BLOOMINGTON ALTERNATIVE TRANSPORTATION PLAN UPDATE

Community Input Appendix

A

July 2016

Community Input Summary

The following list are dates of public participation events, questionnaires, media outreach and additional public comment recieved. Appendix A is roughly organized according to this list.

5/27/14 to 9/10/14 - *Online questionnaire available*

6/2014 *- Bloomington Briefing*

6/21/14 - *Bloomington Farmers Market*

7/10/14 - *Focus Group Meeting #1*

7/15/14 *- Focus Group Meeting #2*

7/17/14 *- Focus Group Meeting #3*

7/8/14 *- Minneapolis Star Tribune Article*

7/29/14 *- Open House #1*

8/7/14 *- Open House #2*

2/12/15 *- Open House #3*

2/2015 *- Bloomington Briefing*

2/9/15 *- Sun Current Article*

2/19/15 *- Sun Current Article*

Various dates*- City Comments received*

Bloomington ATP Poster

Online Questionnaire

The following 5 pages show the original online questionnaire that was available to the public from May 27, 2014 to September 10, 2014. Pages A-6 and A-7 show the questionnaire summary at the time of Open House #2. A detailed summary of all questionnaire responses is included as part of Chapter 1.

Online Questionnaire Form

City of Bloomington Alternative Transportation Plan

The City of Bloomington is embarking on an effort to update the City's Alternative Transportation Plan. Since the original Alternative Transportation Plan was adopted in 2008, the City and other agencies (Metropolitan Council, Hennepin County, Three Rivers Park District and others) have initiated numerous planning and implementation projects that have furthered bicycle and pedestrian transportation in and around Bloomington. The Alternative Transportation Plan update will acknowledge work done over the past five years and provide direction for future implementation and maintenance efforts.

Please help us with this effort by taking a few minutes to fill out the following questionnaire. Your input will help to identify priorities for implementation.

General

1. 1. Which of the following best describes yourself? Check all that apply:

- ☐ I live in Bloomington
- ☐ I work in Bloomington
- ☐ I recreate in Bloomington
- ☐ I commute through Bloomington

2. Sidewalk, Trail and Bikeway Use: How do you use Bloomington sidewalks, trails and bikeways? (Check all that apply):

- ☐ For recreation
- ☐ For errands
- ☐ As an individual or with other adults
- ☐ With children or a family group
- ☐ For commuting
- ☐ I do not use Bloomington sidewalks, trails or bikeways. Please tell us why:

3. Trip Distances: Check the box describing the preferred length of walking or biking trip that you are likely to take:

	Low				High
Short trips (under 1 mile)	○	○	○	○	○
Medium trips (1-3 miles)	○	○	○	○	○
Long trips/loops (3-6 miles)	○	○	○	○	○
Distance loops (6+ miles)	○	○	○	○	○

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City of Bloomington Alternative Transportation Plan

Biking

4. Please list major physical barriers to biking in Bloomington. Be as specific as possible (e.g. Bridge across I-494 at Xerxes).

5. In your opinion, how important are the following to improving biking conditions in Bloomington?

	Very Important	Somewhat Important	Not Important
Additional paved trails (off-road)	◯	◯	◯
On-street bike lanes (on-road)	◯	◯	◯
Signed bike routes (on-road with no bike symbols)	◯	◯	◯
Additional natural surface trails (mountain biking)	◯	◯	◯
Intersection and street crossing safety improvements	◯	◯	◯
City map of trails and routes (printed, on-line and on kiosks or phone app)	◯	◯	◯
Better trail wayfinding and directional signage	◯	◯	◯
More bicycle parking	◯	◯	◯
Better trail lighting	◯	◯	◯
Connections to transit	◯	◯	◯
Maintenance	◯	◯	◯
Connections to other communities	◯	◯	◯

6. Please list your top three priority locations and type of improvements needed to improve biking conditions in Bloomington. Be as specific as possible (e.g. Bike Lane on Nicollet Ave. South)

1.

2.

3.

Walking

Page 2

City of Bloomington Alternative Transportation Plan

7. Please list major physical barriers to walking in Bloomington. Be specific as possible (e.g. crossing France Avenue to get to Westwood Elementary).

8. In your opinion, how important are the following to improving walking conditions in Bloomington?

	Very Important	Somewhat Important	Not Important
Additional sidewalks	◯	◯	◯
Additional natural surface trails	◯	◯	◯
Street crossing safety improvements	◯	◯	◯
A walking route map (printed, on-line and on kiosks or phone app)	◯	◯	◯
Trail/sidewalk signage	◯	◯	◯
Better trail and sidewalk lighting	◯	◯	◯
More pleasant walking environment	◯	◯	◯
Connections to transit	◯	◯	◯
Maintenance	◯	◯	◯
Connections to other communities	◯	◯	◯

9. Please list your top three priority locations and type of improvements needed to improve walking conditions in Bloomington. Be as specific as possible (e.g. Wider sidewalk on Lyndale Avenue from 86th Street to 90th Street)

1.

2.

3.

10. Please provide suggestions for improvements specific to trail based activities such as in-line skating, roller skis, or skateboarding.

City of Bloomington Alternative Transportation Plan

11. Please provide suggestions to improve the trail, bikeway, and sidewalk network for individuals with mobility disabilities.

Updates to the 2008 Alternative Transportation Plan

12. Are there additional biking or walking routes that should be included on the Bloomington Alternative Transportation Plan map?

The current map is shown above. To view a lager version, copy this address in a new browser window:
http://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/map.pdf

13. Please tell us what other updates you feel are needed to the current Bloomington Alternative Transportation Plan.

14. Would you like to receive updates about this project and walking and biking in Bloomington?

- ☐ Yes
- ☐ No

Stay Connected!

15. (Optional) Please provide your contact information to receive updates on this project and walking and biking in Bloomington.

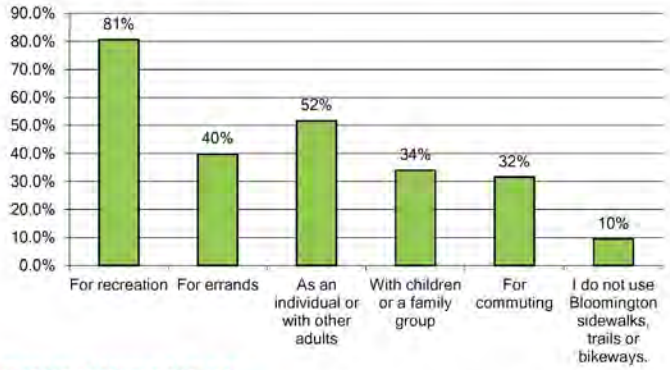
Name	
Address	
City	
State	
E-mail	

What we've heard so far: Online Questionnaire Summary

Almost 300 people have participated in an online questionnaire to gather initial input on Alternative Transportation Plan (ATP) updates needed! The questionnaire, along with input from community open houses and focus groups, will inform final ATP plan updates. The following is a summary of questionnaire responses received to date.

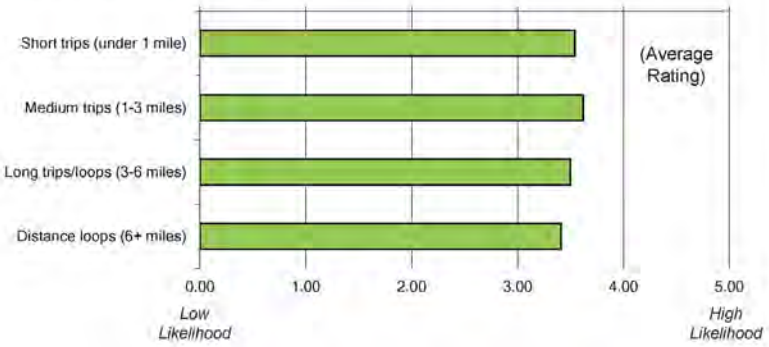
SIDEWALK, TRAIL, AND BIKEWAY USE

How do you use Bloomington sidewalk, trails, and bikeways? Check all that apply.



TRIP DISTANCES

Check the box describing the preferred length of walking or biking trip that you are likely to take



BARRIERS TO WALKING AND BIKING

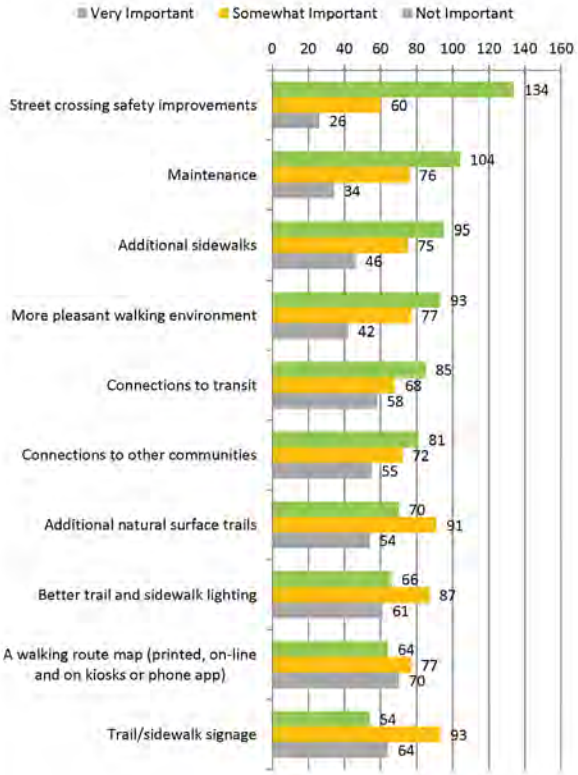
Respondents listed a number of barriers to walking and biking in Bloomington. Common issues raised include:

- *Lack of sidewalks/trails*
- *Lack of on-street bike lanes*
- *Lack or poor condition of crosswalks*
- *Poor sidewalk/trail maintenance*
- *High traffic volumes on major roads*
- *Highway crossings, particularly across/over I-494*
- *Missing connections between existing trails/sidewalks*
- *Missing connections between parks/recreation areas*

IMPROVEMENTS - WALKING

In your opinion, how important are the following to improving walking conditions in Bloomington? (see chart below)

- *61% of respondents rated "Street crossing safety improvements" as very important*
- *49% of respondents rated "Maintenance" as very important*
- *44% of respondents rated "Additional sidewalks" as very important*



Online Questionnaire Summary at Open House #1

There's still time to fill out the online questionnaire!

To view the online questionnaire, go to:

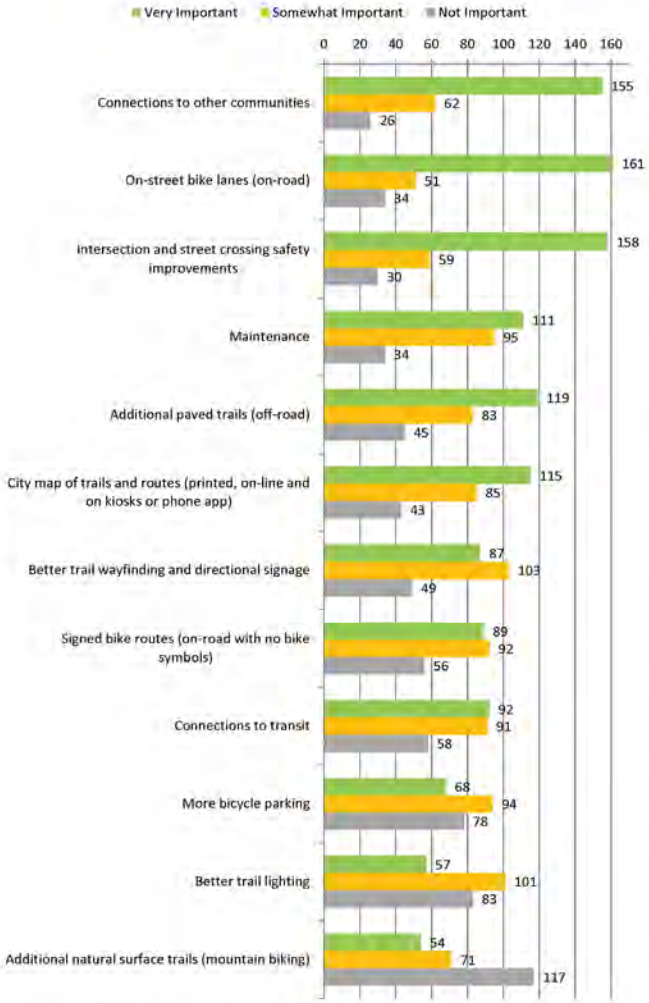
http://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/alttrans.htm

Or scan with your smartphone:

IMPROVEMENTS - BIKING

In your opinion, how important are the following to improving bike conditions in Bloomington? (see chart below)

- *66% of respondents rated "On-street bike lanes (on-road)" as very important*
- *65% of respondents rated "Connections to other communities" as very important*
- *63% of respondents rate "Intersection and street crossing safety improvements" as very important*



PRIORITY LOCATIONS - WALKING

Please list your top three priority locations and type of improvements needed to improve walking conditions in Bloomington.

Common responses include:

- *France Avenue - Safer trail; wider sidewalks; safer crossings (108th, heritage hills, 98th, 494)*
- *Normandale Boulevard - Improve sidewalk/road conditions; bike lanes*
- *Old Shakopee Road - Wider sidewalks; crosswalks; repaving; traffic calming*
- *Bush Lake Road - Sidewalk or trail; crossings*
- *Penn Avenue - Wider/separated sidewalks*
- *Crosswalks needs at various locations*
- *Connections between existing trails and parks*
- *Ped bridges and/or wider sidewalks over I-494*
- *Old Cedar Avenue bridge*
- *Normandale - Improve/widen sidewalk; crosswalks*
- *Sidewalks/crosswalks around Jefferson H.S. and Olson ES/MS*

PRIORITY LOCATIONS - BIKING

Please list your top three priority locations and type of improvements needed to improve biking conditions in Bloomington.

Common responses include:

- *Old Shakopee Road - Bike lanes*
- *France Avenue - Bike Lanes; improve road conditions; trail; sidewalk*
- *Crossing I-494 - Bike lanes; bike/ped bridge (12th Avenue, France Avenue, Portland, Bush Lake)*
- *Penn Avenue - Bike Lane; sidewalks*
- *Bush Lake Road - Bike Lanes*
- *Hyland Park - Connections through park and to Bush Lake*
- *American Boulevard - various comments*
- *Mall of America - improved bike/walk access*
- *Old Shakopee Road - improve conditions; bike lane; widen trail*
- *Old Cedar Avenue - Bridge; bike lanes*

Media Outreach

The following images are from various publications that reported on Bloomington ATP throughout the project duration.

BLOOMINGTON

BRIEFING

CITY OF BLOOMINGTON MINNESOTA

JUNE 2014

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MAKING CONNECTIONS THAT ENCOURAGE HEALTHY AND ACTIVE LIVING

Being healthy and active is much easier when there are a variety of parks and trails available for use nearby. The City continues to update and revitalize its parks and trails through focused plans and implementation. This includes an update to the Alternative Transportation Plan.

