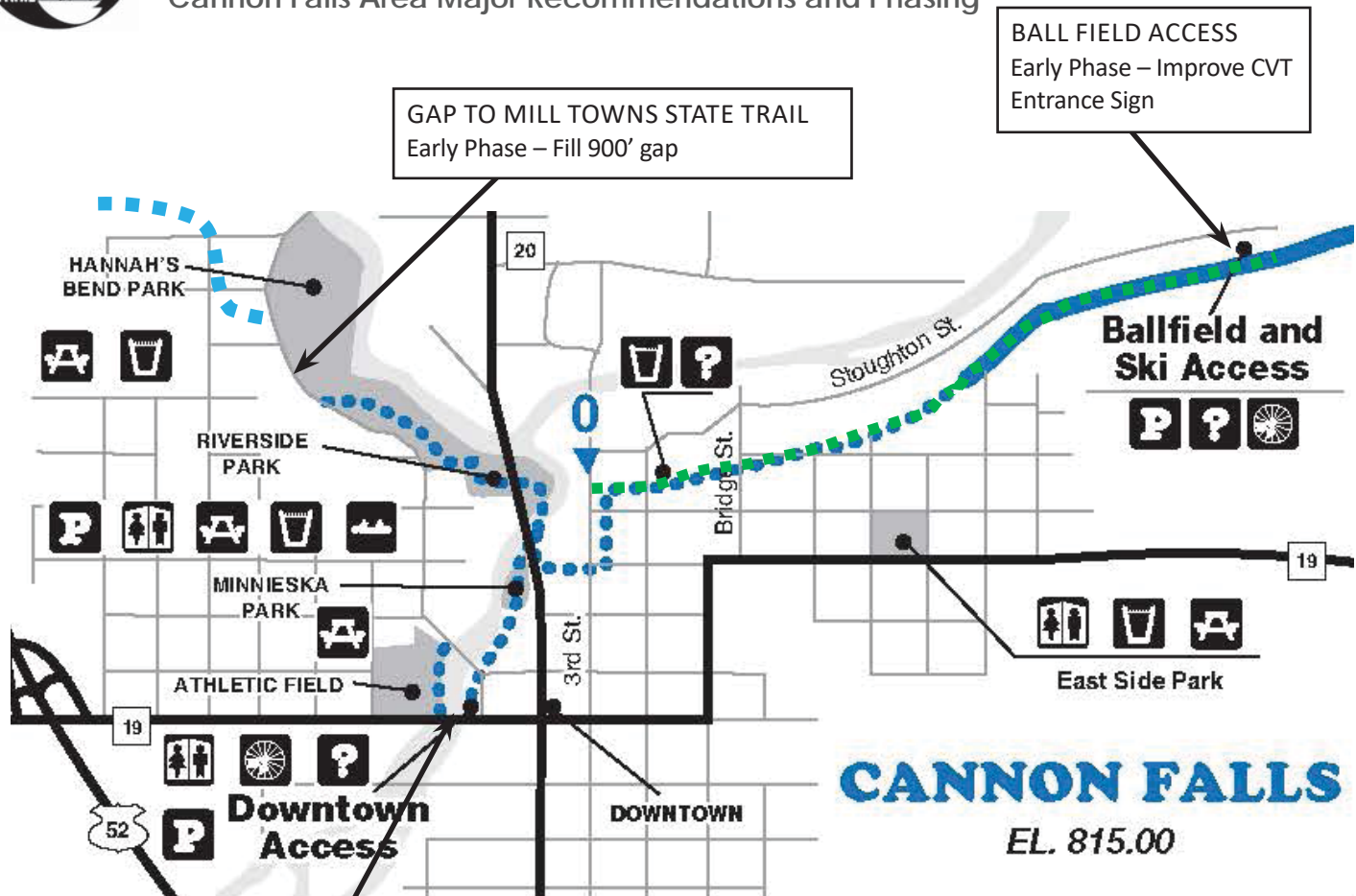
- Natural/Cultural Resources and Interpretation
- Early, Mid, Late Phases – Allowances for planning and projects – multiple sites
- Sign Improvements
- Early, Mid, Late Phases – Allowances for planning and projects – multiple sites
- General Amenities
- Mid, Late Phases – Allowances for projects – multiple sites



CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE 2017

Cannon Falls Area Major Recommendations and Phasing



GAP TO MILL TOWNS STATE TRAIL
Early Phase – Fill 900' gap

BALL FIELD ACCESS
Early Phase – Improve CVT Entrance Sign

DOWNTOWN ACCESS

Early Phase:

- Improve way finding to Mill Towns State Trail and CVT
- Explore options for safer connection to Park and Ride parking lot
- Add "CVT Access" sign on Highway 19

WINTER USE PILOT PROGRAM

Early Phase – Hiking and Fat Tire Bikes

POTENTIAL DOWNTOWN VISITOR CENTER CONCEPT

CVT to participate with City and potential other partners in exploring this concept

WAY FINDING IMPROVEMENTS

Early Phase – Designate a "Through Route" Trail – provide clear direction on how to navigate between Mill Towns State Trail, Downtown Cannon Falls and CVT

FIGURE 12.



CANNON VALLEY TRAIL

COMPREHENSIVE PLAN UPDATE 2017

Red Wing Area Major Recommendations and Phasing

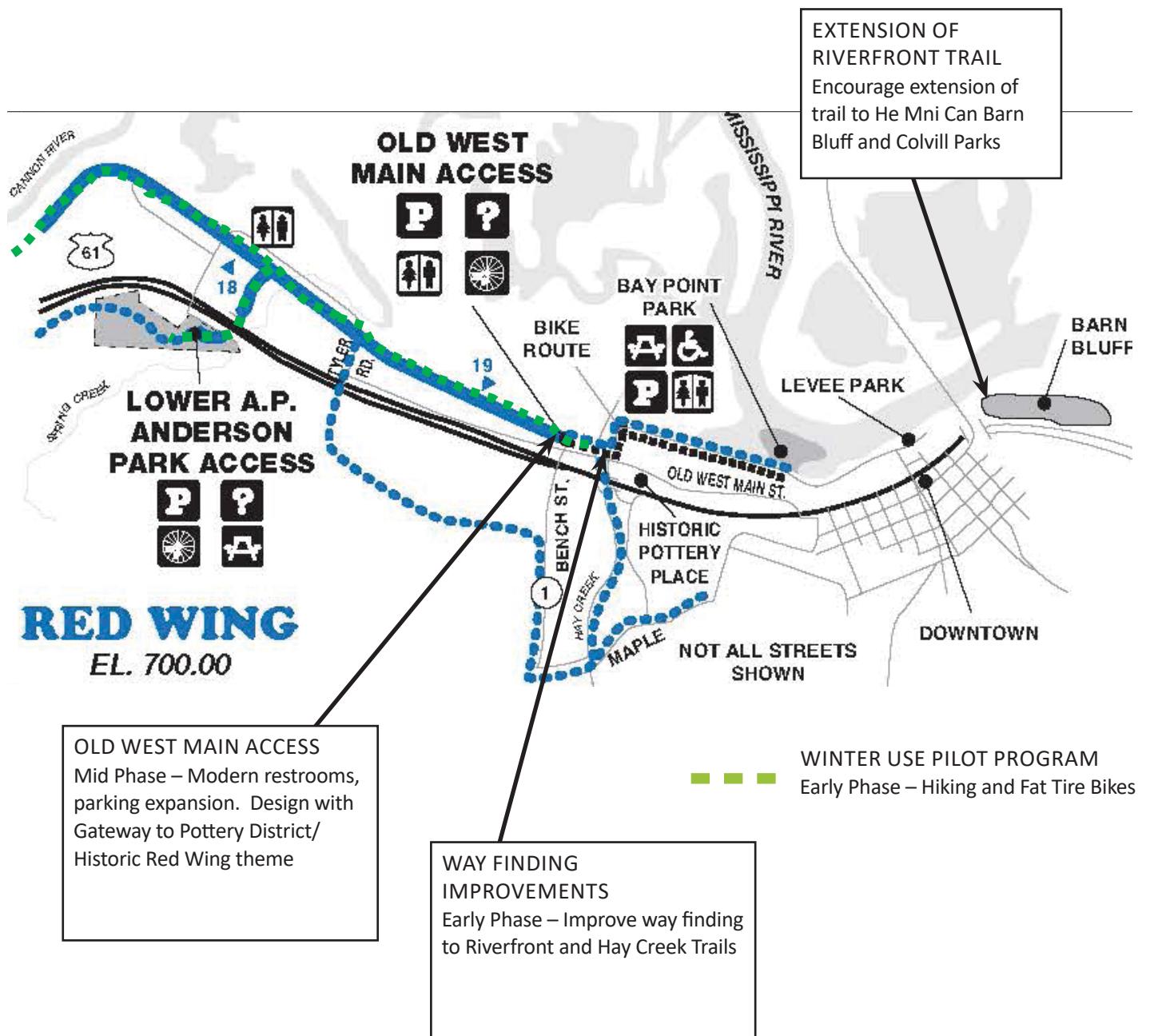


FIGURE 13.

TABLE 12. CIP POTENTIAL FUNDING SOURCES

PROGRAM	PROGRAM PURPOSE	DESCRIPTION
Federal Recreation Trail Program (administered by MnDNR)	To encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance.	Maintenance/restoration of existing recreational trails; development/ rehabilitation of recreational trail linkages, including trail side and trail head facilities; environmental awareness and safety education programs relating to the use of recreational trails; and redesign/relocation of trails to benefit/minimize the impact to the natural environment. Funding comes from revenue received by the Federal Highway Trust Fund.
Local Trails Connection Program (MnDNR)	To provide grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.	Eligible projects include acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live and significant public resources (e.g. historical areas, open space, parks and/or other trails). Acquisition of trail right-of-way is eligible only when proposed in conjunction with trail development. Funding for this grant program is from "In Lieu Of" lottery proceeds.
