



**LAKE COUNTY COMPREHENSIVE TRAIL PLAN
DECEMBER 2013**



Prepared by:
Arrowhead Regional Development Commission
Regional Planning Division

Photos on the front cover were provided by
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Natural Resources, 2013

Lake County Comprehensive Trails Plan
December 2013

Prepared for
Lake County, Minnesota

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EXECUTIVE SUMMARY

In 2011 Lake County representatives approached the Arrowhead Regional Development Commission regarding the development of a comprehensive trails plan to help the County identify needs, prioritize projects, improve connectivity with other trail systems, increase awareness, and generally improve management of the County's trail system. In July, 2012, work began on the plan. The plan envisions a trail system that is beneficial to the health, economy, environment, education and quality of life of the County, its residents, and its visitors. Though the plan focuses on trails within the County, it does take into consideration connections to federal, state and local trails and destinations. The plan identified partnership opportunities for Lake County with other governmental organizations, users, and non-profits with interests in the County. The visioning process laid a foundation for future trails, projects, and funding. A marketing plan outline would become beneficial in encouraging residents and visitors to enjoy Lake County's beauty, recreational offerings, and destinations.

The Importance of Trails in Lake County

Trails are important to the health of County residents, to the economy of the County, and to the overall quality of life for those living in and visiting Lake County.

Health and active living studies have shown that active living, including having trails accessible to the local population, results in benefits to physical and mental health. A citizenry that uses trails and outdoor recreation facilities has less obesity, heart disease, diabetes, and a longer life expectancy.¹ The number of trails and trail users have an impact on the economy of Lake County. This impact is especially significant because studies have shown that the northeast region of the state led all regions in trail-related spending in six of ten trail uses.² Studies done on the quality of life in other locations indicate that trails have an overall positive influence on quality of life. People enjoy having ready access to the outdoors and maintained, connected trails provide that access.

While recreational use figures are not specifically available for Lake County trails, recent studies have categorized use in the 9-county northeast region of the state. Typically, visitor day trail use for snowmobiling, ATV riding, and ORVing were higher in the northeast region than any other region in Minnesota, even though the metro area has a much larger population. The northeast area ranked second to the Metro area in cross-country skiing and off-highway motorcycle riding.³

An important aspect of any trails program is the key recreational attractions that bring visitors from outside the County, as well as being favorite recreational sites of local residents.

- ◆ **State Parks** are the primary recreational attraction in the County.
- ◆ **Boundary Waters Canoe Area Wilderness (BWCAW)** -Nearly 60,000 people entered the Wilderness from entry points within Lake County.

¹ Health and Social Benefits of Outdoor Recreation, State of California, 2005.

^{2,3} Venegas, 2009.

- ◆ **Superior National Forest and Finland State Forest**
- ◆ **Scenic Byways** The North Shore Scenic Drive is designated as an All-American Road and Superior National Forest Scenic Byway provides recreational access to the more interior parts of the County.
- ◆ **Superior Hiking Trail** is ranked as one of the top 10 hiking trails in the world by backpacker magazine, and draws hikers from distant states as well as local communities.
- ◆ **CJ Ramstad/North Shore and the Gitchi Gami State Trails** The CJ Ramstad trail is multi-use, with snowmobiling, hiking, mountain biking and horseback riding. Approximately 2/3 of the trail is being modified to allow ATV riding. The Gitchi Gami paved trail is only partially constructed, completed sections connect Gooseberry Falls and Split Rock Lighthouse State Parks, and Beaver Bay and Silver Bay.
- ◆ **Moose Run/Moose Walk and Red Dot ATV Trails** along with a portion of the CJ Ramstad state trail, form a network of ATV trails and loops in the Silver Bay, Beaver Bay and Finland areas.

Vision and Goals

Lake County has a long history of trail use tapping its natural resources. Trails have provided access to nearly all areas within the county. Today, these trails are used by residents and visitors year round to view natural attractions, used to access hunting areas, or are part of a destination package. With this in mind, Lake County desired to develop their trails and improve connectivity to enhance the user's experience and to promote economic development.

The goals are: form a well-connected, integrated trail system; have a system that is manageable and sustainable; a system that is safe; and a system available for multi-use. Future goals and strategies were developed to address continued growth in the number and different types of users.

Recommendations and Implementation

As the report progressed, four key elements became apparent about the trail needs in the county. They were:

- better access to the extensive ATV travel routes system
- better connectivity between the City of Two Harbors and the County's Trail System
- more opportunities for road biking and mountain biking
- marketing Lake County's trails

These elements became the overall recommendations and when looking at the trail maps, it becomes apparent that these concepts apply throughout the county. The plan also contains specific recommendations as well as strategies for implementation. With over 2,000 opportunity miles of trails available, Lake County abounds with opportunity! The following table describes the trail types and available miles, note that there are additional comments for some of the trail types.

Trail Type	Trail Miles (to nearest mile)	Comments
Short Distance Hiking Trails	124	Generally less than 2 miles
Long Distance Hiking Trails	294	Longer than 15 miles
Hunter/Walking Trails	16	
Fishing/River Access	0.6	
Road & Mountain Bike Trails	122	Mostly road bike trails
Cross Country Ski Trails	112	Does not include 2 USFS trails not currently maintained
Dog Sled Trails	13	In northern part of County
Water Trails	65	Lake Superior Water Trail
ATV Designated Trails	110	
ATV Travel Routes	697	USFS & DNR Forestry Travel routes
Snowmobile Trails	332	
Horseback Riding Trails	65	
Snowshoe Trails	4+	In State Parks, any ungroomed trails are available
Winter Hiking Trails	5	In State Parks only
Portage Trails	66	Primarily in BWCA Wilderness
Total Trail Opportunity Miles	2020+	Opportunity miles consider multiple uses of a single trail. Example – hiking in summer, groomed cross-country ski in winter.

Development of the Plan

It was anticipated that the comprehensive plan would take approximately 10 months. Two groups were formed, a steering committee composed of a broad group of trails stakeholders and the existing Lake County Trails Committee which also acted as the executive committee. The executive committee will be responsible for making final decisions on what to recommend to the County Board. The committees prepared a trail inventory list for short distance hiking trails, bicycle trails, cross county ski trails, water trails, snowshoe and winter hiking trails, and other types of trails such as mountain biking, and ATVs. Once the inventory was complete, the committee worked on a vision for Lake County's trails, set goals, and developed recommendations and actions for the proposed trail changes. The recommendations can be found in Chapter VI, Overall Recommendations; Chapter VII, Specific Recommendations for Trail Program; and Chapter VIII, Other Recommendations. As there are an extensive number of maps relating to the plan, these have been placed into a separate section at the end of the document. Chapter IX, Implementation Strategy provides strategies categorized into five areas: county designations, agreements, requests, construction, and cooperation.

I. Purpose of Comprehensive Plan

The Lake County Comprehensive Plan has five main purposes:

- 1) Inventory existing trails and recreation attractions in Lake County (regardless of ownership/management)
- 2) Identify and prioritize the need for new trails, new uses of existing trails, or connectors between existing trails.
- 3) Develop cooperation and partnerships among the various trail managing organizations with regard to trail connections, management, and signage.
- 4) Establish a Vision and Major Goals for Lake County Trails and set the foundation for future trails projects and funding.
- 5) Explore alternatives for marketing the County's tremendous trail resources to both the local population (to support active and healthy lifestyles) and to the non-local population (to support both healthy lifestyles and tourism economics).

Planning Process

Development of the Lake County Comprehensive Trails plan was made possible by funding provided by Lake County and a grant from the Northeast Minnesota Sustainable Development Partnership. Overall guidance for the plan, and final decision on recommendations to take to the County Board was provided by the Lake County Trails Executive Committee.

Lake County Trails Executive Committee

- ◇ Nate Eide, Lake County Land Commissioner
- ◇ Rick Goutermont, Lake County Commissioner
- ◇ Matt Huddleston, Lake County Administrator
- ◇ Brad Jones, Lake County Commissioner
- ◇ Scott Larson, Lake County Trails Commission

Lake County Comprehensive Trails Plan Steering Committee

A Steering Committee was also established to bring field knowledge and expertise, and to make suggestions for trail improvements and projects. This committee was composed of Natural Resource agency personnel (DNR and US Forest Service), and representatives of various motorized and non-motorized trail user groups. The Lake County Trails Executive Committee also served on the Steering Committee. It is important to document that the various members of the Steering Committee served to represent their interest groups only. While plan direction for the vision and goals were developed via consensus of the group, there was no attempt to develop consensus on which project proposals to recommend to the County Board. That decision is reserved to the Executive Committee. An

initial meeting was held with the Executive Committee to determine the make-up and responsibilities of the steering committee, and the process for developing the Comprehensive Trails Plan. Subsequent meetings were held to review initial plan recommendations, and to determine final recommendations and review of the comprehensive plan document.

The Steering Committee met a total of four times. The initial meeting focused on acquiring and verifying existing trail locations, and developing a vision and goals for county trails. Subsequent meetings focused on potential projects to improve and better connect the trail system.

Lake County Comprehensive Trail Plan Steering Committee Members

Joe Russell	Minnesota Department of Natural Resources
Judy Ness	U.S. Forest Service
Tom McCann	U.S. Forest Service GIS
Al Goodman	Lake County Engineer (retired)
Ryan Stovern	Lake County GIS
Carey Johnson	Lake County Sheriff's Department and Rescue Squad
John McCurtain	City of Beaver Bay
Jerry Norberg	Two Harbors City Council and Trees and Trails Commission
Honor Schauland	Claire Nelson Center, Finland
Gayle Coyer	Superior Hiking Trail Association
Sarah Byrns	Two Harbors Ski Trail Club
Eric Beck	Wild Country ATV Club
Dean Thompson	Voyageur Snowmobile Club
Bill Ylatupa	Silver Trail Riders Snowmobile/ATV Club
Ryan Sundvick	Finland Snowmobile/ATV Club
Gordy Anderson	Two Harbors Area Chamber of Commerce
James Larson	City of Silver Bay
Robert Risch	Gitchi-Gami Trail Association
Ted Czaplicki	North Shore Adventure Riders
Sarah Haavisto	Two Harbors Schools
Larry Killian	Minnesota Department of Natural Resources, Grand Rapids
Clinton Little	Minnesota Department of Natural Resources, Coastal Program
Brad Jones	Lake County Commissioner (also Lake County Trails Executive Committee)
Scott Larson	Lake County Trails Commission (also Lake County Trails Executive Committee)
Nate Eide	Lake County Land Commissioner (also Lake County Trails Executive Committee)
Matt Huddleston	Lake County Administrator (also Lake County Trails Executive Committee)
Rick Goutermont	Lake County Commissioner (also Lake County Trails Executive Committee)

II. Importance of Trails

Trails play an important role in Lake County in three ways: contributing to the health of residents, contributing to the economy, and providing to the quality of life attributes for those living in and visiting Lake County.

Health and Active Living

Studies have shown that active recreation, including having trails easily available and accessible to the local population can result in benefits to both physical and mental health. A citizenry that makes use of trails and outdoor recreation facilities has less obesity, heart disease, diabetes, and a longer life expectancy. Participation in outdoor recreation activities helps reduce stress and depression, and improves self-esteem and overall quality of life.⁴

A key question is whether the availability of trails to the local public will result in people actually using the trails and therefore gaining the health benefits that derive from doing so. A study in Portland, Oregon found that people living in pedestrian-friendly neighborhoods make four times as many walking and bicycling trips as those in communities lacking these facilities.⁵

Trail Activity Type	Total Spending in NE Region (thousands \$)	Rank of NE Region in State (5 regions total)
Walking/Hiking	\$413,846	1
Bicycle Riding	\$76,400	3
Snowmobiling	\$53,624	1
ATV riding	\$30,142	1
Running	\$23,572	2
Cross-country skiing	\$16,781	1
In line skating	\$5,979	2
Horseback riding	\$3,673	5
OHM riding	\$2,571	1
ORV riding	\$1,493	1

Economic Benefits

Trails and trail users have a large impact on the economy of Lake County. This impact is especially significant because studies have shown that the northeast region of the state led all regions in trail-related spending in six of ten trail uses.⁶

Trail users that travel to the Northeast area of the state (including Lake County) often come for an extended period, resulting in expenditures for overnight stays, eating, shopping and supply purchases (gas, equipment, etc.). In the NE region, all trail-related spending combined to produce only 2.6 percent of the region's gross regional product (GRP).⁷ This small percentage for NE Minnesota as a whole maybe because parts of the NE region have large and significant industries, (mining, paper mills, health care, etc.) contributing to the economy. In Lake County, with a

⁴ Health and Social Benefits of Outdoor Recreation, State of California: 2005

⁵ Portland LUTRAC Study.

^{6,7} Venegas: 2009

small population (2nd smallest in NE Region), and relatively small industrial base, trail related spending has a much larger impact. Trail-related spending has been shown to be concentrated among those communities and businesses located near the trails. Most of Lake County's population and businesses are clustered in communities within a few miles of the Lake Superior shoreline. This is also where many of the County's trails and recreational attractions exist. Therefore, the County is well-situated to take maximum advantage of the economic benefits derived from users of the trails.

Quality of Life

While somewhat subjective, quality of life generally refers to the general well-being of individuals and societies. Indicators of the quality of life include not only wealth and employment, but also the built environment, physical and mental health, education, recreation and leisure time, and social belonging. Studies done in other areas indicate that trails are an overall positive influence on quality of life.

In an Omaha study, residents in the immediate area of trails use them regularly (58% of residents use them weekly); trails are perceived as an economic benefit to property values, few residents have concerns with safety or vandalism from nearby trails; and 75% of residents living along the trails appear to perceive there to be a positive relationship between the trails and neighborhood quality of life.⁸

Lake County is ideally situated in having many recreational attractions that are located in close proximity and available to local populations, as well as being located along the main travel routes used by visitors to the County. An extensive network of existing trails connect to most of these attractions and add to the quality of life of residents, and serve as economic generators for jobs and

Walking/hiking/running was the highest trail use in Northeast Minnesota and is the most popular activity among both local residents and visitors. Next comes bicycle riding, snowmobiling, ATV riding, In-line skating, cross-country skiing, horseback riding, off-highway motorcycle riding, and ORV riding.

income. The keys to strengthening the contribution of trails to the health, economic, and overall quality of life are:

- ⇒ Connecting population centers to trails by bringing trails and trailheads to locations within or nearby towns.
- ⇒ Providing easy access and readily available information about trails to visitors at several trailhead hubs along well travelled routes.
- ⇒ Providing a well-connected and seamless trail system, where trails link to one another and appear seamless, regardless of the landowner or land manager.
- ⇒ Making information about the trail system readily available and understandable to County residents and visitors through an energetic and robust awareness and marketing campaign.

⁸Greer: 2000.

III. Vision and Goals for Lake County Trails

Vision

A vision is an aspirational description of what an organization would like to achieve in the future. It serves as a clear guide for choosing current and future courses of action.

Vision for Lake County Trails: *From the earliest inhabitants, to the voyageurs, to John Beargrease and today's Lake County visitors, trails provide access to our great outdoors. Trail linkages between our area's residents, businesses, and natural attractions enhance our health and standard of living and build our economic base. Lake County's trails provide avenues for both motorized and non-motorized uses so as to build an appreciation of the outdoors, enhance the health of trail users, and promote the economic well-being of our area.*

Tagline

A tagline is a slogan or phrase that visually conveys the most important product attribute or benefit that the advertiser wishes to convey. It can generally be considered a theme to a campaign.

Tagline for Lake County Trails:

***Lake County Has Your Trail
to Adventure!***

Goals

Goals are broad statements that describe the situation that we strive to achieve. Goals are generally timeless and not specifically measurable. They describe the ends to be achieved, rather than the means of doing so.

Goals from the Lake County Comprehensive Planning Effort

Trails in Lake County:

- Form a well-connected, integrated trail system. Trails connect with other trails, with recreation/destination areas, with population centers, and with trailheads.
- Are manageable and sustainable. This sustainability comes from building a strong program through working with clubs and partners.
- Are multi-use where possible.
- Have user safety as a high priority. Trail design, construction, maintenance, and information dissemination integrates user safety.
- Are ADA-accessible where opportunities exist and the physical features allow.

- Look to the future, taking advantage of opportunities to develop a more robust system and serve more and different types of users.
- Showcase, educate, and interpret the County's resources.
- Attract more visitors, who stay longer, spend more, and spread the good word when they go home.
- Foster successful experiences, through easily accessible information (clear maps, good signage, up-to-date information)
- Are managed by a program that maintains an inventory of trail features such as signs, bridges, drainage structures, boardwalks, trail surface types, jurisdictions, and maintenance responsibilities.
- Are managed by a program that schedules systematic and repeated condition surveys of trail routes and features.

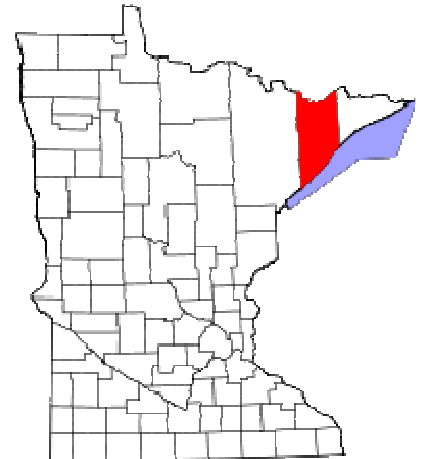
Goals and Strategies from 2007 Lake County Forestry Management Plan

- The Forestry Department will work with the DNR, Forest Service, clubs, and residents to maintain and improve the existing Grant-In-Aid and state snowmobile, ATV, and cross country ski trails in Lake County.
- Cooperation will continue with the DNR and Forest Service to establish a connected network of ATV trails from existing trails.
- A limited number of new connector trails or short permitted routes on roadways will be needed to connect some trails.
- Cooperation will continue with the Superior Hiking Trail Association (SHTA) to maintain its existing trail and to assist in the establishment of new trail segments.
- Efforts will be made to obtain permanent easement or ownership for these trail corridors.
- Existing roads and trails will be used for new trail routes. No new motorized trail corridors will be created.

IV. Profile of Lake County

Lake County is located in Northeastern Minnesota’s Arrowhead Region, with Canada forming the northern border, Lake Superior comprising the southern border, Cook County to the east, and St. Louis County to the west. The total area of the County is approximately 2,137 square miles. Much of Lake County’s inland area is sparsely populated, and approximately 82 percent of the property is publicly owned. The three incorporated cities in the County are Two Harbors, Beaver Bay and Silver Bay, which comprise more than half the County’s population. The majority of the population lives within six miles of Lake Superior.

The scenic beauty of Lake County, its abundant natural resources, its parks, trails and recreation sites, and its proximity to mining, forestry, and tourism industries make it an attractive place to live and work and for tourists to visit. While a vast majority of Lake County is in public ownership, areas around the Cities of Two Harbors and Silver Bay and along Highway 61 have a full range of urban land uses.⁹



The County is approximately 30 miles (1/2 hour drive) from the Duluth/Superior area’s 280,000 residents and about 180 miles (3 hour drive) from the Minneapolis/St. Paul metro area’s 3.3 million people. These two metro areas are the primary source of visitors to the county. Four lane, high speed highways (Interstate 35 and MN-61) connect the County to these population centers.

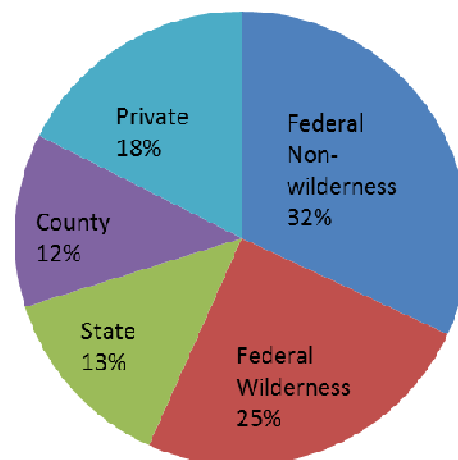
Land Ownership

Lake County is the 5th largest county in Minnesota in terms of land area, at 2,137 square miles or approximately 1,367,000 acres. Eighty two percent of the County is in public ownership. Refer to Table 2.

The federal government is the largest landholder in the county with the US Forest Service, Superior National Forest owning and managing approximately 57 percent of the lands within the County. The Boundary Waters Canoe Area Wilderness alone makes up 25 percent of the County.

The State of Minnesota is the next largest landowner/land manager with the Minnesota Department of Natural Resources (DNR) owning and managing approximately 13 percent of the County, including four state parks, four

Figure 1. Land Ownership in Lake County



⁹ Lake County Comprehensive Plan: 2011

state forests, school trust lands, two state trails, two state water trails, three wildlife management areas, three scientific and natural areas, and 14 aquatic management areas. The Minnesota Department of Transportation (MN DOT) owns and manages MN Highways 1 and 61, and wayside/rest areas at Knife River and jointly owns/manages (with the MN DNR) waysides at Gooseberry Falls and Baptism River/ Tettegouche. Approximately 159,000 acres of school trust lands exist in Lake County. While trails are not prohibited within these areas, the DNR is currently determining whether some sort of payment or reimbursement to the school trust be made for the location and use of trails.

Lake County Fee and Tax Forfeit lands comprise approximately 12 percent of the county. The majority of these lands are managed as County Forest. A small percentage of land is owned by cities and towns within the county, and the remainder of lands in the County (approximately 17 percent) is privately owned.

The ownership pattern is unevenly distributed within the County. Lands in the northern half of the County are almost solely federal/US Forest Service lands in the Superior National Forest and Boundary Waters Canoe Area Wilderness (BWCAW). Scattered State of Minnesota/DNR lands, Lake County Fee and Tax Forfeit lands, and privately owned lands also occur in the northern part of the County.

The southern half of the County is far more variable in land ownership. Federal lands are still numerous, but extend only as far south as the proclamation boundary of the national forest. State of Minnesota lands are more extensive, due primarily to the location of the Finland State Forest, and the four state parks near the Lake Superior coast. Lake County has substantial ownership in the southern part of the County, with both County Fee and Tax Forfeit lands being managed as County Forest. Privately owned lands are scattered throughout the southern half of the County, with the largest concentration in the southwest end of the County, in the area surrounding the City of Two Harbors in a six to eight mile arc. This concentration of private lands runs roughly from Castle Danger to Knife River and north to the CJ Ramstad/North Shore trail.

See the following table (Table 3) for an overview of land ownership.

Table 3: Lake County Land Ownership Detail

Landowner	Acres	Notes
County Lands		12% of County
County Land Dept. Admin.	155,000	
State Lands - DNR		13% of County
State Parks		
Gooseberry Falls	1,682	630,269 annual visits
Split Rock Lighthouse	2,260	327,626 annual visits
Tettagouche	9,489	390,208 annual visits
Crosby Manitou	6,159	32,403 annual visits
State Waysides		
Flood Bay		
Caribou Falls		
Wildlife Management Areas		
Caribou Falls East	68	
Caribou Falls West	246	
Little Marais	277	
Aquatic Management Areas		
Gooseberry River AMA	144	31,015 ft. of stream
Skunk Creek AMA	232	15,465 ft. of stream
Mink Creek AMA	24	8,210 ft. of stream
Stony Creek AMA	44	9,590 ft. of stream
Split Rock River AMA	1836	55,415 ft. of stream
Beaver River AMA	1708	46,950 ft. of stream
East Beaver River AMA	1749	46,120 ft. of stream
Baptism River AMA	641	11,120 ft. of stream
Manitou River AMA	1159	28,455 ft. of stream
Balsam Lake AMA	142	7,375 ft. of stream
Knife River AMA	111	39,046 ft. of stream
Knife River West Branch	11	4,260 ft. of stream
Silver Creek AMA	16	6,565 ft. of stream
Stewart River AMA	44	15,822 ft. of stream
State Forests		
Finland	311,970	
Lake Isabella	638	Inside BWCAW
Insula Lake	607	Inside BWCAW
Bear Island		Mostly in St. Louis County
School Trust Land	159,251	
Scientific & Natural Areas		
Iona's Beach	10	
Sand Lake Peatland	4,924	
Kawishiwi Pines	80	
MN Dept. of Transportation		
Roads		
Hwy 61 and ROW		
Waysides		
Federal Lands – Forest Service	758,073	58% of County
Outside BWCAW	422,211	
BWCAW	335,862	
Total Land in Lake County	1,360,000	Approx. 2,137 square miles

State School Trust Lands

The Minnesota DNR manages the school trust lands for maximum long-term economic return under sound natural resource and conservation practices. Revenues generated from school trust lands are credited to the permanent school fund which is managed by the State Board of Investment. Interest and dividends from the permanent school fund are transferred twice a year, by Minnesota Management & Budget, to all school districts of the state.

Recently, the Minnesota legislature has renewed and re-emphasized its commitment that school trust lands be managed to benefit their intended purpose. There are nearly 160,000 acres of school trust lands within Lake County. Some trail locations currently traverse school trust lands. In addition, it is possible that future trails or trail connectors may also be located on school trust lands. The implications for both existing and future trails are currently unclear. In the past, revenues from school trust lands were generated primarily through sale of timber, and through fees for mining exploration and development. The DNR is currently evaluating its present policies to determine if other uses of school trust lands (such as trail location) would need to compensate the school trust account.

The County should stay attuned and work closely with the DNR as these policies are developed to determine what, if any, implications may be for trails in Lake County.

Trail Restrictions

Some US Forest Service and Minnesota DNR lands within Lake County have restrictions or prohibitions on certain types of trails uses. The largest and most well-known of these is the Boundary Waters Canoe Area Wilderness (BWCAW) (355,862 acres in Lake County) where motorized or equestrian trails are prohibited. Other management areas that have restrictive uses include: Research Natural Areas (RNA), Candidate Research Natural Areas (CRNA), Unique Biological Areas, Wildlife Management Areas and Non-motorized Access Areas. It is important to understand these restrictions and their locations so that they can be taken into account in any future planning for new trail segments or trail connectors. Table 4, Trail Restrictions/Prohibitions lists the trails within each category, the amount of acreage affected, and the type of restriction or prohibition.

Table 4: Trail Restrictions/Prohibitions

Area	Acres	Trail Restrictions
Forest Service Areas		
Wilderness		
BWCA	355,862	No motorized trails, no horse trails, limited development of other trails.
Research Natural Areas		No ATV use, Generally no new trails.
Keeley Creek RNA	640	
Marble Lake RNA	120	
Candidate Research Natural Areas		No ATV use, Generally no new trails
Big Lake/Seven Beavers CRNA	5,600	
Dragon Lake CRNA	2,075	
Cabin Creek CRNA	2,085	
Southwest Greenwood Creek	1,200	
Sullivan Creek	1,495	
Unique Biological Areas		No ATV use, trails only for interpretation/education
Little Isabella River UBA	316	
Harris Lake	674	
Department of Natural Resource Areas		
Scientific and Natural Areas		Generally, non-motorized trails only
Iona's Beach SNA	10	
Sand Lake Peatland SNA	4,924	
Kawishiwi Pines SNA	80	
State Forest Land – Non-motorized Access Areas		Areas closed to all motor vehicle use.
Cabin Creek	1,504	Adjacent to USFS Candidate RNA
Beaver Ridge	733	Existing non-motor access via Superior Hiking Trail
Upper Baptism/Manitou	1,878	
State Forest Land - classified as having limitations on motor vehicle use		Areas subject to limitations on off-trail and non-designated trail use.
Kawishiwi	675	Adjacent to Kawishiwi Pines SNA
Trumpeter, Rainy, Swimmer	5,490	
Spruce Road	1,380	
Greenstone Lake	550	
Aquatic Management Areas		Generally only non-motorized trails permitted.
Split Rock River AMA		Most AMAs are within 5-10 miles of Lake Superior
Gooseberry River AMA		
Stony Creek AMA		
Mink Creek AMA		
Skunk Creek AMA		
Beaver River AMA		
East Beaver River AMA		
Baptism River AMA		
Balsam Lake AMA		
Manitou River AMA		

Population Demographics

Age, income level, racial makeup

The County's population in 2010 was 10,866 people, of which approximately 19 percent were under 18 years old, and approximately 23 percent were age 65 and older. The make-up of the population is approximately 98 percent white with no other race at more than 1 percent. Median household income is \$46,765. Twenty seven percent of the county's residents are considered to be obese.

Compared to the Minnesota population as a whole, there are fewer young and considerably more elderly people in Lake County. The County's population is less racially diverse, less wealthy, and has a greater obesity rate than Minnesota's population as a whole.

- Total Population 10,866
- Persons under 18 years old - 18.8% (24% is MN avg)
- Persons 65 and older - 22.8% (13.1% is MN avg)
- 97.7% white, <1% for all other races. (86.9% white is MN avg)
- Median household income - \$46,765 (\$57,243 is MN median)
- Obesity Rate – 27% (25.3% is MN avg)

Lake County's population is expected to grow at a moderate rate, resulting in a projected population of 12,320 people by 2035 (approximately 9% growth), based upon 2007 data from the MN state Demographic Center.

Regional Recreation Use and Trends

In planning and managing a trail program for Lake County, it is important to look at what current types of recreational activities are popular today, and which may be popular in the future. How should we plan and manage a trail system to respond to those trends?

Research studies by the Center for Changing Landscapes in 2011 and RPA in 2012 shed light on trends in recreation demand and use, both nationally and at the more localized level of northeast Minnesota. Key findings are summarized here, but greater detail can be had by accessing the parent documents.

Trail use in the North East Region of Minnesota

Recent studies have looked at trail usage throughout Minnesota, including the northeast region which is composed of Cook, Lake, St. Louis, Carlton, Koochiching, Itasca, Pine, Aitken and Kanabec Counties. While not specific to Lake County, much can be inferred from the analysis of northeast Minnesota, especially given the significant trail and recreational infrastructure existing within Lake County. The County has three of the five most-visited State Parks in the system, two state trails, the BWCAW, and the Superior Hiking Trail.

In terms of trail use for northeast Minnesota, the ten highest uses are shown in Table 5.

Other studies looked at participation in key recreation activities by residents in the northeast Region of Minnesota (Kelly 2005) and travelers to the NE Region (Davidson-Peterson 2008) shown in Table 6.

The overall ranking of participation in activities related to trails (both nationally and in northeast Minnesota) appears to stay fairly consistent throughout the studies done over the past 10 years.

Table 5. Ranking of Trail Activity in Northeast Minnesota (Venegas, 2009)

Trail Activity	Thousands of Visitor Days	NE Region use ranking in state (5 Regions total)
Walking/hiking	22,521	3
Bicycle riding	3,615	4
Running	2,485	3
Snowmobiling	1,441	1
ATV riding	1,229	1
In-line skating	515	4
Cross-country skiing	492	2
Horseback riding	143	5
OHM riding	79	2
ORV riding	42	1

Table 6. Ranking of Percent Participation in Key Recreational Activities in NE Minnesota (bolded categories are more directly related to trails) (Kelley 2005 and Davidson-Peterson 2008)

	NE Region Residents	NE Region Visitors
Activity	% Participation	% Participation
Walking/Hiking	49	34
Boating/Canoeing	42	9
Swimming	38	25
Driving for Pleasure	37	
Picnicking	36	
Fishing	34	13
Camping	32	
Nature Observation	24	12
Hunting	23	2
Visiting Nature Centers	21	
Biking	20	9
ATV riding	19	
Visiting historic sites	19	
Gathering (foods)	19	
Snowmobiling	18	4
Golfing	17	5
Cross Country Skiing	6	2
Downhill Skiing/Snowboard	5	6

National Level Recreation Use and Trends

Recreation activities are reported nationally by Cordell and others. Generally, all outdoor recreation activities are projected to grow in the number of actual participants out to the year 2060. While overall population growth is expected to increase the number of adult participants in each recreation category, only a few outdoor recreation activities are expected to have large growth in per capita participation over the next 50 years.

In terms of actual number of participants in the most recent year accounted for (2008), the activities ranked in Table 7. The bolded categories are more directly related to trail uses.

Table 7. Nationwide number of participants in Outdoor Recreational Activities. (RPA Assessment , Bowker, et al, 2012)

Rank	Activity	Millions of Participants
1	Developed Site use	192.7
2	Viewing nature	189.4
3	Visiting Interpretive Sites	157.4
4	Swimming	143.2
5	Visiting wilderness, primitive camping, backpacking	90.2
6	Birding	81.4
7	Day Hiking	78.3
8	Fishing	72.7
9	Motorized water use	62.0
10	Motorized off-road activities	47.9
11	Canoeing, kayaking, rafting	39.8
12	Hunting	27.9
13	Challenge activities – rock climbing, caving	25.1
14	Downhill Skiing/Snowboarding	23.7
15	Horseback riding	16.4
16	Snowmobiling	9.4
17	Cross-country skiing/Snowshoeing	7.8

Lake County's Recreational Attractions

In any discussion of a trails program, it is important to also take account of the recreational attractions that exist in the County. In some cases, a trail can be a stand-alone recreational attraction, but in many situations, trails also provide access to, and enhance the experience at other recreation destinations. Conversely, visitors and residents often go to a recreational attraction for one reason, for example to see the waterfalls at Gooseberry State Park, but also decide to take a short or long hike along the trail while at the site.

Keystone Recreational Attractions

These are the most popular and most frequented recreational attractions that attract visitors from outside the County, as well as being favorite recreational sites of local residents.

State Parks/Historical Site

It is clear that the State Parks in the County are the primary recreational attraction. In fact, Gooseberry Falls, Tettegouche, and Split Rock Lighthouse State Parks are among the top five most-visited of the 67 state parks in Minnesota, accounting for a total of over 1.1 million annual visits. The Split Rock Lighthouse State Historical Site is located within Split Rock Lighthouse State Park located along the shore of Lake Superior.

Boundary Waters Canoe Area Wilderness

The BWCAW is visited by approximately 250,000 people annually, many of them travelling to or through the county to reach their entry point destinations. Nearly 60,000 people entered the wilderness from entry points within Lake County according to 2012 US Forest Service data. The BWCAW has long been deemed the most visited wilderness area in the United States.

Superior National Forest and Finland State Forest

The National and State Forests within the County provide a setting in which a variety of developed recreational activities, such as camping, and dispersed recreation, such as hunting, occur. The Superior National Forest had 1,625,000 forest visits (across Lake, Cook and St. Louis Counties) during the most recent reporting period of the National Visitor Use Monitoring report.

Scenic Byways

The North Shore Scenic Drive is designated as an All-American Road, the highest level of National Scenic Byway Designation. This byway provides the primary access to recreational features in the County and beyond. The state-designated Superior National Forest Scenic Byway traverses the southern portion of the County from Silver Bay west to the St. Louis County line and provides recreational access to the more interior parts of the County.

Superior Hiking Trail

This trail is a designated national recreational trail and may become part of the North Country National Scenic Trail. The Superior Hiking Trail is widely known, spanning the entire length of the county, offering breathtaking views of Lake Superior and the surrounding forest, and connecting all of the state parks in the county and up the north

shore. It is ranked as one of the top 10 hiking trails in the world by Backpacker magazine.

State Trails

CJ Ramstad/North Shore and Gitchi Gami State Trails

These trails traverse the County in a southwest to northeast direction. The CJ Ramstad trail is multi-use, with snowmobiling, hiking, mountain biking and horseback riding. Approximately two-thirds of the trail is being modified to allow ATV riding. The Gitchi Gami paved trail is only partially constructed, but the largest completed section (approximately 15 miles) connects the very popular Gooseberry Falls and Split Rock Lighthouse State Parks and the trail continues on to Beaver Bay and Silver Bay. It is a non-motorized multi-use trail with hiking, biking, in-line skating and cross-country skiing.

Moose Run/Moose Walk and Red Dot ATV Trails

These three trails, along with a portion of the CJ Ramstad state trail, form a network of ATV trails and loops in the Silver Bay, Beaver Bay and Finland areas. The trails are popular, get much use, and have been part of several large group gatherings. The best known is for the world's record for the longest ATV parade, bringing in over 1,600 ATVs at one time. The first time was the setting of the record, then again when attempting to break the record.

