



Dakota County
CENTRAL GREENWAY
CONNECTIVITY
STUDY
October 31, 2017



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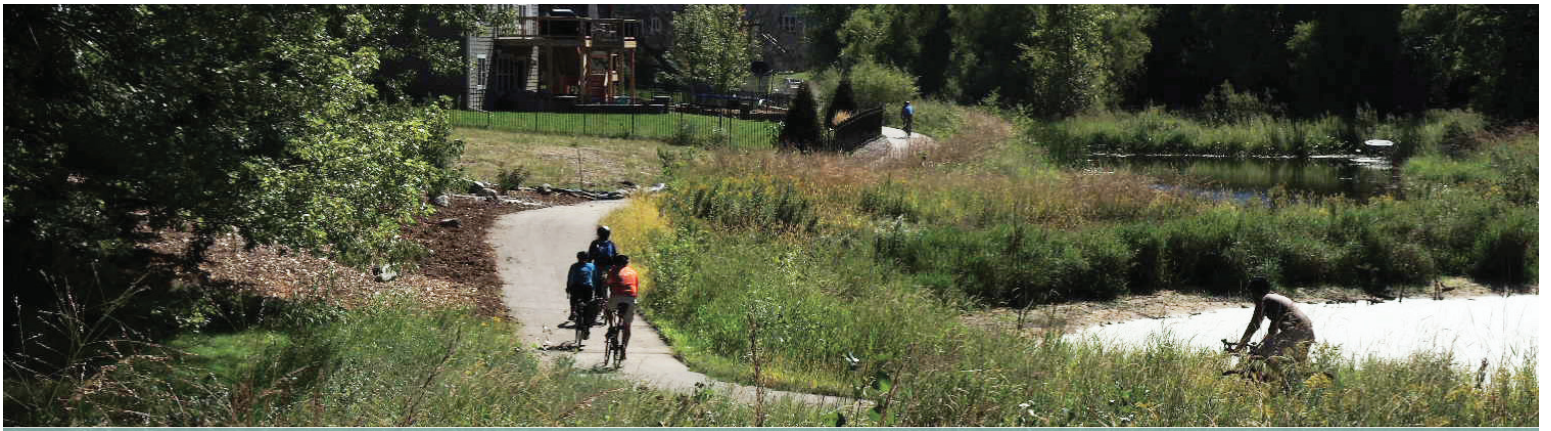
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THIS STUDY WAS ADOPTED BY THE DAKOTA COUNTY BOARD OF COMMISSIONERS ON OCTOBER 31, 2017.



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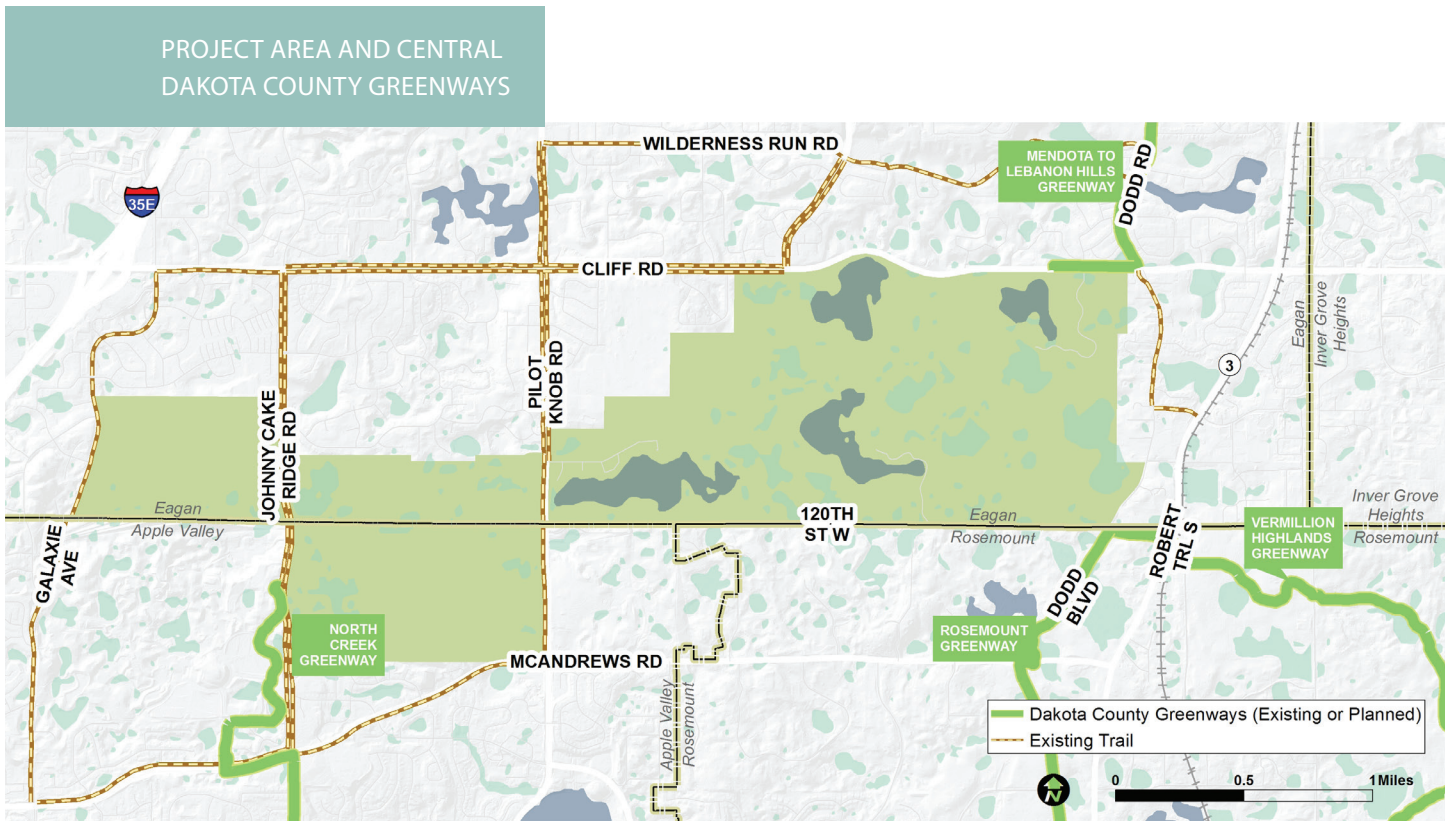
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Introduction

The purpose of this study is to evaluate existing bike and pedestrian facilities that can be used to connect between regional greenways in Central Dakota County. This study aims to ensure that the greenways that come to Lebanon Hills Regional Park can be connected to each other via a system of pedestrian facilities along county and city roads that surround Lebanon Hills Regional Park.

PROJECT PURPOSE & GOALS

- » Evaluate and potentially recommend efficient off-road trail and on-road routes for bicycle and pedestrian connectivity between existing, planned, and proposed Dakota County Greenways, particularly for Class A Cyclists (see definition below)
- » Inventory existing bikeway facilities in central Dakota County that connect regional greenways
- » Assess conditions of existing bike and pedestrian facilities in central Dakota County that connect regional greenways
- » Identify opportunities for bicycle and pedestrian facility improvements and make recommendations for short and long term improvements
- » Ensure bicycle and pedestrian access around and connecting to Lebanon Hills Regional Park from existing residential areas
- » Provide access to Lebanon Hills Regional Park as a natural and recreational destination for pedestrians and bicyclists
- » Recommend signage along greenways so that bicyclists can use trails and shoulders along roadways to easily make greenway connections if their destination is not Lebanon Hills Regional Park



CYCLIST TYPES

For the purpose of planning for this project, bicyclists were defined and described according to level of facilities needed, typical speed, and cycling purpose.

Class A Cyclist

Advanced, "Experienced ...commuting/utility and touring"

The Class A Cyclist is typically riding at a fast speed and taking the fastest route to his or her destination. These riders are more likely to ride on road shoulders and in vehicle travel lanes. They are less likely to ride on paths or trails where there are curves, pedestrians, and other obstacles that might slow them down. They are likely riding to commute to work or other destinations or for fitness purposes. Class A riders are a small percent of the overall number of people who bicycle.

Class B Cyclist

Basic, "casual, novice, occasional, recreational"

The Class B Cyclist is typically riding for recreational purposes, enjoying the ride, and has a desire for safe facilities, such as an off-road trail. They could be riding alone or in a group of other recreational riders.