Since the original plan was adopted in 2008, the City and agencies such as the Metropolitan Council, Hennepin County, Three Rivers Park District and others have initiated numerous projects that have furthered bicycle and pedestrian transportation in and around Bloomington. The Alternative Transportation Plan update will acknowledge work done over the past five years and provide direction for future implementation and maintenance efforts.

A master plan is also being created for the Minnesota River Valley, where the City owns and maintains more than 1,000 acres of land. Work on the plan began in early 2014 and will continue through fall 2014. The key goals of the plan are to enhance access, increase awareness of the area, and ensure that trails and water bodies are protected. An open house to gather public input on the plan will be scheduled later this summer.

Hyland Trail

Construction began this spring on the Hyland Trail, a new bike and pedestrian trail linking Hyland Park to the Bloomington Ferry Bridge. The trail will complete a missing north-south link in the regional trail system, completing a trail from Shakopee to Normandale Lake in Bloomington. The trail segment is expected to be completed by fall 2014. The April *Briefing* incorrectly noted that the trail is being partially funded by a $1 million federal grant. The Hyland Trail is being funded by a $540,000 federal transportation grant and a $150,000 Department of Natural Resources Trails Grant.

New regional trail

Construction of a seven-mile long, paved regional trail from Lake Nokomis Parkway in Minneapolis through Richfield and down Old Cedar Avenue to the 86th Street bikeway in Bloomington will also begin late this summer. The trail is a partnership among Three Rivers Park District and the cities of Bloomington, Richfield and Minneapolis. Future plans call for continuing the trail down Old Cedar Avenue to the Old Cedar Avenue Bridge over Long Meadow Lake, which is slated for reconstruction beginning in 2015.

For more information on Bloomington's many hiking and biking trails, pick up a copy of the *Active Living Biking and Hiking Guide* at the Parks and Recreation counter at Bloomington Civic Plaza or visit the City's website. For more information on the Alternative Transportation Plan, contact Parks and Recreation Manager Randy Quale at 952-563-8876 or email parksrec@BloomingtonMN.gov.

PLAYGROUND UPDATES COMING

Reconstruction of a combination tennis and pickleball court at Indian Mounds School, 9801 11th Avenue South, and reconstruction of the tennis courts at the Valley View Playfields, 9000 Portland Avenue South, will take place this summer. The City will also be replacing aging playground equipment at DuPont Playlot, 8807 Dupont Avenue South, and Hampshire Hills Park, 10601 Louisiana Avenue South.

StarTribune

Bloomington seeks ideas for a more biker, walker-friendly city plan

Article by: Mary Jane Smetanka
Star Tribune
July 8, 2014 - 5:25 AM

Bloomington is asking the public for ideas as the city works on a plan to make it easier to bike and walk in Minnesota's fifth-largest city.

Its new alternative transportation plan is being developed as cities around the Twin Cities metro area look for ways to encourage biking, walking and mass-transit use. In a city like Bloomington that was developed mostly during the 1950s and '60s, that's more challenging than it sounds.

"We're a victim of when Bloomington developed," said Randy Quale, the city's parks and recreation manager. "We're a child of the '60s, when cars were king, and they didn't plan out a very robust bike and walking system."

Much of the city has limited right-of-way in areas where sidewalks or paths are usually built, he said. Where there are sidewalks, they are often flush with the road — an intimidating design for pedestrians.

"You're next to cars doing 40 miles per hour," Quale said. "I'm not sure I want to walk there with my 6-year-old."

The new alternative transportation plan would update a 2008 plan. With some previous goals fulfilled, Quale said the city wants to "see where we go for the next 10 years."

The plan will set priorities for street improvements that favor biking, walking and making connections to bus routes, light-rail stops, and identifying places where those changes could be made. With the city's street-bound design — in some places it is difficult even to find space to push snow without blocking sidewalks that are next to roads — Quale said the plan is a challenge.

"We are struggling to put in a functional system," he said. "Design standards are different from when we were developed."

But road changes that are friendly to bikers and walkers have not always been accepted by residents.

"I recognize that there are people who think we're nuts," Quale said. "Minneapolis is ranked as the number one bikeable community in the nation, and we're a suburb of that city.

"We're not crazy. We just need to try to accommodate everyone."

City welcomes bikers from all lanes

In recent years, Bloomington created an important east-to-west bikeway by converting 86th Street from four lanes to three lanes, with road shoulders and a turn lane in the middle. That route stretches from Hyland Park on the west across the city, almost reaching the Mall of America on the east.

Lots of drivers hated that change, and the city took some flak. But the change has worked well, and has slowed speeders, Quale said.

Bloomington passed a "complete streets" policy three years ago, so the city already looks for ways to make moving around by bike or on foot easier every time a street is redone. But Quale said the new plan will do more than simply add bikeways. It will deal with subtleties like subsets within the biking community.

"We have to plan for different types of users," Quale said. "There's the hard-core bike commuter who uses the street, recreational bikers who want to be off-road, and mountain bikers who want to be on trails. We've got to see if we can come up with a system that probably not everyone will like, but will be in the best interest of the overall system."

Public input is critical to that goal, he said.

"We want to listen," he said. "Are we going to do everything people want? No, we don't have the money for it.

"But we want to spend tax dollars wisely, to benefit the most people."

To weigh in online on Bloomington's new alternative transportation plan, go to www.surveymonkey.com/s/BloomingtonATPUpdate.

Public open houses will be held Tuesday, July 29, at Kennedy High School and on Thursday, Aug. 7, at Jefferson High School. Both meetings will run from 6:30 to 8:30 p.m.

Mary Jane Smetanka • 612-673-7380

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Critique Bloomington's Alternative Transportation Plan

By Mike Hanks

February 9, 2015 at 2:14 pm

Bloomington is hosting an open house this week regarding its Alternative Transportation Plan update.

The city began working on the update to the plan roughly one year ago. The plan was approved by the Bloomington City Council in 2008, with the primary goal of developing a comprehensive system for inter- and intra-city travel.

Proposed updates to the plan:

• Including identification and prioritization of a core bicycle and pedestrian network throughout the city.

• Including new elements that focus on enhancement and maintenance of the existing trail and sidewalk network, as well as way-finding.

• Acknowledging work done over the past six years and provide direction for future implementation and maintenance efforts.

The plan update process called upon residents to help identify gaps in the system and barriers to use through an online survey, stakeholder meetings and resident open houses.

The draft plan is available online at tr.im/atp15.

Comments may be made during the open house, which is 6:30-8 p.m. Thursday, Feb. 12, in the council chambers of Bloomington Civic Plaza, 1800 W. Old Shakopee Road.

Comments may be submitted by email through Saturday, Feb. 28 to atpcomments@bloomingtonmn.gov.

Info: 952-563-8876 (Randy)

Final tweaks coming for Bloomington's Alternative Transportation Plan

By Mike Hanks

February 19, 2015 at 4:52 pm

Bloomington ATP map

The proposed updates to the Bloomington's Alternative Transportation Plan are detailed on the map originally approved in 2008. (Submitted graphic)

What's needed to help walkers, bicyclists, Rollerbladers travel, east, west, north and south across Bloomington?

The city's update to its Alternative Transportation Plan is aiming to answer that question.

The plan, approved in 2008, outlined the connections needed to move people across the city by means other than cars, and it included consideration for access to mass transit. Steps have been taken to implement opportunities identified in the original plan, and for the past year the city has been studying needs that haven't been met, or identified, in the original plan.

Proposed additions to the plan were on display Feb. 12 during an open house at Bloomington Civic Plaza, providing those who live, work or commute in Bloomington to respond to the additions being considered.

"It really is very similar to what was done seven years ago," according to Randy Quale, the city's parks and recreation division manager. "Now we take a fresh look … what are the current priorities, where do we need to go?"

Meetings and an online survey helped city officials identify gaps in the plan. The update incorporates them and suggests if they are a priority best met by city, county, state or federal oversight and funding, Quale said.

The gaps in the plan vary according to the user, Quale noted. An experienced bicyclist has different needs than a family attempting to access a park, he explained. And in some cases, the mobility of a person creates an access gap. A person who has difficulty with mobility may find a busy, large intersection difficult to cross, Quale added.

In cases such as the latter, the solution may be simple and inexpensive. In other instances, such as neighborhoods where sidewalks do not exist, providing access through the neighborhood can be far more challenging, according to Quale.

The plan was crafted to address needs across the city, but "I don't claim that we have all the money in the world to do all this," Quale said.

Planning gives the city a road map to work with, but ultimately its up to the city council to determine what funding options are available, and what the city's priorities are.

"You can't start to plan for funding projects until you really know where you want to go, what you want to accomplish," Quale said.

The city will continue to collect comments about the plan through Saturday, Feb. 28. Afterward, the feedback will be reviewed and tweaks will be made, as necessary, before the final draft of the updated plan is forwarded to the city council for approval. That could happen in one month's time, Quale noted.

Information about and a copy of the plan is available online at tr.im/atp.

Focus Group Meetings

ATP Focus Group #1 Meeting Minutes July 10, 2014

1. Introductions
    a. Randy Quale: Park & Rec Manager with the City of Bloomington
    b. Amy Marohn: City of Bloomington Engineering Dept. Project involvement – planning and funding application for Hyland Trail connection
    c. Steve Elkins: Bloomington resident. Represents Bloomington, Edina, Richfield, and Hopkins on Met Council. Member of Transportation Committee.
    d. Mike McGarvey: Best Rep Consulting Group – leading the consulting efforts to assist the City with ATP.
    e. Tim Rybak: Bloomington Schools
    f. Gina Mitteco: MnDot – Works on all aspects of Project Development.
    g. Greta Alquist: MnDot central office in St. Paul. Work is focused on MN highways.
    h. Jim Gates: City of Bloomington Public Works
    i. Chris Kane: Representing Tim Bodin. Refuge specialist working with habitat, easements, maintenance, etc.
    j. Vincent Ferguson: Dakota County Planning intern
    k. Terry Schultz: City of Burnsville Parks and Rec Director
    l. Shelly Pederson: City of Bloomington - City Engineer
    m. Denise Dargan: City of Bloomington
2. Why are we here?
    - Need to update the Alternative Transportation Plan from 2008. The plan was originally intended to go out 5-10 years. The updated plan is intended to go out over 10 years, even up to 20. City has hired consulting groups SRF with partners, working on wayfinding and branding as part of plan. Currently in input process. Survey is online (City website – handed out hard copy). Series of Focus Group meetings this week and next weeks. We want an understanding of issues, needs, and wants in the community. Open houses will be held July 29 and Aug 7. After info is gained, the draft should be available for review in Sept/October. Reactions to draft will follow after that.
3. What do we hope to accomplish today?
    - Would like to work in collaboration with people and communities. Key linkages, what makes sense, best practices.
    - Hennepin County and Met Council have worked hard at plans for Alternative Transportation.
4. Questions for the group discussion:
    a. Bloomington has identified four key user groups: family, recreational, fitness, and transportation/commuting. Are there other types of groups within transportation system?
        - Jim Gates: there are subgroups within this (ie: elderly, handicap, etc.).
        - Gina: Are we thinking in terms of just biking, or all forms of alternative transportation? Randy mentions that this would include other modes besides biking.
        - Greta: Choice rider vs. transit dependent. Aiming to mode shift might change how you address the needs of those users.
        - Randy: Thinking in terms of students (Safe Routes to School Program). There is a wide spectrum of users. We want to find ways to categorize and plan accordingly.

- Steve: Categorized by level of skill. Children on training wheels vs. "spandex warriors". Vehicular cyclists – term used to denote a bicyclist that is comfortable riding their bike as if it were a car.
- Mike: Historically there has been the class a, b, c, classification. This is an opportunity to help define what those classes really mean. Conflicts where there is a trail not meant for a certain type of riders.
- Greta: Do you want to describe the different user groups by mode? (IE: older adults and small children vs. skilled users).
- Chris: Not just biking and running to be fit. It's where you're at. Wildlife dependent recreation as well. I want to look at birds, etc. The trail as the destination.
- Terry: Recreational and fitness – How do you see those as being different?
- Randy: Some might be: trail on a lake. Might want to walk, might want to look at the water. Not commuting. Flavor of type of trail. Some trails will serve multiple purposes. Would depend on the manner of how the trail was designed.
- Mike: Want defined information. 5 mile loop, 10 mile loop – for fitness purposes.

b. Can we accommodate all user groups or just selected user groups in specific locations? (ie: mountain bikers).
    - Shelly: If you look at complete streets similar to complete trails, it's not all modes for all trails. It's the right mode on the right road. Not all locations are for all users.
    - Greta: During met council regional bikeways study, one of the key pieces for them was to be careful about mixing biking as transportation vs. biking as recreation. If the name of the plan is Alternative Transportation Plan – would it be covered elsewhere? Amy and Randy explained that it's merged. Try to differentiate between transportation vs. recreation, etc.
    - Steve: Could be prioritized.
    - Randy: Establishing hierarchy. We try to follow state standards.
    - Terry: Might have both for some, but some specialized trails would not have both.
    - Gina: Envision users of all kinds. Implementing might be difficult because of special needs.
    - Steve: Filling in gaps between communities. We understand challenges with abilities. Where are bottlenecks or gaps that need to be filled in to get more people on bikes? 494 might be an issue.
    - Mike: Freeways might make this challenging.

c. Where should we focus our efforts? On-street bikeways, off-street multiple-use trails, recreational trails, commuter routes, connections to transit?
    - Terry: Work around construction. Sets priorities. Makes the most financial sense. Most depend is recreational trails.
    - Steve: Shortcuts around dangerous areas. 84th and Xerxes, there's a piece of land that City owns the ROW. Overlook to 66th street can be safe if you know the backdoor methods. Most secret passageways need improvements.
    - Gina: Closing gaps is a good start. Not just about corridors, it's crossing busy streets. Identifying those problem crossing areas and add safe crossing infrastructures (signs/flashers, etc.). Accessibility is an issue – accessible, walkable areas would be an important focus to the community. Drainage might be an issue. Maintenance is a focus issue.
    - Jim: MN river/494 – washouts, safety issues.

