

FINDING A WAY: CASE STUDIES IN TRAIL PLANNING

WI-APA CONFERENCE
SEPTEMBER 21, 2023



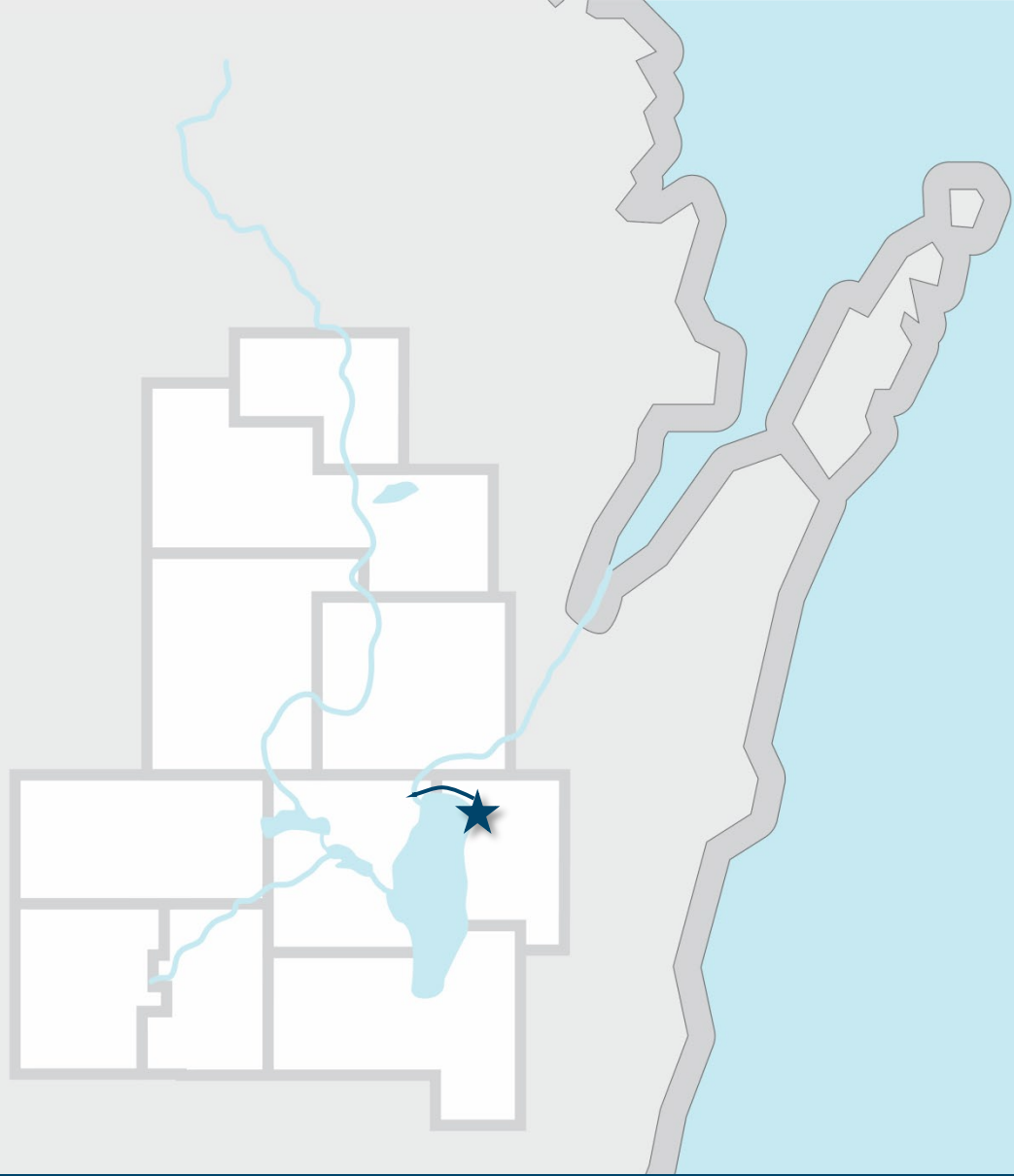
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HIGH CLIFF CONNECTION

WI APA CONFERENCE

SEPTEMBER 21, 2023





Regional Comprehensive Plan

Core Program



Economic Development Program

Core Program



Water Quality Management Program

Core Program



Transportation Program

Core Program



NR-135 Non-Metallic Reclamation Mining Program

Additional Program



GIS Data Analysis & Visualization

Additional Program



Local Contracts

Additional Program



Introduction





The East Central Wisconsin Region





Background

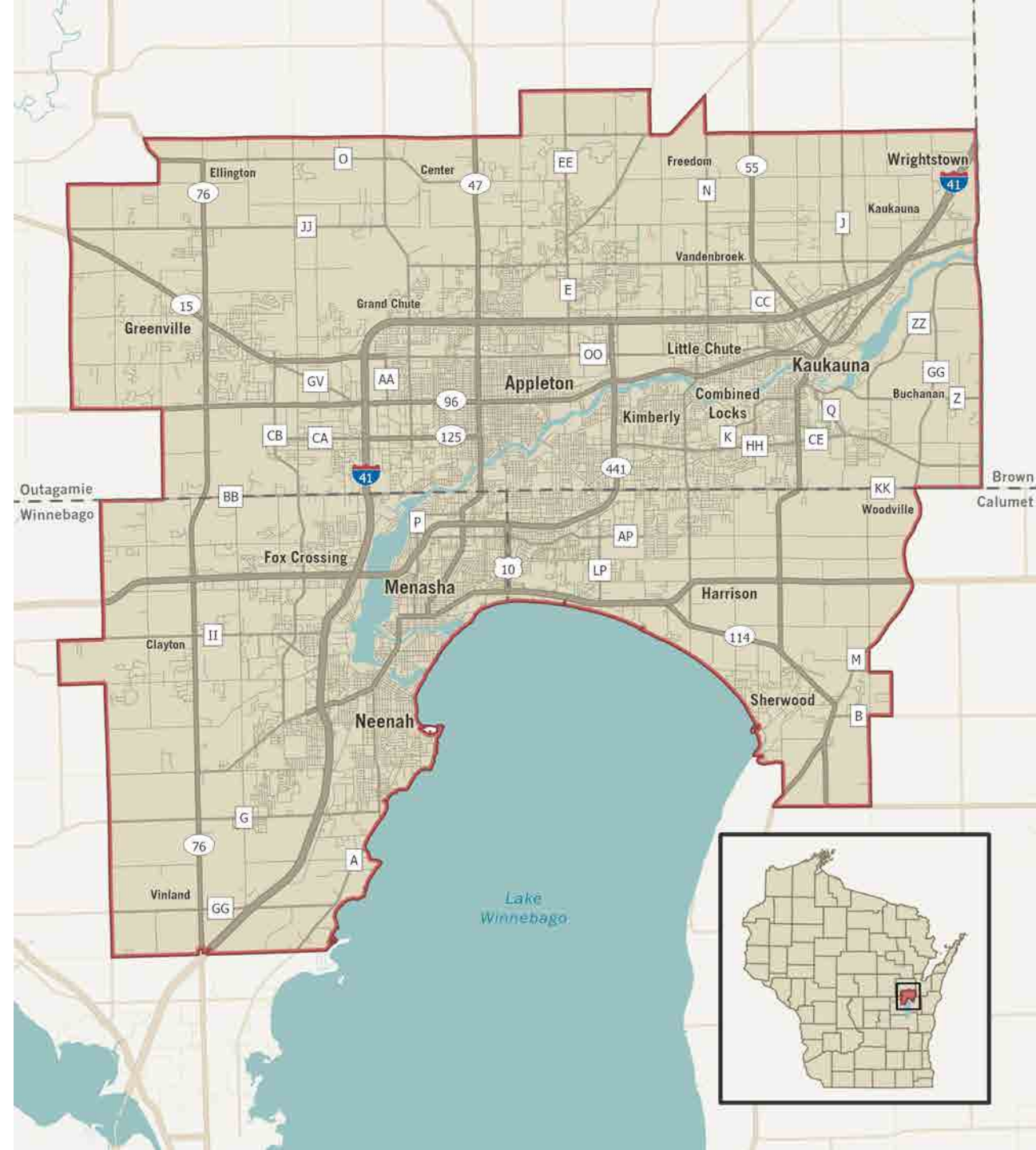


**David L. & Rita E. Nelson
Family Fund**



About the Fox Cities

- Mix of urban, suburban, and rural landscapes with more than 250,000 residents
- Three counties: Calumet, Outagamie, Winnebago
- Vibrant downtowns
- Diverse industry
- Outdoor recreational opportunities
- Rich in culture and history





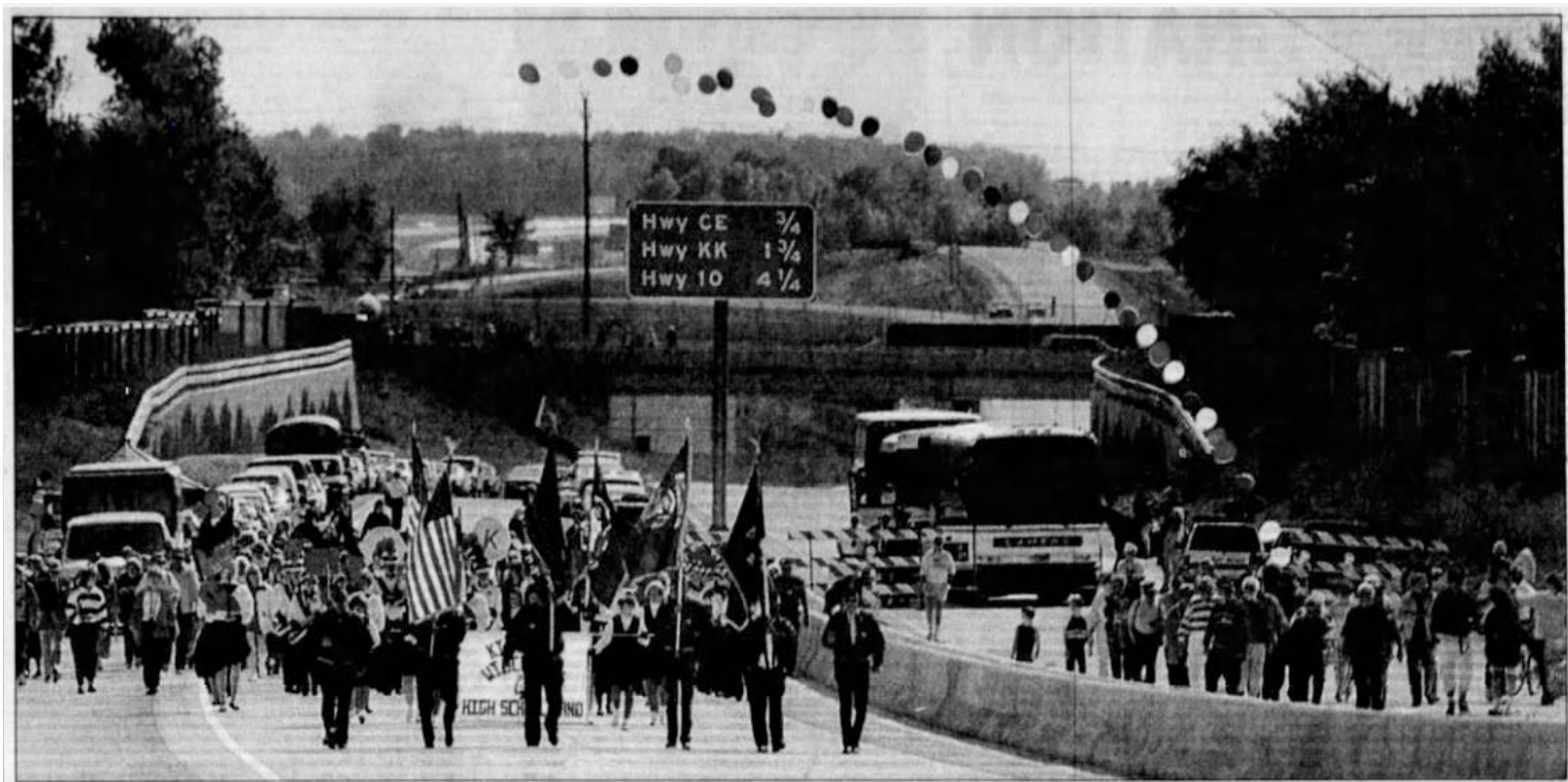
High Cliff State Park

The only state-owned recreational area on Lake Winnebago, Wisconsin's largest lake. The park gets its name from the limestone cliff of the Niagara Escarpment, which parallels the eastern shore of Lake Winnebago.





History of Fox Cities Trails & Bicycling & Walking Connections



A COLOR GUARD leads out the Kimberly band and a crowd of pedestrians that gathered for the dedication of the Tri-County Freeway Friday afternoon.

Post-Crescent photos by Mark Courtney





Fox Cities Trails & Walking & Bicycling Connections

Coordination among municipalities and incremental development has created a robust bicycle and pedestrian network throughout the Fox Cities. Notable connections include Loop the Little Lake, the Friendship Trail, and the still-in-progress Loop the Locks.





Trail Summit: February 2020



ECWRPC



Fox Cities Greenways



*Community Foundation
for the Fox Valley
Region*





Trail Summit: February 2020

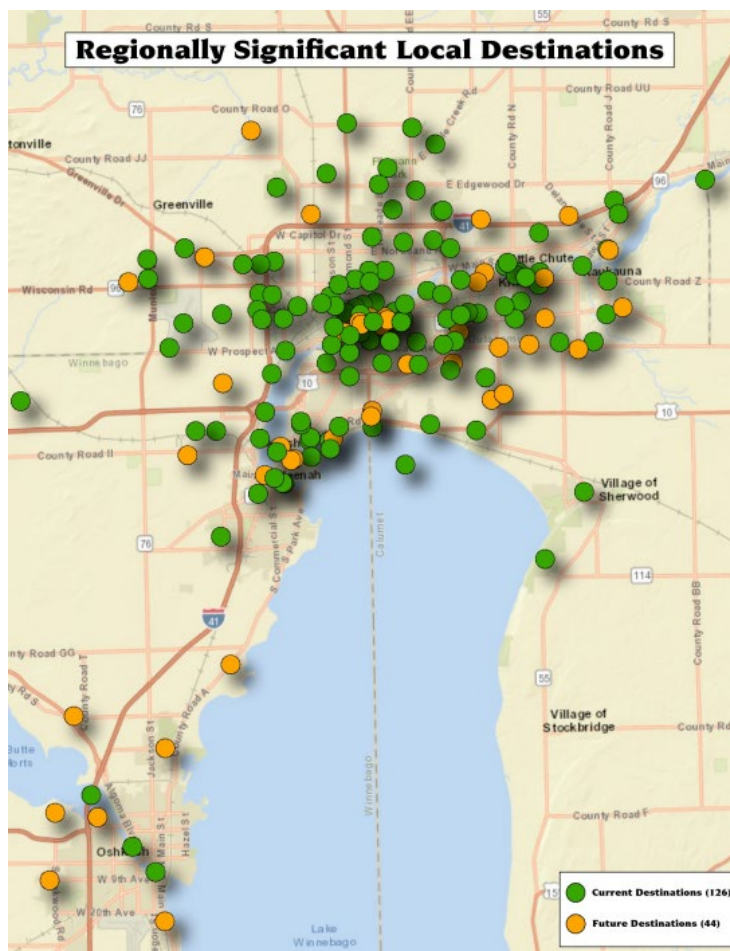


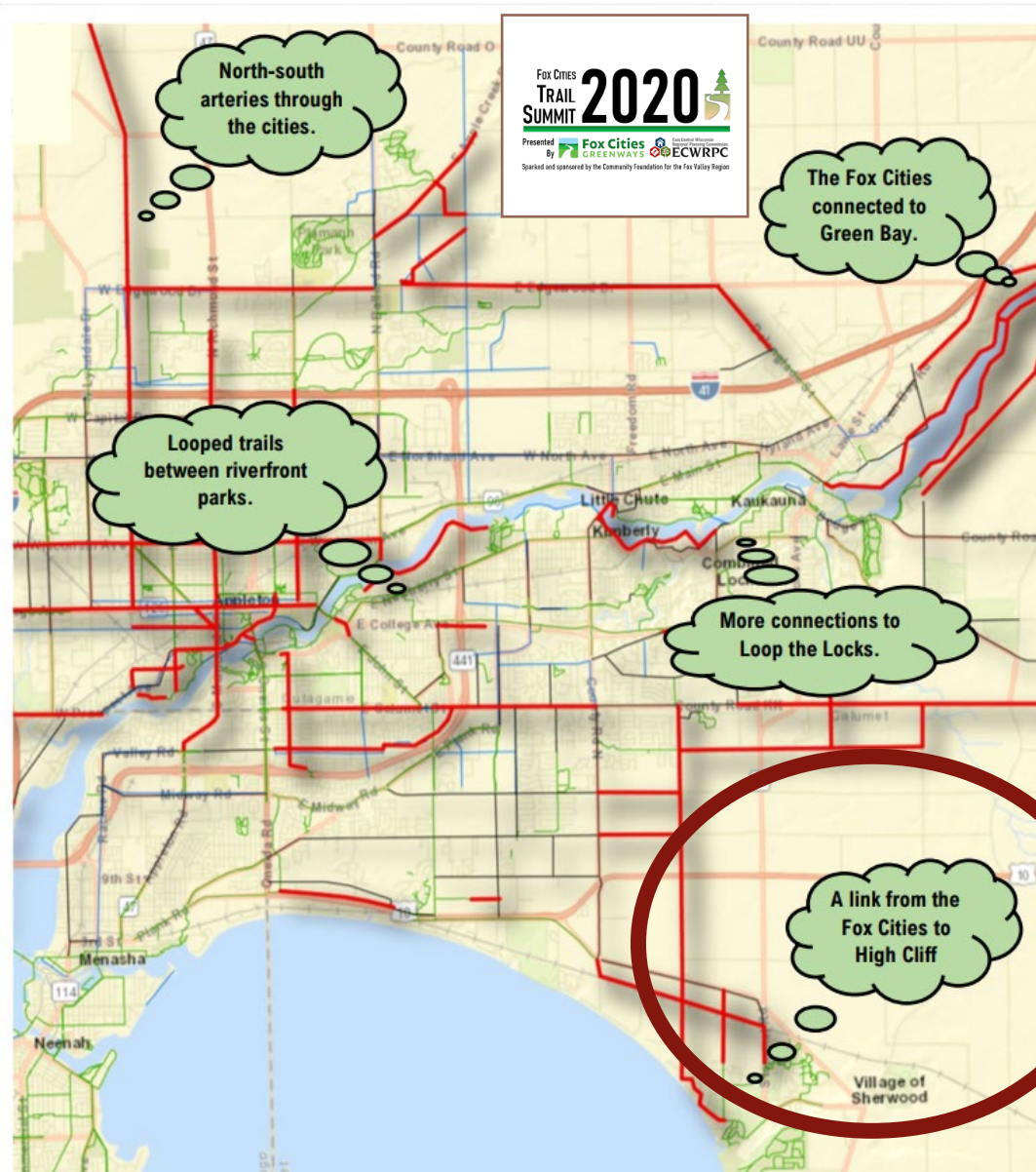
65 attendees

- 12 communities
- 3 counties
- 6 partner organizations

Focus Areas

- Equity
- Collaboration
- Barriers and gaps
- Current facilities
- Planned facilities
- Big ideas, inspired by Imagine Fox Cities

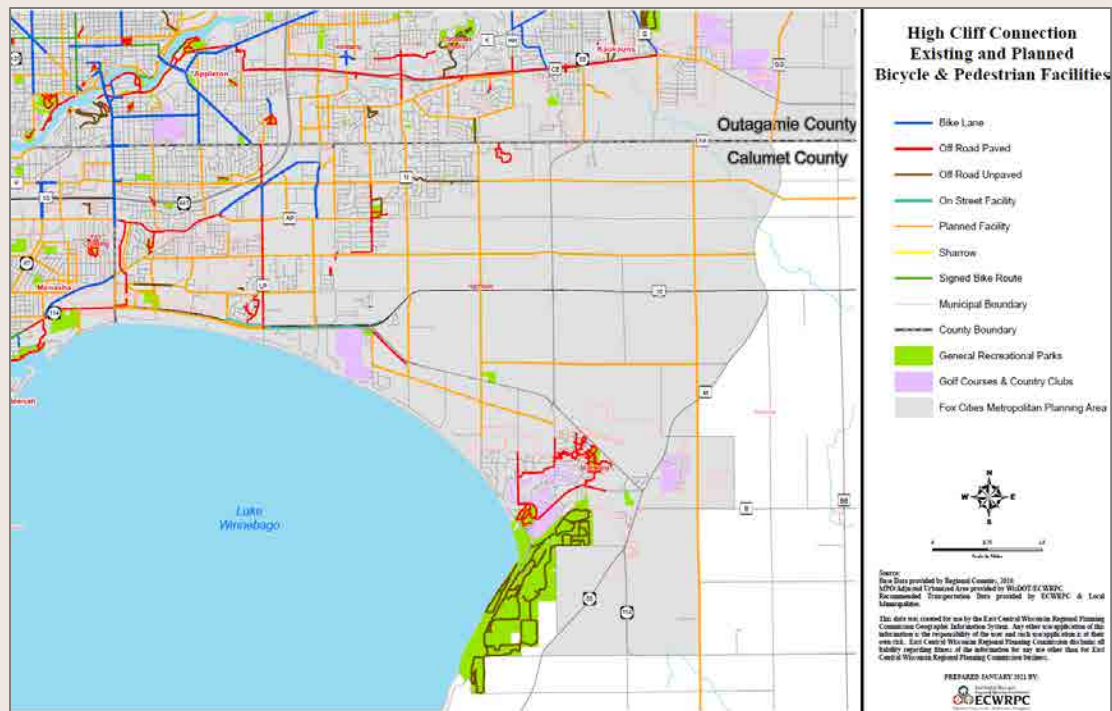




A longtime goal was put back on a map, but where to go from here...



