Regional Strategies

The Regional Strategies focus on suggestions for enhancing and connecting parks and trails within each region at the landscape scale. The examples given are meant to suggest some of the possibilities inherent in the application of a particular strategy to the region’s existing, planned, and proposed parks and trails. The diagrams of each region demonstrate how the strategies could play out across the landscape.

Central Region

The Central Region’s parks and trails are concentrated in its southern half and along the Mississippi River. Although there are terrestrial trails in the state parks, the built trail corridors that connect communities are local or regional trails. Lake Wobegon, Soo Line South, the Stearns County Rail Authority, and the Sunrise Prairie are the longest trails; most others are short segments connecting local amenities. The Swedish Immigrant Trail is being developed in Chisago County through local efforts. The Minnesota Department of Transportation is working on the Mississippi River Trail, a bike route on existing roads and trails that parallel the Mississippi. Plans for state trails include extending the Willard Munger State Trail south and terminating it in Interstate Park, where it would connect to the planned final segment of the Gateway State Trail. The Glacial Lakes State Trail is planned to reach Saint Cloud area via the Rocori Extension. The Camp Ripley Veterans is planned to extend from Crow Wing State Park west to the village of Pillager, around the state park, then south along the Mississippi to connect with the Soo Line Trail in Morrison County. The Region has seven state water trails and many snowmobile trails.

State parks include Lake Maria, in the expanding exurban area by Monticello; the Mille Lacs Kathio on a large prehistoric site on the south shores of Lake Mille Lacs, Father Hennepin on Lake Mille Lacs east of Mille Lacs Kathio; Charles A. Lindbergh and Crow Wing on the Mississippi, and Wild River and Interstate, on the banks of the Saint Croix. Most regionally significant parks are clustered south or west of Saint Cloud.

1. Create a Parks/Trails/Byway Network

Examples of using byways as significant parts of the network include:

// Serving as the backbone of the Region’s network system, the Great River Road could link the parks and trail segments along the Mississippi River.

// Temporarily linking Interstate and Wild River State Parks until the Gateway, the Willard Munger, and the Swedish Immigrant Trails are built, the Saint Croix River Scenic Byway could be the network’s eastern segment.

2. Create Signature Park/Trail/Byway Network Facilities

Examples of network facility sites include:

// Locating network facilities along the Saint Croix River or in close proximity to it to serve the Saint Croix Scenic Byway, the Swedish Immigrant Trail, the state parks; the Saint Croix State Water Trail, and the Matthew Lourey, Willard Munger, and the Gateway State Trails.

3. Integrate and Connect Local, Regionally Significant, State, and Federal Trails

Examples of integration and connection include:

// Creating linkages to the Paul Bunyan and Soo Line Trails, building the authorized, unbuilt Veterans State Trail, and exploring a DNR/MnDOT partnership on the Minnesota River Trail in trail segments along the Mississippi.

// Combining the Willard Munger/Swedish Immigrant Trails in order to simultaneously connect the Munger to Interstate Park and complete the Swedish Immigrant Trail.

// Building the Rocori Extension, the Glacial Lake Extension, and finishing the Lake Wobegon Trail, connecting many regional amenities in the Saint Cloud area.

4. Acquire New Parks and Trails

This study’s analyses of demographic trends and existing recreational lands identified the Central Region as an area where additional parks and trails are needed, given the current growth and the anticipated future growth. Development patterns predict the likely places where the expanding population is likely to occur. Development is spreading northward from the Twin Cities Metropolitan Area and in the Saint Cloud Area. These patterns are expected to continue. The planned future extension of North Star passenger rail service to Saint Cloud is expected to contribute to the population increase. Because the Northern Lights Express passenger rail service to Duluth would stop at Hinckley and Cambridge, development is also expected to concentrate in the eastern part of the Region.
Examples of potential additional assets include:
// Adding more park acreage in growth areas in order to meet the current standards used by the Metropolitan Council and Stearns County.

