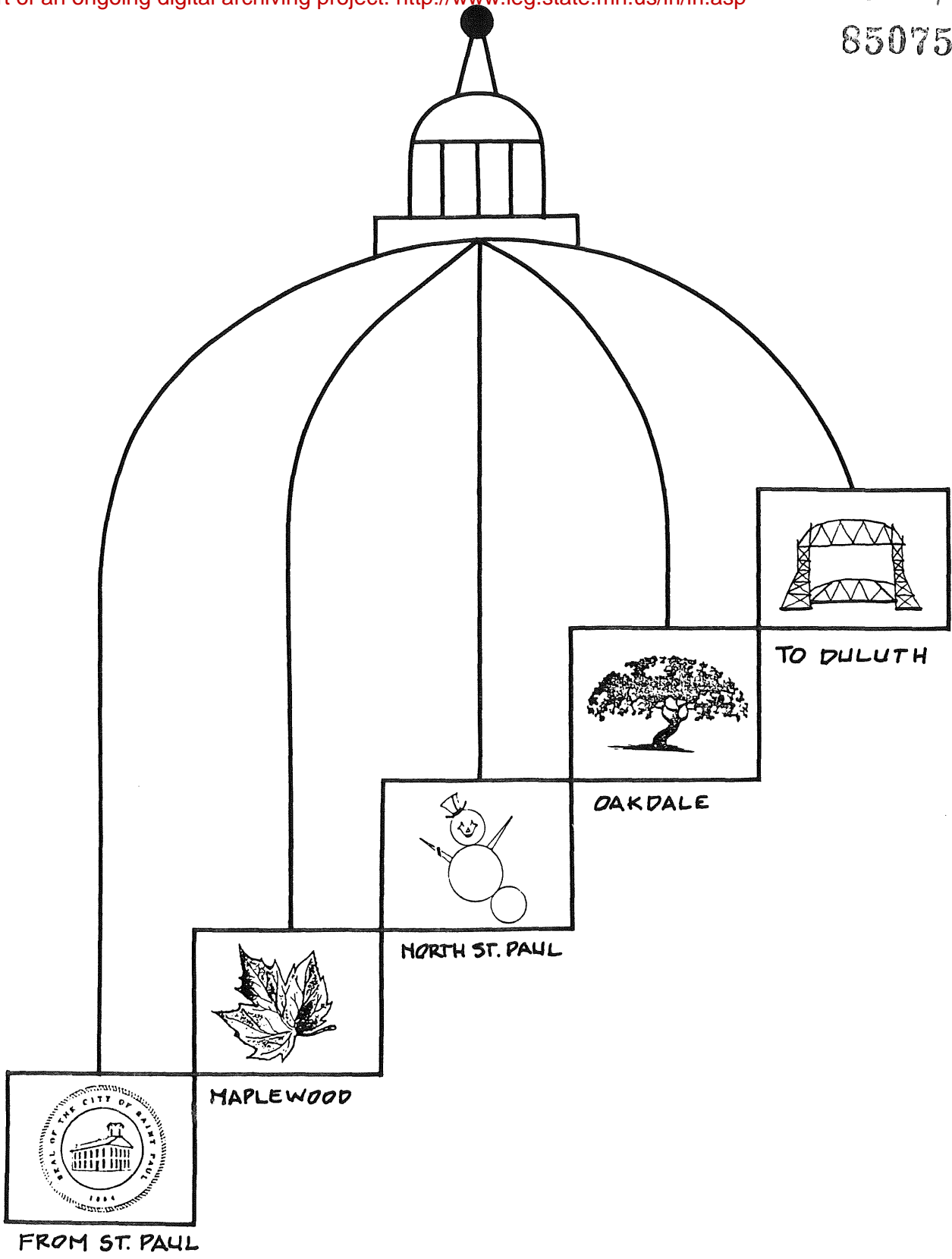


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**PRELIMINARY PROJECT PROPOSAL**  
**GATEWAY SEGMENT**

**MINNESOTA WISCONSIN BOUNDARY TRAIL**



## INTRODUCTION

The Minnesota State Trail System consists of 14 legislatively authorized corridor trails, located at various places around the state. This Preliminary Project Proposal describes the Gateway Segment of the Minnesota-Wisconsin Boundary State Trail.

