



# 2016 Update Alternative Transportation Plan

CITY OF BLOOMINGTON, MINNESOTA

July 2016

# Alternative Transportation Plan

## City of Bloomington, Minnesota

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# Planning Context SECTION

# 1

## Purpose

The purpose of the Alternative Transportation Plan (ATP) is to enhance the quality of life in the City of Bloomington through strategic investments over time in multi-modal transportation features that meet the needs of individuals and families living, working, and recreating in Bloomington.

In 2008 Bloomington adopted the original ATP, adopted under the name “Alternative Transportation Plan”. Since that time the City, in collaboration with other agencies (Metropolitan Council, Hennepin County, Three Rivers Park District, and others), has initiated a number of planning and implementation projects to further pedestrian and bicycle transportation in and around Bloomington. Highlights of these efforts include the 86th Street Multi-Modal Traffic Study, plans for the Nokomis-Minnesota River Regional Trail, the Hyland Trail Project, and the 2012 adoption of a Complete Streets Policy. This ATP Update incorporates the work accomplished since 2008 and provides direction for future implementation and maintenance efforts.

## Plan Need

A comprehensive and cohesive alternative transportation system is needed to ensure the long-term health, safety, and wellness of the community. Rationale for the need for the original plan and the plan update include:

- » Responding to an increasingly vocal concern by citizens and community interests to enhance facilities for pedestrians and bicyclists
- » Improving community health and fitness by encouraging active living and fostering safety, accessibility, social capital, and emotional well-being
- » Increasing transportation options to reduce reliance on personal automobile-based modes of transportation – e.g., more access to bus and LRT service
- » Responding to increasing concerns about the safety of pedestrians and bicyclists in the built environment
- » Responding to regional and national trends in walking, biking, and transit usage as well as infrastructure investment, funding, and planning practices (see Figure 1.1 for a summary of trends)

**Figure 1.1: Regional Trends in Alternative Transportation**  
(Adapted from the Hennepin County 2040 Bicycle Transportation Plan)

### Major Federal Funding

In recent years, Twin Cities communities have been recipients of major federal grants to support the implementation of bicycle and pedestrian infrastructure. Most notably, the Nonmotorized Transportation Pilot Program (NTPP), known locally as Bike Walk Twin Cities, has funded 54 miles of bikeways and 2,800 bike parking spaces, and helped to initiate a bike sharing program.

### Bike Sharing

In 2010, Minneapolis became the first U.S. city to launch a large-scale bike share system, known as Nice Ride Minnesota. Funded through NTPP and Blue Cross Blue Shield of Minnesota, the system has grown to serve a range of Minneapolis and St. Paul neighborhoods and downtown areas, with more than 1,500 bikes and 170 stations as of 2014. The presence of bike sharing has served to increase the visibility of on-street bicycling and provide new opportunities for people to bike.

### Transit-Bicycle Compatibility

With the addition of two light rail lines, commuter rail, and bus rapid transit, the county’s transit options have expanded significantly since 1997- and the county’s bicycle advisory committee and other entities have advocated in turn for the integration of bikes and transit systems. Today, Metro Transit buses and light rail trains are equipped to carry bicycles, and bike parking is routinely included at transit stations and park and rides. With new transit investments in the pipeline, transit ridership and bike-transit connections are expected to continue increasing in coming years.

### More People are Biking

Bicycling has been increasing rapidly in Hennepin County for more than a decade both in sheer numbers and rider diversity. The population of people riding bicycles increasingly reflects the diversity of the population as a whole, with growing number of women, seniors, and nonwhite groups bicycling.

### Driving Habits are Changing

Despite prior decades of steady increases in per capita vehicle miles traveled (VMT) in the U.S., since 2000, this trend appears to be reversing both at the national and state level. National per capita VMT has declined 7.2 percent from its peak in 2004 (based on 2013 VMT). Similarly in Minnesota, per capita VMT has declined 5.3 percent since 2004, and 4 percent on all roads in the County from its peak in 2001.

National data reveal that people 34 and younger are increasingly choosing modes other than driving, with declining per capita VMT and increasing numbers of bicycling, walking, and transit trips seen in the 16 to 34 year old age group between 2001 and 2009.

### People are Using the Regional Trail System Differently

Use of the Three Rivers Park District regional trail system has increased steadily over the past decade and became important for transportation as well as recreational trips. Commuter use of regional trails in Hennepin County has tripled.

### The County’s Approach to Bicycling is Changing

Hennepin County has focused on improving bicycling conditions, and as a result of past efforts and planning, bikeways have become a routine part of project development. The county has made a formal commitment to bicycling and active transportation with the adoption of a Complete Streets Policy in 2009.

## Regional Context and Urban Form

The challenging bicycle and pedestrian infrastructural condition in Bloomington has much in common with other first-ring suburbs in Hennepin County. The historic development patterns in the Minneapolis area and its suburbs pose inherent constraints to addressing alternative or active approaches to transportation. Communities often labeled “developing suburbs,” such as Bloomington, Minnetonka, Maple Grove, Eden Prairie, Plymouth and Brooklyn Park, were built out between 1960 and 1990, most often with a decidedly auto-oriented development pattern which often did not include sidewalks, much less greenways and trails.

Figure 1.2 highlights some of the challenging barriers to a bicycle and pedestrian infrastructure as documented by Hennepin County.

In addition to the items listed in the table, a few other barriers are worth highlighting, including:

- » Surface street characteristics – the on-street bike facilities lack continuity in connectiveness or route guidance
- » Actual street use/speeds – bicyclists using a particular road encounter multiple lanes of traffic, with vehicles often traveling at higher than the posted speed limit
- » Limited regional connections – to destinations outside the city, many of which are quite extensive and offer a missed opportunity for local residents
- » Lack of end of trip facilities – such as well-placed bicycle parking racks or lockers, showers/changing space for commuters, etc.
- » Lack of right-of-way to retrofit the streetscape to include sidewalks, on-road bikeways, trails, trees, etc.

As these realities suggest, transitioning Bloomington’s infrastructure to be more multi-modal and pedestrian-focused poses some significant challenges that will take time and resources to address. Nonetheless, the thoughtful and incremental implementation of this and complementary plans (i.e., park system plan, etc.) will ensure that alternative transportation options for residents and visitors will continue to grow over time.

**Figure 1.2: Regional Challenges to Establishing a Bicycle and Pedestrian Infrastructure (Adapted from the Hennepin County 2040 Bicycle Transportation Plan)**

### Sidewalk Gaps

Gaps in pedestrian infrastructure, large and small, are quite typical along municipal boundaries. Current county policy states that the cost of pedestrian facilities is currently delegated to the city for any municipality with a population greater than 5,000 inhabitants. Since investment priorities do not commonly occur at city boundaries, closing gaps at the edges of communities will generally remain an issue due to lack of incentive to construct new sidewalks.

### Freeway Interchanges

Freeways and other larger arterials pose significant barriers to pedestrian travel. Large commercial tracts generate traffic; retail, hotel, service station and restaurant employees need to walk to work. Travelers, too, walk to and from restaurants and hotels that are common in these areas and all of these pedestrians must cope with traffic entering and exiting freeways.

Sidewalks are often common only along the bridge structures that actually span the freeway and remain disconnected by a series of on and off ramps that usually do not have pedestrian infrastructure.

### Left and Right Turn Lanes

Use of dedicated left and right turn lanes (slip lanes) at intersections is common in Hennepin County, which tends to give priority to cars turning across crosswalks. While these features facilitate vehicle flow, they can deter pedestrians if poorly designed.

### Turning Radii and Right Turn Lanes

Right turn lanes with a wide turning radius were observed to allow vehicles to pass through an intersection without significantly reducing their speed. Other than occasionally marked crosswalks, there were no additional cues, signals or design maneuvers found to slow down the driver. This design was observed more often in recently constructed intersections than in older infrastructure. When painted, right turn lane crossings almost without exception are marked at the middle of the turning radius. Here, pedestrians risk crossing while the vehicle is traveling at relatively the same speed and where they are not in the driver’s direct line of sight. The right turn thus functions as a separate intersection where the pedestrian is no longer protected by the traffic and pedestrian signals required in the main intersection.

### Unsignalized Crossings

Illegal road crossings outside of crosswalks occur frequently, most commonly on roads that have dense commercial land use or a significant distance between bisecting streets. Other common infrastructure patterns that encourage informal crossings are areas that do not provide pedestrian facilities on two sides of the street or do not provide a direct route to a common destination.

### Park and Ride Facilities

In Hennepin County, park and ride locations were often found in areas that were very accessible by vehicle but less convenient for walking or bicycles. In Bloomington, this is less of an issue and the proposed system attempts to more effectively address this issue.

## Demographics and Population Characteristics

In 2013, the official population estimates for Bloomington released by the Metropolitan Council were:

- » Population: 85,935
- » Households: 37,156

Figure 1.3 provides an overview of the 2010 population based on information from the U.S. Census Bureau.

As Figure 1.3 illustrates, like many communities, Bloomington's population is aging, with the upper two age groups seeing particular growth. Along with this changing demographic will be a higher percentage of "empty nesters" or households without school age children living in the community.

The city is also becoming more ethnically diverse. Although only around 11% of the population in 2000 was non-white, that percentage has grown significantly, to over 20%. The population of people who identify as Latino or Hispanic more than doubled in 10 years, as did the Black population. The fastest growing demographic by age in Bloomington is residents of 45 years and older, while the 20 to 44 age-group is declining.

In the past ten years, school enrollment decreased by 4.5%. However, recent school demographic projections show enrollment increasing by 4.7 to 7.4 percent in the next ten years with the majority of this increase reflecting elementary grades and occurring in 2019-2020. By 2019 more than half of Bloomington Public School students will be minority students.

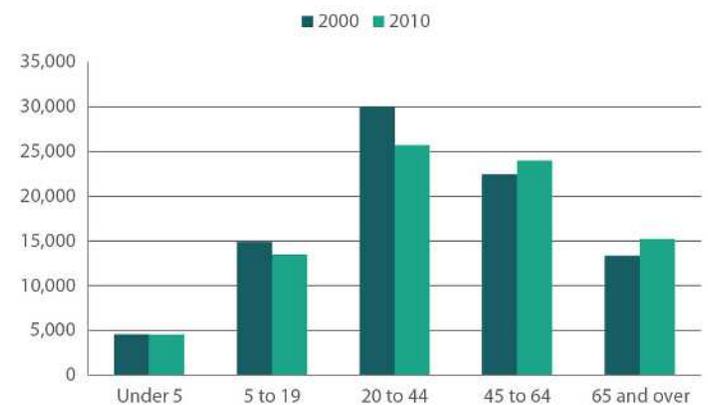
### Influence of Demographic Change on Recreational and Social Trends

The aging of the population in Bloomington along with evolving recreational and societal trends will markedly affect the demand for public services and facilities. An aging population, for example, will likely result in a reduced demand for athletic complexes. Conversely, interest in passive recreation such as walking along a trail, sitting at a pleasant overlook, taking in the arts, gardening, adult and senior programs, and attending social gatherings in their many public and private forms will rise. In fact, the use of trails is the most popular form of recreation for all age groups.

Along with the changing demographic, all age groups have a growing list of recreational and social choices available to them. This translates into an ever increasing expectation of a high quality experience when an individual of almost any age participates in an activity or social event. Today youth in particular have much more diverse interests than in past generations, often making it much more difficult to engage them in active, outdoor recreational activities.

**Figure 1.3:** City of Bloomington Demographic Profile (Source: U.S. Census)

City of Bloomington	2000		2010	
Total Population	85,172	-	82,893	-
Female	44,040	51.7%	42,778	51.6%
Male	41,132	48.3%	40,115	48.4%
One Race	83,704	98.3%	80,304	96.9%
White	75,055	88.1%	66,087	79.7%
Asian or Pacific Islander	4,368	5.1%	4,904	5.9%
Black	2,917	3.4%	5,957	7.2%
American Indian, Eskimo, and Aleut	296	0.3%	329	0.4%
Other Races	1,068	1.3%	3,027	3.7%
Hispanic or Latino	2,290	2.7%	5,623	6.8%
0-4 Years Old	4,532	5.3%	4,505	5.4%
5-19 Years Old	14,852	17.4%	13,466	16.2%
20-44 Years Old	29,994	35.2%	25,710	31.0%
45-64 Years Old	22,436	26.3%	23,984	28.9%
65+ Years Old	13,358	15.7%	15,218	18.4%
Median Age	40.1	-	42.7	-



Since 2000, Bloomington has grown older, showing a 17 percent increase in the population 65 years of age and older, a 10 percent increase in the population 45-64 years of age, and declines or minimal growth in other age groups. Over the next 20 years, the 65 and over population will continue to grow.

The changing demographic character of the city coupled with the changing recreational and social trends underscore the need for a well-balanced and flexible system that can respond to evolving, broad-based community needs. The plan update places considerable emphasis on addressing this issue by ensuring that the active and passive recreational and social interests of residents are reasonably accommodated, with a particular focus on the issue of quality.

## Past Planning and Studies

### 2008 Alternative Transportation Plan and Progress to Date

Prior to the 2008 ATP, the City's alternative transportation system was an eclectic collection of trails, sidewalks, and bike routes throughout the city that had evolved over time. Public input from the prior planning process characterized the system as fragmented, inconsistent, and in need of upgrading. The 2008 plan (shown in Figure 1.4) laid the foundation for subsequent improvements to the system.

The existing alternative transportation system (shown in Figure 1.45) reflects new facilities, maintenance, and upgrades completed since 2008. Key improvements to date include:

- » Completed construction of Hyland Trail Corridor, except connection to Edina (Nine Mile Creek Regional Trail)
- » Initiated planning and design for Minnesota River Trail Corridor (Construction to be funded by State)
- » Completed construction of trail along Bloomington Ferry Road
- » Completed on-street bike facilities along West 111th Street, Nesbitt Avenue, West 94th Street and Poplar Bridge Road.
- » Completed on-street bike facilities along West 90th Street, northern portion of Xerxes Avenue and East 86th Street.
- » Completed on-street bike facilities along West 102nd Street (Except Normandale Boulevard to France Avenue.)
- » Completed trail construction along 90th Street (Nicollet Avenue to Portland Avenue)
- » Completed on-street bike facilities along Auto Club Road, West 110th Street.
- » Completed portions of bike facilities along West 106th Street.
- » Initiated planning and design trails along Old Cedar Avenue between Old Shakopee Road and the bridge. (2015-2016 construction)
- » Completed planning and design of Nokomis-Minnesota River Regional Trail (Three Rivers Park District to construct in 2016)
- » Several pedestrian crossing safety improvements throughout the city
- » Completed construction of trail segments in West Bush Lake Park and Normandale Park.

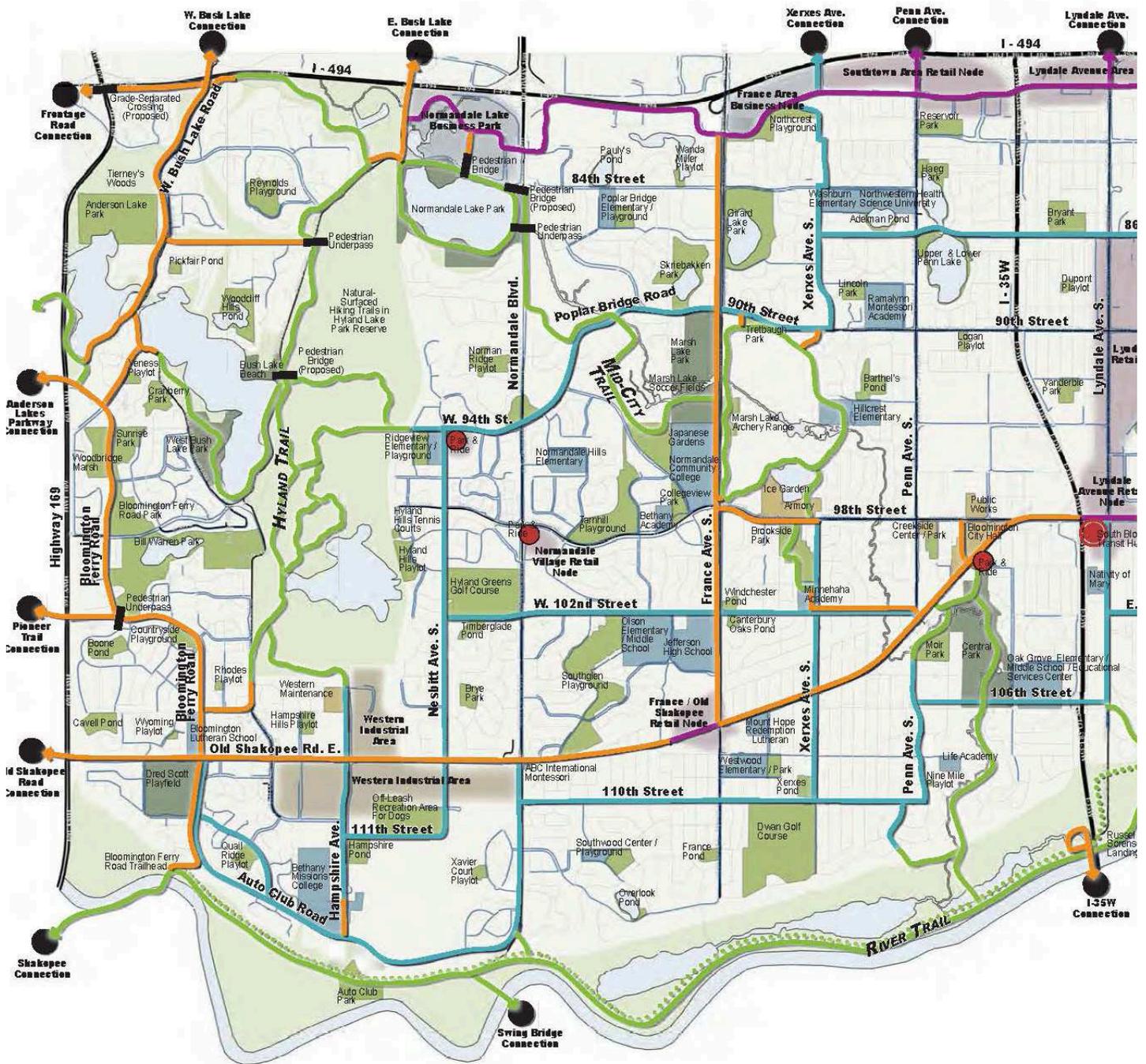
This update of the ATP builds on the community input, vision, and values of the original plan, but also reflects progress made in completing prior planning objectives and integrates new input from community engagement, City staff, and other stakeholders.

### Rapid Health Impact Assessment (2008)

To aid public involvement in the planning process, the City of Bloomington routinely tests new approaches. As part of the 2008 ATP planning process, the City tested a new Rapid Health Impact Assessment (RHIA) tool developed by the Design for Health team. Design for Health is a collaboration between the University of Minnesota and Blue Cross and Blue Shield of Minnesota. The Health Impact Assessment tool is designed as an interactive workshop that brings together stakeholders to identify and assess health impacts of a project, plan or policy.

The Rapid Health Assessment tool was applied in a planning effort for the Xcel Energy Corridor Trail and was also used as a part of the 86th Street Multimodal Corridor Traffic Study. The aim of the assessments were to explore the potential health benefits, obstacles, and enhancements associated with these trail/multimodal projects. Input from these assessments were used to help determine support for including the corridors as part of the alternative transportation system. Based on these experiences, the City has found the assessment to be an effective tool if used in the planning stage of a project to proactively consider and develop strategies to mitigate possible health implications.

Figure 1.4: 2008 Alternative Transportation System



Prior to the 2008 ATP, the City's alternative transportation system was an eclectic collection of trails, sidewalks, and bike routes throughout the city that had evolved over time. The 2008 plan laid the foundation for subsequent investment by defining priority projects and improvements to define a core system of sidewalks and trails. The map below reflects improvements made since the 2008 plan. The alternative transportation system plan presented in Section 3 builds on the core facilities shown here and addresses gaps and deficiencies in the existing system.

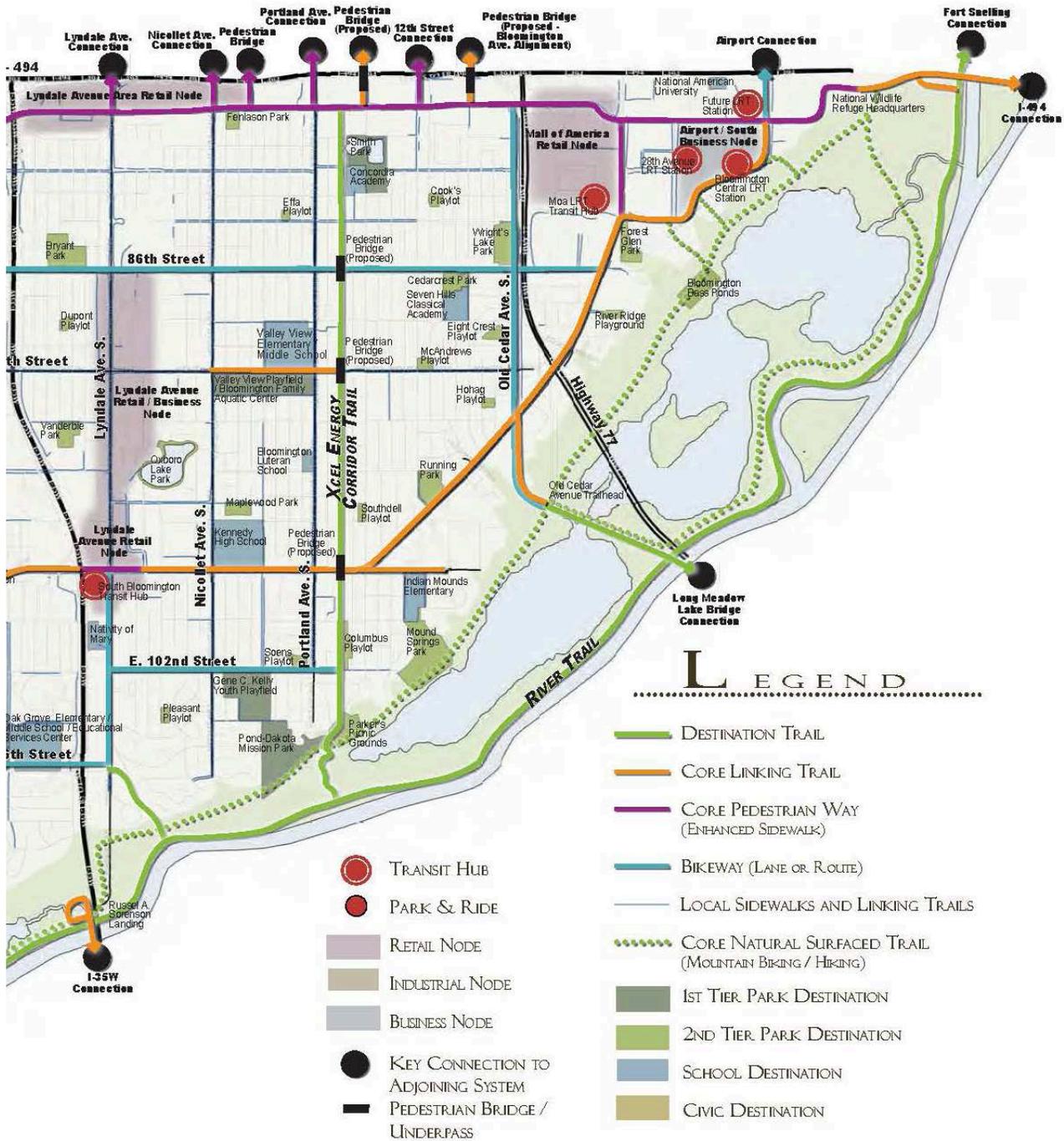
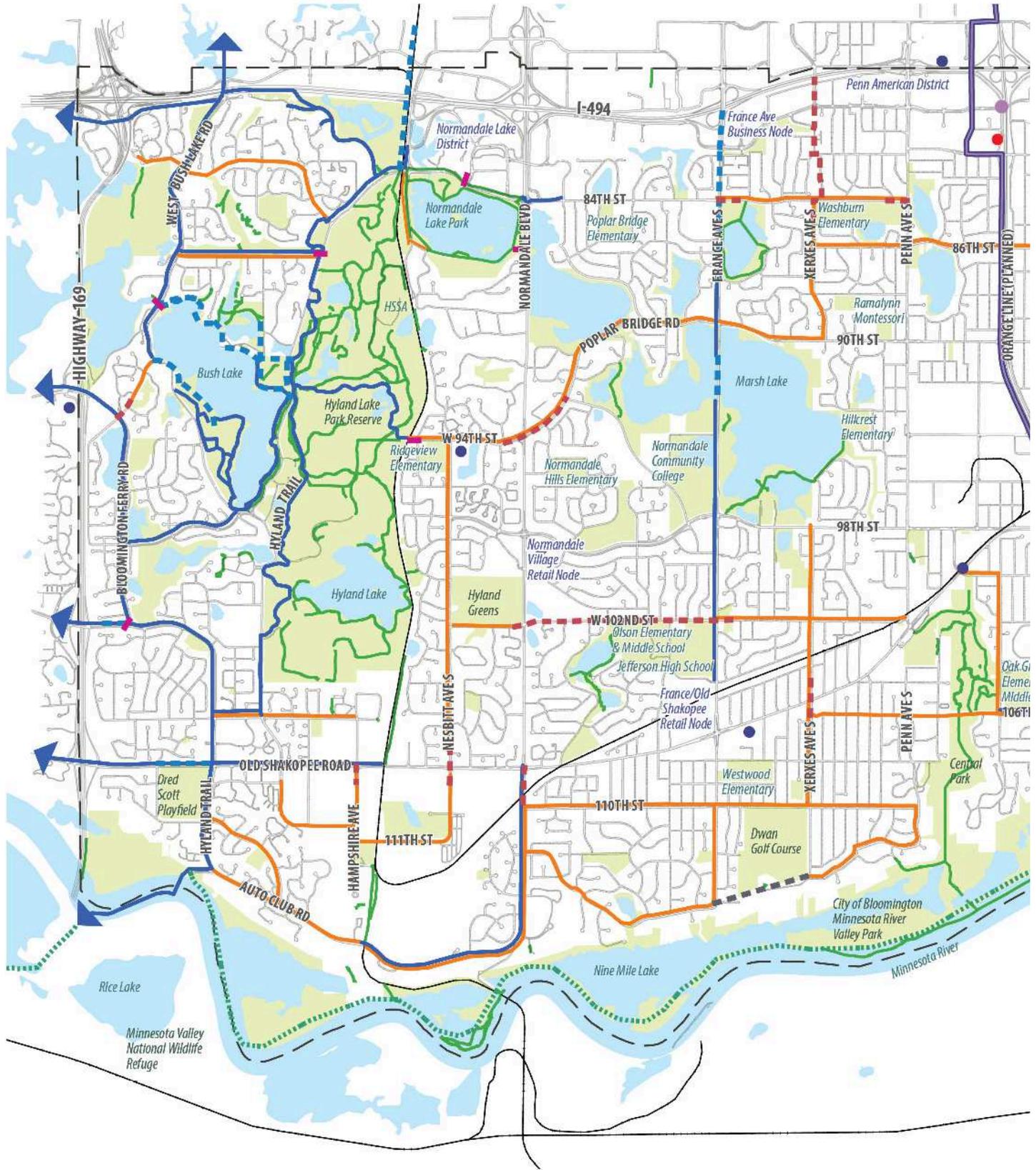


Figure 1.5: Existing System and Gaps





## Public Participation in Shaping the Plan

The staff advisory committee, focus group meetings, an on-line questionnaire, open houses, stakeholder interviews, presentations to local boards and commissions, website information and newspaper articles provided a variety of opportunities for the community to provide input into the planning process. These insights were valuable in many ways, especially in consideration of various routing options for trails and bikeways. The following summarizes the key points of these interactions.