// Enhancing and adding to the modest facilities of the many existing regionally significant parks that are already clustered in the high growth areas because as population growth increases use, the need for investments to expand and improve facilities is to be anticipated.

// Linking regional communities to the Region’s recreational assets or to each other because there are very few trails in the expanding area north of the Metropolitan Area.

5. **Use Abandoned Railroad Infrastructure for Trails**
The Central Region's abandoned rail corridors could provide trails in areas with no connections to existing trails and in areas with no regional or state trails at all.

Examples include:
// Running from Saint Cloud through Foley, Milaca, and Mora to Quamba, an abandoned rail corridor offers a future trail opportunity when linked to another non-rail corridor trail alignment at Hinckley/Brook Park.

// Running from the Little Falls Area east to the south of Lake Mille Lacs, a second abandoned rail corridor that the Soo Line South ATV trail uses offers the potential to provide connections to the Father Hennepin and Mille Lacs Kathio State Parks.

// Following an abandoned line, the proposed Swedish Immigrant Trail starts in Wyoming with a connection to the Sunrise Prairie Trail and passes through the Lindstrom Lakes Area to go east to Interstate State Park in Taylors Falls before crossing the Saint Croix River to connect to the Gandy Dancer Trail in Wisconsin.

6. **Provide Transit Access to Parks and Trails**
The future Northern Lights Express passenger rail station at Cambridge has implications for development patterns and recreational access and needs.

Strategies include:
// Providing additional parks and trails in the Cambridge Area.

// Providing for access to recreational amenities from the rail station.

// Providing trails for commuting to the train station.
Central Region
Strengthening, Completing, and Connecting Existing and Proposed Systems

Complete Existing Assets and Build State-Authorized Trails
// Acquiring state park in-holdings: 3,136 acres
// Building the Camp Ripley Veterans State Trail: 50 miles
// Completing the Gateway: 9 miles
// Building the Glacial Lakes Extension: 20 miles
// Extending the Willard Munger: 31 miles
Regional Strategies

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Metro Region

The Metro Region has one national recreation area, one national scenic riverway, one state recreation area, three state parks and, three scenic byways, many local parks, three state trails, six state water trails, and forty-six identified regionally significant trails. The Region, unlike the other regions, has had the advantage of nearly four decades of regional planning for parks and trails that has created a region-wide park and trail system. The Metropolitan Council’s Metropolitan Parks and Open Space Commission has worked with the Council, local governments, and the ten local implementing agencies to evaluate needs and advocate for funding land acquisitions. Its park and trail plan is updated every four years. Its most recent update was adopted in December 2010. Today the Region has many existing, planned, or proposed regional parks, park reserves, and special recreation features with 53,785 acres and 382 miles of existing, planned, or proposed trails throughout its seven county area.

Many of this study’s statewide strategies have already been applied in the Region, but there are additional strategies that could strengthen the system.

1. Create a Parks/Trails/Byway Network

Although the Region has an extensive park and trail system plan, scenic byways have not been integrated into it, with the exception of the Grand Rounds Scenic Byway.

Examples of integrating byways include:

// Using the Great River Road as linking segments for the Mississippi River Trail, until the planned and proposed segments are built.

// Linking William O’Brien and Afton State Parks with the Saint Croix Scenic Byway.

2. Create Signature Park/Trails/Byway Network Facilities

Examples of potential network facility sites include:

// Siting them in intervals along the Saint Croix Scenic Byway.

// Siting them in the Mississippi National Scenic River and Recreation Area along the Mississippi River.

3. Create Recreational Resources by Partnering on Natural Resource Acquisition Projects

The Dakota County 2030 Park System Plan: Great Places, Connected Place, Protected Places links wildlife habitat, water quality protection, and trails together in a green corridor strategy. Examples of other places to use this strategy include the other counties in the Metro Area.

