Columbus Area Trails Plan

INTRODUCTION

SCOPE OF PLAN:

During the summer of 2008, Stillwater County Planning Staff conducted a county-wide growth planning survey. The results of this survey for the Columbus area, especially with regard to unsolicited written-in comments, showed a desire for more walking and bike paths. In response to these results, the Columbus-Stillwater County City-County Planning Board directed the Planning Staff to look into establishing a trail plan for the Columbus area. Planning Board members requested a large map be provided, on which they could draw in the places they think trails are needed. After two meetings of drawing on the map and agreeing on general locations for the trails, the Planning Staff began developing a written plan for the Board to review.[1]

After this plan had been put into a form acceptable to the Planning Board, the public was encouraged to attend a public hearing held March 23, 2010 to give their input on the Plan. The Planning Board then recommended public comments be incorporated and the plan sent to the Columbus Town Council for approval. The Council then made the decision to adopt the Plan as recommended by the Planning Board. This Plan will be implemented into the Columbus Capital Improvement Program, Town and County long-term planning processes, and the subdivision review process.

PURPOSE OF THIS PLAN:

Columbus and Stillwater County have been experiencing population growth since the 1970s and are expecting to see continued growth in coming decades. Due to this growth, there are more people who enjoy taking walks or riding a bike, and yet due to this same growth, the roads one must utilize for such purposes are becoming increasingly crowded with vehicles.

A well developed trails plan will relieve congestion on roads; provide landowners, developers, and municipal staff with a framework for trail-related subdivision review; help ensure that trails are incorporated into future developments; promote the connectivity of neighborhood within Columbus; and help decision-makers set priorities for trail development. A trails plan can also help a community market itself as a place with good recreational facilities and promote exercise by making it safe and convenient for people to walk or ride bikes.

BENEFITS OF TRAILS:

The benefits of trails to communities are well documented and numerous. In addition to providing recreational opportunities, trails, and parks, have been shown to benefit individuals and the communities in general by:

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[1] See APPENDIX A – WORKS CONSULTED for a list of works consulted by the Planning Staff while drafting this Plan.

- Offering alternative modes of transportation to motorized vehicles, connecting homes with schools, parks, offices, and shopping areas, thereby relieving traffic congestion and providing safer routes for walkers and bikers.
- Promoting health and fitness by providing an enjoyable and safe place for urban and rural residents to exercise regularly. Health problems such as heart disease, stroke, diabetes, and obesity are all linked to a lack of exercise. Walking, biking, and similar activities are excellent forms of exercise that nearly everyone can do, yet many people do not, due to a lack of safe and convenient places to go. Trails provide that place.
- Contributing to economic vitality and increasing regional tourism. Many studies have shown that trail development stimulates local economies, increases local tax revenue, attracts tourists seeking recreational opportunities, and revitalizes business districts.
- Contributing to increased property values. Access to trails is one of the most critical amenities that home buyers seek, and the value of most properties is enhanced by being near a trail. Corporations seek attractive communities that offer trails and open space when choosing where to locate new plants and offices.
- Functioning as meeting places for the community, leading to greater social interaction between residents and improving civil society.
- Providing opportunities to interpret the natural environment, history, and culture. Trails can also function as "outdoor classrooms" for schools.

GOALS AND OBJECTIVES:

1. Use trails to connect neighborhoods, schools, businesses, and parks.
2. Provide close-to-home recreational opportunities and avenues for non-motorized transportation.
3. Provide access along the Yellowstone River, Keyser Creek, and other water systems or valuable natural environmental settings in the Columbus area.
4. Cooperate with volunteer organizations and committees whose goals involve providing recreational opportunities in the Columbus area, such as the Granite Peak Park Steering Committee.
5. Locate public trails on public land to the greatest extent possible. This includes state, county, and Town-owned lands, including street right-of-ways.
6. Respect and protect the rights of trail-side landowners.
7. Provide a wide spectrum of trail-related recreational opportunities and experiences.
8. Encourage trail users to value the trail system by promoting environmental awareness and respect towards other trail users and neighboring landowners.

TRAIL TYPES

This Plan envisions several types of trails for recreational and non-motorized transportation purposes. The trail experience and the type of user accommodated will vary depending on the trail type, surface, width, location, and overall character of the trail. The two main types of trails are pathways and shared roadways. However, there are several different types of pathways and shared roadways. This section will explain the types of trails, the differences between trails, and standards for the construction of trails.

PATHWAYS:

Pathways are physically separated from motorized transportation by open space or barrier, and can be located either inside a road right-of-way or within an independent right-of-way. Pathways can offer unique recreational opportunities not possible on shared roadways, such as recreation in a natural setting. They also provide safe and direct commuter or recreationist routes absent of motor vehicles, circumventing obstacles, and connecting community features. Linear open spaces such as streams, rail easements, and utility easements can provide excellent locations for pathways.

Pathway widths and surfaces will vary depending on the type and volume of use expected and the experience desired. This Plan proposes three classifications of pathways: Class 1, Class 2, and Class 3. Class 1 pathways are eight to ten feet wide, with a paved or gravel surface, and are appropriate in situations of high use and with multiple types of users. Class 2 trails are five to six feet wide and are generally gravel. Class 3 trails are suitable in natural settings and are generally 18-inch natural surface paths. All pathway trail types should be sited within a trail corridor with a minimum easement or dedication width of 25 feet to ensure adequate room for trail construction, maintenance, and use. Trail corridors may either be a public dedication right-of-way or a public easement.

SHARED ROADWAYS:

A large amount of bike travel in the United States occurs on roadways shared with motor vehicles. The presence of bikers should be expected on all roads. State statute (61-8-602, MCA) makes bikers legitimate road users, "[…] granted all of the rights and […] subject to all of the duties applicable to the driver of any other vehicle […]." Pedestrians will also walk along roads when sidewalks or pathways have not been provided. This Plan designates certain streets and roads as preferred corridors for non-motorized traffic. These on-street trails are either bike lanes or bike routes.

The American Association of State Highway and Transportation Officials' (AASHTO) "Guide for the Development of Bicycle Facilities", revised in 1999, is the principal resource for bike facility design in the United States and its standards have been adopted by many state and local governments. The guide discusses general design characteristics of roadway improvements for bikes, and identifies design standards for pathways used by bikers. This Plan cites design standards from the AASHTO guide.

Bike lanes are a piece of a roadway dedicated to the exclusive use of bikers. They are generally established on urban arterials or collector streets, where there is significant bike demand and where motor vehicle speeds are relatively high. Bike lanes are delineated with stripping and other identifying pavement markings. They are one-way facilities, optimally four to five feet in width, with a bike lane on each side of the road (see diagram on page 6). Bike lanes are intended to delineate the roadway assigned to bikers and the roadway assigned to motorists, and to provide for more predictable movement of each. They can increase the total capacity of roads carrying mixed motor vehicle and bike traffic. Bike lanes are therefore typically established where insufficient space currently exists for safe and comfortable biking on existing streets. Bike lanes may be created without widening the paved surface by either reducing existing travel lanes or by prohibiting parking. Vegetated boulevards sometimes may be reconfigured to provide pocket parking to provide more room for on-street travel.

Bike routes are preferred bike travel routes along high demand corridors that are signed to guide bikers and to alert motorists. Bike routes provide linkages between discontinuous pathways and bike lanes, and can direct bike traffic onto low volume roads, or those with a paved shoulder. These routes are attractive to bikers because they provide efficient and safe travel routes that connect common destination areas across the community. Where sidewalks are absent, walkers may also use these same roadway shoulders since they are often the only safe routes available.

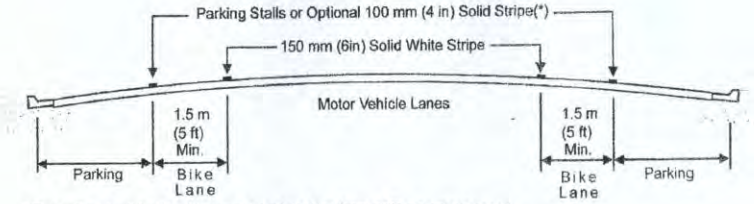
Factors that affect the suitability of a road for a bike route include grade, alignment, width, whether the road has a paved surface, pavement condition, traffic volume, and traffic speed. Shared roadways designated as bike routes should be constructed or improved to standards that allow for safe non-motorized use. Width is the most important variable affecting the ability of a roadway to safely accommodate pedestrian traffic alongside motorists.

Due to low traffic volume and low speeds, most of the bike routes identified in this Plan are currently suitable for non-motorized use without the need for roadway modifications. This situation may change, however, as the population of the Columbus area grows and traffic conflicts increase. Non-motorized transportation safety should be periodically assessed and improvements made as warranted. Where bike routes are proposed in this Plan, recommended improvements will be noted if necessary.

All bike routes should be signed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), and signage should include information on direction and destination in order to encourage use. This is especially important where it is recommended that bikers follow a routing that differs from recommended routing for motorists.

