

COMMUNITY ENGAGEMENT SUMMARY AND RESULTS



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SECTION I: COMMUNITY ENGAGEMENT SUMMARY

Overview

The community was asked to provide input on the study two times during the study process; at the start of the project in the summer/fall of 2017 and to review the draft study in the summer/fall of 2018.

Community engagement events for the first phase of the Dakota County Pedestrian and Bicycle Study were held in July through October 2017. The purpose of the events was to engage a representative cross section of Dakota County residents, businesses, and general to collect meaningful input, build consensus, and generate excitement for walking and biking in Dakota County. The project team was especially mindful of reaching stakeholder groups who are most likely to experience health disparities, such as people over 60, children, people with low incomes, minorities, and other underrepresented populations.

The purpose of the second phase of engagement was to allow the community the opportunity to review and comment on the Draft Study. During phase two, staff solicited input on the draft study through online engagement and pop-up open houses. Organizations and residents who participated in the first phase were notified of the opportunity to review the draft Study. Members of the public were asked to share what they liked about the Study and what they felt was missing from the Study.

In total there were more than twenty engagement activities with more than 875 people engaged. Events were conducted using various formats including an open house, pop-up style events, listening sessions, emails and phone calls, intercept flyers, and an online survey.

Engagement activities were planned to leverage existing groups, networks, and high traffic areas. The open house and pop-up events were structured to provide information and collect input in an informal setting and the listening sessions and walking groups were structured to allow an opportunity for participants to provide information on existing conditions, gaps and barriers, and preferred facility types for walking and biking, in the format of their existing meeting structure.

The pop-up style events and the open house included tables with project staff at various high-traffic locations throughout the county, providing information about the study and engaging passersby in conversation and activities. In addition, the project team directly connected with over 30 community organizations and business (e.g., neighborhood groups, bike shops, major employers, etc.).

Staff incentivized people to participate in activities and conversation at the open house and pop-up events by offering games, healthy snacks, and small toys. Staff took notes on the conversations they had about participants' walking and biking needs and preferences. Event locations, date, and target populations are shown in Figure A1.

Figure A1: Community engagement events summary

	Name	Date	Approx. No. of Participants	Target Populations
1	Living Longer and Stronger, West St. Paul	Thurs, July 20 2017	12	Older Adults
2	50+ Adult Walking Group, West St. Paul	Wed, Aug 2 2017	13	Older Adults
3	Prince of Peace, Burnsville	Tues, Aug 8 2017	15	Lower income, families, general public
4	Dakota County Fair, Farmington	Tues, Aug 8– Wed, Aug 9 2017	25	General public
5	Big Rivers Trail Open House, Mendota Heights	Thurs, Aug 10 2017	35	General public, trail users
6	Ecua-Volley at Redwood Park, Apple Valley	Tues, Aug 15 2017	20	Latino populations, families, children
7	Lake Marion Greenway Open House, Burnsville	Wed, Aug 23 2017	15	General public
8	Burnsville Mosque, Burnsville	Fri, Aug 25 2017	60	Somali populations
9	Intercept Flyers, Various Locations	Thurs, Sept 7 2017	35	Walkers and bikers
10	Pedal the Parks and Lakeville Art Festival, Lakeville	Sat, Sept 16 2017	30	General public, bikers
11	ALMAS Student Group, Henry Sibley High School	Tues, Oct 10 2017	27	Students
12	Phase 1 Online Survey Map	Mon, Jul 10– Mon, Oct 2, 2017	192	General public

13	Phase 1 Online Survey	Mon, Jul 10– Mon, Oct 2 2017	151	General public
14	Thompson Reuters Survey	Tues, Nov 14– Mon, Dec 18	55	Thompson Reuters Staff
15	Kaposia Days	Sun, June 24 2018	25	General public
16	Lakeville Farmer’s Market	Wed, June 27 2018	30	General public
17	Dakota County Fair	Thurs, Aug 9, 2018	50	General public
18	Draft Plan – On Line Review	June – August 2018	108	General public
19	Community organization contacts	Ongoing	30+	Community groups
20	Individual Comments	Ongoing	5	General public

Phase 1 Engagement Highlights

Below is a summary of the key findings from the Phase 1 engagement events that highlights some of the most frequent and most important participant feedback (Figure A-2). This summary encompasses both one-on-one conversations with staff and activity results. A full summary of each engagement event is included in *Section II, Individual event summaries*.

Figure A-2: Phase 1 community engagement highlights

Category	Highlight	Recommendation
<i>General comments</i>	Many people requested information regarding walking and biking routes in the form of online, paper, and trailhead maps.	Create a central place for finding recommended routes online and widely distribute paper route maps. Inventory and update trailhead maps as needed.
	People, especially older adults, were sensitive to cracks in the pavement, litter on the ground, and snow and ice when walking and biking.	Produce consistent maintenance standards for sidewalks and trails throughout the county.

Category	Highlight	Recommendation
	Most people were concerned with the safety, comfort, and health of walkers and bikers. Some were apprehensive about walking by themselves or walking at night without visible gear. Others were interested in the health benefits of walking and biking.	Administer educational programming to focus on sidewalk and road rules for all transportation users throughout the county. Continue to support programs that promote healthy lifestyles.
<i>Facility Types</i>	Most people prefer that walkers and bikers have separated facilities from cars, especially on high-traffic roads. Participants overwhelmingly preferred trails, followed by wider sidewalks for pedestrians and buffered bike lanes for bicycling.	Create a mixture of walking and biking facility improvements that provide separation from vehicle traffic.
	Many people are concerned about the safety of crossings intersections in high-traffic areas, particularly at locations without existing traffic control. Existing traffic signals can be spaced prohibitively far apart and often lack crosswalks and sidewalk connections.	Provide safe and convenient locations for pedestrians and bicyclists to cross roadways.
	Some people favor improving pedestrian facilities on local roadways. There is a desire for sidewalks along and across higher-traffic roadways. There is also a desire for enhanced connections from neighborhoods to the existing walk/bike networks, particularly to and from parks/recreational areas.	Explore opportunities to encourage the development of pedestrian and bicycle facilities on the local roadway network, particularly along and across high-traffic roads. Prioritize connections to existing walk/bike networks along routes to activity centers such as parks.
	Many people preferred shade and scenic walks with natural features. Scenic walking and biking bridges were especially favorable.	Protect and enhance the county's natural environment through policy and maintenance. Add trees near sidewalks and trails.
	Many people want walking amenities such as benches, garbage cans, aesthetic features (e.g., landscaping), and even bathroom facilities. These amenities are especially important for older adults.	Add amenities to existing walking facilities. Support the addition of new walking amenities with the construction of new trails and sidewalks.

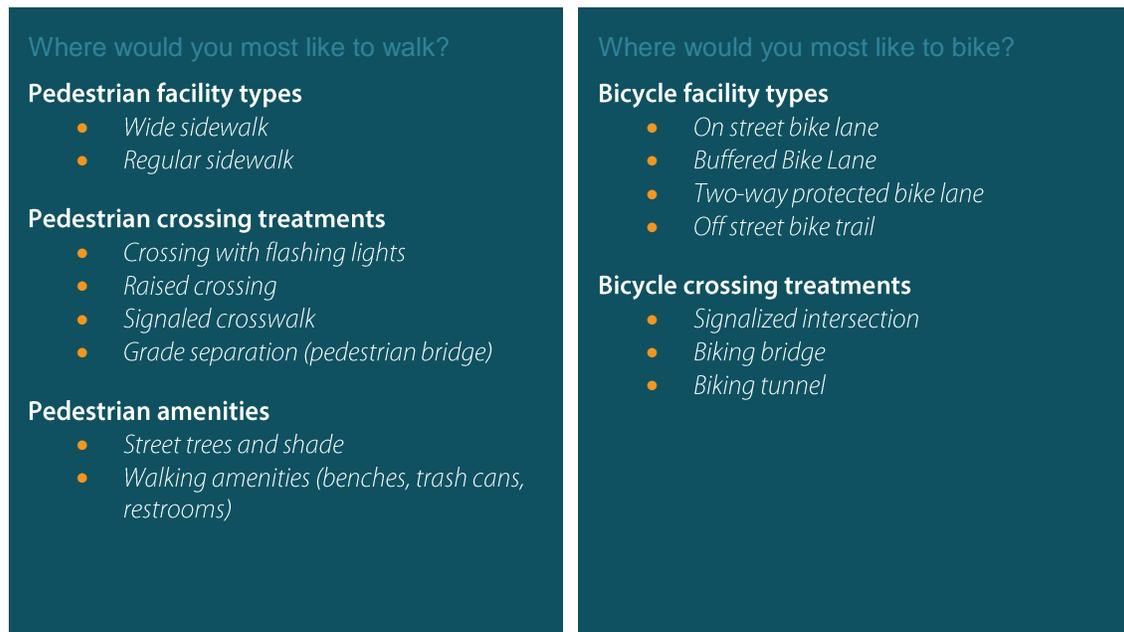
Category	Highlight	Recommendation
Location Specific*	<u>Route improvements</u> <ul style="list-style-type: none"> Wentworth Avenue, West St. Paul County Road 46, Rosemount and Hastings State Highway 13, Burnsville Pilot Knob Road, Inver Grove Heights and Eagan County Road 42, Burnsville and Apple Valley Delaware Avenue, West St. Paul 	Explore opportunities for new/improved pedestrian and bicycle facilities along priority routes. Consider context such as land use, traffic volumes, and proximity to activity centers.
	<u>Crossing improvements</u> <ul style="list-style-type: none"> Robert Street, West St. Paul (State) Dodd Road, Eagan Cliff Road, Eagan Minnesota River Highway 13, Burnsville and Eagan Highway 110, Mendota Heights 	Explore opportunities for new/improved pedestrian and bicycle crossings at these locations. Consider context such as land use, traffic volumes, and proximity to activity centers.
	<u>Better connections and wayfinding</u> <ul style="list-style-type: none"> Kaposia Landing, South St. Paul Mississippi River Trail, South St. Paul Target, Inver Grove Heights Lebanon Hills Regional Park, Eagan Big Rivers Regional Trail River to River Greenway 	Explore opportunities for improved connections to these places, including filling in gaps in the existing walking and biking networks, and improving wayfinding.

**Location specific highlights are comments that staff heard from multiple people.*

Phase 1 Open House and Pop-up Events Activity Results

At the Phase 1 open house and pop-up events, participants were shown two boards with images of different walking and biking facility types (Figure 3). Participants reviewed the images and were asked to place 'dot' stickers on the places they would most like to walk or bike. The purpose of this activity was to identify preferences for intersection/crossing control, linear facility types, and amenities for walking and biking.

Figure 3: Walking and biking facility types activity descriptions



Figures 4 and 5 show the combined results of the walking facility and biking facilities, respectively. Activity results from individual meetings are included in Section II: Individual Event Summaries starting on page A-10.

People strongly preferred walking bridges for types of pedestrian crossing treatments and shaded walks for pedestrian amenities. There was some preference for wide sidewalks as the preferred pedestrian facility type.

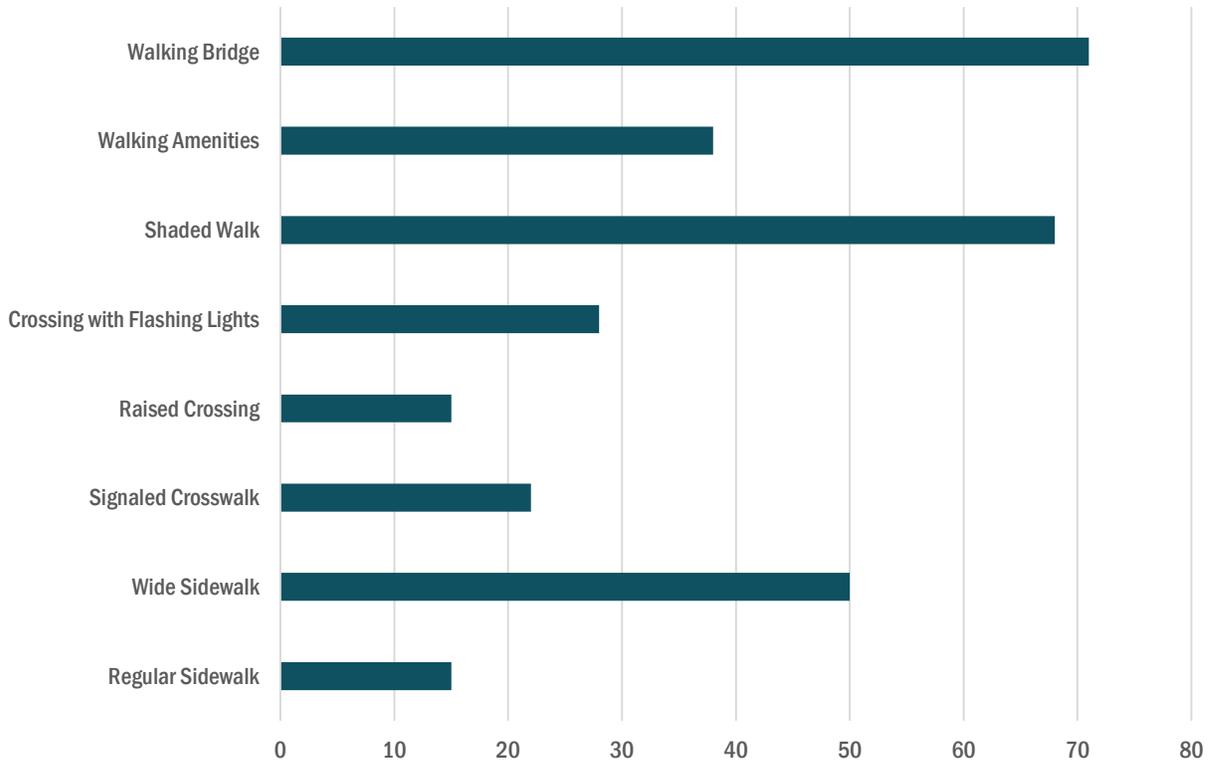
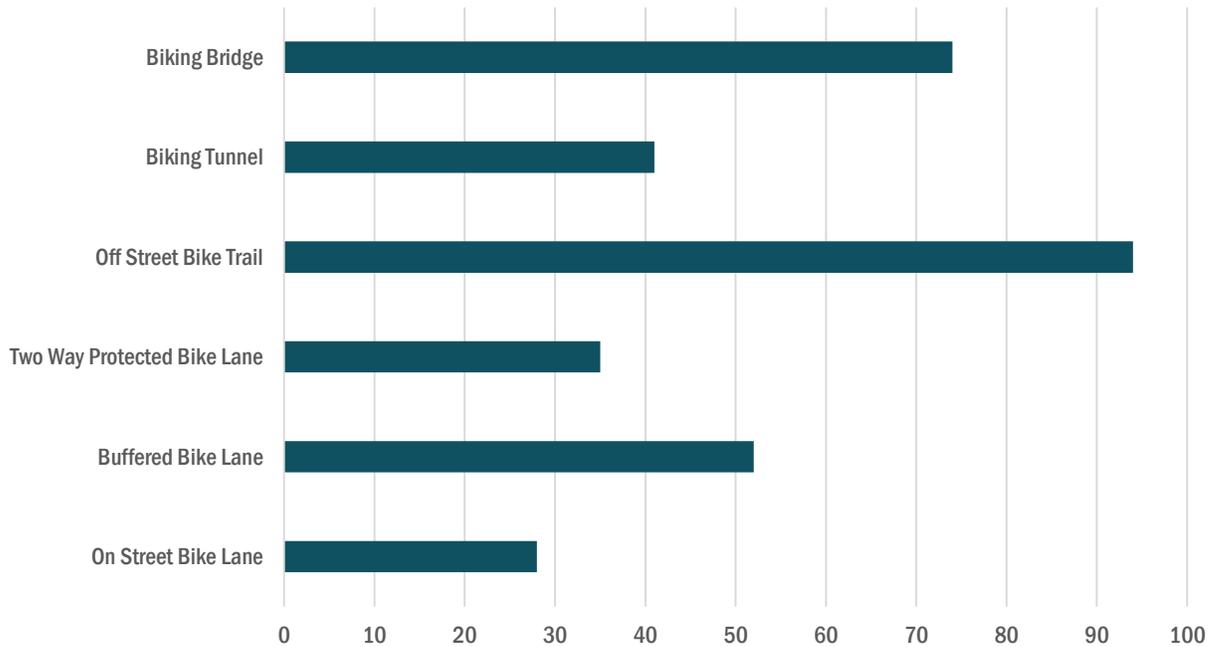


Figure 4: Overall walking facility preferences

People strongly preferred off-street trails for bicycle facility types and biking bridges for bicycle crossing treatments. There was also some preference for buffered bike lanes as a bicycle facility type.