Outdoor Recreation Grant Program (MnDNR)	To increase and enhance outdoor recreation facilities in local and community parks throughout the state.	Park acquisition and/or development/ redevelopment including, internal park trails, picnic shelters, playgrounds, athletic facilities, boat accesses, fishing piers, swimming beaches and campgrounds. Funding from federal funds through the Land and Water Conservation Fund.
Greater MN Regional Parks and Trails Commission	Provide recommendations to the legislature for grants to counties and cities outside the seven-county metropolitan area for parks and trails of regional significance.	Evaluates, ranks, and determines funding recommendations for regionally-significant projects of highest merit. Funding is from the Minnesota Clean Water, Land Legacy Amendment.
Regional Trail Grant Program (MnDNR)	To provide grants to local units of government to promote development of regionally significant trails outside the seven-county metropolitan area. Funding for this grant program is from "In Lieu Of" lottery proceeds.	Eligible projects include acquisition and development of trail facilities outside the seven-county metropolitan area that are considered of regional or statewide significance. Funding from "In Lieu Of" lottery proceeds.
Regional Park Grants (MnDNR)	To provide grants to local units of government to support parks of regional or statewide significance.	Eligible projects include acquisition, development, improvement, and restoration of park facilities of regional or statewide significance. Funding is from the Environment and Natural Resources Trust Fund.
Minnesota Arts and Cultural Heritage Fund (MN State Arts Board)	Preserve Minnesota's history and cultural heritage.	Support arts, arts education and arts access, and to preserve Minnesota's history and cultural heritage.
Minnesota Historical and Cultural Heritage Grants (MN Historical Society)	Promote history programs and projects and preserve cultural resources.	Eligible projects fall into three project categories: community history projects, historic preservation projects, and structured grants.

