

# BATTLE CREEK

## Off-Road Cycling Master Plan

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March 6th, 2018

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## Executive Summary

### Concept

The goal of this Plan is to implement the proposed trails and amenities for the expansion of the off-road cycling system within Battle Creek Regional Park. RCPRD believes this will encourage novice and young riders to try off-road cycling, while improving the quality of the system for current users. The execution of this Plan will occur over the next 10 years, with more detail of phasing explained within the Implementation section of this document.

Off-road cycling within Battle Creek has grown in popularity ever since the Minnesota Off Road Cyclists (MORC) began working on trails within Battle Creek in the year 2000. With increased demand placed on the current trail system there is both a need and opportunity to expand the trail system at Battle Creek Regional Park. Ramsey County is proposing an increase of approximately 21.22 miles of single track off-road cycling trails to aid in accommodating off road cyclists, hikers and many other user groups. These trails will serve to strengthen the links between the parks setting and natural overlooks through connected trail heads, site amenities and an expanded trail system. The proposed amenities may include storage buildings, trail shelters, restrooms, benches, picnic tables, bike washing stations, drinking fountains, gates, lighting and signage. Together these trails and amenities will allow for patrons of the park to further explore and enjoy Battle Creek Regional Park.

The Battle Creek Off-Road Cycling Master Plan will continue to be managed per the Ramsey County Parks and Recreation System Plan and Natural Resource Management Plan. The Ramsey County Parks and Recreation Department is committed to providing universal accessibility at all trail facilities. Care will be taken to design facilities that meet the requirements of the Americans with Disabilities Act (ADA), as well as principles for universal accessibility to provide all visitors with a meaningful experience.

### Implementation

No specific timing has been identified for the implementation of the Off-Road Cycling Master Plan within Battle Creek Regional Park. Construction of trails and site amenities could be built in phases. The phasing of the trail system would include the construction of major loops first, followed by secondary and tertiary loops as well as the associated site amenities.

RCPRD will use a variety of tools to promote awareness and use of these additions to Battle Creek Regional Park. Wayfinding signage will be updated as needed following the existing RCPRD Wayfinding Master Plan for consistency with other regional parks and trails.

## Off-Road Cycling Community Outreach

As we move forward with the Off-road Cycling Master Plan, we will invest in developing programs and partnerships to provide better access to the trails for all Ramsey County residents. This will include concerted efforts to increase the diversity of trail riders.

The Battle Creek off-road cycling trails have a few challenging barriers to participation: equipment costs and trail difficulty level being two of the most prominent. To address the latter issue, a beginner level practice area will be developed over time. Until that is constructed, focus will be placed on adult and young adult programs as they will be better suited to handle the trail difficulty. To combat equipment costs, and without our own fleet of bikes, we will need to partner with organization that can provide access to bikes. Some of the identified potential partner agencies include:

- **Cycles For Change** - a non-profit organization working at the intersection of social justice and the bicycle movement.
- **Minnesota Off-Road Cyclists (MORC)** - a non-profit volunteer organization dedicated to safeguarding the future of mountain biking in Minnesota
- **The Major Taylor Bicycling Club of Minnesota** – a nonprofit social/recreational club that promotes safe and fun cycling geared towards the African-American communities of Minneapolis and St. Paul, although all are welcome to join us.
- **The Minnesota High School Cycling League** - state-wide independent activity provider for student-athletes in 7th to 12th grade.
- **St. Paul Police Activities League (PAL)** - PAL promotes youth engagement in a variety of after school and summer recreational activities
- **East St. Paul Bikes** - provides tangible skills to East St. Paul youth while empowering them to provide a service to their community.
- Councilmember Jane Prince whose office represents this area of St. Paul as well as the District 1 Community Council.

Community engagement and outreach will include East Side Somali community via direct outreach, connections with government officials, community members and residential areas such as the Shamrock Court Apartments, Park Apartments and Townhomes and Maplewood Gardens.

Efficiently and effectively monitoring off road cycling programs and community outreach is a priority. Using techniques such as surveys and community engagement sessions, we will regularly analyze what is offered through a performance measurement guideline. Examples may include:

### What We Do

- Number of programs
- Number of program participants
- Number of community partners (groups that help deliver programs)
- Number of partner organizations (groups providing participants)
- Program attendance
- Do the participants reflect current Ramsey County's demographics?
- Partner organization satisfaction
- Volunteer satisfaction rate (If we have volunteer bike instructors)
- Hours of instruction time/safety training per participant
- Percentage of satisfied participants



#### Factors Impacting the Results

- What are the continuing barriers to participation?
- Does this meet a community need?
- Are we communicating effectively?
- Do we have all the equipment we need?

#### Is Anyone Better Off?

- Will participants keep riding outside of staffed programs?
- Are participants spending more time exercising? Outside? In a park?

## Planning Framework

### Overview

The purpose of the Battle Creek Off-Road Cycling Master Plan is to guide the development, preservation, management and improvement of new and existing off-road cycling trails and associated infrastructure within Battle Creek Regional Park. Together these trails and amenities will allow for patrons of the park to further explore and enjoy Battle Creek Regional Park.

### Metropolitan Regional Parks and Open Space System

Regional parks and trails are developed in the Twin Cities Metropolitan Area to preserve green space for wildlife habitat and provide a wide range of natural resource-related recreational opportunities such as off road cycling. Established in 1974 the Regional Parks and Open Space System is managed by the Metropolitan Council in partnership with cities, counties, and special park districts. While the operation of the system is the responsibility of cities, counties, and special park districts, the Metropolitan Council supports the regional system with planning, funding, and advocacy. Each implementing agency, such as Ramsey County, is responsible for the development of a master plan for its regional park and open space system. Battle Creek Regional Park is part of the Regional Parks and Open Space System which is overseen by the Metropolitan Council and is operated by the Ramsey County Parks and Recreation Department.

### Ramsey County Parks and Recreation

Ramsey County is the most densely populated county in the State of Minnesota and the parks and open spaces held by Ramsey County Parks and Recreation represent the largest undeveloped land area in the County at over 6500 acres. Within the system there are 6 regional parks, 6 regional trails, 9 county parks, 9 protected open spaces, 5 golf courses and numerous recreation facilities. Ramsey County Parks and Recreation works in cooperation with the Metropolitan Council, the National Park Service, St. Paul Regional Water Services, Minnesota Department of Natural Resources (MNDNR), its municipalities, and other governmental units to advance park, recreation and leisure opportunities for all Ramsey County Residents.

The Vision of Ramsey County is “A vibrant community where all are valued and thrive,” and the mission within the county is “A county of excellence working with you to enhance our quality of life.” The RCPRD follows this mission by preserving, developing, maintaining and managing a system of parks, open space, trail corridors and special use areas; and providing year-round recreational programs, services and facilities which are responsive to changing needs, compatible with the resource base and most effectively provided at the county level.

Ramsey County Parks and Recreation supports the county vision and mission through:

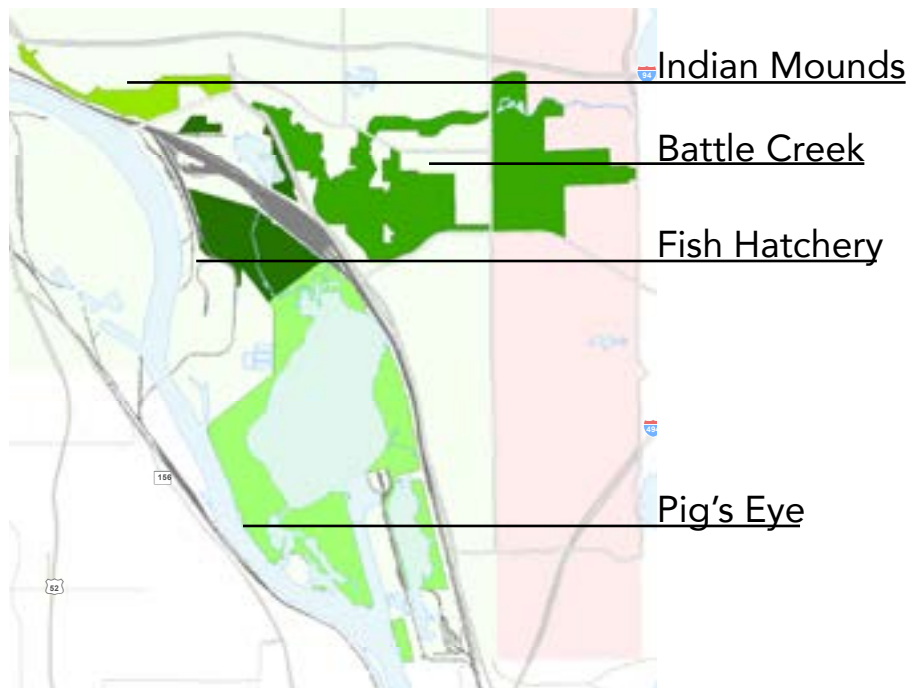
- **Trail Services:** we coordinate establishment of a Ramsey County-wide system trails plan that connects significant natural and cultural features and implement those segments of county or regional significance that are located on Ramsey County Park and Open Space Land.

- **Open Space Preservation:** we acquire, protect and manage unique, fragile and aesthetically attractive natural resources that contribute positively to the urban landscape, and perform critical natural functions.
- **Natural Interpretation:** we promote positive environmental values through an increased awareness, knowledge and appreciation of natural resources and natural processes.
- **Outdoor Recreation Programming:** we sponsor or co-sponsor recreation programs that encourage development of resource-oriented outdoor recreation skills and promote wellness. We also organize special events that introduce people to recreation opportunities available within the system.
- **Special Recreation Services:** we provide areas, facilities and programs of significance county-wide to meet specialized indoor or outdoor recreation needs of Ramsey County Residents.
- **Park Services:** we provide diverse and accessible areas and facilities primarily for self-directed Ramsey County oriented outdoor recreation that complement the natural features of each site.
- **Equitable Use:** we are strengthening equitable use of regional parks and trails, across all ages, races, ethnicities, incomes, national origin and abilities.

## History

Battle Creek Regional Park, which is under the ownership of Ramsey County through the Ramsey County Parks and Recreation, is in the southeast corner of Ramsey County in the cities of St. Paul and Maplewood. Battle Creek Regional Park is comprised of four segments: Indian Mounds, Fish Hatchery, Pigs Eye and Battle Creek. Ramsey County owns and operates the Battle Creek and Pigs Eye Park segments consisting of 1,456 acres.

The City of St. Paul owns and operates Indian Mounds and the Fish Hatchery segments consisting of 500 acres. The park derives its name from Battle Creek which flows from east to west through the length of the park then south to the Mississippi River. The creek was named following a Dakota and Ojibwa battle that occurred along the creek in 1842.



## Off Road Cycling in Battle Creek

Since 2000, Minnesota Off-road Cyclists MORC has been building off-road cycling trails within Battle Creek. Under a memorandum of understanding (MOU) with the Ramsey County Parks and Recreation Department, MORC's responsibilities have included building off-road cycling trails. MORC helps provide technical support to RCPR in determining the location and design of technical features consistent with the planned ability level of bike trails in accordance with International Mountain Bike Association (IMBA) guidelines. MORC provides and supervises volunteers in the construction of these approved trails. Ramsey County Parks and Recreation's responsibilities include reviewing and approving trail designs and implementation, purchasing materials if needed, and working with MORC in the closing of any trails and beyond. A copy of the complete MOU, which details all responsibilities, can be found within Appendix A.

Several hiking trails at Battle Creek were reshaped and converted into off-road cycling trails. These trails are now considered "Legacy Trails" since they predate International Mountain Bike Association (IMBA) off-road cycling trail design standards. A good example of a Battle Creek legacy trail is the "Luge Trail". The Luge has switchbacks tightly down a steep ravine often exceeding traditional IMBA design standards for off-road cycling trails. Of the existing 5 miles of dedicated single track trails, 2/3 of the trail system consists of legacy trails. This makes the Battle Creek off-road cycling trail system one of the most unique in the region. MORC has enhanced or installed all of the off-road cycling trails within the Park, including the most recent addition, the "Overlook" trail, which is over 1 mile long, and was completed in Spring of 2017 by MORC members and volunteers.

## Stakeholder and Community Engagement

Ramsey County Parks and Recreation Department met with agencies, stakeholders and held community engagement meetings to gather information and input for the creation of the off-road cycling master plan. Agency and stakeholder information was collected first and then a citizen involvement process was initiated that included a public open house, online survey and a comment period on draft materials for public input.

In early 2016 and summer of 2017 RCPRD met with the MORC Battle Creek Trail Steward, whom provided information on all facets of MORC's past, present and future trail building and maintenance within Battle Creek. RCPRD also met with Endurance United, a nonprofit that promotes skiing and trail running within Battle Creek Regional Park. Endurance United contacts were in favor of the plan for off-road cycling expansion in Battle Creek. Endurance United wanted to share that off-road cyclist rarely use the ski trails for cycling so there is little conflict on designated ski trails and that the ideology of any off-road cycling trail should continue to be multi use.

Additionally, RCPRD met with the City of St. Paul and Minnesota Department of Transportation (MNDOT) to discuss the idea of potential off-road cycling trail expansions through their jurisdictional boundaries that border Battle Creek in the northwest corner of the Park. Both entities favored neighboring trail expansions and were receptive to the use of State and City land for a trail access, pending a site plan and approval.

## Highway 61 Overlook

The Highway 61 Overlook is a 10 acre historic site owned and operated by MNDOT and boasts an exceptional view of the Mississippi River Valley. The site consists of a stone overlook wall that was constructed around 1950, a parking area and landscape features. The site is registered as a MNDOT historic roadside development and must maintain its preservation. Any trail expansion or amenities built upon the site would need to be approved by MNDOT and take into consideration a low impact approach.

## Indian Mounds Regional Park

Indian Mounds Regional park is owned and operated by the City of St. Paul. The park extends along a bluff line overlooking downtown Saint Paul and is home to six Native American burial mounds high atop 450 million-year-old limestone and sandstone bluffs. The majority of the Park is west of highway 61 and there is a small 3.8-acre parcel owned by The City of St. Paul that abuts Battle Creek Regional Park. Historically off-road cycling has not been allowed within the park West of Highway 61 because of the steep topography and concerns over potential erosion. City staff were open to the idea of formalizing the trail through the Cities 3.8 acre parcel adjacent to Battle Creek, to create a better connection through the city and county land and assess how trails are built and maintained through a cooperative effort with MORC.

In February through June of 2017 RCPRD conducted an online survey to gather more information from the public on use of the Battle Creek off-road trails. The online survey included questions about current trail use, access, demographics and a needs analysis. There were 142 survey responses submitted. The survey questions and results can be found in Appendix F.

On February 28, 2017 RCPRD held a public meeting with an open house forum. There were over 60 people in attendance. RCPRD encouraged all attendants to make comments and share ideas on site maps of Battle Creek depicting the current trail system. Features were drawn on the map by some attendees and many comments were submitted as well, See comments in Appendix B.

In the summer of 2017, RCPRD drafted a proposed concept map of the Battle Creek off-road cycling trail expansion and future amenities, incorporating information gathered and internal analysis of the site. The map was posted online for public review and comment, 43 comments were received.

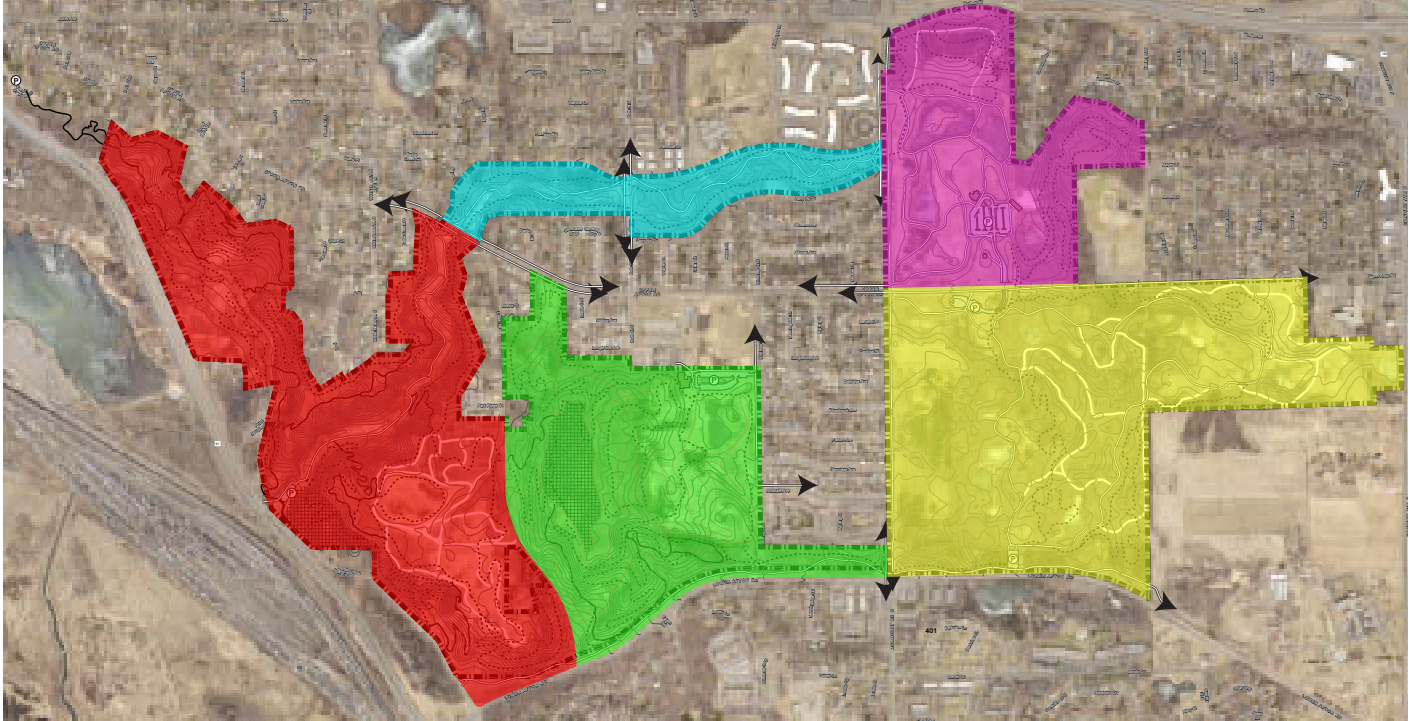
Incorporating information taken from stakeholders, the survey and public input, the Battle Creek Trail Steward and RCPRD staff laid out the proposed trail expansion locations included within this Plan.

## Demand Forecast

Off road cycling is one of the fastest growing categories in cycling sports, and with the increase of riders comes the need for more trails and additional amenities. Varying the trails to accommodate differing skill levels of riders is also an objective to the trail expansion. In addition to adult riders schools are creating more and more off-road cycling clubs and leagues, such as the Minnesota High School League, to introduce riders of all abilities at a younger age. Statewide there are over 60 high school clubs in MN, with around 25 clubs in the Metropolitan area. Battle Creek has been a destination for many off-road cyclists because of the unique terrain and number of legacy trails, which many other trail systems do not offer. Stakeholders and the public made it clear that additional trails would increase the capacity and breadth of riders at Battle Creek Park, while providing more continuity and a more pleasurable riding experience. Currently, there are an estimated 150 off-road cyclists that use Battle Creek on a consistent basis, with most being intermediate to advanced riders. Expanding the trails system and incorporating varying skill level trails will expand the use from beginners to more advanced riders.

## Existing Conditions

Battle Creek Regional Park consists of approximately 850 acres of total park space. The park has 5 parking lots throughout with space for 648 vehicles. For the purposes of this report the park has been separated into 5 activity zones:



North Programmed Activity Zone



Eastern Trails Zone



Central Trails Zone



Western Trails Zone



Battle Creek Corridor Zone



- 1) North Programmed Activity Zone: North of Upper Afton Road and East of McKnight Road North.

The North Programmed Activity Zone within Battle Creek Regional Park serves as the primary active recreation area within the park. The area consists of several informal picnic areas, a large group pavilion and medium sized pavilion available for rent and a 265 car parking lot.

In addition there are 2.04 miles of in park bituminous trails and 0.42 miles of mowed grass trails. Waterworks, a family oriented aquatic center which includes an interactive water play area, leisure pool, water slide and sand play area is also located within the North Programmed Activity Zone of Battle Creek along with a large turf open space for unprogrammed recreational opportunities, such as special events and cross country running meets.



North Programmed Area Pavilion

2) Eastern Trails Zone: South of Upper Afton Road and East of McKnight Road South.

The Eastern Trails Zone is primarily wooded space with prairies and wetlands that serve as passive recreation opportunities. The Battle Creek Dog Park is located in the South West corner of this zone and consists of approximately 42 acres. The dog park is completely fenced in with 3 main access points. Walking, biking, hiking and cross country skiing are the main uses of this area with 3.54 miles of in park bituminous trails and 2.59 miles of grass mowed trails. The Zone is served by two parking lots. The north parking lot off of Upper Afton Road has 102 parking stalls and also serves as an overflow lot for the pavilions and Waterworks.



Eastern Trails

The south parking lot is located off of Lower Afton Road and has 64 parking stalls. The Battle Creek Bike Path runs along the southern edge of the site eventually leading to the Sam Morgan Regional Trail.

3) Central Trails Zone: South of Upper Afton Road, East of Battle Creek Road, North of Lower Afton Road and West of McKnight Road South



Central Trails

The Central Trails Zone consists of various trails including ski trails, off-road cycling trails, paved trails and hiking trails. The ski trails in this section of Battle Creek Regional Park have been homologated by the International Ski Federation. A homologated trail is one that has been designed and inspected to the standards set forth by the FIS. There are 4.74 miles of dedicated cross country ski trails in this zone, 2.5 miles of this is lighted trail. There are also 1.29 miles of single track off-road cycling trails and 0.41 miles of in park bituminous trails. The Battle Creek Community Recreation center also lies in this zone, the recreation center and associated 179 stall parking lot were developed by the City of Saint Paul under a joint powers agreement. Per this agreement the parking lot is available for all trail users and Ramsey County has priority rights to use the recreation center for interpretive programming. A lighted sledding hill also sits adjacent to the recreation center.

4) Western Trails Zone: South of Upper Afton Road, North East of Highway 61, North of Lower Afton Road and West of Battle Creek Road.



The Western Trails Zone consists of trails primarily for use by hikers, bikers, and cross country skiing. The zone lies almost completely undeveloped other than the trails and a 38-stall parking lot which is adjacent to Highway 61 and north of Lower Afton Road. There are 3.73 miles of single track off-road cycling trails, 1.85 miles of in park bituminous trails, and 2.42 miles of grass mowed trails. This zone is highly undeveloped providing a unique opportunity within the greater metropolitan area for hikers, birders and many other user groups to explore the natural beauty of the site. The trail underpass near the parking lot off of Park Entrance Road allows for safe travel under Highway 61 and links the site with the Sam Morgan Regional Trail. Single track off-road cycling and hiking trails follow the site along Highway 61 and links the park with the Burns Avenue Historic Overlook, owned and managed by the Minnesota Department of Transportation.

5) Battle Creek Corridor Zone: Battle Creek West of McKnight Road, North of Larry Ho Drive, East of Upper Afton Road and South of North Park Drive.

The Battle Creek Corridor Zone consists of the land surrounding Battle Creek connecting the Western Trail Zone to the North Programmed Activity Zone. The corridor is primarily used by walkers and bikers containing 1.04 miles of in park bituminous trails.

#### Off-Road Cycling Trails:

A total of 5 miles of dedicated single track off-road cycling trails exist today within Battle Creek Regional Park, with most trails located in the Western Trails Zone and the remainder of the trails located within the Central Trails Zone. Approximately 2/3 of the trail system consists of legacy trails and 1/3 of the trails are built to IMBA standards. Many of the legacy trails are named for their unique features and consist of the following:

The Luge: An expert rated trail approximately 0.35 miles in length located in the Western Trails Zone. The Luge starts atop a bluff and then twists and turns down a natural ravine before flattening out and exiting onto the paved trail near the creek.



The Luge

**Wall of Death:** An expert rated trail approximately 0.18 miles in length located in the Western Trails Zone, that starts along the bluff ridge and descends toward the Creek. The Wall of Death boasts a rock garden technical feature and is typically ridden downhill, with some riders trying to ascend the Wall of Death to see how far they can ride without dismounting.