- Greta: Elevating maintenance early in the process. How everything cannot be maintained immediately, but incorporating priorities. Looked at it in two ways. Would like it separated: trip types, and then what facility preferences are. Facility types – what would achieve the greatest results.
- Steve: From Met Council perspective – clear sidewalks where bus stops are. Get covered with snow in winter. Cannot make the bus stops. Lyndale and 86th – noted as high crash intersection. There's a bike lane to the intersection, but nothing more on the intersection. Green paint on road in Edina on pavement to clearly mark bikeways, especially in dangerous intersections.

d. Where are the key connections between Bloomington and neighboring communities? Use the draft ATP map and mark up where you feel key connections should be located.
    - Randy: 35W bridge coming up for replacement. Bike route attached to bridge is high priority. It's in the plan.
    - Steve: For Eden Prairie; Anderson Lakes – if bikeway was painted; east Bush Lake Road – paint bike lanes and sweeping gravel; 12th street – should be improved with inner city – will be a 2015/2016 build. There will be a separate bridge. Portland and Nicollet – connection across 62 on Portland as well. Bloomington Ave is the best right now.
    - Greta: Use met council – covers pretty well.
    - Randy: Working with Edina, Richfield, and Minneapolis. Inner City. Key north/south route. Highland trail is under construction. There are a couple north / south routes that are in the works. What will be the surfacing? DNR prefers paved trail. We do not have definitive yet. Will hear next week on preferences.
    - Steve: How to get across at Fort Snelling from Bloomington. Shelly doesn't think there's a way currently.
    - North side of MN – when is this going in? Preliminary design work this year into next. Might do base in fall of 2015. Construction summer of 2016.
    - Vince

e. Where are the missing links or gaps in the trails system? See "d" above

f. Importance of having comprehensive trail/route wayfindings.
    - Steve: Using Google Maps lately
    - Gina: Met council study – this came up consistently in every focus group. It is important.
    - Steve: One section in Edina is a key corridor. Not on map – have to discover it. Other areas have great wayfinding signs. Cornelius school/path.
    - Randy: What are the key things the public would want out of signage? Destination locations to show.
    - Chris: How far to civilization. Overall map is important for visitors.
    - Steve: Route that isn't straight shot, involves jogs, secret passageways. If route isn't straight ahead, list out the turns.
    - Mississippi – turn and then get a confirmation sign. Turn and confirm.
    - Mike: Very helpful knowing if you're on the right track.
    - Gina: Wayfinding and met council – more experiences. Kiosks. Map is helpful.
    - Randy: Taking advantage of technology – QR codes?
    - Steve: Not sure on cyclepath on amount used. Google maps instead. Use this and research that.
    - Terry: QR codes for location and things of interest. Nature walks with QR codes.

- Greta: Emerging technologies. App in Atlanta. Mark things on a map in real time if there is gravel on the path, issues in a path. Wayfinding – encouragement. Depending on objective, might be a good way of defining.
- Steve: Ground rounds. Major trail intersection.
- Mike: Kiosk with major entry points into city. Consistent take on signage. Recognition of universal signage.
- Steve: Need to make more use of paint on pavements. Telling which are ped only, bike only, etc. South side of Lake Normandale. Unmarked area for bikes entering. Need better or some signage.
- Greta: Bike lane or trail that dead ends. Pavement marking where a trail ends telling what the best route is at the end. Green paint through intersections.
- Mike: Helping people through complex intersections.
- Steve: 70th street splits, 1-2 blocks west of 100.

g. Route branding across municipal boundaries. What advantage do we have for branding?
- Randy: Along the river, what will the brand be?
- Mike: Is there intent to identify regional trails comprehensively? Met Council has been adopting names that people come up with.
- Gina: MRT experience – Coordination level can be quite difficult. How much signage to add? What is the level needed per trail. (IE: in a nature trail, you don't want signs everywhere).
- Steve: Minneapolis has great system for pedestrians vs. bikes. Crossing over to St. Louis Park, the generic trail markers appear. Quite a difference from one city to the other. Minneapolis looks better, feels safer.
- Jim: It comes back to maintenance.
- Randy: Increased paint for designating different trails.
- The conditions of a lot of side paths on county roads are awful.

h. Do partner groups limit hours of trail usage? Do these hours coincide with park hours?
- Randy: One example would be Old Cedar Ave Bridge. Bloomington City policy – parks close at 10pm. Do we allow people crossing the trail through the park after 10pm? What rules apply when a trail crosses through a park?
- Terry: Black Dog Trail - nobody is currently enforcing this. No ticketing unless you're doing something really bad.
- Chris: We are enforcing this. There will have to be a discussion.
- Shelly: Open trails for people that are traveling. Education for the users.
- Greta: If it's in the ATP plan, this could be a way to start the conversation. Reinforce on loitering vs. passing through. Have we had issues with this? If you work a 9-5 or 8-4, it should be fine. But if your shift isn't a normal hour, that doesn't seem right to take away that option.
- Gina: Met council study session plans –
- Hours of use is just one issue.
- Randy: Are we going to allow golf carts? Working on developing usage policy for trails and sidewalks in the city. Might attach to plan. Trying to tie in with what Three Rivers has.

i. What amenities or facilities should be developed?
- Tire pump-up station. Tire repair kit. Water fountains, water bottle fillers. Restrooms (or signage to tell where the restrooms are). Bench area / observation area. – overlook points of interest. Lighting on trails if separate from roadway.

- Terry: Dakota County greenway plan has three layouts with different amenities. .
- See biking guide for a start on that – will add information.

j. What standards are you using for multi-use trails?
   - Ash Toe guide and state aid
   - 88/20 rules – Shelly is lead – will start this up again July 21. New on-street bike facility rules put in 2013. Now evaluating variances. Expect to have 4 meetings this year.

k. Questions for City Staff or topics that didn't get touched on:
   - Steve: Lay out citywide plan and implement it that way. Gave neighborhoods veto power. If trying to regionally build a system, it gets harder to implement. Hard fought battles.
   - Greta: Safe routes to school – Are you guys going to be in this? Amy said that there are is a separate plan which will be referenced.
   - Steve: How to allocate space with 3 lane configuration. Restriping – can we go narrower? 9 ft. left turn lanes seen in St. Paul (regular left turn lanes in downtown).
   - Shelly – When we restripe, we'll look at 'can we go narrower?' Monica Beaman is on her committee.
   - Terry: Cedar Ave Bridge updates – Shelly state that this is in design phase. 60% plans will be coming out in August. Plan to award in winter. Construction in 2015 season. 2016 should be fully open. Some ability in winter 2015 for commuters, etc.

Andy Hingeveld, AICP Senior Planner (not present) added the following:

Here's a quick summary of possible connections to Bloomington identified in the Scott County Comprehensive Plan.

- *The primary bike/ped connection is the existing Bloomington Ferry Bridge pedestrian bridge. We are currently constructing an extension of the MN Valley State Trail that will connect the ped bridge to the rest of the state trail between Memorial Park in Shakopee to the TH 41 bridge in Chaska. This will create a continuous paved state trail between Bloomington, Shakopee, and Chaska (approx. 11 miles).*
- *The new Highway 101 bridge between Shakopee and Chanhassen/Chaska/Eden Prairie will include a trail that connects to the Scott West Regional Trail, MN Valley State Trail, and the MN River Bluffs Regional Trail. Construction will begin this year and be completed in fall 2015.*
- *The other potential trail connections across the river include the Dan Patch Line and the I-35W Bridge when rebuilt.*
- *For transitways, we are exploring the opportunity for TH 169 to be added to the regional transitway system. The Dan Patch Line is also still an option that the County would like to pursue in the future for potential transportation uses.*

Links to the County's Comp Plan and Trail System Map:

2030 Comprehensive Plan
http://www.co.scott.mn.us/PropertyGISLand/2030CompPlan/2030PlanDoc/Pages/2030PlanDocument.aspx

2030 Parks and Trails System Map
http://www.co.scott.mn.us/PropertyGISLand/2030CompPlan/2030PlanDoc/Documents/Parks%20and%20Trails%20System%20Map.pdf

ATP Focus Group #2 Meeting Minutes July 15, 2014

Introductions:

Randy Quale: City of Bloomington, Parks and Recreation Manager
Amy Marohn: City of Bloomington, Traffic Engineer
Denise Dargan: City of Bloomington
Dennis Porter: Bloomington Bicycle Alliance, Minnesota Off-Road Cyclist
Paul Stankower – Twin Cities Volkssports – non-competitive walking club
Sueling Schardin – Bloomington Bicycle Alliance, Commuter
Maureen Failor – President of Bloomington Chamber of Commerce
John Crampton – Bloomington Bicycle Alliance, Bush Lake Chapter
Sandra Ahaus:

Why are we here?
There are challenges. Find out what your needs and recommendations are. SRF Consulting Group was hired for development of the plan. Open House July 29th at Kennedy HS. Aug. 7th at Jefferson High School. Met last week with "partners group".

Questions for group discussion:

1. Users:
    a. Bloomington has identified four key user groups: family, recreational, fitness and transportation/commuting. Are there others?
        i. Amy: Commuter cyclist includes walkers,
        ii. Looking at timing of street lights. IE senior housing on 98th street. Timing of lights: timing is too quick. Time crossing the street is considering alternative transportation.
        iii. Paul: This time changes with the levels of fitness.
        iv. John: Default is "do not walk" sign. We should get away from that default. Default should be walk. Are there some lights in Bloomington that are not triggered by sensor (on-road)? 94th and Normandale detected via video on painted area. All signals with video detection, if there is a bike marking or in the lane, the bikes are detected same as a vehicle.
    b. Should we accommodate all user groups or just selected?
        i. Dennis: There are places in the nation where there are recreational trails, transportation is a different thing. On transportation side, people take the quickest route from point A to point B.
        ii. Sueling: As a commuter, we can ride on all streets. Why not put more signage (IE: Every lane is a bike lane)?
        iii. John: Strength of Bloomington, so many streets are built with four lanes. Very simple to create bike lanes. I'd like to see more use in the trails and back streets. Park Avenue is basically a bike lane already. There should be a future option for a bike lane, not sure what options are at this

time. If you're going to have the level of mountain biking, there should be separate, because there are many places where the roads are not compatible (blind turns, etc.).

iv. John: Have to be very cautious going into Richfield basically from all roads. Those links are very important – shouldn't have to endanger your life. 494 and 35W needs some engineering done to show who has what rights.

v. Dennis: Agreed. There are opportunities. Walking routes for kids going to school. Always worried about that.

vi. John: Frontage road and exit is not striped west on 106th on exit ramp or frontage road. It's against MnDot policy to stripe on that. We are continuing to work on that.

vii. Sandra: I don't care to be on roads, really kind of scary. I like riding in parks. Multi-mobile paths. Lillydale path is not separated. It's fun to ride in a park-like setting. Why can't we use the parks to connect some of these trails?

viii. Randy: There are multiple types of people that have multiple types of needs. There are many opportunities, but they're not connected.

c. What should we do as a focus/priority?

i. Maureen: Priority would be businesses. Looking at populations of businesses that use bikes. Striking a balance. One area we do not see a balance in is the transit piece. These LRT lines are going to be crucial to our area and for businesses and employees no matter where you live. We have to focus on a regional approach. Need a broader range of regional for commuters going to different cities. I've been clipped by a car before. I will not ride a bike on a public street. Do bikers know all the rules? Do vehicles know all the rules as they relate to bicyclists?

ii. Dennis: Trying to navigate all the routes if you're a new user, it's a challenge to figure it out themselves.

iii. Paul: Having traveled in many countries, it is easier to travel in a different country with languages that I don't know. It's difficult to give direction.

iv. Sueling: Transfer buses take longer than biking.

v. John: Everything should focus on a regional transit hub. From a commuting standpoint, taking LRT is not quick to get to Minneapolis. You should insist on having bike trails on 35W.

vi. Amy: There will be bike facilities on 35W over Minnesota River, approximately 2017. Building a new bridge.

1. Spend the money to do it right. Want it to be comfortable for people with families.
2. John: Fast commuter lane from here to Minneapolis. Gets priority for plowing. It would make sense to have north/south route for bikers to get from one side of Bloomington to Minneapolis, for example.

vii. Dennis: Bike boulevards in Minneapolis. What about those for Bloomington? Amy asked the group to mark on the map to provide suggestions.

viii. Amy: Inner City will go all the way to Old Shakopee, 2016 for the rest of that connection. Old Cedar to Long Meadow (40:00 ish)

ix. Randy: Legislature has provided funding so reconstruction will happen with Long Meadow Bridge. Construction to begin possibly this fall. Opening around mid-summer 2016. Maintaining camel-back through truss.

d. Where do you see key connections/areas that need to have a better job done? Gaps in the system. Please point them out on the map or discuss.

i. John: American Blvd is not a bike route, right? Randy said it will function fine as a bike route.

ii. Dennis: One encouraging sign was camera phones, law enforcement being behind safer communities. Educating people that don't know the rules and laws. Restriping helps as well.
iii. Randy: Needs to be consistent message for bikers and vehicles. Educational experience (safety camps, etc.).
iv. Dennis: Parents are afraid of children getting hit by cars if they walk or bike.
v. John: "Geezer exemption". Get kids biking in school. Get retired people outside to ride with kids.
vi. Sandra: Close down a lane once a week so bikers going to school can get there safely by biking or walking.

e. What are the missing links or gaps in the trails system?
i. Randy: Park reserve on west side of town, but no public transit to get people there. A transit route to get there would be great.
ii. Paul: I was going to mention the same area. There is 1 bus going that way in the morning, 1 going back at night. Looking at our transportation system, it's great for people going from suburbs to inner city. What about the people that travel within the city? Beeline only get me 60% of the way.
iii. Randy: Bike racks at those types of locations? Places where people need to go? Near mall, would like one near parks, etc. Bloomington ice garden to Normandale.
iv. John: BRT on 35. Feeder lines east and west. Where are stations? Amy mentioned 98th street station, Knox station.
v. Maureen: We can talk about ways to connect the dots, but here's the issue. We don't have the money. There is not a dedicated funding mechanism to fund transit. There will only be small fixes (crumbs being thrown). We need to get people in office that support transit.
vi. John: Allocation has to be that, unless we take mass transit seriously and make changes to allocate the money, options are seriously limited.
vii. Sueling: Buses are limited. Scarce.
viii. Maureen: There will be more cuts coming in bus lines in Bloomington. Bee Line will be becoming restricted.
ix. Dennis: Some projects are questionable for sustainability. By putting in expensive projects, what will happen during flooding, for example? A $2 million issue. Will become a money pit. Shouldn't be throwing money into questionably sustainable projects.
x. John: System is set up to fund itself, for the most part, off gasoline tax. Now that's not happening because people are riding cost effective transportation. Apart from that, from a climate standpoint, we need to stop burning fossil fuel. We need a way of cutting fossil fuel. There is a positive value to people biking.
xi. Dennis: Trend I'm seeing – some are not getting drivers licenses. Moving toward condos.
xii. Sandra: Thinking back to Bloomington, 106th went to three lanes. We fought for this. There are steps going in the right direction. Slowly making improvements.

2. Signage/wayfinding:
a. How important is it to have a comprehensive trail/route wayfinding signage plan between communities and operating jurisdictions?
i. Maureen: Very important. Dennis and Randy agreed. What are the immediate plans for wayfinding in Bloomington?