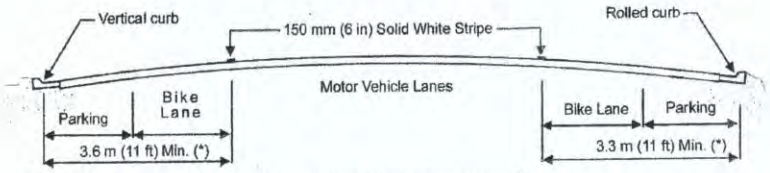
Two common methods for increasing roadway width where needed along bike routes are to provide wide curb lanes or paved shoulders. Wide curb (outside) lanes are preferred where shoulders are not provided, such as in the Central Business District where the street section typically includes curbs and gutters. Where parking is prohibited, paved curb lane width should be at least 12 feet but not more than 15 feet to accommodate both motorists and

Typical Bike Lane Cross Sections



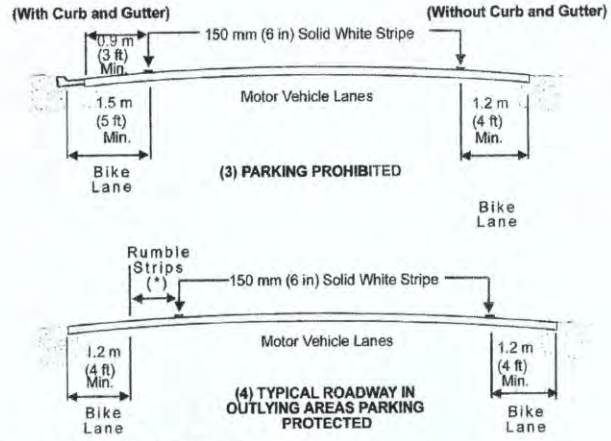
* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) ON-STREET PARKING



*3.9 m (13 ft) is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



*If rumble strips exist there should be 1.2 m (4ft) minimum from the rumble strips to the outside edge of the shoulder.

From American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, 1999.

bikers. Lanes wider than 15 feet are not recommended because they may encourage the undesirable operation of two vehicles in one lane. Wide curb lanes allow motorists to pass bikers without changing lanes and provide more room for sudden maneuvering. Wide curb lanes sometimes can be provided by restricting parking and/or narrowing inside travel lanes.

On-street parking along bike routes increases the potential for conflicts between motorists and bikers, since bikers tend to ride in the area between parked and moving cars. Here, bikers are subjected to the opening of car doors, vehicles exiting parking spaces, and obscured views of traffic. Therefore, 12 feet of combined width for bike travel and car parking should be provided along high-traffic bike routes.

In rural situations, paving shoulders is usually a more appropriate solution, and can improve safety and user experience along more heavily traveled and higher-speed roads. Similar to wide curb lanes, paved shoulders provide increased width to accommodate non-motorized traffic. Paved shoulders can extend the service life of the road surface since edge deterioration can be significantly reduced. They also provide a breakdown area for motor vehicles. Paved shoulders should be at least four feet wide outside of the lane stripe. However, if this isn't possible, any additional width of paved shoulder is an improvement. Where funding is limited, adding or improving shoulders on uphill sections should be the highest priority, since that will have the largest affect on decreasing conflicts.

Aside from adequate width, design features that can improve safety and travel conditions for bikers along bike routes include smooth pavement, adequate sight distances, improved railroad track crossings, bike-safe drainage grates, and regular debris removal. Ideally, an effort should be made to adjust traffic control devices to give greater priority to bikers. For example, in the Central Business District bike racks could be provided at popular destinations.

SIDEWALKS:

Though not all sidewalks are necessarily considered "trails", trails can incorporate sidewalks as a way to provide connectivity through existing neighborhoods or downtown areas. Sidewalks are a key component of pedestrian transportation. Sidewalks parallel streets and generally are appropriate only for walkers. In some instances, such as long narrow bridges and where bikers are infrequent users, sidewalks can accommodate bikers as well. Many of Columbus' older neighborhoods have sidewalks separated from traffic by a boulevard of grass and trees, while much of the Central Business District has sidewalks adjacent to the curb. New developments are required to provide curb, gutter, and sidewalks (preferably boulevard).

Walkers primarily use sidewalks downtown as opposed to shared roadways. Their safety needs, including time to cross streets should be considered at all intersections, and especially at traffic signals. Sidewalks should be maintained and enhancements made wherever possible to enhance the walking environment.

WALKABILITY AND COMPLETE STREETS

The concepts of walkability and complete streets are movements within the engineering and planning professions to design and build streets and neighborhoods to accommodate multiple forms of transportation, while simultaneously improving safety and beautifying transportation corridors. Some of the principle proponents of these concepts are the National Complete Streets Coalition (www.completestreets.org), Walkable Communities, Inc (www.walkable.org), and the Alliance for Biking & Walking (www.peoplepoweredmovement.org).

COMMON BENEFITS:

Several concepts of walkability and complete streets can be utilized in trail planning. The goals of these concepts are typically very compatible with the goals of trail planning. The following are several ways the goals of these concepts can be adopted and used in the Columbus Trail Plan:

- Safety: The use of complete streets and walkability concepts promote safety because they encourage transportation design with pedestrians in mind. Trails also promote safety, as they provide a place for pedestrians and bikers to travel separated from motorized transportation.
- Encourage more biking and walking: Complete streets and walkability support encouraging more walking and biking by providing transportation networks with areas for walkers and bikers. Trails also provide areas for walkers and bikers, though not necessarily located along a street.
- Relieve street congestion: Using complete streets and walkability designs relieve street congestions by separating modes of transportation, increasing street capacity, and allowing for more options in travel routes. Trails relieve street congestion by providing alternate, non-motorized commuter routes.
- Health: Anything that facilitates people going outside and engaging in physical activity is healthy. Both complete streets and trails do this. Also, less motorized traffic results in better air quality along transportation corridors and in downtown areas.
- Economic viability: Complete streets and walkability encourage people to walk to and through business corridors, resulting in an increased likelihood they will shop in more stores. This increases and supports local businesses and gives vitality to business corridors. Trails provide economic support because land values are increased when there is good access to recreational opportunities.
- Budgetary concerns: Designing and building sidewalks, bike lanes, and safe crossings early in the street-design process saves the municipality the cost of adding these upgrades at a later date. These can also be integrated into a trail system, saving the cost of designing safe trail routes later.

- Child development: By providing safe routes to schools, complete streets and walkability designs allow children to gain independence while also getting exercise by walking or biking to school. Trail routes are and should be sited to allow schools and other popular destination to be accessed along the route.

UTILIZATION:

Walkability and complete streets concepts can be put into practice in many ways. Several devices are commonly used to provide more pedestrian-friendly streets. Done correctly these devices also improve safety for vehicles. It is important to note these practices so people know what to expect when pedestrian-friendly policies are put into place through the development of trail systems or the adoption of complete streets and walkability concepts. The following are several devices that may be used:

- Curb extensions: Curb extensions are an angled narrowing of the roadway by extending the sidewalk into the street near intersections, effectively squeezing traffic into a smaller space. This forces vehicles to slow down at intersections, and also gives pedestrians a shorter distance to negotiate when crossing the street. Other restrictions are often employed due to the narrowed roadway, such as "no parking" or "no stopping" zones. Sometimes a bike lane may be cut through the extended curb so bikers are not forced into the narrowed roadway.
- Roundabouts: Roundabouts are circular road intersections wherein traffic is forced to slow down and continue in a circle counterclockwise until exiting. Roundabouts improve traffic safety by slowing traffic down and by creating a more predictable traffic pattern than do traditional intersections. Roundabouts allow for a landscaped center island, which can provide aesthetic value to the area. Trail and pedestrian crossings are usually sited before and after the roundabout, keeping non-motorized transportation out of the roundabout itself. Though roundabouts can be confusing for people the first time they encounter one, the many recently constructed roundabouts in Billings should ensure that a large amount of Columbus residents have already navigated through a roundabout.
- Raised intersections: Raised intersections are intersections raised at or near the level of the sidewalk. This gives motorists an added visual cue of the presence of crosswalks and possible pedestrian traffic. Raised intersections are sometimes made from a different material than the road or the sidewalk, which can provide a positive aesthetic effect. A similar, less expensive device is a raised crosswalk, in which only the crosswalk, not the whole intersection, is raised.
- Refuge islands and traffic islands: Refuge islands are small sections of pavement or sidewalk, typically raised to the level of nearby sidewalks, surrounded by asphalt road where walkers or bikers may wait or rest before finishing crossing the street. Traffic islands can serve the same purpose, but run the entire length of the street as opposed to being only a small area. These devices are often used at large intersections with no traffic light, or where no intersection exists but non-motorized crossings are common. These islands help pedestrians who may need a large amount of time to cross the

street, and allow pedestrians to cross part way and then judge the traffic before completing the crossing.

TRAIL CONSTRUCTION CHARACTERISTICS

The following standards and classifications are commonly accepted guidance for trail construction. However, these guidelines are general rules and should be allowed to be adjusted based on need and priorities. These guidelines should also be assessed and adjusted as needed.

TRAIL CLASSIFICATION:

Pathways, as the main type of off-road trail proposed in this Plan, are classified as one of three possible classifications; Class 1, Class 2, Class 3. Trails are classified depending on location and amount of use. As user demand dictates, trails may be upgraded or downgraded in classification.

- Class 1 Pathway: This class of pathway is heavily used, full access, many allowable non-motorized uses, and easily accessible to the Americans with Disabilities Act (ADA) standards. Designed and built to be used as a main commuter and recreational route. Permits two-way traffic.
- Class 2 Pathway: This class of pathway is moderately used, allows for many non-motorized uses, and is moderately ADA accessible. Designed and built to be used as a connector or local route for commuters and recreationists. May or may not allow for full range of uses and may or may not be paved.
- Class 3 Pathway: This class of pathway typically sees low use, and is designed mainly for long-distance recreation, such as hiking and all-terrain biking. These trails are only ADA accessible to difficult standards. Designed for minimal maintenance, and are typically natural surfaced.

TRAIL DESIGN STANDARDS:

The following design standards are general standards that will be typical of the pathways described. However, specific trails may deviate from these standards in order to meet certain goals unique to that trail, or to provide a broader range of recreational activities.

- Class 1 Pathway:
    - Single surfaced tread with minimum width of eight feet. In order to preserve natural or important trail-side features, tread may be reduced to 36 inches for a maximum of 10 feet.
    - Tread will be surfaced in asphalt, concrete, wood planks, millings, or other similar material. Minimum thickness will be six inches. If wood planks are used, they must be laid perpendicular to the direction of travel.
    - Tread surface will have a two-foot cleared shoulder on either side.
    - Vertical clearance will be a minimum of 10 feet.

