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Much of Redwood County is flat or rolling terrain. Most of its topographic features are associated with ancient glaciations and current water features. The mighty Glacier River Warren created a vast riparian valley along the County’s northern boundary. The current Minnesota River winds its way along the floor of this valley. Glaciations also formed the prairie potholes that dot the county. Strong prairie winds blow from the northwest in the winter and from the southwest in the summer.

Design Implications
- Much of the flat terrain facilitates cycling through most of the County; however, there are steep hills associated with the River Warren Valley.
- The ravine associated with the Redwood River is a significant amenity. Access to it is desirable.
- The trail design should include efforts to buffer trail users from the winds.
WATERSHEDS & HYDROLOGY

The presence of water in the County has changed over time. Originally prairie pothole lakes and wet prairie areas characterized the landscape; the glaciers that once moved across the landscape created these environments. Today many of these formerly wet areas have been drained by a system of drainage ditches that were dug to engineer a rich agricultural landscape.

Most of the ditches are in the northern half of the County. Rivers are important in Redwood. The Minnesota River flows along the County’s northern border. Prairie rivers flow through the County. Rivers and streams move water eastward and northward draining the land. The Redwood River is the larger river within the County. It flows through the northern third of the County before it joins the Minnesota River north of Redwood Falls and North Redwood Falls. At Redwood Falls the River flows through a spectacular gorge. Above the gorge the river is dammed to provide a power source and to create Lake Redwood. The Cottonwood River winds through the County’s southwestern corner.

Although many of the lakes and wetlands have been drained, some prairie pothole lakes and wetlands still exist. Tributaries to the rivers are drainage ditches, perennial streams, and intermittent streams.

Both the Redwood and the Cottonwood tend to have high waters in the spring when the snowmelt swells their tributaries and times when the region experiences large amounts of rainfall.

Design Implications

Trail access to the rivers and the lakes is desired. Design strategies should include:

- Creating access to Lake Redwood and the Redwood gorge,
- Creating special places along the rivers and where the trail intersects with the rivers as places to stop, rest, and enjoy the rivers in areas not vulnerable to flooding,
- Celebrating the remaining lakes and wetlands as features to be enjoyed and interpreted, and
- Interpreting the engineering that created the rich farmland.

Major Watersheds
Hydrologic Alterations

- Municipalities
- Present Day Open Water
- Present Day Drainage Ditches
- Present Day Rivers & Streams
- Pre-European Settlement Lakes
- Pre-European Settlement Wet Prairie

WATERSHEDS & HYDROLOGY
HISTORIC MAP OF 1874

The historic map clearly shows that Redwood County’s early settlement patterns and the character of its pre-settlement landscape. Most of the county was divided into one-mile sections and six by six mile townships. Roads were located along section lines. This pattern is still reflected in the shapes and sizes of today’s farms and the location of federal, state, county, and township roads. The county’s relatively gentle topography accommodated these divisions and road configurations.

In the nineteenth century the county had more and larger lakes and wet prairie lands than it does today. Most of the lakes were in the eastern portion of the county; others were scattered around the county. Almost all of the county’s lakes and wetlands have been drained to create farmland, but some still exist providing amenities for residents and habitat for wildlife.

The Minnesota River meandered through the Glacier River Warren’s ancient riverbed, bending and turning; it still does today as it did in the nineteenth century.

Township development was first concentrated in the north and the south. Both the Minnesota River and the railroads drove early settlement patterns. Although there were some farmsteads sprinkled out in the countryside, most were sited in close proximity to either the Minnesota River or a rail line because of the transportation provided by the river and the railroads. Many communities were created by the railroad. Most non-Indian settlement took place between the Indian reservation line and the south bank of the Minnesota River.

Design Implications

Although much of the emphasis in historic preservation/interpretation centers on built structures, the trail can also provide an opportunity to interpret historic landscapes.
HISTORIC RAILROAD/COMMUNITY SETTLEMENT PATTERNS

Although Redwood Falls was founded to use waterpower from the falls of the Redwood River, most communities within Redwood County are communities started by the railroads. They were sited at intervals to service the engines and to provide access to the farm products produced in the area. A very busy rail line still runs the whole east-west length of the County passing through the Walnut Grove, Revere, Lamberton, and Sanborn. Another less busy line goes through Belview, Delhi, Redwood Falls, and North Redwood Falls. Milroy, Lucan, Wabasso, and Clements were originally sited along a rail line as were Vesta, Seaforth, and Wabasso, but those lines have been abandoned. Morgan was founded along a line from Sleepy Eye to Redwood Falls that has also been abandoned.

Today there are many miles of abandoned rail lines in the County. Unlike some counties, Redwood County’s abandoned railroad line right-of-ways have not been preserved for trail corridors because they have been recycled into productive agricultural fields. However, most of the old spur line from Sleepy Eye to Redwood Falls was purchased by a single landowner who wishes to sell it for a trail.

Design Implications

- The seven-mile interval between communities provides the potential for trail connections between communities that are scaled to short distance cyclists.
- There is a potential for community trailheads that provide amenities.
- The spur line is an important opportunity to site an off-road trail.
- Siting a trail on most of the county’s old railroad right-of-ways is not a current option.
- Because busy rail lines create safety issues for trail users who wish to cross them, crossing the active rail line should be minimized.
HISTORIC RAILROAD/COMMUNITY SETTLEMENT PATTERNS
ROADS & TRAFFIC COUNTS

Redwood County’s many roads form a matrix on section lines that extends to every part of the county. They range from busy federal highways to modest, less-traveled gravel township roads. The lack of public land makes a strategy to site the trail parallel existing roads on existing right-of-ways the most practical way to create a county trail system. Some of the roads have wide right-of-ways and have a utility corridors along them. Challenges to trail alignments include:

- Busy roads create safety issues for cycling alongside them and are challenges to cross;
- Gravel roads create dust and are unpleasant environments to cycle for long distances; and
- Many of the roads are open to the strong prairie winds that can make cycling a challenge.