Class C Cyclist

Children, "pre-teen"

The Class C Cyclist is typically part of a group with multiple age levels of cyclists, including children, parents, and senior riders. Safety is key for these cyclists as they typically ride slower, have less experience than older riders, and may not be adept at maneuvering around vehicles and other obstacles.

Cyclist Types Definitions Source: AASHTO Guide for the Development of Bicycle Facilities, Draft April 1995

CYCLIST TYPES



Class A Cyclist



Class B Cyclist



Class C Cyclist

STUDY PROCESS & PUBLIC ENGAGEMENT

Technical Advisory Group

A Technical Advisory Group (TAG) was formed to provide input and guidance to the project team for this project. The TAG was made up of representatives from Dakota County, the City of Apple Valley, the City of Eagan, and the City of Rosemount. The TAG met twice during the project process to review materials and advise on the recommendations.



Public Input

Two public open houses were held on Tuesday, February 16, 2016, and on Tuesday, May 16, 2017 at the Rosemount Community Center. The Open Houses displayed information boards and maps to identify issues, opportunities, and preliminary recommendations to the public. The draft plan document was available for comment at the second open house and on the project website during May, June, and July, 2017.

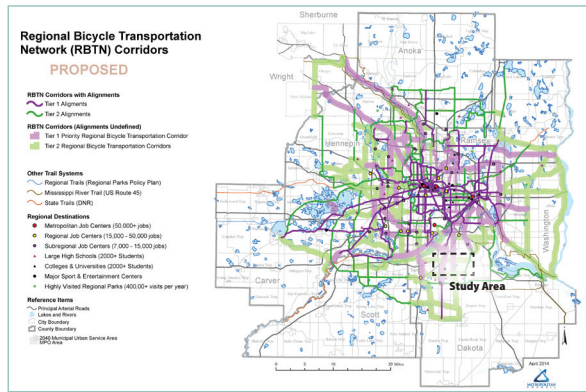
Comments obtained from meeting attendees include the following general themes:

- » There is a desire that the Lebanon Hills Connector Trail not be built until after all the greenways and greenway linking routes are built.
- » Support for the greenway system and linking routes to provide better bicycle and pedestrian connections.
- » There was also concern expressed about building the connector trail through the park.

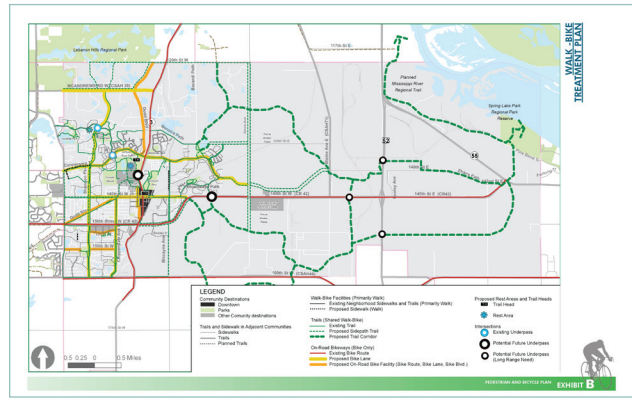
Dakota County staff received 55 emailed comments. The comments were generally in support of establishing greenway connections between the regional greenways utilizing existing & future trails and on-road facilities. A majority of comments also expressed concerns about the future “connector trail” and its role within the larger greenway system and timing of development. Detailed comments can be found in the appendix to this plan.

OTHER PLANNING EFFORTS

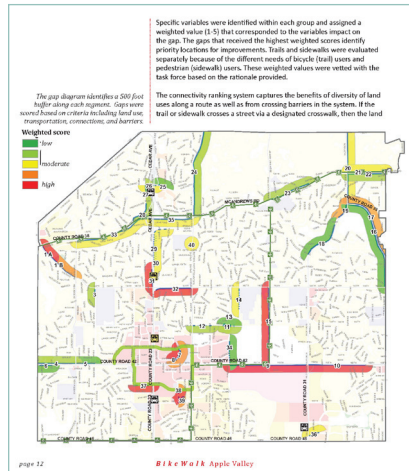
There are other planning efforts that have been completed or are underway that will inform this study:



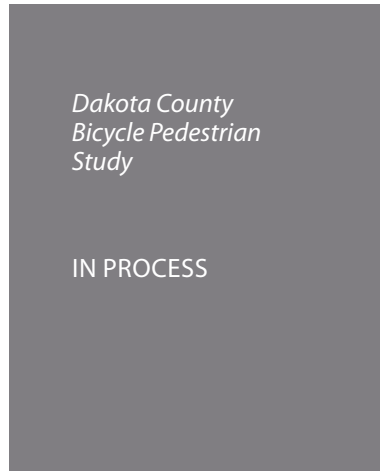
Metropolitan Council Regional Bicycle Transportation Network (RBTN)



Rosemount Bike Ped Plan



Apple Valley Bike Walk Plan



MNDOT BIKE FACILITY DESIGN MANUAL RECOMMENDATIONS

The Minnesota Department of Transportation's Bike Facility Design Manual makes recommendations and categorizations/definitions for bikeways, bike lanes, and bike routes along State roads. It is worth considering these recommendations to be consistent with County and City road facilities. The following key recommendations and definitions are listed below:

- » The appropriate width of the shoulder is determined by design speed, ADT, bicyclist needs, and other factors. Bicyclists need at least 4 feet of smooth, rideable paved shoulder width.
- » High Speed Roads: = or over 45mph
- » Low Speed Roads: under or = 40mph
- » High Speed Roads should have a shoulder width of 8 feet according to State Aid Standards

Inventory of Existing Conditions

The project area contains many on-road bike shoulders and paved trails adjacent to roads. Some roads are missing trails and others have narrow or no bikeable shoulders, but all the high-speed roads in the study area have either an off-road trail or a bikeable shoulder. The map on the following page shows where existing trails and bikeable shoulders are located.

Road speeds and Average Daily Traffic (ADT) amounts affect the safety of on-road biking and intersection crossings.

In addition to providing connections between greenway corridors, these existing trails and bike routes provide bicycle and pedestrian connections from residential areas in Dakota County to Lebanon Hills Regional Park use areas.



Pilot Knob Road
6' shoulder with curb and gutter
Trail on west side of road only



McAndrews Road
Shoulder gap between Johnny Cake and Pilot Knob
Trails on both sides of road



McAndrews Road
10' rural shoulder east of Pilot Knob
No trails



Cliff Road
10' rural shoulder east of Lexington Ave
No trails

STATUS OF REGIONAL GREENWAY PLANS

Several existing, planned, and proposed greenways are located in central Dakota County:

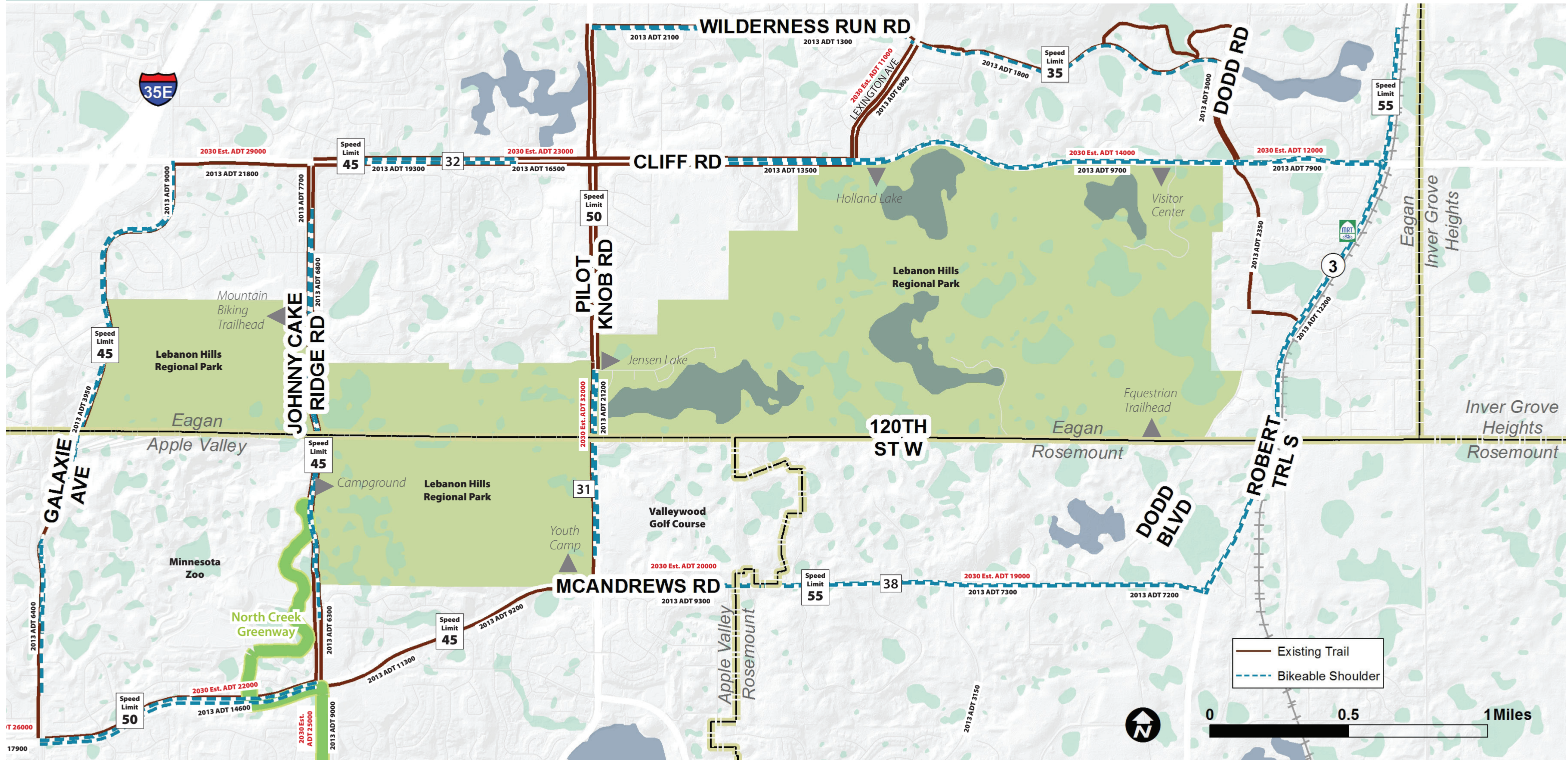
- » North Creek Greenway (plan adopted in 2011)
- » Rosemount Greenway (plan adopted in 2012)
- » Vermillion Highlands Greenway (plan adopted in 2012)
- » Rich Valley Greenway (master plan currently in process)
- » McAndrews Greenway (not yet master planned)
- » Eagan Core Greenway (not yet master planned)

GREENWAY CONNECTIVITY ANALYSIS

At the time of this study, none of the above greenways leading to Lebanon Hills Regional Park are constructed with the exception of a short segment (1/2 mile) of the North Creek Greenway within the Minnesota Zoo. However, the purpose of this study is to assess and ultimately establish a complete pedestrian system around Lebanon Hills that will support connectivity between all of the future regional greenways.

Central Greenway Connectivity Study
Project Area Existing Conditions

This map shows the existing major trails and greenways in the project area.



Greenway Linking Route

Several on-road bike trails and shoulders have been labelled as the Greenway linking route. These trails and bikeable shoulders will be enhanced with wayfinding and directional signage and potential bike facility upgrades. The routes will be designated as alignments to continue and connect between existing, planned, and proposed greenways. Essentially a “Greenway Ring Route” will be established to support pedestrians and bicyclists ability to between future regional greenways.

REGIONAL TRAILS (GREENWAYS AND LINKING ROUTES)

from *Metropolitan Council 2040 Regional Parks Policy Plan*

The Council has defined two major types of trails to serve the region: 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Examples of destination or greenway trails include:

- » Minnehaha Parkway Regional Trail (Minneapolis Park and Recreation Board)
- » Rush Creek Regional Trail (Three Rivers Park District)

Linking trails, on the other hand, are predominately intended to provide connections between various Regional Parks System units, most notably regional parks or park reserves.

Examples of linking trails include:

- » East Anoka County Trail (Anoka County)
- » Highway 96 Regional Trail (Ramsey County)

The “Central Greenway Ring Route” will be comprised of linking routes.

EAST/WEST LINKING ROUTES (EXISTING FACILITIES)

Cliff Road (CSAH 32) and McAndrews (CSAH 38) make important direct east/west transportation connections between the planned greenways that lead to Lebanon Hills Regional Park. Cliff road has an off-road trail between Johnny Cake Ridge Road and Lexington Avenue, and a wide shoulder between Lexington Avenue and Dodd Road. The segment of Cliff Road that has shoulders has lower traffic volumes, appealing to Class A Cyclists. McAndrews Road has an off-road trail between Johnny Cake Ridge Road and Pilot Knob Road, and a wide shoulder between Pilot Knob Road and Highway 3. Similar to Cliff Road, the segment of McAndrews that has shoulders has lower traffic volumes, appealing to Class A Cyclists. Alternately, some bicyclists may choose to use a short segment of the highline trail and the off-road trail along Lexington Avenue to make an east/west connection between greenways. Although this route is somewhat longer in distance and time than the more direct Cliff Road route it can be made using off-road trails and so may appeal to Class B Cyclists.

NORTH/SOUTH LINKING ROUTES (EXISTING FACILITIES)

On the west side of the study area, Johnny Cake Ridge Road makes a direct north/south connection between Cliff Road and McAndrews Road. It has paved trails and wide bikeable shoulders along its entire length that make it a desirable bicycle transportation route. The existing Johnny Cake Ridge Road pedestrian facilities provide important connectivity to the Lebanon Hills Mountain Bike Area and campground.

On the east side of the study area, Highway 3 is a state highway with wide shoulders that appeal to Class A Cyclists. Dodd Road is a city street that is paved in the city of Eagan but is a gravel road (Dodd Blvd.) in the city of Rosemount. Dodd Road in Eagan is a low volume street that appeals to Class A Cyclists. The combination of Highway 3 and a short east/west segment of Red Pine Lane to connect to Dodd Road in Eagan, provides good continuity for the longer riding Class A Cyclists.

Short-Term Implementation Recommendations

In the next five years, several on-road bike facility and trail enhancements are suggested. The Short-Term Improvements would make the existing facilities easier to use and provide clear wayfinding between greenway corridors. These improvements are identified as Short-Term Improvements on the map on the following page. In addition, as road improvements are programmed in the area consideration should be given to adding/improving pedestrian facilities identified as priorities in this study.

SUGGESTED IMPROVEMENTS & ROAD TREATMENTS

- » Wayfinding and Directional Signage
- » Bike Shoulders that are clear for riding
- » Pavement treatments along shoulders will be evaluated as part of the upcoming Dakota County Ped Bike Plan.