1. Randy: Normandale, monument signs. When you get to some parks, there are large maps that have where am I and where do I want to go? There are four around lakes. Shows how to get around district. Inner City trail being developed with Three Rivers - There will be a kiosk with a map to show how to get to the mall. Can't put signs everywhere, but in key locations would help many people. Normandale Lake – very extensive signage put in to show bike/pedestrian. There are opportunities to better with other locations. Let's see what goes on with inner city.

ii. Maureen: Is there a consistent signage between cities? Amy said there are uniform symbols for restrooms. Randy – there could be more. Randy passed out maps to show what universal signs there are between cities. Having those symbols become better than assuming people speak English.

iii. Dennis: How is metro commuter service playing a role? Randy stated that they're engaged. Melissa Madson has been supportive.

iv. Randy: We think there is a better need. Must be maintained as well. However, you want to enjoy the natural beauty in certain locations.

v. Maureen: who pays for these signs? Inner City is Three Rivers. City will have to pay for some – our tax dollars.

b. What features/amenities would be important to for enhancing usage?

i. John: Bike racks. The city is very deficient for bike racks. Bike racks are very well used.

ii. Dennis: Are schools being encouraged to use them? Amy said that they've been able to get funding to filter in some bike racks for schools. Retail businesses – if there was a route to come in through a bike or walking accessible way (better routes), encourage those businesses.

iii. John: There are alternative routes as ways to get to places that you need to go. Encourage places to place bike racks that would face a preferred way of getting there. What you're applying to south loop should be applied at other places as well.

iv. Paul: In Tokyo, there is a street, then entrances to subways, then there's a massive amount of places to park a bicycle.

v. Dennis: Lyndale is not welcoming. Needs a major facelift to make it welcoming to the community.

c. What are features that you'd like to have in this system to support bike, pedestrian use, etc.?

i. John: Sidewalks. Get people to turn off sprinklers or get them to stop spraying sidewalks. Coordinate plowing so there aren't mounds of snow where people need to walk.

ii. Sueling: You have to stand in the streets during the winter rather than at a bus stop or a sidewalk.

iii. Dennis: Develop adopt a sidewalk program to clean them up.

iv. Sandra: Sidewalks are too narrow or too old.

v. Paul: In Japan, sidewalks are wide enough and marked off enough with lines in the middle to show that pedestrians and bicyclists where to drive. Recognizes that both will be on the sidewalk.

1. Amy mentions Hyland around Bloomington Ferry and Dredd Scott. 15 feet – 5 feet for pedestrians, 10 for bikes.
2. Randy: Old Cedar Ave Bridge – Pedestrians on the outside, bicyclists on the inside. Separation of modes make a safer, more enjoyable experience.

3. John: Align curb cuts for all people (wheelchair, etc.). Align and enforce traffic pulling up to the line (stop bar or ped crossing).
4. Sandra: On Old Shakopee, there needs to be more enforcement on allowing bicyclists cross.
5. Maureen: 86th street – what are the lessons learned from that from a couple years ago that can be used here? Amy stated that it has been, for the most part, completely successful. Fear of change didn't come to fruition.
    a. Dennis: The idea as a parent, that, if that street is safer, it might increase value of a home.

d. Paul: Walking Club – Federation from around the world. Passed out business cards for the club.
e. Dennis: Being on the first Alternative Transportation task force, there's only so many things that you can bite off and chew. Chipping away at it has been helpful and very nice so far. Very appreciated.
f. Randy: City Council took to heart recommendations. They bought in and realized this is the right thing for the community. It works. Need to set priorities and help Council come up with what the next big issues are. What do we want to have worked on next?
g. Maureen: From a Chamber perspective, Public Affairs Committee meeting tomorrow. Will post the information on the survey through the Chamber. Will get the word out there more.
h. John: There are a lot of things about Bloomington. All these things are unique to Bloomington. People that live or work here might not know about that.
i. Dennis: Have you had a chance to ask people in the community? Take a field trip on the bus systems or something along those lines for a day. Ask people as they're on that every day. Ask the people that actually do it.

ATP Focus Group #3 Meeting Minutes July 17, 2014

Introductions:

Randy Quale: City of Bloomington, Park and Rec Manager
Amy Marohn: City of Bloomington, Traffic Engineering
Denise Dargan: City of Bloomington
Ronda Kelly: Bloomington Historical Society
Larry Granger: Bloomington Historical Society
Judy Jones: Bloomington Bicycle Alliance
Roger Wililetto: Bloomington Planning Commission

Why are we here?
There are challenges. Find out what your needs and recommendations are. SRF Consulting Group was hired for development of the plan. Open House July 29th at Kennedy HS. Aug. 7th at Jefferson High School. Met last week with "partners group".

Questions for group discussion:

1. Users:
    a. Bloomington has identified four key user groups: family, recreational, fitness, and transportation/commuting. Are there others?
        i. Judy: Do you break it down further once into each group? Rollerblade, bike, etc.? Amy confirmed yes, and that those would be considered more recreational.
        ii. Randy:
        iii. Judy: How do you classify people with disabilities or seniors? Where will they be classified? Or will we need to identify them as a separate user? Amy stated that this is up for discussion, but try to incorporate all people into one of these groups? ADA compliance. Randy said we need to be sure that all accommodations are being taken into consideration.
        iv. Roger: We're putting more sidewalks in. Is the City still upkeeping? Amy said that this is a good amenity for the City to provide. Roger suggested putting it back onto homeowners.
    b. Should we accommodate all user groups or just selected?
        i. Ronda: I know from experience what it's like to be walking and then have bikers come in – it's dangerous. Randy mentions that there are trails that are pedestrian only.
        ii. Judy: Mountain bikers are looking for a certain experience. They're going to go onto trails where it'll affect pedestrians negatively. Recreational bike rider would like a different facility than a commuter. In certain circumstances, it makes sense to have segregated groupings.
        iii. Roger: We need two separate trails. We should consider the heavily traveled trails to have two paths.

iv. Ronda: Wherever possible, provide walkers and hikers to be able to enjoy wildlife and river valley.
v. Roger: Is there movement with the state yet? Randy said there is movement and preparing for installation of trails from refuge to Bloomington Ferry Bridge. Identified having a trail corridor. Money allocated will likely not be enough. Plan is to plan out infrastructure. Figure out alignment in 2015, construct trail in late 2015-2016.
vi. Roger: Lindau Lane – this will be a nice parkway.
vii. Randy: Old Cedar Ave Bridge – Want to get bid out this year. 20 ft wide track across, middle will be bike lanes, outside will be pedestrian. Around 18 month process. Completion sometime mid-2016.
viii. Roger: Good trail-head off 86th Street.
ix. Judy: Adding additional car parking for Old Cedar Ave Bridge? Randy confirmed that existing parking is adequate but will be enhanced to make it look more welcoming.
x. Larry: If City if going to reconstruct Old Cedar Ave, the issue is parking on both sides. This is needed. Amy stated that the existing width is as wide as it's going to get.
xi. Ronda: In the case of special events, are there exceptions for parking? Amy said that we'd have to look at safety issues but it's possible.

c. What should we do as a focus/priority?
i. Roger: Time locks on all shelters. This is important for bikers if they have to go to the bathroom, for instance. And the city made the mistake of putting all sidewalks on streets.
ii. Larry: This was a Sam Hobbs decision in the 1960s.
iii. Larry: in East Bloomington, it's been neglected. In terms of growth on American BLVD and south loop, east needs attention as well as in older neighborhoods. Look at the amount of senior housing that's developing. Seniors will be hauled around by buses. Wherever you choose to build senior housing, it must be taken into consideration for curb cuts, bus access, etc. Must be senior and handicap friendly. If you spend any time in old downtown on 98th and Lyndale, one of the great things is how many handicap and seniors are moving around in that area. Then around 95th, there are major opportunities to have pedestrian flow for everybody. Looking at new developments, look at the probable uses for the future.
iv. Randy: From a traffic standpoint, adjusting timing on street lights for people with mobility issues. Looking at "under-served users" when focusing efforts. Looking at south loop for making it more pedestrian friendly.
v. Larry: Seniors Welcome signs are out, so there is recognition that this demographic exists. Didn't have apartments until 1960's. Times have changed, median age has gone up. It's a matter of looking at a new formula to find what the needs are.
vi. Judy: I agree, there should be higher priority on active living for accommodating changing demographics. I think having a more connected route for bikes, a better connected route system. Making it safer for more bicyclists to ride to farmers market. Almost eliminate the need for more parking. Would encourage alternative transportation if it's safe enough.
vii. Randy: Protected bikeways will need to be off road. Many drivers do not know that bicyclists have the same rights as them for using the road. Judy asked if this could this be addressed through communication channels from the City?

viii. Roger: Paint the lanes green.
ix. Larry: Getting a bicycle culture like Minneapolis has. Current acceptance and promotion of bicycling in Minneapolis has only really taken off in the last few years. Wasn't part of the culture 20 years ago. But it's been seen as a major amenity.
x. Judy: People change their minds slowly. Part of it is talking about it as a culture and getting the language out there, getting people used to seeing bikers and walkers.
xi. Roger: There were a lot of complaints on Hyland Trail.
xii. Larry: How is this integrated with current transit plan? Is there a transit plan? Amy stated there isn't one specific transit plan. Many plans going on with Met Council. Larry mentioned a pedestrian bridge. Amy said MnDot is considering it. Been brought up a couple times in the last year. SO although it's not on an existing plan, it should be in upcoming plans.
xiii. Larry: What about the replacement for Savage Bridge (railroad, swing bridge)? Randy said railroad has the right of way, but they are not receptive to working with us. Larry stated that MnDot is working on this, maybe in secret. Trails are trying to recreate other areas. If you think long-term, the swing bridge that went along with Meadow Lake, what did that connected to? Old Town which isn't there anymore. In the future, this area will have interest in a bridge. Get them on the list for future possibilities. What are the demographic projections? It's going to keep growing. With growth areas along with increased numbers of condos.
xiv. Roger stated there are parents that don't allow kids to play outside, walk on sidewalks.
xv. Larry: The other thing that would help within this is if we had formal neighborhood designations (associations) that could help manage/take charge/encourage the alternate transportation. It'd be a way to break down this city into neighborhoods. Minneapolis has 71 neighborhoods, St. Louis Park is growing with that. This would be helpful to get people to buy in.
xvi. Ronda: We used to have neighborhood associations. That's one of the things that was requested during visioning. They wanted stronger neighborhoods to feel safer and more secure.
xvii. Larry: Try it out by City Council districts.
xviii. Roger: There are two districts now: east Bloomington and west Bloomington.
xix. Larry: in terms of being able to create this culture we want to create, this would be so helpful. This kind of local identity is what you need in a town.
xx. Judy: Is there a separate identity within this plan or other City documents? Do you go after other funding available in order to enhance projects that are not on the schedule? Amy said we are able to do segments with PMP?
xxi. Judy: What about maintenance program? Amy said there is priority for maintenance in terms of getting streets cleared. There is a very aggressive plowing plan. Maintenance is a key component.
xxii. Judy: Would like to voice my concern. Would like trails cleaned more than just fall and spring. This would provide a hazard to cyclists if it's not done more often.
xxiii. Roger: Safe Routes to Schools is a good program. Gotten a few sidewalks that way.

d. Where do you see key connections/areas that need to have a better job done? Gaps in the system. Please point them out on the map or discuss.
   i. Randy: Would love to see bus transportation to Hyland.

ii. Judy: Having lived on the west side, I didn't see really any transit on that side, namely along Bloomington Ferry. What about getting to American and to MOA, etc. Hitting some of those amenities? Judy stated that times are very inconvenient. Randy said it's very limited and would love to promote more. Roger said this deters this transportation.
iii. Judy: If we're talking about people with limited mobility, need to be able to hit major areas so senior homes aren't always needing senior buses to take you. Should have a regular route to be actively independent.
iv. Randy: Enhanced usage for minority and underserved populations. Expand bus service to allow more usage. Met Council said no, we cannot afford it. We need to fight this. Difficult but necessary.
v. Judy: I think it's important, from what I've observed in this area, is that there's an attitude that buses are for underserved. Help change culture for bus systems. Think of it as a cool thing to do.
vi. Ronda: Look at MN Valley Transit. Make people aware that they can use this transportation for getting to and from work.
vii. Judy: There should be shared responsibility, not all just the City's responsibility. Promoting Heritage Days, etc.

e. What are the missing links or gaps in the trails system?

2. Signage/wayfinding:
   a. How important is it to have a comprehensive trail/route wayfinding signage plan between communities and operating jurisdictions?
      i. Larry: Goes back to neighborhoods.
      ii. Judy: I would also like to see signage on roads as well. There are lanes set aside for biking, but there really are no other indicators that it's for biking.
      iii. Roger: Bike boxes, not seeing a necessary spot yet. 90th and Xerxes, there's no sign there. If there was a sign, it'd be a perfect place for a bike box.
      iv. Larry: Go under Old Shakopee via a tunnel. Thinking of visions. Need to look at the changing community. These are additional considerations to take into account and should be referred to when going through planning process so they're not lost. It's a real misfortune when doing committee planning.
      v. Judy: Instead of a bus system, get a street car loop.
      vi. Larry: Getting people from east side to west side to take advantage of parks. One thing that would help would be painting a bus with big themes so it doesn't look like an ordinary bus. Could be part of City community service operation. An "everybody bus" that might help capture teenagers' attention. Would help arts department. Would open the door for moving the community around. If there were buses, it could help reintroduce people to the river. All of this can work together and help eachother.
      vii. Judy: Talking about signage, identifying routes going from 90th turning to Xerxes, the first time I tried that, I didn't know where I was going and ended up on Penn. Not knowing where to be directed.
   b. What features/amenities would be important to for enhancing usage?

i. Judy: Shared road points. There are vehicles always parked in bike lanes. Even though there's a bike lane, there are times that I'll need to be on the road.
ii. Amy mentioned guidance to facilities. Judy said key identifiers to know where other key areas are, trails, etc.
iii. Roger: Has this ever approached PTAs? Randy said that in the summer, they're not active.
iv. Randy: Walking school bus. It's hard unless you have the density. Amy mentioned Westwood – kids are kind of starting up on their own a bit. We've tried schools and targeted PTAs. Haven't had a lot of buy-in. Need an advocate at each school.
v. Larry: Have schools been part of this discussion? Randy stated that it's been represented. How about triple the number of bike racks and reduce some of the parking spaces.
vi. Roger: If you get rid of parking at schools, parents would be upset. Randy talked about rules (eg. Not allowed to drive to school if you're within 6 blocks).
vii. Judy: Mentioned that there are traffic calming ideas to help make it safer.

c. Judy: Is there a reason why you can't have bikes in trails? Randy said it was to keep natural trail system in place. Bituminous trails. Bikers can't move that slow. Randy doesn't imagine there will be much traction with that argument.
d. Judy: Bicycle facility – protected bikeway if there's room on France. Would like a segregated trail.
e. Judy: Is there a bike blvd or a street that could be tagged as a bikeway at some point? Amy stated that high traffic volumes might reduce the possibility. Getting creative and try to identify a couple options for that for north/south connections.
f. Larry: What about east/west? Needs to be promoted. In terms of getting involved, the art center needs to be involved as well. What can they do? Outdoor sculptures might become a marker (eg. The bunny at Minnehaha and Portland).
g. Judy: promoting bikeways, if there was more information on the website about active living via alternative transportation.
h. Larry: Once you get the plan, have a public group come together and talk about how this can come about and what everyone can do to make the culture better. Judy – make it a celebration. Larry – keep the momentum going with this. Needs to be more than just a plan. Human Service department is critical with what they can do in regards to senior living. Look at the LRT cars and buses that are painted up for ideas.
i. Ronda: We need to start thinking about the region/community rather than Bloomington standing alone. Especially in terms of transportation and trails. What about areas with no sidewalks? What things on a sidewalk? Varying widths, benches for sitting, etc.
j. Larry: need to present the findings to the group, kind of in the same manner of what's been done with this focus group.