4. Provide Transit Access To Parks and Trails

Although transportation planning and recreation planning are moving toward a more integrated approach throughout the Region, the current status of transit and recreational systems reflects years of separate planning efforts. The Hiawatha LRT line serves Minnehaha Regional Park and Fort Snelling State Park, but the current bus system configuration and bus schedules are not compatible with recreational use. Bus routes serve very few parks and trails, and bus schedules serve employment, not recreational schedules. There has been considerable local opposition to regular bus service through parks. Given these constraints, a potential strategy for transit access includes:

// Expanding the current dial-a ride service to include park destinations.

// Integrating park and trail access into LRT station location and station area planning.

5. Provide Bicycle and Pedestrian Access to Parks and Trails

Within the Region there are many efforts to consider walking and biking as viable modes of transportation. Local entities are addressing recreational and commuter bicycling opportunities and pedestrian safety in their transportation planning efforts. Counties, cities, state agencies, and NGOs are working to create off-road trails and routes on existing roads throughout the seven-county metro area. Federal funding opportunities, funding from the tobacco settlement, recently passed Complete Streets legislation, active living efforts, and environmental concerns have all spurred interest and activity in creating a comprehensive transportation system.
Bicycle and pedestrian initiatives that could improve access to recreation destinations include:

- Researching how Non-motorized Transportation Pilot Program (NTP) funds awarded to Minneapolis and surrounding communities could be used to address connectivity issues with parks and trails.

- Adopting and using the forthcoming Cycloplan, a tool for use by municipal and county planning, public works, and parks departments to establish and enhance their bikeways data, have access to regional data and public user data for use in planning for the development of a regional bikeway system, and to respond to identified issues within their jurisdiction (http://www.bikewalktwincities.org).

- Planning across jurisdictions to create bike and pedestrian connectivity across county borders. GIS (mapping) departments and other departments, are working together on mapping and data sharing efforts to create comprehensive biking and walking opportunities that span multiple counties.
Metro Region
Strengthening, Completing, and Connecting Existing and Proposed Systems

Complete Existing Assets and Build State-Authorized Trails
// Acquiring state park in-holdings: 1,795 acres
// Completing the Gateway State Trail: 13 miles
// Completing the Minnesota Valley State Trail: 25 miles
// Completing Medicine Lake Regional Trails: 1.5 miles
// Completing Hardwood Creek / Bruce Vento Regional Trails: 9 miles
// Completing East Anoka Trails: 18 miles
Regional Strategies

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Northeast Region

The Northeast Region has many local-to-federal natural resource facilities, but there are a number of opportunities to create an integrated recreation network by connecting facilities, completing elements, aggregating facilities, and improving access. Currently, the Region’s Arrowhead has two parallel lines of recreational amenities that are separated by the Laurentian Divide; using scenic byways to connect across this distance could make an integrated network.

1. Create a Parks/Trails/Byway Network
Byways could provide many important network-connecting functions in the Region such as:
// Temporarily completing the North Shore portion of the network; the North Shore Scenic Byway segment on old State Highway 61 from Duluth to Two Harbors could “stand in” for the entire length of the Superior Vista State Trail until it is built and could be the missing links of the Gitchi Gami Trail until those trail segments are built.

// Providing access to the campsites, forests, and lakes in the state and national forests along its route, the Superior National Forest Scenic Byway connects the recreational resources along the North Shore and the Eastern Mesabi Iron Range communities.

// Connecting the North Shore at Grand Marais to the Boundary Waters Canoe Area Wilderness, the Gunflint Trail follows an historic route with many recreational opportunities.

// Paralleling a bike route and connecting many of the regionally significant parks located along the ridge overlooking Duluth and Lake Superior, the Skyline Parkway offers park access and spectacular views, but more effective signage and a prominent connection to the North Shore Scenic Byway and the Gitchi Gami Park would improve it.

// Connecting Banning State Park to Jay Cooke State Park with the Veterans Evergreen Memorial Byway.