- Maximum grade is five percent over an extended length of trail. However, if necessary, a 10 percent grade is allowable for a maximum distance of 30 feet.
- Tread will be raised above adjacent surfaces and have 2-inch crown.
- Stream and ditch crossings will be by bridge or culvert.
- Adequate line-of-site for safety.
- Minimum trail easement width of 25 feet.
- Trail access points will denote level of ADA accessibility.

- Class 2 Pathway:
  - Single surfaced or unsurfaced tread with minimum width of five feet. In order to preserve natural or important trail-side features, tread may be reduced to 32 inches for a maximum distance of 20 feet.
  - Tread will be surfaced in crushed gravel, millings, or similar material. Minimum thickness will be six inches. Native or natural tread will be used only where the soil will allow for full range of intended use without significant wear or negative environmental impact.
  - Tread surface will have a one-foot cleared shoulder on either side.
  - Vertical clearance will be a minimum of 10 feet.
  - Maximum grade is 15 percent.
  - Tread will be raised above adjacent surfaces and have a 2-inch crown.
  - Stream and ditch crossings will be by bridge or culvert.
  - Adequate line-of-site for safety.
  - Minimum trail easement width of 25 feet.
  - Trail access points will denote level of ADA accessibility.
- Class 3 Pathway:
  - Single surfaced or unsurfaced tread with minimum width of 18 inches.
  - No surfacing required except in erosion prone, boggy, wet, or poorly drained areas.
  - Tread will have one-foot cleared shoulder on either side.
  - Vertical clearance will be a minimum of eight feet.
  - Maximum grade is 20 percent, except in erosion prone areas. In erosion prone areas, grade will be such that erosion can be kept to a minimum.
  - Grade dips, cross sloping, and other erosion mitigation techniques will be utilized.
  - Trails will be blended into the natural setting as much as possible.
  - Minimum trail easement width of 25 feet.

TRAIL DEVELOPMENT

TRAIL USES:

Allowable uses depend on trail type:

- Bike Lanes. Bike lanes are dedicated for use by bikers only
- Bike Routes. As preferred on-street routes along high bike demand corridors, bike routes are meant to be shared by bikers and motor vehicles, with bikers occupying the right-hand side of the traffic lane, and to the left of parked cars. Where sidewalks are absent, walkers will use shoulders of bike routes since they often are the only routes available.
- Pathways. The above two trail types are used primarily as transportation or recreation specific to bikers. Pathways, on the other hand, may serve a major recreational function. As such, depending on width, slope, location, and surface, they may see use from a wide range of user types, including bikers, walkers, joggers, wildlife watchers, rollerbladers, etc. At the conceptual planning stage, all pathways should be envisioned as being open to all non-motorized users, except for equestrians. Horses tend to cause excessive wear on trail surfaces, greatly increasing the expense of trail maintenance. To accommodate the equestrian community, the Town and County should solicit equestrian input on which pathways would be attractive to them. A natural surface trail parallel to the main pathway may then be established within the trial right-of-way for equestrian use. Site planning for any specific trail may determine further use restrictions.

TRAILHEADS AND TRAIL SIGNAGE:

The following criteria should be met at all trailheads for multi-use pathways:

- Trailheads should be marked with the trail name, any use restrictions, and "Good Neighbor" information. Total mileage and distance to notable sites along the route will be appreciated by all users.
- Trailhead parking must adequately handle user need and be sized in reference to the expected amount of use. If use or demand for a trail changes, the trailhead facilities and information should be adjusted to reflect these changes.
- All trails will specifically exclude any motorized vehicles or use. Designation of trails as non-motorized is not meant to include restrictions on motorized wheelchairs and other mechanical means of transportation by users with disabilities. Trails should be built to be ADA compliant whenever possible.
- Clearly marked signs should forbid travel on shortcuts or route closures to prevent possible environmental damage, trail damage, and damage to adjacent private property.
- Trash receptacles should be provided at all trailheads, as well as bags on trails frequented by dog walkers.

TRAIL CORRIDORS:

Trails are to be routed so as to maintain a natural setting, to avoid unnecessary disturbance to private landowners adjacent to the trail and to preserve wildlife habitat and important vegetation. Public lands and right-of-ways should be used whenever possible. While the minimum acceptable trail easement is 25 feet, the more practical and desirable easement width is 35 feet.

RESOURCE PROTECTION:

Maintaining healthy buffers adjacent to streams is an effective and inexpensive way to protect watersheds. Buffers maintain functioning riparian vegetation and floodplain areas, protect water quality, stabilize steam banks, provide wildlife habitat and open space, and reduce landowner and taxpayer cost to mitigate flood damage. Appropriate buffer width varies with the stream and specific resource protection objectives.

Any trail near a waterway should be constructed so as not to adversely affect water quality or riparian vegetation or impair the natural processes of the waterway, such as meandering and spring flooding. While it is usually desirable to locate trails in preserved corridors to create "greenways", trails should not be routed continuously along stream banks, risking bank erosion. Rather, trails should generally be set back from the stream, providing sporadic access points to the water either by the use of spurs or by occasionally routing the main trail to the bank.

Trails can be used to improve degraded natural areas by consolidating social trails into one well designed pathway. Trails through natural environments are excellent places to walk or spend time with dogs, but dogs must not be permitted to chase, harass, or kill wildlife or livestock. Dog owners must also clean up after their dogs.

ROAD CROSSINGS:

Trails should cross roads at points of good visibility, perpendicular to the roadway (if possible), and at natural crossings (if possible). Full access sections should be equipped with curb cuts. Crossings in most cases should be accompanied by signed and striped crosswalks. At high-traffic road crossings, tunnels are preferred to at-grade crossings or pedestrian overpasses.

SIGNAGE:

Standard and consistent signs should be used throughout the trail system to designate trailheads, pathway uses, directional information, and educational/historical information. Class 1 trails should be signed at road crossings and all other public access points with signs that define uses and restrictions. Class 2 and 3 trails should be signed only at the main entrances. These signs should describe acceptable uses, trail surface conditions, managing entity contact information, and limitations, such as ADA degree of access.

TRAIL MAINTENANCE:

Before constructing trails, maintenance responsibilities should be established. Typically, that entity will be the owner of the trail corridor or right-of-way. Private landowners or developers, who grant public easement onto their property for trail usage, should develop a shared agreement with the city/county regarding maintenance responsibilities.

Volunteers, either individuals or groups, are a common source of manpower for trail maintenance tasks. Sources that may be utilized include civic organizations, conservation organizations, recreation organizations, student organizations, adopt-a-trail programs, and law enforcement community service programs.

Trails should be inspected frequently for damage and users should be encouraged to contact the managing agency when damaged areas or unsafe conditions arise.

LANDOWNER RELATIONS:

Respect for private property rights is essential. Access will not be allowed or provided from a pathway onto private property without the permission of the landowner. On any trail that is constructed along a pre-existing corridor currently used for a different purpose (such as a power line), the pre-existing rights held by adjacent landowners will continue to be honored. Signage will be posted along trails reminding users to "Please respect private property by staying on the trail." The State of Montana has enacted a law (70-16-302, MCA) to protect landowners who allow the public onto their property free of charge for recreational purposes from liability.

Trails have been shown to reduce crime and increase property values. Well-planned trails attract families, local residents, tourists, and other responsible people whose presence on the trails serves as a "neighborhood watch" to deter crime. Access to recreation is one of the most desirable amenities that homebuyers seek, and the value of most properties is enhanced by being near a trail.

TRAIL SITING GUIDELINES

New trails being considered for the Columbus area can provide non-motorized transportation routes, public access corridors, multi-use recreation facilities, buffers for sensitive natural resources, and avenues for interpretation and education about natural and cultural features. A number of factors should be addressed when evaluating the relative value of any proposed trail. As a starting point, the following is a list of assessment criteria that can help in prioritizing trail development efforts. This list can be expanded and refined as the process evolves and needs arise, to become a critical decision-making tool.

HUMAN AND CULTURAL BENEFITS:

- Enhances non-motorized transportation. The trail provides commuter connections for bikers and walkers between neighborhoods and community services such as commercial centers, businesses, parks, and schools.
- Supports non-motorized recreation. The trail supports a variety of recreational uses, such as hiking, running, walking, exercising, and biking. Though not all types of use can be accommodated on all trails, higher priority is given to those trails that support a greater variety of uses.
- Builds/expands trail networks. The trail connects, completes, provides interconnectivity within, or extends existing community trail systems and transportation networks. Long-distance trails that connect the Town of Columbus with outlying areas are highly valued.
- Improves safety. Well-designed trails significantly improve safety by separating motor vehicles and trail users.
- Provides access to scenic views. The trail offers impressive views and ambiance which enhances the quality of the experience for residents and visitors.
- Supports educational uses. Trails that allow users the opportunity to view, study, and interact with wildlife and plant-life of an area, or to learn more about local history and culture, are regarded as highly valuable to the community as a whole.
- Provides handicap access. A handicap-accessible trail must meet a number of specifications pertaining to width, passing space, surface, slopes, clearance, rest areas, and signs. Therefore, trails providing handicap access are seen as particularly valuable, not only due to that fact that they provide access to a certain group of citizens that may not otherwise be able to use the trail system, but because of the high standard to which they must be built.
- Makes use of existing corridors. Natural and existing travel routes for humans and wildlife may include road and utility rights-of-way, informal social paths, watercourses, drainages, and ridges. Pre-planned trail alignments within new subdivisions also offer opportunities to create continuous tail alignments without crossing private land, and to make connections to existing trails.

- Public support/demand. The trail is in high demand and is perceived as a positive asset to the community.
- Seizes available opportunity. Trail projects should be organized to take advantage of present opportunities in order for the trail network to continue expanding efficiently. By seizing currently available opportunities, time and energy later spent negotiating trail easements will be alleviated.
- Complies with Columbus Area Trails Plan. The trail is listed in the Columbus Area Trails Plan, or meets outlined goals and objectives.