Other Recreational Attractions and Gathering Places

While perhaps not the high profile attraction as the recreational sites listed above, Lake County has many other facilities and locations that attract recreational visitors. It is important to consider the connections to these places in terms of all forms of transportation, including automobiles, motorized recreation (ATVs, OHMs), biking, hiking, and other means. The listing below is not intended to be complete, but rather to provide an idea of some of the places that might be better connected through an effectively planned County trail system.

Cross Country Ski Trails

⇒ 10 trails located throughout the county.

City Parks

⇒ In Two Harbors, Silver Bay, Beaver Bay and Finland

Campgrounds – Municipal and Private

<ul style="list-style-type: none"> Burlington Bay (City of Two Harbors) currently 112 sites and being expanded
<ul style="list-style-type: none"> Penmaralter (private) – 24 sites
<ul style="list-style-type: none"> Lax Lake Resort & Campground (private)– 15 sites
<ul style="list-style-type: none"> Knife River Campground (private)– 30 sites

Campgrounds State Parks

<ul style="list-style-type: none"> • Gooseberry State Park – 70 sites
<ul style="list-style-type: none"> • Split Rock State Park – 26 sites (cart in and backpack)
<ul style="list-style-type: none"> • Tettegouche State Park - 28 drive in, 24 cart in, walk in, backpack
<ul style="list-style-type: none"> • Crosby Manitou State Park – 21 backpack sites

Campgrounds State Forests (administered by State Parks)

<ul style="list-style-type: none"> • Finland State Forest, Eckbeck Campground 31 drive in sites
<ul style="list-style-type: none"> • Finland State Forest, Sullivan Lake Campground 11 drive in sites

Campgrounds National Forests

<ul style="list-style-type: none"> • McDougal Lake – 21 sites 	<ul style="list-style-type: none"> • Ninemile Lake – 26 sites
<ul style="list-style-type: none"> • Little Isabella River – 11 sites 	<ul style="list-style-type: none"> • Divide Lake 3 sites

Rustic Campgrounds (Free, but no water) – National Forests

<ul style="list-style-type: none"> • Sand Lake – 1 site 	<ul style="list-style-type: none"> • Whitefish Lake – 3 sites
<ul style="list-style-type: none"> • Eighteen Lake - 3 sites 	<ul style="list-style-type: none"> • Hogback Lake – 3 sites
<ul style="list-style-type: none"> • Section 29 Lake- 3 sites 	<ul style="list-style-type: none"> • Harriet Lake – 4 sites
<ul style="list-style-type: none"> • Silver Island Lake – 8 sites 	<ul style="list-style-type: none"> • Wilson Lake – 4 sites
<ul style="list-style-type: none"> • Windy Lake – 1 site 	<ul style="list-style-type: none"> • Four Mile Lake – 4 sites
<ul style="list-style-type: none"> • Kawishiwi Lake – 5 sites 	<ul style="list-style-type: none"> • Toohey Lake – 5 sites

Water Access Sites

- ⇒ Access to Lake Superior and inland lakes is provided by 32 trailer access sites and 63 carry in water access sites throughout the county.
- ⇒ There are four small craft safe harbors along Lake Superior, at Knife River, Two Harbors, Twin Points and Silver Bay.

Two Harbors Lighthouse/Bed and Breakfast – Lake County Historical Society

Depot Museum/Edna G Tugboat – Lake County Historical Society

Golf Courses

- | |
|--|
| <ul style="list-style-type: none">• Lakeview National Golf Course (Two Harbors) – 18 holes |
| <ul style="list-style-type: none">• Silver Bay Golf Course (Silver Bay) – 9 holes |

V. Existing Trails in Lake County

The variety and amount of trails within Lake County and the experiences they provide are unrivaled anywhere in the state of Minnesota. With large acreage of County, State and Federal public land, and the willingness of partners to work together, agencies and groups have teamed up to develop, maintain, and administer a trails program that crosses multiple ownerships and provides access to areas within the County.

Many trails are multi-use, with a single trail tread providing multiple uses, both during the same season (hiking/biking) or during different seasons (summer hiking/winter cross-country skiing).

Trails are generally categorized with a primary purpose, which is the primary recreation opportunity for which the trail was constructed or designated, and one or more secondary purposes.

The inventory of existing trails provides a list of trails, the trail manager, landowner and miles by category (short distance, long distance, etc.) See Appendix A.

Trails Types

In this plan, trails are categorized as follows:

Hiking Trails	◆ Short Distance Hiking Trails	◆ Hunter Walking Trails
	◆ Long Distance Hiking Trails	◆ Fishing Access Trails
Bicycle Trails	◆ Road Biking Trails	◆ Mountain Biking Trails
Cross Country Ski Trails		
Dog Sled Trails		
Water Trails		
ATV Trails	◆ ATV designated trails	◆ ATV travelroutes
Snowmobile Trails		
Horseback Riding Trails		
Snowshoe Trails	These exist only at the four State Parks, the County Demo Forest, and the Superior Hiking Trail	
Winter Hiking Trails	These exist only at Gooseberry Falls and Split Rock Lighthouse State Parks.	

Other Trail-related Features in Lake County

Rock Climbing Opportunities

Lake County has the geological history and features that provide several outstanding rock climbing opportunities. These can be thought of as “vertical trails.” The most popular of these sites occur at Tettegouche State Park, at Palisade Head and Shovel Point. The Minnesota Department of Natural Resources requires a climbing permit and has rules for climbing on DNR lands. Other popular areas include Section 13 and Sawmill Dome. While this trails plan does not contain specific recommendations for rock climbing areas, a future effort of identifying a need for infrastructure development such as trailheads or parking areas, striving for consistency of climbing rules and regulations, and information to market Lake County’s climbing opportunities will help ensure protection of the resource as well as adding to the diversity of the County’s recreational opportunities for both local citizens and visitors.

Geocaching Opportunities

Geocaching has become a very popular recreational activity, and geocache routes can be thought of as digital or virtual trails. There are hundreds of geocaching sites throughout the County and many within the State Parks, Finland State Forest, and the Superior National Forest. Each agency has its own rules for geocaching and for establishing new geocache sites. Appendix C contains the County and State Park rules for geocaching, and a link to maps that identify existing sites.

Trail Maintenance

The majority of the trail system within the County exists on public lands, primarily the State Parks and Forests managed by the DNR, the Superior National Forest managed by the US Forest Service, or County Lands managed by the County Lands Department. Each of these entities has standards for trail maintenance. Some of these trails are managed directly by the agencies through appropriated funding. However, trails are often managed through various agreements with local clubs or user groups or through Grant-in-Aid programs. Lake County will work with other land managers, partners, and user groups to strive toward consistency in maintenance levels and standards for trails within the County. Development of partnerships with local user groups is essential in maintaining a quality and sustainable trails system within the County.

VI. Overall Recommendations

A Great Trail System Made Even Better

Lake County has an excellent trail system, offering quality experiences throughout the county. Several long-distance trails and travelways connect the County from one end to the other, and connect with key recreation destinations. Several short-distance trails offer area-specific experiences, such as cross-country skiing trails and hiking trails at scenic or unique sites. Various land and trail managers work well together and have recently made great strides in providing a seamless trail system, so that the trail user has a consistent experience regardless of landownership or management of the trail.

Key Recommendations

While there are many ways that an excellent trail system can be improved (and several projects listed in this plan are aimed at doing so), addressing four key areas can greatly improve the trail system and user's access to it. For details about specific trails or recommendations refer to Chapters VII and VIII.

I. Better Access to the Extensive ATV Travel Routes System

Within the past decade, the County, DNR and Forest Service worked together to inventory potential ATV routes and make decisions on which routes would be available for ATV use. Decisions on these routes were issued by the differing agencies over a period of several years, with the Forest Service issuing their decision as recently as August 2012. During the ATV planning process, the three governmental entities worked together to provide, to the extent possible, a connected system of ATV travel routes.

An extensive system of designated ATV trails and ATV travel routes exists in much of the County, extending from the Wilderness boundary to the CJ Ramstad/North Shore State Trail, which is being upgraded to allow ATV travel for approximately two thirds of its length within the County. However, access to the ATV system from major population centers near the shore of Lake Superior is limited, primarily because of a lack of public land that can provide ATV access routes to the CJ Ramstad Trail and connections to the ATV travel routes beyond.

Having dedicated ATV trails is the desirable and preferable method to connect from the North Shore communities to the CJ Ramstad Trail and other ATV routes to the north. The County should continue to strive toward this end, as it would keep ATV traffic and auto traffic separated. However this would be both a long-term and costly project. In the interim, by using existing trails on County lands and designating County, Township, and City roads for Class 1 ATV riding on the right shoulder (Silver Bay already allows this) the communities near the shore can be better connected to the County's ATV System. Beaver Bay and Silver Bay and the community of Finland are already connected to the larger ATV system via the existing Grant-in-Aid Red Dot, Moose Walk and Moose Run Trails.

An ATV/Snowmobile trailhead in the Isabella area (the heart of the ATV travel route system and in close proximity to the Tomahawk and Yukon Snowmobile Trails) with convenient access to fuel, food, and facilities could provide further access to the ATV/Snowmobile trail system for those who trailer their vehicles.

2. Better Connectivity Between City of Two Harbors and the County's Trail System.

Beaver Bay, Silver Bay, and Finland are connected to the Superior Hiking Trail, the CJ Ramstad/North Shore multi-use trail, designated snowmobile and ATV trails, and the Gitchi-Gami State biking and hiking trail which connects the communities to each other and to State Parks. The community of Isabella is well connected with designated snowmobile trails and ATV travel routes. These communities are closely bordered by County, DNR or USFS lands where trail location and development is more easily done.

The City of Two Harbors has the largest population, and biggest tourist and retail business economy in the County. The City is actively implementing their trail plan and continues to expand the trail system within the City limits. Many of the County's trail systems come within a few miles of the City of Two Harbors, but connecting the city's citizens to the many trail resources that lie beyond the City limits is problematic because of the difficulty of crossing the private lands surrounding the city. Except for the City of Two Harbors, most other communities along the shore have an existing connection to the Gitchi-Gami and/or the Superior Hiking trail for their residents and visitors to use. Making direct connections between Two Harbors and trail systems in the County is a high priority for having a County trail system that is available to both visitors and residents.

3. More Opportunities for Road Biking and Mountain Biking

Recreational biking is an outdoor activity that is gaining popularity in the midwest and especially in Minnesota. The Twin Cities metro area has a huge population of bike enthusiasts. Minneapolis was recently named the #1 bike city in the country. The northland also has an active mountain biking community. Duluth and Cook County have several mountain bike trails with more being developed. Recent club-built and maintained trails in Cook County include Sugarbush and Pincushion trails, built specifically as single-track trails for mountain bikes

Lake County has some existing road and mountain biking facilities. The longest completed portion of the Gitchi-Gami Trail exists in Lake County, from Gooseberry Falls State Park to Silver Bay. Highway 61 is identified as a bike route, with many long-distance road bikers using its shoulders to travel. Where the road has been reconstructed, the shoulders are wide, but along non-reconstructed sections, the shoulders are narrow to non-existent. The State Parks have co-designated some of their hiking and cross-country skiing trails as mountain bike trails. The Forest Service's Flathorn-Gegoka ski trail is also co-designated as a mountain bike trail. While these trails provide some opportunity for mountain biking, a truly high quality mountain bike experience is provided by trails that are designed and constructed with mountain biking as the primary use. Lake County and the North Shore of Lake Superior are ideally suited for mountain biking, and the area has the potential to be a national destination for mountain biking. Identifying additional loop routes for road biking to the north of Highway 61, and constructing mountain bike trails in suitable topography near Two Harbors and Silver Bay would add a missing component to the County's trail system.

The County should cultivate partnerships with local and area mountain biking groups to help in planning mountain bike routes, building trail, and acquiring funding.

4. Marketing Lake County's Trails

Lake County already has a premier trail system to suit nearly every recreational trail user, from the novice to the most experienced, long distance user. The Arrowhead Trail signage project has helped identify trails and tie them into the emergency response program. Projects listed in this comprehensive trails plan, when implemented, will make the trail system even better. A trail system of this quality, when paired with the famous and well-known recreational attractions in the County (three of the Top 5 most-visited Minnesota State Parks, the BWCAW, Lake Superior, the Superior National Forest, and the Superior Hiking Trail itself) can be an even more significant tourism and economic generator for the County.

The key is telling the world about the trail resources that exist within the County, enticing first time visitors, and encouraging repeat visits. The Steering Committee for the Lake County Comprehensive Plan identified a potential Tagline to use in promoting Lake County's Trails: ***Lake County Has Your Trail to Adventure!*** County and city governments, businesses, and non-profits within the County can work together to promote the trail system through multiple outlets including trail information available through kiosks at waysides, hard copy, electronic and social media, promotional tie-ins, capturing large event-related audiences already coming to Two Harbors (Grandma's marathon, North Shore In-line Skaters, Two Harbors Kayak Festival, Silver Bay ATV Parade, etc).

VII. Specific Recommendations for Trail Projects

Note that the following recommendations take several forms. Some recommendations would only require designating additional uses on existing routes. Others would require new construction or modification of trail tread. In some recommendations, a route for a new trail is indicated. No field work has been done to verify the locations, ownership, or suitability of such routes, other than input from various trail users familiar with the area. While an actual route may be indicated on the maps, it is likely that the trail proposals, if implemented, may ultimately be located in alternate locations. Maps of existing trails and proposed trails are located in the appendix of this plan.

Some recommended projects are totally on Lake County lands and therefore within County jurisdiction and decision-making authority. Other recommendations are partially or totally on other public lands (DNR, Forest Service) and are therefore the County's role is to encourage and work with these agencies, realizing that the decision authority to approve or implement the project is reserved to the agencies. Still other recommended projects may partially lie on township or private lands. Implementation of such projects will be dependent upon securing agreements and/or Rights of Way, or relocating the route to County or other public lands.

Potential Trail Projects - Motorized Use. ATV, OHM, Snowmobiles

Recommendation 1. Connect Two Harbors and the North Shore to the CJ Ramstad trail and beyond to provide access to DNR and USFS travel routes to the north.

Action 1.A Allow Class 1 ATV use on right shoulder of certain County Roads (Designation of additional use) A County ordinance would be required. Note that the County is currently considering allowing Class 1 ATV use on the right shoulder of all County roads, and will coordinate with cities and townships to allow such use on their roads (Silver Bay already allows such use). This would require an ordinance by the County Board. If a County ordinance covering all roads is not approved, then the following roads should be considered for designation for ATV use:

1.A.1 CSAH 7 would provide ATV access to CJ Ramstad/Moose Walk/Moose Run Trails as well as the entire northeast portion of County and to all the USFS and DNR ATV travel routes. It would allow riders to patronize the Trestle Inn and businesses in Finland. In addition, it would provide ATV connections to Cook County's system. Cook County 3 (Perent Lake Road) connects unto the northerly end of CSAH7. CSAH 7 is a fairly low traffic route (365 vehicles per day at the south end to much less at the north end), although traffic does move at 50 + mph despite the road being gravel most of the way. (CSAH 7 & 8 would be the highest priority candidates for County Board designation). **Note: Recommendation Implemented! The Lake County Board enacted this recommendation in 2013.**

1.A.2 CSAH 8 consider allowing ATV use on the approximately 3 miles of CR 8 would provide an ATV connection to Cook County 1 (Cramer Road). This section ties into CR 7 and provides a system of routes to businesses, designated ATV trails and ATV routes between the two counties. CSAH 8 has even less traffic than CSAH 7. (CSAH 8, along with CSAH 7 would be the highest priority candidates for County Board Designation). **Note: Recommendation Implemented! The Lake County Board enacted this recommendation in 2013.**

Action 1.B. ATV and Snowmobile Connector between Two Harbors and CJ Ramstad Trail– (Combination of designation of additional use and construction) Access CJ Ramstad trail from Two Harbors by constructing a trail through County lands between Dufresne Road and Reeves Road. Then use the gas line through county land south of Reeves Road to Waldo Road, and then follow the West Corridor Snowmobile Trail down the Minnesota Power line to Hwy 61 west of Two Harbors.

ATV & Snomo Connector Between Two Harbors & CJ Ramstad Trail

Use MP Elect. corridor, (Yellow) then follow Waldo Road (Red) up to Gas line (Blue). Follow Gas Line to Reeves Road. Then locate trail through County lands to connect to CJ Ramstad Trail.

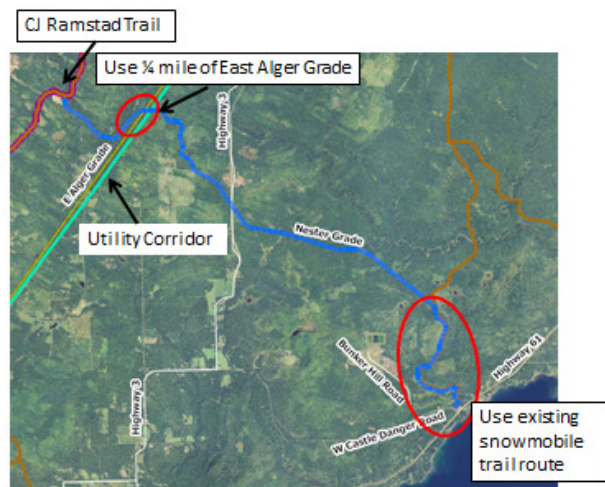


Action 1.C. Snowmobile Connector East of Two Harbors. Strive to provide better snowmobile access from east of Two Harbors to the CJ Ramstad Trail. Consider an eastern route for snowmobiles. When Highway 61 east of Two Harbors is rebuilt, plan for sufficient ROW that would allow a snowmobile trail to Superior Shores, and strive to find a route to the north to connect with CJ Ramstad Trail similar to route that once existed in the past.

Action 1.D. ATV connector between Castle Danger and CJ Ramstad Trail. Allow ATV use on approximately 1.5 miles of existing snowmobile trail on County lands north of the West Castle Danger Road and connecting to the Nester Grade (which already allows ATV use). This would also involve designating a ¼ mile of Alger Grade (Silver Creek Township Road) for ATV use.

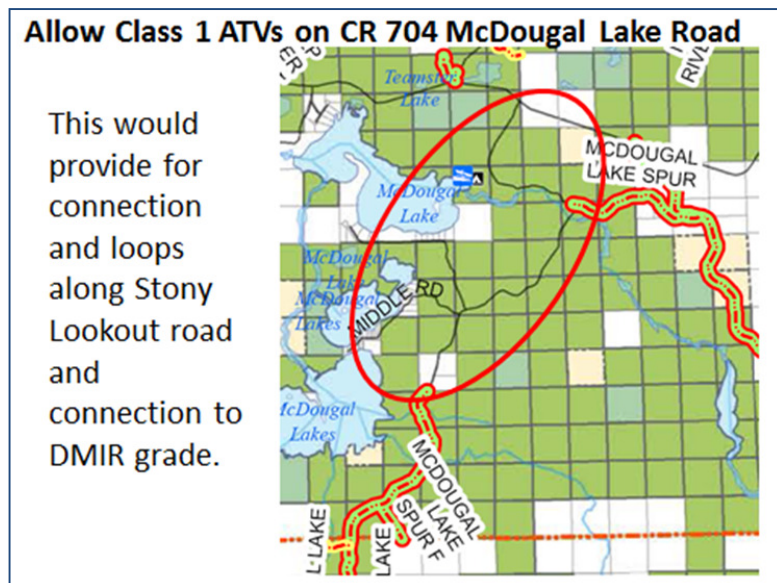
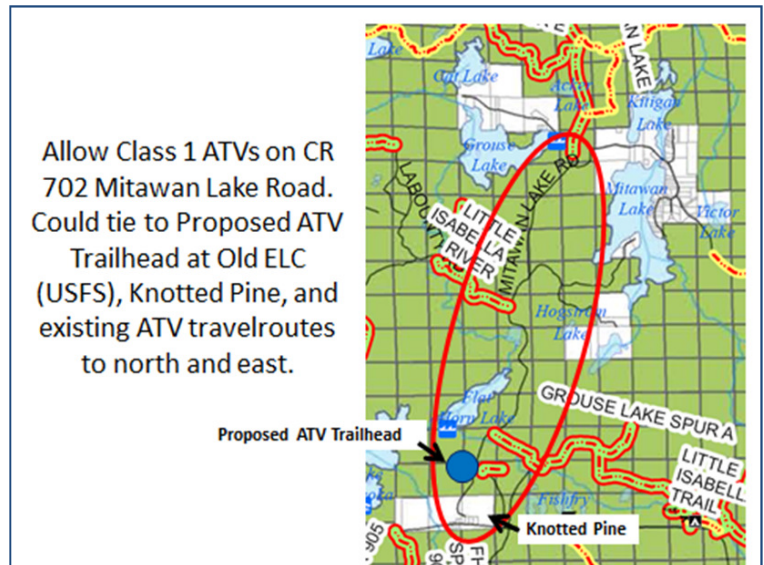
ATV connector - Castle Danger to CJ Ramstad Trail

Nester Grade & Alger Spur go primarily through County Land and already allow ATV use. Use approx. 1.5 mi. of snomo trail on County land for ATV use, and 0.5 mi. of E. Alger Grade (Silver Creek Township Road



Recommendation 2. Better Connect Existing ATV Travel Routes by designating additional use on existing roads or routes.

Action 2.A. Mitawan Lake Road – CR 702. (County Jurisdiction) Allowing ATV use on approximately 0.5 miles of this road, from the Forest Road 177A to Highway 1 would allow ATVs to go from the ATV travelroute system to the Knotted Pine for food and fuel, and also provide access to a potential ATV trailhead located at the old USFS Job Corps/ELC site just north of the Knotted Pine. This site is on USFS lands and the decision to locate an ATV trailhead in this area lies with them. Confer with landowners further north on CR 702 to see if they want ATV use designated further up the road.



Action 2.B. McDougal Lake Road – CR 704. (County Jurisdiction) An isolated 2 miles of this road, from Lower McDougal Lake to the south is already designated by the Forest Service for Class 1 and 2 ATV use. If the County were to allow ATV use on the northern portion (either all the way to Hwy 1 or to the intersection of with the Stony Lookout Road/McDougal Lake Spur, it would create a tie for this area into the much larger portion of the ATV travelroute system.

Action 2.C. Connector along Whyte Road (through private land near Phantom Lake) Distance of just over 1 mile. White Road connects with Stony River Road and provides good ATV access, but this missing section would tie in additional miles of use to the west of Phantom Lake. At the time of this report, it was unclear if the township currently permits ATVs on this section.

Recommend Class 1 & 2 ATVs along Connector along Whyte Road

Addition of about 1 mile of this section would provide a connector to several miles of ATV route to the west of Phantom Lake.



Encourage USFS/DNR to allow Class 2 ATVs on portion of Lake 29 Road (FR T-7-356)

If CSAH 7 is changed to allow Class 1 ATVs to ride on right shoulder, then this connector would allow Class 1 & 2 ATVs to connect to CSAH 7. This is a USFS road but much of it goes through DNR.

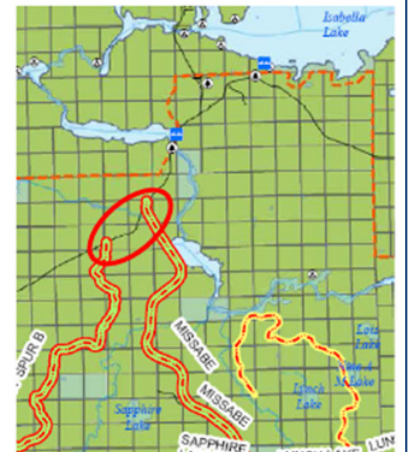


Action 2.D. Lake 29 Road (USFS/DNR Jurisdiction) Encourage USFS/DNR to designate approximately 1.5 mile portion of Lake 29 road through Section 16 and 20 of T.61N., R.6W. as available for both Class 1 and Class 2 ATVs. All of Lake 29 road is available to all ATVs, with the exception of a portion running through Section 16, which is DNR land and a small portion on USFS lands crossing Section 20, which is only available for Class 1 riding. The road is under USFS jurisdiction, even though it runs through DNR land. Coffee Lake Road on the east of Section 16 is also available to all ATVs.

Action 2.E. Tomahawk Road - FR 377 (USFS Jurisdiction) Encourage USFS to designate approximately 0.5 miles of FR 377 as available to both Class 1 & 2 ATV riding to form a connecting loop with existing FR 379, the Missabe Road, and FR 373B to the west.

Encourage USFS to allow Class 1 & 2 ATVs on 0.5 mile section of FR 377 –Tomahawk Road

Allowing short section of Tomahawk Road to be open to Class 1 and 2 ATVs would provide a connector to a much larger ATV loop system. Other nearby portions of Tomahawk are open ATV use.



Action 2.F. Stony Spur II trail – (USFS/DNR Jurisdiction)

2.F.1. In part as a result of the cooperation amongst partners in developing this Comprehensive Trails Plan, in August of 2013, the Forest Service designated the entire length of the Stony Spur II Trail as available for use by both Class 1 and Class 2 ATVs. The trail was previously only open to Class 1 ATVs, and this now allows Class 2

Encourage USFS all Class 1&2 ATVs on FR 5105B and FR 90221

Encourage USFS to allow Class 1, 2 and OHM on FR 51058B and FR 90221, which would connect the Stony Spur Trail to ATV travelroutes to the east.



ATVs to access the ATV trail system in Lake County. The Babbitt/Embarrass Area Development Association is partner on this GIA trail.

2.F.2. Encourage USFS to allow Class 1, 2 and OHM on FR 51058B and FR 90221, which would connect the Stony Spur Trail to ATV travelroutes to the east. FR 51058B is 0.6 miles and the only ATV travelroute segment in the entire county that does not allow off-highway motorcycle use. The USFS is planning to include these proposals for consideration in their current analysis of the area.

Recommendation 3. Request USFS and DNR reconsideration of routes within Lake County.

Action 3.A. If Lake County decides to designate some or all County Roads for use by Class 1 ATVs, the County should request that the USFS re-look at their ATV travel-route system to determine if changes are needed in ATV designations on USFS routes. The initial routes were determined without Class 1 ATV travel on any County Roads or Highways (with the exception of County Forest Roads). The USFS is required to annually update and reissue their Motor Vehicle Use Map (MVUM) so a process to make changes already exists. The use of County Roads by Class 1 ATVs may open some additional opportunities and it may also identify some existing routes that may no longer be needed. Similarly, allowing use of Class 2 ATVs on some routes where they are currently restricted would provide additional riding opportunities. A similar request for re-analysis to the DNR could also be made. While they have no requirement for an annual update, the original DNR decision on ATV travel routes in Lake County was made in 2007, so after 6 years and a change of situation on County roads, a re-look may be beneficial. The DNR will be working with Two Harbors ATV club in the winter of 2013 and discussing grant-in-aid projects and funding for trails.

Recommendation 4. Extend CJ Ramstad Trail ATV use to Cook County Line. (County and DNR Jurisdiction)

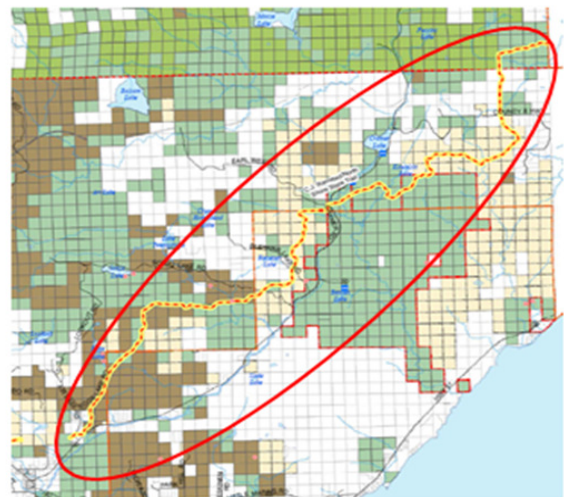
Action 4.A. CJ Ramstad Trail is currently projected to have ATV use from Lake County Demo Forest to the Moose Walk/Run Trail near Finland, MN. The remaining section from Moose Walk/Run to the County Line (a distance of 18 miles) could also be reinforced to support ATV use, and tie into Cook County. Most of this section is on DNR and County Forest lands.

4.A.1 In the 1996 Feasibility Study of All-Terrain Vehicle Use on the North Shore State Trail, the DNR estimated the cost of reinforcing this 18 mile section of the trail for ATV use to be \$120 - \$130 thousand dollars (2013 dollars). A more accurate estimate might be gained from the recent work at reinforcing the trail from County Highway 2 to the Moose Walk Moose Run Trail.

Extend ATV use of CJ Ramstad Trail to County Line

Lake County is in the process of making the CJ Ramstad Trail suitable for ATV use from Demo Forest to Finland.

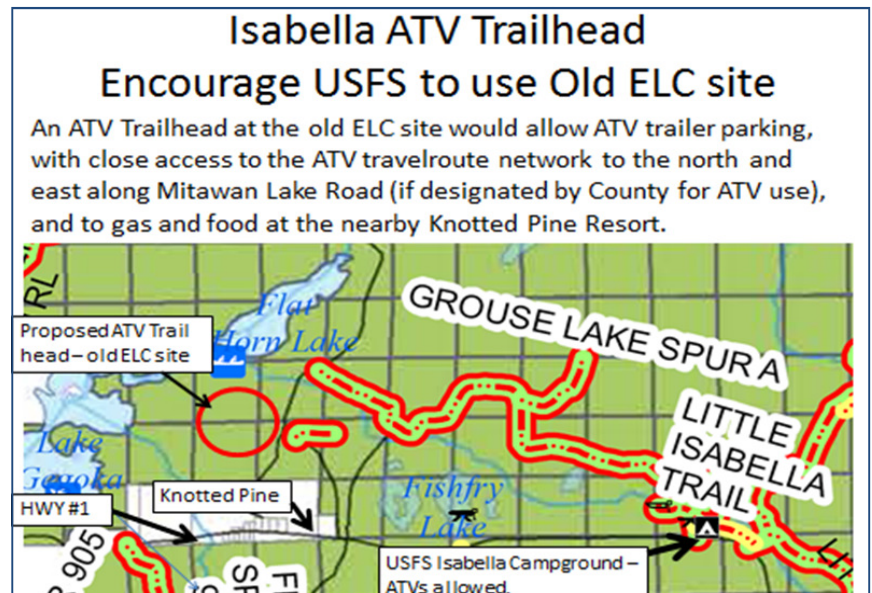
Suggest next phase to continue ATV use to Cook County Line to tie into ATV system in Cook County. This involves primarily County & DNR land.



Recommendation 5. Additional Trailheads

Action 5.A. Encourage USFS to develop ATV/Snowmobile Trailhead at old ELC location. (USFS Jurisdiction) With the extensive ATV and Snowmobile travel routes in the northern part of the County, a trailhead is needed that is large enough for parking with ATV or Snowmobile trailers, but close to gas and food (such as the Knotted Pine in Isabella).

5.A.1 Land just north of the Knotted Pine is USFS land previously used as a Job Corps/Environmental Learning Center. The area is relatively flat, and could make a good trailhead for parking ATV trailers. This area is served by the CR 702, the Mitawan Lake Road and it also ties into FR 177A, the Little Isabella Road, which is available for riding class 1 & 2 ATVs, and provides access to the large ATV travel route system in the northern part of the County. It is also in close proximity to the Tomahawk and Yukon Snowmobile Trails.



5.A.2 The County should allow Class 1 ATVs to ride on the shoulder of the Mitawan Lake Road (Class 2 ATVs can already do so), thereby providing ATV access to the Knotted Pine for food and fuel, to the potential ATV trailhead at the old Job Corps Center, and to the larger ATV travel route system via Forest Road 177A. **NOTE: Recommendation implemented! The Lake County Board acted to implement this recommendation in 2013.**

5.A.3 A trailhead in this location could tie in well with a tentative proposal for the nearby Little Isabella River Campground. The USFS maintains a campground approximately 1 mile from the Knotted Pine, and is considering adding an ATV trail from the campground to the ATV travel route system.

Action 5.B Potential Multi-use Trailhead at County Fairgrounds (Construction/Designation) (County Jurisdiction)

A trailhead at the County Fairgrounds could provide ample parking for Snowmobiles (trails are nearby), the Two Harbors Agate paved trail, the Errki Harju Ski Trail, and the Two Harbors High School Hiking and ski trail, and any other new trails developed in the area. This multi-use trailhead would help tie the City of Two Harbors into existing and potential trails in the area.

Recommendation 6. Re-purposing of Retired Gravel Pits (County Jurisdiction)

Action 6.A. The County should look at all existing gravel pits to determine which may be best suited for recreational use opportunities (use by ATVs, OHMs, 4WDs and/or Mountain Bikes) once the pits are retired from active use. Distance from local housing should be a consideration.

Recommendation 7 Off-Highway or Dual Use Motorcycles (Designation)

Action 7.A. County designation is needed to allow OHMs/Dual Use Motorcycles to ride on an ATV trail that runs .09 miles west of railroad trestle, west of Dufresne Road. The trail is currently marked as "ATVs Only." Allowing OHMs/Dual Use Motorcycles to also ride the trail would provide OHMs a connection to the Britton Pit Road west of the Stewart River.

Special Recommendation: Prospectors Loop

An effort is underway to provide community connectivity through a regional ATV trail system called "The Prospector's Loop." The proposed trail would connect ATV users to the St. Louis County communities of Ely, Babbitt, Tower, Soudan and Embarrass and the Lake County communities of Fall Lake, Stony River, Isabella, Finland, Beaver Bay, Silver Bay, and Two Harbors. Most of the proposed trail is on new alignments (not on existing trails), but the route does take advantage of existing undesignated logging roads and other pathways.

Lake County should:

- ⇒ Support the trail through correspondence (provide letters of support) when appropriate
- ⇒ Work with the ATV group (Trail Prospectors Alliance) to seek funding for the trail's construction and act as fiscal agent for the trail funding when appropriate
- ⇒ Consider allowing ATV use, either temporarily or permanently, on stretches of County roadways when needed to make connections for the proposed trail

Note that one situation that will likely arise is ATV use of the Silver Rapids bridge and approaching road shoulders on County Highway 16 in Fall Lake Township, as it is the only possible crossing of the Kawishiwi River in this area

- ⇒ Ensure the trail's construction plans are shared with Fall Lake Township, Stony River Township, the Superior National Forest and other stakeholders when appropriate
- ⇒ Work to connect the potential Prospectors Loop with the County's other ATV trail systems

Potential Trail Projects – Road and Mountain Biking

Recommendation 8. Road Biking. Designate and map routes on existing Roads Lake County has many scenic roads that can be an attraction to road bikers. A variety of short to long distance loop routes could be designated, mapped and promoted as bike routes in addition to the existing Highway 61 bike route, and the existing portions of the Gitchi-Gami Trail. In many cases, wider, paved road shoulders would be beneficial when the state or county resurfaces the roadway.

Action 8.A. Silver Bay (CR 5) – Lax Lake Road – State Highway 1 (County & State Jurisdiction)– this is the route of an existing annual ride event. Each of these roads would benefit riders by having wider shoulders.

Action 8.B. Beaver Bay (CR 4) – CR 5 – Gitchi-Gami Trail Loop (County Jurisdiction)– this would be a short loop from Beaver Bay up CR 4 (to get wider shoulders with 2014 paving) then to CR 5 (needs wider shoulders) and then on to the Gitchi-Gami Trail to return to CR 4. The Gitchi-Gami connector between Beaver Bay and Silver Bay is scheduled to be built in 2014. Also, the trailhead at the Beaver River and Hwy 61 is planned to be constructed in 2014 and could serve as the starting point for this and other bike routes.