The High Cliff Connection

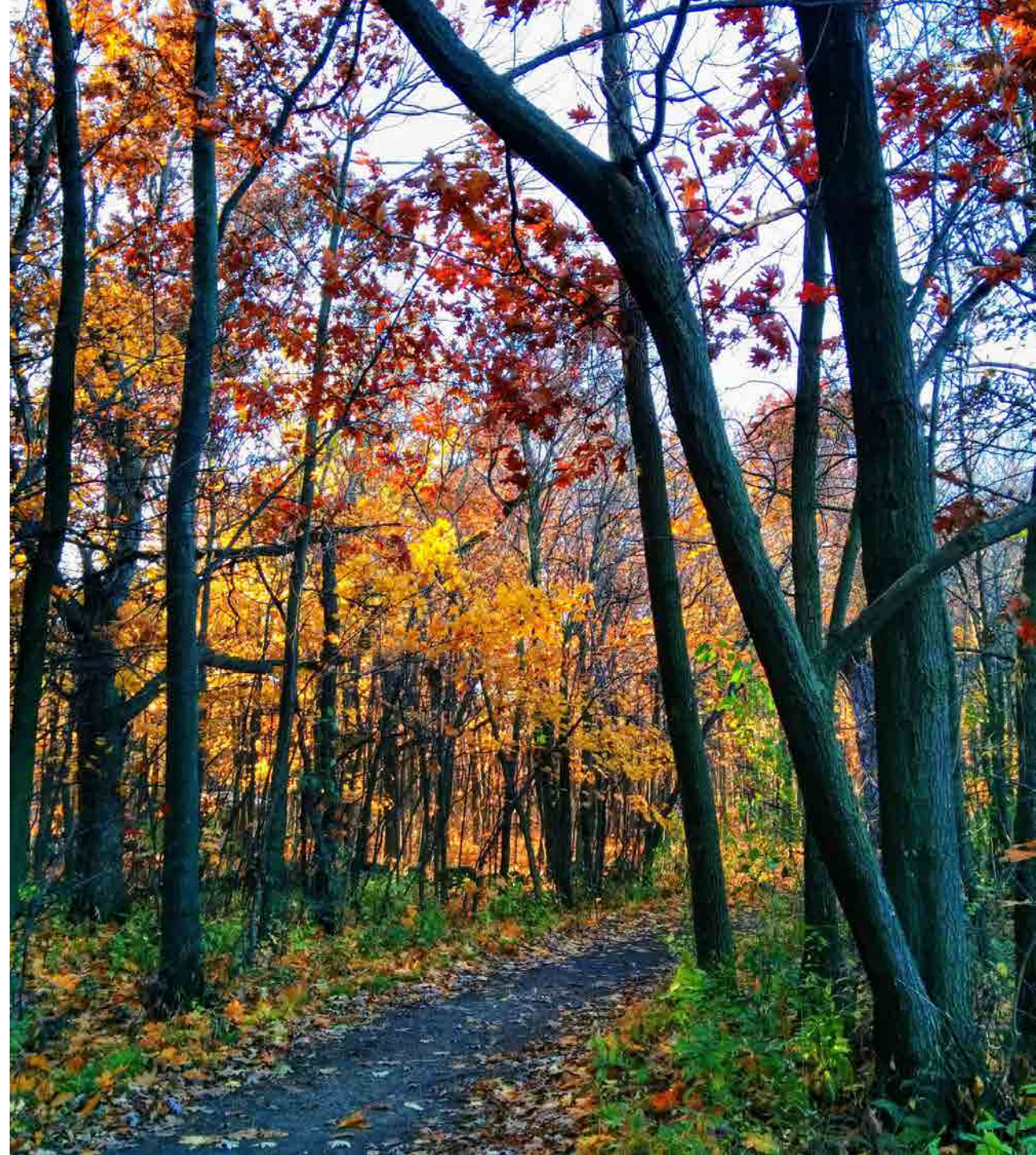


- Four (4) virtual stakeholder meetings in 2020-2021
- Examined current connections and gaps
- Discussed previous plans, current plans, and what is still missing
- No current cohesive vision between communities
- No dedicated plan; where would the connection be?
- Is it even feasible? What are potential barriers/obstacles?



Feasibility Study & Master Plan

- \$100,000 grant from the David L. and Rita E. Nelson Family Fund within the Community Foundation for the Fox Valley Region
- Issued a Request for Proposals
- Ultimately selected and entered into contract with HKGi in August 2021
 - Planners, Landscape Architects, and Urban Designers





Existing Connections





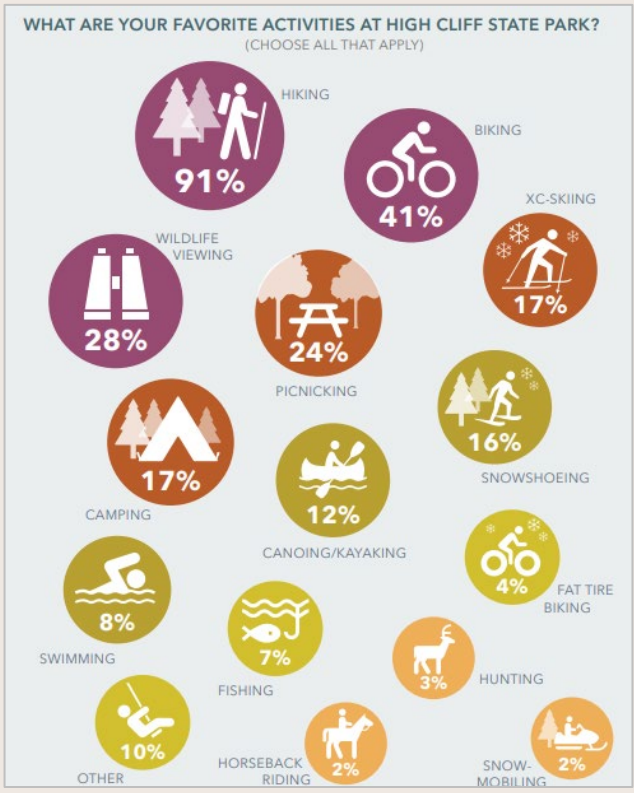
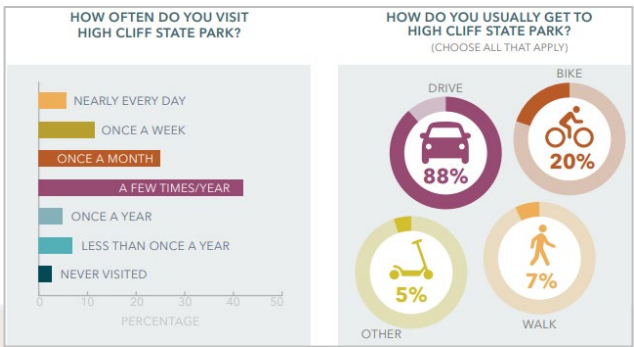
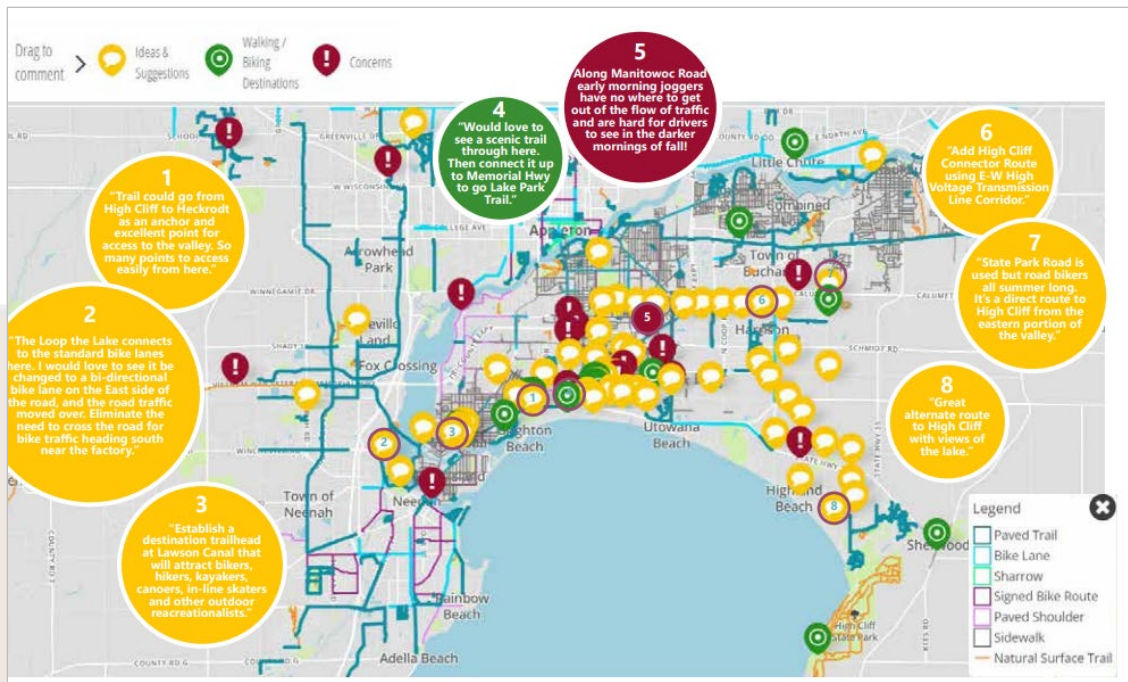
The Process



Community Engagement

- Project website
 - Maps
 - Surveys
- Pop-up events
- Open houses
 - In-person
 - Virtual
- Community presentations



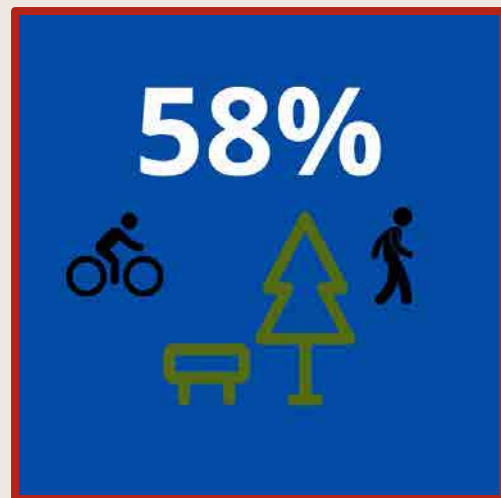


Community engagement during the feasibility study portion of this project





Community Engagement Takeaways



Most important to walk or bike to a park



Most important to feel comfortable and safe




Drive to High Cliff State Park



No trails to where they want to go keep them from walking or bicycling more





"IT WOULD BE NICE TO EVENTUALLY ADD A NORTH/SOUTH CONNECTOR TO ANY TRAIL ALONG LAKE WINNEBAGO, CONNECTING TO APPLETON AND/OR THE CE TRAIL."

"NEED TO FIND A SAFE WAY TO CROSS 114 AT STATE PARK ROAD."

BADLY NEEDED. FAR TOO FEW GOOD PLACES TO BIKE THAT ARE FREE OF TRAFFIC, BUSY INTERSECTIONS BUT WITH PLEASANT SCENERY. EVEN BIGGER URBAN AREAS LIKE MINNEAPOLIS ARE BETTER FOR BIKING.

"WOULD LIKE TO SEE A PLAN FOR A TRAIL CONNECTION TO CALUMET COUNTY PARK."

"I WOULD USE THIS NEW ROUTE IF IT WAS SAFE AND NOT ROUTED TOO FAR OUT OF THE WAY."

"I WOULD LOVE TO RIDE MY BIKE TO HIGH CLIFF ON A TRAIL AWAY FROM TRAFFIC."

"WOULD LOVE TO SEE GREEN WILDLIFE CORRIDORS WITH TRAILS FOR RELAXING WALKS, WILDLIFE VIEWING, AND INCREASED AMOUNT OF VEGETATION/TREES."

FANTASTIC PROJECT WOULD LOVE TO SEE TRAILS CONNECTING RESIDENTIAL AREAS OF HARRISON AND BUCHANAN CONNECTING TO HIGH CLIFF.

"HIGH CLIFF IS A COMMON DESTINATION FOR PEOPLE IN OUR COMMUNITIES. AS DEVELOPMENT HAS OCCURRED ON THE EASTERN SIDE OF THE FOX CITIES TRAFFIC HAS INCREASED MAKING SAFE BIKING DIFFICULT. A TRAIL TO HIGH CLIFF WOULD ENCOURAGE MORE PEOPLE TO RIDE TO THE PARK."

I WANT TO SEE TRAILS THAT CAN BE SAFELY NAVIGATED INDEPENDENTLY BY OLDER YOUTH AND ARE FRIENDLY FOR FAMILIES WITH CHILDREN. SHADE IS VERY IMPORTANT. AREAS THAT ARE PLOWED BUT NOT SALTED, AS THIS KEEPS ME FROM BEING ABLE TO WALK MY DOG DUE TO IRRITATION.



Route Alternatives





High Cliff Connection Issues & Opportunities

- Finding one single facility type along the corridor isn't likely
- Balance of connecting neighborhoods and finding a direct route
- Preference for route options to be along more "public" roadways
- Additional land acquisition is needed
- Need for engineering (survey) level study to determine best facility types
- Direct route options along major roadways seem to be preferred, which could explore different trail options and create a unique trail experience
- Separation between vehicles and trail users is preferred
- Strong support for future bicycle and pedestrian connections continues





Master Plan Recommendations

- Recommended routes include both short-term and long-term connections
- More detailed studies
- Hiring a trail coordinator
- Wayfinding
- Trailheads
- Art
- Benches and rest stops



Community Presentations & Plan Adoption

- Presentations given to:
 - Menasha Common Council
 - Harrison Village Board
 - Sherwood Village Board
- Approved by ECWRPC Board on October 28, 2022





Implementation of the Master Plan: 2023 and Beyond





Generous Gift Provides Another \$6.24 Million To Northeast Wisconsin Nonprofit Organizations

Posted on [Jul 19, 2022](#), by [Community Foundation](#)



Thirty-two nonprofits throughout northeastern Wisconsin received a much-needed boost when the David L. and Rita E. Nelson Family Fund within the Community Foundation for the Fox Valley Region awarded more than \$6.24 million in grants. The fund has provided over \$21 million in grants since its creation four years ago. The Nelsons, who lived in [...]

The Nelson Family Fund within the Community Foundation for the Fox Valley Region provided a \$2M commitment to the High Cliff Connection



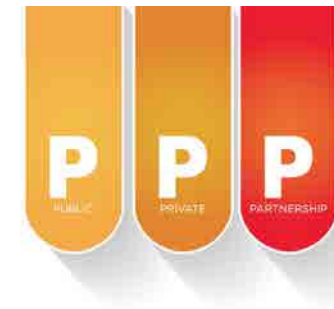


Funding Opportunities

- Transportation Alternatives Set-aside
Currently applying for two grants for more detailed feasibility studies
Due March 24, 2023
- Wisconsin DNR Stewardship Grant
Due May 1, 2023
- Community Development Block Grant
- Bipartisan Infrastructure Law (BIL) Discretionary Grant Funds
- Recreational Trails Program
- Public/Private Partnerships



**BIPARTISAN
INFRASTRUCTURE
LAW**





Project Impacts



Supporting
transportation
options



Increasing
transportation
equity



Neighborhood
connections



Expanding the
multimodal
network



Demonstrated
economic
impacts



Project Impacts



\$12.5M

economic impact
from construction of
remaining segments



71 FTE

jobs supported
by remaining
construction



\$3.7M

annual environmental
services benefits upon
full completion



\$2.2M

in annual healthcare
cost savings achieved
by active users



\$2.4M

economic impact from
local spending



282K MILES

reduced VMTs
annually



\$28M

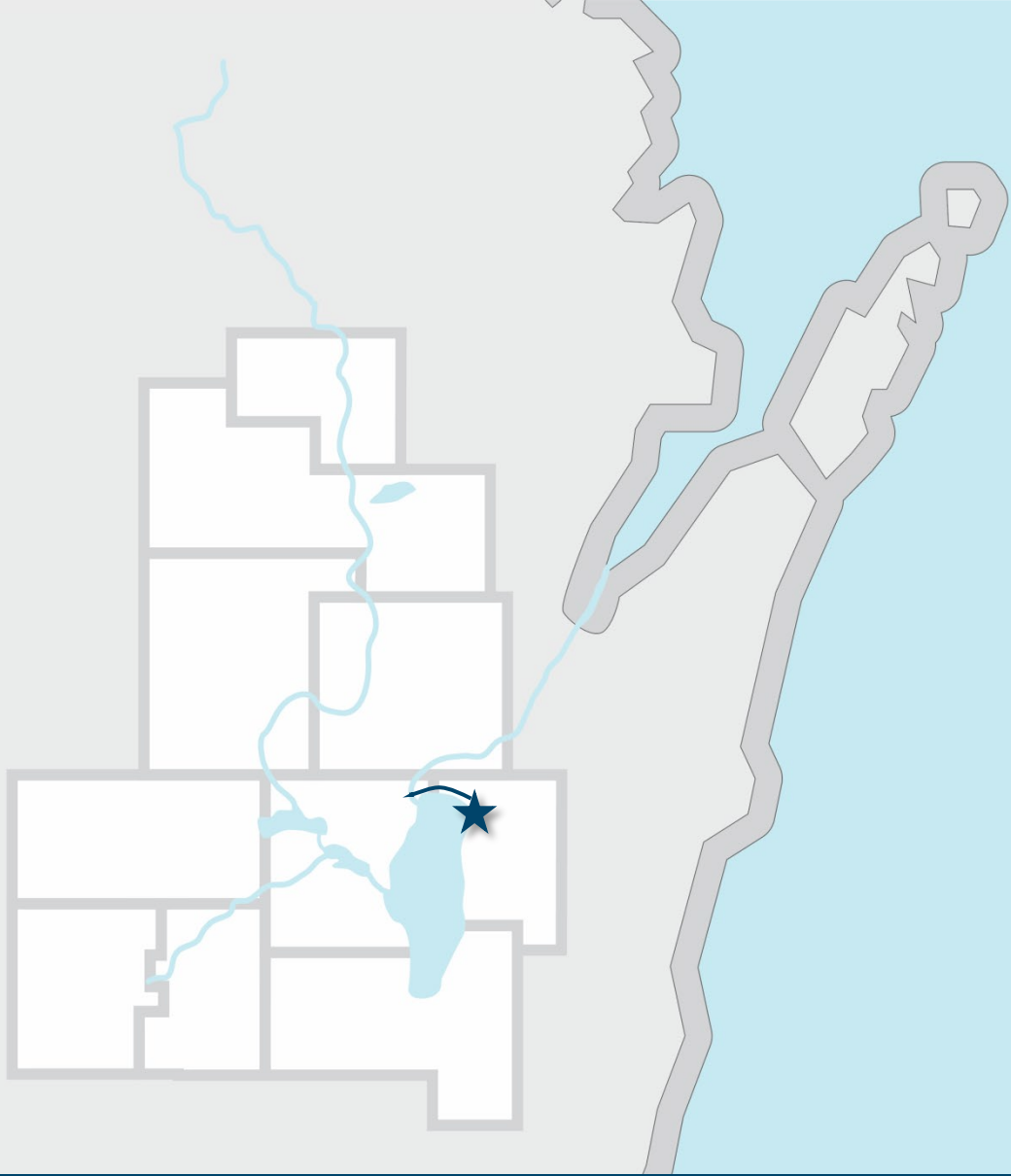
increased
assessed value



\$511,610

increased County
tax revenue





THANK YOU!



MINNEHAHA PARKWAY REGIONAL TRAIL MASTER PLAN

MINNEAPOLIS



Minneapolis
Park & Recreation Board

PROJECT BACKGROUND

COLLABORATIVE MULTI-AGENCY EFFORT

AGENCY TEAM



Minneapolis
Park & Recreation Board



MINNEHAHA CREEK
WATERSHED DISTRICT



Minneapolis
City of Lakes

CONSULTANT TEAM



HKGi



Responsive partner. Exceptional outcomes.