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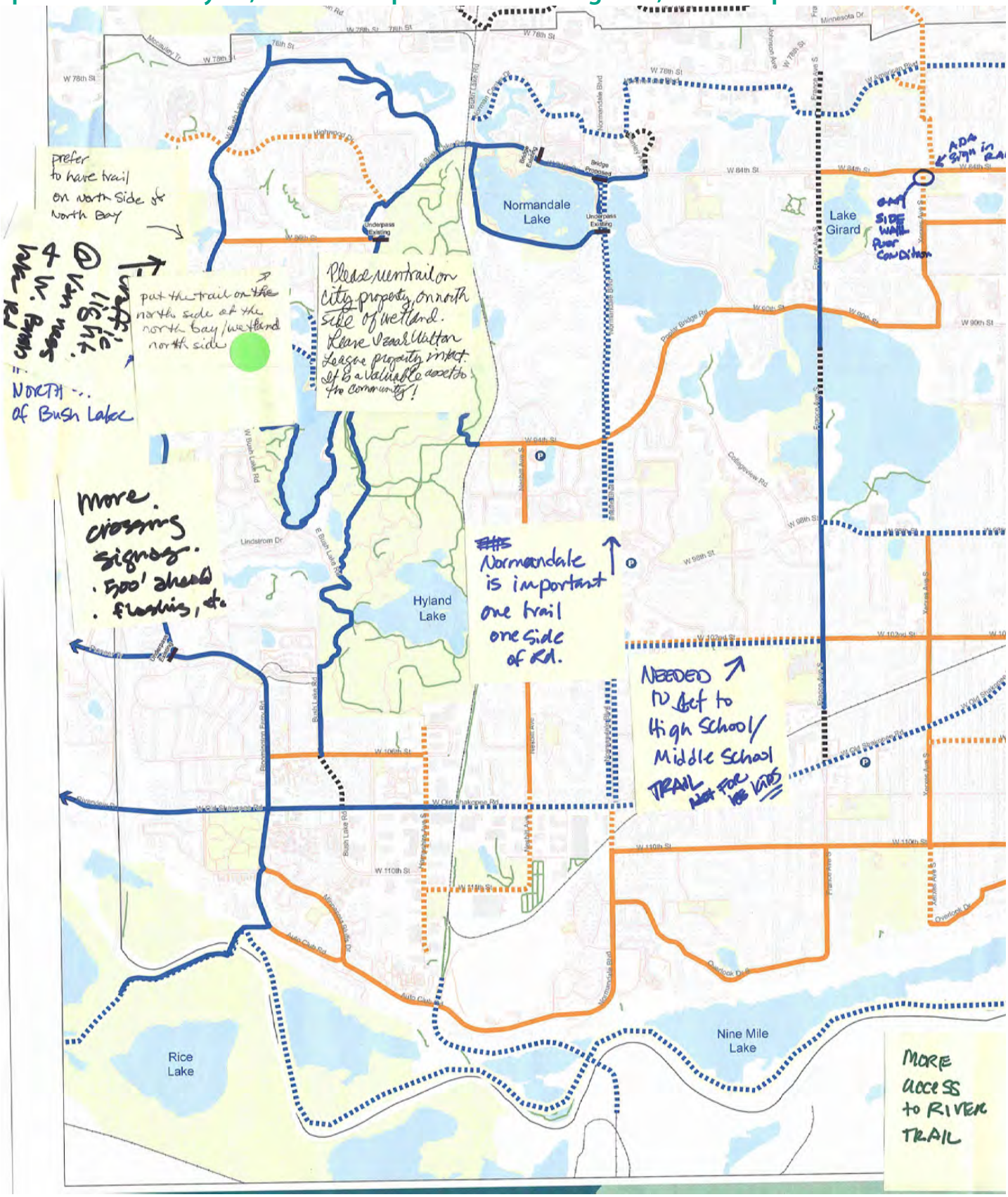
Public Open Houses

Open House #1 July 29, 2014 and Open House #2 August 7, 2014 Map Comments



Blue Line
Orange Line (Planned)
Penn Lake
Oxboro Lake
Long Meadow Lake
Black Dog Lake
Facility Status
Existing,
Planned,
Existing,
Planned,
Planned,
Planned
Pedestria
Park & Ri
Transit C
Transitwa
Transitwa
Blooming
Local Tra
Sidewalk
Railroads
Buildings
Open Wa
Parks
Pedestrian bike and walk bridge over 35W around St could connect E+W. Bloomingh
Bike trail to connect Bond Dakota Mission to State Trail along the river. Go down prairie on east side of Bond House
Lyndale + 98th
lots of wheelchairs
35 W a major barrier
9 mile creek North South bike Rack would be nice
if you could go more places w/ out being worried about being

Open House #3 February 12, 2015 Comment Summary

Bloomington ATP Update Open House - February 12, 2015

No.	Contact Info Name Address Telephone Email	Questions #	#	Answers
1	No Name No Address	What do you like most about the proposed updates to the Bloomington ATP Plan? What do you like least about the Bloomington ATP Plan? What elements of the Bloomington ATP Plan update would you change? Please list any other comments or suggestions regarding the Alternative Transportation Plan Update you have here?	1	Be sure to include winter snow removal in ATP plan. 86th Street still has ice in both the lanes this year (an easy year) Make a connection to Fort Snelling.
2	No Name No Address		2	Looks like most of the important gaps would be closed and substandard trail segments would be refurbished. In my lifetime? Happy to see the City isn't giving up on 102nd Street from France to Normandale. We need to revise our allocation of space on 4 lane to 3 conversions to take advantage of new MNDOT design guidelines. Take space out of the center turn lane on 30-35 MPH streets and put it in the bike lanes. Missing Link on 84th Street between France and Normandale. The City/County really missed an opportunity with the resurfacing of Penn Avenue last year. Should have been converted from 4 lanes to 3 south of 82nd Street.
3	No Name No Address		3	More bike lanes in roadways. The plan to put a caustic, toxic asphalt trail in a flood plain of endangered waters. Remove the addition of paved trail in the river flood plain. Please realize this nature surface trails are in desire and scarce in our growing community. Users of all varieties enjoy the untouched dirt!
4	Judy Jones No Address 612.231.7896		4	Closing some of the gaps - it's starting to build a network. The priorities are not taking in consideration a complete network N-S & E-W. There are still gaps in unidentified, like 84th west of France , 106th into the park, etc. Change priorities to include a more complete network putting projects like Nicollet and American Boulevard higher on the list. I don't see that a complete network taking people to destinations like work, school or shopping are being considered, complete existing network to destinations and reconsider priorities.
5	Cheryl Wilke No Address 952.941.4994 cuwilke@comcast.net		5	The resurrection of the prairies. Natural- surfaced paths. Keeping the birds and indigenous critters in the parks - not driving them out or running over them. These are what breathe life into the urban parks. Lead the way, Bloomington. I don't like the City of Bloomington "over-developing" our parks. I have raised my family here for 20 years and my kid would rather walk on natural path, climb trees and rocks than walk in paved path and steel playground equipment in 20 years. I have never seen a wheelchair on the paved paths surrounding the Bush Lake - nor do I see people using the picnic tables on the concrete paths outside of the shelters. City of Bloomington is spending lots of $'s over-developing our parks. Please stop. Please consider the areas that also serve as habitat for the area wildlife. When considering new or reworking existing grade separating crossings, culverts, etc. Please consider turtle crossings where appropriate. The after-though will be far more expensive then pre-planning and implementations. Recommend Read "Last Child in the Woods"
6	Jerry Heisler 8934 2nd Ave S jerryhize@hotmail.com		6	All attention given to new trails and existing trails is good. Little attention was paid to trails in the past. Seems to take to long to implement. I had an opportunity to do a lot of walking due to a disabled car a while back. I'd like to discuss the feasibility of a trail between Nicollet and Lyndale on 88th St. It would require crossing the rail line and private property.

7	Erich Russell 1310 E 90th St Blmgtn Mn 55425 952-854-4027 erichjrussell@att.net	The 2008 Plan shows a connector trail under Kelly and a new trail refuge to Fort/Snelling. Both are improvements. I think the plan is neutral on pavement- I don't want paving in the refuge. The refuge is not an appropriate east-west commuter trail. North to South traverse is acceptable.
8	Stephanie Johnson 5533 Ellison Dr Blmgtn MN 55437 612.369.0354 gate0041@msn.com	Update on street bike trails. The paved river trail and no changes on 102nd St west of France. Access to Hyland from east side South of 94th around 102nd area.
9	Hans Jones 8526 Emerson Ave S Blmgtn MN bikinjones@gmail.com	It's a good start. Doesn't show any long range vision to improve infrastructure. Only addresses low hanging fruit. Minimal input from actual users. Priorities seen focused on items that won't effect the part of the system I use. I'm a commuter that rides 4+ days a week. Fight to implement, continue to update and adjust to changing need.
10	Sueling Schardin 8241 Goodrich Rd Blmgtn MN 55437 952.715.7886 suelingschardin@gmail.com	Continues the recommendations in the original plan. Connects many gaps in trails. Gap on 84th by Poplar Bridge Elementary. More signage ➡ ⬆safety, ⬆awareness of roads for cars as well as cyclists. ("Share the Road", every lane is a bike lane") Better communication of trail closures impacting Bloomington commuters (e.g. last summers closure of the 494 pedestrian trail)
11	William Bangsund 10910 Goodrich Ave S 952.832.2738 (w) wjb@barr.com	Any improvement is welcome. Been biking here 25 years and have learned to get by, but it hasn't been easy. 494 is a huge barrier. Xerxes is only decent walking. Getting to Xerxes isn't easy. Starting south of Old Shakopee. I zig zag up Xerxes to 98th but then need to jog E-W and 98th is bad and making lefts is dangerous. Improving access to the Xerxes/494 crossing should be high priority along with more 494 crossings.
12	Beth Walser 3032 Idaho Ave S St Louis Park MN 55426 612.598.9998 beth.walser@gmail.com	Bloomington is doing a great job of making their city more accessible via biking and walking, it's great to see a city so focused and improving its livability. I am an avid user of the current MN River Bottoms Trail and I absolutely love it down there. I am greatly concerned about the changes proposed to this trail. I worry it will hurt the integrity of the trail, its uniqueness and its sustainability, with it being in a flood plain. I would not add in a paved trail on the MN River Bottoms. It is a very costly addition especially considering its tendency to flood each spring. The current trail which is primarily up kept by its users is much more sustainable. Please keep the river bottoms natural it's my favorite place to "get away" in the Twin Cities. Save the river bottoms.

13	Jim Fairman 10149 Johnson Ave Blmgtn MN 55437 952.893.9968 jfairman@pandotech.com	I really like the idea of the Rail Line Trail. It should be accompnied by a path along the Dan Patch Rail Line. Lack of Funding. I would be willing to pay a trail fee (user fee), but implementing a system would be difficult. Maintenance costs of a river bottom trail, needs to be allocated. I would like to see more concentration on the maintenance costs of all the trails that are being considered. The Rail Trail should be a high priority. The 3 lane roads that Bloomington installs have center lanes that are too wide and bike lanes are too narrow. Striped bike lanes need to be cleaned more than once per year. On bike this is a safety issue. The cars blow debris into the bike lane. On a 21mm tire a small rock, glass or hole can be catastophic. Three Rivers uses a blower to remove debris from trail.
15	Gregg Thompson 9124 Kell Ave S Blmgtn MN 55437 612.618.8616 thompsongregg@hotmail.com	Priority #6 Bush Lake Trails (Community Corridor) As a representative of the Bush Lake Chapter Izaak Walton League property (7515 Izaak Walton Road) we do not want a public trail through our property, nor do we ever intend to sell the chapter property. There is alread a city-owned trail, that could easily be improved around north bay, that could bypass the Izaak Walton League property. Change map depiction of trail on north side of lake. Remove trail line through Izaak Walton League property, and use city-owned North Bay Trail loop for public trail access/path for this area of lake. Also on "Potential Cost" tables, projected costs should include estimated land purchase costs. e.g. Priority #6 projected cost for 1.67 miles of trail is $1.13 million - but deed to purchase 5+ properties.
16	R.F. Willette 8924 Morgan Ave S 952.346.8981 rfwmaroco@aol.com	Vision of the future. Extend 86th St bikeway to Fish and Wildlife. Need pavement markings.
17	Jane Ecklund 10519 Vessey Rd Bloomington MN 952.881.0339 jane.ecklund@gmail.com	Improvement to existing sidewalk is exciting. Biking along Old Shakopee and Normandale is part of my routine and I would love to see these improvements made. I wish the Normandale segment was a higher priority.
18	Ridge Pidde 3717 Shepherd Hills Dr Bloomington MN 55431 608.239-1243 ridgebenedum@yahoo.com	More biking options in Bloomington.
19	Aaron Pidde 3717 Shepherd Hills Dr Bloomington MN 55431 612.718.7769	More cycling options in Bloomington. Possible destruction of current river trail. Save the current river trail, make the paved trail above the flood plains. Ride your bike more. Ride on dirt.

20	Robert Bleau 155 Spring Valley Bloomington MN 952.948.0016 rmbleau@gmail.com	Previous comments concerned the wildlife river valley. Nothing. Leave it Wild unpaved. City trails may add to Quality of Life in Bloomington. Pavement - costs (Development, Maintenance, Traffic etc.) Leave it for bikers, runners, hikers, cross country ski-ing in a natural state. No extra trail. No benches, etc.
21	Bev Miles 171 Spring Valley Dr Bloomington MN 55420 952.884.0574 basorbe8757@yahoo.com	The trails that are left in their natural state. Paving the river trail is accessible in its current state to everyone that wants to use it. The money to maintain it can be spent in much better ways. The cost of maintaining a paved trail is uncomprehensable. The flooding between Cedar & Lyndale takes place every year making the current trail unuseable. Leave the area along. It doesn't need any changes. Please leave the area in its natural state. We need more green, not less, more nature and not less. We enjoy the owls, deer, native plants. Families won't use the area, nor will seniors & handicapped as you think they will.
22	Vonda Kelly 9909 Xerxes Curve Bloomington MN 55431 952-881-4324 vonda.kelly@gmail.com	Proposed Minnesota River Valley trail is finally nearing reality. Stress the importance of providing hard surfacing to allow for accessibility for all people. Users- whether walking, biking in a wheechair etc.

Additional Comments Received by City

Public Comments Received

- The primary bike/ped connection is the existing Bloomington Ferry Bridge pedestrian bridge. We are currently constructing an extension of the MN Valley State Trail that will connect the ped bridge to the rest of the state trail between Memorial Park in Shakopee to the TH 41 bridge in Chaska. This will create a continuous paved state trail between Bloomington, Shakopee, and Chaska (approx. 11 miles).
- The new Highway 101 bridge between Shakopee and Chanhassen/Chaska/Eden Prairie will include a trail that connects to the Scott West Regional Trail, MN Valley State Trail, and the MN River Bluffs Regional Trail. Construction will begin this year and be completed in fall 2015.
- The other potential trail connections across the river include the Dan Patch Line and the I-35W Bridge when rebuilt.
- For transitways, we are exploring the opportunity for TH 169 to be added to the regional transitway system. The Dan Patch Line is also still an option that the County would like to pursue in the future for potential transportation uses.

