

- The Heartland Trail Routing Study is a collaborative project led by Becker County to evaluate and recommend the best possible route for a new segment of the Heartland Trail.
- This segment will extend from the City of Detroit Lakes and the Dunton Locks Bike Path to Bucks Mill, aiming to enhance connectivity and recreational opportunities for the region. The project is focused on developing a trail route that considers the needs of walkers, bikers, and snowmobilers.

An aerial photograph showing a lush green golf course with several fairways and green areas. The course is bordered by two large bodies of water, likely Lake Superior and Lake Kabetogama, which are visible as dark blue areas. The surrounding landscape includes dense forests and some residential or commercial buildings. The text "Becker County Heartland Trail Open House August 25, 2025" is overlaid in large white font on the right side of the image.

Becker County Heartland Trail Open House August 25, 2025

The goal is to make the trail a valuable link for both residents and visitors. By identifying and prioritizing these destinations, the study aims to maximize the trail's usefulness and accessibility.

Consultant Team

- Sam Trebilcock – Project Manager and Planner HEI
- Kyle Ten Napel – Planner HEI
- Adam Ruud – Engineer HEI
- Moriya Rufer – Scientist HEI



Steering Committee Introductions

Jim Olson	Becker County
Steve Skoog	Becker County
Mitch Lundeen	Becker County
Patrick Hollister	PartnerSHIP 4 Health
Kelcey Klemm	City Of Detroit Lakes
Shawn King	City Of Detroit Lakes
John Okeson	Lakeview Township
Rosemary Bruce-White	MN Dept of Transportation
Mary Safgren	MN Dept of Transportation
Dave Suppa	WE FEST-Soo Pass Ranch



Heartland Trail Long-Term Plan

From Becker County
Master Trail Plan
November 2019

Provided a long-term vision,
implementation process, and high-
level planning.

