

HIGH PRIORITY GAPS

APPENDIX

D

High Priority Trail Gaps

Babcock Trail/CSAH 73

#1

Inver Grove Heights

This dual trail gap from upper 55th St to I-494 has the highest pedestrian demand score in the County. CHS is adjacent to Babcock, and at around 2,500 employees, it is the third largest employment location in the County. There are also many apartment complexes located immediately west of Babcock; these census blocks rank in the top 2% in population density in the county, and the tracts rank in the top 1% of households without vehicles. Salem Hills Elementary is also adjacent to Babcock. Trail along Babcock would provide a connection from the apartment complexes to the school.

The suburban street pattern compounds the difficulty of travelling without a vehicle; there are no alternate routes across the I-494 barrier and to these destinations. A pedestrian and bicycle infrastructure feasibility study was completed in 2017; it assessed Babcock Trail from 63rd St E to the I-494 bridge. A grant application for \$300,160 was submitted to the 2018 Regional Solicitation for trail along the east side, from 56th St E to the sidewalk on the bridge over I-494.

Pedestrian Demand Criteria (1-10 scale)

Population	10	Transit	8
Employment	10	RBTN	5
Shopping and Services	3	Road Lanes	0
Households without Vehicles	10	Speed Limit	4
Schools	2	Traffic Volume	7
Old and Young Population	10		

Additional Information

ROW Width	66' - 125'
Shoulder Width	6', 11'
Rural/urban section	Rural
Transit	Local route 75

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

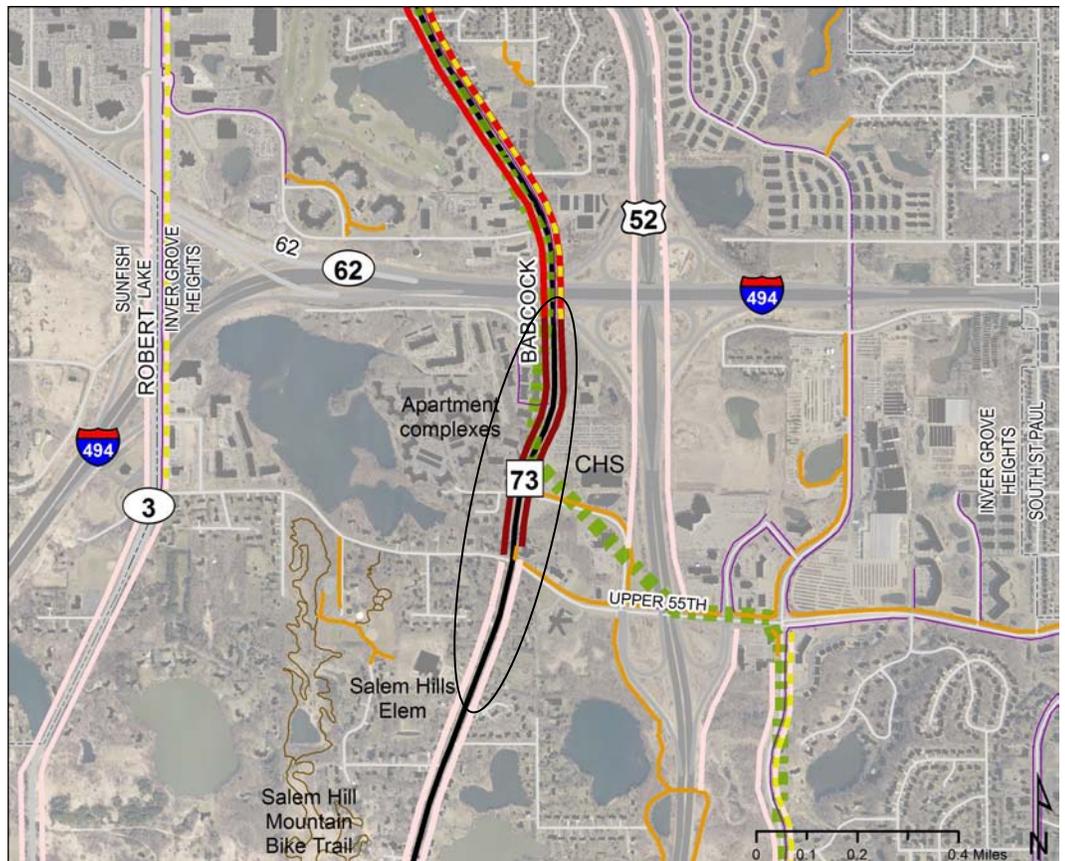
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
Municipal boundary
Future County highway



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High Priority Trail Gaps

Thompson Ave/County Rd 6

#2

West St. Paul

This two-thirds mile dual trail gap extends from Robert St (TH 952) to Waterloo Ave. This gap is crucial to making Thompson Ave a viable route for bicyclists and pedestrians travelling from South St Paul to the center of the Robert St commercial corridor.

US 52 is a formidable barrier to travel between West St Paul and South St Paul. North of Thompson Ave, the next road crossing is Butler Ave, which only has sidewalk. South is Wentworth Ave, which does not have any trail or sidewalk in South St Paul. One mile south of Thompson Ave is Mendota Rd, which has a single sidewalk. Of the four County roads crossing this two mile stretch of US 52, not one road has continuous trail that South St Paul residents can use to reach the Robert St regional commercial corridor.

Pedestrian Demand Criteria (1-10 scale)

Population	6	Transit	7
Employment	10	RBTN	0
Shopping and Services	10	Road Lanes	0
Households without Vehicles	10	Speed Limit	2
Schools	2	Traffic Volume	8
Old and Young Population	9		

Additional Information

ROW Width	60' - 80'
Shoulder Width	Parking lanes
Rural/urban section	Urban
Transit	62, 68, 75, 452

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

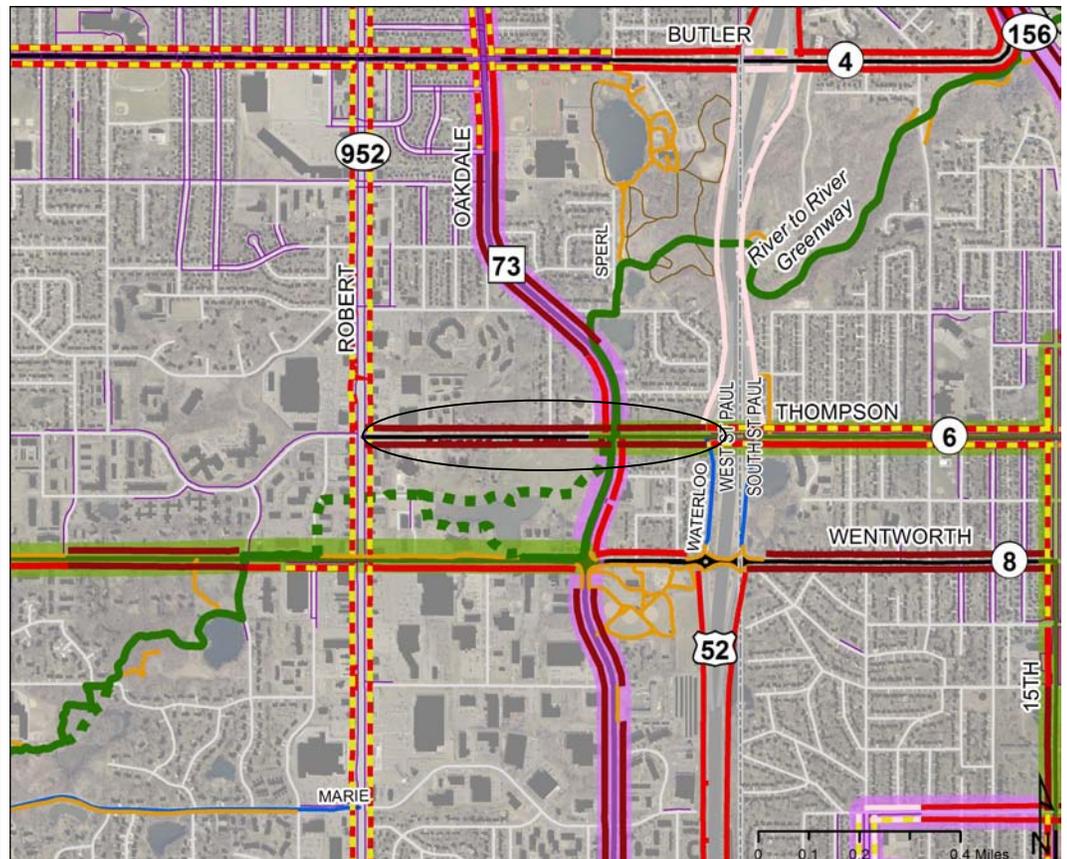
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
Municipal boundary
Future County highway



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High Priority Trail Gaps

Oakdale Ave/CSAH 73

#3

West St. Paul

This 0.6 mile dual gap extends from the River to River Greenway to Butler Ave. Once a trail is constructed on the east side of Oakdale from Mendota Rd to Wentworth Ave in 2019, this will be Dakota County's only dual trail gap on an RBTN Tier 1 Alignment.

The dual gap hinders access to the River to River Greenway and the greater greenway and parks system for residents living north of Emerson Ave, which includes the Carousel Apartments. W St Paul also plans to actively pursue developing the Thompson Oaks Golf Course, which would place additional demand for trail along Oakdale Ave.

The RBTN recognizes the importance of Oakdale Ave. Robert Street's reconstruction only built sidewalks, leaving Oakdale Ave, Charlton St, and Delaware Ave as the only cyclist-accommodating roads that run the length of the city. One mile west of Oakdale, Charlton St has bike lanes planned. This leaves Oakdale Ave as the only north-south bicycle route east of the Robert St regional commercial corridor.