// Linking Duluth/Cloquet Area and the Grand Rapids/Western Iron Range Area with a new byway.

2. Create Signature Park/Trails/Byway Network Facilities
Examples of places for network facilities include:
// Locating network facilities along the Mississippi River that serve the Mississippi River Trail, the Mississippi River State Water Trail, and the Great River Road.

// Locating a series of network facilities along the North Shore because the Superior Hiking Trail, the Gitchi Gami State Trail, Great River Road, the Lake Superior Water Trail, the North Shore Hiking Trail (North Country Scenic Trail), and the North Shore Scenic Byway all run parallel to the Lake’s shoreline.

3. Create Partnerships for Enhanced Programming and Management
An example of an opportunity to enhance recreational experiences offered and create some efficiency through partnerships is:
// Creating a seamless connection between Robinson City Park and Banning State Park through a Department of Natural Resources, City of Sandstone, and history group partnership that upgrades and manages more effectively the local, state, and historic sites; improves amenities offered; and provides more extensive interpretation.

4. Provide Transit Access To Parks and Trails
Currently, access to the Region is mostly car-dependent, but seasonal passenger rail service from Duluth to Two Harbors provides access to some of the North Shore’s recreational assets by train. In the future, access will be expanded by the Twin Cities to Duluth passenger rail service, the Northern Lights Express. Potential sites in Hinckley, Sandstone, and Duluth are being considered as designated stops. As the planning proceeds, there may be opportunities for station connections to a number of recreational amenities that also provide station access for commuters.
Examples include:

// Providing connecting trails from the station areas to Duluth’s parks and trails.

// Providing access to the Willard Munger State Trail at the proposed stops.

// Providing access to Banning State Park in Sandstone.
Complete Existing Assets and Build State-Authorized Trails

// Acquiring state park in-holdings: 18,302 acres
// Completing the Mesabi Regional Trail: 33 miles
// Building the Superior Vista State Trail from Duluth to Two Harbors: 29 miles
// Acquiring land easements as snowmobile trails where feasible.

// Creating a permanent route for the Taconite Trail that can also serve as a segment of the North Country Scenic Trail. It could accommodate snowmobile use and hiking in the winter and hiking and mountain biking the rest of the year.
Regional Strategies

The Regional Strategies focus on suggestions for enhancing and connecting parks and trails within each region at the landscape scale. The examples given are meant to suggest some of the possibilities inherent in the application of a particular strategy to the region’s existing, planned, and proposed parks and trails. The diagrams of each region demonstrate how the strategies could play out across the landscape.

Northwest Region

The Northwest Region's recreational amenities are concentrated in three areas: its beach ridge and morainal landscape of glacial lakes and rolling hills that starts in the south and arcs north and east, in the Glacial Lake Agassiz Basin in its northwest corner, and in the northern peatlands towards the Canadian border. The existing and planned state trails connect many of the Region's larger communities. The North Country Scenic Trail, Heartland State Trail, and Paul Bunyan State Trail radiate out from the Walker area providing connections to Bemidji, Brainerd/Baxter, Park Rapids, and other smaller towns. The North Country Scenic Trail connects Fergus Falls, Maplewood, and Itasca State Parks and Walker. When completed the Heartland will extend beyond Park Rapids to Detroit Lakes, Buffalo River State Park, and on to Moorhead. The Central Lakes State Trail connects Fergus Falls to Alexandria. The regional Agassiz Recreation Trail from Crookston and the Soo Line Trail in the Bemidji area are the only terrestrial trails in the whole area northwest of Bemidji. Because the few population centers, relatively sparse population, and the great distances between parks there are challenges to creating trail system that connects the Region together, but a park and trail network that meets regional needs could include the exploring the following strategies.

1. Create a Parks/Trails/Byway Network

Examples of byway strategies to link the Region together into a network include:

// Using the Otter Tail Scenic Byway to link Maplewood and Lake Carlos State Parks and the regionally significant Delagoon, Pebble Lake, and Arvig Parks.