State Trails are units of the State Outdoor Recreation System. State law (M.S. 86A.09, subdivision 1) requires that a master plan be written for each new unit of the Outdoor Recreation System. Such a plan is generally the product of a public planning process, in which Department of Natural Resources' (DNR) personnel and the public work together to determine the best way in which the new facility should be planned, developed, and operated.

This Preliminary Project Proposal is a "first cut" attempt to place on paper those ideas and recommendations which have emerged from the planning process to date as the apparent best means of managing the Gateway Segment.

This document is not to be regarded as final. Indeed, its purpose is to give the public a chance to react to and comment on major plan components before they are finalized. On the other hand, it also gives an indication of how the final plan will read if no changes are made. The next step, after this document has been reviewed by the public, will be preparation of a full blown draft of the master plan, which will again be circulated for public review.

The public is urged to carefully review and comment on this document, since it will be much easier to make needed changes at this point than later in the process. At the same time it must be recognized that the final plan's provisions will not necessarily satisfy everyone. The aim of this planning process and the plan which will result from it has been and will continue to be to serve the best interests of trail users and the public at large.

## THE TRAIL ITSELF

In 1982 planning was completed and a master plan written for the Minnesota-Wisconsin Boundary State Trail, a 235 mile recreational facility from Oakdale to Duluth. The DNR subsequently acquired a 7.86 mile abandoned railroad grade which connects the Oakdale end of the Boundary Trail with the center of Saint Paul. This acquisition is referred to as the Boundary Trail's Gateway Segment, and is the means by which the Boundary Trail ultimately connects the two largest metropolitan areas of the State.

The Gateway Segment begins near the intersection of Maryland Avenue and I-35E in Saint Paul and extends northeasterly through Maplewood and North Saint Paul, connecting with the Boundary Trail at I-694 in Oakdale. It is located in Ramsey and Washington counties. For the most part this is a highly urbanized district, and the trail passes through areas of high residential density with localized pockets of commercial and industrial development. It is, however, a unique feature of this railroad grade that landforms and vegetation interact to create a sense of remoteness and quiet over much of its length. Many stretches of the trail pass through wooded areas in cuts and on embankments where the ambience appears quite rural, though the juxtaposition of these features with residential neighborhoods and commercial/industrial centers maintains the sense of a suburban atmosphere.

The trail thus represents an excellent opportunity to bring high quality State Trail recreational opportunities close to home for half the state's population. The opportunity also exists to use this State Trail to impart to trail users a sense of the region in which the trail lies, a primary aim of the DNR's statewide Trail Plan. People who use this trail will come away with an understanding of the physical, cultural, and historical nature of the eastern Metro Area -- an important facet of State Trail recreation as envisioned by the DNR.

## PLANNING PROCESS

The DNR's efforts in planning the acquisition, development, and operation of State Trails have always involved the seeking of advice and recommendations from all affected parties. This process began at the time of abandonment of the railroad grade when Ramsey County officials convened a meeting of representatives from the municipalities and counties crossed by the railroad grade. The aim of this group was to plan for a productive use of the land after abandonment. The DNR later became a member of this group because of its ability to make use of (and manage) the entire corridor in a productive way. Throughout the planning process to date this group, now known as the Gateway Segment Task Force, has met irregularly to discuss various matters relating to the planning process and its effects on local units of government.

The public is also a DNR partner in the planning of State Trails. Allowable uses, hours of operation, ancillary facilities and amenities are all of interest in this regard. The public has traditionally been a productive source of information and ideas regarding State Trail projects, and the DNR taps this source by means of public meetings, letters, and media coverage, all of which serve to keep people informed and involved.

The purpose of the trail planning process is to seek and implement consensus on how the public interest can best be served by a particular State Trail in the context of the trail program. This does not necessarily mean that the final plan will necessarily satisfy everybody; many factors must be considered: the needs and desires of trail users and the public at large, applicable laws, ordinances and rules, the wishes of local units of government, the traditions and procedures of the DNR, and others. Inevitably, some of these conflict with one another. It is an important aim of the planning process to resolve any conflicts which exist in ways which are as favorable to the public interest as possible.