I have lived in Bloomington for about 25 years, and I work for Barr Engineering Company. I often bike to work during the summer. Our office has moved several times, sometimes north of 494 sometimes south. For many years now it has been north and it looks to be north for years to come. In commuting and pleasure riding I have crossed 494 using just about every legal route possible. I have found that the route that most reliably presents the lowest risk to a biker is Xerxes. I see that the City designates Xerxes as the recommended bike route http://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/map.pdf

Even getting to Xerxes has become a challenge, since American is now an alternate to 494 traffic. The City's bike map linked above indicates Xerxes is a primary north-south link, except for that jog along American. So my preferred route is to move a bit east on 84th to Vincent/Upton/Thomas and come up on residential streets, and cross American right at Xerxes. Unfortunately, last year, the east side pedestrian signal at this crossing was removed. The light seems to be controlled by a sensor that doesn't register my bicycle. So, to legally get thru this one intersection, I am left to either:

- cross to the west side of the intersection, where there is a pedestrian signal, then cross American, then cross Xerxes again to head northbound;
- or I wait for a car to come along and trip the sensor so I can cross American directly.

And I am left to wonder why the pedestrian crossing signal that allowed ready access to the only safe crossing of 494 was removed. I see in today's paper that the City is in the process of revamping the bike plan. Crossing 494 should be a priority.

Dear ATP,

I am hopeful that 2015 sees continued success in alternative transportation throughout Bloomington. I would hope for an even stronger movement by our council members and new city manager to make Bloomington an up to date city as their sister cities. I.E. Richfield, Edina, Eagan.

My dream would be an actual Walking/ Bike path , (not a small line down the road) going north/south in Bloomington. Either designate France Avenue or Lyndale or both. Within the France Trail, you could have some of the trail go through the wetlands. This would make for a lovely recreational ride as well. Make the Commitment!!!
These dollars would be well spent.
Commit dollars to a bike path for the Xcel Energy Corridor Trail! What an easy opportunity that I wonder if I will see in my lifetime!! I hope so. This could connect up to new DNR River Trail and Cedar Bridge as well as create value for that neighborhood.

106th street…This is a prime street that could go to 2 lanes and have an actual 3 foot bike/walking path on both sides of street. What an opportunity for Oak grove school children to ride to school and also this can connect up to auto club road which eventually will open up all the way to Hyland Trail!

Moir Park could use a Bike trail on the upper trail……this could connect to DNR trail….what a great opportunity to enhance the value of this park.

I bike down Old Shakopee Road with great in trepidation. Make the road three lanes. This can be done!!! (Minneapolis, Edina, and Richfield have all done this with roads that service as much traffic. And to great success!)
This would calm traffic, which now goes at breakneck speeds, create value for the old Historic Center…as that could be a great destination spot…. and create a safer biking/walking atmosphere.

I appreciate all that the ATP is doing. I hope for continued and more Bold decisions going forward. Spend Spend Spend….interest rates are low and we can find money from organizations that are looking to help. Take advantage of these opportunities as they may not be around for long.

Looking forward to our future.

I support it if it's not along the river . We need a way to cross the river from burnsville to Bloomington on our bikes

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Hello Randy Quale and Bob Simons;
I am a frequent hiker along the Minnesota River Valley at the end of Lyndale Avenue in Bloomington. These unique nature trails appear to be shared respectfully by both Mountain bikers and walkers/runners.
It is my understanding that Bloomington has plans to create 10 feet wide hard surface asphalt paths to allow for wheel chair accessibility. Has there been an actual survey done to ask those with disabilities what they would like to see for a nature trail or what the needs are for those currently using the trail?
Could it be that the disabled would like to be on a soft natural trail too, if it was possible for them?

The cost for a linear foot of 10' minimum trail

of
asphalt is $20 or $105,600 per mile. A
free of maintenance all terrain wheel chair can be purchased for $1,390.
One could purchase 75 wheel chairs for the amount of one mile of trail and set it up like the Minneapolis public bike and car sharing program and use special Handicap cards in the machines.
Rolleez 4 All-Terrain Beach Wheelchair, 4 larger tires, for sand, gravel, grassy, or concrete

- Four Large 19.3" Wheels - will not tip in a sharp turn
- Wheels have non-corrosive nylon bearings
- Pneumatic high-flotation tires
- Made with furniture grade PVC
- Maintenance free - Will not rust, corrode, chip, peel or fade

I would appreciate your response, as my voice is representing a number of fellow hikers and bikers who are not pleased with the new proposed trails.
Thank you!

As a Bloomington resident for over 8 years now & as an avid biker I would like for you to **PLEASE** entertain two ideas for improvement regarding the Alternative Transportation Plan.

1. **SAFETY: The pedestrian crosswalk from Hyland Park to Bush Lake Beach park is flat out dangerous**. On multiple occasions I have had close calls there while trying to cross the road pulling a child in a trailer. This is after stopping fully and looking & listening with laser beam focus for traffic. The reason is due to the curve in the road to the south of the crosswalk. With this, cars are not visible to the pedestrians & pedestrians are not visible to the cars. If I recall, there are also some trees on the west side of the road in the line of sight that exacerbate this issue. Cars & motorcycles often come through that section beyond the speed limit as it is kind of a nice scenic drive with curvy roads that has turned it into a bit of a joy ride area. If you are sitting there waiting to cross, about 50% of drivers do not stop to let you cross either. They are most often times traveling too fast to be able to stop without a hard brake anyway – again partially due to how soon pedestrians are actually visible. I think a low cost solution would be some tree trimming / removal and to have better signage for the crosswalk. Ideally flashing lights a hundred yards to the south of the crosswalk that would let drivers know someone is in or near the crosswalk. A pedestrian bridge over the road would be the safest but probably not the most affordable. This request is very much in line with the data you have collected showing the top desire among Bloomington residents being improved safety in crosswalks. I think such a solution is also very low cost & therefore could and should be accommodated. With the multiple playgrounds in this area there are going to be kids to be concerned about. In addition, with as many as 100k visitors to that popular beach in the summer, it is a no-brainer that the safety needs to be a primary concern.
2. **QUALITY: Bike / Walking Paths on each side of Normandale Boulevard** are in significant disrepair (between Normandale Lake & 98th). These are key thoroughfares for pedestrians in the Hyland Park reserve area & they also receive a lot of foot traffic during the Summer Fete. They are probably not very passable for someone in a wheelchair due to the bumps / sand / general disrepair.Thank you very much for your consideration of these ideas for improvement ☺ They seem to have been discussed & brought up by other Bloomington residents previously but I wanted to try to highlight them one more time.

I am writing in response to the article in the Thursday, Feb 5th edition of the Bloomington Sun Newspaper re the above.

In the Mpls Star Tribune West section of last Wednesdays paper there appeared an article regarding a very successful "dial a ride" program that is in existence in Mound and/or other Lake Mtka. area communities. This service exists for those citizens who do not drive.

Correct me if I am wrong, but isn't our population one of many older citizens in need of this service? Where in your plans, are the needs of the majority of the population being met?

Bicycling is a wonderful activity but in Minnesota this can never replace 100% of the transportation needs of our residents. Our weather does not permit this!

Please consider something for the 65+ population when drawing up your long term transportation policies. I am recommending a dial a ride type of program for our senior citizens.

Thank you for your consideration.

One last minute comment about the proposed paving the river bottom trail. What happened to listening to the people?

The people that use this trail would like it to remain natural. I have spoken with bikers AND hikers that are greatly opposed to paving this natural gem.

I was a board member of a trail users coalition in the early 1990's that worked with the DNR's Ron Potter to help build many trail we have today. This topic of paving the river trail came up then and the DNR understood why we did not want it paved.

Again, listen to the people.

Signage/Campaign to educate the community about shared road.

I love biking! But why are you trying to run a bike path through the private property of the Izaak Walton League at Bush Lake? The city of Bloomington can run the path north of East Bay pond (property owned by the city). We have worked so hard to restore the Izaak Walton land and lake shore to sustainable, natural plant settings. Please don't try to force a bike path through this privately owned piece of land when there is a great place to run it on city owned land!

Bloomington is RICH with bike paths. We are blessed with all of the trails in Hyland Park to use too. I am a resident and a biker who sees NO need for another bike path around Bush Lake
especially give the fact that so much habitat will be destroyed. Bush Lake needs to stay clean and the aquatic rushes, cattails and other emergent
help to clean the lake and to provide habitat for frogs and other wildlife. This intended enhancement will only serve to destroy habitat and make an otherwise peaceful habitat very disturbed.

Please remove the plan from Bloomington's future.

Dear Randy Quale, Parks and Recreation Manager for the City of Bloomington,
and Amy Marohn, Civil Engineer, and my council representatives.

Concerning the Minnesota valley state trail and the trails MORC maintains along the Bloomington southern boarder.

The objectives associated with involving citizens in the implementation process include:
• Determine who the stakeholders are and their interest in a particular development initiative.
• Understand their needs and unique perspectives
• Identify and understand concerns and problems
• Develop alternatives and find appropriate solutions with input from stakeholders

I am a Bloomington resident and longtime distance runner. I run with The Renegade Run Club and Upper Midwest Trail runners. I like running the nearby native trails we call the river bottoms. These are the Minnesota valley state trail and the trails MORC maintains at a great saving to our community between Cedar Bridge and Bloomington Ferry Bridge trailhead. The natural footing is better than pavement as it is softer than pavement. My legs and feet remain strong do to this surface. There are few places where I and other runners can enjoy such trails. Please preserve these trails.

I know some people feel unsafe running alone in the river bottoms as it is rather remote. I do not see how that could change.
I do wish MORC and those that maintain the trails had more support and help to build and maintain the many crossings over the streams coming from the bluffs and flowing to the river. Please involve this important group that has put in years of dedicated work to allow passage along these scenic trails. They deserve our praise, thanks' and support.

I read the Alternative Transportation plan. If you are still following the plan, I believe there could be perceived miss understandings among citizens. Some people believe the plan is to replace all of the natural trails with pavement. That plan would be costly and require high maintenance due to frequent floods and water flows from the buff to the river. I doubt more people would use this remote area unless they have already. I would be surprised if usage increased with paved paths. I'd expect if pavement replace the trails, the current users would go elsewhere to find natural trails. MORC does a great job at keeping it passable on foot or bike. Let us be the ones to preserve this natural space.
Thank you Jon Oleson for the chat we had on this subject. I should also meet with my councilman, but maybe this message will save some meeting time.

I support a bike facility along 102nd St between Normandale Blvd. and France Ave as itemized in the draft ATP on page 4-19. I have 3 children who bike this route to school (2 at Jefferson, 1 at Olson Middle) from the west and they are currently using the narrow sidewalk. This is not a safe situation with bikes and young pedestrians on such a narrow walkway.
My oldest son, currently a senior, noted that the parking lot at Jefferson HS is no longer full in the winter. He told me that 4 years ago when he was a freshman all the parking there was full in the winter. This is strong evidence that Jefferson HS students are using and seeking other transporation alternatives to get to school aside from driving cars
I support either a separate trail facility or an on street reconfigration to place bikes in a painted area on the road surface between the curbs.

I am writing in regard to the Draft Alternative Transportation Plan Update. I am a member of the Bush Lake Chapter of the Izaak Walton League and I also live just steps from the west side of the lake. I am writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8). Specifically, I oppose the plan's indication of a trail placement running through the Izaak Walton League property.

The Bush Lake Chapter of the Izaak Walton League has owned its 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property. Placement of a paved bike trail is entirely inconsistent with the nature and use of this property. As importantly, there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the very same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

I respectfully request that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Thank you for your attention to this matter and thank you for your service to our community.

I was unable to attend the Feb. 12 meeting and therefore this letter is being sent.
This proposal is based on my understanding based of the Three River Trail project.
The plan to have the bike trail cross 494 at 12 the avenue needs to be reconsidered. It will not only endanger bikers but also cause needless traffic congestion.
There is better means of crossing 494 it is using the present bridge located at 2 Avenue East.
This bridge presently is standing and in fantastic conditions. It also by law needs to be upgraded to meet Handicap Accessibility laws. The wonderful thing is it not only crosses 494 but also crosses both service roads. Buy making the b ridge meet handicap accessibility laws is will also become bicycle accessible.
Once safely across 494 a trail can be made along the service road across Portland Avenue turning at Chicago Avenue and go South to the present bicycle trial on 86th street. Going on 86 th street the trail would then split at Old Shakopee Road. One trail could continue on 86 th street to the present bicycle trail and along the Meadow lake to the Old Cedar Avenue Bridge and across Meadow Lake to the trailhead that crosses the Minnesota River and also leads to 34 th Avenue Nature Center.
Another trail could go along Old Shakopee Road to 34 th Avenue and the Nature Center.
This plan would benefit both biker and the handicapped. It would make the bridge on 2 nd Avenue meet federal standards. This plan would also make better use of the potential offered by the soon to be reconstructed Old Cedar bridge.
This plan greatly increases the safety of those who use the trail. We should not risk the safety of anyone needlessly.
Please inform me of the final decision concerning the project.

I have a couple of questions in regards to the ATP plan. Specifically about the sidewalks. Who will be responsible to pay for the placement of these? and When will Bloomington residents be able to see the city working on these projects? I would gladly receive any information on this matter. I have already been to the Bloomington city website, but would like more information if possible.

As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of this organization I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

Also, it appears that the cost estimate shown for the Bush Lake Park Trails (Figure 4-5, page 4-18) does not include the costs for purchase of the private properties necessary to construct the trail proposed in the plan. The projected cost (listed as 1.136 million for 1.67 miles) would be much higher if the costs of private property purchases were included.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Attached is a map depicting this request.

Thank you for your attention to this matter, thank you for the attention and thought placed into the update to the Alternative Transportation Plan and thank you for your service to our community!

I wanted to reach out to you as the property owner that will be impacted the most by the proposed bike path on Izaak Walton Road. If you have not done so already I would like to invite you to come out to Izaak Walton Road and see for yourself the lay of the land. The placement of the bike trial as proposed is something that I am 100% against.
As member of the Izaak Walton League I do not want to see something that is going to compromise and destroy the natural landscape of the Izaak Walton property. The Izaak Walton property is unique and the north woods like feel will be lost. It can never be replaced once it is gone.
There is a safety issue as Izaak Walton Road does not lend itself to bike traffic. Over the years I have personally witnessed many near misses between bikers and the cars going in and out of the Izaak Walton property.
The number of the near misses involving bikes and cars back here increases ever year - the ones I have not seen I have heard. Most involve children riding their bikes ahead of adults. This happens on a regular basis back here from May through early November - and there are a few winter bikers that cut through Izaak Walton. I office out of my home and with wireless I am able to be in a position to see the traffic flow on Izaak Walton Road.
Placing the bike path on the alternative northern route would eliminate 100% of the concerns for potential bike/automobile conflicts/accidents. I would think that from a risk management perspective that should be a major consideration for the city for having the bike path on the north side of the pond.
There are numerous drivers who think that Izaak Walton Road connects directly to West Bush Lake Road. This includes delivery trucks - especially UPS and FedEx. The garbage and recycling trucks do not drive through here at reasonable speeds. I have talked to several of the drivers - Izaak Walton is a nuisance route - just a few households. They want to get out of here as quickly as possible - in my opinion they drive at an unsafe speed.
It is worse with passenger cars - as the speed limit is not recognized and adhered to. Same for motorcycles once they realize they are on a dead end they speed out of here.
.During the summer visibility is severely restricted at the curve which is where most of the "near misses" happen.