**Jesus Saves:** An intermediate section of trail approximately 0.21 miles in length located in the Western Trails Zone. The trail starts at a point along the paved trail adjacent to Battle Creek and then ascends slightly to the east until rising sharply in elevation before reaching the peak. Upon reaching the peak of the trail riders come across an abandoned ski jump foundation. This trail also contains small rock gardens at the beginning of the trail. This section of trail is used frequently by hikers on foot so riders should use caution. The trail was named Jesus Saves because of some eccentric graffiti that was painted on a rock adjacent to the trail.

**North Rim/Dingo:** An intermediate rated trail approximately 0.57 miles in length continuing from Jesus Saves. The North Rim trail descends from the top of the hill and has a few sections of rooting drops and sandy landings. There are many smaller trails branching off that are either mainly hiking trails or end in rutted, abandoned descents. Off-road cyclists are encouraged to use the main trail leading to a series of switchbacks at the end of the hill, at the bottom of the descent the trail transitions to the Dingo nickname weaving tightly between trees as it goes along a section of prairie. The end of the trail exits onto an abandoned section of Old Point Douglas Road.

**Goat:** an expert rated two way trail approximately 0.59 miles in length. Consistently rated as one of the best trails in Battle Creek Regional Park the trail descends quickly and begins with some rollers and easy jumps. As the trail steepens there are a couple of drops in the trail. A large rock-over is a qualifying technical feature for a much steeper downhill rock garden, there is a filter trail to go around the rock-over with some tight turns but it provides a gentler way down the hill. Riders who decide to take the more difficult rock-over and downhill rock garden should stay on the rocks and not ride around them, due to the trails steepness when riders go around the trail they cause rainwater to gully their tracks widening and rutting the trail causing excessive erosion. After the rock garden the trail widens and continues on to Fern Gully.



Goat Trail

**Overlook:** A two way intermediate rated trail approximately 0.59 miles in length located in the Western Trails Zone. This trail connects the north end of the abandoned section of Old Point Douglass Road and the Highway 61 Overlook. From the end of Point Douglass Road the single track curves around a hiking trail that is worn in a straight path through the woods. Approximately 3/4 of the way north along the trail there is a technical feature consisting of a long skinny foundation, several concrete drops and crumbling steps. The trail is heavily used by hikers and off-road cyclists alike so caution should be exercised to avoid any collisions.

## Natural Resources Inventory

### Ecological Significance:

At over 800 acres Battle Creek Regional Park is the largest expanse of land owned and operated by Ramsey County Parks and Recreation. The Park is surrounded by medium to high density urban and residential land use, which makes Battle Creek a natural area of high ecological significance for flora and fauna within the twin cities metro ring.

### Land Cover:

The natural vegetation within Battle Creek is a mixture of prairies, oak savanna, oak woods and wetlands. Current vegetation includes these native land cover types plus brome grass fields, pine plantations and mixed forest. There are also several smaller unique habitats throughout Battle Creek. These include seep swamps with skunk cabbage and marsh marigolds as well as mesic hardwoods with yellow birch and white pine. Much of the natural vegetation has been highly degraded. Invasive species have become widespread in most habitats. The most troublesome species include buckthorn, black locust, garlic mustard and purple loosestrife.



Native Spotted Joe-Pye Weed and Jewelweed (background) growing in a wetland seep. There are several wetland seep open areas along the hillsides of Battle Creek

### Water Resources:

Battle Creek Park encompasses Battle Creek, which flows from Battle Creek Lake in Washington County and south to southwest into Pig's Eye lake which is a backwater of the Mississippi River. Approximately half way downstream the length of the Creek a series of ponding reservoirs were created on Battle Creek Parkland for storm water volume control to aid in flood prevention. Improvements to the creek and surrounding watershed made by the Ramsey-Washington Metro Watershed District has corrected numerous erosion problems and restored natural areas along the creek within the Park. Although the creek has been altered to accommodate storm water run-off from the surrounding development, it remains a positive natural resource feature within the Park.

### Topography:

The most prominent visual characteristics of the park are the steep wooded slopes of the Battle Creek Bluffs, including limestone outcroppings and caves. Battle Creek flows through the steepest terrain varying in depth from 25 feet to over 150 feet. The bluffs are significant in the development of the park as they provide a corridor and barriers as well as panoramic views of the river valley.

### Wildlife:

The park hosts diverse wildlife especially on the Pig's Eye Lake segment with its heron rookery, bald eagle nests, migratory waterfowl and shorebirds. The Battle Creek unit has a variety of nesting songbirds, waterfowl, raptors, and wild turkeys. Larger mammals include white-tailed deer, coyotes, red fox and raccoons.

Wildlife management in the park involves the control of white-tailed deer and Canada goose populations. Deer are managed using special hunts under the Ramsey County Cooperative Deer Management Plan in partnership with the cities of Maplewood and St. Paul. Geese are controlled by selective removal of nesting birds in areas where they are nuisances. Nesting boxes are provided for wood ducks and eastern bluebirds within select areas of Battle Creek.

### Natural Resource Impacts of Trail and Amenity Expansions:

The protection and restoration of natural resources will be an utmost priority. The construction of trails will be completed in a manner to avoid long term erosion problems and sensitive natural areas. Any trail builders including MORC will obtain approval of trail alignments by the Ramsey County Natural Resources Manager prior to building any trails. The County Natural Resource Manager will continue to work with trail users on preventing the spread of terrestrial invasive species. Future steps to prevent the spread of invasive species within the Park will include increased educational online material, invasive species signage along the trail system and the potential for bike washing and boot brush stations to clean tires and footwear of any invasive seed material.

### Historic Resources Inventory:

Battle Creek Regional Park holds historical significance as the Creek is named after a Native American conflict that occurred along its shores. All future expansion plans within the Park will determine the requirements set forth by Federal, State and Local regulations in regards to historic preservation and archaeological review and follow these guidelines prior to any development.

## **The Plan**

### Development Concept

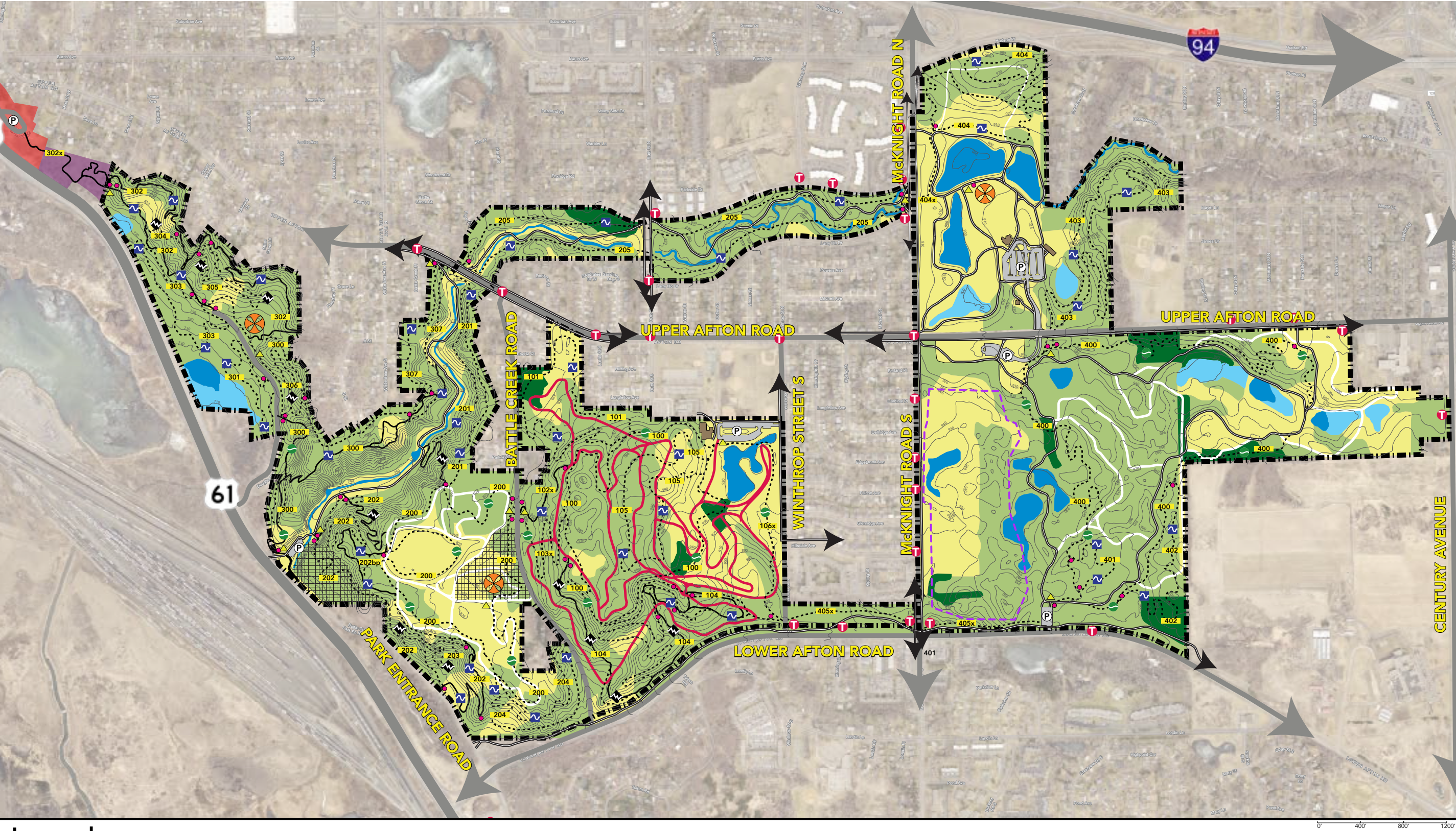
The Battle Creek Regional Park Off-Road Cycling Master Plan has been developed to guide the development of the future trail system as well as create uniform standards. In an effort to help develop a framework for the plan, Ramsey County has worked alongside various user groups, agencies and the public through a series of individual and open house public engagement meetings. The future trail system will primarily focus on connecting looped single track off-road cycling trails to limit the use of paved/grass trails as connections. Other key components of the plan address standards for trail building, access points to trails, parking lots, signage, skills areas, and site amenities. See page 14 for full concept plan.

## Single Track Off-Road Cycling Trails

A single-track trail system has been developed through multiple public meetings and design sessions coordinated with the Minnesota Off Road Cyclists (MORC). The plan focuses on creating a stacked looped system that is attainable for off-road cyclists of any skill level. Stacked loops allow for a wider variety of trails and creates an overall loop, which provides off-road cyclists the ability to traverse the entirety of Battle Creek Regional Park. The existing off-road cycling trail system was originally developed primarily within the Western Trails Zone, with very few single-track trails in the Central Trails Zone, and did not accommodate future expansion for trail variety and skill levels. Single track trails utilizing stacked loops are proposed to be developed throughout all zones within the park. This will greatly expand the variety of trails with varying skill levels, increase use and access from additional parking lots and public transportation stops. There is also an emphasis on developing an overall loop for novice riders. All Trails within Battle Creek Regional Park are multi-use, which means that hikers, walkers, trail runners and other user groups will continue to be allowed to use any current or future off-road cycling trails.

Currently Battle Creek does not allow organized off-road cycling races on the trails. This is partly because the current trail configuration is not conducive for racing. However, with the development of the stacked loops and greatly expanded connectivity of the park, racing could be looked at as an option in the future.

All proposed single track trails shall adhere to IMBA trail building Standards when being planned and constructed.



Legend

Multi-Use Paved Trails	Proposed Skills Areas	Countours: Interval 10'	Landcover Types	Trail - Length - Difficulty	Total Trail Miles: 26.22
Existing Off-Road Cycling Trails	Future Development Area	Metro Transit Stop	Deciduous Forest	100 1.46 Miles	403 1.47 Miles
Proposed Off-Road Cycling Trails	Existing Buildings	Easy Trail Difficulty	Grassland	101 0.94 Miles	404 1.39 Miles
Grass Mowed Multi-Use Trails	Parking Lot	Moderate Trail Difficulty	Coniferous Forest	102x 0.20 Miles	400 2.49 Miles
Cross Country Ski Trails	Wayfinding Signs	Hard Trail Difficulty	Open Water	103x 0.42 Miles	401 0.25 Miles
Dog Park Fence	Directional Signpost		Emergent Wetlands	104 1.64 Miles	402 0.53 Miles
				202x 0.00 Miles	
				203 0.40 Miles	
				204 0.82 Miles	
				205 1.82 Miles	
				300 1.47 Miles	
				301 0.50 Miles	
				302 1.59 Miles	
				303 0.62 Miles	
				304 0.09 Miles	
				305 0.48 Miles	
					Other Public Lands
					City of Saint Paul
					MN DOT

## Proposed Trails

The single track off road cycling system has been developed so that zones within the park coincide with a corresponding number. The designated single track series are as follows:

- Central Trails Zone - 100 Series Trails
- Battle Creek Corridor and East of Battle Creek Within the Western Trails Zone - 200 Series Trails
- West of Battle Creek within the Western Trails Zone - 300 Series Trails
- Eastern Trails Zone and North Programmed Activity Zone - 400 Series Trails

All Trails within Battle Creek will be rated based on the scale below, see Appendix D for further information on how trails are rated.

- Green = Easiest
- Blue = More Difficult/Moderate
- Black = Expert
- Red = Extremely Difficult/Most Difficult

Upon final build out of the proposed trail system set forth in this master plan there will be approximately 27.52 miles of single track trails developed and split into the following ratings:

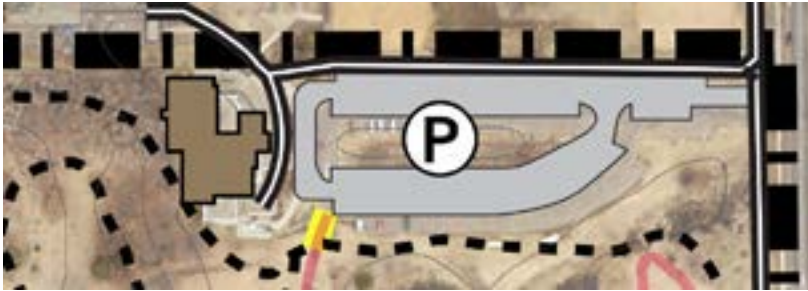
- 7.75 Miles of Green Rated Trails
- 15.42 Miles of Blue Rated Trails
- 4.35 Miles of Black Rated Trails

### 100 Series Trails



The 100 series trail system is proposed for development within the Central Trail Zone and contains approximately 5.94 miles of single track trail. This area within Battle Creek Regional Park is an ideal location for off road cyclists to begin due to the large parking lot available at the Battle Creek Community Recreation Center as well as a mix of easy to intermediate trails available. The 100 series trail improvements are as follows:

**100x:**



A short connection trail leading to the 100 loop from the Battle Creek Community Center parking lot approximately 0.02 miles in length and given a trail rating of Green.

**100:**



The main loop within this area of the park to be used by off-road cyclists as the access to the other stacked loops in the 100 system. Approximately 1.44 miles in length and given a green trail rating.

**101:**



A blue rated trail loop off of the 100 section replacing the use of Big Sandy which is a designated ski trail. Approximately 0.94 miles in length.

**102x:**



An existing connector trail to Battle Creek Road Approximately 0.2 miles in length and given a green trail rating.

**103x:**



A proposed connection trail to Battle Creek Road developed with more switchbacks than the current connector. Approximately 0.42 miles in length with a green trail rating.

**104:**



An existing trail with modifications to be made in the future to enhance the long term durability. Established sections such as the Goat Path and Fern Gully are to be preserved in the future. A Black rated trail off of the 100 loop approximately 1.64 miles in length.

**105:**



A proposed loop off of the main 100 trail. Approximately 0.85 miles in length, blue trail rating.

**106x:**



A connection trail leading from the Battle Creek Community Recreation center leading to trail 405x which connects the Central Trails Area to the Eastern Trails Area off-road cycling trails. Approximately 0.43 miles in length, green trail rating.

## 200 Series Trails



The 200 series trail system is proposed for development to the East of Battle Creek within the Western Trails Area and extending up the Battle Creek Corridor and eventually connecting with the 400 loop system in the North Programmed Activities Area. Overall the 200 series trails will contain approximately 7.96 miles of single track trail upon final build out. This section of trail would be an ideal area to develop overlooks as the bluff top area offers spectacular views of the surrounding landscape. This system would include the following trail improvements:

**200:**



New proposed off-road cycling single track trail encircling the bluff top. Approximately 1.74 miles in length, green trail rating.

**201x:**



Short connection trail over Battle Creek leading to the 300 loop system. Approximately 0.03 miles in length, blue trail rating.



- 201:** Proposed expert level loop leading off of trail 200 and using parts of existing trail. The Wall of Death feature would be retained in the new layout of the trail as well as the connection to the paved multi-use path along Battle Creek. Approximately 1 mile in length, black trail rating.



- 202x:** A short connection trail allowing bikers the opportunity to enter or exit the 202 loop onto the in park bituminous trail running along Battle Creek. Approximately 0.03 miles in length, blue trail rating.



- 202bp:** A short approximately 0.05 mile bypass trail allowing less experienced trail riders to go around a more difficult, technical section of trail. Blue trail rating.



- 202:** A proposed difficult and technical trail section to be built by hand. Approximately 0.44 miles in length, black trail rating.



- 202:** A combination of proposed and existing trail. The 202 loop would contain the Luge and instead of exiting onto the bituminous trail along Battle Creek would instead loop back towards the South West running along Park Entrance road before climbing back up towards the bluff top and doubling back to the 202bp and black rated sections of the loop. Approximately 1.61 miles in length, blue trail rating.



**203:**



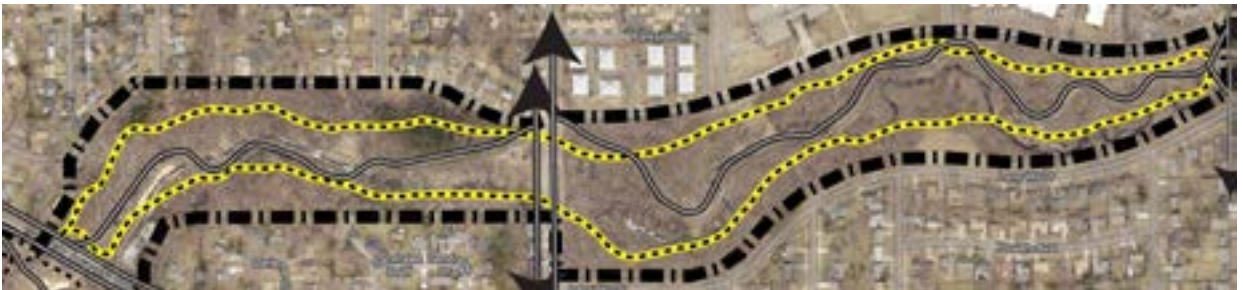
A proposed technical trail section breaking off of the 202 loop. Approximately 0.40 miles in length, black trail rating.

**204:**



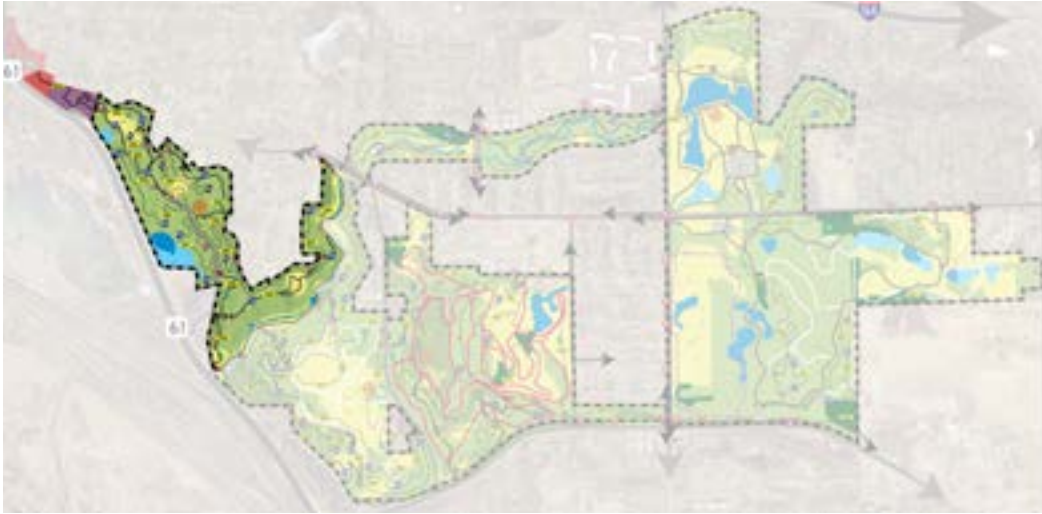
Proposed new trail exploring a piece of Battle Creek which currently has no trails developed. The loop will take off to the South from the bluff top towards the intersection of Lower Afton Road and Park Entrance Road running alongside Battle Creek Road before doubling back in the same direction and returning to about the same spot along the 200 loop. Approximately 0.82 miles in length, blue trail rating.

**205:**



A proposed trail section running along the North and South of Battle Creek within the Battle Creek Corridor Zone. The trail would connect the 200, 300 and 400 loops. Approximately 1.82 miles in length, blue trail rating.

## 300 Series Trails



The 300 series trail system is proposed for development to the North and West of Battle Creek within the Western Trails Zone of Battle Creek Regional Park. Overall the 300 series trails will contain approximately 6.86 miles of single track trails. This area of the park would add the most black rated trails and contain almost no beginner level trails, keeping experienced riders interested in returning to the Battle Creek Regional Park off road cycling system. This system would include the following trail improvements:

### **300:**



This trail section is proposed to contain Jesus Saves, Dingo and North Rim while constructing new portions of trail to link them all as well as create a loop. Approximately 1.45 miles in length, blue trail rating.

### **300x:**



An existing trail connecting the 300 loop to the Park Entrance Road parking lot. Approximately 0.15 miles in length, blue trail rating.

- 301:** A proposed new trail loop extending to the South of Old Point Douglass Road. Approximately 0.5 miles in length, blue trail rating.



- 302x:** An existing connection trail containing a portion of the Overlook Trail connecting the new looped system to the Highway 61 Historic Overlook. Approximately 0.19 miles in length, blue trail rating.



- 302:** An existing trail consisting of a piece of the Overlook trail and a recently finished portion of trail to make a loop. Approximately 1.60 miles in length, blue trail rating.



- 303:** A proposed trail loop breaking away from an existing portion of the Overlook Trail heading to the south following the park boundary to the North East of Highway 61. Approximately 0.62 miles in length, blue trail rating.



- 304:** A proposed difficult trail section cutting from the top of the bluffs along trail loop 302 heading down toward the old section of the Overlook Trail. Approximately 0.09 miles in length, black trail rating.





**305:**



A proposed loop breaking off of and returning to the North section of the 302 loop. Approximately .048 miles in length, black trail rating.

**306:**



A proposed loop breaking off of the reconstructed portion of Dingo trail loop 300. Approximately 0.3 miles in length, black trail rating.

**307:**



A proposed loop off of the 300 loop heading to the North along the West side of Battle Creek. Approximately 1.45 miles in length, blue trail rating.

**307x:**



A proposed trail connection off of loop 307 heading North to Upper Afton Road, connects the 300 system with the 200 trail system. Approximately 0.03 miles in length, blue trail rating.

## 400 Series Trails



The 400 series trail system is proposed for development within the North Programmed Activity Zone and Eastern Trails Zone of Battle Creek Regional Park. Overall the 400 series trails would contain approximately 6.78 miles of single track trail upon final build out. Previously these two zones of the park did not have any dedicated single track off road cycling trails. Expanding to this area would help to greatly increase off road cycling and help to introduce the sport to a wider audience. This system would include the following trail improvements:

**400:**



A proposed trail loop encircling the Eastern Trail Zone, this trail would be extremely approachable for new off-road cyclists. Approximately 2.75 miles in length, green trail rating.

**401:**



A proposed loop off of the 400 section. Approximately 0.25 miles in length, blue trail rating.

**402:**



A proposed loop off of the 400 section. Approximately 0.25 miles in length, blue trail rating.

**403:**



A proposed loop off of the 400 section, breaking off near the Upper Afton Parking Lot and heading North across Upper Afton Road. The trail would head to the East of Water works looping around to the North of Afton Heights Park before returning to the South near where the trail broke off of 400. Approximately 1.57 miles in length, blue trail rating.