Action 8.C. Beaver Bay (CR 4) – FH 11 – CR 2 – Gun Club Rd – Hwy 61 – Gitchi-Gami Trail Loop – (County & State Jurisdiction) this would be a long riding loop that would include a large section of FH 11 (the Superior National Forest Scenic Byway), as well as using nearly all the completed portions of the Gitchi-Gami Trail. CR 4 is expected to get wide shoulders when resurfaced in 2014. FH 11 has wide shoulders, as does CR 2 from Sullivan Lake south. Parts of Gun Club Road and West Castle Danger Road are gravel. The relatively short (approx. 1 mile) section of Hwy 61 has a 10 foot shoulder to ride on. From there, the remainder of the trail is on the paved Gitchi-Gami Trail. This route takes riders through 2 state parks and along the Superior National Forest Scenic Byway. Trailheads can be at any of several locations – The state park lots, waysides along Hwy 61, the parking lot along CR 2, and the future trailhead at Beaver River (2014)

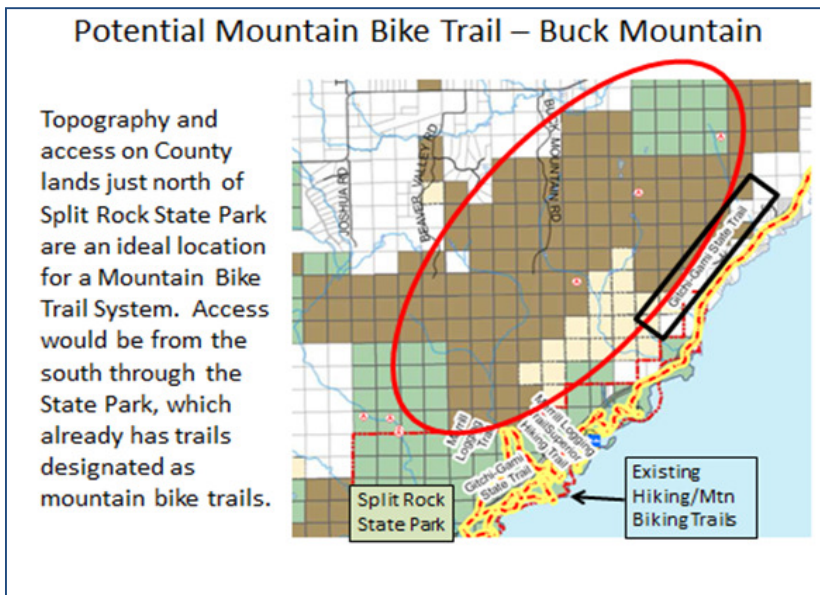
Action 8.D. Northern County Loop – (Hwy 1 (Ilgen City) – Finland- Isabella – Hwy 11 –CR 4- Hwy 1) (County & State Jurisdiction) This routes takes riders through the more northern part of the County and can return them to their start, or finish in Two Harbors, depending upon the route they take. The new state wayside at Tettegouche State Park can be one of the trailheads for this route. The Clair Nelson Center in Finland is another trailhead. County Wayside at intersection of State Hwy 1 and CR 2 is another trailhead, as is the parking area on CR 2 east of the Dufresne Road. The shoulders on SH 1, and CR 2 (north of FH 11) would benefit from widening of the shoulders.

Recommendation 9. Opportunities for new Mountain Bike Trails

Lake County currently has some trails that are co-designated as mountain bike trails. These are located at Gooseberry Falls, Split Rock Lighthouse, and Tettegouche State Parks and at the Flathorn-Gegoka Ski Trail near Isabella. These are hiking and cross-country ski trails that are also designated as mountain bike trails. As such, they provide a mountain biking opportunity, but are not the quality of trail that is laid out and constructed specifically for mountain bike riding.

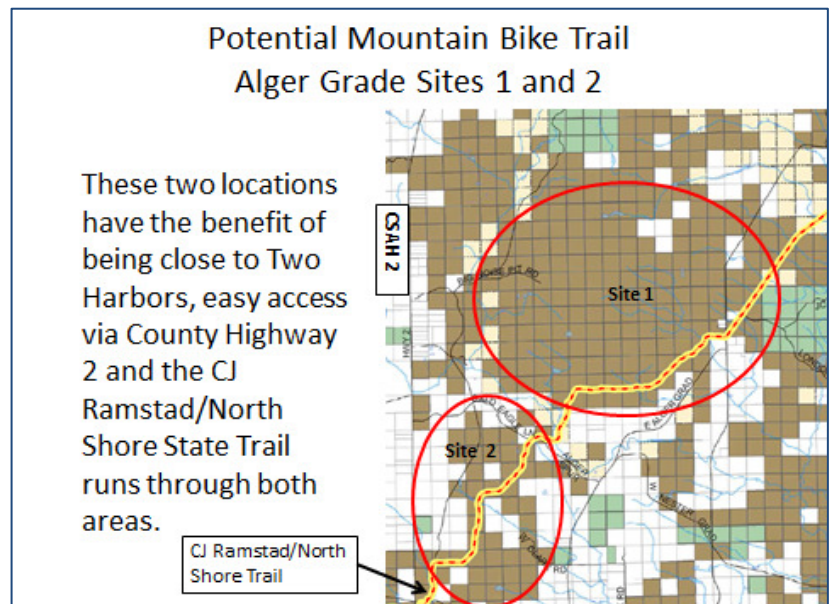
Action 9.A. Cultivate partnerships with local and area mountain bike groups to help in planning mountain bike trails, building trail, and acquiring funding.

9.A.1 Mountain bike trail construction costs approximately \$20 to \$30,000 per mile or about \$3-\$4 per foot for basic trail, with greater expense for boardwalks, bridges, constructed turns. About 10 miles of mountain bike trail is a good starting point for a trailhead, with about 25 miles of trail in an area creating a true destination.



Action 9.B. Buck Mountain Area (Construction) (County Jurisdiction)– a lot of good topography, a large area of County Lands adjacent to State Park (DNR) land, good views, access primarily from the south via Split Rock State Park and their mountain bike trails.

Action 9.C. Alger Grade – near London Crossing (Area 1) and/or near Highway 2 (Area 2) (Construction) (County Jurisdiction) – Area 1 has good topography, a large area of County land, access along CR 3, the Alger Grade, and also via the CJ Ramstad trail. Area 2 has good topography, sufficient County land, easy access via Hwy 2 and CJ Ramstad trail and existing large trailhead for CJ Ramstad trail. Both locations have the benefit of being close to Two Harbors for use by locals as well relatively close proximity to hotels, restaurants, etc. for visitors.



Lake County Demonstration Forest Co-designate hiking trails as mountain bike trails.

Existing hiking trails can be co-designated as mountain bike trails. Trailhead already exists, and CJ Ramstad/North Shore Trail intersects property and existing trails

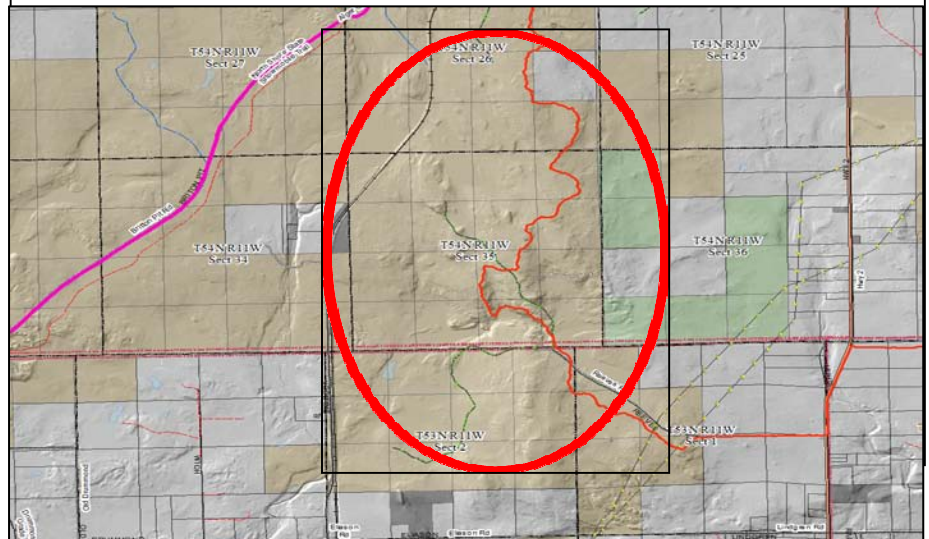


Action 9.D. Lake County Demo Forest trails (Designation of additional use/some Construction) **(County Jurisdiction)** The trails at the Lake County Demonstration Forest could be co-designated as mountain bike trails. As with the other co-designated trails, these would be pseudo-mountain bike trails that would provide fair mountain biking opportunities.

Action 9.E. Reeves Road Area – (Construction) (County Jurisdiction)

This area also has good topography for mountain bike trails, is located close to County Road 2, and has the added advantage of being approximately two miles closer to the City of Two Harbors than **proposals 9a and 9b**. In addition, if **proposal 6** for converting abandoned gravel pit for ATV and mountain bike use was implemented, it would be in close proximity to the Reeves Road Area.

Potential Mountain Bike Trail – Reeves Road Area



Potential Trail Projects - Hiking Trails

Lake County has an excellent amount and variety of hiking trails, and many are well connected. These are managed by a variety of government organizations (DNR, USFS, County, City) and non-governmental organizations and partners. The Superior Hiking Trail, CJ Ramstad/North Shore Trail, and the completed portions of the Gitchi-Gami Trail do a good job of providing connections between attractions (such as State Parks), communities, and trailheads. The four State Parks in Lake County offer excellent shorter hiking opportunities in scenic surroundings.

The exception is a connection to Two Harbors, the largest population center in the county, and on the north shore. While the City of Two Harbors has a good trail system, and is continuing to expand that system, connections beyond the city limits to existing trail resources are limited. This is in part due to the lack of public lands surrounding the city for several miles.

Recommendation 10. The County and its hiking trail partners (DNR, USFS, Cities, and non-governmental organizations) should continue to maintain and promote the excellent hiking trail system that already exists.

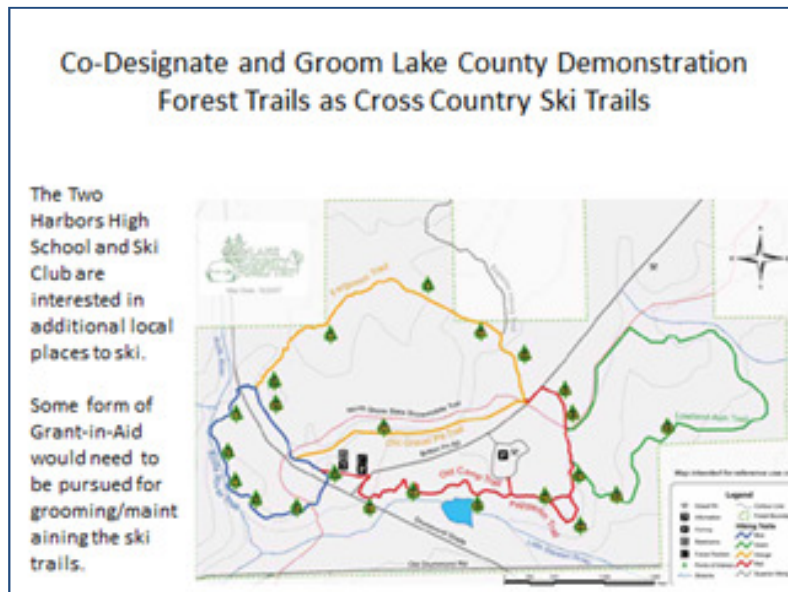
Action 10.A. Superior Hiking Trail connector to Two Harbors. In the past, the Superior Hiking Trail had a spur that connected the trail to a resort on the shore near Two Harbors. That trail was abandoned due to a sale of privately owned land that the trail traversed. A concerted effort should be made to seek out potential routes that would better connect the City of Two Harbors with the Superior Hiking Trail.

Action 10.B. Two Harbors High School Trails (Construction) – (ISD & County Jurisdiction) There is interest in additional trails in the vicinity of the High School and the nearby County Fairgrounds. Much of this interest is in additional ski trails, but some could possibly be co-designated as hiking trails for summer use.

Potential Trail Projects - Cross-Country Ski Trails

Lake County has a good variety of cross country ski trails located throughout the County, generally in proximity to population centers or within State Parks. Most of the ski trails are of limited to average length, with four being 10+ miles in length, and most others being in the 2-6 mile category. Skiers looking for a much more extensive cross-country ski experience generally head up the shore to ski much longer and variable trail systems in Cook County which claims to have the largest cross country ski trail system in North America.

Recommendation 11. Lake County does not appear to have enough interest from local groups to undertake the development and maintenance of a large expansion of the ski trail system.



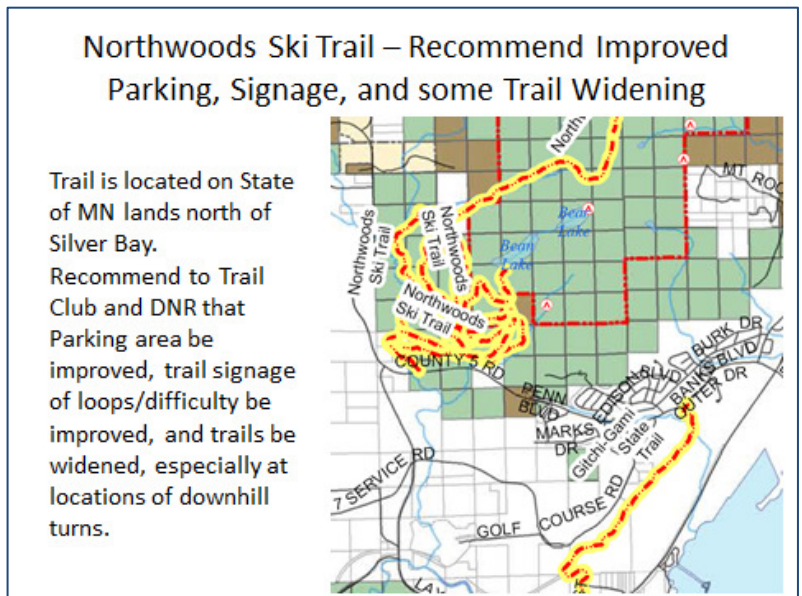
Action 11.A. Lake County Demo Forest (Designation) – grooming of existing trails (would need to be GIA funded), and possible expansion of trails systems.

11.A.1 A partner would be needed for grooming of the trail system.

Action 11.B. Two Harbors High School (Construction) – (ISD & County Jurisdiction) Additional Trails near the school and the nearby County Fairgrounds would get use by ski club, and local residents. A partner would be needed for development, maintenance and grooming of the trail system.

Action 11.C. Northwoods Ski Trail at Silver Bay (Construction/improvement) (On DNR Lands/Ski Club GIA trail) – needs better parking, better signage along trail, and some widening of trail in specific areas.

Action 11.D. Two Harbors Ski Trail System. The Two Harbors Ski Trail (Erkki Harju) is an important recreational asset for the City of Two Harbors and for Lake County. Should the golf course change ownership, it is important for the City and the County to work with any new owner on keeping this ski trail, or to plan for construction of a new trail in close proximity to Two Harbors.



Potential Trail Projects – Multi-Use and Other Trails

Recommendation: 12. Gitchi Gami Trail – advocate for completing sections through Lake County

The following sections of the Gitchi Gami multi-use state trail are already completed in Lake County for a total of 17.9 miles.

- 1) **Silver Cliff Creek** – 1 mi. Isolated section of trail around tunnel.
- 2) **Gooseberry Falls State Park to Beaver Bay Trailhead** – 14.6 mi.
- 3) **West Road to Silver Bay** – 2.3 mi.

Action 12.A. Gitchi Gami Trail Sections—yet to be completed

A total of 26.8 miles remain to complete the trail across Lake County. Original order of priorities from GGTC website and 2000 report to legislature (Only Lake County Sections listed here)

- 1) **Beaver Bay Trailhead 0.8 mi.** — Beaver Bay Trail head to east end of West Road. Scheduled for 2013.
- 2) **Tettegouche State Park 7 mi.** – Silver Bay to Tettegouche State Park Estimated Cost \$1.125M (2000 estimate, DOT funding) (this will connect three of the most visited parks in Minnesota. Also Tettegouche will now be a major visitor center and wayside)
- 3) **The Tunnels 2.3 mi.** – Silver Creek Tunnel to Lafayette Tunnel. (Est. Cost \$575,000)
- 4) **Castle Danger 4.2 mi.** – Castle Danger to Gooseberry Falls SP trailhead (Est. Cost \$1.05M)
- 5) **Illgen City 5 mi.** – Illgen City to 3.3 mi. north of TH 1 (Est. Cost \$1.25M)
- 6) **Two Harbors Phase 1: 2.4 mi.** –Two Harbors to Stewart River (Est. Cost \$600,000)
- 7) **Two Harbors Phase 2: 2.8 mi.** – Stewart River to Silver Cliff Tunnel (Est. Cost \$700,000)
- 8) **Little Marais 3.1 mi.** – 3.3 miles north TH 1 to 1.75 miles north of Little Marais (Est. Cost \$775,000)
- 9) **Caribou Falls Wayside 5.7 mi.** – 1.75 miles north of Little Marais to Cook County Line.

Action 12.B. Gitchi-Gami Strategy being revisited. The original parties that formed an MOU in 2001 (DNR, DOT, and GGTA, along with reps from Lake and Cook County Governments, the Minnesota Parks and Trails Council and ARDC) have reconvened in the fall of 2013 to re-energize and re-prioritize the trail construction effort, and sign a new MOU (the previous one having expired in 2006). The funding for this effort is from a Minnesota DNR STAR grant, with match provided by Cook and Lake Counties and the GGTA.

Action 12.C. Lake County Priority Considerations

- 1) 0.8 mile connector for Beaver Bay already scheduled for this year.
- 2) Connection of Silver Bay to Tettegouche State Park is a long distance of 7 miles, but may warrant a higher priority, as it will complete the link between 3 of Minnesota’s top 5 most visited state parks.

- 3) Beginning a trail that extends eastward from Two Harbors (Two Harbors, Phase 1) may be a high priority for several reasons.
- 4) Two Harbors (with more than twice the population of any town along the trail) is the only community whose citizens do not have ready access to some portion of the Gitchi-Gami trail.
- 5) Annual In-Line marathon brings 3,000 skaters and spectators to Lake County. A quality paved trail adjacent to the City could attract additional use, return visits, and provide safe skating.
- 6) The trail's western terminus is proposed to be at the RJ Houle Center, which will serve as a full-service trailhead, and could provide info on trail and other attractions within the County.
- 7) Existing and planned trails in Two Harbors can connect Gitchi-Gami to the Duluth to Two Harbors bike route.
- 8) Lake County has put funding toward the process of updating the strategy for completion of the Gitchi Gami Trail and will be participating in that effort. The results should be appended to the County Trails Plan.

Action 12.D. Two Harbors and Finland Trails Plans – Advocate for full implementation of city trail plans.

Two Harbors (2005) and Finland (2008) have recently developed trails plans for their communities. The objective of these trail plans are to provide trails within the city, and also to connect with other current or proposed trails beyond the City boundaries. Two Harbors has been implementing their plan, and has completed several links of their trail system, the most notable being the paved Agate Trail up to the new High School. Ties to and through the City for snowmobile and ATV use and connections to the broader Lake County trail systems are important for tying the County's largest population to the trail system.

- 1) Re-establishment of the snowmobile trail going down Recycle Drive and south of the cemetery has also been raised by several people, this would likely require acquiring right-of-way from the CNN railroad. The potential for a snowmobile underpass of the CNN tracks has also been mentioned.
- 2) Finland's trail proposals are geared toward connecting the Clair Nelson Center with the Finland business district. The Clair Nelson Center serves as a trailhead for several long distance trails that intersect or come near the Finland area, including the Superior Hiking Trail, CJ Ramstad North Shore Trail, Snowmobile and ATV trails.

While these trail proposals are within the jurisdictions of the respective city or township, the County could state their support for these plans and willingness to work in partnership for completion of trails that will tie these communities to the larger County trail system.

VIII. Other Recommendations

Trail Signage and Safety

Continue trail identification and signage initiated through Lake County Emergency Management Department. Work with Lake County Emergency Management in publicizing the program for Lake County Trails. Include references to the signage and its meaning in trail brochures and publications. The trail signage program can also be used to help market the County's trail system as being well-marked and tied in with the emergency management system. The Emergency Locator Signs using the National Grid should be the standard marker for trails.

Amenity and Experience Enhancement

The natural resources and scenic views are the amenities that the trail user comes to experience. Having an easily accessible, well-identified, well-maintained, and safe trail system adds to that experience.

Trailhead Hubs as One-Stop Trail Facilities

Much of the County's trail system parallels the north shore of Lake Superior and State Highway 61, which is also a designated National Scenic Byway. This is the major automobile travel route through the county and many of the most popular recreational attractions are located along this route. Several key waysides along this route provide access to recreational attractions and have large parking areas, restrooms, staffed visitor centers, and gift shops. Other waysides have more basic facilities without staffing. By identifying and promoting some of these sites as Trailhead hubs, the County can provide for an enhanced trail experience. The visitor can stop, park their vehicle, rest, get trail information (from an on-site person at staffed sites, or from a kiosk at unstaffed sites), and embark on their trail journey all from the same site. This would involve working with the owners/managers of the trailhead hubs/waysides to provide information, make trail connections to the hubs, determine rules for longer-term parking, etc. These Trailhead hubs could be marketed as part of the efforts listed in the *marketing recommendations*.

Potential Trailhead Hub Locations:

- ***The Blue Building/Lester River Duluth – Two Harbors Chamber of Commerce***
- Not in Lake County, nor along any Lake County Trails, but first opportunity to provide information about trails in Lake County to people travelling up Highway 61 from Duluth.
- Staffed during the summer visitor season.
- ***Knife River Wayside on Hwy 61 four-lane – DOT (First Wayside/Rest Area entering County from west)***
- No direct access to trails, but opportunity to provide information via kiosks.
- ***RJ Houle Center, Two Harbors Chamber of Commerce***

- Access to Two Harbor City Trails, Lake Superior Water Trail, Future Gitchi-Gami Trail, nearby Errki Harju Ski Trail.
- Information Center, Parking, Staffing, Restroom Facilities
- ***Gooseberry Falls Wayside – DNR/DOT***
- Access to Gitchi-Gami Trail, Superior Hiking Trail, Lake Superior Water Trail, State Park Trails (hiking, mountain biking, cross-country skiing), Snowmobile Trail,
- Full Service area, Visitor Center, Gift Store, Information, Parking, Restroom Facilities, Interpretive Displays
- ***Beaver River Wayside/Historical Museum – Beaver Bay***
- Construction expected in 2014 on wayside.
- Gitchi-Gami Trail, Red Dot ATV trail nearby, Superior Hiking Trail nearby, Lake Superior Water Trail nearby, Snowmobile Trails
- Parking, Restrooms, Information kiosk, staffed County Historical Museum across the street.
- ***Tettegouche State Park – DNR/DOT***
- Full Service area (to be completed in 2013). Staffed Visitor Center, Gift Store, Information, Parking, Restroom Facilities, Interpretive Displays.
- Superior Hiking Trail, Snowmobile Trails, ATV trails, State Park Trails (hiking, mountain biking, cross-country skiing), Future Gitchi-Gami Trail, Lake Superior Water Trail
- ***Clair Nelson Intermodal Transportation Center – Crystal Bay Township.***
- Parking, Restroom Facilities
- Superior Hiking Trail, Snowmobile Trails, ATV trails.

Other Trailhead Hubs – smaller, unstaffed, less information

- ***Split Rock River*** – DNR. Superior Hiking Trail, Superior Water Trail, Gitchi-Gami Trail
- ***Caribou Falls*** - DNR. Superior Hiking Trail (First wayside in County from east)
- ***Rest Area at intersection of CSAH 2 and State Highway 1*** – Lake County
- ***Isabella Area ATV Trailhead (proposed) Forest Service*** - ATV travelroutes.

Marketing the Lake County Trail System

It is clear that Lake County has a world class system of trails and recreational and scenic attractions. Four State Parks, three of which are among the most highly visited in the State, Lake Superior and its shores, the Boundary Waters Canoe Area Wilderness, Superior National Forest and Finland State Forest, myriad of inland lakes, two scenic

byways, one being an All-American Road. All these and more recreational features are accessed and connected by 2020 miles of trails, including the Superior Hiking Trail, the CJ Ramstad State Trail, the Gitchi-Gami State Trail, numerous Snowmobile and ATV trails and travel routes, and City trail systems within Two Harbors and Silver Bay.

This wealth of trail opportunities contributes to the health and enjoyment of County residents, as well as being an attraction to visitors to the area. It can be a significant source of tourist dollars, as studies have shown that visitors to NE Minnesota spend more trail-related dollars than elsewhere in the state because of longer stays, and the associated lodging, meal, and supply expenditures.

Marketing Recommendations

1. Maps -Develop and distribute user-friendly, easy to understand, maps of the County-wide trail system. Also have them available for viewing and downloading on website.

- *Summer Map* – Hiking, Biking, Lake Superior Water Trail
- *ATV map with all routes where ATVs can ride.* (Can be done in association with Trail Clubs, as Snowmobile maps are currently done)
- *Snowmobile map* – similar to what is currently done.
- *Winter non-motorized map* – Cross-Country Skiing, Snowshoeing, Dogsledding, Winter Hiking

2. Website and Electronic Media - A robust and in-depth website that highlights trails in the County, with links to interactive maps, related businesses, trail stories, visitor blogs, etc. Consider tools for people using GPS and Apps for smart phones that display the County Trail System.

3. Kiosks at Waysides – There is an opportunity to work with the North Shore Scenic Drive Scenic Byway Council and the DNR as they design the displays that go on many kiosks and panels when waysides are upgraded (such as Beaver River). With 13 waysides spanning a distance of approximately 55 miles, there is a wayside on average of every 4 miles. These provide an opportunity to promote the Lake County Trail System to the many people traveling within and through the County.

Highway 61 has waysides at Knife River (DOT), Two Harbors (RJ Houle Center), Flood Bay, Silver Creek Tunnel, Gooseberry Falls State Park, Twin Points, Split Rock River, Split Rock Wayside, Beaver Bay (to be constructed in 2014), Silver Bay Marina and Bayside Park, Tettagouche State Park (being constructed in 2013), and Caribou Falls State Wayside. In addition to the two hugely popular and visited waysides at State Parks (Gooseberry Falls and Tettagouche), there are less developed waysides where Highway 61 enters the County (Knife River on the west, Caribou Falls on the East).

Data Maintenance

Having accurate and up-to-date information is important for the management and marketing of the County Trail System, especially for the information that is available to users through electronic media and making accurate trail

information available for marketing and for use by local businesses . While maintaining the close working relationships and information exchange among the various governments and agencies (County, DNR, USFS, Cities) is critical to maintaining the trail data within the County, it is questionable whether these governments and agencies can sustainably serve accurate data that meets a broad spectrum of community and local business/marketing needs without a third party working between the consumers of the information and the agencies.

Therefore, the County and the other government agencies should consider the option of seeking out or cultivating the development of a third party business or non-profit to work between the consumers and the agencies, and whose mission is to:

- Consume regional authoritative data from externally facing government services
- Edge match, standardize, and republish this information for further consumption (private web service developers and providers)
- Challenge governments/agencies when discrepancy is noted and/or different from observations and convention-derived standards
- Use a subscription and licensure based business-plan to financially support data maintenance and distributions
- Stay abreast of data requirements to work as an advocate for data consumers and clients

IX. Implementation Strategy

County Designations

1. If all County Roads are not designated, then the County Board should consider designating the following County Roads to allow Class 1 ATV riding on right shoulder: (Would require County Ordinance)

- CSAH 7 (entire distance) **Note: Recommendation Implemented! The Lake County Board enacted this recommendation in 2013.**
- CSAH 8 (entire distance) **Note: Recommendation Implemented! The Lake County Board enacted this recommendation in 2013.**
- CR 111 – Airport Road (approx. 1 mile)
- CR 122 – Waldo Road (approx. 2 miles)
- CR 702 Mitawan Lake Road (approx.. 1 mile) **Note: Recommendation Implemented! The Lake County Board enacted this recommendation in 2013.**
- CR 704 McDougal Lake Road (approx. 1 mile)

2. Designate the following Roads as bicycle routes, allowing bikes to ride on the right shoulder (see maps for routes) Enlarge shoulders on most routes when opportunity arises.

- **Silver Bay Loop** CR 5 – CR 402 (Lax Lake Rd) – State Highway 1 (need agreement with DOT for Hwy 1)
- **Beaver Bay- Silver Bay Loop** CR 4 – CR 5 – Gitchi-Gami Trail
- **Beaver Bay – Two Harbors Loop** CR 4, CR 15, CR 2, CR 24, RD 106 (W. Castle Danger Rd), Hwy 61 (2 mile section with 10 ft. shoulders), Gitchi-Gami Trail. (need agreement with DOT and Township)
- **Northern County Loop – Hwy 1** (from Ilgen City to Intersection with CSAH 2) – CSAH 2 to CSAH 15, CSAH 15 to CR 402; CR 402 to Hwy 1 (need agreement with DOT for Hwy 1)

3. Designate trails at County Demo Forest as Mountain Bike Trails and Cross Country Ski Trails. Seek partner/ user group to take on GIA agreement for XC ski trail grooming/maintenance.

4. Designate Multi-Use Trailhead at Lake County Fairgrounds – Trailhead to access snowmobile trails, Two Harbors Agate Trail, Errki Harju Ski Trail, and future trails that may be developed in the area. Some minor construction may be necessary.

5. Designate Retired Gravel Pits for ATV, OHM, 4WD and/or Mountain Bike Use – Based on County analysis of pits, and when they are retired from active pit use, designate one or more pits for use by ATVs, OHMs4WD and/or mountain bikes. Some re-contouring of pit areas may be necessary.

6. Designate County Forest Road that runs .09 miles west of railroad trestle that is west of Dufresne Road as available for OHMs and Dual Use Motorcycles as well as ATVs. The trail is currently marked as “ATVs Only.”

Develop Agreements between Lake County and Others

- A. Agreement to allow Class 1 & 2 ATV use on power line ROW from Hwy 61 to CR 111 (Airport Road).
- B. Agreement to allow Class 1 & 2 ATV use on gas line ROW on county property from Waldo Road to Reeves Road.
- C. Agreement to allow Class 1 & 2 ATVs on approx. 1.5 miles of existing snowmobile route on County lands north of W. Castle Danger Road.
- D. Agreement from Town of Silver Creek to allow Class 1 & 2 ATV use on approximately 0.25 miles of the East Alger Grade.
- E. Agreement to allow Class 1 & 2 ATVs to ride on approximately 2.5 miles of White Road if they cannot already do so.

Lake County Request for Action by Others

- Encourage USFS/DNR to allow Class 2 ATVs on approximately 1.5 mile portion of Lake 29 road through Section 16 and 20 of T.61N., R.6W. (Class 1 ATVs currently allowed)
- Encourage USFS to allow Class 1 & 2 ATVs on approximately 0.5 miles of FR 377.
- Commend USFS/DNR for designating the entire length of Stony Spur II trail as suitable for both Class 1 and Class 2 ATVs. This was done in August 2013 and arrived at, in part, through working with the County on the Comprehensive Trail Plan.
- Encourage USFS to allow Class 2 ATVs and OHMs on FR 51058B and FR 90221.
- Encourage USFS and DNR Forestry and Parks and Trails Divisions to reconsider their ATV routes in Lake County in light of changes to the County's decisions on ATV access to County road and Trails.
- Encourage USFS to develop ATV and Snowmobile trailhead, parking area, and toilet structure at old ELC/Job Corps site north of Knotted Pine resort.
- Encourage DNR to complete sections of Gitchi Gami Trail, especially section from Two Harbors to Silver Creek Cliff. (Also could be part of potential CIMS project related to Hwy 1 reconstruction of this section of road).
- Encourage/Assist Two Harbors and Finland in implementing their trail plans.

Construction-related Projects

1. Mountain Bike Trails.

- Three potential areas selected with good access and topography.
- 2013 costs are estimated at \$20 to \$30 thousand per mile, or about \$3 - \$4 per foot for basic trail.

- Need a system of about 10 miles for a starter system. About 25 miles of trail makes a true destination system.
- Need to form relationships with local mountain bike clubs.

2. Extend ATV use on the CJ Ramstad Trail from Finland to the Cook County border.

- Distance of approximately 18 miles.
- Reinforcement of trail and installation of culverts needed for ATV use of trail.
- Most of trail crosses Lake County land, but will need cooperation/agreement with DNR as some trail crosses state lands.
- Costs and funding would be similar to the work done on western portions of CJ Ramstad trail.

3. Superior Hiking Trail Connector to Two Harbors

- Continue to look for ways to connect Superior Hiking Trail with a spur that ends near Two Harbors.

4. Two Harbors High School Hiking and Cross Country Skiing Trails

The High School and Ski Team are interested in developing additional trails near the school. A likely site could be at the Fairgrounds. Trail groups at the High School will be critical to providing workers and acquiring funding, working in partnership with County.

Working Together with Others

While all the above projects entail working with others, one not mentioned elsewhere is dependent upon doing so: *Marketing the Lake County Trails System*. Lake County has a tremendous existing trail system, even if none of the above improvements are implemented. Letting both local residents and potential visitors know to avail themselves of these trail opportunities will yield both health and economic benefits to the County.

- ⇒ Work with existing trail groups to develop user-friendly, easy to read maps. The County can work with user groups to produce maps similar to the snowmobile maps that are currently produced. Using accurate information, the County and User groups can work together and produce separate maps for snowmobile routes, ATV routes, hiking, biking, and skiing. These can be done by clubs, selling ad space at little or no cost to the County.
- ⇒ Work with Two Harbors Chamber of Commerce to strengthen the information about trails on their website, and Lake County's website. Have information about trail types, an interactive map that is available for a variety of formats (computer, smart phone, etc.).
- ⇒ Identify and market the various trailhead hubs along Highway 61 as places to get information and begin a trail journey.

⇒ Work with North Shore Scenic Drive Council, MN DOT, and MN DNR to improve and standardize the presentation of trails on kiosks at the various waysides along Highway 61. Many of these waysides and rest areas also serve as trailheads. The kiosk at Split Rock River already has a trails panel. Panels are currently being developed for the Beaver River Wayside.

The following waysides could feature panels identifying Lake County’s trail opportunities:

◇ Knife River Rest Area (on Four Lane)	◇ Twin Points
◇ RJ Houle Center	◇ Gooseberry Falls State Park
◇ Flood Bay	◇ Split Rock River
◇ Stewart River	◇ Split Rock Wayside
◇ Silver Creek Tunnel	◇ Split Rock Lighthouse State Park
◇ Bayside Park and Marina	◇ Palisade Head
◇ Tettegouche State Park	◇ Caribou Falls Wayside

Additional Consideration:

The LTV Railroad connected the LTV taconite mine and processing site in Hoyt Lakes, Minnesota to a shipping port on Lake Superior at Taconite Harbor, passing through the heart of Lake County. The mining operation shut down several years ago but the railroad remains, unused and deteriorating. The line is still privately owned. Lake County and its neighbors in St. Louis and Cook Counties should stay aware of any potential changes to the line or its ownership. The line would make a scenic , remote, and historically interesting trail corridor. It even has a lengthy tunnel under a rock formation near Lake County’s Nine Mile Lake. Lake County should pursue a trail opportunity on the LTV Railroad if it presents itself. Trail Plan Committee members have stated that the best, most economical use of the line would likely be an ATV trail.