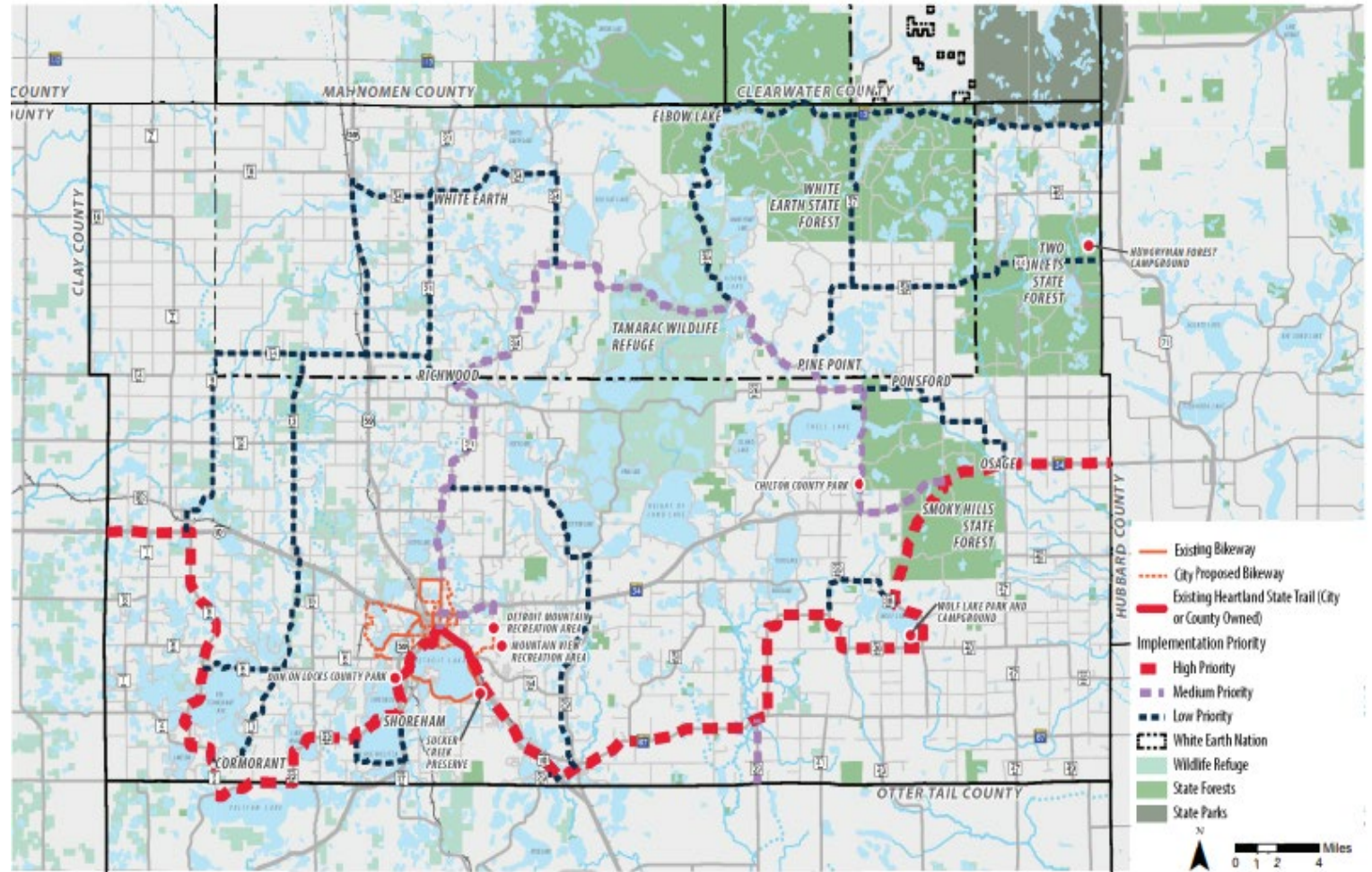


Figure 36: Preferred Bicycle and Pedestrian Facilities Implementation Priorities

Figure 1 Map of preferred alternative alignments from the Becker County Trail Plan.

Trail Design Expectations

Shared-Use Path

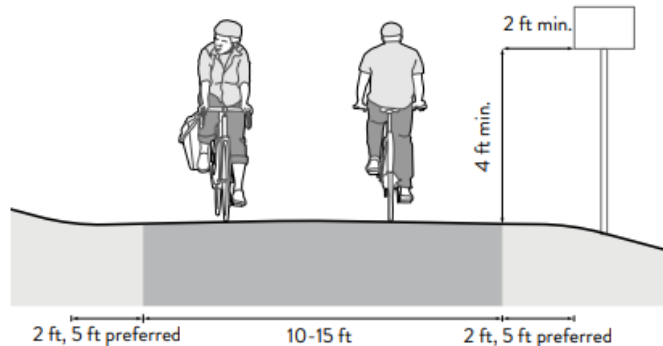


EXHIBIT 5-1: Two Way Shared Use Path Dimensions

EXHIBIT 5-2: Shared Use Path Widths

	TYPICAL TWO-WAY SHARED USE PATH	HIGH-VOLUME SHARED USE PATH**
Preferred width	10-12	12-15
Minimum	10	12
Constrained minimum*	8	11

*Constrained minimum should only be applied for short distances with physical constraints

Sidepath

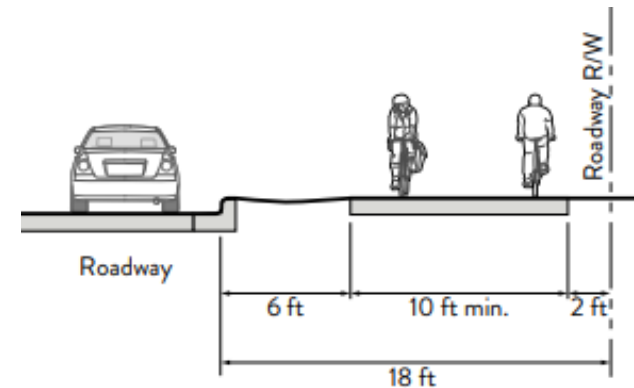


EXHIBIT 5-20: Preferred Sidepath Dimensions

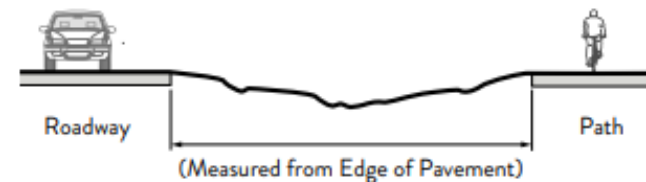


EXHIBIT 5-22: Sidepath Separation from Roadway, Rural Section

Designs to Avoid?