**404x:**



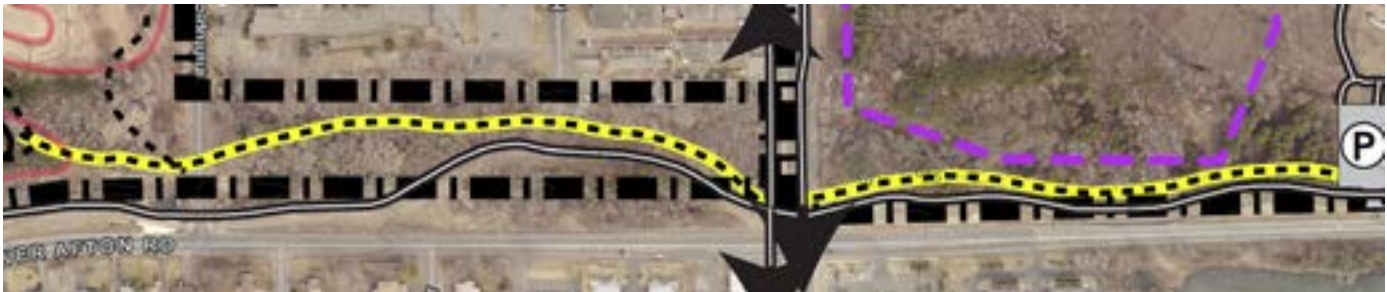
A proposed connection trail leading to the Battle Creek Corridor and connecting to 404 as well as the in park bituminous system within the North Programmed activity Area of Battle Creek. Approximately 0.18 miles in length, green trail rating.

**404:**



A proposed loop North of the in park bituminous trails within the North Programmed Activity Zone. Approximately 1.21 miles in length, blue trail rating.

**405x:**



A proposed trail connecting the 400 and 100 trail sections between the Lower Afton Road parking lot and trails 104 and 100x. Approximately 0.57 miles in length, green trail rating.

## Trail Rules:

In Addition to the Regional Park Rules already in place riders should also obey the Rules of the Trail. Rules of the Trail are taken from IMBA trail rules and include the following:

- Ride Open Trails: Respect trail and road closures
- Leave No Trace: Be sensitive to the dirt beneath you and the environment around you. Wet and muddy trails are more vulnerable damage than dry ones. When the trail is soft, consider other riding options. This also means staying on existing trails and not creating new ones. Don't cut switchbacks. Don't ride around standing water which results in widening the trail. Be sure to pack out at least as much as you pack in. Consider improving the trail experience for those that follow by picking up and removing any litter.
- Control Your Bicycle: inattention for even a moment could put yourself and others at risk. Obey all bicycle speed regulations and recommendations, and ride within your limits. Social conflicts on trails often result when riders are going too fast.
- Yield Appropriately: do your utmost to let your fellow trail users know you are coming, a friendly greeting or bell ring are good methods. Try to anticipate other trail users as you ride around corners. Off-Road cyclists should yield to other non-motorized trail users, unless the trail is clearly signed for bike-only travel. Bicyclists traveling down hill should yield to all users headed uphill, unless the trail is clearly signed for one-way or downhill traffic only. In general, strive to make each pass a safe, controlled and courteous one.
- Never Scare Animals
- Plan Ahead: Know your equipment, your ability and the area in which you are riding and prepare accordingly. Strive to be self-sufficient: keep your equipment in good repair and carry necessary supplies for changes in weather or other conditions. Always wear a helmet and appropriate safety gear.

## Parking and Areas of Development

Currently the best available parking locations for the off-road cycling system are at the Battle Creek Community Recreation Center, the Park Entrance Road parking lot and there are limited numbers of pull over/parallel parking stalls along Battle Creek Road. As the system expands more of the parking lots already built within Battle Creek will become more viable for parking as well.

## Access Points and Trail Heads

Trail heads should be developed so that they have a consistent feel as well as components located at each access point. Access points should at a minimum have a wayfinding sign which has a system map as well as park and off road cycling rules. Trail heads should be developed to include at a minimum a wayfinding sign comparable to the signs located at access points, as well as park and off road cycling rules, a bike fixing station, and a bike washing station.

## Signage

Park signs shall conform to the standards that have been developed for all Ramsey County Regional Parks. Battle Creek off road cycling trails are planned to have a numbered system, and intersections will have an associated letter, similar to the trails system at Lebanon Hills.

Wayfinding & Rules Kiosks are planned to be located at all access points and trail heads as well as some major intersections within the park. Large wayfinding kiosks are intended to display park and trail rules along with a large overall map of the Battle Creek Trail System. These signs will help trail users by pointing out exactly where in the park they are located and the trail system throughout the park. Rules Kiosks will display park and trail rules which are expected to be followed by all park patrons.

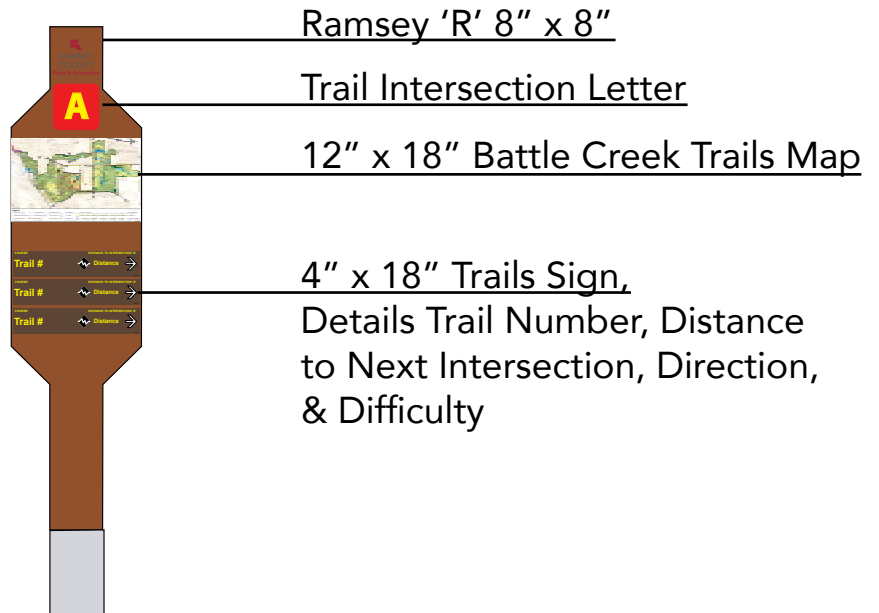
## Understanding the Signs:

Existing wayfinding and rules signs would be modified to present the Battle Creek Off Road Cycling Trails Plans and rules. Pictured are the Battle Creek Cross Country Skiing wayfinding and rules signs.

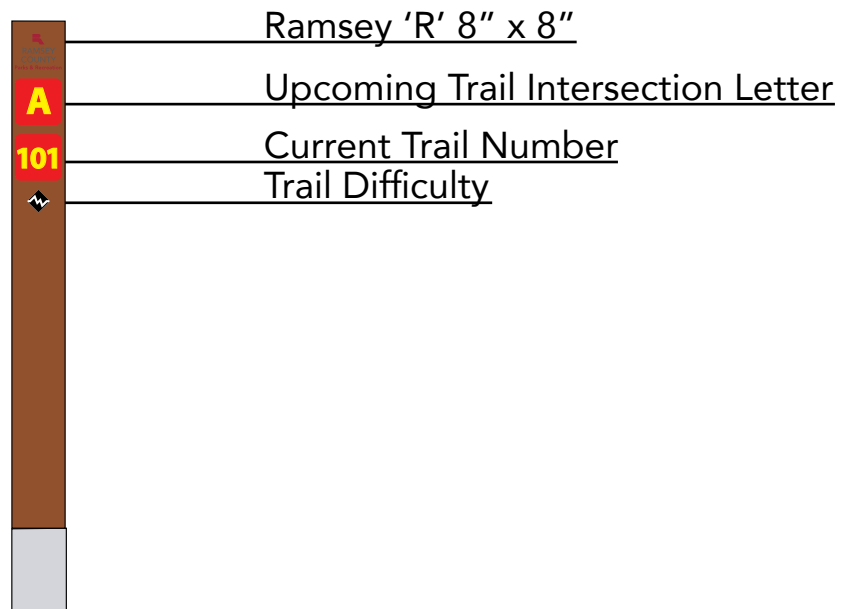


## Trail Intersection Posts:

Trail intersection posts should have a smaller trails map and a letter to indicate where you are. The letter on the post will also be indicated on the map as a you are here spot location. Each letter corresponds to a unique intersection, while numbers are reserved for the individual trails in the system.



Trail direction posts contain both the letter of the next intersection post if you travel in that direction, the number of the trail you are on and the specific intended trail use and difficulty level designation. For off-road cyclists it is important to note the difficulty level on signs and respective colors.  
Green = Easiest  
Blue = More Difficult/Moderate  
Black = Expert;  
Red = Extremely Difficult.



## Skills Park Areas

The proposed construction of one or more off-road cycling skills development and training parks within Battle Creek Regional Park was requested through the community engagement process. A skills park can consist of a constructed subset of features riders will encounter on the trail system such as rock crossings, boardwalks, bermed turns, and tabletop jumps to name a few. The skills park is a more controlled environment of features that consist of safer landing zones, located closer to a parking lot for easier access. Within Battle Creek one option would be to set up one large skills park for various experience levels from beginners to advanced riders, with more difficult and technical features being added as you progress through the park. Another option is to separate the park into two or more areas so that each rider class would have their own area to develop skills. Ramsey County would like to see the development of skills areas range to accommodate novice riders who are new to off-road cycling all the way to an advanced technical skills park to retain and maintain the relationship the park has and will continue to grow with advanced riders throughout the metro area.

As funding becomes available more public involvement meetings will be necessary to facilitate the design and development of the skills park component. As this process progresses the International Mountain Biking Association's published document on how to help a community design and develop a skills park can be referenced. Many of these steps coincide with the steps taken for trail building and the development of the Off-Road Cycling Plan in general. These steps are a good place to start once the skills park portion of the plan is being undertaken. These steps can be found in Appendix E.

## Site Amenities

Additional site features have been identified as potentially beneficial through the community engagement process and stakeholder review. Features could consist of site overlooks/rest areas with benches, picnic tables or perhaps even small gazebo type structures. These overlooks would ideally occur where there are major trail intersections with multiple trail types and have expansive or unique views for park patrons.

Other site amenities that have been explored to be installed as a part of the Off Road Cycling Master Plan include:

A Fixit Station similar to the station installed near the Battle Creek Community Recreation Center. The Fixit station is an ideal component to any trail head and could include components such as:

- Hanger arms to accommodate most types of bikes
- QR code takes smart phone users to a comprehensive bike repair web site
- Large surface area for sponsorship, branding etc.
- Tools are secured with braided stainless steel aircraft cables
- Reinforced pump hose for protection
- Pump holster can be mounted to side or back of station
- Includes most commonly used tools for simple bike maintenance
- Pump head accommodates Presta and Schrader valve stem types



Bike Washing Station: an ideal component to heavily used trails heads so that park patrons can immediately wash bikes after heavy use. Components may include:

- Ideal design for indoor or outdoor use
- Vandal resistant hose and nozzle with stainless steel fittings
- High Velocity Low Consumption (HVLC) nozzle optimized for strong cleaning power without damaging bicycle bearings while also minimizing water usage
- Vandal proof auto shut off water valve
- Cleaning brushes attached by braided stainless steel cable
- Requires municipal water and sanitary drain or dry well hookup
- Optional Coin Operated Timer Box

## Stewardship Plan

Trail Stewardship shall continue to be arranged as set forth in the memorandum of understanding between Ramsey County Parks and Recreation and The Minnesota Off-Road Cyclists.

Currently this is an annually renewing policy and as such has room to expand and change the scope of stewardship.

## Implementation

### Phasing Priorities and Costs

The off road cycling trail system and site amenities outlined in this plan will go through several phases of development.

Trail building and signage will have the highest priority of development followed by the skills park(s) and any other future development.

### Trails

Trail building has been outlined and separated into three priority tiers: A, B, C & D. The following tables have been grouped into tier A, B, C, D and outline the trail designation number along with length in miles, build type, cost/mile and cost of trail. Trail costs were estimated based upon values provided by the MORC Trail Steward using current contractor pricing.

In past construction of off-road cycling trails, it has always been a priority to build natural surface trails with minimal impact to the environment and to maintain a buffer between trails and homes, for the privacy of the homeowners and off-road cyclists alike. Ramsey County Parks and Recreation Department, in conjunction with MORC, will continue to make these efforts a priority for all future trail expansions.

Priority	Trail	Length Miles	Build Type	Cost/Mile	Cost
A	100x	0.02065	Machine	\$12,500.00	\$258.09
A	102x	0.2	Existing	\$0.00	\$0.00
A	103x	0.4214	Machine	\$12,500.00	\$5,267.50
A	200	1.74025	Machine	\$12,500.00	\$21,753.18
A	304	0.09431	Machine	\$12,500.00	\$1,178.85
A	302x	0.18872	Existing	\$0.00	\$0.00
A	302	1.60275	Existing	\$0.00	\$0.00
A	300	1.47	Hand	\$0.00	\$0.00
A	300x	0.15178	Existing	\$0.00	\$0.00
A	100	1.46	Machine	\$12,500.00	\$18,250.00
				<b>Total</b>	<b>\$46,707.61</b>

Priority	Trail	Length Miles	Build Type	Cost/Mile	Cost
B	104	1.6436	Machine + Hand	\$6,500.00	\$10,683.43
B	307	0.59217	Machine + Hand	\$6,500.00	\$3,849.08
B	201x	0.03714	Hand	\$0.00	\$0.00
B	201	1.03	Machine + Hand	\$6,500.00	\$6,695.00
B	202x	0.03389	Hand	\$0.00	\$0.00
B	202 bp	0.05246	Machine + Hand	\$6,500.00	\$340.98
B	202	0.44082	Hand	\$0.00	\$0.00
B	202	1.61184	Machine + Hand	\$6,500.00	\$10,476.97
B	307x	0.03143	Hand	\$0.00	\$0.00
				Total	\$32,045.45

Priority	Trail	Length Miles	Build Type	Cost/Mile	Cost
C	101	0.94185	Machine + Hand	\$6,500.00	\$6,122.04
C	105	0.8454	Machine + Hand	\$6,500.00	\$5,495.13
C	204	0.81662	Machine + Hand	\$6,500.00	\$5,308.05
C	205	1.81956	Machine	\$12,500.00	\$22,744.53
C	301	0.49853	Machine + Hand	\$6,500.00	\$3,240.41
C	303	0.62189	Machine + Hand	\$6,500.00	\$4,042.28
C	305	0.47786	Hand	\$0.00	\$0.00
C	306	0.2927	Hand	\$0.00	\$0.00
				Total	\$46,952.44

Priority	Trail	Length Miles	Build Type	Cost/Mile	Cost
D	106x	0.44596	Machine	\$12,500.00	\$5,574.48
D	400	2.49	Machine	\$12,500.00	\$31,125.00
D	401	0.25	Machine	\$12,500.00	\$3,125.00
D	402	0.53	Machine	\$12,500.00	\$6,625.00
D	403	1.47	Machine	\$12,500.00	\$18,375.00
D	404	1.39	Machine	\$12,500.00	\$17,375.00
D	405x	0.5033	Machine	\$12,500.00	\$6,291.25
				Total	\$88,490.73

Grand Total	\$214,196.22
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## Signage

The following table outlines conceptual cost of various Sign types throughout the off road cycling trail system, including an approximate sign cost and quantities.

Rules Sign	Total QTY	Unit Cost	Total Cost
24" Concrete Foundation	2	\$1,000.00	\$2,000.00
8 x 8 Wood Post	2	\$60.00	\$120.00
8 x 8 Steel Base Plate	2	\$60.00	\$120.00
8 x 8 Metal Cap	1	\$30.00	\$30.00
8x8 Metal Cap Water Cut	1	\$45.00	\$45.00
60 x 48 Sign	1	\$500.00	\$500.00
8 x 8 R Logo	1	\$32.00	\$32.00
Installation	1	\$700.00	\$700.00
Total Cost			\$3,547.00

Wayfinding Kiosk	Total QTY	Unit Cost	Total Cost
24" Concrete Foundation	2	\$1,000.00	\$2,000.00
8 x 8 Wood Post	2	\$60.00	\$120.00
8 x 8 Steel Base Plate	2	\$60.00	\$120.00
8 x 8 Metal Cap	1	\$30.00	\$30.00
8x8 Metal Cap Water Cut	1	\$45.00	\$45.00
Kiosk Graphic Panel	1	\$343.00	\$343.00
8 x 8 R Logo	1	\$32.00	\$32.00
Installation	1	\$700.00	\$700.00
Total Cost			\$3,390.00

Wayfinding Trail Post - Intersections	Total QTY	Unit Cost	Total Cost
24" Concrete Foundation	1	\$1,000.00	\$1,000.00
8 x 8 Wood Post	2	\$60.00	\$120.00
8 x 8 Steel Base Plate	1	\$60.00	\$60.00
8 x 8 Metal Cap	1	\$30.00	\$30.00
8x8 Metal Cap Water Cut	1	\$45.00	\$45.00
12 x 18 Wayfinding Map	1	\$100.00	\$100.00
8 x 8 R Logo	1	\$32.00	\$32.00
8 x 8 Trail Intersection Letter	1	\$32.00	\$32.00
4 x 18 BC Direction Marker	3	\$30.00	\$90.00
8 x 8 Recreation Symbol	3	\$32.00	\$96.00
Emergency Location Marker	1	\$32.00	\$32.00
Installation	1	\$500.00	\$500.00
Total Cost			\$2,137.00

Directional Trail Post	Total QTY	Unit Cost	Total Cost
18" Concrete Foundation	1	\$700.00	\$700.00
4 x 4 Wood Post	1	\$50.00	\$50.00
4 x 4 Steel Base Plate	1	\$50.00	\$50.00
4 x 4 R Logo	1	\$16.00	\$16.00
3.5 x 3.5 Trail Number	1	\$10.00	\$10.00
3.5 x 3.5 Recreation Symbol	3	\$10.00	\$30.00
Installation	1	\$500.00	\$500.00
Total Cost			\$1,356.00

Sign Type	Total QTY	Unit Cost	Total Cost
Wayfinding Kiosk	12	\$3,390.00	\$40,680.00
Rules Sign	12	\$3,547.00	\$42,564.00
Wayfinding Trail Post	36	\$2,137.00	\$76,932.00
Directional Trail Post	117	\$1,356.00	\$158,652.00
Total Cost			\$318,828.00

## Site Amenities

The following table outlines bike fixing and washing stations, which are proposed to be located at all existing parking lots as well as an additional pair at the future site of the skills park and another pair at a site of future development.

Site Amenity	Total QTY	Unit Cost	Total Cost
Bike Fixing Station w/ Air Kit	7	\$3,000.00	\$21,000.00
Bike Washing Station	7	\$5,000.00	\$35,000.00
Total Cost			\$56,000.00

## Future Development/Skills Park

At this time no cost estimates or locations of specific structures, skills parks, or other type of development has been decided. During the development planning process public involvement will be a high priority and will include public surveys, needs assessments and public input on development location(s).

## Trails and Signage Cost

Mtn. Bike Component	Total QTY	Unit Cost	Total Cost
Priority A Trails	1	\$46,707.61	\$46,707.61
Priority B Trails	1	\$32,045.45	\$32,045.45
Priority C Trails	1	\$46,952.44	\$46,952.44
Priority D Trails	1	\$88,490.73	\$88,490.73
Site Signage	1	\$318,828.00	\$318,828.00
Site Amenities	1	\$56,000.00	\$56,000.00
Project Total			\$589,024.22

## Appendix A

### Memorandum of Understanding

## MEMORANDUM OF UNDERSTANDING

BETWEEN THE

**Ramsey County Parks and Recreation**

AND THE

**MINNESOTA OFF-ROAD CYCLISTS**

**Battle Creek Regional Park – Ramsey County, MN**

#### INTRODUCTION AND PURPOSE

Ramsey County Parks and Recreation (RCPR) of MN and the Minnesota Off-Road Cyclists (MORC) are interested in promoting mountain biking as an outdoor recreation and fitness activity and in developing and maintaining quality trails and bike parks for cyclists of all ability levels at the Battle Creek Regional Park.

This memorandum identifies specific projects, including the design and construction of bike park features, bike park maintenance, and mountain bike patrol activities, which MORC volunteers have agreed to provide as service to the RCPR, establishes the responsibilities and conditions under which that volunteer service will be provided, and delineates the responsibilities of the RCPR.

#### SCOPE OF THE AGREEMENT

##### **Ownership of Improvements**

All improvements, constructed on RCPR park property, shall be, and remain the property of the RCPR. All materials, including records, data, and other information acquired, developed or documented under this MOU shall be the property of the originating party, unless otherwise mutually agreed upon by both parties.

##### **Term of Agreement**

The term of this MOU shall start May 1, 2016, and extend through December 31, 2016. RCPR and MORC can subsequently agree to extend this agreement on an annual calendar year basis with the approval of both parties.

##### **MORC Volunteers**

Volunteers assigned to work under this agreement at the Battle Creek Regional Park are volunteers of MORC and are covered under the policies and procedures of MORC in relation to volunteer organization and management. Volunteers are not employees of or individual volunteers of the RCPR, however they will receive training enabling them to represent the relationship between MORC and the RCPR.

##### **MORC Responsibilities**

1. Provide technical support to the RCPR in determining the location and design of technical features consistent with the planned ability level of bike trails in accordance with International Mountain Bike Association (IMBA) guidelines.
  2. Provide and supervise volunteers in the construction of approved technical features.
- Utilize tools owned by MORC and the RCPR tools that may be made available by the designated RCPR Maintenance or Parks Supervisor.

- Technical features and trail development must conform to IMBA guidelines and the RCPR approved designs.
  - Train and supervise volunteers in appropriate construction techniques in accordance with IMBA guidelines.
  - Identify a crew leader and submit name to the designated the RCPR Recreation Services Supervisor (position currently filled by Jennifer Fink).
  - Coordinate work schedule and on-site public notification, when needed, with the designated Recreation Services Supervisor.
  - MORC volunteers may use bikes in the on-site planning and testing of technical features and trails prior to opening features to the public as coordinated with the Park Recreation Services Supervisor.
3. Provide volunteers to assist with the inspection and hand-work maintenance of the trail.
- Seasonally submit to the RCPR department for approval a schedule identifying minimum timetable for park observation/inspection.
  - Ensure that all volunteers have received training in bike park inspection and maintenance responsibilities as well as an orientation to the RCPR department.
  - MORC volunteers are authorized to sculpt and/or remove dirt as need throughout the biking area.
  - Perform routine maintenance activities. In the event that MORC is unable to safely and promptly address an identified issue that may create an unsafe situation, the MORC volunteer should notify the RCPR Recreation Services Supervisor.
4. Work with the RCPRD in developing a routine inspection log report sheet for use by volunteers for the regularly scheduled inspections that will identify desired items for inspection and implement the use of this report sheet in the regular inspection of biking facilities.
- Copies of reports should be submitted to the RCPR Recreation Services Supervisor.
5. Prior to making any bike trail alignment changes, submit recommendations to the RCPR for any significant alignment changes that may contemplated by MORC in carrying out the volunteer duties as outlined in the MOU.
6. Recommend to the RCPR for consideration the types of trail, location and language directional, cautionary and informational signs and install (if requested by RCPR).
7. A designated MORC representative(s) may make recommendations to the RCPR Recreation Services Supervisor as to when to close and re-open the bike trails due to poor conditions or other unforeseen circumstances observed during bike patrol or maintenance activities.
8. Provide trail patrol volunteers (Ambassadors) as an optional service to assist in monitoring bike activities and providing assistance to bike trail users.
- MORC may provide volunteers identified and trained by MORC as trail patrollers to ride and monitor the park trails.
  - Trail patrollers can offer assistance to bike park users within the scope of their training and volunteer status under MORC.
  - Trail patrollers should call 911 for emergency assistance. To contact the Ramsey County Sheriff's Department at 651-484-3366 specifically for non-emergency situations such as, to report suspicious activity, uncooperative behaviors, or unauthorized bike park use, call 911 and request to be put in contact with Ramsey County Sheriff's Department Officer.
  - Provide the RCPR with summary bike park safety reports as generated by MORC volunteer trail patrol.
9. Hold Harmless Agreement
- Each party agrees that it will be responsible for its own acts and the results thereof and shall not be responsible for the acts of the other party and the results thereof. Each party, therefore, agrees that it will assume all risk and liability to itself, its agents or employees, for the injury to persons or

or property resulting in any manner from the conduct of its own operations, and the operation of its agents or employees under this agreement, for any loss, cost, damage, or expense resulting at any time from any and all causes due to any acts or acts of negligence, or the failure to exercise proper precautions, of or by itself or its own agents or its own employees, while occupying or visiting the premises under and pursuant to the agreement.