Stantec



inter-fluve



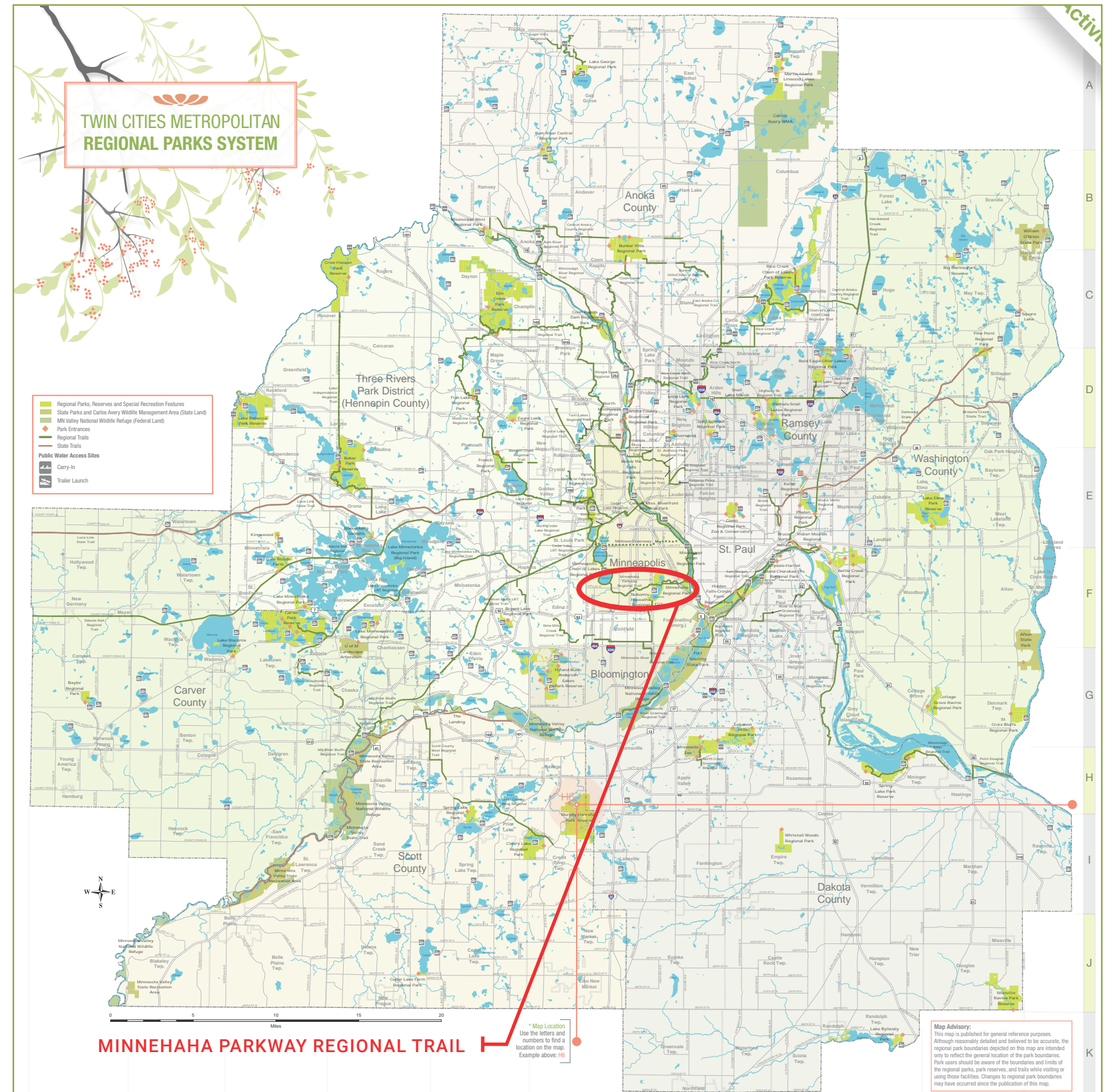
106 GROUP



Spack
SOLUTIONS

PROJECT BACKGROUND

PROJECT AREA / PLANNING CONTEXT



PROJECT BACKGROUND

PROJECT AREA / PLANNING CONTEXT

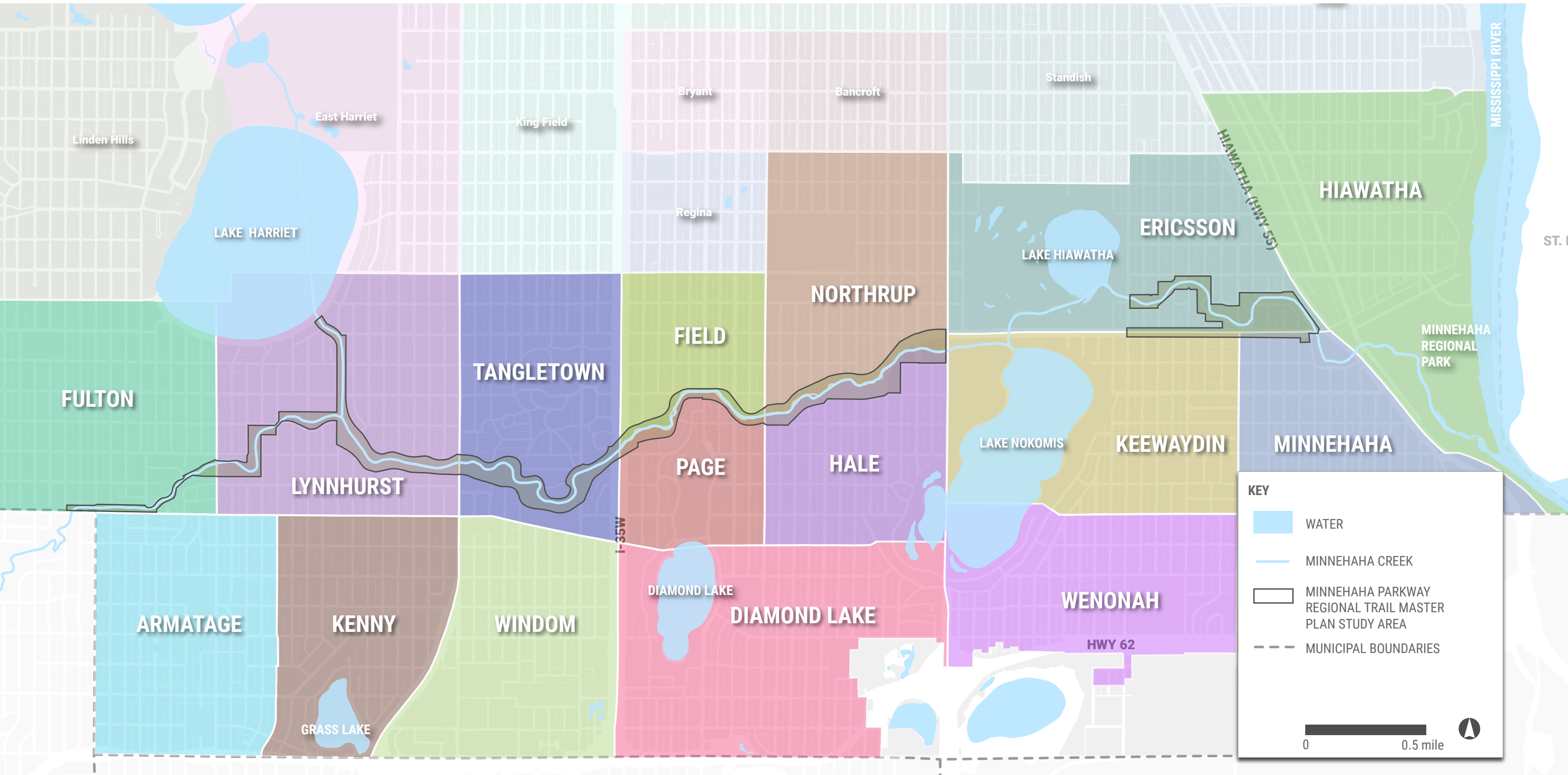
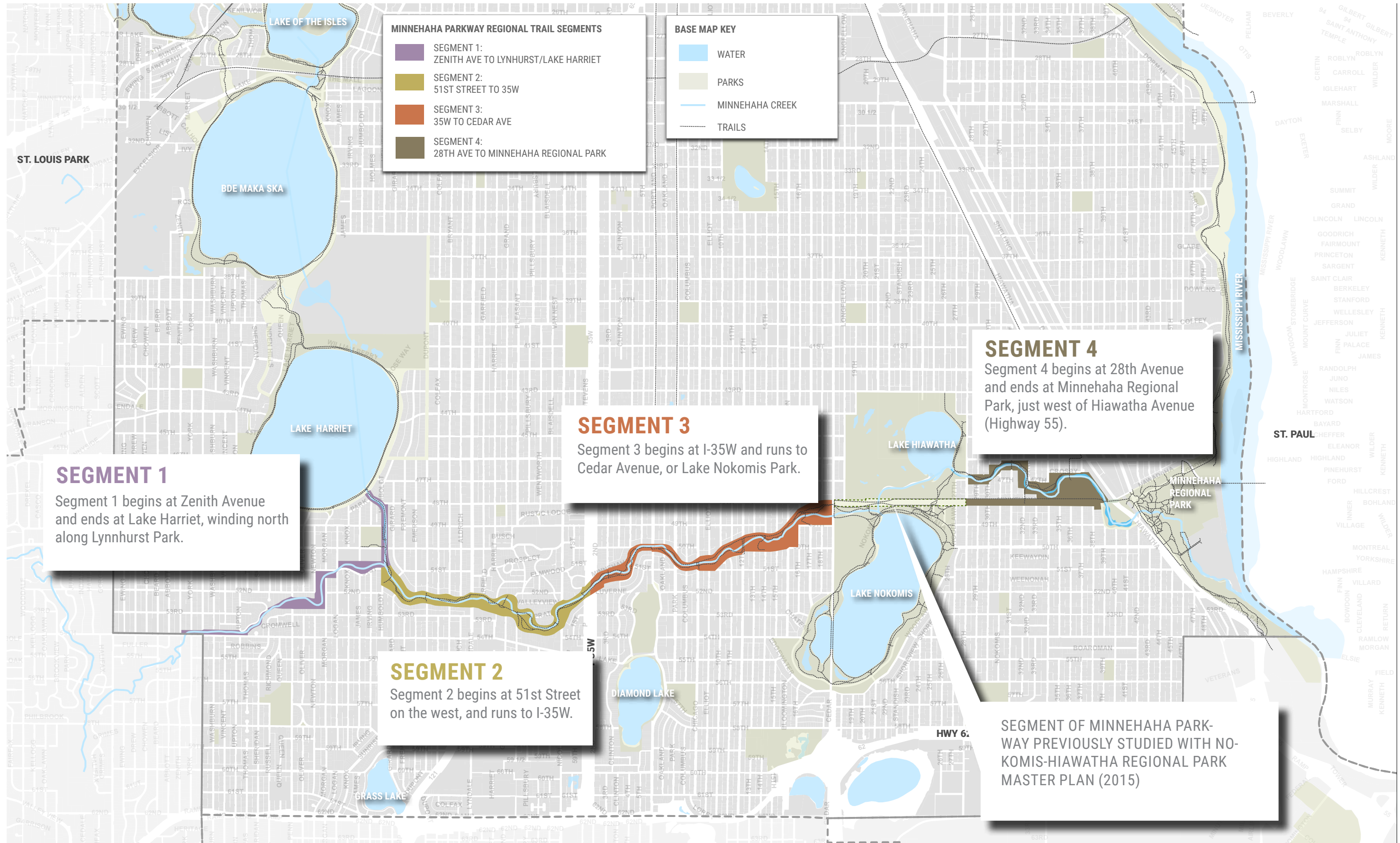


Figure 1.1 Neighborhoods adjacent to the Minnehaha Parkway Regional Trail Master Plan Study Area

PROJECT BACKGROUND

STUDY AREA SEGMENTS



PROJECT BACKGROUND

COMMUNITY ENGAGEMENT FRAMEWORK

CE = Community Engagement

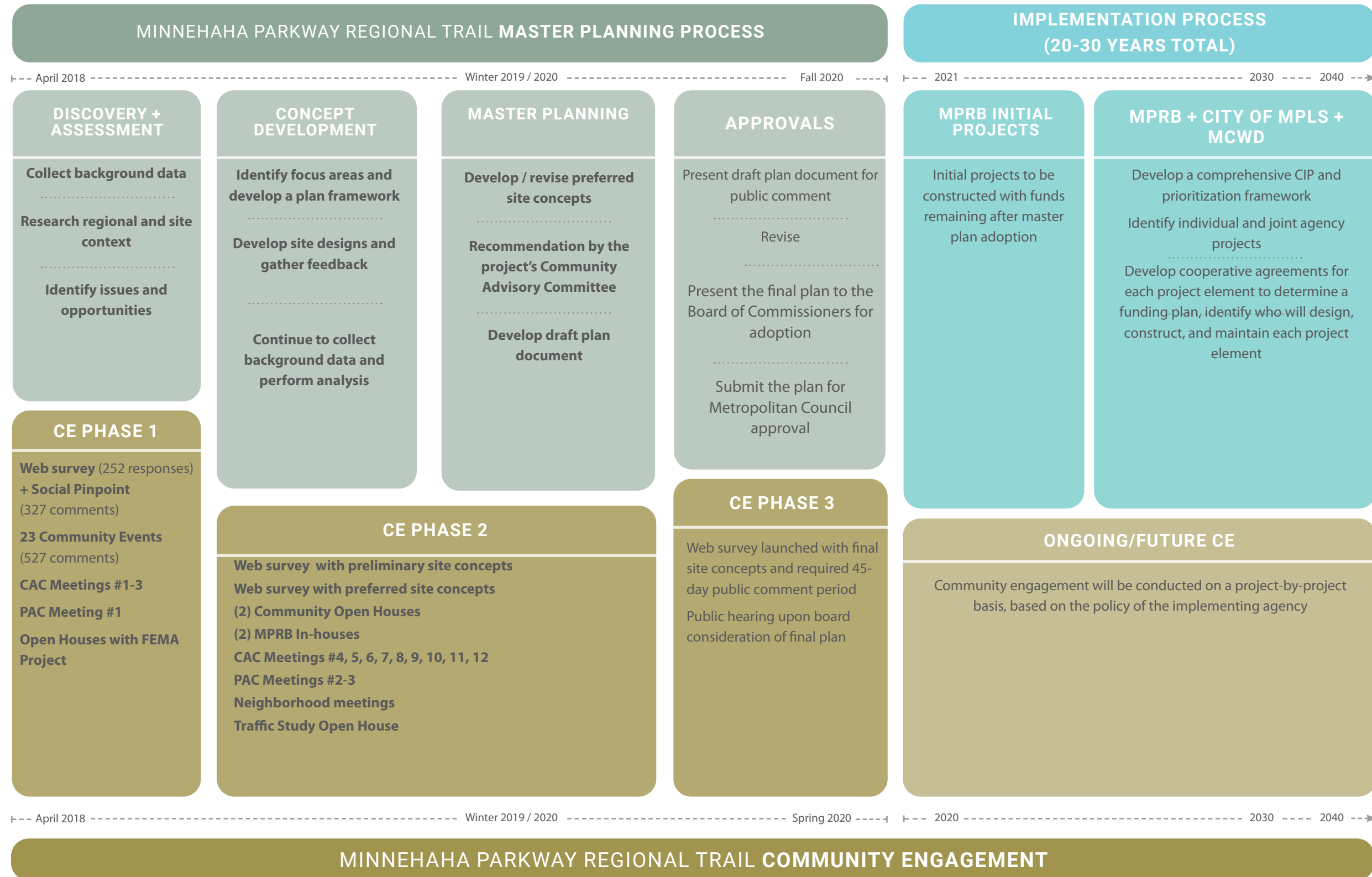


Figure 1.2 Master Planning Process

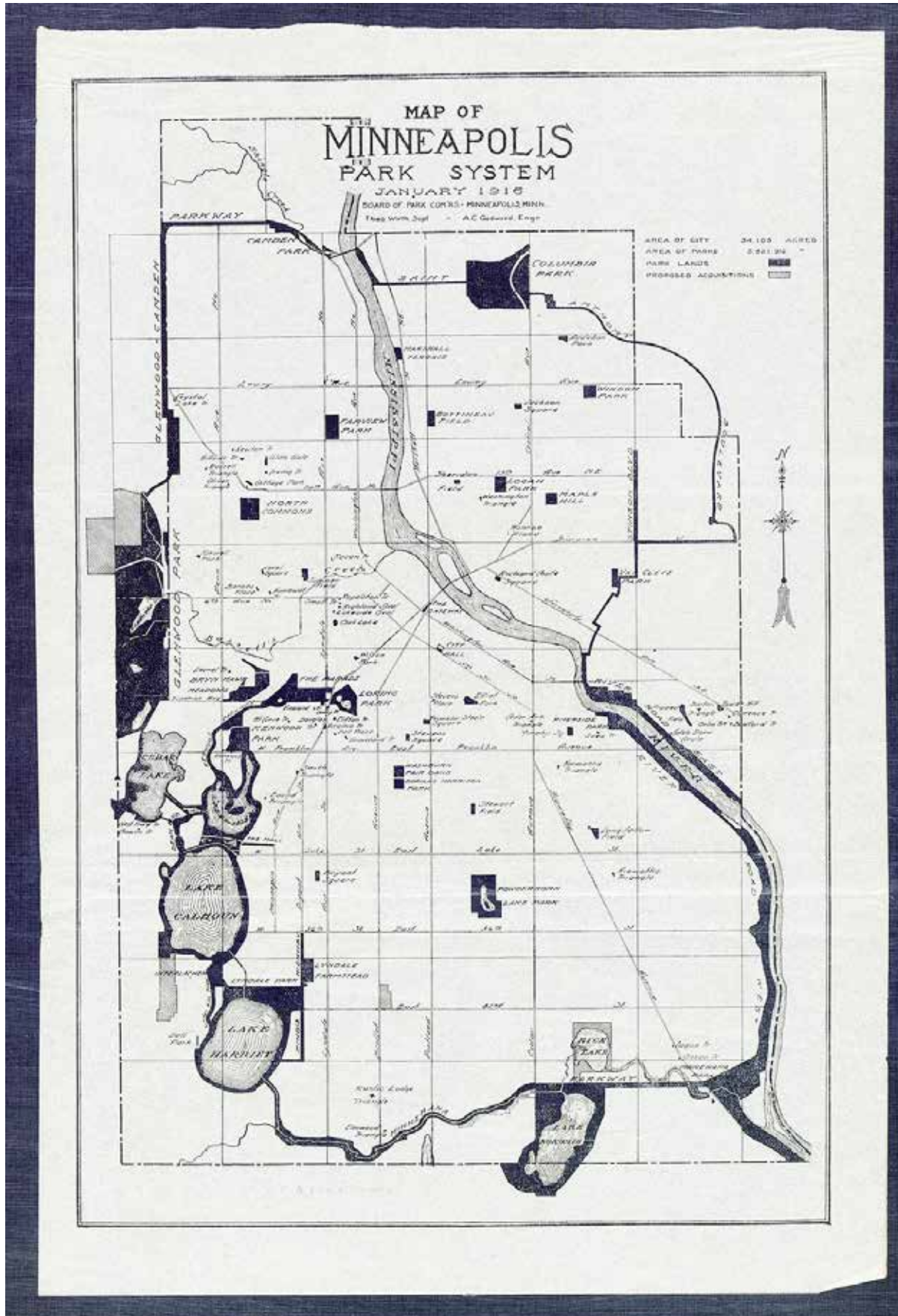


HISTORY AND CONTEXT

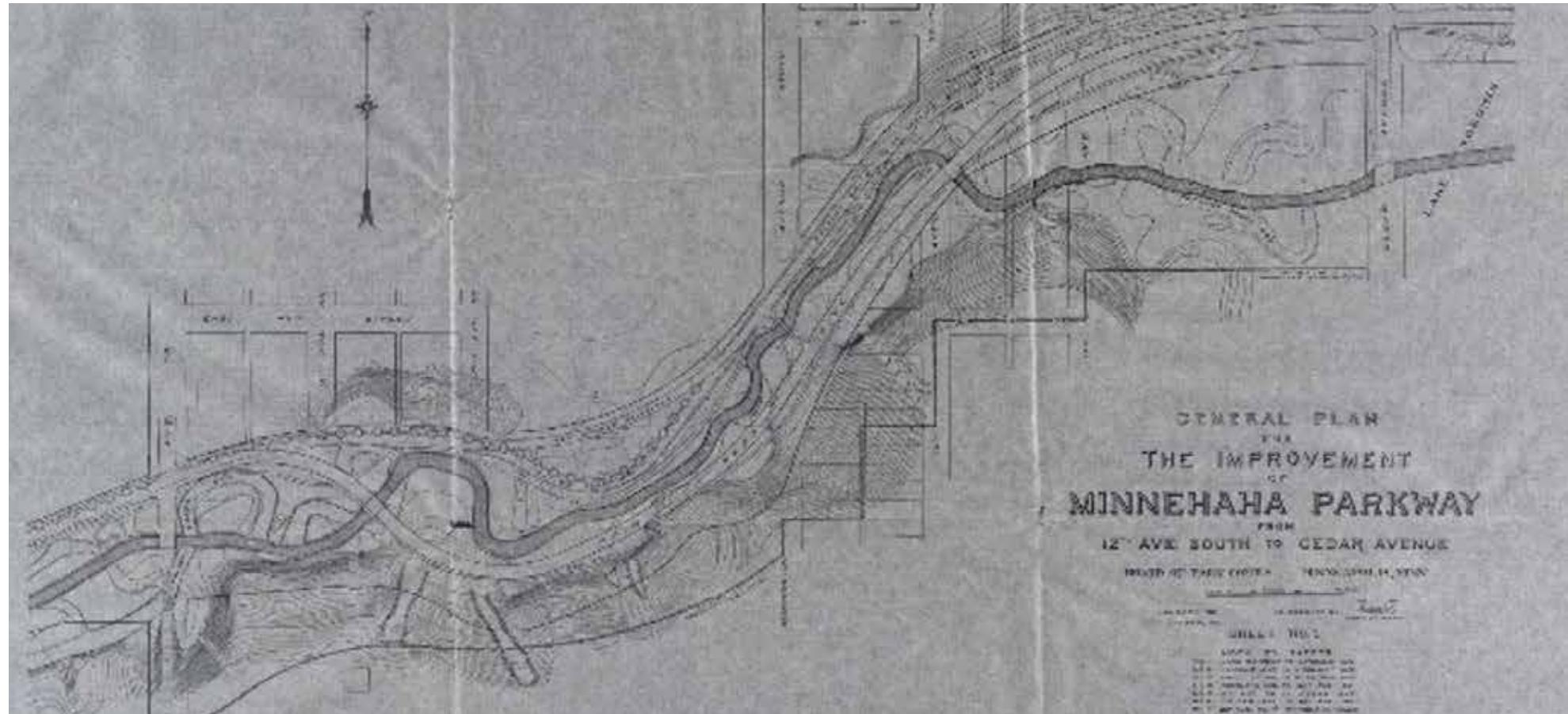
THE STORY OF LAND + WATER

HISTORY

DEVELOPMENT OF THE CITY + PARK NETWORK



1916 Map of Minneapolis Parks (Source: MPRB)



1912 Map of Improvements to Minnehaha Parkway, including straightening the Creek (Source: MPRB)



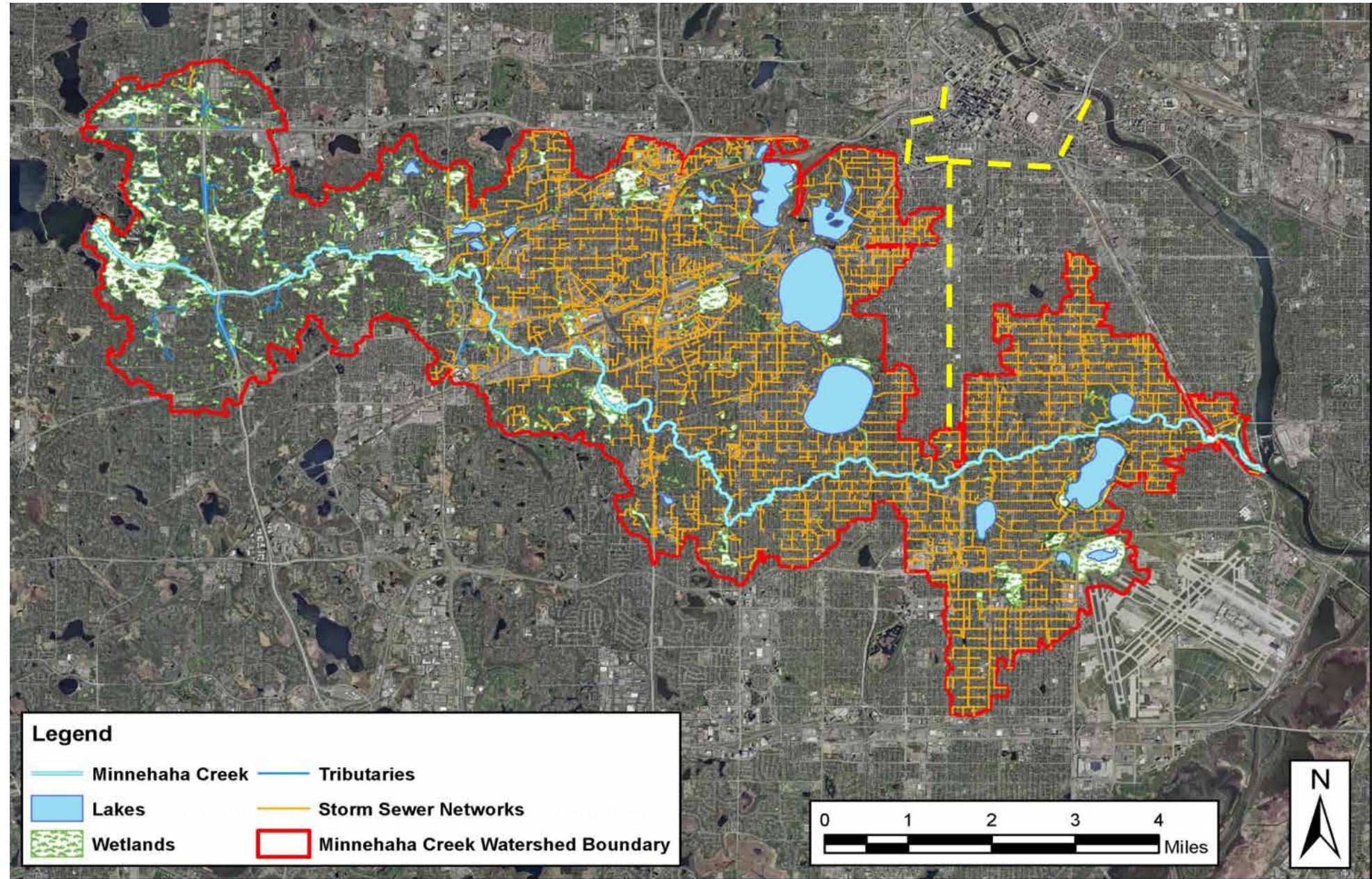
1880 Photograph of the Creek at Penn Ave (Source: MNHS)



