

CANOSIA TOWNSHIP TRAILS PLAN



2018

A GUIDE FOR A NON-MOTORIZED TRAILS SYSTEM IN CANOSIA TOWNSHIP, MINNESOTA

Prepared By: Duluth-Superior Metropolitan Interstate Council
and the Canosia Township Trails Steering Committee



Canosia Township Trails Plan

May 2, 2018

Prepared by



Duluth-Superior Metropolitan Interstate Council

Duluth and Superior urban area communities cooperating in planning and development
through a joint venture of the

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and the

Northwest Regional Planning Commission

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Developed and Facilitated by the Canosia Township Trails Planning Committee

Input from the Citizens of Canosia Township, Minnesota

Written and Published by the Duluth-Superior Metropolitan Interstate Council

Adopted by the Canosia Township Town Board May 2, 2018



Angell Pool, Canosia WMA - Credit Andy Weinzierl

IMPORTANT NOTE

This document includes maps showing large-scale, very general routing options. These maps are to be used as a reference for long-term planning purposes and do not reflect or indicate official construction plans for incomplete sections of the trail. All routes are likely to change when implemented due to on-the-ground engineering and public input.

IMPLEMENTATION

This plan's implementation lays heavily on Canosia Township community members and Township officials. This plan, with community input, is a long-term vision for non-motorized trails within Canosia Township. Ideas in the plan are implemented in a number of ways. Funding is often a large barrier to building and maintaining trails, meaning implementation depends on volunteers to champion projects. The implementation also involves working closely with the community, township supervisors, property owners, and others. Some projects can be accomplished with volunteers, some with the help of local jurisdictions or agencies, and some with donations or grants. Some trails will need to involve many partners in the implementation, contact the Township Clerk for more information on who should be involved. A list of potential funding opportunities can be found in the appendix.

Additional considerations for trail implementation involve determining alignments, the surface type needed, construction and engineering needs, environmental impacts, liabilities, legal constraints, potential conflicts with other user groups, property ownership, maintenance, security, marketing, wayfinding, and more. Some additional guides and resources are listed in the appendix that may be able to assist in some of these areas.

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Introduction & Vision

Canosia Township Trails Plan is a guiding document for a non-motorized trails network connecting to key areas within Canosia Township, with the potential to connect to existing or future trails in surrounding communities. The Trails Plan will include community information, history of the planning process, examine existing trails, suggest trail route options, show preferred routes and destinations, and steps to implement the plan.

Vision

Our vision is to develop a multi-use, recreational, non-motorized trail system connecting key areas primarily within Canosia Township, with the potential to connect to existing or future trails in the surrounding communities.

Background

In the 2014 Canosia Township Comprehensive Plan, residents had indicated a need for walking/bicycling/rollerblading lanes or trails and a desire to connect to regional trail systems. The comprehensive plan goals included "explore options for walking and bicycling routes within the township with focus on connecting Four Corners/Pike Lake/school/recreation area to residential areas. Options include lanes alongside roads and separate trail corridors" and "biking and walking paths are seen as both recreational and transportation features. Additional dedicated corridors are desired to provide safe travel ways across the township and in particular to its key amenities." In the implementation section of the comprehensive plan, it is mentioned to "seek assistance to conduct an assessment of possible routes for biking and walking trails throughout the township" and "evaluate creation of a recreation facility such as a looped system of nonmotorized trails on Township-owned land in Section 20 on Industrial Road."

Based off those demonstrated community desires to explore non-motorized trails, public officials and township residents formed a committee to start working on improving the trail network in Canosia Township. The Duluth-Superior Metropolitan Interstate Council was brought in to assist in some of the technical aspects and development of the trails plan document.

Table 9. Recreational needs in Canosia Township (multiple items could be checked)	
Need	Percent
Walking / bicycling / rollerblading lanes along roads.	37.1%
Connections to regional motorized trail systems.	25.6%
Connections to regional non-motorized trail systems.	21.2%
Upgrade Pike Lake boat access.	16.8%
Upgrade Caribou Lake access at Holly Lane.	15.9%
Develop recreational facilities at another location in township.	5.8%
More facilities at town recreation facility.	4.9%

Figure 1: Canosia Township Comprehensive Plan - 2014

Setting

Canosia Township is located in North-Eastern Minnesota, within St. Louis County, and is just a few minutes away from Duluth, Minnesota. In the 2010 US Census, Canosia Township had a population of 2,158 and has grown by 8% since the 2000 Census. The township is part of the Duluth-Superior metropolitan area which consists of a population just under 150,000.

Per the United States Census Bureau, the township has a total area of 35.7 square miles. The Canosia Township comprehensive plan characterizes the landscape as “dominated by water either in the form of the four lakes found within its borders – Pike, Caribou, Fish Lake reservoir and Wild Rice Lake reservoir – and numerous wetlands. In fact, water and ponds encompass 12.6% (2,884 acres) and wetlands/hydric soils cover nearly half of the township (10,675 acres or 46.8% of area). Upland accounts for 9,281 acres or 40.6% of the township’s area.”

Almost half of the land in Canosia Township is non-private lands (49%) made up of township, county, state, and Minnesota Power owned lands (mainly supporting the reservoir system). The other 51% is privately owned lands. The land use is denser closer to US Highway 53 and gets generally less dense north of Pike Lake. Most residences are located around Pike and Caribou Lakes.

Canosia Township is adjacent to the City of Duluth, City of Hermantown, Solway Township, Grand Lake Township, Fredenberg Township, Gnesen Township, and the City of Rice Lake.

Major roadways within the Township are U.S. Highway 53 (Miller Trunk Highway), Midway Rd, Lavaque Rd, and Martin Rd.

Notable landmarks within Canosia Township are the four lakes, Canosia Wildlife Management Area (WMA), Four Corners Business District, Pike Lake Elementary School, Pike Lake Elementary School Forest, Canosia Township Recreation Area, and the former AAA Club/golf and beach area.

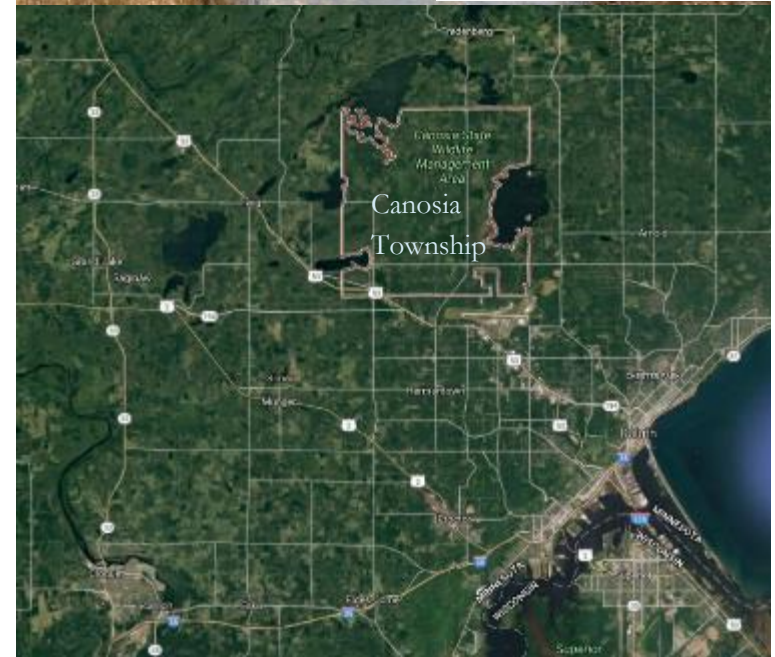


Figure 2: Map of area around Canosia Township (Google Maps)

Trails Planning Committee

The trails planning committee is the active group leading trails planning efforts in Canosia Township. The committee worked as a team to brainstorm ideas, develop initial trails planning, approve a community survey, make decisions based off survey results and community desires, promote trails planning efforts, contribute to making a trails planning document, and approve the final plan. Canosia Township officials and residents were asked to assist with providing local expertise, administrative tasks, meeting minutes, committee and community communications, and survey distribution. The MIC was tasked with assisting with technical support, map creation, survey creation and analysis, public meetings, finding potential funding sources for trail building, and development of the plan.

The core participating members in the group are:

Township Officials

Chair Kurt Brooks
Supervisor Kevin Comnick
Supervisor Dan Golen
Clerk Susan Krasaway
Rec Director Mike Ellingson

Residents & Others

Mehgan Blair
Andy Weinzierl
Jody Hansen
Matt Lind (Pike Lake Elm.)

MIC Representative

Chris Belden (Planner)

Stakeholder Group

As another way of keeping members of the community involved in the planning process, the planning committee created a list of stakeholders with their contact information. The stakeholder list included businesses, community groups, surrounding jurisdictions, property owners, and others. This group was sent materials throughout the process to inform and gather feedback. The feedback that was received helped shape the final plan.

Planning Process

The planning process started to formalize in early 2016. A group of township officials and residents formed and created what would be called the Trails Steering Committee. The committee asked staff from the Duluth-Superior Metropolitan Interstate Council (MIC) to attend a committee meeting and hear the background on the trails planning effort. After inquiring about the MIC's services, MIC staff joined the committee to assist in the development of a formal trails plan. The trails plan will serve as a guide for future trails work. The trails committee met almost every month from February 2016 to September 2017 to develop the trails plan, as well as other trails related discussions. The steering committee plans to continue to meet to discuss trails planning efforts and to evaluate the status of trails in the community.

February 3, 2016

- During the February 3rd meeting for Canosia Township Trails Township Board Chair Brooks shared background information about the trail group and some of their initial ideas with MIC representatives.



The MIC said they could help the planning process by using their established planning procedures, which they explained. The MIC provided a population density map of Canosia for review. The township committee will start on some of the planning legwork independently. Because the MIC is fed/state funded, the cost to the township would likely be nominal for planning assistance. Some challenges are finding usable and uncomplicated land to put trails on. The committee came to the consensus the MIC would be a helpful resource for the project.

April 6, 2016

- During the April 6th meeting for the Canosia Trail Plan, MIC planner Chris Belden will act as the project lead from the MIC office. He distributed a draft timeline for the plan, a sample survey, and a stakeholder identification tool to identify potentially impacted entities by the plan. The draft timeline will contain 5 phases and will span from May 2016 through December 2017. The final plan will include a project list, rough illustrative project costs for implementation and potential grant opportunities. The survey will be released via hard copy and online versions during the initial public meeting. The survey allows space for those against and/or ambivalent to adding trails and seeks to find a community consensus.

May 4, 2016

- The May 4th Canosia trail plan meeting determined the following; the steering committee formation, the stakeholder list, the MIC scope of responsibility, a preliminary long-term vision statement, and a draft list of goals. The stakeholder list will be notified via email about the plan/opportunities for public involvement. The Mic's scope of responsibilities consists of the plan document, survey, map creation, and the scope worksheet emailed to the Township Clerk. The long-term vision statement should encompass what is hoped to be accomplished in the next 10-20 years. The clerk will put together a goals worksheet that can be continuously worked on. Survey questions and local landmark ideas will be discussed and compiled during the next few meetings.

June 1, 2016

- The meeting on June 1st outlined the MIC project scope, the committee vision statement, survey development/public kick-off event, and stakeholder's opinions. Chris Belden distributed the MIC project scope which described each step and tasks within the different phases. The vision statement draft was stated and will be in the survey to gauge the reflection of the resident's desired outcome. Chris will be drafting a survey in August and will add basic demographic and trail goal questions. The survey will be finalized in September and the kickoff event will be tentatively scheduled for October. The steering committee will contact the project stakeholders and ask them their interest in participation.

August 3, 2016

- The meeting on August 3rd outlined the draft survey/vision statement, public meeting/survey launch, and stakeholders. The draft survey was distributed and the group brainstormed additional ideas and changes to the questions. No changes were made to the draft of the vision statement and it will be included in the survey as is for feedback. The public meeting is scheduled for Monday, October 3rd, 2016 at 6 pm at the town hall. Chris will have a PowerPoint presentation that will cover the rationale, goals, ideas, etc. Rep. Mary Murphy will be added to the stakeholder list and the clerk will bring a list of local businesses next month. The clerk will also make suggested changes to the stakeholder email and re-send to the group in early September.

September 7, 2016

- The September 7th meeting included preparation for the upcoming public meeting, stakeholder list update, and future steering committee plans. The committee reviewed the draft survey with the edits from last month and minor changes will be made before the October meeting. The committee also reviewed Chris's PowerPoint presentation for the public meeting. Both the survey and PowerPoint presentation will be on the township website. Mid-month, the Clerk will send the approved email to gauge the support of the stakeholders and nearby businesses. The committee is planning to meet again on January 4th to look at the analyzed survey data from Chris.

October 3, 2016 (Public Meeting)

- Chris Belden presented his power point, followed by a question/answer session. Kurt Brooks stressed that we are looking for ideas and participation from the community. Survey hard copies were available. The online survey will be available until Nov. 4.

October 20th – (Field Trip to Sites)

- For the field trips, the trail group visited the old township dump site on Industrial Road. It is nearby the Ulland Bros. gravel pit and an old bike trail at the end of the road. The site has a lot of potential and the group will need to find a contact for the 160 acres of state land that connects to it. The group also visited the township-owned 40-acres on Helm Road which showed less promise. It will take Chris Belden a month or two after the survey closes to analyze the data.

January 4, 2017

- The meeting on January 4th analyzed the 84 survey responses and the synopsis created by Chris Belden. The response was solid and had a decent reflection of the township population demographics illustrated from the 2010 census. Chris also compiled a synopsis with 8 main bullet points that will go into the upcoming township newsletter. The clerk will post the survey results on the website and send them out via email to the interested stakeholders. Next meeting stakeholders will discuss future project ideas while the MIC compiles some maps of existing trails. There will be a public meeting when the plan is near completion, public input and ideas are welcomed.

February 1, 2017

- The meeting in February consisted of the group coming up with short, mid, and long-term trail ideas, reviewing maps and drawing ideas on them, and conducting a general SWOT (strength, weakness, opportunities, and threats) analysis of trails within the township. Chris will use the information gathered from the meeting to apply to the plan.

April 5, 2017

- The meeting on April 5th summarizes discussion topics and action items for the upcoming meeting. The committee reviewed/okayed the list of short/mid/long-term goals. Chris estimates he should have a solid draft plan ready by early summer, with a public meeting to follow in August/September. The group discussed getting a head-start on some of the projects that they know need some more immediate work, like the School

Forest Trail. The group also discussed some findings and/or updates on some of the other trail ideas/segments. The 9 discussion topics were analyzed and documented. Chris will continue his work on the draft plan for the summer and will pass an early version to the committee.

May 3, 2017

- At the May 3rd Chris presented an early draft of a portion of the trail plan, which still has time for additional ideas. The final plan will include a page on each potential trail project and will include 8 or so different sections. Matt provided a list of minor projects for the school forest community clean out day planned for May 17th at 3:30 p.m. As with previous meetings, the group members have “homework” items to research or explore before the next meeting to assist in the planning and provide their local expertise.

June 7, 2017

- During the June 7th meeting, many discussion and action topics were discussed. Chris Belden was not able to attend the meeting but submitted an updated version of the action plan of the trail plan draft. He will bring the draft plan next month for review and the committee will schedule a public meeting. The School Forest clean-up project was postponed a week due to weather, however, volunteers were able to accomplish a lot of work. The consensus is that the forest trails should be in good enough shape for a pull behind mower to get through. Kurt had a highly productive meeting with Gene Becker from the St. Louis County Forestry Office. Mike and Andy rode the slightly rough unmarked trail from Industrial all the way to Lismore Road; they said it needs more definition as a connection to the CWMA and official designation as a bike trail.

School Forest Clean-up

- A few members of the Canosia Trails group had volunteered to clean some areas of the Pike Lake Elementary School Forest Trail. The main parking lot was cleaned, the main entrance sign was moved closer to Martin Rd, and other trail cleaning.