Although the list is not an exhaustive reiteration of the issues brought up during the public process, it does capture the key themes and issues that the plan attempts to address. See Appendix A for overall summary of community input.

### Community Engagement:

*300+ On-line Questionnaires Received*

*3 Community Open Houses (60+ attendees)*

*3 Focus Group Meetings (17 participants)*

*Farmers Market*

*South Loop Charrette*

*Sun Current*

*Bloomington Briefings*

*Website*

**Figure 1.6: Summary of Input from Public Participation - by category**

### Barriers to Walking and Biking

- » Lack of sidewalks/trails
- » Lack of on-street bike lanes and facilities (i.e. bike racks, tire pumps)
- » Lack or poor condition of crosswalks
- » Poor sidewalk/trail maintenance (including plowing)
- » 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
- » Lack of crossings/facilities across highways and Minnesota River

### Improvements to Walking Conditions (see Figure 1.98)

When asked to rate the importance of various improvements:

- » 61% of questionnaire 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

### Common Desired Locations - Walking

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

Figure 1.7: Online Questionnaire Summary at Open House #1 Full summary graphic is shown as part of APPENDIX A.

## 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.

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

To view the online questionnaire, go to:

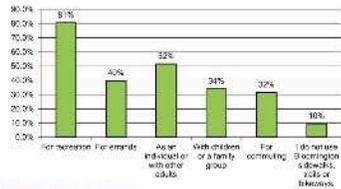
<https://bloomingtonmn.gov/cityhall/department/development/planning/longrange/alttransportplan/alttrans.htm>

Or scan with your smartphone:



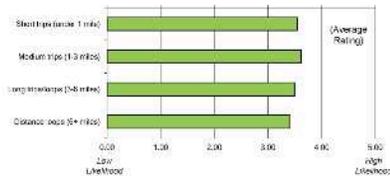
### SIDEWALK, TRAIL, AND BIKEWAY USE

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

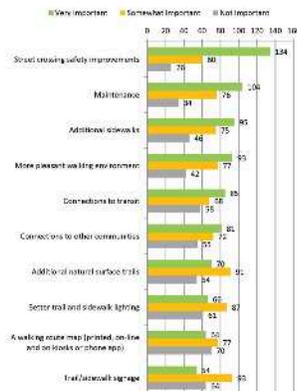
Respondents listed a number of barriers to walking and biking in Bloomington. Common issues raised include:

- Lack of sidewalks/trails
- Lack of on-street bike lanes
- Lack of poor condition of crosswalks
- Poor sidewalk/trail maintenance
- High traffic volumes on major roads
- Highway crossings, particularly across 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)

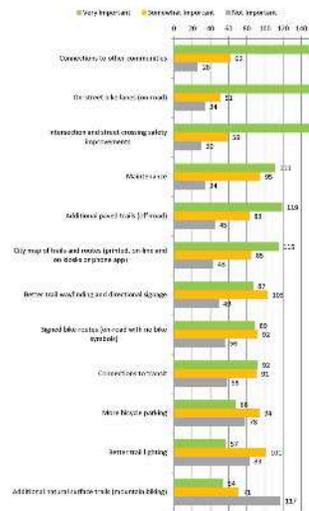
- 61% of respondents rated "Street crossing safety improvements" as very important
- 49% of respondents rated "Maintenance" as very important
- 44% of respondents rated "Additional sidewalks" as very important



### 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 lanes; widen trail
- Old Cedar Avenue - Bridge; bike lanes

For more details on the questionnaire, see the full printout of responses received to date.

QUESTIONNAIRE SUMMARY

BLOOMINGTON ALTERNATIVE TRANSPORTATION PLAN UPDATE



**Figure 1.8: Summary of Input from Public Participation**  
(Continued)

### Improvements to Biking Conditions (see Figure 1.9)

As part of the on-line survey, when asked to rate the importance of various improvements:

- » 65% of questionnaire respondents rated “On-street bike lanes (on-road)” as very important
- » 63% of respondents rated “Connections to other communities” as very important
- » 64% of respondents rate “Intersection and street crossing safety improvements” as very important

### Common Desired Locations - Biking

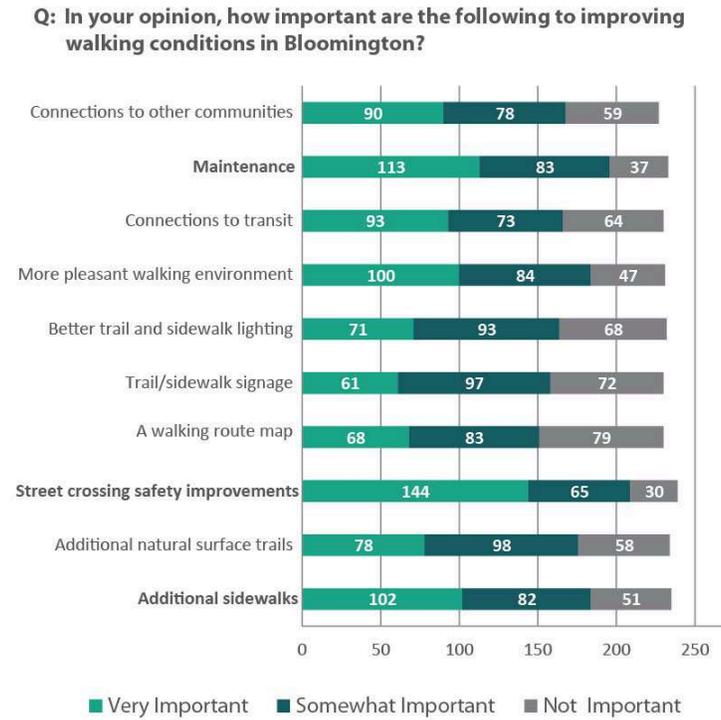
- » France Avenue - Safer trail; wider sidewalks; safer crossings (108th, Heritage Hills, 98th, 494)
- » Normandale Boulevard - Improve sidewalk/road conditions; bike lanes; improve/widen sidewalks; crosswalks
- » Old Shakopee Road - Wider sidewalks; crosswalks; repaving; traffic calming
- » Bush Lake Road - Sidewalk or trail; crossings
- » Penn Avenue - Wider/separated sidewalks
- » Crosswalks needed at various locations
- » Connections between existing trails and parks (Hyland Park, Bush Lake Beach)
- » I-494 - Need ped bridges and/or wider sidewalks over
- » I-35W - Lack of safe crossings (esp. south of 86th/98th street)
- » Lack of safe crossings for highways (494, 35W, 62, 77)
- » Minnesota River - lack of crossings (77, 35W, west side of city, Cedar)
- » Need biking connections south into Burnsville
- » Need connections from 86th Street route
- » American Blvd and area around MOA- traffic, lack of trail/bike lanes
- » 98th Street - lack of bike lanes
- » Old Cedar Avenue Bridge
- » Sidewalks/crosswalks around Jefferson H.S. and Olson ES/MS

### General Comments

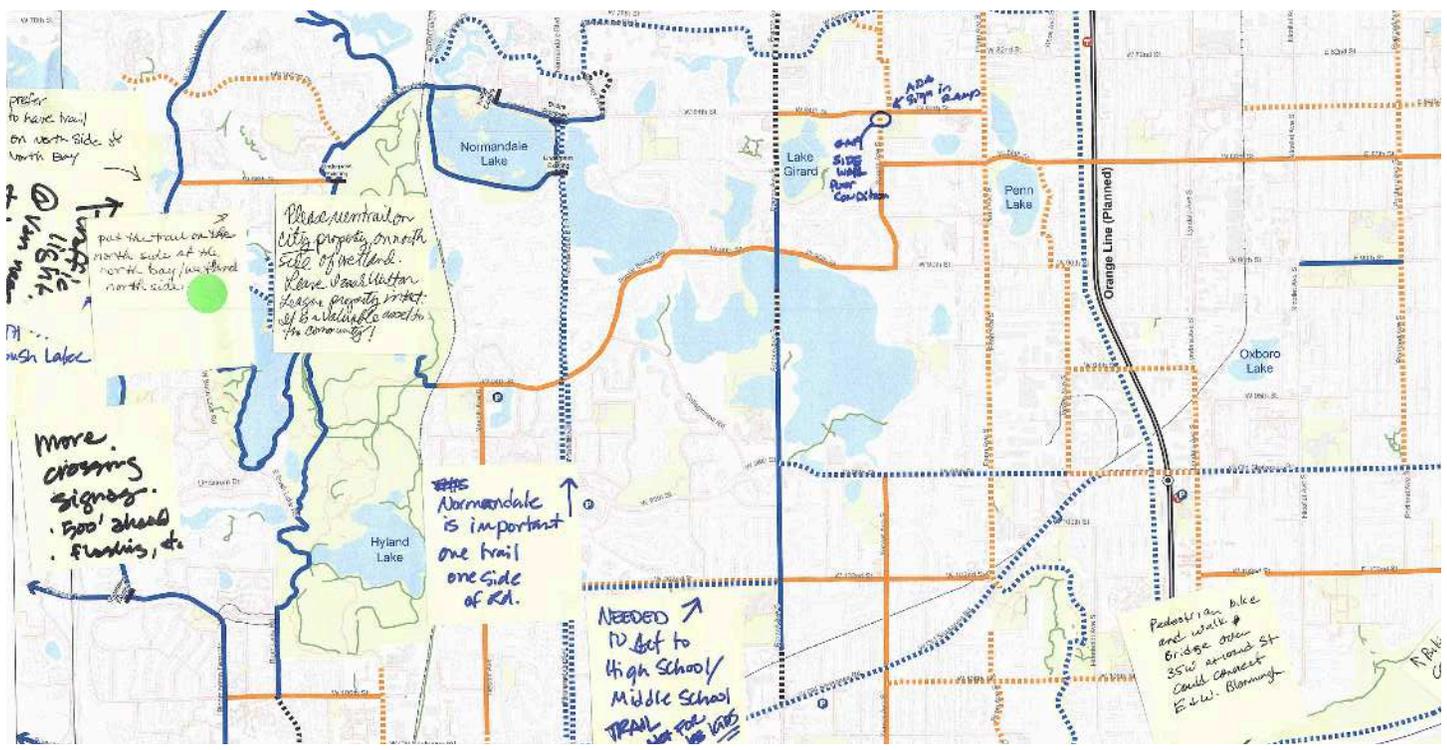
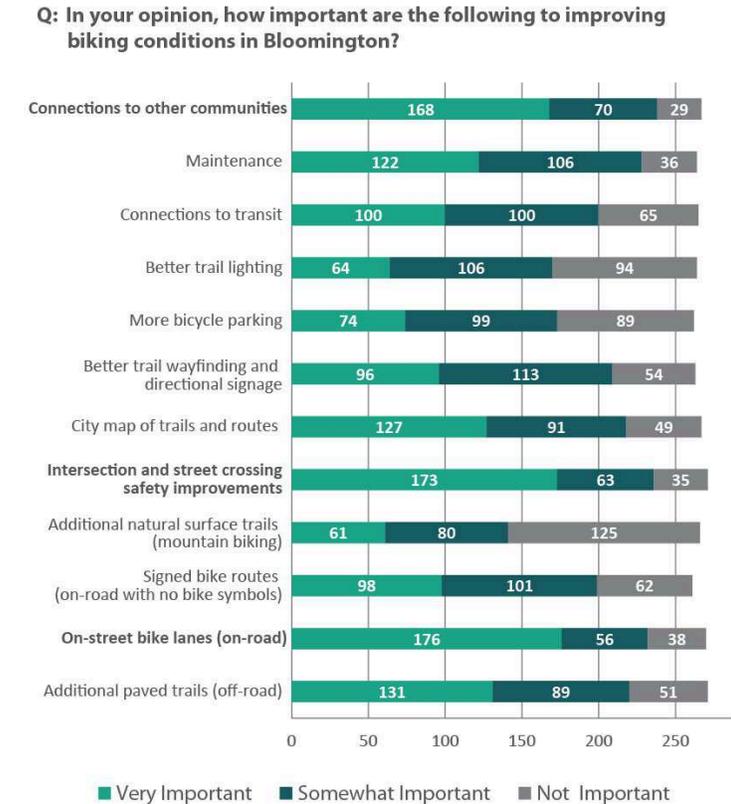
Many of the comments included here were documented as part of the 2008 ATP planning process and echoed in recent public input. These ideas are reiterated here and continue to inform recommendations in the updated plan.

- » True system of trails and sidewalks is lacking in the city; bike and ped facilities are not always connected to another route or destination
- » Transportation infrastructure focuses on moving vehicles, not pedestrians or bicyclists, around the city
- » Trail and sidewalk systems need to complement each other and provide sufficient wayfinding, connect to destinations, relate to neighborhoods, and provide access to schools, parks, and libraries; Direct route to destination is often missing
- » Lack of support facilities is an issue – such as bike racks/lockers at destinations, bike shelters at the select destinations
- » Weather-proof system – year round use desired, but have to deal with maintenance and design issues (plowing, grades, drainage, width of facility)
- » Accommodation of and separation between different user groups
- » Needs of elderly and disabled population need to be considered; consider universal design to improve readability for signage
- » Signal timing is a concern with respect to having enough time for pedestrians and bicyclists to safely get across intersections; signals are triggered by cars, but not bikes or pedestrians - need to design for all users
- » Provide signage in multiple languages to reflect diversity of city
- » Safety is a big concern – safe routes to school, intersections, separation between vehicles and pedestrians/bicyclists; traffic calming measures are important
- » Public perception of safety is also issue – education, right type of facilities, adequate lighting, and police enforcement of laws are all necessary to change perception
- » Cultural change is a possibility – but need to create that environment through good planning, education, promotion, enforcement, and commitment of resources
- » Faith community, Chamber of Commerce, health care community, staging events are all possible avenues for education and promotion
- » Cost is a key consideration – What can the City of Bloomington reasonably afford to do?

**Figure 1.9: Questionnaire Responses: In your opinion, how important are the following to improving walking conditions in Bloomington?**



**Figure 1.10: Questionnaire Responses: In your opinion, how important are the following to improving biking conditions in Bloomington?**



Annotated map from community open house

## Findings from Complementary Regional Studies

The ATP system needs to be a reflection of current macro-trends and regional context. Broad topics such as climate change, health and active living and changing demographics all have a profound influence on bicycling and walking at a local level.

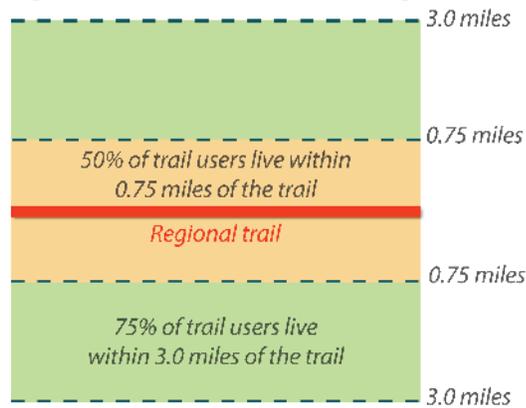
In addition to findings from the public process, a variety of state and regional trends have influenced planning outcomes, as the following considers. Findings by the Metropolitan Council, MN DNR, and other agencies suggests that future growth in participation in many areas of outdoor recreation is not as assured as was the case a decade or two ago. In numerous activities, research indicates that participation rates are expected to actually decline as Minnesotans shift their activity patterns based on evolving interests, age, and access to newer forms of recreation. Other key findings pertinent to this plan include:

- » Barriers to getting outdoors include time, family obligations, work responsibilities, lack of money, weather, insects (uncontrollable environment), lack of outdoor skills and equipment, lack of information and knowledge, and concerns about personal safety
- » More ethnically diverse population with more widely varying expectations
- » Obesity/health issues on the rise, with lifestyle choices a key factor
- » Greater diversity in recreation opportunities available to all age groups
- » Funding issues – less Local Governmental Aid (LGA) and other public dollars for acquisition and capital improvements; suggests greater need for non-traditional approaches
- » Technology is competing for people’s discretionary time and creating more sedentary time
- » Energy costs are rising and limiting people’s willingness to travel very far for recreation
- » Climate change is impacting our natural resources and weather
- » Growing disconnection with nature, which impacts personal development, societal well-being, stewardship of natural areas; also contributes to nature-deficit disorder in youth

In communities throughout the Twin Cities’ Metro Region, trails and bikeways continue to be one of the most popular recreation and transportation facilities. These facilities offer low cost transportation options, are good for the environment because they reduce automobile use, and they promote an active population. They also provide essential connectivity for those who cannot or choose not to drive including low income households, children, and the elderly. Trail based activities such as walking, hiking, biking, jogging, and dog walking are among the primary activities in regional parks (2008 Metropolitan Council Regional Parks and Trails Survey).

Trail research by the Metropolitan Council suggests that the majority of trail users live within three miles of the trail they are using, as Figure 1.110 illustrates. Providing residents with regional or community trails within 0.75 miles of their house provides the most benefit to residents.

**Figure 1.11: Travel Distances For Regional Trails**



## Conclusions

The input received from residents during the public process, along with recreation, public health, and transportation trends, influenced this plan's recommendations for the ATP system and implementation. Despite varying opinions on specific needs, issues, and priorities, it is important to underscore that all residents that participated in the planning process consider a more robust alternative transportation system to be a valuable quality of life improvement.

In response to these inputs, the system emphasizes the following key points:

- » Quality is as or more important than quantity for encouraging use of alternative transportation features and facilities; providing high quality, safe, and well-maintained facilities will attract greater public use and in turn, increase public value and satisfaction
- » Future improvements should look to fill in missing connections in the system- between routes and to key destinations
- » The system must be balanced, diverse, and flexible enough to adjust to ever-changing needs of the community

[Section 2: Visions and Values](#) explores more deeply the vision, values, and principles that undergird the ATP. [Section 3: ATP System](#) describes the future alternative transportation system, key routes and destinations, facility types, and best practices for the design of alternative transportation features. [Section 4: Implementation](#), speaks to the importance of pragmatism and balanced, incremental implementation and evaluation and maintenance.

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# Vision and Values SECTION

# 2

## Overview

This section of the plan describes the core vision and accompanying values associated with the alternative transportation system. These provisions establish the underlying rationale for making significant improvements to the public infrastructure over time to improve the quality of life in the City of Bloomington and better serve the transportation needs of individuals and families living, working, and recreating in Bloomington.

## Citywide Vision and Values Statement

The ATP is consistent with and builds upon the broader community vision articulated in the city's 2008 Comprehensive Plan. The community vision is supported by a values statement, as the following reiterates. (The provisions most pertinent to the ATP are in **bold**).

### Values Statement:

Bloomington is a community that people seek out as a place to live, conduct business and recreate. We have achieved this status by creating vibrant, safe, welcoming neighborhoods and by working together with our neighbors to promote the fun and vitality of community life.

- » We choose to shape the future rather than reacting to a changing environment.
- » We provide our children with the educational opportunities to succeed and lead Bloomington into the future.
- » We support the efforts of our business community, ensuring the availability of quality jobs, goods and services.
- » We are stewards of our environment, promoting sustainability of our many resources and the creation of inviting public spaces.
- » We strive to preserve and enhance neighborhood vitality while promoting a strong balanced local economy.

## Community Vision:

To build and renew the community by providing services, promoting renewal and guiding growth in an even more sustainable, fiscally sound manner.

### Our people are:

- » Active: We participate in community life.
- » Cooperative: We help and support each other for the benefit of all.
- » Respectful: We hold our people and our institutions in high regard.
- » **Healthy: We support actions that promote our physical and emotional well-being.**

### Our neighborhoods are:

- » **Safe: Our personal safety is our highest priority.**
- » Welcoming: We are friendly and open to all that live and work here.
- » **Enjoyable: We have high quality recreation and open spaces available to all**
- » Diverse: A variety of living options are available to all.

### Our businesses:

- » Provide an important foundation for building community.
- » Supply good jobs: We have many high quality employment opportunities available.
- » Provide a variety of goods and services: Convenient and plentiful goods and services are available.
- » Are active partners in community: Our businesses are engaged in civic life.

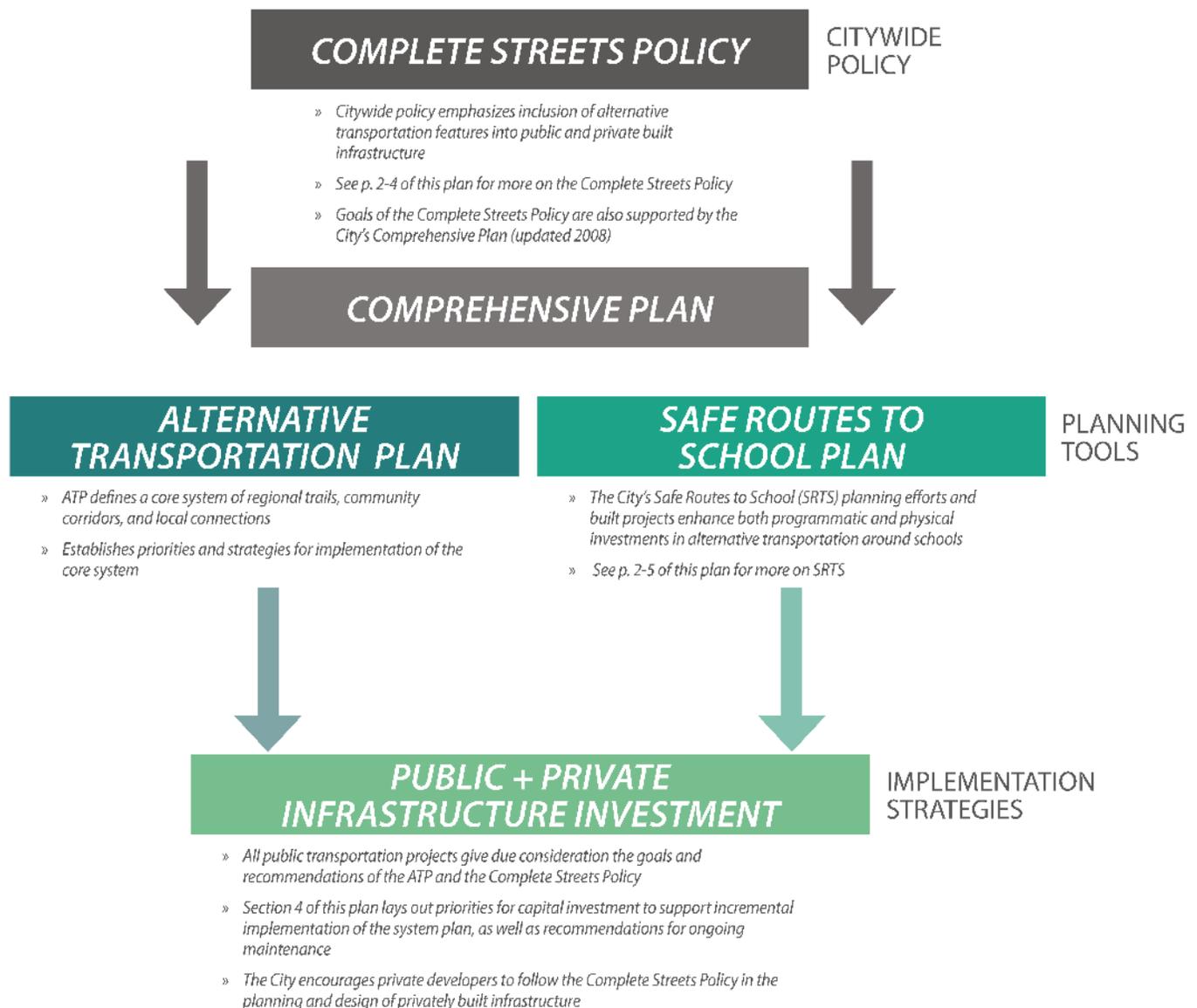
### Our Government:

- » **Is a reflection of our community aspirations.**
- » **Spends tax revenues wisely: We invest our resources prudently for the benefit of all.**
- » **Encourages public participation: We ask our citizens for their opinions and their help.**
- » **Anticipates and adapts to challenges and opportunities: We plan for the future and take action.**
- » **Maintains and preserves public assets: We protect our environmental resources and maintain quality public facilities.**

# Alternative Transportation Policy and Planning Framework

The following section describes the key policy and planning tools guiding the development of the alternative transportation system in the City of Bloomington. As the diagram below illustrates, a Complete Streets Policy provides overarching direction and goals for the development of alternative transportation features in the City’s public and private infrastructure. The Alternative Transportation System Plan described in this report, as well as planning efforts under the Safe Routes to School Plan, provide physical plans and recommendations that support the aims of the Complete Streets Policy. Ultimately, implementation of the aforementioned plans is carried out through a combination of public and private investments.

**Figure 2.1: Alternative Transportation Policy and Planning Framework**



## Complete Streets Policy

The Bloomington City Council approved a Complete Streets Policy in 2012 which completed one of the recommendations of the 2008 ATP. The policy is designed to “enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists, by planning, designing, operating and maintaining a network of multi-modal streets.” Bloomington’s Complete Streets Policy aligns with both the State of Minnesota and Hennepin County’s Complete Streets policies (adopted in 2010 and 2009, respectively). Full text of the Bloomington Complete Streets policy can be found at:

[https://www.bloomingtonmn.gov/sites/default/files/complete\\_streets.pdf](https://www.bloomingtonmn.gov/sites/default/files/complete_streets.pdf)

Key elements of the Complete Streets Policy are as follows:

- » Complete Streets is a flexible transportation planning and design process that considers the safety and accessibility needs of all users in order to create a connected network of facilities accommodating each mode of travel.
- » Complete Streets is not a prescriptive roadway design. Individual “complete” street designs vary based on context, including topography, road function, the speed of traffic, pedestrian and bicycle demand, local land use, and other factors. The City will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not look the same in all environments, neighborhoods, or development contexts, and will not necessarily include exclusive elements for all modes.
- » Project managers of the City’s transportation and development projects will give due consideration to bicycle, pedestrian, and transit facilities from the beginning of planning and design work.
- » Bicycle, pedestrian and transit facilities as shown in the City’s ATP will be considered in street construction, re-construction, rehabilitation projects, and all other street improvement projects except under specified conditions (see full policy for exception rules).
- » Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

- » The City is committed to applying the complete streets policy to all projects implemented by the City. This includes projects that may not be included in the core network identified as part of the System Plan.
- » The City will generally follow accepted or the best available technology when implementing improvements intended to fulfill this Complete Streets Policy, but will also consider innovative or non-traditional design options where a comparable level of safety for users is present.
- » The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements.
- » The City will work with neighboring communities, as well as other authorities who have jurisdiction within Bloomington, such as the State of Minnesota, United States Fish and Wildlife Service, Hennepin County, Three Rivers Park District and the Metropolitan Council, to enhance the regional continuity of the City’s multi-modal transportation network.
- » The City will encourage private developers to follow the Complete Streets Policy in the planning and design of privately built infrastructure.