Another consideration is the drainage issue. Any additional modifications to the street will probably result in more run-off into the pond - could be some additional erosion issues too. Rain run-off is fine - the run-off from melting snow contains a lot of road salt from Lakeview and the turn around. I know this as every spring the snow melt backs up and runs down my driveway leaving an ugly streak of dried salt residue. Not something that is good for the environment and the nesting area. The proposed path of the bike trail will destroy a sensitive nesting area for water fowl. There are also dens for various critters that would be destroyed too.
.Also there would be the removal of trees which is not needed. You really need to see it to appreciate my concern. Placing the bike path on the north side of the pond is a win/win for all parties. And probably more cost effective to build and maintain.
Just my thoughts. Please do not hesitate to contact me or stop by to see what is so special about the Izaak Walton experience.
Thanks.

Please don't girdle Bush lake with trails near the water. You all ready have trails around almost the whole lake. The only area where wildlife can live peacefully near the shore is on the North side of the lake along Izaak Walton Rd. There are good size areas there from the beach to the Izaak Walton property where the shore vegetation has been restored and people seldom go. This allows wildlife to be near the water and live relatively undisturbed.

Wildlife help make this area special. Give them some space. There are plenty of trails around and near Bush Lake. Please think of what the Wildlife need before you cut anymore trails near the shore.

I attended the February 12 Open House, and thought it was well done. Thanks.

A few comments:
1) I love the idea of a very long range plan, and I think a goal should be an approach of capturing aspirations, articulating goals, and building in flexibility, given that values, culture, economics and transportation technology change over time.

2) Use. Much of the plan relates to bike lanes, trails and paths. I think that is good. I do think it is important to appreciate and take into account the difference between realistic commuting routes and recreational bicycling. American Blvd, 86th Street, the "Intercity" Route, and long term - the rail line and Old Shakopee Rd are natural commuter routes. A Mn River trail, the trails through Hyland, etc will not be commuter oriented.

3) Collaboration. Let's stay very close among and between agencies. My work as our Three Rivers Park District Commissioner has taught me that virtually none of these things can (or should) be done alone. A good connection between to the soon to be completed Nine Mile Trail and the trail coming out of Hyland is a great opportunity.

4) Right trails/right places. In my role at Three Rivers I hear from a lot of folks about biking, hiking, nature, equestrian, snowmobiling, skiing and other off road trails. In trying to assess needs and desires, and respect where trends are going, I have developed a "right trails/right places" approach to the analysis. We hear a lot of demand for more natural trails. This could be a function of all of the paved trails we have put in place, or may be reflective of the changing culture - or perhaps both. In any event, it is important to assess what is the right kind of trail for the location. There are places (one East-West route, one North- South route that suggest lanes for commuting would be most appropriate. Others

(high traffic, near neighborhoods, "on ramp" to trail systems, etc) that suggest paving for commuting as well as recreation. Other areas that to date are undeveloped or unpaved wilderness suggest preserving wilderness and having natural trails that provide hiking, birding, biking access without the environmental impact and "experience" effect of a road-like paved surface in the area. There is increasing societal taste for that wilderness experience/natural trail category, and that sometimes requires an adjustment of thinking from the past.

5) East Bloomington. The Smith Park - MN River/Cedar Av bridge corridor presents great opportunity for investment and enhancement in that area of town. There could also be related opportunities associated with the South Loop developments, the "Intercity Trail", the Cedar Av bridge project and the Mn River Valley trails project. As part of those projects or in addition, I think the Mall of America - Mn River Valley Wildlife Refuge - South Loop begs for safe connectivity.

Hope this helps.

As the President of the Bush Lake Chapter of the Izaak Walton League here are my thoughts about the Bloomington ATP, specifically part 4 Implementation, Priority #6 “Bush Lake Park Trails” within Regional Trails and Community Corridors

I believe the city should seriously consider routing the bike trail on the other side of the “East Bay” away from our chapter and on property that the city already owns. (see attached map) We are in the process of restoring our side of “East Bay” in native shoreline plantings to make it a full-functioning wetland that serves as a rare educational venue for schools, scout groups and the general public to learn about ecology. It’s not a very good place to route the bike trail. Routing it along our shoreline is also not a good option because of all the native plantings we have done to stop erosion and help maintain the water quality of the lake.

If the city chooses the alternative route on the north side of East Bay, our Bush Lake Chapter will help the city in this endeavor by providing plant selection expertise, volunteer planting crews, buckthorn and other invasives removal. During the past two years we have had large volunteer crews working on our shoreline plantings on Bush Lake and the East Bay wetland. Working together we can make the wetland a real showcase and unique learning environment. We would like to see the wetland renamed to the Richard J. Dorer Memorial Wetland in honor of one of our former Bush Lake members who was a Commissioner of the Minnesota Conservation Dept. and the father of wetland conservation throughout the U.S.

Our work on this alternative bike trail and natural restoration on the north side of East Bay will be in keeping with on long-time Izaak Walton League mission centered on clean water and habitat. Our chapter was the birthplace of the Save the Wetlands campaign in the 1950s that resulted in the Minnesota WMAs and Federal WPAs----millions of acres of habitat. Every year we sponsor and host the Watershed and Wetland Summit at Normandale Community College that draws together clean water experts and policy makers from all over Minnesota. And Gregg Thompson of our chapter has taught Smart Landscaping classes to hundreds of Bloomington, Edina and Eden Prairie residents over the past nine years.

Last fall we invited Randy Quale, Bryan Gruidl, Mark Morrison, Dave Hanson of the city staff, along with Kevin Bigalke, and Erica Sniegowski of Nine Mile Creek Watershed District to tour our chapter, the East Bay wetland, and adjacent property. We talked about the alternative bike trail route and the fact that it is on property the city already owns. So it’s a project that can be undertaken very soon to help complete the bike route around the lake without compromising the property our chapter owns nor the conservation mission we are pursuing.

Thanks for considering my views. Please contact me for further clarification or to take a tour of this splendid site.

My name is Katy Dale and I live on Izaak Walton Rd. I am writing in regards to the Draft Alternative Transportation Plan Update, specifically regarding the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

I am opposed to the plan's depiction of placing a public trail along the lake shore and through the Bush Lake Chapter property. I support the city's effort to provide trails for alternative transportation and linkages, but not at the expense of natural and private land that provides refuge and habitat for wildlife.

Our property has been restored to prairie along the lake shore and combined with the other city owned properties and Izaak Walton League, provides relatively undisturbed refuge for many animals. The land provides nesting ground for snapping turtles, wood ducks, muskrats, and many others. Hyland Park is an excellent recreation area and already links to the trail around the other side of the lake. I do not believe the entire lake shore should be taken over for human recreation.

I fully support the revision to the primary route proposed by Izaak Walton League (attached), that links the public trails using the existing public land north of the Izaak Walton League chapter property, around East Bay of Bush Lake, to make the public trail connection.

I am concerned about the proposed trail along the river bottoms. Given the trail will be developed in a flood plain that will require extensive maintenance I need to question, who will be funding this? The 2.1 million dollars allocated for this project is not enough to even complete the trail which is estimated at 2.5 million. I think it is important to have a plan in place that can not only source funding for the completion of the trail but also include allocation for the ongoing and substantial maintenance costs involved in building a paved trail in the middle of a flood plain.

I don't own a mountain bike but have loved the many hikes my family and I have taken at the river bottoms over the years. Logging out a ten foot wide swath for several miles along the river would take away from the unique sense of escaping in to nature in one of the largest suburban areas in the state. A paved trail would forever change the pristine environment that exists along the southern edge of our city.

We are so fortunate to have an extensive paved trail system already developed in Bloomington. What we need, is to focus on maintaining the trails we already have in place. Adding a trail that we don't have adequate funding for and no apparent plan for ongoing and likely, extensive maintenance costs is a poor choice for Bloomington.

Recently the Minnesota Valley Chapter of the Izaak Walton League thanked you for the your resolution of support for the Minnesota Valley State Trail. With this letter, the Bush Lake Chapter of the IWLA also wishes to thank you for that resolution and to make comments on the Bloomington ATP, specifically Part 4 Implementation, "Minnesota River Valley Trail."

The Bush Lake Chapter wishes to restate our support for the dual track state trail as part of Bloomington's Alternative Transportation Plan. Both Bloomington IKE Chapters have been involved in the support of the dual-track MN Valley State Trail for years and were two of the leading organizations lobbying at the State Capitol for the Minnesota Valley State Trail funding. The Minnesota Valley Chapter is further cooperating by considering the sale of its floodplain land to the Minnesota Valley National Wildlife Refuge Trust, Inc. so that there can be a legal dual-track trail right-of-way through its property. This dual track trail will provide both a paved track and natural surface track for mountain bikers and take the place of the informal, single-track, mountain bike dirt trail that now illegally crosses the Minnesota Valley Chapter's property.

Our Bush Lake Chapter was also a long-time advocate for the rehabilitation of the Old Cedar Avenue (OCAB) crossing of Long Meadow Lake. The OCAB, in combination with the nearby State Trail, will become a major visitor attraction in Bloomington. Together, they will be an economic development generator that will draw thousands of bikers, hikers, roller bladers, wheel chair users, birders per year to our community. The dual track trail will accommodate families, people who have handicaps and seniors who have difficulty biking up hills. The Minnesota Department of Natural Resources has said it will begin construction in the fall 2016 of this "destination trail" positioned to "outdraw every trail in the state," including the Gateway Trail in the East Metro that attracts an estimated 200,000 users per year.

Many the visitors will be from outside of Bloomington and will spend money in coffee shops, restaurants, brew pubs, hotels, bike repair places, and visit attractions such as the Minnesota Valley National Wildlife Refuge, Bass Ponds, Pond-Dakota Mission, Old Town Hall, Richardson Nature Center, Hyland Park, along with our two splendid Izaak Walton Chapter sites.

By thinking broadly and collaboratively, I believe the ATP and the Minnesota Valley Plan will form the foundation for outstanding partnerships between the City, State and the Federal governments along with volunteer groups like the Geezers, Friends of the Minnesota Valley, Refuge Friends, Pond Dakota Society, Great River Greening, Bloomington Historical Society, Bloomington Bicycle Alliance, and our two splendid Izaak Walton Chapters. Along with the renovated OCAB it will focus attention on the value of the beautiful Minnesota River Valley and its watershed.

In five or ten years, I hope to overhear conversations like this:

Sue: "So Bob what are you doing this weekend?"

Bob: "We're going with the kids (grandkids) out to Bloomington on our bikes to do a little birding (fishing) and take in a program at Pond Dakota Park (or at fill in the blanks)"

Thanks for considering my views. Please contact me for further clarification.

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Thank you for your attention to this matter and thank you for your service to our community!

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

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I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan.

Thank you for your attention to this matter and thank you for your service to our community!

We are writing in regards to the Draft Alternative Transportation Plan Update. First off, we would like to thank you for the opportunity to comment on the plan, and for the council's and city staff's efforts and dedication to create a viable and sustainable alternative transportation plan. It will surely be a great benefit to our community in the years to come.

We are members of the Bush Lake Chapter of the Izaak Walton League of America. I am the caretaker and conservation chair of the chapter. My wife, Liz, and I have lived here for the past five years. When not busy with our day jobs (I work for the Minnesota Pollution Control Agency, Liz teaches at Jefferson High School), we volunteer our time to provide environmental education to our chapter members and to the community as well as work to ecologically restore this 4+ acre property. Over the past 5 years, we have coordinated volunteers to remove invasive plants such as buckthorn and thanks to grants from the Nine Mile Creek Watershed District, we have planted over 6,000 native trees, shrubs, grasses and wildflowers.

So, it is with some disappointment that the City continues with its plan to put a bike path through our property. This is noted in the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8). Our board, our members, and our neighbors have consistently told the City that we would like the idea for the trail through our property to be dropped, and that the City consider the public land to the north (north of East Bay Pond) for the trail. There is already an existing trail in that area. I have attached a map that shows the area and proposed and preferred trails.

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. We provide many benefits to the community. I encourage you to visit our website and look at our many events we have hosted and participated in for the purpose of providing environmental education and the idea of land stewardship to the public- http://www.bushlakeikes.org/upcoming-events

It may sound contradictory for an environmental organization to be opposing a bike trail. We are very supportive of giving opportunities to everyone to get outside and enjoy and appreciate nature. But this does't mean that we need a paved trail around every lake. Our members and visitors are always amazed at Bush Lake and the preserved habitats around it, including our chapter. The diversity of wildlife and native plant communities that we have here are very unique in a suburban area and are of critical importance as more and more of these habitats are lost every day. We have one species of endangered plant here at the property, Besseya bullii (Kittentails) and several remnant native plant communities. Any trail through the property would impact these important resources.

We are asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Thank you for your attention to this matter and thank you for your service to our community!

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I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and

described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.
Thank you for your attention to this matter and thank you for your service to our community!

My comments relate to the proposed trail across the Bush Lake Chapter of the Izaak Walton League property as shown in Figure 1.5 on page 12 of the Update.

The Update does not contain the basis for this proposal to put the trail through private property next to the lake other than a post-it note on Figure 1.9 at p.16.The note actually appears to say " put the trail on the north side of North Bay Wetland. " That trail is shown on Figure 3.3 on p.38.

The Update notes that the plan shown in figure 3.2 on p.34 that was in "response to recommendations ,priorities and concerns voiced by a wide range of stakeholders". The plan does not reflect what particular input was received for the particular portion of the trail next to Bush Lake across the Izaak Walton property. Nor does it include any information about the property owner's objections to the plan.

The priority section of the Update at p.68 lists this portion of the trail as Priority #6 but notes." The City will continue to evaluate the need to provide trails along both the north shore of Bush Lake and the North Bay. The North Bay option , on existing public property, would be a more viable option.

Costs are addressed briefly at p.77. The only information provided is based upon an average cost per mile.There is no indication of acquisition cost for this particular portion of the trail.

The Update should be amended to show the North Bay route as the proposed plan.

The proposed trail along Bush Lake across the Izaak Walton League property should be deleted from the plan.