APPENDICES





APPENDIX A
INVENTORY OF EXISTING TRAILS



Trail Name	Trail Manager	Landowner	Miles
Short Distance Hiking Trails			124.87
City of Two Harbors			6.69
Agate Trail	Two Harbors	Two Harbors	1.12
Golf Course Central	Two Harbors	Two Harbors	0.53
Harbor Hills South	Two Harbors	Two Harbors	0.31
Skunk Creek - Harbor Hills West	Two Harbors	Two Harbors	0.34
Sonju Trail	Two Harbors	Two Harbors	0.65
CSAH 26 Trail	Two Harbors	Two Harbors	1.53
Harbor Hills North	Two Harbors	Two Harbors	0.28
15th Street	Two Harbors	Two Harbors	0.49
Ecumen Link	Two Harbors	Two Harbors	0.16
Antonich Trail	Two Harbors	Two Harbors	0.28
Two Harbors School Trails	Two Harbors School	Two Harbors School	1
City of Silver Bay			8.1
Overlook Trail		Cliffs Resources	0.5
Twin Lakes Trail	SHTA	Lake County & MN DNR	7.6
Donald D. Ferguson/Lake County Demo Forest			3.94
Knife River Trail	Lake Co. For. Dept.	Lake County	0.46
Ferguson Trail	Lake Co. For. Dept.	Lake County	0.78
Old Gravel Pit Trail	Lake Co. For. Dept.	Lake County	0.47
Old Camp Trail	Lake Co. For. Dept.	Lake County	0.5
Pepperlin Trail	Lake Co. For. Dept.	Lake County	0.53
Lowland Ash Trail	Lake Co. For. Dept.	Lake County	1.2
Gooseberry Falls State Park			20
Gitchi Gummi Trail	Gooseberry Falls SP	MN DNR	1.4
Middle Falls Trail	Gooseberry Falls SP	MN DNR	1
Other unspecified Trails	Gooseberry Falls SP	MN DNR	17.6

Trail Name	Trail Manager	Landowner	Miles
Split Rock Lighthouse State Park			11.76
Wheelchair Accessible Trail	Split Rock SP	MN DNR	0.25
Self-Guided Trail	Split Rock SP	MN DNR	6
Little Two Harbors Trail	Split Rock SP	MN DNR	0.86
Day Hill Trail	Split Rock SP	MN DNR	1.15
Merrill Logging Trail	Split Rock SP	MN DNR	2.0
Corundum Mine Trail	Split Rock SP	MN DNR	1.5
Tettegouche State Park			23
Various unnamed trails	Tettegouche State Park	MN DNR	23
George Crosby/Manitou State Park			24.03
Matt Willis Trail	Crosby/Manitou SP	MN DNR	2.37
Beaver Bog Trail	Crosby/Manitou SP	MN DNR	1.5
Cedar Ridge Trail	Crosby/Manitou SP	MN DNR	1.79
Humpback Trail	Crosby/Manitou SP	MN DNR	1.57
West Manitou River Trail	Crosby/Manitou SP	MN DNR	4.36
Yellow Birch Trail	Crosby/Manitou SP	MN DNR	1.12
Misqua Trail	Crosby/Manitou SP	MN DNR	0.32
Unspecified Trails	Crosby/Manitou SP	MN DNR	11
State Forest Trails			2
Sullivan Lake Nature Trail	Finland State Forest	MN DNR	2
Superior National Forest			25.35
Divide Lake	Superior NF	USFS	1.4
Eighteen Lake	Superior NF	USFS	2.4
Flathorn Lake	Superior NF	USFS	1.8
Hogback Lake	Superior NF	USFS	4.4
Manitou Overlook	Superior NF	USFS	0.7
McDougal Lake	Superior NF	USFS	0.9
Ninemile Lake	Superior NF	USFS	3.7
Secret/Blackstone	Superior NF	USFS	5
White Pine Interp.	Superior NF	USFS	0.25

Trail Name	Trail Manager	Landowner	Miles
Stub Lake	Superior NF	USFS	1.6
Fernberg Tower	Superior NF	USFS	0.4
Benezie/Beccosin	Superior NF	USFS	1.8
Kawishiwi Campground Interp.	Superior NF	USFS	1
Long Distance Hiking Trails			293.85
Superior Hiking Trail	Superior Hiking Trail Association	Various - DNR /USFS/County/Pvt	127.59
CJ Ramstad/North Shore State Trail	MN DNR	Various - DNR/ USFS/County/Pvt	65.4
Gitchi Gami State Trail	MN DNR	Various - DNR/ DOT/County/Pvt	17.6
Kekekabic Trail	Superior NF/Kekekabic Trail Club	USFS	26.76
Snowbank Lake Trail	Superior NF	USFS	27.5
Pow Wow Trail	Superior NF	USFS	29
Hunter/Walking Trails			15.65
Glipi	MN DNR Wildlife	MN DNR	2.2
Greenstone	MN DNR Wildlife	MN DNR	3.2
Split Rock River	MN DNR Wildlife	MN DNR	5.1
Arrowhead	Superior NF	USFS	3.75
Kane Lake	Superior NF	USFS	1.4
Fishing/River Access Trails			0.6
Little Isabella River	Superior NF	USFS	0.6
Bicycle Trails			122.2
Gitchi Gami State Trail	MN DNR	Various - DNR/ DOT/County	17.6
CJ Ramstad/North Shore State Trail	MN DNR	Various - DNR/ USFS/County	65.4
Flathorn Gegoka Trail	USFS	USFS	16.7
Lake Superior Bike Route (Duluth to Two Harbors on Old Hwy 61)	MN DOT	MN DOT	
Split Rock Lighthouse State Park	Split Rock SP	MN DNR	6
Tettegouche State Park	Tettegouche SP	MN DNR	1.5
Gooseberry Falls State Park	Gooseberry Falls SP	MN DNR	15

Trail Name	Trail Manager	Landowner	Miles
Cross Country Ski Trails			112
Erkki Harju	City of Two Harbors	Two Harbors	6.2
Northwoods	Northwoods Ski Touring Club		11.8
Flathorn Gegoka	Superior NF	Maintained by partner	16.7
South Triangle	Superior NF	USFS	1.8
Farm Lake	Superior NF	USFS	6.2
Greenstone-Cohchu	Superior NF	USFS	0.7
Jasper Hills Ski Trail	Superior NF	USFS	13.8
Minister Lake	Superior NF	USFS	6.6
Wintergreen	Superior NF	USFS	1.7
Big Pine	Superior NF	USFS	3
Crockett	Superior NF	USFS	3
Kawishiwi Triangle	Superior NF	USFS	5
Gooseberry Falls State Park	Gooseberry Falls SP	MN DNR	12
Split Rock Lighthouse State Park	Split Rock SP	MN DNR	8
Little Two Harbors Trail	Split Rock SP	MN DNR	
Day Hill Trail	Split Rock SP	MN DNR	
Merrill Logging Trail	Split Rock SP	MN DNR	
Corundum Mine Trail	Split Rock SP	MN DNR	
Tettegouche State Park	Tettegouche SP	MN DNR	15.5
Dog Sled Trails			13.4
Kawishiwi Triangle	Superior NF	USFS	5
Wintergreen	Superior NF	USFS	1.7
Big Pine	Superior NF	USFS	3
Crocket Winter	Superior NF	USFS	3
Greenstone-Conchu	Superior NF	USFS	0.7

Trail Name	Trail Manager	Landowner	Miles
Water Trails			6.2
Lake Superior Water Trail	MN DNR	MN DNR	11.8
ATV Designated Trails			16.7
Red Dot Trail	GIA		1.8
Moose Walk/Moose Run	GIA		6.2
Stony Spur II	GIA	USFS	0.7
CJ Ramstad/North Shore State Trail	DNR/County	County	13.8
ATV Travel Routes - Non-Designated			6.6
MN DNR Travel routes	MN DNR - Forestry	MN DNR	1.7
USFS Travel Routes Class I ATV only	Superior NF	USFS	3
USFS Travel Routes Class I & II ATVs	Superior NF	USFS	3
Snowmobile Trails			12
CJ Ramstad/North Shore State Trail	MN DNR	Various - DNR/ USFS/Co/Pvt	8
West Corridor Trail	Voyageurs Club GIA	Private & County	
East Corridor Trail	Voyageurs Club GIA	Private & County	
Dixie Spur	Voyageurs Club GIA	Private & County	
Yukon Trail	Voyageurs Club GIA	DNR, County, USFS, Pvt	
Yukon Spur	Voyageurs Club GIA	DNR, County, USFS, Pvt	15.5
Brimson Trail	Pequaywan Area Trail Blazers GIA		13.4
Connector from Seven Beaver to Yukon	Hoyt Lakes Snowmobile Club		5
Seven Beaver	East Range GIA	USFS	1.7
Gooseberry Trail	Voyageurs Club GIA	DNR, County and Private	3
Red Dot Trail	Red Dot GIA		3
Moose Walk Trail	Red Dot GIA		0.7
Timberwolf Trail	Sawtooth GIA		
Tomahawk Trail	Tomahawk GIA		
Stony Spur Trail	Stony Spur GIA		
Fall Lake Spur (off of Tomahawk)			
Horseback Riding Trails			
CJ Ramstad/North Shore State Trail	MN DNR	Various - DNR/ USFS/Co/Pvt	

Trail Name	Trail Manager	Landowner	Miles
Snowshoe Trails			3.94
			Plus unspecified
Donal D. Ferguson/Lake County Demo Forest			3.94
Knife River Trail	Lake Co. For. Dept.	Lake County	0.46
Ferguson Trail	Lake Co. For. Dept.	Lake County	0.78
Old Gravel Pit Trail	Lake Co. For. Dept.	Lake County	0.47
Old Camp Trail	Lake Co. For. Dept.	Lake County	0.50
Pepperlin Trail	Lake Co. For. Dept.	Lake County	0.53
Lowland Ash Trail	Lake Co. For. Dept.	Lake County	1.2
Gooseberry Falls State Park			Unspecified
Allowed on all but groomed trails	Gooseberry Falls SP	MN DNR	
Split Rock Lighthouse State Park			Unspecified
Allowed on all but groomed trails	Split Rock Lighthouse SP	MN DNR	
Tettegouche State Park			Unspecified
Allowed on all but groomed trails	Tettegouche State Park	MN DNR	
George Crosby/Manitou State Park			Unspecified
Allowed on all but groomed trails	Crosby/Manitou SP	MN DNR	
Winter Hiking Trails			4.5
Split Rock Lighthouse State Park	Split Rock Lighthouse SP	MN DNR	0.5
Gooseberry Falls State Park	Gooseberry Falls SP	MN DNR	4
Portage Trails	USFS/BWCA	USFS	66



APPENDIX B
ROAD DESIGN MILEAGE FOR PROPOSALS



Road Designation Mileage

NAME	ALTERNATE NAME	Proposed Use	LENGTH
Cty Hwy 7	Cramer Road	ATV	37.18
Cty Hwy 8		ATV	4.25
Cty Hwy 702	Mitawan Lake Road	ATV	3.21
Cty Hwy 704	McDougal Lake Road	ATV	2.97
Cty Hwy 6	Little Marais Road	ATV Ditch	7.16
Cty Hwy 15	Tomi Road	ATV Ditch	6.31
Tomahawk Rd	Forest Road 377	Recommend USFS to allow Class I & II	0.65
Whyte Rd		Private Land Owners. Recommend Class I & II	1.72
Hwy 1		Biking, needs shoulder work	35.88
Hwy 61		Biking, 10ft shoulder	2.33
Hwy 2		Biking, needs shoulder work	19.88
Cty Hwy 5/Penn Blvd		Biking	2.59
FH 11		Biking	19.42
Hwy 2		Biking	26.08
Lax Lake Rd		Biking, needs shoulder work	6.69
Cty Hwy 7	Cramer Road	Biking, connect to Clair Nelson	0.67
Lax Lake Rd		Biking, needs shoulder work	3.24
W Castle Danger Rd		Biking, needs shoulder work	4.08
Cty Hwy 3		Biking, needs shoulder work	5.94
West Rd		Biking Connector 2014	0.81
Waldo Rd		ATV	2.38
Alger/Nester Grade Connector		ATV	1.20



**APPENDIX C
LAKE COUNTY GEOCACHE RULES**



Lake County Geocache Rules

Geocaching requires authorization from the Land Commissioner or designee.

- A geocache contact person responsible for necessary upkeep of the site must be identified prior to approval by the Land Commissioner or designee.
- There should be no earth disturbance or vegetative impact to any approved site. Nor should the cache be readily discernable by the general public.
- Cache(s) shall not be placed in a plastic (PVC) pipe.
- Cache name must be clearly visible on the exterior of all geocache containers. An “Official Geocache” label should be placed on the container. The cache name must be the same on the “Official Geocache” label, Identification Form, and any web site postings.
- The cache may not be placed on stream banks, riparian zones, wetlands, prehistoric and historic archaeological sites, exemplary natural communities, ecologically sensitive areas, unique geological features, or unsafe areas. You must contact the Land Commissioner for possible additional restrictions or questions concerning the proposed location.
- A cache may remain at the approved site for no more than three years at which time it must be removed, the site restored to its original condition, and the Land Commissioner informed in writing of the removal. This will control cache abandonment and assist in preventing renegade trail development to the site.
- Unauthorized geocaches on Demonstration Forest lands will be removed and treated as abandoned property, and the responsible person may be cited for littering.
- Responsible party shall archive site location(s) from all publications and/or website(s) within seven days of removal.
- Caches may only contain a logbook in which to record visits, a description of the geocaching site and non-perishable, family friendly items.
- Maximum of five geocache sites allowed in the Demonstration Forest.
- Use existing trail corridors for travel.
- Place geocache site close to trails, subject to the approval by the Land Commissioner.
- Use already identified points of interest as potential geocache locations due to the educational value of these sites.
- Limit geocache container size to two gallon capacity.
- Lake County reserves the right to eliminate this use at any time.

Date revised: July 26, 2006

Lake County Forestry

601 3rd Avenue

Two Harbors, Minnesota 55616

Guidelines for Geocaching/Letterboxing In Minnesota State Parks

Minnesota Department of Natural Resources - Division of Parks & Recreation
MN State Parks Geocaching Guidelines

Visitor Geocaching Guideline.doc

Rev. 8/03/06

INTRODUCTION

This document provides guidance for visitors interested in participating in geocaching or letterboxing activities on lands administered by the MN Department of Natural Resources Division of Parks and Recreation (state parks, state recreation areas, state waysides).

Geocaching is a recreational activity involving the use of a hand-held GPS (Global Positioning System) unit to locate "caches" whether virtual, now called "waymarks" (a scenic overlook), or real (a container including a logbook.) The most common form of geocaching involves individuals placing caches and sharing the locations of these caches on the Internet (www.geocaching.com). Participants use the location coordinates to find the caches. Once found, participants sign the logbook found in the cache container. They also post their "find" on the on-line logbook. They may also place or remove appropriate items from the cache. Letterboxing is similar but involves using only clues to find a hidden container.

PERMITS

A cache may not be placed in a state park, state recreation area or state wayside before receiving a signed and dated geocaching permit from the manager of the specific park in which the cache is to be placed. Each cache requires its own permit. In addition to a geocaching permit, groups who want to conduct a short-term, sponsored event may be required to complete a Special Use Permit for the event.

CACHE PLACEMENT & INFORMATION

Cache Placement

- Caches will be placed at locations where they do not negatively impact natural/cultural resources, visitor safety, or other users.
- Caches are not allowed in Scientific & Natural Areas, areas identified as restricted, golf courses, or overnight use areas.
- Caches may be temporarily removed or permanently relocated to accommodate MN State Park management needs. Park staff will coordinate these actions with the person responsible for the cache whenever possible.
- Caches may not be buried, nor may vegetation, rocks or other natural or cultural features be moved, marked or damaged in the process of placing, accessing or maintaining the cache.
- MN State Parks retains the right to remove, or have removed, a cache it feels is; in an inappropriate location, is causing undue impact on park resources or for other reasons deemed inconsistent with the mission and statutes of the MN State Park System.
- Due to resource protection or other park management concerns, geocaches may not be allowed in all units administered by the Division of Parks & Recreation. Caches
- Maximum size of cache containers is 8" x 12" x 4". Containers larger than these dimensions need to be noted on the application and specifically approved by the park manager.
- The container must be marked with the following information: the text "Geocache", and the name of the cache as it appears on the website.
- Caches may only contain a logbook in which to record visits, a description of geocaching and non-perishable, family-friendly items.

Permit Applications

- To obtain a permit application, contact the parkmanager at the location where you wish to place a cache or contact Minnesota State Parks central office at MNDNR-Parks 500 Lafayette Rd. Box 39 St. Paul, MN 55155, 651-259-5600 to receive a copy. Contact information for individual parks can also be found at: http://www.dnr.state.mn.us/state_parks/index.html. Anticipate that it may take up to 30 days for your application to be reviewed by Division staff before you receive your permit.

StateForestGeocaching Guidelines.doc

Revised 8/03/06

Maps and locations of Geocaches in Lake County can be accessed here:

<http://www.geocaching.com/map/?ll=47.02976,-91.6712#?ll=47.14069,-91.67336&z=12>

Guidelines for Geocaching/Letterboxing In Minnesota State Forests

Minnesota Department of Natural Resources - Division of Forestry March 2007

1.0 INTRODUCTION

This document is intended to provide guidelines for management of geocaching & letter-boxing activities on lands administered by the Division of Forestry.

Geocaching is a recreational activity involving the use of a hand-held GPS (Global Positioning System) unit to locate “caches” whether virtual, now called “waymarks” (a scenic overlook), or real (a container including a logbook.) The most common form of geocaching involves individuals placing caches and sharing the locations of these caches on the Internet (www.geocaching.com). Participants use the location coordinates to find the caches. Once found, participants sign the logbook found in the cache container. They also post their “find” on the on-line logbook. They may also place or remove appropriate items from the cache. Letterboxing is similar but involves using only clues to find a hidden container.

2.0 PERMITS USUALLY ARE NOT REQUIRED IN STATE FORESTS EXCEPT:

- Groups who want to conduct a short-term, sponsored event may be required to acquire a Special Event Permit if the event involves enough people to disrupt normal use of the forest lands or cause significant environmental effects.
- Generally a cache may be placed in a state forest without receiving a permit from DNR, providing that no significant damage is caused to commercial or protected species of flora or fauna. All natural resource regulations must be observed including restrictions on off highway vehicles, rutting prohibitions, etc.
- A cache should be camouflaged to minimize visual impacts.

3.0 CACHE PLACEMENT SUGGESTIONS

1. DNR is not responsible for the protection of caches placed in areas subject to active resource management like prescribed burns, timber harvest, or in areas planned for facility development. If in doubt, contact a local DNR forester for advice.

2. Caches are not allowed in Scientific and Natural Areas or areas identified as restricted. Caches may not be buried, nor may vegetation or cultural features be damaged in the process of placing, accessing or maintaining the cache.

3. DNR- Forestry retains the right to remove, or have removed, a cache it feels is in an inappropriate location, is causing undo impact on forest resources or for other reasons deemed inconsistent with the mission and statutes of the MN State Forest System.

4.0 CACHE CONTAINERS & CONTENTS

1. Maximum size of cache containers is approximately 8” x 12” x 4” or a container not exceeding 400 cubic inches of capacity.

2. The container must be marked with the following information: the text “Geocache”, and the name of the cache as it appears on the website.

3. Caches may only contain a logbook in which to record visits, a description of geocaching and non-perishable, family-friendly items.

StateForestGeocaching Guidelines.doc
Revised 8/03/06

5.0 APPLICABLE STATUTES & RULES

State statutes and rules which support these geocaching guidelines are listed below.

- 6100.0900 Environmental Protection Subparts 1 and 3.
- 6100.0650 Restricted Areas
- 6100.1650 Storage and Abandonment of Personal Property Subparts 2 & 3
- 6100.0550 Special Event

For more information contact: Keith Simar (218) 833-8703 or Curt Cogan (218) 833-8697, Division of Forestry or contact the nearest DNR Area Forest Supervisor.

Superior National Forest Geocaching Rules

- 1.All caches placed on the Superior National Forest must be registered at the appropriate District Rangers Office prior to placement.
- 2.Caches must be at least a ½ mile apart.
- 3.Caches need to be public, no member only or subscription caches.
- 4.Unregistered caches will be removed and violation notice issued.
- 5.Caches will last no more than one year and the District Ranger's Office notified upon removal.
- 6.Physical caches must not be placed in the Boundary Waters Canoe area Wilderness, Research Areas, Natural Areas, or National Natural Landmarks. Only virtual caches are allowed in these areas.
- 7.Caches must be placed following Leave No Trace principals.
- 8.To protect threaten and sensitive species, caches must be only in uplands to protect wetlands and placed in such as a way that there is no disturbance of the ground or vegetation.
- 9.Caches must not contain food or hazardous materials.
- 10.Containers must be no smaller than a pint and no larger than two gallons.
- 11.Containers must be labeled on the outside so that it would not be mistaken as containing hazardous substances.
- 12.Do not direct people through or near identified archeological sites. This does not work towards maintaining or preserving heritage resources and could lead toward further degradation of the site.
- 13.Return registration to the District Office for approval by the District Ranger.

Only virtual caches are allowed in the Boundary Waters Canoe Area Wilderness. The rules also state the geocaches will last no longer than a year. If visitors are looking for other opportunities to use GPS skills, the Forest is looking for volunteers to GPS trails, portages, and campsites. Contact one of the Districts for more information.

The Superior National Forest recognizes geocaching as a legitimate outdoor recreation activity and is asking you to help us maintain the quality of our natural resources.

Virtual caches in the BWCAW and in the rest of the Forest need not be registered. All other physical caches outside the wilderness must be registered. Geocaching is discouraged in Wilderness because of direction of the Wilderness Act, Forest Service Policy and "Leave No Trace" concepts.



**APPENDIX D
POTENTIAL FUNDING SOURCES**



Transportation Alternatives Program**MN DOT**

Program	This MnDOT program funds projects involving paved trails, ten feet in width. It funds up to \$600,000 of federal funds and requires a 20 percent non-federal match. This program cannot fund preliminary engineering or planning	
Application Process	Applications are accepted on a yearly basis with a Letter of Intent due by mid-November.	
Additional information	http://www.dot.state.mn.us/map-21/tap.html	
Contact	Jon Mason, Associate Planner ARDC Regional Planning 218.529.7513 jmason@ardc.org	221 West First Street Duluth, MN 55802

Outdoor Recreation Grant Program**MN DNR**

Program	This MN DNR program funds projects that include primary outdoor recreation facilities, including non-motorized trails. The maximum grant award is \$100,000 which must be matched by at least an equal amount of non-state funds.	
Application Process	This is an annual grant with applications due in March of each year.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/outdoor_rec.html	
Contact	Joe Hiller Park Grants Contact 651.259.5538 joe.hiler@state.mn.us	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Federal Recreational Trail Program**MN DNR**

Program	This program encourages the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance. The maximum grant award is \$150,000 which must be matched (non-state) by at least 25 percent of the total project cost.	
Application Process	This is an annual grant with applications due in February of each year.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/trails_federal.html	
Contact	Traci Vibo Grant Coordinator 651.259.5619 traci.vibo@state.mn.us	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Regional Trail Grant Program**MN DNR**

Program	To provide grants to local units of government to promote development of regionally significant trails outside the seven-county metropolitan area. The maximum grant award is \$250,000 which must be matched (non-state) by at least 25 percent of the total project cost.	
Application Process	This is an annual grant with applications due in March each year.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/trails_regional.html	
Contact	Traci Vibo Grant Coordinator 651.259.5619 traci.vibo@state.mn.us	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Local Trail Connections Program**MN DNR**

Program	This program provides 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. The maximum grant award is \$150,000 which must be matched (non-state) by at least 25 percent of the total project cost.	
Application Process	This is an annual grant with applications due in March each year.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/trails_local.html	
Contact	Traci Vibo Grant Coordinator 651.259.5619 traci.vibo@state.mn.us	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Parks and Trails Legacy Grant Program**MN DNR**

Program	This MN DNR program provides grants to local units of government to support parks and trails of regional or statewide significance. Grants are reimbursement based up to 100% of the total eligible project costs. Minimum grant award is \$20,000.	
Application Process	This is an annual grant with applications due in October of each year.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/pt_legacy.html	
Contact	Joe Hiller Park Grants Contact 651.259.5538 joe.hiler@state.mn.us	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Minnesota's Off-Highway Vehicle (OHV) Trails Assistance Program (GIA)**MN DNR**

Program	This Grant-In-Aid program is a cost-share program to facilitate development and maintenance of trails for use by All-Terrain Vehicles (ATVs), Off-Highway Motorcycles (OHMs), and Off-Road Vehicles (ORVs) at the initiative of enthusiast groups or clubs, with the support and participation of local government sponsors.	
Application Process	Off-highway vehicle organizations apply through counties, cities or townships. All aspects of OHV trail development and maintenance are eligible to receive GIA funds, including project administration, site planning, trail improvements, land acquisition for trail development, and trail maintenance. Application forms for maintenance of existing trails are due in the DNR Parks and Trails Area Supervisor's office by November 30 annually. New trail proposals are accepted at any time.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/gia_ohv.html	
Contact	Sam Johnson NE Region 2 Contact OHV Acquisition and Development Specialist 218.999.7921	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Minnesota Snowmobile Trails Assistance Program (Grants in Aid)**MN DNR**

Program	This Grant-In-Aid program is a cost-share program to facilitate the development and maintenance of snowmobile trails at the initiative of enthusiast groups or clubs, with the support and participation of local government sponsors.	
Application Process	There will not be a solicitation process for fiscal year 2014.	
Additional information	http://www.dnr.state.mn.us/grants/recreation/gia_snowmobile.html	
Contact	Sam Johnson NE Region 2 Contact OHV Acquisition and Development Specialist 218.999.7921	MN Department of Natural Resources Division of Parks and Trails 500 Lafayette Road, Box 39 Saint Paul, MN 55155

Program	Minnesota’s Lake Superior Coastal Program (MLSCP) offers federal grants for projects that address coastal issues. These projects help achieve regional and state goals for managing land and water resources in the coastal area. Annual grants can fund trails at 50 percent of project cost. Planning grants under \$20,000 can be funded at 75 percent. STAR grants provide 50 percent of projects costing \$15,000 or less.	
Application Process	Applications for Annual and Planning grants are due in November or December of each year. STAR grants are awarded on an ongoing basis until funds are expended for that year.	
Additional information	http://www.dnr.state.mn.us/waters/lakesuperior	
Contact	Amber Westerbur Program Manager 218.834.1445	MN Department of Natural Resources Minnesota’s Lake Superior Coastal Program 1568 Hwy 2 Two Harbors, MN 55616

State Bonding Line Items

Program	<p>Every other year in even numbered years the State Legislature approves a large bonding bill to fund major capital improvements. The State of Minnesota sells General Obligation Tax Exempt and Taxable Bonds, and Revenue Bonds. The proceeds from the sale of General Obligation bonds are used to pay the cost of building the capital projects that are approved by the Legislature and the Governor. For several years, trail acquisition and development projects have received funding in this manner. Most of the bonding funds for trails have been allocated to State trails, but some “regional” trails, and even a few local trails have received bonding funding. In some years, a supplemental bonding bill is passed. However, trail projects have not been included in supplemental bonding, at least in recent history.</p> <p>Typical bonding process: Well before the legislative session starts, House and Senate committees which review bonding proposals conduct site visits to some of the project sites around the state which are proposed for bonding funding. Also well before the session starts, the nonprofit Parks and Trails Council of Minnesota prepares its own list of park and trail projects recommended for bonding, based on the Council’s criteria, and starts organizing lobbying efforts to support its list.</p> <p>The Minnesota DNR may submit bonding requests for state park and state trail projects to the Minnesota Management and Budget Office. The DNR requests are considered with other state agency requests by the Governor. The Governor prepares a bonding proposal, which is presented to the Legislature early in the legislative session. This is the start point of the bonding bill.</p> <p>State Representatives and Senators in whose district a project is located usually introduce separate bills early in the legislative session for each trail bonding request. Bills proceed through several committees, and are eventually combined into one House bonding bill and one Senate bonding bill. The House and Senate usually agree upon and pass a combined bonding bill. The Governor can approve or veto the entire bill, or veto individual projects with the Governor’s line item veto authority.</p>	
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MAPS

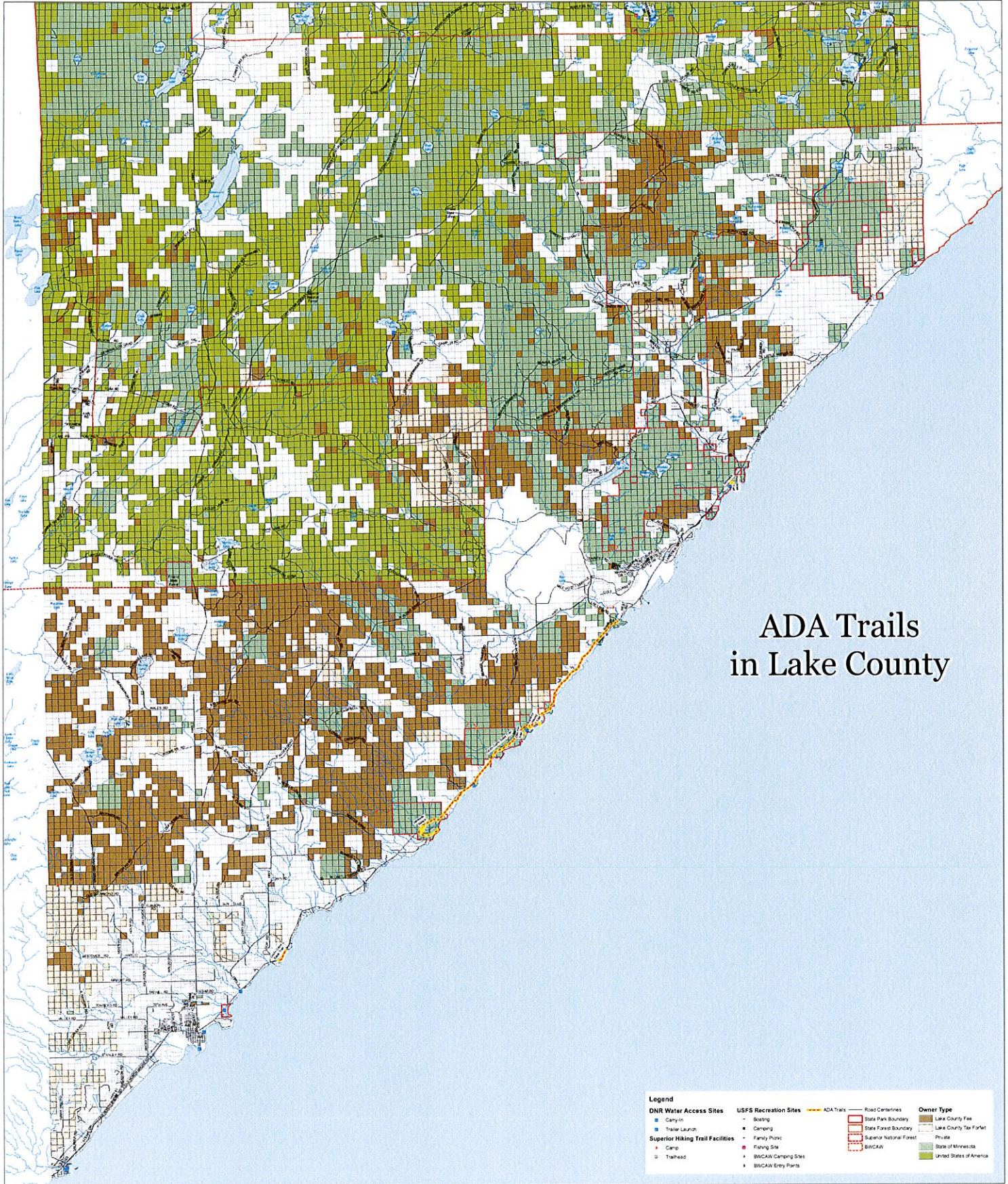
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EXISTING TRAILS





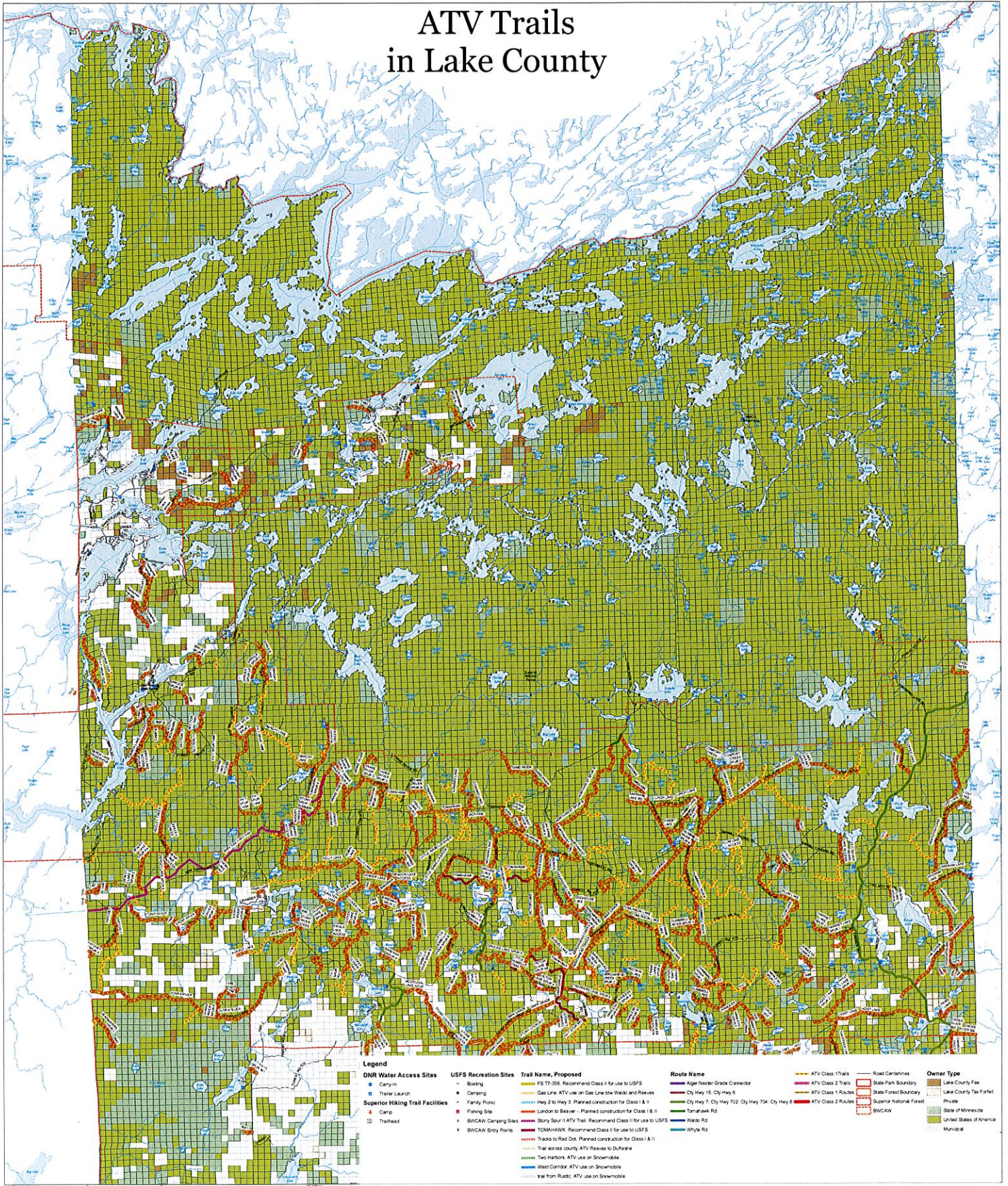
ADA Trails in Lake County

Legend		ADA Trails	Road Centerlines	Owner Type
DNR Water Access Sites	USFS Recreation Sites			
Carry-in	Boating			Lake County Fee
Trailer Launch	Camping			Lake County Tax Forfeit
Superior Hiking Trail Facilities	Family Point			Private
Camp	Fishing Site			Superior National Forest
Trailhead	BWCAW Camping Sites			BWCAW
	BWCAW Entry Points			State of Minnesota
				United States of America