### PLANNING OVERVIEW

State Trails typically are conceptualized as long distance recreational travel opportunities. With few exceptions these facilities are long enough so that at least one day (for snowmobilers) and up to several weeks (for hikers) are required to travel their entire length. The recently-completed statewide DNR Trail Plan identifies the need among recreationists for long distance trail opportunities and keys it to the "weekend length" time period (two days, one night) desired by most people as identified through research. State Trails are to be designated to fill this need. This design thus takes into account the need for overnight lodging and other services required by long distance travelers. Traditionally, State Trails have been designed for hikers, bicyclists, ski-tourers, snowmobilers, and horseback riders. Another feature of State Trails in general is that they are conceived and planned as the DNR's top quality recreational trail opportunities, with ancillary facilities and locational features which make each trail capable of drawing users from beyond the regional area, even beyond the state's borders. In terms of this concept, under provisions of the statewide DNR Trail Plan, State Trails provide for recreational use those resources which are of statewide significance, so that each trail has statewide drawing power and is worth traveling some distance to use. The provision of "close to home" recreational opportunities is left to local jurisdictions, since the DNR "can not make a trail for everybody."

And yet there is no denying that all State Trails are "close to home" for some potential users, and will be used by large numbers of local residents. This is especially true of a State Trail which is located in the Metro Area, as the Gateway Segment is. Local people will undoubtedly make up the bulk of the Gateway Segment's users, if only because so many people live near it.

The Gateway Segment has been conceived as being ultimately a portion of the Minnesota-Wisconsin Boundary State Trail. The master plan for the Segment will thus be published as an addendum to the Boundary Trail Plan, and will reflect the goals, objectives, and overall operating concepts previously established for that trail.

At the same time the location and amenities of the Gateway Segment provide opportunities for it to be more than merely a means by which the Boundary Trail gets into Saint Paul proper. Its passage through the northeastern suburbs provides the potential for significant bicycle commuting between and among schools, work places and recreational facilities in the affected communities. The fact that the trail lies near considerable residential development will

allow it to be used by joggers, recreational walkers and others who seek relative peace and quiet in the midst of the urban environment. And it provides the opportunity for needed greenspace development by local units of government without the necessity for major land acquisition initiatives.

The majority of the DNR's State Trails are rural and are typically developed as such. But this segment's urban setting points up the potential for the DNR to create a truly first class facility which serves the needs not only of long distance trail travelers, the DNR's traditional State Trail clientele, but also of urban residents who jog, picnic, and wish to beautify their communities. The recommendations which follow reflect this concept that this State Trail Segment can, at minimal cost, serve a much wider segment of the public than the DNR's traditional State Trail clientele.

## RECOMMENDATIONS

### Beneficial Integration

The Gateway Segment should be beneficially integrated into local communities to the maximum extent possible.

Beneficial integration means the favorable incorporation of the trail and its benefits into the essential fabric of the communities through which the trail passes. The trail should provide facilities and services which benefit the communities, and in turn take advantage of goods and services which the communities can offer. Trail users may be looking for such disparate items as food, lodging, equipment rental, babysitting, shuttle services, participation in community events and opportunities to acquaint themselves with local history and architecture. Clearly, the towns can benefit from this situation. The challenge, then, is to plan ahead so that various amenities and services available in every town are made available to trail users in ways which are convenient to use and cost-effective to supply. Trail users can, on stopping at the local trail information kiosk, be informed as to where the churches, cafes, motels and hospitals are, what local festival is going on, where the high school play is being performed. The city may, on the other hand, wish to make use of the landscaped green space of the right-of-way in town for outdoor summer theater, a farmer's market, or Easter egg hunts. In beneficially integrating trail and community, the only limits are those of imagination. Communities are urged to present their ideas to the DNR to aid in achieving the goal of beneficial integration.

The relationship between the DNR and local units of government in beneficially integrating trail and community must be carefully defined. Since one of the objectives of the Gateway Segment planning process is to develop the total recreational potential of the DNR-owned right-of-way, the DNR encourages innovative planning by all affected parties to make this objective a reality. The DNR is prepared to make land available and in other ways cooperate with local units of government so that needed developments at the local level can be facilitated. At the same time it must be recognized that the DNR is not a municipal recreation provider. Nor is the DNR empowered to develop facilities on land it does not control. Therefore, for example, connecting spur trails to locations remote from the right-of-way and facility development for strictly

local use within the right-of-way are both local unit responsibilities. On the other hand, the DNR can and should be involved in developments which will benefit its clientele, the trail users, as well as others.