10. MORC may not interfere with the enjoyment of park users and must abide by RCPR Park Ordinances.

#### **RAMSEY COUNTY PARKS AND RECREATION RESPONSIBILITIES:**

1. To review and approve design and implementation plans for all agreed to volunteer activities.
2. To purchase materials, if needed, to be used in the construction of approved technical features and trail development.
3. To loan hand-tools for construction and maintenance activities, upon request and approval of designated by the Recreation Services Supervisor.
4. To provide RCPR Maintenance Supervisor support for approved work on a schedule agreed to by the Recreation Services Supervisor.
5. To review and approve recommended technical features and trails construction schedules and bike trail maintenance schedules.
6. To recognize MORC's contributions for bike trail design and construction and volunteer maintenance, support in appropriate signage at an appropriate location in a manner approved by the Ramsey County Board of Commissioners and to be coordinated through the Director of Park Operations.
7. To display a message about the MORC organization and event opportunities in manner approved by RCPR at a location approved by the designated Director of Park Operations.
8. To authorize MORC to have an informational display/booth at the trailhead up to six times per year for the purposes of providing information about MORC memberships and mountain biking events, as approved and coordinated with the RCPR Recreation Services Supervisor. Informational displays may also be approved for the RCPR permitted biking events. Requests for a permit for direct financial solicitation (membership sales) must be approved in advance by the Ramsey County Board of Commissioners.
9. To notify MORC of bike park closures or events which affect the use of the bike park for posting on the MORC web site.

#### **Termination of Agreement**

This MOU may be terminated by either party upon delivery of 30-day written notice to the other party.

#### **Amendment of Agreement**

This MOU shall not be altered, changed or amended except by written mutual agreement of the parties

#### **MORC Contacts**



**Ramsey County Parks and Recreation Contacts**

Recreation Services Supervisor  
Office: 651-748-2500

Park Maintenance Supervisor  
Office: 651-748-2500

Director of Park Operations  
Office: 651-748-2500

MOU Administration  
(insert name)  
(insert address)  
(insert phone number)

IN WITNESS WHEREOF, the parties have entered into this Memorandum of  
Understanding as of this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

**Ramsey County Parks & Recreation**  
2015 N Van Dyke Street  
Maplewood, MN 55109

**Minnesota Off-Road Cyclists**  
PO Box 19520  
Minneapolis, Minnesota 55419-0520

By: \_\_\_\_\_

Title: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Attest: \_\_\_\_\_

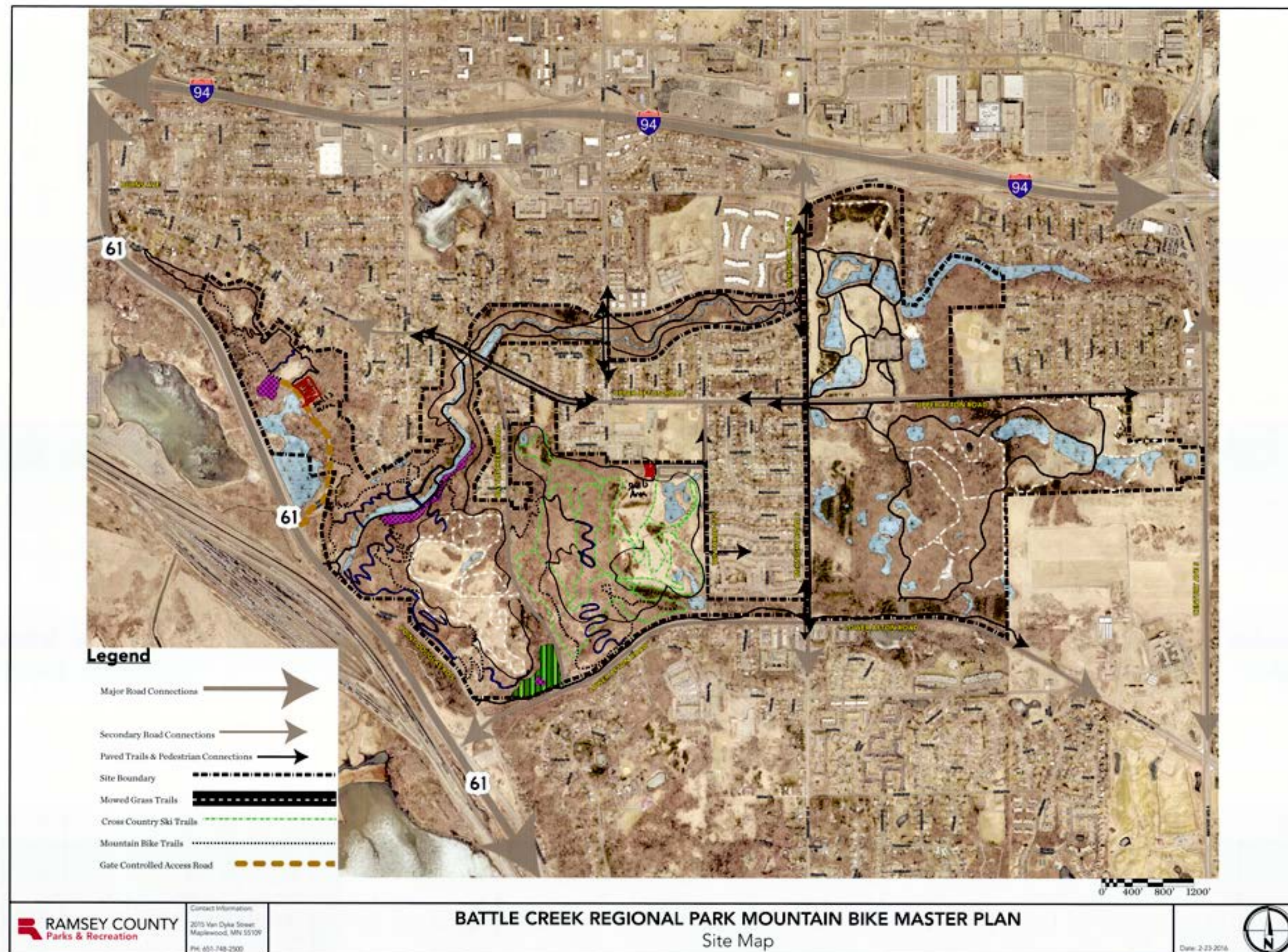
By: \_\_\_\_\_

Title: \_\_\_\_\_

Attest: \_\_\_\_\_

# Appendix B

Concept Map Developed at  
Public Engagement Meeting



## Appendix C






### Battle Creek Public Engagement Meeting Comments

#### Battle Creek Off-Road Cycling Master Plan 2-28-2017 Public Meeting Comments

1. Cameras in parking lots
2. Signage for Trails
3. Restrooms with running water & showers
4. I want to reach out to local youngsters and get them involved in building and riding Battle Creek
5. Reach out to 3M, helping Battle Creek Park is consistent with 3M values of community support and healthy living:
6. Signage and maps at all intersections
7. Picnic areas covered with grills
8. Professional design build to complete park
9. Contact local breweries to sponsor Battle Creek: Summit, Bad Weather, Surly etc.
10. The high school teams contribute much to trail building efforts, allow them to race here once per year:
11. Look to Duluth and the "Duluth Traverse" for funding ideas
12. Parking lots for more people
13. Trails for all: beginner, intermediate, advanced etc.
14. Jumps & Technical Features
15. Many different skill level trails & technical features
16. One way trails
17. Bathrooms
18. Safe intermediate & beginner area
19. Signage, wayfinding, Risk Management
20. Designating trail difficulty and setting up more beginner & intermediate trail
21. Battle Creek Road needs to support traffic
22. Need to respect homes on parks and traffic
23. Skiing must stay
24. Building for restrooms and water is needed
25. What benefits to non-bike riders? \$
26. I want to reach out to first responders who cover Battle Creek Park. They can help build trail and learn an area they may need to respond to
27. Signage, risk management. More single track, downhill trail runs. Bathroom. Water access. Trail head signage
28. Would like to see better signage. Much like Lebanon Hills
29. Changing areas
30. Maintain Legacy Trails

## Appendix D

### Trail Difficulty Rating System

Trail Difficulty Rating System					
	Easiest White Circle 	Easy Green Circle 	More Difficult Blue Square 	Very Difficult Black Diamond 	Extremely Difficult DbL Black Diamond 
Trail Width	72" or more	36" or more	24" or more	12" or more	6" or more
Tread Surface	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
Average Trail Grade	Less than 5%	5% or less	10% or less	15% or less	20% or more
Maximum Trail Grade	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
Natural Obstacles and Technical Trail Features (TTF)	None	Unavoidable obstacles 2" tall or less  Avoidable obstacles may be present  Unavoidable bridges 36" or wider	Unavoidable obstacles 8" tall or less  Avoidable obstacles may be present  Unavoidable bridges 24" or wider  TTF's 2' high or less, width of deck is greater than 1/2 the height	Unavoidable obstacles 15" tall or less  Avoidable obstacles may be present  May include loose rocks  Unavoidable bridges 24" or wider  TTF's 4' high or less, width of deck is less than 1/2 the height  Short sections may exceed criteria	Unavoidable obstacles 15" tall or greater  Avoidable obstacles may be present  May include loose rocks  Unavoidable bridges 24" or narrower  TTF's 4' high or greater, width of deck is unpredictable  Many sections may exceed criteria

## Appendix E

### Proposed Skills Parks Development Standards and Rule Additions

#### Skills Parks Proposed Development Standards

- 1) **Set the Stage:** in your campaign to develop a skills park, you should start with the following tasks: identify allies in local government, find sources of volunteer labor, search out funding, and conduct an educational campaign, including tours of the potential area, to familiarize people with bike parks.
- 2) **Address Risk Management:** Bike skills parks provide a level of managed risk that many riders and parents will find reassuring. Develop standards for structures and emphasize how this will be a safe place for kids to ride while saving the city or county money spent tearing down unauthorized areas.
- 3) **Design a Visually Appealing Facility:** Communities often reject plans that might lead to eyesores. Emphasize planting and other beautification efforts to help convince skeptics who claim a bike park would be visually unappealing. You might try partnering with gardening clubs and other community groups on your beautification efforts.
- 4) **Create a Maintenance Program:** Develop a thorough maintenance plan for your park, and set it down in writing. Name each structure and plan on having the staff use an inspection form to check the park. This will help standardize maintenance records and allow you to easily identify an area that needs repair after a rider reports a problem.
- 5) **Train Your Builders:** Identify potential crew leaders and make sure they're well trained before you start building the park. You're going to need these people to direct groups of volunteers several days a week, so make sure they have the building skills and leadership qualities needed to produce a first rate facility.
- 6) **Progression is Key:** Any bike park should include smaller stunts that allow for a safe progression to more difficult terrain and attract new riders and parents who otherwise would be watching from the sidelines. Parent support helps build momentum for future expansions.
- 7) **Plan For Growth:** Parks are long-term community assets. Most should be overhauled every two to three years to keep them fresh and Exciting. The most advanced riders may leave the park, but this will help retain and attract other riders.
- 8) **Consider Hiring a Pro Builder:** Communities often prefer working with a professional contractor. When hiring a builder to construct a bike skills park, be prepared to articulate your needs, longer term plans, education and other goals and any in-kind contributions you may have. Less important is to know about the specific materials or technical specifications. (<https://www.imba.com/resources/freeriding/developing-bike-skills-parks>)

## Skills Parks Proposed Rule Additions

A separate set of rules should be in place for the skills park. Some rules to consider are:

- Use skills park at your own risk. Skills park is not supervised
- You are responsible for determining safe conditions
- Off-Road cycling can be hazardous – use caution and wear safety gear.
- Ride with control and within your ability level and be considerate of others
- Building or modifying skills park features is prohibited
- Only one person may use a feature at a time, wait for a clear bike path
- Ride only in designated areas
- Non-motorized use only
- Emergencies: Call 911
- The Skills park is closed when the lot and off-road cycling trails are closed

Other rules may have to be considered or altered as the skills park is developed.

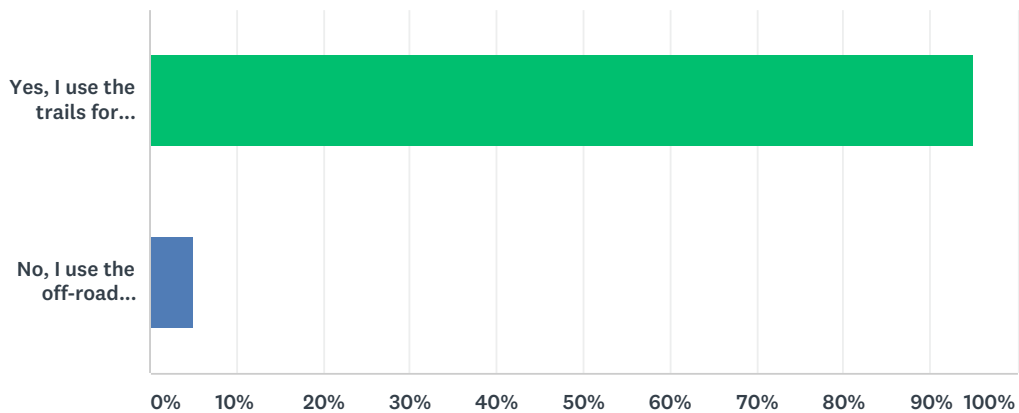
## Appendix F

### Online Survey

#### Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q1 Do you use the off-road cycling trails at Battle Creek Regional Park for off-road cycling?

Answered: 142 Skipped: 0

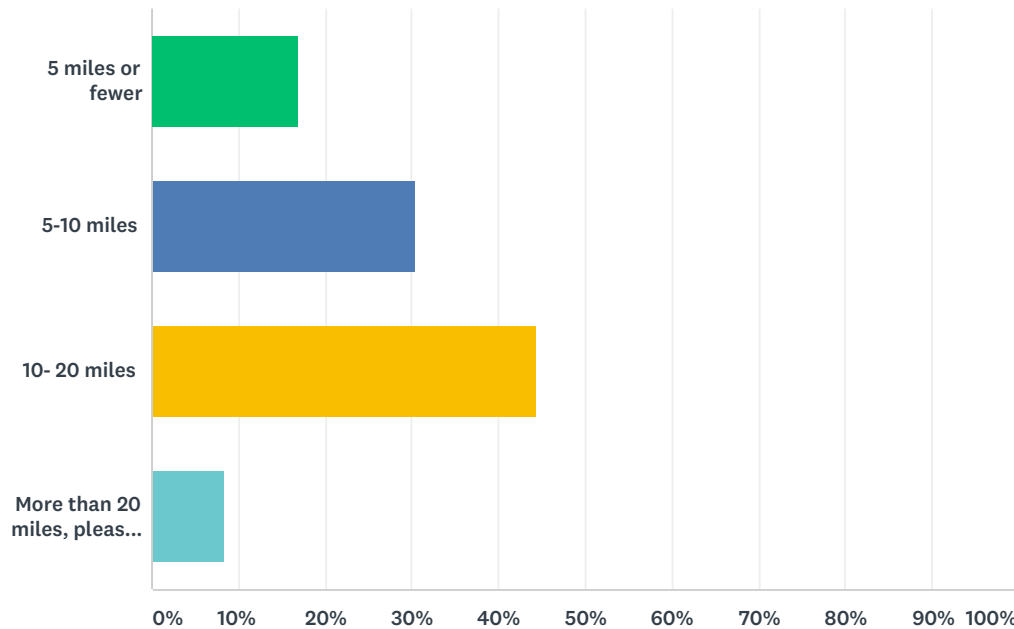


ANSWER CHOICES	RESPONSES	
Yes, I use the trails for off-road cycling	95.07%	135
No, I use the off-road cycling trails for an alternative use. (please specify use below)	4.93%	7
TOTAL		142

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q2 How far do you travel to get to the Battle Creek Off-Road Cycling trails?

Answered: 142 Skipped: 0

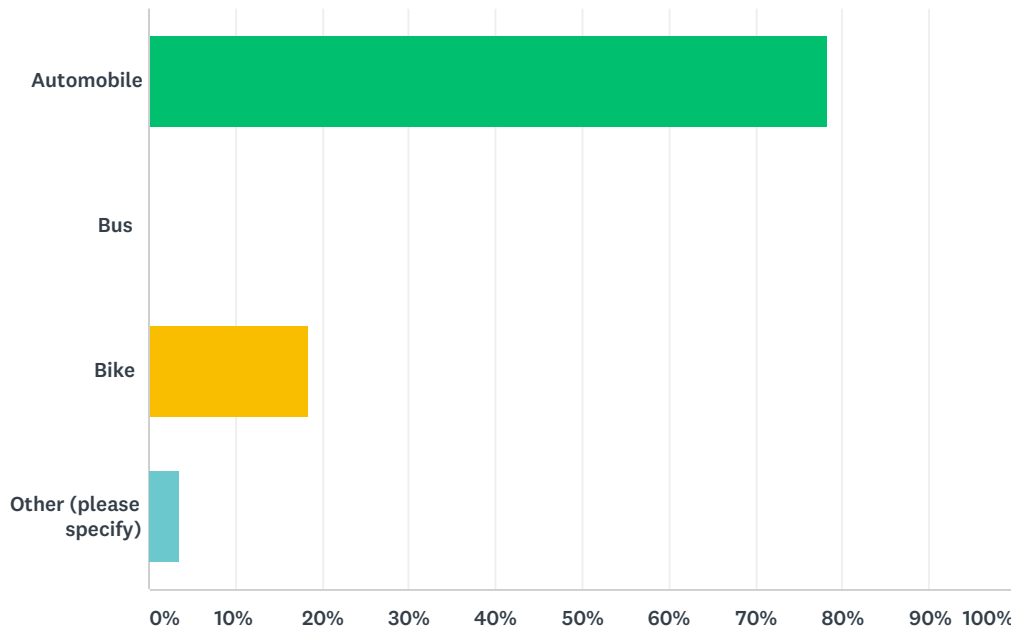


ANSWER CHOICES	RESPONSES	
5 miles or fewer	16.90%	24
5-10 miles	30.28%	43
10- 20 miles	44.37%	63
More than 20 miles, please specify	8.45%	12
<b>TOTAL</b>		<b>142</b>

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q3 What mode of transportation do you use to get to the Battle Creek Off-Road Cycling trails?

Answered: 142 Skipped: 0

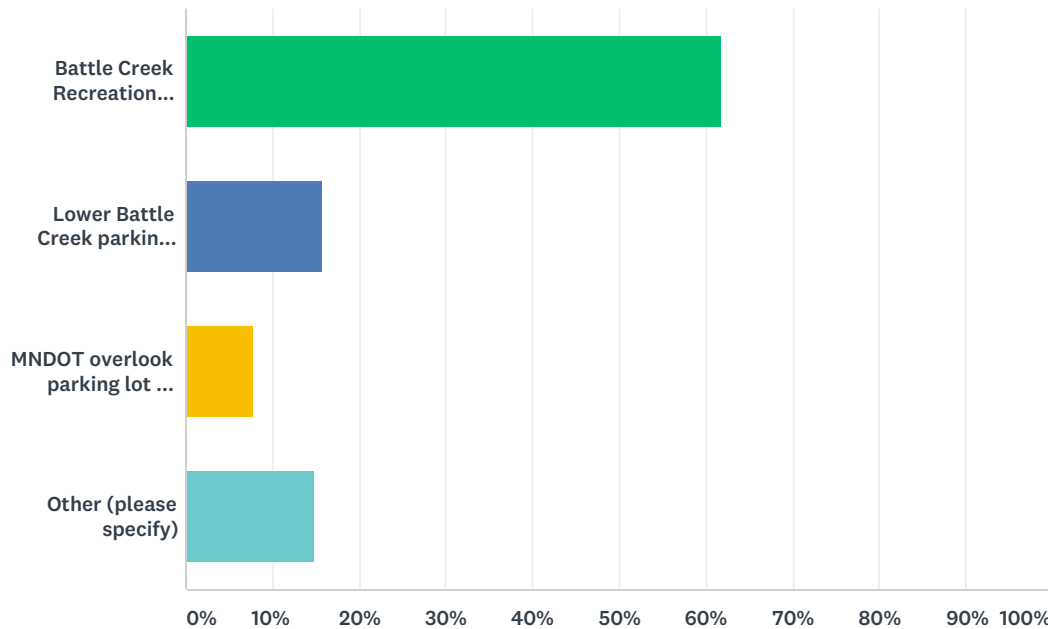


ANSWER CHOICES	RESPONSES	
Automobile	78.17%	111
Bus	0.00%	0
Bike	18.31%	26
Other (please specify)	3.52%	5
<b>TOTAL</b>		<b>142</b>

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q4 What access point do you use the most to enter the Battle Creek Off-Road Cycling trails?

Answered: 141   Skipped: 1



ANSWER CHOICES	RESPONSES	
Battle Creek Recreation Center parking lot off of Winthrop Street	61.70%	87
Lower Battle Creek parking lot off of Park Entrance Road (adjacent to Highway 61)	15.60%	22
MNDOT overlook parking lot off of Burns Ave and Highway 61	7.80%	11
Other (please specify)	14.89%	21
TOTAL		141

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q5 In a few words, what attracts you to use the Battle Creek Off-Road Cycling trails?

Answered: 132   Skipped: 10

Close to downtown, big hills  
Views, hills and not over crowded  
Elevation changes  
Actually hilly and technical riding  
The hills  
It's close to home and trails are rad. I like the challenge.  
Trail layout, routes, and features  
Challenging trails  
Technical, fast, fun, rugged. They are the best trails in the Metro because of the difficulty and technical features.  
The terrain and variety of trails, also the views and woods!  
Closest trail to White Bear Lake  
beautiful forest, hills, less crowded than other parks  
Significant elevation changes, close to Minneapolis  
Close proximity to home  
Raw trails with bluffs and scenery  
Close to downtown, views  
Downhill Section  
Biking  
Having a great trail that is close to the cities  
Quality aggressive descents compared to the other metro trails.  
hilly terrain, difficulty of trails and how different they are from other local trails  
beautiful fun  
Friends, Millage  
Elevation changes, expanse, and variety of trails  
difficulty and scenery and wildlife  
The topography is a little different than other area trails.  
The technical aspect of the trails and the scenic views of the river valley.  
The exposed rock, the climbs and decents. It's one of the few trail systems around here that is NOT machine-built-smooth-flowy-single-track.  
Excellent terrain! The best hills in the area. Downhill trails with berms and some jumps like nothing else in the Twin Cities.  
Fun and technical trails with more elevation change than other local mtb trails  
Actual elevation change, some ripping downhill  
Can bike there, don't have to drive  
Elevation change -- challenging climbs and exciting downhill  
The trails are less groomed than others in the area (making them more fun), and they are frequently open when other trails are not.

The terrain is unlike any other trail system in the metro area. Battle Creek offers challenging climbs. Very rugged, natural "trail" trails (rather than machine cut , designed trails seems more natural then most metro trails  
 It is one of the few MTB destinations in town that has some decent vertical climbing topography, local, views, fun.  
 The flowy nature and challenging hills/climbs, while less technical trails (fewer obstacles)  
 I like to ride the various trail systems in the area  
 Different terrain.  
 hills, old-school singletrack feel  
 Its location to the city, the elevation gain/topography, the amount of trail, and that the trail system is not tightly compact.  
 BC has the most technically challenging trails in the metro.  
 old school mountain biking  
 More elevation than other mtb trails in area  
 Challenge, hills, amazing scenery  
 Nearby and good trails  
 access to natural areas  
 Hills  
 Great terrain.  
 The scenery and the challenge.  
 Proximity to home, which is the Macalester Groveland Neighborhood in Saint Paul. Would prefer to be able to ride my bike from there to the park if it were easier and more direct.  
 Best place for getting elevation gain and downhill riding  
 I can ride to them  
 Their fast and flowy sections (when trees aren't down) and the up or downhill super technical climb.  
 It's actually in the city, there is real elevation changes which is a rarity in the cities, beautiful views that other trails do not have, decent mountain bike riding.  
 Quick escape from the city without actually need to technically leave the city  
 Great variety of terrain  
 Narrow dirt paths with inclines  
 The relative undeveloped nature of the park. It feels like you have left the city.  
 Great location and great park!  
 Battle Creek provides off road riding within riding distance of my home in St. Paul.  
 They're a fun intense workout like nothing else in the metro  
 terrain  
 They are unique to the Metro. Old school. Hills. Obstacles/features.  
 Fun trails with good designs.  
 Close to work  
 The varied terrain/trails, the undeveloped feel of the park  
 Layout of the trail is rugged and natural. Differs from many other off-road cycling locations. It's great!  
 Connection to nature  
 proximity to home and topography  
 raw, steep, challenge  
 better terrain than anything else in the metro  
 The elevation change, technical challenges  
 Steep hilly terrain, challenging trails  
 The hills and ruggedness of the trails.  
 hilly technical trail  
 Not over maintained like some of the other trails like Elm Creek. It's nice to have somewhere more technical to ride.