## City-Wide Land Use and Transportation Planning

Whereas this plan addresses alternative transportation issues at a city-wide scale, decisions made about future land uses and the larger transportation system in Bloomington will greatly affect the City’s success toward realizing the vision and values of this plan. To this end, the City’s 2008 Comprehensive Plan incorporates and aligns with the vision and intent of ATP. City review of transportation and redevelopment projects should continue to integrate alternative transportation and consider “active living” and “design for health” principles.

## Alternative Transportation Plan

The ATP is a key planning tool that supports the City’s Complete Streets Policy. The plan defines the core network of regional trails, community corridors, and local connections, and provides guidance and resources for the design of alternative transportation facilities. See Section 3 for more details on the alternative transportation system. The Complete Streets Policy applies to all City street planning and subsequent improvements, regardless of whether a particular improvement is included in the ATP.

## Safe Routes to School

The goal of the City's Safe Routes to School (SRTS) planning is to engineer a safer transportation network through improvements that minimize conflicts between motorists and pedestrians, reduce vehicle speeds and maximize accessibility to safe crossings, sidewalks and trails. Infrastructure improvements are conducted as part of a comprehensive program, which is implemented incrementally on a priority basis in partnership with the School District.

### SRTS Projects in the Planning Phase

**Safe Routes to School District-Wide Plan:** The City and School District are currently working together to complete a Safe Routes to School District-Wide Plan. The objective of the Plan is to identify ways to facilitate and encourage walking and biking to school. The Plan will provide recommendations for education, encouragement, enforcement, engineering and evaluation. Key outcomes of the plan will include:

- » School walking maps that show existing pedestrian and bike facilities around each elementary and middle school in Bloomington; these maps will be published by the City and School District as a tool for families to identify their preferred walking route
- » Prioritization of safety improvement recommendations
- » Recommended site-based encouragement activities

Even though the working draft Plan is being used and work has already begun to address the safety concerns identified during the Plan development. It is anticipated that the updated Plan

will be ready for presentation to the School Board and adoption by the City Council in early 2017.

**Other SRTS Projects:** Several location-specific SRTS projects are currently planned, including:

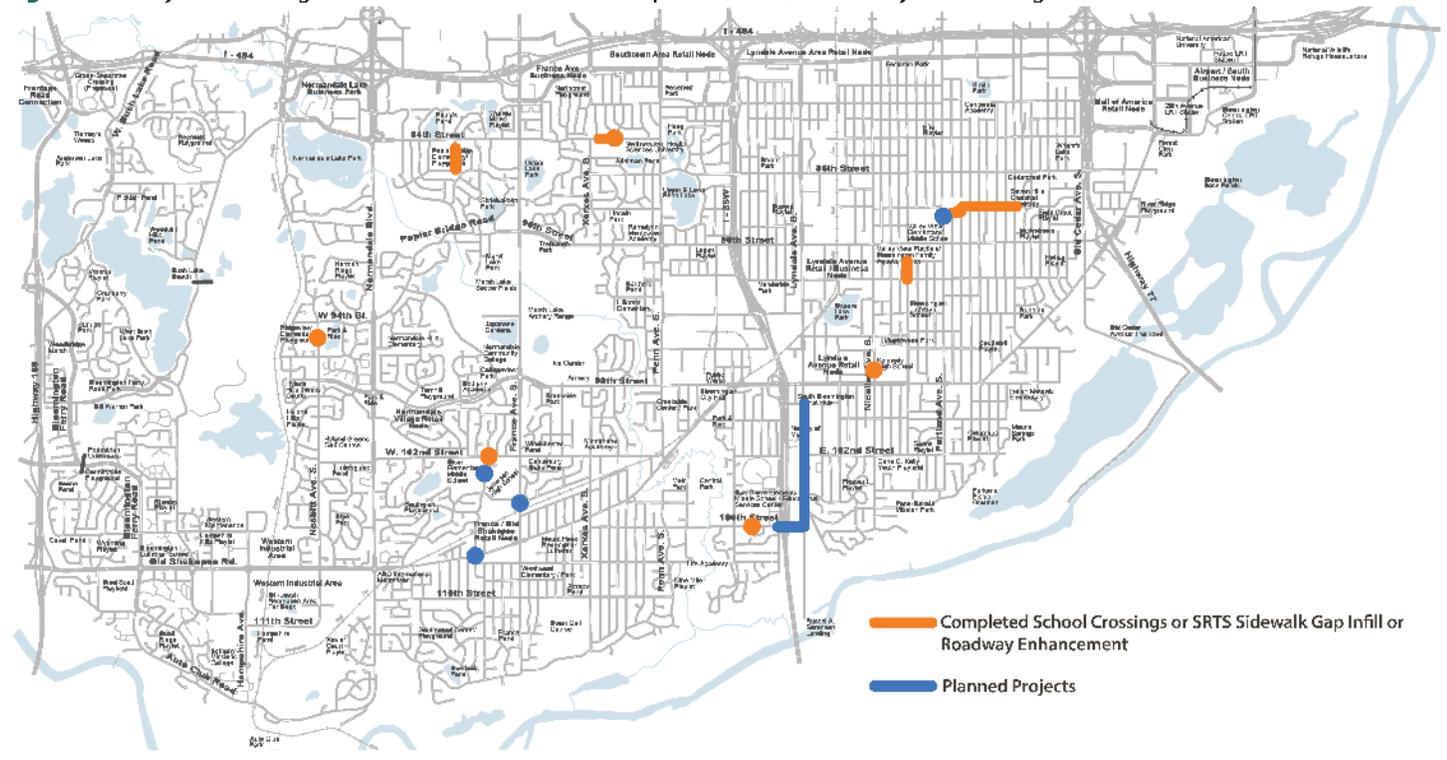
- » Pedestrian crossing safety improvements on Portland Avenue at Bishoff Lane (Valley View Middle and Elementary Schools) (2016 construction)
- » Pedestrian and bicycle improvements around Thomas Jefferson High School and Hubert Olson Middle and Elementary Schools (2016 construction)
- » Pedestrian and bicycle safety improvements along W 106th Street and East Bloomington Freeway (Oak Grove Middle and Elementary Schools) (2018 proposed year)

### Completed SRTS Projects

Several school pedestrian improvement projects have already been completed including:

- » **SRTS MnDOT/Federal Funded Projects:** In 2010, the City filled gaps in the sidewalk network around four schools:
  - i **Poplar Bridge Elementary:** Sidewalk infill along west side of Morris Avenue between 86th and 85th Streets
  - i **Valley View Elementary and Middle Schools:** Sidewalk infill along west side of 3rd Avenue between E 91st and E 92nd Streets

**Figure 2.2:** City of Bloomington Public Schools Pedestrian Improvements (source: City of Bloomington)



- i **Valley View Elementary and Middle Schools:** Sidewalk infill along north side of 88th Street between Park Avenue and 15th Avenue
- » **Oak Grove Middle and Elementary Schools:** Enhanced crosswalk across West 106th Street; right turn bay on West 106th Street into the school driveway; and a mixed-use trail along West 106th Street between Humboldt Avenue East and the I-35W ramp
- » **Jefferson High School:** Enhanced crosswalk added to the existing West 102nd Street crosswalk at Harrison Avenue
- » **Ridgeview Elementary:** Mid-block crossing on Nesbitt Avenue relocated to a safer location by the City and supplemented with ADA accessible pedestrian ramps; on-site trail reconstructed by the District
- » **Washburn Elementary:** Enhanced crosswalk constructed on West 84th Street; West 84th Street and Xerxes Avenue signal replaced with many pedestrian improvements; striping on West 84th Street modified from a 4-lane to a 3-lane; right turn bay constructed for right turning vehicles that stack onto West 84th Street from the school driveway; and school driveway opening widened and median separation added between the entering and exiting vehicles.
- » Other minor modifications have been completed to improve pedestrian safety around schools including the addition of street lighting at crosswalks and the restriction of parking within 100 feet in advance and 50 feet past school crosswalks
- » Bike racks have been added at many of the schools throughout the City/District with the use of Statewide Health Improvement Plan (SHIP) funding for SRTS
- » **Kennedy High School:** Enhanced crosswalk added across Nicollet Avenue at Kennedy High School driveway.



Enhanced crosswalk at Oak Grove Middle School

## In Support of Active and Healthy Living

A flurry of recent public health initiatives and studies tout the benefits of active and healthy living and reinforce the public health goals of Bloomington's ATP and policy directions. The following describes key research findings and resources relevant to the formation of this plan.

### Active Living By Design – A Complementary Philosophy

The “Active Living by Design” movement spreading across the country is a complementary philosophy to that of Bloomington’s own vision and values. As defined by one of the initiators of the movement, active living by design “is a way of life that integrates physical activity into daily routines.” Key principles of this movement that apply to Bloomington include:

- » Physical activity is a behavior that can favorably improve health and quality of life
- » Everyone, regardless of age, gender, language, ethnicity, economic status or ability, should have safe, convenient and affordable choices for physical activity
- » Buildings should be designed and oriented to promote opportunities for active living, especially active transportation
- » Transportation systems, including transit, should provide safe, convenient and affordable access to housing, worksites, schools and community services
- » Parks and green space, including trails, should be safe, accessible and part of a transportation network that connects destinations of interest, such as housing, worksites, schools, community services and other places with high population density
- » Municipalities and other governing bodies should plan for ongoing interdisciplinary collaboration, promotion of facilities, behavioral supports, policies that institutionalize the vision of active living, and routine maintenance that ensures continued safety, quality and attractiveness of the physical infrastructure

**Active Living by Design** is a national program of the Robert Wood Johnson Foundation and is part of the UNC School of Public Health in Chapel Hill, North Carolina. Additional information and support is available online at <http://www.activelivingbydesign.org/>.

**Figure 2.3: Key Research Findings from the Design for Health Initiative**

### Costs of Physical Inactivity

Physical inactivity causes numerous physical and emotional well-being concerns, is responsible for an estimated 200,000 deaths per year in the United States, and contributes to the obesity epidemic. The design of communities and the presence or absence of parks, trails, and other quality public recreational facilities affects people's ability to reach the recommended 30 minutes each day of moderately intense physical activity. A growing number of studies show that people in activity-friendly environments are more likely to be physically active in their leisure time. For example, findings clearly suggest that better access to facilities, pleasant surroundings, safe places, walkable neighborhoods, and activity-friendly environments all encourage higher levels of active recreation. Proximity, connectivity, and design quality of alternative transportation infrastructure can be added to this list to encourage higher levels of alternative transportation.

Giving children better access to healthy choices is vital to reducing the rate of obesity. Since the 1970s the percentage of obese children 6 to 11 years old has tripled. Obesity has doubled among preschool children and adolescents. Turning these statistics around means increasing children's physical activity and improving what they eat. Much research has focused on educating children and changing their behavior, but these approaches have had limited success. Changing the environments in which children eat and play is now seen as an essential strategy in fighting the obesity epidemic.

### Accessibility

Being able to reach or access a variety of destinations (e.g., jobs, financial institutions, social contacts, health services, grocery stores) is critical to many dimensions of a healthy community. Particularly for the elderly, the young or the financially disadvantaged, transit is the mode of transportation that provides such access (where walking or cycling is too burdensome). Opportunities to access transit service, in terms of service location and service time, often rely on certain levels of density.

### Emotional Well-Being

A number of studies have demonstrated how direct contact with vegetation or nature leads to increased mental health and psychological development. Recent data show that depression and other mental-health disorders will account for some of the world's largest health problems in upcoming decades. People do not have to actively use nature to benefit from it; rather, visual exposure is enough. It is important to consider that different groups of people have differing views of what constitutes nature in the built environment, with variation by education level, age, ethnicity, profession, residential location, etc.

*Design for Health provides a series of informational fact sheets on a host of planning issues in support of local comprehensive planning. The informational sheet related to promoting accessibility and physical activity through comprehensive planning and ordinances may be of particular value, as is the case with other fact sheets in this series. Additional information and support is available online at <http://www.designforhealth.net/>.*

## Metropolitan Council Twin Cities Regional Bicycle System Study

In an effort to improve the region's on-street and off-street biking facilities, the Metropolitan Council initiated this study to provide the basis for updating the bicycling section for the transportation policy plan. This study used local data and stakeholder input to identify key regional destinations, identify a regional bicycle transportation network with priority corridors and provide a framework for monitoring the performance of the regional bicycle transportation system on an on-going basis. Tier 1 and Tier 2 corridors identified in this plan occur within the City of Bloomington.

### Design for Health Initiative

Through their Design for Health initiative, the University of Minnesota and Blue Cross and Blue Shield of Minnesota have developed a set of complementary research findings that further enhance the active living philosophy and provide tools that support integration into the fabric of community plans. The information in Figure 2.3 provides an overview of pertinent findings from this research.

Design for Health bridges the gap between the emerging research base on urban design and healthy living and the questions and priorities of local governments. The first phase of the initiative (2006-2008) created innovative, practice-oriented tools to help integrate human health into urban planning and environmental design in nineteen partner communities. The second phase focused on tool development and public education. Partner communities in the program received various forms of technical assistance and training through the University of Minnesota.

### BPH Healthy Lifestyle Initiative

Bloomington Public Health (BPH) promotes practices and behaviors to help people stay healthy. BPH's range of services is far-reaching, providing health care for all ages. One of the core principles of this service is the promotion of healthy and active lifestyles to prevent disease, such as heart attacks, obesity, and Type-2 Diabetes. To this end, BPH fully embraces the vision, values, and philosophies defined in this section as an essential part of enhancing the health and wellness of the community and improving the quality of life in Bloomington.

## Alignment with Regional Plans and Policies

Across the region and country, there is growing recognition and real action being taken to more effectively incorporate pedestrian and bicycle traffic into multi-modal transportation systems. The following describes the major policies and design standards emerging in the region and the implications for local nonmotorized transportation planning.

### Hennepin County Pedestrian Plan (2013)

This Hennepin County Pedestrian Plan addresses the county's role in making walking a safe and easy choice for residents. The plan is intended to guide implementation of pedestrian improvements within Hennepin County. This plan identifies three overarching goals:

- » GOAL 1: Improve the safety of walking
- » GOAL 2: Increase walking for transportation
- » GOAL 3: Improve the health of county residents through walking

The plan lays out broad strategies for improving pedestrian safety and access, but largely does not specify locations. Recommendations in the plan are intended to serve as guidance for future roadway construction and maintenance projects, and to highlight implementation strategies and key enhancements for existing county pedestrian facilities.

### Hennepin County 2040 Bicycle Transportation Plan

The 2040 Bicycle Transportation Plan updates the county's 1997 bicycle plan to reflect current and growing uses of cycling in the region.

The planned bikeway system, shown in Figure 2.5, adds new on- and off-street facilities to the existing county system, and includes a number of planned facilities in the city of Bloomington. These recommendations align with the proposed routes and system plan described in Section 3.

In addition to physical route planning, the county bicycle plan describes the policy framework within which the plan was developed as well as strategies for coordination with other regional and local planning efforts. Key goals and policy directions are summarized in Figure 2.4.

### Three Rivers Park District

Hennepin County is collaborating with Three Rivers Park District (TRPD) in the creation of the 2040 Bicycle Transportation Plan to ensure appropriate coordination and connections between county and TRPD facilities. See Figure 2.6 for an excerpt of the proposed regional trail system and TRPD facilities in Bloomington.

**Figure 2.4:** Key Policy Statements from the Hennepin County 2040 Bicycle Transportation Plan

#### 2040 Bicycle Transportation Plan Vision and Goals (pp.10-13)

**VISION:** Riding a bicycle for transportation, recreation, and health is a comfortable, fun, routine part of daily life throughout the county for people of all ages and abilities.

**RIDERSHIP GOAL:** Promote the bicycle as a mode of transportation that is practical, convenient, and pleasant for commuting, health and exercise, and outdoor recreation.

**BIKEWAY SYSTEM GOAL:** Collaboratively build an integrated county bicycle system that allows bicyclists of varying skills to safely, efficiently and comfortably connect to and between all destinations within the county.

**SAFETY AND COMFORT GOAL:** Create a safe and comfortable county bikeway system.

**SUSTAINABILITY GOAL:** Implement bikeways and support facilities as an essential tool in realizing environmental, social and economic sustainability.

**MAINTENANCE GOAL:** Protect the county's and the park district's investments in the bikeway system and reduce seasonal hazards through partnerships.

#### Related County Programs and Policies (pp. 75-76)

The 2040 Bicycle Transportation Plan is consistent with other county plans and policies, including:

- » Hennepin County Active Living Policies and Partnerships
- » Hennepin County Complete Streets Policy
- » Hennepin County Transportation Systems Plan
- » Hennepin County Public Works Strategic Plan
- » Hennepin County Pedestrian Plan

Three Rivers Park District Vision Plan (2010) articulates the following vision for the park system:

*Through leadership, advocacy, innovation and action, Three Rivers is a model of a sustainable regional system of parks and trails that meets the needs of the present while ensuring that the needs of future generations are well-met.*

The Vision Plan also recognizes the growing use of TRPD regional trails as transportation routes, as well as recreational destinations and underlines the importance of these connections to the multi-modal transportation network.

### Metropolitan Council 2040 Transportation Policy Plan

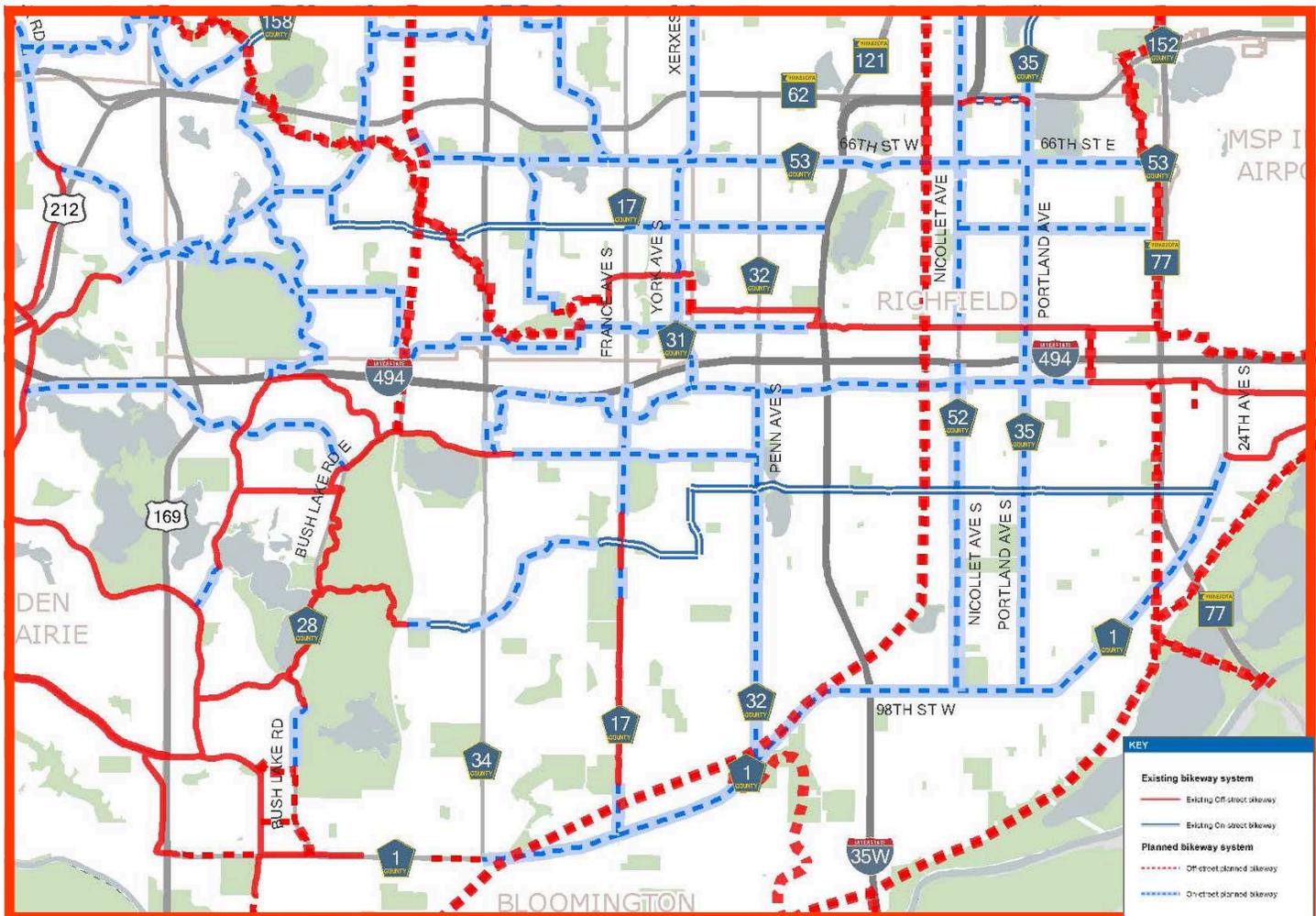
As with Hennepin County, the Metropolitan Council supports provisions for pedestrians and bicycles as part of alternative transportation investments in cities within its jurisdiction. This is reflected in the Council's 2040 Transportation Policy Plan (TPP). The TPP, among other objectives, provides communities with guidance to help structure local land use and transportation systems in ways that maximize future transportation investments and align with regional transportation goals and objectives. Figure 2.7 highlights key guidance from the TPP.

## Adjacent Agency Plans

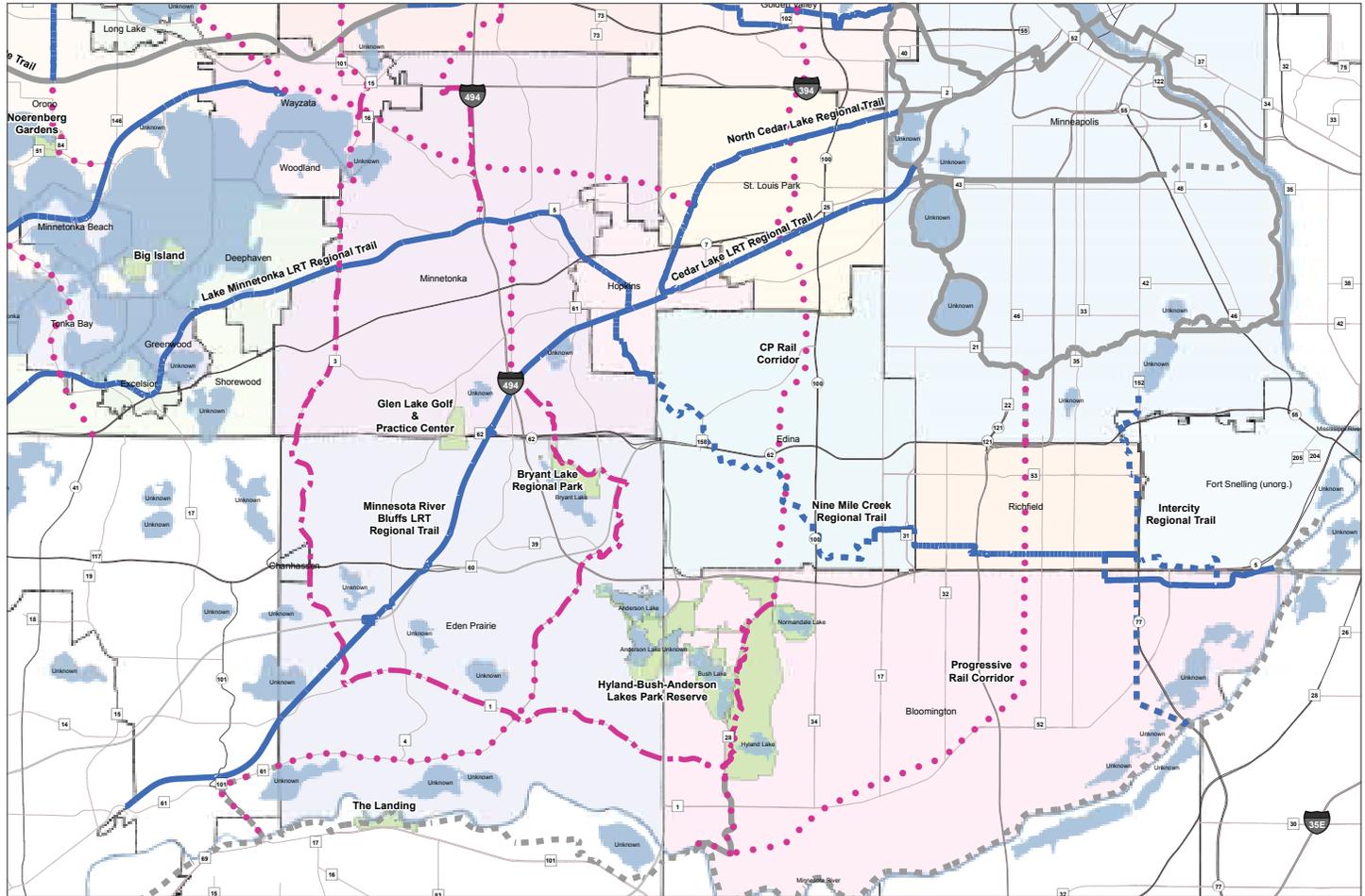
It is most important that linkages to adjacent communities are provided and/or improved. Consistency with the bicycle plans for neighboring communities strengthens the systems in each city:

- » Edina (2007)
- » Richfield (2012)
- » Eden Prairie (2014)
- » Burnsville (1999)
- » Minnesota Valley NWR Comprehensive Conservation Plan
- » Minnesota DNR - Minnesota Valley State Recreation Area Management Plan (2006)
- » Dakota County
- » Scott County

**Figure 2.5:** Planned Bikeway System, Hennepin County 2040 Bicycle Transportation Plan



**Figure 2.6: Proposed Regional Trail System - Three Rivers Park District, Hennepin County 2040 Bicycle Transportation Plan**



**Conceptual TRPD Regional Trail System**

- Existing Regional Trail (Part of Existing TRPD Regional Trail System)
- - - Existing Local Trail - Proposed for Inclusion in TRPD Regional Trail System
- - - Proposed/Planned Regional Trail Corridor (Part of Existing TRPD Regional Trail System)
- • • Proposed/Planned Trail Corridor - Proposed for Inclusion in TRPD Regional Trail System

**State and Other Non-TRPD Regional Trails**

- Existing
- - - Planned

**Figure 2.7: Relevant Guidance from the Metropolitan Council 2040 Transportation Policy Plan**

### Goals of the 2040 Transportation Policy Plan

**GOAL: Safety and Security** The regional transportation system is safe and secure for all users.

**GOAL: Access to Destinations** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

**GOAL: Competitive Economy** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state. Objectives include:

**GOAL: Healthy Environment** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments. Objectives include:

**GOAL: Leveraging Transportation Investment to Guide Land Use** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability. Objectives include:

### Guiding Principles for the Development of Regional Bicycle Corridors

The following guiding principles should inform local planning around regional bicycle corridors identified in the Metropolitan Council's Regional Bicycle Transportation Network:

**Overcome physical barriers and eliminate critical system gaps.** More attention and planning will be needed at the local level to identify existing gaps in the Regional Bicycle Transportation Network and opportunities to eliminate or divert from physical barriers. The Metropolitan Council will assist locals in planning for this critical element in developing the Regional Bicycle Transportation Network.

**Facilitate safe and continuous trips to regional destinations.** Planning for the development of bicycle facilities along the Regional Bicycle Transportation Network, as well as for connections between the Regional Bicycle Transportation Network and local bikeway systems, should be coordinated with Metropolitan Council staff.

**Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users.** Local roadway conditions and geometry, along with the available off-road trails network will largely determine what alignments and facility treatments may be feasible within an established regional bicycle corridor. Local agencies should try to accommodate cyclists from ages 8 to 80 with the full range in abilities from novice to avid cyclist by providing a range of off-street and on-street bicycle facilities. In some urban, high demand corridors, it may even be desirable to provide both an on-street bike facility (like a bike lane) and a parallel off-road trail. In most corridors with space for only an on-road facility, a conventional or buffered bike lane may be the optimal solution to attract the widest range of cyclists.

**Integrate and/or supplement existing and planned infrastructure.** Wherever possible, it is desirable to construct bicycle facilities along existing roadways or implement trails on corridors with minimal requirements for new land acquisition. This is important to assuring that scarce dollars for bicycle infrastructure can be efficiently invested to provide a complete regional network in a shorter timeframe.

**Consider opportunities to enhance economic development.** When planning specific alignments for the regional bicycle corridors, local bicycle planners should work closely with their economic development and land use planners to identify opportunities to enhance and/or serve as a catalyst to community development programs and projects. Connecting residential neighborhoods with shopping, entertainment, and work centers should be a major consideration when developing bicycle facility improvement projects.

## Building a High Value Alternative Transportation System

A key concept of the ATP update is building a system that will be highly valued by local residents, under the presumption that a quality system will entice higher levels of use. The values ascribed to various forms of trails, pedestrian-ways, sidewalks, and bikeways are important, because they are at the core of why a person uses a particular feature on a repeat basis. Studies clearly indicate that users make a distinction between alternative transportation features based on their perception of value, as Figure 2.8 illustrates.

As the graphic illustrates, safety and convenience are baseline determinants for whether a person will even use an alternative transportation feature irrespective of its quality. Once these two values are perceived as being acceptable, then the personal values will be given more consideration by the user. The following considers each of these values in greater detail.

### Safety

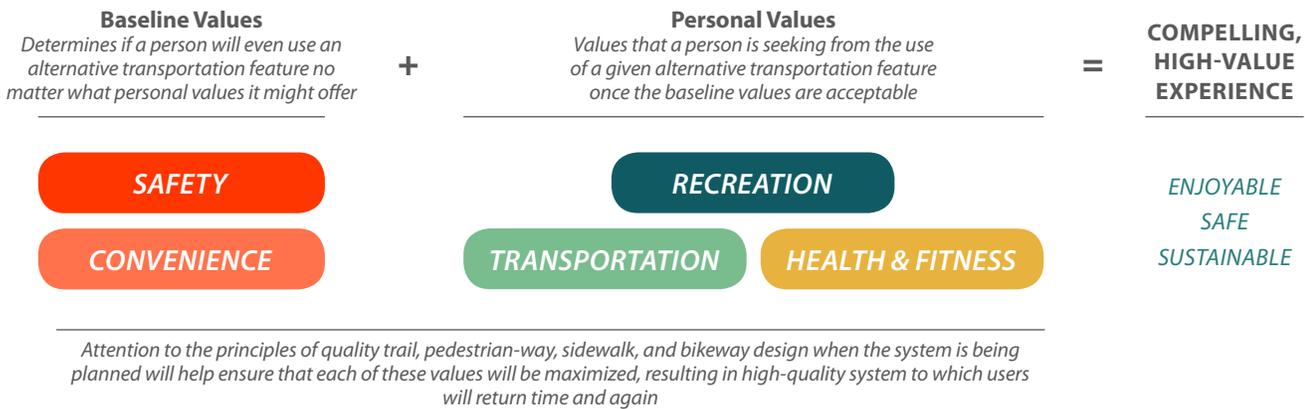
A sense of physical and personal safety is the most important value in that without it people are disinclined to use alternative transportation modes irrespective of how many other values might be provided. Physical safety can be relatively assured through good planning and design. Personal safety, which relates to a sense of well-being while using the system, is a less tangible yet still very important factor that cannot be taken lightly. This is especially important with safe routes to school, whereby parents will only allow their children to walk or bike to school if there is a high perception of safety.

### Convenience

Convenience is important to day-to-day use of the alternative transportation system. As is clear from various studies, the vast majority of shared-use paved trails, for example, are used by those living within a few miles of the trail they use most frequently.

Although convenience is important, its influence is still tempered by recreational value. No matter how convenient, a poorly designed alternative transportation feature in an uninteresting setting will have limited recreational value. Alternatively, a well-designed feature in an interesting setting might draw users from some distance. The point is that all trails, sidewalks, and bikeways should be located where they are both convenient and offer the amenities that users are seeking.

**Figure 2.8:** Personal Values Ascribed to Alternative Transportation Features (Adapted from MN DNR’s Trail Planning, Design, and Development Guidelines, 2007)



## Recreation

Of all the values ascribed to an alternative transportation system, its recreational value is one of the most important in terms of predicting its level of use by the majority of residents, assuming that safety and convenience are not issues. In general, system features offering a high-quality recreational experience are those that:

- » Are scenic and located in a pleasant setting, natural open space, or linear corridor buffered from traffic and the built environment
- » Provide a continuous and varying experience that takes visitors to a variety of destinations and is a destination unto itself
- » Offer continuity with limited interruptions and impediments to travel

This underscores that system planning must be based on criteria that go beyond simply providing miles of trails, sidewalks, and bikeways – with considerable emphasis on the quality of the experience as much or more than quantity. While high-value, well located trails, for example, often pose more challenges to implement, the value of these features to the community will likely prove to be very high and worth the investment. Cities that have successfully integrated these types of trails often highlight them as key aspects of the community’s quality of life.

## Health and Fitness

Health and fitness is a growing and increasingly important user value that cannot be overlooked nor understated. Fortunately, this value is generally achieved if safety, convenience, recreational, and transportation values are met. Most critical to accommodating this value is developing an interlinking system that provides numerous route options of varying lengths as necessary to accommodate the types of uses envisioned.

### Transportation (Commuting)

The transportation (commuting) aspect of an alternative transportation system is valuable to a subset of the overall user population. Although this is traditionally a value that appeals to a smaller group of users, an underlying goal of the plan is to entice recreational, fitness, and utilitarian users to use the system more and more for transportation. Transportation purposes include using the system to get to work, school, local store, or around the neighborhood, along with other utilitarian trips that would otherwise be done using a motor vehicle. To that end, realizing the use of the system for transportation will only be successful if it is perceived as safe, convenient relative to a user’s skill level, and of a high quality. Without such a system, residents will simply use their vehicle.

## Guiding Principles

The visions and values defined in this section underscore the importance to the community of evolving the transportation system over time to better serve the broad array of contemporary transportation needs of individuals and families living, working, and recreating in Bloomington. The following defines the guiding principles used for development of the plan described in Section 3.

### Four Guiding Principles

With the above in mind, four guiding principles provide the foundation for developing the alternative transportation system Plan, including:

- » **Principle #1:** Develop an initial or core system of interconnected, high value trails, pedestrian-ways, and bikeways to form the backbone of an alternative transportation system that will evolve over time and complement the existing vehicular-oriented system.
- » **Principle #2:** Incrementally fill in gaps and otherwise improve the pedestrian and bicycle public infrastructure to enhance safety and encourage the use of alternative forms of transportation within neighborhoods and along routes to school.
- » **Principle #3:** Include alternative transportation features into public and private built infrastructure as new development or redevelopment occurs over time.
- » **Principle #4:** Consider ongoing maintenance costs and funding opportunities in planning for future alternative transportation improvements to ensure that the system is sustainable and can be maintained over the long-term.

## Quality Over Quantity

In support of these principles, the plan strongly advocates the overarching idea that quality should take precedence over quantity. The key understanding here is that higher levels of use of alternative forms of transportation will only occur if the facilities meet or exceed expectations and desirable design standards and aesthetic qualities. Developing facilities that do not reach this standard tend to perform poorly and serve to disenfranchise those they were intended to serve.

Under this pretense of quality first, the ATP purposefully strives to avoid overreaching and instead focuses on what is reasonably achievable in a quality fashion. Overreaching in this context refers to making hard choices about priorities and avoiding recommending a new trail or sidewalk along every street when the achievability of doing so goes beyond practical realities. Whereas doing so may indeed be a desired long term vision, this plan identifies core networks in a reasoned manner. Should the provisions of the plan be accomplished, future plans can build upon these past successes.

## Core User Groups Being Served

The Alternative Transportation System Plan described in Section 3 focuses on non-motorized forms of transportation, including pedestrians and bicyclists. Pedestrians include walkers, hikers, and in-line skaters of varying ability and mobility. In general, the intent of the plan is to develop facilities for ambulatory people as well as those in wheelchairs or using other forms of assistance. Accommodating seniors and the elderly is especially important given the aging of the population. Expanding pedestrian-level access to bus and LRT service is also an important goal of the ATP.

Although not widely used today, other forms of personal transportation should also be kept in mind as the plan is implemented. For example, small scooter-type one-person vehicles are becoming more available. Policy decisions regarding the use of other forms of personal transportation on trails, sidewalks, and pedestrian-ways should keep pace with implementation of the plan, meaning that these forms of transportation should be fully considered as each major plan element is planned and implemented.

The City has established guidelines for the safe usage of parks and trails within the city. These guidelines can be found in the "Bloomington Park Trails, Regional Trails and Sidewalk Usage Policy".

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# ATP System SECTION

# 3

## System Overview

The Alternative Transportation Plan System (ATP System) defines the core network of regional trails, community corridors, and local connections that will connect residents and visitors to key destinations in the City and adjoining communities. The following describes the major components of the ATP System and provides broad guidance for the design of alternative transportation facilities and related amenities.

The **key alternative transportation routes** identified in the ATP System, shown in Figure 3.2, respond to recommendations, priorities, and concerns voiced by a wide range of stakeholders, representing those who live, work, and recreate in the City of Bloomington. Input on the system was collected through various stakeholder engagement activities, including community open houses, focus groups, an online questionnaire, and ongoing collaboration with City staff, the planning commission, elected officials, and regional planning entities. See p. 1-8 to 1-10 in Section 1 for a summary of community input.

The City is committed to applying the complete streets policy to all projects implemented by the City. This includes projects that may not be included in the core network identified as part of the System Plan.

## Destinations

“Accessibility,” or the ability to reach a variety of destinations, is an important consideration in designing for active, healthy communities. By prioritizing connections to key local and regional destinations, the ATP System supports improved accessibility for pedestrians and bicyclists. The ATP System, shown in Figure 3.2 highlights destinations throughout the city. These key destinations are a important component of the system plan and provide part of the underlying rationale for ATP planning. The following considers the various types of destinations.

## Parks and City-Based Public Facilities

Parks are key destinations at both the community and neighborhood level, and providing safe and convenient access to all parks is the primary objective. For community-scale parks, where visitors are likely to come from a broader, community-wide service area, more robust alternative transportation features are appropriate. For neighborhood parks that draw visitors primarily from within the neighborhood, focusing on existing infrastructure and more localized connections may be sufficient. For example, a community scale park such as Dred Scott Playfield, which draws visitors from across the city, may warrant a range of potential alternative transportation facilities such as bikeways, trails, and sidewalks. A city-based public facility such as the Bloomington Civic Plaza would warrant similar facilities. On the other hand, for Brye Park, which serves

a more localized population, improvements over time should focus on enhancing the existing infrastructure of sidewalks and local trails, with particular attention to completing missing links and replacing narrow sidewalks.

## Metro Transit Connections

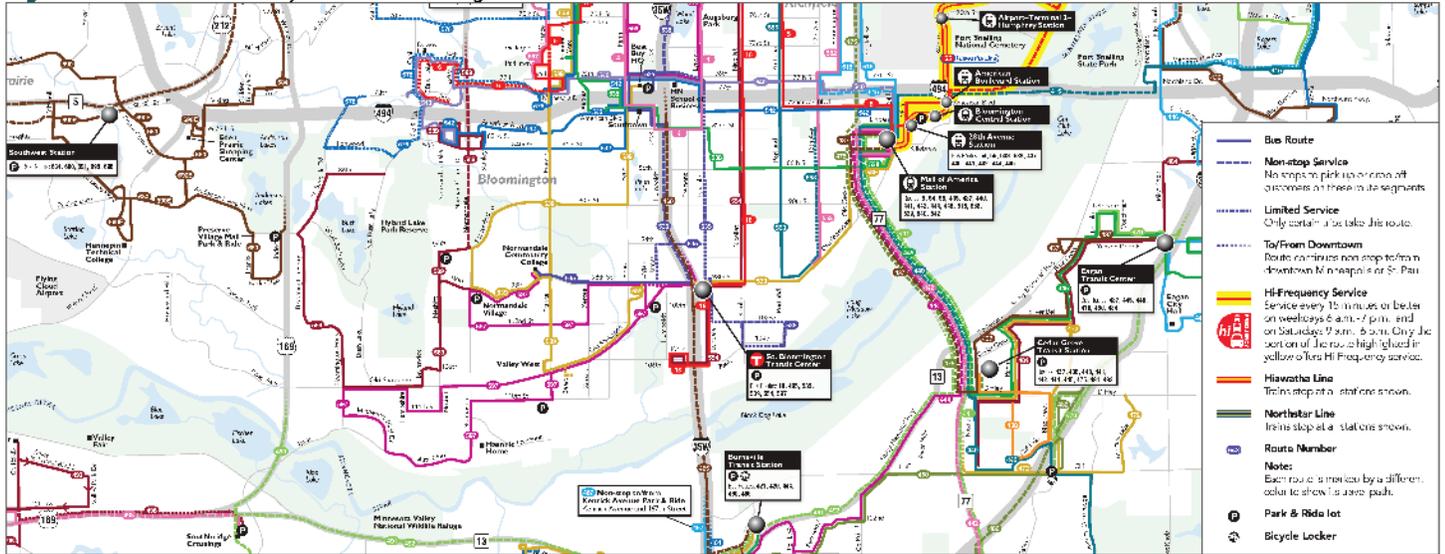
The metropolitan transit system in Bloomington consists of existing and planned bus and Bus Rapid Transit (BRT) routes throughout the city and Light Rail Transit (LRT) connections within South Loop. Support facilities include park and ride lots, transit centers, and LRT stations. Bike lockers are provided in select locations on a fee basis. The route system is determined by Metro Transit (a service of the Metropolitan Council) based on ridership and demand. Figure 3.1 illustrates the transit routing system in the Bloomington area, along with the locations for park and ride lots and transit centers/stations.

A priority of the ATP System is to entice higher levels of use of the metropolitan transit system by making access to park-and-ride lot locations, transit centers, and LRT stations via trails, sidewalks, and bikeways more complete, accessible, and safe. Working closely with transit authorities on providing support facilities and amenities (i.e., bike lockers, bike racks and bike racks on buses and LRTs) in convenient locations where the metro transit system interfaces with the core alternative transportation system is part of this priority. This includes both established transit locations as well as other select locations in the city where standalone bicycle facilities could be provided along various bikeways, trails, and pedestrian-ways.



*Parks and City-Based Public Facilities*

**Figure 3.1: Metro Transit system in Bloomington area (source: Metro Transit)**



## Schools

Both public and private schools are considered key destinations for improved alternative transportation facilities. Under this plan, the goal is to enhance the core infrastructure of trails, sidewalks, and bikeways near schools as part of a comprehensive Safe Routes to School (SRTS) Program, which will be implemented over time on a priority basis in partnership with the School District. Although the Alternative Transportation System Plan shares common goals with the SRTS program, site-specific plans will be prepared as the SRTS program is implemented to ensure safe access issues pertinent to a given school are addressed.

Accessibility enhancements associated with school sites will occur in phases as resources allow. The SRTS program builds on the existing alternative transportation system and infrastructure improvements that resulted from the original 2008 ATP (See page 2-5 for more on SRTS).



*Schools - Crossing at Jefferson High School on W 102nd Street*

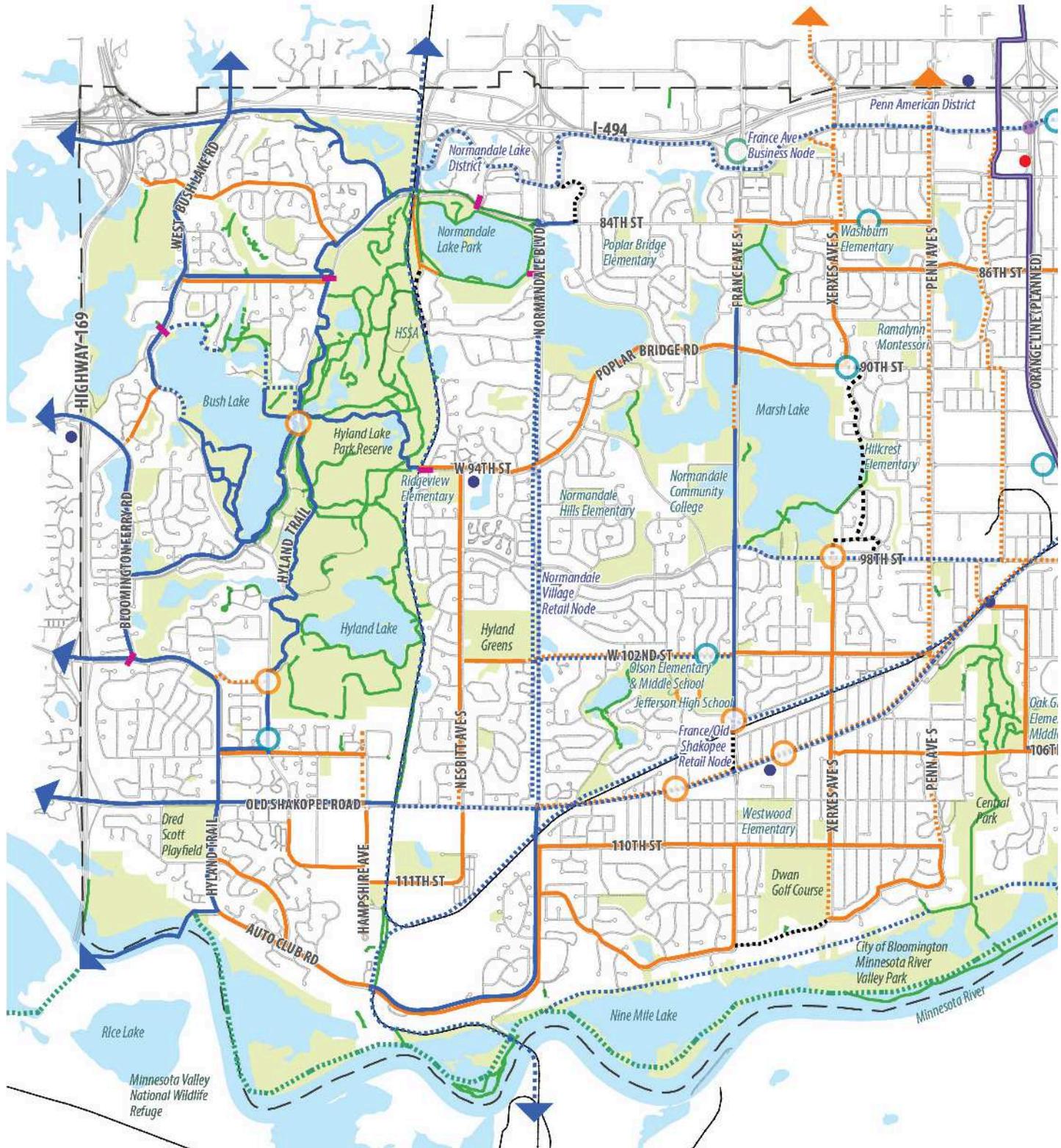
## Retail, Business, and Commercial Nodes

The 2008 ATP prioritized high-activity commercial nodes where there was a critical mass of visitor/employee traffic to justify connection to a city-wide alternative transportation system. The updated system plan builds on improvements completed since 2008 and expands the existing system to enhance access to additional, second-tier commercial destinations.



*Retail, Business, and Commercial Nodes*

**Figure 3.2: ATP System**



This plan does not prescribe specific facility types (trail, sidewalk, bike lanes, etc.) for the planned routes, but does make general recommendations for routes that may be suitable for an on-street versus off-street facilities. Decisions about what facility type is appropriate for a given route should be made in light of the specific context and constraints of that route, cost factors, public input, and other considerations.

See p. 3-12 for a general discussion of alternative transportation facility types that may be implemented in the city.



## Key Alternative Transportation Routes

The system establishes a network of key alternative transportation routes throughout the city that support alternative modes of transportation and enhance access to key regional and local destinations. The system plan does not specify the type of facility (trail, sidewalk, bikeway, etc.) recommended for a particular route, but designates general “route types” that work in concert to ensure a high level of access to alternative transportation facilities to serve a range of users and activities:

- » Regional trails provide high value recreation, fitness, and transportation trails connecting to regional destinations in and around the city.
- » Community corridors support the regional trail system by providing connections to local destinations within the city and connect to adjacent cities.
- » Local connections link residential areas not served by regional trails and community corridors to the broader system.

The system plan is designed to be ambitious in its vision, yet realistic and achievable in the context of resources available to the City. Section 4 of this plan addresses implementation of the system plan, including identification of priority projects, phasing, funding, and operations.

The following considers the three alternative transportation route types in greater detail.

## Regional Trails

Regional trails are routes that pass through or provide connections to regional destinations in and around the City. The regional trails form the backbone of the alternative transportation network, providing commuting routes and recreational corridors, and enhancing access to transit facilities. Regional trails are typically off-road facilities. The routes are generally of a greater length to allow for inter-city or inter-county connections. Regional trails are typically operated at a county or state level and are typically multi-use trails, but may include other facility types based on the context and constraints.

## Community Corridors

Community corridors provide intra-city connections to local destinations in the city as well as access to the regional trails. Local destinations may include recreational, institutional, and commercial uses, as well as transit facilities. These routes are typically operated at the City level. Community corridors may include a combination of on-street and off-street facilities, and should aim to provide the highest level of bike facility possible (with regard to level of protection and separation from motor vehicle traffic) within physical and financial constraints. For example, where space or other constraints do not allow for a multi-use trail, a combination of sidewalk and on-street bike facility should be considered as the minimum treatment.

## Local Connections

Local connections provide the finest level of connectivity in the system, serving primarily as access routes to higher levels of the system. These facilities provide access from residential areas and make the final connections to destinations that are not immediately adjacent to regional trails or community corridors. Local connections are typically operated at the City level. Facilities may include a combination of on-street and off-street facilities, furnishing, at a minimum, sidewalk connections and signed bike routes.

**Figure 3.3: Representative Bicycle/Pedestrian Facilities in Bloomington**



*Regional trail on the northern end of the Hyland Trail Corridor enhances access to the regional park*



*Hyland Regional Trail*



*Minnesota Bluffs On-road facility*



*Normandale Lake District*

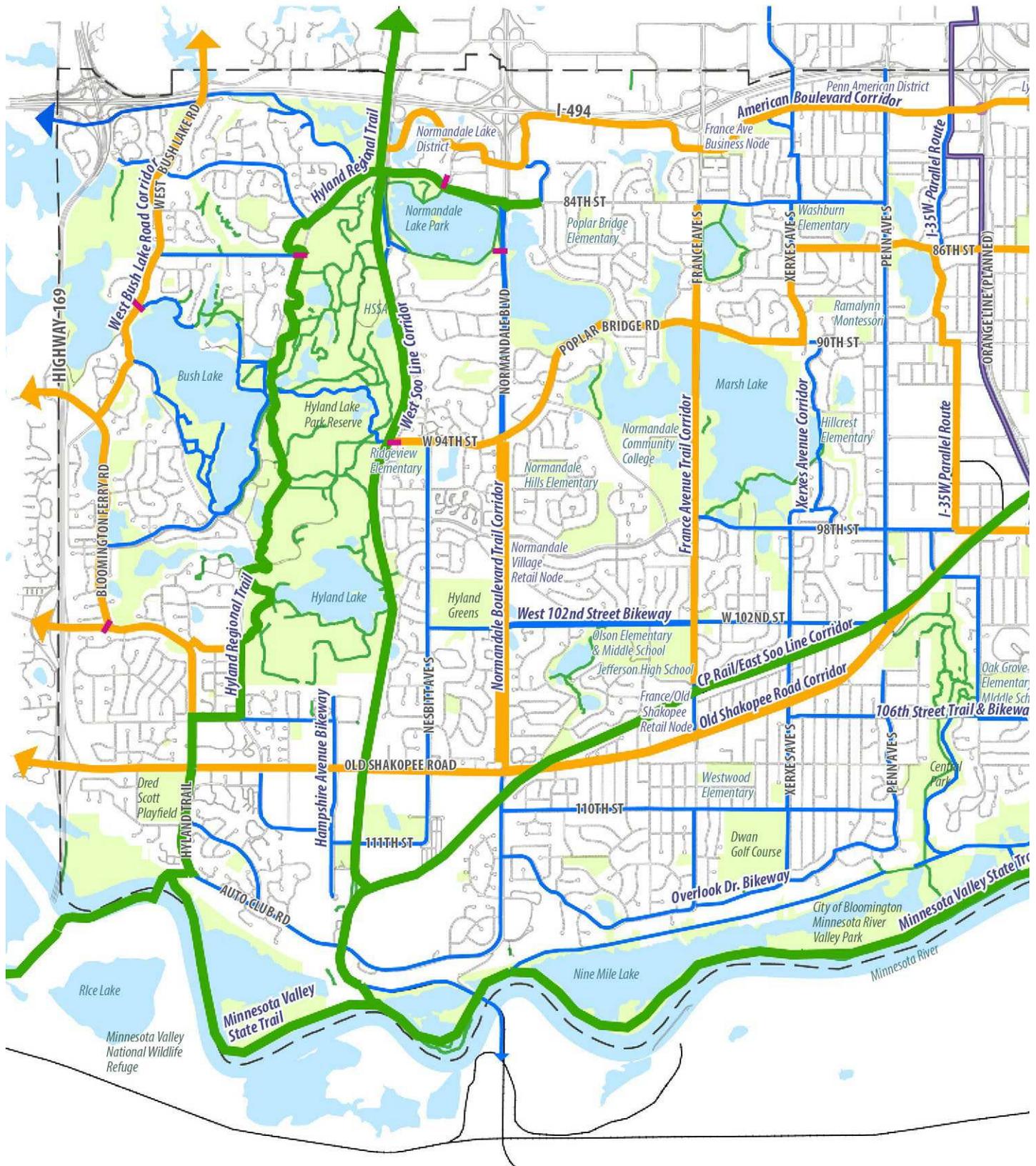


*Local Connections - trails*



*Local Connections - sidewalks*

**Figure 3.4: ATP System - By Facility Type**



The ATP System defines the core network of regional trails, community corridors, and local connections that will connect residents and visitors to key destinations in the City and adjoining communities. The key destinations and key alternative transportation routes identified in

the ATP System respond to recommendations, priorities, and concerns voiced by a wide range of stakeholders, representing those who live, work, and recreate in the City of Bloomington.



## User Groups and Preferences

Each of the facility types described in this section serves a particular purpose in meeting local needs. Recognizing that different user groups have different preferences and needs, the following discussion rates various facility types based on their value to individual user groups. The higher the value rating, the more likely that facility type will be used by a particular user group.

The table below considers the most common alternative transportation user groups in Bloomington and the values and preferences that are likely to be of greatest importance to those groups.