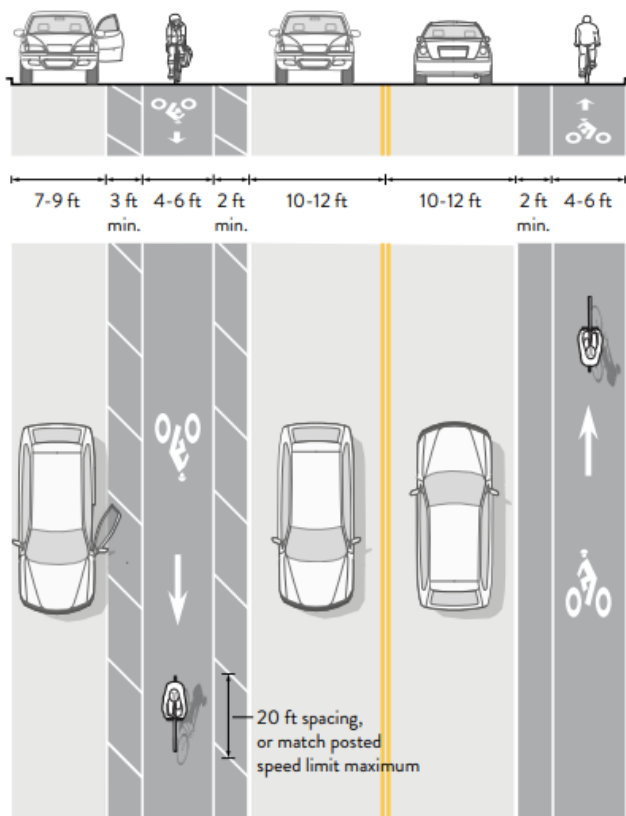


EXHIBIT 5-38: Buffered Bike Lanes

Bike lanes



Bike Shoulders

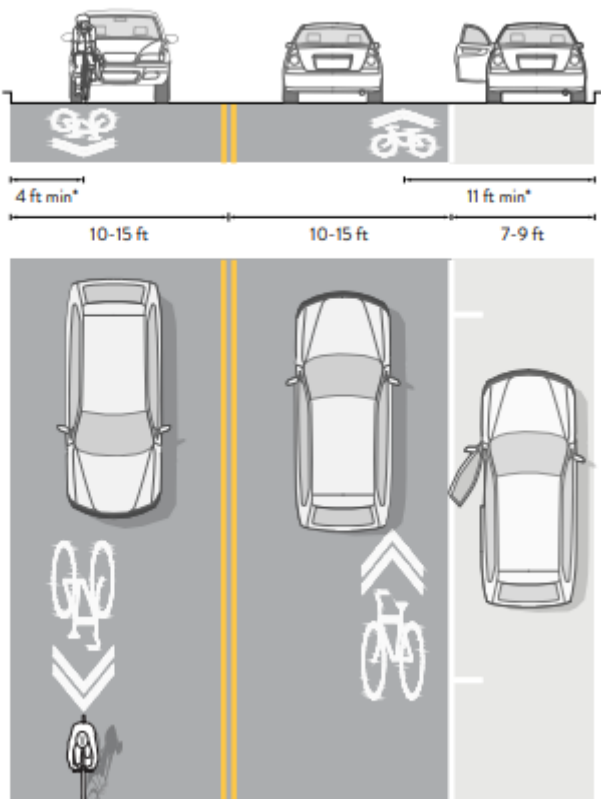