Wayfinding and Directional Signage

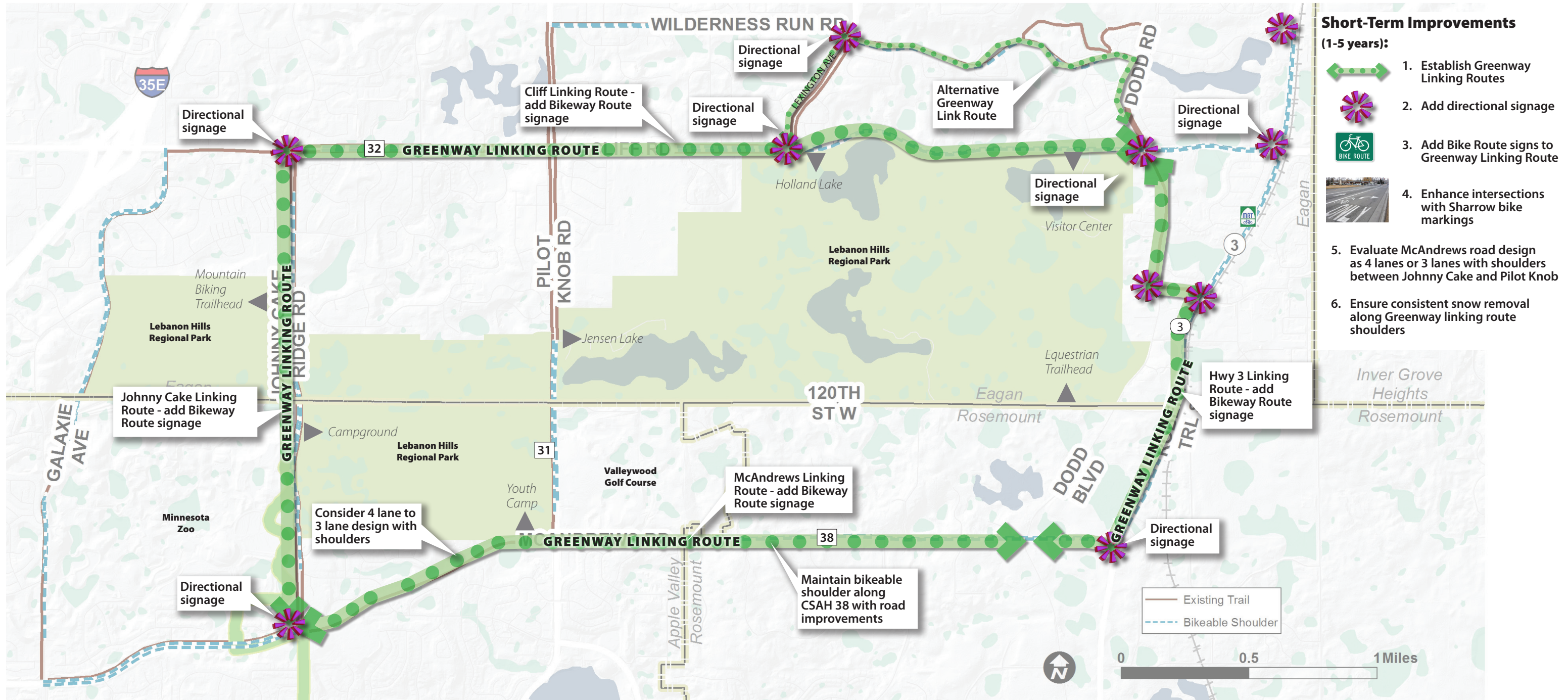


Bike Route Symbol with Wayfinding

Central Greenway Connectivity Study

Short-Term Recommendations

This map shows improvements that would be constructed along the greenway connectivity routes in the short-term future as funding is available.



Long-Term Implementation Recommendations

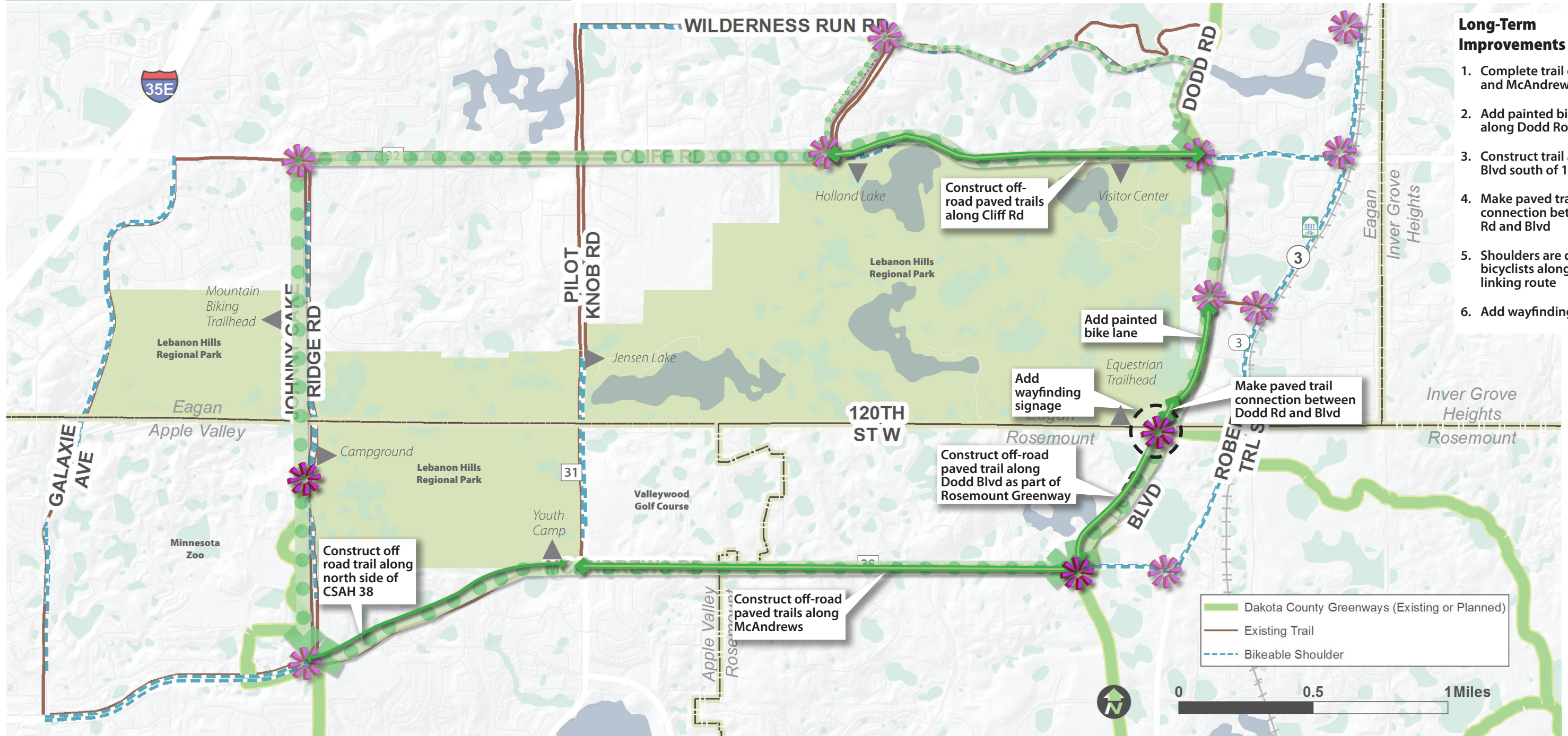
In the next 20 years, it is recommended that additional trail and road construction provide a more complete network of pedestrian and bike facilities between greenways. The Long-Term Improvements would also serve to provide pedestrian and bicycle connections between the growing neighborhoods in this area independent of the greenway system. The map on the following page displays the recommended Long-Term Improvements, which includes full build out of trails along County roads in the project area.

It is Dakota County's policy to build off-road, paved trails along-side all County roads when they are reconstructed. Cliff Road (CSAH 32) is a County road that will have a paved trail along it when it is reconstructed in the next 5-10 years. Similarly, McAndrews Road (CSAH 38) should have a paved trail when it is expanded in the long term future. The County will also evaluate the priority and practicality for considering a stand-alone project to add the missing trail segment along McAndrews Road in consideration of the pending Bike Ped Plan recommendations and the County's Transportation Plan update.

Central Greenway Connectivity Study

Long-Term Recommendations

This map shows improvements that would be constructed along the greenway connectivity routes in the long-term future, after the short-term improvements have been implemented.



- Long-Term Improvements (5-20 years):**
1. Complete trail gaps on Cliff and McAndrews
 2. Add painted bike lane along Dodd Road
 3. Construct trail along Dodd Blvd south of 120th St
 4. Make paved trail connection between Dodd Rd and Blvd
 5. Shoulders are designed for bicyclists along Greenway linking route
 6. Add wayfinding signage



Dakota County
CENTRAL GREENWAY
CONNECTIVITY STUDY
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Appendix: Public Comments

PUBLIC OPEN HOUSE (FEBRUARY, 2016) WRITTEN COMMENTS:

- » Existing sidewalk system is adequate; put the greenway around the park.
- » Trails should not impact School of Environmental Studies.
- » Keep transportation concerns out of park trail planning.
- » Bike trails need to be along roads, not in parks
- » Bikes need to be better controlled in the park today
- » Stop spending on new trails-maintain the existing.
- » Greenways should not be redundant with sidewalks or existing trails
- » Who pays for maintenance?
- » Dodd Rd to the east of LHRP looks like a logical long-range route
- » McDonough Road to the south of LHRP looks good
- » Add shoulder on Cliff for Class A cyclists
- » More trail connections between neighborhoods are needed
- » Connection to LHRP Visitor Center is poor for neighborhoods to the north
- » Greenways should not end at the park; they should continue around it
- » Curb cuts are needed when the trail ends or crosses a road
- » Support the idea of McAndrews becoming 3 lanes with shoulders
- » Please improve safety of intersection at Cliff Road and N. Hay Lake Rd and McAndrews and Diamond Path
- » Enforce crossing on Dodd
- » Off road trails definitely needed on north side of McAndrews and east side of Pilot Knob
- » Winter bike trail maintenance issues include ice, and snow getting pushed onto trails by street plows