Traffic Counts

Design Implications

- Wide utility and road right-of-ways offer opportunities to site off-road trails that run parallel to the roads.
- The best candidates for trails in right-of-ways along existing roads include paved roads that are not too busy.
- Short segments of right-of-ways along gravel roads will work if they are not too heavily traveled.
- Short trail segments on lightly traveled gravel roads are possible for very short distances if they connect to important amenities.
- Windbreaks are desirable.
- If costs prevent off-road trails currently; they may become feasible in the future when roads are rebuilt, or when funding is available to connect important natural resource and cultural amenities.
ROAD RIGHT-OF-WAYS
The width of road right-of-ways often determine the feasibility or unsuitability of off-road trail alignments. The County has many narrow ROW roads, many of which are gravel.

Design Implications
- The combination of a narrow ROW and a gravel surface restricts the use of the 33 to 35 foot ROW roads.
- Forty to sixty foot ROW widths could provide space for a trail within the ROW but separated from the drive lanes if a deep ditch or ditched stream are not restricting factors.
33' ROW

50' ROW

60' ROW

75' ROW

Placement of Utilities
ANALYSIS

ROAD RIGHT-OF-WAYS
Trails can be sited parallel to busy roads if the ROW is wide enough to accommodate a safe distance from them.

Design Implications
- Relatively wide right-of-ways of state and federal highways could provide opportunities for siting off-road trails.
- A clear zone for the recovery of vehicles that run off the road and for sightlines for animals crossing the roadway are important to maintain.

Highway Right-of-Way Widths

[Map with various widths and labels]

- 100’ ROW
- 100’ ROW Adjacent to Active Railroad
- 120’
- Open Water
- Municipalities
100’ ROW

100’ ROW Adjacent to Railroad

120’ ROW

Placement of Utilities

Ideal Minimum Clear Zone

100’ ROW

100’ ROW

100’ ROW

100’ ROW

120’ ROW
ROAD RIGHT-OF-WAYS

Design Implications

- Relatively wide right-of-ways of State and US Highways provide opportunities for siting off-road trails throughout Redwood County.

- Consideration must be taken to preserve the clear zones recommended for the recovery of vehicles that run off the road and for sight lines to see animals entering the roadway.

- The abandoned railroad adjacent to Highway 65/68 exiting Redwood Falls to the southeast holds potential for separated horse and bicycle/walking pathways.
150' ROW

150' ROW Adjacent to Abandoned Railroad ROW
TRAILS, PARKS & WATER ACCESS

Redwood County has both on-the-ground and planned nature-based recreational amenities. Two state trails have been authorized but are not built yet in the County. The Minnesota River State Trail follows along the Minnesota River. The Chief Sleepy Eye Spur of this trail follows the old rail alignment from Redwood Falls to Sleepy Eye. The Planned Casey Jones State Trail were connect Walnut Grove to Redwood Falls via Lucan and Seaforth. Redwood Falls is developing an extensive city trail system. The Birding Trail follows the Minnesota River with a loop on County Road 7 and County Highway 19.

Plum Creek County Park is a 205-acre park on Lake Laura. Located at the confluence of Ramsey Creek and the Redwood River, Alexander Ramsey Park in Redwood Falls is a major recreational amenity in this part of the State.

Most water accesses in the county are along the Minnesota River.

Design Implications

In order to maximize access to the existing and planned trails and parks:

- Plum Creek and Alexander Ramsey Park should be accessed by the county trail via the proposed state trails,
- The Redwood Falls City Trail System should be connected wherever possible to the county trail system, and
- Increasing the points of access to the rivers should be evaluated.
LAND USE

Most of the land in Redwood County is used for crop agriculture. The highly farmed and greatly drained nature of the County’s landscape impacts recreational use. This area of Minnesota was once known as the “duck factory” because of the large number of waterfowl that bred and lived in its lakes and wetlands. Its prairies with its native grasses were prime habitat for prairie species. These have implications for bird watching. Riparian woodland valleys along the County’s prairie rivers are remnant landscapes for woodland-loving species like wild turkey, eastern screech owl, black-belled cuckoo, spotted towhee, and Northern Cardinal. Waterfowl concentrate in the remaining wet areas.

The land is characterized by:

- Remnant marshes that concentrate waterfowl and other birds exist in scattered areas;
- Wooded areas along perennial and intermittent streams,
- Utility corridors sited along roads and in fields;
- Large areas of open fields.

Design Implications

- Remnant areas of natural resource amenity such as ravines, open water, forests, and grasslands are assets to be accessed by the trail for rest, interpretation, and bird watching;
- Much of the countryside is farmland to be interpreted by the trail;
- Many of the utility corridors are not good candidates for siting a trail; and
- The openness of the land requires a wind buffering strategy.
ANALYSIS

OWNERSHIP
Because it has rich farmland, Redwood County has little publicly owned or controlled land. Most areas of high natural resource amenity are controlled by the Minnesota’s Department of Natural Resources: Wildlife Management Areas, and Scientific and Natural Areas. These protected areas are important environmental assets that provide habitat for many species.

Design Implications
- The lack of public land limits trail alignment opportunities; it requires that easements will be needed for the trail and/or many trail alignments will have to be sited in the right-of-ways of existing roads; and
- The protected landscapes that provide habitat for native species are potential assets to be enjoyed carefully by trail users; siting trails along these areas would add much to the trail experience.
Municipalities

Private CRP Land

Open Water

County Land

Federal Land

Tribal Land

Proposed CapX2020 Alternatives

DNR Land

OWNERSHIP
AMENITIES

Redwood County’s amenities include historic structures, historic sites, scenic areas, and recreational sites.
HISTORIC SITES AND MUSEUMS

There are a number of historic sites and museums that tell the story of early settlement of Redwood County. These include:

- **Belview**:
  - District 74 School
  - Gimmestad House
  - Land and Loan Office - 1892
  - Minneapolis and Saint Louis Depot - 1892
  - Odeon Theater - 1901
  - Olsen Log Cabin