ECOLOGICAL BENEFITS:

- Protects environmental features. Wetlands, stream corridors, native vegetation, natural landscapes, and wildlife habitat are examples of environmental features that may be preserved by proper selection of a trail corridor. Trail placement may serve as a safeguard against potential intrusions by other, more harmful land uses.
- Connects fragmented lands. A trail corridor may serve to connect and preserve portions of undeveloped land, which in turn protects native habitats, landscapes, and wildlife travel routes.
- Diminishes air/water pollution. Non-motorized travel diminishes air pollution. Water pollution can also be lessened by the sensitive placement of a trail corridor near a waterway, creating a protected greenway.
- Protects air/water quality. Linear buffers protect vegetation and decrease damage from impacts such as soil erosion and chemical run-off.

ECONOMIC CONSIDERATIONS AND BENEFITS:

- Easily secured easements. The ability to acquire land, when necessary, and the financial commitment involved must always be considered.
- Availability of funds. Securing construction funds early in the planning and development process is a high priority for any trail project.
- Ease of maintenance. A successful program requires routine care and consistent involvement. This kind of attention not only ensures trail safety, but also prolongs the life of the trail. Good planning minimizes safety and maintenance problems later. A budget and maintenance plan, including weed management, should be developed during the trail planning phase, and the entity responsible for maintenance identified.
- Stimulates economic development. A trail that draws visitors and residents out of their vehicles for a bike ride, picnic, or walk, also provides an economic opportunity for the community. Property values for land along the trail corridors often increase, further stimulating economic growth.

- Ease of access to the tail. Depending on the amount of use and location, a trailhead may need parking space for vehicles or simply an adequate visual distinction for walkers and bikers.

TRAIL LOCATION RECOMMENDATIONS

SELECTION CRITERIA:

The selection of proposed trail alignments was guided by the following objectives and opportunities:

- Developing high priority routes and destinations identified by the City-County Planning Board and by the public.
- Creating connections between neighborhoods, schools, businesses, and parks.
- Locating trails along linear corridors such as water features, road right-of-ways, and utility easements.
- Correcting unsafe situations.
- Working within the subdivision review process to establish public trail corridors.
- Improving non-motorized transportation and recreation opportunities in Columbus and in outlying areas.
- Locating recreational trails on public lands and in areas with development constraints.

PROPOSED TRAILS[2]:

Proposed trails are described below, including a description of the proposed route, type of trail, estimated length of trail, and a brief discussion of issues and opportunities associated with the trail. This Plan is conceptual. Exact trail alignments, widths, surfacing, uses, and other features will be determined during site planning and design. It is anticipated that additional trails beyond those listed herein will be proposed in the future as growth occurs, demand increases, and opportunities arise.

Some trails proposed in this Plan cross through private lands and may not currently have the support of the landowners. Because this is a long-term Plan, some high priority trail alignments are shown that do not have landowner support. In many of these cases, landowner support cannot be known at this time, and easement agreements will need to be made later when the Governing Body has decided to move forward with construction of the trail. However, respect for private property rights is an essential element of this Plan. Easement negotiations with landowners must be successful before any trail projects should be allowed to proceed.

Most proposed pathways should be constructed to Class 2 specifications (five to six foot wide gravel paths). These are generally adequate for the level and types of use expected, suit the rural character of many of the proposed trail corridors, and can be built in a cost-effective manner. Class 1 pathways are proposed adjacent to high-speed or high-volume traffic roads. Class 3 trails likely will be appropriate for some of the most rural and least

[2] See APPENDIX B – TRAIL MAPS for maps of proposed trail locations.

travelled proposed pathways, and can be built with the intention of later upgrading the trail to a Class 2 pathway.

Most of the bike routes identified in this Plan are currently suitable for non-motorized shared use, but are not presently identified as bike routes and have no bike lane. All bike routes should have adequate signage to identify the route and to give destination and directional information.

HIGHWAY 78 CORRIDOR:

- Route Description: Beginning on South Pratten Street at the entrance to Itch-Kep-Pe Park, continuing north along the east side of South Pratten Street until crossing the Railroad tracks. After crossing the Railroad tracks, the trail will turn right and run along the south side of East Pike Avenue. The trail will cross East Pike Avenue at 9th Street and continue along the west side of North 9th Street. The trail will end after passing under the Interstate-90 overpass.
- Route Length: Approximately 1.63 miles (.21 miles Class 1 or 2 pathway, .25 miles combination bike route and sidewalk, 1.18 miles bike route).
- Trail Type: Class 1 or 2 Pathway from Itch-Kep-Pe Park to 3rd Avenue South. From 3rd Avenue South to East Pike Avenue there will be a bike route combined with new or improved sidewalks. The rest of the trail will consist of a bike route on the south side of East Pike Avenue and on the west shoulder of North 9th Street.
- Issues and Opportunities: This trail follows Highway 78 through Columbus by way of South Pratten Street, East Pike Avenue, and North 9th Street. This is a busy arterial, providing the primary north-south route through Columbus. There are two travel lanes for motor vehicles along the route, and generally no parking occurs along the sides of the streets for which this route is planned, though there are places where parking is permissible. This proposed route is currently less than ideal for walkers and bikers, as there is generally a narrow shoulder (except for along North 9th Street), and sidewalks that are either non-existent or in need of repairs.

  This proposed trail presents a unique opportunity to connect several areas of Town, as well as providing a safe non-motorized travel route through the main motorized vehicle route through Town. This trail will connect Itch-Kep-Pe Park with the Central Business district. This trail will guide bikers and walkers along the less dangerous sides of South Pratten Street and North 9th Street, by keeping them on the opposite side of the street as Montana Silversmiths (an existing crosswalk will provide access from the trail to the Montana Silversmiths for their employees wishing to walk or bike to work) and the Town Pump, while putting walkers and bikers on the side of the street with the most recreational opportunities (Itch-Kep-Pe Park, the Golf Course, and Granite Peak Park).

KEYSER CREEK LOOP:

- Route Description: Beginning at the south end of Quarry Street and running along the north side of West Pike Avenue (Highway 10) west to Rapelje Road, then turning north and running along the east side of Rapelje Road, until crossing Centennial Road and turning east and running along the north side of Centennial Road until ending at the intersection of Centennial Road and Quarry Road. Also, there will be a cutoff running along Keyser Creek from the bridge on Highway 10, then along the property lines of Beartooth Heights Subdivision to the east and private property to the west until rejoining Keyser Creek at Beartooth Heights Park, then crossing Centennial Road at the bridge and reconnecting with the main trail.
- Route Length: Approximately 2.23 miles total, with 1.80 miles being in the main route of a Class 1 or 2 Pathway and bike route, and .43 miles of Class 3 Pathway in the cutoff
- Trail Type: Class 1 or 2 Pathway and bike route on the main trail. Class 3 Pathway on the cutoff.
- Issues and Opportunities: This trail's main route follows a commonly used walking route for Columbus residents along West Pike Avenue (Highway 10), Rapelje Road, and Centennial Road. West Pike Avenue (Highway 10) and Rapelje Road are both arterial streets, with Highway 10 providing the main east-west vehicular route through Columbus, and Rapelje Road connecting Columbus with several subdivisions north of Columbus, as well as the community of Rapelje about 25 miles north of Columbus. Centennial Road is a collector street, providing connectivity for several neighborhoods and subdivisions in the northwest corner of Columbus.

  This proposed trail presents the opportunity to improve the safety of existing walkers on the route by getting them off the busy through streets. This trail anticipates the problem of more growth in the area causing more traffic and in turn presenting a greater safety hazard to walkers and bikers.

  By providing the cutoff route along Keyser Creek, this trail also provides a more natural recreational setting, connects subdivisions on the west end of Columbus by trail, and provides trail access to the Beartooth Heights Park, which is a popular sledding hill in winter. The proposed cutoff would require agreements with landowners. However, if landowner agreements cannot be secured at the time the Town is prepared to develop the trail, the trail can be developed in phases, with the cutoff being developed gradually, as landowner consent is obtained. Also, deer commonly travel through and bed down in this area, and efforts should be made to keep conflicts with wildlife to a minimum.

ITCH-KEP-PE LOOP:

- Route Description: Meandering through Itch-Kep-Pe Park and along the road connecting Upper Itch-Kep-Pe with Lower Itch-Kep-Pe, then turning north between the Town transfer site and the golf course, then following along the west side of Lagoon Road and the south side of 3rd Avenue South until connecting with the Highway 78 Corridor Trail at South Pratten Street.

- Route Length: Approximately 2.57 miles of Class 1, 2, or 3 Pathways.
- Trail Type: Class 2 or 3 Pathway through Itch-Kep-Pe Park, along Lagoon Road, and along 3rd Avenue South until the golf course. From the golf course to South Pratten Street the trail should be a Class 1 or 2 Pathway or a wide sidewalk.
- Issues and Opportunities: This route, in conjunction with the proposed Highway 78 Corridor Trail, connects the popular campsite and fishing access of Itch-Kep-Pe Park by trail to the rest of Columbus, providing a destination for Columbus residents when they use the trail system, and providing a non-motorized route for tourists using the facilities at Itch-Kep-Pe to enter the Town proper.

  This proposed trail will be entirely located on public land or public right-of-way. Itch-Kep-Pe Park is owned and maintained by the Town of Columbus, both the golf course and the transfer site are on public land, and the pathway along 3rd Avenue South will be located within the public right-of-way.