Boy fishing at the dam downstream of Lake Nokomis, circa 1940s (Source: Hennepin County Library)

HISTORY

URBANIZATION + FLOODING



HISTORY

CLIMATE CHANGE + FLOODING



Average Annual Precipitation and Days with 1"+, Twin Cities

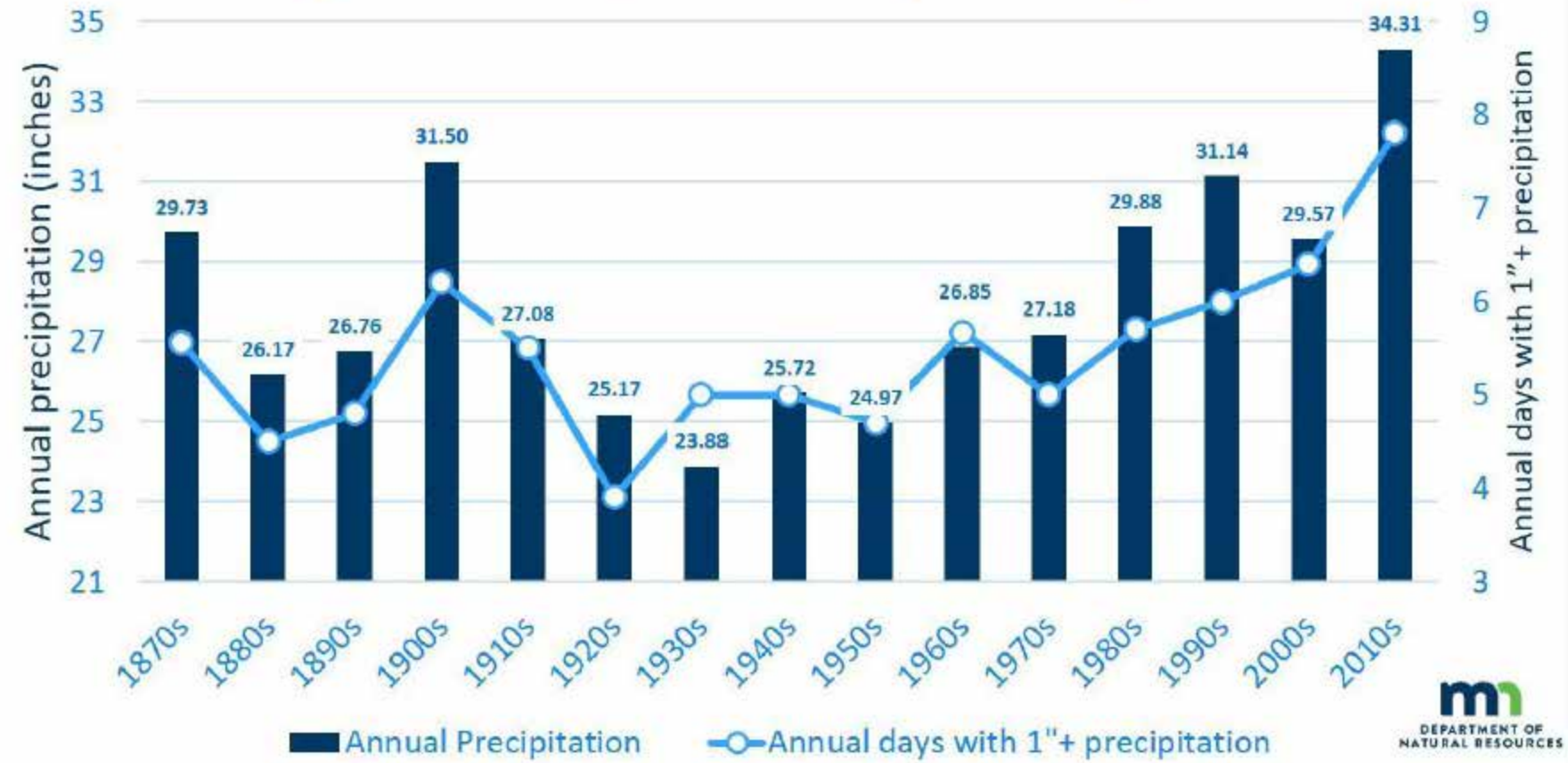


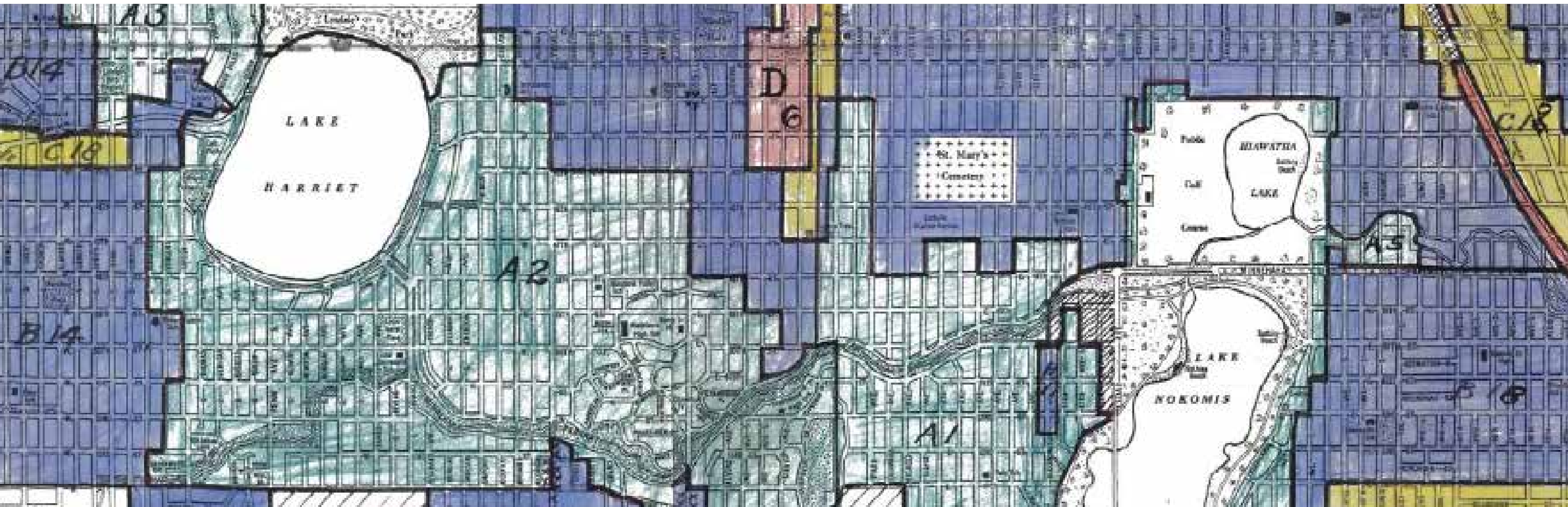
Figure 2.10 Twin Cities average annual precipitation and counts of days with heavy precipitation, defined as one inch or more falling in a calendar day. (credit: DNR State Climatology Office)



2014

HISTORY

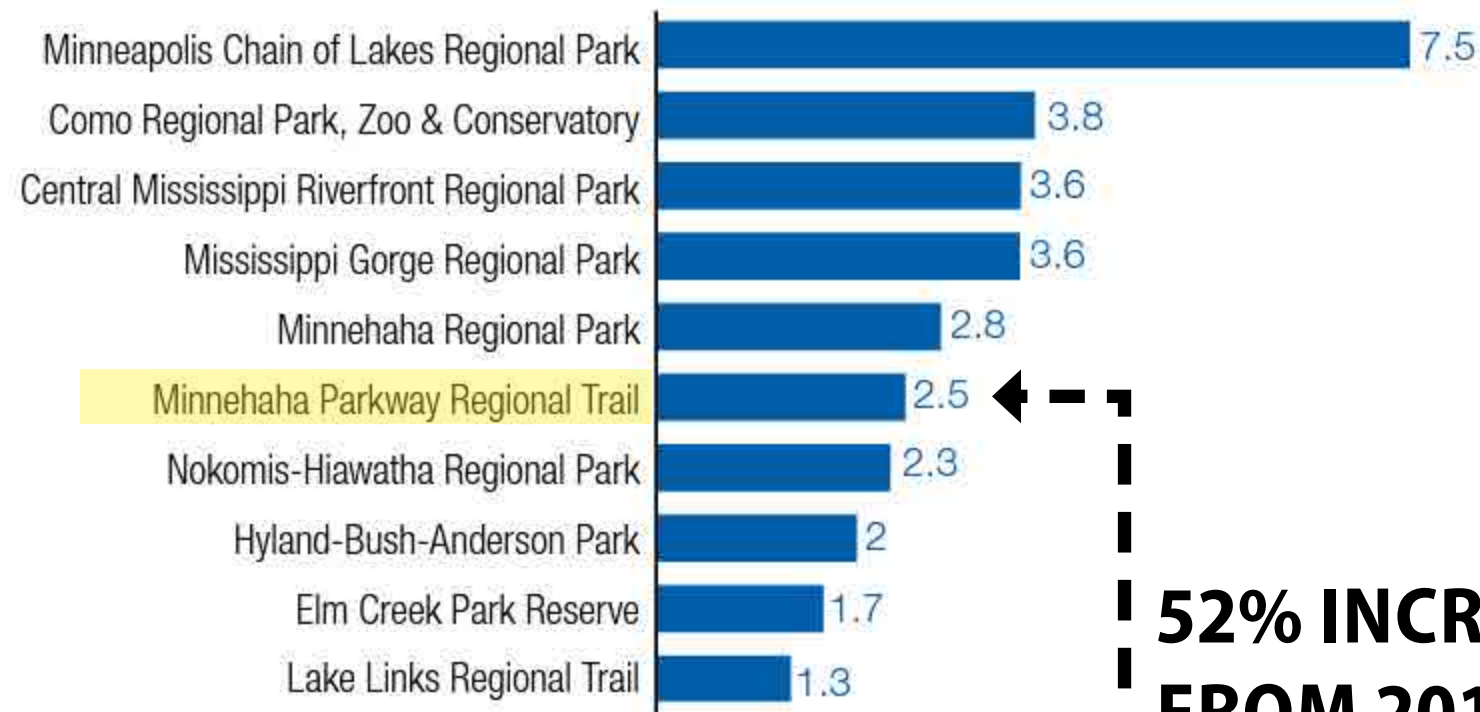
RACIAL COVENANTS + LAND AROUND WATER



CONTEXT

TRAIL USE ON THE RISE

FIGURE 3 - MOST VISITED REGIONAL PARKS AND TRAILS IN 2022
(in millions)



**52% INCREASE
FROM 2017**

Source: Metropolitan Council's annual parks use estimates (July 2023).

VISITS TO ALL MPRB REGIONAL PARKS AND TRAILS

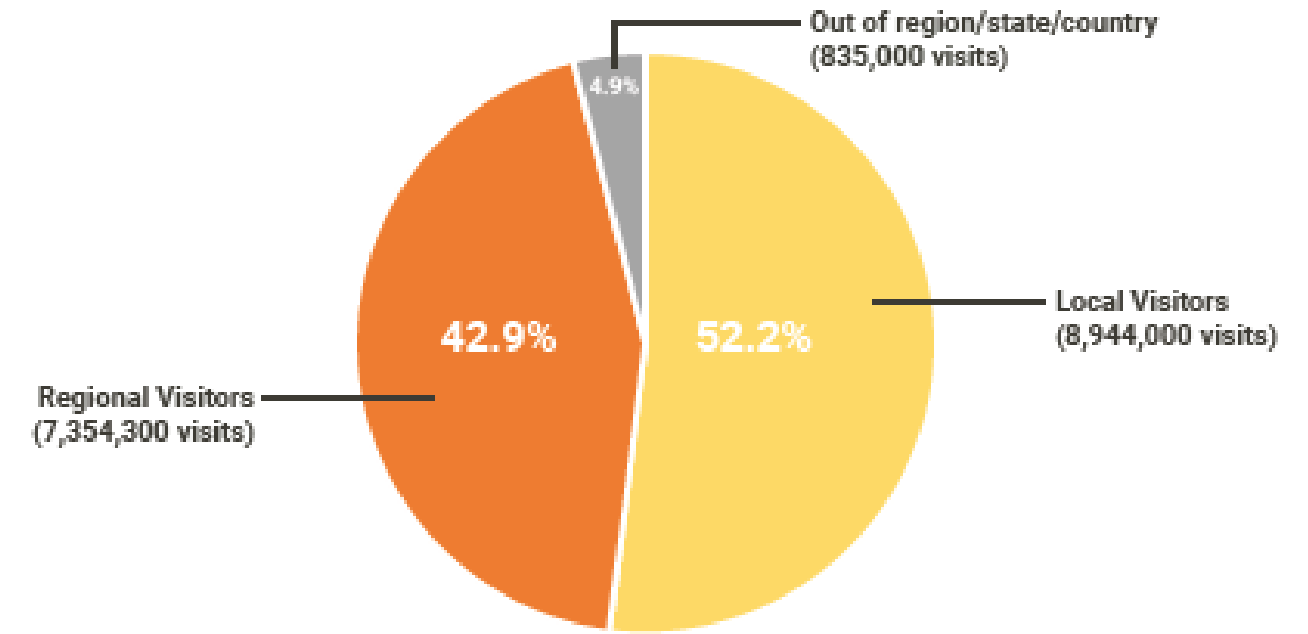
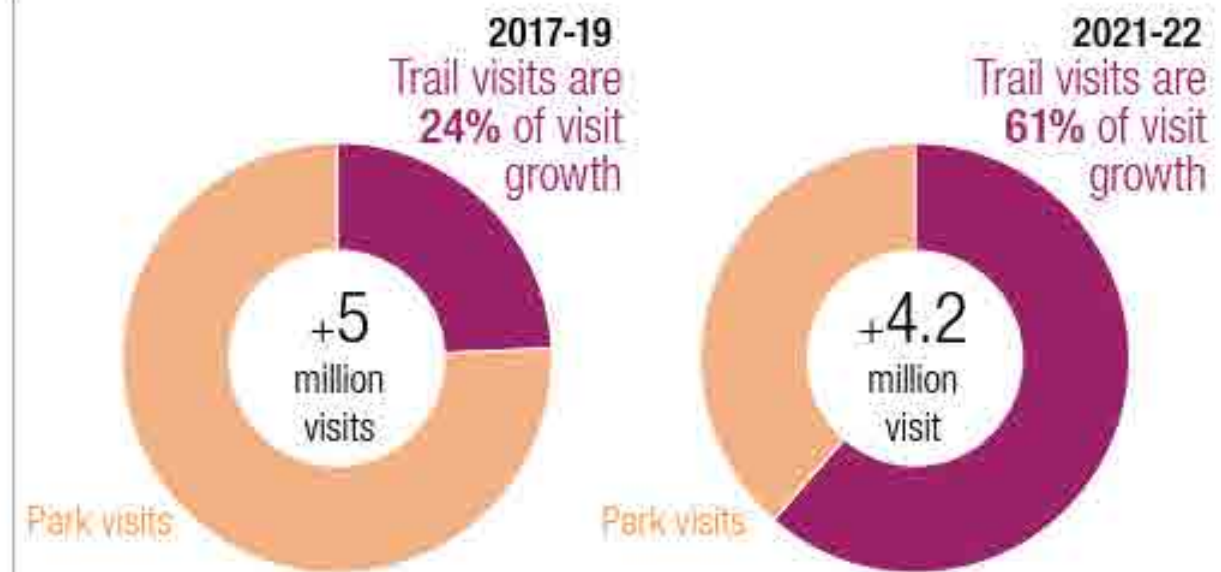


Figure 3.23 Visit Estimates of all MPRB Parks and Trails (2016)

A. Number of visits by type (in millions): *parks** or trails



B. Share of visitation growth by visit type: *parks** or trails



Source: Metropolitan Council's annual parks use estimates (July 2023). *Parks also includes visits to park reserves and special recreation features.



CONTEXT

TRAIL USE ON THE RISE



June 8th, 2018, west of Portland Avenue



August 11th, 2018

CONTEXT

BIKE NETWORK

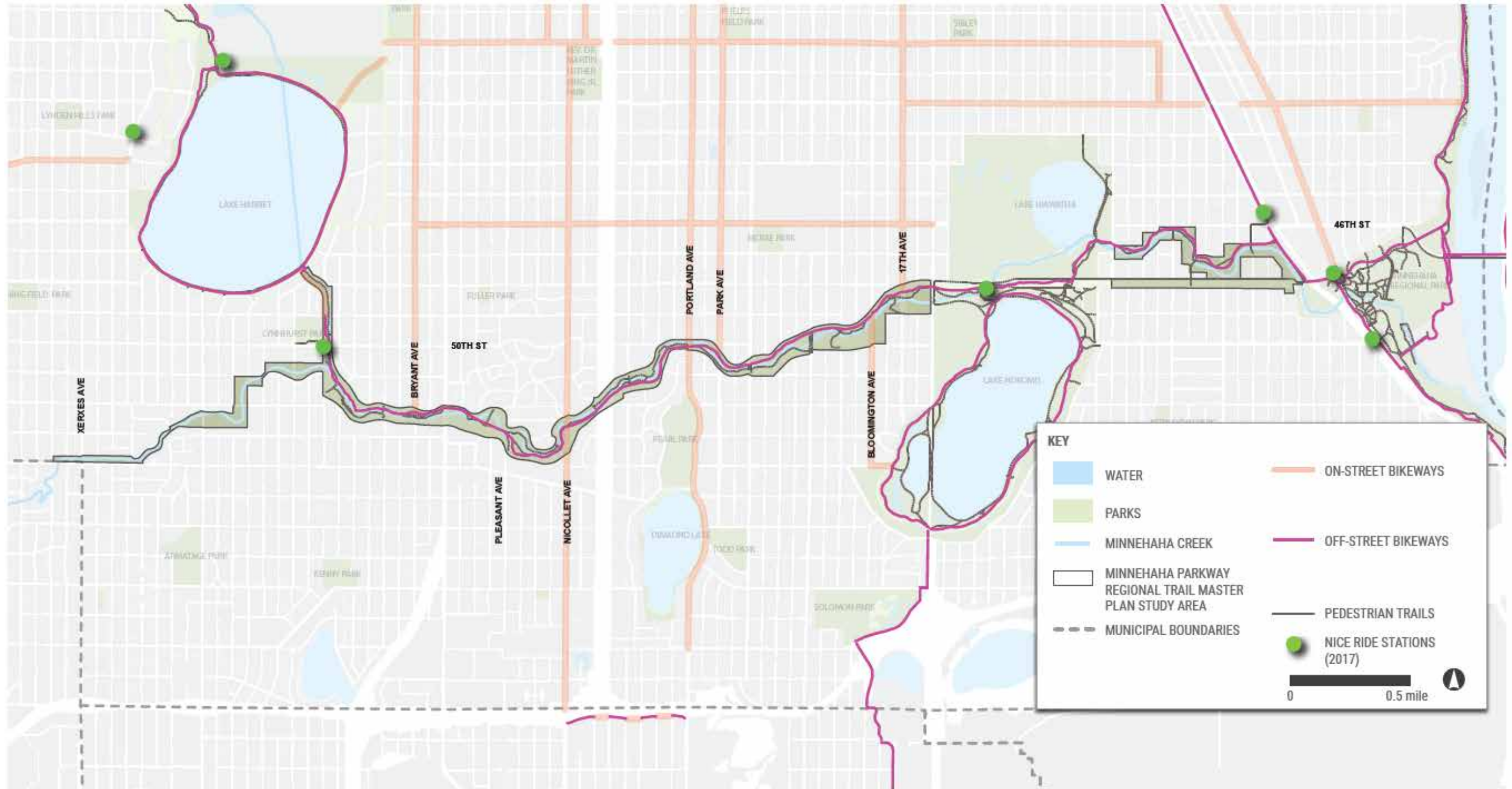


Figure 3.19 Existing Bikeways and Pedestrian Trails

CONTEXT

RECREATION NETWORK



On-street Bikeway along the tributary south of Lake Harriet



Typical mode-separated off-street trails along Minnehaha Parkway Regional Trail



Groves of crabapples greet trail users as they approach intersections



Paddlers on Minnehaha Creek



Plowed trails remain a popular place to recreate in the winter



Dog walkers are common along the Regional Trail



Paddling Minnehaha Creek



Tributary near Lynnhurst Park playground

CONTEXT

ROADWAY NETWORK

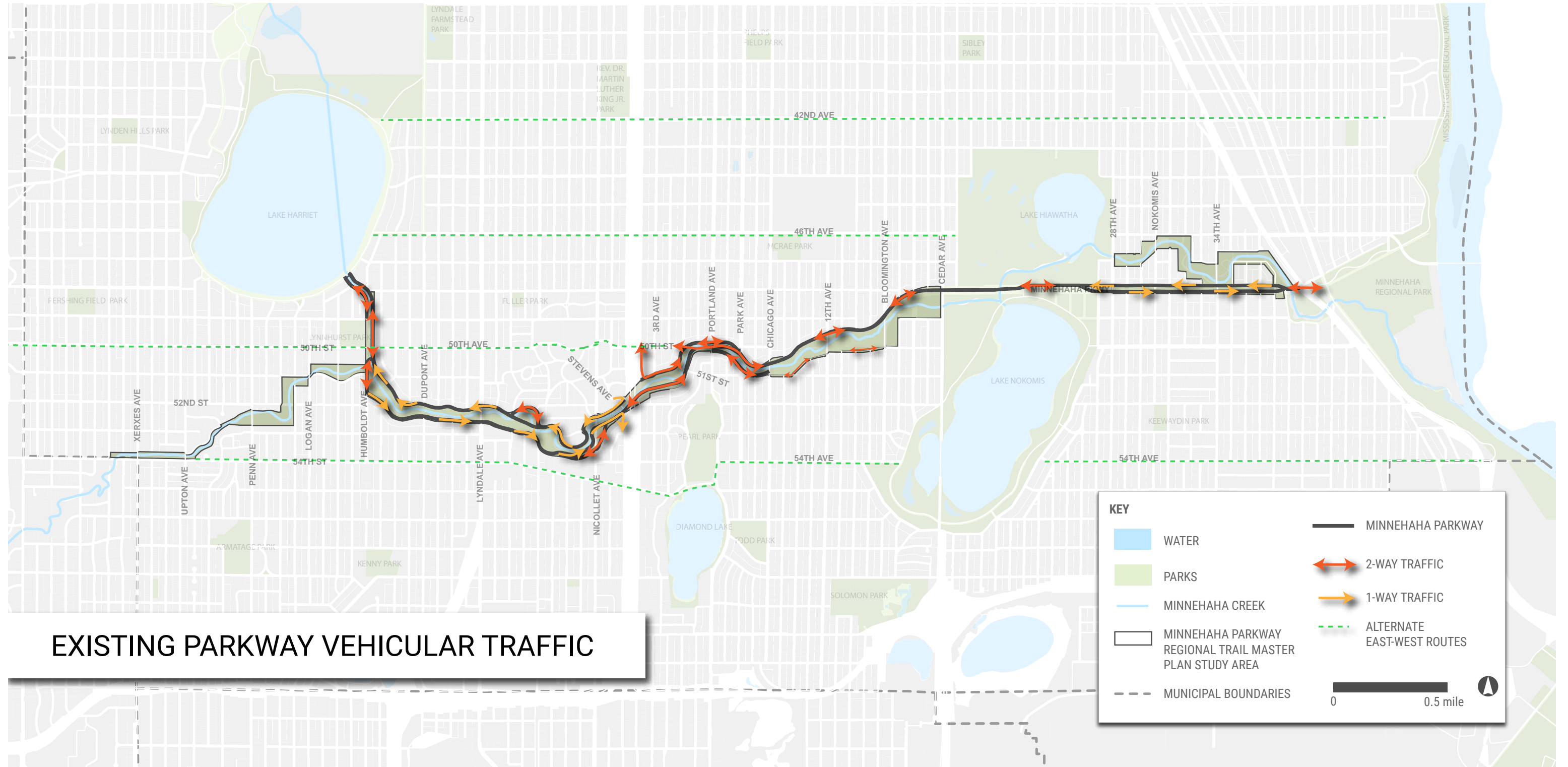


Figure 1.6 Existing Parkway Vehicular Traffic

CONTEXT

ROADWAY NETWORK



Eastern entrance (by vehicle) to Minnehaha Parkway



Red granite chip pavement: signature of MPRB parkways



A cyclist attempting to turn left onto Minnehaha Parkway



Minnehaha Parkway's typical two-way section with parking bays

APPROACH TO A MULTI-FACETED PLAN



APPROACH

PLANNING FOR RESILIENCY



- Modern Creek Alignment
- 1912 Creek Alignment
- 1896 Lake
- 1896 Creek Alignment
- Minnehaha Parkway