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ATV Trails in Lake County

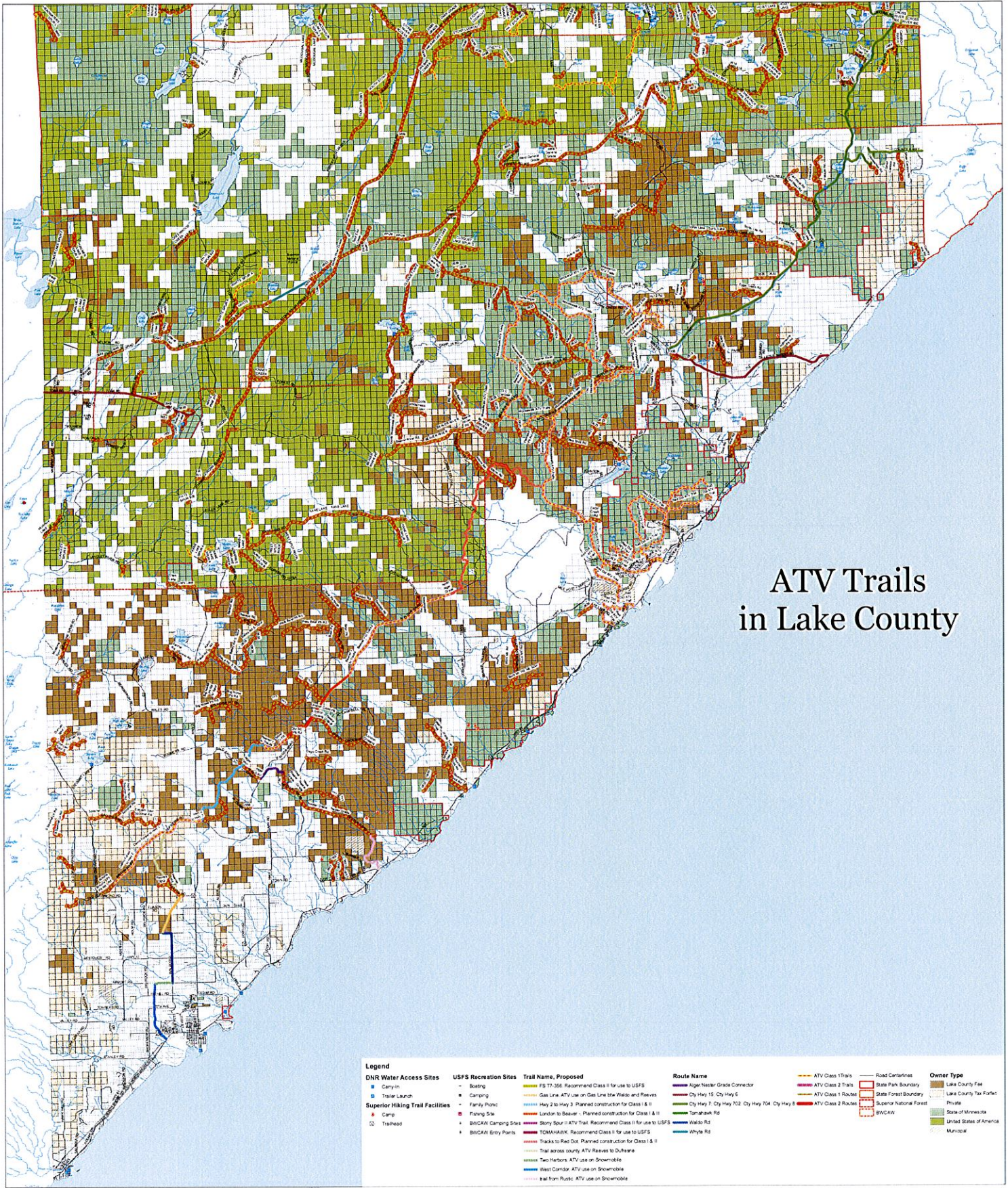


Legend

DNR Water Access Sites	USFS Recreation Sites	Trail Name, Proposed	Route Name	Owner Type	
<ul style="list-style-type: none"> ■ Canyon ■ Trailer Launch 	<ul style="list-style-type: none"> ● Boating ● Camping ● Family Name ● Fishing Site ● BWCAN Camping Sites ● BWCAN Entry Points 	<ul style="list-style-type: none"> ■ PS 17-356, Recommend Class II for use to USFS ■ Gas Line, ATV use on Gas Line to Wade and Reeves ■ Hwy 2 to Hwy 3, Planned construction for Class I & II ■ London to Beaver, Planned construction for Class I & II ■ Stony Spur II ATV Trail, Recommend Class II for use to USFS ■ TOMAHAWK, Recommend Class II for use to USFS ■ Trails to Red Oak, Planned construction for Class I & II ■ Trail across county, ATV Reeves to Outwaite ■ Two Haplois, ATV use on Snowmobile ■ West Conductor, ATV use on Snowmobile ■ Trail from Rustic, ATV use on Snowmobile 	<ul style="list-style-type: none"> ■ Agee Nester Grade Connector ■ City Hwy 15, City Hwy 6 ■ City Hwy 7, City Hwy 704, City Hwy 704, City Hwy 8 ■ Tomahawk Rd ■ Wade Rd ■ White Rd 	<ul style="list-style-type: none"> ■ ATV Class 1 Trails ■ ATV Class 2 Trails ■ ATV Class 1 Routes ■ ATV Class 2 Routes ■ Road Centurines ■ State Park Boundary ■ State Forest Boundary ■ Superior National Forest ■ BWCAN 	<ul style="list-style-type: none"> ■ Lake County Fee ■ Lake County Tax Parcel ■ Private ■ State of Minnesota ■ United States of America ■ Municipal

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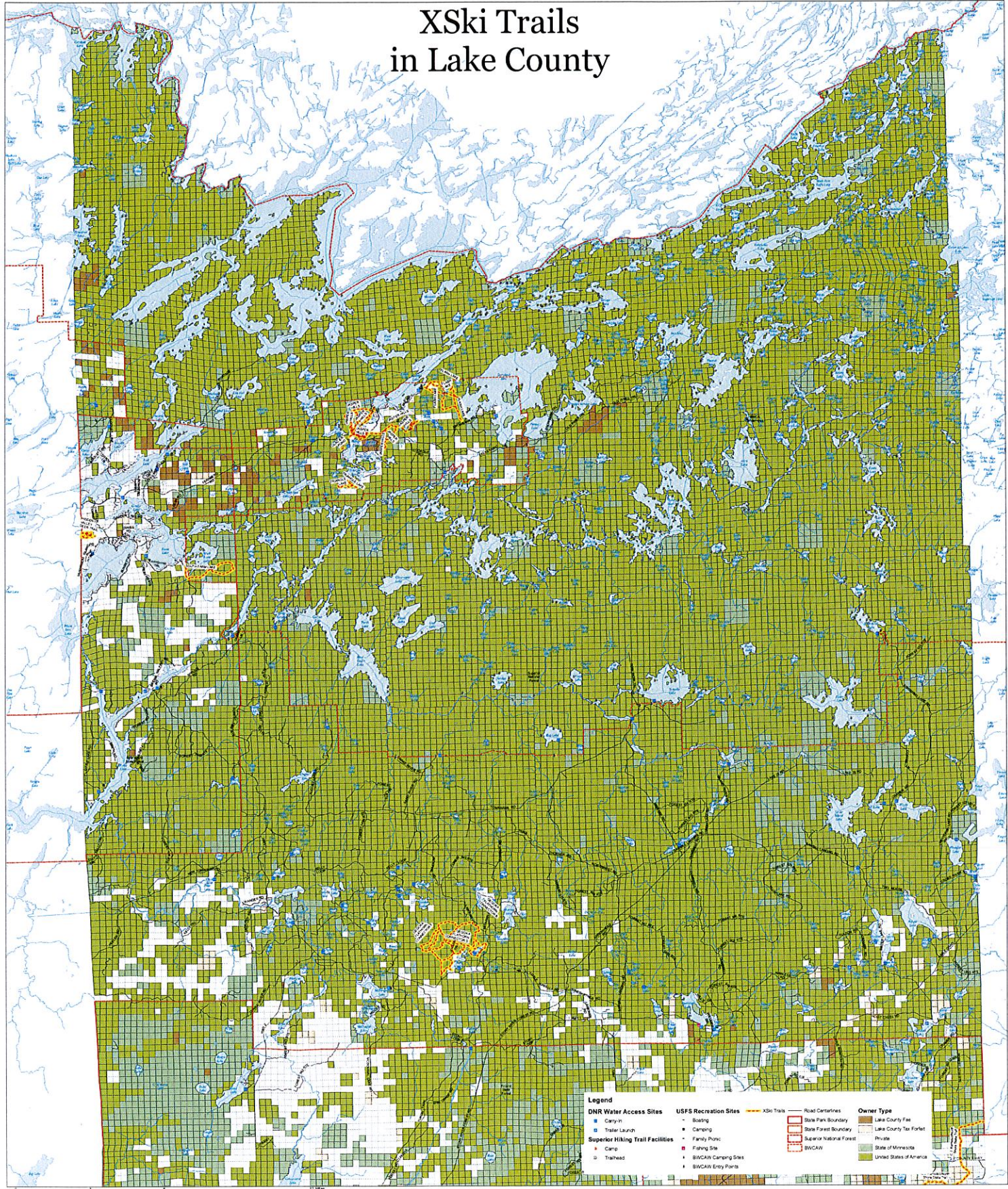
ATV Trails in Lake County

Legend		Trail Name, Proposed		Route Name		Owner Type	
DNR Water Access Sites	USFS Recreation Sites	Trail Name, Proposed		Route Name		Owner Type	
■ Carry-in	● Boating	FS 77-356, Recommend Class II for use to USFS	Alger Nester Grade Connector	● ATV Class 1 Trails	— Road Centerlines	■ Lake County Fee	
■ Trailer Launch	■ Camping	Gas Line, ATV Use on Gas Line (the Waldo and Reeves)	City Hwy 15, City Hwy 6	● ATV Class 2 Trails	■ State Park Boundary	■ Lake County Tax Forfeited	
Superior Hiking Trail Facilities	● Family Picnic	Way 2 to Hwy 3, Planned construction for Class I & II	● ATV Class 1 Routes	● ATV Class 3 Routes	■ State Forest Boundary	■ Private	
■ Camp	● Fishing Site	London to Beaver - Planned construction for Class I & II	● City Hwy 7, City Hwy 702, City Hwy 704, City Hwy 1	● ATV Class 2 Routes	■ Superior National Forest	■ State of Minnesota	
○ Trailhead	■ BVCAN Camping Sites	Stony Spur II ATV Trail, Recommend Class II for use to USFS	● Tonahawk Rd		■ BVCAN	■ United States of America	
	■ BVCAN Entry Points	TOMAHAWK, Recommend Class II for use to USFS	● Waldo Rd			■ Municipality	
		Tracks to Red Dot, Planned construction for Class I & II	● Whyte Rd				
		Trail across county, ATV Reeves to DuHaine					
		Two Harbors, ATV Use on Snowmobile					
		West Harbor, ATV Use on Snowmobile					
		Trail from Rustic, ATV Use on Snowmobile					

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XSki Trails in Lake County

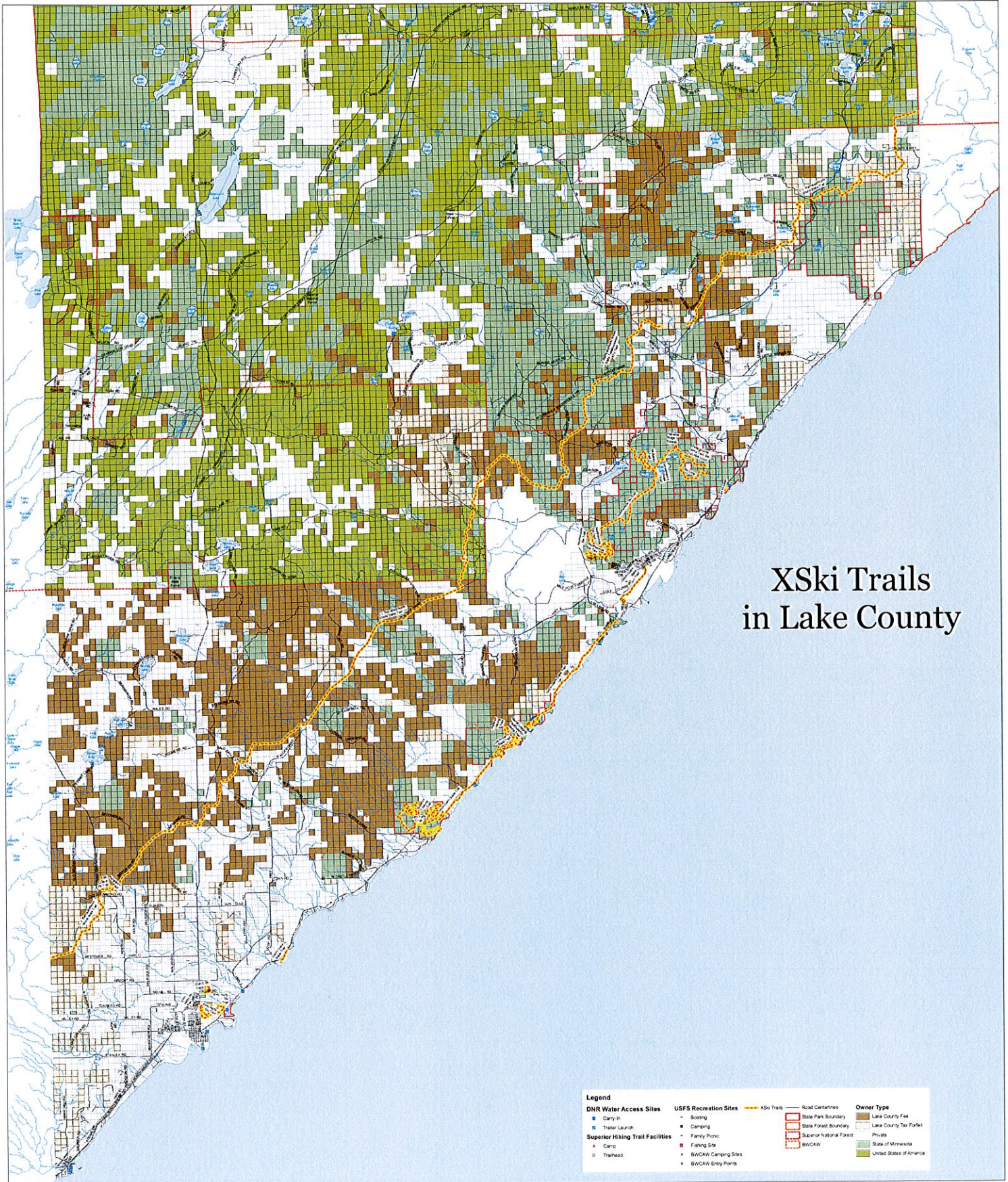


Legend

DNR Water Access Sites	USFS Recreation Sites	XSki Trails	Road Centerlines	Owner Type
Carry-in	Boating	Orange line	Black line	Lake County Fee
Trailer Launch	Camping	Yellow line	Red line	Lake County Tax Forfeit
Superior Hiking Trail Facilities	Family Point		Red dashed line	Private
Camp	Fishing Site		Red dashed line	State of Minnesota
Trailhead	BVCAN Camping Sites		Red dashed line	United States of America
	BVCAN Entry Points		Red dashed line	

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CROSS COUNTRY SKI TRAILS SOUTH

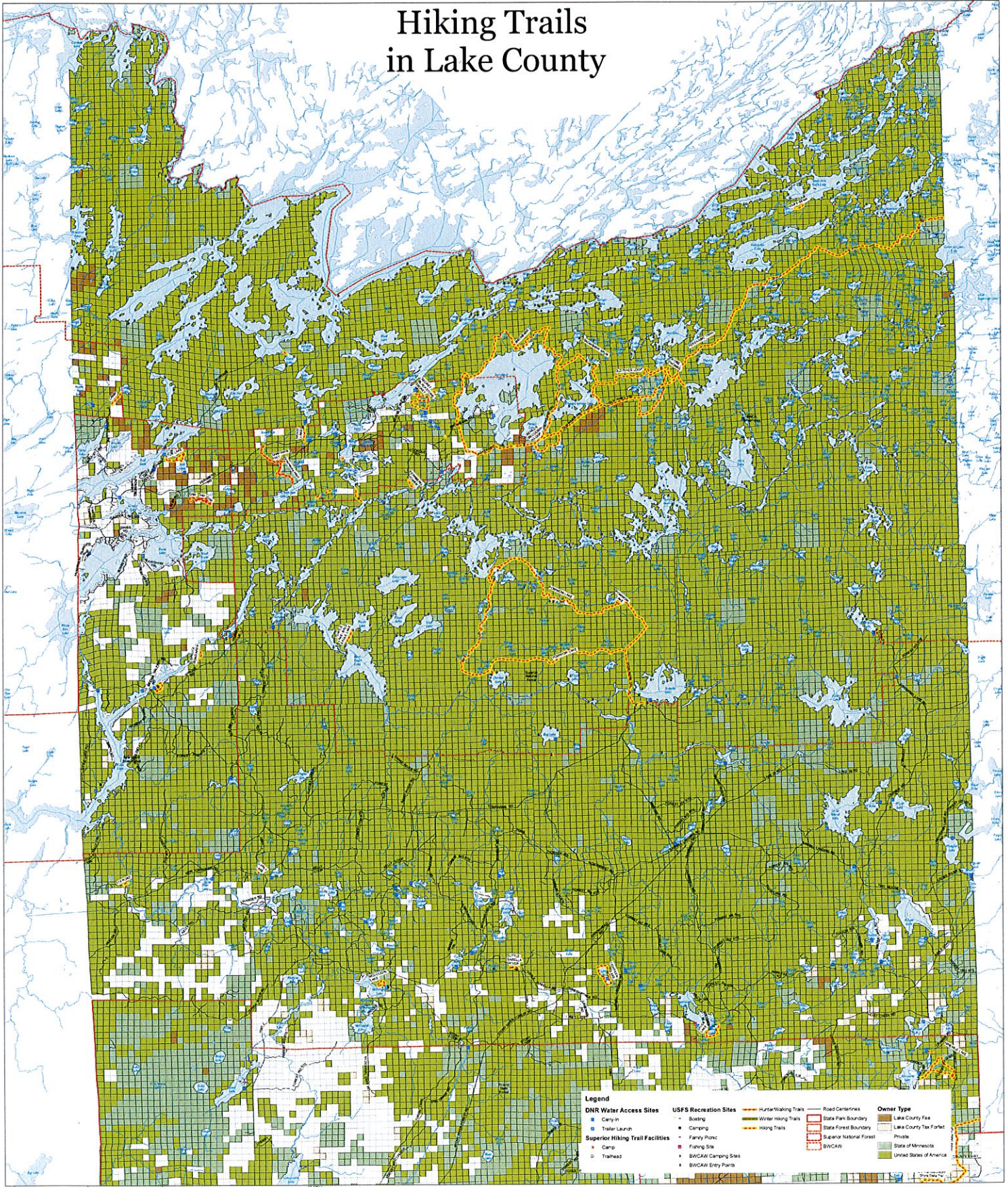


X Ski Trails
in Lake County

Legend			
DNR Water Access Sites	USFS Recreation Sites	X Ski Trails	Road Centerlines
● Carry-In	● Boating	— X Ski Trails	— Road Centerlines
● Trailer Launch	● Camping	— State Park Boundary	— State Park Boundary
Superior Hiking Trail Facilities	● Family Picnic	— State Forest Boundary	— State Forest Boundary
● Camp	● Fishing Site	— Superior National Forest	— Superior National Forest
● Trailhead	● BWCAW Camping Sites	— BWCAW	— BWCAW
	● BWCAW Entry Points		
			Owner Type
			■ Lake County Fee
			■ Lake County Tax Forfeited
			■ Private
			■ State of Minnesota
			■ United States of America

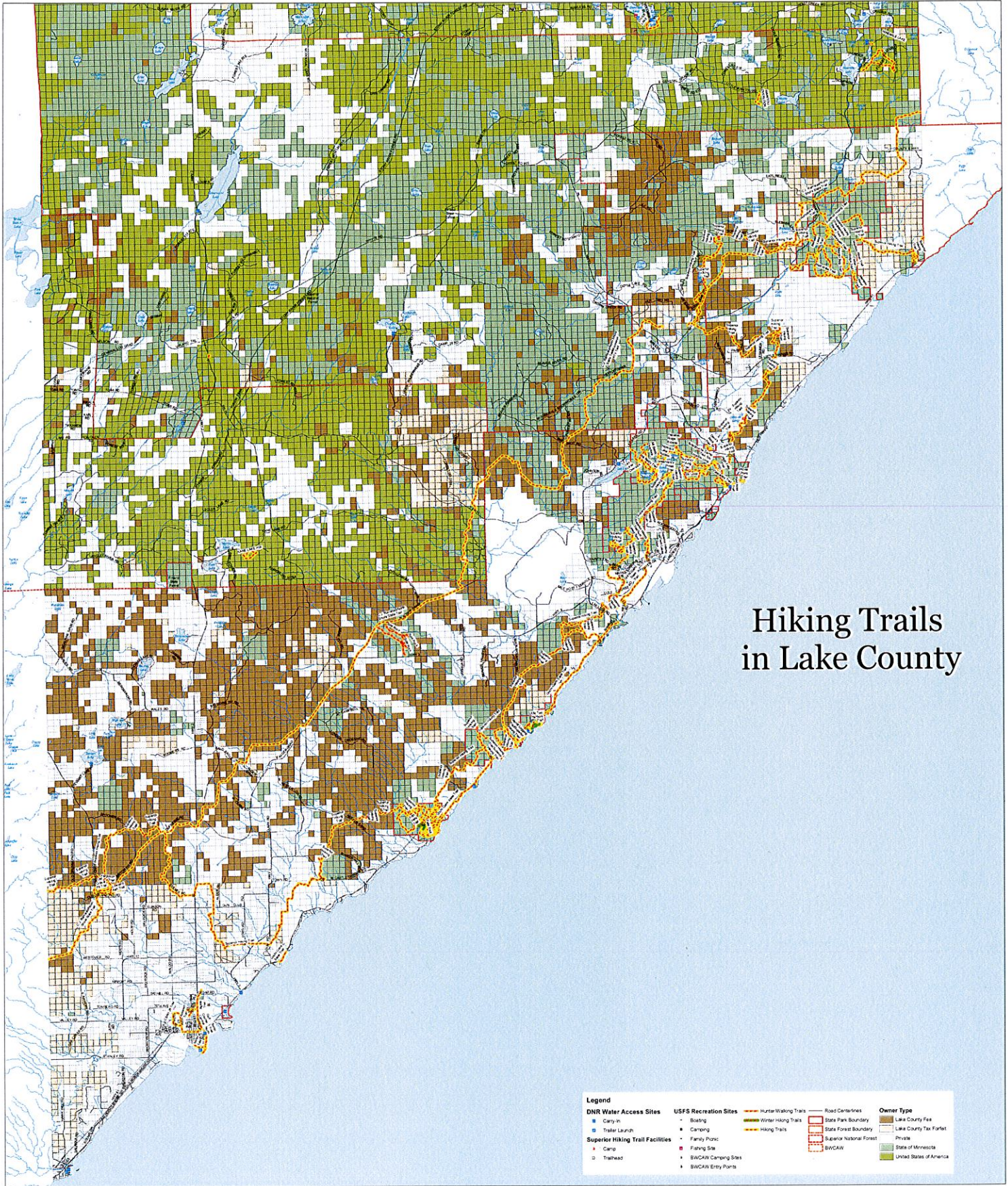
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Hiking Trails in Lake County



Legend			
DNR Water Access Sites	USFS Recreation Sites	Hurst-Wading Trails	Road Centerlines
■ Carry-in	■ Boating	— Hurst-Wading Trails	— Road Centerlines
■ Trailer Launch	■ Camping	— Water Hiking Trails	— State Park Boundary
Superior Hiking Trail Facilities	■ Family Picnic	— Hiking Trails	— State Forest Boundary
● Camp	■ Fishing Site		— Superior National Forest
○ Trailhead	■ BWSA/CAN Camping Sites		— BWSA/CAN
	■ BWSA/CAN Entry Points		
			Owner Type
			■ Lake County Fee
			■ Lake County Tax Forfeiture
			■ State of Minnesota
			■ United States of America

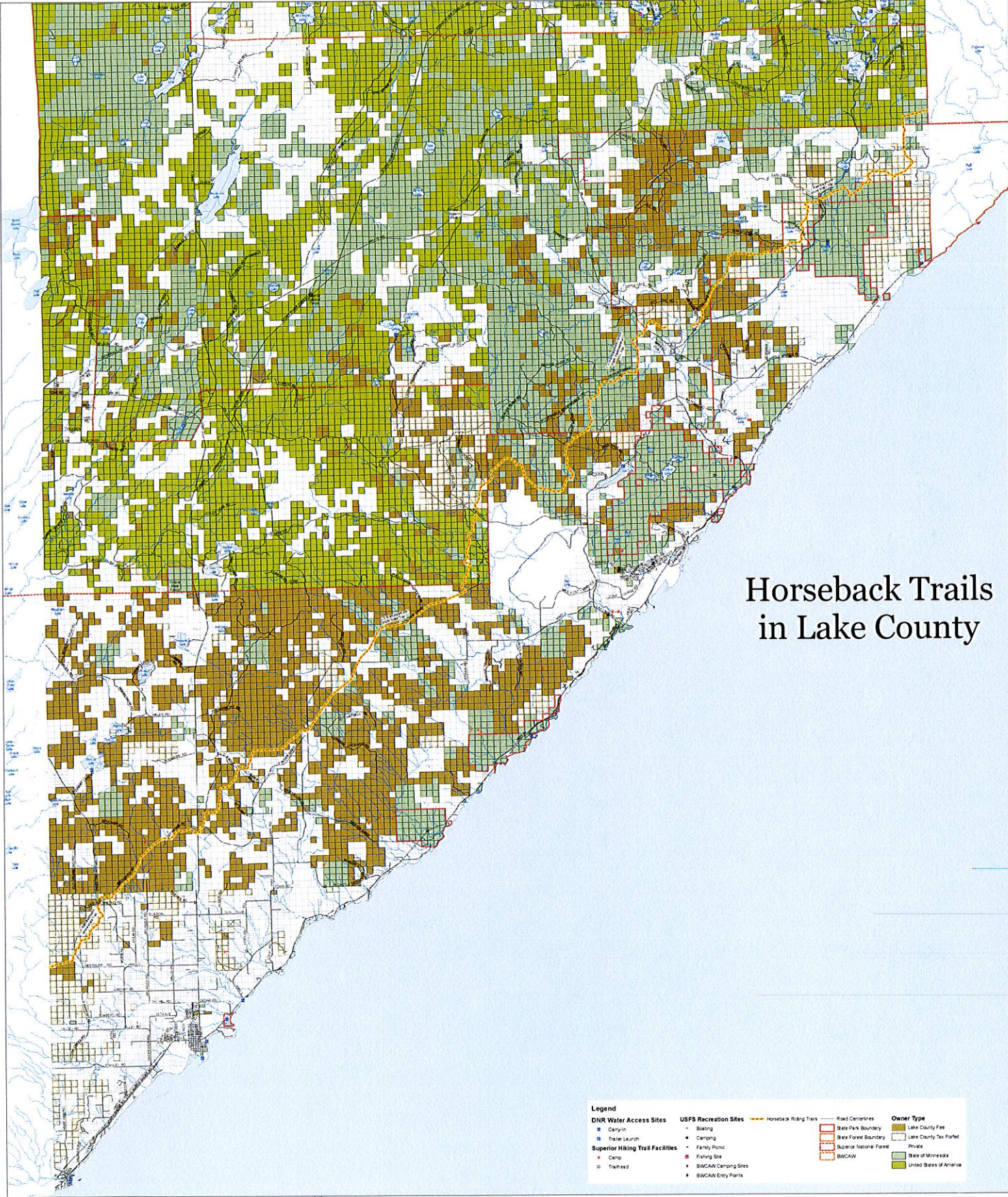
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Hiking Trails in Lake County

Legend			
DNR Water Access Sites	USFS Recreation Sites	Hunter-Walking Trails	Road Centelines
Carry-in	Boating	Winter Hiking Trails	State Park Boundary
Trailer Launch	Camping	Hiking Trails	State Forest Boundary
Superior Hiking Trail Facilities	Family Point		Superior National Forest
Camp	Fishing Site		BWCAN
Trailhead	BWCAN Camping Sites		
	BWCAN Entry Points		
			Owner Type
			Lake County Fee
			Lake County Tax Forfeit
			Private
			State of Minnesota
			United States of America

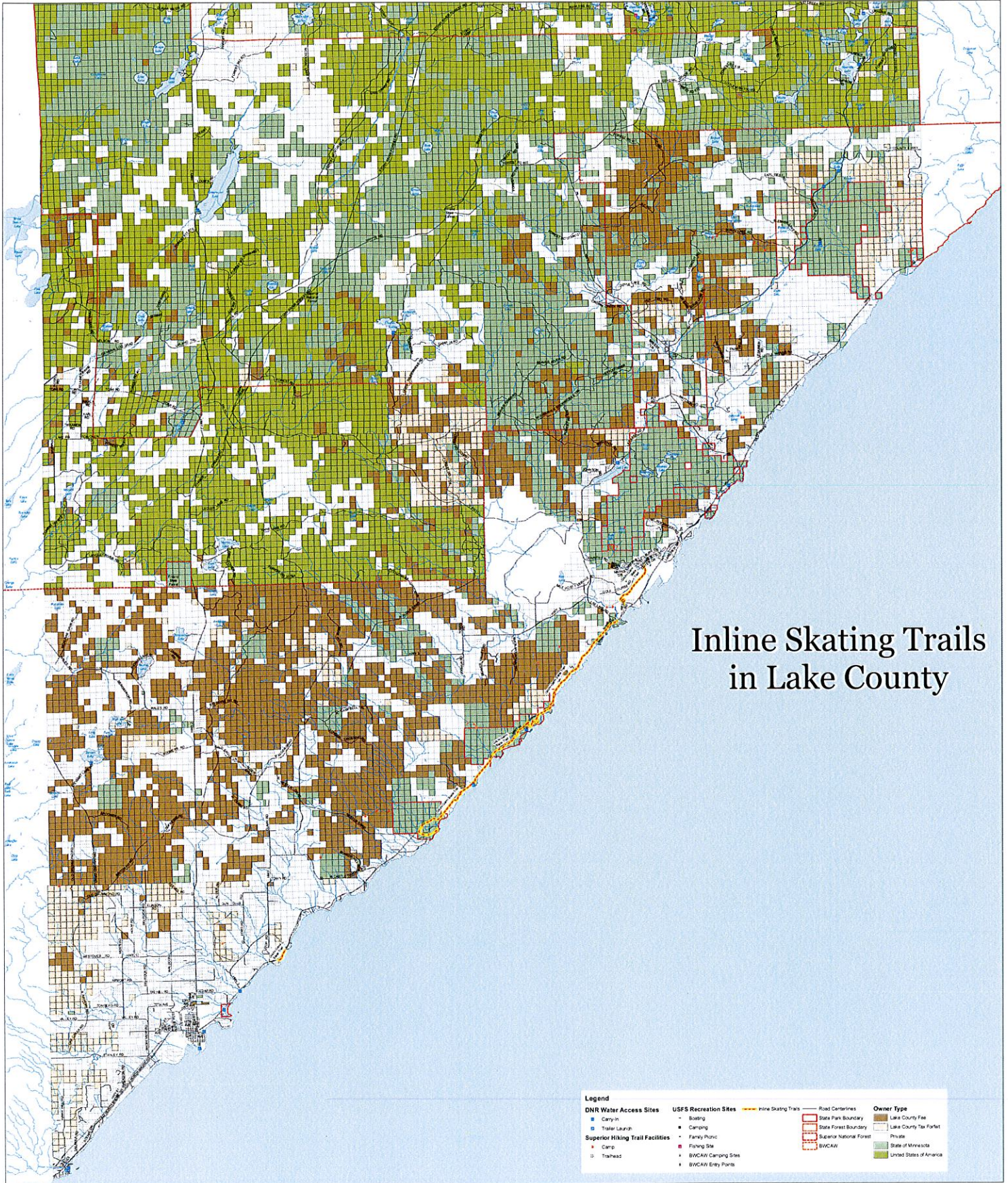
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Horseback Trails in Lake County

Legend		Horseback Riding Trails	Road Centuries	Owner Type
DNR Water Access Sites	USFS Recreation Sites			
Canylin	Boating		State Park Boundary	Lake County Fee
Trailer Launch	Camping		State Forest Boundary	Lake County Tax Forfeit
Superior Hiking Trail Facilities	Family Point		Superior National Forest	Private
Camp	Fishing Site		BWCAN	State of Minnesota
Trailhead	BWCAN Camping Sites		United States of America	
	BWCAN Entry Points			

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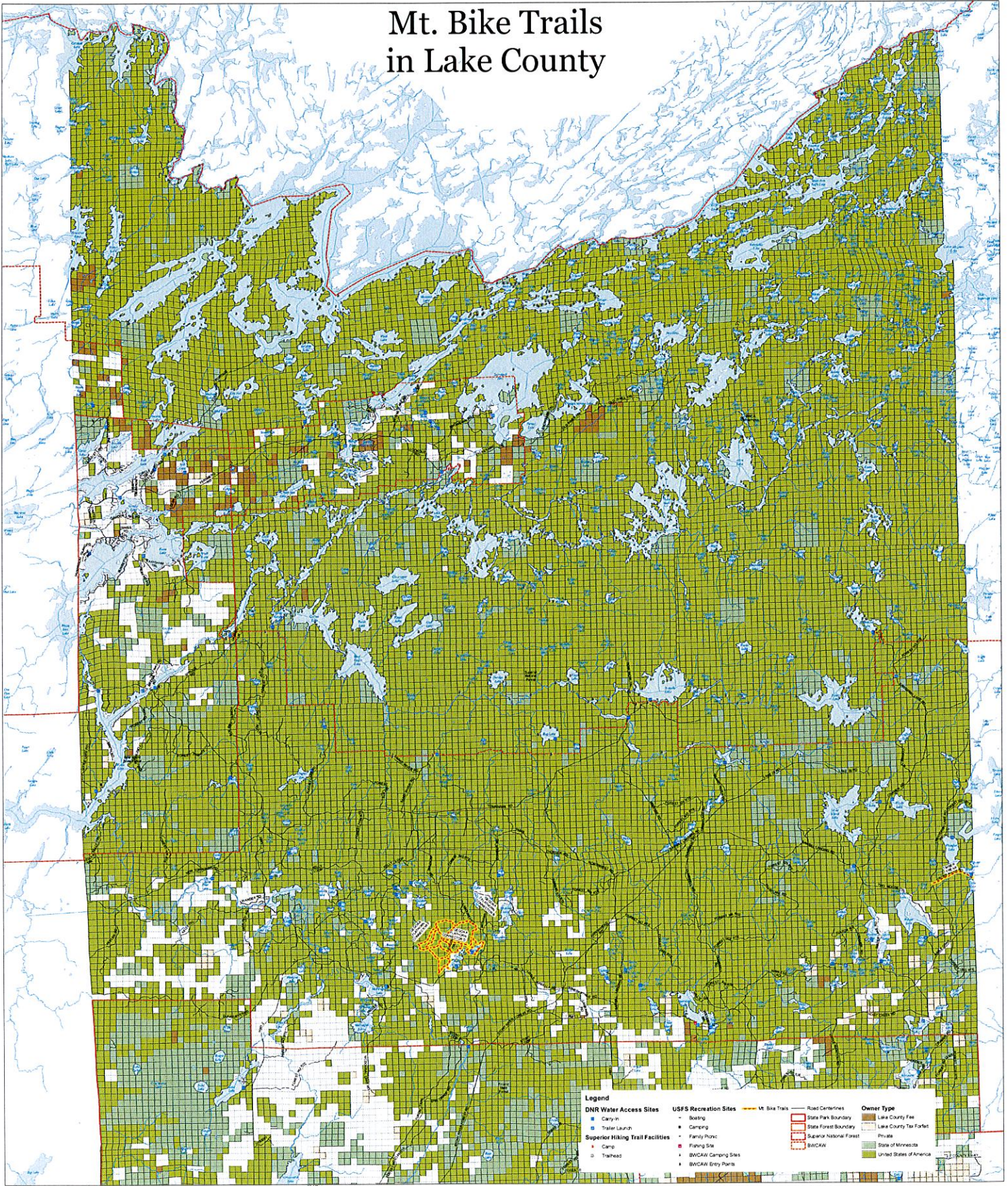


Inline Skating Trails in Lake County

Legend			
DNR Water Access Sites	USFS Recreation Sites	Inline Skating Trails	Road Centerlines
■ Carry-In	- Boating	— Inline Skating Trails	— Road Centerlines
■ Trailer Launch	● Camping		— State Park Boundary
Superior Hiking Trail Facilities	● Family Picnic		— State Forest Boundary
● Camp	● Fishing Site		— Superior National Forest
□ Trailhead	● BWCAN Camping Sites		— BWCAN
	● BWCAN Entry Points		Owner Type
			■ Lake County Fee
			■ Lake County Tax Forest
			■ Private
			■ State of Minnesota
			■ United States of America