- **Charlestown Township**:
  - Mccone 1880 Sod House Exhibit

- **Clements**:
  - Clements State Bank - 1902

- **Delhi**:
  - Delhi Coronet Band Hall - 1896

- **Delhi Township**:
  - Gold Mine

- **Gilfillan** - 1882
  - Gilfillan Farm

- **Honner Township**:
  - Camp Pope
  - Riverside Steamboat Landing
  - Site of Ancient Kaolin Deposits (Kaolin Mine)
  - Tiger Lake

- **Lamberton**
  - City Blacksmith Shop - 1898
  - J. A. Anderson House - 1900
  - Lamberton Farmers Elevator (removed) - 1916-1991

- **Lower Sioux Indian Community**:
  - Birch Coulee School - 1891
  - Saint Cornelia’s Episcopal Church - 1890

- **Lucan**:
  - Chicago North Western Depot - 1902
  - Lucan Depot Museum

- **Milroy**:
  - Milroy Block (removed) - 1902-2000
  - Milroy State Bank - 1902

- **New Avon Township**:
  - District No. 8 School - 1908

- **North Hero**:
  - The Original Ingalls Homestead Site

- **North Redwood**:
  - Grist Mill
  - Honner-Hosken House - 1872

- **Redwood Falls**:
  - Bank of Redwood Falls - 1885
  - Henry D. Chollar House - 1878
  - Ramsey Park Swayback Bridge - 1938
  - Redwood County Courthouse
  - Redwood Falls Carnegie Library - 1904
  - Redwood Falls Historical Society Museum
  - Scenic City Cooperative Oil Company - 1925

- **Revere**:
  - Revere Fire Hall - 1900

- **Sherman Township**:
  - Lower Sioux Agency - 1861
  - Minnesota Historical Society

- **Swedes Forest Township**:
  - Boiling Spring

- **Wabasso**:
  - Wabasso Museum

- **Walnut Grove**:
  - Laura Ingalls Wilder Museum
  - Walnut Grove Cooperative Creamery - 1930

**Design Implications**
- Trails and trail heads should be sited to provide access to Redwood County’s historic resources.
REDWOOD COUNTY TRAIL SYSTEM

The proposed trail routes on this map are shown in the right of ways of paved roads. These routes represent corridors that are 3-4 miles in width; the exact alignment is to be determined as planning proceeds.

The city routes reflect discussions with citizens and officials; they are subject to revision as the trail planning proceeds.

The proposed Redwood County Trail System is a series of interconnected loops that can accommodate short, family-oriented trips and longer, more challenging rides.

The proposed trail system is a network of trails that:

- Connects the major population centers with the County’s major natural amenities,
- Connects to the state trails,
- Connects to existing Redwood Falls City Trails and Alexander Ramsey Park,
- Provides opportunities to interpret the county communities and the larger landscape,
- Requires little if any land acquisition because it is sited off the road in the road right-of-ways,
- Uses the only available abandoned rail line and does not use that others that are not available,
- Avoids busy highways whenever possible, and
- Can be implemented in increments over time.

Connecting Amenities
TRAIL DESIGN

TRAILS IN ROAD RIGHT-OF-WAYS

A buffer of trees, shrubs, and/or prairie grasses that separates the trail and roadway is very desirable. Buffers would also offer protection from the strong winds and provide some relief from the summer sun. Trees larger than small ornamental trees can not be located by power lines. For safety reasons there must be some separation between the edge of the drive lane and the beginning of the vegetative buffer to provide sightlines for animals crossing the road and provide a space for vehicles to run off the road.

Design

Many of the 30 to 35 foot ROW roads are gravel. It is not desirable to site a trail along these narrow roads. Although there could be room in the 18 to 21 foot shoulder for a trail, dust produced by vehicles on an unpaved road would make traveling along it unpleasant.

- The trail would have to be located next to the drive lane or outside of the right-of-way if the right-of-way is forty feet or narrower because the shoulder typically are 10 feet or narrower.
- A 50 foot right-of-way may allow a separated trail if the ditches are not deep. The addition of a retaining wall may be necessary greatly increasing the cost.
- The majority of 30 to 35 foot ROW roads are gravel. There is little room to place an 8 foot wide trail within the ROW, and ideally it would have some separation because of the dust produced by vehicles on an unpaved road.
- It is possible to site a trail in a 50 to 70 foot right-of-way if the road is paved.
- 60 to 66 foot right-of ways will more easily allow for trails.

County and Township Road Right-of-Way Widths
TRAILS IN ROAD RIGHT-OF-WAYS

The roads with a right-of-way width of 100 feet and greater are typically state and federal highways. These roads have higher daily average traffic counts. Although all roads ideally would have a clear zone of at least 17 feet, it is more important to follow the clear zone design rules when possible on these roads than on the narrower less traveled county and township roads. These rules include:

- A 1:4 or flatter inslope and 1:3 or flatter backslope;
- No vegetation taller than 12 inches within the clear zone; and
- The accommodation of two passes of the mower from the edge of the shoulder.

Source: Mn/DOT Road Design Manual, Section 4.

Design

- Road widths 100 feet or wider provide ample room for trail plus a thin green corridor/buffer.
- The 150 foot ROW section shows multiple vegetation options if the trail passes under above ground utilities.
- A 50 foot right-of-way may allow a separated trail if the ditches are not deep. Adding retaining walls would greatly increase the cost but may be necessary in some areas.
- An easement could provide for multiple trail uses and dense vegetative buffers.
- The trail will have to be located next to the drive lane or outside of the right-of-way when the right-of-way is 40 feet or narrower because the road shoulders are typically 10 feet or narrower.
PLUM CREEK COUNTY PARK

Plum Creek County Park is a 205-acre park located west of Walnut Grove along Plum Creek. It features Lake Laura, a shelter with picnic tables, two bathhouses, a lakeside gazebo, hiking path, wildlife and birds, a playground, a softball field, volley ball courts, and seventy campsites.