### Uses

Traditionally, the DNR has provided for some appropriate mix of five primary uses on its State Trails: ski-touring, snowmobiling, hiking, bicycling, and horseback riding. The question of which uses are allowed where has been dependent upon the wishes of the public, the lay of the land, and other factors. The following recommended use scenarios have emerged from the planning process to date:

1. Allow no motorized uses except snowmobiling, and that only to allow passage under I-694.

The legislation authorizing acquisition and development of the Gateway Segment (Laws of Minnesota, 1983, Chapter 344) provides the following guidance on uses:

"The trail shall be developed primarily for hiking and non-motorized riding."

It thus seems to be the clear intent of the Legislature that at least the majority of the trail be non-motorized. Additionally, motor vehicles other than snowmobiles are prohibited on State Trails by Minnesota Regulation N.R. 20, the DNR's trail rules.

Snowmobiling has been proposed to be allowed at the easternmost extremity of the Gateway Segment where it passes under I-694. The reason for this is that snowmobilers have for a number of years used the railroad grade between Century Avenue and State Highway 36 as a means of getting from Oakdale to the Washington County trail network. Since the Gateway Segment, by law, is to be primarily non-motorized, and since the Boundary Trail Master Plan provides that the remainder of the railroad grade from I-694 to Pine Point Park should be non-motorized by administrative designation, it is recommended that snowmobiling not be allowed in the corridor except in special circumstances. Since the I-694 underpass represents the most convenient means for snowmobilers to cross I-694, it is felt that use of the underpass can be permitted if snowmobilers can make their own arrangements to get to and from it. It should be left to affected snowmobilers, with DNR assistance as necessary, to make these arrangements, and the DNR should insist on the presentation of a workable plan by the snowmobilers before permission is granted to use the underpass.

2. Surface the entire segment for bicycling

The potential of this trail for bicycle commuting has already been mentioned. Additionally, it also represents the southern beginning point of the long distance bicycling opportunities represented by the Minnesota-Wisconsin Boundary State Trail, with connections to Duluth, the St. Croix Valley, and several state parks. Asphalt surfacing should be laid on the full length of the Gateway Segment.

3. Provide horseback riding initially east of Century Avenue.

Information obtained from horseback riders to date indicates that their main concern lies in being able to travel from Oakdale into Washington County. As is the case with snowmobilers, the Gateway Segment's I-694 underpass appears at present to be the most convenient means of doing so. The already-planned Boundary Trail from I-694 north is already designated for this use.

Some observers have expressed concerns regarding the use of a single treadway by both horses and bicycles. Further, an asphalt bike treadway as previously recommended appears to be inappropriate for horse use.

Accordingly it is recommended that horseback riding be provided for easterly from Century Avenue. This could take the form of a two-foot gravel shoulder immediately adjacent to the paved main treadway, or it could be a separate treadway in its own right, or some other means. A separate treadway could be a problem where the railroad grade becomes an embankment and thus causes a "bottleneck" situation.

Negative indications from municipalities and the lack of a destination appear to preclude consideration of horseback use west of Century Avenue. This question can be reopened later, however, if demand arises.

4. Hiking should be provided on the entire segment.

Hiking use, as with bicycling, is expected to be high. This includes all modes of foot travel, including jogging and recreational walking. Providing for these modes of transportation, other than providing a safe and enjoyable travel lanes, involves the installation of such ancillary facilities as rest areas and landscaping. These will be discussed later in this document. To a great extent, facilities established for hikers will serve the needs of other users as well.

5. The entire segment should be designated and groomed for cross-country skiing in winter, or other nonmotorized uses as appropriate.

### Facilities

Development of ancillary facilities on the Gateway Segment should reflect the fact that the trail lies in an area of high population density, and should be geared to serving the needs of large numbers of people.

State Trails are typically more highly developed than the other trails administered by the DNR. Shelters, interpretive facilities, toilets and trail centers all may be considered as possible enhancements as warranted. One objective of the planning process is to determine the extent to which these and others may be needed and where they should go.



State Trails which are paved generally are paved to a width of eight feet. Since use is expected to be high on this trail, the pavement should be 12 feet wide.

The Gateway Segment is situated in an area of high population density, and will, as a result, be seen and used by large numbers of people. Because of this, and also because of its urbanized setting, it is appropriate to develop certain portions of the segment as urban green space, a somewhat hardened facility containing amenities which would attract users from among urban residents and be convenient and enjoyable for them to use.

The fact that the trail passes through several cities and counties points up the potential for partnerships between city and state to serve not only long-distance trail travelers but also short distance users and those who enjoy and use city recreational facilities. This trails' ability to be different things to different people means that a dollar spent on it can be stretched much further than is generally possible on State Trails.