**Figure 3.5:** Preferences of Common User Groups

User Group	Preferences	Symbols
<b>Family Group – Various Modes</b>	Safety and convenience are top priorities, followed by a pleasant recreational experience. Controlled, traffic-free access to sidewalks and trails is preferred. Length of trail is less important than quality of experience. Will typically only use low-volume residential streets when biking or skating, and rarely busy streets even with bike lanes or routes.	 FAMILY
<b>Recreational Walker, Bicyclists, Skateboarders, In-Line Skater and Roller Skiers</b>	Same as family user group, with trail continuity and length also being important for repeated use. 20 miles of connected trails are needed for bicyclists, at a minimum. This user group is also more comfortable with street crossings. Bicyclists, skateboarders, and in-line skaters will use roads that are not too busy. Loops are preferred over out-and-back routes for variety.	 RECREATIONAL
<b>Fitness Walker/Jogger, Bicyclists, In-Line Skater and Roller Skiers</b>	Length of trail and continuity are most important, although an appealing setting is also desired. Bikers are reasonably comfortable on busier roads, but prefer bike lanes/routes with adequate separation from vehicles. Bikers will often use a combination of roads and trails to create a desirable loop, which is much preferred over out-and-back routes.	 FITNESS
<b>Transportation Walker, Bicyclists, In-Line Skater and Roller Skiers</b>	Directness of route is important. Will use a combination of sidewalks, trails, residential streets, and roads that are relatively safe, convenient, and direct. Bike lanes/routes are preferred on busy roads to improve safety. Bicyclists are not overly dependent on trails, but will use them if convenient and not too heavily used by families and recreational users, who tend to slow them down. Walkers need a trail or sidewalk.	 TRANSPORTATION

## RESOURCES FOR FACILITY DESIGN AND MANAGEMENT

*The development of Bloomington's alternative transportation system should be consistent with the standards, best practices, and design guidelines established by leading experts in alternative transportation planning.*

**MnMUTCD (Minnesota Manual of Uniform Traffic Control Devices)** The MnMUTCD is the recognized manual for bikeway signing and striping in Minnesota.

**MNDNR (Minnesota Department of Natural Resources)** The MNDNR Minnesota Trail Planning, Design, and Development Guidelines provides the baseline standards and guidelines for developing multi-use trails and natural-surfaced trails.

**International Mountain Bicycling Association (IMBA)** has several guidebooks for building sustainable mountain biking and hiking trails.

**AASHTO (American Association of State Highway and Transportation Officials)** AASHTO's Guide for the Development of Bicycle Facilities provides information on how to accommodate bicycle travel and operations in a variety of roadway conditions. The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities provides guidance on the planning, design, and operation of pedestrian facilities along streets and highways.

**The Federal Highway Administration (FHWA)** regards the AASHTO guides as the primary national resources for the design, planning, and operations of bicycle and pedestrian facilities. The FHWA also supports the use of the NACTO Urban Bikeway Design Guide and the Institute of Transportation Engineers Designing Walkable Urban Thoroughfares, particularly for urban areas.

**NACTO (National Association of City Transportation Officials)** The NACTO Urban Bikeway Design Guide provides best practices and design guidelines for the development of urban bikeways and complete streets. NACTO also publishes the Urban Street Design Guide which presents additional principles and practices for street design, including intersection design features and other safety elements. NACTO is used as a guide but does not have official recognition in Minnesota.

**MnDOT (Minnesota Department of Transportation)** the MnDOT Bikeway Facility Design Manual provides design and planning guidance for on-street and off-street bicycle facilities. MnDOT's Minnesota's Best Practices for Pedestrian/Bicycle Safety describes and evaluates a range of strategies to improve bicycle and pedestrian safety. The information in the document is consistent with FHWA and AASHTO guidance.

**Americans with Disabilities Act (ADA)** Whenever possible, alternative transportation facilities should meet accessibility standards as established by the ADA Standards for Accessible Design.

**City of Bloomington Park Trails, Regional Trails & Sidewalk Usage Policy** This policy establishes principles for the appropriate management of City park trails, regional trails, and sidewalks, including facility management, ADA compliance, and strategies for minimizing usage problems. These policies can be found on-line:

<https://www.bloomingtonmn.gov/policy/transportation-policies>



NACTO Bikeway Design Guide

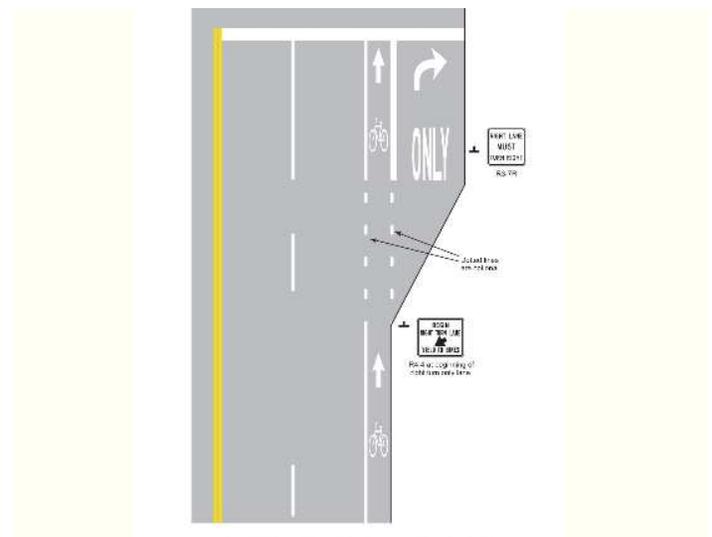


Figure 30-2 Example of Bicycle Lane Treatment at a Right Turn Only Lane

MnDOT Bikeway Facility Design Manual

## Alternative Transportation Facility Types

Decisions about what facility type (trail, sidewalk, bike lanes, etc.) is appropriate for a given route should be made in light of the specific context and constraints of that route (traffic volumes, right-of-way, land uses, etc.), cost factors, public input, and other considerations. The following describes the possible facility types that may be implemented in the city and provides resources and general guidance on facility design, location, and best practices.

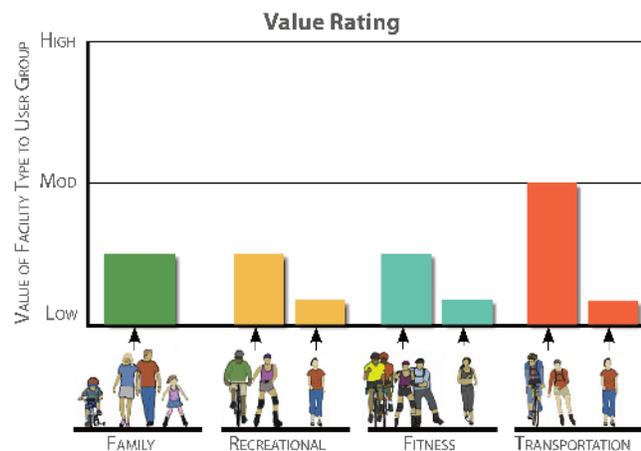
This planning process does not prescribe facility types for the planned routes but does make general recommendations for routes that may be suitable for an on-street versus off-street facilities (see Figure 3.2).

## On-Street Facility Types



### Signed Bike Route

- » On-street facility in which bicycles and vehicles share a lane of travel
- » Routes are marked with signage
- » Routes may include pavement markings such as a “sharrow” to increase motorist awareness
- » Suitable for a local street that is low-speed and has low traffic volumes
- » Less investment in signage, traffic calming, and landscaping than a bike boulevard.



**Figure 3.6:** Value of Facility Type to User Groups - Signed Bike Route

## On-Street Facility Types (Continued)



### Bike Boulevard

- » On-street facility in which bicycles and vehicles share a lane of travel
- » Suitable for a local street that is low-speed and has low traffic volumes
- » Routes are marked with enhanced signage and pavement-markings such as a "sharrow" to increase motorist awareness
- » Emphasis on traffic calming techniques such as bump outs, median islands, vehicle diverters, roundabouts, and landscaping
- » May give bicycles greater priority by turning stop signs to give bicycles the right of way
- » Can provide an alternative route to higher speed roadways that may be more intimidating for bicyclists with less experience or confidence
- » Encourages less-experienced bicyclists but serves more experienced riders as well



### Shoulder

- » On-street facility in which bicycles ride in the paved shoulder alongside motor vehicle traffic
- » Suitable for moderate-to-high traffic volume roadways
- » Provides an alternative bicycle connections where multi-use trails or bike lanes are not possible but provides less visual and physical separation from motor vehicle traffic
- » More suited to confident riders (recreational and commuters) comfortable biking alongside moderate-to-high speed traffic
- » Typically signed with bike route signage

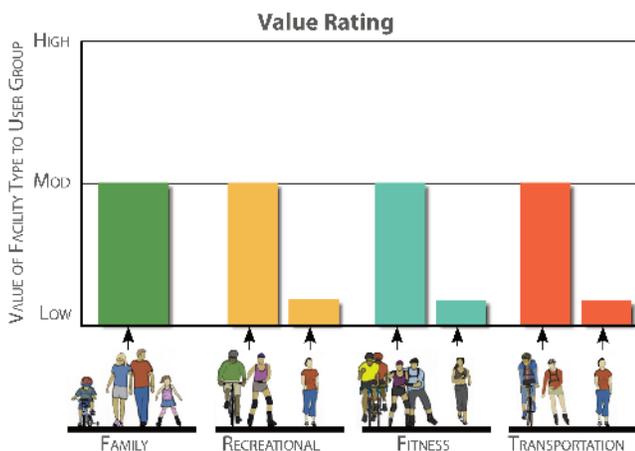


Figure 3.7: Value of Facility Type to User Groups - Bike Boulevard

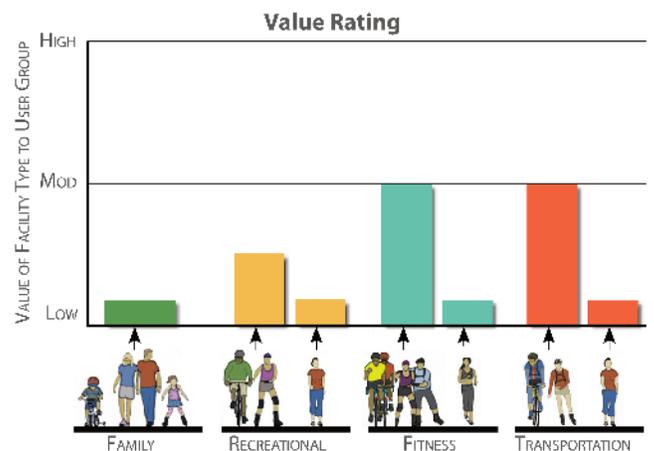


Figure 3.8: Value of Facility Type to User Groups - Shoulder

## On-Street Facility Types (Continued)



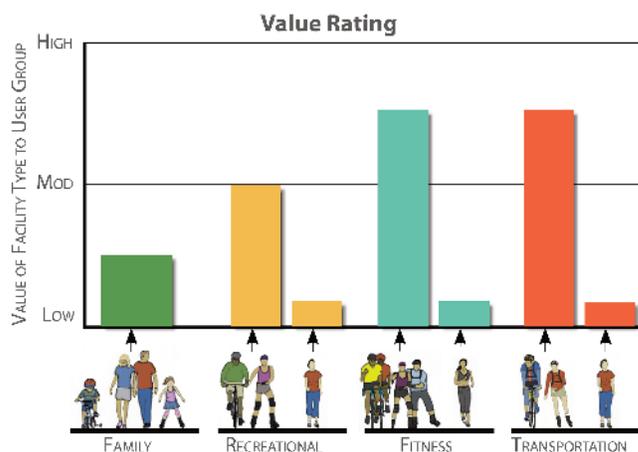
### Bike Lane

- » On-street facility in which bicycles ride in a dedicated lane alongside motor vehicle traffic
- » Bike lane is striped and includes pavement markings and signage to increase motorist awareness
- » Can be enhanced to include a striped or “buffered” space (if space allows) between the bike lane and motor vehicle lane and/or between the bike lane and an on-street parking lane, to protect from motor vehicles and from the door-opening zone of parked cars
- » Suitable for moderate traffic volume roadways
- » Offers more separation from motor vehicles than bike boulevards, bike routes, and shoulders
- » Suited to bicyclists comfortable moving alongside moderate-speed traffic; may not be preferable for less confident/experienced riders depending on context
- » Can be a low-cost option when adequate right-of-way is available and can be incorporated into roadway repaving or restriping projects

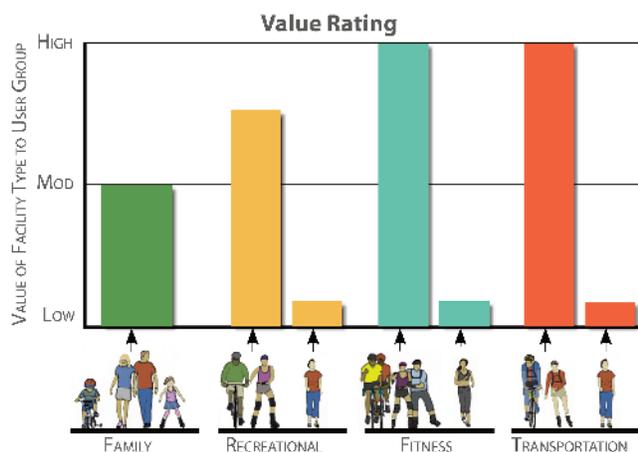


### Protected Bike Lane

- » On-street facility in which bicyclists are separated from motor vehicle traffic by a physical barrier such as bollards, parked vehicles, jersey barriers, or a concrete median
- » Can be designed to accommodate two-way bicycling on one side of the roadway
- » Can be separated from adjacent motor vehicle travel lanes by a curb; this type of high-priority protected bikeway is known as a cycle track
- » Offers a high-degree of separation from motor vehicle traffic
- » Suitable for high traffic volume roadways
- » A more comfortable on-street option for encouraging less-experienced bicyclists but serves more experienced riders as well



**Figure 3.10:** Value of Facility Type to User Groups - Bike Lane



**Figure 3.9:** Value of Facility Type to User Groups - Protected Bike Lane

## Off-Street Facility Types



### Multi-Use Trail

- » Off-street facility that provides a shared space for bicyclists, pedestrians and other (non-vehicular) users
- » Can be designed with designated lanes for bicycles and pedestrians, especially in high usage areas and along commuter bike routes, to improve safety and avoid conflicts between users
- » Provides an off-street biking option in areas where motor vehicle speeds and volumes make on-street bikeways less appropriate; high degree of separation from motor vehicle traffic
- » Can be located inside or outside of the street right-of-way and are often sited along abandoned or active rail corridors, waterways or through parks
- » Fewer street crossings and longer contiguous stretches of trail enhance the value of these facilities for recreation, fitness, and transportation users
- » Generally suited for a wide range of users and bicyclist of all ability levels; may not be desirable for bicycle commuters and more confident riders if trail is poorly-maintained, does not take a direct route, or does not have designated facilities for bicycles and pedestrians



### Sidewalk

- » Off-street facility that includes a concrete path for walking and running
- » Can be enhanced with streetscape amenities such as landscaping, street trees, and other amenities to improve the public realm and create a more safe, comfortable, and visually appealing environment for users
- » Provides a safe, dedicated space for pedestrians travel; may also support bicyclists and other nonmotorized users in areas where pedestrian volumes are relatively low and/or it is unsafe to ride in the street.
- » Typical City sidewalks are 6' wide for local roads, 6-8' wide along collector streets, and 8' along arterial roadways. Wider sidewalks should be considered for higher use areas.
- » Boulevards 6' for snow storage and buffer from vehicles

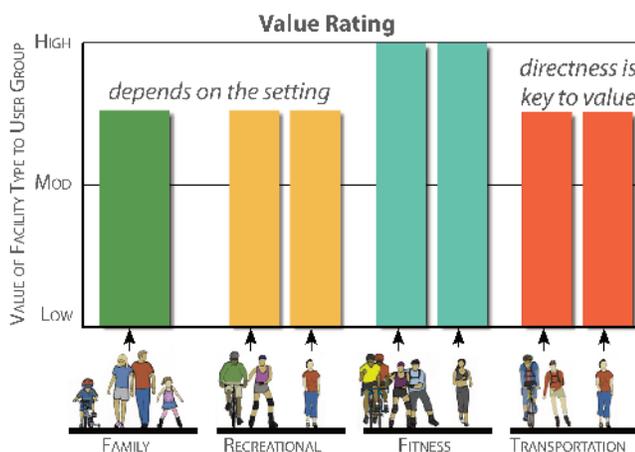


Figure 3.11: Value of Facility Type to User Groups - Multi-Use Trail

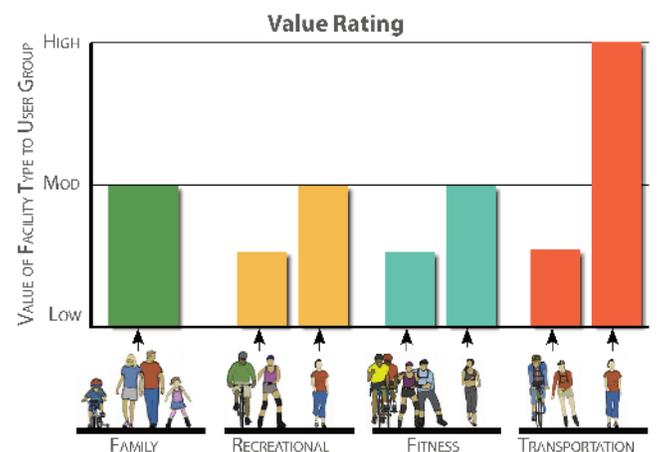


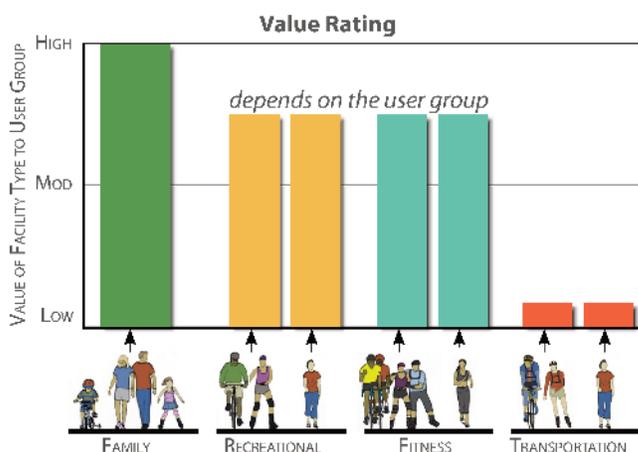
Figure 3.12: Value of Facility Type to User Groups - Sidewalk

## Off-Street Facility Types (Continued)



### Natural-Surfaced Trail

- » Off-street facility that provides unpaved, soft-surfaced tread for recreational activities such as hiking, skiing, and mountain biking
- » Can be located in city and regional parks and other community open spaces to take advantage of an appealing natural setting
- » Along the Minnesota River Valley, natural trails are typically native soil-surfaced and used for mountain biking and hiking
- » Fewer street crossings and longer contiguous stretches of trail enhance the value of these facilities for recreation and fitness users
- » Creating loops, even short ones, adds interest and meet the needs of recreation and fitness-oriented user groups
- » Signage and designated-use trails can enhance the safety and comfort of trail users
- » These trails offer high recreational value for specific user groups whose needs are not accommodated with other types of facilities; plan recognizes high demand for a robust natural-surface trail network within the city, especially along the Minnesota River Valley, a regional amenity and premier area for mountain biking and hiking
- » The Minnesota Trail Planning, Design, and Development Guidelines (MN DNR 2007) provides the baseline design standards and guidelines for developing multi-use trails and natural-surfaced trails
- » The International Mountain Biking Association (IMBA) has several guidebooks for sustainable mountain biking and hiking trails

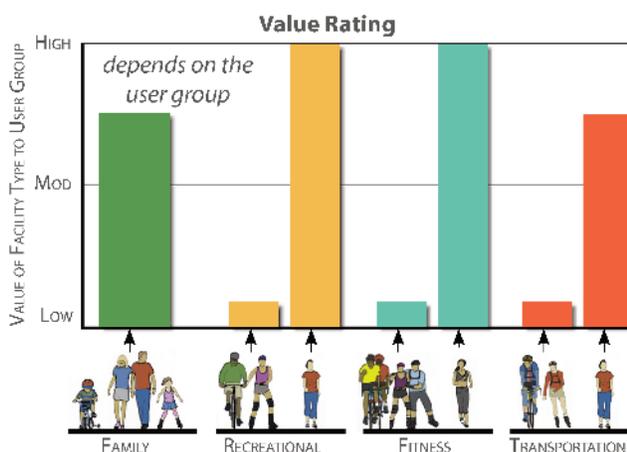


**Figure 3.13:** Value of Facility Type to User Groups - Natural Surfaced Trail



### Pedestrian Only Path

- » Off-street facility that provides a dedicated space for pedestrian use
- » Can be located outside of the street right-of-way and are often sited along abandoned or active rail corridors, waterways or through parks; typically located within parks
- » Can be applied to areas unsuitable for bicyclists due to grades or potential for conflict with other users



**Figure 3.14:** Value of Facility Type to User Groups - Pedestrian Only Path

## Best Practices

The previous section outlines the general characteristics of alternative transportation facility types that may be implemented as part of the system plan. Equally important to encouraging alternative transportation is the design of support facilities, amenities, and streetscape features associated with these transportation facilities. The following outlines best practices to enhance the function, safety, comfort, and appeal of Bloomington's alternative transportation facilities.

These best practices support the aims of the City's Complete Streets policy to promote multi-modal access and accommodate pedestrians, transit riders, bicyclists, motor vehicle driver, and all users, regardless of age or ability. Complete streets design goes beyond simply providing a path, sidewalk, or trail, but designing the overall street environment to ensure the safety and comfort of a wide range of users. In addition to the system plan and best practices outlined here, the City's Safe Routes to School program is an integral part of actualizing the Complete Streets policy. See Section 2 for more on Complete Streets and Safe Routes to School.

## Traffic Speed Management

Reducing traffic speeds is an effective strategy for improving the safety and comfort of alternative transportation users. Lower speeds can be accomplished through a range of proven traffic calming measures. The Federal Highway Administration (FHWA) defines traffic calming as a combination of mainly physical measures that reduce the negative effects of motor vehicle use and improve conditions for nonmotorized users. Such measures include the following:

### Enforcing speed limits

Enforcing traffic speeds has been shown to increase safety for pedestrians and bicyclists. Additionally, lower effective travel speeds improves the perceived sense of safety for all nonmotorized users, particularly in areas where bicycles travel in on-street facilities alongside or sharing a lane with motor vehicle traffic. This perception of safety plays a major role in influencing individual decision-making about walking or biking.

Speed limit enforcement is particularly important around schools, parks, and other areas where you might see a higher level of nonmotorized users and particularly young children. Partnering with local law enforcement to ensure traffic laws are obeyed (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors) is key to the effectiveness of such traffic calming measures.

### Physical traffic management

The City of Bloomington has a formal neighborhood traffic calming policy and procedure that clearly articulates the range of traffic management devices available to reduce the speed and volume of traffic on local streets. Some of the devices available include speed tables, central islands, chicanes and diverters. The policy also lays out the process for assessing screening and implementing these measures in the City. The policy is available on the City's website: [https://www.bloomingtonmn.gov/sites/default/files/media/traffic\\_calming\\_policy.pdf](https://www.bloomingtonmn.gov/sites/default/files/media/traffic_calming_policy.pdf)

### STATS ON SPEEDING:

*Speeds over 20 mph significantly increase the likelihood of fatality in the case of a crash. Consider these statistics:*

- » *If someone is hit by a car going at 40 mph, there is a 70 percent chance that person will die*
- » *If someone is hit by a car going at 30 mph, there is a 20 percent chance that person will die*

Source: <http://transalt.org/issues/speeding>



## Road Diets

Reducing motor vehicle lane widths or eliminating motor vehicle travel lanes (also known as a “road diet”) is another way of calming traffic that also reclaims space in the roadway for alternative transportation treatments. Road diets can achieve the following potential benefits:

- » Reducing traffic speeds
- » Reclaiming space for bikeway treatments or additional public realm enhancements (e.g. landscaping, street furnishings, etc.)
- » Improving bicycle and pedestrian safety
- » Increasing visibility and sight distance
- » Encouraging an active streetscape and support the pedestrian realm
- » Improving roadway aesthetics

## Safe Crossing

A successful pedestrian and bicycle network requires safe and convenient street crossing opportunities. Wide roads carrying large traffic volumes are significant obstacles to pedestrians, making facilities on the other side difficult to access. Safe street crossings also benefit motorists, in which an automobile driver parking on one side of the road may desire access to points across the street. A pedestrian system with sidewalks and crossing opportunities also allow a driver to park and then walk to multiple destinations.

Providing safe street crossings, whether at controlled intersections, uncontrolled crossings or grade separated crossings, is a critical aspect of an effective alternative transportation system. If people do not feel safe crossing the street on foot or bike, they may not choose to travel by these



*Bicycle lane striping through a signalized intersection*

modes. In the community survey conducted as part of this plan update, more than 75% of respondents rated “intersection and street crossing safety improvements” as “very important” or “somewhat important” to improving walking and biking conditions in Bloomington, ranking it as one of the highest priority improvements.