COLUMBUS NORTHWEST TRAILS:

- Route Description: Extending north from the intersection of Centennial Road and Rapelje Road, following Rapelje Road north through several subdivisions, and eventually as far as Rapelje.
- Trail Length: At least one mile is necessary to cross the Interstate-90 overpass; approximately two miles are needed to reach the north intersection of Rapelje Road and Hersrud Road, where several subdivisions are located; and 25 miles are needed to reach Rapelje.
- Trail Type: Bike route, with Class 1, 2, or 3 Pathways when it deviates from Rapelje Road and runs through subdivisions or along natural features such as creeks.
- Issues and Opportunities: This trail would connect Columbus by bike route with several subdivisions north of Town, and eventually with the community of Rapelje. This will provide a vital linkage to subdivisions to the north. Rapelje is famous for its bike race every summer, and this bike route could allow that activity to be expanded and built upon, besides providing a nice and lengthy bike route for local residents.

  When this proposed trail is to pass by or go through a subdivision or unique natural feature, it is recommended that efforts be made to route the main trail through that area or to build a trail that would cut off from and later connect back to the main trail. When new subdivisions are proposed along this route, they should incorporate the trail into the design of the subdivision.

  Rapelje Road is also FAS 306, a state route, and any improvements on this road would need Montana Department of Transportation (MDT) cooperation and approval. There have been proposals in the past to construct an interstate access where Rapelje Road passes over Interstate-90, and when such a project is undertaken, the Town and County should make every effort to ensure that a safe pedestrian route is provided for over the Interstate.

This trail would best be built in phases as opportunities arise, as designing and funding such a long trail at one time would be difficult.

COLUMBUS NORTH TRAILS:

- Route Description: Following along the south and west side of Sheep Dip Road from the north end of North 9th Street as far as Sheep Dip Road is paved, leaving open the option of further development as the need arises. Also, there will be a trail spur from Sheep Dip Road up Lehman Road to the Columbus water tower.
- Trail Length: Approximately 1.61 miles total, with 1.19 miles being a Class 1 or 2 Pathway along Sheep Dip Road and .42 miles of Class 2 or 3 Pathway in the water tower spur.
- Trail Type: Class 1 or 2 Pathway on the main trail along Sheep Dip Road, and Class 2 or 3 Pathway on the spur leading to the water tower.
- Issues and Opportunities: This trail would link subdivisions along Sheep Dip Road with the Town of Columbus, as well as providing opportunities to extend the Highway 78 Corridor Trail and providing a more diverse number of destinations for trail users. This trail could be extended along Sheep Dip Road, North Ridge Road, or west to Meadow Muffin Road to connect with the proposed Columbus Northwest Trails as development continues and demand increases.

  The proposed water tower spur would need a crosswalk over Sheep Dip Road. However, when completed this trail would provide a unique recreation experience as it passes by the "C" on the hill and could provide access to natural areas and great views of Town.

  This route is currently followed by many residents for exercise and recreational purposes, and the formal adoption and construction of trail would streamline the movement and increase the safety and predictability of non-motorized traffic.

  There are security concerns about people having access to the water tower which would need to be addressed. At a minimum, fences and locks may need to be upgraded to ensure the security of the water tower.

COLUMBUS EAST TRAILS:

- Route Description: From the northeast side of the North 9th Street and East 4th Avenue North intersection along the north side of East 4th Avenue North, past Sherwood Park, and allowing for future trail expansion into the areas east of North 11th Street where subdivision is eminent, including the possible construction of a new hospital. Also including a trail spur running north and south along North 10th Street.
- Trail Length: .14 miles along East 4th Avenue North between North 9th Street and North 11th Street and .30 miles along North 10th Street. Areas east of North 11th Street could potentially include as much as one mile of trails, but the locations cannot be known at this time.

- Trail Type: Class 1 or 2 Pathway.
- Issues and opportunities: This trail will connect the growing area on the northeast side of Town with the rest of Columbus by trail. Specifically, this would better facilitate non-motorized access to Sherwood Park, the proposed Mourning Dove Subdivision, and the proposed new Stillwater Community Hospital.

  North 10th Street is currently a narrow, semi-paved street providing access to the west side of the existing Two Rivers Subdivision. The street has a 20 foot right-of-way, and is built only to alley standard. The proposed trail spur along North 10th Street would provide trail access to these areas, as well as provide a trailhead near a major commercial area including the Town Pump, Super 8 Hotel, McDonalds, and the pick-up area for Stillwater Mine's buses. Because of the narrowness of North 10th Street, it is recommended that the street be made a one-way street from south to north to accommodate the trail. The street cannot be completely shut off due to the fact that several houses front on the street. Making it a one-way street would also reduce the potential safety risk of two vehicles meeting on the street.

  This trail would further necessitate the need for a crosswalk over North 9th Street, which is also Highway 78, and would need Montana Department of Transportation cooperation and approval.

CENTRAL COLUMBUS TRAILS:

- Route Description: Connecting the east ends of the Keyser Creek Loop by running along the west side of Quarry Road and Quarry Street; connecting the Keyser Creek Loop to Granite Peak Park by way of the east end of Centennial Road west through an alley to where Centennial Road again appears, then following the south sides of Centennial Road and Sandstone Court until meeting Granite Peak Park and joining the Park's internal trail system; connecting Granite Peak Park to Columbus High School by following the east side of North 3rd Street to Carr Avenue, then crossing North 3rd Street and running along the north side of the School, where the trail could allow access to the High School track, and also providing access the Granite Peak park via the north side East 6th Avenue; connecting Quarry Road to North 9th Street using a trail running along the north side of 4th Avenue North, which could also provide access to the track from the south.
- Trail Length: Approximately 2.59 miles altogether, with .52 miles along Quarry Road and Quarry Street from Centennial Road to West Pike Avenue, .69 miles from Centennial Road to Granite Peak Park and Columbus High School, .63 miles along 4th Avenue North from Quarry Road to North 9th Street. Their also may be about .75 miles of internal trails in Granite Peak Park.
- Trail Type: Combination bike route and sidewalk along Quarry Road and Quarry Street from Centennial Road to West Pike Avenue, and along 4th Avenue North from Quarry Road to North 9th Street. Combination Class 1 or 2 Pathways and sidewalks from Centennial Road to Granite Peak Park and Columbus High School. Class 2 or 3 Pathway in Granite Peak Park.

- Issues and Opportunities: This trail serves several vital purposes. It provides connectivity to several other proposed trails, provides a safer route to Columbus Middle School and Columbus High School for students, provides an opportunity for the Town to upgrade its non-motorized facilities in a highly residential part of Town, and provides destinations for all trail users by providing linkages to the school and to Granite Peak Park.

  The Granite Peak Park Steering Committee has been working on building improvements within Granite Peak Park, and it has been one of their goals to rebuild the trail within the Park. It is recommended that this proposed trail connect with that trail to provide continuity and an important destination in the Columbus Trail System.

  It should be noted that access from this proposed trail onto School grounds is at the discretion of the Columbus School District, and may be allowed or disallowed for any reason the District sees fit. Any proposed trail in the area should provide connectivity without being dependant on having access onto School grounds.

  Many areas along this proposed trail do not have a sidewalk, even though it is a residential area. To see this trail completed would require a significant amount of sidewalk construction. It is therefore recommended that this trail be constructed in phases to take into consideration areas of highest need, availability of funding, and opportunities to cooperate with entities such as the Granite Peak Park Steering Committee.

TRAIL SYSTEM ADMINISTRATION

This Trail Plan can only be implemented effectively if there is a clear administrative system in place, in order to administer the planning, advocacy, acquisition, fund raising, construction, maintenance, and enforcement of the Plan. This is best done by local government, through it is possible that private community organizations may from time to time assist with one or more aspects of trail administration. The administrative system for the Plan is described below. However, it is likely that as time passes and needs change, certain aspects and responsibilities of administration will also change.

Since off-road pathways are essentially lineal parks, it is assumed that the same entity which administers parks in the area will also administer the trails. This may be the Town, the County, or a Homeowner's Association (HOA). The Town Public Works Department would be best suited to administer trails within Town Limits, while the County Planning Board and City-County Planning Board would likely take part in the general planning of trail locations.

The subdivision review process can administer trail location and funding to an extent through the parkland dedication requirement. Depending on the lot size and total number of lots within a proposed subdivision, the subdivider must either dedicate parkland or give cash-in-lieu-of-parkland to the governing body. The monies collected from this process must be spent in relatively close proximity to where the subdivision is located. The State law governing this process is found in MCA 76-3-621. The governing body does have some say over whether it would prefer parkland or cash-in-lieu, and where the parkland should be located on the property. Done correctly, cooperation between the Planning Office and Columbus Public Works Department will create an interconnectivity of trails and parks within and around Columbus.

Funding for construction, maintenance, and management of the trail system can come from a variety of sources. Grants and donations may be secured to help with a variety of aspects of the trail system. However, grants and donations cannot and should not be depended upon to provide all funding. Consistent funding must be provided, most likely through local government.

Several avenues of funding are available to the Town for use on the trail system. For example, monies can be allocated from the general fund for use on the trail system. Also, the Town can use cash-in-lieu-of-parkland gained through the subdivision review process on the trail system. Though not foreseen as needed at this point, the governing body can ask voters to approve a property tax levy or a bond initiative to provide funding for the trail system.

IMPLEMENTATION AND RECOMMENDATIONS

Adoption of this Plan by the Town Council is the first step in its implementation. Once the Plan has been adopted, the governing body can begin to work towards establishing formal trails in the proposed locations, as well as using the administrative processes listed herein to formulate new trail locations and opportunities.

IMPLEMENTATION RECOMMENDATIONS:

1. Adoption of Trail Plan by Town Council – Adoption by the governing body will ensure a unified vision for trails in the Columbus area, and streamline the processes related to trail acquisition and development.
2. Involving local non-profit or civic groups – Involving non-governmental organizations in the implementation of this Plan will ensure a wide variety of trail opportunities and options in the Columbus area.
3. Updating Trail Plan as needed – Updating this Plan approximately every ten years will ensure the Plan reflects location of current trails, new opportunities for trail in the area, and new development in and around Columbus.