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Mt. Bike Trails in Lake County

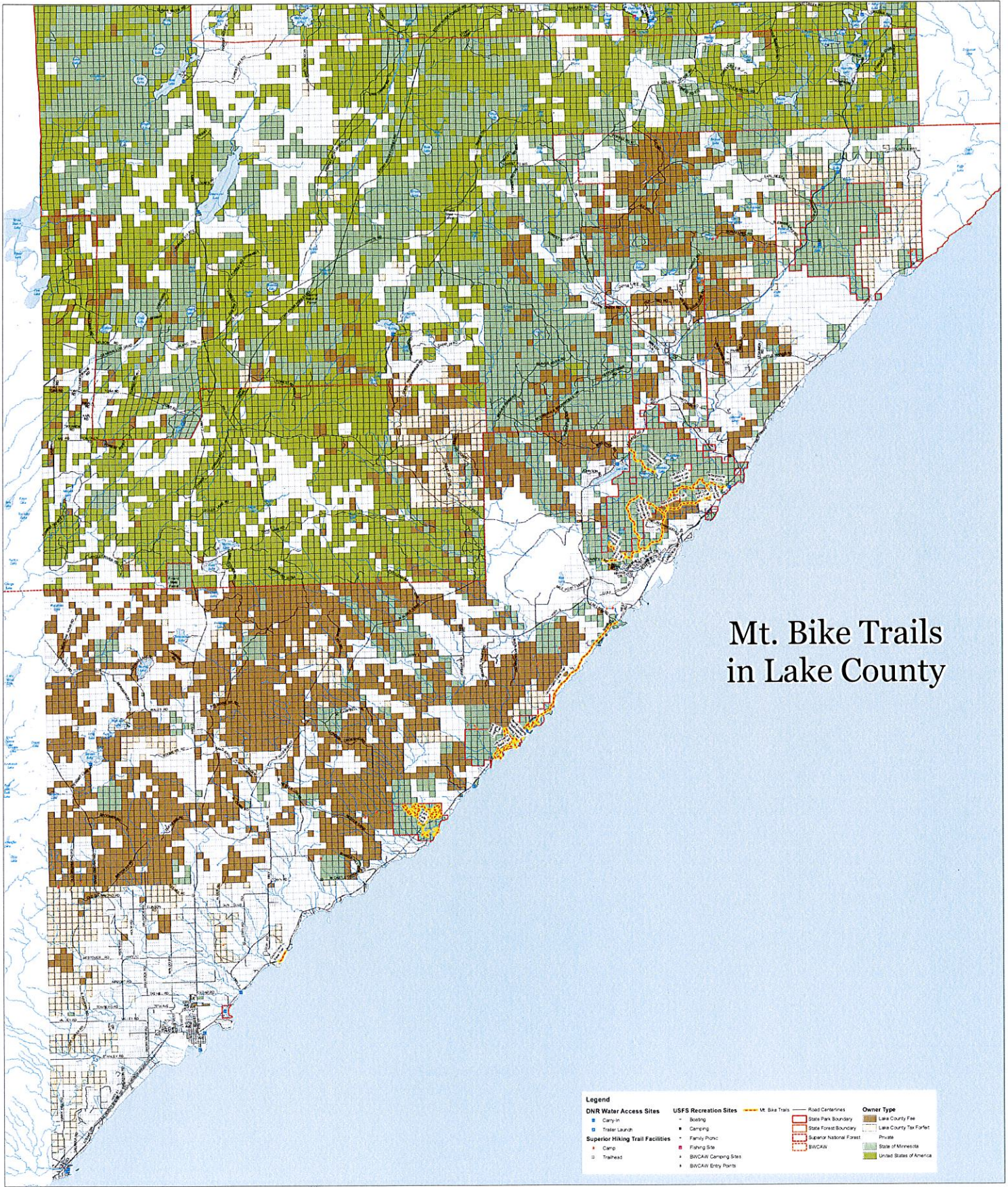


Legend

DNR Water Access Sites	USFS Recreation Sites	Mt. Bike Trails	Road Centerlines	Owner Type
Car-in	Boating	— Mt. Bike Trails	— Road Centerlines	State Park
Trailer Launch	Camping	— State Park Boundary	— State Park Boundary	Lake County Tax Forfeit
Superior Hiking Trail Facilities	Family Picnic	— State Forest Boundary	— State Forest Boundary	Private
Camp	Fishing Site	— Superior National Forest	— Superior National Forest	State of Minnesota
Trailhead	BWCAN Campsites	— BWCAN	— BWCAN	United States of America
	BWCAN Grey Pits			

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MOUNTAIN BIKE TRAILS SOUTH

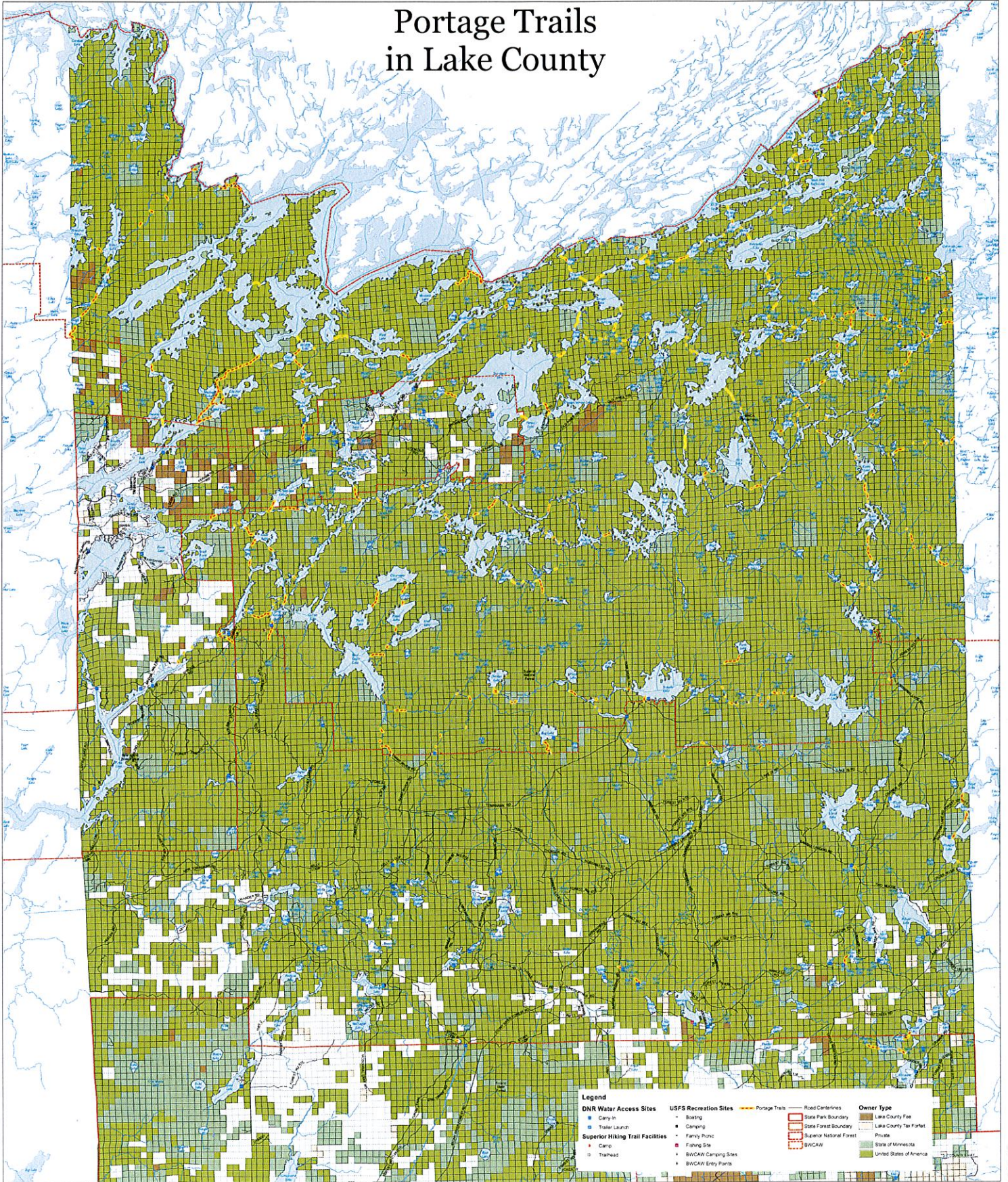


Mt. Bike Trails in Lake County

Legend		Owner Type	
DNR Water Access Sites	USFS Recreation Sites	Mt. Bike Trail	Road Centerlines
■ Carry-In	● Boating	— State Park Boundary	■ Lake County Fee
■ Trailer Launch	● Camping	— State Forest Boundary	■ Lake County Tax Forfeit
Superior Hiking Trail Facilities	● Family Picnic	— Superior National Forest	■ Private
● Camp	● Fishing Site	— BVCAN	■ State of Minnesota
□ Trailhead	● BVCAN Camping Site	● BVCAN Entry Point	■ United States of America

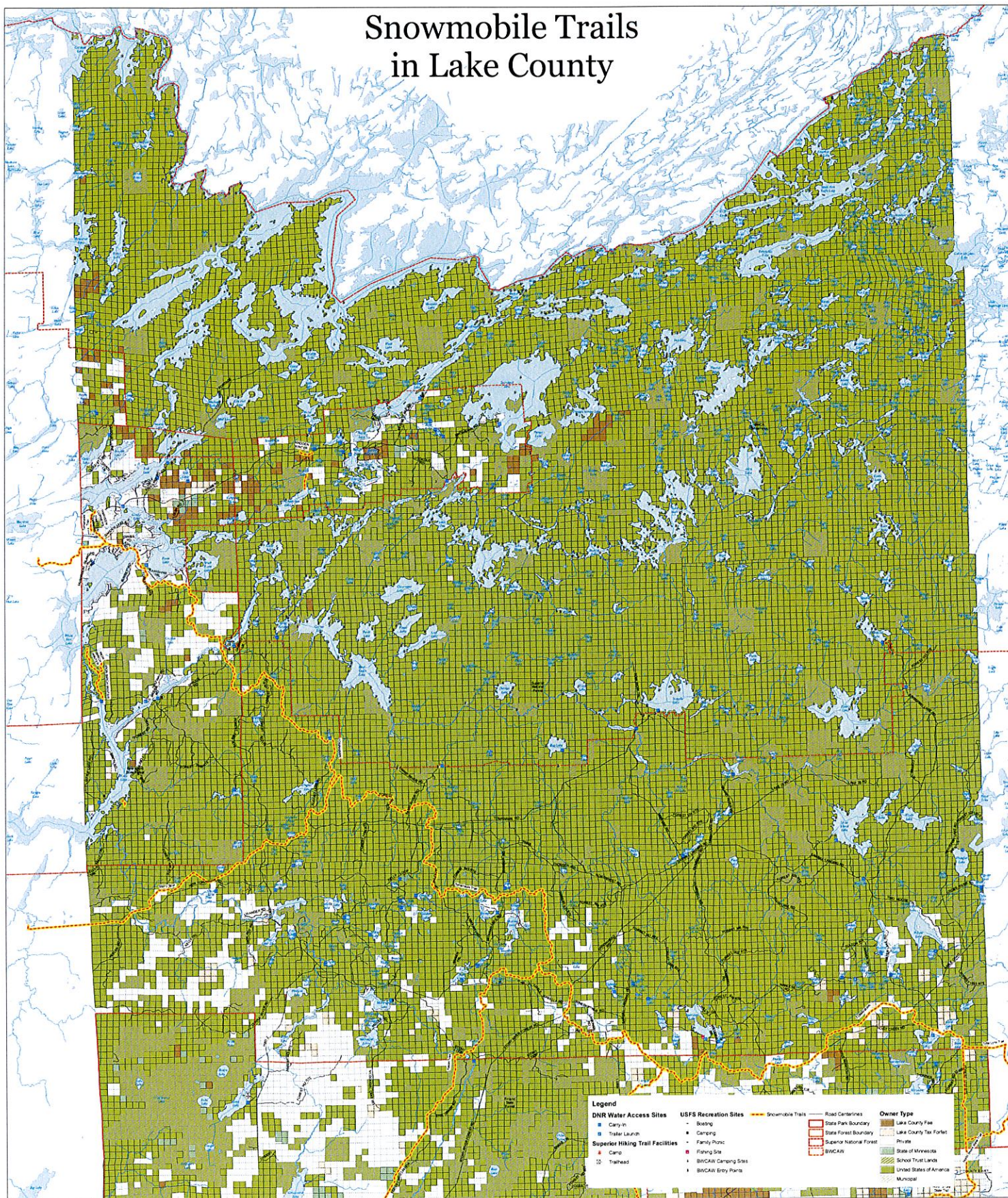
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Portage Trails in Lake County



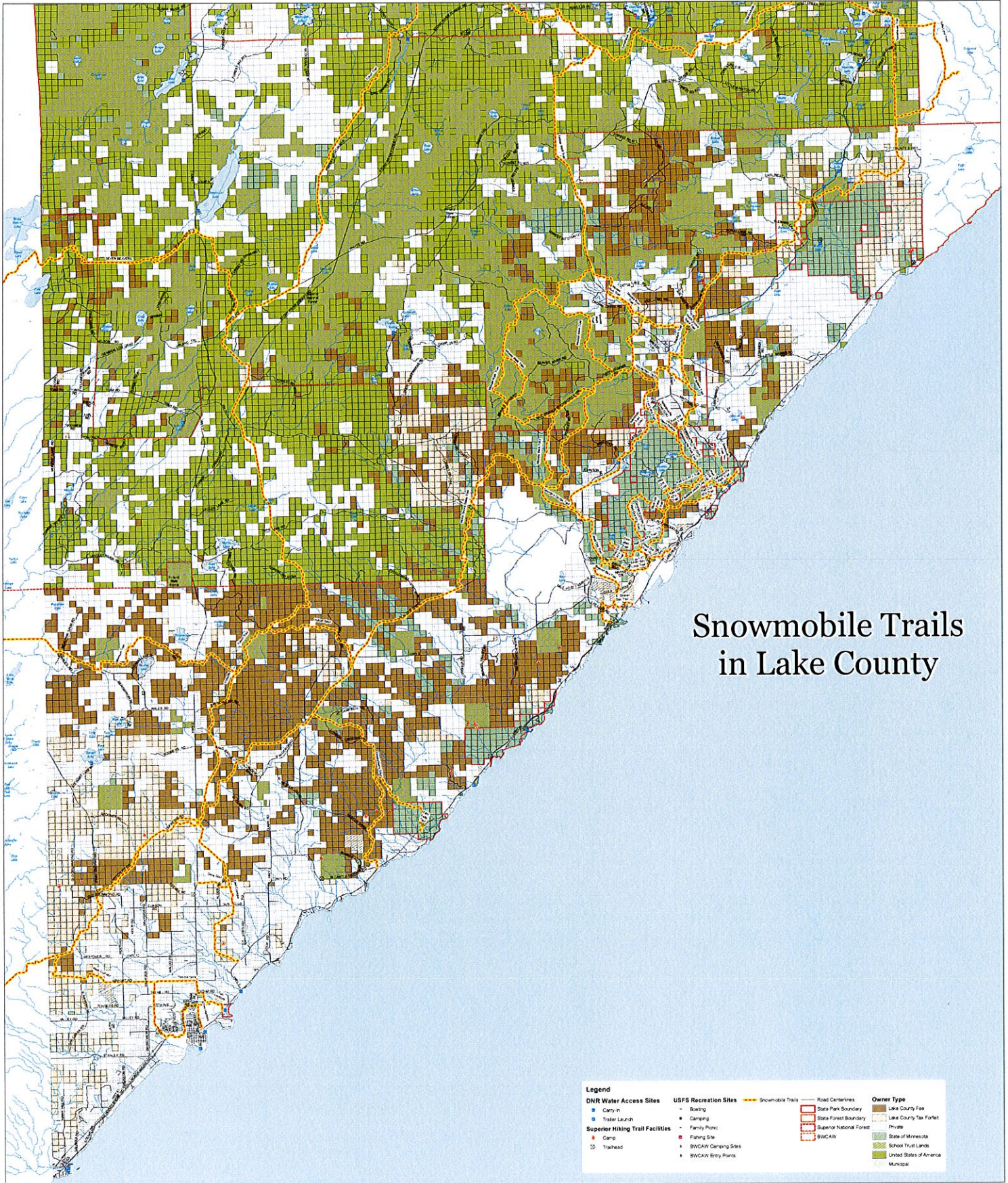
Portage Trails North, MN, Version 1.0. This map is a digital representation of the physical world and is not intended to be used for navigation. The data provided is for informational purposes only and is not guaranteed to be accurate. The user assumes all responsibility for the use of this map. The State of Minnesota, Lake County, MN, Version 1.0. This map is a digital representation of the physical world and is not intended to be used for navigation. The data provided is for informational purposes only and is not guaranteed to be accurate. The user assumes all responsibility for the use of this map.

Snowmobile Trails in Lake County



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SNOWMOBILE TRAILS SOUTH



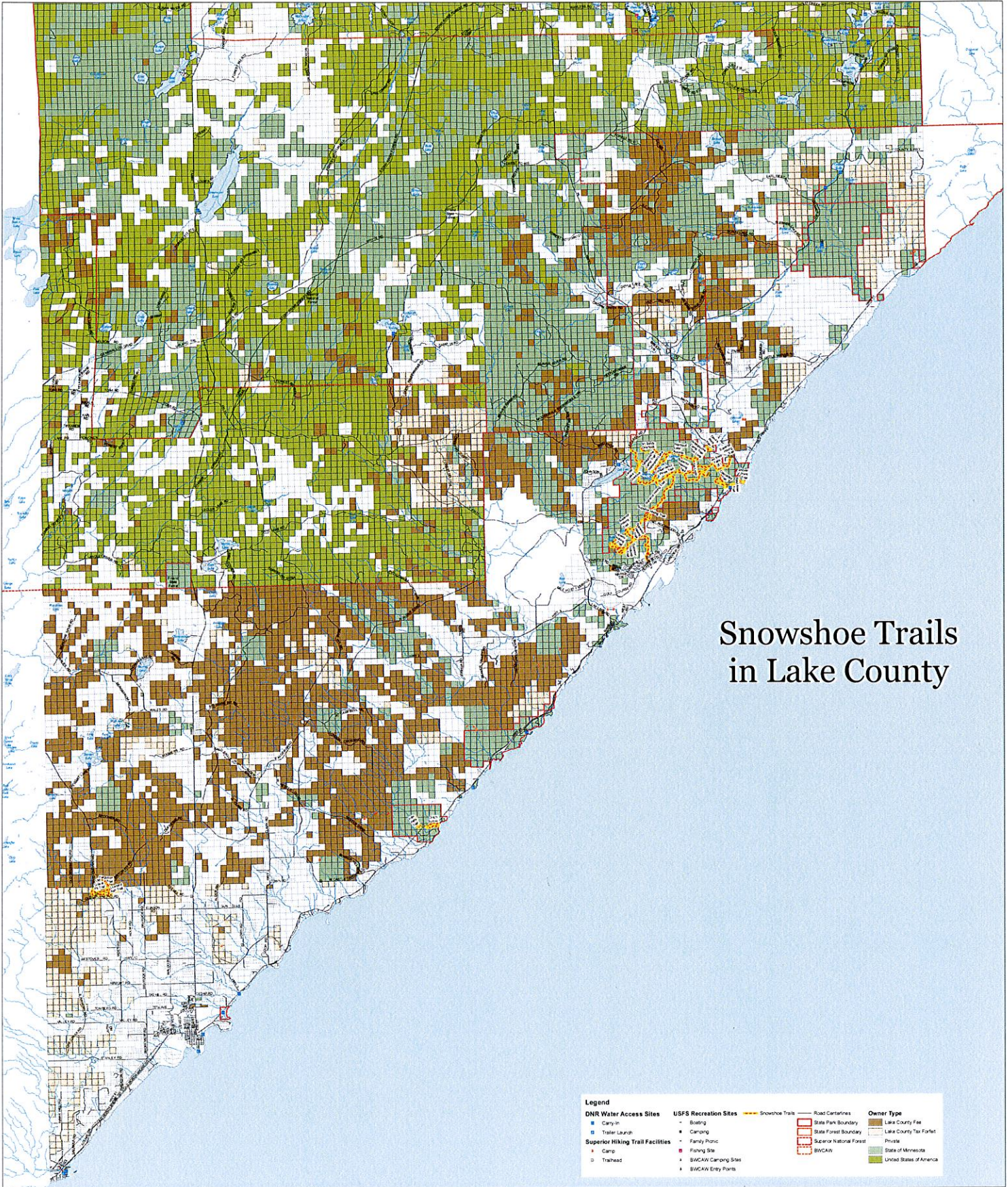
Snowmobile Trails
in Lake County

Legend

DNR Water Access Sites	USFS Recreation Sites	Snowmobile Trails	Road Centerlines	Owner Type
■ Carry-in	- Boating	— Snowmobile Trails	— Road Centerlines	■ Lake County Fee
■ Trailer Launch	■ Camping		— State Park Boundary	■ Lake County Tax Forfeit
Superior Hiking Trail Facilities	■ Family Picnic		— State Forest Boundary	■ Private
■ Camp	■ Fishing Site		■ Superior National Forest	■ State of Minnesota
■ Trailhead	■ BVCAN Camping Sites		■ BVCAN	■ School Trust Lands
	■ BVCAN Entry Points			■ United States of America
				■ Municipal

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SNOWSHOE TRAILS SOUTH

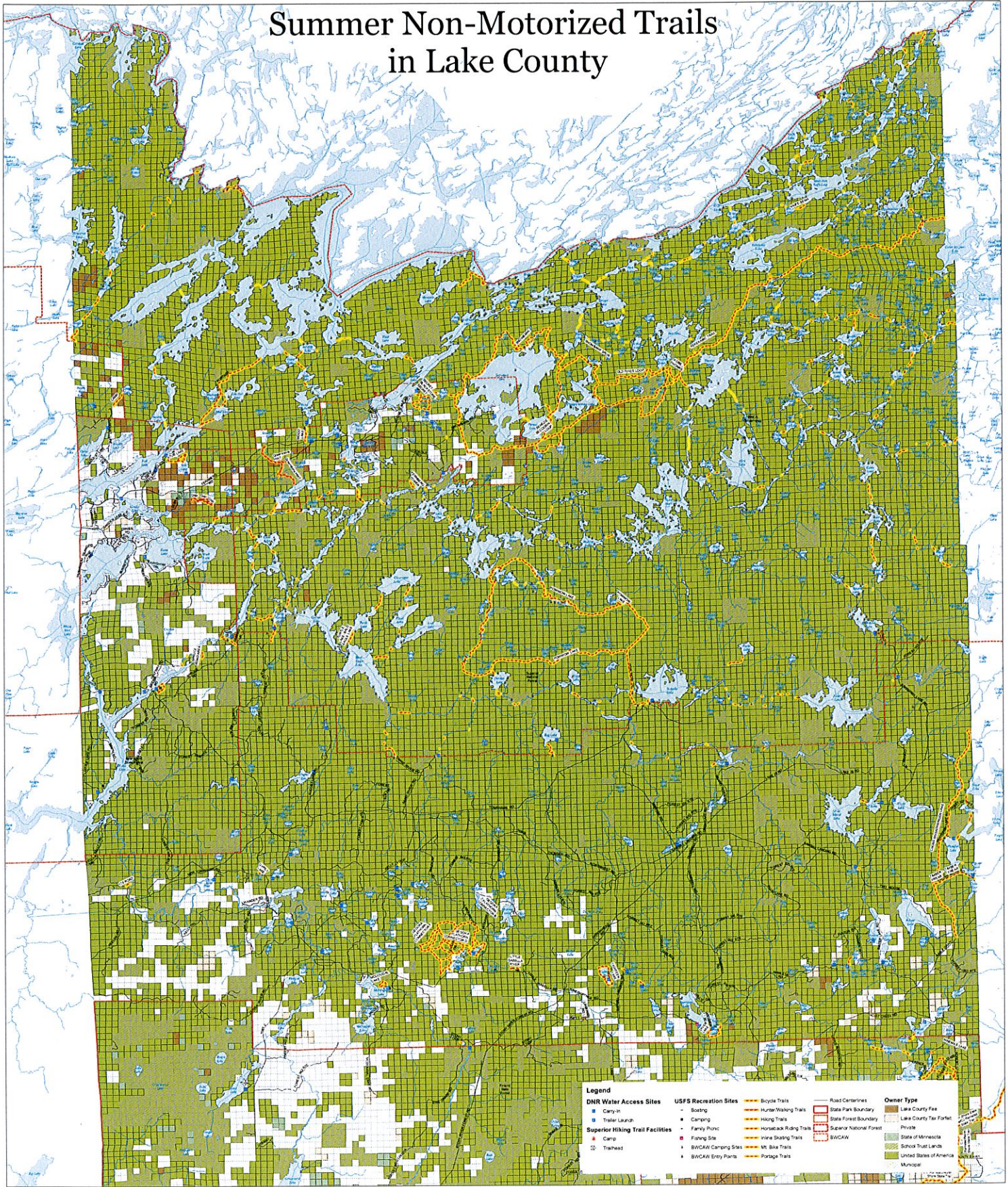


Snowshoe Trails
in Lake County

Legend		Snowshoe Trails	Road Centerlines	Owner Type
■ Carry In	■ Trailer Launch	— Snowshoe Trails	— Road Centerlines	■ Lake County Fee
● Camp	● Fishing Site	— Snowshoe Trails	— State Park Boundary	■ Lake County Tax Forfeit
○ Trailhead	○ Boat Launch	— Snowshoe Trails	— State Forest Boundary	■ Private
● Camp	● Family Picnic	— Snowshoe Trails	— Superior National Forest	■ State of Minnesota
● BWCAN Camping Sites	● BWCAN Entry Points	— Snowshoe Trails	— BWCAN	■ United States of America

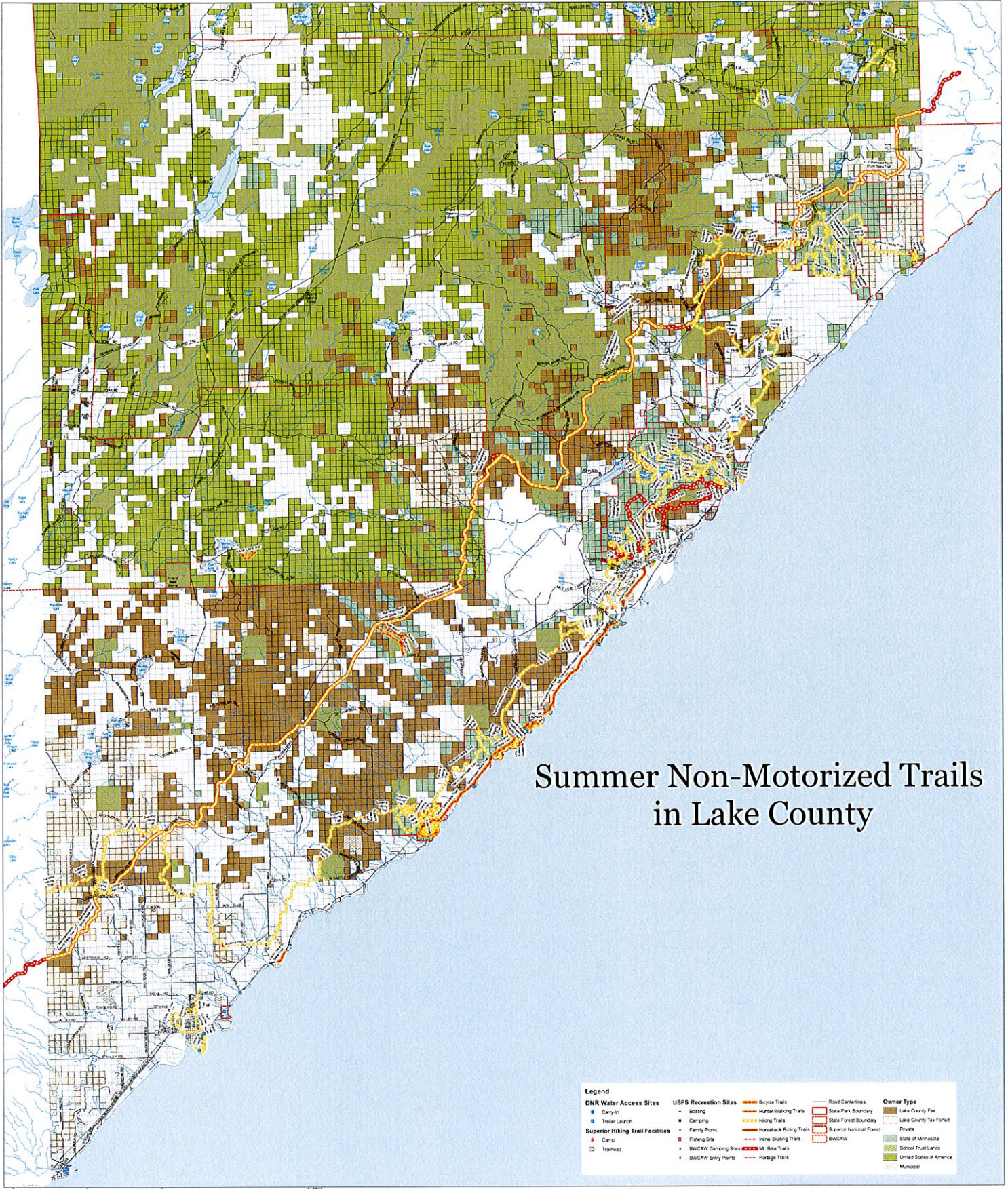
DATE: 10/20/2010 10:00 AM. THIS MAP IS UNOFFICIAL AND NOT TO BE USED FOR LEGAL PURPOSES. THE DATA PROVIDED IS FOR INFORMATIONAL PURPOSES ONLY. THE USER ASSUMES ALL LIABILITY FOR ANY DAMAGE OR LOSS OF DATA. THE USER ASSUMES ALL LIABILITY FOR ANY DAMAGE OR LOSS OF DATA. THE USER ASSUMES ALL LIABILITY FOR ANY DAMAGE OR LOSS OF DATA.

Summer Non-Motorized Trails in Lake County



Legend		Owner Type	
DNR Water Access Sites	USFS Recreation Sites	Bicycle Trails	Road Centerlines
Canoe-in	Boating	Hunter-Walking Trails	State Park Boundary
Trailer Launch	Camping	Hiking Trails	State Forest Boundary
Superior Hiking Trail Facilities	Family Point	Horseback Riding Trails	Superior National Forest
Camp	Fishing Site	Motor Vehicle Staging Trails	BWCN
Trailhead	BWCN Camping Sites	MT Bike Trails	Lake County Tax Forfeit
	BWCN Entry Points	Portage Trails	Private
			State of Minnesota
			School Trust Lands
			United States of America
			Municipal

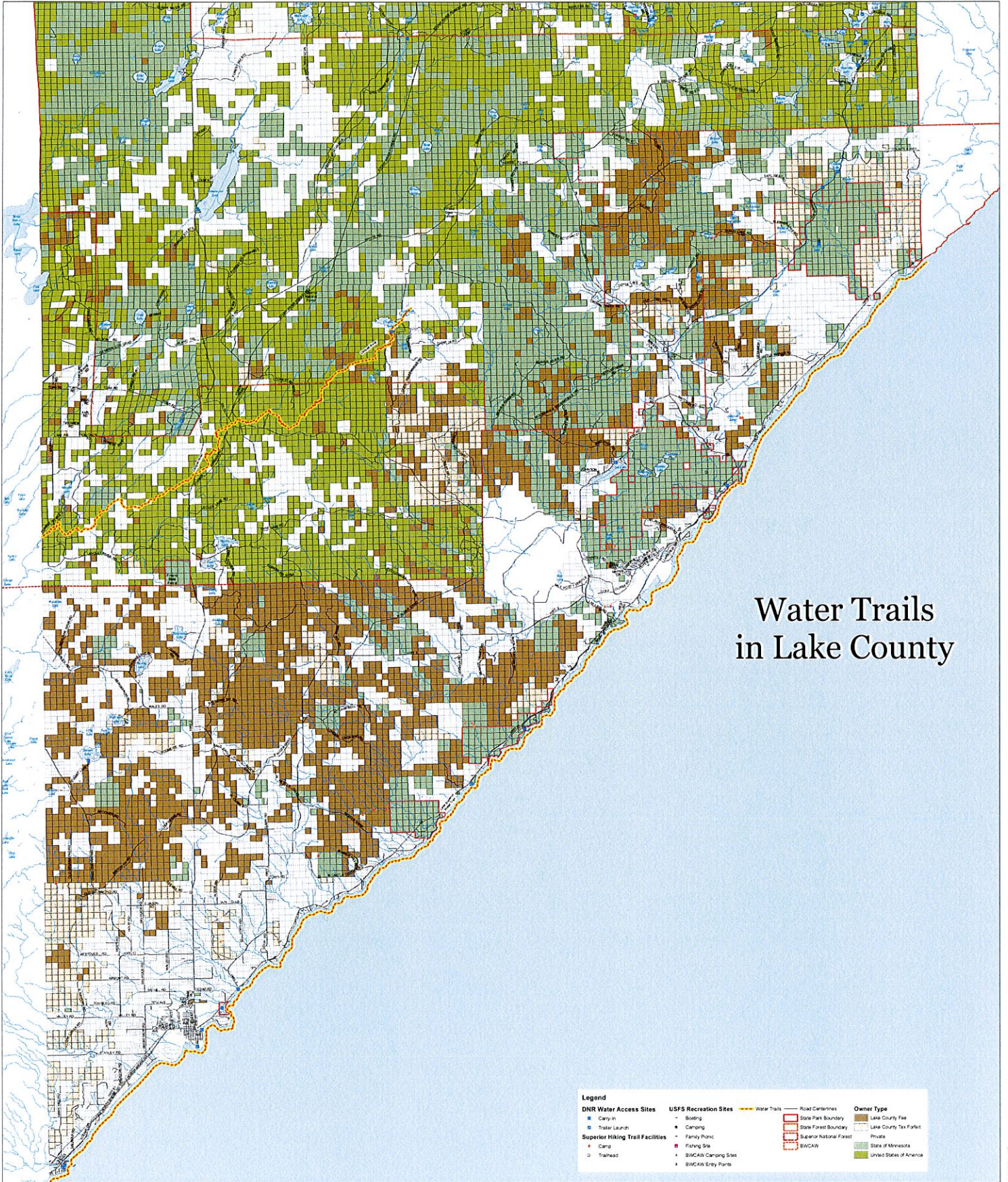
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Summer Non-Motorized Trails in Lake County

Legend	
DNR Water Access Sites	USFS Recreation Sites
<ul style="list-style-type: none"> Carry-in Trailer Launch 	<ul style="list-style-type: none"> Boating Camping Family Point Fishing Site BWCAN Camping Sites BWCAN Entry Points
Superior Hiking Trail Facilities	Owner Type
<ul style="list-style-type: none"> Camp Trailhead 	<ul style="list-style-type: none"> Lake County Fee Lake County Tax Forest Private State of Wisconsin School Trust Lands United States of America Municipal
	<ul style="list-style-type: none"> Bicycle Trails Hunter-Walking Trails Hiking Trails Horseback Riding Trails In-line Skating Trails Skate Trails Storage Trails
	<ul style="list-style-type: none"> Road Centerlines State Park Boundary State Forest Boundary BWCAN