// Using the Great River Road to provide a connection to Long Lake Park.

// Making the King of Trails Scenic Byway the network’s backbone along the Region’s western border that provides access to Buffalo River and Old Mill State Parks, the Red River Recreational Area, Florian County Park, and the Red River of the North, the Red Lake River, and the Otter Tail River State Water Trails.

// Having the Glacial Ridge Trail Scenic Byway provide a temporary connection to Glacial Lakes and Lake Carlos State Parks, Kensington Runestone County Park, and other area regionally significant parks until the Glacial Ridge State Trail is completed.

// Having the Waters of the Dancing Sky Scenic Byway provide links to Wayside/Lancaster City Park, and the Lake Bronson, Hays Lake, and Zippel Bay State Parks.

2. Create Signature Park/Trails/Byway Network Facilities

The Region does not have many places in its morainal areas where systems parallel each other, so opportunities to share facilities most commonly occur in places where systems cross each other.

Examples of opportunities to develop shared facilities in the Region include:

// Siting network facilities along the Red River of the North Water Trail/King of Trails Scenic Byway.

// Siting a network facility near Fergus Falls that serves Central Lakes State Trails, the Otter Tail Scenic Byway, and Delagoon.

// Siting network facilities in the Walker, Crookston, and Bemidji communities and at Maplewood State Park.

3. Integrate and Connect Local, Regional, State, and Federal Trails

Examples of how to use trail segments from different trail systems to make a network include:

// Integrating the sections of the Pope County Bike Trail into the Glacial Lakes State Trail.

// Extending the Agassiz Recreational Trail north past the intersection of the Red Lake River State Water Trail to the King of Highways Scenic Byway and south to the Heartland State Trail.

// Creating recreational trails as a part of the Wallace C. Dayton Conservation and Wildlife Area.

// Identifying alignments that can serve both as permanent snowmobile trails in the winter and hiking/biking trails during the rest of the year such as an Agassiz Recreational Trail extension.
4. Connect with Short Trail Segments
In the Region’s sparsely populated areas, where no long state or regional trails are built or planned, short trails could provide access to parks.

Examples of potential short trail strategies include:

// Creating trails that connect communities to recreational facilities where feasible, such as Roseau to Hays Lake, Florian to Old Mill, Haddock to Lake Bronson, and Baudette to Zippel Bay, etc.

5. Enhance Physical Facilities through Partnering with Local Partners
Strengthen the role that the Region’s eight water trails play in the Region’s network by:

// Providing for more state water trail amenities through local community partnerships and facility investment in existing parks and on other existing public lands such as bridgehead sites.
The Northwest Region Network
Strengthening, Completing, and Connecting Existing and Proposed Systems

Complete Existing Assets and Build State-Authorized Trails

// Acquiring state park in-holdings: 10,706 acres
// Completing the Heartland State Trail: 85 miles
// Completing the Glacial Lakes State Trail: 47 miles
Regional Strategies

The Regional Strategies focus on suggestions for enhancing and connecting parks and trails within each region at the landscape scale. The examples given are meant to suggest some of the possibilities inherent in the application of a particular strategy to the region’s existing, planned, and proposed parks and trails. The diagrams of each region demonstrate how the strategies could play out across the landscape.

South Region

The South Region’s outdoor recreation assets vary greatly across this large, diverse region that extends from Minnesota’s eastern edge to the South Dakota border. Although the Region’s state and regionally significant parks are dispersed throughout its extensive area, the type and status of the Region’s trails vary greatly. In the west and north, trails are long and linear. The list of trails reflects the interest in trails, the vigorous advocacy for them, the lack of trails in the region’s western part, and the relatively short lengths of the eastern trails that respond to the moraine and driftless topography and the community settlement patterns. The Luce Line is almost complete, a segment of the Glacial Lakes Trail has been built, and short segments of the Casey Jones are on the ground, but most trails have not been built. Regional trails connect Mankato to the Minneopa State Park and to amenities south of the city.

