

City of Greenbush

244 Main St N
Greenbush, MN 56726



Greenbush Multi-Use Trail Plan

A trail plan for the City of Greenbush

Walking and Bicycling in Greenbush

The City of Greenbush is committed to sustainability, active living, and creating alternatives to traditional movement in the community. That commitment led to developing a plan to connect different areas of the city and provide alternative transportation routes. This plan for a trail addresses the issues involved in walking and bicycling in Greenbush so that a complete transportation system is created and makes alternative modes of transportation more possible, convenient, and safe.

Overall Goal and Guiding Principles

The goal of this plan is to define a path to completing Greenbush's trail and sidewalk network. It also defines a series of principles supporting walking and bicycling in the community that allows residents and community leaders more insights about the ways in which the trail can serve the community. It also looks for ways to enhance the overall quality of life in Greenbush and identifies options for non-motorized transportation.

The principles guiding this plan are:

- Enhance opportunities for Greenbush residents and workers to live more active lives by reducing barriers to walking and bicycling.
- Enhance the safety, convenience, and attractiveness of walking and biking for children, especially as they travel to and from school, parks and recreation facilities.
- Integrate walking and bicycling more directly into the patterns of land use in Greenbush by designing sites and buildings that facilitate connections between neighborhoods, recreational areas, business areas, and walking and bicycling facilities.
- Improve multi-modal access for the Downtown to enhance its economic development potential.
- Encourage connectivity across transportation modes in Greenbush through systems that promote walking and bicycling, and offer convenient and comfortable alternatives to automobiles.
- Enhance trails and sidewalks to build a greater sense of community.

Trail Plan Work Scope

The planning process included the following objectives:

- Identify missing trail and sidewalk segments throughout the city that provide important links to the city's overall sidewalk and trail network;
- Review trail and sidewalk connectivity within the residential and commercial areas of the city;
- Analyze opportunities to enhance pedestrian and bicycle facilities along the State Hwy 11 corridor in relation to the upcoming highway improvement project;
- Provide preliminary cost estimates to construct the missing trail and sidewalk segments;

A trail and sidewalk vision for Greenbush

Public input identified a desire for improved non-motorized transit. But information also suggested a strong desire to enhance downtown's sidewalk and trail network and to provide connections to key local destinations including school, parks, and commercial areas. The economic potential of walking and bicycling, particularly downtown, was also discussed.

An effort to identify gaps in the existing sidewalk and trail network- showed locations where no facilities exist for walking or bicycling. The proposed trail will add connectivity that is currently non-existent. At the same time, the analysis of walking zones around commercial areas and school showed areas for improvement. Enhancements to the downtown area will include lighting, street crossing improvements, bike racks, and other "comfort" elements that would support walking or bicycling.

Guidance and recommendations

The trail plan offers guidance beyond the pavement required to create a complete network for walking and bicycling in Greenbush. To create a system that encourages non-motorized movement in the community, improvements should recognize best practices related to walking and bicycling, including best practices related to:

- pedestrian enhancements;
- trail enhancements;
- bicycle enhancements, and;
- land use.

Finally, the trail plan shows that the community:

- recognize that sidewalks and trails reasonably serve most developed portions of the city;
- focus on creating a complete system in portions of the Greenbush community;
- encourage the implementation of elements that support trail and sidewalk use while lending identity to the community.

Building community through walking and biking

The Greenbush Multi-use Trail is premised on the idea that a complete network of walking and bicycling trails in the Greenbush community not only offers greater options for moving about the city, but it promotes community health by providing trails and sidewalks that encourage people to be active. Communities across the country are evolving in subtle ways that could, with time, dramatically change the way they look and function. In an incremental approach, cities are looking to expand the choices people have as they move about their community. What started with an orientation to mobility- allowing people more opportunities in local travel- has a new focus on active living and a desire for a greater diversity of experiences.

Mobility

Greenbush wants to provide new choices for mobility. Even in our climate, bicycling is becoming a valid choice for some commuters. Bicyclists need facilities that offer safe routes for travel and facilities to accommodate their bicycles at the end of their journey. Increasingly, walking is seen as a viable alternative for shorter, local trips, especially for students going to school. The city will be creating plans to enhance access in the areas near the school, providing safe and convenient routes for students who live near their school.

New choices are shaping the ways communities respond with transportation systems. Streets are no longer the sole domain of the car, as people expect new modes to be accommodated in public rights-of-way. Long-held standards are being revisited, often allowing more modes to fit into the same space that was once mainly directed to motorized vehicles.

Active living

Public health concerns have encouraged communities and public health organizations to enhance opportunities for people to live more active lives. The Surgeon General recommends that adults have at least 30 minutes of moderate physical activity every day and that children have at least an hour each day. While it might not seem to be a significant commitment of time, most Americans fail to meet the Surgeon General's recommendations. Active living initiatives were created to find ways to more directly integrate physical activity in people's daily routines, including walking or bicycling as an alternative mode of transportation.

By increasing routine physical activity, the general health of the population is improved, but in many places, barriers limit opportunities. Active living programs seek to alter land-use patterns and shift a community's focus from cars to non-motorized movement, including improving sidewalks and trails. While the physical improvements that enhance walking or bicycling are often simple, they can help people make choices that are better for their health.

Experiences

Greenbush "grew up" at a time when movement in personal vehicles dominated development patterns. While this pattern is not disappearing, many residents are beginning to expect greater variety in the patterns they experience. Communities are also changing based on what their residents experience in other places. We find ourselves intrigued by the patterns of some of the places we visit. We might visit Portland, and be more attracted to the kind of place that results, in part, from a robust transit system. We might visit European cities, where our experience is more strongly shaped by a long history of non-motorized movement than by traveling in a car. We see those places and begin to form an expectation that our community should offer those kinds of experiences.

New expectations are beginning to shape the kind of place we want for ourselves. In Greenbush, like in most communities, this doesn't mean that what most people consider traditional development patterns will disappear, but it does suggest an evolution, where new patterns are

likely to emerge. And with those patterns, walking and bicycling may become just as important as the movement in cars.

Planned trails and sidewalks

Through this process, the Greenbush Multi-use trail was developed as a plan for the city to move forward with. The proposed project area and type of trail best suits the alternative transportation modes and recreational needs of our region. Currently, we have no sidewalks or trail access in the project area. The project will provide an asphalt trail to be used for all kinds of year-round non-motorized recreation, such as walking and biking. It will facilitate connections between neighborhoods, recreational areas, business areas, and walking and bicycling facilities

The trail will promote healthier living by providing recreation opportunities for all ages, and a connection between different recreational areas of our city, such as Welcome Park and the city pool. This project will also provide a link from the trail to the school and from the school to the local medical park. The individuals in these two facilities interact with each other throughout the school year, and this trail will provide a safe route to travel between each location.

The overall project is planned to start in Welcome Park, and it will connect to the existing park sidewalks. From Welcome Park, it will wind along Two Rivers behind the Greenbush-Middle River school. The school will be connected to the trail via a concrete sidewalk. Once the path leaves school property, it will connect with 200th Street and Old Ridge Road.

The project has been broken into two phases in order to make it more financially feasible to complete. The first phase will be from Welcome Park to Old Ridge Road. The second phase will run along Old Ridge Road and connect into the current sidewalk system.

At this time phase, one is scheduled to be completed in 2024. Phase one will tie into pedestrian and bicycle facilities along the State Hwy 11 corridor in relation to the upcoming highway improvement project. It also will tie into the Main Street enhancements that support walking or bicycling.

Trail cost estimates and map

**ENGINEER'S ESTIMATE OF COST
Multi-Use Trail (Bituminous)
Welcome Park to Old Ridge Road (Phase 1) Greenbush, MN**

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL AMOUNT |
|---|------|----------|-------------|---------------------|
| Mobilization | LS | 1 | \$30,000.00 | \$30,000.00 |
| Traffic Control | LS | 1 | \$1,500.00 | \$1,500.00 |
| Misc. Signing | LS | 1 | \$1,500.00 | \$1,500.00 |
| Misc Striping | LS | 1 | \$1,000.00 | \$1,000.00 |
| Common Excavation | CY | 2441 | \$10.00 | \$24,410.00 |
| Subgrade Preparation | SY | 6349 | \$0.50 | \$3,174.50 |
| Geogrid Fabric | SY | 6349 | \$2.00 | \$12,698.00 |
| Aggregate Base Coarse, Crushed Concrete (9") (CV) | CY | 1587 | \$50.00 | \$79,350.00 |
| Bituminous Pavement (3.5") | Ton | 857 | \$150.00 | \$128,550.00 |
| 4" Concrete Sidewalk | SF | 1200 | \$10.00 | \$12,000.00 |
| Silt Fence | LF | 2600 | \$2.00 | \$5,200.00 |
| Topsoil Borrow | CY | 1200 | \$18.00 | \$21,600.00 |
| Turf Establishment | SY | 11000 | \$1.00 | \$11,000.00 |
| Engineering - Plans and Specifications (12%) | LS | 1 | | \$39,837.90 |
| Engineering - Construction Staking and Inspection (10%) | LS | 1 | | \$33,198.25 |
| Administration (3%) | LS | 1 | | \$9,959.48 |
| Legal (3%) | LS | 1 | | \$9,959.48 |
| Contingencies (5%) | LS | 1 | | \$16,599.13 |
| Total Cost | | | | \$441,536.74 |

**ENGINEER'S ESTIMATE OF COST
Multi-Use Trail (Bituminous)
Old Ridge Road (Phase 2)**

| DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL AMOUNT |
|---|------|----------|-------------|---------------------|
| Mobilization | LS | 1 | \$20,000.00 | \$20,000.00 |
| Traffic Control | LS | 1 | \$3,000.00 | \$3,000.00 |
| Misc. Signing | LS | 1 | \$2,000.00 | \$2,000.00 |
| Misc Striping | LS | 1 | \$1,500.00 | \$1,500.00 |
| Common Excavation | CY | 1301 | \$10.00 | \$13,010.00 |
| Subgrade Preparation | SY | 3904 | \$0.50 | \$1,952.00 |
| Geogrid Fabric | SY | 3904 | \$2.00 | \$7,808.00 |
| Aggregate Base Coarse, Crushed Concrete (9") (CV) | CY | 976 | \$50.00 | \$48,800.00 |
| Bituminous Pavement (3.5") | Ton | 550 | \$150.00 | \$82,500.00 |
| Topsoil Borrow | CY | 722 | \$18.00 | \$12,996.00 |
| Turf Establishment | SY | 6500 | \$1.00 | \$6,500.00 |
| Engineering - Plans and Specifications (12%) | LS | 1 | | \$24,007.92 |
| Engineering - Construction Staking and Inspection (10%) | LS | 1 | | \$20,006.60 |
| Administration (3%) | LS | 1 | | \$6,001.98 |
| Legal (3%) | LS | 1 | | \$6,001.98 |
| Contingencies (5%) | LS | 1 | | \$10,003.30 |
| Total Costs | | | | \$266,087.78 |

Map of Phase One and Two