PROGRAM	PROGRAM PURPOSE	DESCRIPTION
Board of Water and Soil Resources (State of MN)	Deliver soil and water conservation services	BWSR Grant funds support and increase local capacity to implement programs and, provide cost-share with landowners who install conservation practices on their land to benefit state water and soil resources.
Legislative-Citizen Commission on Minnesota Resources (LCCMR)	Make funding recommendations to the legislature for special environment and natural resource projects	For activities that protect, conserve, preserve, and enhance Minnesota's "air, water, land, fish, wildlife, and other natural resources". Funding primarily from the Environment and Natural Resources Trust Fund.
Conservation Partners Legacy (MnDNR)	To restore and enhance natural resources and habitat.	Funds conservation projects that restore, enhance, or protect forests, wetlands, prairies, and habitat for fish, game, and wildlife in Minnesota. Funding from the Outdoor Heritage Fund.
Goodhue Soil and Water Conservation District	Promote conservation of soil and water resources	The Goodhue Co. SWCD administers grants from the State of Minnesota through the MN Board of Water & Soil Resources. Numerous conservation related grant programs.
State of Minnesota State Bonding	Primarily for capital improvements of state significance – historically bonding is done in even-numbered years	Grants to local government for repair and construction of schools, parks, bridges and waste-water treatment facilities. Primarily funded by issuing state general obligation bonds.
Direct State of Minnesota Legislative Appropriation	Legislature has the authority to recommend appropriations to the Governor	Not a common occurrence but nevertheless a potential funding source.
MnDOT – Safe Route to Schools Program – Infrastructure	Funding support for capital projects that promotes and encourages more students to walk or bicycle to school by making the school routes safer and more accessible.	School site improvements: secure bicycle parking facilities, traffic diversion improvements, and ADA improvements Pedestrian facilities: new sidewalk, sidewalk gap closures, and related ADA improvements Bicycle facilities: bicycle trails, separated multi-use or shared paths and related ADA improvements Traffic calming and crossing improvements
MnDOT – Safe Route to Schools Program – Planning	Provides planning expertise and planning support to schools.	Provides planning expertise and plan development support to schools.
Outdoor Heritage Fund – Lessard-Sams Outdoor Heritage Council	Provides annual funding recommendations to the legislature from the Outdoor Heritage Fund	Funds projects directly relate to the restoration, protection, and enhancement of wetlands, prairies, forests, and habitat for fish, game, and wildlife, and that prevent forest fragmentation, encourage forest consolidation, and expand restored native prairie. Funding is from the Minnesota Clean Water, Land Legacy Amendment.

RESEARCH INITIATIVES

Currently, there are no research efforts underway outside of the analysis undertaken for development of this Comprehensive Plan. However, the JPB will participate in research initiatives requested by the GMRPTC as these are developed and implemented over time. Such initiatives may address visitation counts, visitor profiles, and recreation trends and demands. Information gathered may inform further development of the regional trails in Greater Minnesota.

CONCLUSION

The Cannon Valley Trail has been enjoyed by Trail users for more than 30 years. Protecting the value of the unique recreational experience it provides for the Cannon Valley and surrounding region is paramount for this Comprehensive Plan. This Plan brings strategies for maintaining the trail as a vital part of the Cannon River Valley, enhancing the stewardship and management of its resources, and continuing to offer the high-quality recreation experience it began in 1986.

APPENDIX

The appendices to Cannon Valley Trail Comprehensive Plan are separate documents and include:

- A. Public Comment
- B. August 2016 On-Line Survey Results
- C. Feasibility Report on Improvements to the Cannon Valley Trail, Erickson Engineering, Bloomington, MN. January 13, 2017.
- D. Technical Memorandum- Cannon Valley Trail Erosion Repairs, Stantec Engineering, Minnesota. August 22, 2013.