July 19, 2017

- At the July meeting, the group reviewed the independent school forest projects which will be listed in the upcoming newsletter (i.e. construct boardwalks, paint the sign, stain the log benches, weed whipping, etc.). The group will ask for volunteers to do these projects on their own time with all expenses paid for by the township. We will also ask if anyone is interested in helping with a late summer volunteer workday. The committee reviewed in detail Chris’ draft trail plan and gave some suggestions and additional ideas. He will send a link to the electronic version of the plan as well and asks that we all spend some time looking it over and prioritizing the projects. The public input meeting is scheduled for Wednesday, September 6 at 5:30 p.m. There will be a short presentation as well as time for Q&A.

August 9, 2017

- At August meeting the group discussed the work volunteers have done on the Pike Lake Elementary School Forest Trail and worked on final touches of the Trails Plan. Kurt had done some weed-whacking down the School Forest Trail earlier but it has since grown over. A few volunteers from the group will meet later in the month to do another cleaning of the trail. More extensive excavating work is planned later to flatten surfaces for a mower to fit on all the trail. The group reviewed and discussed the draft plan. Minor changes will be made and another draft copy sent out to the group before the September public meeting.

September 6, 2017

- The Canosia Trails Committee held a public meeting and open house to show the community the draft Canosia Trails Plan and the progress so far. Kurt Brooks opened the meeting with a welcome and introduction. Chris Belden of the Duluth-Superior Metropolitan Interstate Council (MIC) presented on the draft plan and the planning work so far. Posters of each of the projects were laid around the room for viewing and comment. Comment sheets were provided for feedback as well as a web link to the draft plan online. A hard copy of the plan was also available at the meeting. A sign-up sheet was available for those who would like to volunteer for future trails work.

November 1, 2017

- At the November meeting, the trails committee had reviewed comments and suggestions on the draft trails plan. The DNR had comments regarding concerns about incorporating hiking and biking designations within their WMA hunting areas. The trails group thought it would be a good idea to have a face-to-face meeting with staff from the DNR to talk more about trail options within the Canosia WMA. City of Hermantown staff commented that they were open to the idea of a future trail connection between the township and the Hermantown school area. However, they will likely not designate any funds to the connection. St. Louis County is supportive of many aspects of the plan, but county engineers had comments/and suggestions to make it better and more implementable.

November 27, 2017

- Members of trails committee met with DNR representatives Martha Minchak and Chris Balzer to discuss trail options to and within the Canosia WMA. A background on trails and planning efforts was discussed to give context to the planning document. DNR staff had given the trails group some background on what Wildlife Management Area's (WMA) are and their purpose. The following are a few main points/suggestions as we move forward: **1.** We should make it very clear that the primary use of the CWMA is hunting, there will be people hunting there September through December, and users must take necessary safety precautions. **2.** The DNR has no money to contribute to any future improvements for hiking and biking within the CWMA. However, if we secured funding down the line, they would be open to working with us on small improvements like placing a culvert in swampy areas or adding relevant signage. **3.** The township should continue to work with the county forestry department on designating the connection to the WMA off of Industrial Rd. (This "trail" is not technically within the CWMA). **4.** The DNR is not in favor of our idea of a potential connection-trail in the eastern portion of the CWMA; it is very swampy. Chris Belden will either remove this idea from the plan or make sure it is only referenced as a long-term, winter-only idea. They would also like our trails map to remove the little hunter walking trails/side loops that snake around the main trails.

May 2, 2018

- Before the regularly scheduled Canosia Town Board meeting, the trails committee met to look over the final draft of the trails plan. Committee members went through the planning document and discussed a couple of the small changes that were made. A suggestion was made to make a small clarifying change to some language about a WMA project. The group also discussed next steps and how to keep the momentum going. The group is waiting to hear more details about the School Forest Trail from Pike Lake Elementary staff and hopes to start making progress there first. Then they would like to start making improvements around the township property on Industrial Road and the nearby connection to the WMA trails. The trails committee also wants to start getting the word out about the completed plan, looking for volunteers, and funding for projects. A detailed list and calendar for granting opportunities will also be made. After the committee meeting, the Canosia Town Board had approved the trails plan unanimously at their monthly meeting.

Community Survey

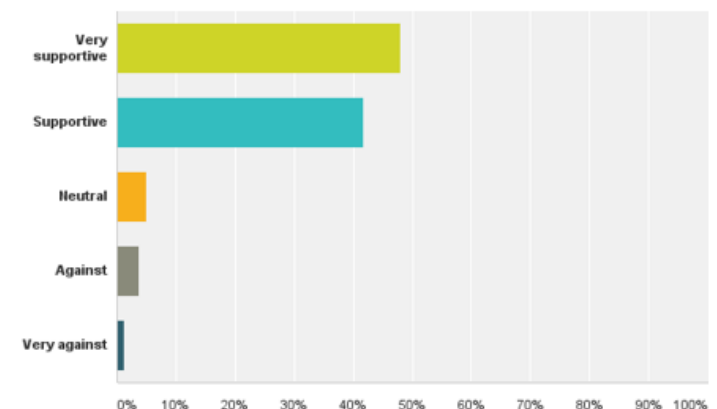
A community survey was available for the public to give their opinions on trails in Canosia Township from October 3rd, 2016 to November 4th, 2016. A public meeting and open house were held on October 3rd at the town hall to give the community an update and overview of trails planning to date. Surveys were available by paper copy and online at <https://www.surveymonkey.com/r/canosiatrails>. The survey was promoted via multiple channels, some examples include: the Canosia Township newsletter, social media pages, The Proctor Journal, at township bulletin boards, and more.



The survey received 84 total responses, which was considered a successful response rate. The demographic makeup of survey responders matched well with the demographic makeup of the township as a whole. Below is a synopsis of the survey results.

- 93.8% of respondents reported that they were supportive or very supportive of trail development or enhancements
- 81% of respondents reported that they lived nearest to Pike Lake or Caribou Lake
- Those who currently walk or bicycle do so mostly on township roads and not on existing trails
- The three highest reasons for not currently walking or bicycling more often were a lack of trails/pathways, lack of awareness of existing trails, and destinations are too far apart
- One of the most important goals to respondents was to inform the community of already existing trails. Many people indicated they were not aware of current trails.
- Majority of respondents would like to use trails mostly for walking, hiking, cross-country skiing, trail biking, and snowshoeing.
- Majority of respondents would like paths to be off-street (not mixing with motorized vehicles) and prefer them to be natural surface or paved trails.
- Out of all the destinations, landmarks, and goals – the respondents didn't have an overwhelming favorite. The responses indicated that they were in favor of almost any trail improvements or development within the township. There were a few ideas that seem to have a little more support than others – Connection to the Munger Spur Trail/Schools/Future Health and Wellness Center in Hermantown, utilizing existing trails and publicly owned lands, and connecting the lakes by trail.

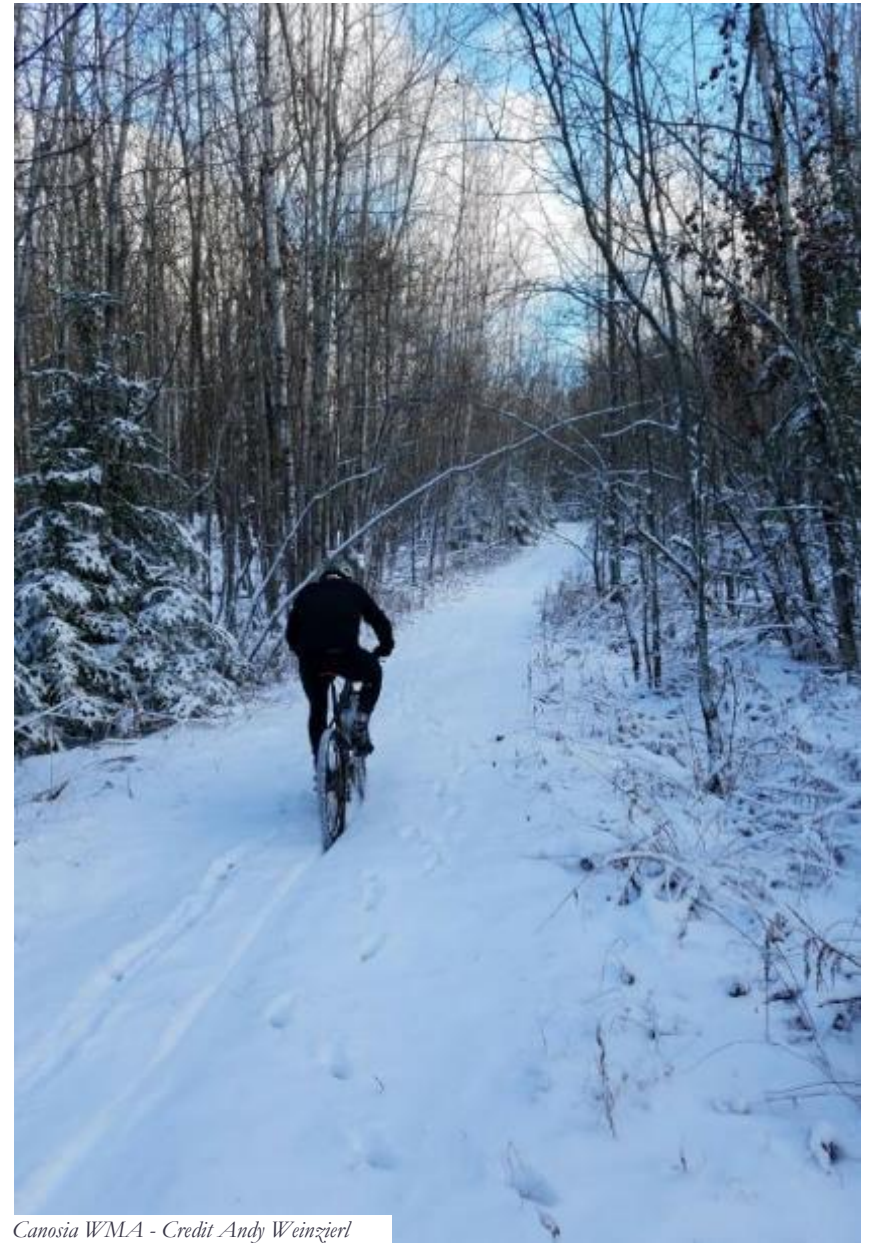
Q10: What is your level of support of trail development or enhancements in Canosia Township?



Goals

The Canosia Township Trails Plan Steering Committee has a set of goals that were molded throughout the planning process as ideas were formed and reformed through discussion and community input. Below is a list of the main goals the steering committee has set for the future of trails within the township.

- ❖ Get involvement from the community for our trail plan
- ❖ Better inform the community of our existing trails
- ❖ Maintain and upgrade existing trails
- ❖ Create better connections to our business district
- ❖ Research/utilize Canosia-owned land/tax forfeit land to develop smaller, self-contained trail loops for snowshoeing, hiking, biking, etc. [i.e. the township-owned 40 acres on N Pike Lake Rd or the 20-acre site on Industrial Rd (200+acres of state-owned land adjacent)].
- ❖ Connect township lake areas by trail. Focus on higher populated areas for greater success.
- ❖ Connect Canosia Town Hall Area/Canosia Township Recreation Area/Pike Lake Elementary to the Hermantown Schools/future Munger Spur Trail/Future Health and Wellness Center
- ❖ Add educational components along trail systems (history of the area, wildlife to view/search for, etc).
- ❖ ADA accessibility where possible/feasible on trails system



Canosia WMA - Credit Andy Weingierl

Existing conditions

Existing Trails

Canosia Township has a few non-motorized trail systems within its boundaries already: The Pike Lake Elementary School Forest trails, Canosia Wildlife Management Area trails, and a few designated on-street bike routes (Martin Rd, Lavaque Bypass Rd, and Midway Rd). As discovered through the survey, several residents were unaware of the existing trails within the township. Some of that may be due to the location of trails and marketing/signage issues. See map on next page for locations of existing trails and landmarks.



Trailhead on W Lismore Rd - Canosia WMA


Canosia Township Landmarks and Current Trails

1. Canosia WMA – Lismore Rd Lone Pine Trail Access
2. Canosia WMA – Lismore Rd Muskeg Trail Access
3. Canosia WMA – Lavaque Rd Muskeg Trail Access
4. Canosia WMA – Ugstad Rd East Dike Trail and Angell Pool Water Access
5. Canosia WMA – Ugstad Rd Apple Trail Access
6. Canbou Lake Boat Access
7. 20 Acres on Industrial Rd
8. 40 Acres on N Pike Lake Rd
9. Pike Lake Boat Access, Canosia Town Hall, Golf Course, and former AAA Auto Club
10. Pike Lake Elementary & School Forest Trail
11. Four Corners Business District
12. Hermantown Schools, Future Munger Spur Trail, Future Health and Wellness Center

Legend

 Township Boundary

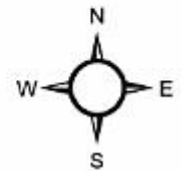
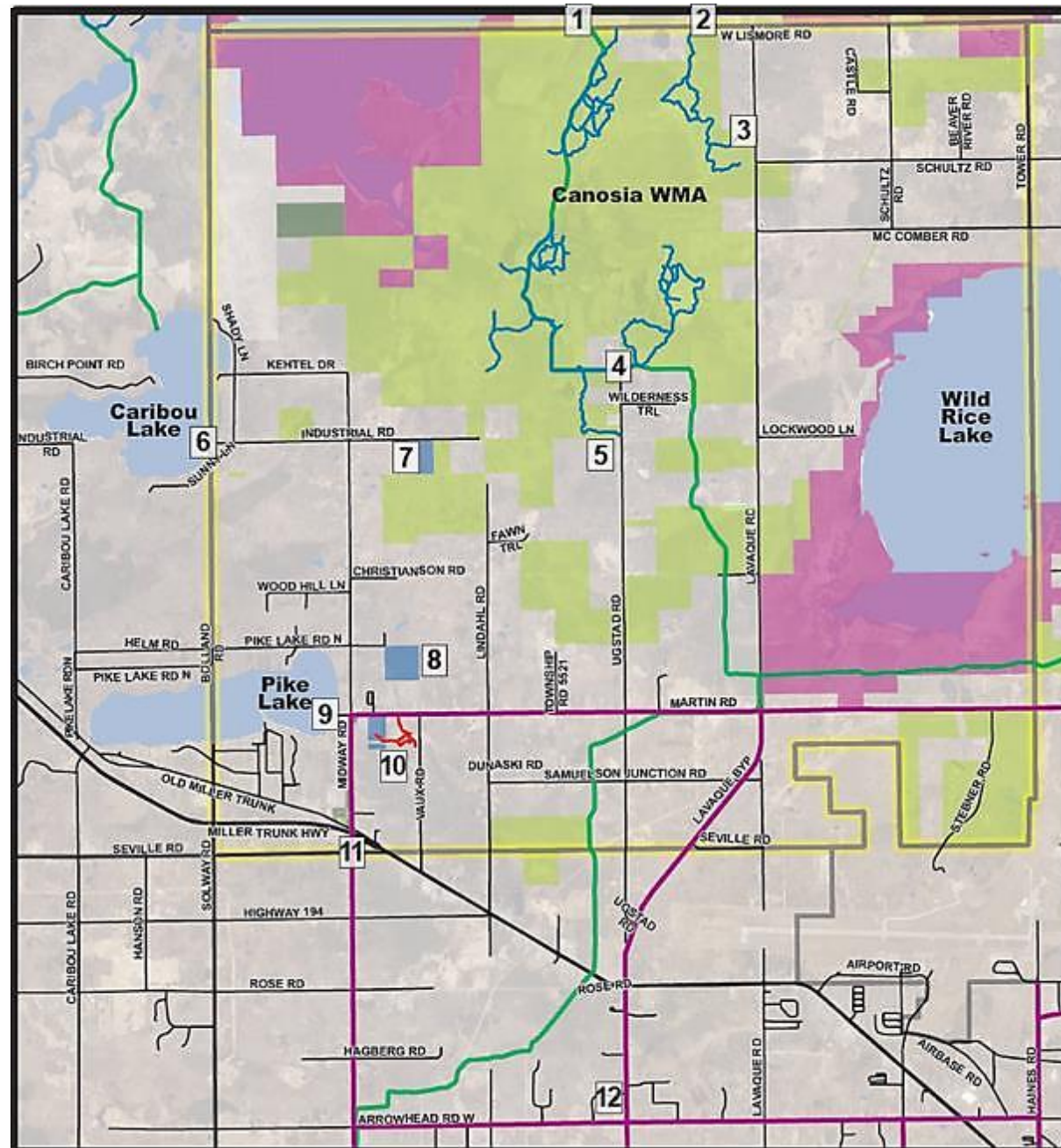
Paths and Trails

-  On Street Bikeway
-  Hunter walking trails
-  Pike Lake School Trail
-  Snowmobile Trails

Public Land Ownership

-  MN Power
-  St Louis Co
-  State of MN
-  Township

0 0.5 1 2 Miles



Destinations

As the map on the previous page shows, Canosia Township has a number of landmarks and destinations. These destinations are for the most part spread out, except for the township center area and the Four Corners business district area (8,9,10,11 on the map). Below is a short list of some of the more significant locations within the township and the next few pages have some maps and pictures of some of the destinations.

