

## **APPENDIX C - Regional Prioritization Guidance for Trails and Trail Projects**

This is the first time a regional prioritization method for trails has been developed for implementation in southwest Minnesota, which provided guidance to the steering committee in prioritizing a specific list of projects for regional priority. The Steering Committee wished to employ a flexible method/process that would allow projects (both known and undetermined at the time of this plan update) to improve their regional prioritization rank as they mature. The desired elements in regional prioritization provide guidance to proposed trail projects as they move forward toward being eligible for competing in a regional prioritization of projects.

The Regional Prioritization of Projects will be completed every two years by Transportation State aid eligible units of government (counties of, Jackson, Nobles, Rock, Cottonwood, Murray, Pipestone, Redwood, Lyon, and Lincoln and the cities of Marshall, Redwood Falls, and Worthington). These entities will distribute 100 points on projects identified a likely to have Trail Development / Construction in the next ten years. This means they already have or intend to have completed Trail Planning, Design, and Land Acquisition, AND are looking to begin trail construction. Specifically the prioritization instruction was as follows:

- Each County and State aid city had 100 points to spend on Regional Trail Prioritization
- Each of the 12 (counties and cities) spent a maximum of 50 points within their respective County (distributed to one or more trails)
- Each were asked to spend a minimum of 50 points within the other 8 counties in the SW Region (distributed to one or more trails)
- Projects eligible for points had "DC" (Trail Development / Construction) between 2011 and 2020

Following the prioritized list of prioritized eligible projects are two more lists: projects that are scheduled for funding and projects that were not considered eligible for this prioritization time frame.

The regional guidance for planning, design and development of trail follows the list of trails and their eligibility and their proposed status over three time frames: 2011 to 2015, 2016 to 202 and 2021 and beyond.

### Detailed list of eligible trail projects for the 2010 Regional Trail Prioritization

Projects in Green are scheduled in a STIP and not considered in prioritization

Projects in tan are beyond the currently known DC time frame and not considered in prioritization

P = Planning

LD = Land Acquisition / Design

DC = Development & Construction

Projects considered for 2010 project prioritization				2011-2015	2016-2020	2021+	information
County, location	2010 ranking points	Trail Name & Segment (begin & end)	Completed / yr	Less than 5 yrs	5-10 yrs	10+ years	
Murray	200	Casey Jones Trail: West county line to Lake Shetek State Park	0	P	LD, DC	LD, DC	State Trail
Pipestone	165	Casey Jones State Trail Pipestone to Woodstock / Murray County line	P	LD, DC	LD, DC	DC	State Trail
Jackson	155	Des Moines River Valley Trail	0	P, LD	LD, DC	LD, DC	
Lyon	100	Beginning in Marshall and going to Camden State Park off of Hwy. 23, ROW to County road 25 to Camden State Park	0	LD	P, DC	0	
Rock	95	Casey Jones State Trail- designated corridor in Rock Co. from Schoneman Park in Luverne connecting to Blue Mound Hiking/Biking Trail (northeast) connecting to Blue Mounds State Park and beyond Rock Co. to Split Rock Creek State Park	P2000/2005	LD, DC	0	0	State Trail
Pipestone	85	Casey Jones State trail – within Pipestone	P	LD, DC	LD, DC	DC	State Trail
Lincoln	75	Lake Benton Hole in the Mountain Trail extension, 1.5 mile linking the County Park with the City of Lake Benton	P, LD	DC	0	0	
Cottonwood	60	Des Moines River Valley Trail Jackson/Cottonwood line to Cottonwood/Murray line	0	P, LD	LD, ?DC	LD, DC	State Trail
Nobles	50	Worthington - Complete Streets planning and Recreation trails	0	P	LD, DC	DC	
Redwood, Redwood Falls	45	Phase I Trail extension, Northwood Drive going south along CSAH 101 to E/W frontage road along TH 19/71	0	P, LD	LD, DC	0	Local
Murray	40	Valhalla Island/Keeley Island Trail	0	P	LD, DC	0	Local trail
Redwood	25	Minnesota River Valley trail from No Redwood To Vicksburg, connecting Morgan and Dakota Ridge.	0	0	P, LD, DC	0	local
Redwood	20	Casey Jones Trail: Plum Creek to Walnut Grove	P	LD, DC	DC	0	State Trail
Cottonwood, Windom	15	Windom Municipal Recreational Trail, 3 miles from Windom Recreation Area to US Fish and Wildlife	0	P	LD, DC	0	Local trail
Cottonwood - Watonwan	15	Mountain Lake east to St James	0	P	LD, DC	LD, DC	0