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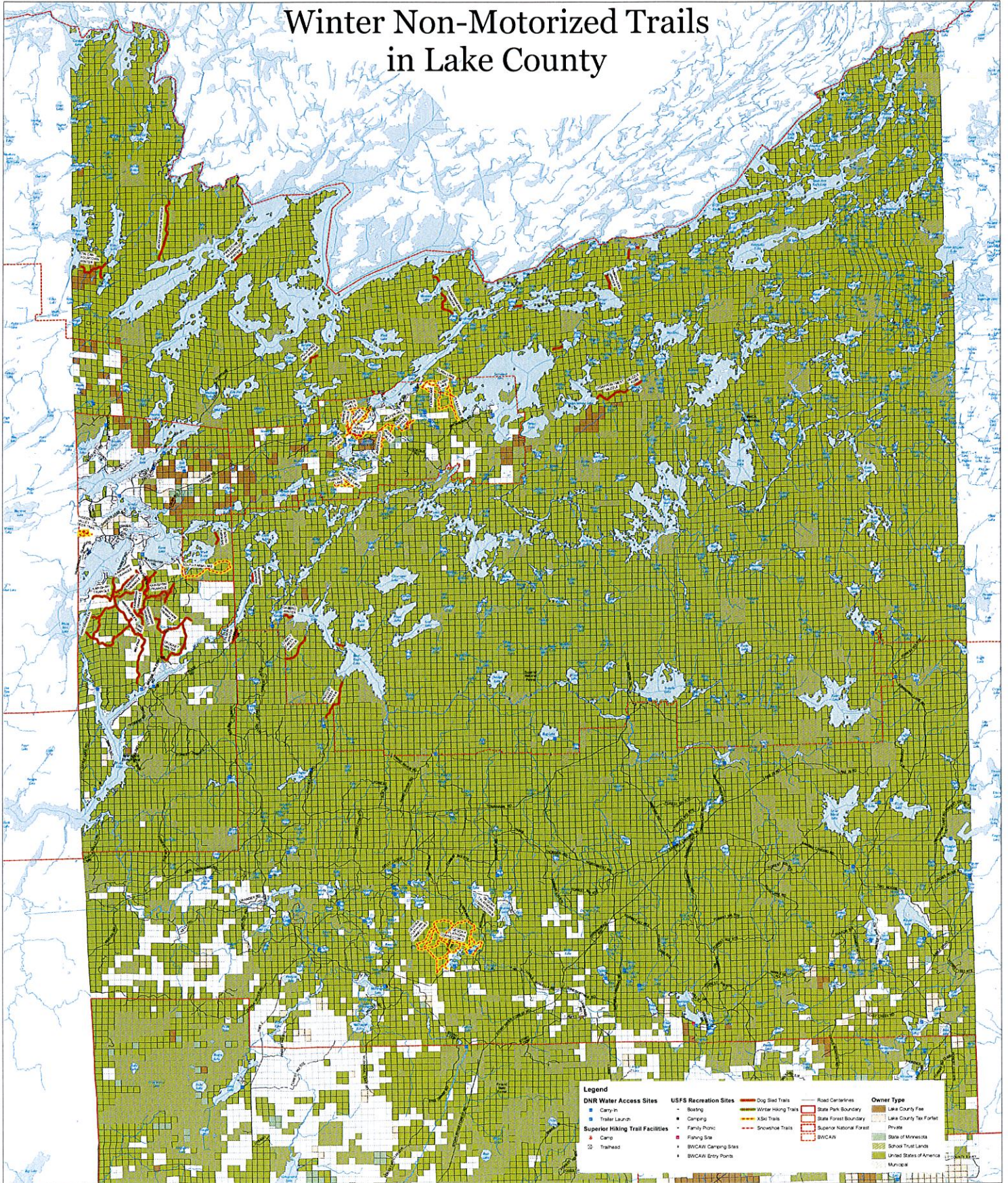
Water Trails in Lake County

Legend			
DNR Water Access Sites	USFS Recreation Sites	Water Trails	Owner Type
<ul style="list-style-type: none"> Carry-in Trailer Launch 	<ul style="list-style-type: none"> Boating Camping Family Point Fishing Site BWCAN Camping Sites BWCAN Entry Points 	<ul style="list-style-type: none"> Road Centerlines State Park Boundary State Forest Boundary Superior National Forest BWCAN 	<ul style="list-style-type: none"> Lake County Fee Lake County Tax Parcel Private State of Minnesota United States of America

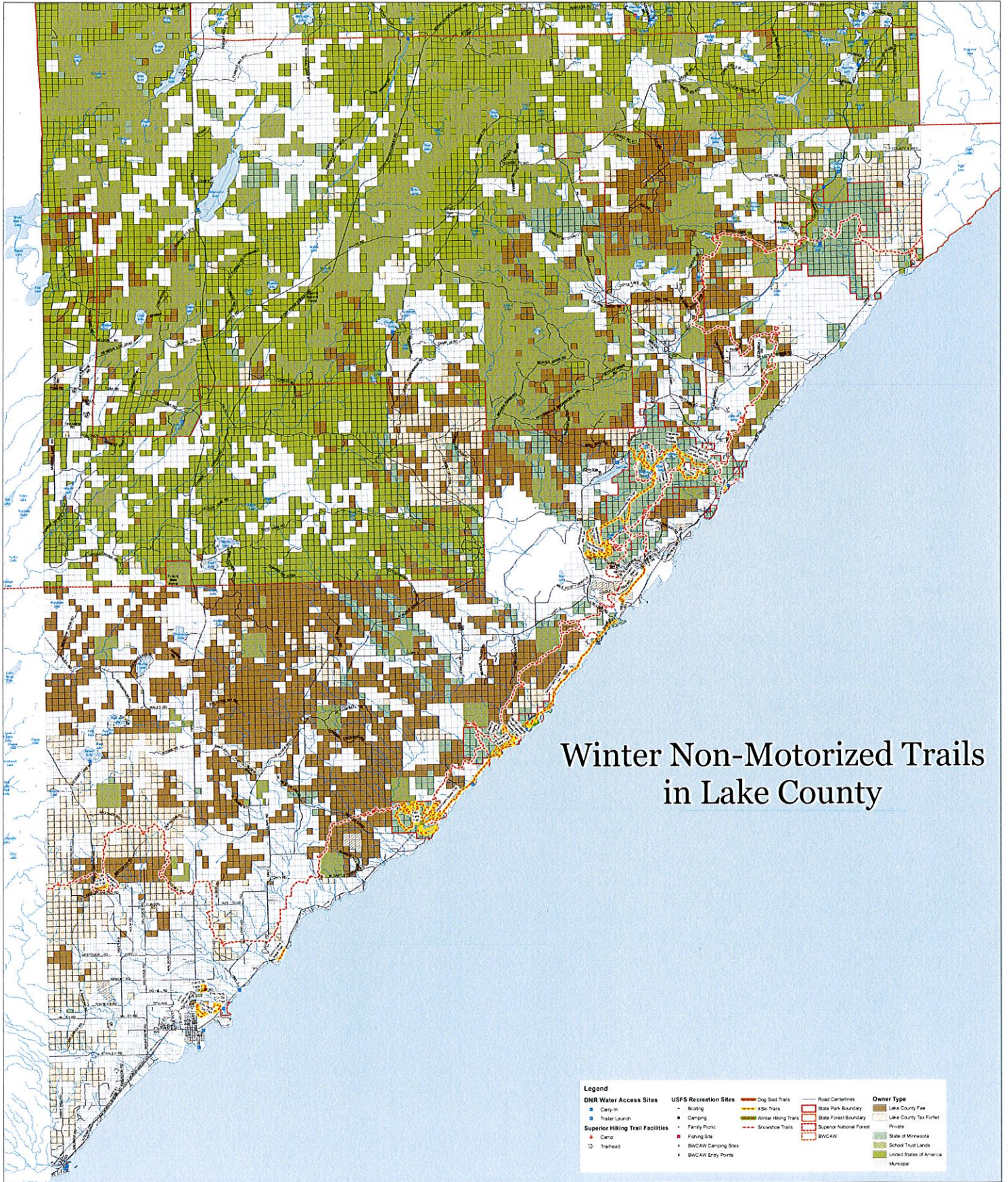
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Winter Non-Motorized Trails in Lake County



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Winter Non-Motorized Trails in Lake County

Legend	
DNR Water Access Sites	USFS Recreation Sites
<ul style="list-style-type: none"> Carry-in Trailer Launch 	<ul style="list-style-type: none"> Boating Camping Family Picnic Fishing Site BWCA's Canopy Sites BWCA's Entry Points
Superior Hiking Trail Facilities	
<ul style="list-style-type: none"> Camp Trailhead 	
	<ul style="list-style-type: none"> Dog sled Trails X-Ski Trails Winter Hiking Trails Snowshoe Trails
	<ul style="list-style-type: none"> Road Centerlines State Park Boundary State Forest Boundary Superior National Forest BWCA's
	Owner Type
	<ul style="list-style-type: none"> Lake County Fee Lake County Tax Forest Private State of Minnesota School Trust Lands United States of America Municipal

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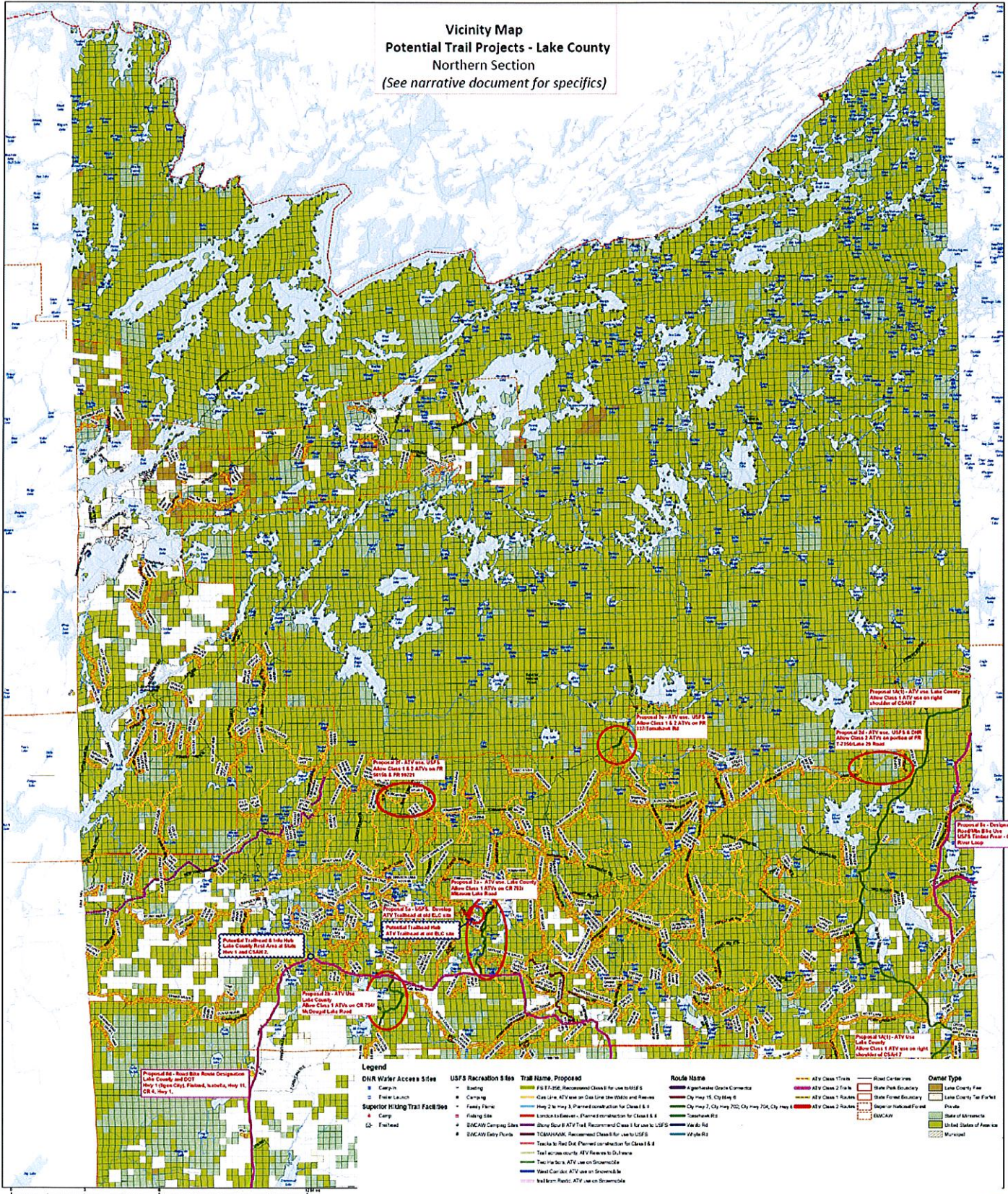
N
1
2



POTENTIAL TRAILS



Vicinity Map
 Potential Trail Projects - Lake County
 Northern Section
 (See narrative document for specifics)



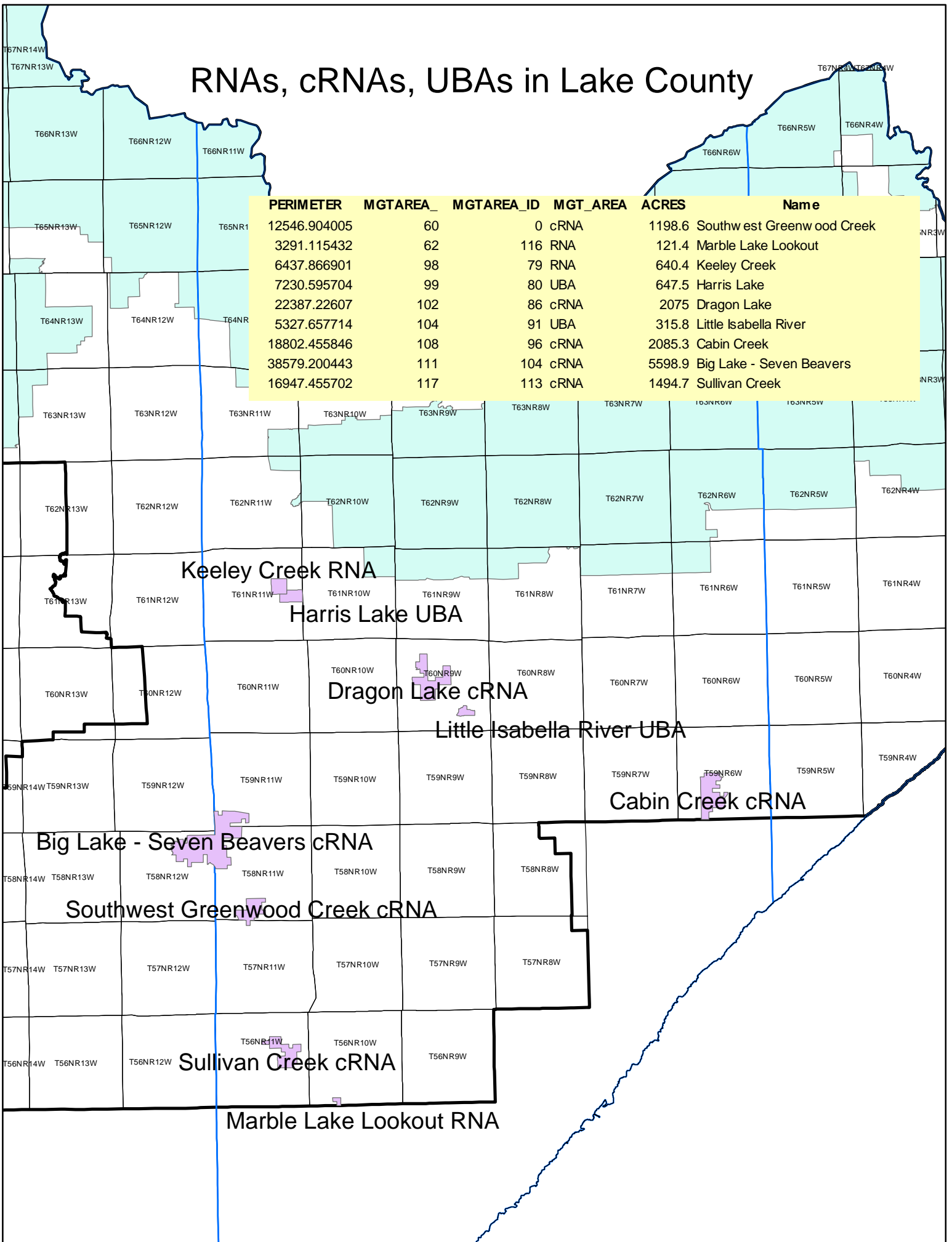


TRAIL LIMITATIONS AND RESTRICTIONS



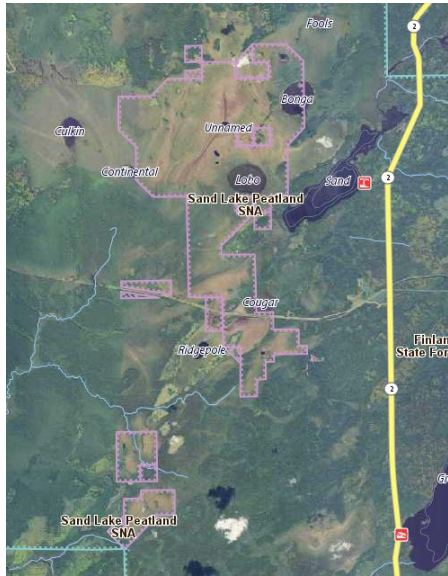
RNAs, cRNAs, UBAs in Lake County

PERIMETER	MGTAREA_	MGTAREA_ID	MGT_AREA	ACRES	Name
12546.904005	60	0	cRNA	1198.6	Southw est Greenw ood Creek
3291.115432	62	116	RNA	121.4	Marble Lake Lookout
6437.866901	98	79	RNA	640.4	Keeley Creek
7230.595704	99	80	UBA	647.5	Harris Lake
22387.22607	102	86	cRNA	2075	Dragon Lake
5327.657714	104	91	UBA	315.8	Little Isabella River
18802.455846	108	96	cRNA	2085.3	Cabin Creek
38579.200443	111	104	cRNA	5598.9	Big Lake - Seven Beavers
16947.455702	117	113	cRNA	1494.7	Sullivan Creek

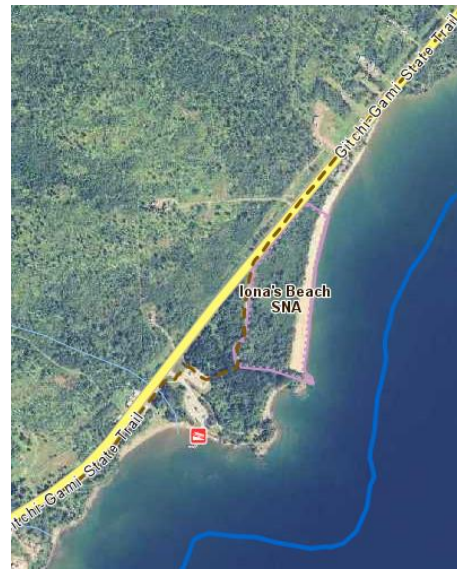


Minnesota DNR SNA's and WMA's with some Trail Restrictions

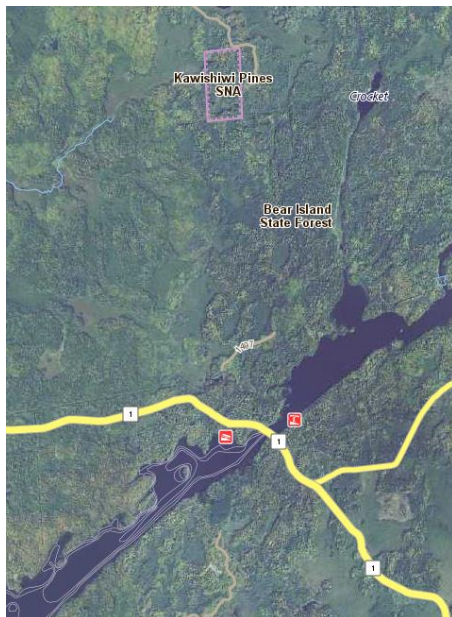
Sand Lake Peatland SNA



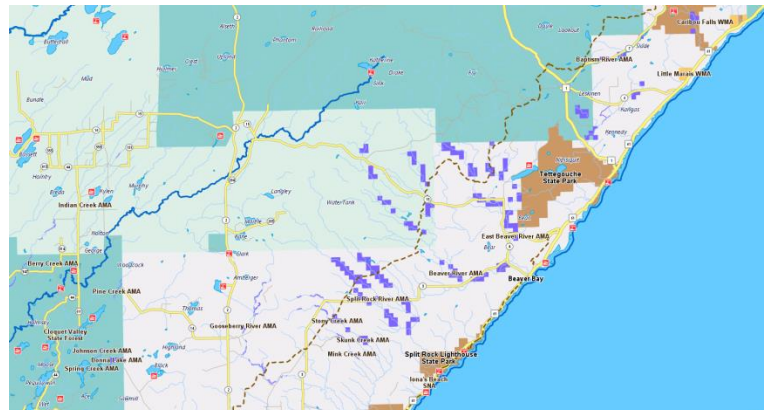
Iona's Beach SNA

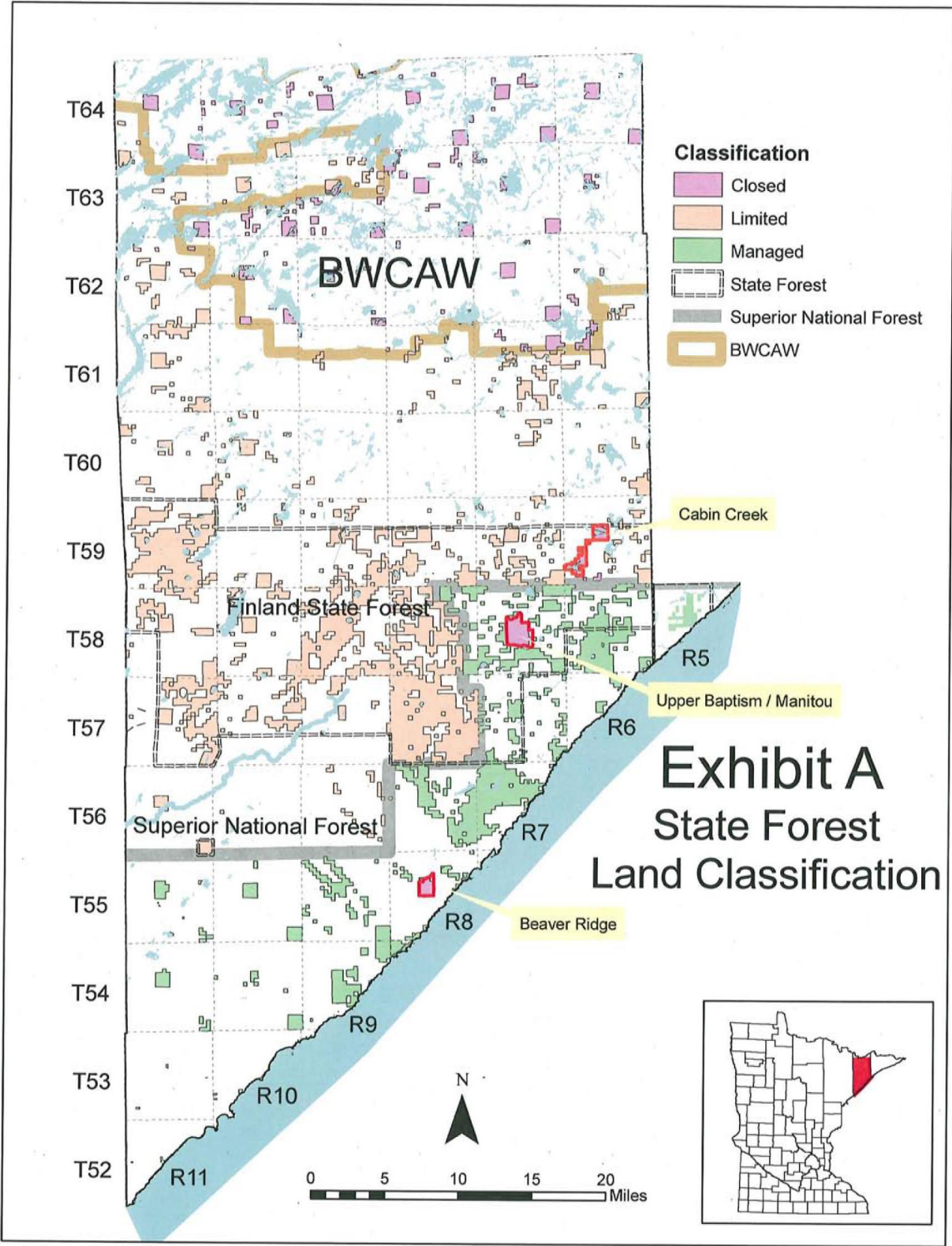


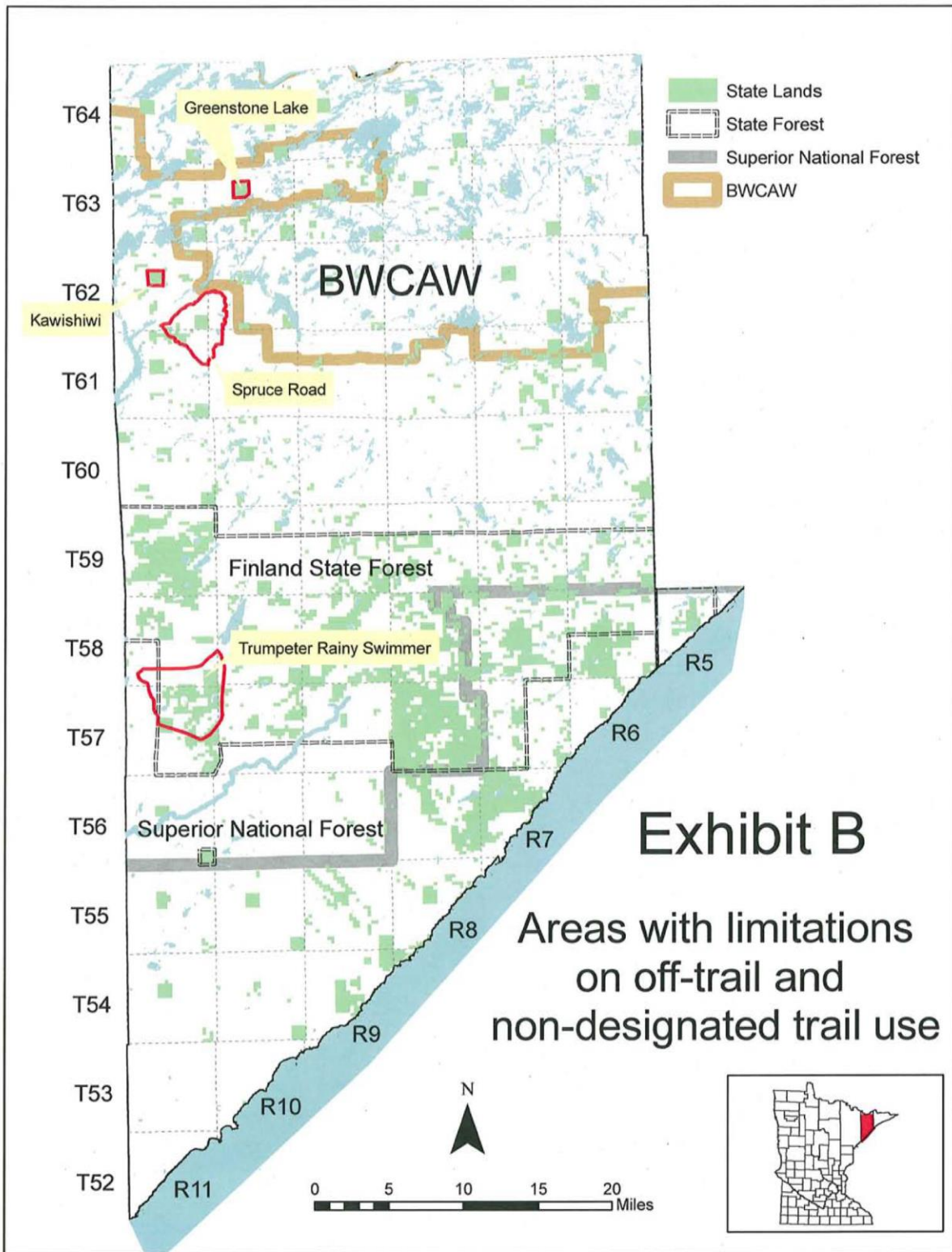
Kawishiwi Pines SNA



Aquatic Management Areas – Beaver Bay to County Line









RELATED TRAIL INFORMATION



Links to Demand and Use Information from research and reports

- a. Recreational Profile of NE MN Region by U of M Center for Changing Landscape
http://ccl.design.umn.edu/documents/NortheastRegionRecreationInventory05-26-10forweb_000.pdf
- b. Economic Impact of Recreational Trail Use in different Regions in Minnesota
http://files.dnr.state.mn.us/aboutdnr/reports/trails/econ_impact_trails.pdf

Links to Specific Maps and Brochures of Trails within Lake County

- a. City Trails
 - i. Two Harbors Trails – Existing and Future p. 3
<http://www.ci.two-harbors.mn.us/vertical/sites/%7B29DDF924-38A0-41E9-9FCC-68BDA05E6C06%7D/uploads/%7B5DDCA349-B445-456D-A058-1AB512F33715%7D.PDF>
 - ii. Finland Trails – Future Trails p. 15
<http://www.arrowheadplanning.org/documents/RTAC/Finland%20Trails%20Plan.pdf>
- b. State Park trail maps
 - i. Gooseberry Falls State Park
Summer – Hiking 20 mi, Wheelchair Accessible 1 mi, Paved Bike 15 mi
http://files.dnr.state.mn.us/maps/state_parks/spk00172_summer.pdf
Winter – XC Ski 12 mi, Snowmobile 2 mi, Snowshoe
http://files.dnr.state.mn.us/maps/state_parks/spk00172_winter.pdf
 - ii. Split Rock Lighthouse State Park
Summer – Hiking 12 mi, Wheelchair Accessible ½ mi , Mountain Bike 6 mi.
http://files.dnr.state.mn.us/maps/state_parks/spk00266_summer.pdf
Winter – XC Ski 8 mi, Snowshoe
http://files.dnr.state.mn.us/maps/state_parks/spk00266_winter.pdf
 - iii. Tettegouche State Park
Summer – Hiking 23 mi, Mtn Bike 1.5 mi, ATV 6.5 mi.
Winter – XC Ski 15.5 mi, Skate Ski 4 mi, Snowmobile 12 mi
All Season map - http://files.dnr.state.mn.us/maps/state_parks/spk00269.pdf
 - iv. George Crosby Manitou State Park
Summer – Hiking 24 mi,
Winter – Snowshoe
All Season map - http://files.dnr.state.mn.us/maps/state_parks/spk00163.pdf
- c. Other MN DNR trail maps
 - i. Lake Superior Water Trail - http://files.dnr.state.mn.us/maps/kayaking/lswt_map2.pdf
 - ii. Cloquet River Water Trail - http://files.dnr.state.mn.us/maps/canoe_routes/cloquet.pdf
 - iii. Gitchi Gami State Trail – http://files.dnr.state.mn.us/maps/state_trails/gitchi_gami.pdf
 - iv. C.J. Ramstad/North Shore State Trail –
http://files.dnr.state.mn.us/maps/state_trails/north_shore.pdf
- d. Cross Country Ski Trails
 - i. Flathorn-Gegoka Ski Trail – 16.7 mi. Superior NF
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5227735.pdf
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5247254.pdf
 - ii. Two Harbors Area Ski Trails – Erkki Haarju Ski Trail 10K, & Nordic Ski Trail 11K
<http://www.northshorevisitor.com/winter/cross-country/two-harbors-trails.html>
 - iii. Silver Bay Area Ski Trail/Northwoods Ski Trail 19K
<http://www.northshorevisitor.com/winter/cross-country/silver-bay-trails.html>
 - iv. Ely area ski Trails

http://grandelylodge.com/winter/xc_snow_conditions.html

- v. Hidden Valley Ski Trail -
- vi. South Triangle Ski Trail – 1.8 mi, Superior NF
- vii. Farm Lake Ski Trail – 6.2 mi, Superior NF

e. Snowmobile Trail Maps

- i. Lake County South Map - <http://files.dnr.state.mn.us/maps/snowmobiling/map19.pdf>
- ii. Lake County West Map - <http://files.dnr.state.mn.us/maps/snowmobiling/map24.pdf>
- iii. Lake County East Map - <http://files.dnr.state.mn.us/maps/snowmobiling/map25.pdf>

f. ATV Trails

- i. Moose Walk, Moose Run ATV Trail - 26 mi
http://files.dnr.state.mn.us/maps/ohv/moosewalk_mooserun.pdf
- ii. Red Dot ATV trail – 27.6 mi
http://files.dnr.state.mn.us/maps/ohv/red_dot.pdf
- iii. Stony Spur II ATV trail – 26 mi
http://files.dnr.state.mn.us/maps/ohv/stony_spur.pdf

g. ATV Travel Routes

- i. MN DNR Routes - http://files.dnr.state.mn.us/input/mgmtplans/ohv/designation/lake_map_final.pdf
- ii. Superior National Forest Routes (Motor Vehicle Use Map)
<http://www.fs.usda.gov/detail/superior/recreation/ohv/?cid=stelprdb5383156>

h. Long Distance Hiking Trails

- i. Superior Hiking Trail – xx miles total, xx miles Lake Co. Crosses various ownerships MN DNR, County, SNF <http://www.shta.org/Trail/TrailMaps/index.php>
- ii. Kekekabic Trail – xx miles total, xx mile in Lake Co. Superior National Forest (BWCAW) <http://northcountrytrail.org/trail/states/minnesota/explore-by-section/kekekabic-trail-club/web-map/>
- iii. Snowbank Hiking Trail – 27.5 mi Superior National Forest (BWCAW)
- iv. Pow Wow Hiking Trail – 29 mi. Superior National Forest (BWCAW)

i. Short distance Hiking Trails on National Forest

- i. Divide Lake – 1.4 mi Superior NF
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302382.pdf
- ii. Flathorn Lake – 1.8 Superior NF
- iii. Hogback Lake – 4.4 miles Superior NF
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5194287.pdf
- iv. Manitou Overlook – 0.7 mi Superior NF
- v. McDougal Lake – 0.9 mi Superior NF
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302390.pdf
- vi. Ninemile Lake – 3.7 mi Superior NF
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302393.pdf
- vii. Secret/Blackstone 5.0 mi Superior NF

- viii. White Pine – 0.25 mi (Interpretive) Superior NF
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5194351.pdf
- ix. Stub Lake – 1.6 mi Superior NF
- x. Kawishiwi Campground Interp. 1.0 Superior NF
Superior National Forest Hiking Trail brochure -
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5281816.pdf
- j. Dog Sled Trails
 - i. Kawishiwi Triangle – 5 mi, Superior NF
 - ii. Wintergreen – 1.7 mi, Superior NF
 - iii. Big Pine – 3 mi, Superior NF
 - iv. Crocket Winter – 3 mi, Superior NF
- k. Hunter Walking Trails
 - i. Glipi – 2.2 mi, DNR http://files.dnr.state.mn.us/hunting/hwt/hwt_050.pdf
 - ii. Greenstone– 3.2 mi, DNR http://files.dnr.state.mn.us/hunting/hwt/hwt_164.pdf
 - iii. Split Rock Rvr–5.1, DNR http://files.dnr.state.mn.us/hunting/hwt/hwt_116.pdf
- l. Fishing/River Access trails
 - i. Little Isabella River 0.6 USFS
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302388.pdf

Listing of Trails in Lake County

Listing of Trails and links to maps/brochures

City Trails

Two Harbors Trails – Existing and Future p. 3

<http://www.ci.two-harbors.mn.us/vertical/sites/%7B29DDF924-38A0-41E9-9FCC-68BDA05E6C06%7D/uploads/%7B5DDCA349-B445-456D-A058-1AB512F33715%7D.PDF>

Finland Trails – Future Trails p. 15

<http://www.arrowheadplanning.org/documents/RTAC/Finland%20Trails%20Plan.pdf>

State Park trails & maps

Gooseberry Falls State Park

Summer – Hiking 20 mi, Wheelchair Accessible 1 mi, Paved Bike 15 mi

http://files.dnr.state.mn.us/maps/state_parks/spk00172_summer.pdf

Winter – XC Ski 12 mi, Snowmobile 2 mi, Snowshoe

http://files.dnr.state.mn.us/maps/state_parks/spk00172_winter.pdf

Split Rock Lighthouse State Park

Summer – Hiking 12 mi, Wheelchair Accessible ½ mi, Mountain Bike 6 mi.

http://files.dnr.state.mn.us/maps/state_parks/spk00266_summer.pdf

Winter – XC Ski 8 mi, Snowshoe

http://files.dnr.state.mn.us/maps/state_parks/spk00266_winter.pdf

Tettegouche State Park

Summer – Hiking 23 mi, Mtn Bike 1.5 mi, ATV 6.5 mi.