EXHIBIT 5-59: Shared Lane Marking Placement

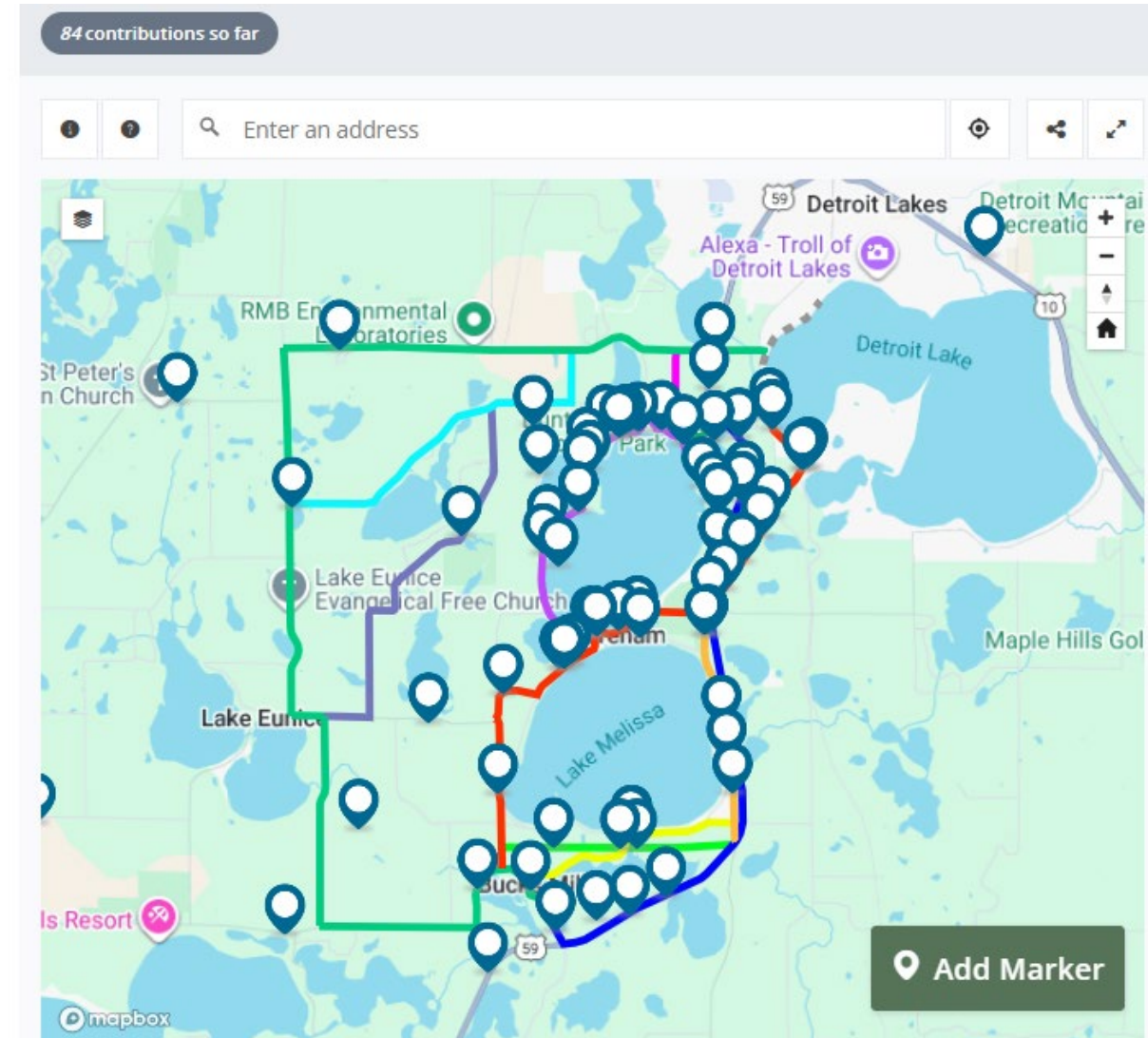
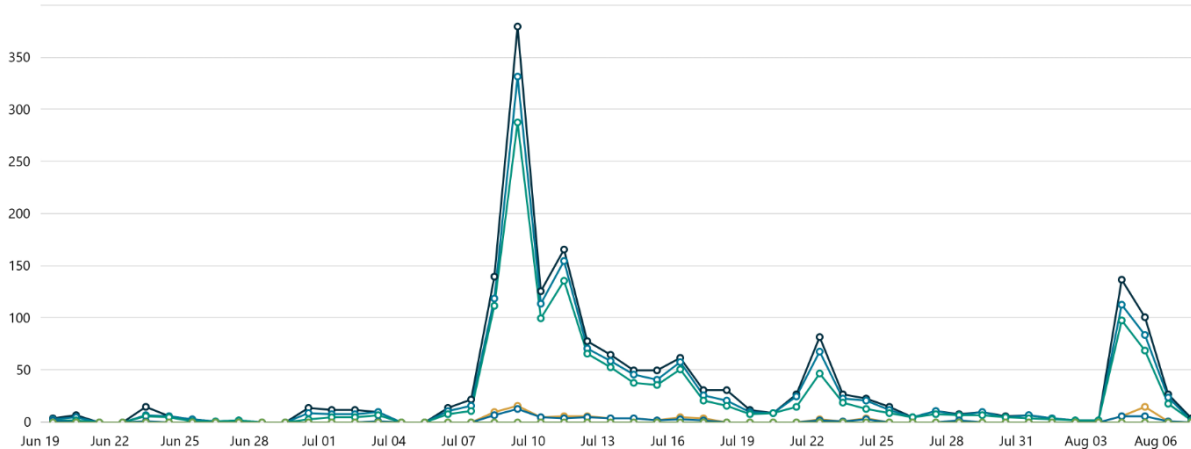
Shared Lanes

Public Engagement

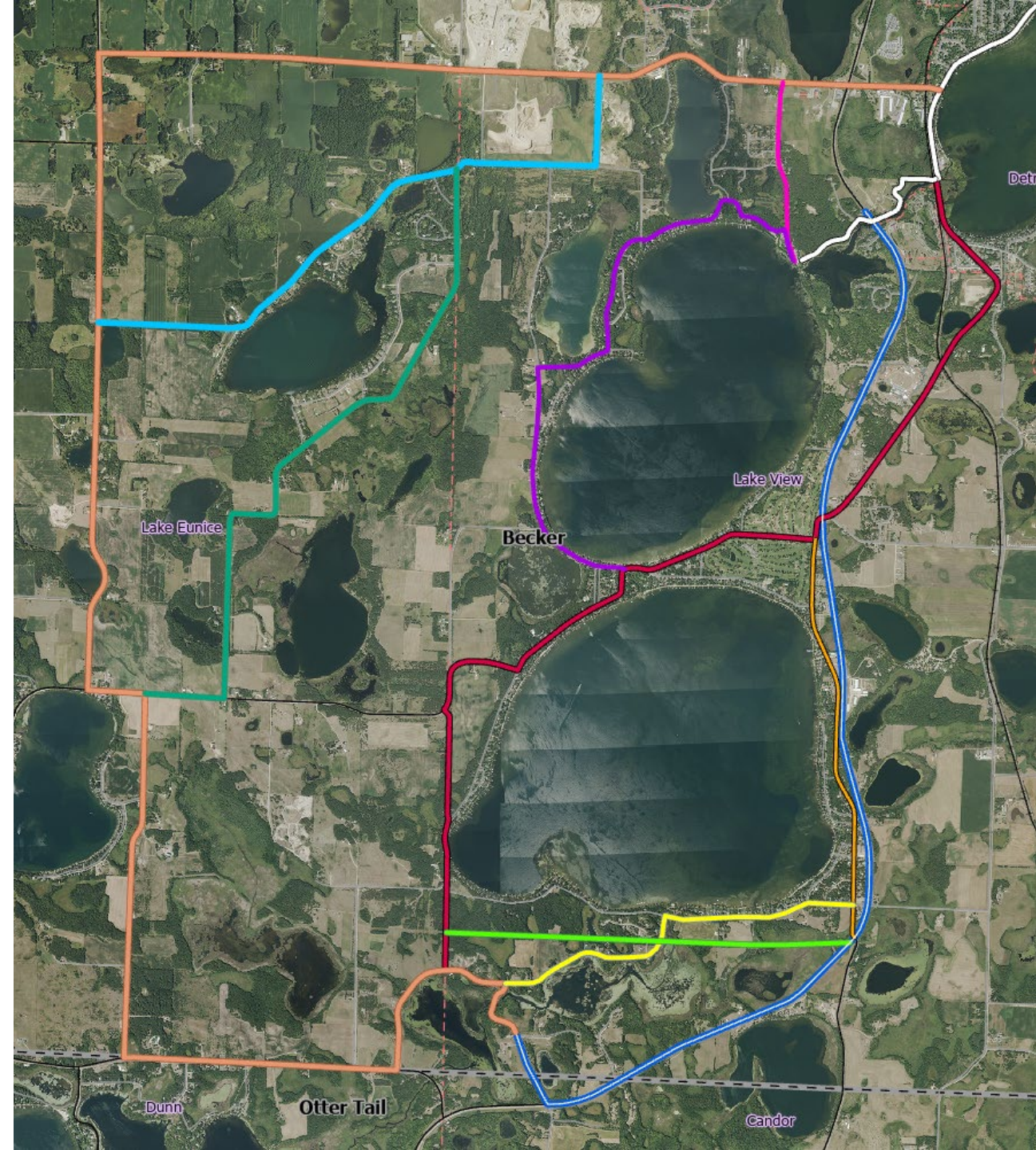
- 1,575 website visits
- 1,065 unique website visitors
- 84 comment pins
- 13 Feedback on Section Scores

Performance Summary

Information regarding key visitation and utilisation metrics for your Site or projects.



Study Corridors Universe of Alternatives



Trail Corridor Screening Criteria

Trail Screening Criteria Area	-2	-1	0	1	2
ROW/Roadway corridor area	Less than 40 feet	40-50 feet	50-65 feet	66 feet to 100 feet	Over 100 feet
Encroachments in ROW/Roadway corridor area	Utility Poles	Many/no utility poles	several/no utility poles	Only a few	None
Parcel Density (Driveways)	over 40/mile	25-40/mile	15-25/mile	10-15/mile	less than ten/mile
Grading Needs – amount of work to develop a trail bench	High	Mod/High	Moderate	Moderate/Low	Low
Roadway separation – the more separated the more comfortable and trail like	Shared Street	Shoulder	Curb-side	5-10 feet	more than 10 feet
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety	High	High/Moderate	Moderate	Moderate/Low	Low
Public Acceptance	Mostly Negative	General Negative	Neutral	General Positive	Mostly Positive
Environmental conflicts – wetlands, etc	Many Conflicts	Some Conflicts	Limited	Minor conflicts	No conflicts
Directness of trail to Destinations/Points of Interest	None	Limited	Some	Good	Great
Overall Average	Not Recommended	Low Recommendation	Possible trail facility	Generally a good trail facility	Great trail Facility

- -2.0 to -1.2 (Not Recommended)
- -1.19 to -0.4 (Low Recommendation)
- -0.39 to +0.49 (Possible trail facility)
- +0.5 to +1.2 (Generally a good trail facility)
- -1.21 to +2.0 (Great trail facility)

Board



Highway 59 Middle Section

Highway 59 Middle Section (Roundabout to Hwy 17)	-2	-1	0	1	2	
ROW/Roadway corridor area					2	
Encroachments in ROW/Roadway corridor area					2	
Parcel Density (Driveways)					2	
Grading Needs – amount of work to develop a trail bench				1		
Roadway separation – the more separated the more comfortable and trail like					2	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety		-1				
Public Acceptance			0			
Environmental conflicts – wetlands, etc					2	
Directness of trail to Destinations/Points of Interest				1		
Overall Average		-1		2	10	1.22

Highway 22 Middle Section (Shoreham)

Hwy 22 Middle Section (Hwy 17 to Hwy 22/Fern Beach Dr Intersection)	-2	-1	0	1	2	
ROW/Roadway corridor area	-2					
Encroachments in ROW/Roadway corridor area	-2					
Parcel Density (Driveways)	-2					
Grading Needs – amount of work to develop a trail bench				1		
Roadway separation – the more separated the more comfortable and trail like	-2					
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0			
Public Acceptance			0			
Environmental conflicts – wetlands, etc				1		
Directness of trail to Destinations/Points of Interest					2	
Overall Average	-8			2	2	-0.44

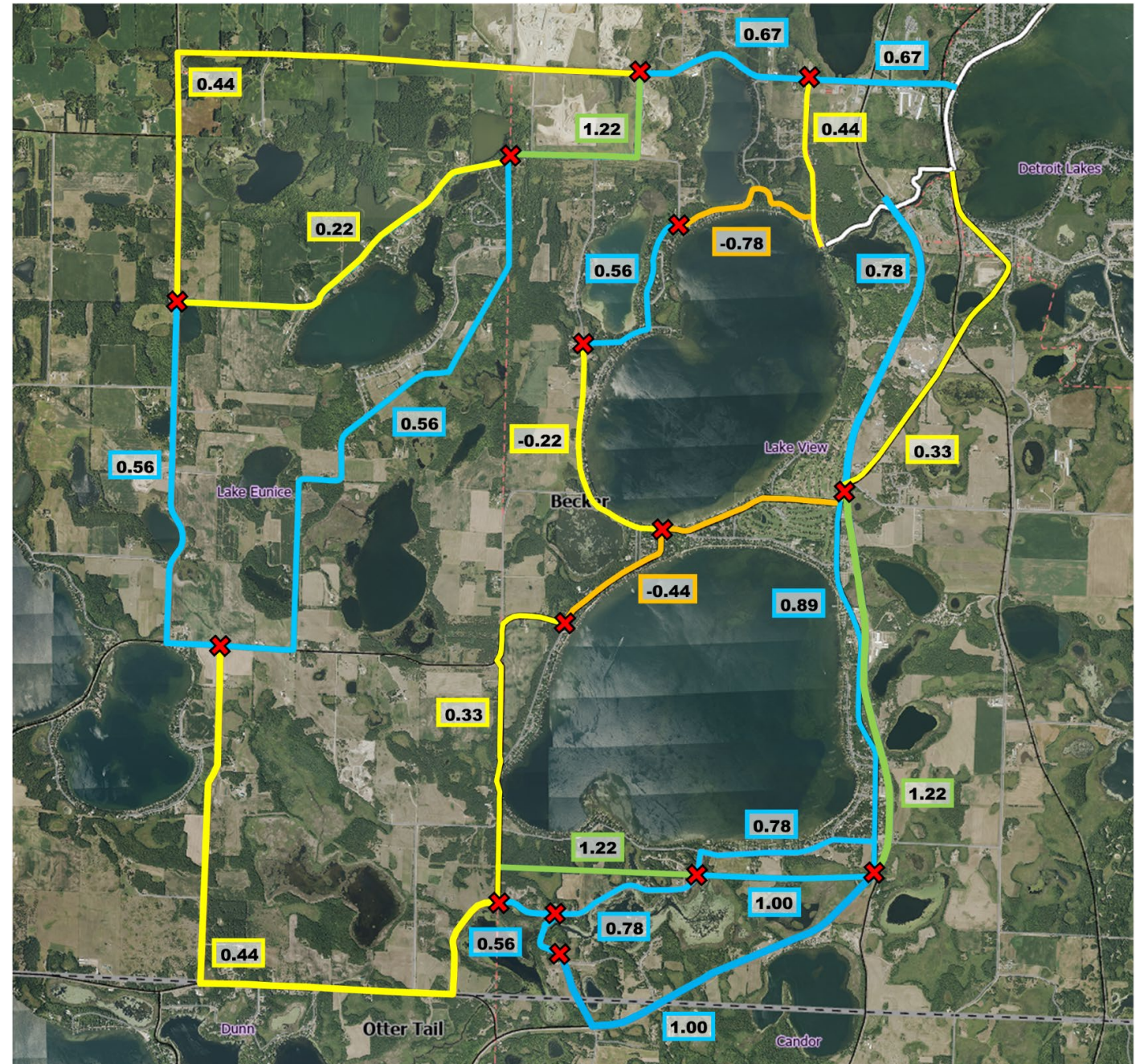
Highway 22 North Section

Hwy 22 North Section (Existing trail to roundabout)	-2	-1	0	1	2	
ROW/Roadway corridor area				1		
Encroachments in ROW/Roadway corridor area			0			
Parcel Density (Driveways)			0			
Grading Needs – amount of work to develop a trail bench		-1				
Roadway separation – the more separated the more comfortable and trail like					2	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety	-2					
Public Acceptance				1		
Environmental conflicts – wetlands, etc				1		
Directness of trail to Destinations/Points of Interest				1		
Overall Average	-2	-1		4	2	0.33

Trail Section Scores

- -2.0 to -1.2 (Not Recommended)
- -1.19 to -0.4 (Low Recommendation)
- -0.39 to +0.49 (Possible trail facility)
- +0.5 to +1.2 (Generally a good trail facility)
- -1.21 to +2.0 (Great trail facility)

Board



Final Two Alternatives

- North Section Concept
- Middle Section Concept
- South Section Concept (three)

Heartland Trail North Section Concept



Highway 59 North Section \$\$\$\$

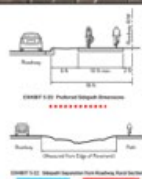
- Slope concern and wetland concerns
- Higher traffic speeds
- Less scenic

- Generally flat
- Generally wide right of way
- Direct route
- Less intersections and driveways

Highway 22 North Section \$\$\$\$

- Bridge Crossing
- Slope and wetland concerns
- Multiple driveways on northern half
- Sharp corner section

- Positive public perception
- Generally wide ROW
- Less traffic compared to Hwy 59



North Section Concept

Final Two Alternatives



Middle Section Concept

Final Two Alternatives

South Section Concepts

Final Three Alternatives

South Melissa Dr. and Mill Pond Dr.

- Crossing narrow culvert
- Narrow ROW
- Few conflicting driveways
- + Generally clear and flat
- + Lower traffic
- + Direct route

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Power Line Trail

- Required easements
- Conflicting public property
- Wetland crossing
- Slope concern
- + Wooded/natural setting
- + Positive public perception
- + No conflicting traffic or driveways
- + Direct route

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Highway 59 South Section

- Gravel section (Hwy 59 to Mill Pond Dr.)
- Higher traffic speeds
- + Generally flat
- + Generally wide right of way
- + Direct route
- + Less intersection and driveways
- + General direction to Pelican Rapids and Heart of the Lakes Trail

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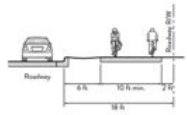


EXHIBIT 5-20: Preferred Sidewalk Dimensions



EXHIBIT 5-22: Sidewalk Separation from Roadway, Rural Section

.....	Highway 59 Trail (<6' Separation)
.....	Highway 59 Trail (>30' Separation)
.....	Melissa/Mill Pond Trail (6'-10' Separation)
.....	Melissa/Mill Pond Trail (<6' Separation)
.....	Highway 17 Trail (<6' Separation)
.....	Powerline Trail (No Adjacent Roadway)



Becker County Trail and Pathways are subject to the general guidelines only. They are not intended to be used as a design or construction standard. The user is responsible for the design and construction of the trail.

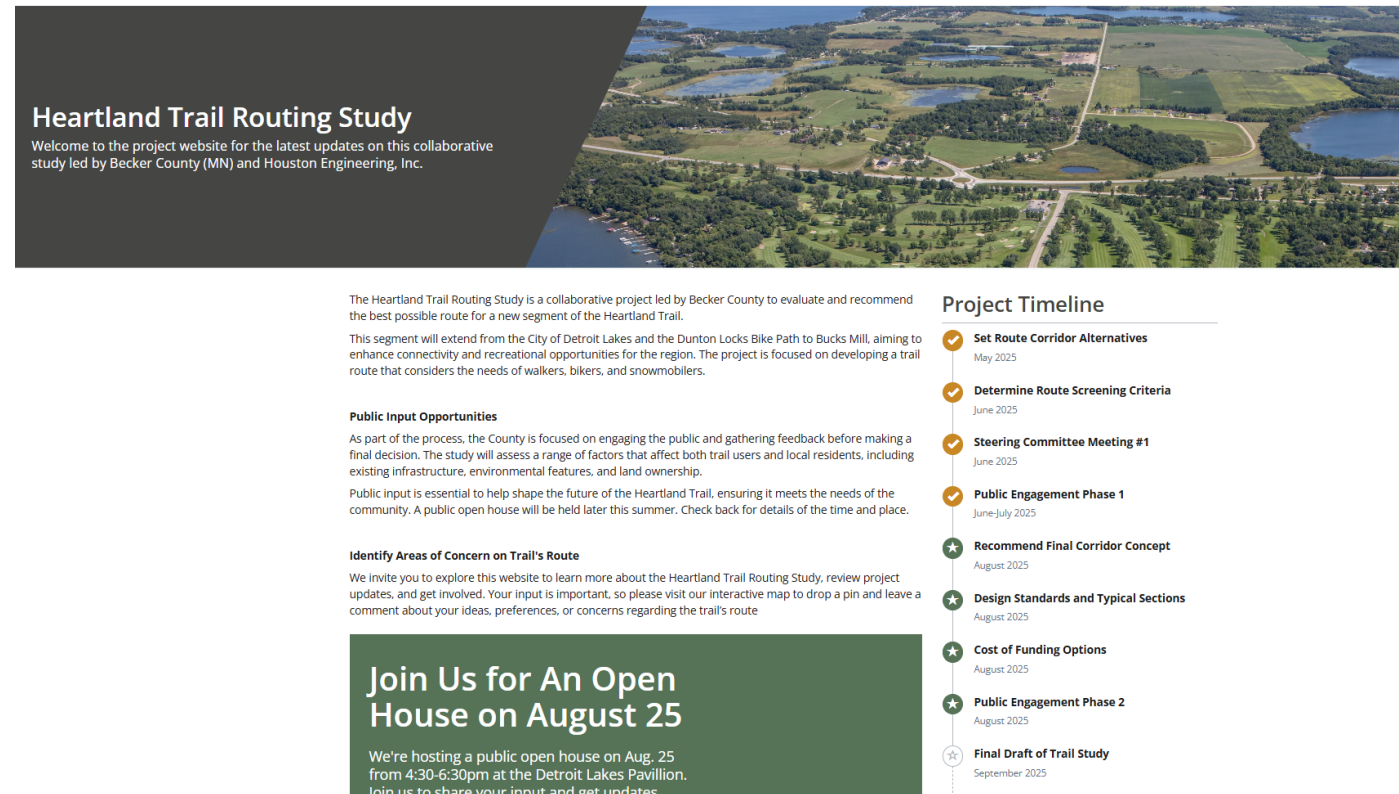
Heartland Trail South Section Concept



Public Engagement – Phase 2

- Provide input at Open House
- Provide input at Project Website

- Website will be updated by August 27 to include presentation and three concepts for virtual comment
- North
 - Middle
 - South



The screenshot displays the 'Heartland Trail Routing Study' website. At the top, a header image shows a scenic view of a trail winding through a green, hilly landscape with several lakes. Below the header, the main content area is divided into several sections. On the left, there's a dark grey box with the title 'Heartland Trail Routing Study' and a welcome message. To the right of this, there's a section titled 'Public Input Opportunities' which describes the project's goal and the importance of public input. Below this, there's a section titled 'Identify Areas of Concern on Trail's Route' which invites users to provide feedback. At the bottom left, there's a green box with the text 'Join Us for An Open House on August 25'. On the right side of the website, there's a 'Project Timeline' section with a vertical list of milestones, each marked with a star icon and a date.

Heartland Trail Routing Study
Welcome to the project website for the latest updates on this collaborative study led by Becker County (MN) and Houston Engineering, Inc.

The Heartland Trail Routing Study is a collaborative project led by Becker County to evaluate and recommend the best possible route for a new segment of the Heartland Trail.

This segment will extend from the City of Detroit Lakes and the Dunton Locks Bike Path to Bucks Mill, aiming to enhance connectivity and recreational opportunities for the region. The project is focused on developing a trail route that considers the needs of walkers, bikers, and snowmobilers.

Public Input Opportunities
As part of the process, the County is focused on engaging the public and gathering feedback before making a final decision. The study will assess a range of factors that affect both trail users and local residents, including existing infrastructure, environmental features, and land ownership.

Public input is essential to help shape the future of the Heartland Trail, ensuring it meets the needs of the community. A public open house will be held later this summer. Check back for details of the time and place.

Identify Areas of Concern on Trail's Route
We invite you to explore this website to learn more about the Heartland Trail Routing Study, review project updates, and get involved. Your input is important, so please visit our interactive map to drop a pin and leave a comment about your ideas, preferences, or concerns regarding the trail's route.

Join Us for An Open House on August 25
We're hosting a public open house on Aug. 25 from 4:30-6:30pm at the Detroit Lakes Pavillion. Join us to share your input and get updates.

Project Timeline

- ✓ **Set Route Corridor Alternatives**
May 2025
- ✓ **Determine Route Screening Criteria**
June 2025
- ✓ **Steering Committee Meeting #1**
June 2025
- ✓ **Public Engagement Phase 1**
June-July 2025
- ★ **Recommend Final Corridor Concept**
August 2025
- ★ **Design Standards and Typical Sections**
August 2025
- ★ **Cost of Funding Options**
August 2025
- ★ **Public Engagement Phase 2**
August 2025
- ★ **Final Draft of Trail Study**
September 2025

Next Steps

- Open House - August 25th
 - Gain public input on Trail Alternatives
- Virtual/Website Engagement continues from Aug 26 through September
 - Continue to gain public input on Trail Alternatives
- Complete Draft Plan with Recommended Alternative Concept and Cost Concept Estimates
- September Meetings
 - Recreation Advisory Committee Meeting – September 8
 - Becker County Commission Meeting – September 16
 - Heartland Trail Committee Meeting – TBD
 - Steering Committee #5 – Late September –
- Finalized Report September 30