The following strategies should be considered in the design of street crossings for existing and future alternative transportation facilities:

### *Improvements to Signalized Intersections*

Long crossing distances, free right turns on red, permissive left turns, vehicle speeds, signal timing, lighting, and sight lines can contribute to real and perceived safety issues at signalized intersections. While detailed design and site-specific analysis and engineering are needed to appropriately balance the needs of users at any particular intersection, the following measure should be considered to improve crossing conditions at signalized crossing locations:

- » Highly visible pavement markings (i.e. zebra or other)
- » Adequate signal time for pedestrians to cross
- » A leading pedestrian-only signal that allows pedestrians to pass most or all of the way through an intersection before motorized vehicles can advance
- » Pedestrian countdown signals
- » Extension of bicycle lanes (where applicable) through the intersection
- » Bicycle detection and/or bicycle signal
- » Adequate driver visibility through proper sight distance triangles
- » Design for slow vehicle right turn movements (consider tighter turning radii: 5-25 feet)



*Mid-block crossing with pedestrian-activated flashing lights and median island*

- » Pedestrian refuge islands
- » Curb extensions to reduce crossing distance and improve visibility of pedestrians by motorists
- » Overhead lighting

### **Improvements to Uncontrolled Intersections**

Uncontrolled crosswalks and mid-block crossings can be used where distances to controlled intersections are too far to be convenient for pedestrians or cyclists, particularly in areas where there is a high level of pedestrian activity or a history of safety issues. While site-specific analysis is needed to determine the appropriateness of these measures at any given crossing location (based on number of vehicle lanes, ADT, posted speed limit, roadway geometry, etc.), the following techniques may be considered to improve crossing conditions by increasing visibility and awareness of pedestrians:

- » Crosswalk located in area that optimizes pedestrian crossings (e.g. crossings connect directly to key destinations such as bus stops, parks, or other areas with high levels of pedestrian traffic)
- » Crossings in designated school zones:
  - Well-marked crosswalks
  - Use of adult crossing guards or student patrols
  - School signal and markings and/or traffic signal with pedestrian signals
- » Pedestrian activated flashing lights
- » In-street crossing signs
- » Pedestrian refuge islands
- » Overhead signs
- » Speed limit enforcement

- » Pedestrian signal
- » Pedestrian hybrid beacons (H.A.W.K.)
- » Street narrowing measures such as curb extensions or bump outs
- » Overhead lighting

### **Grade Separated Crossings**

In areas where signalized intersections may not be sufficient to provide safe crossings for bicyclists and pedestrians (due to high vehicle traffic volumes, high vehicle speeds, or other physical barriers), grade separated crossings may be appropriate. Key design considerations for grade-separated crossings include:

- » Adequate lighting – this is critical to maintaining the perceived or real sense of safety on these facilities
- » Adequate width to accommodate likely users and avoid conflicts between pedestrians and faster moving modes
- » Potential to use the bridge crossing for other uses- for example as an iconic structure, public art, community gathering place, or viewing station to natural or cultural attractions in the city
- » Multiple access choices (i.e. providing stairs and ramps-many bicyclists prefer carrying bicycles up stairs, rather than riding a circuitous ramp; providing access for mobility impaired users)
- » Wider stair ways and access ramps with broader turns (avoid switchbacks) for maneuverability and improved safety
- » Attractive railings, fencing, or other enclosures (where possible, design for a feeling of openness or permeability to avoid the sense of isolation)



*Pedestrian Refuge Island*



*Artful design for a grade-separated bike and pedestrian bridge*

## Signals

Commonly, traffic signals along signalized corridors are timed to accommodate smooth motor vehicle flows at a desired operational speed. In urban areas, these speeds exceed typical bicycling and walking speeds of 10 to 20 MPH and 2 to 3 MPH, respectively. Signal timing, or the lack thereof, can create difficulties for bicyclists trying to maintain a constant speed to take advantage of their momentum, which in turn tempts bicyclists to get a jump on a light or to simply run red lights out of frustration. The situation is even more frustrating to pedestrians, who often can only walk one or two blocks at a time, stopping at nearly every light

Where bicycle and pedestrian use is high, signal timing should take into account the convenience of bicyclists and pedestrians where possible. On actuated signals there are several improvements that can be made to benefit cyclists including:

- » Bicycle detection at signals (i.e. video or other)
- » Extending green time in signal timing to accommodate bicycle speeds
- » Placing supplemental push-buttons close to the street where a bicyclist can reach them without dismounting

Improvements for pedestrians may include:

- » Incorporating a pedestrian phase in the signal sequence, rather than on-demand, in locations with high pedestrian use
- » Placing pedestrian push-buttons in locations that are easy to reach, facing the sidewalk and clearly in-line with the direction of travel (must meet ADA guidelines for placement)
- » Adjusting the signal timing to accommodate slower walking speeds in areas with high concentrations of elderly pedestrians
- » “Countdown” timers to indicate time remaining to cross the roadway
- » Incorporating “pedestrian jump” phases that allow pedestrians into the intersection before motor vehicles
- » Incorporating “pedestrian-only” or “ped scramble” phases



*Conveniently located pedestrian push-buttons*



*Adjusted signal timing ensures adequate time for safe pedestrian crossing*

## Support Facilities

Support facilities are an integral part of the alternative transportation system, supporting the end of trip needs of users and creating a more welcoming and supportive environment for walking and biking. Support facilities include the following:

### Bicycle Parking

For the bikeway network to be used to its full potential, secure bicycle parking should be provided at likely destination points. The perceived threat (and reality) of bicycle theft being common due to the lack of secure parking is often cited as a reason people hesitate to ride a bicycle to certain destinations. The same consideration should be given to bicyclists as to motorists, who expect convenient and secure parking at all destinations.

Bicycle parking facilities are generally grouped into 2 classes:

- » Long term – provides complete security and protection from weather; is intended for situations where the bicycle is left unattended for long periods of time, such as apartments and condominium complexes, schools, places of employment and transit stops; these facilities are usually lockers, cages, or rooms in buildings that provide real security for the bicycle
- » Short term (less than 2 hours) – provides a means of locking the bicycle frame and both wheels, but does not provide accessory and component security or weather protection unless covered; it is for decentralized parking where the bicycle is left for a short period of time and is visible and convenient to the building entrance

Covered parking should generally be provided at multi-family residential, school, industrial, and commercial destinations. Where motor vehicle parking is covered, bicycle parking should also be covered. Covered spaces can be building or roof overhangs, awnings, lockers, or bicycle storage spaces within buildings.



Typical short-term bicycle parking

Covered parking needs to be visible for security, unless supplied as storage within a building. Bicycle parking should be located in well-lit, secure locations within 50 feet of the main entrance to a building but not further from the entrance than the closest automobile parking space. To reduce theft, a highly visible location with much pedestrian traffic is preferable to obscure and dark corners. Racks near entrances should be located so that there are no conflicts with pedestrians.

Bicycle racks must be designed to:

- » Avoid bending wheels or damaging other bicycle parts
- » Accommodate high security U-shaped bike locks
- » Accommodate locks securing the frame and both wheels
- » Avoid tripping pedestrians
- » Be covered where users leave their bikes for a long period of time
- » Be easily accessed from the street and protected from motor vehicles

In addition to common bicycle racks, end of trip facilities include secure, longer-term bike storage lockers and showers/changing space for commuters.

Currently, there are no established standards for a specific number of bicycle parking spaces at a given type of destination in Bloomington. See also Hennepin County's 2040 Bicycle Transportation Plan for sample bicycle parking requirements and best practices.

Note that the City is currently developing local standards for bicycle parking spaces based on local research. The standards will take into consideration site-specific needs and actual and projected use numbers. A common approach in applying a standard is to establish a baseline "proof-of-parking" capacity at a given destination consistent with the standard, then provide



Bicycle lockers (long-term parking)

actual bicycle parking spaces as demand warrants. In general, employment and retail centers should voluntarily provide parking to satisfy the demands of customers and employees.

Directional signs are needed when bicycle parking locations are not visible and obvious from building entrances or transit stops. Instructional signs may be needed if the design of bicycle racks isn't readily recognized as such. For security reasons, it may be desirable not to sign long-term employee parking within a building, to avoid bringing bicycles to the attention of potential thieves.

### Bicycle Hub/Repair Stations

Bicycle repair stations are typically free facilities that provide amenities such as a tire pump, tire air gauge, tire levers, tools, etc. along major bicycle routes, at transit station, and outside bicycle shops and bike-friendly businesses. More expansive than a repair station, a bicycle hub may include additional amenities to support bicycle commuters or distance riders, including changing rooms, restrooms, showers, and long-term bicycle parking. Such bicycle hubs are often located in combination with other related uses such as a transit stations, bicycle repair shop, cafe/coffee shop, and other bicycle-friendly businesses.

The City has plans to install bicycle repair stations at Dred Scott Playfield/Hyland Trail and Bloomington Civic Plaza in 2015.

### Trailheads and Rest Stops

Trailheads within parks in Bloomington are an important support facility within the alternative transportation system. Amenities at trailheads may include:

- » Vehicle parking
- » Bicycle parking
- » Water
- » Restrooms
- » Kiosk with trail information and wayfinding
- » Repair stations
- » Benches
- » Trash receptacles

Rest stops at key locations along regional trails and community corridors can provide smaller-scale amenity areas, similar to trailheads, and may include wayfinding, landscaping, benches, and water.

**Figure 3.15: Minimum Bicycle Parking Requirements- low density suburban, exurban or rural areas (Draft Hennepin County 2040 Bicycle Transportation Plan)**

Type of Use	Short-term bicycle parking requirements	Long-term bicycle parking requirements
Commercial	Office: 1 space for each 20,000 s.f. of floor area, minimum of 2 spaces	1 space for each 12,000 s.f. of floor area; minimum of 2 spaces
	Retail: 1 space for each 5,000 s.f. of floor area, minimum of 2 spaces	
Multi-family residential	0.05 for each bedroom; minimum of 2 spaces	0.5 spaces for each bedroom
Institutional /public uses (museums, libraries, hospitals, religious uses, etc.).	1 per 5,000 s.f. of floor area; minimum of 4 spaces	1 per 30 employees; minimum of 2 spaces
Manufacturing/industrial	None required; consider minimum of 2 at public building entrance	1 space per 15,000 s.f. of floor area; minimum of 2 spaces
Transit stations	LRT or BRT stations: Spaces for 1.5 percent of daily boardings	LRT or BRT stations: Spaces for 4 percent of daily boardings
	Park and rides: minimum of 6 spaces	Park and rides: minimum of 6 spaces

*Note: Bicycle lockers may be a good fit for long-term parking in low density areas where less than six long-term spaces are needed. Electronic lockers (first-come first-served with keycard access) are strongly recommended over lockers leased to individuals*

## Transit Integration

Integrating the alternative transportation system with the Metro Transit system plays an important role in making walking and bicycling a part of daily life in Bloomington. As the System Plan illustrated in Figure 3.2 on pages 3-4 and 3-5, regional trails and community corridors connect with established transit hubs and park & ride lots wherever possible. It is imperative that safe and convenient access to transit stations for bicyclists and pedestrians be provided. With increasingly convenient linkages, the potential to increase the use of bus and light rail transit is enhanced.

To encourage a more robust integration of bicycles with transit, five main components are necessary:

1. Allowing bicycles on transit
2. Safe and convenient access to transit stations for pedestrians
3. Offering secure bicycle parking at transit locations
4. Improving bikeways to transit locations
5. Educational outreach

The first of these is largely controlled by Metro Transit, which already provides bike racks on all Metro Transit buses and Blue Line trains at no additional charge. Items two through four will be addressed through the implementation of this plan. The fifth is best addressed jointly between the City of Bloomington, Metro Transit and Minnesota Valley Transit (MVTA) through a coordinated local effort.

As with the rest of the system, quality of end of trip facilities is critical to increased uses. Providing quality long-term bicycle parking at transit stations in particular is necessary to reassure bike commuters that their bicycles are safe and secure until they return. A mix of short and long-term bike parking is typically provided at transit centers. Programs such as Metro Transit's

"Guaranteed Ride Home" for cyclists who ride their bike to work three times a week or more also help reduce reluctance to travelling without an automobile.

### Bicycle "Park and Ride" Sites

Currently, transit-oriented bicycle facilities are provided at designated vehicular park and ride lots and transit hubs. However, these may not always be the most safe and convenient locations for bicyclists to get to via the street or trail system. As such, the validity of providing stand-alone bicycle park and ride facilities in select locations along the bikeway and trail system should be considered as the core ATP is implemented. The best way to determine where and the extent to which this should occur is to observe bicycle commuting patterns and work with local bicycle groups. Realistically, these patterns will not fully emerge until some of the key bikeway and trail corridors defined under this plan have been established.



Bicycle Repair Station



Bicycle Racks on Metro Transit Buses

## Education, Marketing, and Promotion

Improvements to the physical environment are most effective if coupled with on-going marketing, promotion, and educational efforts. Programs and events that promote walking, biking, and other nonmotorized modes can help to activate the alternative transportation system and increase the visibility and use of these infrastructure investments. Such programming may include:

- » Bloomington Active Living Biking and Hiking Guide
- » “Bike-Walk Week” events, including bike to work/school incentives, group rides, and other events
- » Community bike rides with the mayor or other City officials
- » Rides organized by local walking, biking, or outdoor recreation clubs
- » Parades, carnivals, block parties, and other street events that promote walking, biking, and other forms of outdoor recreation
- » School and community education classes about bicycle and pedestrian safety, bicycle commuting, and bicycle repair
- » Bicycle Friendly Business and Bicycle Friendly Community certification (a program of the League of American Bicyclists) Bloomington currently has “Honorable Mention” status
- » Bloomington Bicycle Alliance- local group advocating for bicycling issues and facilities in Bloomington

Web-based tools for promoting alternative transportation are another means to education and inform the public about planning, programs, and resources related to walking, biking, and other nonmotorized modes of transportation. Some potential components of an alternative transportation informational webpage include:

- » Links to maps (existing and proposed routes and facility types)
- » Interactive maps or other web-based forms that allow users to report crash incidents, comment on infrastructure conditions, safety concerns, and/or favorite rides/routes
- » Information on current and past planning and construction projects, programs to promote walking and biking, and other community health-related initiatives
- » Educational materials explaining the features and functions of alternative transportation infrastructure (e.g. explanation of pavement markings, facility types, tips for sharing the road, etc.)



*Group bicycle rides*



*Community events to promote walking and biking*

## Signage and Wayfinding

Included in the ATP System is a mix of amenities that also includes signage. The application of appropriately planned and scheduled signs helps the public understand their environment and guides them to known and new destinations. Planning signage means interpreting the needs and requirements for providing efficient and confident access. The following describes the features of an effectively programmed, designed and scheduled sign system to address multi-modal traffic sign system and describe how signage should be planned and managed. The intent is to have the wayfinding and signage plan be an integral component of the overall ATP plan and its implementation.

It should be noted that while the focus of this section is signage and wayfinding for bicyclists and pedestrians, there is a compelling need for these recommendations to be compatible and complementary to roadway signage for vehicles.

### Creating a “Readable” Environment

Signs designed to address wayfinding must provide clear, unambiguous answers to four questions:

- » Where am I?
- » Where am I going?
- » How will I get there?
- » How will I know when I have arrived?

Good signage helps to explain the facility and, in a sense, answers questions before they are asked. A well-planned system enables people to find their destination readily and quickly, reducing the need to search or to ask questions.

### Sign System Design

A family of signs is a hierarchy of structures designed as a standard to be applied throughout a defined area. While the content may vary from sign to sign the common design provides a consistency and relationship that connects each individual sign to the system. The reason for applying messages is to inform, instruct or convey information to the reader. The following typical sign types are defined to serve a specific range of posted information:

#### Regulatory signs

Regulatory signs provide trail rules, appropriate uses, access information and can include posting of enforceable instructions, restrictions and traffic rules. These signs typically contain standard forms and graphics and are applied along road lanes and off-road trails. (see Figure 3.15 on-road lanes)

#### Directional signs

Directional signs present directions, locations, scale and distances to destinations. They are typically designed to be attached to existing structures or free-standing, standard forms.



Figure 3.16: Regulatory Signage

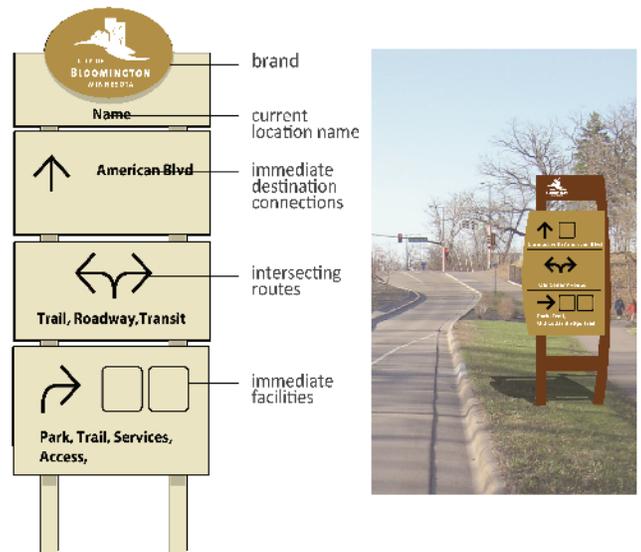


Figure 3.17: Directional Signage

They can also be information graphics applied along sidewalks, roadways and off-road trails and other posted locations. These signs provide information that names and directs people to destinations. (see Figure 3.16)

### Waymarker signs

Waymarker signs provide specific cues that provide orientation and scale. Waymarker signs may be applied along sidewalks, roadways and off-road trails. They indicate connections from the immediate stop to the larger transportation network. (see Figure 3.17)

Waymarker signs can also give direction to amenities in the immediate area, such as public rest rooms, food and water. Care should be taken not to identify specific businesses as a form of advertising.

### Directory signs

Directory signs provide information about the trail within the larger context of the city. Designed to hold orientation maps, event, sponsorship and other items, the form of the directory may vary from larger kiosks to simple panel displays. Located along road lanes and off-road trails, they present overview maps showing the immediate stop and how it relates to the larger transportation network. (see Figure 3.18)

Directory signs are an opportunity for providing information regarding prescribed routes for recreation or interpretation. Examples would be measured loops in the Normandale area for noon time runs or walking routes that highlight historical or natural amenities. Directory signs are also another opportunity to provide direction to nearby amenities.

### Sign dimensions

The number of characters and the type size as well as the length of the message determine the overall size of a sign. The size of a sign can be reduced by rephrasing the message in a manner that requires fewer characters. The following should be considered when planning the design of a sign system:

- » Consistent graphic presentation of information, (type style, size, reading distances, contrasts, conditions)
- » Application of well formed graphic standards
- » Use of maps and other orientation and information resources
- » Application of pictograms, icons and selected graphics
- » The scale, style, and durability of the signs in the context of their environment

The posted message needs to be communicated clearly while also scaled to “fit” appropriately within the facility or surrounding conditions. The ultimate size and location of the sign must balance this need to be large enough to be readable without being a visual obstruction or distraction. The ultimate size of a sign is a critical factor and should be assessed during the planning process. This applies to exterior signs in particular, where environmental or aesthetic concerns should be part of



Figure 3.18: Waymarker Signs



Figure 3.19: Kiosks on sidewalk setback



Figure 3.20: Applied Brand City of Bloomington

the criteria that are considered in determining the size and location of a sign. (see Figure 3.19)

### Placement of signs

Choosing a proper location and orientation is key to a sign's effectiveness; the following points should be observed when determining the placement of a sign.

The viewing distances referred to the mix of the various facility types with the observer standing or approaching the sign. The pace or speed of the observer coming upon the sign while walking, jogging, cycling or driving a vehicle should determine the placement, scale and amount of information that can be posted. The reading of sign messages is usually a kinetic process with the sign typically fixed in place while the reader is moving past the message at various speeds and distances. If it is expected that a cyclist is to be informed by reading a sign without missing a pedal stroke, the content on the sign must be well placed, clearly posted and short enough in length to be read and understood very quickly. If by contrast the amount of information is larger and the choices posted are more detailed or complex, the example of the cyclist is still valid where a message should be placed in advance of the sign, providing the option to slowdown and pause to read the more detailed sign content.

### Appropriate Placement

Exterior signs can be installed by various means. The methods of installation include the following: mounted on or into grade or finished surfaces; erected on posts to be freestanding; suspended from overhead structures, walls or fences or bracket mounted to suspend from existing structures such as light or traffic control stanchions. As applicable, factors such as landscape (terrain, vegetation) or architecture (surface, texture, color, modules) should be fully considered when determining the installation of a sign. The nature of the facility or site, the message and type of sign, and the needs of the user public will suggest the most appropriate form and mode of installation.

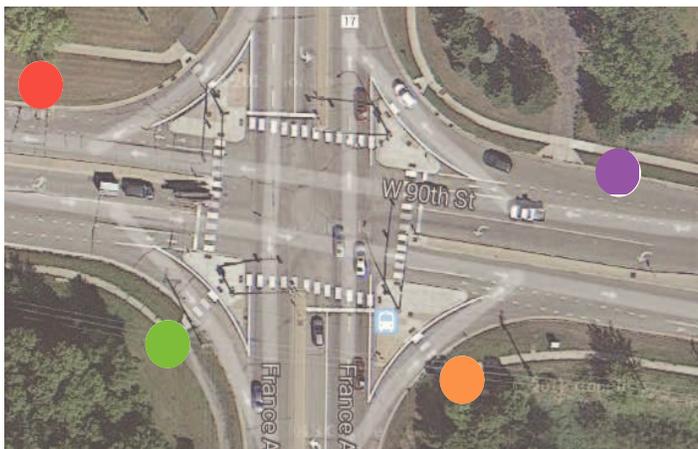


Figure 3.21: Applied Signs- four basic sign types

All signs that serve the same communication function should be installed in a manner that is consistent throughout the city where similar pathways or routing conditions exist. Signs that serve similar purposes should appear at the same height and in a similar context as facility features observed as one approaches a decision-point, for example. Uniformity of sign placement should be part of the planning process.

### Signage Hierarchy

An established hierarchy of signage to reinforce the similar hierarchy in trail types is important and can also be used to inform appropriate locations of signage as listed below.

- Directory Signs should generally be associated with the regional trail system and be located at major “gateways” where regional trails enter the city and at major commercial districts that may have a higher number of visitors unfamiliar with the Bloomington trail system.
- Waymarker signs should be associated with the intersections of the regional trail system and the community trail system to provide general context and reminders to users. The simplified information provided on these signs is reflective of a higher proportion of trail users on the community corridors being familiar with the area.
- Directional signs are lowest in the signage hierarchy but also the most prevalent. These signage will provide basic directional information to keep users on route when utilizing the system.

### Sign quantities and distance

Several factors influence decisions on how many signs will be needed to provide information on a particular route. These include the nature of the environment (differentiate types of facilities and complexity), the distance between the starting point or decision points and the destination, and the number of decision points along any given route. It is good practice to consider locating directional signs just before each decision point. When there are long distances between decision points, a prompting message may need to be repeated, confirming the direction towards the single or multiple destinations. (see Figure 3.20)

The need to provide information and specific directions along a route should not be interpreted as a call to install many additional, reassuring signs. Providing information that lists fixed distance from the sign's location to each destination provides a reassuring sense of orientation and scale in addition to providing potential options to trip planning and scheduling. Placing too many signs along a pathway can create too many reference points while a well thought out sign plan containing more informative content will usually result in fewer, more useful and strategically placed signs.

## Sign Partners

Consider locating signs throughout the network of connecting routes in partnership with current and proposed multi-modal sign and information system partners who have or are currently locating signs within and adjoining with the city. These may include the Three Rivers Park District, MnDOT, and/or US Fish and Wildlife Service (Refer to resources for Facility Design and Management, earlier in section 3). The mix and variety of facilities located throughout the community provide the city with an efficient and most functional solution by agreeing to support the mixed communication goals of these various multi-modal partnering groups. If planned appropriately, this can be accomplished with little more than simple revisions or changes to the content of a map or directional sign.



# Implementation SECTION

# 4

## Overview

The Alternative Transportation System Plan establishes an overall vision for the community that is ambitious yet realistic if incrementally implemented. This section sets forth an overall implementation strategy and baseline priorities to guide that process. Operations, maintenance, and education are also considered in this section as an important aspect of implementation planning.

## Keeping the Momentum

The City of Bloomington has made improvements to the alternative transportation system over the past several years. These improvements are recognized as added amenities by residents and visitors. As more transportation options become available, users will expect additional expansion of the systems and they will expect that the trails, bikeways, sidewalks and associated amenities are maintained to the same standards, or better, as other elements in the City.

As planning efforts continue in accordance with the vision and plan in Sections 2 and 3, project implementation efforts will proceed as well. Additions to the alternative transportation system and other changes in the City's infrastructure may have altered future system needs as priorities may have changed. It is beneficial to re-assess project priorities and re-prioritize projects that have not been completed with new projects that have been added through the on-going planning process.

The vision and values set forth in Section 2 suggest that Bloomington is at a threshold with respect to transportation planning, with more emphasis being placed on balancing transportation options within the City. Through the public process, citizens and their elected and appointed officials have reassessed past practices and considered various means to enhance the public infrastructure to better accommodate alternative modes of transportation. As described in Section 3, providing a more robust network of interconnected trails, pedestrian-ways, and bikeways is achievable from a physical planning perspective.

Implementation of the plan will continue with inherent challenges and tradeoffs. Both diligence and patience will be required as the plan is realized. Thoughtful phasing and prudent implementation decisions will be critical to successfully making changes to the public infrastructure that affect various user groups in different ways. Especially with bikeways, testing ideas along select corridors is advised in order to understand tradeoffs, judge impacts to established traffic patterns, and assess the true value they offer. Fiscal limitations also reinforce the importance of focusing resources on the highest value amenities first to gain public support and enthusiasm.

Success in implementing the plan will require insightful leadership and a willingness to use a variety of strategies to manage change and leverage financial resources to full advantage.



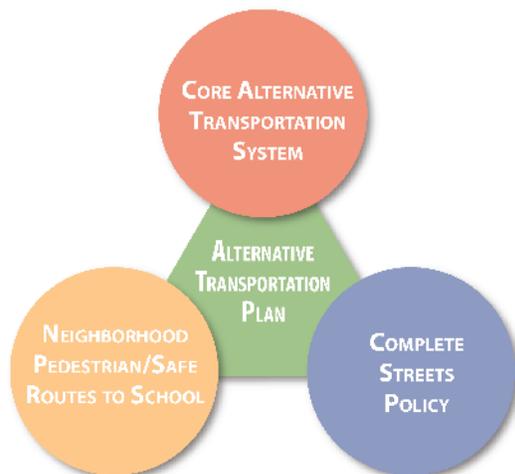
## Integrating the Alternative Transportation Plan with the Comprehensive and Other Plans

Through formal City Council action, the ATP becomes part of the City's larger Comprehensive Plan, as is the case with the updated 2008 Parks and Recreation Master Plan. Periodic updating of the plan is recommended to ensure that it evolves over time in response to changing needs, opportunities, and learned experience.

### Plan Requires Additional Review in Context of Other Plans

Note that implementation of this plan will require additional technical review relative to other City plans to determine feasibility, relative tradeoffs, and timing coordination with other development initiatives as district plans and development area studies evolve. In other words, implementation of this plan will not happen in a vacuum, and final outcomes will often be affected by other community planning concerns.

**Figure 4.1:** Alternative Transportation Policy and Planning Framework



See p. 2-3 for more on the alternative transportation policy and planning framework

## A Balanced Approach to Implementation

As defined in Section 2, the alternative transportation framework consists of three key policy and planning tools: The City's Complete Streets Policy, the ATP, and the Safe Routes to School Program (see Figure 4.1). Each of these adds value to public infrastructure in complementary ways. Taking a balanced approach to implementing each of these will ensure that multiple community values are being concurrently realized and that the wide-ranging expectations of residents are well served as time goes on. A balanced approach also provides the City more latitude in taking advantage of opportunities as they arise.

Consistent with this framework, the implementation strategy consists of three implementation categories. Each of these will have its own implementation strategy and set of priorities, as considered later in this section.

## A Disciplined Approach to System Investments

An important consideration in developing an implementation strategy for each of these categories is that the opportunities to enhance the system are quite substantial and diverse. The magnitude of potential investments to achieve full plan implementation will undoubtedly require setting priorities that respond to realistic resource limitations.

The temptation to spread investment dollars too thinly across the entire system is also a major implementation consideration. Unfortunately, this strategy often falls short in that limited improvements do not have a major effect on the public's perception that the quality of the system has improved. This often leaves residents with a sense of unmet expectations, which can result in a decrease in the perceived value of the system, rather than an enhancement.

By focusing on raising the level of service through strategic and prioritized investments, the role that the system plays as a defining element in the City's infrastructure can be strengthened.