PUBLIC OPEN HOUSE (MAY, 2017) WRITTEN COMMENTS:

- » I highly support the addition of off street paved trails on McAndrews between Pilot Knob & Dodd. Lots of walkers, joggers, kids on bikes and non-commuter bikers on the shoulder along a 55 mph road.
- » I feel that it is very important that the greenway routes around Lebanon Hills Regional Park be completed before any further planning or design of the “connector” trail through the park. Hopefully, the routes around the park may demonstrate that the “connector” trail is either not necessary or should be designed to have minimum impact on the natural environment of the park. – Barry Graham
- » The bike trail plan looks exciting. I would like to see the trail around the perimeter (outsides) of Lebanon Hills Park built first. Then we can take another look for the plans to build a connector trail through the interior of Lebanon Hills Park. I advocate for not cutting a trail through the interior of this relatively intact parkland. I value the wildlife and natural habitats within the park. Thank you.
- » I do not support any bike paths within Lebanon Hills Park – keep the paths around the park. Be respectful of the rights of property owners. Try to keep housing areas separated from the trail system.
- » I would like to see a grade separated crossing from Hay Lake to Lebanon Hills crossing Cliff Rd for safety. Would like to see a dedicated walking path separated from traffic into the park. It’s too dangerous to cross Cliff Rd and walk on the street to enter the park. Cliff Rd needs a separate path for bicycles. It’s too dangerous to bike with children.
- » I do not approve of any paved trail through Lebanon Hills Park. Some of the little offshoots of trails along, for example an existing, already improved highway such as Cliff Rd, seem like an awfully lot of work and expense for such a minimal amount of people who will actually use such a trail. Cutting into people’s property along Big highways should not be acceptable. People don’t want “trails” alongside major highways.
- » The trails around LH should be completed. There is no accountability to master plan if connector is still a segment of the greenway network as shown in this study.
- » I am opposed to any type of paved trail going through Lebanon Hills. It will ruin the “natural” park and will change how the park is used. This is a place of wilderness in the city. I would like to see it stay that way for future generations. (plus it is expensive to maintain) I would like to see the greenway system completed before anything is considered or worked on in Lebanon Hills.

EMAIL COMMENT SUMMARY:

Overall we received 55 emailed comments for the Central Greenway Connectivity Study. The comments were generally in support of establishing greenway connections between the regional greenways utilizing existing & future trails and on-road facilities. A majority of comments also expressed concerns about the future “connector trail” and it’s role within the larger greenway system and timing of development.

Common phrases: (# of occurrences in the comments)

- » “I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills” = (22)
- » “prior to any further action on the Connector Trail” = (25)
- » “The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network” = (16)
- » “I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity” = (27)

RESPONSE PROVIDED BY DAKOTA COUNTY STAFF TO EMAIL COMMENTS:

Thank you for your comments, all comments will be included in the final study presented to the Dakota County Board of Commissioners. Just to clarify the Central Greenway Connectivity Study only proposes improving the on and off-road pedestrian system along existing roads around the park, the study does not make any recommendations about trails within Lebanon Hills Regional Park.

Below is a link to the Central Greenway Connectivity Study - Public Review Draft:

<https://www.co.dakota.mn.us/parks/Planning/Greenways/Documents/CentralGreenwayConnectivityStudy.pdf>

Additional information about the future “connector trail” in Lebanon Hills can be found in the 2015 Lebanon Hills Master Plan

<https://www.co.dakota.mn.us/parks/Planning/ParkPlans/Documents/LebanonHillsMasterPlan/LebanonHillsMasterPlan.pdf>

If you have any additional questions comments, feel free to contact me.

Sincerely,

John Mertens, Senior Planner

Dakota County Office of Planning

952 891-7036

ACTUAL COMMENTS:

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Thank you for taking my thoughts into consideration!

Almut Engelhardt

I write to provide comment on the Central Greenway Connectivity Study. The study proposes having the Greenway Connector Trail pass through the main body of Lebanon Hills Regional Park. This violates the spirit and letter of the revised Master Plan for Lebanon Hills, approved by the County Board in March 2015, which clearly directs that the Connector Trail should pass around, not through, the park. I support plans for bicycle connectivity that do not include a 6-mile, 8-foot-wide paved trail passing through the body of Lebanon Hills Regional Park. I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

I am an avid hiker. I am also a strong recreational bicyclist who puts anywhere from 800-1200 miles on her bicycle every year. I have been consistently frustrated throughout the public discussion of development in Lebanon Hills that hiking and biking interests have been portrayed as opposed. I also have not appreciated the stance taken by some pro-development factions that conflates accessibility with the construction of a high-speed bike thoroughfare through one of the few wilderness-quality parks left in the region. Accessibility will not be fostered by forcing those with mobility limitations along with pedestrians, including families with small children, to share a path with bicyclists who will, as commuters, average anywhere between 15-22 mph on level (and up to 35 mph downhill).

I support a connected Greenway that facilitates bicycle transit and recreational bicycling in the south metro, particularly Eagan,

where I live. I also support the preservation of the natural habitat of Lebanon Hills, which is a unique and incredibly valuable asset to our community.

I urge you to reject the findings of the Connectivity Study and to prevent construction of the Connector Trail through Lebanon Hills.

Thank you for your consideration on this matter. Best regards,
Penny Edgell, Eagan

I am opposed to the plan that puts a paved trail through Lebanon Hills.

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Please revise the plan to remove a paved trail through Lebanon Hills. Thank you.
Sandra Ward

As I am watching the back and forth at Lebanon Park, I am extremely concerned how the trails will be affected by horsemen like myself and the safety aspects of all who use it.
Roxanne Napper, Welch, Minn.

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.
Linda Knutson, Eagan, MN

As a citizen of Dakota County, I do not support a paved multi-use trail through Lebanon Hills Park as part of the Greenway network in any capacity. To install such a trail is directly contrary to the adopted Master Plan for the park. I appreciate the county board's decision to adopt this master plan, and I support the completion of the Greenway network around the park before further action is taken on the connector trail. The paved multi-use trail concept is immensely unpopular with the citizens of Dakota County. Please listen to our voices. Thank you for your time and attention to this matter. Best regards,
Laurel Regan

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Board's decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Sincerely,
John Bergquist

It is my belief that the adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Thank you for your consideration,
Patrick Gillis, Apple Valley

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Thank you for taking my thoughts into consideration!
Ben Kachian

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the

Greenway network in any capacity. Thank you
Kathryn & Scott West.

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network AROUND Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail THROUGH Lebanon Hills serving as a segment of the Greenway network in any capacity.

I visit and enjoy the park quite frequently (at least once every couple weeks) as long as the trails are open for horseback riding even though it takes me over an hour to get there. Please don't change it into a thoroughfare for wheeled recreation and take away this oasis of nature that is cherished and enjoyed by so many, not just horseback riders. The paved trails would cut down on the natural habitat and change the whole atmosphere to be more citified. This would be a HUGE loss for those who cherish the easy access to such a peaceful and rare setting. Thank you for your time. Sincerely,
Sue Schedin

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment (either physically or nominally) of the Greenway network.

Having said that, I am very concerned about some inconsistencies that could interfere with this intention.

These are some key points in the Central Greenway Connectivity Study

- » "The paved Connector Trail is not to serve as a segment of the Greenway system." (p. 184)
- » "Dakota County greenways that will connect to Lebanon Hills are planned to include paved trails, and will bring people to, but not through the park." (p. 147)

Here are my concerns:

- » The Study clearly shows the Connector Trail through Lebanon Hills as a segment of the Greenway network, which violates the Master Plan.
- » The Study refers to the route through Lebanon Hills as the "recreation" route -- which conflicts with the County Boards decision that the Connector is not to serve as a segment of the Greenway network.
- » The Study proposes to enhance and re-name existing bike trails around the park as the "linking route", with some segments needing to be completed, but nothing prevents the Connector Trail (or "recreation route") from being constructed first, thereby serving as the Hub of the Greenway network.
- » The Study supports using signage and design elements to entice higher speed cyclists to ride around the park instead of through the park; however, nothing eliminates the potential for high-speed cyclists and other wheeled recreation from using the park as a thoroughfare.

Chuck Hoffman

Please cease and desist discussion of a paved trail through Lebanon Hills. It has been over three years that the public has let it be known we do not want a paved trail through the park. Around the park is fine, just not through. Thanks,
Mike Stinson, Apple Valley, MN

I am a long-time resident of Dakota County at 1574 Sherwood Ct in Eagan. The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. I would note that nothing in the Study eliminates the potential for high-speed cyclists or other wheeled recreation from using the park as a thoroughfare.