ADMINISTRATIVE RECOMMENDATIONS:

1. Incorporate trail planning into the subdivision review process – By incorporating this Plan into the subdivision review process, the Town and County can require proposed subdivisions to provide a trail or trail easement which would connect to or provide the trails envisioned within this Plan, or require a cash-in-lieu-of-parkland payment to assist with improving other parts of the trail system.
2. Incorporate trail planning into infrastructure projects – By referencing this Plan when building or improving roads, for example, time, money, and resources can be saved by building a trail as envisioned in this Plan along the road.
3. Incorporate the concept of "complete streets" into transportation planning – "Complete streets" are roadways designed to be attractive and easily accessible in order to accommodate all kinds of users, including motorists, pedestrians, bikers, and public transportation.
4. Coordinate trail development with the School District – Opportunities may exist to jointly plan and develop routes connecting schools to neighborhoods and parks, improving safety, efficiency, and convenience for both the school district and the parents of school children.
5. Coordinate trail development with the health community – Opportunities may exist to partner with health organizations to provide close-to-home recreational opportunities.

6. Appoint a citizens advisory board to coordinate road development with the Montana Department of Transportation (MDT) – A citizens advisory board can serve as a liaison between the Town and County with MDT to ensure the local citizens and government entities have their vision for the proposed road heard.
7. Publish a trails map and/or a trail brochure – Advertising the opportunities the Plan promotes will encourage more use and promote the continued development of the Plan, while also serving to promote the recreational opportunities in and around Columbus.
8. Expand this Plan to a County-wide scale – As use and development of the trail system in Columbus expands, a County-wide trail plan will become more viable and necessary, with other communities in the County possibly developing their own trail plans and wanting to connect to existing trails.

APPENDIX A – WORKS CONSULTED

Alliance for Walking and Biking. http://www.peoplepoweredmovement.org/site/.

City of Billings Parks and Rec. Department – Trails. http://www.prpl.info/parks/trails.htm.

City of Red Lodge Comprehensive Trails Plan.
http://www.cityofredlodge.com/downloads/Trails_FinalPlan_Web.pdf.

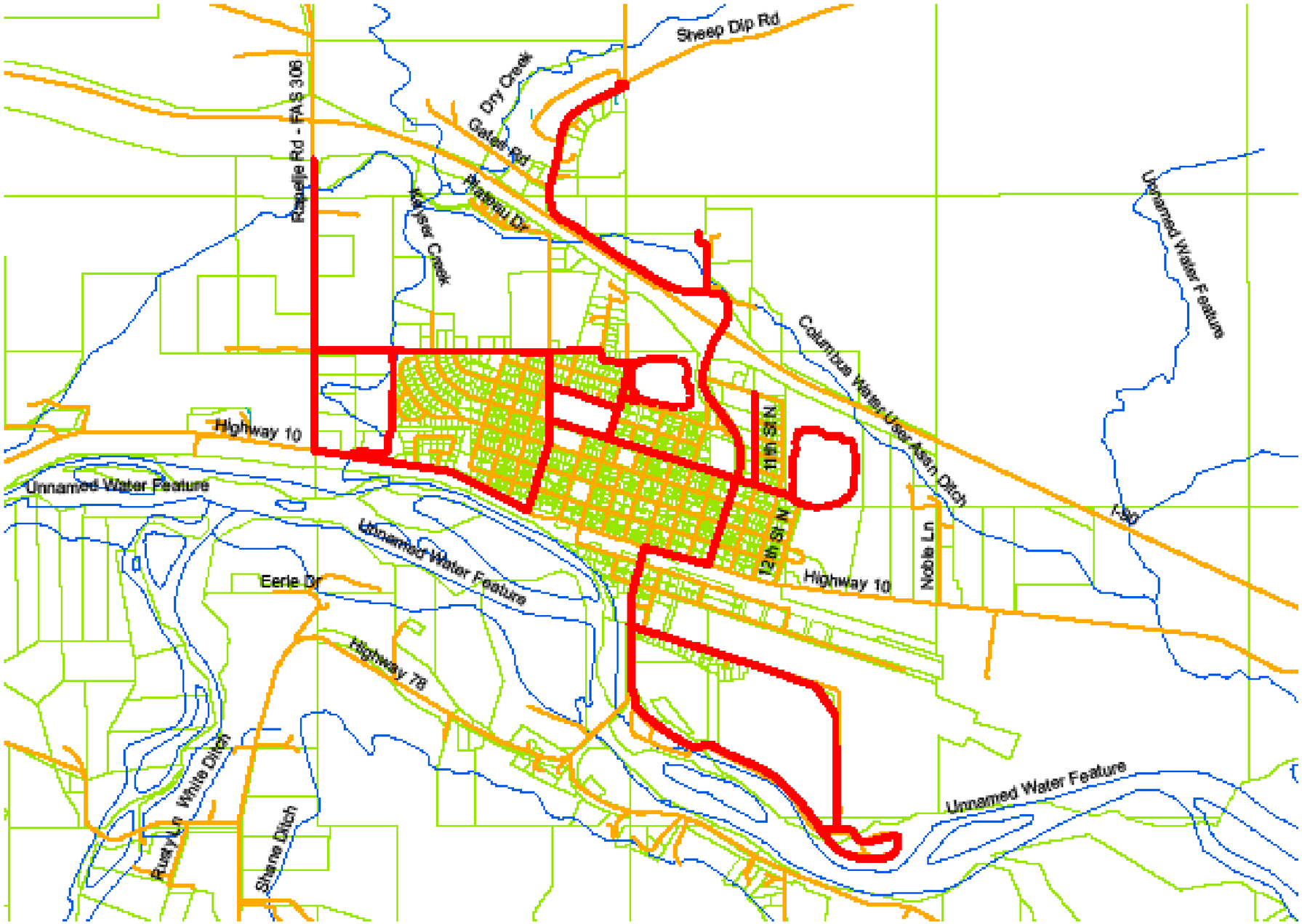
Livingston/Park County Trails Plan. http://www.parkcounty.org/Livingston-ParkCountyTrailsPlan11-1-06_1_.pdf.

National Complete Streets Coalition. http://www.completestreets.org/.

Walkable Communities, Inc. http://www.walkable.org/.

APPENDIX B – TRAIL MAPS

OVERVIEW OF COMPLETE TRAIL PLAN:



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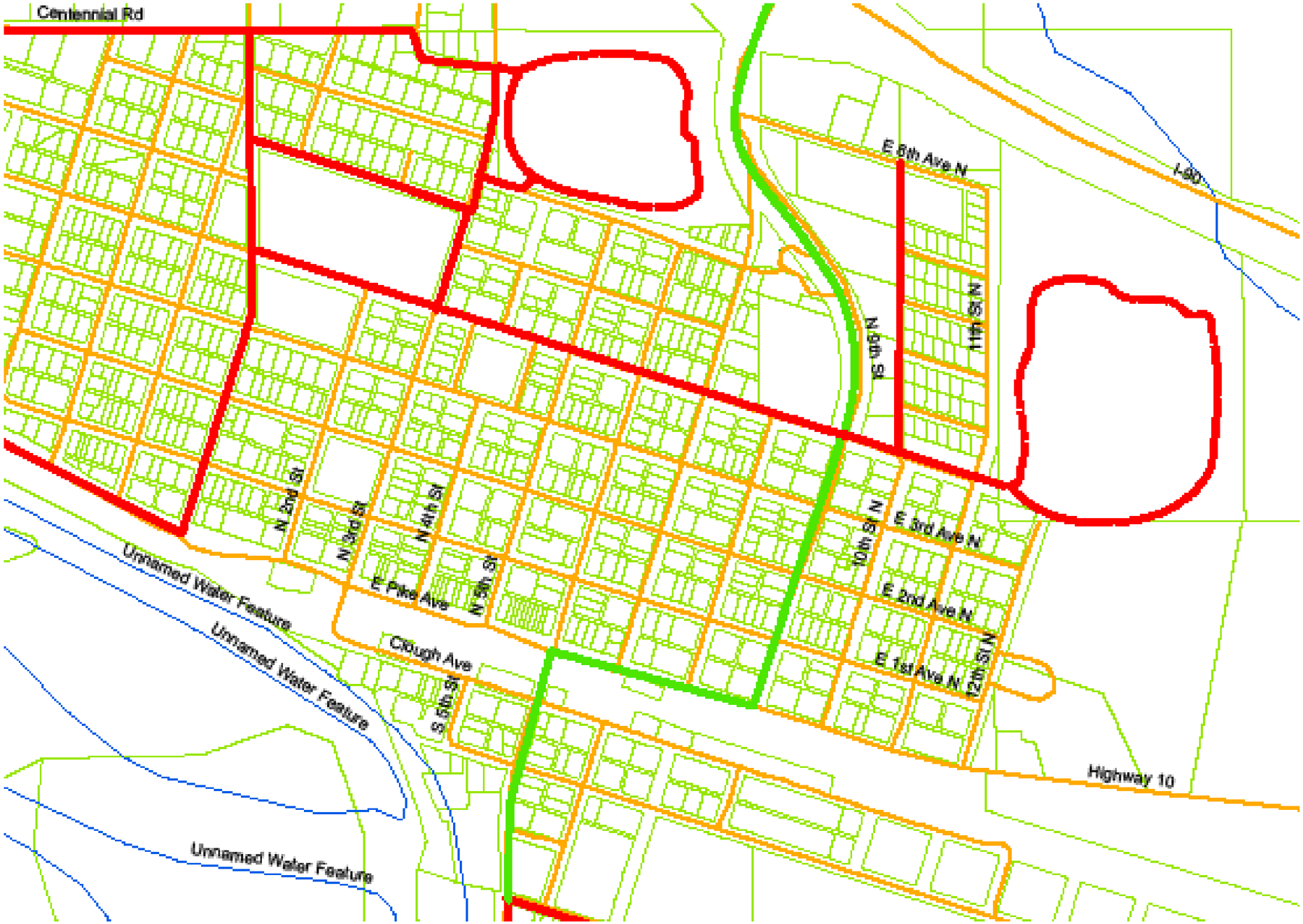
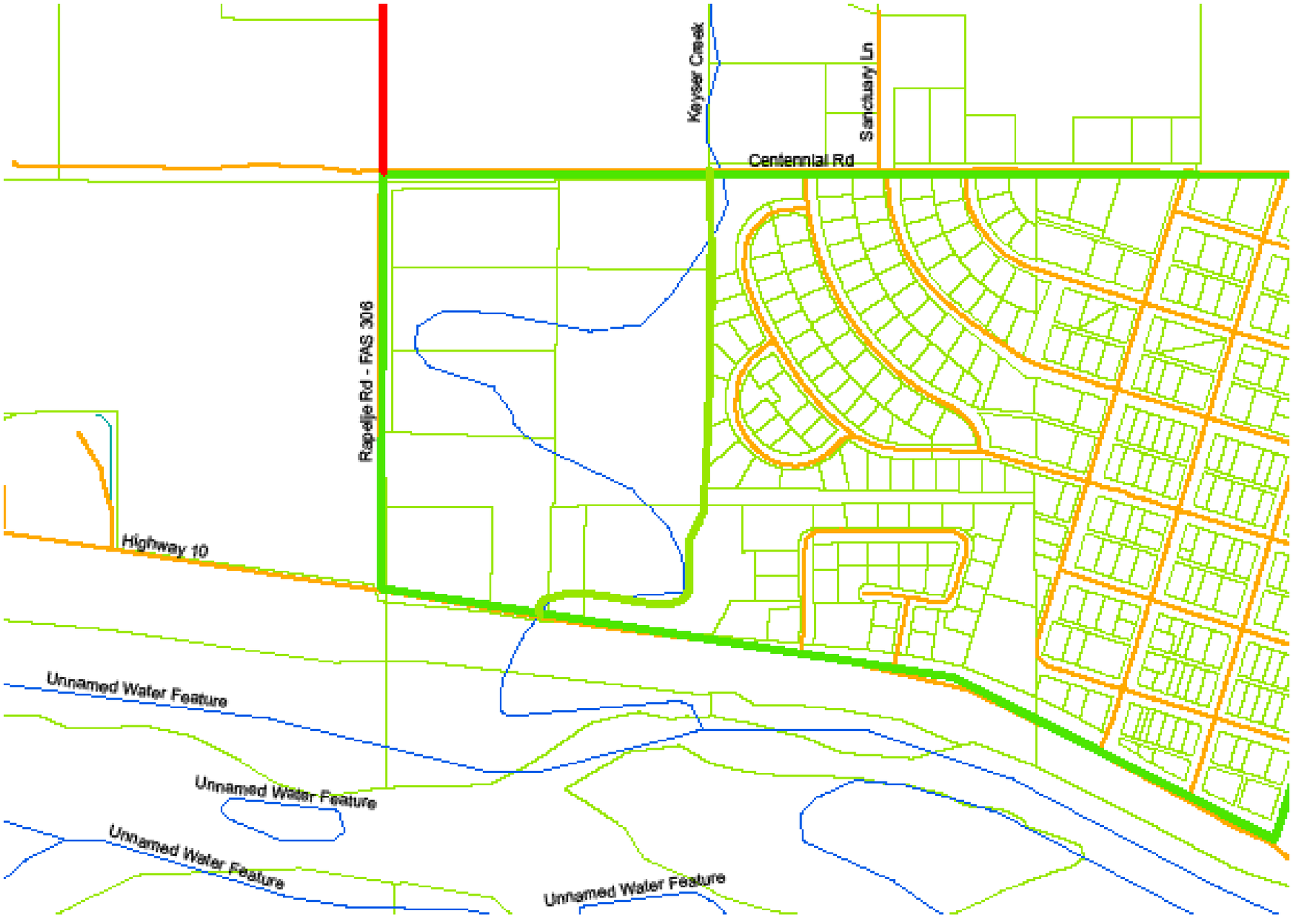


KEYSER CREEK LOOP:



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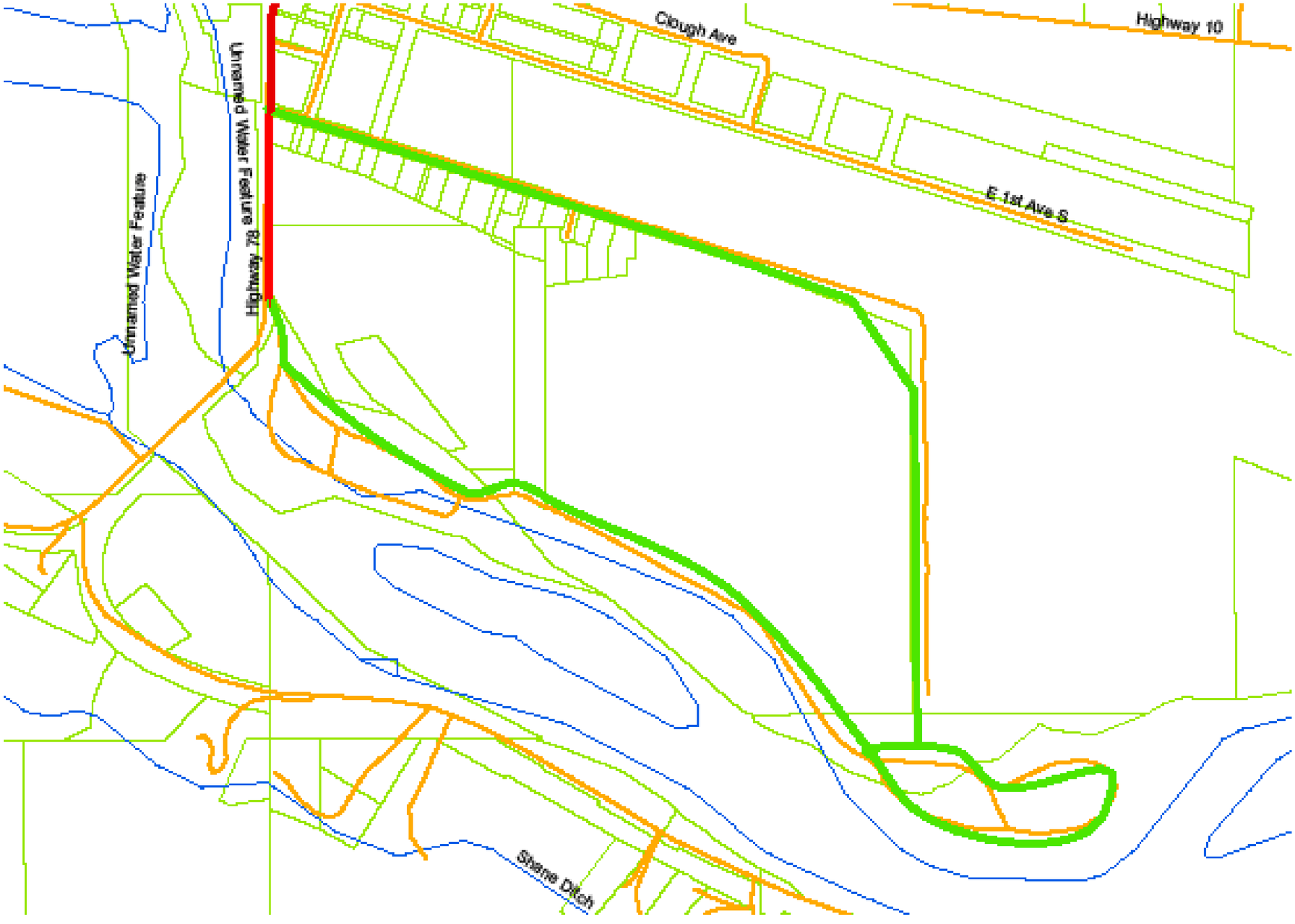