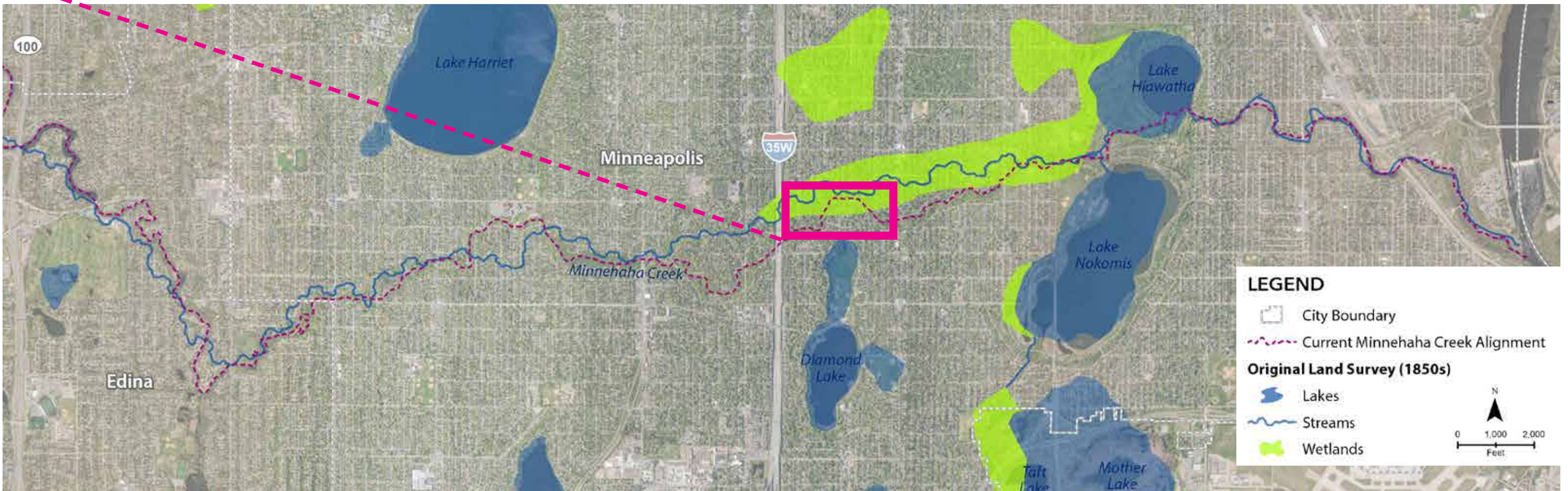
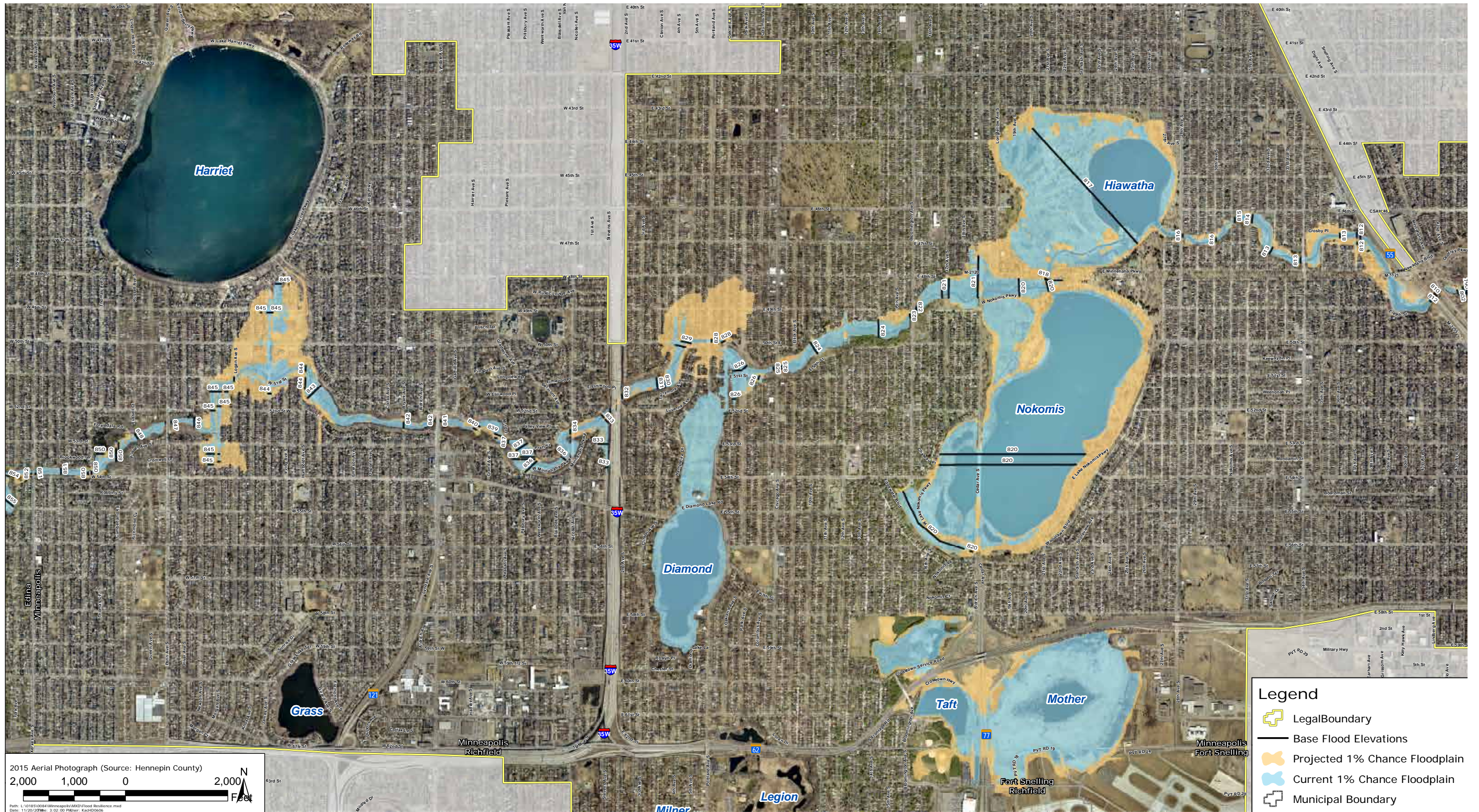


Figure 1.7 1850's Land Survey with Current Minnehaha Creek Alignment Source: MCWD

APPROACH

PLANNING FOR RESILIENCY



MINNEHAHA CREEK WATERSHED DISTRICT
Flood Resilience

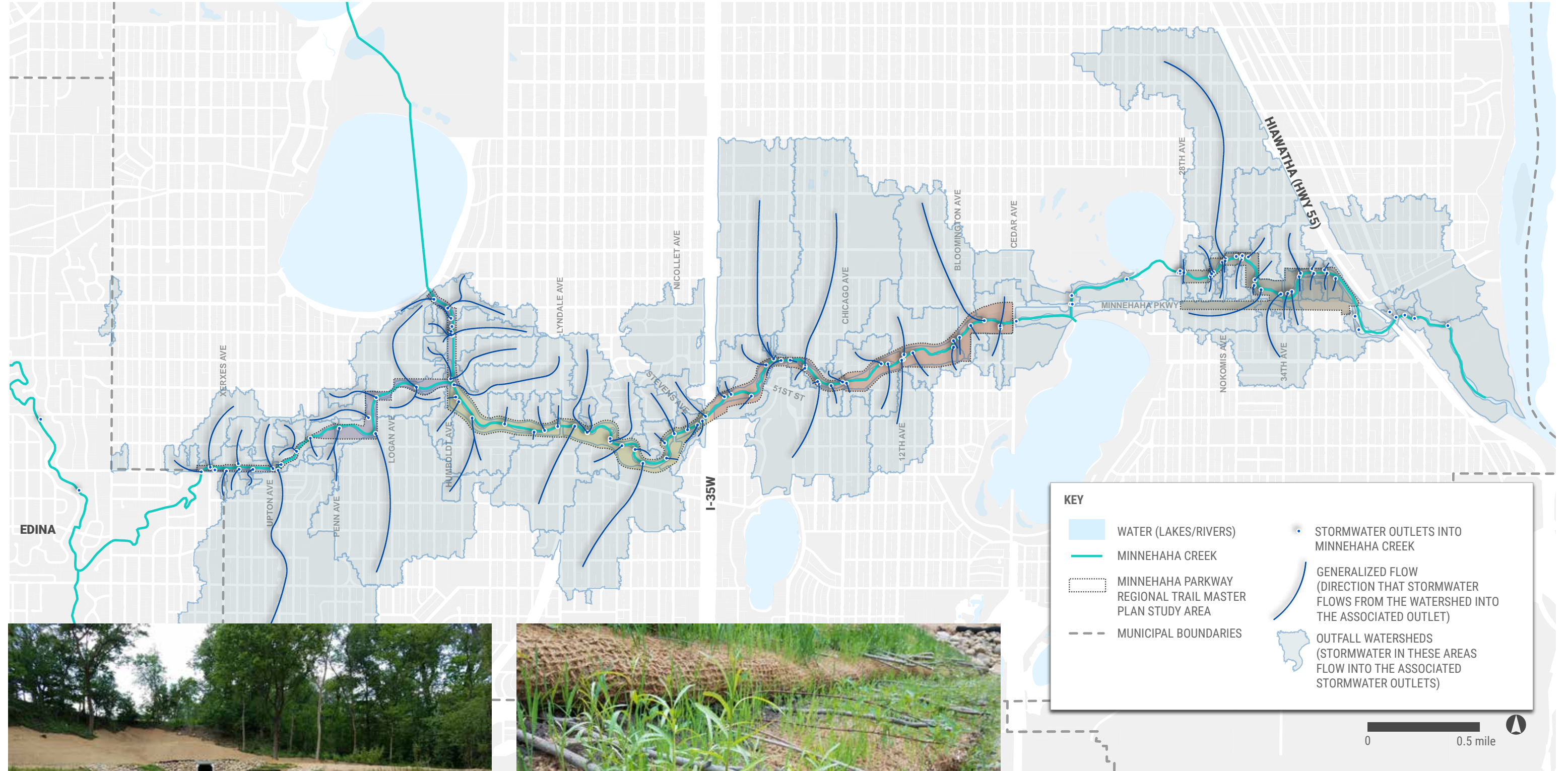


NOVEMBER 2018
Figure 1

2015 Aerial Photograph (Source: Hennepin County)
2,000 1,000 0 2,000 Feet
Path: L:\018\00084\Minneapolis\MDD\Flood Resilience.mxd
Date: 11/20/2018 3:02:00 PM User: kad@566

APPROACH

PLANNING FOR RESILIENCY



Energy dissipation basin is used to reduce the water's energy at Lyndale Avenue

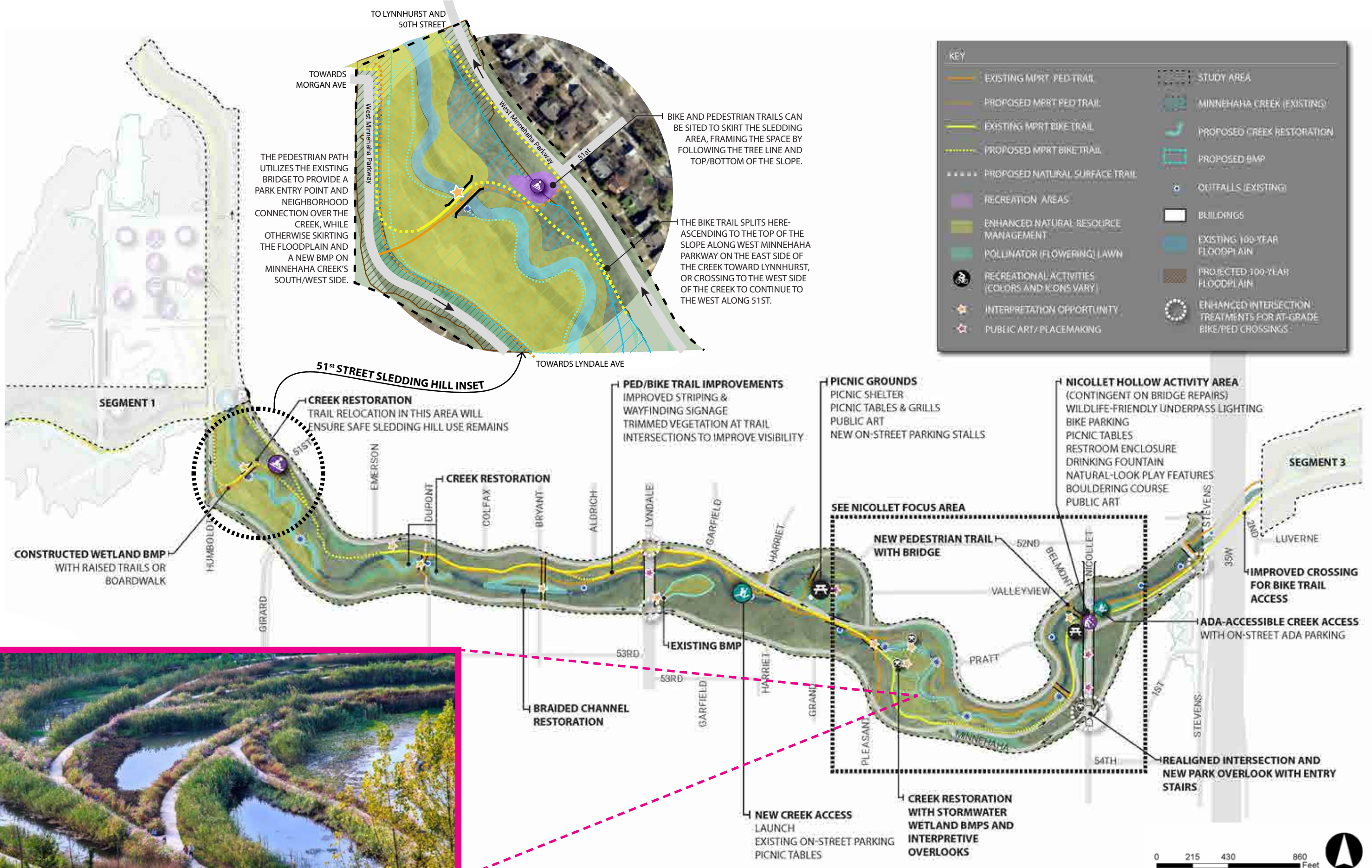


Live stakes will grow new shrubs at the restored Lyndale Avenue outfall

Figure 1.9 Corridor-Wide Outfalls and Pipesheds

APPROACH

PLANNING FOR RESILIENCY



APPROACH

PLANNING FOR RESILIENCY

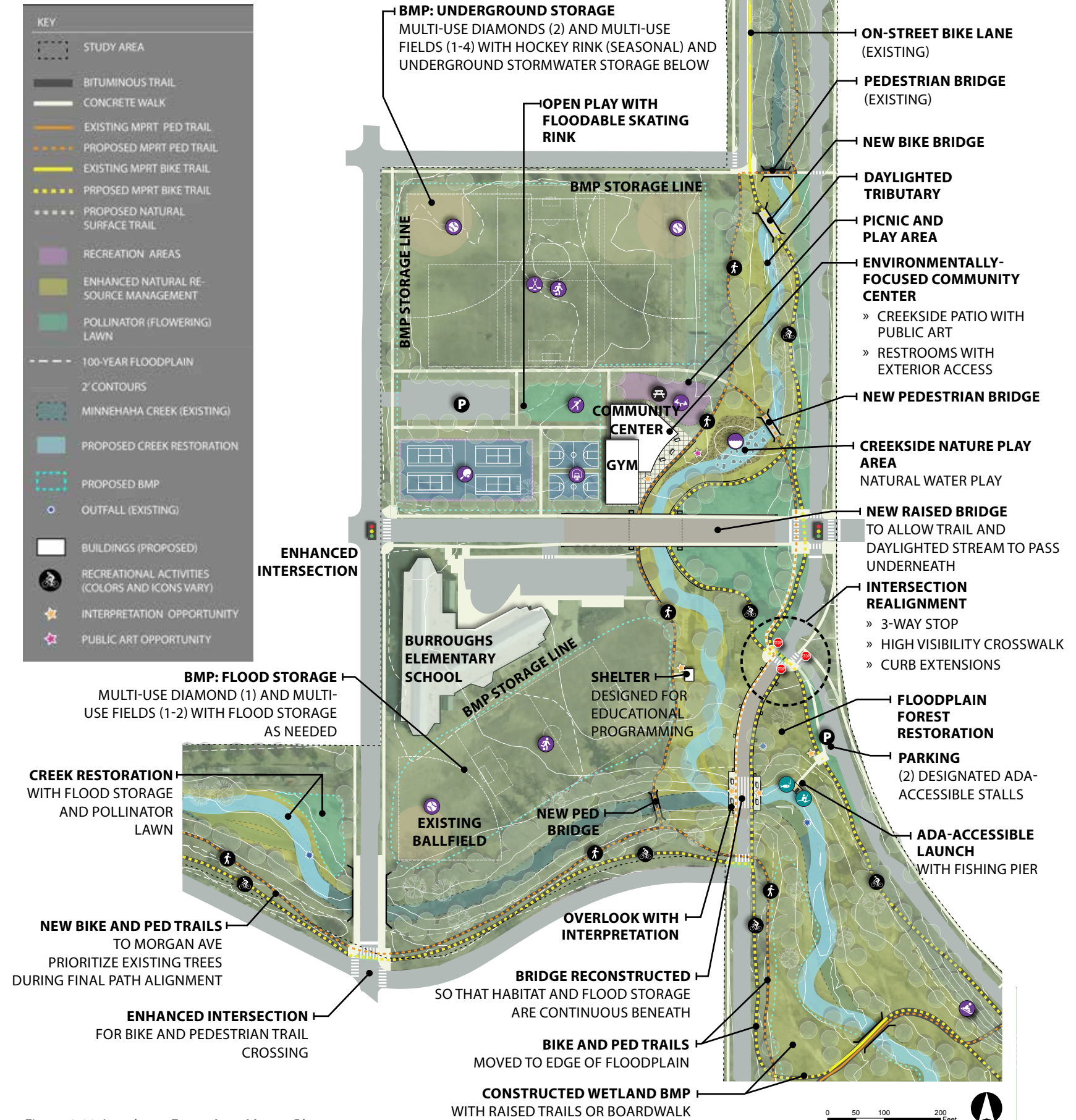


Figure 1.11 Lynnhurst Focus Area Master Plan

APPROACH

RESILIENCY AND CLIMATE CHANGE



Rendering of the proposed daylighted tributary from Lake Harriet, people using trails under the raised 50th Street bridge, and nature play outside of the new, environmentally-focused Lynnhurst Community Center (looking south)

APPROACH

PLANNING FOR RESILIENCY

INVESTING IN HEALTHIER WATERS

Once implemented, the creek restoration and BMPs proposed in this master plan will likely help the City of Minneapolis and MPRB achieve their Total Maximum Daily Load (TMDL) reduction goal.