I would note that 97% of the comments received by citizens on the original Master Plan did not want a paved trail through Lebanon Hills as there are ample paved trails, within Dakota County parks, city-managed parks, and the adjacent parks near Thomas Lake for people to ride bicycles or for individuals with disabilities. Dakota County residents appreciate Lebanon Hills for its pristine wooded natural areas that give the feel of wilderness while being located in the suburbs. My family walks our dogs and I hike or jog through Lebanon Hills on a weekly basis. Having the connector trail as a segment of the Greenway network is a mistake and an irreversible loss to Dakota County residents. I would urge the County Board not to make the Connector Trail part

of the Greenway network.

Best Regards, Margaret

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Board's decision on this, and I support completing and establishing the Greenway network AROUND Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Thank you,

Leslie Pilgrim, Mendota Hts

Thank you for your responsiveness. While the Study may not make specific recommendations about trails within Lebanon Hills, I see that it identifies the connector trail as a segment of the Greenway network, which violates the Master Plan. Any reference, including faint images, of the proposed connector trail within Lebanon Hills should be removed from the Study in order to eliminate any misunderstanding and confusion (as I am experiencing) so that the Greenway is established around the park in years ahead.

Thank you again, Leslie Pilgrim

I am very angry to learn that the Central Greenway Connectivity Study violates the County Board vote to change the status of the trail and to prevent the destruction of the continuity of our park by this very disruptive trail. What the citizens of this county want and what the citizens of this county have been saying for two years is that the construction of this trail should affect the park as minimally as possible and that is not in alignment with the Connectivity Study. This trail should go around this park, not through it. I plan to oppose this study with every effort possible. I implore you to follow the change to the status of the connector trail to bring people to, but not through the park. Thank you,

Wayne Hoklas

I grew up in Eagan and my family still lives here and utilizes the Lebanon Hills/Holland Jensen park at least weekly if not on a daily basis. I've just learned that the Central Greenway Connectivity Study violates the County Board vote to change the status of the trail and to prevent the destruction of the continuity of our park by this very disruptive trail.

What the citizens of this county want and what the citizens of this county have been saying for two years is that the construction of this trail should affect the park as minimally as possible and that is not in alignment with the Connectivity Study.

This trail should go around this park, not through it. I plan to oppose this study with every effort possible.

I implore you to follow the change to the status of the connector trail to bring people to, but not through the park. Best Regards,

Michelle Johnson

I am submitting my comments on the Central Greenway Connectivity Study, which are essentially the same as the comments I made at the open house in Rosemount.

I am concerned that the Connector Trail, as proposed in the Lebanon Hills Regional Park Master Plan, will be designed and will look to most bike riders as a segment of the Greenway network. If this happens, it will be contrary to terminology in the Master Plan that states the Connector Trail is not part of the Greenway network. I do not think that signage and, perhaps, sharper curves will be effective in discouraging high-speed bicycle traffic on what is intended to be a recreational multi-use trail.

I appreciate that the County Board authorized the Central Greenway Connectivity Study, with the intent to have high-speed bicycle traffic restricted to routes around the park. In order to for this to be the result, I feel it is imperative that no further actions are authorized on the proposed Connector Trail until the Greenway connections outside of the Park are completed. After this occurs, the proposed Connector Trail should be re-evaluated and, potentially, redesigned to make sure that it does not serve as a segment of the Greenway network. Thank you for your efforts on this study and for your consideration of my comments.

Barry Graham, Eagan

I am not in favor of a connector trail through the park. Thank you,

Laurie Hibbard

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity because it will take away the quiet and peaceful parks that I enjoy. I'm also concerned it could potentially increase the risk of damage from vandalism in the park. I think it will disturb wildlife and joy that I and others share

in using the Lebanon Hills parks. Also, if you add lights to the Connector Trail that will be troublesome for park. Thanks for your consideration.

Sincerely, Jane Ferguson, Eagan resident

(reply to response)

I am so glad to hear that! I was misinformed.

Thanks, Jane

John, I'm an avid advocate of Lebanon Hills who lives just outside the park and see the connector trail as unnecessary and a waste of tax payer money especially with the noted bicycle routes around the park in the Central Greenway Connectivity Study. The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Sincerely,

William Meyer

I'm writing to submit a brief comment on the proposed multi use paved trail through Lebanon Hills park.

I am against any sort of additional paved trail through the park itself. Lebanon hills is one of the few areas with substantial opportunities for running, hiking, horseback riding, and biking on dirt track within the metro area, that doesn't require a half hour drive.

I understand the desire for connectivity and accessibility--in fact, creating a more bike-commute friendly metropolitan area is important to me. However, instead of sacrificing one of the few truly native areas to walk and hike in favor of a busy paved trail is not worthwhile, particularly when a paved connection around the park is feasible. If the connection goes forward, please route it around--not through--the park. Thank you,

Craig Long

As we discussed on the phone, it sounds like I was misinformed about the current recommendations from the Greenway Connectivity Study. I see now that the Connector Trail through Lebanon Hills Regional Park has already been adopted as part of the 2015 Master Plan and as such is not part of the recommendations. Please do not include the comments in my initial email as part of the public record.

Given that the Lebanon Hills Connector trail is already approved, I support the short-term and long-term proposals of the study. I think adding more off-road paved trails around the park (long-term proposal) would be a good thing as it would offer cyclists another path around the park. As a runner/hiker, I do hope that any paved trail that is created in or near Lebanon Hills Regional Park is heavily considered for plowing in the winter months as it'd be nice to have more winter running options. One possible addition to the long-term proposal part of the study could be adding an off-road paved trail from Cliff Road into the Visitor Center at Schulze Lake. The only way currently for a local resident to get to the Visitor Center on foot is by walking on that road - and it's often unsafe as cars regularly are checking their phones and not expecting pedestrians along the side of the road. A paved path connecting Cliff Road to the Visitor Center would be in everyone's best entrance, I think. Thanks again for the dialogue and response. Sincerely,

Chris Robbins

As frequent visitors to Lebanon Hills, my husband and I are concerned about the plan to put a paved trail THROUGH the park. We enjoy hiking and running many miles of the trails at Lebanon on a weekly basis and it is a gem of a park in the middle of a "concrete jungle" which already has many paved trails. As a supporter of individuals with disabilities (we are both physical therapist who treat these individuals on a daily basis), we understand and support the need for accessible trails; however we believe that the route of the paved trail needs to be reconsidered and should not run directly through the park - disturbing so much of the natural landscape that can never be replaced.

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Please consider our (amongst others) concerns regarding the current plan. Sincerely -

Christine and Sam Olson, Rosemount, MN

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate

the County Boards decision on this and support completion and establishment of the Greenway Network AROUND Lebanon Hills I do not support a paved trail through Lebanon Hills in any capacity.

Lets keep Lebanon Hills "forever wild". Thanks, Gary Sheets

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support the completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector trail. I DO NOT SUPPORT A PAVED TRAIL THROUGH LEBANON HILLS serving as a segment of the Greenway network in any capacity. I have been living near and visiting Lebanon Hills on a regular basis for over 16 years now. I cannot stress to you how important I believe this issue is to Dakota County and citizens of Eagan and surrounding communities. Lebanon Hills is truly a hidden gem within our sprawling metropolis and I do not wish for there to be a paved trail within this park. Thank you for your time. Sincerely,

Janice Baker, Eagan MN

I am a long-time resident of Eagan and a daily visitor to Lebanon Hills. My husband and I enjoy the natural state of the park and are concerned that a paved trail will change its entire dynamic to a higher-speed biking venue. In our opinion, Lebanon Hills is not suited for such a venture. We are cyclists, but we prefer that Lebanon Hills stay as natural and "up north" as possible.

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Board's decision on this, and I support completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector Trail. I do NOT support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Sincerely,

Ann Iverson

I'm writing to express my concern about the proposed paved trail through Lebanon Hills.