Winter – XC Ski 15.5 mi, Skate Ski 4 mi, Snowmobile 12 mi

All Season map - http://files.dnr.state.mn.us/maps/state_parks/spk00269.pdf

George Crosby Manitou State Park

Summer – Hiking 24 mi,

Winter – Snowshoe

All Season map - http://files.dnr.state.mn.us/maps/state_parks/spk00163.pdf

Other MN DNR trails & maps

Lake Superior Water Trail – kayak/canoe http://files.dnr.state.mn.us/maps/kayaking/lswt_map2.pdf

Cloquet River Water Trail –canoeing http://files.dnr.state.mn.us/maps/canoe_routes/cloquet.pdf

Gitchi Gami State Trail Hiking, biking – http://files.dnr.state.mn.us/maps/state_trails/gitchi_gami.pdf

C.J. Ramstad/North Shore State Trail –snowmobiling, hiking, horseback riding, mountain biking
http://files.dnr.state.mn.us/maps/state_trails/north_shore.pdf

Cross Country Ski Trails & maps

Erkki Harju – 10K Two Harbors <http://www.ci.two-harbors.mn.us/vertical/sites/%7B29DDF924-38A0-41E9-9FCC-68BDA05E6C06%7D/uploads/%7B024F4248-BFE4-456B-9211-9104A45369BF%7D.PDF>

Korkki Nordic – 11K Two Harbors <http://www.northshorevisitor.com/winter/cross-country/two-harbors-trails.html>

Soumi-Finland Nordic 5.6 K, Finland <http://www.northshorevisitor.com/winter/cross-country/finland-marais-trails.html>

Northwoods 19K Silver Bay <http://www.northshorevisitor.com/winter/cross-country/silver-bay-trails.html>

Gooseberry Falls State Park – 12 mi.

Split Rock Lighthouse State Park – 8 mi.

Tettegouche State Park – 15.5 mi.

Flathorn/Gegoka (71093) 16.7 mi. Forest Service

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5227735.pdf

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5247254.pdf

South Triangle Ski Trail –(51240) 1.8 mi, Forest Service Ely area

Farm Lake Ski Trail – (51054) 6.2 mi, Forest Service Ely area

http://grandelylodge.com/winter/xc_snow_conditions.html

Greenstone-Cohchu Ski Trail –(51200) 0.7 Forest Service Ely area

Jasper Hills Ski Trail (50163) 13.8 mi Forest Service Ely area

Minister Lake (50155) 6.6 mi. Forest Service Ely area

Wintergreen (51317) 1.7 mi Forest Service Ely area

Big Pine (51318) 3 mi Forest Service Ely area

Crockett (51207) 3 mi Forest Service Ely area

Kawishiwi Triangle (51316) 5 mi Forest Service Ely area

Snowmobile Trails & Maps

Grant in Aid Snowmobile Trails

#153 Two Harbors Trail

#154 Sawtooth/Moose Run Trail

#155 Tomahawk Trail

#156 Red Dot/Moose Walk Trail

#297 Stony Spur Trail

#313 Pequayman/Brimson Trail

Thirteen Corners Snowmo – (50243) 1.8 mi. Forest Service Ely area

Seven Beaver Snomo (10181) 30.9 mi USFS

Yukon Snomobile (91006) 30 mi

MN USA Primary Corridor

#60 CJ Ramstad/North Shore Trail

Snowmobile Trail Maps

Lake County South Map - <http://files.dnr.state.mn.us/maps/snowmobiling/map19.pdf>

Lake County West Map - <http://files.dnr.state.mn.us/maps/snowmobiling/map24.pdf>

Lake County East Map - <http://files.dnr.state.mn.us/maps/snowmobiling/map25.pdf>

ATV Trails & Maps

Moose Walk, Moose Run ATV Trail - 26 mi http://files.dnr.state.mn.us/maps/ohv/moosewalk_mooserun.pdf

Red Dot ATV trail – 27.6 mi

http://files.dnr.state.mn.us/maps/ohv/red_dot.pdf

Stony Spur II ATV trail – 26 mi

http://files.dnr.state.mn.us/maps/ohv/stony_spur.pdf

ATV Travel Routes

MN DNR Routes - http://files.dnr.state.mn.us/input/mgmtplans/ohv/designation/lake_map_final.pdf

Superior National Forest Routes (Motor Vehicle Use Map)

<http://www.fs.usda.gov/detail/superior/recreation/ohv/?cid=STELPRDB5383156>

Superior National Forest Routes (Travel Management Map #3)

http://a123.g.akamai.net/7/123/11558/abc123/forestservic.download.akamai.com/11558/www/nepa/38755_FSPLT1_024872.pdf

Long Distance Hiking Trails

Superior Hiking Trail – xx miles total, xx miles Lake Co. Crosses various ownerships MN DNR,

County, SNF <http://www.shta.org/Trail/TrailMaps/index.php>

Kekekabic Trail - USFS– xx miles total, xx mile in Lake Co. Superior National Forest (BWCAW)

<http://northcountrytrail.org/trail/states/minnesota/explore-by-section/kekekabic-trail-club/web-map/>

Snowbank Hiking Trail – (71086) USFS 27.5 mi Superior National Forest (BWCAW)
Pow Wow Hiking Trail –USFS 29 mi. Superior National Forest (BWCAW) Note: East loop is closed/decommissioned ??

Short distance Hiking Trails

County Trails

Donald D. Ferguson/Lake County Demonstration Forest Trails

<http://www.co.lake.mn.us/vertical/sites/%7BA88D6CA0-192C-4EBE-8698-70C44B114E79%7D/uploads/%7B2A0E46F4-9DF5-47C1-A41C-D2EAEED66A1C%7D.PDF>

City Trails

Silver Bay

Silver Bay Hiking Trails

<http://www.silverbay.com/hikmap.gif>

Two Harbors

Agate Trail - 1.1 mi.

Harbor Hills South – 0.3 mi.

Sonju Trail – 0.65 mi.

Wolf Ridge – Environmental Learning Center Trails (18 miles total)

Sawmill Creek Trail

Superior Uplands Trail

Lakes Trail

http://www.wolf-ridge.org/campus/wolf_ridge_map.pdf

State Park short distance hiking trails

See listing under state park trails and maps.

Superior National Forest short distance hiking trails

Divide Lake – (71075) 1.4 mi USFS http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302382.pdf

Eighteen Lake –(71076) 2.4 mi USFS

Flathorn Lake – (71077) 1.8 USFS

Hogback Lake –(71089) 4.4 miles USFS http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5194287.pdf

Manitou Overlook –(71082) 0.7 mi USFS

McDougal Lake –(71078) 0.9 mi USFS http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302390.pdf

Ninemile Lake – 3.7 mi USFS http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302393.pdf

Secret/Blackstone (50160) 5.0 mi USFS

White Pine Interp. (11361) – 0.25 mi (Interpretive) USFS

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5194351.pdf

Stub Lake – (51065) 1.6 mi USFS Ely area

Fernberg Tower (51314) 0.4 mi USFS Ely area

Benezie/Becoosin (51312) 1.8 mi USFS Ely area

Kawishiwi Campground Interp. (50157) 1.0 USFS

Superior National Forest Hiking Trail brochure -

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5281816.pdf

Dog Sled Trails

Kawishiwi Triangle –(51316) 5 mi, Superior NF

Wintergreen –(51317) 1.7 mi, Superior NF
Big Pine –(51318) 3 mi, Superior NF
Crocket Winter –(51207) 3 mi, Superior NF
Greenstone –Conchu – (51200) 0.7 mi.

Hunter Walking Trails

Glipi – 2.2 mi, DNR http://files.dnr.state.mn.us/hunting/hwt/hwt_050.pdf
Greenstone– 3.2 mi, DNR http://files.dnr.state.mn.us/hunting/hwt/hwt_164.pdf
Split Rock Rvr–5.1, DNR http://files.dnr.state.mn.us/hunting/hwt/hwt_116.pdf
Arrowhead – 3.75 mi. USFS
Kane Lake – (10142) 1.4 mi. USFS

Fishing/River Access trails

Little Isabella River (71088) 0.6 USFS http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5302388.pdf

Bike Trails (roadsides)

Duluth to Two Harbors Bike Route (biking trail – shoulder of old Hwy 61))
<http://www.arrowheadplanning.org/bicycleplanning/Plans/LakeSuperiorVistaTrail-1994.pdf>
Flathorn-Gegoka (71093) USFS 16.7 miles (X-C ski trail in winter)

Existing Trailheads for specific trails – (should list vehicle capacity for each site.)

CJ Ramstad – Existing

Hwy 2 – 9 mi north of Two Harbors
FH 11 – 10 mi. north of Beaver Bay
Hwy 7 – east of Finland

Superior Hiking Trail – Existing and well marked from HWY 61

Off Cnty Rd 3
Rd 617
Gooseberry State Park
Split Rock River
Split Rock Lighthouse overlook
Beaver Bay
Beaver Bay Cnty Road 4
Silver Bay Cnty Road 5
Tettagouche State Park – north in park
Tettagouche State Park – at hwy 61 rest area
County Rd 6 – NW of Little Marais
County Rd 7 at Finland
County Rd 6 – approx. 6 miles east of Finland
Crosby Manitou State Park
Caribou State Wayside – Hwy 61

Gitchi Gami Trail

Silver Creek Cliff Tunnel (east side)
Gooseberry Falls State Park Rest Area

Twin Points Public Water Access
Split Rock Lighthouse overlook
Beaver Bay River
Beaver Bay to Silver Bay Trailhead locations ??

Moosewalk/Moose Run ATV trails
County Rd 7 at Finland
Off State Hwy 1 North of Finland
Cnty Rd 701 west of Finland

Red Dot ATV trail
Cnty Rd 4 north of Beaver Bay
Cnty Rd 5 in Silver Bay

**Common Threads or Recurring Concepts
among various City/County/State and Federal Trails Plans**

- Recreation facilities and trails are important to residents and visitors in terms of recreation, health, and economic benefits.
- Trails are important as recreation facilities in themselves, as well as providing access and transportation connections to other recreation and business facilities.
- Coordination and consistency among public land managers (county, city, DNR & USFS) is important for managing trails (including connecting trail systems) and for public's understanding of rules.
- Public/private partnerships are important for trail development and maintenance.
- Motorized and non-motorized trail uses are legitimate and important uses.
- Provide safe and accessible facilities for people of all abilities.
- Make quality information about trail system available to the public (via maps, handouts, internet, etc).
- Establish key trailhead hubs, where multiple trails and trail uses originate or connect, parking is adequate to serve multiple users and associated equipment (trailers, etc), and information can be provided (either via staffed facilities or bulletin boards, handout maps, etc.)

Note: The following are sources of trail direction in plans of various agencies and governments. Those underlined are recurring concepts or are of particular importance to our Comprehensive Trails planning effort. A web link to each trail document is provided, where applicable.

Lake County Plans

Lake County Comprehensive Plan 2011 http://www.co.lake.mn.us/vertical/sites/%7BA88D6CA0-192C-4EBE-8698-70C44B114E79%7D/uploads/FINAL_COPY_LAND_USE_ORDINANCE_2011.pdf

Recreational/Cultural Goal p. 8

Support the establishment and maintenance of recreational facilities and systems.

- A) Support the County Recreation Board.
- B) Coordinate the County's recreation program with other entities (state, federal, private, etc.) to ensure maximum public benefit.
- C) Encourage cultural partnerships.
- D) Encourage preservation of historic sites.
- E) Work with State and Federal agencies to ensure residents' continued rights to hunt, fish, and trap and manage forest land within the County.
- F) Work with applicable state, federal, and local agencies to establish, construct, maintain, and improve all modes of the recreational trail system.
 - 1) Continue to encourage the coordination of trail and transportation systems as opportunities present themselves.
- G) Encourage the utilization of the recreational trail system.
- H) Support multiple-use of public lands and recognize importance of all recreational activities.

Environmental Goals – p. 9

Promote stewardship by residents, visitors and elected officials to ensure long-term environmental health.

- A) Educate residents, visitors and elected officials of the importance of stewardship.
- B) Recognize, promote, and implement management practices to foster stewardship of the County's environmental resources.
- C) Continue to manage the County's resources in accordance with Official Controls, County and Regional Plans including but not limited to the following:
 - 12) Scenic Byway/All American Road Plan
- D) Work with State and Federal resource management agencies to achieve consistency.

Lake County Forestry Management Plan 2007

<http://www.co.lake.mn.us/vertical/sites/%7BA88D6CA0-192C-4EBE-8698-70C44B114E79%7D/uploads/%7BA47E02FB-5E76-429A-BC92-4F0BEAD02C18%7D.PDF>

Recreation Goals and Strategies – P. 6

- A) The Forestry Department will work with the DNR, Forest Service, clubs and residents to maintain and improve the existing Grant-In-Aid and state snowmobile, ATV, and cross country ski trails in Lake County.
- B) Cooperation will continue with the DNR and Forest Service to establish a connected network of ATV trails from existing trails.

- C) A limited number of new connector trails or short permitted routes on roadways will be needed to connect some trails.
- D) Cooperation will continue Superior Hiking Trail Association (SHTA) to maintain its existing trail and to assist in the establishment of new trail segments.
- E) Efforts will be made to obtain permanent easement or ownership for these trail corridors.
- F) Existing roads and trails will be used for new trail routes. No new motorized trail corridors will be created.

Recreational Facilities and Opportunities, Existing and Future p. 61-62

- A) The majority of the North Shore State Snowmobile Trail and Superior Hiking Trail are on tax forfeit lands.
- B) As more trail routes are considered and proposed, Forestry Department policy is to place proposed trails on existing trail corridors and limit any new trail corridors when possible.
- C) Lake County is the sponsor for numerous DNR Grant-In-Aid (GIA) snowmobile, ATV and Cross country ski trails. The Forestry Department works with the Minnesota DNR and local clubs to provide xx miles of groomed snowmobile trails, xx miles of ATV trails and xx miles of cross country ski trails within Lake County. The majority of the trails are located on tax forfeit land.
- D) A staff person within the department is the designated county recreational trail administrator. The administrator gathers Grant Applications, project proposals, and requests for reimbursements from county clubs and determines whether the County Board should pass resolutions to support the grant applications and grant payments. The County Board can also provide funds from the Resource Development Recreational Fund to area clubs for costs that are not covered by the GIA program.
- E) Portions of county GIA trails are occasionally used for special event recreational races such as the John Beargrease Sleddog Race. Permission for such events must be granted by the Land Commissioner after initial consultation with the County Board and County Attorney for first time events. The event sponsor must name the County as co-insured with a minimum liability premium of \$1,000,000.
- F) The Superior Hiking Trail crosses tax forfeit parcels within Lake County. Lake County is SHTA's sponsor for federal grants for trail construction and associated facilities. The Forestry Department works with SHTA to determine new trail and trail reroute locations on tax forfeit lands, and to address other trail issues.
- G) Many miles of timber haul roads that can be used for hunting, trapping, berry picking, bird watching and to provide access to other recreational activities. These roads are kept open except during wet periods when they may be gated to protect the roads, mainly from rutting.
- H) The Forestry Department meets with other govt agencies, non-profit orgs and local clubs to plan for future recreational facilities and to cooperate on ongoing maintenance and trail relocation.

City Plans & NSSD Plan

Two Harbors Comprehensive Plan, 2011.

<http://www.arrowheadplanning.org/documents/Two%20Harbors%202011/Two%20Harbors%20Comp%20Plan%20March%202011%20Final.pdf>

Recreation & Natural Resource Goals, p. 54

- A) Provide access to park and recreation facilities for residents of all ages, activity levels and interests.
- B) Use land within the City of Two Harbors in a planned and managed way to bring about moderate population and economic growth while protecting key environmental and historical features such as the lakeshore, Skunk Creek, wetlands, scenic views, the lighthouse and other historic sites and preserve access and public views to the waterfront.
- C) Support construction of a marina in Agate Bay, while improving waterfront access and providing open space by protecting natural aspects of publicly owned land, and encouraging investment in the downtown.
- D) Maintain and improve public access and use of the Lake Superior waterfront through trails, green space, and public recreation sites.
- E) Expand the Burlington Bay Campground. The west Burlington Bay area will be a combination of city campground, trailhead and recreation, open space and natural area, and a planned commercial hospitality district.

Recreation and Natural Resources Action Steps p. 54

- A) The City will preserve the eastern node of Lakeview Park and the Skunk Creek Woods as public green space by rezoning them to Park Preserve (PP).
- B) Complete the Burlington Bay Campground Expansion.
- C) Collaborate with Lake County and other partners to expand and improve the skate board park and ice rink facilities behind the County Arena.
- D) Continue to implement the Two Harbors Trails System Plan first adopted in 2005.
- E) The trails system is designed primarily as a part of the transportation system but has many recreational benefits as well.

Two Harbors Trail System Plan, 2005

<http://www.ci.two-harbors.mn.us/vertical/sites/%7B29DDF924-38A0-41E9-9FCC-68BDA05E6C06%7D/uploads/%7B5DDCA349-B445-456D-A058-1AB512F33715%7D.PDF>

Recommendations p. 2

- A) Develop the Two Harbors Trail System over the course of the next several years using a variety of funding sources including the Lake Superior Coastal Program, Safe Routes to School, Transportation Enhancements, and Planned Unit Developments.
- B) Trails include: Harbor Hills trails, CSAH 26 trail, Central Core trails, Agate trail, Golf Course trails, Gitchi Gami trail, Sonju trail, Skunk Creek trail, and Scenic Drive trails
- C) The Lake Superior School District should develop a program that encourages walking and biking to school.
- D) The Lake Superior School District should take advantage of ARDC's Bicycle Safety Education Program in 2007
- E) The City of Two Harbors should create an ordinance that establishes what uses are allowed on the Two Harbors Trail System, how those uses are enforced through the City Police Department, and what the penalties will be for trail misuse.

- F) A “Friends of Two Harbors Trails” committee should be formed that is responsible for oversight of the trail system, organizing spring clean ups, coordinating activities with the school district, and ensuring the pursuit of future trails.
- G) The City of Two Harbors should explore the use of a wheel pass fee system to help ensure funding for long-term trail maintenance.
- H) A Two Harbors Trailhead, at a minimum consisting of a parking lot, distinct trail connections, and information kiosks, should be developed by 2008. The trailhead should:
- 1) be in the Burlington Bay waterfront planning area
 - 2) provide connections to future Two Harbors Trail System, future Gitchi-Gami Trail, existing North Shore State Trail (snowmobile), and existing Lake Superior Water Trail
 - 3) be located at or near the existing R. J. Houle Information Center
 - 4) provide information, maps, and parking
 - 5) have staffed information if possible
 - 6) have restrooms
 - 7) provide picnic tables
 - 8) be designed in an aesthetically pleasing and environmentally sensitive manner
 - 9) work to allow snowmobiles, but in a safe manner that isn’t damaging to the other types of trails. A 30 mile per hour snowmobile speed limit should be set within the Two Harbors City limits
 - 10) Analyze Skunk Creek to determine sources of pollution that force Burlington Bay Beach to be closed, making it less effective as a trailhead for the Lake Superior Water Trail
 - 11) use the signage and interpretation framework of the North Shore Scenic Drive Interpretive Plan
 - 12) encourage opportunity for a bicycle rental business in the Burlington Bay area of Two Harbors. Kayak rental should also be encouraged, but it is acknowledged to be less likely due to liability concerns.

Beaver Bay Comprehensive Plan, 2006

<http://www.arrowheadplanning.org/documents/Beaver%20Bay/BEAVERbayCOMPplan.pdf>

Recommended Recreation Actions, p. 24-25

The City of Beaver Bay is recommending the following actions to maintain and improve recreational opportunities for Beaver Bay’s residents and visitors:

- A) Support development of the Beaver Bay Trailhead. Actively support the planned trailhead near the Beaver River. Participate in design and engineering discussions.
- B) Relocate and expand Jim Janzen Park. The City Council should relocate the City Park to the City owned property above the Community Center. An expanded park would include a playground, picnic area, an ice skating rink and other amenities.
- C) Establish and sign a snowmobile route through town. Work with local trail groups and the M-DNR to provide directional and traffic control signage for snowmobiles traveling from the North Shore Trail into town.
- D) Support efforts to promote and improve area trails and recreation facilities. Regional recreational facilities are important to the quality of life and economy of Beaver Bay.

Silver Bay Comprehensive Plan, 2007

<http://www.arrowheadplanning.org/documents/Silver%20Bay/SBcompFINAL.pdf>

Assessments and Recommendations, p. 13 & 14

- A) The 2005 Parks and Recreation Plan identifies development of a municipal campground as a priority. This represents an opportunity the City should begin to seriously explore.

- B) Gitchi - Gami State Trail: The section between Beaver Bay and Silver Bay been scheduled for 2007, however, this has been delayed due to problems securing a trail crossing at the railroad. (Note: Most of this section was completed in 2012.)

Finland Trails Plan, 2008

<http://www.arrowheadplanning.org/documents/RTAC/Finland%20Trails%20Plan.pdf>

Pedestrian and Bicycling Facilities Construction

- A) Connect Intermodal Center to Pebbles Lane
- B) Resurfacing Pebbles Lane
- C) Highway 1 Shoulder Widening
- D) Highway 6 Shoulder Widening

North Shore Scenic Drive Plans

Corridor Management Plan, 2003

<http://www.arrowheadplanning.org/documents/NSSD/CMP%20updated.pdf>

Vision , goals, actions p. 35 & 26

- A) The resources and infrastructure of the North Shore Scenic Drive will be integrated.
- B) Develop overall connectivity system between trail systems, the highway, and the lake.
- C) Add value to existing pull-off areas by adding info kiosks, maps, etc., before we try to create more.

Interpretive Plan, (East Section)

- A) Nodes, p. 48- 55 – Two Harbors, Beaver Bay.
- B) Stopping Areas, p. 64-74

Site Specific Planning

- A) Knife River Village Interpretive Design and Wayside, 2003
<http://www.arrowheadplanning.org/documents/NSSD/Knife%20River%20FINAL%20Plan%2012%2011%2003.pdf>
- B) Split Rock River Wayside Design, 2008
<http://www.arrowheadplanning.org/documents/NSSD/FINAL%20BOOKLET%20acknowledgements.pdf>
Construction completed in 2011
- C) Beaver Bay Trailhead, Preliminary Design, 2012
<http://www.arrowheadplanning.org/nssd/BEAVER-BAY/BeaverBayWaysideDesigns.pdf>
Construction planned for 2014

State of Minnesota Plans

DNR Parks and Trails Strategic Plan, 2012

http://files.dnr.state.mn.us/input/mgmtplans/parks/strategic/0212_pat_strategic_plan.pdf

Ten Year Goals (related to trails)

- A) State trail miles acquired or developed – 100 miles
- B) Paved bicycle trail miles rehabilitated – 200 miles
- C) State trails with interpretive displays developed – 5
- D) New trail connections between local communities and state parks and trails - 10

Provide and improve access to public and private lands and waters for compatible recreation. Ensure that the public land and water base is easily available and accessible to citizens. Ensure DNR-managed infrastructure (e.g., public water accesses, buildings, trails) supports resource-sustaining, high-quality recreational experiences, paying particular attention to providing sufficient opportunities close to where people live.

Minnesota State Parks and Trails: Directions for the Future, 2011, p. 37-38

http://files.dnr.state.mn.us/input/issues/directions_for_future.pdf

A connected system links state units with local, regional or federal units, and links state units to local communities. (note: not all strategies from Plan are listed – only those most relevant to our effort)

Desired Outcome: We provide exceptional outdoor recreation opportunities.

Goals and Strategies:

A) Provide a diverse and connected system for outdoor recreation.

Strategies:

- 1) Design, develop and manage a recreation system responsive to public needs & interests.
- 2) Model energy efficiency and sustainable practices with division facilities and operations.
- 3) Maintain facilities to promote longevity, & preserve their cultural and historical aspects.
- 4) Collaborate with partners to manage and expand integrated system of outdoor recreation opportunities.
- 5) Provide a variety of ways for people to access natural and cultural resources & have fun.
- 6) Make facilities safe and accessible for people of all abilities.
- 7) Provide facilities that are hubs of activity.
- 8) Offer close-to-home and destination outdoor recreation opportunities to encourage increased outdoor recreation participation.

B) Create and sustain a system for outdoor recreation that evaluates and prioritizes acquisition and development opportunities, operations and maintenance needs, and available funding.

Strategies:

- 1) Use a variety of tools to acquire and develop additional components of the outdoor recreation system, based on research findings and emerging trends.
- 2) Evaluate areas of mutual interest among internal and external partners for land acquisition, easements, research, management, and protection.

- 3) Partner with other organizations to explore connections and creative approaches for engaging the public in advocating for division policy and funding priorities.
- 4) Link maintenance funding to new acquisitions, and research opportunities to include and account for future maintenance needs into original acquisition.
- 5) Develop criteria to review existing facilities for improvements needed to achieve the goal of utilizing existing capacity.
- 6) Complete a system-wide inventory and assessment of rehabilitation, operations, and maintenance needs and priorities.
- 7) Rehabilitate, operate, and maintain facilities to incorporate current best management practices, working with partners and local communities, where appropriate.
- 8) Review processes and procedures, and revise them to ensure compliance with applicable regulatory programs.

C) Provide safe and memorable visitor experiences.

Strategies:

- 1) Create an inviting environment that is fun, enjoyable, and satisfying for our guests.
- 2) Partner with other divisions, agencies, local governments, volunteer groups, and others to cooperatively provide and maintain recreation facilities.
- 3) Provide information, user education and interpretive services in many formats, including the use of the latest technologies.
- 4) Maintain high visitor satisfaction.
- 5) Ensure visitors are aware of and understand the rules, and that the rules are enforced.
- 6) Maintain identifiable staff presence at division-managed units to foster a safe and secure environment.
- 7) Review and modify rules as needed.
- 8) Develop and maintain partnerships with other enforcement providers.

D) Conduct and utilize comprehensive research, planning, and evaluation.

Strategies:

- 1) Conduct research and recreation use studies with partners to understand Minnesota's diverse recreation needs.
- 2) Use research and recreation use study results to help set priorities within programs to effectively operate and allocate resources, and provide visitor amenities.
- 3) Investigate revenue generating opportunities in light of the division's statutory mandates and programmatic directions.
- 4) Evaluate the cost/benefit and appropriateness of providing service upgrades to the current offerings or potential new activities.
- 5) Develop a system plan for the units managed by the division to identify the niche of each component in the system.
- 6) Evaluate and adapt on-going programs and activities, as needed.

North Shore State Trail Master Plan, 1981 (amended 2002) p. 56-57

http://files.dnr.state.mn.us/input/mgmtplans/trails/northshore_master_plan.pdf

Goal: Provide a quality recreational and educational experience in an aesthetically pleasing setting, so existing and future generations can enjoy a part of Minnesota's unique natural, cultural, and historic resources.

Guidelines:

- A) Promote alternative transportation methods by providing users with a pleasing and varied natural setting
- B) Contribute to the restoration and perpetuation of natural and historic resources in the area.
- C) Resource damage, user conflicts and user-landowner conflicts should be minimized along the trail corridor.
- D) Existing grades and structural facilities should be utilized wherever possible.
- E) Use of other public and private recreation facilities that relate to the trail should be encouraged.
- F) Use of recreational motor vehicles, except snowmobiles, shall be prohibited on the trail. (Plan amended in 2002 to allow ATV use on 6.4 miles for Moose Walk/Moose Run ATV trail.) (Are there other amendments?)
- G) The user's appreciation and knowledge of the trail and its resources should be enriched.
- H) User safety should be promoted.
- I) Law enforcement on the trail should be promoted.
- J) Public awareness of the trail should be promoted.
- K) DNR should be flexible and responsible to user demands.
- L) Trail resources and users should be monitored
- M) The public's landowner's, and users' opinions should be solicited on all aspects of planning, operating, and maintaining the trail.

Feasibility Study – All Terrain Vehicle Use on North Shore State Trail, 1996

http://files.dnr.state.mn.us/outdoor_activities/ohv/north_shore_study/full_study.pdf

Conclusion: Based upon this examination [the 1996 study] it is clear that ATV traffic cannot be sustained on all or portions of the North Shore State Trail in its present condition, except for the 6.4 mile segment already designated for ATV use. Substantial improvement and modification would be necessary to avoid, minimize, and to mitigate environmental effects stemming from summer ATV use. Before such modifications could occur, however, additional planning and environmental review would be required. Consultation with landowners, local governments, and cooperating land managing agencies would also be in order.

Lake County Update: Lake County has an ongoing project to upgrade several sections of the state trail to make it suitable for ATV use. There are 3 phases to this upgrade.

Phase 1 – Complete. Lake County Demo Forest (near St. Louis County border) to CR 2.

Phase 2 – scheduled for Summer of 2013 – CR 2 to tracks on N. Alger Grade.

Phase 3 – tentatively scheduled for Fall of 2013 - Tracks on N. Alger grade to Moose Walk/Moose Run ATV trail. Moose Walk/Moose Run already has 6.4 miles of state trail designated for ATV use.

At this time, there is no proposal for extending ATV use of the state trail from Finland to the Cook County line (approximately 18 miles).

Gitchi-Gami State Trail Master Plan

http://files.dnr.state.mn.us/input/mgmtplans/trails/gitchi_gami/master_plan2002.pdf

Goals

Environmental:

- Preserve and enhance the natural and cultural features of the trail corridor.
- Interpret the natural and cultural features of the trail and the North Shore Highlands landscape.
- Design, construct, and maintain the trail in a way that protects and enhances the natural environment and minimizes the trail user's impact.
- Protect, restore and manage plant communities, wildlife, soil and water resources in a way that is appropriate to the North Shore Highlands landscape.

Adjacent Landowner Relationships

- Develop and maintain the trail so that impacts to adjacent landowners are avoided or minimized.

Trail Integrity/Connectivity

- Provide a continuous, off-road, multi-use trail which serves as a component in the emerging northeastern Minnesota trail system.
- Connect regional tourist travel destinations and population centers.
- Connect state and local outdoor recreation lands and facilities.

Meeting Trail User Needs

- Provide access for a wide range of people with varying degrees of capabilities.
- Promote the safety and security of all trail users.
- Work with local communities in developing, managing, and maintaining the trail right-of-way to mutually benefit both trail users and the community.
- Complement the character and economic vitality of the communities through which the trail passes.
- Involve local units of government, user groups, adjacent landowners, and other concerned citizens in the planning, design, and operation of the trail so that their needs are identified and addressed.
- Work cooperatively with other units of the DNR and public agencies to fulfill mutual objectives.

Federal Plans

Superior National Forest Land and Resource Management Plan 2004

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fsm91_050599.pdf

Overall Goals, p. 2-5 (note: not a complete list, only those that relate to trail program)

The Forest Service will strive to achieve the following goals:

- A) Provide forest settings and natural resources that enhance social and economic benefits at local, regional, and national levels.
- B) Provide management direction that enhances social and economic benefits for individuals and communities:
- C) Emphasize scenic quality in areas of high interest to people
- D) Emphasize a variety of forest settings that provide for a spectrum of social opportunities and benefits for people
- E) Maintain a road and trail system that provides opportunities for people to access the National Forest
- F) Contribute to local, regional, and national economies by providing natural resources in a socially and environmentally acceptable manner

Desired Conditions – Cooperative Management, p. 2-6

- A) The Forest works cooperatively with other landowners and land managers to protect, enhance, and restore physical and biological resources as well as social and economic values.
- B) Cooperative management includes tribal, State, county, local governments as well as other federal agencies.
- C) Key cooperators include the following:
 - 1) Grand Portage Band of Chippewa Indians
 - 2) Fond du Lac Band of Lake Superior Chippewa
 - 3) Bois Forte (Nett Lake) Band of Chippewa
 - 4) Minnesota Department of Natural Resources
 - 5) Cook County
 - 6) Koochiching County
 - 7) Lake County
 - 8) St. Louis County
 - 9) Others

Desired Conditions – Trails, p. 2-43

- A) The Forest trail system provides a range of activities and experiences necessary to accommodate recreation uses while minimizing environmental and social impacts.
The Forest trail system provides a range of activities and experiences necessary to accommodate recreation uses while minimizing environmental and social impacts.
- B) Trails are managed for their intended primary purpose and to avoid use conflicts
- C) The Forest provides non-motorized trail opportunities
- D) The Forest provides RMV (ATV) road and trail riding opportunities with experiences in a variety of forest environments, while protecting natural resources.
- E) Allowed, restricted, and prohibited RMV uses are clearly defined to the public.
- F) Where practical, RMV policies are consistent with adjacent public land management agencies.

Objective – Trails, p. 2-43

- A) A maximum of 90 additional ATV trail miles and 130 snowmobile trail miles with associated trail facilities (trailhead parking, signs, toilets, etc.) may be added to the designated National Forest Trail system.

Desired Conditions – Recreation, p. 2-40

- A) The Forest provides a range of quality motorized and non-motorized recreation opportunities to satisfy diverse public interests while maintaining sustainable ecosystems
- B) The Forest emphasizes recreational activities and opportunities appropriate to remote natural settings. Remote natural settings have a predominantly natural appearance and have moderate evidence of human sights and sounds.
- C) The Forest provides developed sites, facilities, trails, water access sites, and other recreation opportunities within health and safety, resource protection, cost, and maintenance requirements.
- D) Universally accessible facilities that fit with site and program characteristics are offered. User convenience, visitor satisfaction, and anticipated visitor interactions are also considered when providing recreation opportunities.
- E) In cooperation with other government agencies and private organizations, the Forest provides support for National Forest, State, and National Scenic Byways to enhance the byway's scenic resource, provide recreation and interpretive opportunities, address resource issues, and promote economic development.

Superior National Forest Trails Management Plan 2003**Desired Future Conditions and Objectives for Trails**

- A) Provide a diversity of trail opportunities, for experiencing a variety of environments and modes of travel consistent with the Forest Plan.
- B) Regularly review existing trail inventory and new proposals to determine best mix of trail opportunities for the public.
- C) Maintain trails to national standard. Have various types of information available to public both prior to their trip as well as at trailheads.
- D) Coordinate trail management with other forest management activities so that trail users can enjoy uninterrupted use of trails.
- E) Nourish current partnerships and encourage new partnerships for trail maintenance and development.

Trail Policy

- A) Public Information
 - 1) The forest trail program will have accurate public information including Recreation Opportunity Guides, handout maps, website and links, etc.
 - 2) All trails will have an identification sign at the trailhead with the name of the trail. Most trailheads will have an information board with an accurate map and trail info poster, including at a minimum, trail uses, restrictions, tread and distance.
- B) Partnerships – The national forest encourages partnerships to accomplish trail work. In order to develop productive cooperative partnerships, more time and resources should be invested in agreement administration and volunteer safety as it relates to chainsaw and crosscut use.
- C) New Trail Proposals – Forest will maintain a 5 year program of work for new construction,, reconstruction or heavy maintenance trail projects. Emphasis will be on backlog of work on existing trails over new trail construction.
- D) Dispersed trail use includes legal travel on roads or areas other than national forest system trails. Examples are ATVs on low standard roads, or snowmobiles on unplowed roads. There may be maps of some routes, such as for mountain biking. Generally, dispersed trail use is not promoted through brochures, maps, etc.



Lake County Comprehensive Trails Plans

December 2013

Prepared for
Lake County, Minnesota

Prepared by
Regional Planning Division
Arrowhead Regional Development Commission

ARDC's Mission

“To serve the people of the Arrowhead Region by providing local units of government and citizens groups means to work cooperatively in identifying needs, solving problems, and fostering local leadership.”

If you have questions regarding ARDC or the Lake County Comprehensive Trails Plan, please contact:

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