The trailhead is located by the facilities adjacent to the park entrance.
PLUM CREEK COUNTY PARK TRAILHEAD

Design
The design features include:

- The Casey Jones State Trail leads the visitor to Plum Creek County Park;
- The main entrance is defined by native prairie plants that welcome people, stabilize the soil, and provide wildlife habitat;
- The existing park pavilion is enhanced as a gathering place for the park visitors with multipurpose tables, an information kiosk, and bicycle parking racks on a multipurpose plaza paved with pavers;
- The existing parking lot is enhanced by prairie plantings and local boulder parking stops that separate the existing playground from the automobile traffic; and
- The Casey Jones trail will extend into the park leading the visitor south of the trailhead to connect with the lower part of the Park.
ALEXANDER RAMSEY PARK
Alexander Ramsey City Park, a former state park, is now a 219-acre city park. It spans the picturesque Redwood River Gorge and has many Civilian Conservation Corps structures, a picnic shelter, picnic area, an overlook a zoo, hiking trails, fishing ramps, the Redwood County Museum, and thirty-one campsites.

County Trail System connections to the Minnesota River State Trail and the Casey Jones State Trail will provide access to this important park.
BELVIEW & DELHI

Belview and Delhi are two small communities located southwest of the Minnesota River and northwest of Redwood Falls. Trailheads will be provided in both Belview and Delhi along the trail.

The county trail from Seaforth to Renville County along County Road 7 intersects with County Road 9 from Delhi. In Belview the trail community loop leaves County Road 9 along 2nd Street and turns on Hubbard Avenue to join County Road 7. Three alternative trailhead sites in Belview include locations by three of its historic sites: the Minneapolis and Saint Louis Depot, the Land and Loan Office, and the Odeon Theater.

In Delhi the trail from Redwood Falls leaves County Road 9 at 1st Street turns on Franklin Avenue past the Delhi Coronet Band Hall, turns on 3rd Street for one block, and turns again on Vanderburg before turning north to reconnect to County Road 9. Its trailhead is on Franklin.
REDWOOD FALLS

The City of Redwood Falls is the county seat, the largest community in the county, and an important trail site. The Redwood County Trail System links to both the future state trails and the city trails at Redwood Falls. The county trail enters the City from the west parallel to Highway 19/67 and leaves it to the east along Highway 71/19. To the north it is connected to Renville County Trail System via the Minnesota River State Trail. To the south it is connected to the Brown County Trail System via the Chief Sleepy Eye Spur of the Minnesota River State Trail.

The City is also the future site of the connection between the Casey Jones State Trail and the Minnesota River State Trail; these two legislatively authorized trails are planned to converge in downtown Redwood Falls. Currently segments of the Casey Jones Trail have been built; the Minnesota River Trail has not been constructed yet. The City of Redwood Falls has a very active trail committee that is working on planning and completing the City’s trail system.

The Redwood County Trail System connects to the natural, recreational, and cultural amenities in the City. These include:

- Alexander Ramsey Park, the largest municipal park in the state;
- Lake Redwood, a recreational lake, created by the dam on the Redwood River;
- Many conservation lands including a large number of Wildlife Management Areas surrounding the City;
- The Redwood River Gorge, an area that has some of the best scenery and scenic overlooks in all of the Minnesota River Valley;
- Many WPA structures and other buildings on the historic register; and
- A downtown that still retains the ambience of a late 19th century, early 20th century rural county seat.
REDWOOD FALLS: MINNESOTA RIVER STATE & CASEY JONES TRAIL

Because the alignments of the state trails have not been determined, several options are included for connections to these trails when they are built. The Minnesota River Trail could join the city trail at North Redwood Falls using the River Warren Bottoms trail segment and the proposed state trailhead location. Sears Park is located in North Redwood along the railroad tracks across from the grain elevators at the site of the old depot. A trailhead at this site functions as a gateway into the Redwood Falls community. Interpretation of the railroad, industry, and Richard Sears could be part of the site design for the park. Expanded parking and a new building with rest areas would enhance this area.

The busy traffic on Bridge Street/Highway 19/Highway 71 provides design challenges for bringing a trail into downtown Redwood Falls. A grade separated trail with expansion to the north could be sited alongside the road. Many curb cuts provide access to the commercial and residential properties along this side of the road. Bringing the trail on a route built over the old Highway 19/71 Bridge would solve some of the curb cut/trail conflicts. This bridge now is used for infrastructure. If the trail were to be built over it, the falls of the dam that are otherwise hidden underneath the new Highway 19/71 Bridge would be seen. Revealing these falls through this trail alignment or by making a new viewing promontory that overlooks the falls is desirable.

The Casey Jones State Trail will eventually terminate in Redwood Falls. Since the route has not been determined, an option for connecting it to the Minnesota River Trail at a regional trailhead hub is shown. It brings the Casey Jones Trail into downtown either on Minnesota Street or Mill Street. In downtown the trail turns down 3rd Street providing a framed view of the Redwood County Courthouse and turns again on Washington Street to meet the Minnesota River Trail at a shared trailhead.

A multi-trail trailhead in the town center has two options. Currently the City of Redwood Falls has a trailhead at the Redwood River overlook. It is located north of Bridge Street across from the historic town center. This deck structure is located behind the Lutheran Services building making it hard to be seen by the visiting public. An existing trail from the overlook goes down the bluff at a steep grade and ends at a gravel road close to the power plant and an entrance to Ramsey Park. With the view to the river, the access into Ramsey Park, and the proximity to the town center there is great potential for trailhead expansion at this location. Another option for a trailhead site is the vacant lot on the corner of 2nd Street and Washington Street adjacent to a large municipal parking lot. This site provides an opportunity to bring trail users closer to downtown stores and could also serve as a space for other civic events such as art and craft fairs, farmers’ market, etc.
REDWOOD FALLS: COMMUNITY TRAIL OPTIONS

Future Casey Jones State Trail Option

Protected Lands
- WMA, SNA, CREP, RIM, ETC.