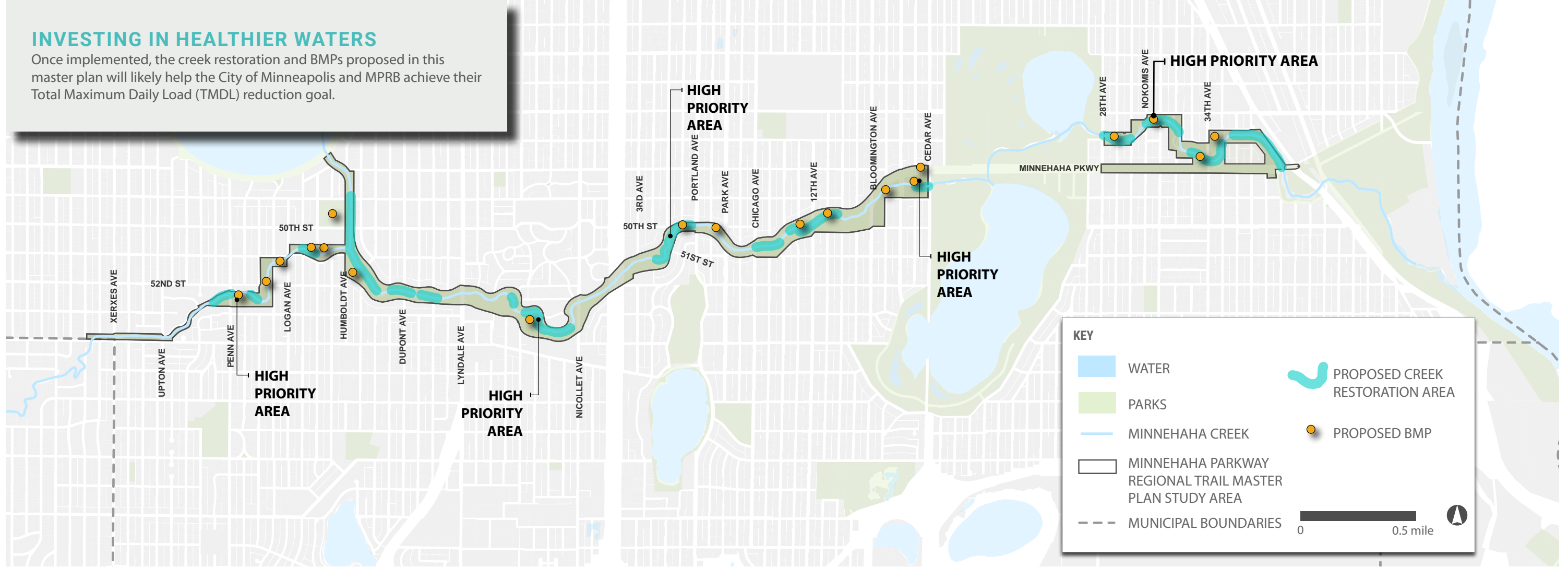


Figure 1.12 Corridor-wide Creek Restoration and Best Management Practices



Creek Re-meander: Year 1



Creek Re-meander: Year 2



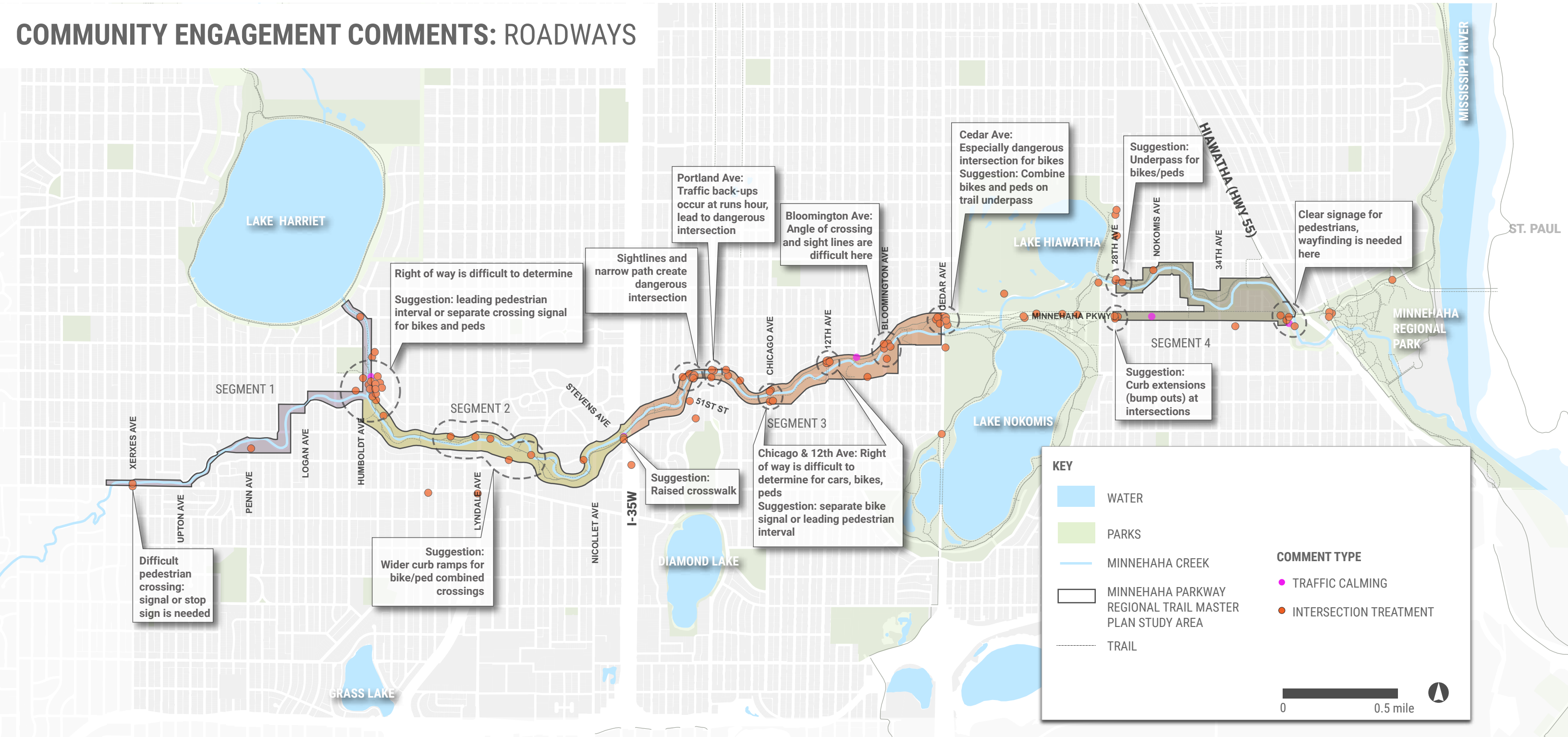
Creek Re-meander: Year 3

RESTORATION PROJECTS
WILL ADD
1.7 MILES OF
LENGTH TO MINNEHAHA
CREEK!

APPROACH

TEST THE WATERS THROUGH THE PROCESS

COMMUNITY ENGAGEMENT COMMENTS: ROADWAYS



APPROACH

TEST THE WATERS THROUGH THE PROCESS

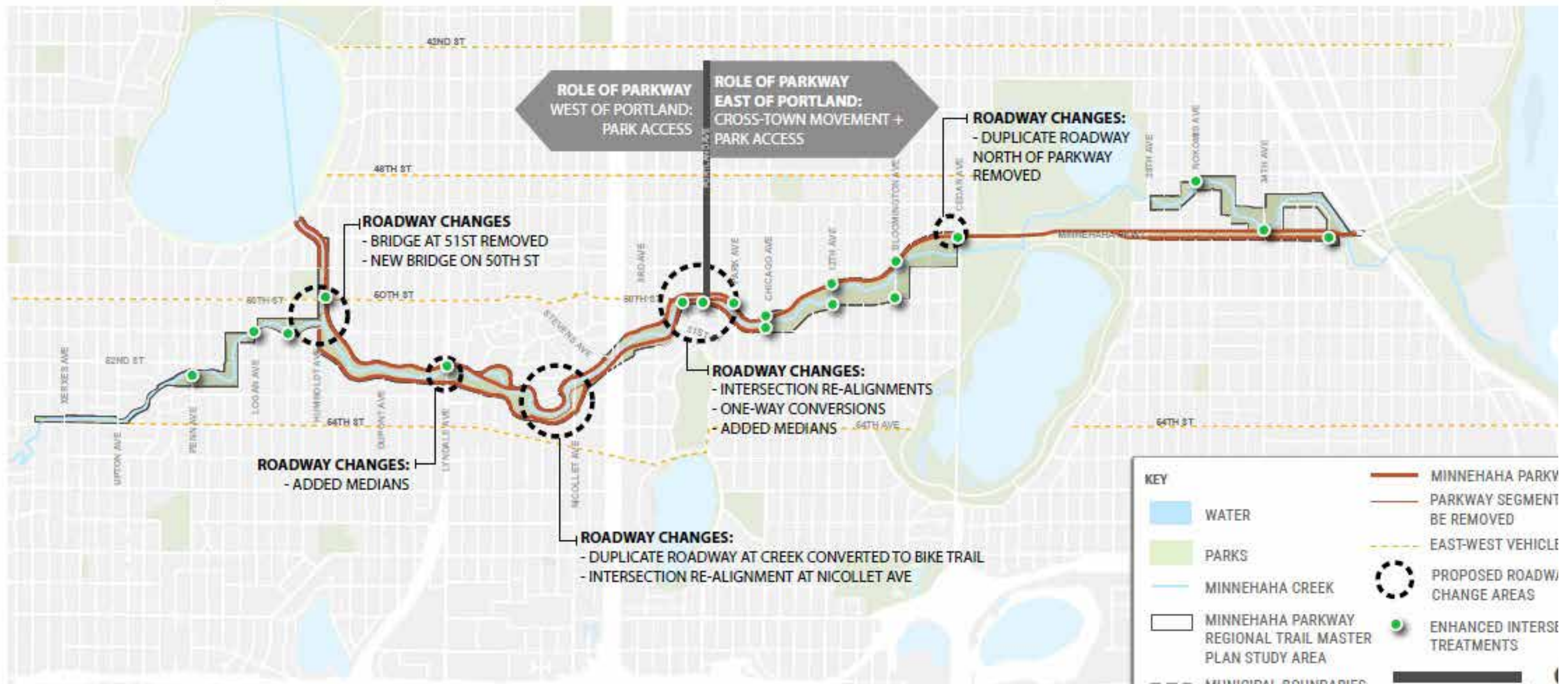
APPROACH

» West of Portland: Park Access

- removing segments of current parkway or converting roadway segments to trails
- converting two-way sections into one-way sections
- constructing raised medians to slow traffic
- re-alignment of intersections

» East of Portland: Cross-town Movement and Park Access

- Intersection treatments to address safety for bicyclists and pedestrians at trail crossings of intersections

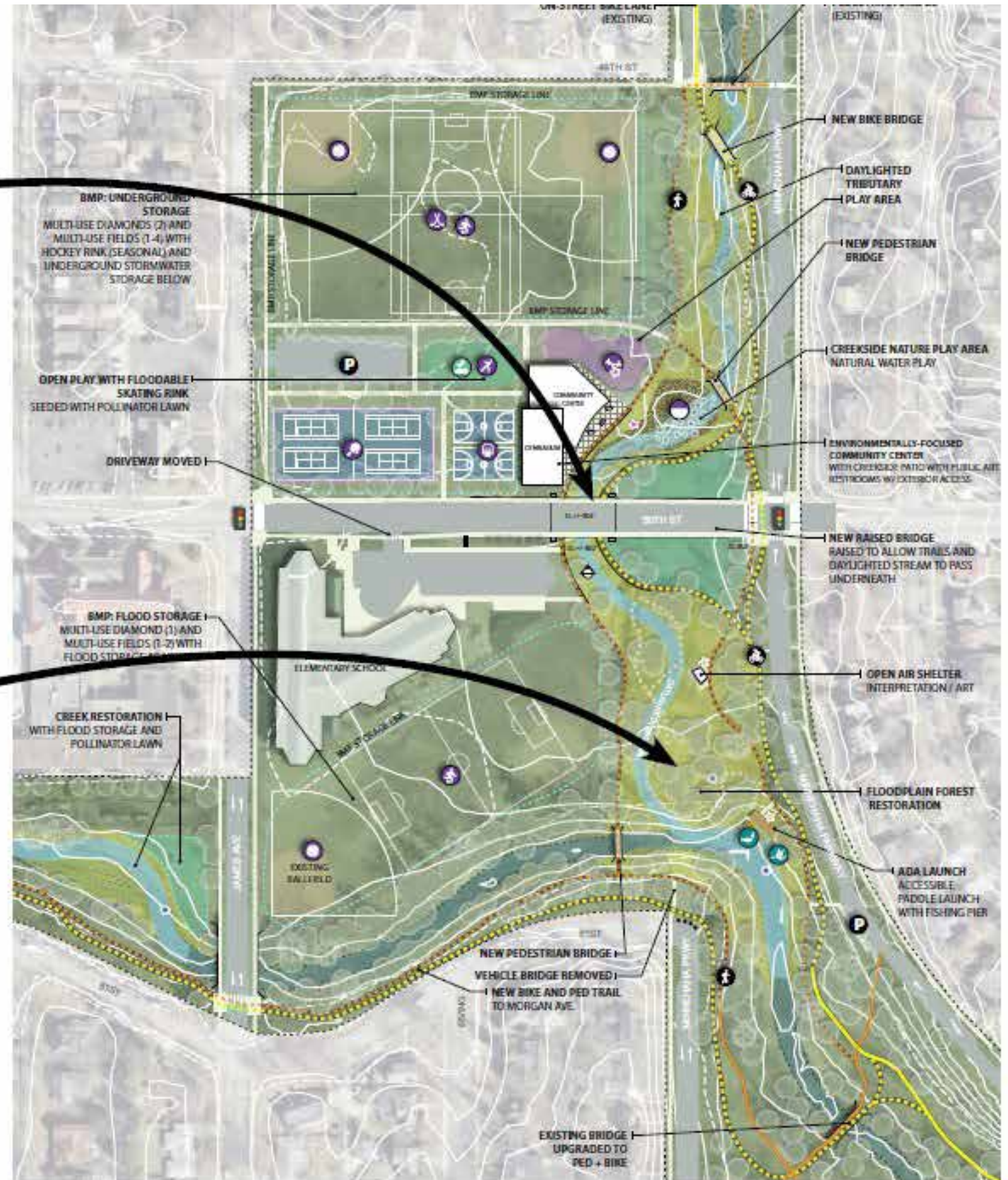


APPROACH

TEST THE WATERS THROUGH THE PROCESS

PROPOSED CHANGES: LYNNHURST

- » Reconstructed 50th Street bridge
 - raised to allow trail access under bridge,
 - connects north and south sides of park, school
- » Bridge at 51st removed
 - more park space for creek restoration
 - Direct pedestrian connection between school and park
 - Decreased infrastructure/ impermeable surfaces in park



APPROACH

TEST THE WATERS THROUGH THE PROCESS

ENHANCED INTERSECTION TREATMENTS: INCREASE SAFETY AND VISIBILITY



High visibility crosswalks for bikes and pedestrians

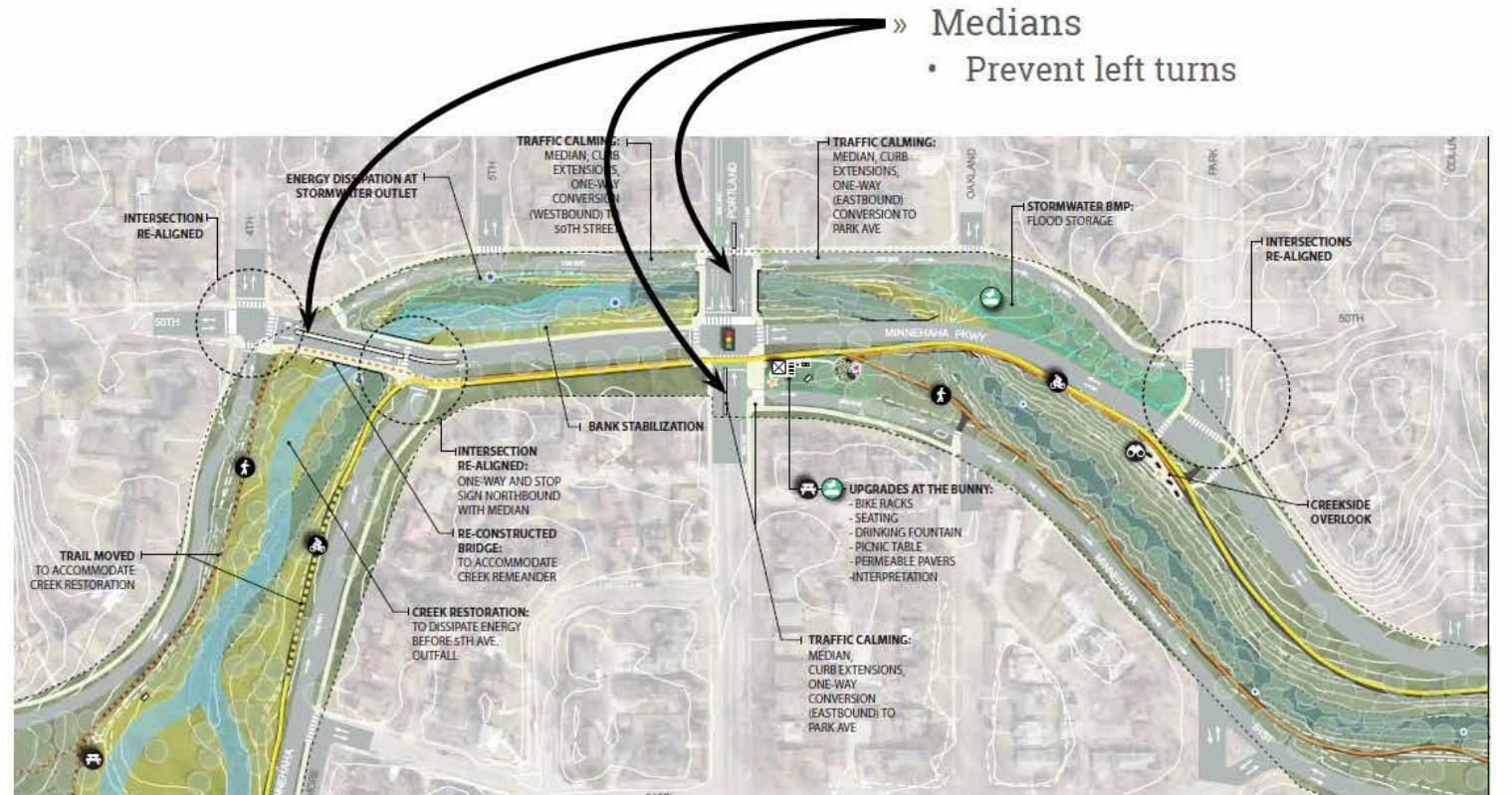


Raised Intersections

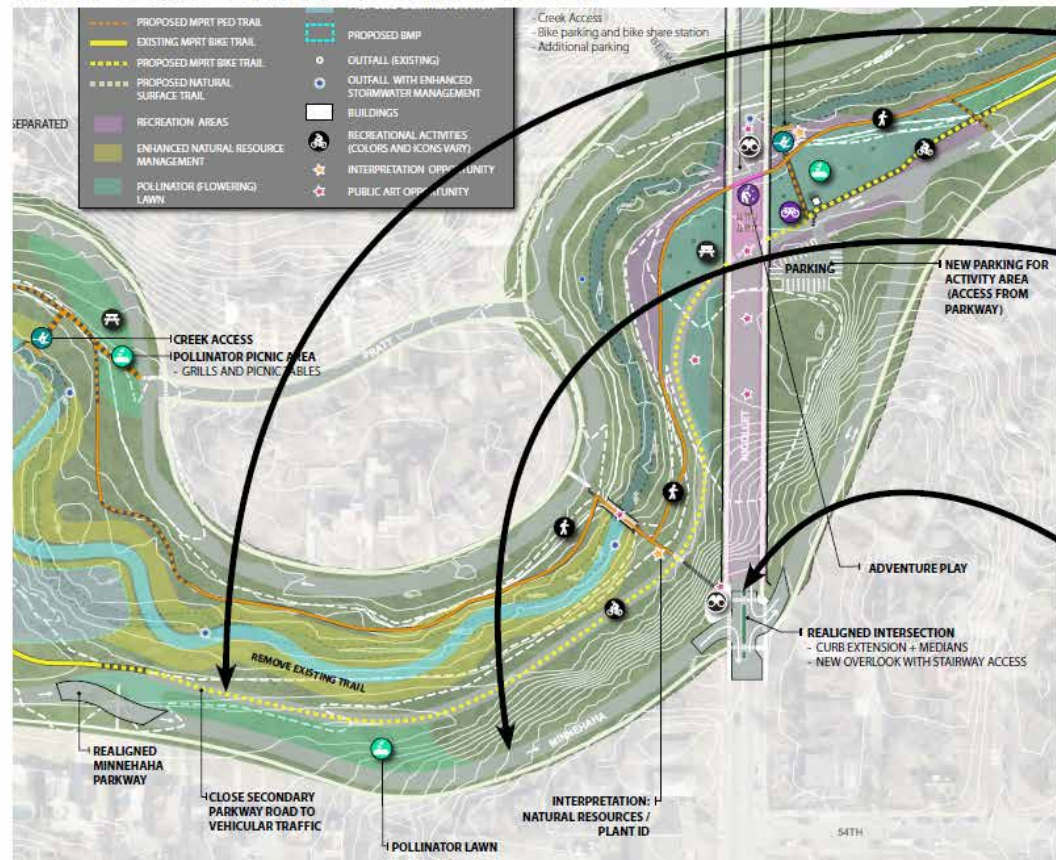


Pedestrian Islands

PROPOSED CHANGES: PORTLAND + PARKWAY

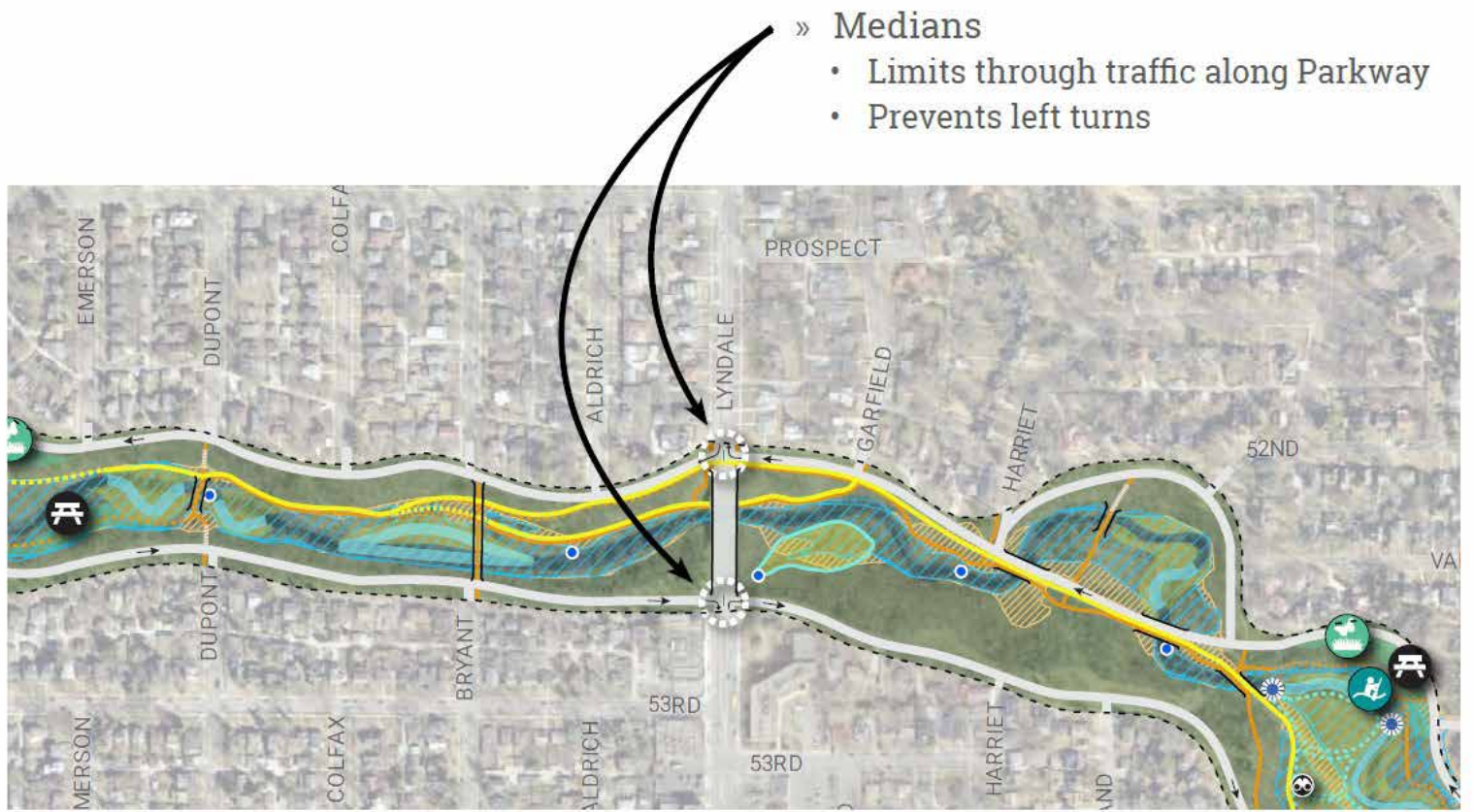


PROPOSED CHANGES: NICOLLET



- » Duplicate parkway road converted to bike trail
- More room for Creek restoration
- Pavement reduction
- » One-way east-bound from new parkway alignment to Nicollet Ave
- Continuation of existing one-way east of re-alignment
- » Intersection realignment
- Better visibility at intersection
- Room for landing / overlook at stairway
- Medians to limit through traffic