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Kind Regards,

Chris Mahrer

I am a 30+ year resident of Rosemount and a regular user of the Lebanon Hills park system. It is a joy to have such a large area nearby for walking, skiing and viewing wildlife. However, as time goes by it becomes less of a 'wilderness in the city' and more like a city park. I recently saw the draft plan for the greenway connectivity study and see a paved bike trail going through the park. This seems to be in conflict with the Lebanon Hills Master Plan. The adopted 2015 Lebanon Hills Master Plan reads:

- » "The paved Connector Trail is not to serve as a segment of the Greenway system." (p. 184)
- » "Dakota County greenways that will connect to Lebanon Hills are planned to include paved trails, and will bring people to, but not through the park." (p. 147)

Additionally, the map in the master plan shows improved bike trails on Cliff Road, Highway 3, and Mac Andrews road; all going around the park. However, the Central Greenway Connectivity study shows a Connector Trail through Lebanon Hills as a segment of the Greenway network. I'm assuming it would be a paved, two-way trail, perhaps mixed-use. Mixed use bike trails are often not pleasurable to anyone. High speed bikers irritate and intimidate hikers. Children in strollers and on small bikes irritate bikers.

While I am also an avid biker, I feel this activity will add more disruption, traffic, busy-ness to an already popular place. I find plenty of places to bike around in Rosemount/Eagan/Apple Valley and a bike trail are will put additional pressure on this park system. Having said that, I wish there would be safe bike trails alongside busy roads, i.e Highway 3, Mac Andrews Rd. and parts of Cliff Road. I don't feel safe biking on the shoulders of these roads. Improved shoulders and signage might help.

This park does not need to be something for everyone. Leave the bike trails out of it. Rather, lead the bike trails TO the park and have some bike racks at the visitors center to lock up bikes. Thank you for your consideration.

Lori Wilfahrt, Rosemount, MN

I am writing because I have concerns regarding the possibility of a biking path being put in through Lebanon Hills.

Our family hikes in this park regularly. This is the last place we have in the area to get away from paved paths, bicyclists, etc. These hiking trails are quiet, calm, peaceful and allow you a chance to actually enjoy nature. The natural trails are safe for hikers as currently there is no fear of meeting a cyclist coming around a bend. Once a biking path goes in, this will be a thing of the past. It will ultimately no longer be safe for hikers, it will scare away wildlife and it will ultimately become just another biking trail. Loosing

this trail as it is would be a heart breaking loss.

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this and I support completion and establishment of the Green Network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Please keep with the approved Lebanon Hills Master plan. Please preserve the Connector Trail in it's original state. Thank you.

Lori Brunette, Dakota County Resident

It seems we may be back at square one with the topic of a 6-mile, multi-use paved trail going through Lebanon Hills Park with the recent Central Greenway Connectivity Study. We, along with the majority of people in Dakota County and the metro region expressed strong opposition to putting the trail through the middle of the park during the last study of Lebanon Hills.

It appears your recent study findings are going back to putting a trail through the park. Regardless of what you call this trail, a connector trail or a "recreation" route we are against doing this.

Please do not create any kind of paved trail through the middle of the park. Sincerely,

Barb Zeches and Keith Rudolph

Please do not change the path from gravel to a paved path. I believe we must leave it as natural as possible. Thank you,

Melonae Kunz, Eagan

Please do not allow this natural area to be transected by a bike path.

Wildlife has already been made scarce by too many trails and too much traffic in the park. It's hard to find much there, compared to smaller places like WoodLake Nature Center in urban Richfield or Dodge Nature Center.

What we need are oases of natural, unimproved land (attractive to and habitable by wildlife), not more recreational venues. Something that promotes calming and connection to the earth, not the simple discharge of energy. Those kinds of venues are already in overabundance throughout the general region. Please keep bikes out of the park interior.

C. Mannheim, Apple Valley

I beg you, put in the trail that is less invasive to the natural terrain of this gem of a park. If the funding for visitors to the parks need to change in order to get funding for maintenance of the park, then address that issue. DON'T ruin the park in order to get more funding for maintenance.

Pat Stevesand, Burnsville

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Carlin Bunting

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Linda Price, Burnsville

I am a trail runner and a member of the Upper Midwest Trail Runners. I use the Lebanon Hills trails at least twice a month on average, running over 200 miles per year on them. I also come with my children to them for hiking and to help out at the Endless Summer trail races.

It's safe to say that we have had more encounters with nature and with wildlife on the Lebanon Hills trails than anywhere else in the Twin Cities. Lebanon Hills offers a measure of quiet, solitude, and wildness that's hard to match anywhere else in the metro area. It's an incredible resource just as it is, and bringing more and high-speed bicycle traffic through it would compromise its wildness and peace.

It is with this background that I write of my concern about the Central Greenway Connectivity study, particularly the Connector Trail. The Lebanon Hills Master Plan makes it clear that the Connector Trail is *not* part of the Greenway network. I do not support

a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Thank you for your work on guiding the future of this jewel of a park. Sincerely,

Robyn C. Reed, Minneapolis, MN

The approved Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completion and establishment of the Greenway Network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Allan Thoennes

If it's true what the Wilderness in the City org says, do not go back on your word and keep the paved path to the outskirts of the park. This should be a win win for all. You may be a bicyclist yourself, I do not know, but listen to the interests expressed and promises made. Do not give to personal agendas if you or others on the committee happen to be bike riders. Many bike riders already feel they're immune to laws and rules of the roads. Keep the small amount of wilderness left that can be enjoyed without the disruption this would cause to this amazing park.

Kathy McDaniel

I am a trail runner and a member of the Upper Midwest Trail Runners. I use the Lebanon Hills trails at least 8 times a month on average, running over 800 miles per year on them. I also come with my kids.

It's safe to say that we have had more encounters with nature and with wildlife on the Lebanon Hills trails than anywhere else in the Twin Cities. Lebanon Hills offers a measure of quiet, solitude, and wildness that's hard to match anywhere else in the metro area. It's an incredible resource just as it is, and bringing more and high-speed bicycle traffic through it would compromise its wildness and peace.

It is with this background that I write of my concern about the Central Greenway Connectivity study, particularly the Connector Trail. The Lebanon Hills Master Plan makes it clear that the Connector Trail is *not* part of the Greenway network. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Thank you for your work on guiding the future of this jewel of a park. Sincerely,

Rob Kortbein

I am a trail runner and a member of the Upper Midwest Trail Runners. I use the Lebanon Hills trails at least twice a month on average, running over 200 miles per year on them. I also come with my children to them for hiking and to help out at the Endless Summer trail races.

It's safe to say that we have had more encounters with nature and with wildlife on the Lebanon Hills trails than anywhere else in the Twin Cities. Lebanon Hills offers a measure of quiet, solitude, and wildness that's hard to match anywhere else in the metro area. It's an incredible resource just as it is, and bringing more and high-speed bicycle traffic through it would compromise its wildness and peace.

It is with this background that I write of my concern about the Central Greenway Connectivity study, particularly the Connector Trail. The Lebanon Hills Master Plan makes it clear that the Connector Trail is *not* part of the Greenway network. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity.

Thank you for your work on guiding the future of this jewel of a park. Sincerely,

Cari Armstrong

Dakota County Commissioners voted to keep the Greenway out of Lebanon Hills and the Central Greenway Connectivity Study so far does not do that. There are a lot of trails around the park that are just like the other sections of the Greenway - Like along McAndrews along zoo and Johnny Cake. The Greenway near the park should be consistent with the other Greenway parts it is connecting to. The Greenway section envisioned for the park is simply a sneaky way to get the Greenway back into the park after the commissioners rejected exactly that. The concept has already been rejected by almost 1000 commenters at a 97% negative rate. Very few people want to see another 250' wide hill removal project that would meet the funding requirements of federal and state agencies in Lebanon Hills. Give yourself and the community some peace and put the Greenway around the park as voted on. The Connector trail should be studied only after the Greenway is complete.

Mike and Betty Fedde, Eagan

I am a regular bike commuter but also a regular hiker through Lebanon Hills. I am very concerned that Lebanon Hills remains wild and not have a bike trail through the park.

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Sincerely,

Pamela Carlson

I thought we were not going to put a paved trail through the park. True or not? We have great and beautiful paved trails such as those at Sharr's Bluff and Thomas Lake. Some areas need to be left more alone. This is one of them. What do you think? Many thanks,

Ron Seipp, Apple Valley

Please listen, representatives of the people,

The citizens of Dakota Cty time after time have told you we do not want any construction of hard top trails in Lebanon Hills Park; our forever wild park. I have been at all of the public meetings and the public participants have been overwhelmingly against park development. The question is do we have representative government or manipulating government??