New Community Gateway Sign Option

Future Chief Sleepy Eye Spur

Future Minnesota River State Trail Options

Future State Trails

TRIBUTARY COMMUNITY LOOP
- TRIBUTARY EXPERIENCE
- COMMUNITY ACCESS
- EAST SIDE OF RAMSEY PARK

ALEXANDER RAMSEY PARK

PERK'S PARK

ALEXANDER RAMSEY PARK

POOR FARM

RAMSEY FALLS

RAMSEY CREEK

REDWOOD FALLS COMMUNITY TRAIL OPTIONS

EXISTING TRAILHEAD

Future Minnesota River State Trail Options

Future Chief Sleepy Eye Spur

Future Casey Jones State Trail Option

INDUSTRIAL AREA

TO LOWER SIOUX COMMUNITY

SEARS PARK TRAILHEAD

TO TIGER LAKE W.M.A.
REDWOOD FALLS: TOWN CENTER, STATE TRAILHEAD, & LOCAL TRAIL SYSTEMS

The proposed Redwood Falls County/city/state trail network focuses on connecting local and state trails to the center of town and siting a multi-trail state trailhead there that serves all three-trail systems. Alternative state trail alignment options were chosen for study. One Minnesota River Trail option follows Bridge Street to cross the Redwood River over the old Highway 19/71 Bridge. The second Minnesota River Trail option winds its way through Ramsey Park, crosses an expanded pedestrian bridge near the old mill interpretive site, and follows an improved, terraced trail up the bluff to connect to the new trailhead. The Casey Jones Trail enters the city either north of the River or on an alternative route south of the River.

New scenic overlook/promontory sites are proposed for viewing Lake Redwood and the Redwood River dam and falls. Street tree plantings are added to extend the river gorge vegetation into town. The Casey Jones State Trail is to be located on new Mill Street bike lanes. This trail turns down 3rd Street and then turns on Washington Street to meet the Minnesota River Trail at a shared trailhead.

Both the county trail system and the network of community trails connect to the two state trails on Minnesota Street, Broadway, and 2nd Street.
REDWOOD FALLS: OVERLOOK STATE TRAILHEAD

Two trailhead options are provided for Redwood Falls so the community can choose the one that best suits its needs. Both trailhead options focus on connecting to the historic town center and celebrating and interpreting the city’s location on the Redwood River. The first option expands the existing trailhead at the Redwood River Overlook to link the river and the town center more closely. The municipal parking lot across the street provides additional parking for the trailhead, which could be used for a farmers’ market and art and craft fairs.

The second option utilizes the empty lot on the corner of Washington Street and 2nd Street to build a trailhead right in the town center. This site is separated from the municipal parking lot by an alley. This contiguous parking space could function as over-flow space for the trailhead. Like in the first option, the parking lot could also be used for markets and fairs.

Design

This design celebrates the Redwood River and its spectacular gorge. Terraces and retaining walls support the structure and protect the erodible bluff. A visitor information center and potentially the Chamber of Commerce are housed in a new building with public restrooms and perhaps a small coffee shop or café. Terraced viewing decks with tables and chairs extend off the back of the structure. To the west, a grass-terraced amphitheatre provides seating with views of the stage area/viewing platform and the River. This whole space extends and enhances the existing viewing site. Terracing to prevent erosion and enable the state trail to climb the steep bluff at a safe grade is needed. Plenty of parking, including handicap parking, serves this area as well as the Lutheran Services building. Fifteen-foot wide walkways connect the trail to the pedestrian crosswalks enabling visitors to make their way into the historic town center of Redwood Falls. Extra parking for the trailhead on the south side of Bridge Street provides an additional link between the downtown and the trailhead space. This lot is large enough to host festivals and a farmers’ market. By bringing more trees into this area, a welcoming pedestrian realm is created. The progression of these spaces, vegetation, and walkways connect the Redwood River Gorge to the town center.
REDWOOD FALLS: OVERLOOK TRAILHEAD

TRIBUTARY PROMONTORY/STAGE

TERRACES WITH GRASS SEATING

EXISTING TRAILHEAD/SCENIC OVERLOOK

15' PEDESTRIAN CROSSWALK
- REINFORCES CONNECTION BETWEEN TOWN CENTER & POTENTIAL TRAILHEAD

REDWOOD RIVER

RIVER-VIEW DECKS

TRAIL CENTER
- CHAMBER INFORMATION
- REST FACILITIES
- ECHOS ARCHITECTURE OF ARMORY

MINNESOTA RIVER TRAIL-
TRIBUTARY COMMUNITY SECTION

ARRIVAL PLAZA

BICYCLE PARKING

TRAILHEAD PARKING

CONNECTION TO COMMERCIAL STRIP

RAINWATER GARDEN
- INFILTRATES STORMWATER RUN-OFF

STREET TREE PLANTINGS
- CREATE PEDESTRIAN SCALE
- SLOWS TRAFFIC
- CREATES WELCOMING EXPERIENCE

TRAILHEAD PARKING
- POTENTIAL FARMERS MARKET
- ART FAIR LOCATION
- 15' WIDE PLANTED MEDIANS
This design alternative supports the town center while providing a strengthened connection to the Redwood River Overlook. Located on the corner of Washington Street and 2nd Street, the trailhead also provides a community gathering place/plaza within the town center. The oval-shaped plaza is framed with a seat wall, benches, and plantings. The rounded form of the new trail center references the architecture of the old armory building. This trail center would have Chamber of Commerce offices, tourist information, and restrooms. A curved arbor acts as a screen between the plaza and the trail center. Bicycle parking is incorporated into the design. The municipal parking lot would provide parking for trailhead users and is large enough for festivals and a farmers’ market. Overflow parking is located across Bridge Street next to the existing overlook structure. A 15-foot walkway extends from the trailhead and runs alongside the main trailhead parking lot. At Bridge Street, the 15-foot walkway becomes a 15-foot crosswalk paved with the walkway pavers. The contrast in color and texture between the crosswalk and the road surface adds to pedestrian safety and contributes to the visual connection between the town center and the Redwood River Overlook. Street trees are added on Bridge Street and Washington Street to bring the vegetation found along the River into the town center. In this design the Minnesota River Trail would be located alongside Bridge Street and the Casey Jones Trail would be located on Washington Street. They would meet at the trailhead.
VESTA & SEAFORh

Vesta and Seaforth are located along an abandoned rail line by the Redwood River. The trail heads north from Lucan to Vesta along County Road 10, crossing the Redwood River just south of Vesta. The community trail loop turns west at Center Street for three blocks, then turns north on Broadway for one block, and finally east on North Street to return to County Road 10 before turning east on Center Street (County Road 7) to Seaforth. The Trailhead is located at the intersection of North Street and County Road 10.