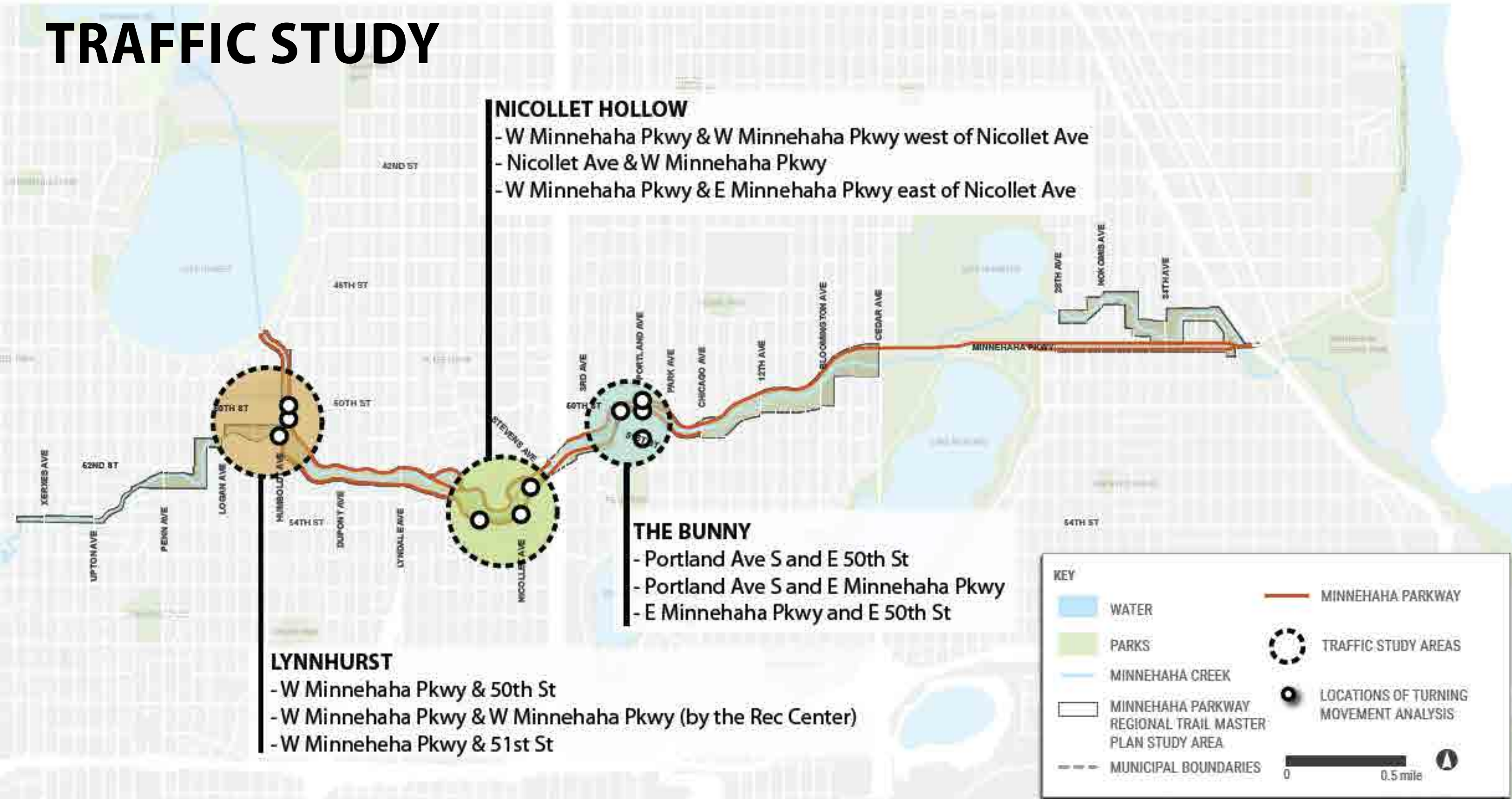
PROPOSED CHANGE: LYNDALE AVE



APPROACH

TEST THE WATERS THROUGH THE PROCESS

TRAFFIC STUDY



APPROACH

TEST THE WATERS THROUGH THE PROCESS

EXISTING CONDITIONS



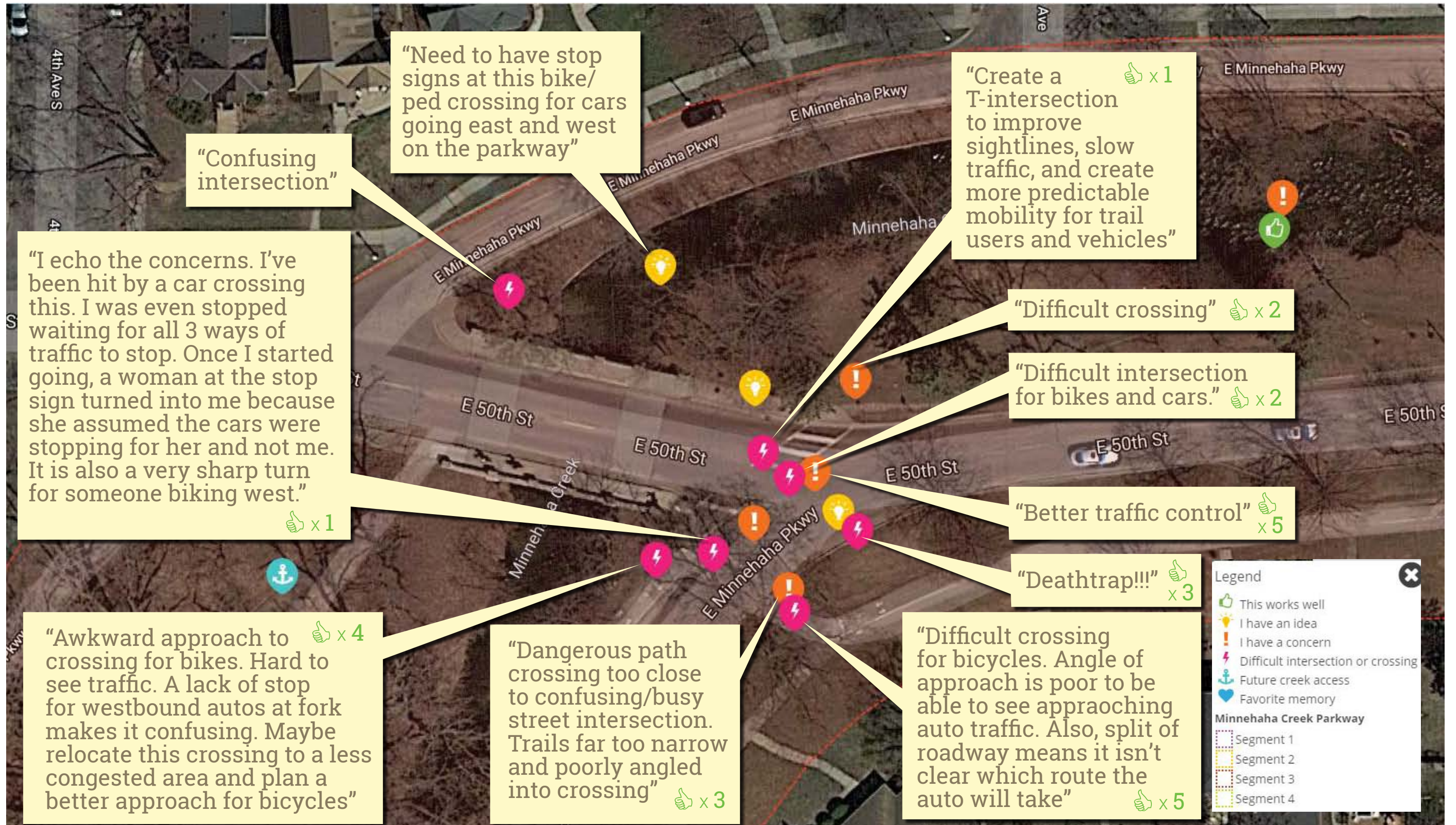
KEY

- 201** Pedestrian and bicycle counts (WEEKDAY - Fall 2019)
- 252** Pedestrian and bicycle counts (WEEKEND - Fall 2019)
- 465** Vehicle counts (WEEKDAY - Fall 2019)
- 350** Vehicle counts (WEEKEND - Fall 2019)
- MPRT Pedestrian Trail
- MPRT Bicycle Trail
- Minnehaha Pkwy vehicle traffic (westbound)
- Minnehaha Pkwy vehicle traffic (eastbound)

APPROACH

TEST THE WATERS THROUGH THE PROCESS

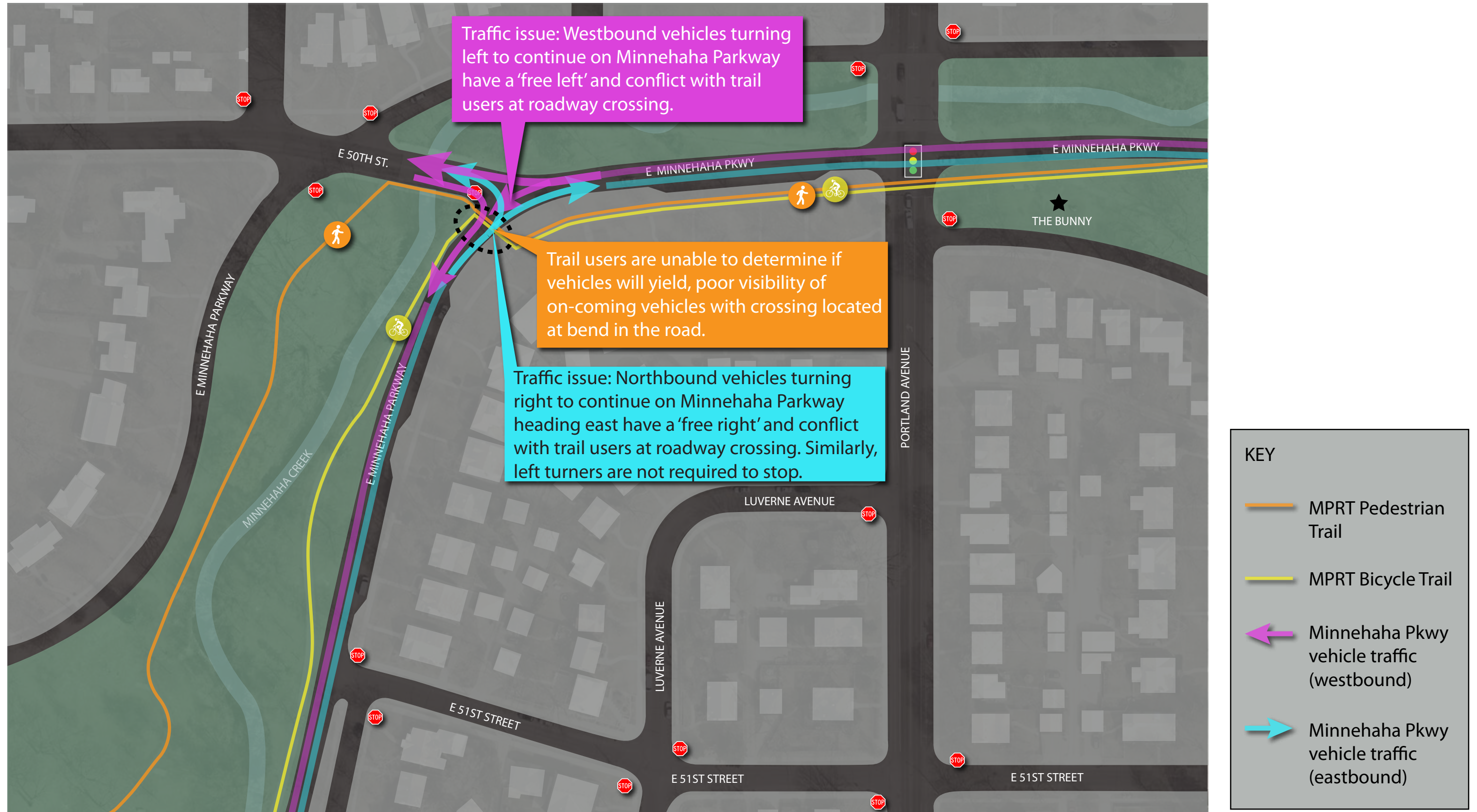
COMMUNITY FEEDBACK RECEIVED



APPROACH

TEST THE WATERS THROUGH THE PROCESS

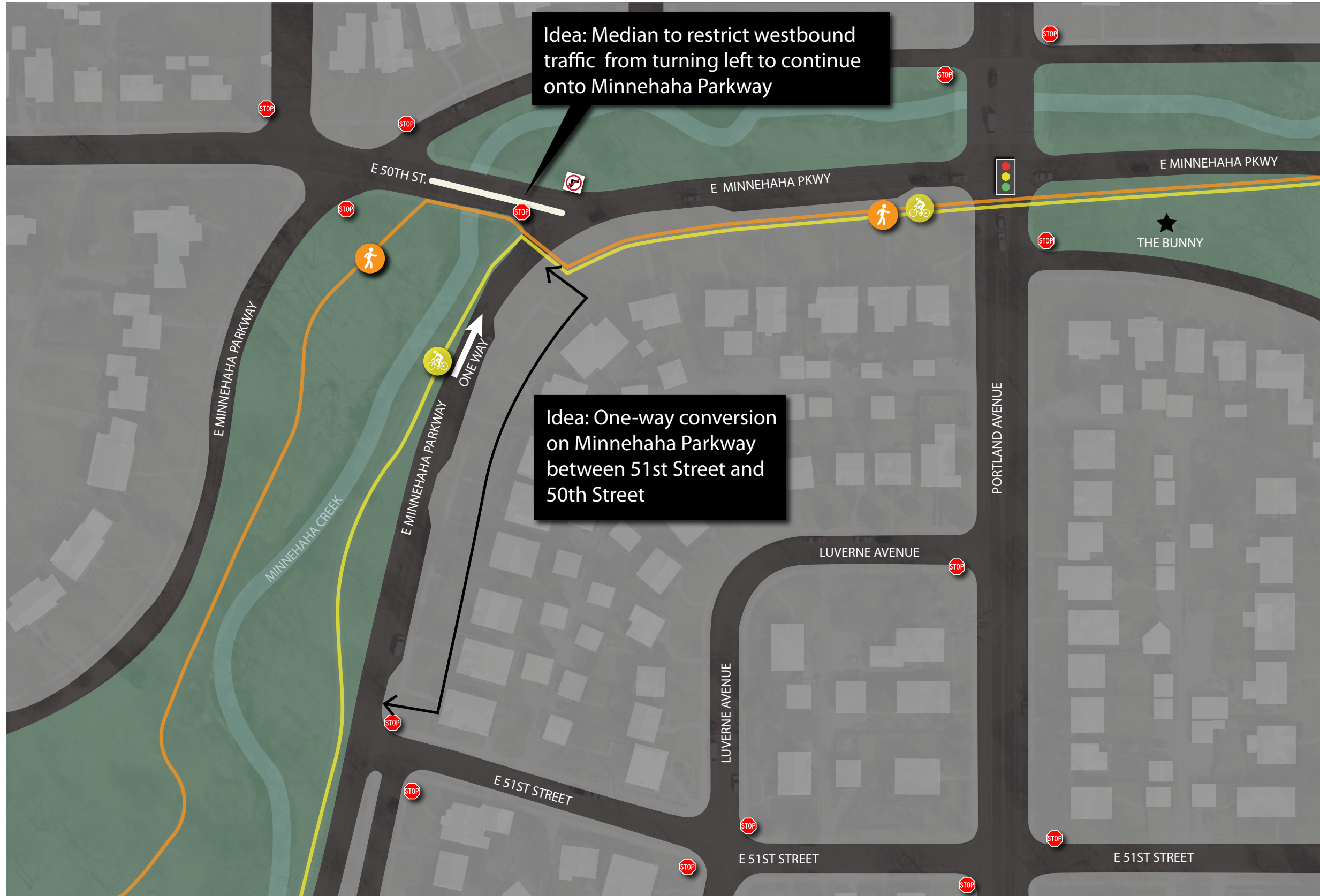
IDENTIFY THE ISSUES



APPROACH

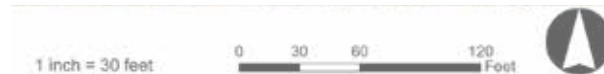
TEST THE WATERS THROUGH THE PROCESS

IDEAS TO TEST THROUGH TRAFFIC STUDY



KEY

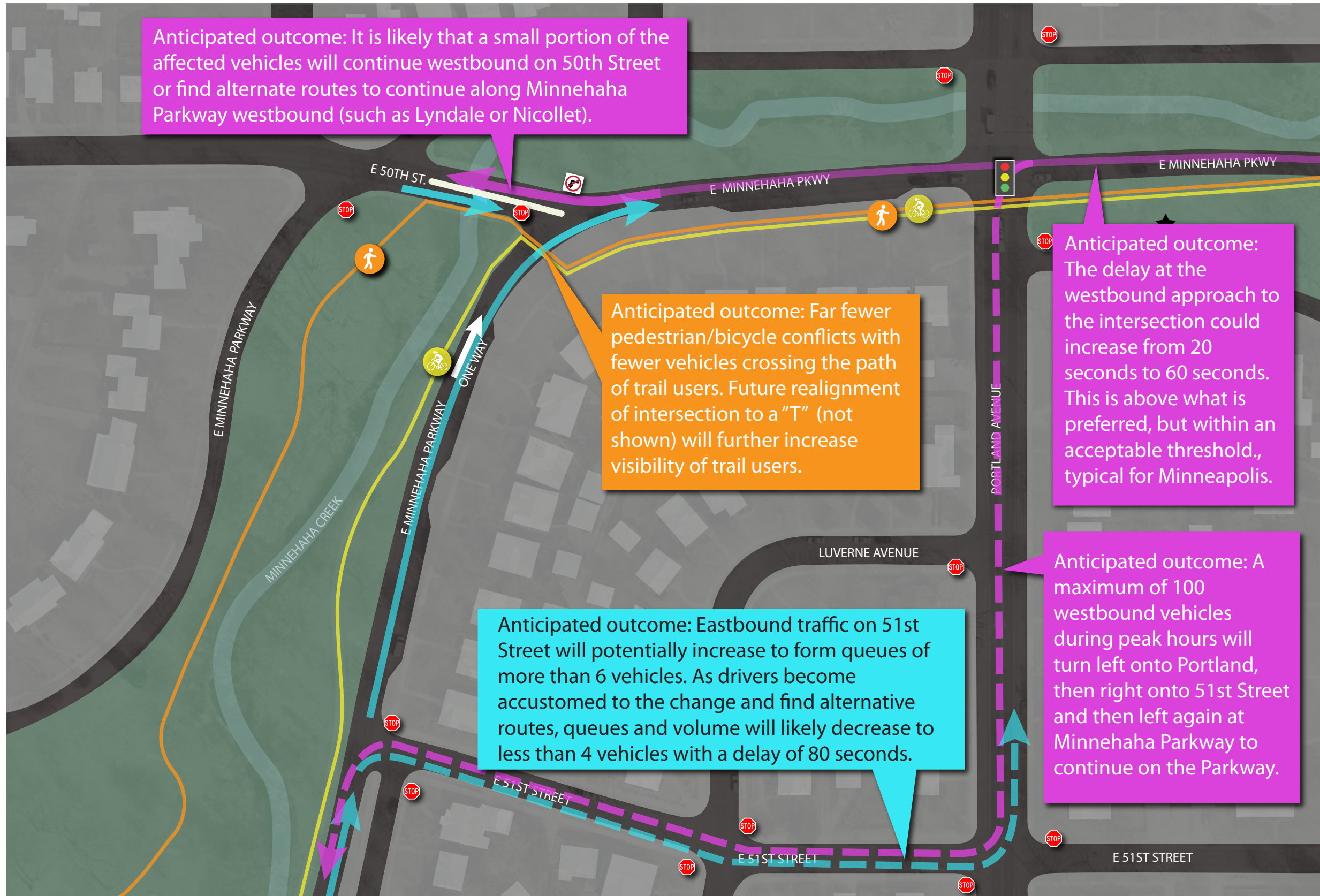
- MPRT Pedestrian Trail
- MPRT Bicycle Trail
- Minnehaha Pkwy vehicle traffic (westbound)
- Minnehaha Pkwy vehicle traffic (eastbound)