The City of Saint Paul has expressed interest in establishing a connection between the western end of the Gateway Segment and the downtown area of Saint Paul. The DNR encourages this initiative and will do all it can be facilitate such action on the part of the City.

#### Saint Paul

The western terminus of the trail, consisting of a parking lot, informational kiosk, and benches, should, with the concurrence of the Minnesota Department of Transportation (Mn/DOT), be developed just north of the trail and west of I-35 in Mn/DOT's I-35E right-of-way. An access lane from Arlington Avenue to this parking lot should also be developed on Mn/DOT property. The DNR should, in addition, establish contacts with the private owner or owners of land to the south with an eye toward ultimately establishing access to the trail from Maryland Avenue. One of these owners has agreed in principal to allow such access. The possibility of locating the parking lot south of the trail should be explored with this owner should placement north of the trail on Mn/DOT land prove impractical for any reason. Such facilities as toilets, a water fountain, and picnic facilities should not be installed until such time as their security can be reasonably assured.

#### Maplewood

Rest areas for trail users represent added inducements for people to use the trail itself as well as opportunities for the DNR to beautify the trail surroundings and provide a chance for people who are not skiers or bikers to make use of the corridor. Such rest areas can be developed as "vest pocket parks" which are often used by cities to provide green space on small land parcels at minimal cost. Such an opportunity exists immediately east of Edgerton Street where a small triangle of land immediately adjoining and south of the trail is tax forfeit. The City of Maplewood has recommended that the DNR obtain control of this parcel for trail development. It is well situated for rest area/vest pocket park development, being located in a residential neighborhood and about one mile from the western beginning of the trail. It is recommended that the DNR consider placement of several benches, an

interpretational kiosk, and a drinking fountain on this parcel, which should be landscaped to present a pleasing appearance.

Another such opportunity exists in North Saint Paul immediately north of the right-of-way and east of the intersection of Seventh Street and County Road B. Similar development is proposed at this location. Importantly, it is recommended that acquisition of both parcels be sought immediately, but that development be delayed until the trail treadway has been developed and legitimate use of the trail has become well established. Both cities should be consulted and asked to assist in this venture and be informed that further developments by the city can be considered if the city so desires.

The Gateway Segment passes through Phalen and Keller parks in Maplewood. The amenities found there, including the existing recreational trail system, represent a considerable enhancement for the Gateway Segment and a destination for its users. A direct connection between the park trail system and the Gateway Segment should be provided near the point where the latter passes over the former.

The Gateway Segment passes immediately to the south of the Maplewood Branch of the Ramsey County Library on Manton Street in Maplewood. The DNR should work with the County to establish a spur path to the building and encourage the County to place a bike and ski rack for use by its patrons.

The Segment passes immediately north of the Ramsey County Fairgrounds. The DNR and the County should cooperate to establish a connecting spur between the grounds and the trail, again considering provision of a bike rack for the public's convenience.

#### North Saint Paul

The proposed vest pocket park development on tax forfeit land at Seventh Street has already been mentioned.

The trail passes immediately north of a city-administered youth baseball field near the intersection of First Street and Highway 36 which is heavily used in the summer. The recreational benefits of this ballpark are enhanced by the fact that residents of a nearby home for the elderly commonly come out to watch the games, as do other city residents.

The trail's elevation is higher than that of the field, and it thus represents a natural vantage point for people wishing to view the games. Accordingly, North Saint Paul officials have recommended the establishment of a rest area along the trail at this point which will also serve local residents in conjunction with ball game activities.

The DNR should level the site, establish grass as a ground cover, and plant shrubs and trees to present a pleasing appearance. In consultation with the city, appropriate space should be made available for the city to erect bleachers for watching games, and, if the city wishes, to install charcoal grills. The DNR should supply several picnic tables and benches. Since the city will benefit directly from this development, the DNR should request assistance in keeping the area maintained. A nominal fee may be charged the city for use of the land.

The city has also proposed that the DNR erect a toilet building on this site and possibly a drinking fountain. These clearly would enhance the utility of the site both for trail users and city residents, and are quite worthy of further discussion. It goes without saying, however, that security and maintenance such facilities are serious concerns. The DNR is willing to entertain such proposals but would probably request the involvement of the city in the project in order to assure an equitable distribution of costs and benefits to city and state.