I just wanted to weigh in on my observations regarding bike trails in Bloomington. I recently received Bloomington's Active Living Biking and Hiking Guide map recently and in my mind it was clear that the east side of Bloomington was seriously in need of novice and recreational length biking trails. I think the area near Sorenson's Landing might be a good place to have trail loops - possibly one around 3 miles in length and another somewhat longer. I am a recreational biker and mom and know that having a reasonable length biking trail loop that is a reachable goal for most kids is a great way to get them started enjoying the outdoors. Thanks

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We are lifelong Bloomington residents, members of the Izaak Walton League Bush Lake Chapter and live near the lake.

While we applaud the concept of a public paved trail around Bush Lake, we are opposed to any intent to locate such a trail on the Izaak Walton property. We ask you to remove the current depiction of the trail through Izaak Walton from the Alternative Transportation Plan.

It simply is not necessary to achieving the goals of the plan when there are other options that serve the same purpose – including routing the trail through the city's own land to the north of the East Bay Pond. As you know from years of discussing this with Izaak Walton League, the group neither wants a path through its property nor is the property for sale.

Instead, we ask you to please respect the league and its conservation goals and partner with it on a win-win plan for the trail.

In response to the Sun Current article, regarding suggestions for the Alternative Transportation Plan, my neighbors, other residents of Bloomington and I have discussed we would like to suggest adding a walking/biking bridge crossing 494 from American Blvd to 78th St, since many of us that live at Fountain Lake condominiums like to walk to businesses and restaurants on the south side of 494 already.

Many of us would rather bike or walk, rather than drive our vehicles, to the stores and shopping on the other side of the freeway. In addition, a bridge would make it more convenient for hotel guests and people waiting for repair work done at the dealerships on the south side of 494 to walk across to shop or eat on that side of the freeway.

Currently, walking to France Ave and walking on the sidewalk crossing the entrance to 494 is our only option. When biking we have to bike to France Ave and ride with steet traffic on France Ave. Both of these options are very dangerous, as cars do not yield to pedestrians, or do not often see bicycles when merging from France Ave onto 494.

We also hope that this would alleviate traffic congestion, and parking around the Southdale 494 Shopping Center, if local residents and visitors could walk or bike there. Conversely, residents and visitors/hotel guests could walk or bike to American Blvd to go to businesses and restaurants on that side of the freeway.

Many other communities in the twin cities area have bridges crossing freeways, or major highways, to make their community safer, while being more accessible. It would be nice if Bloomington did the same.

We look forward to hearing more the Alternative transportation Plan suggestions. Please contact us with any questions. We also would be interested in attending any future meetings discussing alternative transportation suggestions and plans.

I would like to send a note regarding creating bike lanes on 106 Street. I am an avid cyclist and a 20 year resident of Bloomington. I frequently ride in Bloomington along Overlook road and would like to continue to 106 Street but the traffic after work is to dangerous for me. It would be great if there was a bike lane there for me to ride in.

I appreciate all of the work the council does, Thank you.

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park

Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

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Additional Comments Received by City

Letters Received

February 28, 2015

City of Bloomington
1800 West Old Shakopee Road
Bloomington, Minnesota 55431-3027

RE: Alternative Transportation Plan (Proposal to situate a bike trail on Izaak Walton League—Bush Lake Chapter property--'Bush Lake Park Trails' Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8.

Dear City Planning Committee:

My wife and I have been members of the Bush Lake Chapter for twenty years. Though we are not residents of Bloomington, we have certainly grown to love your city by virtue of our membership in this chapter and our contacts with the neighbors of our chapter and the members who do live in Bloomington.

It is frankly, a bit puzzling as to how or why a city government would choose to run a bike trail through private property, thus burdening the property owners with potential problems and liabilities. Our chapter property includes an historic clubhouse building that dates to 1937. The chapter property is also secluded—there are no roadways running through it. Providing access to the chapter private property would invite incidents and accidents—vandalism to our clubhouse being one concern. Unsupervised children on the bike trail could be injured. Our swimming beach is not monitored nor are lifeguards present. If individuals chose to leave the bike trail and use our beach for swimming, and harm were to befall them in a swimming accident, our chapter could be liable.

Please understand that we are ardent conservation supporters and we applaud your attempts, as a city, to encourage alternative transportation and recreational bike trails. We think this plan to situate the bike trail on this private property is a bad idea, however. We believe there are alternatives the city could consider that would not endanger our chapter in this fashion, and that would adequately address the needs to extend the bike trail. We urge you to reconsider this plan and make good decisions that meet the needs of the general public as well as organizations such as ours.

Sincerely,

Gregory and Rebecca Hanson
982 Trillium Court
Eagan, Minnesota 55123
(651) 686-9648

9 Mile Creek
WATERSHED DISTRICT
12800 Gerard Dr • Eden Prairie, MN 55346 • 952-835-2078 • 952-835-2079 (fax) • www.ninemilecreek.org

3/2/2015

Randy Quale
Bloomington Parks and Recreation Department
City of Bloomington
1800 Old Shakopee Road
Bloomington, MN 55431

RE: Public Input – Draft Alternative Transportation Plan Update

Dear Mr. Quale:

The Nine Mile Creek Watershed District has reviewed the draft Alternative Transportation Plan Update. As you are aware, the Nine Mile Creek Watershed District has rules and regulations for projects that result in soil disturbance and land alterations. This pertains to the development and construction of trails. The Nine Mile Creek Watershed District looks forward to working with you and the City of Bloomington as you continue to plan alternative transportation options and seek Nine Mile Creek Watershed District permits for this project.

In reviewing the Draft Alternative Transportation Plan Update, the Nine Mile Watershed District has concerns regarding the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors, referenced in Chapter 4 – Implementation Section, page 4-8).

The plan shows placing a public trail through the Bush Lake Izaak Walton League property. In 2014, the Nine Mile Creek Watershed District awarded the Bush Lake Izaak Walton League over $9,000 to complete a substantial restoration project along the East Bay Pond on their property. This restoration project and investment in protecting the natural resources on this site are threatened by the proposed trail placement.

The District would ask that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the Bush Lake Izaak Walton League property, around East Bay of Bush Lake, to make the public trail connection to avoid disturbing the newly restored land on the Bush Lake Izaak Walton site.

In addition to this specific location, the Nine Mile Creek Watershed District has partnered for several years with the City of Bloomington on the restoration and maintenance of native prairie along the shoreline of Bush Lake. We request that any trail plans around Bush Lake take these restoration efforts into consideration as well.

Thank you for the opportunity to review the Draft Alternative Transportation Plan Update. The Nine Mile Creek Watershed District looks forward to working with the City of Bloomington as it continues these efforts. If you have any questions, please contact me at (952) 835-2078.

Sincerely,

Kevin Bigalke
District Administrator

Board of Managers

Steve Kloiber • Corrine Lynch • Louise Segreto • Jodi Peterson • Maressia Twele

Bush Lake Chapter - Izaak Walton League of America
7515 Izaak Walton Road – Bloomington, MN 55438
www.bushlakeikes.org

Mission: To conserve, maintain, protect, and restore the soil, forest, water, and other natural resources of the United States and other lands; To promote the means and opportunities for the education of the public with respect to such resources and their enjoyment and wholesome utilization.

Dear Randy Quale,

Recently the Minnesota Valley Chapter of the Izaak Walton League thanked you for the your resolution of support for the Minnesota Valley State Trail. With this letter, the Bush Lake Chapter of the IWLA also wishes to thank you for that resolution and to make comments on the Bloomington ATP, specifically Part 4 Implementation, "Minnesota River Valley Trail."

The Bush Lake Chapter wishes to restate our support for the dual track state trail as part of Bloomington's Alternative Transportation Plan. Both Bloomington IKE Chapters have been involved in the support of the dual-track MN Valley State Trail for years and were two of the leading organizations lobbying at the State Capitol for the Minnesota Valley State Trail funding. The Minnesota Valley Chapter is further cooperating by considering the sale of its floodplain land to the Minnesota Valley National Wildlife Refuge Trust, Inc. so that there can be a legal dual-track trail right-of-way through its property. This dual track trail will provide both a paved track and natural surface track for mountain bikers and take the place of the informal, single-track, mountain bike dirt trail that now illegally crosses the Minnesota Valley Chapter's property.

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Many of the visitors will be from outside of Bloomington and will spend money in coffee shops, restaurants, brew pubs, hotels, bike repair places, and visit attractions such as the Minnesota Valley National Wildlife Refuge, Bass Ponds, Pond-Dakota Mission, Old Town Hall, Richardson Nature Center, Hyland Park, along with our two splendid Izaak Walton Chapter sites.

By thinking broadly and collaboratively, I believe the ATP and the Minnesota Valley Plan will form the foundation for outstanding partnerships between the City, State and the Federal governments along with volunteer groups like the Geezers, Friends of the Minnesota Valley, Refuge Friends, Pond Dakota Society, Great River Greening, Bloomington Historical Society, Bloomington Bicycle Alliance, and our two splendid Izaak Walton Chapters. Along with the renovated OCAB it will focus attention on the value of the beautiful Minnesota River Valley and its watershed.

In five or ten years, I hope to live long enough overhear conversations like this:

Sue: "So Bob what are you doing this weekend?"

Bob: "We're going with the kids (grandkids) out to Bloomington on our bikes to do a little birding (fishing) and take in a program at Pond Dakota Park (or at___ fill in the blanks __)"

Thanks for considering my views. Please contact me for further clarification.

John Crampton

President, Bush Lake Chapter of the IWLA
Member, Minnesota Valley Chapter, IWLA
Geezers
Bloomington Sustainability Coalition
Former President and Founder, Pond-Dakota Heritage Society
Former Board Member, Friends of the Minnesota Valley

CC: Mayor Winstead, City Council members, City Manager, Park and Recreation Manager, PARC Commissioners

Bush Lake Chapter - Izaak Walton League of America
7515 Izaak Walton Road, Bloomington, MN 55438
www.bushlakeikes.org

Mission: To conserve, maintain, protect, and restore the soil, forest, water, and other natural resources of the United States and other lands; To promote the means and opportunities for the education of the public with respect to such resources and their enjoyment and wholesome utilization.

Dear Randy Quale,

As the President of the Bush Lake Chapter of the Izaak Walton League here are my thoughts about the Bloomington ATP, specifically part 4 Implementation, Priority #6 "Bush Lake Park Trails" within Regional Trails and Community Corridors

I believe the city should seriously consider routing the bike trail on the other side of the "East Bay" away from our chapter and on property that the city already owns. We are in the process of restoring our side of "East Bay" in native shoreline plantings to make it a full-functioning wetland that serves as a rare educational venue for schools, scout groups and the general public to learn about ecology. It's not a very good place to route the bike trail. Routing it along our shoreline is also not a good option because of all the native plantings we have done to stop erosion and help maintain the water quality of the lake.

If the city chooses the alternative route on the north side of East Bay, our Bush Lake Chapter will help the city in this endeavor by providing plant selection expertise, volunteer planting crews, buckthorn and other invasives removal. During the past two years we have had large volunteer crews working on our shoreline plantings on Bush Lake and the East Bay wetland. Working together we can make the wetland a real showcase and unique learning environment. We would like to see the wetland renamed to the Richard J. Dorer Memorial Wetland in honor of one of our former Bush Lake members who was a Commissioner of the Minnesota Conservation Dept. and the father of wetland conservation throughout the U.S.

Our work on this alternative bike trail and natural restoration on the north side of East Bay will be in keeping with on long-time Izaak Walton League mission centered on clean water and habitat. Our chapter was the birthplace of the Save the Wetlands campaign in the 1950s that resulted in the Minnesota WMAs and Federal WPAs----millions of acres of habitat. Every year we sponsor and host the Watershed and Wetland Summit at Normandale Community College that draws together clean water experts and policy makers from all over Minnesota. And Gregg Thompson of our chapter has taught Water v Smart Landscaping classes to hundreds of Bloomington, Edina and Eden Prairie residents over the past nine years.

Last fall we invited Randy Quale, Bryan Gruidl, Mark Morrison, Dave Hanson of the city staff, along with Kevin Bigalke, and Erica Sniegowski of Nine Mile Creek Watershed District to tour our chapter, the East Bay wetland, and adjacent property. We talked about the alternative bike trail route and the fact that it is on property the city already owns. So it's a project that can be undertaken very soon to help complete the bike route around the lake without compromising the property our chapter owns nor the

conservation mission we are pursuing.

Thanks for considering my views. Please contact me for further clarification or to take a tour of this splendid site.

John Crampton
President
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Jcrampt48@gmail.com

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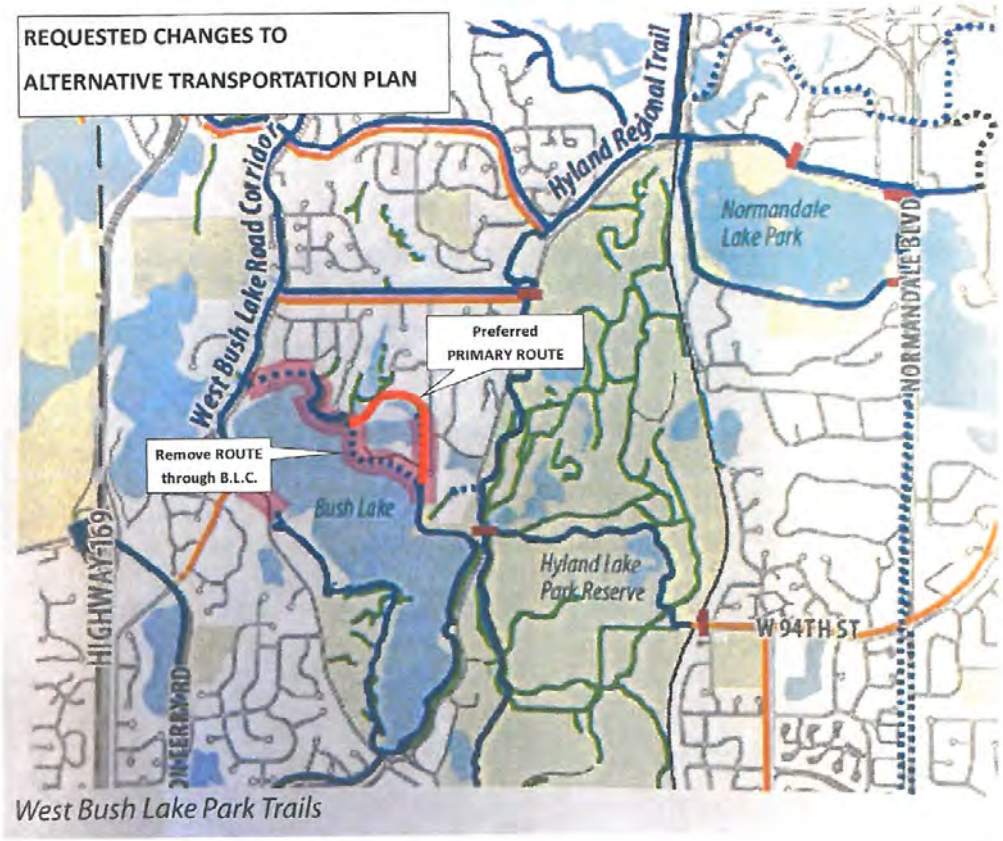

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