APPROACH

TEST THE WATERS THROUGH THE PROCESS

WHAT WE LEARNED



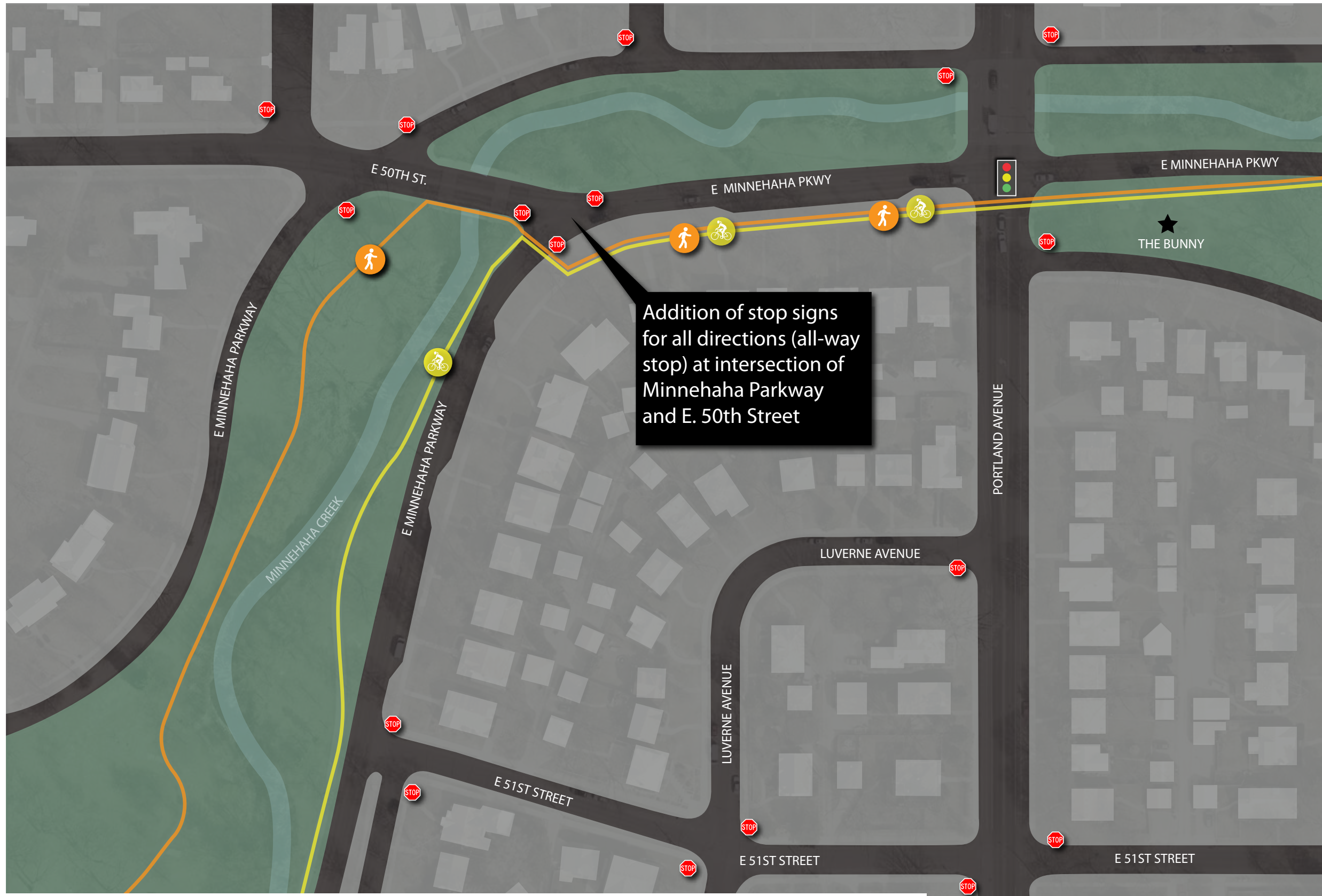
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APPROACH

TEST THE WATERS THROUGH THE PROCESS

ALTERNATIVE IDEA TO TEST



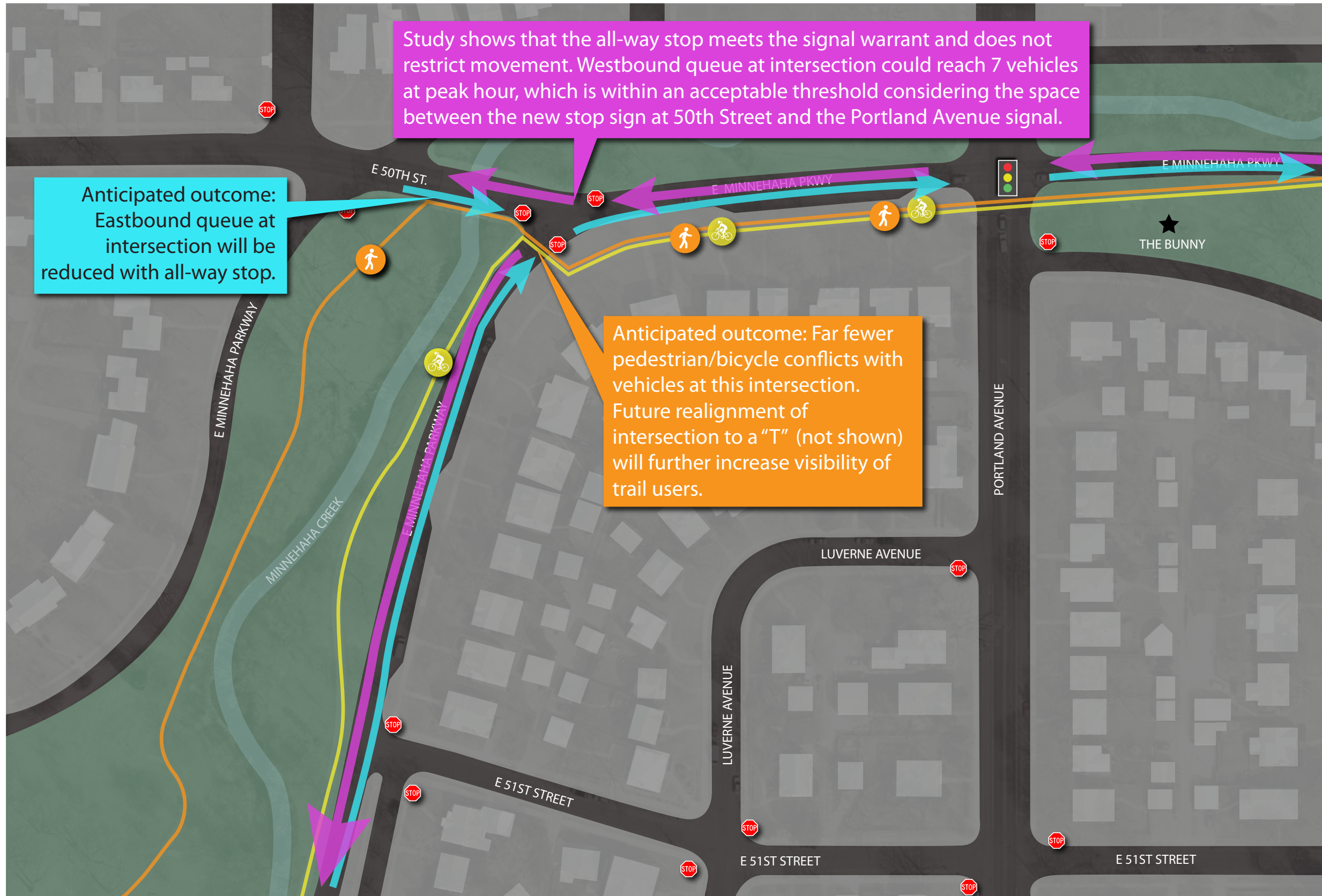
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APPROACH

TEST THE WATERS THROUGH THE PROCESS

ALTERNATIVE IDEA: BETTER OUTCOMES ANTICIPATED



Study shows that the all-way stop meets the signal warrant and does not restrict movement. Westbound queue at intersection could reach 7 vehicles at peak hour, which is within an acceptable threshold considering the space between the new stop sign at 50th Street and the Portland Avenue signal.

Anticipated outcome: Eastbound queue at intersection will be reduced with all-way stop.

Anticipated outcome: Far fewer pedestrian/bicycle conflicts with vehicles at this intersection. Future realignment of intersection to a "T" (not shown) will further increase visibility of trail users.

KEY

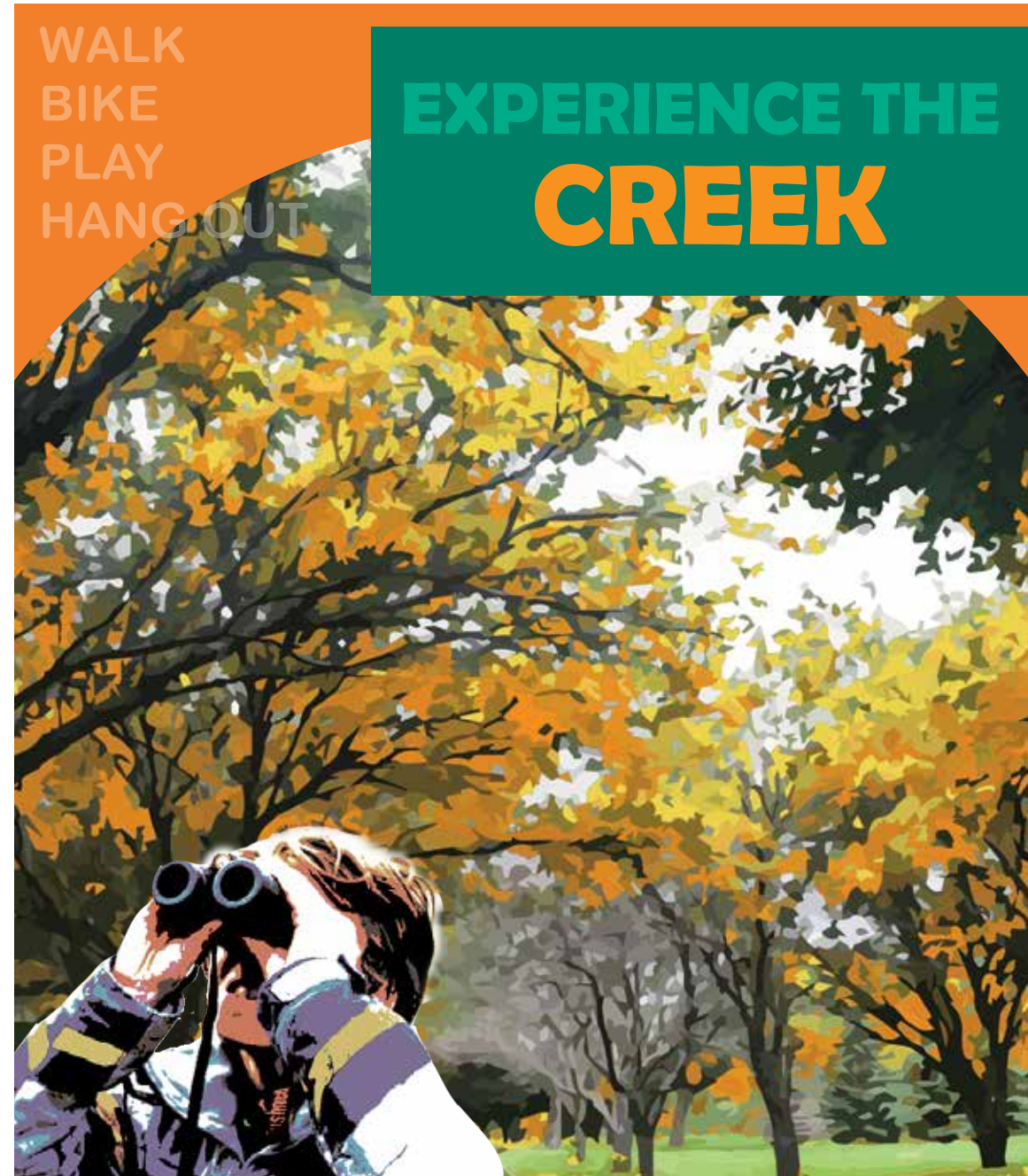
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APPROACH


ENGAGE WITH PUBLIC EARLY, OFTEN, ON-SITE, AND WITH VARIETY

WALK
BIKE
PLAY
HANG OUT

EXPERIENCE THE CREEK



Near Humboldt Ave S and W Minnehaha Parkway



SUNDAY | 11 am - 2pm
OCT. 14th

@ MINNEHAHA PARKWAY

Join us for an afternoon of fall colors, fun and exploration at Minnehaha Creek. Naturalist-guided walks, arts and crafts, macroinvertebrate observation and more. Open and free for all. Refreshments provided.



APPROACH

ENGAGE WITH PUBLIC EARLY, OFTEN, ON-SITE, AND WITH VARIETY



APPROACH

IMPLEMENTATION STRATEGIES

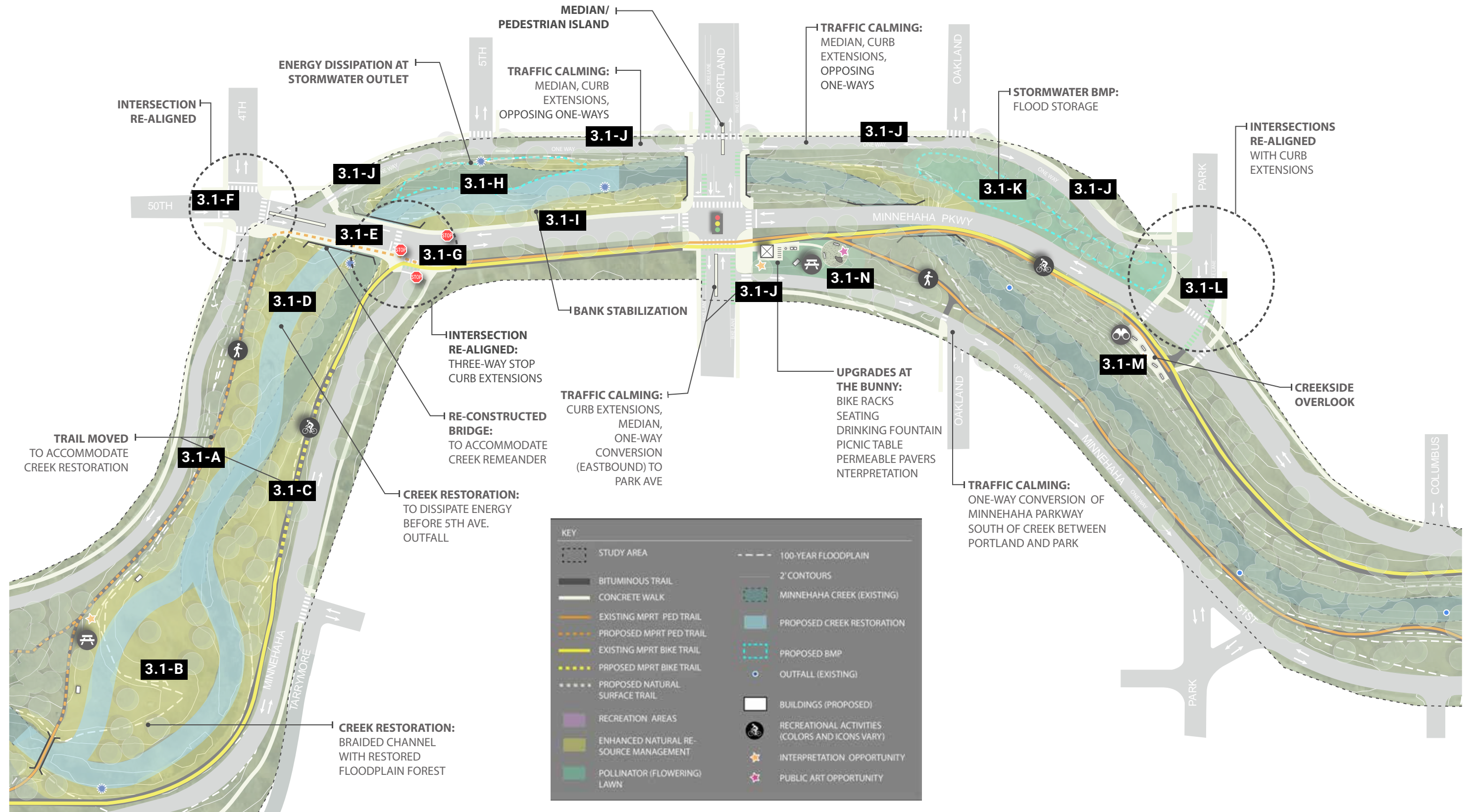


Figure 1.14 Portland and the Parkway Focus Area Projects

APPROACH

IMPLEMENTATION STRATEGIES

TAG	PROJECT NAME	EXTENTS / DIMENSIONS	PROJECT TYPE	RELATED PROJECTS	THEMES				PRIORITY PROJECTS			EST. COST
									MPRB	MCWD	CITY OF MPLS	
3.1-A	Ped Trail 4th Ave to 3rd Ave, North side of Creek	Pedestrian trail moved out of the floodplain between 4th Ave and 3rd Ave on the north side of the Creek (1,300LF)	Stand Alone	3.1-B								\$156,000
3.1-B	Braided Channel at 51st Street/Tarrymore	Creek restoration (2.6ac) and remeander (1,050LF) at 51st Street / Tarrymore. Shown as a braided channel. Includes picnic area and interpretive element.	Collaborative	3.1-A								\$1,137,000
3.1-C	Bike Trail at 51st Street	Bike trail reconstructed out of the floodplain and creek restoration area (300LF).	Stand Alone	3.1-D, 3.1-E								\$36,000
3.1-D	Creek Restoration at 50th Street Bridge	Creek remeander (700LF) and associated restoration(1.5ac) in the area around the 50th Street Bridge.	Collaborative	3.1-C, 3.1-E							X	\$698,000
3.1-E	Bridge Reconstruction at 50th Street	Bridge reconstruction to accommodate creek remeander and restoration	Collaborative	3.1-D								\$5,800,000
3.1-F	Intersection Realignment at 4th Ave and 50th Street	Intersection re-alignment and intersection treatments to improve pedestrian connections at 4th Ave and 50th Street	Collaborative	3.1-E								\$413,000
3.1-G	Intersection Treatment at 50th Street and Minnehaha Parkway	Intersection realignment, including addition of 3-way stop and associated intersection treatments for improved pedestrian and bicycle safety. Includes medians on 50th Street east of 4th Ave	Collaborative	3.1-E					X			\$660,000
3.1-H	Stormwater BMP at 5th Avenue Outlet	Restoration / BMP to repair outlet and dissipate energy at 5th Avenue. Includes associated restoration work in this area (0.32ac).	Collaborative	3.1-E					X	X	X	\$450,000

Table 1.1 Portland and Parkway Focus Area Projects

APPROACH

IMPLEMENTATION STRATEGIES





LESSONS LEARNED

1. THINK BIG!

Leverage trail planning effort to accomplish adjacent projects (or vice versa)

Consider project impacts beyond the built trail

Project partners and agency involvement can go beyond the typical from the very beginning.



2. ENGAGEMENT IS MORE THAN A MEETING

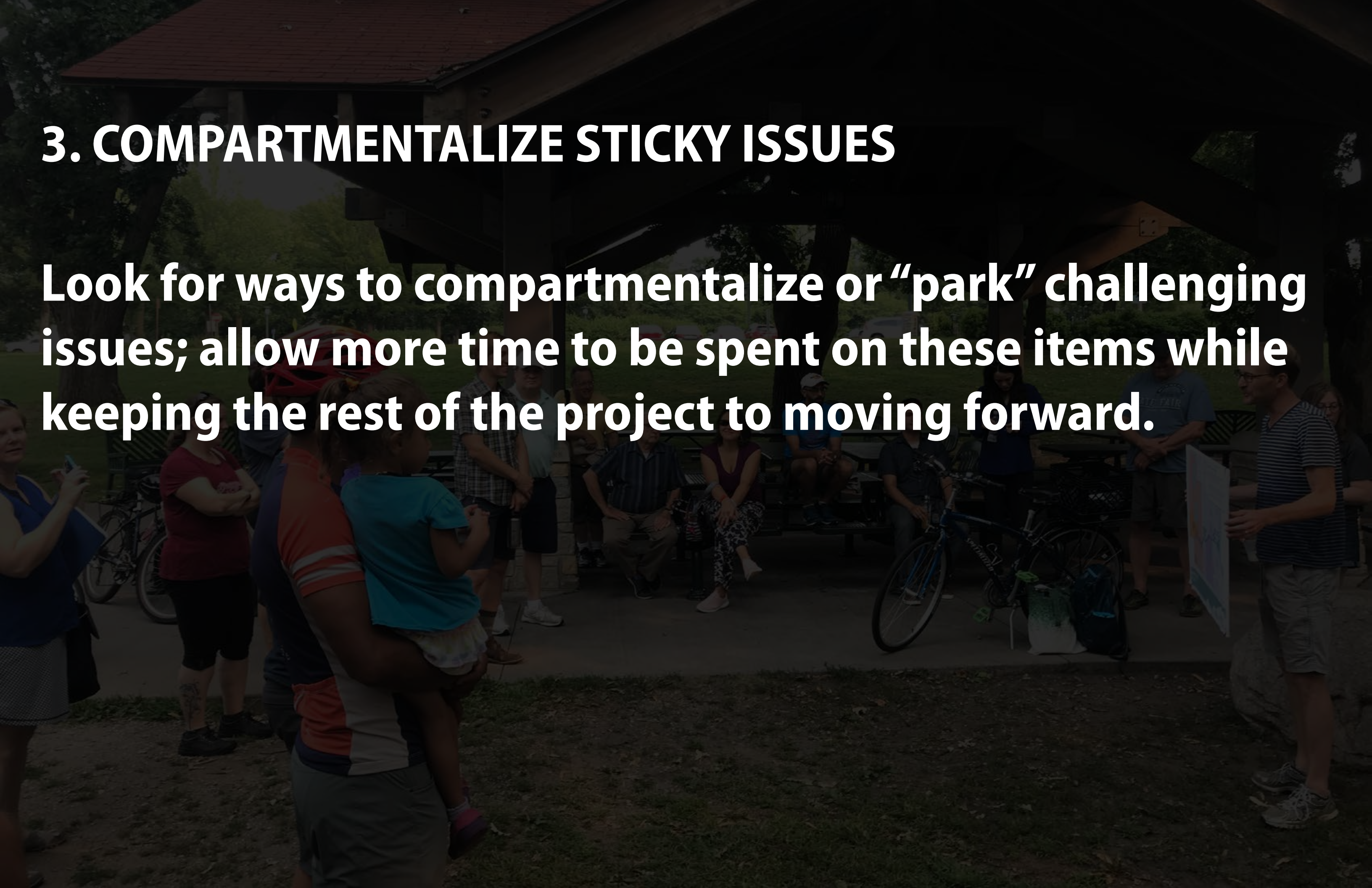
Build in more time for engagement, and then leave room for more

Consider how a non-linear process may look from the beginning to build in flexibility to explore

Build in ways for newcomers to join the process at anytime

3. COMPARTMENTALIZE STICKY ISSUES

Look for ways to compartmentalize or “park” challenging issues; allow more time to be spent on these items while keeping the rest of the project to moving forward.



4. DON'T BE AFRAID TO GET INTO THE WEEDS!

Explore thoughtful research and analysis throughout the process

Bring your stakeholders along for the ride to build a body of understanding

Putting in the time to get very detailed with priority implementation actions can go a long way

QUESTIONS?



THANK YOU!



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