### Oakdale

The City of Oakdale has requested that a spur connection be established from the trail in a southerly direction to several city parks. The DNR encourages such connections but cautions that agency involvement on other than state-owned land would, of necessity, be quite limited. The DNR may be able to help sign connector routes on city streets but development of an off-road connector would have to be a city responsibility. The DNR will do all it can to assist in this effort, however.

The recommended accommodation for horseback riders from Century Avenue eastward has already been described.

The master plan for the Minnesota-Wisconsin Boundary State Trail provides for a southern trailhead in the northeast quadrant of the intersection of I-694 and 50th Street (County Highway 68) in Oakdale. This location is remote from the trail and provides for a feeder road to make the connection. It is here proposed that this development be held in abeyance while the feasibility of locating a trail access and parking lot along the right-of-way proper west of I-694 is explored. Possibilities exist for making use of an existing private parking lot or developing a lot within the right-of-way for this purpose.

### Non-Facility Development

Landscaping and vegetation plantings should be affirmatively employed to enhance the urban greenspace ambience of the Gateway Segment. Partnerships with other levels of government should be actively sought to provide for long-term maintenance of this ambience.

For the most part, the Gateway Segment presents the atmosphere of a quiet strip of green space in the midst of the city. Therefore, development which takes place should be aimed at enhancing the sense of isolation and quiet which already exists. In some cases this will mean little additional development other than treadway paving. In other cases it will mean planting shrubs and trees for shade and privacy and encouraging or controlling the growth of natural vegetation.

In particular, on those portions of the Gateway Segment lying between Arlington Avenue and Phalen Park, Manton Street and Prosperity Road, and White Bear Avenue and County Road B, the ambience is quite reminiscent of what one might expect to find "out in the country," although there are constant reminders (e.g., occasional traffic noise, glimpses of buildings) of the trail's actual location. In general, development on these portions should reflect the trail's urban setting but not detract from the quiet ambience.

On the other hand the Phalen Park area proper, the Gladstone portion, and the piece along Highway 36 should take on more of the "urban park" character -- a somewhat more developed and hardened look -- to take advantage of their higher general visibility and proximity to already existing recreational facilities.

### Maplewood

That portion of the trail which passes through Phalen Park should be kept mowed so as to present a pleasing appearance to users and passers-by and so as to blend visually with the park itself. The DNR and the county may wish to consider shrub and/or tree plantings in the right-of-way to enhance this image, and a partnership between county and state to achieve mutual goals should be established.

Where the trail passes north of the old Gladstone School in Maplewood it should be landscaped and vegetated so as to present the image of continuity between the school grounds south of the right-of-way and the city park north of it. This is recommended by Maplewood officials, who note their willingness to keep the area mowed and otherwise maintained if the DNR will do the dirt work and establish sod in the corridor. The final product is recommended to be the appearance of a large, continuous city recreational area crossed by the DNR's trail, of which, of course, the DNR would retain ownership.

### North Saint Paul

The City of North Saint Paul has made a number of recommendations regarding how the right-of-way should be developed along Highway 36. From First Street to Century Avenue the trail and highway are immediately adjacent to each other. Since the trail is quite visible from this well-traveled highway the City feels that development should aim at presenting a pleasing image along the right-of-way which will reflect well on the city, and local officials have solicited the DNR's assistance in achieving this goal. They have also stressed their willingness to participate in development and maintenance.

The city recommends the following:

1. That sod be established as the ground cover from First Street to Century Avenue.
2. That shrub and tree plantings be utilized to partially screen the corridor from Highway 36 in such a way as to beautify the area and create a separation between the trail's green space and the busy highway.
3. That benches and interpretive facilities be employed creatively to create a city park atmosphere in the corridor along Highway 36.
4. That the intersection of Margaret Street and the Gateway Segment be beautified and upgraded by means of landscaping and vegetation since Margaret Street is regarded as the main entrance from Highway 36 into the downtown area. The placement of this location of one or more benches, a drinking fountain, and a kiosk to announce trail

information, area services, and local events would considerably enhance visitation to the city as well as the trail user's experience.

North Saint Paul recently completed a major renovation of its downtown area with the aim of attracting people to the city. The creation of a linear green space in close proximity to the downtown area will enhance the city's drawing power by providing a complementary experience for visitors. The resulting visibility of the trail will increase trail usage and enhance the image of city and the DNR alike.