The management success metric of how many people can you cram into a park is a bankrupted measurement of successful park management. To say it bluntly, "Please Keep Your Development Hands Off Of Our Park". Sincerely,

Daniel Hoklas, Voting Eagan Resident

I briefly reviewed the Central Greenway Connectivity Study and am concerned about a couple issues.

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway (linking) network around Lebanon Hills prior to any further action on the Connector (recreation) Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. In short, I support the linking route but oppose the recreation route.

Thank you! Sincerely,

Val Jackson, Eagan

I wanted to voice my concerns of the corridor trail through Lebanon Hills, as a longtime Rosemount resident (35+ years) and as a user of Lebanon Hills please do not complete this trail, instead add a path along Cliff road and then connect to the Zoo (if needed add a bridge over Johnny Cake like on McAndrews). The park will lose too much land and the affect will impact the park forever. I question the corridor especially through the center section of the park as with the hills the path is problematic. If the park was a half mile wider (North to South) I would feel differently but it is so narrow that I think the potential impact is too great. Thank you,

Mike Westermeier, Rosemount, MN

(response)

Thank you for the clarification, I misread it from the past discussions involving Lebanon Hills, I do strongly support the corridor trail along Cliff Road between Lexington and Highway 3 and it's further connections to other trails. That would be a great improvement for runners, walkers and bikers as that is a dangerous section as the speeds are too fast and the shoulder too narrow especially in the winter time. I do support these type of corridors where the impact on existing regional parks is minimized as I believe they improve our livability. Thank you for following-up with me, I appreciate that.

Mike Westermeier, Rosemount, MN

Don't do it. We already have plenty of paths for biking. Please keep your word and honor the original agreement to leave this natural habitat alone. Thank you,

Diane Vorhis, Apple Valley

Thanks for considering the following comment regarding the Central Greenway Connectivity Study.

The Study does a good job of recognizing the existing network of bike trails around Lebanon Hills and making recommendations for completing a few key areas. Once complete, the greenway "linking" route will provide a safe, clear and efficient route to and around Lebanon Hills, and will bring people to, but not through, the park. Thank you!

Where the Study falls short is indicating an additional route directly through Lebanon Hills. There are several ways to get from

point A to point B; through the park should not be one of them. This violates the Lebanon Hills Master Plan and challenges the Board's 6-1 vote that the Connector Trail will not be part of the greenway network. The Study fails to recognize that and instead shows the Connector as a segment of the greenway, even if it's called something else. To avoid further misunderstanding, images or reference to a route through the park should be removed from the Study.

There is also a lack of public support for a bike trail through Lebanon Hills. Since 2013 when the concept first emerged people have opposed a paved trail, end-to-end, through Lebanon Hills. And opposition remained strong even when a revised draft plan update was released recommending a "recreation" design for an end-to-end trail. As such, the Board's decision to change the status of the Connector and remove it from the greenway network was significant, and should not to be neglected. Priority should be given to completing and establishing the linking route around Lebanon Hills. Thanks,

Holly Jenkins, Eagan

I support the greenway bike network around Lebanon Hills Regional Park, but I do not want to see a paved bike trail through the park, as shown on the maps illustrated in the Study.

In 2015, the County Board approved a change to the Study which states the Connector trail within the park is not to serve as a segment of the greenway network. The images of the Connector Trail, however, were not removed from the maps in the Study.

Please eliminate any and all images of the Connector Trail from the maps in the Study to bring the text and graphic images into agreement. This will help to eliminate existing confusion and potential mistrust of the Board's future actions. Respectfully,

Kathy Boyer

We appreciate this opportunity to comment on the Central Greenway Connectivity Study.

We strongly support the objective of routing the Greenway around Lebanon Hills so that, "The paved Connector Trail is not to serve as a segment of the Greenway System", as stated in the 2015 LHMP. In order to prevent any potential for the Connector Trail within Lebanon from becoming a de facto Greenway segment, there are several things which can be done.

The Greenway system surrounding LHRP should be fully designed and constructed in a manner consistent with the standards for the rest of the Dakota County Greenway System. Only after this project is completed, should the needs of the Connector Trail be addressed in a way that is most beneficial to the Park and its visitors. Keeping these two projects separated will help to assure that the Connector Trail is completed within the parameters and language of the 2015 Master Plan. Also, to avoid potential confusion regarding the intended purpose of the Connector Trail, it would be advisable to remove the image of the Connector Trail from the maps in the Study, and include only those trails which are part of the Greenway.

It is important to build trust with the community over what has been a very contentious issue regarding the Greenway and Lebanon Hills in the past. The above suggestions could go a long way to ease some of the concerns. Thank-you for your time.

Sincerely,

Jean and Mike Oberle, Eagan

I support bike trails around Lebanon hills but do not support a route, recreation or otherwise, through Lebanon Hills as shown in the study.

Jason Bass

The Central Greenway Study clearly shows the Connector Trail through Lebanon Hills as a segment of the Greenway network, which violates the Master Plan.

The adopted Lebanon Hills Master Plan clearly states that the Connector Trail is not part of the Greenway network. I appreciate the County Boards decision on this, and I support completing and establishing the Greenway network around Lebanon Hills prior to any further action on the Connector Trail. I do not support a paved trail through Lebanon Hills serving as a segment of the Greenway network in any capacity. Please acknowledge receipt. Thank you,

Jack Conrad, Eagan

I want to express my appreciation for this opportunity to respond to the Draft Study that may well set the program for the next three to five years.

I agree with your stated goals to assure that the greenway routes surrounding Lebanon Hills Park connect via safe, clear and efficient routes that will provide a complete trail network throughout the county.

However, I would suggest in the graphics (as seen on p.6 for example) that you show the greenway not stopping at three entrances to Lebanon Hills Park but continuing on along those routes surrounding the park, incorporated possibly as shown on

the segment of Pilot Knob between Jensen Lake and McAndrews. Otherwise, we end up back with the perception that Lebanon Hills, your flagship park, is to serve as the “hub” a perception you erroneously put forward in early drafts back in 2013 and have yet to really put to bed.

The other suggestion, and this is really important, is that in your references, illustrations, details and mapping of the Lebanon Hills Park Connector Trail all use the term “proposed future ...” in reference to the trail. This is because while it was approved in the 2014 Plan, the County has yet to execute the Natural Resource Plan for Lebanon Hills, and after that, there will be another Master Plan for the Park, and at that time, it is possible that, based on information from the Natural Resource Plan, the LHP Connector Trail may be dramatically altered in design, length, location or even material, just as the 2001 Plan for the Connector Trail was altered in the 2013-14 planning efforts.

Lastly, I believe it may be inferred in this Study, but I think it needs to be more clearly stated that the greenways surrounding the park must be completed before any permanent infrastructure or alterations for the Connector Trail are even started, holding true to the Board approved plan in 2014 to get the public accustomed to using those surrounding greenways before the Connector Trail is even started. Thank you for your consideration of my suggestions, Sincerely,

Paul Mandell, Inver Grove Hts

Thank you for the opportunity to comment on the draft Central Greenway Connectivity Study dated April 2017.

Natural open space and greenway bike networks both provide benefits to our communities, but at times the two can conflict. To help assure Lebanon Hills is not compromised, we agree with the goal of the Study “to ensure that greenway routes surrounding Lebanon Hills Park will connect to each other along safe, clear and efficient routes in order to provide a complete and connected trail network throughout the County.”

Toward that goal:

We support the “linking” route and recommendations as shown in the Study, and encourage the

County Board to complete and fully establish that route in the same design standard as other planned segments of the Greenway network.

We strongly oppose the additional route in the Study, showing the proposed Connector trail through Lebanon Hills as a segment of the Greenway network.

The public has opposed the concept of an end-to-end paved trail through Lebanon Hills since it emerged in 2013. In 2015, the County Board adopted the Lebanon Hills Master Plan update, which included a paved Connector trail within the park. At that same time, they also voted that the Connector trail is not to serve as a segment of the Greenway network. To avoid further misunderstanding on this issue, we request that references or images of the Connector Trail be removed from the Study.

The draft Study re-establishes the potential for Lebanon Hills to become a thoroughfare. To help avoid conflicts of use, safety concerns, negative impacts to natural resources, and other concerns expressed by the public -- and to comply with the Board’s decision that the Connector will not serve as a segment of the Greenway -- the linking route around the park should be fully completed and established prior to any further action on the Connector Trail. Sincerely,

Holly Jenkins, President, Wilderness in the City