County, location	2010 points	Trail Name & Segment (begin & end)	Completed / yr	Less than 5 yrs	5-10 yrs	10+ years	information
Cottonwood	10	Mountain Lake to Mountain lake Park and south to Fish Lake near Windom (connecting to Windom)	0	P	LD, DC	LD, DC	Could use county road shoulders
Pipestone	10	Casey Jones State Trail, Split Rock Creek Pk to Pipestone	P	LD, DC	LD, DC	DC	State Trail
Redwood	10	Minnesota River Valley Trail: Chief Sleepy Eye Trail fr Lower Sioux Indian Community to Redwood Agency – loop using CSAH 2 alignment	0	P, LD, DC	0	0	State Trail
Redwood, Redwood Falls	10	Phase III Trail Loop TH19 West to CSAH 17 N to CSAH 25 East to CSAH 101 S-to North Redwood -connection to established River Link on 101	0	P	P, LD, DC	0	Local
Redwood, Redwood Falls	10	Phase IV Trail Loop to Ramsey Park West- From CSAH 17 west on 350th St. to Liberty Ave Park North West Access and trail connection	0	P	P,LD, DC	0	Local
Redwood, Redwood Falls	5	Phase V, W. Bridge Street to Grove Street Ped/Bike Bridge over old bridge alignment- S. off TH 19 access to Ramsey Park	0	P	P, LD, DC	0	Local
Cottonwood , Windom	0	Windom. Restriping City Streets with bike lane (Existing street system)	0	P, LD, DC	0	0	Local system
Lincoln	0	Norwegian Creek park to Hole In the Mountain Park at Lake Benton	0	P, LD	DC	0	
Lincoln	0	Lake Benton S towards Pipestone, using old TH 75 and ROW along new TH 75	0	P, LD	DC	0	
Lyon, Marshall	0	Marshall: safe pathways to schools and parks	P	LD, DC	0	0	
Lyon, Marshall	0	Marshall: Water Ring - Phase 1: Stretches along Clarice Ave along TH 23 to TH 19 connecting with Marshall HS.	P	LD	DC	0	
Lyon, Marshall	0	Marshall: Water Ring - Phase 2 , Wayside Park along county ditch system ROW, south of Marshall to county road 67, connecting to Windstar City Str	0	P, LD, DC	0	0	
Lyon, Marshall	0	Marshall: Downtown Loop - 4th Street act as spine to provide access to post office, YMCA, and major downtown employers. Crossings include Main, Saratoga, West College Drive, Redwood, 4th and 3rd Streets	P	LD	DC	0	
Redwood	0	Minnesota River Valley Trail – TH 71 to Vicksburg, connects with Redwood Falls Ramsey Park and Franklin	0	0	P, LD, DC	0	State Trail
Redwood	0	Casey Jones State Trail – Walnut Grove to Lucan	0	0	P, LD, DC	0	

County, location	2010 points	Trail Name & Segment (begin & end)	Completed / yr	Less than 5 yrs	5-10 yrs	10+ years	information
Redwood	0	Casey Jones State Trail – Redwood Falls to the Lucan	0	P	LD, DC?	DC	
Redwood	0	Lamberton to Wabasso (CSAH 6 Corridor)	0	P, LD, DC	0	0	
Redwood	0	Lamberton Outreach Center Trail (TH 330)	0	0	P, LD, DC	0	
Murray	0	Casey Jones Trail: Lake Shetek State Park to east county line	0	0	P, LD	DC	State Trail