### Oakdale

As the trail proceeds easterly past Century Avenue into Oakdale its character goes into transition from the former highly urbanized appearance to the situation on the Boundary Trail east of I-694 which is frankly rural. Accordingly development should reflect this change by minimally altering the present appearance. Shrub and tree plantings for shade and highway screening should reflect this transitional form.

### Enforcement

Law enforcement on the trail has been raised by a significant number of people since planning for the Gateway Segment began. Illicit uses of the trail can degrade the experience of the legitimate user, increase operational costs, and increase public reluctance to use it.

The most pressing immediate problem is the fact that motorized uses have become established in the right-of-way despite the non-motorized provision in the enabling law. When adequate regulatory signage has been erected in the right-of-way, it will be the job of enforcement personnel to deal with this problem. Further, it is expected that as the trail is developed and legitimate uses become established, the incidence of illicit use will drop. This has, indeed, been the DNR's experience on other trails. It would seem appropriate to design, construct, and operate the trail so as to reduce the occasion and tendency for violations. Thus, the use of signage and boundary barriers of various kinds will aid in the discouragement of motorized uses. Ancillary facilities can be placed where they can be clearly seen by passers-by. Keeping any litter picked up acts as an inducement not to litter. A curfew conforming to that enforced in the parks along the trail could enhance trail security. A barrier-free trail which can be easily patrolled by enforcement officers and DNR maintenance personnel would contribute to high official visibility and discourage violations.

This trail's urban setting may mean that a higher level of enforcement than is commonly the case on State Trails might be indicated, at least at first. The DNR should be prepared for this eventuality, and should request assistance from the affected local units of government as needed, to the extent that they can participate.

## Right-Of-Way Modifications

### Local Development Projects

At the time of the first task force meetings, prior to acquisition, it was identified that the affected local units of government had interests in using certain portions of the right-of-way for various purposes. A partial list follows:

Saint Paul: raising or removal of Westminster Street bridge.

State Historical Society: widening parking lot.

Ramsey County: 1. replacement of Larpenteur Avenue bridge.  
2. widening of Frost Avenue in Phalen Park.  
3. widening of McKnight Road between Highway 36 and I-94.

Maplewood: 1. Laying storm drain pipe.  
2. extension of softball fields.

North Saint Paul: street extension, corner construction and sewer pipe.

Oakdale: street extension.

Mn/DOT: Highway 36 widening and upgrade.

Most of these proposed projects involve the use of land within the right-of-way, and involve the payment of nominal fees for use of the land. The DNR should cooperate with these public works projects to the extent that they do not conflict with the trail's goals.

### Realignments

The DNR has received requests for trail realignments in the course of several of its State Trail projects. Where sufficient justification exists and feasible alternative routes exist, realignments to avoid trouble spots can be implemented. However, it must be kept in mind that reroutes raise development costs by lengthening the trail and requiring construction from scratch off the prepared roadbed, and they also may solve one adjoining landowner problem by creating new ones along the reroute.

For these reasons, realignment decisions must be made on a case-by-case basis, carefully considering the merits of each situation. Factors to be considered include:

- a. Is there a valid reason to reroute the trail off the railroad grade, which represents a prepared roadbed the development of which is relatively inexpensive?
- b. Do one or more alternative routes exist which are feasible in terms of terrain, governmental jurisdictions, and ownership patterns? (The DNR must be able to get control of the land for a significant length of time, and development can not be allowed to conflict with other uses of the land.)

c. Will the reroute affect new adjoining landowners so unfavorably that the solution to the original problem involves the creation of new ones?

d. How will the experience of trail users be affected by the reroute?

Given the above, it is clear that realignments are not quick and easy tasks.

Several realignments have been proposed for the Gateway Segment. They are presently being evaluated by means of the above as well as other considerations. As a matter of routine, the DNR makes a policy of working closely with affected parties in order to resolve such questions in the best interests of the public.

### CONCLUSION

Such is the picture of the Gateway Segment of the Minnesota-Wisconsin Boundary State Trail as it has emerged from the planning process to date. To some extent, the recommendations from within the DNR, from other agencies, and from the public have already been modified by other considerations, such as the DNR's experience in managing other trails, applicable statutes and regulations, DNR policies, public comments, and professional judgement. This process will continue as the Gateway Segment Master Plan matures. Ultimately, the final composition of the plan will depend upon careful review of this document by the DNR and the public.