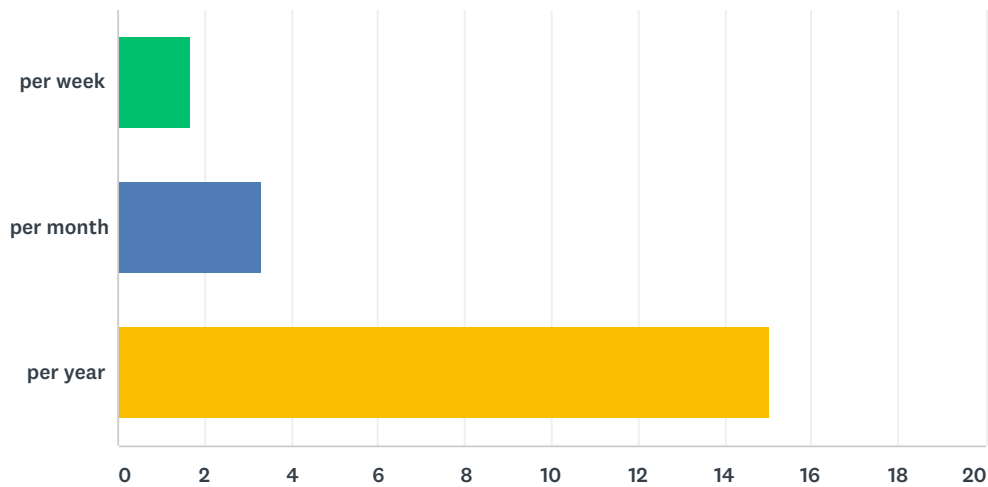
It is the most traditional off road trail, it is NOT groomed and sterile  
it's one of the few local trails that offers climbing.  
Close location, and great terrain. I choose to live in Highwood Hills to be close to a park like BC.  
Challenging trails, elevation gains are unique among the metro area trails  
The "old school" hilly trails  
The challenging climbs and fast downhill.  
They are the best mountain bike trails in the metro.  
It is a different style of trail system than most others in the area.  
It's often open when others are closed  
Diverse trails and natural lines  
Technical challenges not found at other trails  
challenging trails, well maintained  
Only off road bike trail in Ramsey County  
That is is unique compared to many of the other local trails.  
Scenery  
Variety  
Elevation change, technical terrain, and it's never crowded  
Variety of trails  
Location. River bluff views.  
Rugged, hilly, close to home, quiet  
underdeveloped  
Tough, challenging, technical trails. Hills.  
Hills  
Challenging trails, hills, good views  
Beautiful terrain, love being outdoors while in St. Paul!  
Close to work and can go with workmates after work.  
The varied, hilly terrain and large land area  
Great views and lots of climbing and descents.  
It has a more raw feeling than some of the other trails.  
the beautiful park lands, existing bike trails are less groomed than other area trails, lots of elevation  
Beautiful scenery and feels cut off from world  
Unique terrain for the area.  
Best natural trail system in the metro!  
Variety of terrain and technical difficulty of the trails  
Great hill training, old- school trails and new work being done.  
Hilly terrain and woods close to city  
The variety of elevation, trail types, and the views  
It is close which is nice, but also challenging.  
I love that they are close to home and offer a nice getaway from the city into nature.  
The rugged terrain and downhill features  
hilly trails  
It's locality, challenging terrain and potential.  
The current trails have a different flavor than other metro trails. I'd suggest most new builds keep this character rather than try to recreate other metro flow trails. BC has very sandy soil that won't lend itself well to "flow" trails. More trails like GOAT which is between two xc ski trail segments on the south end of the park east of BC road would be excellent  
Its close  
The ruggedness of the trails and the elevation changes.  
The feel of being in nature while still in the city. Seeing wildlife

A nice alternative to the hiking/ski trails @ BC  
 beauty and the great trails  
 loved the park  
 Not to many MTB trails in the east metro, one of the few options  
 Single track trails and rolling terrian  
 It offers a wide variety of difficulty levels

### Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q6 How often do you visit the Battle Creek Off-Road Cycling trails?

Answered: 138 Skipped: 4

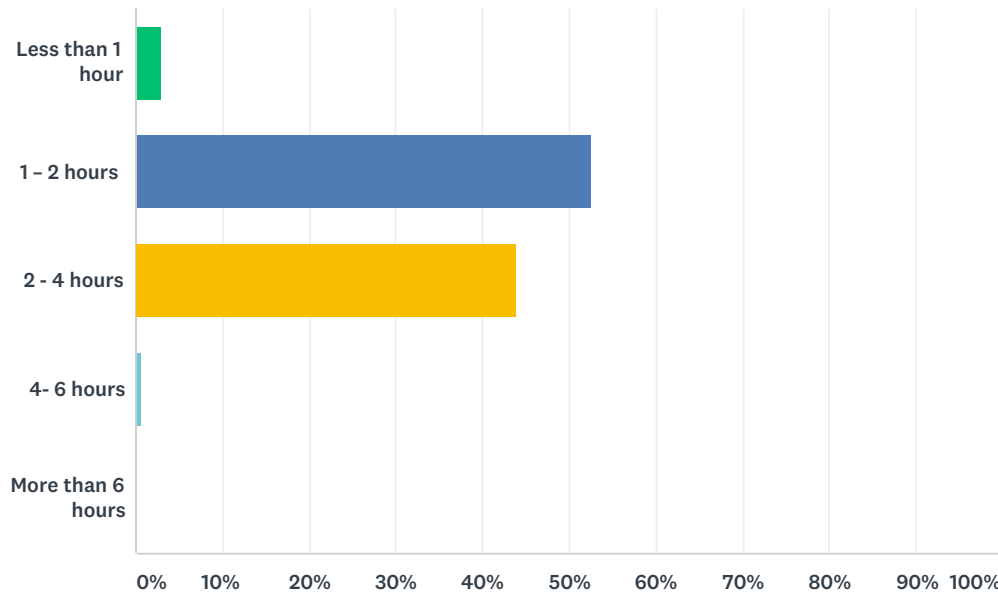


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
per week	2	86	52
per month	3	226	68
per year	15	1,156	77
Total Respondents: 138			

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q7 On average, how much time do you spend on the Battle Creek Off-Road Cycling trails per visit?

Answered: 141 Skipped: 1

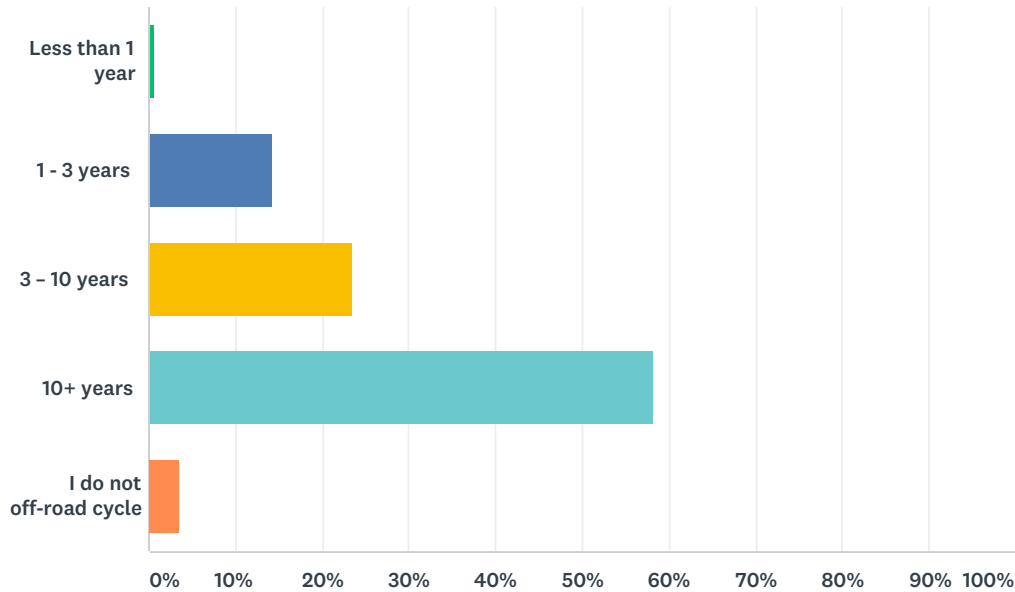


ANSWER CHOICES	RESPONSES	
Less than 1 hour	2.84%	4
1 - 2 hours	52.48%	74
2 - 4 hours	43.97%	62
4- 6 hours	0.71%	1
More than 6 hours	0.00%	0
<b>TOTAL</b>		<b>141</b>

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q8 How long have you been an off-road cyclist?

Answered: 141 Skipped: 1



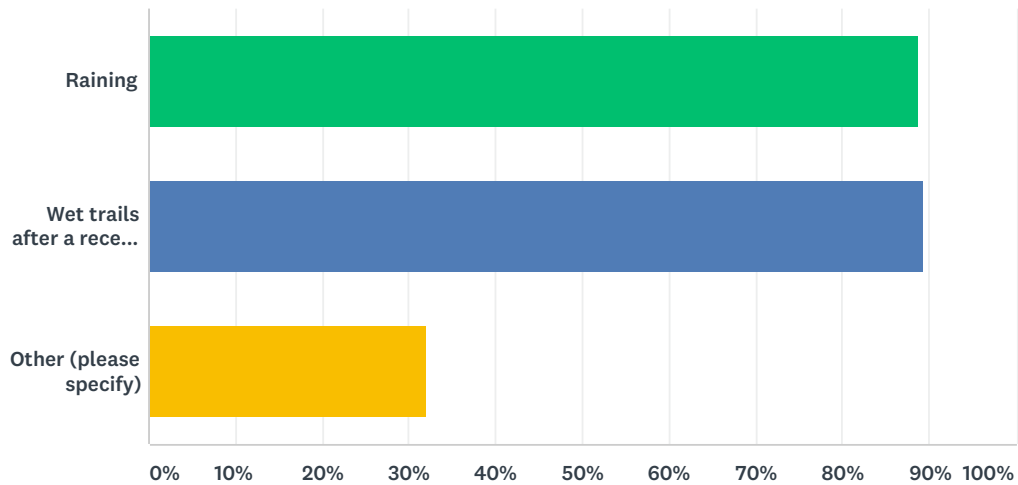
ANSWER CHOICES	RESPONSES	
Less than 1 year	0.71%	1
1 - 3 years	14.18%	20
3 - 10 years	23.40%	33
10+ years	58.16%	82
I do not off-road cycle	3.55%	5
<b>TOTAL</b>		<b>141</b>



Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

Q9 What weather conditions would cause you not to use/ride the trails?  
Check all that apply

Answered: 141 Skipped: 1

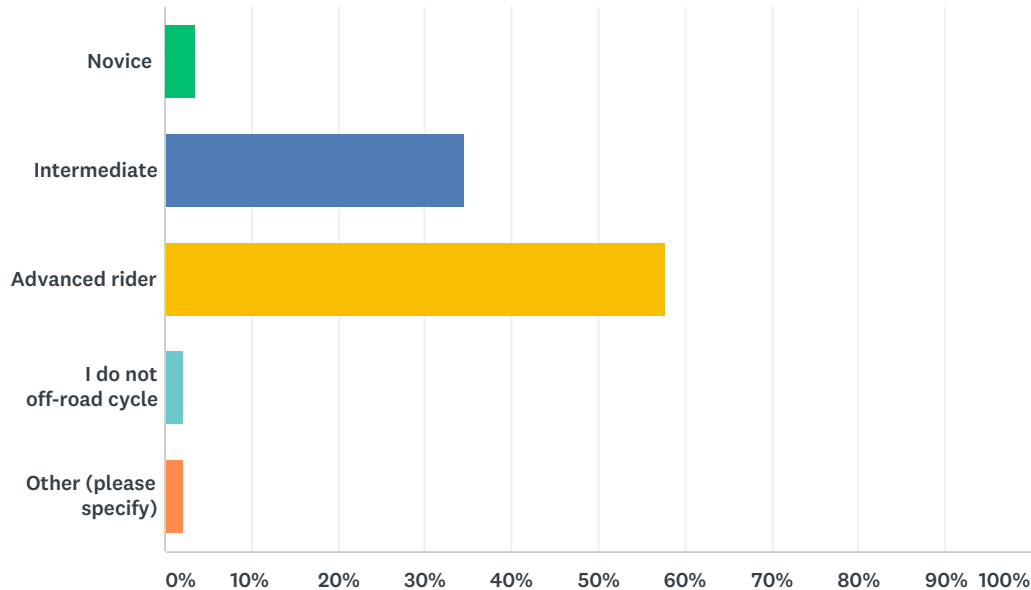


ANSWER CHOICES	RESPONSES	
Raining	88.65%	125
Wet trails after a recent rain	89.36%	126
Other (please specify)	31.91%	45
Total Respondents: 141		

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q10 Please rate your experience level as an off-road cyclist?

Answered: 142 Skipped: 0

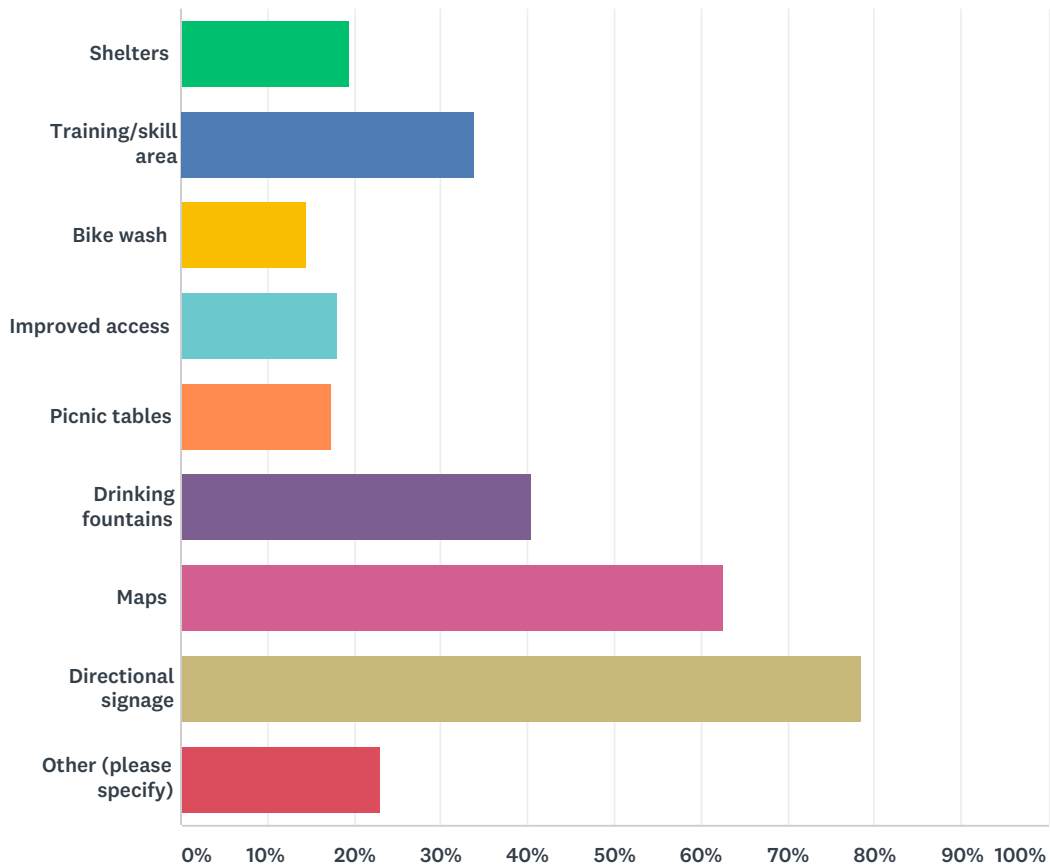


ANSWER CHOICES	RESPONSES	
Novice	3.52%	5
Intermediate	34.51%	49
Advanced rider	57.75%	82
I do not off-road cycle	2.11%	3
Other (please specify)	2.11%	3
<b>TOTAL</b>		<b>142</b>

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q11 Other than trail improvements, what other amenities do you wish existed within the trail system? Check all that apply

Answered: 139 Skipped: 3

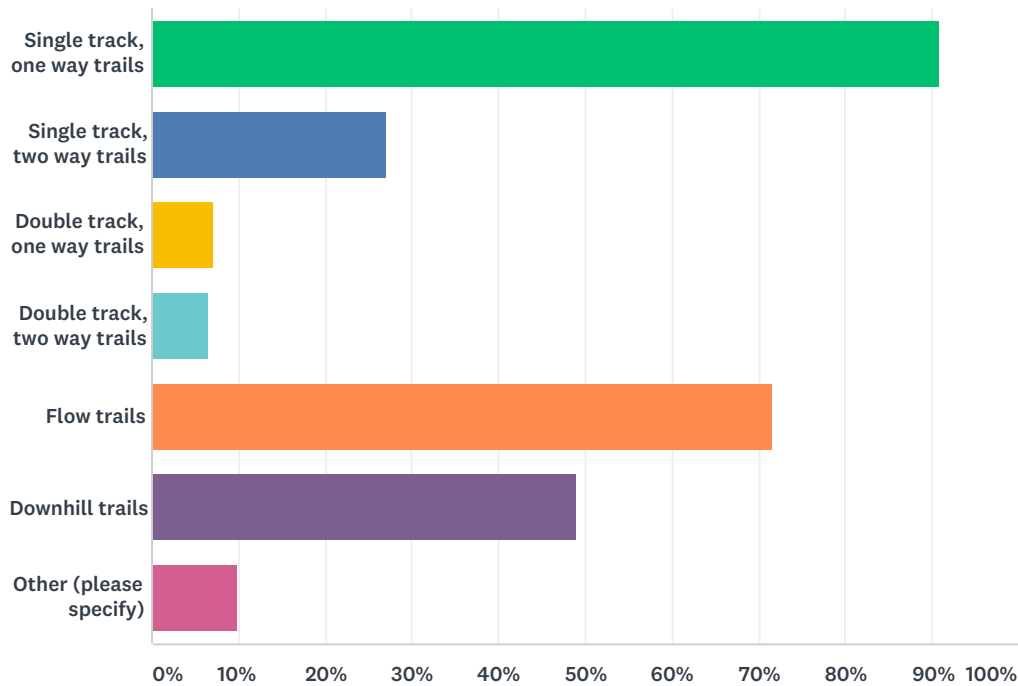


ANSWER CHOICES	RESPONSES	
Shelters	19.42%	27
Training/skill area	33.81%	47
Bike wash	14.39%	20
Improved access	17.99%	25
Picnic tables	17.27%	24
Drinking fountains	40.29%	56
Maps	62.59%	87
Directional signage	78.42%	109
Other (please specify)	23.02%	32
Total Respondents: 139		

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q12 What types of off-road cycling trails would you prefer to use at Battle Creek Off-Road Cycling trails? Check all that apply

Answered: 141 Skipped: 1

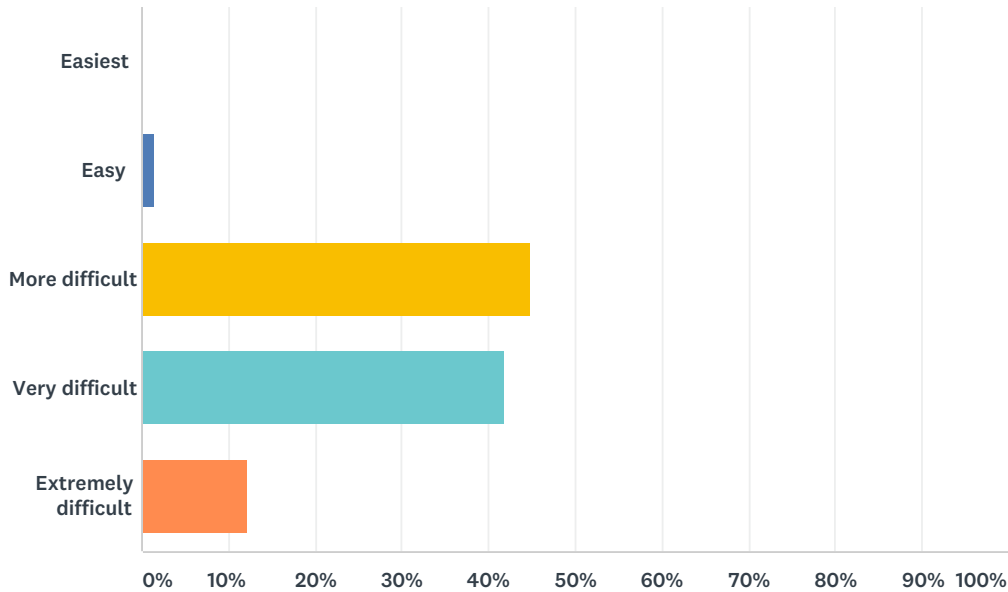


ANSWER CHOICES	RESPONSES	
Single track, one way trails	90.78%	128
Single track, two way trails	26.95%	38
Double track, one way trails	7.09%	10
Double track, two way trails	6.38%	9
Flow trails	71.63%	101
Downhill trails	48.94%	69
Other (please specify)	9.93%	14
Total Respondents: 141		

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

Q13 What trail difficulty do you prefer? (see graph below for description)

Answered: 141 Skipped: 1

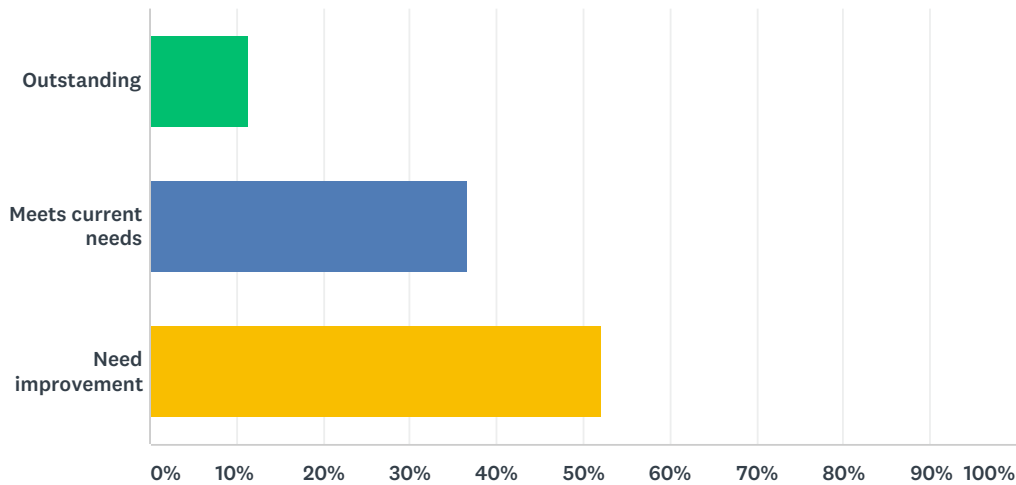


ANSWER CHOICES	RESPONSES	
Easiest	0.00%	0
Easy	1.42%	2
More difficult	44.68%	63
Very difficult	41.84%	59
Extremely difficult	12.06%	17
TOTAL		141

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q14 In general, how would you rate the quality of the Battle Creek Off-Road Cycling trails?