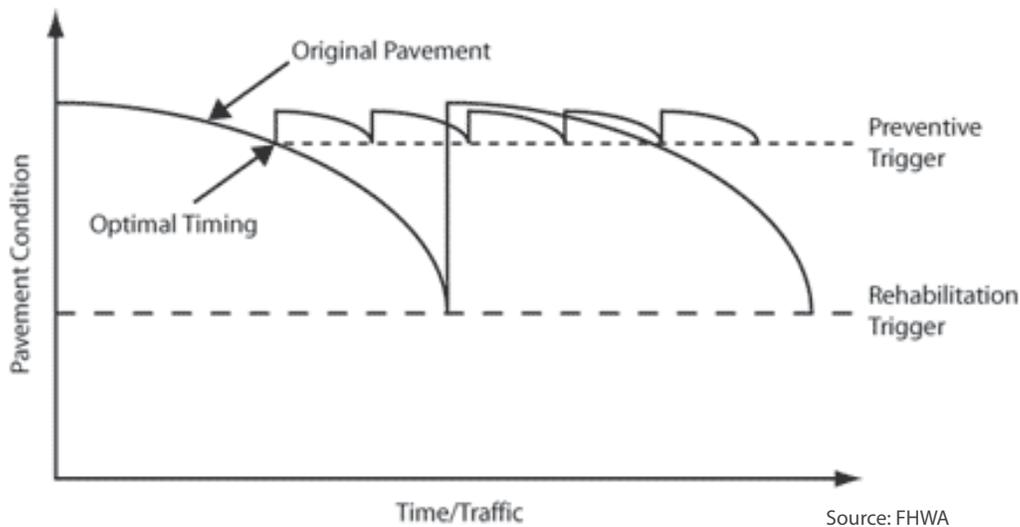
## Long-Term Commitment to a Sustainable System

A sustainable system is the point to which the community is willing to support implementing the system plan to receive desired public benefits. Benefits relate to cultural (personal and social) and economic values that individual residents and the larger community find important and are willing to support by making investments in the system.

To be sustainable, implementation of the plan must take into account the long-term commitments required to develop, operate and maintain, and ultimately replace each aspect of the system as it moves through its lifecycle. Figure 4.2 illustrates this important point.

As illustrated, the total investment required to sustain a given component of the system is the cumulative cost for initial development, routine operations and maintenance costs, and redevelopment once a given amenity reaches the end of its useful lifecycle. Given the major implications to long-term funding, the City should define the level of service it can indefinitely sustain at the point of initial implementation.

**Figure 4.2:** Lifecycle Costs and Long-Term Commitments to Sustaining Each System Component



## Prioritization Criteria for System Enhancements

The following table outlines general criteria for prioritizing plan implementation. The criteria are broad enough to encompass the predominant factors in the decision process, yet limited enough to be manageable for decision makers to gain consensus and take action. The criteria in Figure 4.3 were considered in establishing the priorities for implementation.

**Figure 4.3: Criteria for Prioritizing Plan Implementation**

Evaluation Criteria	Criteria Description
Community Demand	Action is warranted due to identified community demand based on needs assessment studies, public input, and defined trends.
Redevelopment/ Upgrading of Alternative Transportation Facility	Action is warranted due to facility being: In an unsafe condition or of poor quality Old and at the end of its useful lifecycle Ineffective at servicing current needs
Redevelopment Opportunity	Action is warranted to take advantage of redevelopment opportunity where alternative transportation features can be integrated.
Funding Availability/ Partnership Opportunity	Actions is warranted due to: Funding availability for specific use Partnership opportunity for specific type of development
Safety	Action is warranted due to: Resolve an immediate safety issue that needs to be addressed
Accessibility	Action is warranted to provide access to key destinations, and community and regional amenities including transit
Economic Efficiency	Action is warranted to make use of efficiencies gained by combining work with other public works initiatives (Pavement Management Program)

## Implementation Strategies and Priorities

The strategy for implementing the system plan and establishing priorities is underpinned by two objectives:

1. Developing a balanced system offering multiple community values
2. Taking advantage of opportunities as they arise

At times, these objectives will be in conflict in that opportunities to develop various aspects of the system will present themselves in an unbalanced, “out-of-order” manner. As such, the implementation of the plan inherently requires some degree of flexibility to respond to opportunities as they arise. The City Council will have to consider these issues as they occur and determine the best course of action, which could include a rethinking or departure from the stated priorities.

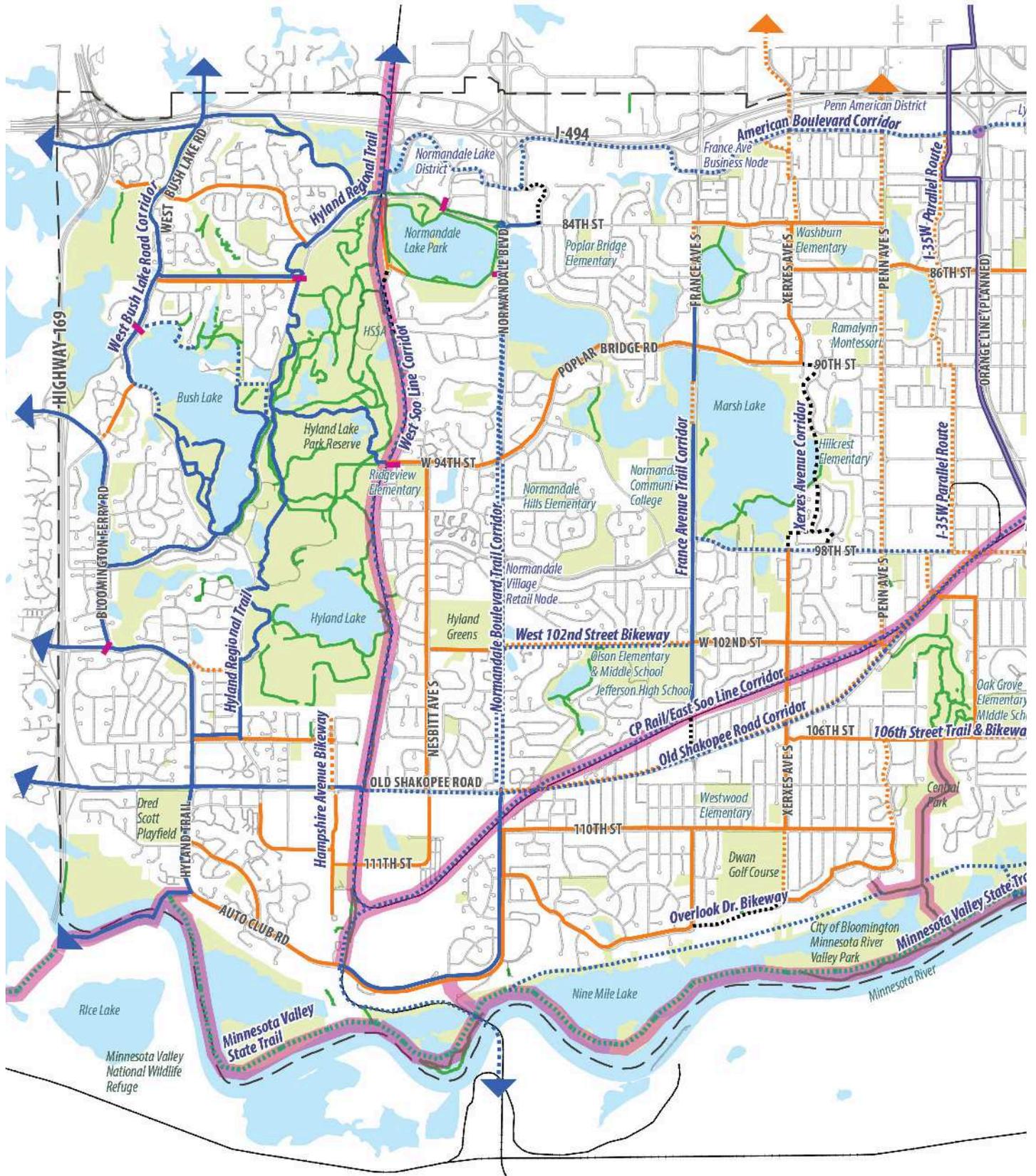
The following defines the implementation strategy and priorities associated with each of the categories illustrated in Figure 4.1.

### Implementation Strategy for the Alternative Transportation System Plan

The Alternative Transportation System consists of trails, pedestrian-ways, and bikeways categorized as Regional Trails , CommunityCorridors, and Local Connections. Since each of these accommodates different user groups, concurrently investing in each of these over time is the overall recommendation to ensure that each user group’s needs are being addressed. Within each of these components, priorities were established by the Task Force based on value judgments, cost implications, and perceptions of demand, as the following considers. Actual implementation may change priorities based on funding and other variables considered by the City Council.

*Note that the priorities related to implementation planning at a system level, which ranks one item relative to another in terms of overall value. It does not take into consideration day-to-day decisions to complete a missing segment of trail or sidewalk where doing so has more immediate value. It also does not take into consideration more immediate safety concerns, in which replacement of a trail segment is necessary due to existing quality issues.*

**Figure 4.4: ATP System - Priority Regional Trail connections highlighted**



This map highlights the priority trails that provide regional connections. Additional community and local priority corridors are mapped on the following pages.



## Regional Trails

With respect to trails, the main strategy is to make investments in the highest value trail corridors first to maximize the cost-benefit of system enhancements. Consistent with research findings, investing in destination trails offers the highest return on investment as reflected in expected use levels. Said another way, completion of these corridors will, with little doubt, be highly valued by the community – if designed and built to the highest standard. In terms of priorities for implementation, the following is recommended. Regional priority corridors are mapped in Figure 4.4. Community and local priority corridors are mapped in more detail on the following pages.

### Priority #1a – Minnesota Valley State Trail (Regional Trail)

This trail corridor has proven to be very popular and highly valued by virtually all user groups. Given the interconnections with other systems, it will also be of high value to transportation users commuting to other cities. The planned Minnesota Valley State Trail segment in Bloomington will be constructed, maintained, and managed by the MnDNR. The State Trail is proposed to consist of two trails; the first, a natural surface hiking and mountain biking trail, and the second, a new a multiple-use ADA-compliant trail. The City of Bloomington encourages the MnDNR to work with the public to solicit feedback as to the design and surfacing for the multiple-use trail. This trail corridor provides many connections to other Bloomington trails and is a high priority due to the commitment of funding from the State of Minnesota.

### Priority #1b – Minnesota River Valley Trail Connectors

Includes trails that connect to the Minnesota Valley State Trail that are not located on City of Bloomington property. This includes a trail connection from the Minnesota Valley State Trail to American Blvd. This trail connection is on FWS and MnDOT properties and is proposed to be a future MnDNR project.

### Priority #1c – Local Connections to the Minnesota Valley State Trail

Includes trails that connect to the Minnesota Valley State Trail that are located on City of Bloomington property or street ROW. These include both on and off-road connections to City trailheads, as well as trails from trailheads to the State Trail. The road connections include but are not limited to Lyndale Avenue, Normandale Boulevard and E. 104th St. at Pond-Dakota Mission Park. Plans for the specific river valley trail connections will be developed at a later date via the City's Minnesota River Valley Strategic Plan.

### Priority #2 – Hyland Trail (Regional Trail)

With much of this trail corridor already completed, the implementation focus is on finishing missing links. The remaining segment that is a priority for completion is the northern connection between 84th Street West and the planned Nine Mile Creek Regional Trail. Once completed the City should seek designation as a Regional trail by the Metropolitan Council. As a designated regional trail it would be eligible for Metro Regional Parks CIP and maintenance funding. Connections to the Minnesota Valley State Trail and Nine Mile Creek Regional Trail make it a solid candidate for a regional trail designation.

### Priority #3 – Nokomis-Minnesota River Regional Trail

Three Rivers Park District anticipates completion of a large segment of the Nokomis-Minnesota River Trail from 12th Avenue to East 86th Street in 2016. Funding has been awarded for the Park District to construct the trail segment between East 86th Street and East Old Shakopee Road, with construction tentatively slated to begin in 2017. The City of Bloomington will be completing the southern segment of the trail (south of East Old Shakopee Road) with the rehabilitation of the Old Cedar Avenue Bridge. See Figure 4.4.

### Priority #4 – Nine Mile Creek Regional Trail

Three Rivers Park District will also be implementing a portion of the Nine Mile Creek Regional Trail adjacent to Bloomington. This trail provides an east-west connection between the Hyland and Nokomis-Minnesota River trails and provides opportunities for connections to Edina, Richfield, and Minneapolis. Continuing progress on this trail, including segments along Airport Lane and 34th Avenue in Bloomington, should be a priority.

### Priority #5 – CP Railroad/East Soo Line Corridor (Regional Trail)

The CP Railroad/East Soo Line Corridor is identified as a regional trail corridor on the Hennepin County Plan due to the ability to provide an independent trail alignment from the Southwest Metro to Minneapolis. Costs to implement, the unavailability of right-of-way makes this a lower priority. See Figure 4.4 to see the entire trail corridor in context.

### Priority #6 – West Soo Line Corridor (Regional Trail)

The West Soo Line Corridor is identified as a regional trail corridor in previous versions of the Bloomington ATP. Currently the corridor is identified in the Hennepin County Plan north of Hyland Park Reserve only. However, the City would like to maintain the extent of the West Soo Line Corridor within Bloomington as a low priority trail corridor for future consideration.

## Community Corridors

### Priority #1 – France Avenue Trail Corridor (Community Corridor)

The France Avenue trail provides an important north-south connection between American Boulevard and Old Shakopee Road including connections to 86th Street Bikeway and Normandale Community College. The priority focus with this corridor is completion of the missing trail links, especially the sections through the wetland areas, and the reconstruction of the existing trails and sidewalks to current standards. Although addressing these sections will be relatively costly, it is of little value to improve other segments unless these limitations are improved first. This corridor is a Tier 1 Transportation Corridor identified in the Metropolitan Council Twin Cities Regional Bicycle Study (see page 2-7).



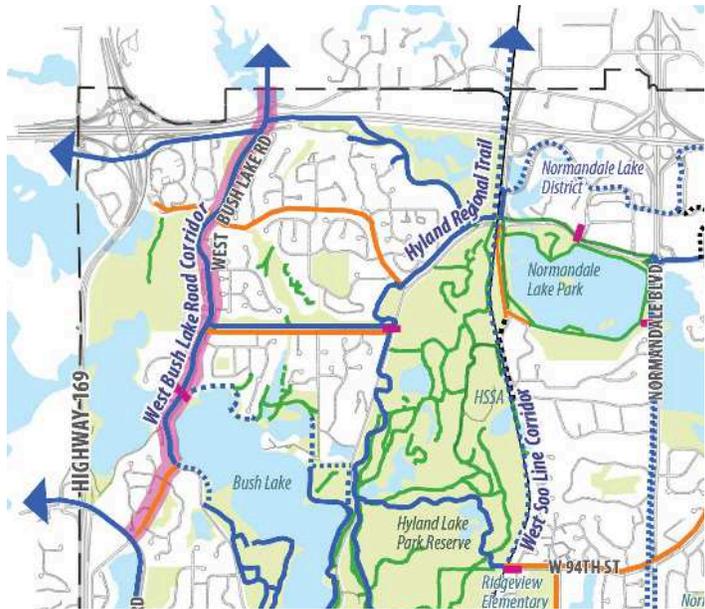
France Avenue Trail Corridor

**Priority #2 – Normandale Boulevard Trail Corridor (Community Corridor)**

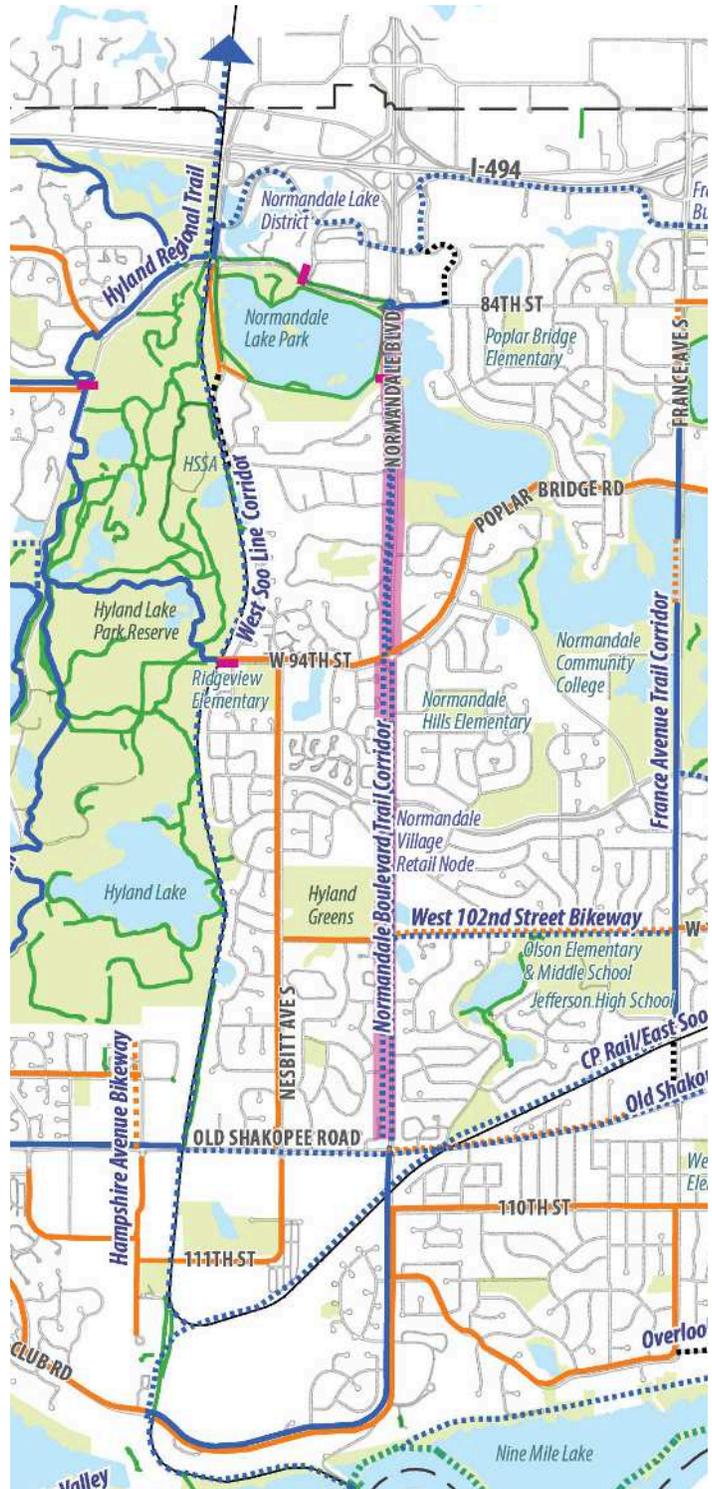
Existing trails along Normandale Boulevard are substandard and in poor condition. As a corridor identified on the Hennepin County Bicycle Plan, and an important community corridor, this corridor should be a priority for the reconstruction of the trails and sidewalks to current standards. Completing this segment provides an important connection to Normandale Lake Park, 86th Street Bikeway, and 102nd Street Bikeway. The segment from Nine Mile Creek to Poplar Bridge Road is funded for construction in 2016.

**Priority #3 – West Bush Lake Road Corridor (Community Corridor)**

This corridor builds on the existing off-road trail and underpass along West Bush Lake Road and continues along Veness Road to the south and from Oakmere Road to the north to provide a north-south corridor. While the section of trail between Veness Road and Oakmere Road was recently reconstructed, the balance of the trail requires reconstruction to current trail standards.



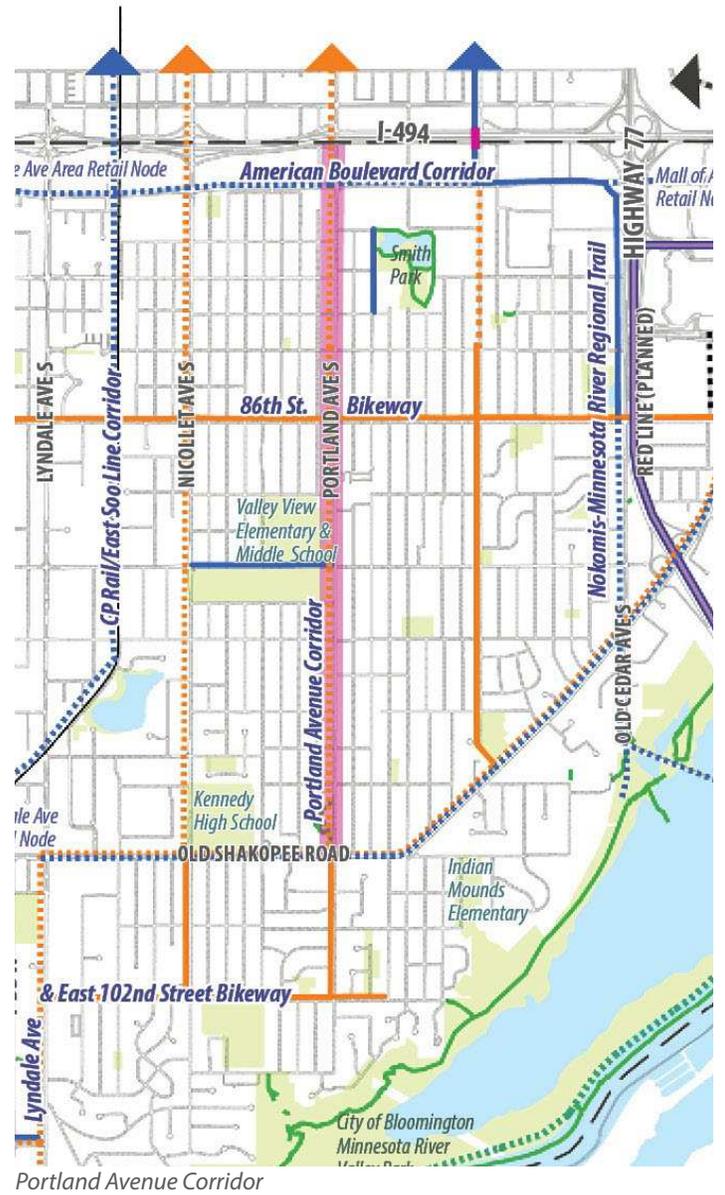
West Bush Lake Road Corridor



Normandale Boulevard Trail

**Priority #4 – Portland Avenue Corridor (Community Corridor)**

The Portland Avenue Corridor is identified on the Hennepin County Bicycle Plan and provides a direct on-street north-south route between East Old Shakopee Road and American Boulevard. This includes connections to bikeways in the City of Richfield, the bikeway corridor on 86th Street, and the Nine Mile Creek Regional Trail.

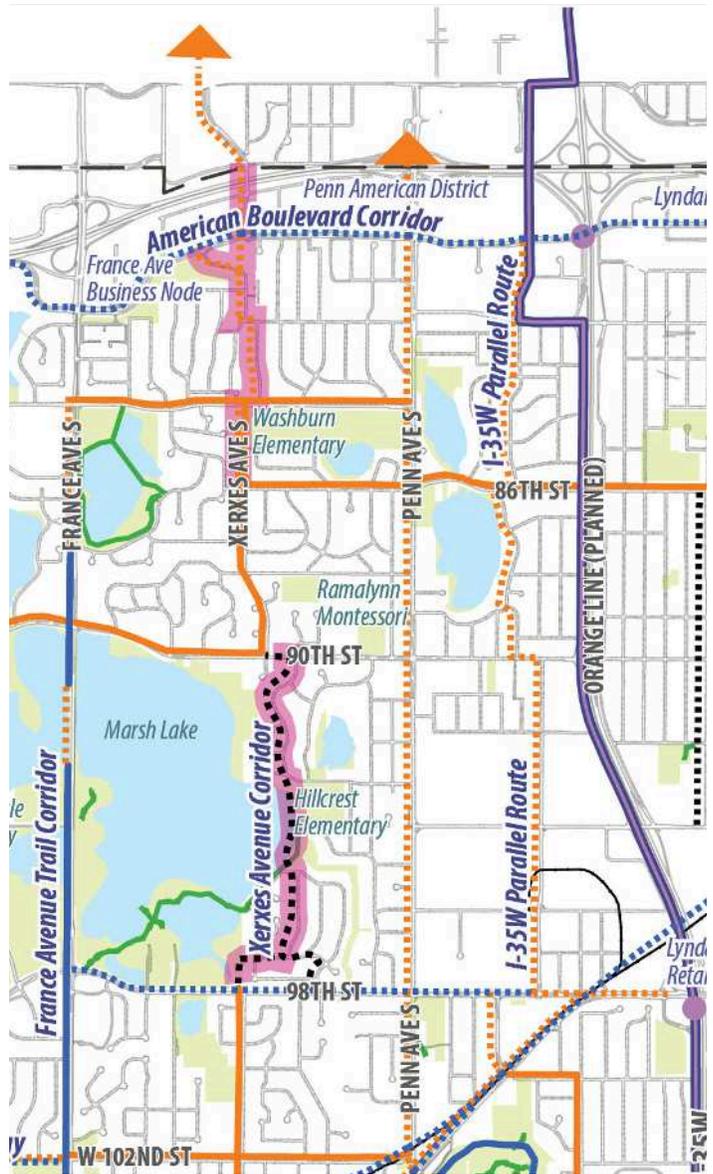


**Priority #5 – Xerxes Avenue Corridor (Community Corridor)**

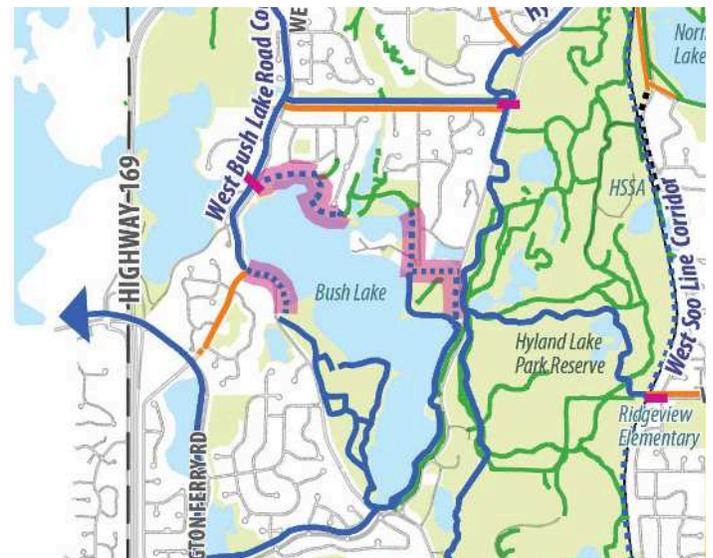
The Xerxes Avenue Bikeway builds on the progress of prior work to provide two connections to the existing 86th Street Corridor, Edina to the north and the Old Shakopee Road Corridor to the south. This is a lower priority primarily due to the need to develop the trail on the east side of Marsh Lake in order to fill the gap between the south and north end of Xerxes Avenue. Since the development of the trail is a more costly item, it will likely take longer to fund through the City's CIP.

**Priority #6 – Bush Lake Park Trails (Community Corridor)**

This includes a trail connection on the south/west side of the lake, as well as trail connection along the north side of the lake. The City will continue to evaluate the need/cost to provide trails along both the north shore of the lake and around the North Bay. Recent public feedback has been in opposition to the north shore trail, particularly where it is proposed to cross private properties along Izaak Walton Road. The trail segment on the south/west side of the lake is a higher priority, because it currently is a gap in the recreation and transportation system, and there is no existing sidewalk or trail in this segment for pedestrians or cyclists to use.