In the east, an extensive web of relatively shorter trails has been authorized and proposed. Sakatah Singing Hills is completely built; most of the Root River has been built; segments of the Minnesota Valley, Blazing Star, Shooting Star, Douglas, and Goodhue Pioneer are on the ground. The Stage Coach has not been built at all and only a short local segment has been built of the Mill Towns. The two existing regional trails are significant parts of the Regions web of trail. The Great River Ridge Trail will eventually connect to two state trails. The Cannon Valley Trail connects Red Wing to Cannon Falls and eventually will be connected to the planned Mill Towns State Trail. The Department of Transportation is currently working on a Mississippi River Trail, a bike route that will follow existing roads parallel to the River. This route has the potential to be an important part of the regional, state, and national recreation network. Examples of potential opportunities to create an integrated recreation network by connecting facilities, completing elements, aggregating facilities, and improving access are listed below.

1. Make a Parks/Trails/Byway Network

Examples of using scenic byways as important network pieces include:

// Temporarily completing the Minnesota River portion of the network, the Minnesota River Valley Scenic Byway could “stand in” for the entire length of the Minnesota River State Trail until it is built, because it runs parallel to it, crosses the river valley at several points, and provides access to the river communities and the many state and local parks along the River.

// Providing access to the regionally significant, state, and federal recreational amenities in the western part of the State where few trails exist or are planned, the King of Trails Scenic Byway could also “stand in” for a Casey Jones Trail segment and temporarily connect Luverne to Blue Mounds and Split Rock Creek State Parks.

// Winding through the moraine, the Glacial Ridge Scenic Byway could connect Sibley, Monson Lake, and Glacial Lakes State Parks and a number of regionally significant parks, and it could link Willmar to the parks via an existing trail segment until the Glacial Lakes Trail is completed.

// In the southeast, both the Shooting Star and the Historic Bluff Country Scenic Byways could be temporary connectors because they parallel unbuilt segments of the Shooting Star and the Root River State Trails.

2. Create Signature Park/Trails/Byway Network Facilities

Examples of potential places for network facilities include:

// Siting them along the Minnesota River or in close proximity because the Minnesota Valley and the Minnesota River State Trails, the Minnesota River Water Trail, and the Minnesota River Scenic Byway are parallel systems, and there are six state parks, one state recreation area, and many local parks along the River.

// Siting them along the Mississippi River or in close proximity because the Great River Road, the Mississippi River State Water Trail, and the proposed Mississippi River Bike Trail are all parallel systems, and there are three state parks and several regional parks in the area.

// Siting them along the Root River because the Historic Bluff Country Scenic Byway, the Root River Water Trail, and the Root River State Trail parallel each other, and there are local community parks along the River.

3. Integrate and Connect Local, Regional, State Trails

Examples of connection and integration strategies include:

// Implementing Southwestern Minnesota’s regional/county trail plans
to link trails together and create connections to state trails in a part of the State that has very few trails.

// Exploring the potential to connect some of the horse trails in the Richard J. Dorer Memorial Hardwood State Forest.

4. Acquire New Parks and Trails
Population growth across the Region is not uniform, nor are the Region’s recreational needs. The west is continuing to lose population, but has few trails. The east, particularly in the Rochester Area, is growing and needs more parks.

Examples of potential acquisitions include:
// Acquiring more parkland in the Greater Rochester Area to accommodate growth.

// Creating acquisition/permitting arrangements to protect the continuity of the snowmobile and biking/walking trails in the face of the expanding development pressure on land in the Rochester Area.

// Acquiring trail alignments to connect communities to each other and to the state parks such as a trail from Granite Falls through Marshall to Camden State Park.

5. Strengthen Water Trails
The Region’s many water trails are important recreational assets, particularly in areas with few lakes and in areas with little public lake access. Improving facilities and increasing visibility can strengthen them.

A water trail improvement example includes:
// Adding facilities along the tributaries of the Minnesota River like the Cottonwood River.
Regional Strategies

South Region, continued

6. Use Road Construction Projects to Help Build Trails
Examples of road construction/trail strategies include:
//  Linking the construction of the Minnesota River State Trail to the
reconstruction of segments of the Minnesota River Scenic Byway to
create efficiencies, cost savings, and a shorter construction timeframe.

7. Use Abandoned Railroad Infrastructure for Trails
The Region has used abandoned rail corridors for many trails. Few
opportunities currently exist because most of the corridors have been sold
and are under cultivation by private landowners.

An example of a current opportunity is:
//  Buying the corridor for Chief Sleepy Eye Trail, a spur of the Minnesota
River State Trail. The corridor has a landowner who is willing to sell the
corridor for the state trail.

8. Enhance Physical Facilities Through Partnering at the Local
Level
Examples include:
//  Improving the Minnesota State Water Trail, the Minnesota River State
Trail, and the Minnesota River Scenic Byway through park partnerships
with Renville County, New Ulm, Granite Falls, Montevideo, Saint Peter, \nAppleton, etc.

//  Working with the City of Red Wing to extend the Cannon Valley Trail to
the Mississippi River, the riverfront city parks, and the City’s trail system.

9. Provide Rail Access to Parks and Trails
The passenger rail services proposed in the Minnesota State Rail Plan to
many of the cities, including Willmar, Mankato, Albert Lea, Marshall, etc, will
improve non-car access to the Region.

Examples to improve recreational access from these communities include:
//  Providing connecting trails from the station areas to the Region’s parks
and trails that also provide trail access to the station for commuters.

10. Provide Bicycle and Pedestrian Access to Parks and Trails
Examples include:
//  Completing the Mill Town, the Goodhue Pioneer, and the Blazing Star
State Trails in Southeastern Minnesota to create a web of trails that link
many communities to the parks and to each other and also provide
route for commuting to school and work for those that live in close
proximity to a trail.

//  Building the proposed state and regional trails in southwestern
Minnesota could also provide recreational and commuting access for
communities such as Granite Falls and Marshall, New Ulm, Sleepy Eye,
Saint Peter, Redwood Falls, Granite Falls, Appleton, Montevideo,
Luverne, etc.
CHANNEL PARK, COMMUNITY GARDENS & CITY NURSERY
case study of a landscape interpretive community park/garden
The South Region Network
Strengthening, Completing, and Connecting Existing and Proposed Systems

Complete Existing Assets and Build State-Authorized Trails

// Acquiring state park in-holdings: 12,969 acres
// Completing the Luce Line State Trail: 1 miles
// Completing the Casey Jones State Trail: 134 miles
// Completing the Des Moines River State Trail: 71 miles
// Completing the Goodhue Pioneer State Trail: 27 miles
// Completing the Stage Coach State Trail: 37 miles
// Completing the Mill Towns State Trail: 12.4 miles
// Completing the Great River Ridge State Trail: 2 miles
// Completing the Blufflands System State Trails: 256 miles
  includes the Douglas and Root River State Trails
// Completing the Blazing Star State Trail: 17.5 miles
// Completing the Shooting Star State Trail: 26 miles
// Completing the Prairie Wildflower State Trail: 48 miles
Regional strategies

Hydrology
Topography
Regional Center
State Park
Regionally Significant Park
Trail Existing
Trail Planned & Proposed
Scenic Byway
State Water Trail
Connection
Completion
Signature Facility Site (major)
Signature Facility Site (minor)

Willmar
Hutchinson
Marshall
St. Peter
Mankato
North Mankato
New Ulm
Northfield
Red Wing
Winona
Rochester
Austin
Albert Lea
Faribault
Owatonna
Waseca
Fairmont
Worthington