In Seaforth the county trail enters on County Road 7 from the north and terminates at the Redwood River. A community trail loop on Front Street, Elm Street, and Main Street goes to the river. The trailhead is located on Main Street at Elm.
VESTA & SEAFORTH

Vesta

- Proposed County Trail
- Proposed Trailhead
- Abandoned Rail Line

Seaforth

- Proposed County Trail
- Proposed Trailhead
- Abandoned Rail Line
VESTA: TRAILHEAD
Vesta City Park is known for its celebration of River Dazes and softball tournaments. The Park is located adjacent to the County Road 10 northeast of downtown. The trail through the park will lead the visitor to Vesta’s historic downtown to the west and connect back into the county trail to the east.

Design
The trail enters the park from County Road 10, winds through the Park south of the softball diamond, and turns north to the new trailhead by the existing shelter. Trailhead enhancements to the Park include:

- A new entrance welcome sign that leads visitors into an upgraded parking lot where masses of prairie plantings define its edges and provide a physical separation that protects children from the cars,
- Beds of native prairie plants evoke Redwood County’s historic prairie landscape, and
- An upgraded existing shelter area that improves it as a place for performances and gatherings as well as a trailhead with multipurpose tables, bicycle parking, an information kiosk and a plaza of permeable pavers.
LUCAN Design
The county trail enters Lucan from Vesta on the north on County Road 10 and from Wabasso and Walnut Grove from the south on County Road 10. Within Lucan the trail jogs one block to the east on 1st Street past the historic Chicago Northwestern Depot and the Lucan Historic Depot Museum to Elm Street for three blocks and jogs on 4th Street for one block to return County Road 10 (Main Street).
To Vesta

To Wabasso & Walnut Grove

To Milroy

10

Nationally Registered Historic Site

Lucan Historical Depot Museum

Chicago North Western Depot

Proposed County Trail

Proposed Trailhead

Abandoned Rail Line
LUCAN: TRAILHEAD

Design

The trailhead is sited in Lucan City Park on Main Street, a park that has a tradition of local entertainment. The undulating design is inspired by the theme, “music in the park” that addresses the family-oriented events held there: band performances in the pavilion, dancing, and children’s performances and songfests. Features of the design include:

- An enhanced main entrance of the park on Main Street: The Lucan sign is relocated and surrounded by the new prairie plantings, an information kiosk is placed on new permeable modular pavement, and bicycle parking is provided;

- A sinuous line of “dancing” prairie plants and new crabapple trees lead the visitor past the line of existing shade trees to the park’s improved gathering spaces by the existing pavilion;

- Improved gathering spaces: benches to watch the children in the playground and a grouping of multipurpose tables in a corner edged with new shade trees;

- Visually appealing native prairie plants evoke Lucan’s original prairie landscape, have extensive root systems, are drought resistant, and require minimum maintenance;

- Flowering, colorful crabapple trees add visual interest to the park as well as wildlife; and

- Safety improvements to the parking lot: traffic and parking are separated from pedestrians by a wood fence.
Existing Parking
Sinuous Prairie Plantings
Multipurpose Modular Plaza
Crabapple Trees
Multipurpose Table
Existing Pathway
Coniferous Tree Plantings
Rest Bench
Existing Trees
Crabapple Tree Plantings
Bike Parking
Silo Information Kiosk
Park Welcome Sign
Existing Shelter
Wood Fence
Existing Parking
WABASSO

Wabasso is located at the geographic center of Redwood County at the intersection of two abandoned rail lines. It is also located at the intersection of north and south and east and west proposed county trails. The county trail enters the city along County Road 6 from Redwood Falls on the north, along Highway 68 from Clements to the east, along County Road 6 to Lamberton from the south and Highway 68 from Lucan from the west.

Design

At Wabasso the trail along County Road 6 jogs west along May Street for five blocks before turning on Oak Street for three blocks and then heads west on Main Street past the trailhead to Lucan. It also continues on Oak Street for four blocks before turning east on South Street past the County Center Historical Society before heading to Clements on Highway 68.
WABASSO: COMMUNITY CENTER TRAILHEAD

Design
The Wabasso community trailhead is located next to the Wabasso Community Center west of the 4th Street in Wabasso’s downtown. The trail passes the trailhead and the community center along its western edge. The trailhead is designed to enhance the community center and share the use of its large parking lot. Features of the trailhead design include:

- The existing picnic shelter is enhanced with new modular permeable paving, multipurpose tables, grills, bicycle parking, and an information kiosk;
- New restroom facilities are added on the west side of the trail;
- A small grove of crabapple trees provide shade for the visitors, add visual appeal, and separate the parking lot from the enhanced outdoor space;
- Shrubs enhance the west entry of the community center; and
- Deciduous and coniferous trees buffer the parking lot from private residences while providing shade.
GILFILLAN & MORGAN

Design
Gilfillan is connected to the County Trail system by a county trail from the northeast along County Road 2 and from the northwest and the southeast via the Chief Sleepy Eye Spur of the Minnesota River State Trail. A trailhead is located on the site of the historic farmstead.

Morgan is connected to the County Trail System from the northeast by a trail along County Road 2 and from the northwest and the southeast via the Chief Sleepy Eye Spur of the Minnesota River State Trail. Its trailhead is located in Vernon Park.
Gilfillan

To Minnesota River State Trail

To Redwood Falls

To Morgan

Morgan

To Minnesota River State Trail

To Brown County

- Proposed County Trail
- Proposed Trailhead
- Future Sleepy Eye Spur
- Nationally Registered Historic Site
MORGAN: VERNON PARK TRAILHEAD Design

Morgan’s trailhead and rest area is located in Vernon Park by the public library. Features of the park/trailhead design include:

- The existing picnic shelter area is enhanced to become an outdoor gathering place with spacious, multipurpose permeable plaza, picnic tables, bicycle parking, and an information kiosk;

- The southwestern edge of the plaza is planted with Japanese lilac trees to attract songbirds with its purple blossoms and fragrance; and

- A bed of shrubs defines the western edge of the plaza and separates the site from the library.
MORGAN: VERNON PARK TRAILHEAD

Existing Sign
Bicycle Parking
Multipurpose Tables
Shrub Plantings
Multipurpose Modular Plaza
Silo Information Kiosk
Japanese Lilac Trees
Existing Picnic Shelter
Library
SANBORN
Sanborn is located on the Cottonwood River and the abandoned Chicago Northwestern rail line two miles south of Highway 14 near the southern county line. The county trail enters Sanborn from the west from Lamberton along County Road 15, and heads south to the Jeffers Petroglyphs and Brown County along federal Highway 71. There is an alternative along County Road 112 from Wanda. A city loop trail is sited on North West Street and Letfford Street with a spur on Main Street and Park Road to Solders and Sailors Park and another spur to the ball field on South Street.

Design
The Sanborn trailhead is located in the heart of downtown at the southwest corner of the intersection of County Road 15 and Main Street.
SANBORN: TRAILHEAD

Design

The Sanborn trailhead is defined and enclosed with plantings. Features of the trailhead design include:

- Northern and eastern entrances to the trailhead are marked by a bed of native prairie flowers,
- A linear hedge along County Road 15 and Main Street separates the trailhead from the sidewalk and references the hedge across the street,
- The existing lone conifer on the corner is supplemented by four additional trees to create a mass of conifers that separates the trailhead from the busy intersection, and
- Flowering crabapple trees along the trailhead’s western and southern edges separate this public area from the private areas that bound it.

- The trailhead has a plaza of permeable paving with:
  - A shelter that provides shade,
  - Rack for bicycles,
  - An information kiosk, and
  - Multi-use tables.
LAMBERTON

City of Lamberton is known for the 828 acre University of Minnesota Southwest Research and Outreach Center west of town on State Highway 330. For over five decades it has addressed topics that impact farming in southwestern Minnesota. These include research and outreach in farm management, cropping sequencing, drainage systems, soils, corn and soy bean production, pest control, and organic farming. The Center is also involved in various prairie restoration projects.

Design

The trail enters Lamberton from Revere on the west along Highway 14, from the north on County Road 6 from Wanda and Wabasso and leaves going east to Sanborn along County Road 15. An alternative to Wanda and Sanborn is along Highway 14 east of the city. A local trail loop on 2nd and 4th Avenues passes the blacksmith shop and J.A. Anderson house, two sites on the National Historic Register.
LAMBERTON: TRAILHEAD

Design
The Lamberton trailhead is located in the city park bounded by 3rd Ave, South Elm Street, 4th Avenue West, and South Douglas Street. The trailhead celebrates the role of agriculture in the region. Features of the trailhead design include:

- Shrubs and benches that are shaded by trees at the northeast and southwest park entrances,
- An enhanced existing path that bisects the park on a northeast to southwest axis and has a sinuous, curving pattern of prairie plants along the both sides of the pathway. This meander of prairie plantings is reminiscent Redwood County’s past when native prairie plants stretched across the County;
- Experimental farming plots for community members;
- A spacious plaza large enough to accommodate craft demonstrations and as well as a farmer’s market and games for children. It has modular permeable paving, multipurpose tables, bicycle racks, and an information kiosk; and
- The plaza has metal pavers with imprints made at the annual iron pour held during Hot Iron Days.
REVERE
Revere is a small community located just south of Highway 14 between Walnut Grove and Lamberton. The trail enters the community along Highway 14 from the west and leaves it on Highway 14 to Lamberton to the east.

Design
The Trailhead is located by the Fire Hall a site that is on the National Register of Historic Sites.
WALNUT GROVE

Walnut Grove was once the childhood home of Laura Ingalls Wilder. This history is described in her book *On the Banks of Plum Creek* and is celebrated every summer with a Laura Ingalls Wilder pageant and pageant suppers put on by local community groups and churches. Walnut Grove is located along the Laura Ingalls Wilder Historic Highway, US Highway 14.

**Design**

The City is reached by the County Trail System along County Road 5 from the north, along Highway 14 from Revere to the east, and extends to the county line to the west along County Road 20 just east of Tracy where it meets the planned Lyon County Trail System. A trail loop extends to Plum Creek County Park along County Roads 5 and 78 and Crown Avenue one mile west and south of the City. Within the City the trail passes the Laura Ingalls Wilder Museum on Main Street to the trailhead in City Park a block south of the Museum. The trail then follows Washington Street, 6th Street, County Road 5 past the historic cooperative creamery building, and 1st Street before it leaves the City to parallel Highway 14 to Revere.
WALNUT GROVE: TRAILHEAD NORTH

Design
The trailhead and the museum are designed as a two part ensemble that reinforce and compliment each other. The design celebrates pioneer life on the prairie. The Museum’s site design features include:

- A pathway that visually connects the Museum to the Park with a sinuous line of prairie plantings that extends along the street edge of the Museum’s property, along the street in front of the private property adjacent to the Museum, and to the City Park;

- A grove of walnut trees in the northwest corner of the Museum site celebrates the city’s name;

- The existing pavilion and playground equipment are enhanced by modular permeable paving and bicycle racks; and

- The existing pioneer fence is extended through the site to separate pedestrians from the prairie plantings.
WALNUT GROVE: TRAILHEAD SOUTH
Design
The trailhead is located in City Park one block south of the Laura Ingles Wilder Museum. It enhances the existing shelter, gathering plaza, and surrounding playground area. Features of the trailhead design include:

- Sinous prairie plantings along the trail,
- A pioneer fence separates the prairie plantings from the pedestrians, and
- The existing shelter is enhanced with spacious multipurpose permeable plaza area, tables, bicycle parking, and an information kiosk.
**SIGNATURE ELEMENTS**

**The Logo**
The Redwood County Trail logo depicts the county’s major natural and cultural features:

- Its topographic areas: flat farmland, transitional zone, and Buffalo Ridge;
- The three major tributary rivers in Southwestern Minnesota that flow into the Minnesota River: the Yellow Medicine, the Redwood, and the Cottonwood;
- Its parks: Camden State Park and Garvin County Park; and
- Its communities: Marshall, Tracy, Minneota, etc.

**Trail Signs**
- Signs marking the trail route will have the logo and the words “Redwood Trail.” The signs will be attached to metal posts.
- Additional signs may be attached beneath the trail sign that direct trail users to a picnic shelter, water, and other amenities.
- Trail signs made with wood posts are a variety of sizes:
  - Small signs on a single post mark the way,
  - Square signs with two posts have two surfaces to provide information about a particular site, and
  - Larger rectangular signs provide surfaces for information about the community.
CAMPGROUND POLICIES

1. A campsite may be occupied by:
   A. A family using one shelter, and an additional shelter with prior approval of the Park Manager. A family consists of a father and/or mother accompanied by their children.
   B. Any group of six or less using one shelter for sleep.
   C. Campers under 18 must be accompanied by parent or legal guardian.

2. Registered campers are required to have all visitors out of the campground by 10:00 PM. Campers are encouraged to keep the number of visitors to a minimum, for campground safety reasons and in order to provide a pleasant camping experience to all registered campers.

3. Management reserves the right to require any camper or visitor to leave the campground upon violation of park (campground) rules.

4. Firewood is available for purchase through the Park Manager from 8:00 AM to 10:00 PM. Fee: Five (5) pieces for $1.00.

5. No person shall use a public address system, amplifier or power equipment, or otherwise make noise of a volume tending reasonably to arouse alarm, anger, or resentment in other park users. Contact the Park Manager for permitted use of such equipment.

6. In the campground area, the hours between 10:00 PM and 8:00 AM are for outdoor solitude, and it shall be unlawful to make noise at a level above that of a quiet conversation.

7. Use of firearms, etc. is prohibited.

8. Trenching or digging in the campground is not allowed.

9. Pets must be leashed.

10. Don't litter. Place trash in containers.

11. Any misuse of intoxicating liquors will result in expulsion from the campground.

12. A person's possession and use of drugs shall be in accordance with state laws.

LAKE HANSKA COUNTY PARK

Lake Hanska County Park is located on the east shore of the largest lake in Brown County, seventeen miles south of New Ulm. Historically, humans lived on this site a long time ago. Archaeologists have studied the area and by the items found in their excavations determined that pre-historic hunting people occupied this place from about 500 B.C. to 1000 A.D. Then agricultural tribes lived here from that period to the time of contact with Europeans.

In the late 1850's, Norwegian immigrants moved into the area after the Dakota (or Sioux) Indians had moved to the reservations. The hills proved to be an ideal place for a fort, constructed of sod and logs, to help protect settlers in 1863, after the Uprising in 1862. Soldiers of the Ninth Minnesota Regiment were stationed here for many months. This spot is now called Fort Hill, which rises about 70 above the lake level.

PARK AND CAMPGROUND FACILITIES

Free Use of County Park's
- Picnic Areas & Hiking Trails
- Cross-Country Skiing Trails

CAMPING FEES

TENT CAMPING AREA
Rate: $10.00 per site

PRIMITIVE CAMPING AREA
Rate: $9.00 per site
(Munson Point)

TRAILER CAMPING AREA*
Rate: $20.00 per site
For use of Trailer Sanitation Station, contact Resident Park Caretaker at 507-439-6411
Registered campers: No fee Non-campers: $7.00

CAMPING RESERVATIONS
$5.00 – call 507-439-6411

ALL ABOVE FEES ARE TAX INCLUSIVE

PICNIC SHELTER RESERVATIONS –
Contact County Park Coordinator Phone 507-233-6640

Lake Hanska County Park is open all year (Daily 8:00 AM-10:00 PM). The campground is open from mid-May to late September. The campground building contains flush toilets and hot showers. The Park contains paved walkways leading to the picnic shelters, along with other features making the facility handicapped accessible.

87D
SIGNATURE ELEMENTS

Trail Kiosks
The kiosks reflect the agricultural heritage of the county. Two designs are proposed. One recalls the shape of the historic grain elevators, the other the contemporary grain storage bins. Both designs can be incorporated into a rest area. Trail kiosks and signs will be placed at trailheads and at significant locations along the trail.

Because Renville County and Redwood County are working together to promote their counties as recreational areas, the counties may wish to use the same kiosk design.

Information presented on the kiosk panels include:

- A trail map depicting trail features;
- A community drawing/map showing community features with a “You are here” locator icon;
- Community pictures;
- The landscape’s natural and cultural features;
- Historical and other cultural information: settlement, historic photos, town histories, etc.;
- Challenges to early settlers: grasshoppers of 1873-6, prairie fires, blizzards;
- Northwest Ordinance 1785 & 1862 Homestead Act;
- The Jeffersonian grid land divisions: 6 mile square townships, sections, 160 acre quarter sections;
- County’s gridded pattern: townships, roads, drainage ditches, field drain tiles;
- Geology;
- Land cover & Vegetation: prairie plants, etc.;
- Rivers & Watersheds;
- Hydrology;
- Wind: summer & winter patterns;
- Native Americans;
- Railroads; and
- Farms: area economy, history, changes, etc.

The signature plazas used in the larger trailheads are made of modular pavers in a five-foot by five-foot modular pattern set in sand on an aggregate base. They do not contribute to storm water runoff because their construction permits water to infiltrate.

Plaza Pavement Modules

![Plaza Pavement Modules Diagram](image-url)
Kiosk

Kiosk with Seating & Shelter

Kiosk with Seating & Shelter

Kiosk with Seating & Shelter
SIGNATURE ELEMENTS

Rest Stops
Rest stops can be located in parks and other public areas along the trail. The design drawings show two conditions for rest stops. One is for a flat terrain, another for a sloping site. The rest stop features:

- A windbreak of conifers and deciduous trees and shrubs,
- Bike racks made of native fieldstone,
- An information kiosk, and
- A resting bench shaded by willows.
Trail Sign
Windbreak Coniferous and Deciduous Trees and shrubs
Native Stone Bike Racks
Information Kiosk
Resting bench
Field