1. Canosia Wildlife Management Area – Lismore Rd Lone Pine Trail Access
2. Canosia Wildlife Management Area – Lismore Rd Muskeg Trail Access
3. Canosia Wildlife Management Area – Lavaque Rd Muskeg Trail Access
4. Canosia Wildlife Management Area – Ugstad Rd East Dike Trail and Angell Pool Water Access
5. Canosia Wildlife Management Area – Ugstad Rd Apple Trail Access
6. Caribou Lake Boat Access
7. 20 Acres on Industrial Rd
8. 40 Acres on N Pike Lake Rd
9. Pike Lake Boat Access, Canosia Town Hall, Golf Course, and the former AAA Auto Club
10. Pike Lake Elementary & School Forest Trail
11. Four Corners Business District
12. Hermantown Schools, Future Munger Spur Trail, Future Health and Wellness Center



Signage on School Forest Trail

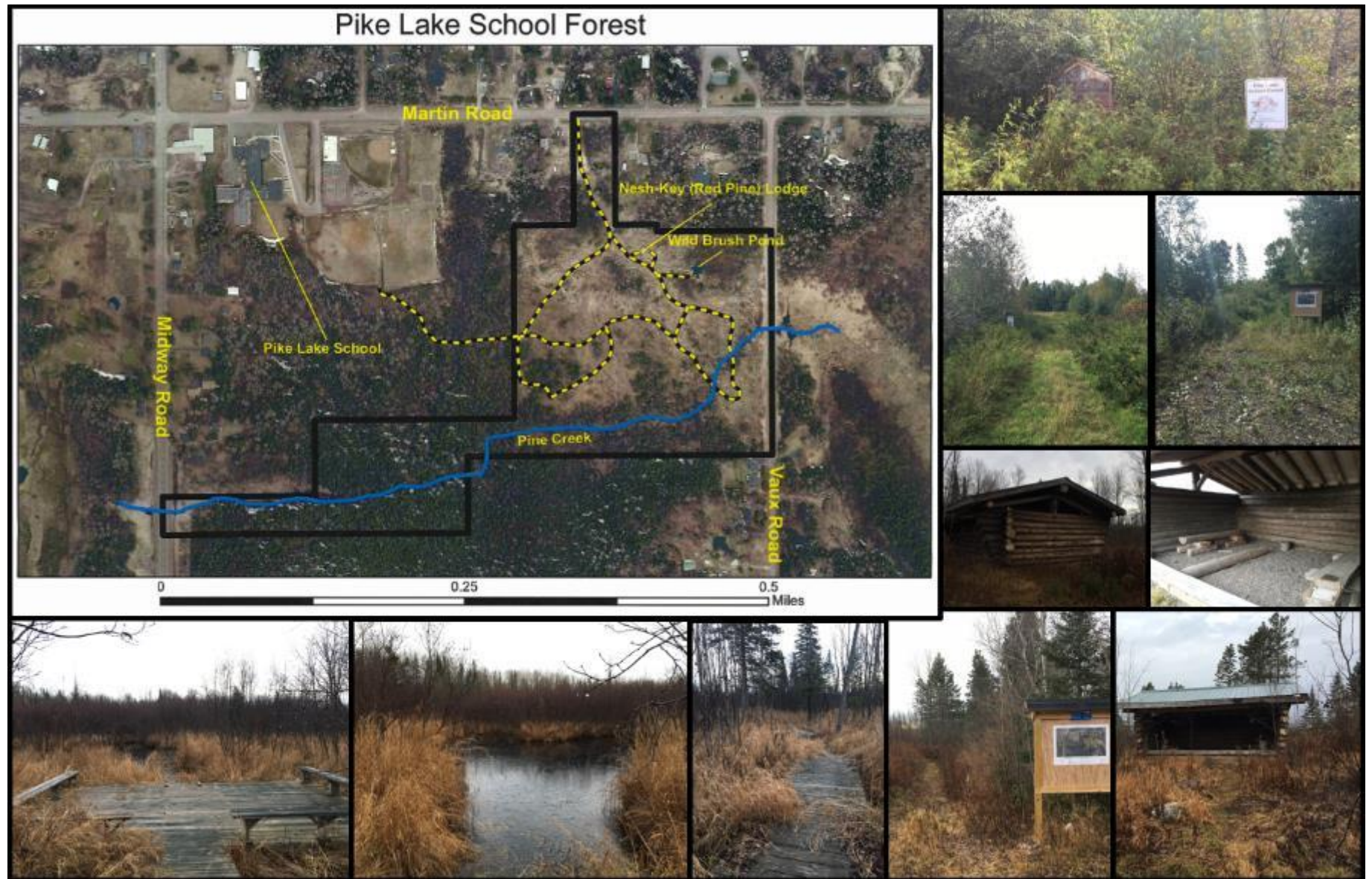


Boat Landing – Caribou Lake

Canosia Wildlife Management Area (WMA) Trails -Destinations 1-6



Pike Lake School Forest Trails – Destination 10



Town Hall Area – Destinations 9,10



Four Corners Business District – Destination 11



Hermantown Schools, Future Munger Spur Trail, Future Health and Wellness Center – Destination 12



Figure 3: Hermantown Schools, Future Munger Spur Trail, Future Health and Wellness Center

Land Ownership

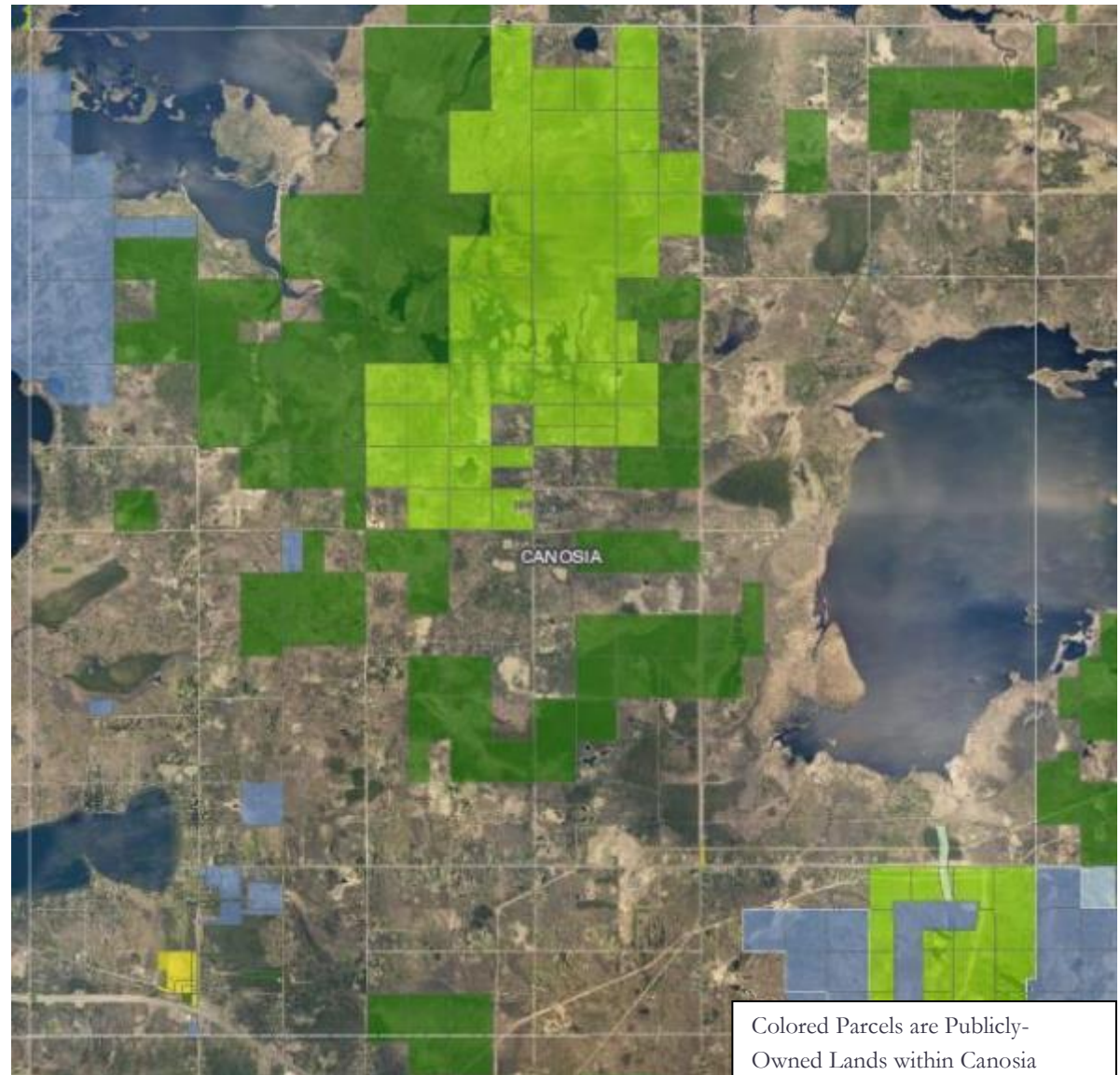
According to the Canosia Township 2014 Comprehensive Plan almost half of the land in Canosia Township is non-private lands (49%) made up of township, county, state, and Minnesota Power owned lands that mainly supporting the reservoir system. The other 51% is privately owned lands. The land use is denser closer to US Highway 53 and gets generally less dense north of Pike Lake. Most residences are located around Pike and Caribou Lakes.

The abundance of public lands, most of which would be difficult to develop due to wetlands and preservation rules, makes for great trail opportunities.

The Canosia WMA is owned by the State of Minnesota and is managed by DNR Area Wildlife Management office in Cloquet, MN.

The School Forest Trail utilizes property that has a mix of ownership; ISD 704 – Proctor School District, Canosia Township, and a small section of private property.

Canosia Township also owns the land at the Town Hall, Canosia Township Recreation Center, Pike Lake Boat Launch, 40 Acres on the western end of N Pike Lake Road, 20 Acres on the western end of Industrial Rd. The 20 Acre site on Industrial Rd was a former township dump site that was abandoned in 1974. Per MPCA documents, the site was used for disposal of household items and demolition materials; the site did not contain hazardous materials. The dump site was about 3 acres and when abandoned was filled with about 6 feet of soil.



SWOT Analysis

Canosia Trails Steering Committee did a SWOT (strengths, weaknesses, opportunities, threats) analysis to help guide the visioning for the future of trails in the township. Below are the results of that exercise.

Strengths

- Pike Lake Elementary School Forest Trail has some trails signs already on the trails and at the two entrances. It also has other structures already there.
- Pike Lake Elementary School Forest Trail location is the center of the community. It's next to the elementary school and most the population lives in that area.
- Parking lots exist at some of the existing trails.

Weaknesses

- Pike Lake Elementary School Forest Trail: Long-term funding and maintenance.
- Wetlands.
- Access to current trails.
- Easements on private property.
- Community outreach on existing trails.
- Safety along roadways.
- Probably can't widen Midway Road north of Martin Road.
- Population centers not connected by trail.

Opportunities

- Pike Lake Elementary School Forest Trail - Cost effective to get it up and running with initial improvements.
- Take advantage of township owned land.
- Take advantage of the large amounts of public land within the township.
- Minnesota Power also has many acres of land within the township.
- Grants are available for trail funding.

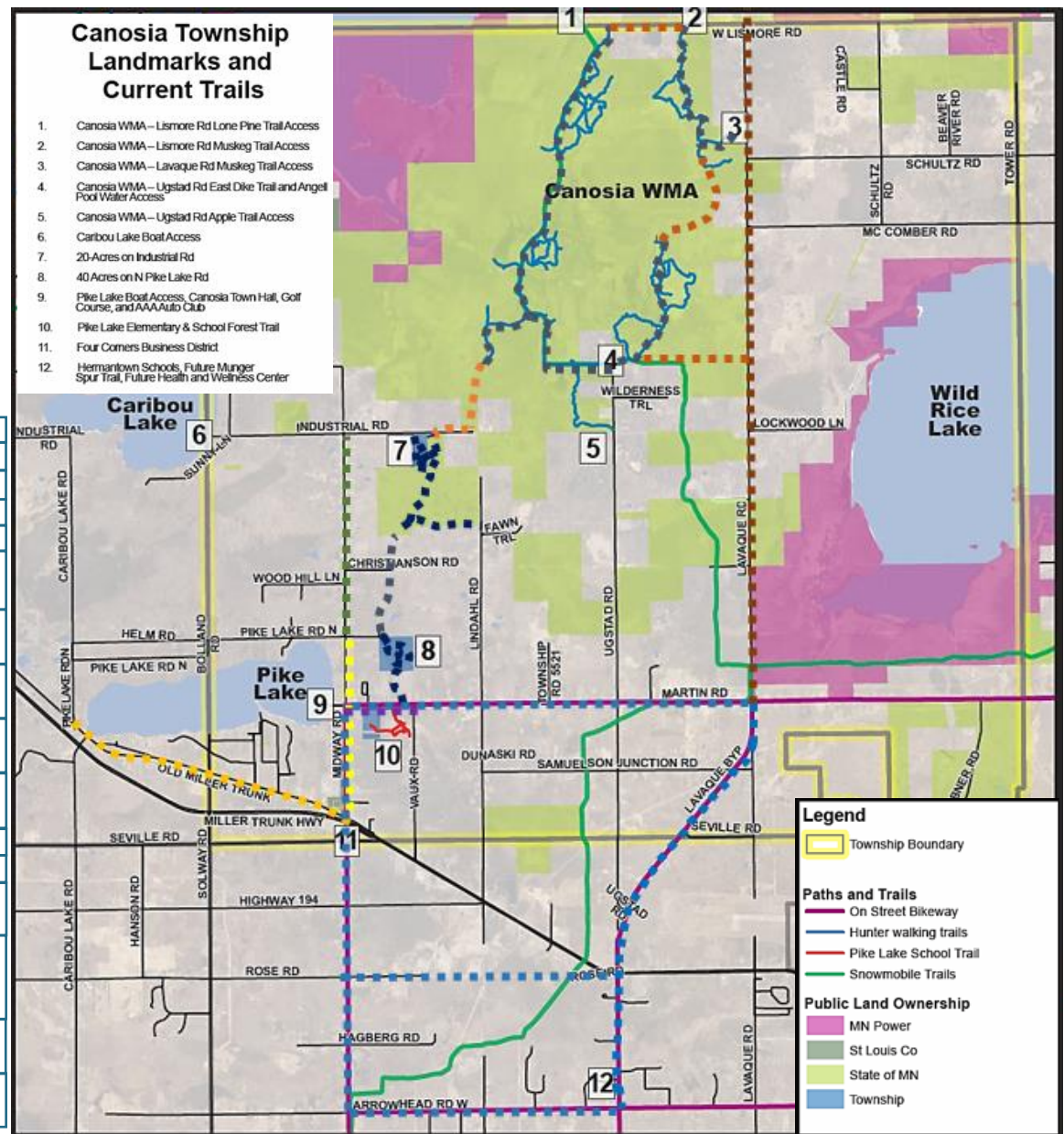
Threats

- Hunting may be a conflict with increased non-hunting use of trails.
- ATV use could be another conflict.
- Snow Machines could be another conflicting use on some of the trails.
- Vandalism.

