

Ranking Worksheet for Trail Segments—**REVISED 2/3/17**

Lake Vermilion Trail

Listed in the rows of the table below are the trail segments for the Lake Vermilion Trail, as shown in the 2011 Trail Plan. (The exception is the endpoint for Segments 1, 1A and 2 have been changed from the Wakemup Village Road Area to Wakemup Hill.) The columns of the table show the ranking criteria which were developed at the 12/14/16 Steering Committee meeting. Each criterion is worth 5 points maximum. There are 10 criterion, so each segment can receive up to a maximum total of 50 points. Please use the information in the Trail Plan and your knowledge of the area to rank the segments. More descriptions of criteria & links are on the next page. **PLEASE COMPLETE YOUR RANKING BY WED., FEBRUARY 8TH & BRING TO MEETING OR E-MAIL**

Trail Segment	A. Connect to existing trails 5 Pts Max	B. Land ownership, % public & land value 5 Pts Max	C. Proximity to businesses & resorts 5 Pts Max	D. Ease of Construction (wetlands, terrain) 5 Pts Max	E. Existing Rights-of - way or trail corridors 5 Pts Max	F. Ease of access & parking 5 Pts Max	G. Access to scenic, cultural, historic opportunities 5 Pts Max	H. Geographic equity-- places w/o trails 5 Pts Max	I. Construction & acquisition Cost 5 Pts Max	J. Proximity to residential areas 5 Pts Max	TOTAL POINTS 50 Pts Max
1) Cook to Wakemup Hill (approx. 5.5 mi)											
1A) Head of the Lakes Bay to Wakemup Hill (approx. 2.5 mi)											
2) Wakemup Hill to Wakemup Campground (approx. 4.2 mi)											
3) Wakemup Campground to Frazier Bay Public Access (approx. 8.0 mi)											
3A) Oak Narrows Spur (approx.. 2.0 mi)											
4) Frazier Bay Access to Greenwood Town Hall (approx.. 3.7 mi)											
4A) Greenwood Spur (approx.. 3.6 mi) Note: Highway has been built w/wide shoulder											
5) Greenwood Town Hall to Fortune Bay (approx.. 4.0 mi)											
6) Fortune Bay to 169/1/CR77 Intersection (Y-Store) approx. 3.9 mi—part constructed)											
6A) Hoodoo Trail/Ferry Route (approx.. 3.4 mi complete except ferry route)											
6B) Hoodoo Point to McKinley Park (approx. 1.8 mi)											
7) 169/1/CR77 Intersection (Y-Store) to Tower (approx.. 4.0 mi)											

Ranking Criteria Detail

Note: For each criterion you can award a maximum of 5 points. See the County's GIS maps for a closer look at the land: http://gis.stlouiscountymn.gov/planningflexviewers/County_Explorer/
See the LVT website for the 2011 Trail Plan (including the segment map on p.20) and the 2013 Location Study: <https://lakevermiliontrail.org/#post-84>

- A) Connecting to existing trails:** Award higher points if the trail segment will connect to existing trails, such as the Mesabi Trail or the Greenwood Trail. Consider whether the types of use allowed on an existing trail are the same types that will use the Lake Vermilion Trail. The Steering Committee has discussed the following uses for the Lake Vermilion Trail: walking, running, in-line skating, bicycling, the use of motorized wheelchairs and other assistive mobility devices, and possibly horseback riding. No other motorized uses or snowmobiles.
- B) Land ownership:** Award more points for segments that include a high percentage of public land, or may be considered a "path of least resistance." Although no exact alignment have been chosen yet, consider the relative value of land, and award fewer points for high segments through high cost lands. Consider how supportive landowners may be along the segment to selling or donating easements or trail corridors. Keep in mind that the Steering Committee has voiced a preference to stay away from road rights of way when possible to increase the scenic quality of the trail.
- C) Proximity to businesses and resorts:** Award higher points to segments with more businesses/resorts. The location of resorts can be found on the LVRA's website: <http://www.lakevermilionresorts.com/lodging> Click on the lodging map.
- D) Ease of construction:** In general, areas with a lot of wetlands, changes in elevation (steep hills), or rocky cliffs are harder to build a trail through. Award more points for segments that have LESS of these difficult areas. Areas that have water crossings are also more difficult to construct.
- E) Existing rights-of-way or existing trail corridors:** Award more points if a segment has possible utility corridors, such as power company easements, scenic road rights of way, or an existing trail corridor (such as a snowmobile trail) that could be used for the trail. Keep in mind, again, that the Steering Committee has determined to build the trail away from road rights of way where possible. Also keep in mind that the County does not own land beyond the road pavement (no extra public right of way on which a trail could be built) on most of its roads.
- F) Ease of access & parking:** Award more points to segments that will be easy to get to, and have existing or potential parking that will be open to the public at one end of the segment or somewhere within the segment, such as at a public campground or public boat ramp.
- G) Access to scenic, historic or cultural opportunities:** Award more points if the segment would pass through or end at one or more locations that will be a feature or highlight of the trail that will draw people to use the trail, such as a high point with a view, a good lake view, a historic site, or a site that has some cultural significance.
- H) Geographic equity:** Award more points if the trail segment will provide a recreational/transportation opportunity in an area that DOESN'T already have trails or other good facilities for walking and biking, etc. Note that segments that receive low points for Criterion A will receive higher points here.
- I) Cost of construction and land easement cost:** Award more points for segments that you think will have LOWER costs for construction and the purchase of a trail corridor or easements. In general, segments that require bridges, boardwalks across wetlands, or regrading of land (fill or excavation to make a smooth trail up hills) are more expensive to construct. Land purchase or easement purchase costs will vary by the market rate of the land's value (lakeshore property more expensive, wetlands less valuable, etc.)
- J) Proximity to Residential Areas:** Award more points for segments near higher density residential areas (clusters of residences.) A goal is to provide a trail close to home for people who live in the area.