Pedestrian Demand Criteria (1-10 scale)

Population	8	Transit	8
Employment	3	RBTN	10
Shopping and Services	3	Road Lanes	0
Households without Vehicles	10	Speed Limit	0
Schools	3	Traffic Volume	7
Old and Young Population	6		

Additional Information

ROW Width	66', 72'
Shoulder Width	Parking lanes
Rural/urban section	Urban
Transit	62, 68, 75 on Robert St

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

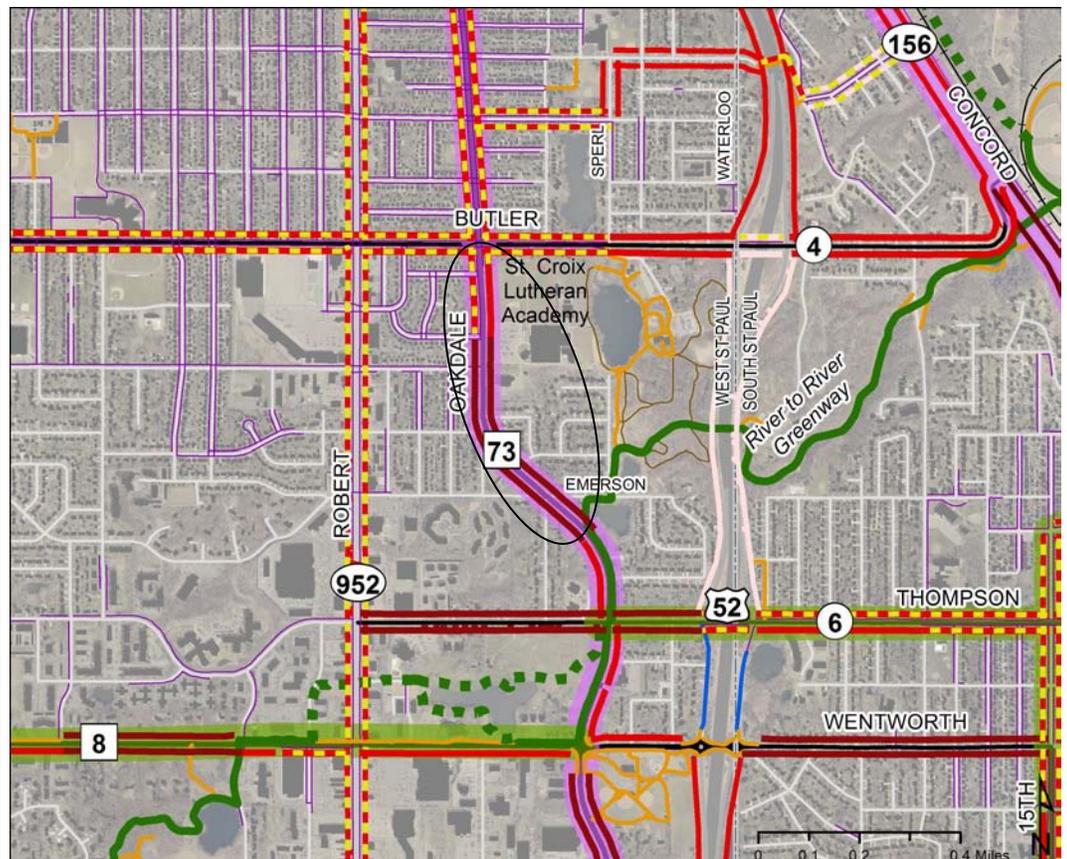
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
Municipal boundary
Future County highway



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High Priority Trail Gaps

15th Ave/County Rd 8

#4

South St. Paul

This quarter mile (two block) dual trail gap extends from Marie Ave to 3rd St N. 15th St is the only north-south street in South St Paul with RBTN designation, besides the MRT which lies on the edge of the City.

The RBTN Tier 2 Alignment shows that 15th St has a high potential for use once trails are built. The dual gap is located in one of the densest population areas in the County, and lies immediately south of a County CDA building. 15th St also has destination anchor points that would increase travel along the route: the Southview Blvd commercial strip, and Kaposia Landing and the Mississippi River Trail to the north.

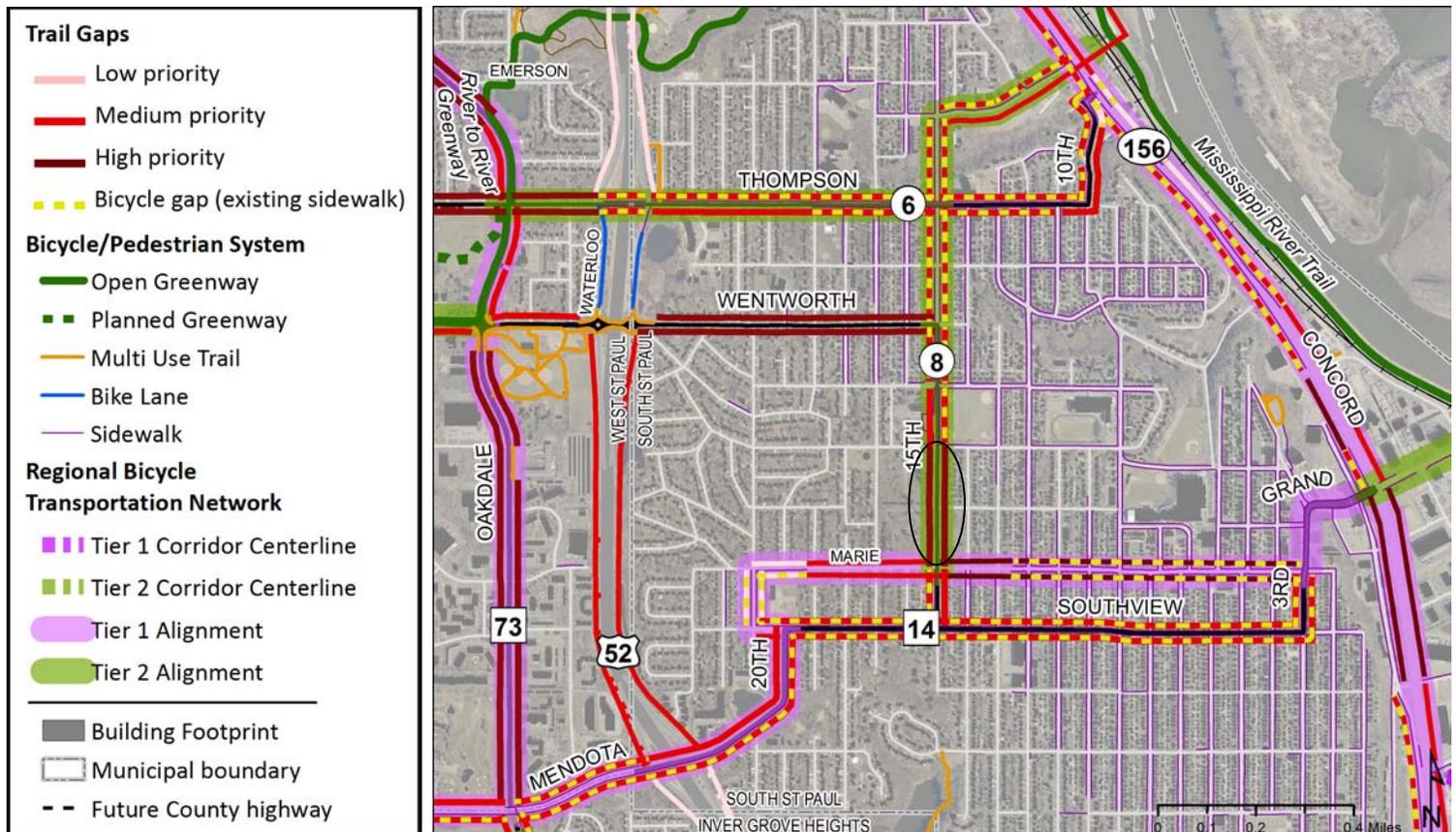
South St Paul has bicycle lanes planned for the whole alignment, from Southview Blvd to Concord St, in its Bicycle and Pedestrian Plan. The County-owned portion of 15th St, from Southview Blvd to Wentworth Ave, has 8 foot parking lanes, with 30 mph speed limits.

Pedestrian Demand Criteria (1-10 scale)

Population	10	Transit	7
Employment	2	RBTN	5
Shopping and Services	3	Road Lanes	0
Households without Vehicles	7	Speed Limit	0
Schools	4	Traffic Volume	4
Old and Young Population	8		

Additional Information

ROW Width	60'
Shoulder Width	Parking lanes
Rural/urban section	Urban
Transit	68 on 12th Ave N



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High Priority Trail Gaps

CSAH 42 - Rosemount

#5

Rosemount

This dual gap on CSAH 42 extends from TH 3 (Robert St) to Dakota County Technical College (DCTC), totaling 2.5 miles. The demand score for segments from TH 3 to Auburn Ave are in the table at right. This gap is crucial for any residents of eastern Rosemount that travel to Apple Valley's Downtown, 6 miles west. The population density along this segment scores 7/10, which is notable, considering there are no residences on the south side of CSAH 42. The area south of CSAH 42 is zoned for future growth, which would easily increase the segment's population score to 10/10.

Extending trail(s) east to Dakota County Technical College (DCTC) would connect the college with the urbanized area west of the college, which has been recognized as a priority throughout the Pedestrian and Bicycle Study. Akron Ave has dual trails, but they end at an unsignalized intersection with CSAH 42. The Vermillion Highlands Greenway has a planned grade separation where it meets CSAH 42. This grade separation would serve the greenway and trail along 42.

Pedestrian Demand Criteria (1-10 scale)

Population	7	Transit	5
Employment	3	RBTN	5
Shopping and Services	2	Road Lanes	6
Households without Vehicles	1	Speed Limit	10
Schools	1	Traffic Volume	8
Old and Young Population	4		

Additional Information

ROW Width	150', 160'
Shoulder Width	10'
Rural/urban section	Rural
Transit	484

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

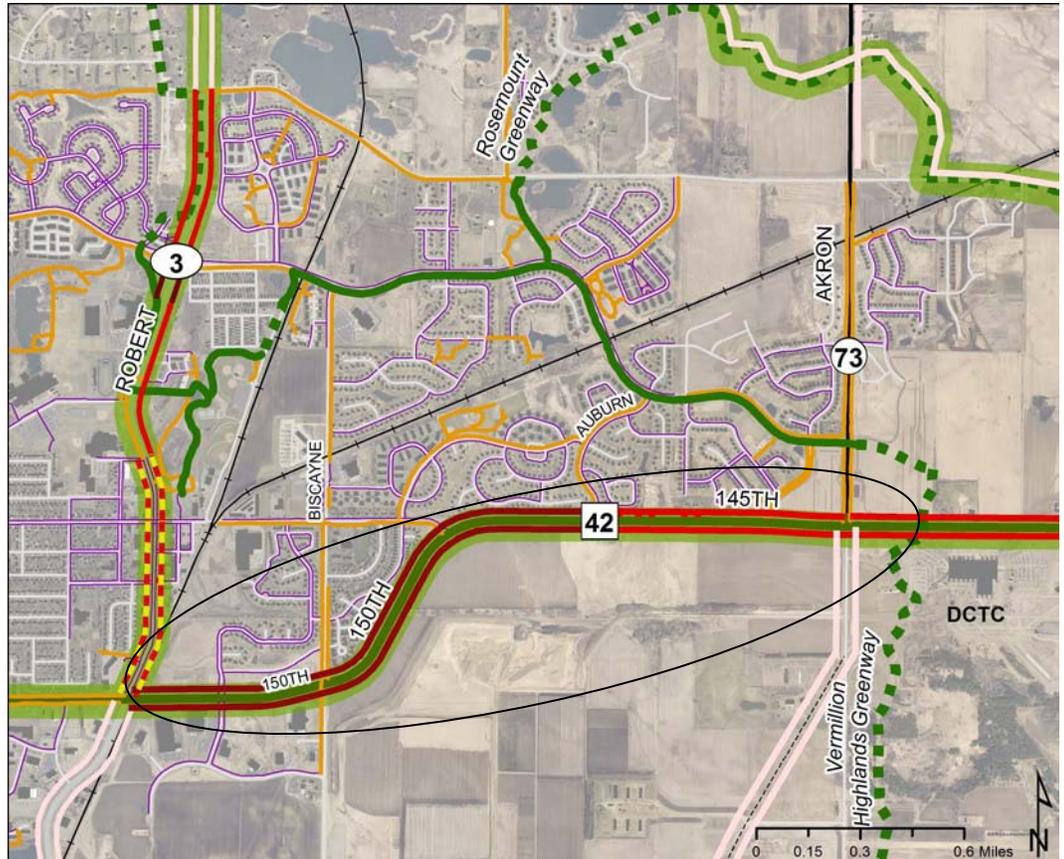
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

Butler Ave/CR 4

#6

West St. Paul

This 0.2 mile dual gap extends from Delaware Ave to Smith St. This gap is especially important for transit users. Route 62D runs along Smith Ave, traveling to downtown St Paul, and ending in Shoreview. Express route 417 runs along Dodd Rd from southern Mendota Heights to downtown St Paul. Closing this gap would provide a route for West St Paul residents travelling along Butler to reach Dodd Rd and Route 417.

There is also a small commercial area at the intersection of Dodd Rd and Smith Ave, which includes a Snap Fitness and Oxendale's Market. This area employs over 200 people, and is the only commercial area near Butler Ave that is west of Robert St. Closing this gap would give a route for patrons of this area to travel on, as the sidewalk on Dodd Rd ends just south of the Smith and Dodd intersection.

In additions to building sidewalk or trail on this gap, the conditions of Butler's sidewalk east of Smith Ave should also be evaluated.

Pedestrian Demand Criteria (1-10 scale)

Population	9	Transit	8
Employment	4	RBTN	0
Shopping and Services	3	Road Lanes	0
Households without Vehicles	2	Speed Limit	2
Schools	2	Traffic Volume	5
Old and Young Population	8		

Additional Information

ROW Width	60'
Shoulder Width	Parking lane, 3'
Rural/urban section	Urban
Transit	62, 417

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

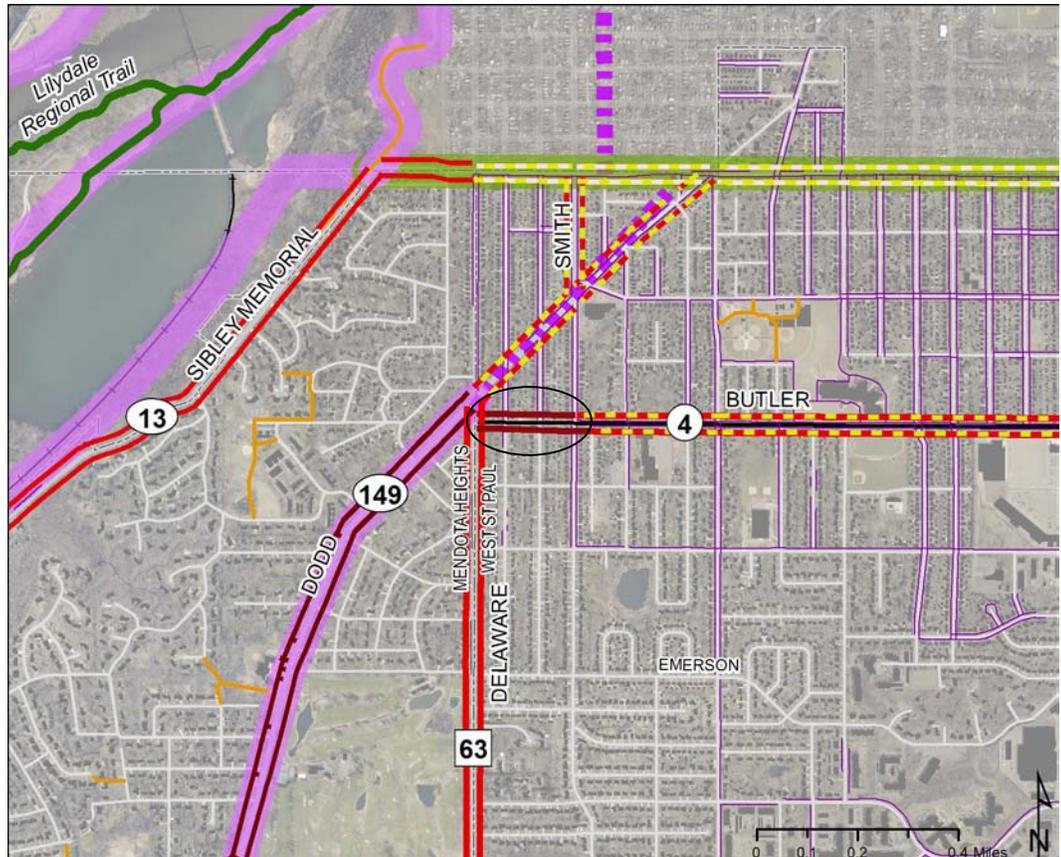
Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint

Municipal boundary

Future County highway



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High Priority Trail Gaps

Butler Ave/CR 4 - Thompson Park #7

#7

West St. Paul

This 0.9 mile dual gap extends from Sperl St to Concord St (TH 156). Butler Ave is unique in that it is one of the few roads in West St Paul and South St Paul that bridges across US 52 and travels down the bluff to Concord, connecting with the Mississippi River Trail. This unique role of Butler Ave places a higher importance on constructing parallel trail than the pedestrian demand score reflects. Though this section of Butler lacks employment and shopping/services, the road section is an important component of the local street network, and feeds users to the regional trail network.

It is an oversight that there is not trail on either side of a county road that leads to a county park - Thompson County Park. Just to the west, St Croix Lutheran Academy is a second destination that this dual gap impedes travel to. Trail along Butler Ave could be better connected by extending trail/sidewalk along 19th St to the River to River Greenway, and by connecting the Simon's Ravine Trailhead to trail along Butler.

Pedestrian Demand Criteria (1-10 scale)

Population	8	Transit	0
Employment	2	RBTN	0
Shopping and Services	1	Road Lanes	0
Households without Vehicles	4	Speed Limit	2
Schools	3	Traffic Volume	8
Old and Young Population	8		

Additional Information

ROW Width	60', 70'
Shoulder Width	Parking lanes
Rural/urban section	Urban
Transit	-

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

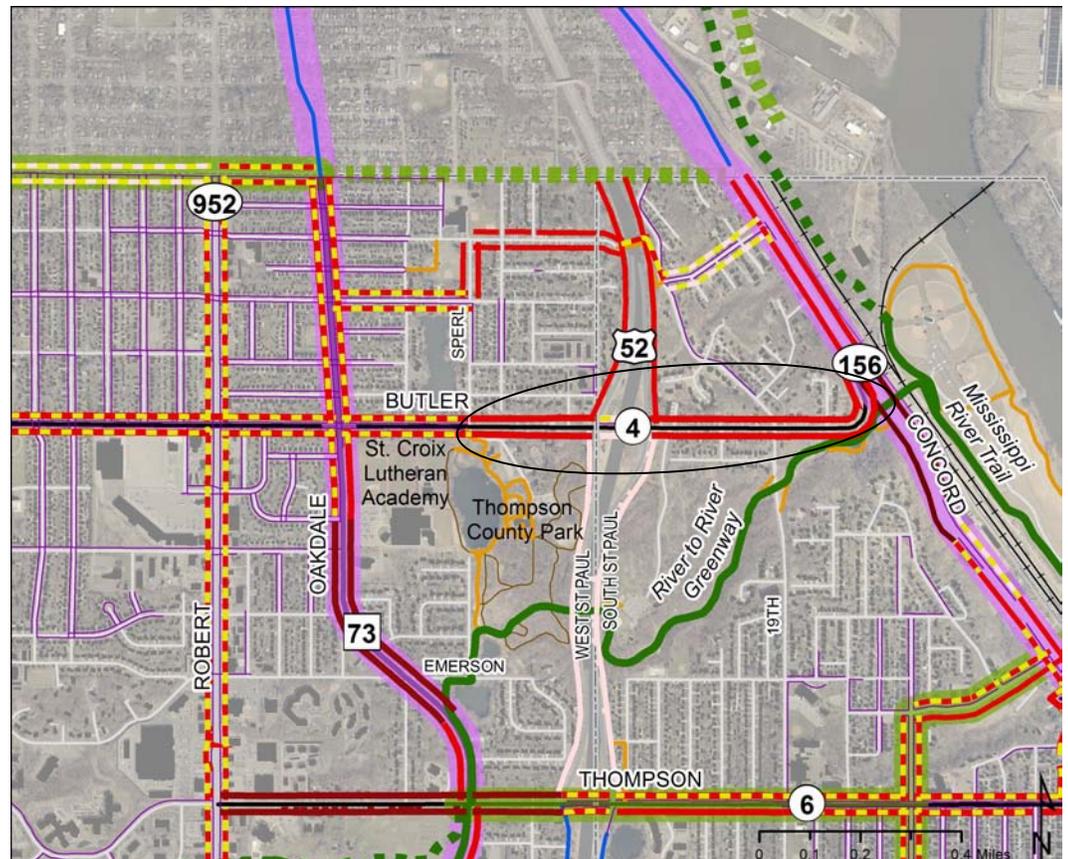
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

Lake Marion Greenway

#8

Lakeville

This 0.4 mile trail gap extends from existing greenway trail near 208th St to McGuire Middle School. Completing this segment of the Lake Marion Greenway would be especially useful to students traveling to and from McGuire Middle and JFK Elementary schools. Students could travel along the existing greenway trail, then transfer to this new trail along the railroad tracks, which could end at Holyoke Ave. This segment would also assist middle school students living immediately west of the railroad tracks.