Figure 5: Overall biking facility preferences



Phase 2 Engagement Highlights

During phase two of engagement for the Study, staff solicited input on the Draft Study through online engagement and pop-up open houses. Members of the public were asked to share what they liked about the Study and what they felt was missing from the Study. Comments received from June through August are summarized below.

Figure 6: Draft Study Comments - Highlights

Category	Highlight
<i>General comments</i>	Commenters appreciated that the County is studying how to improve walking and biking at a high level, and appreciated that the County is soliciting public input on the plan. Many felt the study is comprehensive and thorough.
	Commenters felt the focus on serving people of all ages and ability levels was appropriate. Feeling unsafe walking and biking with children was a common concern.
	Some commenters were concerned about the cost of building and maintaining bicycle and pedestrian facilities.
	Several people think walking and biking is important for exercise and health. Several focused on the importance of walking and biking for their children and for their families.
	Some commenters would like the County to support education and encouragement efforts around walking and biking, in addition to engineering.

Category	Highlight
	Many people are concerned about cyclist behavior: not wearing visible clothing, not obeying traffic laws, potential conflicts with vehicles.
<i>Facility Types</i>	Many commenters prefer that walkers and bikers have separated facilities from cars, especially on high-traffic roads. Some commenters would like to have the option of using on-road facilities.
	Many commenters worry about the safety of crossing in high-traffic areas, at highway ramps, in locations without traffic control, and at roundabouts. Commenters perceive that traffic congestion is increasing.
	Commenters requested underpasses and overpasses to avoid traffic on busy roads.
<i>Location Specific (heard from multiple people)</i>	Many commenters highlighted the need for a shared use path along Flagstaff near Farmington High School.
	Some commenters mentioned the new Vikings facility as a significant development that is not included in the plan.
	Highway 3 is a significant barrier for people walking and biking.
	Commenters want better access to Lebanon Hills. Many do not want paved trails within Lebanon Hills.
	Improvements to Cliff Road are a high priority.
	Several commenters want to see better walking and biking facilities in West Saint Paul.
	Several people asked when the Mississippi River Trail would be paved and said they are looking forward to it being completed.
Some noted that the trees on 205th street near lake Marion need to be trimmed.	

SECTION II: INDIVIDUAL EVENT SUMMARIES

This section includes individual summaries of activity results, comments, and discussion from each of the Phase 1 and Phase 2 engagement events.

Living Longer and Stronger

The Living Longer and Stronger group is a mix of residents and home care professionals interested in aging adult issues in Dakota County. The group meets monthly at the Thompson Park Activity Center in West St. Paul. Project staff attended the group's July 20, 2017 meeting and led a discussion on walking and biking in Dakota County. Staff engaged with 12 members of Living Longer and Stronger who were in attendance for the discussion.

Discussion Notes

The following is a summary of the discussion with the Living Longer and Stronger group.

General

- Many older adults drive to a walking destination, park their cars, and then get out and walk for recreation.
- Some do not feel comfortable walking along busy roads, often lacking sidewalks and crosswalks.
- Some pedestrians have experienced conflicts with bicycles on the trail systems. Bicycles often approach at high speeds, which can be startling, especially for older adults. There was a suggestion for "share the trail" signage.
- There is desire for a centralized information showing the location of all recreational trails within the county. Each jurisdiction has their own information and some are better than others, but there is no comprehensive source.
- There was a suggestion to consider more than just physical infrastructure improvements. Walking and biking should be promoted at community events, such as town festivals and open streets.
- There is a desire for more sidewalks on neighborhood roads.
- Maintenance is an important issue to consider.
- Connections to trails in neighboring jurisdictions, like Ramsey County, are important.
- Large parking lots are a deterrent to walking. They can be difficult to cross and usually have no pedestrian amenities, like benches, which are important to those with limited mobility.
- Common walking destinations include parks, schools, restaurants, and stores.
- Lack of bike racks and high vehicle traffic are barriers to walking and biking more.

Facility Types

- Pedestrian countdown timers, pedestrian activated signals, high-visibility crosswalks, and ADA compliant pedestrian ramps were identified as positive pedestrian and bicycle improvements.

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- Pedestrian amenities, such as garbage cans, benches, restrooms, and lighting are important, particularly for older adults.
 - There was a suggestion for Nice Ride or another bikeshare program to be implemented in Dakota County.

Location Specific

- There is missing or incomplete wayfinding signage on Schaar's Bluff Trail at Spring Lake Park Reserve and at Kaposia Landing in South St. Paul.
- Marie Avenue and Delaware Avenue are important routes. The trail along Marie Avenue is nice.
- The recent improvements to Robert Street are good, but it is still a barrier to cross.
- Specific destinations identified include Dodge Nature Center, Thompson Park, Harriet Island, Wentworth Library, the Mississippi River, and adjacent trails and parks.

50+ Adult Walking Group

The 50+ adult walking group meets every Wednesday at 9 a.m. at Thompson Park Activity Center in West St. Paul and shuttles to different locations throughout the metro area for approximately 3-mile recreational walks from May to October. Walking group participants are from Mendota Heights, West St. Paul, South St. Paul, and Inver Grove Heights. Staff engaged with 13 people at the group's August 2, 2017 walk in West St. Paul.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and the 50+ adult walking group participants.

General

- More maps at trailheads and online are needed. Maps should include suggested walking routes and existing trails and sidewalks to help people plan safe walking routes.
- It is helpful for cyclists coming from behind to clearly alert walkers. Bike bells are sometimes difficult to hear and disorienting.
- People like walking together and feel uncomfortable walking alone, in the dark, or in wooded areas. The social aspect of walking in a group was important.
- Some people walk outside in the winter and said that there is inconsistency in which trail facilities are plowed. As an alternative to walking outside in the winter, some people use treadmills or walk in the Dome in West St. Paul.
- People don't like litter and some regularly pick up trash on their walks.

Facility Types

- The preferred facility type is trails that are separated from roads. Many are willing to drive to get to the walking facilities they prefer. People enjoyed the feeling of walking on the soft, spongy trail surface in Garlough Park.

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- There was a place to stop and use the restroom and get water on the walk that people really appreciated. Participants also used benches along the route.
 - They are comfortable walking on neighborhood streets without sidewalks during the day, but at night this feels unsafe, even when lighting is adequate.
 - They typically walk on pavement and have varying level of comfort when walking on unpaved surfaces. Steeper grades are hard on their knees.
 - Crossing streets is not a big concern since cars are generally respectful and slow down.
 - Traffic noise negatively affects the walking experience.

Location Specific

- They prefer the natural setting of Dodge Nature Center section of the River to River Trail to other walking settings.
- An underpass would be helpful to cross Robert Street safely.
- Frequent missing sidewalk links are a barrier to walking in West St. Paul.
- The smell from the rendering plant along the Mississippi River Trail in South St. Paul is a distraction.
- Pedestrian and bicycle accommodations on Delaware Avenue are needed. It is a narrow road and there are no alternative routes.
- The bridge on Bryant Avenue in South St. Paul should have sidewalks to connect to the Mississippi River Trail and Kaposia Landing.
- There are multiple wayfinding signs in Spring Lake Park that have the same distances.
- The lack of sidewalks along Wentworth Avenue (County Road 8) is a barrier to walking to Target.

Prince of Peace

The Prince of Peace Lutheran Church in Burnsville hosts a community dinner on Tuesdays in the summer followed by a community class targeted towards families. Staff attended the Tuesday, August 8, 2017 dinner and talked to around 15 people.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and Prince of Peace participants.

General

- People asked for bike facility maps and some preferred paper maps to online maps.

Facility Types

- Many prefer off-street bike facilities since cars do not pay much attention to bicyclists using on-street bike lanes
- Many prefer to take scenic and natural walks on trails.

Location Specific

- County Road 46 to Hastings has trouble spots for bicyclists.
- Dodd Road has trouble spots for bicyclists.

Facility Types Activity

Walking Facilities

Participants at the Prince of Peace community dinner strongly preferred shaded walks and walking bridges to other walking facility types (Figure 7). There was some preference for walking amenities and not much preference for regular sidewalks, wide sidewalks and improved crossings of any kind.

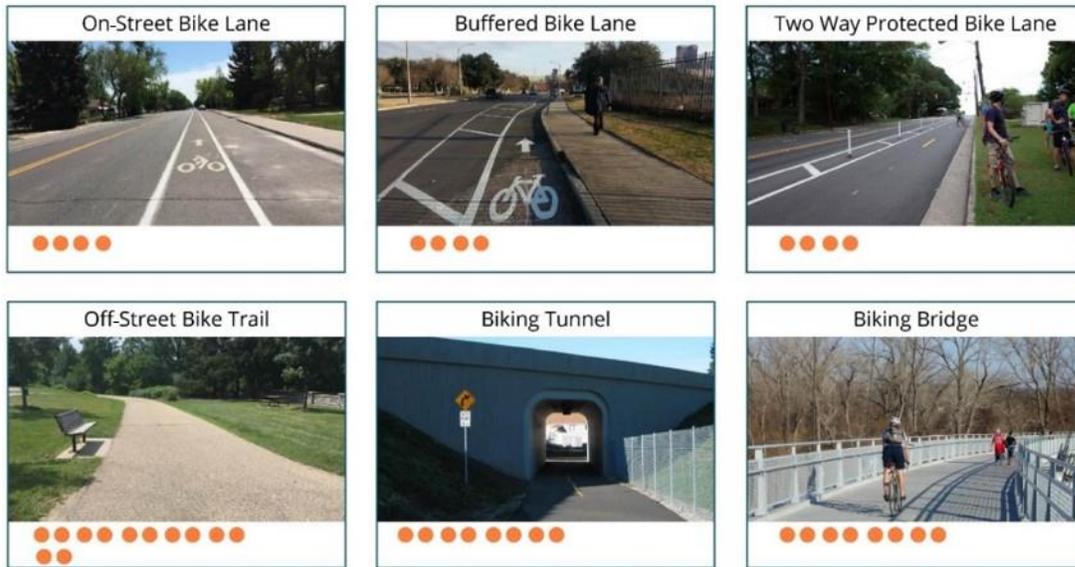
Figure 7: Prince of Peace walking facility preferences



Bicycle Facilities

Participants at Prince of Peace strongly preferred off-street bike facilities to on-street ones (Figure 8). Off-street bike trails, biking tunnels, and biking bridges outnumbered preferences for on-street bike lanes, buffered bike lanes, and two-way protected bike lanes.

Figure 8: Prince of Peace bicycle facility preferences



2017 Dakota County Fair

Dakota County staff set up a display at the Dakota County Fair in Farmington in the County building from 3-6 p.m. Tuesday, August 8, 2017 and Wednesday, August 9, 2017. In total, county staff talked to about 25 people.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and Dakota County Fair participants.

General

- Some walk for health reasons, and one person mention that they get anxious if they cannot walk enough.
- One person has a disability that prevents them from driving and biking.

Facility types

- Some people walk on neighborhood streets while others prefer off-street trails. A couple of people are concerned about safety for people who are walking. Many people like to take scenic walks.
- One person asked for walking malls.
- One person wants dirt roads to be used for walking and biking.
- People prefer to bike on off-street trails.
- It would be great to have a bike share system or bike rentals in Dakota County.
- One person would not choose to recreate on sidewalks but see the usefulness of making the road attractive to walkers and bikers for utilitarian purposes.

Facility Types Activity

Walking Facilities

Participants at the Dakota County Fair had a strong preference for walking bridges and shaded walks (Figure 9). There was some preference for wide sidewalks and walking amenities.

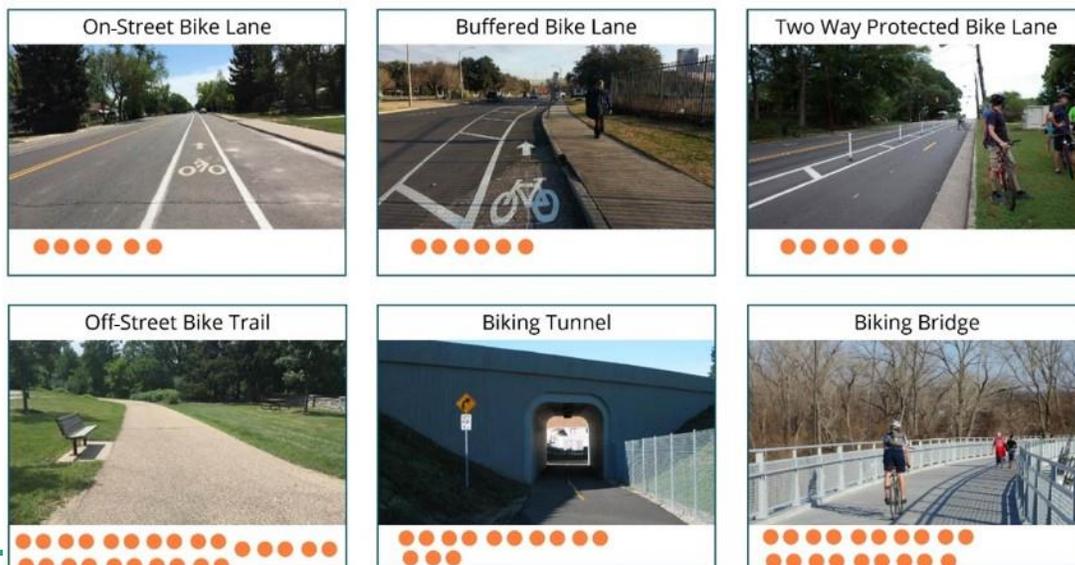
Figure 9: Dakota County Fair walking facility preferences



Bicycle Facilities

Participants at the Dakota County Fair strongly preferred off-street bike facilities, especially off-street bike trails and biking bridges (Figure 10). There was some preference for a biking tunnel and not much preference for on-street bike lanes, buffered bike lanes, and two-way protected bike lanes.

Figure 10: Dakota County Fair bicycle facility preferences



Open House

The Dakota County Pedestrian and Bicycle Plan staff hosted an informal, pop-up style open house on August 10, 2017 outdoors at the Big Rivers Regional trailhead. The purpose of the event was to:

- Present information on the planning process and build excitement
- Develop and confirm the community vision and goals
- Collect information on who is biking and walking in Dakota County
- Identify barriers, gaps, and other issues/opportunities
- Develop a preliminary understanding of preferences for treatments and facility types



The open house included activities for participants to give feedback through interactive activities. Staff engaged around 30 people.

Discussion Notes

Vision activity notes at the open house

The following is a summary of one-on-one conversations and written feedback to a vision activity collected on post-it notes at the open house.



General

- There needs to be safe walking and biking routes to destinations, including daycare centers and inter-neighborhood connections to create access for all residents.
- Prioritize healthy lifestyles when planning for walking and biking.
- Prioritize safety for all travelers.
- Figure out how to protect and enhance natural resources in the plan.
- Paths next to streets often need maintenance. Off-road bike trails are un-rideable in the winter.
- Some people would like a central source to find walking and biking opportunities and maps.

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- Educate the public to encourage more use of trails and to practice safe practices such as high-visibility clothing and gear.

Facility Types

- Create safe connections to trails and complete trails that are unfinished.
- One person wanted more restrooms along walking trails.
- Trails are more comfortable than shoulders or on-road bike lanes for many people. A few people like scenic trails with little or no traffic. One person prefers pedestrian trails to shared walking and biking trails.
- Some people want more bike lanes with signs and at least a visual barrier between bikers, walkers and cars. They do not like lanes that disappear at turn lanes.
- One person likes traffic lights that recognize bicyclists.
- Some people want more crosswalks with flashing lights and road bumps. Schools should prioritize lighted crosswalks for safety. One person said that crosswalks can sometimes give the illusion of safety on fast moving roads.
- Shade is needed for walking and biking.
- Consider greater use of electric assist bikes in the future.

Location Specific

- People would like to see trail connections from Mendota Heights, West St. Paul, and Hastings to existing trails in Kaposia Landing in South St. Paul. Make the bridge into Kaposia Landing pedestrian friendly. Need pedestrian walkway along bridge crossing railroad tracks at Kaposia (Bryant Avenue).
- Continue bike trail on the west side of Highway 149 so it crosses I-494 into Mendota Heights.
- Connect Mendota Heights to Eagan. Create a north-south route between Lexington Avenue and Pilot Knob Road.
- Connect Garden View Drive in Apple Valley. Connect the end of Mendota Heights Road with the Big Rivers Trailhead.
- Build a new tunnel under Highway 110 to get to Mendota Plaza.
- The Dodge Nature Center needs a mid-block crossing at the entrance.
- Add a connection for bikes from the Target in Inver Grove Heights to the north but avoid the hill.
- There is a gap between Lilydale Trail and Big Rivers Trail (under the railroad by the Yacht Club).
- Cliff Road has a few issues and opportunities. A safer intersection is needed at Cliff Road and Dodd Road since cars do not stop and it is difficult to cross. They would like to see a four-way controlled intersection or a roundabout. Better crossings and sidewalks are needed to Lebanon Hills Regional Park off Cliff Road. Shoulders are needed on Cliff Road west of Highway 3 to get to county parks and the I-35 shopping area.
- North of Lebanon Hills Regional Park it is hard to cycle to transit connections.

- Dodd Road needs to be improved for pedestrians and cyclists. There should be a trail on the east side of the road along the golf course. There need to be crosswalks at Wagon Wheel Trail and Dodd Road intersection. Bike trail over I-494 along Dodd.
- Pilot Knob is challenging for bikers. They have difficulty with east-west movement through Inver Grove Heights and at 70th Street and 80th Street.
- Highway 13 needs bike routes on shoulders to improve driver awareness. There is no trail on Highway 13 across the I-35E bridge. This is a dangerous gap for commuters accessing the Big Rivers Regional Trail.
- Cyclists use Rich Valley Road.
- Finishing the MRT should be the top priority.

Facility Types Activity

Walking Facilities

Participants at the open house had strong preference for shaded walks and walking bridges to other walking facility types (Figure 11). Wide sidewalks, signaled crosswalks, and crossings with flashing lights, and walking amenities were preferred by some while regular sidewalks and raised crossings were not preferred by most.

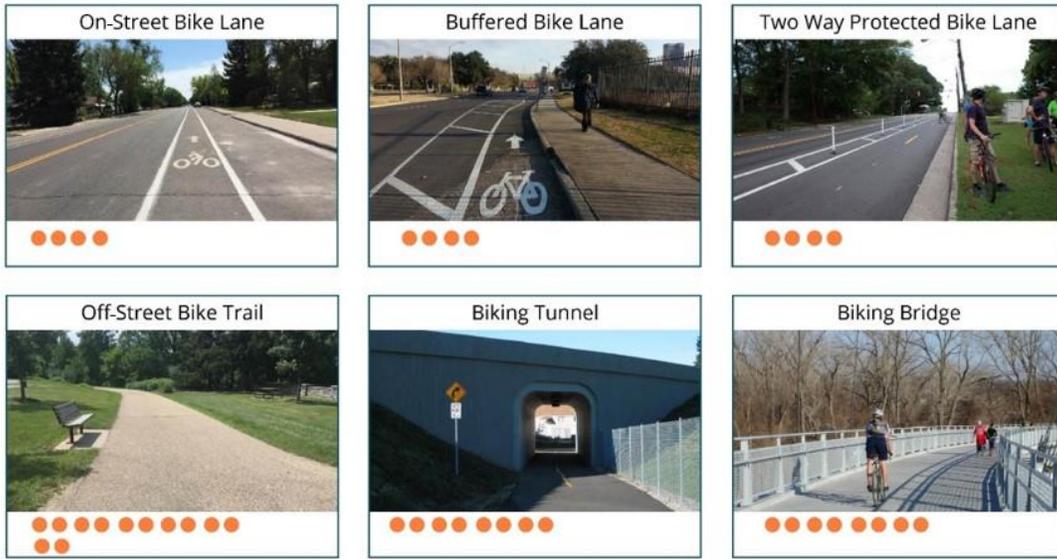
Figure 11 Open House walking facility preferences



Bicycle Facilities

Participants at the open house had strong preference for buffered bike lanes and off-street bike trails (Figure 12). Biking bridges and two-way protected bike lanes had some preference while on street bike lanes and biking tunnels did not have much preference.

Figure 12: Open House bicycle facility preferences



Ecua-Volley at Redwood Creek Park

Redwood Creek Park in Apple Valley plays host to an Ecua-volley game several nights a week. Ecua-volley is the national sport of Ecuador and attracts many people Ecuadorian citizens who enjoy playing and watching the games. Staff attended games on August 15, 2017 and interacted with around 20 people.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and Ecua-volley participants.

People engage with staff during an Ecua-volley game



General

- There are too many sticks when they walk and biking trails are sometimes too bumpy. They would like smoother sidewalks with fewer cracks.
- One person only walks because it is easiest for them to get around without getting confused. There is not a sidewalk in their neighborhood, but they are comfortable because there is not a lot of vehicle traffic. One person doesn't walk because they don't have sidewalks.

Facility Types

- Streets are scary for them to walk on.
- Some people like the shade from trees when they walk. It would be nice to have more seating when they walk.
- Road shoulders are nice, especially for recreational cyclists in the rural areas.
- One person would like to see more bike marks and signs to signify that bikes belong on the roads.

Location Specific

- One person does not walk on Highway 42 in Burnsville because it is too busy. They wouldn't bike along County Road 42 if there weren't sidewalks or trails. It is very hard to cross County Road 42.
- The Cedar Avenue shoulder in Lakeville is rough. Highway 3 to Northfield is a better bike route than Cedar Avenue.
- "Share the Road" signs are needed on 212th Street W in Farmington.
- 200th Street W has a good shoulder in Empire.
- There are few stop signs on County Road 31. The tunnel on County Road 31 near Farquar Park in Apple Valley is well marked.

- The shoulder on County Road 46 is good but would be better if it were swept.
- County Road 32 is nice and wide for biking in Inver Grove Heights.
- Lone Oak Road is not a good bike route between Eagan and Inver Grove Heights.

Facility Types Activity

Walking Facilities

Participants at the Ecuavolley game strongly preferred shaded walks and wide sidewalks (Figure 13). All other walking facility types did not have much preference.

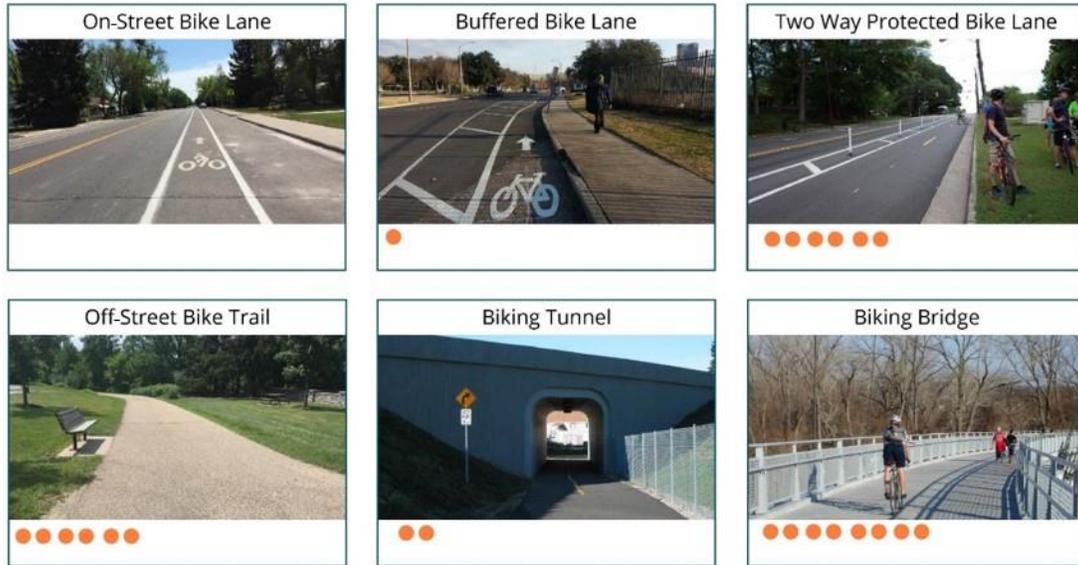
Figure 13: Ecuavolley walking facility preferences



Bicycle Facilities

Participants at the Ecuavolley game strongly preferred biking bridges and off-street bike trails to other biking facility types (Figure 14). All other facility types did not have much preference.

Figure 14: Ecuavolley bicycle facility preferences



Lake Marion Greenway Open House

Staff provided information to the Lake Marion Greenway Open House at the Burnhaven Library in Burnsville on August 23, 2017. Approximately 15 people participated.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and Lake Marion Greenway open house participants.

General

- One person didn't agree with prioritizing biking and walking when they believe there are more important issues like jobs and making our roads work for business.

Facility Types

- One person likes to walk indoors at the mall.
- One person wants trails for walking.

Location Specific

- The Lake Marion Trail (from County Road 42 though Kelleher Park) will allow one person to bike all the way to school on a trail.
- A raised crossing is needed on Highway 13 where the Big Rivers Trail crosses.

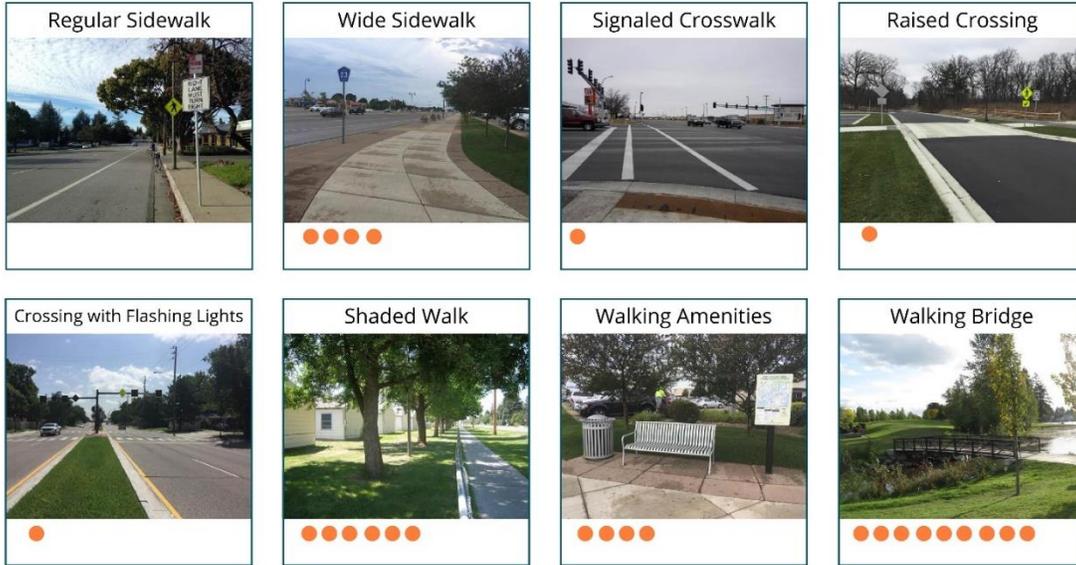
Facility Types Activity

Walking Facilities

Participants at the Lake Marion Greenway Open House strongly preferred walking bridges over other types of walking facilities (Figure 15). There was some preference for shaded walks, walking amenities, and wide sidewalks and not much preference for everything else.

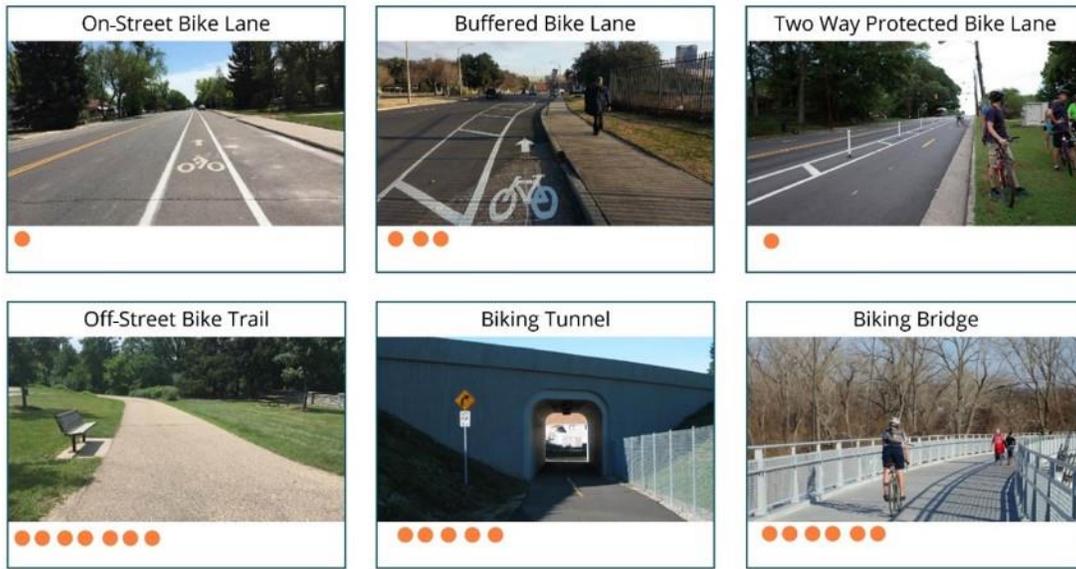
Figure 15: Lake Marion Greenway Open House walking facility preferences

Bicycle Facilities



Participants at the Lake Marion Greenway Open House strongly preferred off-street bike facilities to on-street ones. Off-street bike trails, biking tunnels, and biking bridges were preferred more strongly than on-street bike lanes, buffered bike lanes, and two-way protected bike lanes.

Figure 16: Lake Marion Greenway Open House bicycle facility preferences



Burnsville Mosque

The Burnsville Mosque has prayer times in the afternoons around 1 p.m. and 2 p.m. Staff set up a table at the front of the mosque on Friday, August 25, 2017 and interacted with around 60 people.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and Burnsville Mosque participants.

People engage with staff at the Burnsville Mosque



General

- One person said they feel uncomfortable when they walk since people make fun of their clothes and the way they look.
- Some people want more security for people walking and think having more people walking on the street and more emergency phones for people who are walking would be helpful. If there are not enough people, they don't feel safe.
- There aren't a whole lot of sidewalks in Burnsville and sometimes when they are walking, they end up walking in the road because they run out of sidewalk.
- Distances are too great to walk. They walk in their neighborhood.
- Smoother sidewalks would be great.

Facility Types

- Many people like walking on trails, especially scenic ones. One person said they like taking pictures of scenic places when they walk.
- Many people indicated they are not comfortable biking in the street. They bike on the sidewalk and are scared to bike in the street. They don't feel safe biking in the street. If there is not a trail or sidewalk, they bike on the grass. They prefer sidewalks and trails.
- Walking amenities like benches and trees would make their walk better. Bikes should be separated from cars. They like to sit after walking long distances.
- One person likes having pedestrian refuges in the middle of roads in case they can't make it to the other side. They would like to have medians in wider roads since crossing the street sometimes takes a long time. Maybe longer crossing signs would be helpful.

Location Specific

- One person wants a separate bike lane on Dodd Road in Lakeville so people don't get hit.
- One person walks to the Outlet Mall in at the intersection of Highway 13 and Highway 77 and have a hard time crossing Highway 77. There is not a sidewalk to get to the Outlet Mall across Highway 77 at Highway 13.
- One person lives in Burnsville and works in Bloomington and needs a better way to cross the Minnesota River.
- The Minnesota Zoo in Apple Valley could have a nicer bridge for walking.

Facility Types Activity

Walking Facilities

Participants at the Burnsville Mosque strongly preferred wide sidewalks to other types of walking facilities (Figure17). There was some preference for crossings with flashing lights, shaded walks, walking amenities, and walking bridges, and not much preference for all other walking facility types.

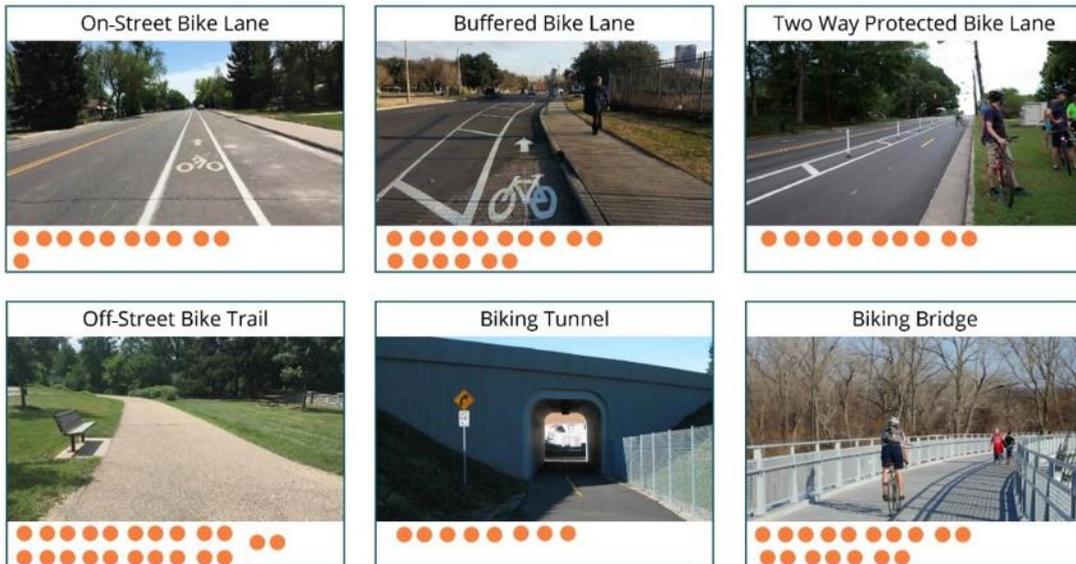
Figure 17: Burnsville Mosque walking facility preferences



Bicycle Facilities

Participants at the Burnsville Mosque strongly preferred off-street bike trails, biking bridges, and wide sidewalks. There was some preference for all other bicycle facility types (Figure 18).

Figure 18: Burnsville Mosque bicycle facility preferences



Intercept Flyers

Two project staff distributed Pedestrian and Bicycle Plan information to walkers and bikers in Dakota County. The staff visited the following locations during the later afternoon and early evening on

Thursday, September 7, 2017:

- Robert Street, West St. Paul
- Bicycle Bills, West St. Paul
- I-494 and I-35E office area, Eagan
- Erik's – Bike Board Ski, Eagan
- Burnsville Center, Burnsville
- Cedar Avenue and County Road 42 shopping area, Apple Valley

Bike hangers placed on parked bikes



Staff handed out about 60 bike hangers and post cards advertising the online survey and where to find more project information. Bike hangers were placed on parked bikes and post cards were handed out to people walking and biking on street. In addition, a stack of post cards was given to two area bike shops to be placed at the front of the stores for customer distribution.

Pedal the Parks and Lakeville Art Festival

Lakeville played host to two events at the Lakeville Area Arts Center on Saturday, September 16, 2017: Pedal the Parks and the Lakeville Art Festival. Project staff conducted a pop-up table and interacted with around 30 people.

Discussion Notes

The following is a summary of one-on-one conversations between project staff and Pedal the Parks and Art Festival participants.

General

- One person said It is difficult to walk when the sidewalk space is narrow.
- One person said that crossing roads as a pedestrian is difficult, especially on multi-lane roads when one car stops and the others keep going.
- One person said there needs to be more awareness that cyclists are allowed on the road.

Facility Types

- One person like the crossings with flashing lights.
- One person liked the pedestrian bridges because they feel safe.
- One person did not like an of the bicycle facilities presented in the facility types activity.

Location Specific

- One person requested a connection between downtown Lakeville and Whitetail Woods Regional Park along 170th Street.
- One person requested that sidewalks in downtown Lakeville be finished.

Facility Types Activity

Walking Facilities

Participants at the Lakeville Area Arts Center preferred wide sidewalks, signalized crosswalks, crossing with flashing lights, and walking amenities (Figure 19). There was not much preference for any other facility types.

People engage with staff at the Lakeville Area Arts Center



ALMAS Student Group

ALMAS is a Latino student group from Sibley High School in Mendota Heights. The group regularly meets outside of the school day and focuses on topics such as service, leadership, cultural heritage, and academic achievement. Project staff held a listening session with ALMAS on October 10, 2017 and talked with 27 students.

Discussion Notes

The following is a summary of the discussion with the ALMAS student group.

General

- Most of the students walk at least once a week and about half said they walk 5 or more times a week.
- Many of the students who walk do so to hang out with friends, to exercise or recreate, or to run errands. Some walk to get to work and only a couple walk to get to school.
- Students indicated many reason for why they do not walk more including long walking distances, lack of time, unsafe roadway conditions, unsafe driver behavior, and missing sidewalks or trails.
- Only a couple of students indicated that they bike and that may be because not many of the students own a bike. Other reason for not biking more included lack of biking facilities or poor road conditions.
- Many students said that driver behavior is poor and prevents them from walking or biking more.

Facility Types

- Students suggested that vehicle speeds be lowered to encourage more walking. Suggestions to help lower vehicle speeds included lowering the speed limit or by adding more speed bumps.
- Students proposed improving sidewalk conditions and narrowing street crossing widths to improve walking conditions in the county.
- Students said that more street lighting would encourage them to walk and bike more.
- Students indicated that more room on the street for bikes would encourage them to bike more. One person said that existing bike lanes are not wide enough.

Location Specific

- A few students said they like to walk to Raspberry Island and Thompson Park. One student each said they walk to Caribou Coffee and the Rosemount soccer complex.
- A few students said that walking to school is difficult, especially crossing Highway 110.
- One student said they cannot walk to the Mall of America because there are too many barriers.

Figure 22: How often do you walk or bike?

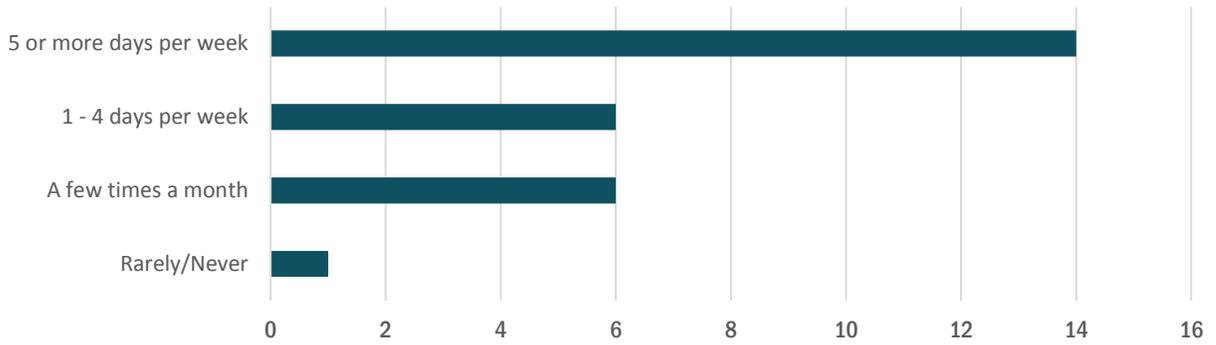


Figure 23: Where do you walk and bike?

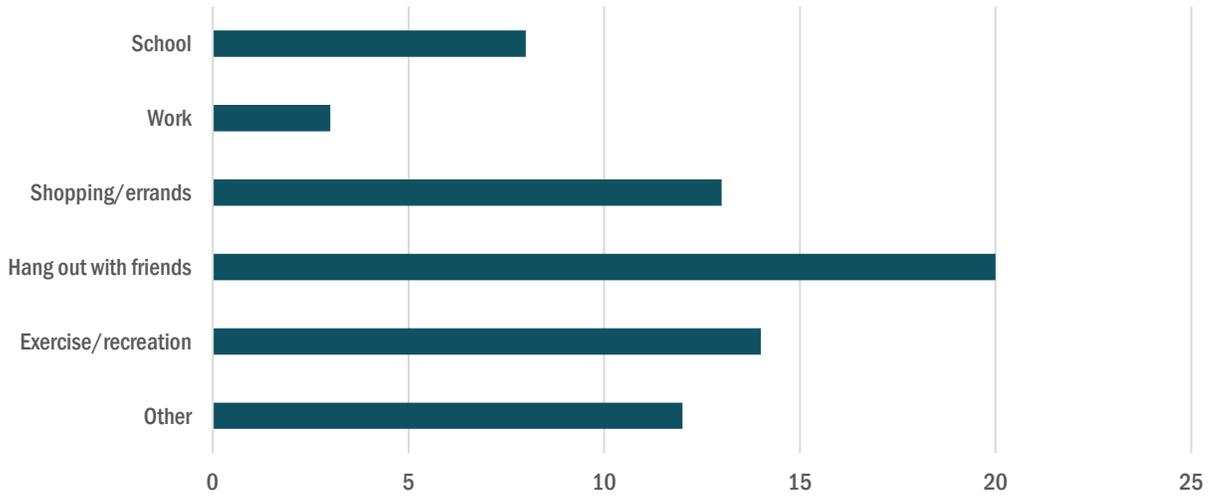


Figure 24: What prevents you from walking and biking more?

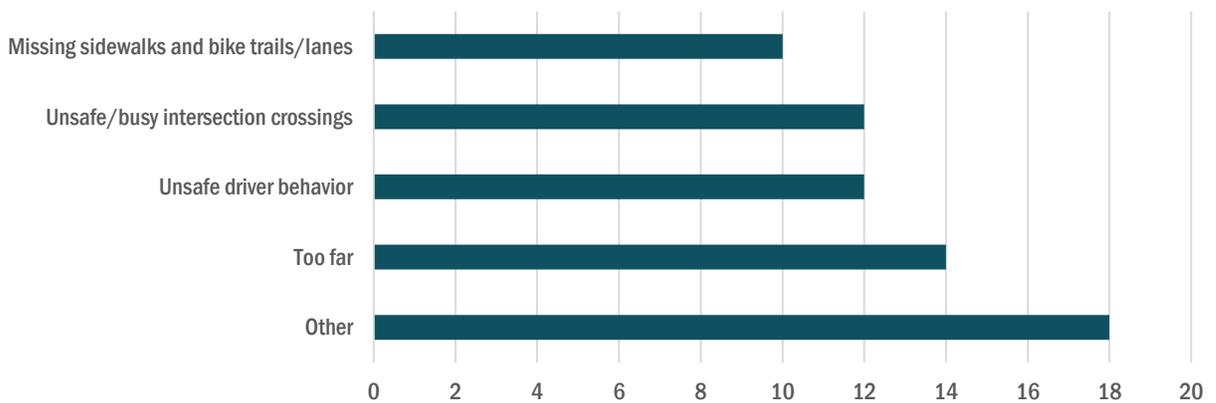


Figure 25: Top 3 Priority Pedestrian Improvements

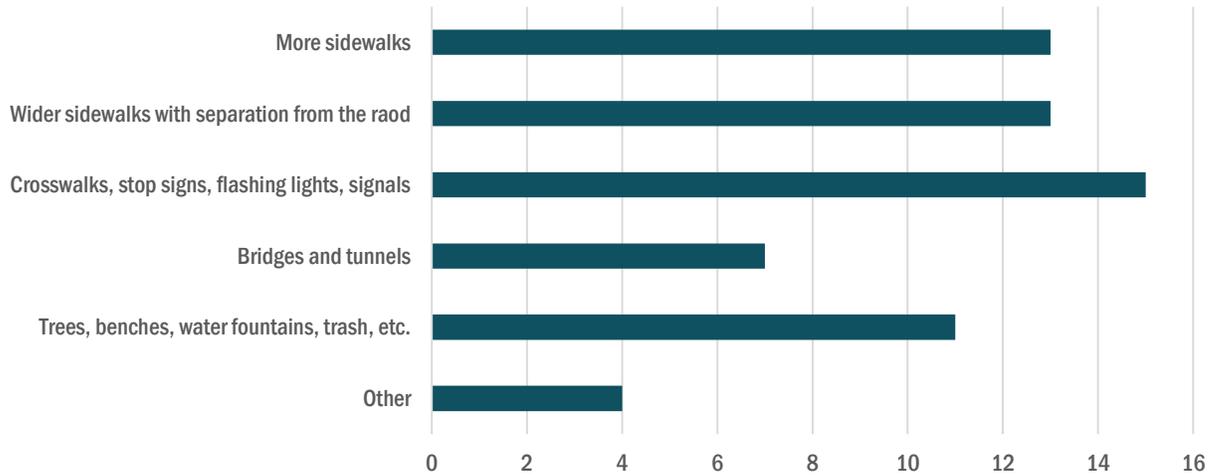
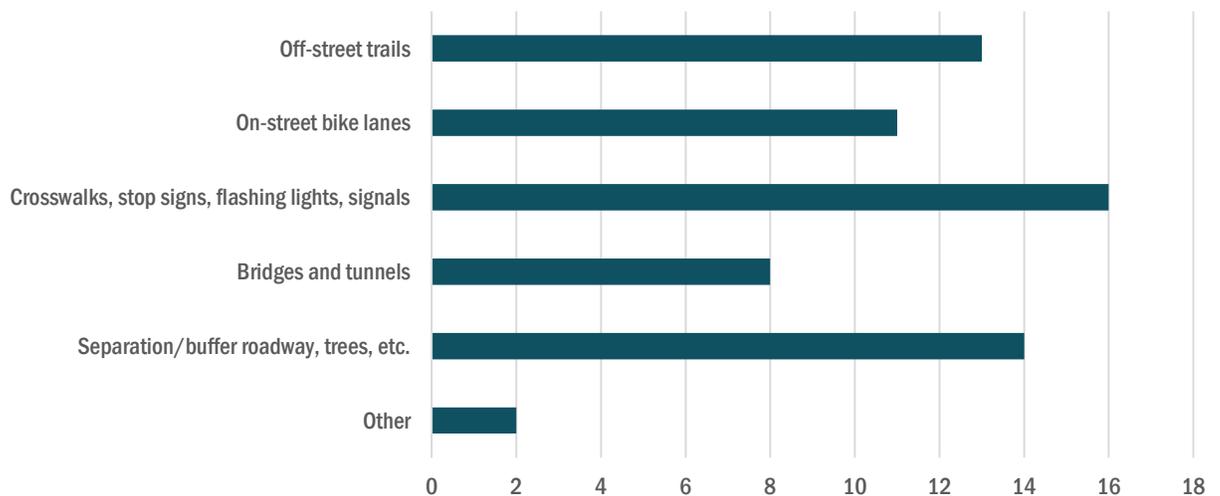


Figure 26: Top 3 Priority Bike Improvements



Online Survey

As part of the Dakota County Pedestrian and Bicycle Plan, Dakota County conducted an online survey between July 10 and October 2, 2017 to understand preferences and priorities for sidewalks, street crossing, bikeways, and other matters related to the pedestrian and bicycle systems in the county. The survey included an interactive mapping component which allowed respondents to identify routes, barriers, and suggested improvements, as well as a traditional “form” style survey with multiple choice and open-ended questions.

The survey was promoted through the Dakota County website, at pop-up meetings and community events, display boards in public areas (e.g., Dakota County Library), and through flyering directly to

residents, businesses, and people who walk and bike in the county. A total of 192 people participated in the interactive mapping exercise and 151 people participated in the survey.

The following is a summary of the survey results, including survey highlights, results by question, and characteristics of the respondents.

Interactive Map Survey Highlights

Figure 27 on the following page shows the results of the interactive mapping exercise. Figures 27-31 show the repeatedly identified places to walk and bike as well as commonly desired improvements.

General themes in the comments included:

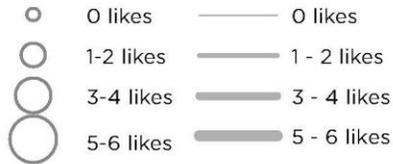
- Desire for better connections to Saint Paul and across river bridges.
- Preference for trails and concern about biking on the roadway.
- Desire for better connections to parks, especially Lebanon Hills.
- Desire to connect via trails to cities in the southern part of Dakota County as well as Rochester.
- Concern with debris and maintenance issues on current walking and biking routes.

Figure 27: Interactive Mapping Exercise Results

INTERACTIVE MAPPING INPUT

DAKOTA COUNTY PEDESTRIAN AND BICYCLE PLAN

KEY



PUBLIC INPUT

- Places People Walk and Bike
- Places People Want to Walk and Bike
- Barriers to Walking and Biking
- Current Walking and Biking Routes
- Desired Walking and Biking Routes

DESTINATIONS + BOUNDARIES

- County parks
- Major water bodies
- Incorporated areas

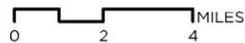
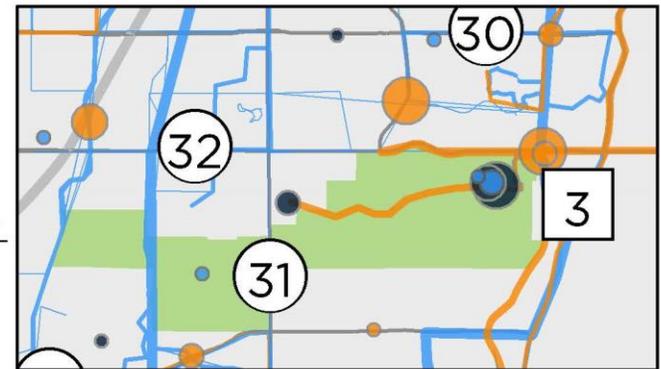
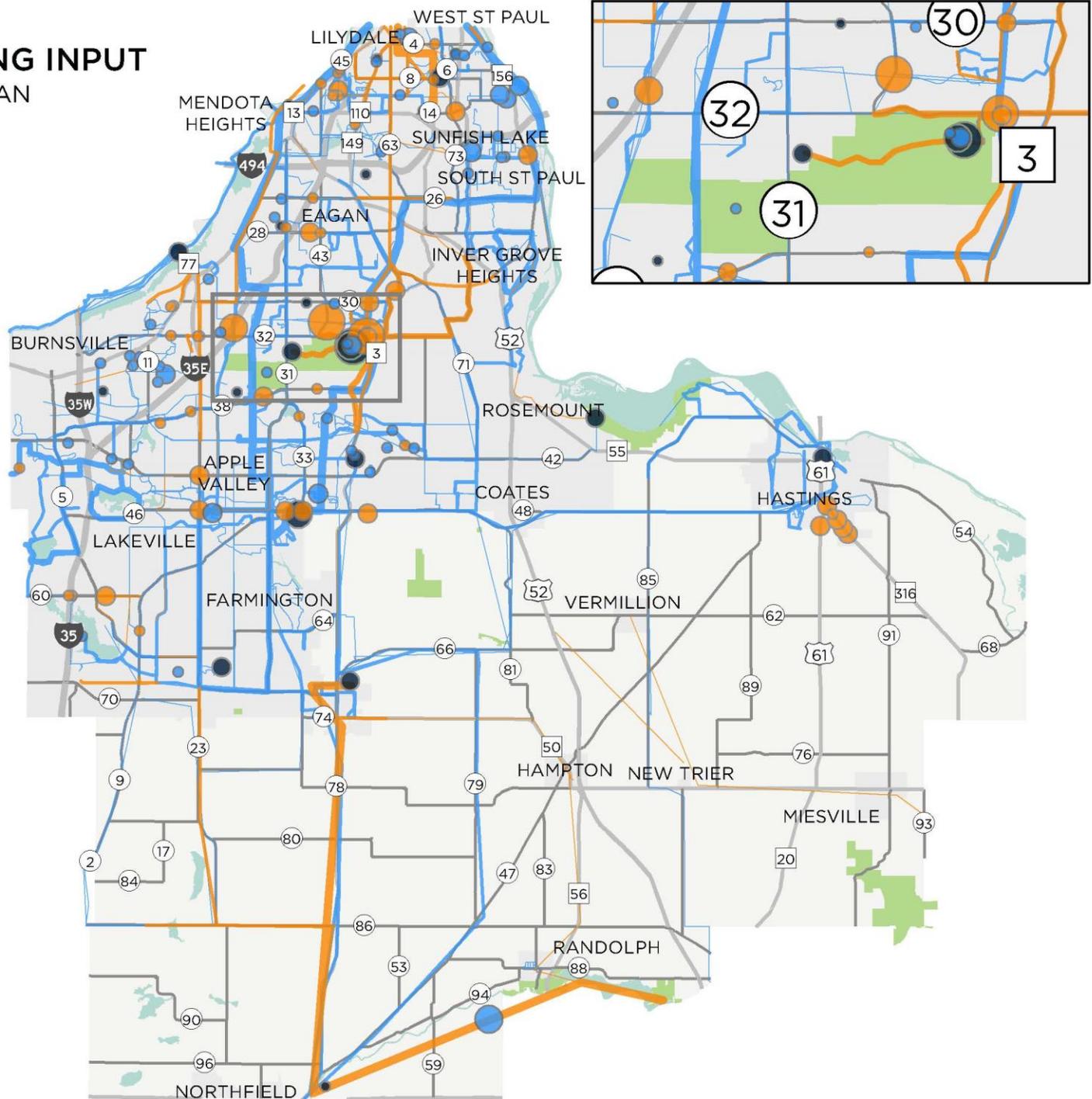


Figure 28: Places participants currently walk and bike with one or more likes

Place	Likes
Waterford Iron Bridge, Mill Towns Trail	3
AMC Inver Grove Theater	2
Lebanon Hills Regional Park	2
Jaycee Park	1
B 52's Burgers	1
Harmon park	1
Valley Lake Park	1
Terrace Oaks Park	1
SSP Library	1
MRT / river trail	1
Central Square	1

Figure 29: Places participants wish they could walk or bike with two or more likes

Place	Likes
Lebanon Hills Visitor Center	6
East Lake Elementary	4
Lebanon Hills Visitor Center	3
Minnesota River Greenway	2
Downtown Hastings	2
Spring Lake Park Reserve	2
Southern Dakota County: Northfield/Waterford/Randolph/Byllesby Regional Park	2
Farmington High School	2

Figure 30: Barriers to walking and biking with two or more likes

Location	Comment	Likes
Cliff Rd & Dodd Rd	Traffic on Cliff is very high speed, high volume, and does not stop. There is a trail along Dodd but most users stop at Cliff rather than attempt the crossing. I would love to see a roundabout here. It is dangerous in a car as well.	6
Lexington Ave & Wilderness Run Rd	This would be another good place for a roundabout or signalized pedestrian crossing. An island in the middle and bumpouts would help too. Traffic is much too fast on Lexington for many people to attempt to cross. I certainly wouldn't attempt with my kid	5
I35E & Blackhawk Rd	This could use some sort of marking at least to cross the road to the real bike trail.	4
Diffley Rd & Dodd Rd	High traffic volumes and a wide crossing make this unpleasant. Turning vehicles often fail to yield. There is no island in the middle. A roundabout would help with traffic and improving sidewalk visibility and priority would help.	2
Yankee Doodle Rd & Promenade Ave	This light needs to be clearly marked for the drivers in the middle lane, they all think it's a double left turn lane which cuts off bikers, walkers and the people turning left legally. Needs a painted straight arrow on the ground and a sign on the light	2
Cliff Rd & Dodd Rd		2
S Robert Trail & Jefferson Trail	The train crossing overhead makes this very narrow and dangerous for anyone not in a car (walking, biking, running).	2
160 th St W & Biscayne Ave W	Increase shoulder. Add rumble strip.	2

Figure 31: Desired walking and biking routes with two or more likes

Place	Likes
Trail connecting to Rochester	6
Designated bike lanes connecting West St. Paul to the St. Paul light rail	5
Paved path connecting InverGrove's north side paved paths to the path system in Eagan. This path would also make access to Rich Valley Park safe from Inver Grove or Eagan	4
A trail to that goes through the park so more people can enjoy it by foot, wheelchair, bike, rollerblade, and stroller	4
A trail along Cliff Rd by Lebanon Hills and a roundabout at the intersection with Dodd	3
Path along Dodd rather than Highway 3 south of Lebanon Hills	3
A trail along Highway 3 north of Cliff Rd	3
Paved trail along S Robert Trail to connect bike trails on east side of Eagan and the middle of Rosemount	2
Path south of Cliff Road from Dodd Rd to Lebanon Hills to avoid riding on shoulder of Cliff Rd	2
Off road trail from Blackhawk to Fort Snelling Park. Route on Hwy 13 is too dangerous	2
Bike route on Charlton St would be an ideal north/south bike route through West St. Paul	2
Trail along Dodd Rd from Smith to 110	2

Figure 32: Current walking and biking routes with two or more likes

Route	Comment	Likes
Rosemount to Saint Paul via South St. Paul	More trails to lessen the on road biking	5
Rosemount to Saint Paul via Mendota Heights	More trails to lessen the on road biking	5
Circling Crystal Lake	Sidewalk needed on north shore of lake	3
Loop in Inver Grove Heights near the river		3
Loop between Lakeville/Farmington and Apple Valley/Rosemount on Pilot Knob, Cedar Ave, CR 50 & 160 th St	Shoulders needed on 140 th St	3
Apple Valley to Orchard Lake		3
West of Dakota County to Crystal Lake		3
Area at the northern tip of Dakota County	Potholes, 1-inch cracks inline with road direction.	3
160 th St W to Hyvee Grocery Store	An easier way to cross from the north side of	2

Route	Comment	Likes
	46 to the south side. There is a tunnel that is not yet open in cobblestone. Also, many cars do rolling stops when turning right onto 46 from Danville Ave, Diamond Path, Dutton Ln, and Eagleview Dr.	
Cliff Rd East of Lebanon Hills	This entire route needs a paved path!	2
Loop south of river near Hastings	Shoulder or bike path along CR 42	2
Loop around East Lake in Lakeville		2
Loop around Hastings		2
Trail in Minnesota River Valley		2
Trail along Highway 52	It will be really great once this trail is done	2
Northfield to Lakeville, partially along Highway 3	Require gravel trucks to secure their loads or remove gravel from road shoulder	2
Loop from Aggregate Industries to Inver Grove Heights	Shoulders on Inver Grove Trail	2
150 th St W and Highway 3 in Rosemount	Turn the railway track by Grief industry/ Behind 14710 Boysenberry court into a rails to trails safe bike path. There is no safe path from our home to downtown Rosemount. And 3 new communities being built nearby.	2

Form Survey Highlights

Figure 33 includes highlights from the Dakota County Pedestrian and Bicycle Plan public input survey.

Figure 33: Highlights from Dakota County Pedestrian and Bike Plan Public Input Survey

Themes	Highlight	Description
<i>General</i>	People who live or work in Dakota County regularly walk and bike.	Survey respondents most commonly reported they walk and bike one to four days a week.
	Many people in Dakota County live near destinations in walking or biking distance.	48% of pedestrians and 58% of bicyclists agree or strongly agree they live in walking/biking distance to important destinations.
	People in Dakota County are significantly more likely to walk or bike for pleasure than they are to walk or bike as a means of transportation.	Only 18% of pedestrians and 26% of bicyclists stated that they walk or bike to go shopping/do errands, walk to school/work/bus stop. Most walk or bike for recreation.
<i>Safety</i>	Respondents tend to be more comfortable walking than biking in Dakota County.	69% stated they feel safe and comfortable walking in Dakota County, but only 41% say they feel comfortable biking.
	Busy roads and the perception of dangerous traffic deter pedestrians and bicyclists from biking or walking.	People commonly cited high traffic, lack of sidewalks/bike lanes on busy roadways, dangerous drivers, and unsafe road crossing as challenges to walking/biking.
<i>Infrastructure and Amenity Improvements</i>	Pedestrians in Dakota County are more likely to be satisfied with the current condition of their facilities and amenities than bicyclists.	Pedestrians were more likely to agree or strongly agree that their conditions, safety, and infrastructure are pleasing or satisfactory than bicyclists.
	Many pedestrians want to see better connectivity along sidewalks/trails and improved road crossings.	37% prioritized filling in gaps in the sidewalk network along county roads, and 30% prioritized improving crossing on major roadways.
	Many bicyclists want more connectivity along bike lanes and trails.	30% prioritized more on-street bike lanes and 30% prioritized more off-street bike trails.

Phase 1 Individual Comments

Individuals have emailed or called the project team with their comments. Below are emails and phone calls received to date.

- I completed a survey and my comments focused on on-road cycling in southern Dakota County. For the most part the on-road cycling is very good, but there are a few gaps in the system. When I completed the survey, I did not comment on being an avid on-road cyclist and the fear of distracted drivers. Distracted drivers are a real threat to all cyclists and pedestrians, but I will not let it prevent me from doing what I love to do.”
- Forgot to add two comments on a route. The south side of 140th from Cedar Av to Galaxie (Apple Valley) needs a trail, especially since there is now new construction (housing) at 140th and Cedar Av. It's ridiculous to "double cross" to take Galaxie on the south trail. Note the north trail ends before the south trail. This trail has a missing section. Also, 140th trail from Co Rd 11 (Apple Valley) the trail along 140th ends at Gardenview, and cyclists are forced to cross to the north side? Why? The trail has a missing section.
- We moved in the rural part of Rosemount because the City Master plan states that it will stay rural residential. We'd like to keep our neighborhood like that. Please be considerate and stop the urbanization intrusion attempts.
- I noticed there is an interactive map online (altaprojects.net...) but haven't found a link to it on the county's website. Will that link be added to the project page, or is it on another page of the county's website?
- I'm hoping you might be able to shed some light on a concern I've heard over the McAndrews road construction project. It seems that residents along McAndrews east of Pilot Knob have heard that the road "improvement" will result in the loss of pedestrian/bike lane in favor of adding more vehicle traffic lanes. With the understanding that McAndrews is used heavily by pedestrians and bicyclists I sincerely hope that this road "improvement" is not only for the McMansions being built at the east end of the road but rather for the good of Dakota County residents' use – including vehicular and pedestrian/bicyclists.
- Would like to see the county and city coordinate.
- Called specifically regarding the proposed trail on Dodd Road (City of Mendota Heights Feasibility Study with community engagement last fall).
- Would be Ok with a trail on the east side of Dodd by the Golf Course. Mr. Shulstad lives on the west side of Dodd and, if built on the west side, the trail would be in front of his house.
- Thinks a trail on Delaware would be best, as that road is continuous north/south and connects to Sibley High School.
- My family bikes quite regularly, extra bike paths are not necessary. Biking on the street is fine.
- Concerns about roundabouts/short bike lane segments near Highway 52.
- Would like to see better winter maintenance to make the system more functional year-round, particularly on Robert Street.
- Vehicle right turns—sometimes drivers do not see cyclists on the bike paths when making right turns.

Phase 2 Draft Study Review - Summer 2018 Open Houses

The Dakota County Pedestrian and Bicycle Study staff conducted three pop-up style open houses on June 24, 2018 at South St. Paul's Kaposia Days, on June 27, 2018 at the Lakeville Farmers Market, and on August 9, 2018 at the Dakota County Fair. The purpose of the events were to:

- Provide an overview of the study process
- Present study findings and recommendations and collect comments
- Build excitement for walking and biking

The events were structured to provide information and collect input in an informal setting with tables staffed by project staff positioned at high-traffic locations. Staff took notes on the conversations they had with participants including feedback on the draft study and their walking and biking needs and preferences.

People engage with staff during the Kaposia Days open house



In total, 105 people engaged with project staff. The events, dates, and approximate number of participants are shown in Figure A1.

Figure 34: Community engagement events summary

	Name	Date	Approx. No. of Participants
1	Kaposia Days	Sun, June 24	25
2	Lakeville Farmers Market	Wed, Jun 27	30
3	Dakota County Fair	Thurs, August 9	50
TOTAL			105

Figure 35 includes a summary of the key findings from the open houses, including some of the most frequent and most important participant feedback.

Figure 35: Open house highlights

Category	Highlight
<i>General comments</i>	Many people were glad to know that this study was happening and hoped it would help to encourage more walking and biking in Dakota County.

Category	Highlight
	Several people think walking and biking is important for exercise and health. Several focused on the importance of walking and biking for their children and for their families.
Facility Types	Many people prefer that walkers and bikers have separated facilities from cars, especially on high-traffic roads.
	Many people are concerned about the safety of crossings intersections in high-traffic areas, particularly at locations without existing traffic control.
Location Specific*	Several people asked when the Mississippi River Trail would be paved and said they are looking forward to it being completed.
	Some noted that the trees on 205th street near lake Marion need to be trimmed.

*Location specific highlights are comments that staff heard from multiple people.

The following are notes from the one-on-one conversations between project staff and the open house participants.

General

- Many are glad that the County is doing this study.
- A few were excited about being able to get around to places more easily or more safely when walking and biking. At least one person thinks it will help people stay healthy.
- Bike lights on individual bicycles and visible clothing protect cyclists and change driver behavior for the better.
- One person mentioned concern about the safety of adding use of mixing electric bicycles and scooters on multi-use trails
- One person mentioned that he has a disability and cannot ride his electric assist bike or scooter on trails with his family.

Facility Types

- Flashing lights [RRFBs] at crossings send a mixed message. There is concern that children feel safe and that traffic will not stop for them in these locations. They'd like to see more enforcement for cars stopping. They worry about kids in the streets.
- The pedestrian walk signals do not give enough time to cross the street
- They only feel safe on local roads.
- Several people said they prefer separation from cars when walking or biking.
- Several people said they prefer separation from cyclists when they are driving.
- They hope to see more dedicated bikeways, so they don't have to drive somewhere to bike
- They ride mostly in Southern Dakota County where there are existing wide shoulders.
- Several people mentioned they enjoy walking in parks,, in natural settings, and around lakes

Location Specific

- Several people asked when the Mississippi River Trail would be paved and said they are looking forward to it being completed.
- Trees on 205th street near lake Marion need to be trimmed. You must get out into the intersection to see [two people mentioned this independent of each other]

- They'd like their kids to be able bike to Target on 185th Street (County Road 60) using a trail. The road is dangerous.
- There needs to be more bikeways in West St. Paul like Wentworth (County Road 8) and others.
- The DNR trail in Burnsville need to be better maintained.
- There needs to be an accessible crossing at Hwy 77.
- They support shoulder on County Road 71 in Rich Valley.
- It would be nice to make a Dakota County/Washington County Loop. I-494-MRT-Hastings-Washington County.
- For the Casperson Landing Cedar Avenue/DNR Boat Launch, they'd like for the county to pave the trail to the bridge and remove the boulders to allow easier trail access across the bridge.
- There are gaps in the Cedar/Dodd/150th Street area that make it difficult for them to run
- They appreciate the efficient snow clearing on Cedar.
- They'd like to be able to bike from Lakeville to Cleary Lake Regional Park.
- State Highway 50 between New Trier, Hampton, and Miesville is not very good for riding their bicycle.
- One person asked if the trail was still being considered through Lebanon Hills Regional Park.
- One person mentioned that the sidewalks along McAndrews road in Burnsville are narrow and difficult to bicycle on but the only option for those not comfortable riding on roads
- It would be nice to have a Crosswalk on Johnnycake Ridge Road south of 150th
- One person mentioned she had a hard time crossing Robert Street
- They would like to see a trail along Cliff Road east of Lexington Ave.

Phase 2 Draft Plan Review - On-Line Input

The public was invited to read and comment on the Dakota County Pedestrian and Bicycle Study on the project website. The opportunity to comment via the project website was promoted through Dakota County social media accounts, and some comments were received via those accounts. 108 people commented via the project website. All comments gathered online are summarized below.

Figure 36: Phase 2 Online Engagement Themes

Category	Highlight
<i>General comments</i>	Commenters appreciated that the County is studying how to improve walking and biking at a high level, and appreciated that the County is soliciting public input on the plan. Many felt the study is comprehensive and thorough.
	Commenters felt the focus on serving people of all ages and ability levels was appropriate. Feeling unsafe walking and biking with children was a common concern.
	Some commenters were concerned about the cost of building and maintaining bicycle and pedestrian facilities.
	Some commenters would like the County to support education and encouragement efforts around walking and biking, in addition to engineering.
<i>Facility Types</i>	Many commenters prefer that walkers and bikers have separated facilities from cars, especially on high-traffic roads. Some commenters would like to have the option of using on-road facilities.
	Many commenters worry about the safety of crossing in high-traffic areas, at highway

Category	Highlight
	ramps, and at roundabouts. Commenters perceive that traffic congestion is increasing.
	Commenters requested underpasses and overpasses to avoid traffic on busy roads.
<i>Location Specific*</i>	Many commenters highlighted the need for a shared use path along Flagstaff near Farmington High School.
	Some commenters mentioned the new Vikings facility as a significant development that is not included in the plan.
	Highway 3 is a significant barrier for people walking and biking.
	Commenters want better access to Lebanon Hills. Many do not want paved trails within Lebanon Hills.
	Improvements to Cliff Road are a high priority.
	Several commenters want to see better walking and biking facilities in West Saint Paul.

**Location specific highlights are comments submitted from multiple people.*

In addition to the commonly shared comments above, commenters pointed to several topics that they would like to see included in the study:

- *Safer and more comfortable river/creek crossings*
- *Integrating with trails in other counties and east-west cross-county connections*
- *Availability of bike racks*
- *Higher levels of separation from traffic on rural roadways*
- *Lack of sidewalks on local streets and around neighborhood schools*
- *More consideration of people using wheelchairs*
- *More Bikes May Use Full Lane signage and other signage that alerts drivers to bicyclist rights*
- *Need for good lighting that does not produce light pollution*
- *Improved visibility of midblock trail crossings*
- *Planning for walking and biking in new developments*
- *Minimizing disturbance to wildlife*
- *Eliminating distracted driving*
- *Repave existing bike paths*
- *Paying attention to flooding and winter maintenance of trails*

Figure 37 Survey Monkey On-Line Input, All Comments

Question 1: What do you like about the study?
It's identifying biking issues and looking at traffic.
The fact that you're doing this in the first place.
I like that you are looking at the big picture for both bikes and pedestrians.
Really like that a high priority area is West St Paul. Our family recently moved from South Minneapolis where biking is part of the culture to get around and for recreation. Since being in West St. Paul we have greatly missed bike paths and sidewalks on all streets.
Supports improved highway crossings and connecting low stress bicycle routes.
Complete and inclusive to the point of being too long.
that regional corridors are planned to connect the east metro with the west. That for riders wanting to tour ride (80 mile loops) can work their way to Hasting for lunch and back to a twins game that evening.
Nothing
Someone cares
comprehensive
It took into consideration all ages and ability levels (ie disabilities and financial limitations) of the community.
It addresses the need for off-road, commuter biking and walking paths in Dakota County.
Brings attention to the types of users and helping make aware of trails
You have analyzed the demographics well and planned trails where they are most likely to be used the most.
Not much
well thought out. Good analysis of needs within the county.
I am excited to see that the county is finally addressing this. I always encouraged my kids to bike and found many of our routes dangerous.
good for community
This is a good job of looking forward. I am sure there will be changes as is true with all plans.
It provided some solutions for biking within Dakota County. It addresses the issue of biking on poor roadways and sidewalks and the lack of connectivity.
That it is being seriously considered.
Connected county wide bike paths
Good job showing the intent
Recognition that most cyclists are not comfortable in traffic, that trails are preferred. Recognition of aging population.
Nothing. I wish you would stop taking money from me to burn on stuff like this.
Not a thing.
It shows that Dakota County knows it needs more paths for safe biking, walking, running, etc
An obvious desire by the county to improve the availability for access of walking and bicycle riding.
That you are soliciting input from the public.
People that bike need to know the rules that they have to follow

That the walkers and bikers who use these modes of transportation are being thought about. I walk and or ride bicycles into Rosemount all the time with my children.
It builds on existing system. Honors multiple levels of bikers.
It defines and addresses several challenges the exist.
It is actually being done.
Detailed look at both the existing bike trails and what's planned for future trails,
Giving attention to bike trails
The fact that you are doing it. I like to ride my bike and I do it almost exclusively in Dakota Co.
I enjoy that there is an active development plan to expand, inform, and build out more methods to get around the county. Biking/walking are great ways to get in shape, save the environment, and reduce traffic.
The ability of getting people active and outdoors. I like how thorough of things covered.
Making it safer for pedestrians in Dakota County.
At least there is talk about such!
The idea that there will be a central way to get information about many things: road safety, accessibility, education for drivers and cyclists; and the push for mobility among county residents.
Shows need for connections between South St. Paul and West St. Paul
I think its extremely thorough, to the point where I didn't read all of the details. I appreciate that feedback was considered by citizens of Dakota County.
Interest in the communities input
we need this. we need to be less car dependent.
The foresight that we need to be a walking, biking community of the future. Particularly for those community within the 494/694 ring. Those who want a car community can move out to the suburbs. I want to walk, walk, walk, bike, bike, bike or take public transit.
Good study. I like the idea of pedestrian and bike friendly streets and walkways. More shoulder on roads is good.
Glad to see consideration of non-motorized transportation. Would like to see emphasis on making neighborhoods walkable.
I liked that it included a Summary.
I am glad to know alternatives to cars are being studied. I would really like to see more biking and walking paths in that area.
I love having options other than cars for myself and my kids, especially for them to get safely to school and back. The path under Hwy 110 has provided that. Also, anything we can do to reduce emissions into the environment is well worth strong consideration and reasonable expense.
NOT A THING [MONEY WE HAVEN'T GOT]
Encourages healthy, safe transportation alternatives.
Definitely in favor of more walking and biking options in Dakota county.
Safe places are needed for bicycle and pedestrians
The use of bicycles needs serious consideration.

<p>Automobile drivers have proven that they are unwilling to abide by State laws governing right of way for bicyclists. The only certain method of protecting bicyclists from aggressive or uncaring motorists is to separate them. If this study indeed investigates means of doing that, I am all in favor</p>
<p>Not much...An ends to the means....</p> <p>We love to bike. But, do you really think was are going to bike from Inver Grove Heights / Rosemount to Downtown Minneapolis? This appears to be a lot of social engineering.</p>
<p>i like to be able to give feedback on my community</p>
<p>The recognition that the county needs to become more bike and ped friendly.</p>
<p>There is generally too much emphasis on bike/walking paths. There are enough paths already.</p>
<p>At least you are thinking first.</p> <p>The mammoth building of houses, Apartment buildings, Viking Cathedrals is happening at an alarming rate. "Build first, deal with problems later.." is the anthem, and it's reckless. As a result less and less habitat is available for wildlife.</p>
<p>lots of info</p>
<p>Nothing</p>
<p>Mainly that the study is happening. Also the county is thinking county wide instead of just depending on municipalities to put this together themselves.</p>
<p>Ok</p>
<p>I like that you considered different users of paths in the community. I have enjoyed the paths for leisure, but find them nearly useless for transit goals (reaching a school, reaching a bus stop, reaching a destination across 35E or 110, reaching the light rail line...).</p>
<p>It is very thorough. I think it hits the key point that Dakota has many miles of trail that is disconnected. Most of those disconnections are made TERRIBLE by high speed roadways. I think you made the most important observation.</p> <p>I am a die hard cyclist who rides in all weather and is confident riding on any road. I'm the 1% of your die hard cyclists.</p>
<p>I like that you are considering all age groups, and the particular challenges of the suburbs. And for recognizing that it's nearly impossible to walk around most neighborhoods without walking in the street. And recognizing that more people would bike for transportation if it was safer to do so.</p>
<p>I like that they are working to connect paths so people can go farther on them. Also like that it addresses safety, obesity and access.</p>
<p>Overall seems good</p>
<p>Getting feedback. Hope open to suggestions as the way intercity has done walking/biking/motorized transportation is dangerous.</p>
<p>I like the unified vision and the connection of the trails so that you can have a complete journey without needing to navigate places with and without trails</p>
<p>All of the graphics, charts and maps</p>
<p>The document demonstrates that Dakota County is committed to develop of extensive and safe bicycle and pedestrian paths. A lot of thought and proposals are included in the draft proposal.</p>

That it will integrate walking and biking into other transportation, and I hope recreation, plans.
You are assuming I like the study. This isn't a good survey question as it creates bias. Now I don't like your study.
It mentioned the new developments not incorporating sidewalks/paths
It seemed very thorough. Lots of good information.
I have worried about my kids biking and walking on the roads for years.. including myself biking to the high school.. there is no safe place to go to get there by fiitb or bike. Snowmobile yes.. spring summer fall no.
That maybe they will finally start listen to families who have been asking fir more trails, safer way to cross busy roads, etc.
Dakota cty desperately needs more biking and walking trails. Glad to see it's being worked on!
I like that it was thorough
Addition of sidewalks/crosswalks near parks and schools. (Especially would like to see more trails near Farmington middle schools and high school.) Standards for clearing trails would be great - I see people in wheelchairs trying to get down Pilot Knob in the wintertime, and it's not always cleared.
Its trying to make it safe for bicyclists and pedestrians.
It covers a large portion of the county.
Safety for families and overall improved health
Appreciate that they are doing the study, hoping it will get us in Farmington a sidewalk/bike path to the High School along Flagstaff. Hoping it doesn't take an accident/death for that to finally happen.
Looking at pedestrian traffic and routes
The input
I like that this study aims to make the county more walkable and able for bicycles to get around.
The encouragement of active living.
That you are *finally addressing this and asking the community. I've been calling on this for over 2 years and attended meetings when 195th and round a bouts were done. I was totally ignored. I hope this isn't the case now. Ask opinions and do nothing. PLEASE do something.
That you are talking about this issue. We need safe non-motorized ways for our kids to get to the high school on Flagstaff. And crossing highway 3 with our children on bikes is ridiculously scary.
That it will hopefully bring biking and walking paths to my neighborhood
Great effort, long overdue. Thank You.
Hit the high points
That a purposeful plan for pedestrian and cycling is in place for Dakota county. Also a recognition that there are major holes in the current system.
I like that the county is making this a priority. I like that it has already analyzed the accident rates and the potential for accidents in high-speed areas on County Roads.
Increased focus on safe, convenient network of trails for walking and biking SEPARATE FROM car traffic.
Including bike and ped in all road planning.

Question 2: What do you think we missed?

I didn't see anything about adding underground tunnels to pass through under busy roads.

Traffic increase from the new Vikings development and renaming of Hwy 62 into Mendota Heights.

Integrating with other trails in other counties.

Bike racks and locks available at schools, libraries, stores, etc...

Dedicated pedestrian and bicycle overpasses of busy highways and roadways should be considered.

Ability of young kids to ride on sidewalks...as there are so few, dangerous for kids in the streets. Far too few subdivisions have any sidewalks.

Your looking at scenic routes more than functioning routes as in any east west route in Dakota, we have north south but no safe way to get from Inver grove to the trailhead in Eagan which connects to miles of trail. Consider more painted (green) on road routes for those needs and those comfortable with road riding. Also a few more well placed "share the road signs" to educate the public that Road Riding is allowed (having drivers yell at us because they think they own the road)

Fiscal responsibility

We'll Find out

I think you've missed an economic consideration which is that there are no current businesses around the Hastings area that service cyclists of any kind. These new trails are amazing, but I think it could be even more meaningful for the community if we had the resources to further service this hobby/activity. In extension of this economic consideration, will there be any plans in the future to get cycling clubs started? I know many bike shops in the cities have their own organized riding communities and I think it would be great to get some form of this around to the Hastings area too.

Demand

I did not note (nor recall) an opportunity for Eagan residents to participate (other than Reuters employees who could potentially not live in Eagan at all).

There are already some great paths that exist, however they don't connect. I couldn't tell very well if you are connecting or building new. Please connect existing routes.

I did not see any mention of issue concerning mixed use of trails by cyclists and pedestrians.

I think you are fooling yourselves when you point to the need for trails to get people without the means for a car to get around. The distances are too far, the weather too bad most of the year, and people are generally too lazy to use bike or walking trails to solve basic transportation needs.

Nothing

As a resident of WSP, I would not and do not support any plan that requires a tunnel under Robert street. It reduces our permanent future tax base by removing places for businesses by taking out significant portions of land required for a tunnel under Robert. My family and I enjoy biking, but do not mind having to wait at a light. Also, the city of WSP cannot afford to contribute funds to this (I saw mostly state, county and federal dollars listed) since WSP is trying to get a tax increase this fall to pay off the Robert st. improvements. We cannot afford to take on more debt as a city.

The study seems very complete.

bridges

<p>There are spots along Pilot Knob that could use a turn lane to help with traffic. One place is going north on Pilot Knob at the entrance to St John Neumann Church. It would be helpful to have a turn lane into the church parking lot to help with traffic backing up and blocking that lane on Pilot Knob. Not only for Saturday and Sunday but also for the daily church services, religious education and evening programs.</p>
<p>The use of rural, paved roads and having a clean surface to ride on. Lack of access to Lebanon Hills and a paved bike trail within its boundaries.</p>
<p>Any added lighting should consider light pollution. Lighting only helps if lights needed areas and doesn't shine out/upward. Several lighted areas are actually more distracting while walking/biking since they shine right in my eyes.</p>
<p>More of the long range true intentions</p>
<p>Study seems comprehensive.</p>
<p>That fact that you take money from me under threat of stealing my house.</p>
<p>What going to happen to my Taxes?</p>
<p>The eastern section of Cliff road from Lexington Ave in Eagan all the way to Blaine Ave in Inver Grove Heights should be higher priority. In addition, there are no paths to take you from Cliff/Blaine intersection to central Inver Grove Heights. This should also be higher priority.</p>
<p>A definite improvement needed for training of participants as well as enforcement of rules of the road. As an avid bicyclist, I have noticed that many other riders think the rules do not apply to them. The most observed violation is bicycles blowing through stop signs. Others seem to develop an arrogant attitude while riding , almost challenging vehicular traffic. This gives others of us a bad reputation. I also notice that even though bicycle paths exist, they are often avoided by some avid riders who seem to prefer the risky challenge of motorized traffic. I have yet to figure out that logic.</p>
<p>More detail on costs and paying for the trails. Bikers should be required to buy a license to use the trails, just like snowmobilers.</p>
<p>Will information on biking and Pedestrians rules be mailed out</p>
<p>Nothing that I saw..</p>
<p>Bike storage at prime locations. If you want to encourage biking, you have to make it easy. I've shown up at some places and can't find places to lock the bike. Bike corals or racks are appreciated.</p>
<p>Where the population will be in 2040</p>
<p>I don't remember seeing anything related to people who use wheelchairs or motorized carts to get around.</p>
<p>Need to go beyond bikes/walking to improving County recreation/phy ed opportunities. Specifically, County needs to push for pickleball courts (fastest growing sport in US)</p>
<p>Had to tell. You seemed to cover much. I think the maps need to be improved. Some of the colors were hard to pick up on. The scales of the maps could be improved so we can see details better.</p>
<p>I believe there needs to be some consideration on trails that are off the road and heavily used (city-to-city) of surveillance and lighting. In uptown Minneapolis, the green way is well-lit and has cameras which provide a much better sense of security for its users. It would be nice to have some good lighting on paths that connect two major cities and are used a lot.</p>
<p>I don't see the impact of the land/nature in here - maybe I missed it.</p>

<p>I'm not sure it was addressed but crosswalks between trails and not at stop lights would benefit with lights to bring drivers' attention to them.</p>
<p>What is missing in Hastings is to develop a way to by pass 316 through town. Making everything safer. traffic from south has tripled in the 13 year I have lived here or more.</p> <p>Need is for south of town a by pass to Hwy 61 so that the residents dont have so much traffic!</p>
<p>Sidewalks that don't seem complete regarding connecting to various walking options (i.e. Orchard Lake, downtown Lakeville to Lakeville South High School)</p>
<p>I think something that is tricky is planning for new/planned development and how pedestrian/biking would be desired in the future for those areas. For example, the new Eagan commons with Hy-Vee, Aldi, Total Wine, etc.</p>
<p>ecological impact of where you decide to put trails--minimize disturbance of wildlife. Be sensitive to environmental issues.</p>
<p>Hoping my children could walk or bike to their neighborhood schools. That is literally impossible now because it is a car-centrist community.</p>
<p>How are police force enforcing that driver's are aware of pedestrian right-of-way areas, and that driver's are hands-free on devices (especially no texting)? I can't tell you how many times I am running on Dodd or walking my kids and trying to cross at Dodd near fire station and I see drivers with their heads down on a cellular device attempting to text or on their phone (so driving with one hand). It is frightening and I do not think police are making this a big enough deal.</p>
<p>Traffic congestion will still be an issue and additional traffic control to help residents get in and out of their neighborhoods will become increasingly important.</p>
<p>There was not enough cost information in the Summary; and the Study was too long. I don't have time and energy to review it thoroughly, so I relied on the Summary.</p> <p>Generally, I am skeptical about plans to increase bike paths and walkways in Minnesota. I think that we have currently a nice system and that funding for the plans should be spent on other priorities, namely roads, trees, cleaner water, education, tax cuts, business subsidies, programs for the disadvantaged, programs for the needy etc.</p>
<p>There is a significant amount of traffic in the area, making it difficult for local residents to get around. As a resident of this neighborhood, I believe it is a high priority area.</p>
<p>The traffic around Hwy 110 and Dodd is a HUGE problem. It has been for several years and now we will have to deal with added traffic when the training facility and 110/Dodd apartment bldg open. I live between the new training facility and 110 and my neighbors and I are EXTREMELY upset with MHTs, Eagan, and Dakota Co for not considering the traffic issues past the Eagan boundary when they looked at traffic for the training facility. Then MHTs approved the apartment bldg and other businesses in the Mendota Plaza - what a horrible decision. Even before these two sites on either side of us are up-and-running we already cannot safely get out of our neighborhood, or out of the Mendota Plaza or BP gas station. The whole thing has been a disaster. When cities/counties are making decisions that are going to so profoundly affect neighborhoods it is imperative that they take the extra effort to contact residents and get their input - "the meetings are open to anyone" is not enough. It is their duty to ensure the well being of their residents and this has greatly reduced our well being. In addition to the inconvenience and reduced safety, the traffic noise and fumes</p>

have reduced our quality of life. All my neighbors feel this way but most do not say anything because they don't think decision makers care enough to listen. I'm sad to say that I'm starting to think my neighbors are right. So, yes, a walking/biking path to help alleviate the traffic congestion in about a 1 mile radius of Hwy 110 and Dodd is absolutely necessary. And make it wide enough - the path under 110 is tight. It's too late for us to stop the building. Please do what you can to alleviate traffic problems. I suggest No Left Turns out of BP, Mendota Plaza, Plaza Drive, and The Village at least during rush hours. I see left-turn accidents barely averted all the time in those areas. I don't know what you'll do with everyone, perhaps do a round-about at Marie and Dodd so people can get back to 110 or 494. I don't have the answers, I just know something has to be done. Will the answer be inconvenient for the new residents and shoppers in the 110/Dodd area? Yep, but right now the long-time residents are suffering the consequences of some uninformed and/or neglectful decisions by our city and county officials, and we are very unhappy. Arg!!! And, according to the traffic study on the MHts city website, the 110/Dodd traffic has been flagged for years as a congested area - that information was ignore in the name of progress?!!

To much to fast, slow down.

I haven't studied the plan in detail and some of the maps are hard to read so I'm not sure if this is in the plan, but Oakdale Ave between Mendota and Marie needs a sidewalk - I often see people walking with groceries in the street (especially in winter) to the various appt. complexes.

If there's money, re-pave existing bike paths. They need it badly.

Our country roads have no shoulders or bike lanes and are dangerous..

A extremely small percentage of the population uses bikes for transportation needs.

How can I possibly say what I like about the study when it is in process?

It was planned before it was released to the public. Again, a prime example of social engineering.

i didn't see the study results, and was led here to give my input to the study

Walking/Biking Lanes on 70th/County Road 26 (Lone Oak) from Babcock in IGH west to Highway 55.

The future demand for even more bike and ped paths.

nothing

Every single available piece of land does NOT have to be turned into a bike path. First - the bike paths available now are barely used as is, second - why build build build a path that is only available for four to five months tops? Some yes, but not everywhere. It's huge money. Where's the community art center?

final info

who cares

Hastings has an excellent off road system within the city as well as connecting to other municipalities. Yet it is not named as an example to follow. I think that the county should be thinking more about off road trails or trails with a barrier between cyclists/walkers and cars rather than just depending on riding on the shoulder. Highway 54 heading south of Hastings is an example. Just using a shoulder will not work. There are too many careless drivers going to the casino to just depend on a shoulder.

High schools

I am gobsmacked that providing a safe path on Delaware south of 110 to Sibley High School does not rank as a priority. It is such a glaring gap for the entire school district south of 110 that it makes me suspect of

the entire study. Sending pedestrians and bicycles onto Delaware to reach a high school or the other country paths is very dangerous.

I really think there needs to be a bike path along Flagstaff from the roundabout on 195th to 50. I see many people walking, running or biking along the side of the road. I think this needs to be moved up on the priority list.

1. The main priority areas you've identified are in the Lillydale, Mendota & S. St. Paul area. There is a significant need for improved infrastructure along 13 in Burnsville that shows as high demand in your maps but does not seem to see improvements on the plan.
 2. Flooding. This season has seen a lot of it. In my experience a flood stage at Cargil of 701ft or more makes the crossing at Bloomington Ferry and access to Black Dog Rd at 35w dangerous and impassible. The 77 ped bridge has been impassible for much of that time as well with a flood stage of over 705ft or so.
 - 2a. I know this because I am a data nerd. The city should provide guidelines / live camera feeds etc to determine if critical flood areas are possible
 - 2b. The MVT bus schedule does not adjust to accommodate multi modal commuting for flood scenarios. In flood situations, the MVT should increase service hours for stops between the Burnsville hub and Bloomington hub; currently that service does not start until 7AM making early shift commutes unsupported via multi modal transit.
 3. Winter commutes. Plowing sidewalks and treatment for ice on 42 is abysmal as are other major transit roads that focus on high speeds. This becomes a major issue when that major road is the only route across a smaller creek or stream forcing pedestrians onto a major high speed thoroughfare.
 4. Small river & creek crossings. Often times the only option is a busy road like 42 to cross a smaller river or creek. Many times there is no shoulder or sidewalk. Please audit this.
- I am a die hard cyclist who rides in all weather and is confident riding on any road. I'm the 1% of your die hard cyclists.

Making crosswalks around highway entrance/exit ramps safer for pedestrians. Drivers turn right on red lights without stopping and looking and they're going at faster speeds.

Could the income (or lack of) needed for bikes, etc. be a deterrent to some people? Also - is there a way to partner with the City of Lakeville, police department or school district to get more bikes out to kids? Like repairing the stolen or abandoned bikes and giving them away?

More details.

It is my hope that ALL non motorized ways of transportation use a combination walk/non motorized path. Much safer for children, teens, etc. Roads for motorized transportation only.

I am most familiar with Farmington, so my comments will focus on that area. On 195th street, where it curves to 190th street, the city of Farmington is proposing that a community center will be built in the future. This area is marked as low priority in this study, but is already a dangerous area for pedestrians and bikes trying to cross 195th. There are times where we will wait 10 minutes at the corner to try to walk across with kids during busy times since the speed limit on that stretch is 50. I think that should be considered a higher priority in this long term study to align with the future vision of the community center and the additional traffic that will bring.

The second area of concern is from 195th to the Farmington High School on Flagstaff. Right now there is

no walking or bike trail and the shoulder of that road is very narrow. I am an experienced distance runner and am very comfortable running in traffic, and even I will not attempt this road. the lack of any sidewalks or wider shoulders means that the high school is inaccessible to any transportation other than cars. This limits the independence that we are trying to have our children gain when they are in high school. I would like to see this study reflect what is being done with that area
A Gannt chart showing what will be done and when. Enough with the state sponsored large stadiums and Vikings playhouse - let's support the common person's needs for safety on public roads and paths.
Please focus on the idea of complete, and safe, streets.
Making sure this is unbiased - obviously. Try hard to study and design based on factual data. If you don't, you will get it wrong.
There needs to be access to schools & parks by walking/biking paths. Farmington high school has no safe walk/bike access. It is on a county road
Seems to be geared towards adult travel. Yes there was mention of children. But seemed more geared towards adults getting to work or shopping etc.
Our neighborhoods have no sidewalks
Nothing, but I'm hoping there's an emphasis on connecting across the river to Bloomington.
Well I understand it is focused on population needs however there are several safety issues in Farmington that need to addressed. Flagstaff Ave has no biking or sidewalk lanes on the south end. Kids can't ride their bike to the high school very dangerous for kids and pedestrians. Highway 50 and Flagstaff dangerous for young drivers trying to get onto hey 50 when leaving flagstaff after school. Flagstaff and exit from Farmington high school is very bad you can't see on coming traffic that is traveling at 55 mph. The new roundabouts have issues with where they placed the cross walks it's hard enough to track cars let alone pedestrians and bikes.
Crosswalks on roundabouts seem very dangerous - drivers are focusing on when they can enter, and aren't always seeing pedestrians. Also, there should be detours for trails during road construction - some people are dependent on trails to get their groceries, etc, and when sidewalks are closed it's very dangerous (e.g. along Pilot Knob).
Designated signing so drivers know that it is correct to ride a bicycle on the path or sidewalk.
Smaller areas near busy intersections and schools.
This is the first I'm seeing anything about this and it started last year
Walkways in Farmington
The true concern on Highway 3 in general in Farmington and the large amount of traffic
Paths on MN-3sputh of Vermillion Trail in Farmington
Specific areas in need of improvements.
Advertising it on the social media site for Farmington and other communities. It's been a main concern for a long time. Locations: flagstaff going to the high school- our kids can't sign up for summer events because they can't even get there safely. Pilot knob: 200th & Pilot. 50-100ft from the round a bouts. Exceptional & 195th for school kids & WELL marked. Other crosswalks on Pilot so can get to subway, etc. Farmington needs attention. 200th to flagstaff is taxed to citizens but farmed on- we need a path even if not ready for a

road. Need a round about at the high school also with 3 lanes to leave.

Facebook: Farmington Mn Community Events

All I ask is that we start work on this topic as quickly as possible.

I don't have any paths yet

I think your 10% figure for "Confident" cyclists is low. And that minority of cyclist types probably do closer to half of the county cycling.... preferring road shoulders/bike lanes. I have commuted by bike thru Dakota County (west Burnsville to Cedar or now Mendota crossing). I believe most current separate bike paths are poorly maintained, inefficiently routed and more dangerous due to driveways and very poorly designed road crossings. I seldom use them.

River crossings on 35W

I think we spend too much time, energy, and tax dollars on modes of transportation that are less important when roads and bridges are in disrepair.

Looking at keeping paths on one or both sides of major roadways. Riding around the MN zoo is so frustrating as there is no path on one side of the street at Galaxie and then half way up to Cliff you have to cross as the path abruptly ends. This is beyond frustrating and causes me to avoid routes in convenient locations.

Sometimes when you're using the Fearless group 1 of bikers as an example, they use roads like the long-expanse of Cliff Road (a Cty Road), almost exclusively. But the rest of us who would love to use Cliff Road to get to some of the regional parks, like Holland Lake and Schultz Beach, simply can't because it's too dangerous. So there's is great POTENTIAL there, but that's not clearly referenced.

Better communication strategy to spread the word on current trails. Hard to find them.

A bike/ped corridor up and down 55 from the Mendota bridge to at least 149. This angled route is the fastest route to and from Minneapolis to Thomson Reuters, coca cola, amazon, etc. I see people biking and walking up the shoulder. There are a bunch of high speed turns where right turning traffic never has to stop, so god help the ped or cyclist trying to cross. It is a mess. Given the commuter needs and businesses here, is ridiculous that this route is not prioritized to add bike/ped facilities and crossings.

Question 3: Do you have any other comments or suggestions for the Pedestrian and Bicycle Study

I love to bike with my two year old. Unfortunately I live in apple Valley and the roads are crazy busy. They have two underground tunnels that really help me avoid traffic. More of those for example under 42 and 160th would be amazing.

Trails are an awesome amenity, and we appreciate the role of the county in keeping them accessible. However, for a real mode of transportation, walking and biking are not preferred in the city of Mendota Heights. That's not why people are here (and it's OK!)

Create a student or family community bike club. Bike together and enjoy the outdoors together (bike to Dodge Nature Center, River etc...) Help create community and safety at same time. Support low income families in getting access to bikes.

The county may not have right of way here but according to my calculations, the stretch of 35E from Country Rd 11 to Cliff Rd, at 5 kilometers or 3.1 miles, is the longest stretch of uncrossable freeway in the entire fully developed metro area. While Minneapolis and St. Paul have either a bridge or pedestrian overpass every quarter to a half a mile for bicyclists and pedestrians to cross, residents around here are faced with a 3.1

mile man made barrier they have to travel around -- that's not fair. There should be at least one pedestrian overpass along that stretch. Adding insult to injury, the two 35E crossing points; County Rd 11 and Cliff Rd are both motor vehicle exit and entry points for the freeway making it a more stressful crossing for bicyclists and pedestrians. And to make matters worse, on the multi use path on the east side of County Rd 11 the pedestrian crossing on the south side of 35E where motor vehicles are traveling north along County Rd 11 and exiting onto northbound 35E seems to be designed to make motor vehicle traffic traveling onto the freeway as smooth and quick as possible while treating bicyclists and pedestrians as, at best, an afterthought. There is no clear point for pedestrians to cross that just want to stay on the path on the east side of County Rd 11. If a pedestrian is on the path on the east side of County Rd 11 traveling south and go straight across that crossing they will end up either on a very narrow shoulder or the ditch before making their way to the multi use path that continues south of the crossing. I don't even consider using that crossing anywhere near rush hour as I believe it would be too dangerous and stressful. It shouldn't be such a major ordeal for walkers, runners and bicyclists living in this area to travel to and from Burnsville and Apple Valley.

Try and improve the timelines. I've been waiting 18 years for the river trail from Saint Paul to Hasting. That's non-sense. Not every mile needs to be awesome. We can't use what we do not have, however, we'll use bit's of smelly South Saint Paul trails to get where we want to go so put a route in and get on with it. Crushed Limestone will work as it does in Tonka until your budget allows hard surface as well. Again, can't use what we don't have so me and 100's of other riders will take whatever we can get before we are too old to use it.

A dog park would be better

Really need sidewalks on highway 3

Looks like my other comment would fit here too.

I like the idea of having biking and walking SEPARATE from street traffic. I feel safer where there is a boulevard between myself and traffic when walking/biking.

Please keep making safe paths for people to use! Thanks! As the study noted, it improves overall health when people use them in addition to reducing the need for driving.

The reason this caught my eye is we often walk our dogs along Galaxie Ave and have had a few close calls with cyclists / pedestrian / dog collisions.

Let's not kid ourselves. Bike trails are a luxury and not a necessity and thus we need to keep costs down and do a slow roll on this project. We brad about Dakota county being low taxes and efficient with our use of taxpayer money. We need to stick with that theme and not go overboard on bike trails. I ride them, I love them, but it's largely for pleasure and so I am not willing to pay higher taxes to fund a plethora of trails.

A more accurate bicycle user survey is a start. I do not think there are enough users for only 6 to 7 months of the year to warrant these expenditures. Money is being funneled away from the tax paying vehicle funds and others with no license fees for the users of these new bike trails. Side walks is still a good investment to keep most persons out of the traffic lanes.

No one walks much anymore, see the chubby ones out there, to warrant much dollars here either, but it is at least a start.

Thank you for doing this. Our next step could be to encourage kids to bike to school in groups, wear helmets, etc.

I concur with pedestrian access along Pilot Knob.

Moving from MPLS to Eagan was a good choice. The lack of bike trails (on/off roadway) has been troublesome however. Addressing public views of bicyclists would help. People are more interested in other things instead of looking for a bike. community engagement to educate the community of laws and right of way.

Please don't put paved trails through Lebanon hills. Keep it wild. (I am a biker and don't want it)

I am happy with increased safety along busy streets as it creates safe spaces for walking and jogging as well as very slow bike riding. I am hoping in the future you stay out of parks such as Lebanon to prevent destruction of existing beauty and nature

Yes. Quit and go find something productive to do. Stop threatening to take my property unless I pay the extortion fees you call property taxes. You're no better than the mob.

Don't go in to DEBIT.

Paths to take you safely into the Lebanon Hills nature center are also needed. It's not safe for kids or anyone to bike or walk along the road that goes from Cliff Road to the Nature Center.

We're spending too much tax payer money on bike trails.

Keep up the good work!

Stopping at traffic lights can be frustrating so developing routes on streets with fewer lights should be considered.

Well done. Thank you.

Study what is used the most and tackle the gaps in this and the bus service to be the best that it can be for all people.

The main problem I see with bike paths is that the bikers continue to use the streets. It will be essential that the bikers for whom these paths are built, actually want these paths. Otherwise, these resources could be better utilized elsewhere.

I think they have done a very nice job of compiling info and statistics and would encourage them to keep on pushing to improve the network of trails.

County needs to partner with cities for pickle ball courts as Dakota is sorely lacking

I didn't seem to see anything about upkeep. I've ridden on some trails that have been severely disrupted by tree roots making passing through the area on the pavement very difficult.

Keep it up - I love biking and hope to see more trails soon and better methods to stay as far away from cars as I can!

I do not support a whole bunch of tree and hill removal in Lebanon Hills Regional Park. If at all possible, to go around the park, would be preferred. I do not believe the trails will be cleared in the winter - with the budgets that are current. And how will that impact the cross country trails.

Start ticketing homes and businesses if they don't remove snow. Eagan's city codes state that they are in charge of snow removal, but rarely do.

Keep them safe by moving a lot of traffic!

Could the survey be a PSA prior to the deadline, in order to generate more awareness/input?

I feel its important to have alot of walking/biking paths throughout Dakota county. It helps to promote the health of the community.

Don't ask anyone over 60. They do not understand. And I don't really feel like explaining it to them.
More safe crossing areas (bike/pedestrian bridges, traffic controlled crosswalks, etc) are needed.
Safe crossing across Dodd road, north and south of Hey 110 is greatly needed. There is a pedestrian crosswalk on Dodd south of 110, but if one car stops, often the car in the passing lane doesn't stop due to not seeing the ped in front of the stopped car. It's very dangerous situation for pedestrians. Dodd is incredibly busy and wide. Now with the additional traffic, the area will become even more dangerous. The crosswalks in Dodd and 110 are just not safe at all. Cars turn into the crosswalks at very high speeds. I have seen kids on bikes cross and it makes me cringe every time. There have been so many close calls.
Make it wide enough. And please read my answer to question #2 again, it's that important.
Any alternatives to riding or walking on roads are welcome. Increased traffic, including semi trucks, has created dangerous roads to share with bikes/Peds.
Great work and I look forward to the implementation.
Get bike and ped lanes marked for basic transportation..
Get shoulders on our 150 year old country roads here in iGH..
Don't sacrifice vehicle traffic for bike traffic so you can pound your chest to look good for outsiders
Bike lanes alongside traffic lanes at least 48" wide, 60" would be better
We love to ride, but we can't control auto traffic now...and now you are going to add bikes?? It reminds me of the bike lanes on Cleveland in St. Paul. Very, very bad idea....
We have people on bikes training as if it was the Tour on Rich Valley and Akron. They start in St. Paul and go on County 63 / Delaware. They ride 4 or 5 wide and do not share the road. If you say anything they are very aggressive.
i would like to keep ped & bike options open and accessible
spend the money elsewhere
Yes. Leave the Dodge Nature Center and Friendly Hills reserve ALONE.
We don't need more bike paths.
Overall it is great that this study is being done. There needs to be more public input and outreach. I only found out about this from the Hastings paper in a small article on page 3. How about emailing people to look at the study?
Home sales
Seriously ask yourselves if you weighted the inputs correctly. My impression right now is that this study is misguided if the largest high school in the most densely populated half of the country which has very compromised access on its entire southern quadrant is not addressed with some meaningful improvements. Right now kids within a mile of the school are bused because there is no safe way home due to marginal planning.
Don't give up ! We need to move away from a car-first mentality. Back in the 70s Amsterdam worked with citizens to move away from a car-centered city to become, step-by-step, a bicycle friendly city. We can work towards a healthier community, too, with serious effort and commitment. And the sooner the better!
Can't think of any! Lakeville has some great trails! I walk my dog by Lakeview and Antlers Park every day and appreciate the beauty and cleanliness. Thx!

Needs more details or am I missing something. Need to complete trails in West St. Paul, South St. Paul and Inver Grove Heights. Need to link up Hastings with the trails in SSP/WSP/IGH.

In Minnesota there are 3 seasons that a person can get around non motorized, but winter, let's face it even walking can be dangerous.

Overall, it is a very solid document and I like the vision that is being presented. Thank you for the work and for soliciting feedback.

I saw a mis-type in the Introduction 1-12, that says "Error! Reference source not found." I also think the maps and some of the charts were quite blurry.

As an experienced bicyclist who rides on roads for exercise I would like to see markings on on-road shoulders so that motorized vehicles understand that bicycles have the right to be on the road. Many times I've encountered vehicles crossing the solid white line because they feel that bicycles don't belong on the road. I ride in excess of 10 MPH and do not belong on the pedestrian paths.

Safety for pedestrians and cyclists should be paramount, with pleasure second. Projects that annoy drivers make cyclists and pedestrians less safe, so keep everyone in mind.

Please look at new developments & school/park areas for non vehicle access

I think the bike system has made many strides in the recent years. However in Farmington there are many areas that fall short. There is currently no bike path/walking trail to the high school from any direction. The bike paths are all too close to roundabouts. There is too much going on in a roundabout for drivers or pedestrians to be watching for cars and motorists simultaneously. Walking/biking paths need to be set back from the roundabouts. There is an insufficient amount of safe crossing zones on Pilot knob between 180th Street and the roundabout at 195th. Moving south from there is not as high traffic so not much of an issue, although the curves present their own challenges for line of sight. I think as far as accessing the high school. A widened shoulder on Flagstaff from 180th street down to the High school would be sufficient at this time with a marked bike lane. There needs to be underground access across flagstaff while moving west on 195th. The bike path on the south side of the road should be extended down to Flagstaff and tunneled under Flagstaff to gain access to the above proposed widened shoulder.

Help help HELP use funds to make paths to Farmington high school from Charleswood and Troy Hill area off 195th. Many kids can not afford a car so they bike and walk. After sports, to school, from school. Help safety be the priority

Specifically a safe way to cross highway 3 coming out of the tamarack estates by Bourbon butcher, and then a paved sidewalk so you are not riding bike right on the highway

After the decisions are made, notify all residents of the area of the changes for bicyclists and pedestrians.

Farmington High School is located off of Flagstaff Ave. in Farmington. The road is a 2-lane semi-rural road with no safe path for pedestrians or bike riders. This leaves students and athletes no alternate choice other than cars/bus to travel to and from the school. Adding a bike/pedestrian path and school zone with cross walks striped and lighted would be a significant improvement for this area.

Farmington needs more sidewalks to make getting to business and schools more safe.

We need a path to continue from where it ends at Gemini to at least 210th street. There are so many families/kids that bike, walk, run and with trying to cross Cedar it is so dangerous. I witnessed a girl almost get nailed by a vehicle as she tried to cross Cedar to head towards downtown Lakeville.

WE NEED SIDEWALKS TO THE HIGH SCHOOL ON FLAGSTAFF, and Pilot Knob & 200th as LOTS of families are trying to get to other parks, community events, down town, family, DQ, church-
More walkways in Farmington. Specifically along flagstaff Ave between Hwy 50 and 160th St
Highway 3 for driving and pedestrians and bicycles stress level is high. You don't dare ride bike or walk along it let alone try to cross. Too many cars crossing on the shoulder.
We need walking/biking paths along Flagstaff to provide safe access to the high school. Continuing the path along hwy 3 in Empire all the way through Farmington to provide safe access to DQ and other businesses.
I'd love to see proper signage, I love what Lakeville has on flagstaff or like in front of the Fairview hospital. We need solar lights placed. Also a crosswalk / bike path going from Everest Ave. over 195th. trees cut down in the Charleswood Path since kids are doing stuff in there. Could be cleaned up and organized back there. I have a vision I just would like to see something done to weed out a negative place to hide and be in trouble. we need lights on paths.
No other than please move forward with getting this stuff done. We are done talking and I want to see some action from the city/county on this finally.
I haven't been able to really bike around Farmington since they put in the roundabouts. I love them for driving but I don't feel safe trying to cross one on a bike or by foot.
Need trails maintained in the winter to coordinate with transit/ buses
I'm all for walkability, but the expenditure on projects like the MN zoo bridge seem excessive when they go unused. All the while my property taxes continue to rise.
Interconnected paths that actually take you from point a to point b are the most useful. Don't waste money on incomplete systems
Originally when we moved into the Southern Lakes neighborhood of IGH, looking at our paved bike trail that goes from Alison way out to Cliff County Road, there was mention of the bike trail continuing under the power lines all the way to County Road 42 through Rosemount. Is that still a possibility?
It is not either - or, with cars vs bikes. Virtually all bike riders ALSO own and use cars. It's the same people.
Slow road speeds and stop widening everything. It's time for a road diet to slow things down and make it liveable. These roads are not and should not be highways.

Phase 2 Individual Comments

Individuals have emailed or called the project team with their comments. Below are emails and phone calls received.

- Concerned about safety on the Big Rivers Regional Trail. Specifically; cars not yielding at trail/road crossings; cyclists not stopping at trail stop signs, particularly children/ confusing stop sign placement; ability of older people and disabled people to cross roads safely; desire to have cars stop at trail crossings, stop signs.
- Any plans on making roads safe for bikers? There are not many roads with bike lanes and no clear structure for bike commuters. Cars drive carelessly, me and my kids got hit by car when biking. It might be a low population, but deserves safe riding conditions.