**Projects scheduled for funding on a STIP or other known program and were not considered for 2010 prioritization**

County, location	Trail Name & Segment (begin & end)	Completed / yr	Less than 5 yrs	5-10 yrs	10+ years	information
Jackson	River Loop near Jackson – corridor Ashley Park to CSAH 23, north on CR 83, west on CSAH 16, south on CSAH 19, east on CSAH 14 to Ashly Park.	0	DC 2011	0	0	
Cottonwood, Mtn Lake	Bike/Ped trail around Mountain Lake lake.	0	DC STIP 2011	0	0	
Jackson, Lakefield	Phase 1. The Old Mill Trail in the City of Lakefield. Begins at Pleasantview Elementary School & ends at Colonial Avenue. Connects school baseball diamonds, outdoor pool, Golf Club & Colonial Manor Nursing Home.	P, LD	DC, STIP 2014	0	0	Local, connects Heron Lake and Kilen Woods connect DMRV
Jackson	Sunset Trail – connects Nelson Creek Trail to Ft. Belmont Trail. Connects JCC Athletic Field, HS & Elementary Schools & Bapt Church (in Jackson)	DC (2008)	DC remainder of project (2011)	0	0	Local - Connection to Nelson Creek & Ft Belmont Trails
Jackson	Phase III – Loon Lake - Begins in Anderson County Park and connects to Brown County Park	P	LD (2011), DC (2012-2013)	0	0	Local Trail, Part of connection to DMRV St Tr
Jackson, in Jackson	Fort Belmont Trail – begins at Sunshine Grocery on Hwy 71 and connects to the Jackson Golf Course and to Fort Belmont	P	LD (2010), DC (STIP 2011)	0	0	State Trail connect to DMRV st trail, and Kilen Woods State Pk
Jackson	Springfield Parkway in Jackson	0	DC (2011)	0	0	
Jackson, Lakefield	Phase 2 - Lakefield Trail from Emerald Valley Golf course to Sparks Park	0	P, LD, DC (2014)	0	0	

Jackson, Lakefield	Connects southern neighborhoods of community to Pleasantview Ele Sch	0	P, DC (2014)	0	0	
Jackson, Lakefield	Old Mill Trail. 1.5 mi: Pleasantview Ele Sch east side of Lakefield connects city-school ball fields and city pool, terminates at Colonial Ave, linking to the Emerald Valley Golf club and Colonial Manor Nursing Home.	P	DC STIP 2014	0	0	
Lyon, Marshall	Marshall: TH 19 to Clarice Ave (Marshall E Trail), construct Bike/Ped trail (Phase III)	p	DC STIP 2013	0	0	
Nobles, Worthington	Oxford Street Trail: From Diagonal Road to Crailsheim Drive Connects Centennial Park Trail with Olson Park Trail	0	P, LS, DC STIP 2012	0	0	Local Trail
Nobles, Worthington	Crailsheim Drive Trail From Oxford Street to Olson Park Connects Centennial Park Trail with Olson Park Trail	0	P, LS, DC STIP 2012	0	0	Local Trail
Pipestone	Casey Jones Trail - 7 miles east of Pipestone and 1 mile N TH 30 bridge prjt	p	STIP 2010	0	0	State Trail
Redwood	Redwood Falls: Normandale Street connecting to existing trail constructed in 2008 at Redwood Area School	P	LD, DC 2011 STIP	0	0	local
Redwood, Redwood Falls	CD 52 Phase II Trail, Normandale Road to Sunrise Blvd(4800')	0	LD, DC 2011 STIP, DNR Legacy Grnt	0	0	Local
Rock	Luverne: Tunnel under TH 75 adjacent to High School - safety	P (2010),	DC STIP 2012	0	0	local

Projects that have elements beyond the timeframe for project prioritization in 2010						
County, location	Trail Name & Segment (begin & end)	Completed / yr	Less than 5 yrs	5-10 yrs	10+ years	information
Jackson	Heron Lake to Kilen Woods – Segment 3 CSAH 14 Lakefield to Des Moines River Trail	0	0	P	0	0
Jackson	Lakefield, a connection from the community to Boot lake	0	0	0	P	0
Lincoln	Lake Benton to Picnic Point County Park	0	0	P	LD, DC	0
Lincoln	Lake Benton to Tyler	0	0	P	LD, DC	0
Lincoln	Arco to Stoney Point via Tyler	0	0	P	LD, DC	0
Lincoln	Abandoned rail from Tyler to Arco, to Ivanhoe to Hendricks	0	0	P	LD, DC	0
Lincoln	Hendricks west to Brookings, S.D.	0	0	P	LD, DC	0

County, location	Trail Name & Segment (begin & end)	Completed / yr	Less than 5 yrs	5-10 yrs	10+ years	information
Lyon	Beginning at Garvin County Park to Tracy and then to Walnut Grove to connect to the Casey Jones Trail	0	0	0	P	
Lyon	County Loop – 100 mi loop	0	0	0	P	
Lyon	East to west connection ~ 27 mi west of Lynd to Ghent to Green Valley	0	0	0	P	
Lyon	TH 23 Corridor from near TH 14 on the south connecting to Minnesota River Valley State Trail north of the county.	0	0	0	P	
Lyon	TH 59 from Garvin Park south to Murray County, Lake Shetek area / Casey Jones State Trail	0	0	0	P	
Lyon,	Marshall: Downtown Loop - Marshall River Place	P	0	0	0	
Lyon, Marshall	Marshall: Justice Park trailhead - jct of Diversion Channel and Redwood River in NW Marshall, trailhead for the Water Ring and a destination along the ring. Its features are designed to encourage park users to bike and walk to the park	P	0	0	0	
Lyon, Marshall	Marshall: Channel Park, Community Gardens, and a City Nursery are created along the Water Ring Trail at the junction of the Diversion Channel and the Redwood River by the Lyon County Fairgrounds in SW Marshall.	P	0	0	0	
Lyon, Marshall	Marshall: The Great Water Diversion Park - Existing park facilities are upgraded to interpret the flood prevention strategy, create a trailhead	P	0	0	0	
Lyon	Marshall to Canby Corridor (20 mi, along TH 68 and old rail corridor connecting Marshall, Ghent, Minnesota, and Taunton to Canby).	P, LD	0		DC	
Jackson	Heron Lake to Kilen Woods – Segment 1: CSAH 9. Connect Heron Lake to Okabena	0	0	0	P	
Jackson	Heron Lake to Kilen Woods – Segment 2: CSAH 20 Okabena to Lakefield	0	0	0	P	
Lyon, Marshall	Marshall: Water Ring - NE Marshall, follows the Diversion Channel (Marshall Trail Plan pages 56-59)	P	0	0	0	
Murray, Slayton	Slayton Perimeter Trail	0	0	0	P	Connect to Casey Jones Trail (State Trail) near Slayton
Murray	Shetek/End-O-Line Trail to Tracy	0	0	0	P	Connect to Lake Shetek State Park & to Casey Jones Trail (state trail)
Murray	Fulda Trails. Loop along TH 59 around First Fulda Lake.	0	0	0	P	
Murray	Currie to Valhalla – connect west side of lake to east side	0	0	0	P	

Murray	Lake Shetek to Tracy	0	0	0	P	
Murray	Fulda / Graham lakes / Talcot lake connection	0	0	0	P	
Murray	Des Moines River Valley State Trail from Cottonwood County to Casey Jones State Trail	0	P	0	0	State
Nobles	Connect Graham Lakes (Maca Oicu and Fury's Island) to Talcot Lake potentially connecting Dundee and Kinbrae	0	0	0	P	Local trail, potential sub-regional link to DMRV state trail
Nobles	Round Lake / Ocheda lake / Indian Lake / Lake Bella trail linkages	0	0	0	P	local
Nobles	Worthington to Luverne to Sioux Falls	0	0	0	P	Tie to CJ State Trail at Luverne (Wtg to Luverne = subregional, Luverne to SF Rails to Trails = Regional trail)
Pipestone	Pipestone National Monument to Lake Benton Hole in the Mountain Park	0	0	0	P	Subregional trail (links to state trail)
Pipestone	Highway 23 from Florence to Pipestone	0	0	0	P	Subregional trail (links to state trail)
Pipestone	In Pipestone, connecting the Technical School to the national Monument.	0	0	0	P	Is this part of the State Trail?
Pipestone	Pipestone south for two miles (using 9 blocks of old RR bed), terminating near the Suzlon Plant	0	0	0	P	Local trail? Subregional trail??
Redwood	Lucan to Wabasso, connects to Jeffers Petroglyphs, Sanborn, Wabasso and Redwood	0	0	0	P	Local / Sub-Regional
Redwood	Sanborn: Trail along Cottonwood River	0	0	0	P	
Rock	Luverne to Sioux Falls- Schoneman Park (planned Casey Jones State Trail Trailhead) connecting to Sioux Falls planned Rail to Trail path headed east out of SF through Valley Springs, Brandon, and into MN connecting to Schoneman Park in Luverne	0	0	0	P	Regional Trail (connects to State Trail)
Rock	Luverne to Gitche Manitou Trail, routed through Hills	0	0	0	P	Regional / sub-Reg
Rock	Luverne to Worthington	0	0	0	P	Sub regional
Cottonwood-Redwood	Westbrook north to Walnut Grove	0	0	0	P, LD, DC	
Cottonwood Redwood	Windom to Lamberton (including Jeffers Petroglyphs, Redrock Falls County park, and Sanborn)	0	0	P	LD,DC	See Co Rd shldrs, suggested underpass @ Bingham Lk TH 60

The following provides insight on what the region considers important in planning and development of a trail project. The region believes it important to allow flexibility in the plan, which would allow for change. Some of the considerations were as follows:

- A project is beyond the 10 year horizon, then suddenly there is an opportunity to acquire land. Securing land is often what delays a project. This would fit in the Tier II Category
- Encourage project planners to address the attributes below. The regional priority will likely improve as they increase their planning for a project. The increased planning often addresses issues that delay or stop projects. Delays often impact funding sources as well.

**SW Regional Trail Prioritization.** Trails provide various benefits, among them are:

- Opportunity to use an alternative means of transportation to work, shop, and play;
- Opportunity for more active living has a direct, positive impact on health; and
- Increased attractiveness for visitors to the region.

While a local trail project is recognized as important to local communities, the Regional Trail Corridor Plan places a higher priority on funding trails that have or propose to have connectivity to other trails and transportation systems. This Update identifies the following Impact/ Attributes to prioritize potential trail / trail corridor projects.

They are separated into two main sections: General Characteristics and Tiered Ranking with a Checklist, each with impact/categories. The higher total score, the greater priority a project has in the Region.

**Tiered Ranking and Checklist.** The tiered system provides for guidance to those considering funding requests in various levels of project development (planning, design and land acquisition, construction) and encourages projects to consider several elements, such as:

- Is the project defined in a plan?
- Public Participation / involvement
- Alternative routes and existing trails identified / considered
- Partners and financial commitment
- Operation and Maintenance
- Engineering and Design
- Safety
- Land secured

## Southwest Regional Trail Prioritization for funding.

**Trail type categories.** This category is to provide a general nature of the project, from local impact to state impact. While local trail projects are recognized as important to local communities, the Regional Trail Corridor Plan places a higher priority on funding trails that have or propose to have connectivity to other trails and transportation systems.

Trail / Corridor Type	Description
Local	serves local community only
Sub-Regional	connects to a Regional or State Trail
Regional trail	Legacy Definition
State Trail	Legacy definition

**Tiered Prioritization.** This Tiered Prioritization provides Regional Prioritization for funding based on planning and development of a project. Ultimately, a well developed plan will address in advance many issues that complicate projects and delay development.

**Tier I** is meant for the development of a trail plan. The range of scores is a 1 (low) to 2 (high). The Region views this as a very important foundation element before acquisition, design, and development occurs. There is one category of criteria for regional support: Local Commitment and Partnering.

**Tier II** is directed toward Land Acquisition and Design elements. There are seven categories to prioritize a project; scores should range from a low of 2 to a high of 5.

**Tier III** is meant for the development / construction of a trail. There are 11 categories under Tier III to be considered for Regional Prioritization, with a range of 3 to 7.

**Table C-1**

- Tier I – Planning dollars** – to develop a trail plan. (1 category)
- Tier II – Land Acquisition & design dollars.** (÷7 categories)
- Tier III – Trail development / construction.** (÷11 categories)

Depending on which tier funding is being requested, add the highest qualifying point in the shaded tier impact / attribute category and divide by the number of Tier categories identified in Table C-1. Table C-2 provides the low to high region priority point range per Tier level.

**Table C-2**

0 - low	1	2	3	4	5	6	7 high
	Tier I						
		Tier II					
			Tier III				

To use: add points in each category in the Tier level for funding consideration and divide by categories in the Tier indicated.

## Tiered Ranking and Checklist

points	Impact / Attribute	Description	Tier I	Tier II	Tier III
<b>1. Local Commitment and Partnering, x 2 if there is financial participation by partners.</b> Multiple partners show there is coordination occurring to accomplish a project. There are various sources for funding trails and planning: local tax dollars, Bonding, State and Federal grants, Federal Transportation Enhancement funds, Safe Routes to School, as well as fundraising. Appendix D lists several trail funding options. Funding may include cash and donation. Funding is necessary for not only planning, design, development but also for on-going trail maintenance.					
1	Local Advocacy Groups or Local Unit of Government	(trail committee, Friends of trails, SHIP, Safe routes to school planning initiative) If funding is contributed multiply point x 2	If \$=x2		
2	Local Unit of Government support and Local Advocacy Groups	If funding is contributed multiply point x 2		If \$=x2	If \$=x2
4	Multiple Units of Government and trail advocacy group	(i.e. county, city, school) and trail advocacy support If funding is contributed multiply point x 2		If \$=x2	If \$=x2
<b>#2 Trail Plan –</b>					
0	No Plan				
1	A Plan	Clarify, identify and research the need and desire for a trail or route, includes local support, identification of alternatives, public support, and cost estimates.			
2	A Plan +	Historical, cultural, ecological components			
3	A Plan +	Identify nature based activities			
4	An Adopted / Approved Comprehensive Plan	A comprehensive trail plan that includes: analysis section that addresses ecological conditions, topography, property ownership, integration with transportation system, alignment of alternatives, historical and cultural resources, educational components, nature based activities, trail amenities, trail management and maintenance, and process identified to move to the next steps (trail design, land acquisition, cost estimates, construction).			

points	Impact / Attribute	Description	Tier I	Tier II	Tier III
<b>3. Public Participation Process in the Plan/Planning Process</b>					
0	None	No public participation documentation			
1	Limited	Project discussed at a Public meeting			
2	Some	Documented and fulfils a requirement in a funding application.			
3	Large	Start of the project and continues to current time, but nothing identified to continue the involvement of the public for input through the life of the project			
4	High	Documented (public outreach meetings, citizens trail planning committee participation, a TAM (Transportation Action Model) utilized); continued public participation is part of the process throughout the life of the project. Local citizen leaders are sparkplugs for the project throughout its lifetime			
<b>4. Existing Trails and Alternative routes were considered.</b> (i.e. bike, pedestrian, snowmobile, horse). This is to address an error sometimes made by a trail planning group by assuming it is alright to use another trail user's corridor, potentially making it unusable for the original trail use. There is an extensive snowmobile trail system in Southwest Minnesota and a few horse trails. Trails may co-exist by having parallel routes and as needed shared paths. Other trail users groups need to be part of a proposed trail plan process. Alternate routes should also be considered to take advantage of opportunities, such as scenic views or existing road underpasses, and to avoid constraints, such as wetlands or dangerous road crossings.					
0	No alternative Route				
4	Alternative Routes considered	Alternative routes were considered and are identified in the Trail Plan, other Trails and user groups involved. No other user groups are impacted – or – other user groups agree to parallel / shared use trail.			
<b>5. Linkages and Interconnection to Transportation</b>					
0	None	Isolated project, no connection to trail network identified in the Regional Trail Plan			
1		Should we skip the 1 point level?			
2	Low connectivity	Link trail to the trail network identified in Regional Trail Plan			
3	Moderate connectivity	Deviate from highly developed road grid when possible, linkages/connectivity to trails and transportation system.			
4	High connectivity with trails and / or transportation systems	Integration/coordination with other transportation and trail systems (transit, passenger rail, scenic, horse, snowmobile, ski, water, scenic by-way, ecological trails, trail hubs)			

points	Impact / Attribute	Description	Tier I	Tier II	Tier III
<b>6. Amenities.</b> Trail alignment will pass within close proximity to existing amenities or amenities are part of project					
1	Basic	Water and resting areas, cell phone coverage			
2	Basic +	Food, ice cream, other recreation options, Bicycle rentals / repair			
3	Above services +	lodging			
4	Above services +	Shuttles for linear trails			
<b>7. Signage</b>					
1	Basic	Trailhead sign			
2	Basic +	Navigation, such as “you are here”, mile markers, maps			
3	Basic +	Navigation, such as services information kiosk(s)			
4	Above +	Actively working with other communities on signage			
<b>8. Operation and Maintenance (O &amp; M)</b> If Trail Proposer has an existing trail, past performance of trail maintenance will be used. Examples from a DNR Master Plan and ATP 8 TE Application are located in Appendix D, and provide examples of items that should be considered for on-going trail maintenance.					
1	I will to do O&M	Acknowledges that there will be O&M, promises it will be done, but has no plan or funds set aside to do it.			
2	O & M will be done by a user group	This alone is not always reliable			
3	O & M in an Operation Budget	O & M is included in the Trail managing agency’s budget with a yearly schedule for trail maintenance needs.			
4	O&M planned to be funded / implemented by multiple avenues	#3 plus details on how it will be implemented, i.e. entirely through the Unit of Government or in part through volunteer trail groups who actively assist in monitoring the trail and assist with fund raising for trail maintenance & extensions.			X2
<b>9. Safety.</b> Will the project create or alleviate safety issues between pedestrian/ bicycle and motor vehicle traffic.					
-4	Create a new safety problem with no solution	Project will create a safety concern for users of the proposed trail			X2
0		The project does not create or alleviate a safety concern			
4	Alleviates safety issues	The project alleviates current safety issues. (i.e. an off road trail takes pedestrians off shoulder of high volume road to a safer route, a safe road crossing at a high volume road, safe RR X-ing, traffic signal timing to allow enough time to cross roadway)			X 2

points	Impact / Attribute	Description	Tier I	Tier II	Tier III
<b>10. Engineering, Estimated Costs, Development, Trail Construction.</b> When a route is delineated, <i>estimated costs for design, development, and trail construction</i> should be done. The plan should address who will be doing the engineering and how it will be paid for.					
0	No plan for how this is to be accomplished				
1	Preliminary survey <b>or design</b> has been completed				
2	Design plans are 50%or more completed				
3	Design <b>plans</b> has been completed				<b>X2</b>
4	Design plans are completed and all permits and approvals have been received				<b>X4</b>
<b>11. Land.</b> Once an alignment has been identified, it can take many years before land is acquired for a trail project to move forward. No trail can be developed without land being acquired or secured. This element alone will make or break the development of a trail					
<ul style="list-style-type: none"> <li>Land acquisition along a corridor may take years and must often take advantage of windows of opportunity when parcels becomes available. Funding to acquire parcels should be considered as trail corridors are developed.</li> </ul>					
If a trail is planned along a road right of way the road jurisdiction should be agreement with the trail location; and land owners along the road right-of-way need to be part of the trail planning process.					
0	None	No work toward land acquisition			
1	Identified in Plan	A Trail Plan or Master Plan identifies potential trail routes or trail corridors with parameters to follow for land acquisition. Or, a defined trail route is identified, but not all land owners agree there should be a trail – land not secure.			
4	Land is secure	<ul style="list-style-type: none"> <li>There is a willing seller for a trail segment.</li> <li>All land owners agree to the trail / easement.</li> <li>All land is in public ownership, and have agreed to the trail development.</li> <li>any combination of the above</li> </ul>		<b>X 4</b>	<b>X 4</b>