Recommendations & Trail route options

The map highlights the trail segments that have been defined by the Canosia Trails Steering Committee as the preferred routes and segments that meet the goals of the committee. Each idea is simply that, there are no guarantees that they will become reality. Many will need funding and have their own separate process for implementation.

	Marketing and Outreach of Trails in Canosia Township
	School Forest Maintenance Plan
	Signage for the School Forest Trail
	Signage for Existing Trails
	Develop and Maintain Trailhead Parking Areas
■ ■ ■ ■ ■	Designate Lavaque Rd from Martin Rd to W Lismore Rd as a Designated On-Street Bike Route
■ ■ ■ ■ ■	Designate Old Miller Trunk Hwy from Midway Rd to W Pike Lake Rd as a Designated On-Street Bike Route
	Officially Define Trail Segments in the Canosia WMA as Bikeable Trails for Seasonal Use
■ ■ ■ ■ ■	Expand and Improve Trails Within the Canosia Wildlife Management Area
■ ■ ■ ■ ■	Make a Connection on Martin Rd from Midway Rd to the School Forest Trail
■ ■ ■ ■ ■	Develop Trails on the Industrial Rd. Site
■ ■ ■ ■ ■	Develop Trails on the North Pike Lake Rd Site
■ ■ ■ ■ ■	Connect N Pike Lake Rd to the Town Hall Area at Martin Rd to the Four Corners Business District along Midway Rd.
■ ■ ■ ■ ■	Connect the Town Hall Area/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center
■ ■ ■ ■ ■	Create a Pathway Along Midway Rd. North of N Pike Lake Rd. (where the wide shoulders end) to Industrial Rd.
■ ■ ■ ■ ■	Connect the Industrial Rd. Trails with the Trails on the Eastern End of N Pike Lake Rd



IMPORTANT NOTE

The following project sheets include maps showing large-scale, very general routing options. These maps are to be used as a reference for long-term planning purposes and do not reflect indication of official construction plans for incomplete sections of the trail. All routes are likely to change when implemented due to on-the-ground engineering and public input.

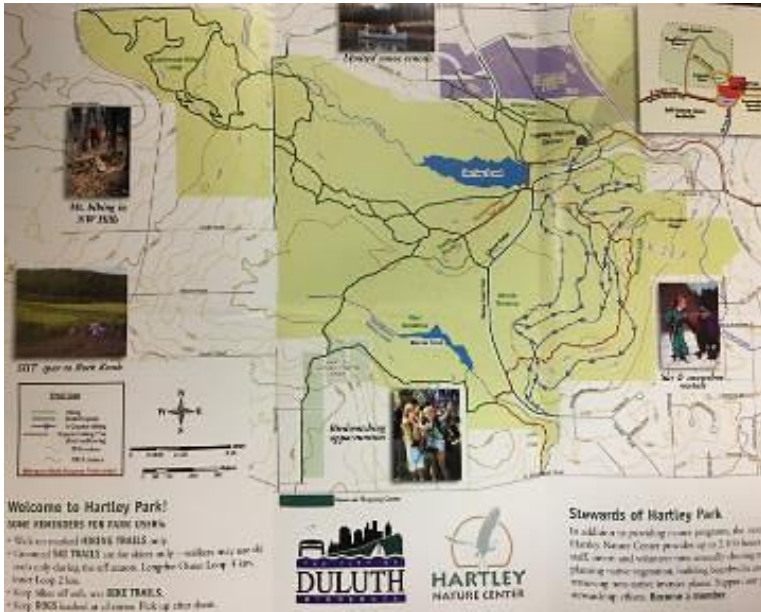
IMPLEMENTATION

This plan's implementation lays heavily on Canosia Township community members and Township officials. This plan, with community input, is a long-term vision for non-motorized trails within Canosia Township. Ideas in the plan are implemented in a number of ways. Funding is often a large barrier to building and maintaining trails, meaning implementation depends on volunteers to champion projects. The implementation also involves working closely with the community, township supervisors, property owners, and others. Some projects can be accomplished with volunteers, some with the help of local jurisdictions or agencies, and some with donations or grants. Some trails will need to involve many partners in the implementation, contact the Township Clerk for more information on who should be involved. A list of potential funding opportunities can be found in the appendix.

Additional considerations for trail implementation involve determining alignments, the surface type needed, construction and engineering needs, environmental impacts, liabilities, legal constraints, potential conflicts with other user groups, property ownership, maintenance, security, marketing, wayfinding, and more. Some additional guides and resources are listed in the appendix that may be able to assist in some of these areas.

The next several pages are “project sheets” for each of the individual projects and ideas.

Marketing and Outreach of Trails in Canosia Township



Capital City Bikeway branding – St. Paul, MN

Details

Project Description:

Create a web page highlighting existing trails in Canosia Township. Show a map of the current trail systems, trail heads, landmarks, and other amenities. Make sure the web page is mobile compatible. Create brochures and other materials to place at the Town Hall, local businesses, kiosks, trailheads and more. Spread the word about the trails through newsletters and other promotions.

Project Timeline:

Short-Term

Other Details:

A common theme or branding of trails in Canosia Township is desired. A logo and a color scheme would help.

It is important to note information regarding different trail users, rules, and hunting dates. The Canosia WMA is primarily used for hunting purposes – making sure the public is aware of that is important. Also, portions of the WMA are for snowmobile use from December 1st to April 1st

Cost Estimate:

\$

School Forest Maintenance Plan



Nesh-Key Lodge – School Forest Trail



School Forest Trail – Credit to Susan Krasaway



Martin Rd Trailhead -School Forest Trail

Details

Locations:

Pike Lake School Forest Trail

Project Description:

Create an annual/semi-annual maintenance plan for the School Forest Trail to keep it in good condition. Clear overgrowing brush, clear growth on pathways, keep signage visible, and mitigate vandalism are some examples. Also, keep the parking lots at trail heads safe and in working condition.

Project Timeline:

Short-Term

Other Details:

The Pike Lake School Forest Trail has been a registered school forest trail with the Minnesota DNR since 1995. The school forest makes up about 24 acres.

Where feasible, use quality surface materials to minimize maintenance, improve accessibility and appearance.

Cost Estimate:

\$

Owner of Property:

ISD 704, Canosia Township, & property owner of 5642 Martin Rd.

Signage for the School Forest Trail



Current signage – School Forest Trail



Current signage – School Forest Trail



Trailhead on Martin Rd – School Forest Trail

Details

Locations:

Pike Lake School Forest Trail

Project Description:

Create more visible signage for trails alongside roadways and at trailheads near the School Forest Trail. Move the signage behind the south ball fields at the Canosia Township Recreation Area closer to the start of the path to be more visible. Also, maintain a good signage system along the trails themselves for wayfinding and potentially educational signage. Common signage with a brand/theme would be ideal.

Project Timeline:

Short-Term

Other Details:

Signage should:

- Be clear on what uses are allowed and not allowed on the trail. (motorized, non-motorized, winter only)
- State other rules (pets allowed, fire pits, camping, etc.)
- Show maps, landmarks, and other features.
- List contact info of trail ownership and/or maintenance official (who to contact if there is damage or an issue.)

Cost Estimate:

\$\$

Owner of Property:

ISD 704 & Canosia Township

Signage for Existing Trails



Lakewalk Signage – Duluth, MN



Muskeg Trailhead on W Lismore Rd –



Lincoln Community Forest Kiosk in WI

Details

Project Description:

Create more visible signage for trails alongside roadways and at trailheads. Maintain a good signage system along the trails themselves for wayfinding. Adding educational/informational signage along paths can also create a fun learning experience for all ages. Common signage with a brand/theme would be ideal.

Project Timeline:

Short-Term

Other Details:

Signage should:

- Be clear on what uses are allowed and not allowed on the trail. (motorized, non-motorized, winter only)
 - WMA is used for hunting from September to December
 - Portions of WMA are used for snowmobiles December to April.
- State other rules (pets allowed, fire pits, camping, etc.)
- Show maps, landmarks, and other features.
- List contact info of trail ownership and/or maintenance official (who to contact if there is damage or an issue.)
- Signage along roadways must be approved by that roadway's owner.
- Funding for signage would most likely have to come from the trails committee/grant.

Cost Estimate:

\$\$

Develop & Maintain Trailhead Parking Areas



Trailhead on Lavaque Rd – Canosia WMA



Trailhead on Martin Rd – School Forest Trail

Details

Project Description:

Clean all existing trailheads of overgrowth and trash. Clean/replace worn signage. Create new trailheads where needed and for new trails. Develop a maintenance plan for all Canosia Township trailheads.

Project Timeline:

Short-Term

Other Details:

Where feasible, use quality surface materials to minimize maintenance, improve accessibility and appearance. Consider adding lighting at popular trailheads.

Cost Estimate:

\$-\$\$\$

Source - Google



Bicyclist on Lavaque Rd



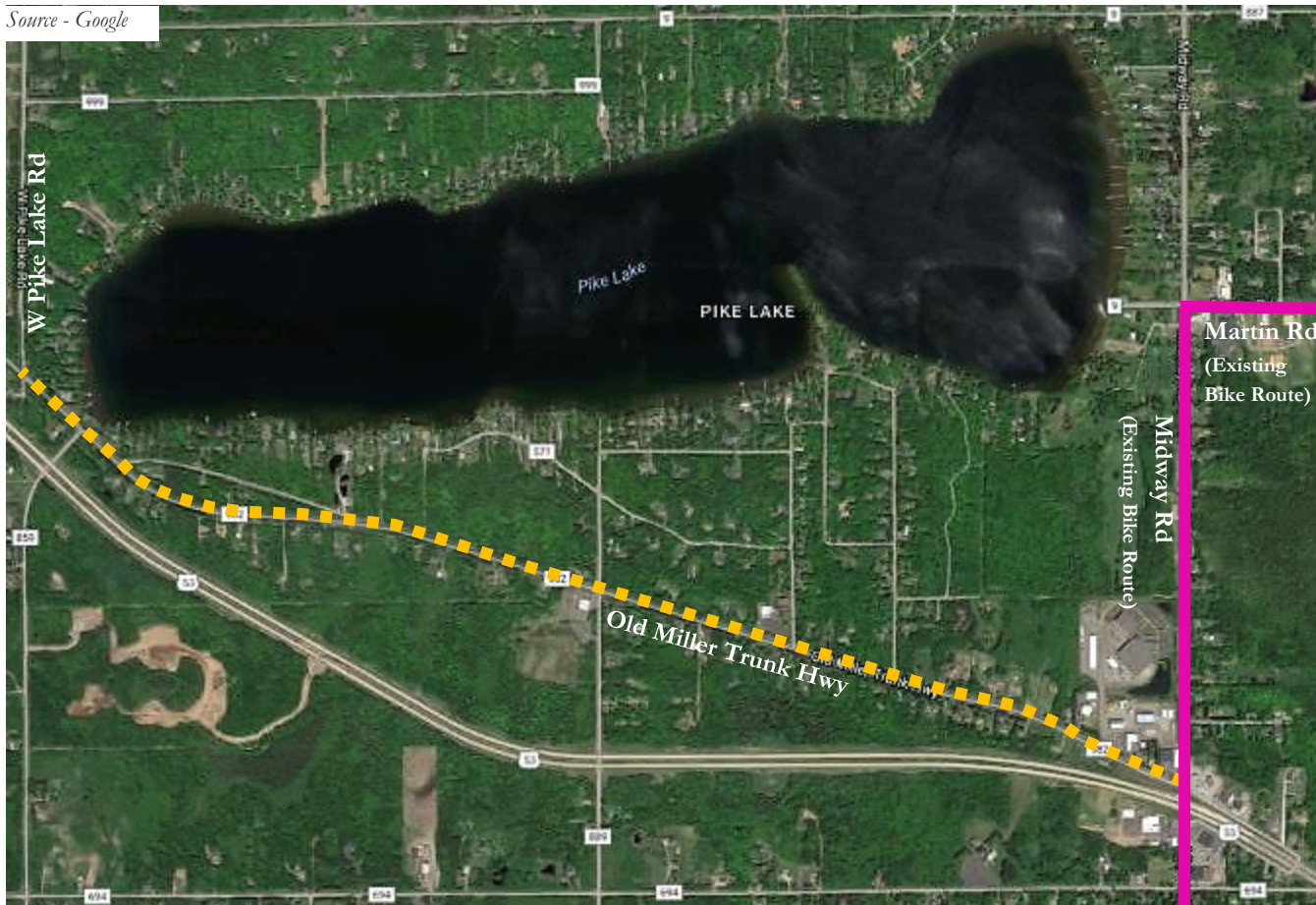
Duluth/Superior Metro Bike Map



St. Louis County

Designate Old Miller Trunk Hwy from Midway Rd to W Pike Lake Rd as a Designated On-Street Bike Route

Source - Google



Details

Locations:

Old Miller Trunk Hwy from Midway Rd to W Pike Lake Rd

Project Description:

Have the Duluth-Superior Metropolitan Interstate Council add this portion to the formally designated On-Street Bike Network. Have the route mapped and signed. Adding additional wayfinding/landmark signage would be ideal.

Project Timeline:

Short-Term

Other Details:

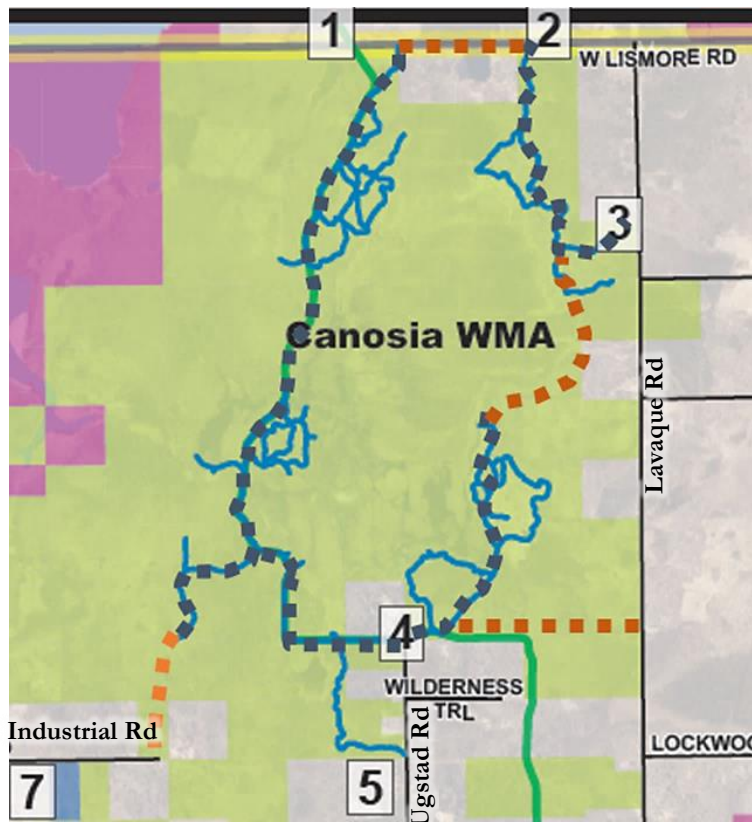
Old Miller Trunk Hwy provides access to the lower Pike Lake area where a lot of the population is located and a few businesses. This segment would connect to existing bike routes on Midway Rd. This section of Hwy currently has paved shoulders most of the way.

Cost Estimate:

\$



Officially Define Trail Segments in the Canosia WMA as Bikeable Trails for Seasonal Use



Canosia WMA - Credit Andy Weinzierl



Trailhead signage at Lavaque Rd – Canosia WMA

Details

Locations:

Canosia Wildlife Management Area.

Project Description:

Consider defining existing segments that connect Industrial Rd to W Lismore Rd, Ugstad Rd, and Lavaque Rd as multi-use paths. Include the main trail route system in any future trails maps.

Project Timeline:

Short-Term

Other Details:

These trails are currently defined as Hunter Walking Trails, other non-motorized uses are allowed however. Improved signage stating what user are allowed would be helpful.

The WMA trail's main purpose is for hunters. Being clear about hunting dates (September to December) and restrictions is important.

The WMA's main path is also used for snowmobile use from December to April. Posting a restriction for other uses other than snowmobiles would be needed.

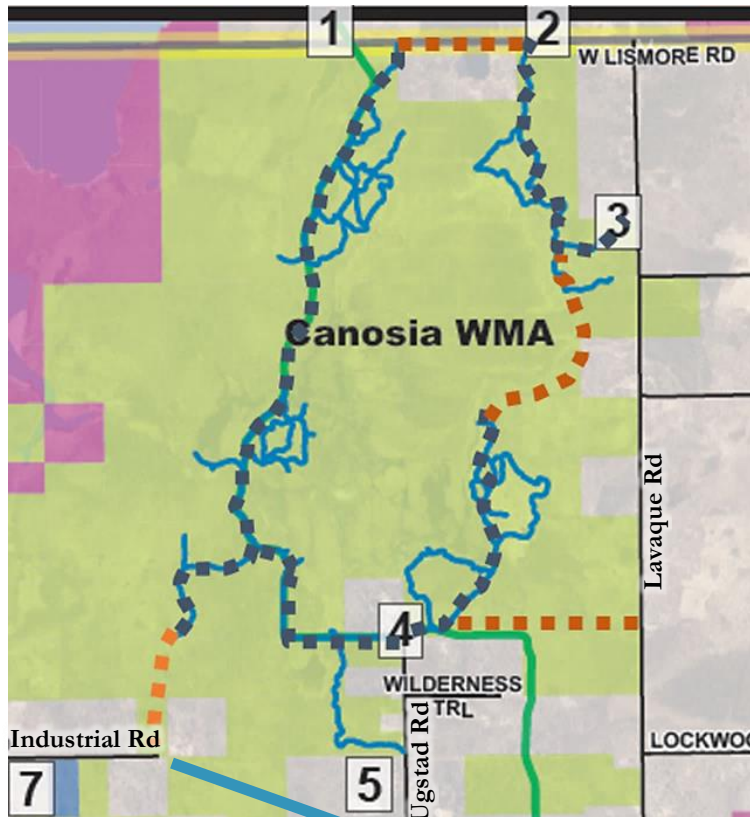
Cost Estimate:

\$

Owner of Property:

State of Minnesota (managed by DNR Area Wildlife Management office in Cloquet, MN)

Expand and Improve Trails Within the Canosia Wildlife Management Area



Canosia WMA Industrial Rd Access - Credit to Andy Weinzierl

Green shading indicated State Owned Land



Details

Locations:

Canosia Wildlife Management Area

Project Description:

Consider improving the existing trails within the Canosia WMA by trimming brush, adding boardwalks where needed, cleaning the surface of the trails, improving signage, treating wet areas, and more. Expand the trails system within the Canosia WMA where feasible to include more connections to places of interest, connections to roadways, and connections to other trail networks.

Project Timeline:

Short & Mid-Term

Other Details:

Consider making a connection from the eastern end of Industrial Rd. to existing Canosia WMA trails (light-orange on map) as an officially designated trail segment. Include signage off Industrial Rd and Midway Rd. There is an informal trail currently here that is not mapped out as an official trail segment. This segment has some low areas, but works well for mountain biking. The trailhead to this segment would be close to the 20 Acres of Township land on Industrial Rd as well as other areas of State of Minnesota owned lands.

Also, study and consider making connections where the other dark-orange lines are on the map as these can create a more cohesive trail network with better connectivity. These areas have some very wet areas and may not be feasible or winter use only connections.

Cost Estimate:

\$-\$\$\$

Owner of Property:

State of Minnesota (managed by DNR Area Wildlife Management office in Cloquet, MN)

Make a connection along Martin Rd from Midway Rd to the School Forest Trail Trailhead



People walking along Martin Rd



Source - Google

Details

Locations:

Martin Rd (Midway Rd to School Forest Trailhead)

Project Description:

Consider creating a connection that would provide a safe space for pedestrians and bicyclists that connects to the Pike Lake Public Access, Canosia Town Hall, Pike Lake Elementary, Canosia Township Recreation Area, and the School Forest Trail.

Project Timeline:

Mid-Term

Other Details:

The connection would most likely need to be a mix of facilities because of space and environmental constraints. An off-street trail from Midway Rd to the edge of the Recreation Area is a possibility, while the connection to the School Forest Trail may need to be an on-street type of facility. Consultation with St. Louis County and the Pike Lake Elementary School is needed to determine how an appropriate connection is made.

This may also be a candidate for a “Safe Route to School” project.

Cost Estimate:

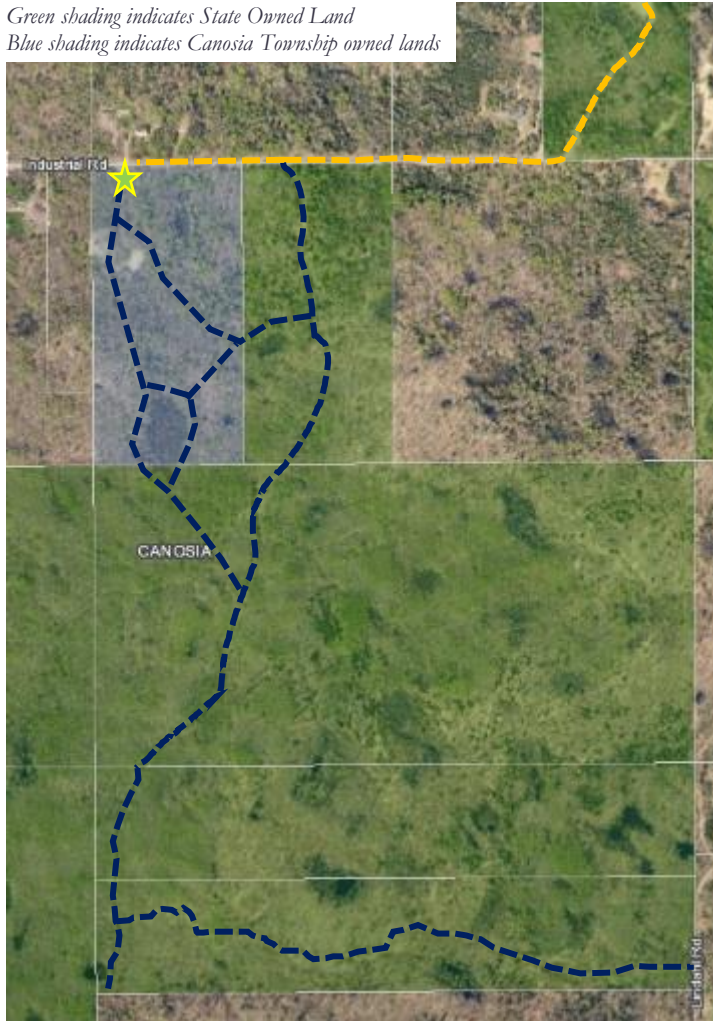
\$\$\$\$

Owner of Property:

St. Louis County, Canosia Township, and ISD 704.

Develop Trails on the Industrial Rd. Site and Connect the North End of Lindahl Rd to the Eastern end of Industrial Rd

Green shading indicates State Owned Land
Blue shading indicates Canosia Township owned lands



Potential Trailhead on Industrial Rd

Details

Locations:

- Eastern end of Industrial Rd
- North End of Lindahl Rd

Project Description:

Consider developing a trail system on the 20 Acres of township owned land on the eastern end of Industrial Rd. Develop and maintain a trailhead where the green star is shown on map. Consider expanding the trails into nearby state-owned land.

Connect the North End of Lindahl Rd to the Eastern end of Industrial Rd by a trail. This would tie into the trailhead at the end of Industrial Rd.

Project Timeline:

Mid-Term

Other Details:

The 20 Acre site on Industrial Rd was a former township dump site that was abandoned in 1974. Per MPCA documents, the site was used for disposal of household items and demolition materials; the site did not contain hazardous materials. The dump site was about 3 acres and when abandoned was filled with about 6 feet of soil.

The trail just East of the trailhead on Industrial Rd currently looks to be an unmarked ATV Trail.

Cost Estimate:

\$-\$\$\$

Owner of Property:

Canosia Township & State of Minnesota

Develop Trails on the North Pike Lake Rd Site

Blue shading indicates Canosia Township owned lands



Details

Locations:

East end of North Pike Lake Rd

Project Description:

Consider developing a trail system on the 40 Acres of township owned land on the eastern end of North Pike Lake Rd. Consider expanding the trails south to make a connection to Martin Rd. The Northern Light Christian Church (5611 Martin Rd) could be a potential partner for that trail expansion. This township owned parcel is entirely made up of wetlands, so trail development here should keep in mind this environmentally sensitive area. A boardwalk type system may be ideal or having the trails be for winter use only.

Project Timeline:

Mid-Term

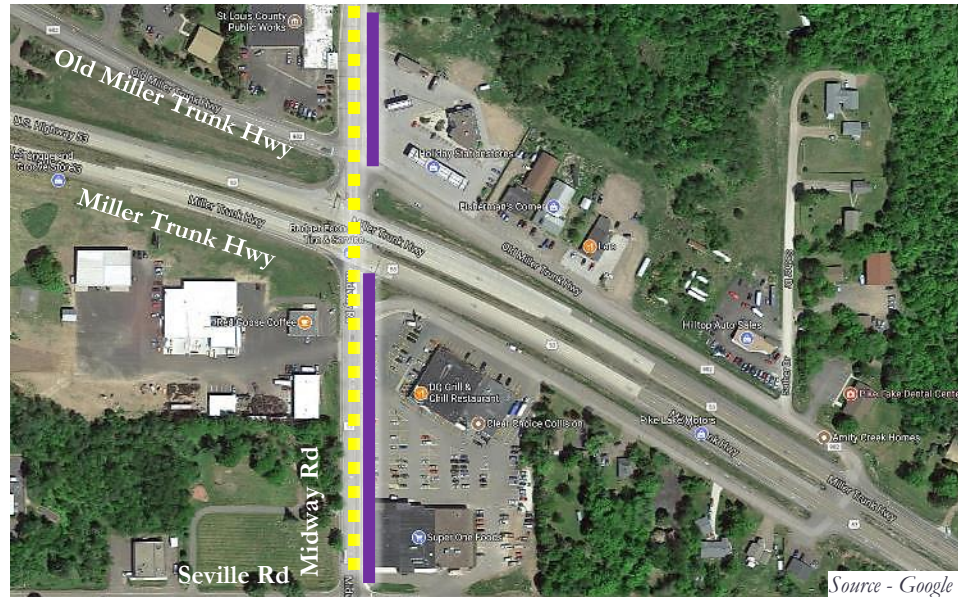
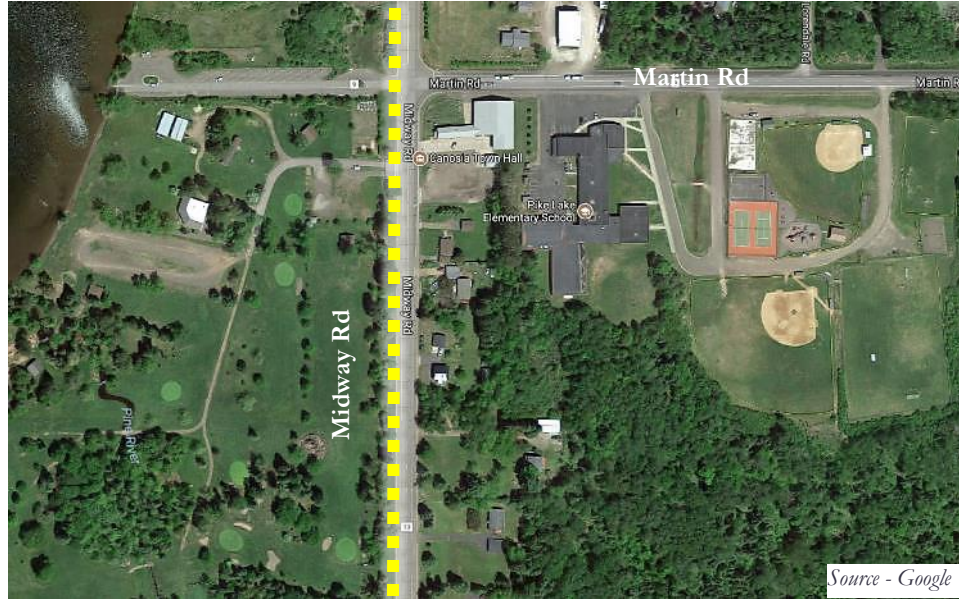
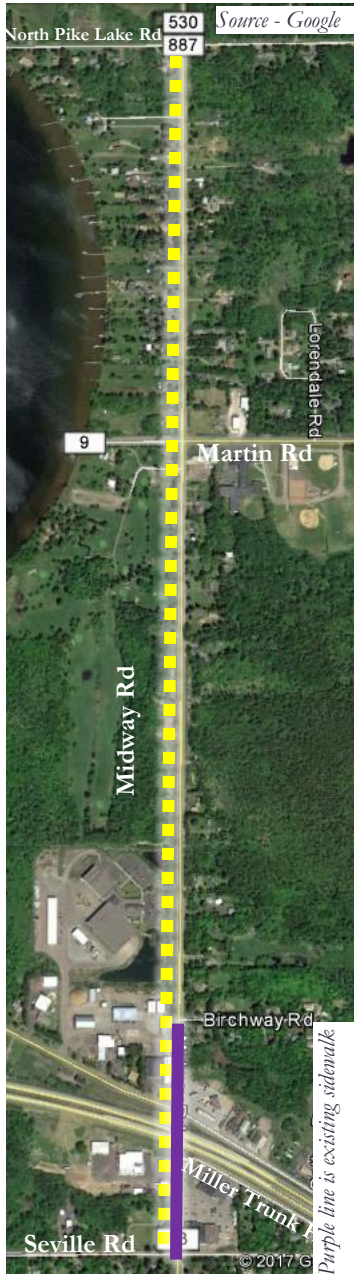
Cost Estimate:

\$\$

Owner of Property:

Canosia Township & potentially a private land owner along Martin Rd.

Connect N Pike Lake Rd to the Town Hall Area at Martin Rd to the Four Corners Business District along Midway Rd.



Details

Locations:

Midway Rd (N Pike Lake Rd to Seville Rd)

Project Description:

Consider connecting N Pike Lake Rd to the Town Hall area at Martin Rd to the Four Corners Business District Via Midway Rd. The ideal pathway would be a multi-use path alongside Midway Rd. There is potential to coordinate with the redevelopment of the AAA site to have a trail built. Safety and ADA improvements at intersections would also need to be made.

Project Timeline:

Mid/Long-Term

Other Details:

This segment would help connect the populations on the Eastern and Northern sides of Pike Lake to many destinations. Destinations include the Canosia Town Hall area, Pike Lake Public Access, Super One Foods grocery store, and many other businesses.

There is currently sidewalk on the east side of Midway Rd from Birchway Rd to Seville Rd (and down to Hwy 194.)

Near the intersection of Midway Rd and Miller Trunk Hwy the average daily traffic (ADT) counts in 2015 were:
Midway Rd: 6,700(S) - 4,400 (N) ADT
Miller Trunk Hwy: 12,500(E) – 10,000(W) ADT

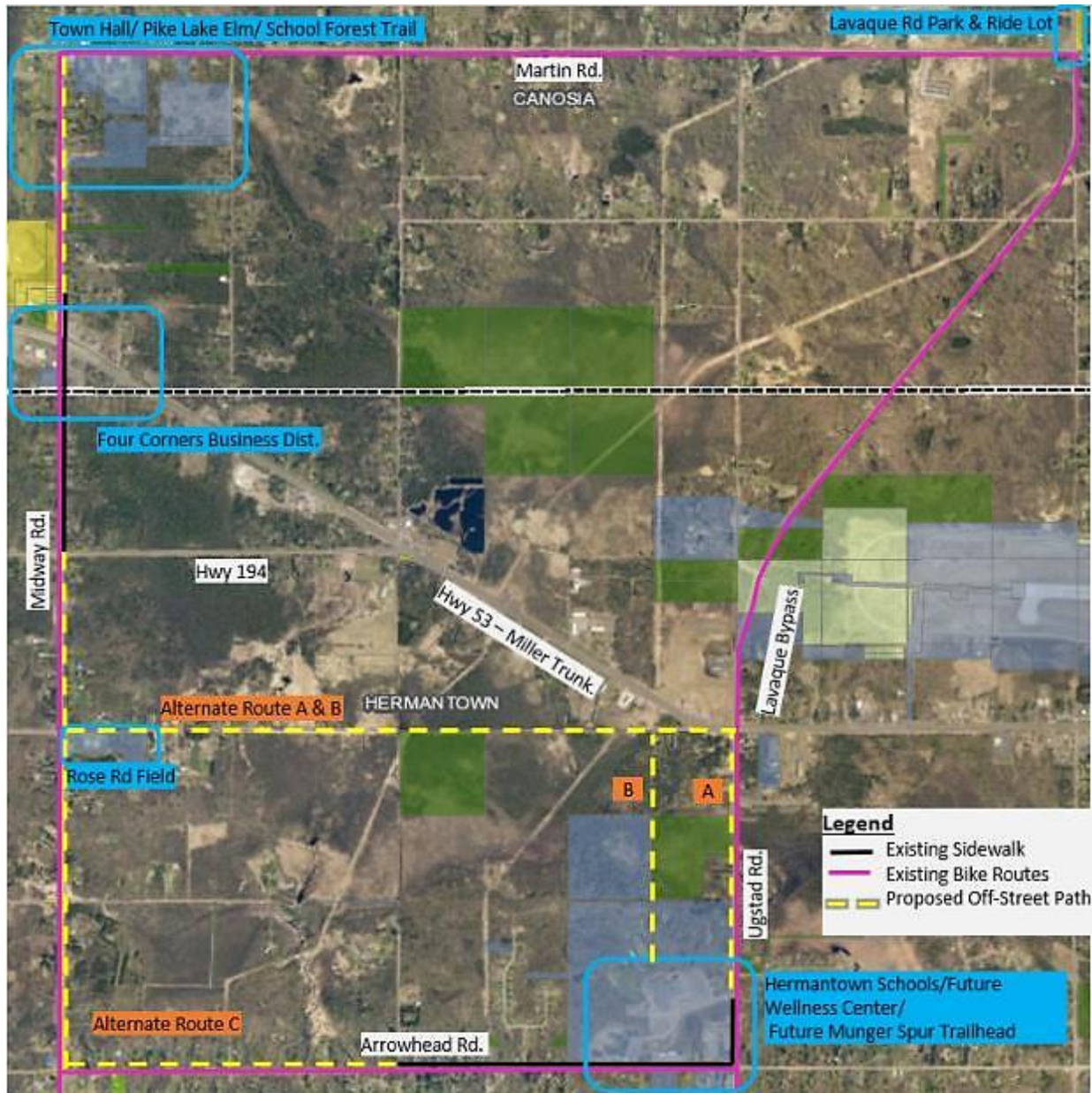
Cost Estimate:

\$\$\$\$\$

Owner of Property:

St. Louis County and a MnDOT crossing

Connect the Town Hall Area/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center



Details

Locations:

Canosia Town Center to the Hermantown School Area.

Project Description:

Connect the Town Center/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center via the designated on-street bike route that currently exists along Midway Rd and Arrowhead Rd; as well as Martin Rd, Lavaque Bypass, and Ugstad Rd. Add landmark/destination directional signage to existing bike route sign posts.

The vision for the future is to make this connection safer via a network of paved trails and/or sidewalks.

Project Timeline:

Short-Term; Long-Term

Other Details:

There are existing segments of sidewalk along separate portions of Midway Rd and Arrowhead road. Another potential option would be to consider using the old road bed that was abandoned on Rose Rd where public right-of-way remains.

From the Canosia Town Center to the Hermantown Schools area it is roughly: 5 miles using Midway Rd-Arrowhead Rd and 6.6 Miles using Martin Rd-Lavaque bypass-Ugstad Rd.

Cost Estimate:

\$-\$\$\$\$\$

Owner of Property:

City of Hermantown and St. Louis County roadways and two MnDOT owned crossings.

Create a Pathway Along Midway Rd. North of N Pike Lake Rd. (where the wide shoulders end) to Industrial Rd.



Details

Locations:

Midway Rd (N Pike Lake Rd to Industrial Rd)

Project Description:

Consider creating a pathway along Midway Rd. North of N Pike Lake Rd. (where the wide shoulders end) to Industrial Rd. Wider shoulders would be ideal here. Due to deep ditches and wetlands, it may not be feasible to construct wider shoulders on this portion. Other options would need to be explored to make this connection. Options may be to build a separated trail away from the roadway or building boardwalks. This would provide a connection from the Town Hall area to the Industrial Rd trails and to Caribou Lake. In the interim “share the road” signs could be placed on this section of the road.

Project Timeline:

Long-Term

Cost Estimate:

\$\$\$\$\$

Owner of Property:

St. Louis County Right-of-Way

Connect the Industrial Rd. Trails with the Trails on the Eastern End of N Pike Lake Rd



Details

Locations:

Between the future Industrial Rd. trails and the future trails on the Eastern End of N Pike Lake Rd

Project Description:

Consider connecting the two future trail systems once they are both built. There is a line of State of MN owned land south of the Industrial Rd. property, but between that and the N Pike Lake Rd property are several privately-owned parcels. There would be a minimum of 3 parcels that would need an easement through them.

Project Timeline:

Long-Term

Other Details:

Maplewood Dr and Christianson Rd both are close by and could be connected to.

In the interim, use Midway Rd as the alternate route.

Cost Estimate:

\$\$\$\$

Owner of Property:

Private property, at minimum 3 different owners.
State and Canosia Township owned lands.

Action Plan

Legend

● Short Term Project

● Mid Term Project

● Long Term Project

\$ = Minimal Cost/Volunteer --- \$\$\$\$\$ = High Cost*

*shown only as a way to weigh projects against each other. A more in depth cost analysis would need to be conducted when implementation happens

Project (Listed by Priority)	Description	Rough Cost Estimate	Completed (Check & date when a project has been completed)
● Marketing and Outreach of Trails in Canosia Township	Promote existing trails in Canosia Township. Show a map of the current trail systems, trailheads, landmarks, and other amenities. Create brochures and other materials to place around the township. Spread the word about the trails through newsletters and other promotions.	\$	
● School Forest Maintenance Plan	Create an annual/semi-annual maintenance plan for the School Forest Trail to keep it in good condition. Clear overgrowing brush, clear growth on pathways, keep signage visible, and mitigate vandalism are some examples. Also, keep the parking lots at trailheads safe and in working condition.	\$	
● Signage for the School Forest Trail	Create more visible signage for trails alongside roadways and at trailheads near the School Forest Trail. Also, maintain a good signage system along the trails themselves for wayfinding and potentially educational signage. Common signage with a brand/theme would be ideal.	\$\$	
● Signage for Existing Trails	Create more visible signage for trails alongside roadways and at trailheads. Also, maintain a good signage system along the trails themselves for wayfinding and potentially educational signage. Clearly post allowed uses, restrictions, and rules at trailheads.	\$\$	
● Develop and Maintain Trailhead Parking Areas	Clean all existing trailheads of overgrowth and trash. Clean/replace worn signage. Develop needed trailheads.	\$-\$\$\$	

● Designate Lavaque Rd from Martin Rd to Fish Lake Rd as a Designated On-Street Bike Route	Have the Duluth-Superior Metropolitan Interstate Council add this portion to the formally designated On-Street Bike Network. Have it mapped and signed. Lavaque Rd provides access to the Canosia WMA trail systems via trailheads along Lavaque Rd and W Lismore Rd. It also creates a connection on the northern end to the Freedenberg Township Community Center and is close to the Island Lake Dam Recreation Area.	\$	
● Designate Old Miller Trunk Hwy from Midway Rd to W Pike Lake Rd as a Designated On-Street Bike Route	Have the Duluth-Superior Metropolitan Interstate Council add this portion to the formally designated On-Street Bike Network. Have it mapped and signed. Old Miller Trunk Hwy provides access to the lower Pike Lake area where a lot of the population is located.	\$	
● Officially Define Trail Segments in the Canosia WMA as Bikeable Trails for Seasonal Use	Define segments that connect Industrial Rd to W Lismore Rd, Ugstad Rd, and Lavaque Rd as multi-use paths that can be used by bicycles when other users are not using those portions of trail (hunters, Snowmobiles). Include the main trail systems in any future trails maps.	\$	
● Expand and Improve Trails Within the Canosia Wildlife Management Area	Improve the existing trails within the Canosia WMA by trimming brush, adding boardwalks where needed, cleaning the surface of the trails, improving signage, and more. Expand the trails system within the Canosia WMA to include more connections to places of interest, connections to roadways, and connections to other trail networks. Make the connection from the eastern end of Industrial Rd. to existing Canosia WMA trails (see map) as an officially designated trail segment.	\$-\$\$\$	
● Make a Connection Along Martin Rd from Midway Rd to the School Forest Trail Trailhead	This would provide a safe space that connects to the Town Hall, Pike Lake Elementary, Canosia Township Recreation Area, the School Forest Trail.	\$\$\$\$	
● Develop Trails on the Industrial Rd. Site	Develop a trail system on the 20 Acres of township-owned land on the eastern end of Industrial Rd. Consider expanding the trails into nearby state-owned land and making a connection with the North End of Industrial Rd. An informal trail currently exists on the adjacent state lands.	\$-\$\$\$	

● Develop Trails on the North Pike Lake Rd Site	Develop a trail system on the 40 Acres of township-owned land on the eastern end of North Pike Lake Rd. Consider expanding the trails south to make a connection to Martin Rd. This township-owned parcel is entirely made up of wetlands, so trail development here should keep in mind this environmentally sensitive area.	\$\$	
● Connect N Pike Lake Rd to the Town Hall Area at Martin Rd to the Four Corners Business District Along Midway Rd.	Connect N Pike Lake Rd to the Town Center at Martin Rd to the Four Corners Business District along Midway Rd. The ideal pathway would be a multi-use path alongside Midway Rd. Safety improvements at intersections would also need to be made.	\$\$\$\$	
● Connect the Town Hall Area/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center	<p>Connect the Town Hall Area/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center via a network of off-street pathways. The path could be a multi-use path or sidewalks along Midway Rd and Arrowhead Rd. Another potential option would be to consider using the old road bed that was abandoned on Rose Rd where public right-of-way remains.</p> <p>In the interim - Connect the Town Center/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center via the designated on-street bike route that currently exists along Midway Rd/Arrowhead Rd and Martin Rd/Lavaque Bypass/Ugstad Rd. Add landmark/destination directional signage to existing bike route signposts.</p>	\$\$-\$\$\$\$\$	
● Create a Pathway Along Midway Rd. North of N Pike Lake Rd. (where the wide shoulders end) to Industrial Rd.	A continuation of wide shoulders along Midway Rd would be ideal, but due to deep ditches and wetlands, it may not be feasible to construct a wider road on this portion. Other options could be a path away from the road or boardwalks. This would provide a connection from the township center to the Industrial Rd trails and to Caribou Lake. In the interim "share the road" signs could be placed in this section of the road.	\$\$\$\$\$	
● Connect the Industrial Rd. Trails with the Trails on the Eastern End of N Pike Lake Rd	Connect the two trail systems. This could also provide connections to Christianson Rd and/or Maplewood Dr. This could potentially connect a trail network all the way from Martin Rd north to W Lismore Rd.	\$\$\$\$	

Appendix

Potential Funding Sources

Trail funding is often the largest constraint to trail maintenance and development. In addition to locally raised funds, grants are often used. Below is a list of some of the potential funding sources. This is not a complete list of all the available grants or funding sources that are possible. Not all of them will be a fit for some of the trails projects so each would need to be researched further before pursuing. Grants often require a local funding match and demonstration of active trails efforts.

MN DNR Regional Trail Grant Program - Grants ranging from \$5,000 to \$250,000 are available for the development of trails in Greater Minnesota of regional or statewide significance. A 25 percent cash match is required (http://www.dnr.state.mn.us/grants/recreation/trails_regional.html)

MN DNR School Forest Program – Their webpage mentions that DNR staff will help to find grant funding and will assist in grant writing, along with other benefits. (<http://www.dnr.state.mn.us/schoolforest/benefits.html>)

Transportation Alternatives - The Transportation Alternatives solicitation is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School and more. The Arrowhead region has been allocated \$900,000 in recent years. (<https://nemnatp.org/ta/>)

Local Trail Connections - Grants ranging from \$5,000 to \$150,000 are available for local units of government for the acquisition or development of short trail connections between where people live and desirable locations. A 25 percent match is required. Priority is given to projects that provide significant connectivity. (<http://grantoffice.com/GrantDetails.aspx?gid=36356>)

Federal Recreational Trail Program – Grants between \$1,000 and \$150,000 will be awarded for maintenance/restoration of recreational trails; development or rehabilitation of recreational trail linkages or trailhead facilities; environmental awareness and safety education programs, and redesign or relocation of trails to benefit the environment. All projects must be sponsored by a unit of government, but preference is given to projects done in cooperation with a local trail organization or that involve youth corps worker groups. A 25 percent cash or in-kind match is required. (https://www.dnr.state.mn.us/grants/recreation/trails_federal.html)

Outdoor recreation grant program - Grants of up to 50 percent of project costs (with a maximum award of \$150,000) are available to local governments to increase and enhance outdoor recreation facilities in local and community parks. Acquisition and development or development projects are eligible including internal park trails, picnic shelters, playgrounds, athletic facilities, boat accesses, fishing piers, swimming beaches, and campgrounds. The [SCORP](#) guidelines will establish priorities for this grant program. (http://www.dnr.state.mn.us/grants/recreation/outdoor_rec.html)

National Trails Fund - American Hiking Society's National Trails Fund offers Micro-Grants to active organizations of our [Alliance of Hiking Organizations](#). Once a year, Alliance Organization Members have the opportunity to apply for a Micro-Grant (value between \$500 and \$3,000) in order to improve hiking access or hiker safety on a particular trail. (<https://americanhiking.org/national-trails-fund/>)

Natural and Scenic Area Grants – Grants up to \$250,000 are available to local governments for acquisition of natural and scenic land for development. The 2014-2018 State Comprehensive Outdoor Recreation Plan (SCORP) provides guidance on priorities. A maximum of 50 percent of total project costs will be reimbursed. (https://www.dnr.state.mn.us/grants/land/natural_scenic-app-cycle.html)

National Outdoor Recreation Legacy Partnership Program - Grants for projects that aim to improve recreation in urbanized areas. \$250,000-\$750,000 available (http://www.dnr.state.mn.us/grants/recreation/national_outdoor_rec.html)

National Recreation Foundation Grants - grants for projects that encourage physical activity in the project's community. Maximum of \$30,000. Can also provide trustee grants from other organizations that do exceed \$100,00. (<http://www.nationalrecreationfoundation.org/recent-grants2/>)

Community Development Block Grant Program - Funds cities and towns for projects with community-wide benefits. Trails can qualify for Community Development Block Grants (CDBG) money, particularly those with documentable economic, cultural and historic elements.

People for Bikes Community Grants - Provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. (<https://peopleforbikes.org/our-work/community-grants/>)

Other Funding Databases

<https://www.dnr.state.mn.us/grants/recreation/index.html>

<http://www.greatermnpsandtrails.org/grant-resources/>

<https://www.epa.gov/smartgrowth/smart-growth-national-funding-opportunities#anchor10>

<http://www.americantrails.org/resources/funding/index.html>

Additional Resources

Some additional resources and websites that may be useful in trail efforts:

DNR Page for Wildlife Management Areas in Minnesota – Information about MN WMAs

<https://www.dnr.state.mn.us/wmas>

DNR Page for Grants – Information on DNR Grant Opportunities

<https://www.dnr.state.mn.us/grants/recreation>

DNR Page for School Forest Program

<https://www.dnr.state.mn.us/schoolforest/index.html>

Greater Minnesota Parks and Trails – “Established in 2010, the primary focus of GMPT is to improve the quality of life for the citizens of Minnesota by providing areas for recreational opportunities, and promoting legislative support, funding opportunities, and networking for regional parks and trails throughout Greater Minnesota.”

<http://www.greatermnparksandtrails.org/>

Trail Planning, Design, and Development Guidelines - by Minnesota Department of Natural Resources, Parks and Trails Division, 2007. Free Download available

https://www.dnr.state.mn.us/publications/trails_waterways/index.html

ARDC maps – Maps on trails, Safe Routes to Schools, bike routes, and more within the Arrowhead region

<http://arrowhead.maps.arcgis.com>

St. Louis County Land Explorer – Land Ownership, boundaries, elevation, and more.

<https://gis.stlouiscountymn.gov/landexplorer/>

Proctor-Hermantown Munger Trail Spur Master Plan – Future plan for the Munger Spur Trail connecting the communities of Proctor and Hermantown

http://www.hermantownmn.com/vertical/sites/%7BE61298FB-568C-40AB-9B71-BDE0EA490A6B%7D/uploads/2016-01-21_Master_Plan_Document.pdf

Arrowhead Regional Development Commission - Regional planning agency and planning consultant for the Arrowhead Region

<https://ardc.org/>

Duluth-Superior Metropolitan Interstate Council – Transportation Planning Agency for the Duluth-Superior Metropolitan Region, a division of the ARDC

<http://dsmic.org/>

American Hiking Society

<https://americanhiking.org/>

American Trails


<http://americantrails.org/>

Other Maps





Canosia Township Landmarks and Current Trails

1. Canosia WMA – Lismore Rd Lone Pine Trail Access
2. Canosia WMA – Lismore Rd Muskeg Trail Access
3. Canosia WMA – Lavaque Rd Muskeg Trail Access
4. Canosia WMA – Ugstad Rd East Dike Trail and Angel Pool Water Access
5. Canosia WMA – Ugstad Rd Apple Trail Access
6. Caribou Lake Boat Access
7. 20 Acres on Industrial Rd
8. 40 Acres on N Pike Lake Rd
9. Pike Lake Boat Access, Canosia Town Hall, Golf Course, and former AAA Auto Club
10. Pike Lake Elementary & School Forest Trail
11. Four Corners Business District
12. Hermantown Schools, Future Munger Spur Trail, Future Health and Wellness Center

Legend

 Township Boundary

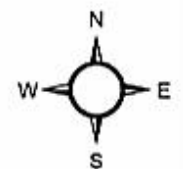
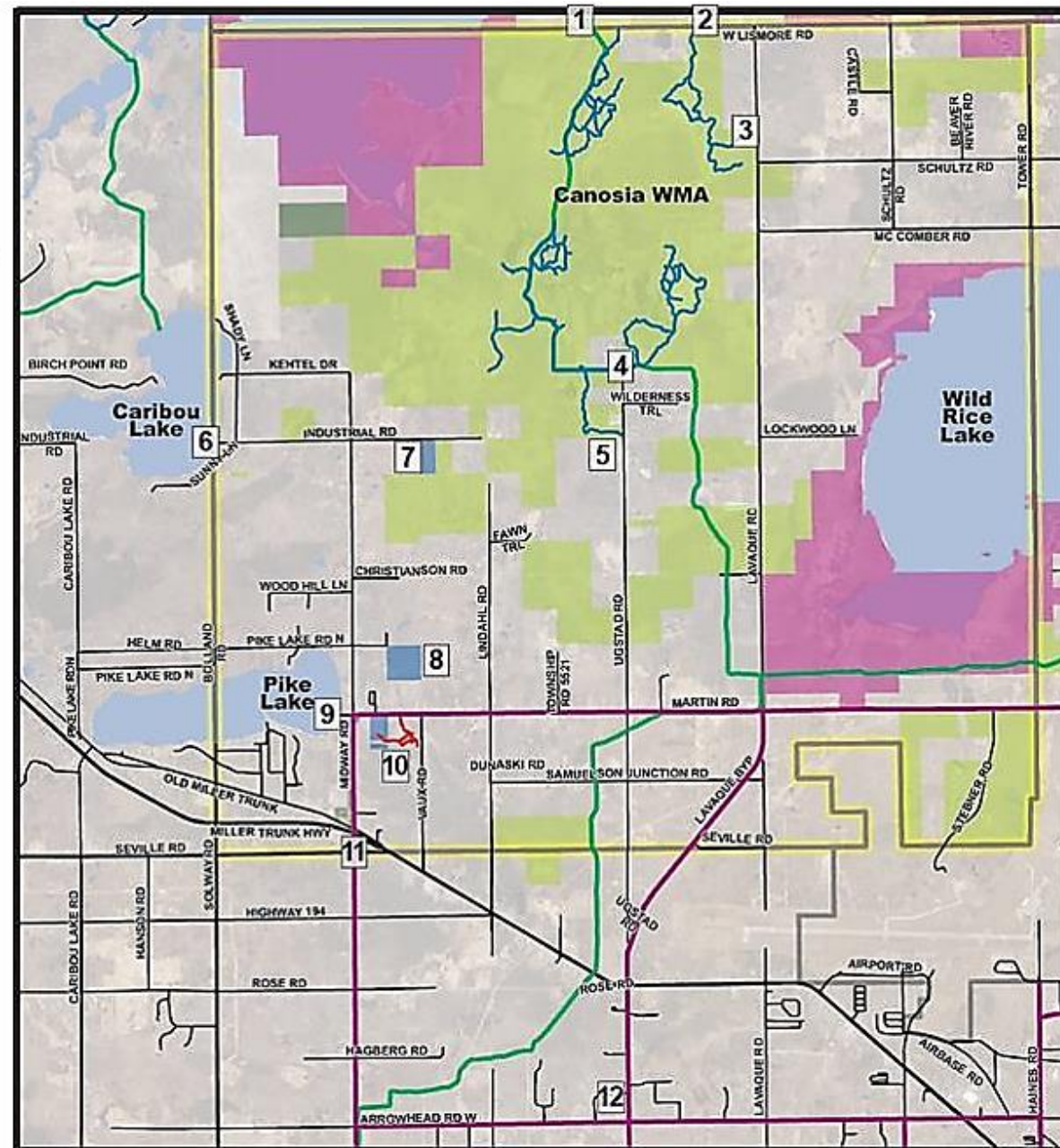
Paths and Trails

-  On Street Bikeway
-  Hunter walking trails
-  Pike Lake School Trail
-  Snowmobile Trails

Public Land Ownership

-  MN Power
-  St Louis Co
-  State of MN
-  Township

0 0.5 1 2 Miles



Recommended Future Trails

	Designate Lavaque Rd from Martin Rd to W Lismore Rd as a Designated On-Street Bike Route
	Designate Old Miller Trunk Hwy from Midway Rd to W Pike Lake Rd as a Designated On-Street Bike Route
	Officially Define Trail Segments in the Canosia WMA as Bikeable Trails for Seasonal Use
	Expand and Improve Trails Within the Canosia Wildlife Management Area
	Make a Connection on Martin Rd from Midway Rd to the School Forest Trail
	Develop Trails on the Industrial Rd. Site
	Develop Trails on the North Pike Lake Rd Site
	Connect N Pike Lake Rd to the Town Hall Area at Martin Rd to the Four Corners Business District along Midway Rd.
	Connect the Town Hall Area/Pike Lake Elementary/School Forest Trail to the Hermantown Schools/Future Munger Spur Trail/Future Health and Wellness Center
	Create a Pathway Along Midway Rd. North of N Pike Lake Rd. (where the wide shoulders end) to Industrial Rd.
	Connect the Industrial Rd. Trails with the Trails on the Eastern End of N Pike Lake Rd

Canosia Township Landmarks and Current Trails

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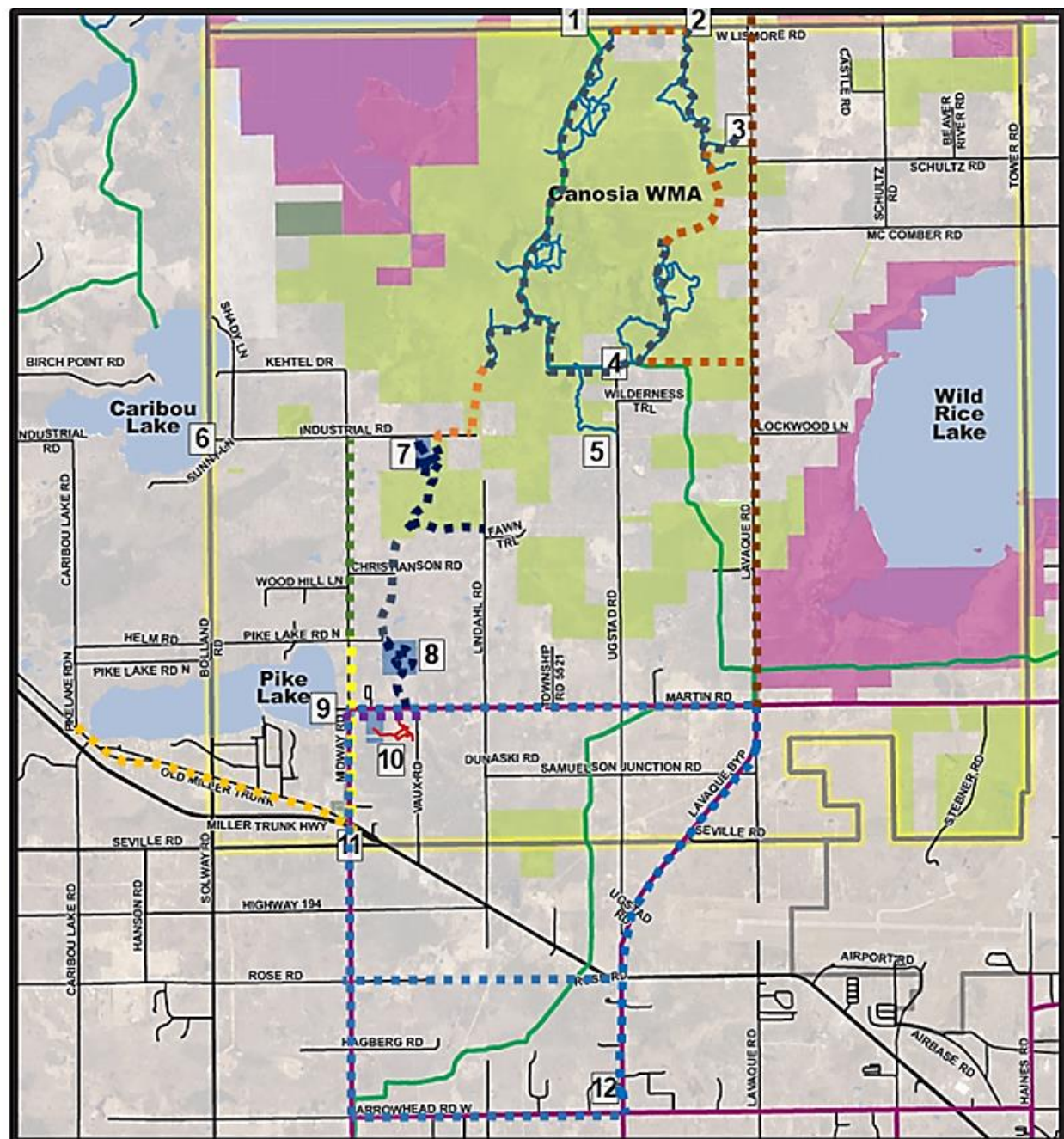
Township Boundary

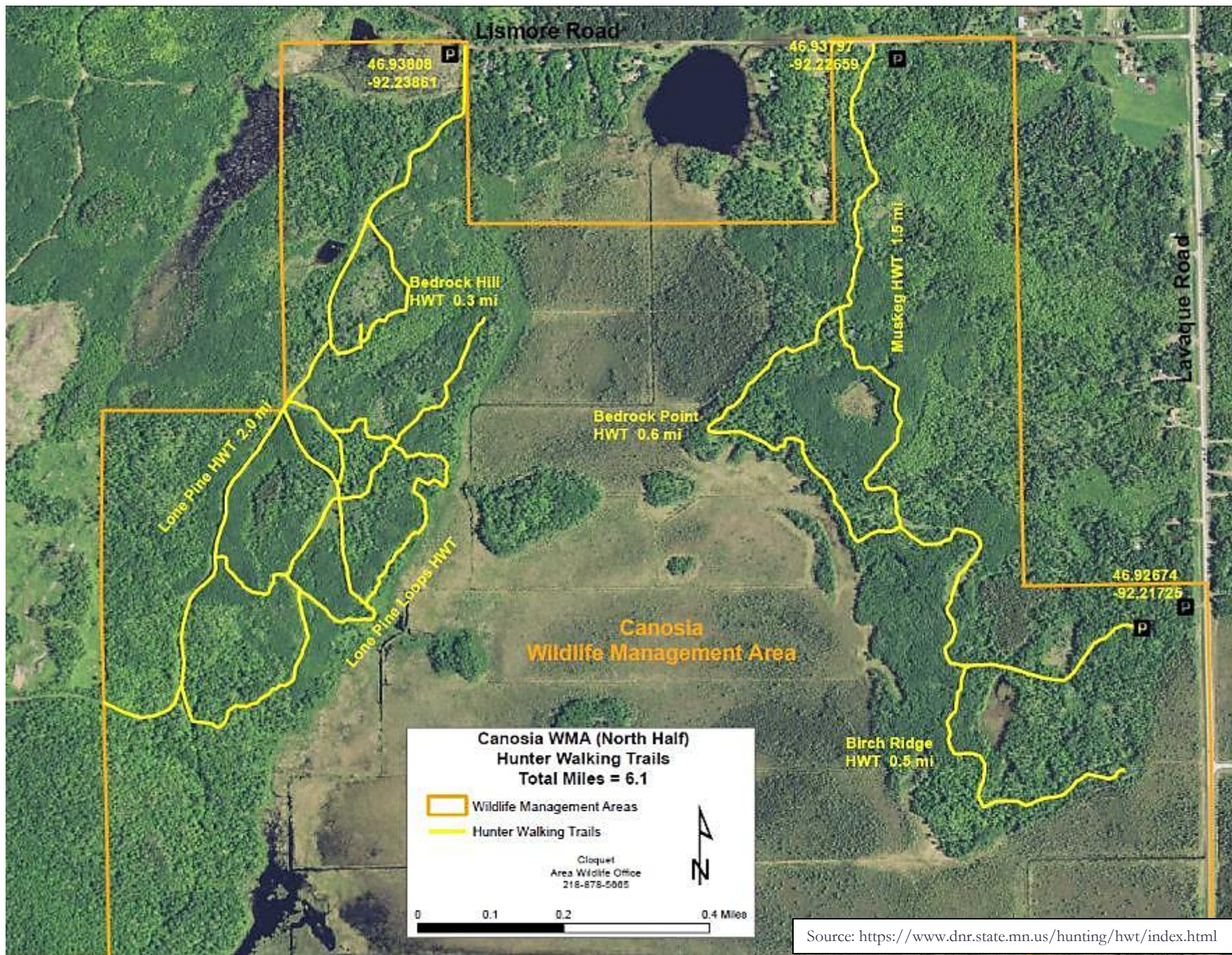
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- Snowmobile Trails

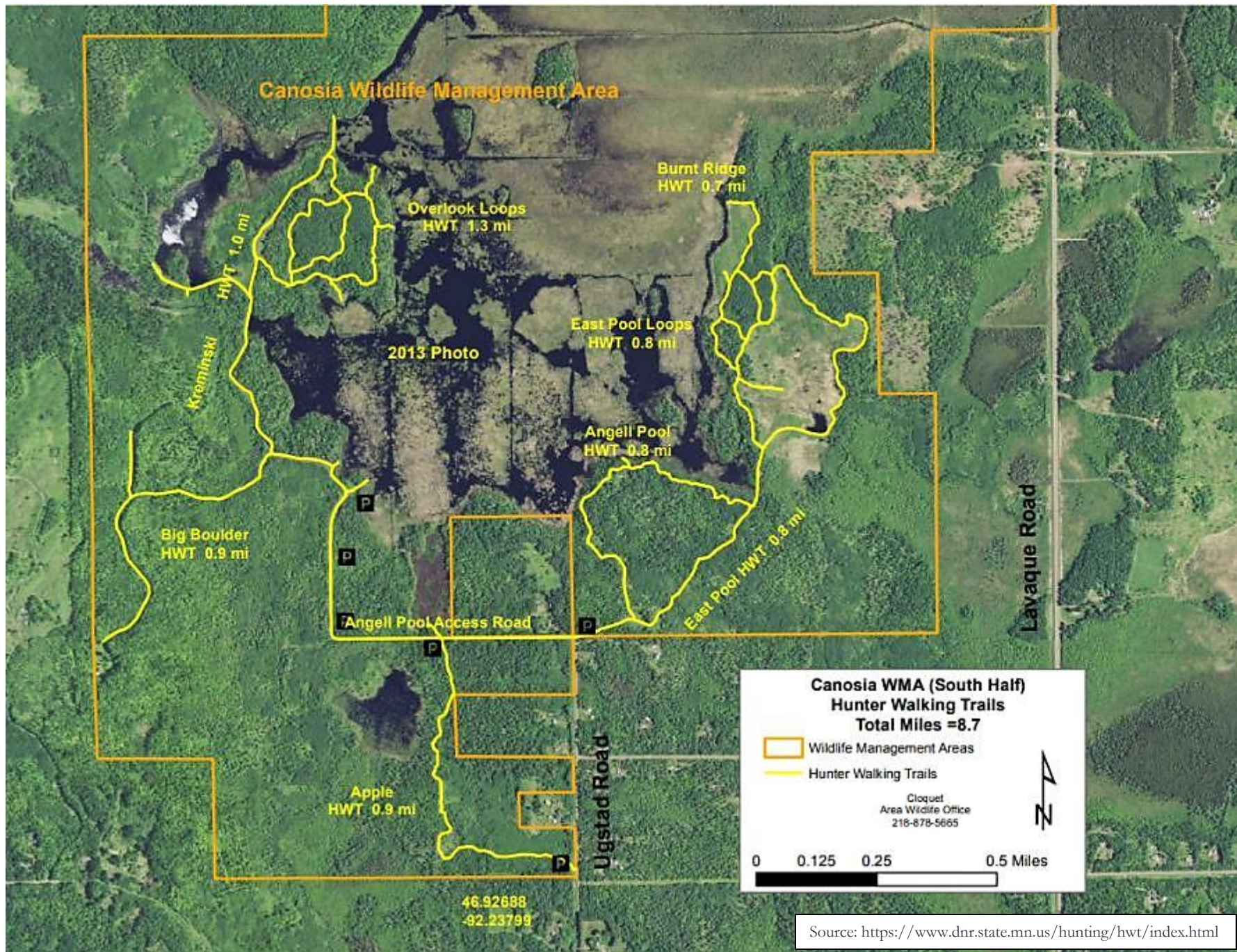
Public Land Ownership

- MN Power
- St Louis Co
- State of MN
- Township

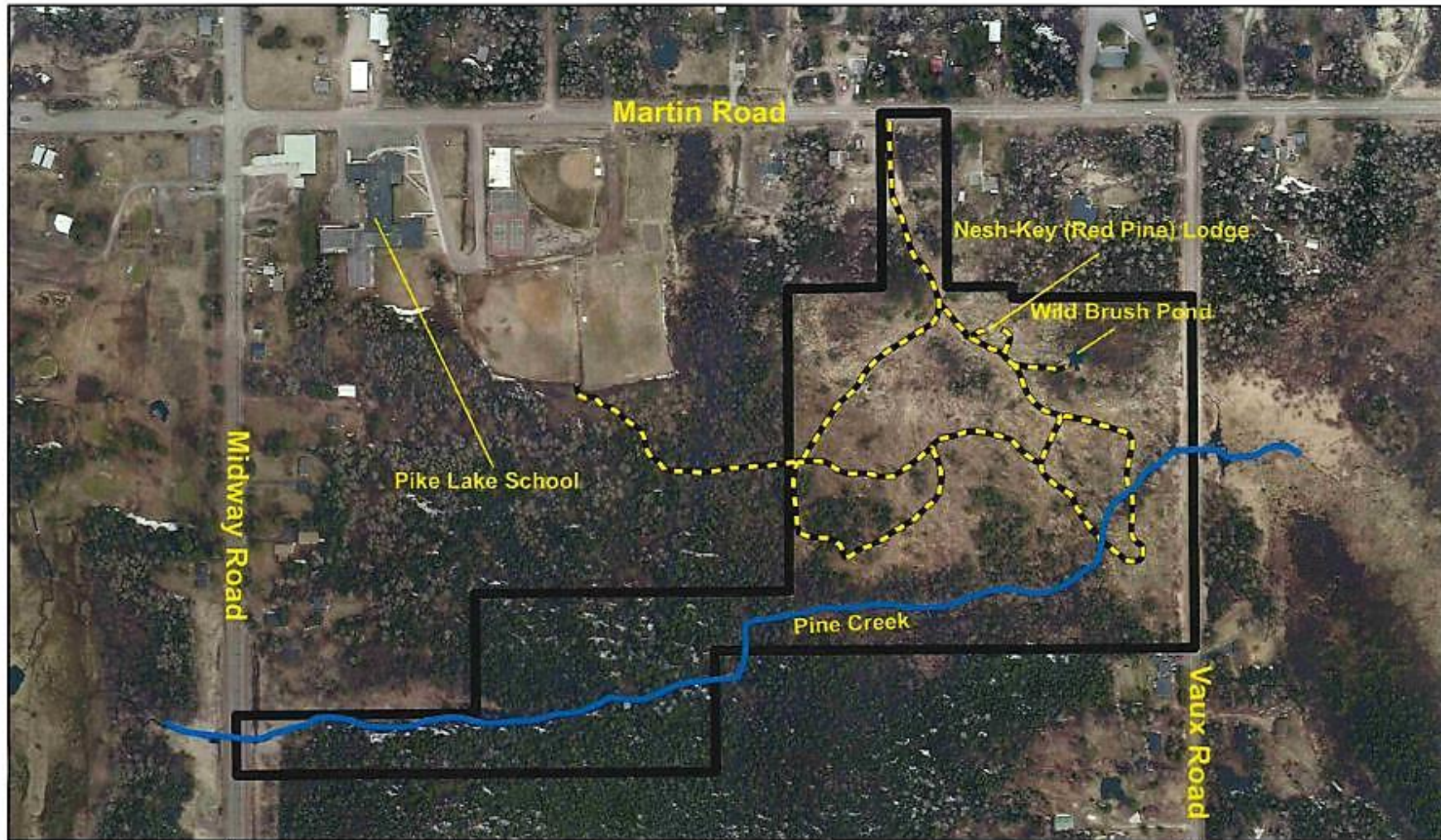







Source: <https://www.dnr.state.mn.us/hunting/hwt/index.html>



Pike Lake School Forest



Legend		
	Pike Lake School Forest Property (38.3 ac)	 Creeks
		 Trails

You are here:

Media and Newsletter Publication Clippings



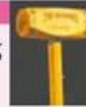
Our 111th Year • Number 18 • Our 5,680th Edition

www.proctorjournal.com

Thursday, October 20, 2016

INSIDE

◆ **Hammering it home**



◆ **Midway to discuss options today**

Canosia survey deadline Nov. 4

When Canosia residents were asked two years ago what recreation was needed in the Township, the top three of seven answers were trails.

Slightly more than 81 percent of respondents to a Comprehensive Plan survey said walking and biking lanes, and motorized and non-motorized trail connections were needed.

Canosia is now considering several options, including developing some self-contained trail loops on vacant township-owned properties

and trying to explore ways to connect all four lakes within the township via a trail system.

As part of the process, residents are being asked to take an online survey.

The survey, available until Nov. 4, will help provide details on trail routes, trail types, development options, estimated costs and potential funding sources.

Over the past several months, a small group of vol-

Trail survey

- continued from page 1-

unteers, assisted by the Metropolitan Interstate Council, has been working on a long term trail development plan.

Details of their ideas were shared at a public meeting Oct. 3, at the Town Hall.

To take the 12-question survey, go to: www.surveymonkey.com/r/canosiatrails

Following the survey, the public will have an opportunity to review a draft plan and make final changes before a final draft is presented to boards and commissions for approval.

- continued on page 2-

Town of Canosia Newsletter

Volume 22 Issue 62

Fall 2016

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From the Historical
Society

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Election Information

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P&Z Ordinance Update

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Business Spotlight:
Red Goose Coffee

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Township Contacts

TRAIL SURVEY COMING SOON!

The last town resident survey, conducted in 2014, identified an interest in expanding the hiking and biking trails in our township. Over the past several months there has been a small group of volunteers, assisted by the Metropolitan Interstate Council (MIC), working to gather and discuss hiking & biking trail ideas. The group's goal is to help our township assemble a long term trail development plan. The plan will provide details on trail routes, trail types, development options, estimated costs and potential funding sources.

Trail types and routes discussed so far range from hiking paths through the woods between points of interest in the township; to loop trails on a designated 40 acre tract of land; to gravel or paved bike trails, on or off road, connecting with existing trails.

Input from all town residents is needed to create a plan that will meet the recreational and transportation needs & wishes that fit our township.

More details on the initial hiking and biking trail plan ideas will be shared at a public meeting. The meeting will be held at **6:00 p.m. on Monday, October 3rd** at the Canosia Town Hall to present the range of trail types & development options, answer questions, and introduce a survey to gather ideas to shape the trails plan. Please take some time to help us in the planning for future trails by attending the public meeting and taking the survey. If you are unable to make it to the meeting, the survey will be available on the Canosia Township Website at <http://canosiatownship.qwestoffice.net> starting on October 3rd. A paper copy of the survey can also be obtained by calling Susan Krasaway at 590-6746.

By Kurt Brooks, on behalf of the Trails Planning Group

Town of Canosia Newsletter

Volume 22 Issue 61

Winter 2016

HIKING & BIKING TRAIL UPDATE

A small group of residents and board members met on December 2, 2015 to explore the feasibility of adding to our hiking and biking trails in Canosia Township. The group is continuing to work on gathering information on possible routes, sources of funding & grants and is establishing contacts with the DNR, Minnesota Power and St. Louis County to access and enhance the existing trails systems and utilize available resources. The Metropolitan Interstate Council (MIC) attended the February 3 trails meeting and updated our group on the planning process and assistance available from MIC. Community involvement and consensus is essential to creating an effective trail development plan. As work continues on this project we will communicate our progress and be asking for your input. If you are interested in participating or have trail ideas, please contact Susan Krasaway or Kurt Brooks at canosiatownship@yahoo.com or 218-729-9833.

Kurt Brooks, Town Board Supervisor

Town of Canosia Newsletter

Volume 23 Issue 63

Spring 2017

TRAIL SURVEY RESULTS

The results of the Canosia Township Trails Survey are now available. The 12-question survey had 84 responses between October 3rd and November 4th, 2016. This response rate is equal to roughly 10% of Canosia households. The results of the survey will help guide the planning of trails within Canosia Township. Some of the highlights of the survey results include:

- 93.8% of respondents reported that they were supportive or very supportive of trail development or enhancements
- 81% of respondents reported that they lived nearest to Pike Lake or Caribou Lake
- Those who currently walk or bicycle do so mostly on township roads and not on existing trails
- The three highest reasons for not currently walking or bicycling more often were a lack of trails/pathways, lack of awareness of existing trails, and destinations are too far apart
- One of the most important goals to respondents was to inform the community of already existing trails
- Majority of respondents would like to use trails mostly for walking, hiking, cross-country skiing, trail biking, and snowshoeing
- Majority of respondents would like paths to be off-street (not mixing with motorized vehicles) and prefer them to be natural surface or paved trails
- Out of all the destinations, landmarks, and goals – the respondents didn't have an overwhelming favorite. The responses indicated that they were in favor of almost any trail improvements or development within the township. There were a few ideas that seem to have a little more support than others – Connection to the Munger Spur Trail/Schools/Future Health and Wellness Center in Hermantown, utilizing existing trails and publicly owned lands, and connecting the lakes by trail.

The full survey results are available for view on the township website www.canosiatownship.qwestoffice.net.

What's Next? The steering committee developing the township trail plan is made up of the town board members, interested residents and a representative from the Metropolitan Interstate Council (MIC). With the help of MIC, the committee is now developing a list of potential short-term (0-5 years), mid-term (5-10 years) and long-term (10+ years) projects which will all be compiled into a formal plan. The township will hold another public meeting this summer before finalizing this proposal. The actual development of trails from the plan will depend on a lot of factors including available funding, cooperation between various land-owning entities (school district, DNR, etc.), and the extent of volunteer manpower.

TRAIL TRIVIA! Did you know our township is home to the Canosia Wildlife Management Area (CWMA)? This 2500-acre property maintained by the DNR is used for hunting, hiking, cross-country skiing and snowshoeing. The easiest access point is the parking lot at the north end of Ugstad Rd. Additional access points can be found on the Lavaque Rd and the Lismore Rd.

Town of Canosia Newsletter

Volume 23 Issue 64

Summer 2017

TRAILS: PUBLIC MEETING!

The township's hiking & biking trail plan is on track for completion this fall! The plan is a reflection of the input we received from the community trail survey and includes ideas both big and small. For example, our short/mid-term goals include:

- Developing a self-contained trail loop on Industrial Rd. using a township-owned parcel as well as the adjoining 200+ acres of state tax forfeit land.
- Creating a winter trail on a township-owned 40-acre parcel on N. Pike Lake Rd.
- Updating trail designations within the Canosia Wildlife Management Area
- Implementing an upkeep plan for the Pike Lake Elementary School Forest (Never heard of it? Check out page 4!)
- Improving signage and raising awareness of all current hiking and biking opportunities within the township

What do you think of these ideas? There is still time for input! We will be holding an open house on **Wednesday, September 6 at 5:30 p.m.** at the town hall. There will be a short presentation and plenty of time for Q&A. The draft plan will also be available on our website starting that same night. We will welcome comments up until the town board meeting on October 4. Once the plan is finalized, implementing the projects will depend on many factors including grant availability.

The Pike Lake Elementary School Forest is one of the best-kept secrets in town. The property can be reached from the township rec area (behind the back baseball field) or from the designated parking lot about a half-mile down Martin Rd.

If you wander the trails, you'll come across the Red Pine shelter, a small pond and dock, a gathering circle of handmade log benches, and a variety of wildlife.

Our challenge now is to keep the forest trails maintained and accessible. In the summer, the plants and weeds grow faster than we can handle. The upkeep has always fallen mostly to a small group of Proctor ISD employee volunteers. However, the township trails committee is hoping to get a maintenance plan in place to help them out moving forward.

The ultimate goal is to get the trails in good enough shape to accommodate a riding lawn mower. That way the community and school could use the trails year-round.

A map of the school forest can be found on the Pike Lake Elementary School website, in the "About Us" section.



HANDY HELPERS NEEDED FOR INDEPENDENT PROJECTS!

There are a handful of minor school forest projects that we'd love to have some handy volunteers take on at their convenience. All supplies/costs will be covered by the township:

- Constructing some simple boardwalks (roughly 4 ft. wide x 8 ft. long) to cover the marshy areas
- Painting the letters on the entrance sign on the Martin Rd.
- Treating the log benches
- Weed whipping the trails
- Other general trail maintenance

If you have a few hours to spare and would like to help out, please let us know by calling 218-590-6746 or emailing canosiatownship@yahoo.com.

We are also hoping to gather names of those interested in a volunteer workday to get the forest ready before school starts. Please let us know if you'd like to take part!



Town of Canosia Newsletter

Volume 24 Issue 65

Spring 2018

TRAIL PLAN UPDATE

The Township Trails Steering Committee is continuing to develop a long-term hiking and biking trails plan. Right now, our Metropolitan Interstate Council (MIC) planner is editing the draft plan to incorporate feedback we have gotten from residents, surrounding communities, the county and the DNR. In the coming months, the updated draft will be available on our website.

Once approved by the town board, the plan will act as a tool for helping plan potential trail developments and improvements, in both the short-term and long-term. Actual implementation of any ideas will depend on many factors including grant availability, community participation and the cooperation of various land-owning entities like the School District and DNR.