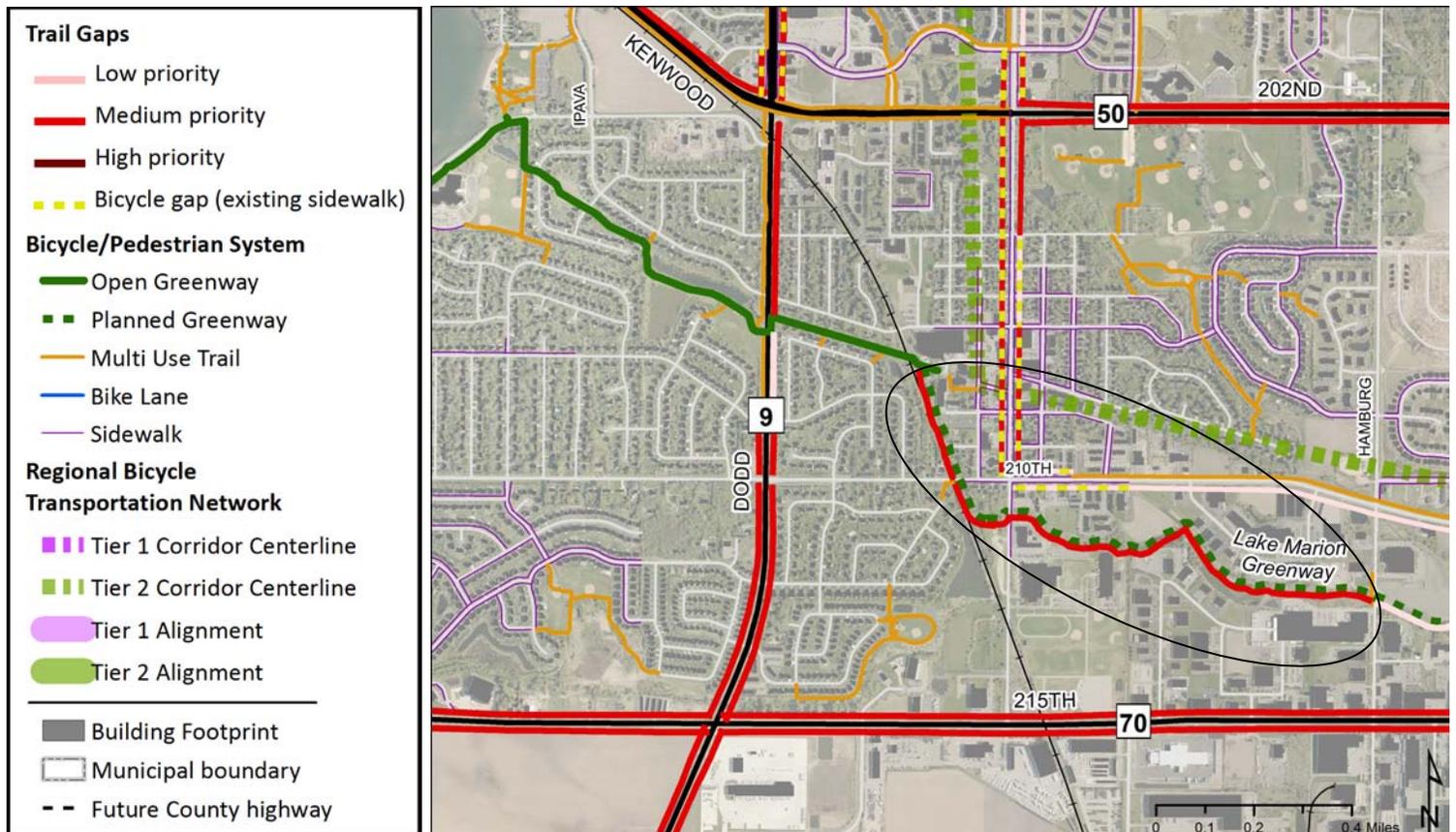
This is the only trail gap in the Top 20 that is not located along a road, thus this gap automatically missed points in three categories. Despite this, the gap still placed at number 8, which speaks to its importance. Constructing this trail segment would be a step towards completing the Lake Marion Greenway, which borders the AirLake Industrial Park and its 4,500 jobs. Due to the amount of jobs in the industrial park, extending this trail to Hamburg Ave should be considered.

Pedestrian Demand Criteria (1-10 scale)

Population	6	Transit	0
Employment	8	RBTN	5
Shopping and Services	7	Road Lanes	0
Households without Vehicles	5	Speed Limit	0
Schools	6	Traffic Volume	0
Old and Young Population	4		

Additional Information

ROW Width	N/A
Shoulder Width	N/A
Rural/urban section	N/A
Transit	-



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High Priority Trail Gaps

CSAH 42 - Burnsville Center

#9

Burnsville

This 1.1 mile dual trail gap has 5 foot sidewalks on both sides, extending from CSAH 5 to Nicollet Ave. This is the first and highest scoring gap in the top 20 that is not a dual trail gap, so double scoring of the pedestrian demand was not applied here.

Combined, Burnsville Center and the Southcross Commercial Campus to the west is the second largest employment location in the County, after Eagan’s northeast commercial area. Due to this high pedestrian demand, 5 foot sidewalks are not wide enough for the expected pedestrian and bicycle traffic on this segment.

The segment is within an RBTN Tier 2 Corridor. The eastern end of the segment at Nicollet is also the start of an RBTN Tier 1 Corridor, which directs north across the I-35W bridge. In the center of the second largest commercial area in the County, and on a regional bicycle route, the existing sidewalks are too narrow.

Pedestrian Demand Criteria (1-10 scale)

Population	9	Transit	7
Employment	10	RBTN	5
Shopping and Services	9	Road Lanes	10
Households without Vehicles	10	Speed Limit	4
Schools	0	Traffic Volume	10
Old and Young Population	6		

Additional Information

ROW Width	160', 190'
Shoulder Width	0'
Rural/urban section	Urban
Transit	442, 444

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

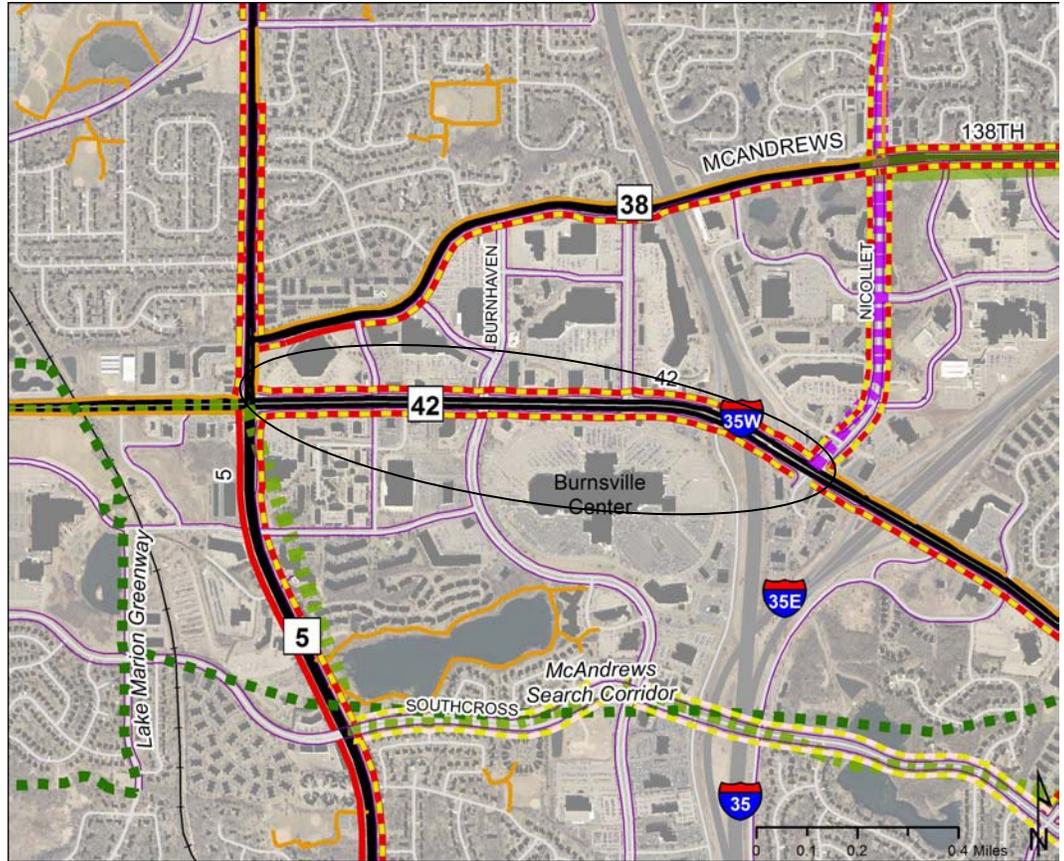
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



High Priority Trail Gaps

185th St W/CSAH 60

#10

Lakeville

Located in Lakeville, this 0.75 mile dual gap extends from Jasmine Way to Ipava Ave. This gap is especially important because it lies within the attendance boundary of Eastview Elementary and Century Middle schools. Students west of Italy Ave on the north and south sides of CSAH 60 have no trail or sidewalk to reach either school.

While students need trails to travel west to east on 185th, all local residents could use trails on 185th St to travel east to west, to reach the Argonne commercial area. East of I-35, the area employs about 1,400 people. A Super Target near 185th St and I-35 is also a major draw for utilitarian trips.

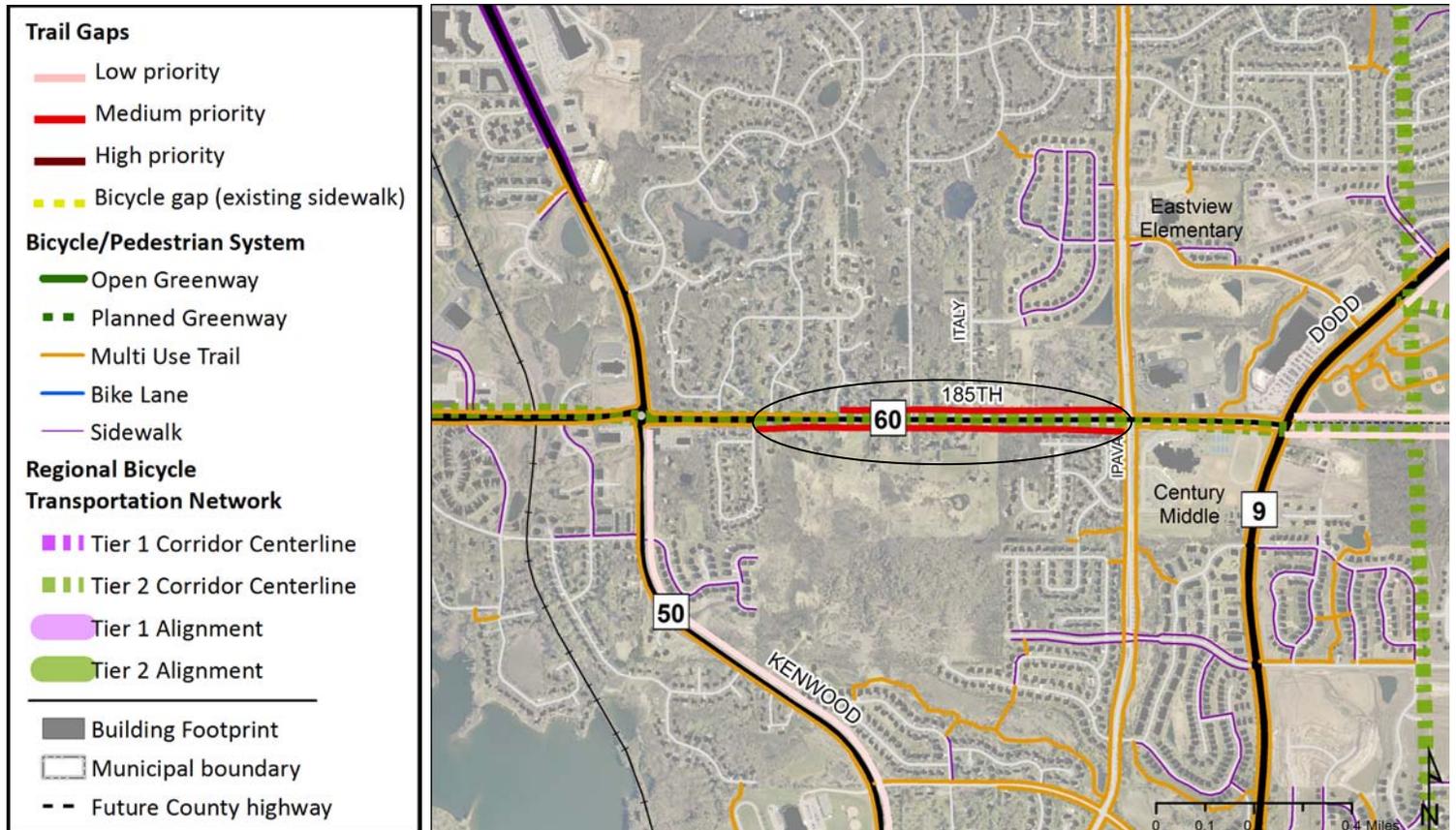
This section of 185th St will likely be expanded. It is the only section of the road that is not four lanes wide. Land east of the intersection of Dodd Blvd and 185th St has yet to develop. Once development comes, this will route more traffic to 185th, which has on and off-ramps with I-35. Trail should be constructed when the expansion of 185th St takes place.