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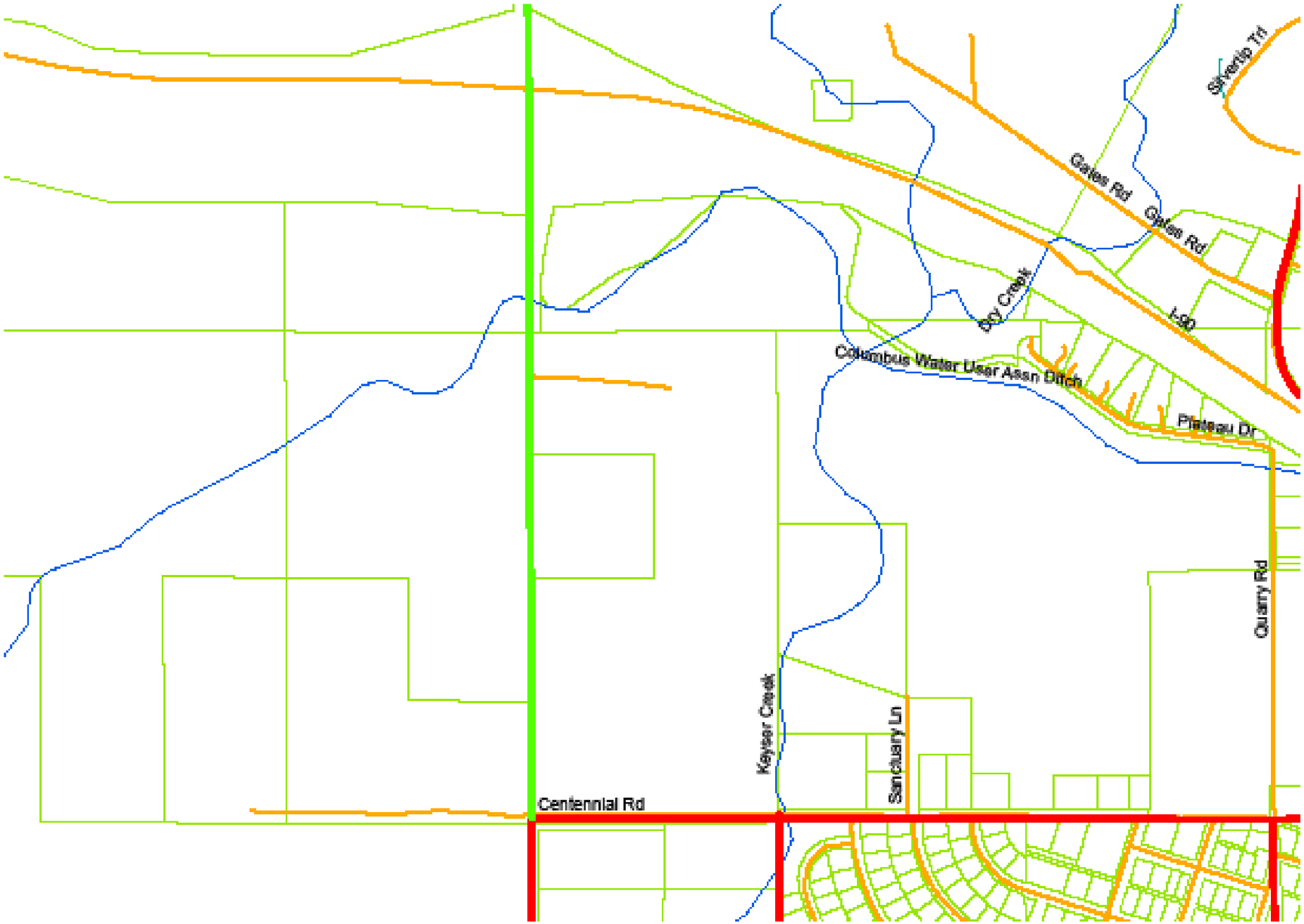

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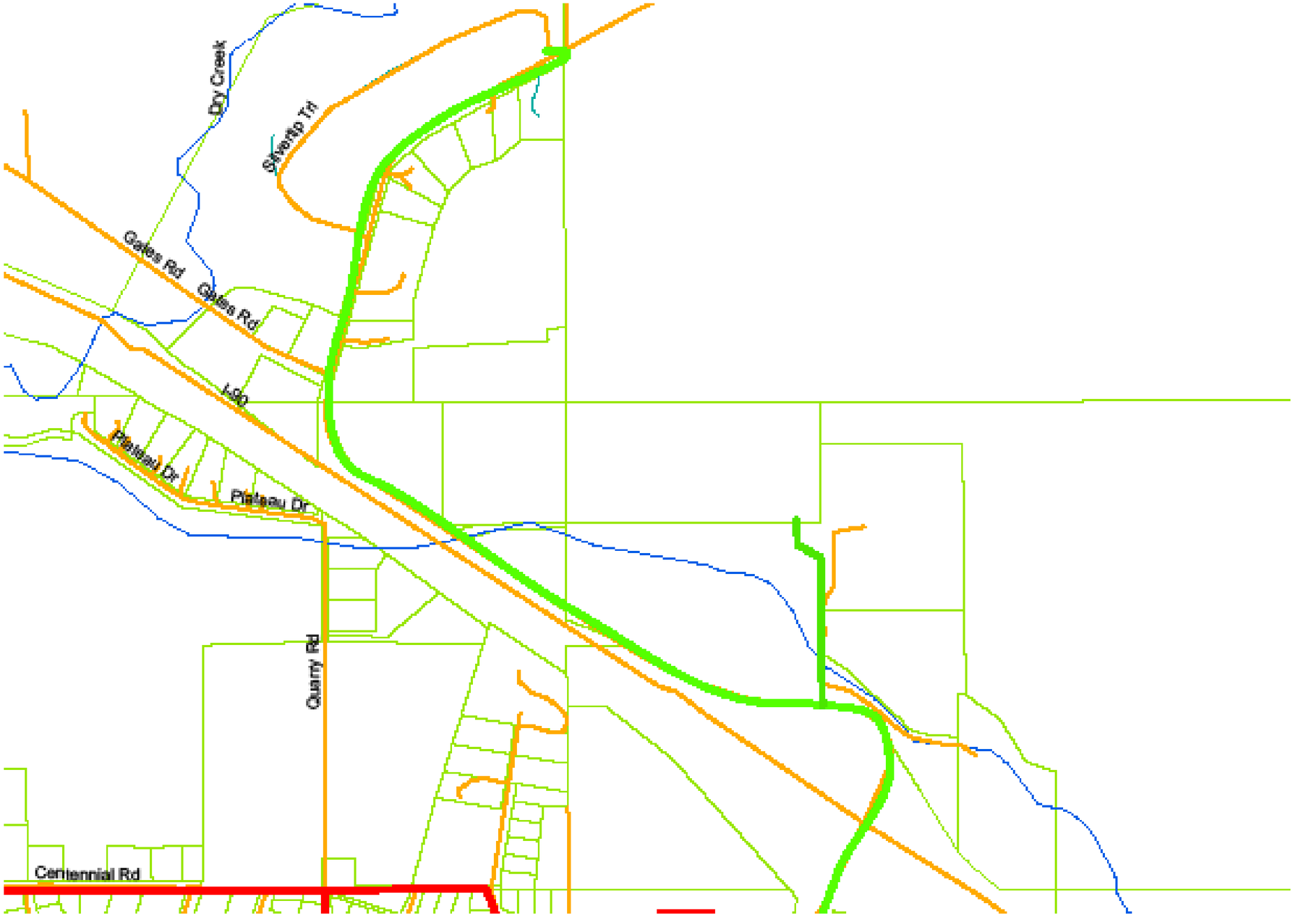
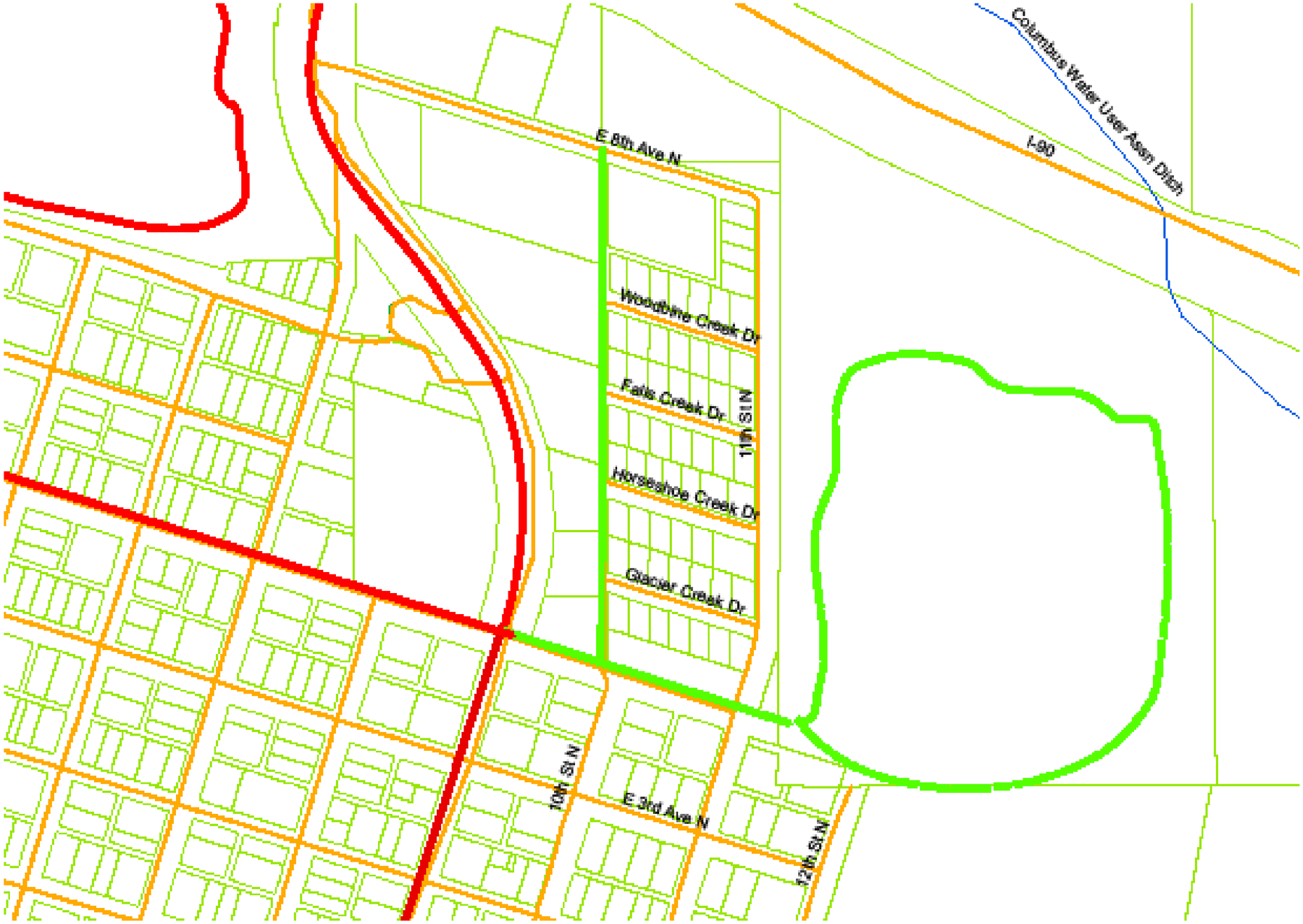


COLUMBUS EAST TRAILS:



CENTRAL COLUMBUS TRAILS: