

Maps and Descriptions of Proposed Three Loops Trail System

The following maps can be viewed on-line for greater detail by clicking on the hyperlinks below each map. The names applied to each loop are “working titles” only. It is recommended that a contest be held in Amery to name each loop. Signage with the name and logo should follow for way-finding and promotional purposes.



<https://tinyurl.com/y8yedp8u>

Amery Warrior 10K Loop

This loop would be the featured “long distance” loop for the City of Amery, connecting trails, parks, schools, medical centers and commercial areas for an attractive and pleasant recreational experience for walkers and bicyclists. The long term goal is to develop new trails where they currently do not



exist that will safely accommodate both walkers and bicyclists. Stage one would involve adding bike lanes for on-street bicycle travel and improving sidewalks as needed for a pleasant pedestrian environment. The Amery Warrior 10K loop as proposed is located nearly entirely on public right of way, including land owned by the City of Amery, Amery School District and Polk County. The current location of a recycling hub that requires large trucks moving through the trailhead parking lot detracts from the area's natural beauty and should be renegotiated with Polk County. Although the County views the Cattail Trail as mainly for ATV use, observations conducted on several different days at different times of the year reveal that there is already significant pedestrian use. Paving

the trail within the City limits would conceivably greatly increase both walking and bicycling use. Currently the trail surface at the bridge is 12' wide, but without a clear zone from the wooden railings/ side fencing. This width is considered the minimum for a bridge of this type shared by bicyclists and pedestrians. From the Cattail Trail the Warrior loop cuts across at the northeastern end of the Industrial park where negotiations for an easement from a single private landowner may be required in order to skirt a wetland. From this area the traveler would soon come to Broadway St. / CTH F and upon crossing would now be in the Amery School





District zone, with direct access to the Middle School. From the school the route takes an eastward turn to access the School Forest trail leading the hiker or biker to 85th Street, a low-volume township road without a center stripe. From 85th the loop reaches Griffin Street – another township road at this point before becoming Griffin Street at the city limits. Griffin Street is also known as the South Limit as it represents the most Southern street in the City of Amery. Much of Griffin has adequate width to stripe 5' or 6' bike lanes. But long term it is recommended to develop a separate trail (widen the current sidewalk) on the north side of Griffin for greatest comfort level among users. Such a separate trail would also nicely tie into the existing Amery Hospital trail system that is open to the public (but for walking only) and

features short hikes along the Apple River.

The safe crossing of Keller Ave as well as easy access to Keller (and from Keller to Griffin) will need to become a priority for safe travel of people on foot or on bike. Responsive countdown signals for walkers and high visibility crosswalks are recommended – and for this intersection would be essential even without the proposed Warrior 10K loop. Design elements should also include bike lanes to the left of right turn only lanes and welcoming signs introducing travelers to Amery – a bicycle friendly community. The more striking the pedestrian and bicycle



infrastructure can be as people enter the city from the south the more cautious they will drive and have a positive feeling about Amery being a different kind of place that places an emphasis on wellness, children safety, and a high quality of life. This is the key intersection for the greatest impact!

From Keller Avenue, Griffin changes rather dramatically, with a narrower profile, no curbs and gutters and less traffic as it enters a more rural setting. Soon the road serves as the south boundary of the Amery Golf Course and before it swings south away from the Golf Course (and becomes 105th Street), trail users would continue straight into the southern edge of the Golf Course perhaps utilizing the existing snowmobile trail. After a half mile the trail would head north for just under a fourth of a mile before heading west again and then north to align itself with Pondhurst Drive, the most western of any housing development in Amery. This street becomes 105th further north and after a left on Baker Ave trail users find themselves on the Stower Seven Lakes State Trail now heading east back to the downtown district and the trailhead where they began.



**Amery
Schools 5K
Wellness
Loop**

<https://tinyurl.com/yc34rq2p>

This 5K Loop serves as the shorter “inner loop” to the Warrior Loop with a primary focus of linking the downtown and numerous neighborhoods with a more direct route to the Amery Schools. Like the Warrior Loop, this route would use the current location of the Cattail trailhead as the main start and finishing point, bringing trail users across the scenic Apple River. But then, as a short cut to the schools, the trail would utilize the eastern boundary of the Cemetery for a direct connection to Minneapolis Ave. – a street that has ample space for bike lanes.

Although a loop, it is anticipated that many people, especially children and young adults heading to and from school would only use segments of this system – and from different directions. Most students would use the segment closest to their home, and not actually complete a circle. On the other hand, tourists and residents interested in fitness or recreational opportunity will appreciate the entire 5K loop – a distance that could be certified for running and walking race events (just like the 10K loop).



From Minneapolis Ave the route would utilize Hillcrest Drive to Otis Street and then to Bridge Street where it affords the trail user another opportunity to view and experience the Apple River. Bridge brings the walker, runner or cyclist to the junction of Keller Ave where to get across and over to Fay will require using the new bike lanes or sidewalk on Keller for the eventual match up. It will be essential to clearly sign and have adequate crossing enhancements for these two T intersections that are a mere 100 feet from one another. One of the current problems with Keller Ave is the fact there are no streets for an entire mile (from Power to Elm) that allow one to cross Keller and continue on. This is another reason why having bike lanes on Keller and reducing the number of lanes from four to two is essential in providing



safer and more accessible conditions. Long term, the best solution for safe crossing of this location would be to install a 100' median in lieu of the two way center turn lane planned for 2020 that would encompass an attractive trail corridor. Such a treatment would serve to discourage non-local motorized traffic (by preventing left turns) and also prevent cyclists or pedestrians from attempting to cross Keller at a diagonal. A landscaped median at this location would be yet another opportunity to not only provide traffic calming and enhance the safety for all road users, but also send a strong signal that Amery places a high value on its children, the environment, and a high quality of life. It would be another "Win-Over" wow project that people coming into town could not fail to notice.

From Fay the route would continue toward South Twin Lake, with a right on Dickey and a left on South before reaching Hariman and then to Water Avenue where the route brings people safely to the Amery Swimming Beach – a popular destination. A left on Elm and then to Baker will ultimately bring walkers and riders to the Stower Seven Lakes State Trail and back to downtown and the trail head adjacent to the Apple River.



The Lakes Loop North 2 Miler

<https://tinyurl.com/yafudbz2>

This loop will also begin and end at the Cattail Trailhead (Riverfront Park) as this is where the bathrooms are, as well as the location with the greatest natural resource assets and scenic values. But rather than heading east over the Apple River trail bridge, trail users will go north along the Apple River Flowage utilizing the existing trail that will need to be paved and widened for optimum shared use. The path will bring people to Birch where they will cross over to Riverside Blvd. This quiet street will continue to allow users to stay within view of the Apple River as



they head north to North Park. Right before Riverside Blvd becomes Arlington Drive, the route goes west into the Park and winds its way back to the intersection of Arlington and Keller Avenue. A high visibility crosswalk already exists at this location and with the 4-3 conversion this crossing will become significantly safer. Long term it is recommended to install a median / pedestrian refuge island here to further enhance this crossing and increase safety.

Once across Keller, trail users will have a choice between using the new bike lanes on Keller, or especially if running or walking, to use a facility closer to the trail and physically separated from motorized traffic. It is recommended to build an attractive paved

trail between the lake and Keller Ave as this is one of the few locations in Amery where the public would have an opportunity to walk or bike along a lake shore. There would be adequate space for a 12' trail with a buffer from the roadway, allowing for both shared use and two way travel. (Currently there is a substandard sidewalk that abuts the Keller Ave pavement, not conducive to encouraging walking).

From this new lakeshore segment the route would utilize existing residential streets that come closest to North Twin Lake. In order of use they are: Burman, Hariman, Maple, Lake Birch and Aspen. From Aspen the route would cut through public land and



connect with the western terminus of Center Street. From this cul de sac the route would head southwest through more public land to the Stower Seven Lakes Trail which brings the outdoor enthusiast back to downtown and to the beginning at the Riverfront Park and Trailhead.

It is expected that this 2 mile loop would allow children living in the northern neighborhoods of Amery a safe, fun and direct route to parks, the downtown and schools. It does for the students living north of town what the other loops would do for the youth living in the southern part of Amery.



These three loops combined with a vastly improved Keller Ave, would provide a comprehensive bicycle and pedestrian trail system benefitting residents as well as attracting visitors to Amery.