Pedestrian Demand Criteria (1-10 scale)

Population	4	Transit	0
Employment	2	RBTN	5
Shopping and Services	1	Road Lanes	0
Households without Vehicles	1	Speed Limit	6
Schools	6	Traffic Volume	8
Old and Young Population	5		

Additional Information

ROW Width	75', 130', 150'
Shoulder Width	10'
Rural/urban section	Rural
Transit	-



High Priority Trail Gaps

Lexington Ave/CR 43

#11

Mendota Heights

This 0.42 mile dual gap extends from Wagon Wheel Trail to Centre Point Blvd. This is the only section of Lexington Ave in Mendota Heights that does not have trail along the eastern side of it. Trail should at minimum be constructed along the eastern side, as this section of Lexington Ave has a maximum grade of 5%, heading north. This slope slows cyclists, increasing both the speed difference between cyclists and drivers, and thus the chances of incapacitating crashes along this road segment, which lacks shoulder.

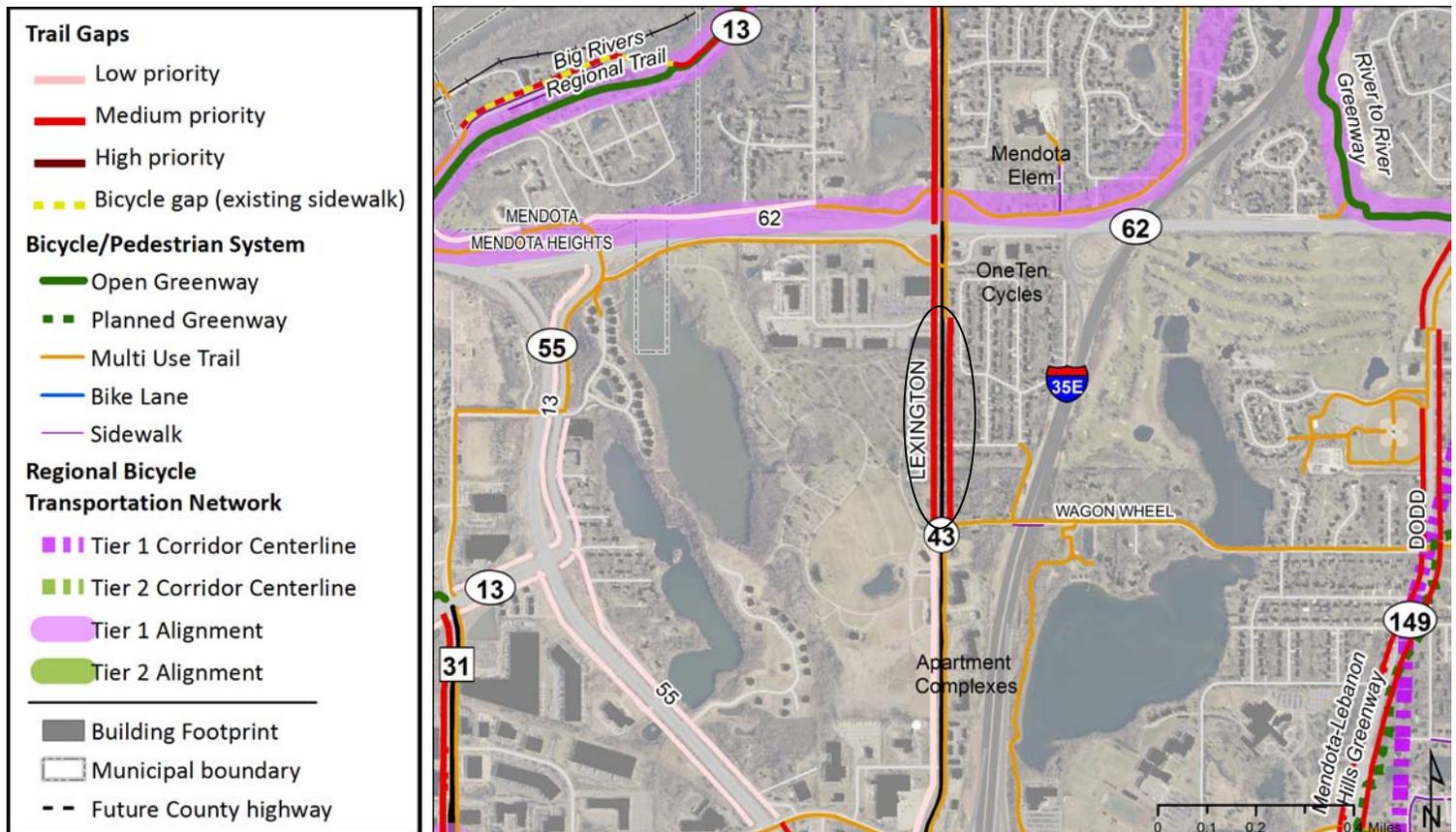
Constructing this trail segment would also ease travel to a number of destinations. OneTen Cycles is a bicycle shop along the Hwy 62 frontage road. The shop hosts group rides that use Lexington Ave, and has an expectedly high share of patrons that cycle to the shop. Large apartment complexes are concentrated south of Wagon Wheel Trail, and north of Highway 62 and adjacent to Lexington Ave is Mendota Heights City Hall, and Mendota Elementary school, whose attendance boundary encompasses all of Lexington Ave.

Pedestrian Demand Criteria (1-10 scale)

Population	4	Transit	6
Employment	10	RBTN	0
Shopping and Services	3	Road Lanes	0
Households without Vehicles	1	Speed Limit	4
Schools	2	Traffic Volume	6
Old and Young Population	1		

Additional Information

ROW Width	66', 83'
Shoulder Width	0'
Rural/urban section	Rural
Transit	417



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High Priority Trail Gaps

CSAH 70 - Airlake Industrial Park #12

Lakeville

This 1.8 mile dual gap extends from Dodd Rd (CSAH 9) to Cedar Ave (CSAH 23). The Airlake Industrial Park employs about 4,500 people, and CSAH 70, a principal arterial, is the road with the most access to its businesses. Should workers choose/need to bicycle, CSAH 70 is ill-equipped. The road has 8 foot shoulders, but the shoulders are frequently interrupted by right turn lanes. The road also has a speed limit of 50 to 55 mph and lacks street lighting, making for a high-volume, high speed, unlit road, with heavy truck traffic.

No transit route serves the Park, making commutes difficult for workers without cars. Trail building should be complemented by extending Cedar Avenue's trail to CSAH 70, and building trail on Dodd Rd to reach CSAH 70.

Pedestrian Demand Criteria (1-10 scale)

Population	3	Transit	0
Employment	4	RBTN	0
Shopping and Services	2	Road Lanes	0
Households without Vehicles	1	Speed Limit	10
Schools	6	Traffic Volume	8
Old and Young Population	3		

Additional Information

ROW Width	170'
Shoulder Width	8'
Rural/urban section	Rural
Transit	-

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

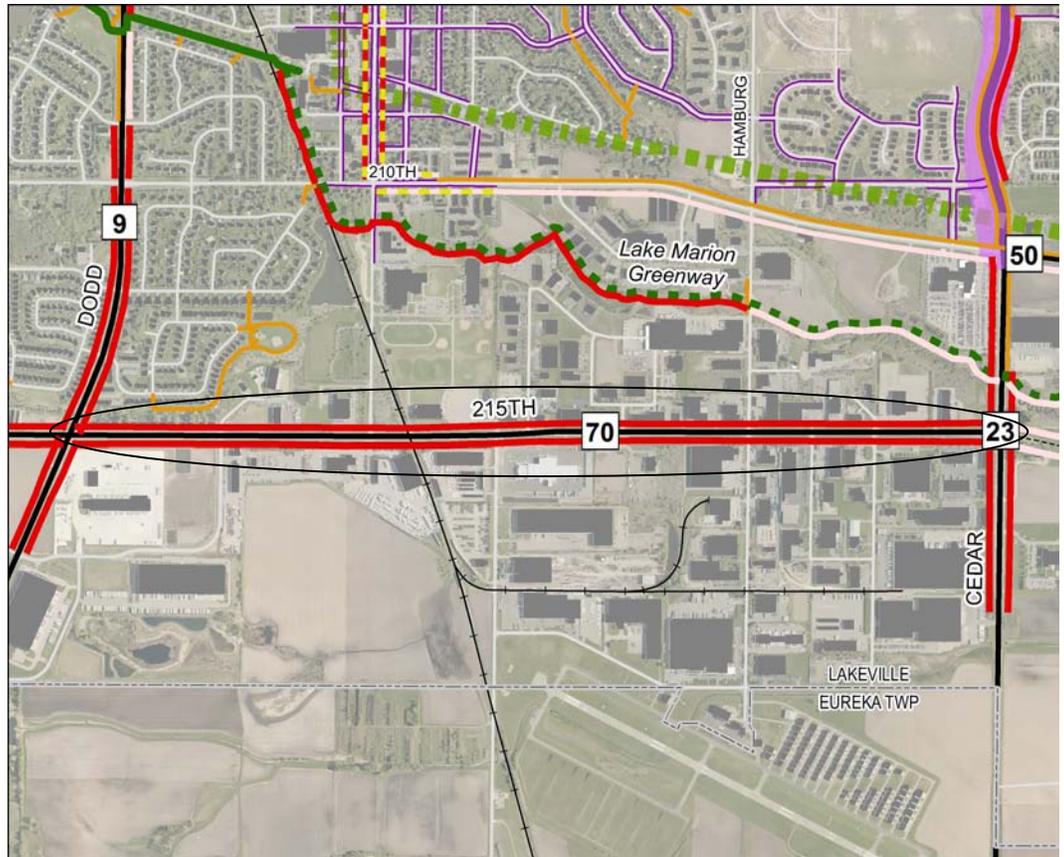
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

Pilot Knob/CSAH 31

#13

Farmington

This 0.25 mile dual gap extends from the endpoint of the trail along CSAH 31 to 197th St W. Besides this gap, trail is present along the west side of Pilot Knob for 8 miles, from its southern terminus at CSAH 50 to Long Lake in Apple Valley. This trail gap interrupts what may be Dakota County's longest continuous roadside trail.

Trail was likely not constructed here because Escalade Way, a cul-de-sac along the western side of CSAH 31 and this gap, was meant to be an alternate route, as trail spurs were built to the street. However, to those walking or cycling on the trail north or south of this gap, it is not clear that an alternate route is available.

Pedestrian Demand Criteria (1-10 scale)

Population	8	Transit	0
Employment	2	RBTN	0
Shopping and Services	3	Road Lanes	0
Households without Vehicles	0	Speed Limit	10
Schools	3	Traffic Volume	7
Old and Young Population	3		

Additional Information

ROW Width	150'
Shoulder Width	8'
Rural/urban section	Rural
Transit	-

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

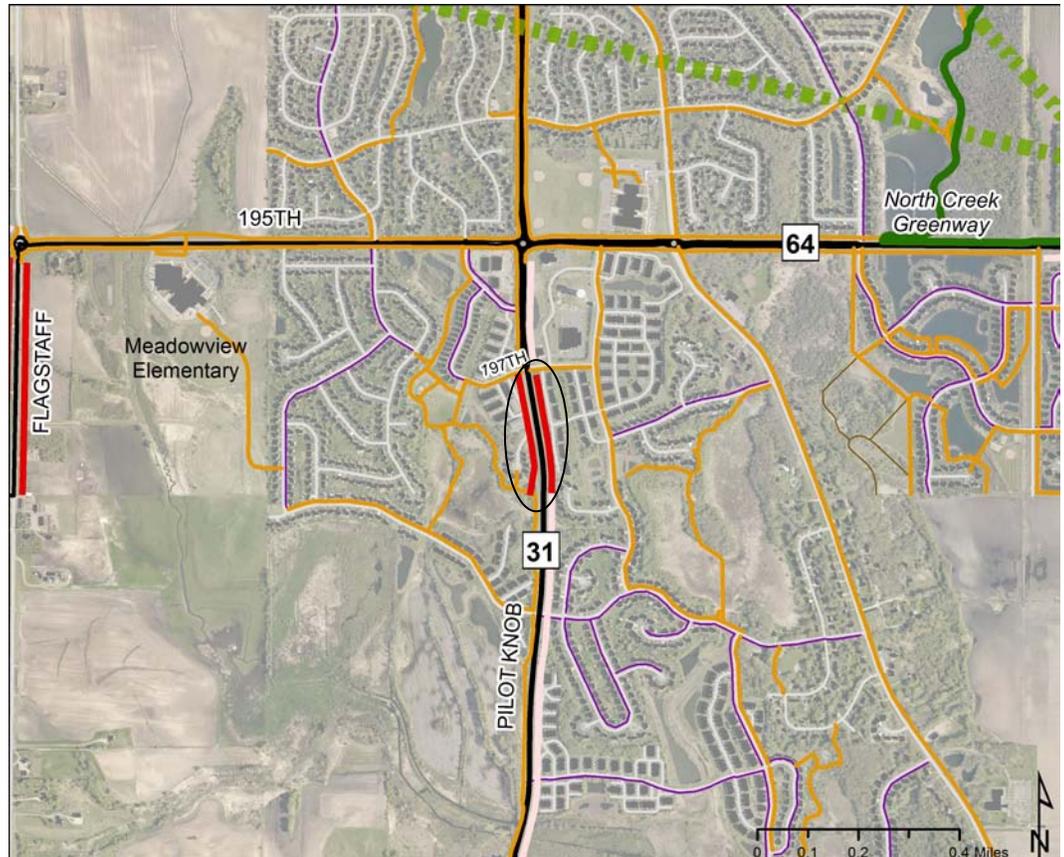
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

Pilot Knob/CSAH 31 at I-35E

#14

Eagan

This 0.34 mile gap extends from the northbound off ramp of I-35E to Yankee Doodle Rd (CSAH 28). This gap lies along a Tier 1 Alignment, which extends through the middle of Eagan on Pilot Knob, ending at Lebanon Hills Regional Park.

The Eagan Transit Station is located at the SE corner of CSAH 28 and CSAH 31. It has 750 parking spaces, and is a stop for 6 bus routes. The intersection is also a major employment and shopping location, receiving the top score for each criteria. Due to the heavy retail concentration and lower wages that accompany these job types, employees may be more likely to walk or cycle.

Considering design, the two free right turn lanes for the on/off ramps to I-35E southbound could be squared with Pilot Knob, and paired with a stop sign. The bridge could accommodate a trail; the exit ramp has an acceleration lane that is replaced by a 9 foot shoulder further south on the bridge.

Pedestrian Demand Criteria (1-10 scale)

Population	3	Transit	9
Employment	10	RBTN	10
Shopping and Services	10	Road Lanes	8
Households without Vehicles	2	Speed Limit	6
Schools	0	Traffic Volume	9
Old and Young Population	4		

Additional Information

ROW Width	170'
Shoulder Width	6', 8'
Rural/urban section	Urban
Transit	6 routes

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

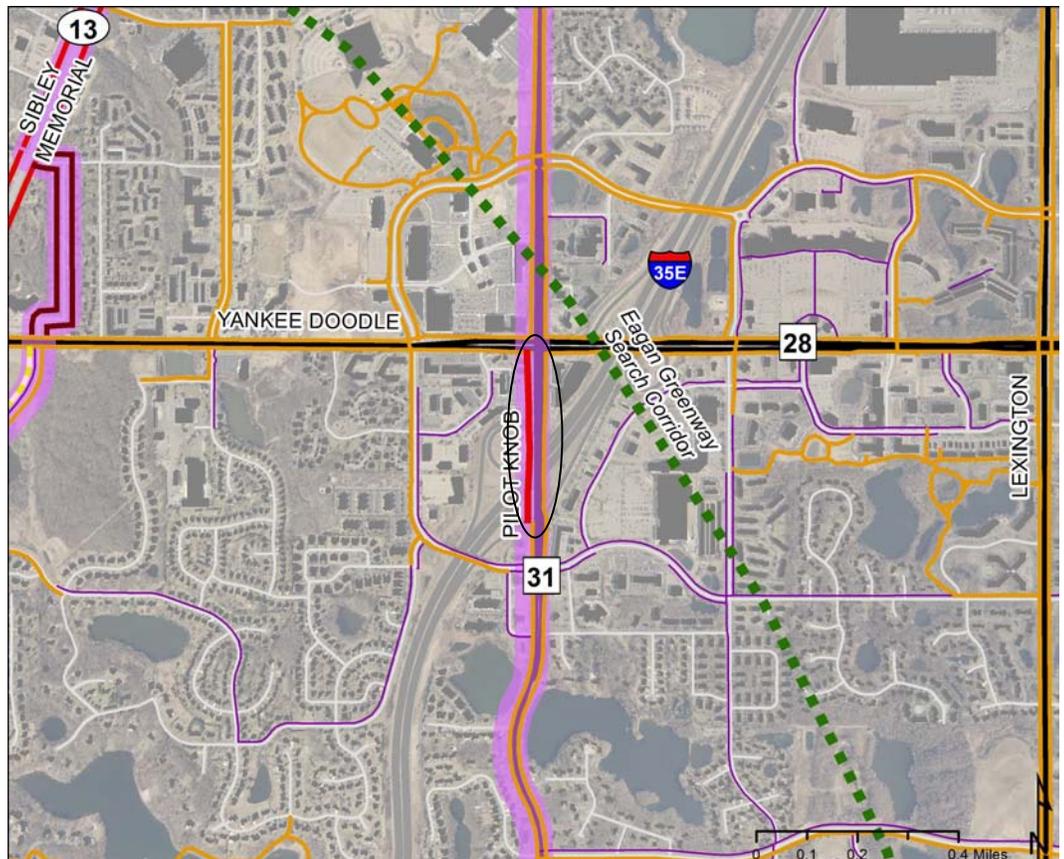
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
Municipal boundary
Future County highway



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High Priority Trail Gaps

CSAH 5

Burnsville

#15

This one mile trail gap extends from 150th St to CSAH 42. CSAH 5 is an important route for walkers and cyclists to reach the Burnsville Center commercial area to the east, and the Southcross Commercial Campus to the west.

Sidewalk exists on the east side of CSAH 5, from 150th St to CSAH 42. However, it's important that non-motorized travelers can use the western side of the road. If a northbound traveler wanted to turn left onto CSAH 42, trail on the west side of CSAH 5 would ease the trip; the intersection at 150th St has only four lanes, while the CSAH 42 intersection has eight lanes. Constructing trail to 150th St would also accommodate bikers from Judicial Rd to the west, which serves as a collector to the various cul-de-sacs of the wooded rural residential area.

This trail would likely see substantial use, as there is high population density in the labelled "Apartment concentration" areas. Closing this gap would allow travelers to cross CSAH 5 at smaller intersections.

Pedestrian Demand Criteria (1-10 scale)

Population	10	Transit	6
Employment	9	RBTN	5
Shopping and Services	6	Road Lanes	6
Households without Vehicles	10	Speed Limit	6
Schools	0	Traffic Volume	8
Old and Young Population	5		

Additional Information

ROW Width	120,' 135,' 150'
Shoulder Width	0'
Rural/urban section	Urban
Transit	444, 464

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

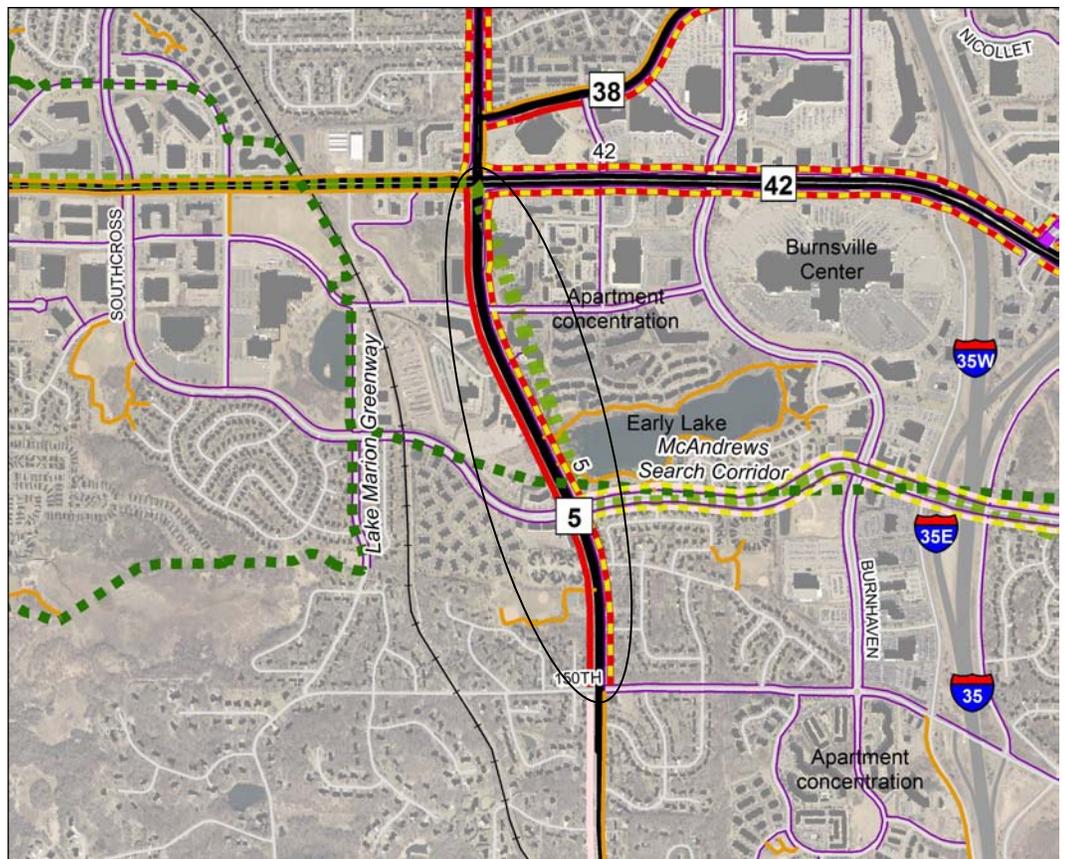
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

CSAH 70

Lakeville

#16

This 0.64 mile dual gap extends from Jacquard Ave to Dodd Blvd (CSAH 9). The dual gap is very close to Lakeville South High School, whose attendance boundary reaches north to CSAH 50. Students in the neighborhoods east of the high school could use trail on CSAH 70 for their commute. Closing this gap could also ease non-motorized travel to Airlake Industrial Park.

CSAH 70's 55 mph speed limit, and high truck and traffic volumes are formidable conditions for all but Type A, very confident, cyclists. Trail along the road would ease travel for students, workers and recreational cyclists.

Pedestrian Demand Criteria (1-10 scale)

Population	3	Transit	0
Employment	1	RBTN	0
Shopping and Services	2	Road Lanes	0
Households without Vehicles	1	Speed Limit	10
Schools	7	Traffic Volume	8
Old and Young Population	3		

Additional Information

ROW Width	170'
Shoulder Width	8'
Rural/urban section	Rural
Transit	-

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

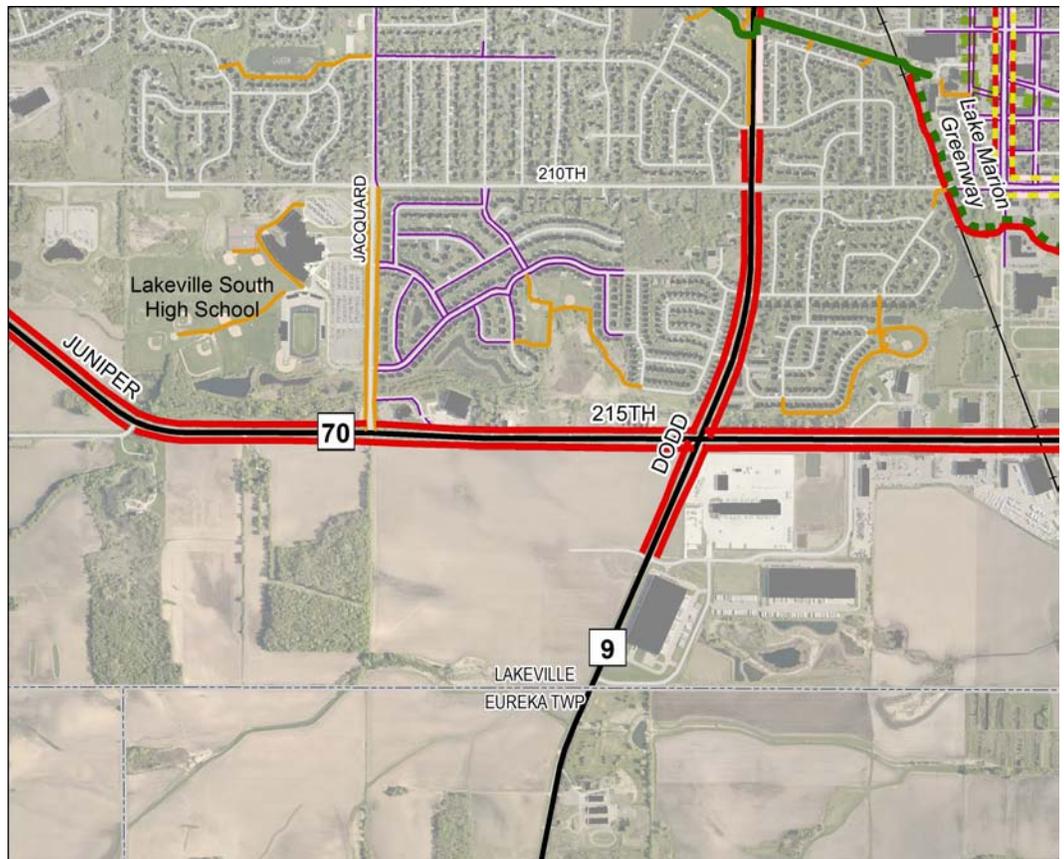
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

CSAH 42 - Burnsville

#17

Burnsville

This half mile trail gap extends from Portland Ave to CSAH 11. In Burnsville, this is the only location along CSAH 42 that does not have trail or sidewalk. While trail exists on the north side of this road segment, it is particularly burdensome to cross this principal arterial, where its signalized intersections at CSAH 11 and Portland Ave have 6 lanes.

The gap is arguably within a Tier 2 Corridor, and leads to the second largest employment location in the County - Burnsville Center and Southcross Commercial Campus. There are also commercial nodes at either end of the gap, which are large enough to garner a shopping and services score of 9. The gap also impedes travel to *three* schools, elementary through high school. However, these schools are not within a half mile of the trail gap, so points were not assigned. Last, there is a single bench for an eastbound [bus stop](#) that rests in the grass just east of Chicago Ave. Compounded by the 26,000 daily vehicles on this segment of CSAH 42, this bus stop is particularly underserved.

Pedestrian Demand Criteria (1-10 scale)

Population	10	Transit	6
Employment	7	RBTN	5
Shopping and Services	9	Road Lanes	6
Households without Vehicles	6	Speed Limit	6
Schools	0	Traffic Volume	10
Old and Young Population	10		

Additional Information

ROW Width	220'
Shoulder Width	11'
Rural/urban section	Rural
Transit	426, 465

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

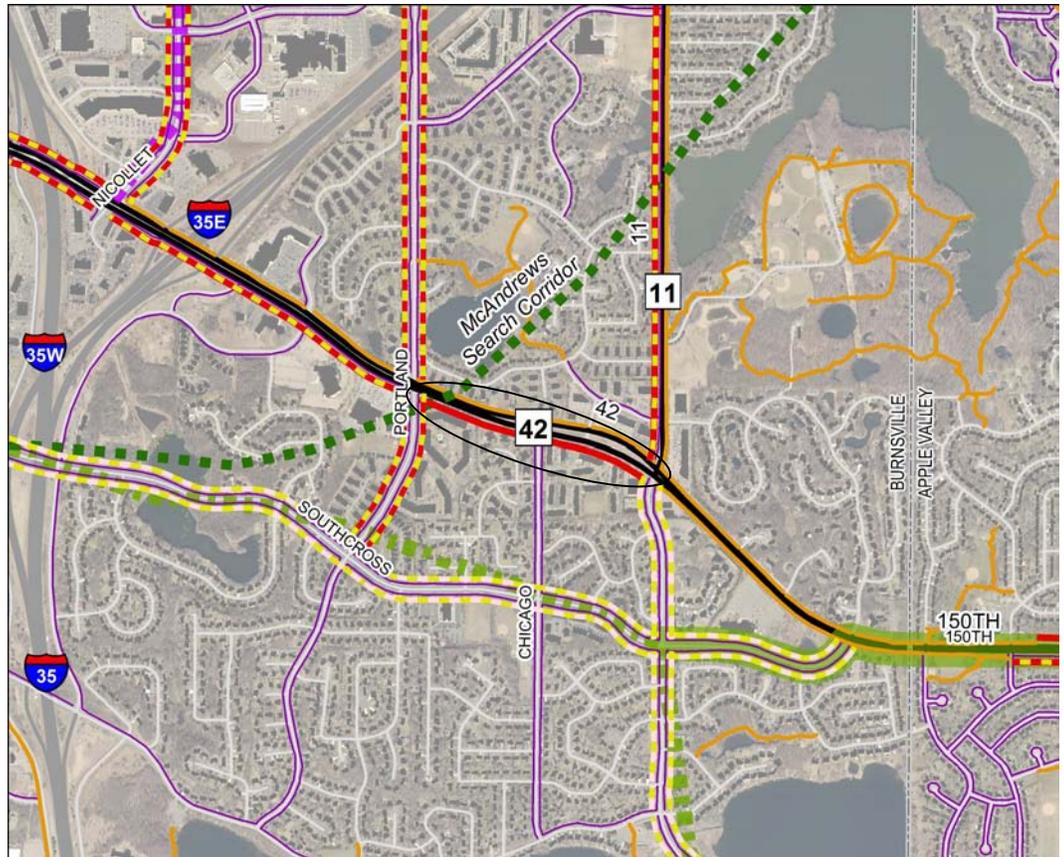
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
 Future County highway



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High Priority Trail Gaps

Wentworth Ave/CSAH 8

#18

Mendota Heights

This half mile dual gap extends from Dodd Rd (TH 149) to Delaware Ave (CSAH 63). County project 08-21 is constructing trail along Wentworth Ave in 2019. Trail will be constructed on the north side of the road from Delaware Ave to Charlton St, and on both sides of the road from Charlton St to Humboldt Ave. Wentworth Ave is designated as a Tier 2 Alignment from Dodd Rd to Oakdale Ave. After 2019 construction is finished, this will be the only road segment of the Tier 2 Alignment that does not have trail along it.

This dual trail gap primarily gains its points due to its regional significance, rather than the population or destinations located alongside it. Commuter Route 417 travels to downtown St. Paul along Dodd Rd. This gap leads to Dodd Rd, which is a planned Tier 1 Alignment that can be used to reach the greenway system. Wentworth Ave also has trail west of Dodd Rd, which can be taken to the existing trail on Wachtler Ave to use the greenway system or cross the river. Last, closing this gap would help Mendota Heights residents access West St. Paul.

Pedestrian Demand Criteria (1-10 scale)

Population	3	Transit	6
Employment	0	RBTN	10
Shopping and Services	0	Road Lanes	0
Households without Vehicles	1	Speed Limit	4
Schools	0	Traffic Volume	6
Old and Young Population	4		

Additional Information

ROW Width	63', 88'
Shoulder Width	6'
Rural/urban section	Urban
Transit	417

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

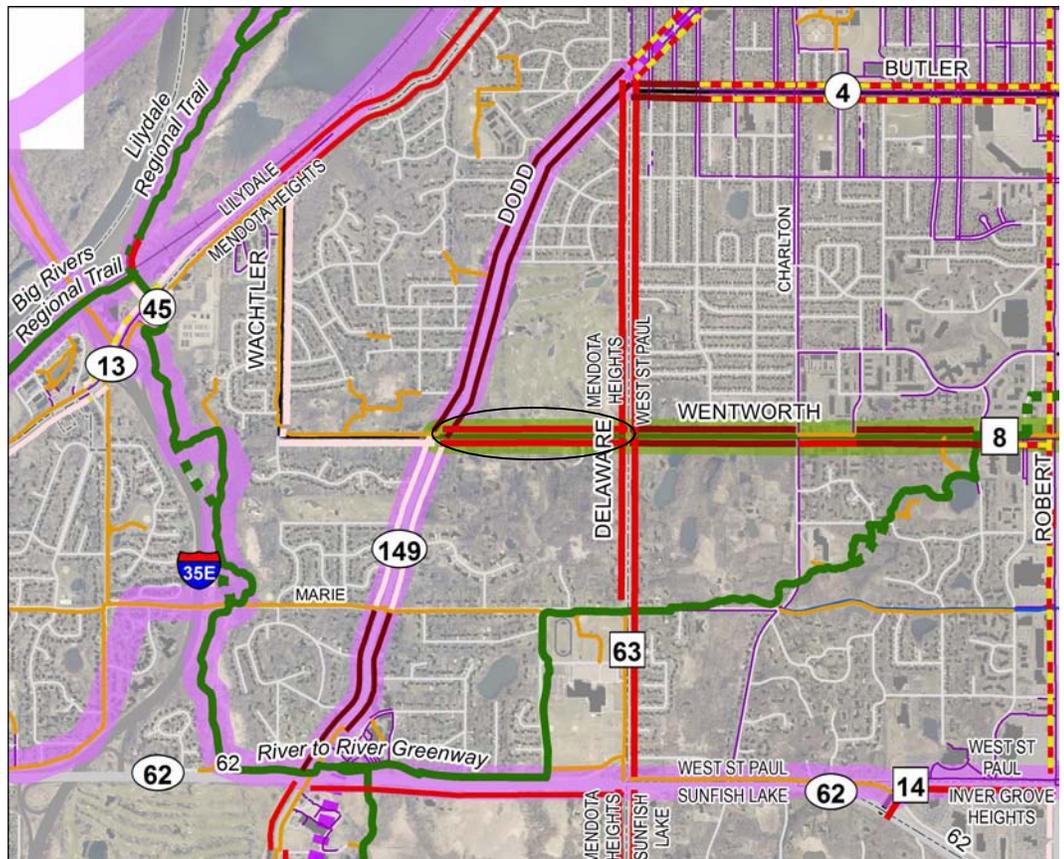
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
Municipal boundary
Future County highway



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High Priority Trail Gaps

Mendota Rd/CSAH 14

#19

West St. Paul

This half mile gap extends from Robert St (TH 952) to Oakdale Ave (CSAH 73). This segment of CSAH 14 is part of an RBTN Tier 1 Alignment that extends across the entire northern portion of Dakota County, from TH 13 to Concord Blvd. CSAH 14 is one of four roads that connect South St Paul residents across US 52 to the Robert St commercial corridor. One mile north, Wentworth Ave is the nearest crossing.

CSAH 14 has parking lanes, with sidewalk on the southern side of this segment. On the north side, the road's right-of-way is very tight, with retaining walls between the Southview Country Club and the road.

This gap is anchored by employment scores of 10 on Robert St, and a population density score of 10 at its east endpoint. Due to Southview Country Club being located on either side of the gap, criteria scores like population are lower. Hence, this gap has received a lower score and ranking which does not fully reflect its activity anchors and their impact on travel potential.

Pedestrian Demand Criteria (1-10 scale)

Population	5	Transit	8
Employment	10	RBTN	10
Shopping and Services	8	Road Lanes	2
Households without Vehicles	7	Speed Limit	4
Schools	1	Traffic Volume	8
Old and Young Population	5		

Additional Information

ROW Width	80' - 90'
Shoulder Width	6'
Rural/urban section	Urban
Transit	68, 75

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

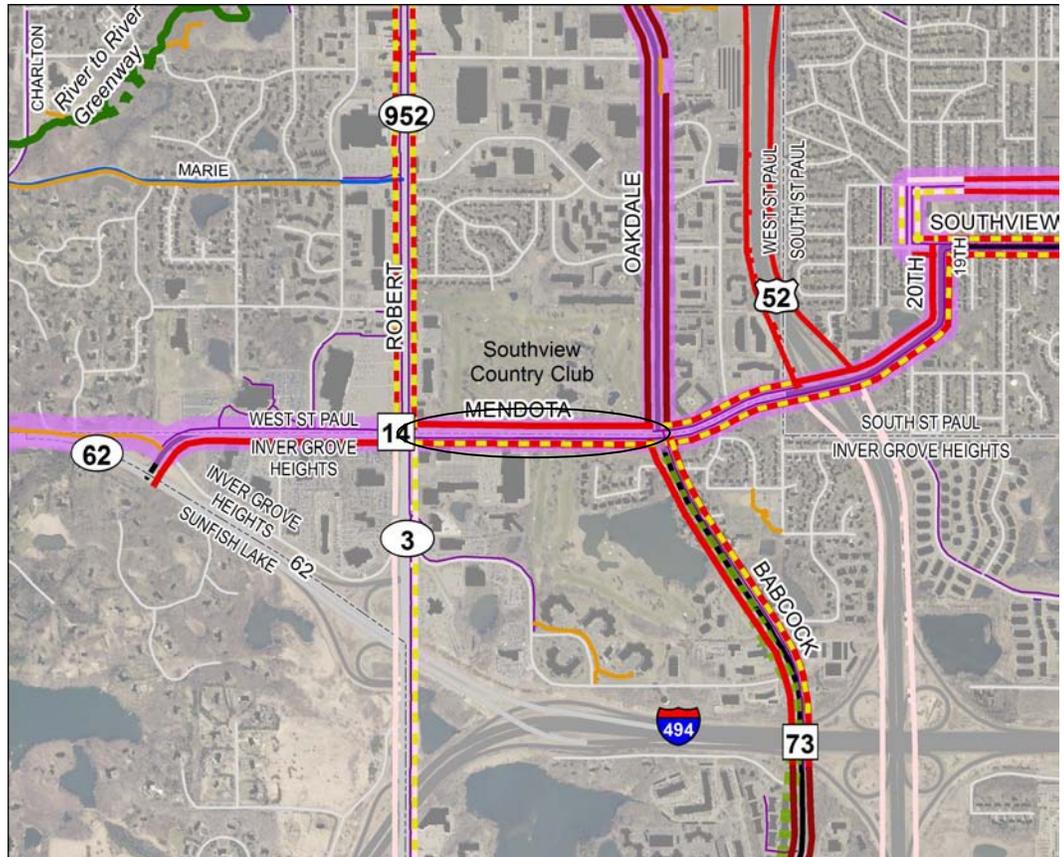
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

- Tier 1 Corridor Centerline
- Tier 2 Corridor Centerline
- Tier 1 Alignment
- Tier 2 Alignment

Building Footprint
 Municipal boundary
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High Priority Trail Gaps

Cliff Rd/CSAH 32

#20

Burnsville

This 0.7 mile gap extends from Trunk Highway 13 to Cinnamon Ridge Trail. The entire length of Cliff Rd has inconsistent trail and sidewalk. However, the road's designation as an RBTN Tier 2 Alignment should help remedy this.

This segment of Cliff Rd leads to the Cliff Road Business Park to the west, which has employment values of 10. The gap is an impediment to students who wish to bike to Burnsville High School, two miles away. This gap also impedes travel to William Byrne Elementary. A concentration of shopping and services (with a demand score of 10) exists along Cliff Rd between TH 77 and I-35E. Thus, this gap also impedes travel to those living west of the gap, such as renters in the 312 units of the Willow Pond apartments.

Pedestrian Demand Criteria (1-10 scale)

Population	9	Transit	4
Employment	4	RBTN	5
Shopping and Services	5	Road Lanes	8
Households without Vehicles	7	Speed Limit	6
Schools	2	Traffic Volume	9
Old and Young Population	7		

Additional Information

ROW Width	120' - 175'
Shoulder Width	0', 6'
Rural/urban section	Urban
Transit	444, 480

Trail Gaps

- Low priority
- Medium priority
- High priority
- Bicycle gap (existing sidewalk)

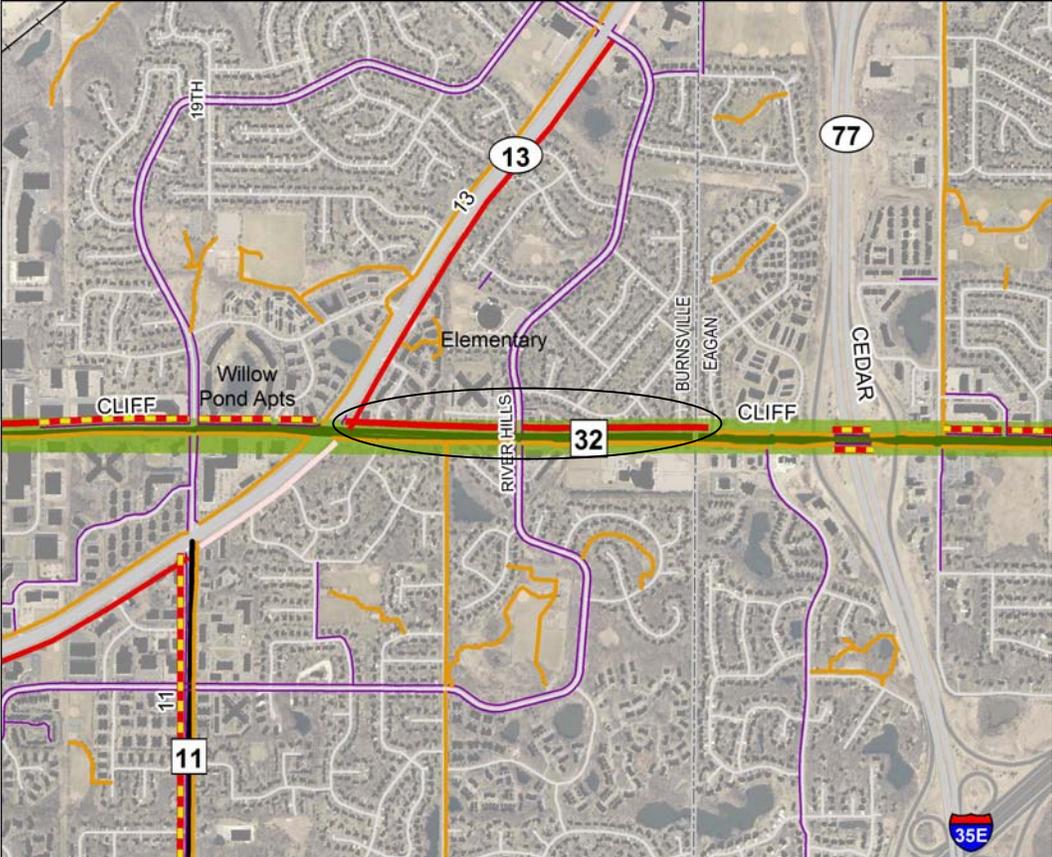
Bicycle/Pedestrian System

- Open Greenway
- Planned Greenway
- Multi Use Trail
- Bike Lane
- Sidewalk

Regional Bicycle Transportation Network

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