Answered: 142 Skipped: 0

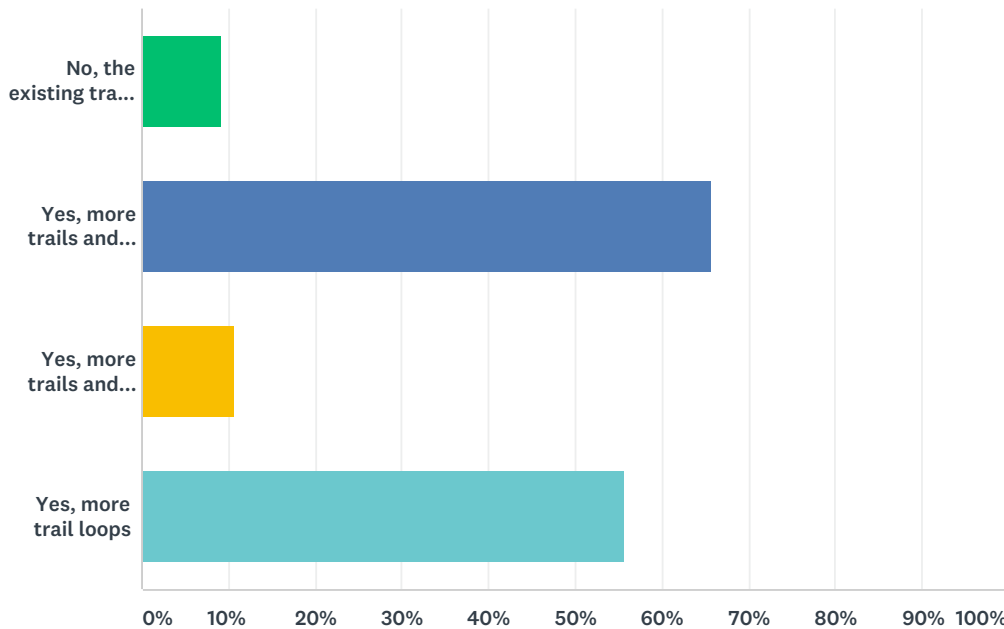


ANSWER CHOICES	RESPONSES	
Outstanding	11.27%	16
Meets current needs	36.62%	52
Need improvement	52.11%	74
TOTAL		142

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q15 Do you think more trails need to be added to the Battle Creek Off-Road Cycling trail system?

Answered: 140 Skipped: 2

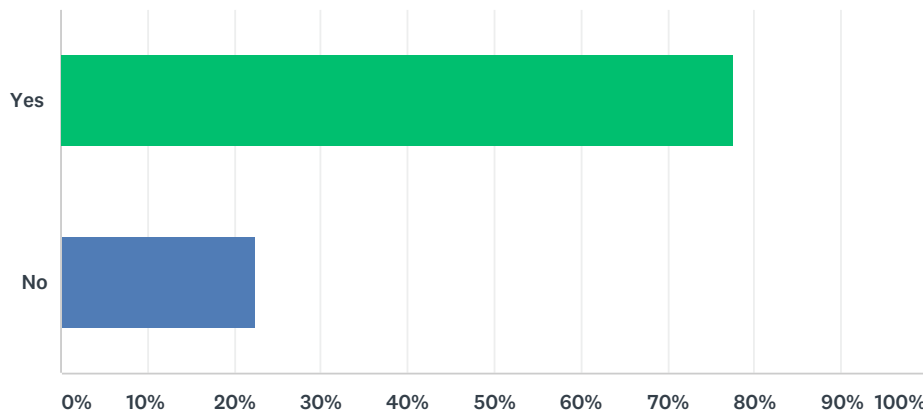


ANSWER CHOICES	RESPONSES	
No, the existing trails are adequate, no need for expansion	9.29%	13
Yes, more trails and longer runs are needed	65.71%	92
Yes, more trails and shorter runs are needed	10.71%	15
Yes, more trail loops	55.71%	78
Total Respondents: 140		

### Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

**Q16 The Battle Creek Off-Road Cycling trails are closed during wet and winter conditions. If fat tire and/or winter off-road cycling biking were available elsewhere in the Ramsey County park system, would you use this area?**

Answered: 139 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	77.70%	108
No	22.30%	31
TOTAL		139

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

**Q17 Do you have any specific comments regarding present and future recreation demands and needs for off-road cycling in Ramsey County?**

Answered: 61 Skipped: 81

We need off road cycling trails in northeast Ramsey county, or a trail system in the former munitions facility in Arden Hills.

I look for trails that have sections like Spirit Mountain and Colorado so it's obviously difficult to do that here but the more trails the better. Battle Creek is a great place to train and have some fun. I would like to volunteer some time to help build / improve trails if needed.

I'd like to see trails in northeast metro, no current system close. I'd like to see County open space in bald eagle-otter lake park developed for cycling.

I like that the trails are sometimes confusing to follow and not always in great shape. It gives a sense of adventure and exploration that you don't get on some of the other over-developed bike areas. I also sometimes hike on the trails, and wouldn't like to see that option go away. Too many bikers or too-fast trails would make hiking difficult - keep it low-key and multi-use.

There needs to be a stronger focus on way-finding and separation of uses between hiking and mountain biking (including one-way trails). Way too many close calls and wrong turns. I generally don't choose to visit Battle Creek for mountain biking due to these issues, although it is fairly close to where I live.

I do not understand why fat biking is not allowed here in the winter. That is outrageous.

Keep it raw and natural--not overly maintained and artificial.

Aim for something different than all the other metro trails.

Specifically to Battle Creek... This place suffers badly from poor/no signage. Everyone I talk to complains about how hard it is to get around that trail system. I have been there many times and still don't understand how to put together a decent ride. Signs would make this place a TON better.

More trails for all abilities

1. Because Question 13 only allows for a single answer I feel it is a poor representation of how I use off road trails. I bike with some very advanced riders that pull me through Double Blacks from time to time. When I ride solo I mainly stay on the Blue/Black trails. I also take my 6 and 3 year olds out biking with me weekly and they only can hand the white/green trails. I believe a good trail system has a variety of all levels of trails. Even advanced riders use the easy trails to warm up or cool down. This allows a more diverse group of riders to enjoy the area and allows the development of young riders.

2. Any trail system that closes its doors completely to winter riding is missing out on a core of your most dedicated riders and it cuts the use of the trails in half. Other trails have found a way to keep winter biking open without sacrificing the CC ski trails that intermix.

3. My favorite trails are those that give me an hour plus of riding that does not repeat on itself, flow well, have obvious character to them, challenge me but allow me to bail out, and I can take my kids to. Connecting existing trails would help. More trails are always welcome! Developing some Extremely Difficult/Advanced trails would draw more people to Ramsey County trails.

Battle Creek is the only one I know; I travel a lot further for other singletrack in the metro area. It'd be really nice to utilize northern Ramsey County, if there is some space, for a more technical-style track. The trails at Battle Creek are special because of the elevation available, the large space they occupy, and how remote things feel despite being so close to the city. Adding trail, making them more sustainable, and improved mapping/signage will bring significant numbers of additional mountain bikers to the park. It is also important for skill building areas, as there are many people in the area that have not previously had access to mountain biking.

I really enjoy technical trails BC has to offer.

Used to bike here a lot more, but trails are not sufficiently maintained, and signage is poor. Better options elsewhere, but I'd love to see Battle Creek improved.

Thanks for soliciting input!

Go easy on the plants; do not transport invasive plants by accident

I think multi-skill trails would encourage many more riders and skill levels.

The demand for MTB trails is increasing significantly as is ridership with the High School Leagues. Battle Creek is only one of two trails inside the 494/694 loop and located where the densest populations and highest population of riders are located.

Battle Creek needs a vastly improved layout to utilize the terrain properly. Currently many of the Grades are too steep and create erosion. Better connections of loops, signage and maps are required so riders can find the trails and not get lost.

With the amount of area available in the park and a professional design with proper use of terrain, there could be many more miles of trails. With better quality trails, riders would return more often, including myself.

Today the lack of signage, maps and poor layout keep most riders away. Every time I am out there I run into riders that are lost and cannot find sections of trail.

By improving the design and having stacked loops of trails from beginner to intermediate to advanced you can satisfy a larger group of riders and get many more riders to return to the park.

An improved trail system and promotion of this to the St. Paul Urban High Schools would benefit Ramsey county and it's residents.

Bicycling is a lifetime sport and the St. Paul urban schools need better representation and the option to participate in the HS Leagues.

Please build trails that attract advanced riders as well as intermediate level riders.

Why not Fat Biking in winter?

A few flow trails and more downhill style runs at battle Creek along with much improved signage would really go a long way. A lot of us st paul residents never go to Theodore Wirth because it's far away and traffic is always a pain thus cutting us off from that type of riding. In general elevation changes are very welcomed here, we're lacking in that area in the twin cities

Make sure trails are either multi use or offer enough of different trails for various uses so that the park does not become dominant to one or two activities. 3/4 of your park is closed off in winter to anything but one activity type because of the trail system.

I believe off-raod cycling is needed now and in the future at Ramsey County. Thank you!

Off road cycling is still growing. Youth leagues should be encouraged.

Appreciate the opportunity for comments

Additional trail is always an attractive idea, but we need to improve and maintain what is currently there.

More and better signage, one way trails.

More trails are not the answer, trail crew can't maintain what they already have. It will be difficult to build flow trails, because the dirt is too sandy, it will be too much maintenance to keep up. All man made features wash away over time. Trails should be more natural, raw, and steep. If new trails are to be made, a longer sustained downhill trail would be great, similar to Goat, but longer (if possible).

In my opinion, there does not need to be any more trails there. The existing trails are not maintained enough, and it has taken workers all year to build one new section of trail that is not completed yet. An effort to improve existing trails would be better suited for any efforts.

Needs signage and loops that don't use asphalt or ski trails

This park has always been a great multiuse trail for those of us that live nearby. (I live across the street.) I fear that if more bike trail development is done it will ruin the multiuse aspect of this trail and hikers/runners who live in the area will not be allowed or welcome on the trail. Please don't let this happen. Some of us like to bike AND run on this trail and don't want to be told we can only bike on it.

There are very few singletrack trails left for runners where they aren't yelled at by bikers. I also hope that this does not become a fee-based biking area. This is a lower income neighborhood. Many of the people who live nearby cannot afford to pay to use the park. Asking for a fee just makes the park more accessible to people who don't even live in the area and less accessible to those who do. If a fee box is placed it should be donation only.

There is a ton of space, as seen at other parks, trails can be added without looking like trails have been added. I advise anyone to tour some other local trails that started from the ground up, like Cuyuna, Elk River and Maple Lag Resort.

I'm also a XC skier, but since natural snow has been a challenge at BC, I would prefer that more trails be opened to off road cycling. If BC made snow that would change of course, but there are parks like Hyland, and Elm Creek that both make snow and have winter MTB trails, so this should be included if BC has a future with manmade snow.

More funding please!

The downhill trails are very unique to metro area riding. I feel like they are the greatest asset to the trail system. Would love to see them expanded on.

Develop BC first, then additional trails along the river hill areas would be nice  
With the exponential growth of High School mountain bike racing has come a need for more places for young people to ride and train.

Battle Creek is the best place to mountain bike in the metro in my opinion because of the elevation and size of the park. I really like the two way trail network instead of one way loops. It would be nice to have more singletrack so mountain bikers don't have to use paved/ski/doubletrack trails as connectors between singletrack.

Great bones but boy do the trails need modern design

If future trails are created have the trails accessible for all types of activities. In addition, keep the emphasis on promoting the beauty of Battle Creek and not stripping away the beauty to making it assessable. It is a great sanctuary in the middle of an urban setting and if that changes too much it takes away from the vitality of this area.

North end of the county could use some trails. Like legalize the rogue trails around snail and sucker lakes

More winter access

My boy is finally old (and strong) enough to ride off-road with me. it is a recreation experience unlike anything else we do!

There are not many mountain biking opportunities in Ramsey County. I generally have to go to Hennepin County or elsewhere in the Metro Area.

I hope the expansion of the trails continues, the recent developments and re-works I've seen over the last few years are greatly appreciated.  
Keep Battle Creek "unpolished". Carver, Lebanon, etc are all great trails but Battle Creek offers a unique experience that is rugged, washed out, and full of tree roots. It's great!

Battle creek desperately needs better signage for navigation.

The trails are unique but the signage is poor and there are some big hazards which are not marked.

Keep BC natural and lengthen current trails. I've been leading a group ride every Wed during open conditions since 1998 and this is my go to trail even though I live in Minneapolis!

Battle Creek provides the greatest opportunity in the metro area to truly develop and extensive trail system that caters to a wide range of riders. Battle Creek's terrain is unlike any other in the metro, which provides the opportunity to develop flow-style and downhill trails, which are currently only found in northern Minnesota. It is also easily accessible by car and bike path. I would like to see the trails continue to be build in addition to having improved amenities, such as porta-potties or restrooms, a changing area and picnic tables. Lebanon Hills has done a nice job with this and I think improved facilities would bring in more riders.

Reservoir Woods is an ideal place for trails.

I like Battle Creek's difficulty and challenge even though I am sometimes not adequate to the task. I would appreciate some compromises of an easier loop alongside a tougher trail so we can kind of ride together.

Only that I would hate to see the current, rugged and downhill trails go away without a similarly challenging replacement. Ideally, those stay and more are added.

As a long-term tax payer of Ramsey County and avid off-road cyclist, I would like to see the county take a step forward in utilizing park lands not just BC as off-road recreational opportunities for the benefit of residents and local tourism. I'm tired of seeing garbage filled woods with transient people occupying county park land. Off-road cycling not only offers excellent human powered recreational opportunities, but as well establishes an inviting community that cares for the preservation of the land. The local economy also receives a boost from well-organized and maintained human powered trail systems through tourism opportunities.

If you build it, they will come. I think Battle Creek should retain its existing character which is really unique in the whole Metro area and the county should build beginner or flow trails at a another location.

Winter fatbiking is a natural extension of summer use, so that should be a consideration. Signage issues hurts Battle Creek's reputation in the cycling community.

Thanks for your support and willingness to grow the off road cycling opportunities in Ramsey County!

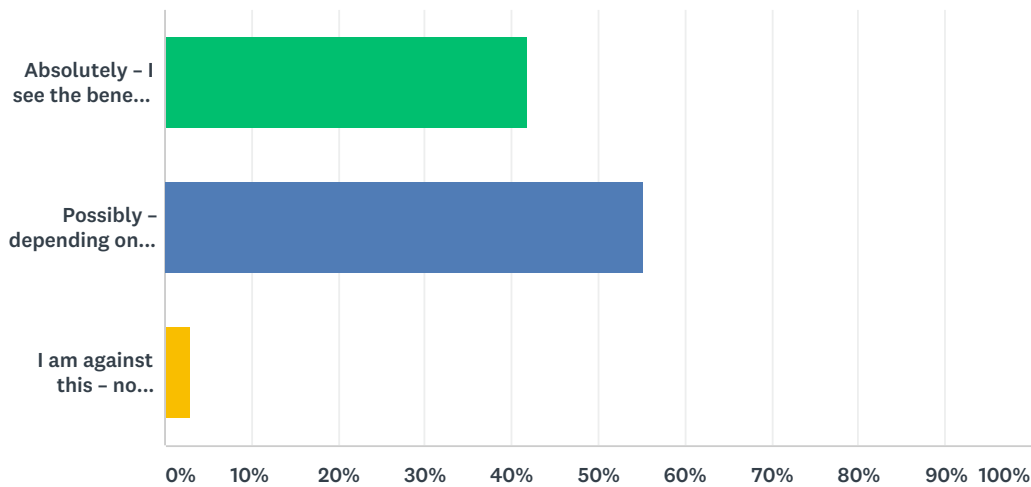
Maintain present trails before expanding & keep separate from hiking/skiing trails

Mountain biking as a hobby is growing very quickly. High schools have bike clubs and racing now. Battle creek has enormous potential to be one of the premier trail systems in Minnesota.

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

**Q18 Currently there is not a fee to use the Battle Creek Off-Road Cycling Trails. If a donation box was placed on-site and funds collected were used for trail improvements and maintenance at the Battle Creek Off-Road Cycling Trails how willing would you be to donate?**

Answered: 141 Skipped: 1

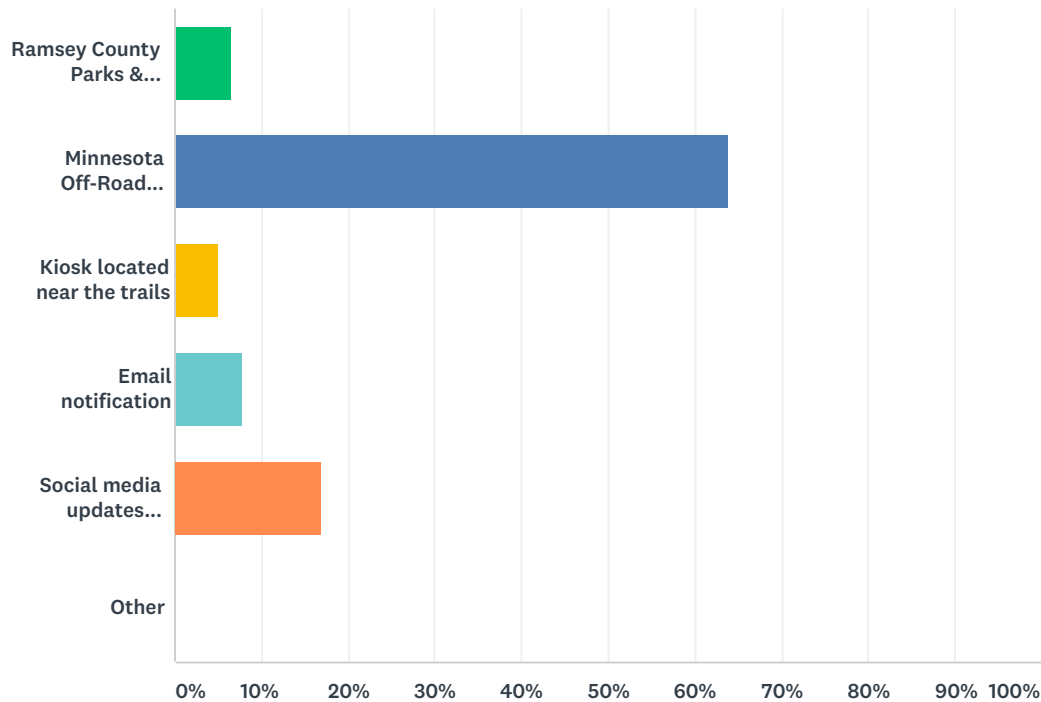


ANSWER CHOICES	RESPONSES	
Absolutely – I see the benefit in investing in these areas above and beyond current funding	41.84%	59
Possibly – depending on the long term plan for investment and improvements	55.32%	78
I am against this – no donation box should be used.	2.84%	4
TOTAL		141

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q19 Where would you prefer to get information on the Battle Creek Off-Road cycling trails?

Answered: 141 Skipped: 1

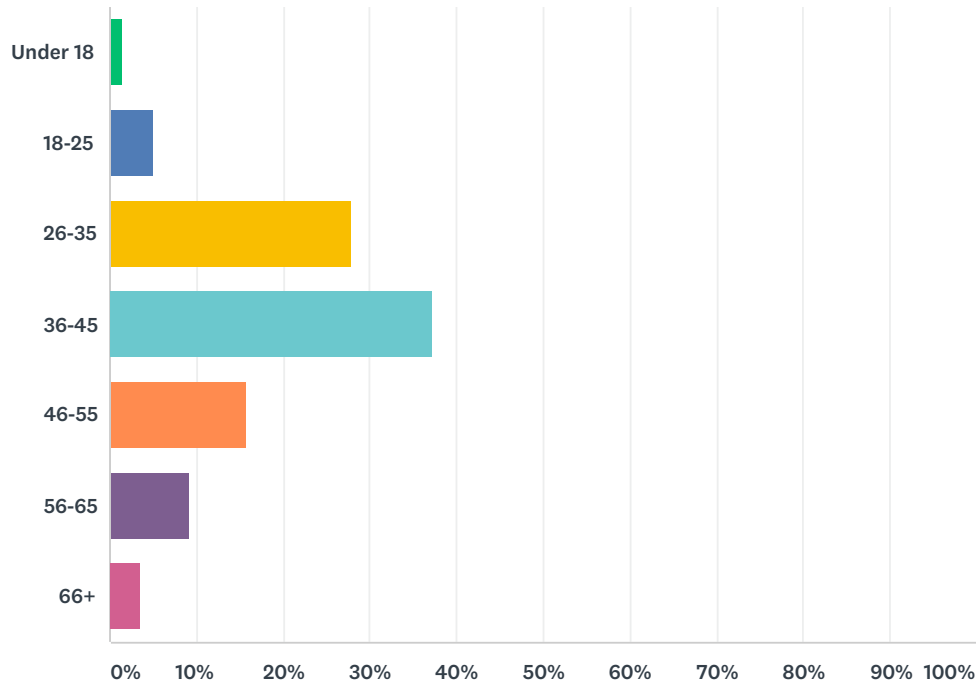


ANSWER CHOICES	RESPONSES	
Ramsey County Parks & Recreation website	6.38%	9
Minnesota Off-Road Cyclists (MORC) website	63.83%	90
Kiosk located near the trails	4.96%	7
Email notification	7.80%	11
Social media updates (Facebook, Twitter)	17.02%	24
Other	0.00%	0
<b>TOTAL</b>		<b>141</b>

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q20 What age group are you in?

Answered: 140   Skipped: 2

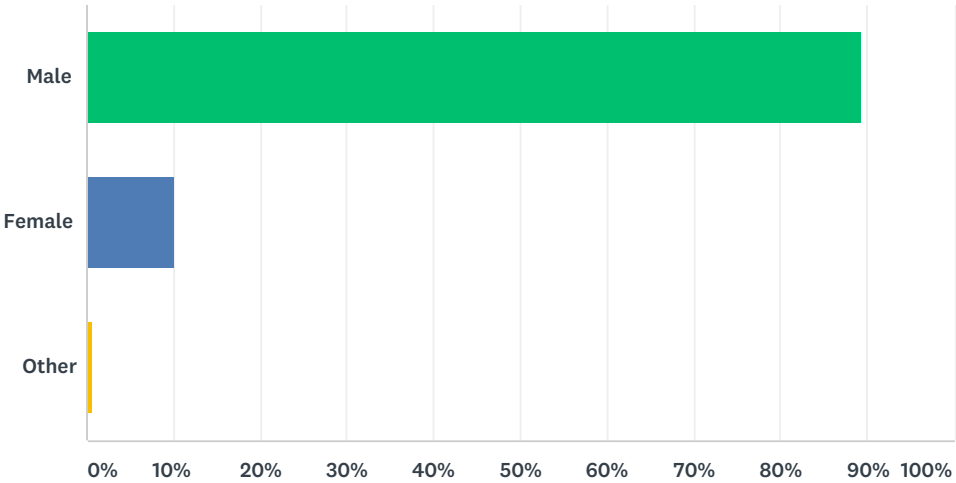


ANSWER CHOICES	RESPONSES	
Under 18	1.43%	2
18-25	5.00%	7
26-35	27.86%	39
36-45	37.14%	52
46-55	15.71%	22
56-65	9.29%	13
66+	3.57%	5
TOTAL		140

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

Q21 What is your gender?

Answered: 140    Skipped: 2

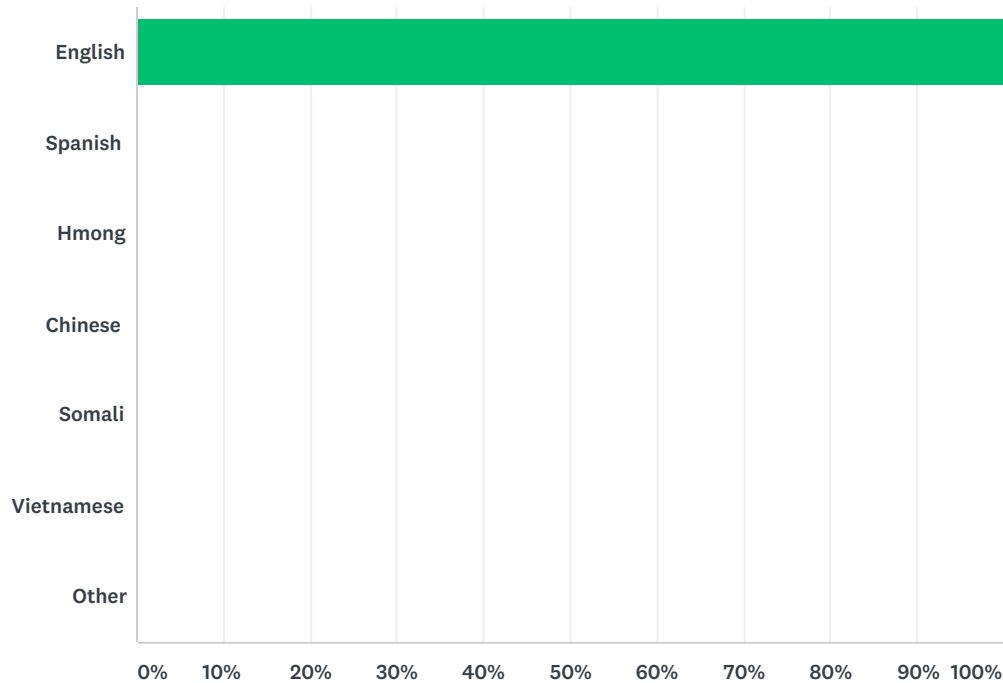


ANSWER CHOICES		RESPONSES	
Male		89.29%	125
Female		10.00%	14
Other		0.71%	1
TOTAL			140

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

### Q22 What is your primary language?

Answered: 140 Skipped: 2

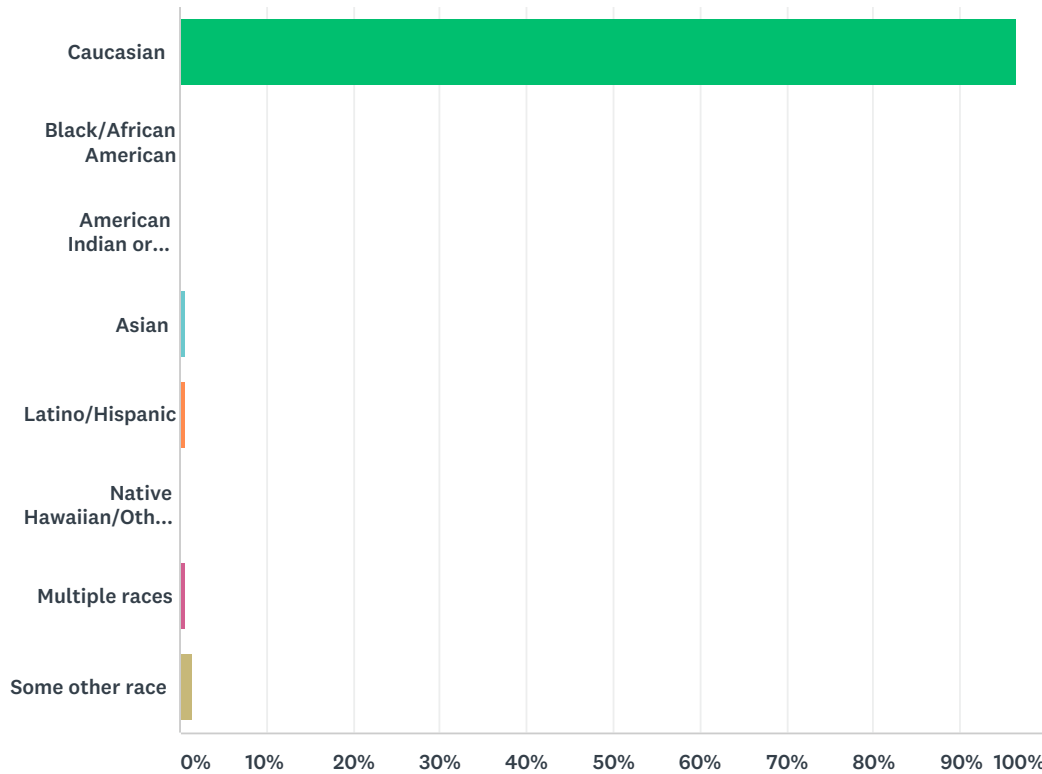


ANSWER CHOICES		RESPONSES	
English		100.00%	140
Spanish		0.00%	0
Hmong		0.00%	0
Chinese		0.00%	0
Somali		0.00%	0
Vietnamese		0.00%	0
Other		0.00%	0
TOTAL			140

Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q23 What race or ethnic group do you identify with?

Answered: 140 Skipped: 2



ANSWER CHOICES	RESPONSES	
Caucasian	96.43%	135
Black/African American	0.00%	0
American Indian or Alaskan Native	0.00%	0
Asian	0.71%	1
Latino/Hispanic	0.71%	1
Native Hawaiian/Other Pacific Islander	0.00%	0
Multiple races	0.71%	1
Some other race	1.43%	2
<b>TOTAL</b>		<b>140</b>

## Battle Creek Off-Road (Mountain Biking) Cyclist Questionnaire

## Q24 Contact information (if you would like to receive emails/newsletter)

Answered: 58   Skipped: 84

ANSWER CHOICES	RESPONSES	
Name	96.55%	56
Email	100.00%	58

## Appendix G

### Comments Received After Concept Plan Public Review Period

7/25/2017 12:09 P.M.

Good afternoon. I just wanted to comment on how excited I am that Ramsey County is supporting the building of more singletrack mountain bike trails at Battle Creek. As a regular trail worker I have seen the weekly efforts put into gaining and maintaining trails at this great park. Like other metro trails, more singletrack miles will bring more users in turn making it an even better place for individuals, families and high school mountain bike teams to recreate and train. This will be a great asset to the City of St Paul and for all user groups of the trail, not just mountain bikers. Kudos to Ramsey County Parks & Rec!

7/25/2017 12:12 P.M.

I am super excited to see Ramsey County looking to dramatically expand mountain bike / single track trail riding opportunities in Battle Creek Regional Park. It's already a good place to ride. This significant expansion could elevate it to a destination trail.

Trail ridership in the Metro has grown exponentially over the last few years with the expansion of High School mountain bike racing. It's a very inclusive sport getting kids outside and being active.

Thanks for having such great vision.

7/25/2017 12:27 P.M.

I just looked over the Concept Map for Battle Creek - Looks great! It's a fun area to ride now, but adding more miles/variety, and a more cohesive routes would really be a boon to the trail..

As it is now, I would never just tell someone to just ride there on their own the first time, you need to be guided a couple of times to know the full trail.. I've talked to more than a few that just missed sections of the trail due to not knowing how they connect.

Thanks for the trail - it's a nice addition to our Twin Cities trail system!

7/25/2017 12:27 P.M.

Thank you for the Battle Creek mountain bike trails project and development! It's already a great trail and will only be getting better. Thanks!!!!

7/25/2017 12:46 P.M.

As a former member of the trailbuilding crew at Battle Creek ( and current Trail Steward @ Salem Hills), I have seen the potential that Battle Creek holds. If the current plan comes to life, it would make Battle Creek one of the premier mountain bike destinations in the metro area. Utilizing all areas of the park would also cut down on riff raff as well.

7/25/2017 12:54 P.M.

I am regular user of the current BC mtb. trail system. I ride 2-3x/week and run 1-2x/week on the existing trails. Let me be the first to write, I am extremely excited about the future development and plan of the trail system! The mapping looks great! Thank you for your hard work. I look forward to the expansion process and spreading the word with other trail users.

7/25/2017 1:14 P.M.

Hello!

I ride at Battle Creek regularly and I just reviewed the plans for expansion. First off, WOW! This looks like an amazing opportunity for the park, the city, and outdoor recreation in the East Metro! Thank you for considering this project!

I have a big concern about routing. As I understand the plan (from talking to others involved in the project) calls for all trails to be two way. I feel that this creates more safety concerns than it solves. It would be great if we could expect all riders to ride with the upmost caution and be aware of everything coming at them, the reality is that they do not. When they have a close call it can cause them to lose interest and to seek other trails to ride that they feel are "safer". Virtually all metro trails, with the exception of very short sections, are one way trails. The biggest exception that I can think of in all of Minnesota is the Cuyuna Lakes Recreation Area which is managed by MN DNR. But, as part of the Cuyuna Master Plan, all of the trails will eventually be one way.

Please strongly consider revising the plan to make all of the trails one way. This will result in a greater perception of safety and better ridership and enjoyment of the trails!

Thank you for your time!

7/25/2017 1:29 P.M.

I'm in full support of expanding the Battle Creek MTB trail system. I think what's most important in the design is taking advantage of the elevation change and ensuring the Twins Cities region has more intermediate and advanced downhill features. While there are many options for novice riders in the regional trail system, few options are available for steep, technical features. Integrating this into planning for Battle Creek expansion would serve the Twin Cities well and increase engagement with the trails.

Please consider making use of the elevation change to create downhill trails that are fast, fun, and challenging!

7/25/2017 1:32 P.M.

I'm pretty excited to see news of the proposed expansion of trails at Battle Creek! BC is perhaps the only place in the twin cities metro that you can ride some proper downhill trails, so the prospect of having more challenging trails like that without having to drive 1-2 hours away to Duluth or Welch Village is great for our community.

The terrain available at BC gives incredible opportunities for advanced riders to get their fix, when the flipside is riding other MORC trail systems that really only cater to cross country and beginner riders. I hoped that the proposed map would have more downhill trails like Goat Trail and The Luge (though Luge is probably a bad example because it's old and built unsustainably).

If I could have one wish, it would be for several short, fast, and challenging DH lines going from the top of the hill to the creek, with an easy access climb back to the top. The aggressive trail riding scene in the twin cities is underserved, and it will continue to be passed over as a destination city to go riding in unless that need is met. As it stands, I'd rather wait several weeks to take a 7 hour trip to Marquette than ride nearly all of MORCs current trail offerings. In my mind, there's no point in having 100 miles of trail under their stewardship if no one save beginners and cross country riders want to ride their trails. I understand however that riders like myself are in a vocal minority, but I believe other trail organizations have done a much better job of creating diverse trail networks that appeal to all skillsets and leave none of them wanting for more.

Thanks for reading, I hope these comments are helpful

7/25/2017 1:49 P.M.

I just looked at the map for Battle Creek and the proposed trail expansion. I wanted to toss in my \$.02 for what it's worth.

I have been riding there off and on for maybe fifteen years. I am a pretty infrequent visitor but it is one of my favorite trail systems in the metro. It ranks high on my list due to the technical nature of the terrain, the difficult climbs, the use of topography (esp. the newest stuff being built in the far NW reaches of the park. I love that it is hand-built versus all of the modern machine built trails in Duluth, Cayuna, and CAMBA systems to name a few.

I hope that if and when a revamping/expansion of the trails happen that the original nature of the park is retained. IMHO, there is nothing worse than a completely "dumbed" down trail system that is readily accessible to all skill levels. They have done a nice job at perhaps the most popular metro area Lebanon Hills by installing filters that force one to display adept biking skills before entering into more difficult sections.

One thing about BC that is really frustrating, unless you ride there often, is the complete lack of signage. I have to ride there multiple times before I can figure out a good way to get the most miles in (w/o riding boring grass XC ski trails).

Finally, as you are probably aware, the lower parking lot has a lot of broken glass in it sometimes accompanied by sketchy characters. I will no longer park there as I worry about my vehicle. I hope that something can be done to remedy this not only for park user's convenience but for the safety of all concerned.

I'm really excited about the prospect of an expansion/updating/modernization. I will do my best to follow any and all updates on Facebook.

7/25/2017 2:13 P.M.

I'm writing with comments about the proposed new trails in Battle Creek Park.

I'm a fairly active mountain bike rider who lives in St. Paul and works quite close to Battle Creek and I look forward to the proposed trails using much more of the park than are currently being used. I'm familiar with trail design and construction, and I volunteer my time with MORC at a close by trail about once a week in the summer.

My comments mostly deal with how to make BC better, and I hope that the new trails will incorporate them.

- Build them sustainably. Many of the current trails channel water, and the resulting 'gully' trail is no fun to ride and continues to erode. There are lots of instances of this in the park, and I don't feel as safe riding in them because it's much harder to handle a bike down in a gully. Plus, they'll dry faster and have less damage when it rains.
- Build options for all skill levels. With the current trail design, it's hard to get from one trail to others without riding harder sections (e.g. down the Luge or Wall of Death). Dedicated loops, stacked loops, or lots of junctions with options makes this easier. Also easy access to hard trails (so the fast folks don't run over new riders on their way to the hard stuff). The map looks like you have this, but I try to imagine someone on their first ride vs. someone that wants to bomb and jump everything.
- Multiple kinds of trail. Going along with the above, have easy wide open trail, stuff that flows well, tight technical trail, technical features, jumps, etc. More flow trail, and trails that flow well both ways if it's to be 2 direction trail.
- Going along with the above, making the trail bench flatter and wider on sides of hills. I rode the new parking lot overlook return (back down to Pt Douglas Rd) for the first time last night, and almost everything felt narrow and off camber. It wasn't really fun and I didn't feel as safe riding it.
- One way trails! BC is pretty hilly. Imagine riding quickly down hill and coming across someone headed up!
- Signage! Maps! With all the singletrack, ski trails, etc. It's really tough as a new visitor to navigate BC. Labeled waypoints at junctions (and arrows at other ones) make this easy. "I ride from A to C to D to N to P to A for tonight's loop".
- More signage! When is the trail closed? Where do you check? Is it ok to run on the trails, or is it bikes only? Have simple answers to this all.
- In addition, put the maps up on Singletracks, MTB project, Trailforks, Google Maps, Ramsey County Parks, etc. Make it easy to find information.

- B-lines around tech features. Unless it's a technical-only section, make dedicated ridearounds for folks that don't feel comfortable riding certain features, or make it possible to walk over them.
- More connectivity. The park is sectioned off by roads, trails, etc. Make it easy to get from one section to another. The extreme example of this is the paved walking path along the creek. It's no fun to ride up Luge or Wall of Death, and Big Wheezy is further away. There doesn't seem to be a good climb up between them on the proposed map. Could there be one there somewhere other than 201 and 202?
- Put a skills area near the parking lot too. It's nice to have something close to the parking area.
- Have a good plan for maintenance. This is a lot of trail! I know the volunteers do a lot of work, but it's a lot of trail.

Thank you! I'm really happy there's going to be more trail at BC and hope you can figure out a design that works for all riders.

7/25/2017 2:14 P.M.

Hello,

I am a cyclist and in full support of the plan for improving the mountain bike trail system in Battle Creek. Having trails of varying levels of difficulty and improved signage will make it easier for my wife and two children to ride there. It will also help encourage others from the community into the trail system, which currently is not very welcoming or signed clearly.

Improving the trail network will also increase the number of users in the park which will help drive off undesired activities that take place in some of the back areas of the park.

Thanks!

7/25/2017 2:22 P.M.

I am so proud to live in a county that is expanding its mountain bike trail system. I can't begin to describe how stoked I am to see this new plan. Keep up the good work!

7/25/2017 2:33 P.M.

This new concept looks amazing! PLEASE make this happen!

7/25/2017 2:40 P.M.

Looks great! Would be a welcome addition to the current cluster-f\$%@ of trails currently at Battle Creek. Such a great location and would rival the legendary Theo Wirth trails on the other side of the Cities.

Go for it!

7/25/2017 2:50 P.M.

Just wanted to say that I like what I see and I hope it materializes.

Battle creek would be much more enjoyable if it were looped, connected and properly signed. I would even be willing to pay a trail fee to ride there if it meant better trails in my backyard. A skills park would also be great, as would year round usage. Fatbiking is growing in popularity every year, and it is a family friendly sport that everyone can enjoy. This park should be open year round.

7/25/2017 3:01 P.M.

Yes. With increasing demand for mountain biking with youth, increased need for equitable sports, and MN setting the national model for high school mountain biking, we need more access to more trails throughout the region. Ramsey County is lacking in trails but has an amazing space to make this happen.

Let's build this.

7/25/2017 3:02 P.M.

I am writing today in support of the proposed mountain bike trail expansion at Battle Creek. I think that this is a great idea and will benefit the community. I just recently brought my son to Battle Creek for the first time and he had a blast. He is excited to get back out there and ride again. Thank you for putting this forward and I am looking forward to seeing the trail develop.

7/25/2017 3:05 P.M.

I would like to commend the City's efforts to create a better Battle Creek Park. This east side park is brimming with potential, and the expansion of the mountain bike trails would maximize use and provide a draw for area residents, expand wellness opportunities, and be a cornerstone for revitalization. Expansion of this underutilized open space through a collaborative effort with MORC will provide a certain amount of ownership to the safety and cleanliness of the site, while minimizing government resources. Expanded use of the more isolated areas of the park will create a safer environment for all to enjoy.

As a user of this park myself, I have two requests:

- Please provide adequate wayfinding where the mountain biking trail and XC ski trails intersect. It's easy to get lost when biking.
- Please develop the more remote western sections of the trail plan first. These areas can benefit the most from expanded use by putting more eyes on the ground - offering a safer environment for all.

7/25/2017 3:20 P.M.

This area is so underutilized and has the potential to be a really amazing MTB course. I am a Woodbury resident and use the trails now but not as much as I would if they were logically connected.

Now that mountain biking is a yearlong sport with Fatbikes as well as a High School sport I only see this as a great addition to the East Side.

Great work. Please add me to your contact list for updates etc. I would really like to support this effort!

7/25/2017 3:33 P.M.

I'm super excited to see Ramsey County's concept map for the single track trail network at Battle Creek. Some thoughts:

- The biggest benefit that I see from the map is getting the mtb trails off of the ski trails. This is key. Not only would new singletrack be more fun than ski trails, but it'll also open the possibility for fat biking in the winter (don't want to ruin the ski trail grooming)
- I also like that the proposed routes would eliminate the need for connecting trails via paved bike paths and along Point Douglas Rd. For similar reasons, riding single track is more fun than roads.
- I like seeing the proposed skill areas on the map. I've always thought the top of the hill above the community center would be a great area to develop for something like this. Between the ski trails, it seems the area is under utilized, but it's really nice, with big trees and relatively clear under story.
- I'm surprised to see East Battle Creek included in the concept map. This would be great for getting some tamer, less hilly trail in the network. Not everyone enjoys hilly, challenging trails. When I take my kids biking, for example, I try to bring them to less hilly trails so that they can have a good time. I look forward to bringing my kids to this trail!
- I'm amped to see the hilly terrain on the west end of the park included. There's a lot of terrain potential here. BC is already one of the hilliest trails in the region. With these changes, it'll be even more challenging! That's awesome. One thing that I've always loved about BC is that at the end of the ride, I feel like I've accomplished something.

Thank you for sharing the concept map and inviting comments!

7/25/2017 3:53 P.M.

I support this project.

7/25/2017 3:59 P.M.

The map looks fantastic. What a great proposal to utilize a wonderful area. As an avid biker, I frequently go other local trails, which also results in me going to local businesses – restaurants, grocery stores, liquor stores, and other errands. I'm excited to hear about the funding and progress.

7/25/2017 4:25 P.M.

I fully support the improvement if the single track mountain bike trails and believe this would be a great investment in St. Paul. I currently choose to mountain bike at Carver Lake versus Battle Creek due to the good trail flow and design, as well as trail maintenance.

I am really disappointed in the Twin Cities with their lack of trails for dirt bikes, four wheelers, and snowmobiles. Also I think it would be worthwhile looking into creating a whitewater park for kayakers off of the River in St.Paul. (Yes I know this is very expensive) these are investments if you want people with money to move into your city.

7/25/2017 6:15 P.M.

Would love to see this happen!

7/25/2017 7:12 P.M.

I enthusiastically support the Battle Creek concept map. I coach with a mountain biking team that draws from students across St Paul. We would use this very often. My family will love it as well.

7/25/2017 8:21 P.M.

I am a senior rider who first started MB riding a BC. The current proposal is one that makes great use of the park total space, the terrain, access points, views, challenges, welcoming to all levels, close to a population group that we can get new riders from, and the deer won't care so you can still have the annual deer hunt in the fall.

The current trails in the park are getting quite worn and some aren't designed for the long term use. Good signage for a Metro/Urban park is a good idea to help keep people safe and oriented. Even in a park surrounded by roads and houses you can get very disoriented and it can be challenging to be able to tell someone where are if injured. I would think even the Police/Fire/EMTs would support the signage.

Good use of resources, carbon free, efficient use of land, and supports a healthy lifestyle. Good luck.

7/25/2017 8:59 P.M.

This plan looks awesome. Battle Creek has some great topography and amazing potential. Seeing this plan makes me realize that I had no clue how big this park actually is.

I hope this plan moves forward.

7/25/2017 9:57 P.M.

I would love for something like this to happen. Currently Battle Creek is not at all beginner-friendly. The proposed changes would mean I could ride my bike to a good trail system and not have the hassle of driving to Leb, Theo, etc.

7/26/2017 6:53 A.M.

Very impressive. The proposed plan takes advantage of the terrain and space that Battle Creek park possesses. It would definitely be draw for me and my family. I'm even excited about signage, that will help enhance the experience of new visitors to this trail system.

7/26/2017 10:53 A.M.

Hello - budding singletrack rider here, just wanted to clearly show my support for the overhaul of the MTB trails in Battle Creek.

As it stands there is a giant mess of trails back there, it is extremely difficult to learn, and while there are some really great segments, they are frustrating to get to.

Switching over to a loop system is going to be fantastic all around, not to mention one that is so comprehensive and LONG! I am really excited to come try this out once complete!

7/26/2017 11:18 A.M.

As a former Minnesota resident and ten-year resident of Saint Paul I'm very excited to view the concept master plan for Battle Creek Park. When I lived in Saint Paul I always enjoyed hiking in Battle Creek, walking under large oak trees and looking out over the Mississippi River always wishing the mt. bike trails were better. I had to drive to the south metro, or Minneapolis to get in some good singletrack time. Take my comments as you will since I no longer live in the area, but I fully support the plans. My only suggestion would be to encourage the trail to be single direction. With all the hills in the park biker to biker and biker to hiker encounters can be reduced and make for a more enjoyable experience for everyone. I've lived in Colorado now for three years and the trails are endless, but there's the problem of hiker-biker encounters. Hikers and bikers travel at different speeds, so rightly hikers can be very startled by bikers. Very few of the trails around here are single direction unlike MN. I think the single direction model reduces injuries and increase the experience for all users.

Thanks for your time and good luck with the plan development.

7/26/2017 11:46 A.M.

This is awesome, it's incredible to see a great trail system expanded on. I am seeing a lack of new higher difficulty trails in the map though. Battle Creek has some amazing down hill sections and more difficult features that are not seen on other MORC trails. Please keep up this tradition and consider the culture of these trails going forward. Moderate to advanced riders love Battle Creek for it's feature rich trails and challenge. Thank you for all your hard work on this project.

7/26/2017 11:47 A.M.

This plan looks amazing - it will be a true destination!

7/26/2017 12:49 P.M.

I ride Battle Creek regularly. It's the closest to my house and one of the best and challenging (most climbing) trails in the area. The new trail managers have done an awesome job within the last year and it is very obvious. New return trail from overlook is awesome!

I hope their plans gets approved. I totally support it!

7/26/2017 7:56 P.M.

I'm glad to see Ramsey County is considering expanding mountain biking. It's a great recreational activity that can involve the whole family and besides Carver Park in Woodbury, Battle Creek is the only real trail in Ramsey or Washington County. For those of us in the east metro it would be a welcome investment.

Battle Creek to date provides challenges in that the signage is poor and the trail layout is confusing. I would love to see a centrally backed initiative.

Please feel free to contact me with any questions you may have.

7/26/2017 9:03 P.M.

Time to move forward with this bike trail initiative. Thanks

8/1/2017 12:56 P.M.

Greetings!

I'm writing to you in support of the Battle Creek off-road biking project. As an avid cyclist, Ramsey county resident, and bike industry professional, I've seen firsthand the positive difference that bike trails can make in peoples' lives. The example that stands out to me most is the story of Cuyuna. While Ramsey isn't in the same financial position that Cuyuna was in, singletrack trails still have the potential to improve recreational opportunities for the area and bring the community together.

My only concerns are that road crossings are safe and that the trails that aren't open to walking/dogs are clearly marked.

Thank you for your time!

8/1/2017 1:46 P.M.

I'm an avid off road and road cyclist. I support this project and would ride here.

8/1/2017 2:07 P.M.

I wanted to send some comments on the concept map for Battle Creek MTB trails. I live in St. Paul and ride these trails 2-3 times a week, so am very excited to hear of the possibility of more trail!

I noticed is that not all of the existing trails are updated on the concept map. I believe it is 304, 305 and 306 that have already been completed. I'm sure there are better sources for this information as I am not involved in the actual trail building, or perhaps you left these trails as incomplete for a reason.

Battle Creek is easily my favorite area to ride in the metro, part of this is due to the relative solitude offered here and how wild the area feels compared to Theo for example. You may not be the person to direct this input to, however my concerns about the development of more trails would be that the natural terrain gets "white-washed". I sincerely hope that the difficulty of existing trails isn't affected by these plans.

Moving the Minnesota from Colorado I have found that trail builders are big fans of fast rolling flow trails (I am too!), but not at the expense of existing terrain. Battle Creek happens to have great elevation and I think it would be a shame to not take full advantage of this. To give some context to these comments, existing trail 104 is a prime example of the type of trail that makes this area so fun to ride; 104 uses the gravity of the hillside to offer a sweet descent over the area's natural rocks and roots.

The proposal outlines only 1.43 miles of new black trails. The other 2.5 miles of black trails, I believe are all already in existence (as per my earlier comment on 304-306). I would argue that the metro area is not necessarily in need of more green or blue trail, the nature of Minnesota terrain is such that there is already a lot of land that makes for great beginner/intermediate trail. I am all about getting more people into the sport of mountain biking, however there are few trails in the metro where riders can challenge themselves and expand their capabilities (the Brownie Lake trails and the Extreme loop at Leb are the only places that come to mind).

In light of this, and my earlier comments on the great elevation available at Battle Creek, I would like to advocate for the development of more miles of black trail. What I hope comes across from my ramblings is that to make trails at Battle Creek less difficult would be a shame because this area is one of a kind in the metro.

As far as the proposal goes, I think that skills areas would be a great addition to Battle Creek. I would love to see one of these be a pump track, as there aren't any well maintained pump tracks at existing parks outside of Cottage Grove.

My final thought is that any trail is better than no trail, and I am so excited to see this on the table!

8/1/2017 2:51 P.M.

I have been riding mountain bikes at Battle Creek for over a decade and have been pleased with some of the trail additions/improvements that have occurred in recent years. BC has always been a place that riders get mad at because there isn't a 'loop' per se. Of course if you ride there a bunch, you learn how to loop it together, but it still involves far trail and road segments.

It's great to see that more trail may be built at BC! Making a real loop is hopefully a priority of this plan as opposed to continuing with disjointed trails. Build it and riders will come...especially if you do a good job maintaining the trails during the season.

Thanks for reading.

8/1/2017 3:41 P.M.

I love the plan! It's exciting to think of all the mountain bike potential at Battle Creek. I don't live in Ramsey county, but I travel to Battle Creek often, because it has unique topography for our area (hills!)

The other thing that Battle Creek has is some dedicated downhill trails. Battle Creek has always been ahead of the other trail systems in regard to berms, jumps and technical downhill trails. It would be very exciting to see that aspect of the trail enhanced (in the expert areas of course!) and it would be disappointing to see that aspect of the trail disappear. I'm writing to encourage you and your team to develop some of the expert trail with downhill in mind. Having a few chunks of trail as one way downhill would provide a space for local riders to develop downhill riding skills. With the growing boom of lift-access trails both in MN and, even more so, in the mountains to the East and West, downhill is definitely a growing mountain bike discipline, and a demographic that is currently underserved. Developing trails with downhill in mind would help preserve Battle Creek's place as the most unique and challenging trail system in the Twin Cities.

Thanks and keep up the good work!

8/3/2017 10:43 A.M.

The scale and detail of the concept map makes it difficult for me to make out exactly what is contemplated, but as a concept of adding a significant amount of mountain biking trails at Battle Creek, I'm very supportive of the idea.

I live near Battle Creek Park, but I frequently drive to other trails in the east and south metro because the existing trails at Battle Creek are crudely built and sporadic. Thoughtful expansion and skillful building of additional trails has tremendous potential at Battle Creek because of the park's large size and significant topography. My experience of other metro-area mountain bike trails is that the user groups are conscientious about their impact on the trails and on other trail users.

The concept map shows a total of more than 20 miles of mountain bike trails. If that much trail is built, and it is done with the thoughtfulness and skill demonstrated at places like Carver Lake, Lebanon Hills, Murphy-Hanrehan, and others, Battle Creek would absolutely become one of the premier trails in the area.

Please keep me informed of the progress of this planning effort, and of additional occasions when I might provide additional support in person or in writing. Thank you!

## Appendix H

### Comments Received After Master Plan Draft Public Review Period

1/19/2018 8:38 A.M.

Thanks for sharing the update on the Battle Creek MTB Master Plan. I'm super excited for this project and I can't wait to see what the first phase looks like. The proposed trail segments look like they'll make the most of the landscape on the western end of the park to make some good, challenging trails!

The only feedback I could think of when looking the plan over regards the proposed washing station(s). I guess I would recommend not including the washing stations at trail heads. If the county is going to invest in some new trails, it doesn't make sense to encourage people to ride them when they're wet and destroy them. It stands to reason:

- Having a washing station implies that people's bikes will get dirty
- Bikes only get dirty if it's muddy
- Riding muddy trails damages them

One could argue that the washing station would be useful for cleaning dust off a bike (since the trails at BC can get dusty at times), but in that case, it's just dust. A washing station is mostly helpful for muddy bikes, when people don't want to ride a muddy bike home or get the inside of their car all muddy.

Thanks for soliciting feedback!

1/19/2018 2:03 P.M.

I'm not sure if the comment period is still open (web site says Feb 3 2017), but the link is active so I'm giving it a shot...

I'm a resident of Roseville and a frequent mountain biker. I read through the plan and looked over the map, and I'm thrilled by them.

My impression is that Battle Creek is currently underutilized relative to the more outlying trails such as Elm Creek or Lebanon Hills, or Theodore Wirth- I never see nearly the traffic at BC as the other areas. The proposed improvements to signage alone seems like it would draw more users, and the trail additions seem to be prioritized really sensibly.

My impression is that Battle Creek is currently underutilized relative to the more outlying trails such as Elm Creek or Lebanon Hills, or Theodore Wirth- I never see nearly the traffic at BC as the other areas. The proposed improvements to signage alone seems like it would draw more users, and the trail additions seem to be prioritized really sensibly. Much of the county feels like it's in a dead zone of trail opportunities with the higher traffic areas all about a 45 minute drive in various directions, and having a more cohesive trail system in this part of the metro would be fantastic.

1/19/2018 2:15 P.M.

I am very excited to see the plan for the additional mountain bike trail at Battle Creek and fully support the Master Plan. There will be a lot of excitement in mountain bike community and it will bring many new visitors to the area.

1/19/2018 3:43 P.M.

Would be a welcome change/addition! Hard to recommend mountain biking here currently, even to friends who are advanced riders. Really tricky sections, confusing layout and unclear trail signage. And 21 miles - wow! What is there like 5 currently? I also think with more people using the park, will help diminish the number of undesirables in the area.

StP needs its own "Theo" on the east side of the river. Good luck out there!

1/19/2018 4:50 P.M.

We used to picnic at Battle Creek in the early 70's with extended family. It is an amazing place and is perfect for mountain biking. I love the plan and can't wait!

1/19/2018 6:37 P.M.

I have been very frustrated everytime I try to ride there because the signage is terrible or should I say nonexistent. Hopefully the plan is to not only add signs but make the trail easier to follow. Should just get rid of any really confusing intersections so you can get on the trail and ride for miles and not worry about which way you need to go every half mile. I'm actually disappointed that they collect MORC money and don't take care of the most obvious problem at Battle Creek

1/20/2018 1:28 P.M.

I do not reside in Ramsey county, however, I work near Battle Creek and bike there often. Thank you for working on the continued development of this park. I think that the terrain of the park offers a unique opportunity for single track trails. I think that the draft plan and map are great and if executed, it will turn the park into an awesome riding experience.

I also help out with the Stillwater High School Mountain Bike team. We currently do not have practice there, but drive past it, for two reasons. First, the current skill level is beyond new riders. Second, the lack of signage can be confusing for riders not familiar with the park. I think that the existing plan addresses both of these issues well.

1/20/2018 2:03 P.M.

I absolutely love the idea of additional trails at Battle Creek! We have three kids, aged 10-16 who bike frequently at Carver. Having more trails will be great!

1/20/2018 8:15 P.M.

Do it!

1/20/2018 8:49 P.M.

Very excited to see the work being to bring more trails to the Battle Creek Park! I did some work on a REI National Trails Day event last year out there and have gotten to ride it a few times. It really has some great woodlands and views of the area. Building 20+ miles of purpose-built single track will be a great year-round addition to the park and to the community. Battle Creek could really become a great local asset for generations to come. Thanks for doing the hard work to help bring this to reality. Let me know if you need anything else from me – thanks!

1/21/2018 9:19 A.M.

New trails are nice. Being able to ride a fat bike in the winter would be stupendous.

Look to the Hayward/Cable, WI, area to see how winter biking and skiing can coexist. It can be done.

1/21/2018 12:19 P.M.

I am a current Resident of Stillwater so Washington County. I have heard from some Mountain biking friends about Battle Creek looking to expand the trail system. I want to support this master plan. I have to admit I cannot read the plan and map. I will recommend that whatever you do look to Cuyuna Mtn Bike area and Duluth as we have spend time at both trails. I absolutely love Cuyuna and in my opinion the area is reaping the benefit of lots of bikers going to the area. The staging area and trails are phenomenal. Anything that resembles that down in the Metro I think would be awesome. We are involved in the Mountain Bike Team in Stillwater which just won the 2018 State Championship and at the races the participation is expanding every year. Stillwater has I believe 80-90 students on the team and expected about 100 next year.

Anyways long winded but wanted show support in that it would bring our dollars to St. Paul. I was a resident of St. Paul for 20+ years. If you could improve the public school options I would move back as that is why we moved to Stillwater. That is a different topic though.

1/21/2018 5:02 P.M.

I fully support this!

1/21/2018 5:14 P.M.

I want to offer my enthusiastic support for your proposal. What an exciting opportunity for the Battle Creek community.

For the last 3 years I have led the St. Croix Valley Athletic Association Mountain Biking Club. We serve kits 3-12 grades and focus on generating excitement for a lifetime of fitness through cycling. This area would be a boon to our club.

I am also a parent volunteer coach with Stillwater Mountain biking. The expansion of Battle Creek would add another great venue for the team.

Lastly I am an employee of 3M. This area would be well used during noon breaks and after work.

Please support this plan.

1/22/2018 11:25 A.M.

Please approve the plan to expand mountain biking at Battle Creek. This would be an amazing asset to the community!

1/22/2018 1:48 P.M.

I am greatly looking forward to expanded trails in Battle Creek. With some of the best elevation change and terrain in the cities, Battle Creek has the potential to be the premier trail in the Metro!

1/22/2018 7:56 P.M.

This proposal is well thought out. The proposed mix of green/blue/black trail is appropriate and I especially like the emphasis on signage, one aspect in which BC is particularly lacking.

This is great work and as a Ramsey county taxpayer, general outdoor enthusiast, and as an off-road cyclist I heartedly endorse this plan and encourage its adoption and implementation.

1/24/2018 7:56 A.M.

I fully support the development of new single track mountain biking trails at Battle Creek Park. I'm an assistant high school mountain biking coach and cycling enthusiast in Stillwater. Our student athletes and adult cyclists are always looking for new single track riding opportunities. Currently we need to drive to Riverfalls WI or Woodbury to ride significant single track trails.

I would love the opportunity to support MORC and the Park Board in the development of additional mountain biking trails at Battle Creek.

1/24/2018 8:20 A.M.

I would just like to voice my support and excitement over the proposed plan of expansion of the mountain bike trails at Battle Creek park. I am new into the mountain bike scene, and have heard from many friends and coworkers that Battle Creek is great, albeit mostly advanced and technical trails. I run there during the summer and ski there during the winter, so I know and love the park and would love to be able to enjoy it in another mode as well (mountain biking). The addition of new trails of varying levels would help me enjoy the park even more.

On a less selfish note, the high school mountain bike scene has blown up over the last few years (unfortunately it wasn't an option when I was in high school) and I think they would be able to capitalize on the new trails. Thanks for working on this.

1/24/2018 8:37 A.M.

Hi I am a 3M employee and a mountain biker. I am very supportive of the proposed improvements to the mountain bike trails at Battle Creek. In addition to the extra miles of single track the new signage is critical. I don't ride at Battle Creek because I've heard from a number of people that it is extremely confusing to figure out where you are and where you are going due to lack of signage. I think the proposed changes will truly make Battle Creek a "destination" for a much larger group of cyclists.

1/24/2018 9:27 A.M.

I would like to offer my support for the proposed mountain bike trails at Battle Creek. I think the proposed setup is excellent. If there is appropriate signage and a decent mix of trail vs technical this location could serve a tremendous area in the east valley and draw in a large number of people. If there is anything else you need please let me know!

1/24/2018 9:50 A.M.

I think that the trails at Battle Creek would be a great resource to the community, especially for individuals and families living within the city limits. For those who lack a means of transporting bikes to far-away trails, having resources close to the city can significantly lower the barrier to entry.

1/24/2018 12:53 P.M.

I am very excited to see the plans for additional mountain biking paths in the park. I personally do not ride the current mountain bike trails, but as an avid year round bicycle commuter I do support the idea of more options to get folks out cycling. I frequently bike through the park on the paved trails either to or from my job (at 3M). It's a great park and perfect spot for more bike trails.

1/24/2018 1:05 P.M.

This would be a great addition to the east side. I have recently rediscovered Battle Creek trails and look forward to expansion and new challenges.

1/24/2018 2:14 P.M.

I am writing to you in support of the expanded trails and better signage at Battle Creek. Mountain biking has become very popular as demonstrated by other trail systems in the area (Lebanon Hills, Theodore Wirth, Elm Creek). This would be a great asset to the East Side community and I think it would go a long way to help the area.

As a transplant to the cities, I am always impressed with how great the parks are here. We are lucky. Other US cities are starting to see the importance of parks, and it's key that we keep the bar high. This is a project to do that.

Thanks for your time!

1/24/2018 3:41 P.M.

As a citizen of Ramsey County (Shoreview) and an avid user of the regional park system, I applaud your efforts for adding single track mountain biking trails to Battle Creek Regional Park. The topography is excellent for a diverse trail network and if built right will become a regional destination. The investment in this project will be worthwhile and serve a great need.

Thank you!

PS- I have 2 children ages 14 and who I mountain bike with on a regular basis.

1/25/2018 6:54 A.M.

I wanted to submit my comments about the proposed Battle Creek MTB trail plan. As a resident of Battle Creek Rd. for 13 years I used the park on a daily basis and I truly feel it's one of the greatest assets in St. Paul. I'm also an avid cyclist and XC skier. The ski trail upgrades to the park some years back were fantastic and brought hundreds of new skiers to the park weekly. I have no doubt that improving the mtb trails as proposed will do the same for the summer months and make this park a truly great year round destination. The park is vast and even the large amount of trail being proposed will not overwhelm the space.

I can't encourage this improvement enough. I'm still a local work resident as I work at 3M and use the park several times a week.

1/29/2018 12:22 P.M.

My family and I want to thank the county to revisiting the appropriate uses for Battle Creek Park. This is an amazing park with significant untapped potential. We are firmly in favor of the expansion of development of mountain bike trails in Battle Creek park. We live in the community and our house is within easy riding distance of the parks' access points.

We would like to encourage the county to look at trail alignment when the time comes to ensure that adequate space is provided between private houses and yard space, and where the trail gets established. I think the trail as proposed, with proper setback, will be a great thing for Ramsey County and am looking forward to helping make it happen.

Keeping the trail multi-use, when appropriate, is also important to bring more users safely into the park and to help drive out unwanted user groups.

1/29/2018 12:56 P.M.

I am not in favor of expanding and improving the bike trail in Battle Creek. It appears already that the trails are very near the homes on the bluff. This will encourage people to explore in our back yards as I have already seen this last summer visitors exploring the land and exiting via the back of my house. I have lived here for 35 years and the crime keeps on growing.

1/29/2018 3:33 P.M.

I will add one other comment. We have very little police presence in our area currently and our neighborhood over the last several years has been subject to home invasions.

1/29/2018 9:15 A.M.

I would just like to express how happy I am to see that a mountain bike trail system as well thought-out and ambitious as the one planned is even being considered for a home at battle creek. I love parks, paved trails, etc. But since recently getting in mountain biking a little over a year ago I've found that I have a greater appreciation for nature and a better understanding of the importance of having parks in general. Mountain biking allows me to go deep in the forests, ride alongside streams, maneuver between the different families of trees, and every other ride it seems I cross paths with deer. When it comes to exercise, having fun, overcoming challenges and learning to appreciate our forests and wildlife mountain biking is a phenomenal way of doing all of this at once. I can't tell you how valuable having something like this in the metro area is, and I greatly appreciate its consideration.

1/30/2018 7:21 A.M.

with all the new bike trails that will be added to battle creek park, there will be no need to have trails in the back of our yards on A & B & C & White Bear streets. The streets are narrow and the neighbor hood kids play in them. The kids also play in the backyards with the trails rate next to them.

1/30/2018 9:45 A.M.

As someone who has lived in this neighborhood since 1968 and seen the growth and resulting changes in the area, I must say that mountain bike trails near the houses on White Bear, A, B and C streets are definitely not in the majority's best interest. Our neighborhood is unique, in that we are surrounded by the park. Our area streets are enjoyed all year round by families out walking and yes – leisurely biking! Increased traffic and parking would greatly restrict that.

For years, we've been told by the police that our area (from Upper Afton south to C Street) is the "best kept secret" and calls to the police are low. While we've seen a general increase in crime in our city, our neighborhood still remains fairly quiet and a great place to live. The neighborhood is a great mix of seniors and new, growing families, for whom safety is a concern. Increased traffic near our homes, both in the park and on our streets, is a negative.

Bike paths just below our streets will only bring more undesirable traffic, congestion, garbage, and increased crime. Not by the bikers, but by those undesirables who see new ways to access the neighborhood. I see no positives in that. The park has been here for many years; mountain biking became popular in the 1950's. I doubt it was considered in the original park plans.

If there's a way to keep these trails away from homes, that's one thing, but locating them practically in peoples' back yards is not necessary. The objectionable trails are: 300, 302, 306, 307 in our immediate neighborhood.

It seems that more study needs to be done. Trails need to be located away from homes.

1/30/2018 9:58 A.M.

On a aside note, Dorothy summary does not speak to my beliefs entirely. I greatly appreciate the expansion of mountain bike trails through battle creek park, and I believe the consensus of the neighborhood email chain is as such too. The main concern is the proximity of the proposed trails to the property lines. I believe the trails would have much more approval if there was a strong 100-150ft buffer from any property line.

2/1/2018 8:26 A.M.

I own a home on Battle Creek off White Bear Ave and have read through the proposals for bike trail expansion. I have concerns in regards to the plans. Let it be said that I walk and use the park often. I clean trash out of the park with every walk as a habit. I have watched changes in the park due to erosion and traffic.

Concerns:

- Location of bike trails behind my home and/or close to the backyards of homes on battle creek. This would bring people too close to property lines and bring people into our yards and bring down our property value for privacy and yards. I am against this period.
- Currently I walk the trails and find trash, drugs, and human feces quite often.. (actually my dogs find it) this would increase

- Currently the people who ride the trails make other routes where they should not be and do dangerous routes down the hills
- I want to be able to walk in the woods and feel this expansion would prevent this.
- I feel we do not have ample parking and do not want them on our streets
- I do not want to upset the wild life
- I do not want the trails to destroy the nature of the park in general, erosion of the space
- Bring more opportunity for people coming in the area, which many now set camp fires and do drugs in the woods. This might increase and or it may deter that is an unknown.

Improvements that could be made:

- Bathrooms
- Trash Cans
- Cameras for parking lot
- Signs for the trails that we have
- Oversight of those who bike these trails and oversight of the trails
- Community using the park to exercise

2/1/2018 6:37 P.M.

I want you to be aware that not everyone on south white bear Ave in St. Paul (and A-B-C streets) is opposed to the single track trail being proposed. Frankly I'm embarrassed about the NIMBY reactions of some of our neighbors, I hope they don't speak for everyone. I understand it's not "my" park land, it's our park land.

I think you'd be advised to have the best answers possible about potential parking impacts.

Thanks, I'm happy to chat if you'd like to.

2/2/2018 8:42 A.M.

My wife and I live on B St and as you know by now the neighborhood has had quite a flurry of emails with concerns about the bike trails. I agree that the trails would deter bad elements as argued in the proposal. I also support more public use of a very nice city park area. My only concerns would be a lot of traffic and parking in our residential area at the end of White Bear Ave, erosion of the trails as some are already pretty eroded in the park, and sharing multi-use on the trails with walkers. I would hope that the trails would also be open for hiking use.

## Appendix I

### County Representative Responses to Concerns

#### Public Comment:

Hello Mr. Goodnature,

Perhaps to get a better perspective the real question is how many feet from the neighbors' property line is the will the trail be? The map does not really provide this answer. There is an existing bike trail behind White Bear Avenue according to the Ramsey County website. My understanding is that bikers are required to yield to pedestrians and biking is only allowed sunrise to sunset. The bikers that we have observed entering on C St. have never been a problem. Maybe there should be a fee similar to the nordic ski pass that is required by the county to pay for trail upkeep. My only comment is the parking on White Bear between A and C St. The parking issue is probably a city council matter.

#### County Representative Response:

Hello everyone,

I have received several e-mails from differing people in the A, B, C neighborhood on the matter of the proposed trails. First, I wanted to make it clear that this Plan is showing where trails could be installed as a representation and that we have no timeline set for any of the proposed trails to be built. The build out phase of different proposed trails will be completed over the next decade and will depend heavily on time and money, these trails are not all going to be built at once. Therefore, I have not walked every proposed trail corridor to determine the exact layout, including the trails around the ABC neighborhood.

As I mentioned in my previous e-mail, we are aware of your concerns and the need for a buffer, and when the money and time comes to install the trails adjacent to ABC street, I can assure you a buffer will be implemented. This Plan also calls out for increased signage, which will tell bikers where trail heads and trail points of access are located, neither of which are proposed to be installed around your neighborhood. Once signs are installed, this should keep rogue vehicles from parking and bikers accessing the trails out of the ABC neighborhood, as there will be clear points of entry.

I appreciate everyone's comments and when the time and funding comes to install the trails of concern, I can reach out to this group to inform all of you about our next steps.

Michael Goodnature | Natural Resources Manager  
Ramsey County  
Parks and Recreation Department  
2015 Van Dyke Street  
Maplewood, MN 55109-3796

## Public Comment:

Dear Mr. Goodnature:

I write in response to the emails currently being circulated in our neighborhood, which I assume you've received. If not, let me know and I'll do a synopsis and send them to you. FYI, our neighborhood is active in the National Night Out, and we have our own email group to get important messages to one another. I keep this list and update it as needed. This has worked very well for us, as people note suspicious cars and people in the neighborhood, report any incidents that have happened to them, and generally keep in touch with one another.

As someone who has lived in this neighborhood since 1968 and seen the growth and resulting changes in the area, I must say that mountain bike trails near the houses on White Bear, A, B and C streets are definitely not in the majority's best interest. Our neighborhood is unique, in that we are surrounded by the park. Our area streets are enjoyed all year round by families out walking and yes – leisurely biking! Increased traffic and parking would greatly restrict that.

For years, we've been told by the police that our area (from Upper Afton south to C Street) is the "best kept secret" and calls to the police are low. While we've seen a general increase in crime in our city, our neighborhood still remains fairly quiet and a great place to live. The neighborhood is a great mix of seniors and new, growing families, for whom safety is a concern. Increased traffic near our homes, both in the park and on our streets, is a negative.

Bike paths just below our streets will only bring more undesirable traffic, congestion, garbage, and increased crime. Not by the bikers, but by those undesirables who see new ways to access the neighborhood. I see no positives in that. The park has been here for many years; mountain biking became popular in the 1950's. I doubt it was considered in the original park plans.

If there's a way to keep these trails away from homes, that's one thing, but locating them practically in peoples' back yards is not necessary. The objectionable trails are:  
300, 302, 306, 307 in our immediate neighborhood.

It seems that more study needs to be done. Trails need to be located away from homes.

## County Representative Response:

Thank you for your response and expressing your concerns, we appreciate your, and fellow neighbors, feedback and fellowship of Battle Creek Park.

In constructing previous off-road cycling trails within Battle Creek, it was always a priority to build natural surface trails with minimal impact to the environment and to maintain a buffer between trails and homes, for the privacy of the homeowners and off-road cyclists alike. In future trail expansion these will continue to be priorities, as it is not the intention to expand off-road cycling trails within residences back yards, but to provide access to other portions of Battle Creek Regional Park for public use.

Now that we have your response, we are aware of your and neighbors' concerns to maintain a buffer between residences and newly constructed trails.

If you have any additional questions or concerns, do not hesitate to contact me, best regards,

Mike

Michael Goodnature | Natural Resources Manager  
Ramsey County  
Parks and Recreation Department  
2015 Van Dyke Street  
Maplewood, MN 55109-3796