Xerxes Avenue Bikeway



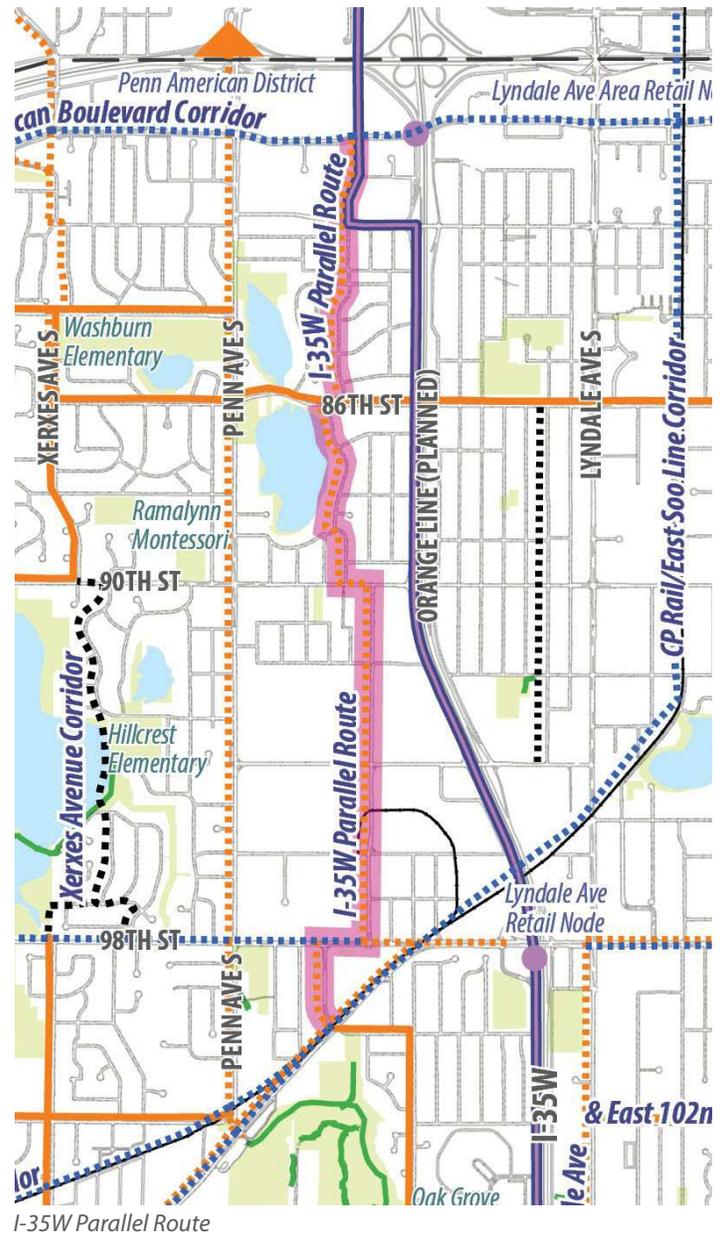
Bush Lake Park Trails

**Priority #7 – I-35W Parallel Route (Community Corridor)**

The I-35W Parallel Route provides an opportunity for a significant addition to the City’s transportation system by providing a bicycle/pedestrian element to the heavily used I-35W corridor. Connections to a new I-35W Bridge over the Minnesota River, City Hall and Orange Line transit facilities make this an important corridor for residents of Central Bloomington. This trail also provides convenient access to the Minnesota Valley Trail and the connections to communities to the south. A study will need to be completed to determine the best alignment for this route.

**Priority #8 – American Boulevard Corridor (Community Corridor)**

The American Boulevard corridor is an important connection between the Nokomis-Minnesota River trail, Nine Mile Creek and Hyland trails. The continuation of pedestrian-way enhancements as part of street improvements along this corridor are recommended, as is filling any gaps that currently exist. As with the previous corridor, this will take many years given cost realities.



I-35W Parallel Route

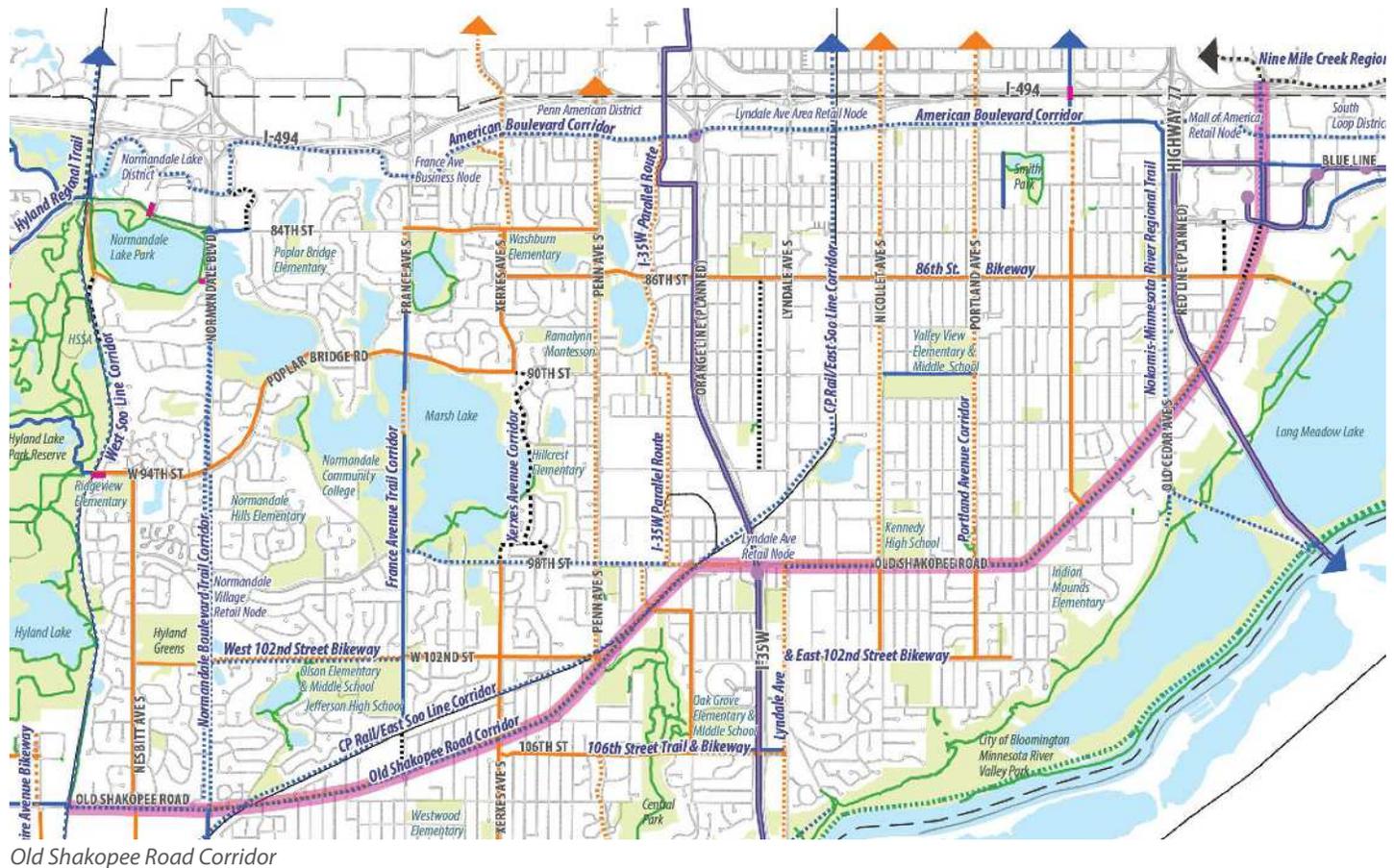


American Boulevard Corridor

### #9 – Old Shakopee Road Corridor (Community Corridor)

This corridor is among the most complex, trafficked, and costly of the corridors to improve. For that reason, it is a lower priority in that improvement costs are likely to be high while public value relatively modest as compared to the other corridors. In the near term, priority focus should be on completing missing gaps and continuing to provide enhanced pedestrian connections to retail and business nodes as they develop.

Applying the Complete Streets Program guidelines as segments of this corridor are upgraded over time is the recommended approach to enhancing this corridor for pedestrians and bicyclists.



## Local Connections

With respect to local connections, the first implementation priority starts with reconfiguring streets with fewer constraints (i.e., major intersections) before attempting to reconfigure a more complex corridor, as is the case with the second priority. With each priority, the City will need to test ideas, understand tradeoffs, and judge impacts to established traffic patterns before actual implementation – which will likely affect the actual order of priority once implementation begins. With this strategy in mind, the following is the recommended priorities for reconfiguring streets to accommodate bikeways.

### Priority #1 – West 102nd Street Bikeway

Much of this local connection has been completed since 2008, however a gap remains between Normandale Boulevard and France Avenue. This segment should be a high priority for completion.

### Priority #2 – Hampshire Avenue Bikeway

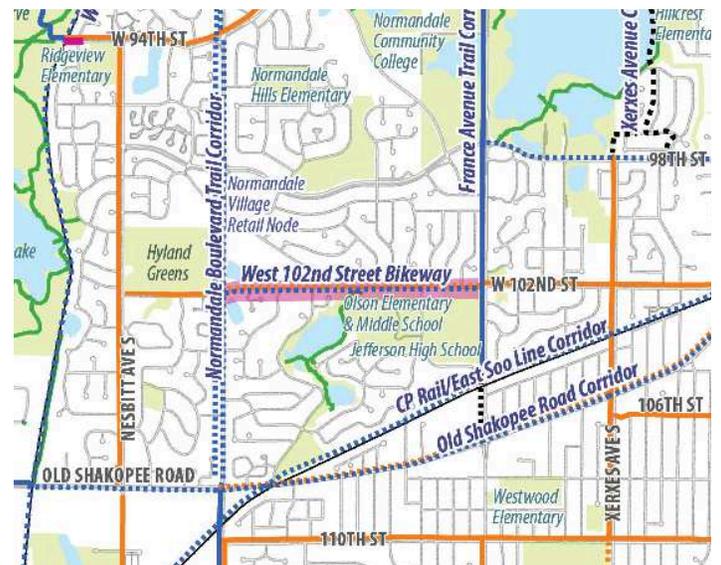
This bikeway complements the previous bikeway and creates an appealing connection between Hyland Park and the Bloomington Ferry Road Trailhead. It also poses relatively few constraints, with the exception of the linking trail segment on the southern section.

### Priority #3 – 106th Street (Trail and Bikeway), Lyndale Avenue, and East 102nd Street Bikeway

Establishing the bikeway segment between Humboldt Avenue and Lyndale Avenue would complete an east-west bikeway across the southern portion of the city. Additional study is required to determine the best approach (on or off-road) for the 106th Street bikeway, in coordination with the I-35W Parallel Route study.

### Priority #4- Overlook Drive Bikeway

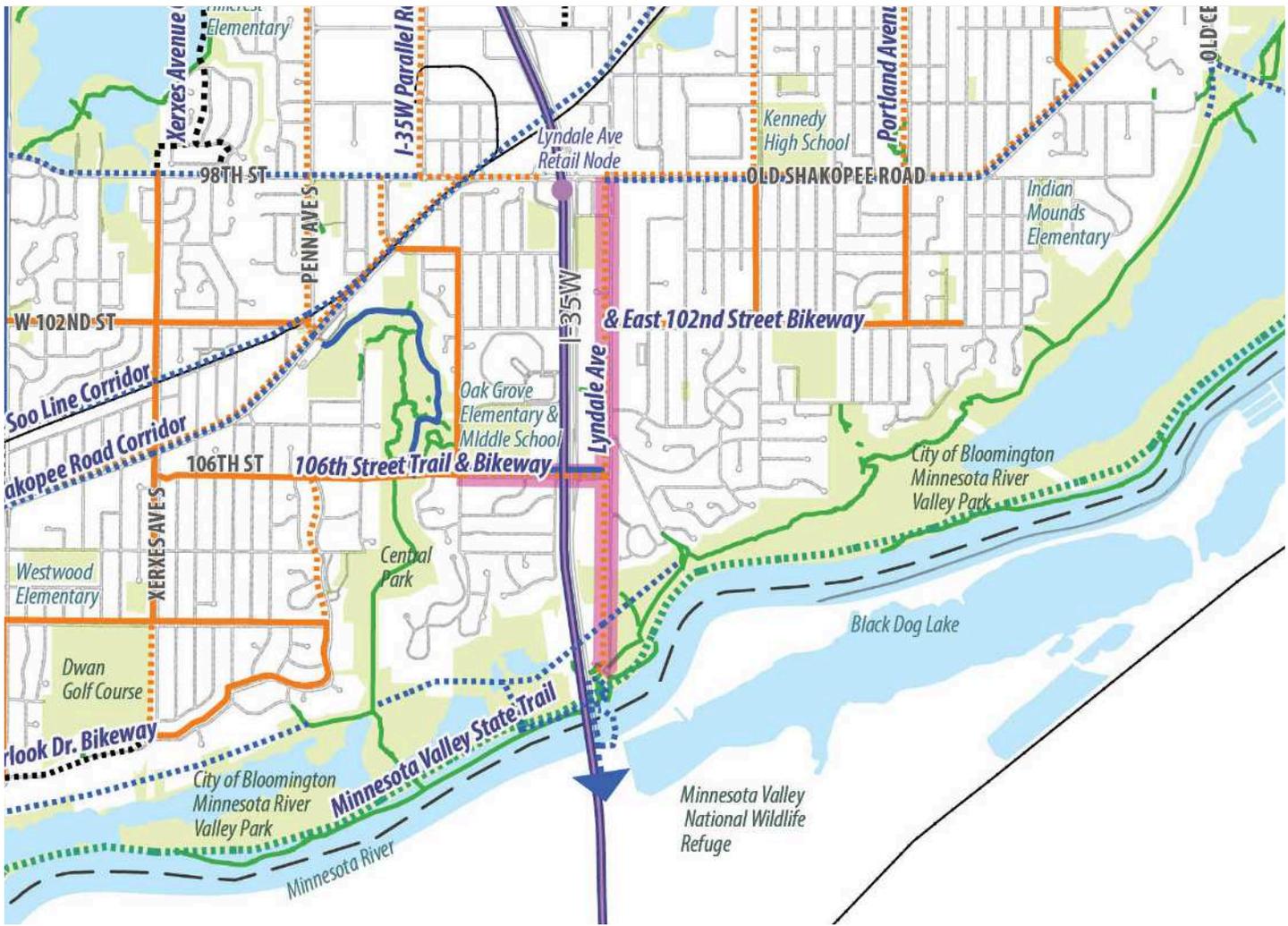
This segment would connect the on-street facilities on Overlook Drive with the facilities on France Avenue.



West 102nd Street Bikeway



Hampshire Avenue Bikeway



106th Street Trail and Bikeway, Lyndale Avenue and East 102nd Street Bikeway



Overlook Drive Bikeway

## Implementation Strategy for Neighborhood Pedestrian/Safe Routes to School

There are two primary implementation strategies for this component of the system plan, as the following considers.

### *Neighborhood Pedestrian*

As defined in Section 3, in existing developed neighborhoods not subject to redevelopment, the focus is on the removal of barriers that diminish the likelihood of a person walking or biking to a destination. Common barriers include gaps in the sidewalk system, inconsistent standards, and lack of end-of-trip facilities at destinations, especially schools. The implementation strategy for addressing these issues is expansion of the City's successful Pavement Management Program (PMP).

The PMP provides a systematic program of street rehabilitation and repair in order to assure that the city streets are serviceable, safe, functional, and provided at a reasonable cost to meet the needs of residents and the traveling public. The program focused on the upkeep of approximately 340 miles of city streets within its boundaries. This includes seasonal maintenance activities such as crack sealing, street patching, chipseal, as well as structural maintenance of the street system.

In neighborhoods subject to redevelopment, removal of existing barriers and application of the Complete Streets guidelines defined in Section 3 is recommended to enhance the use of alternative forms of transportation at the neighborhood level.

### *Safe Routes to School*

To complement the City's own PMP program, continuing to pursue other funding to enhance pedestrian-level access to schools is recommended, as has been the City's recent practice. Although this type of program has funding limitations, it is still important for the City to pursue these programs to augment local funding sources.

## Implementation Strategy for Complete Streets Policy

The Complete Streets policy focuses on incorporating alternative transportation features into all new public and private developments or redevelopment. Newer developments along American Boulevard and the retail nodes along Old Shakopee Road are examples of where the City is already incorporating many of the features important to enhancing pedestrian-level access and encouraging alternative forms of transportation.

Continued expansion of these practices are consistent with the City's Complete Streets policy and best practices described in Section 3. The Complete Streets policy should be considered for all new or upgraded streets, transit facilities, public spaces, and private development areas to ensure safe access and movement for all users of various modes of transportation.

## Implementation Strategy for Trail Maintenance

The City of Bloomington Pavement Management Program Trails is a program developed to maintain the existing inventory of bituminous asphalt trails and bituminous asphalt (asphalt) sidewalks throughout the City with routine pavement maintenance or reconstruction. This program is similar to the street Pavement Management Program (PMP) and is referred to as PMP Trails or TPMP.

The existing inventory of asphalt trails and asphalt sidewalks in the City includes all Right-of-Way and Park trails for a total of 38 miles (2014). Of the 38 total miles, there are about 24 miles of asphalt sidewalks (narrow trails) and 14 miles of asphalt trails.

The PMP Trails program evaluates the condition of the asphalt trails and sidewalks and identifies the best maintenance practices to maximize the life of the asphalt. Based on the PMP Trails pavement condition evaluation, about 9 miles of existing asphalt trails or sidewalks are in poor condition, with a Pavement Condition Index (PCI) between 0-35.99, and have been identified for reconstruction over the next 10 years or sooner, depending on funding. The remaining miles of asphalt trails and asphalt sidewalks will be part of a routine pavement maintenance program that will include crack sealing, chip sealing and other techniques discussed in the Operations and Maintenance Considerations Section of this document.

If any new bituminous trails are constructed in the City, they will need to be added to the PMP Trails plan, and additional funding will need to be added to fund the program. A few of the segments prioritized in this Plan are also included in the PMP Trails for reconstruction within the next 10 years.

## Implementation Cost Projections

The forthcoming cost projections define the potential costs associated with implementing the core components of the system plan to reach an optimal level of development. The projections are based on a combination of site-specific development issues and professional judgments based on projects of similar size and characteristics. The projections are based on 2015 dollars, which will require inflation adjustments over time. Trail costs include supporting infrastructure such as signage and trail amenities like bike racks and trash receptacles.

The cost projections take into consideration assumptions regarding the basic age of existing amenities. The actual timing of upgrading a particular component will affect whether there is any value in salvaging an existing feature or simply replacing it. With trails, it is assumed that developing a destination or linking trails entails removal of the existing trail or sidewalk and replacing it with a new one meeting desirable standards.

Timing will also affect the cost projections – which generally mean costs will rise above what is shown the further out upgrades are made.

## Use of the Cost Projections

The intended use of the cost projections is to aid the City Council in developing an overall funding and implementation strategy, including:

- » Defining the potential magnitude of the public investment needed to develop the system to its optimal level.
- » Comparing the relative cost of one park or trail improvement over that of another.
- » Determining the level of service threshold that the community is willing to support with local funding.
- » Prioritizing and budgeting for capital improvement initiatives based on funding availability.

## Limitations of the Cost Projections

Implementation costs will vary, perhaps significantly, depending on the actual conditions found out in the field, final design and scope of a given project, right of way or easements, and economic conditions at the time of bidding and implementation. To remain relevant, the cost projections should be updated on a periodic basis to stay in alignment with potential cost increases over time, and to factor in costs to replace items that have subsequently worn-out.

Given the uncertainties of size and scale associated with implementing the Neighborhood Pedestrian/Safe-Routes to School Program and Complete Streets Program, projecting costs for these elements is too uncertain at a system planning level to be of much value. Instead, projecting the costs for these improvements is best accomplished through the PMP as gaps in the infrastructure are more accurately documented and prioritized.

## Cost Projections for Trails and Bikeways

Projecting the costs for developing these trails and bikeways without the benefit of site surveys and design layouts offers certain practical limitations. Given this, it is important to underscore that the cost projections presented here are for planning purposes and that more detailed evaluation is required to firm up costs as the City develops their funding packages and grant applications.

The forthcoming cost projections for trails are based on estimated unit costs assuming generally good construction conditions and requiring a modest degree of site preparation (e.g., soil corrections), storm water work, and limited retaining walls. Commonly, trail development ranges from \$500,000 to \$700,000 per mile, exclusive of bridges or underpasses. With limited right-of-way and other constrictions, trail projects in Bloomington tend to be on the higher end of the cost range. Based on recent bidding on local area projects, the cost projections for implementing the core trail plan as defined in Section 3 are based on a \$680,000 average cost per mile. The cost to replace existing sidewalks in a road corridor with a paved trail, such as along American Boulevard, is based on a \$340,000 average cost per mile. Sections of roadway that need additional right-of-way may incur costs that are substantially higher, based on current costs for land or easement acquisitions.

With bikeways, cost projections relate to restriping streets from 4-lane to 2-lane configurations. Cost projections for implementing the core bikeway plan are based on a \$101,000 average cost per mile. This includes blacking out existing painted lines, painting new lines, and on-road stenciling associated with bike lanes at major intersections. Bikeway signage is estimated at \$1,500 average cost per mile. Added together, per mile costs for bikeways is approximately \$102,500. Additional costs may be incurred if signal modifications are needed to incorporate bikeways through intersections.

There is also a projection for the cost of maintaining existing natural surface trails located within the park system. Maintenance on these trails includes mowing, vegetation management, periodic tree trimming, and minor grading/soil stabilization. Mowing and vegetation management occur regularly throughout the year, while tree trimming and selective grading are on an as-needed basis. Cost for the activities is estimated to \$2,100 average cost per mile.

## Cost Projections for Expanding PMP to Cover Sidewalks, Trails, and Streetscape Features

The current Pavement Management Program (PMP) typically includes sidewalk and pedestrian ramp repair as part of all reconstruction and overlay projects. New reconstruction or gap infill of sidewalks, trails and streetscape features is outside of the current funding level and structure of the Streets PMP.

The Pavement Management Program Trails (PMP Trails) is a newly developed program to maintain and improve the existing inventory of bituminous asphalt trails throughout the City. Additional information about this program can be found in the Maintenance portion of this chapter and in Appendix B.

## Funding Sources for Capital Projects

There are several sources for funding capital projects including federal and state grants administered by the Minnesota Department of Transportation and the Minnesota Department of Natural Resources. Potential funding sources for capital projects include:

- » City of Bloomington
- » Transportation Alternatives Program (Grant Coordinator: MNDOT)
- » Parks and Trails Legacy Grant Program (Grant Coordinator: MN DNR)
- » Regional Trail Grant Program (Grant Coordinator: MN DNR)
- » Local Trails Connection Program (Grant Coordinator: MN DNR)
- » Federal Recreational Trail Program (Grant Coordinator: MN DNR)

**Figure 4.5: Potential Cost for Implementation of Regional Trails and Community Corridors**

Segment: Regional Trails	Estimated Length	Projected Construction Cost	Annual Maintenance Cost
<p><b>Priority #1a – Minnesota Valley State Trail</b></p> <p>A. Includes both paved and natural surface trails along the Minnesota River from Bloomington Ferry Bridge to Minnesota Valley National Wildlife Refuge Headquarters.</p> <p><i>Owner: MnDNR Lead: MnDNR Maint: DNR Fund: State of Minnesota Maint Fund: DNR</i></p>	16.67 miles	\$5,100,000	\$72,198
<p><b>Priority #1b – Minnesota River Valley Trail Connectors</b></p> <p>Includes trails that connect to the Minnesota Valley State Trail that are not located on City of Bloomington property.</p> <p><i>Owner: Various Lead: FWS &amp; MnDNR Fund: Various</i></p>	1.25 miles	\$850,000	\$5,414
<p><b>Priority #1c – Local Connections to the Minnesota Valley State Trail</b></p> <p>Includes natural surface or paved trails that connect to the Minnesota Valley State Trail that are located on City of Bloomington property or along street ROW.</p> <p><i>Owner: COB Lead: COB Fund: TBD</i></p>	3.86 miles	\$300,000	\$8,106
<p><b>Priority #2 – Hyland Trail</b></p> <p>Since much of this trail is completed, estimate only includes paved trails on the north end of this corridor. This does not include bridge modifications over I-494.</p> <p><i>Owner: Various Lead: TBD Maint: COB Fund: TBD Maint Fund: New</i></p>	0.56 miles	\$381,000	\$2,425
<p><b>Priority #3 – Nokomis-Minnesota River Regional Trail Corridor</b></p> <p>A. A small segment of the trail corridor from 86th Street to the Old Cedar Avenue Bridge.</p> <p><i>Owner: COB Lead: TRPD Maint: COB Fund: TAP Grant and local match Maint Fund: New</i></p> <p>B. Trail corridor from Old Shakopee Road to Old Cedar Avenue Bridge. This cost estimate does not include boardwalk or bridges that may be needed.</p> <p><i>Owner: COB Lead: COB Maint: COB Fund: Combo Maint Fund: New</i></p> <p>C. Trail corridor from Old Cedar Avenue Bridge to the State Trail.</p> <p><i>Owner: COB Lead: COB Maint: COB Fund: TBD Maint Fund: New</i></p>	.72 miles .53 miles .5 miles	\$563,800 \$350,000 \$350,000	\$3,117 \$2,297 \$2,166
<p><b>Priority #4 – Nine Mile Creek Regional Trail</b></p> <p>This estimate is for a short segment of trail along airport lane and 34th Avenue. Assume full trail construction.</p> <p><i>Owner: TBD Lead: TRPD Maint: TBD Fund: TBD Maint Fund: New</i></p>	1.4 miles	\$952,000	\$6,063
<p><b>Priority #5 – CP Rail/East Soo Line Corridor</b></p> <p>Assumes an independent trail alignment along East Soo Line right-of-way from spur at Hampshire/114th to I-494 towards Minneapolis.</p> <p><i>Owner: TBD Lead: TBD Maint: TBD Fund: TBD Maint Fund: New</i></p>	6.73 miles	\$4,576,000	\$29,148
<p><b>Priority #6 – West Soo Line Corridor</b></p> <p>Assumes an independent trail alignment along the CP/West Soo Line right-of-way from Minnesota River/Auto Club Road to I-494 near East Bush Lake Road.</p> <p><i>Owner: TBD Lead: TBD Maint: TBD Fund: TBD Maint Fund: New</i></p>	5.81 miles	\$3,951,000	\$25,163
<b>Subtotal Regional Trails</b>		\$17,299,000	

Segment: Community Corridors	Estimated Length	Projected Construction Cost	Annual Maintenance Cost
<p><b>Priority #1 – France Avenue Trail Corridor (Existing: Reconstruct and Fill Gap)</b></p> <p>Includes replacing existing paved trails and some sidewalks along this corridor with new and wider trails. Assumes many of the existing trails and sidewalks are reaching the end of their effective lifecycle or are substandard. City estimate includes retaining walls, boardwalk, etc., for areas of limited space between the road edge and wetland, as well as estimated right-of-way needs.</p> <p>A. Reconstruct existing poor quality and narrow bituminous trail/sidewalk along France Avenue</p> <p>B. Infill gaps in existing system along France Avenue including the wetland segment (at Nine Mile Creek), between Poplar Bridge Rd and W 84th Street, south of Jefferson HS to Old Shakopee Road and other gaps)</p>	2.9 miles	\$3,504,000	---
	1.9 miles		\$8,229
	1.0 mile		\$4,331
<p><b>Priority #2 – Normandale Boulevard Trail Corridor (Existing: Reconstruct)</b></p> <p>Includes replacing existing paved trails and sidewalks along this corridor with new and wider trails. Assumes many of the existing trails and sidewalks are reaching the end of their effective lifecycle or are substandard.</p> <p>A. Reconstruct poor quality trails on both sides of Normandale Boulevard between Nine Mile Creek and Poplar Bridge Rd/W 94th Street</p> <p>B. Reconstruct poor quality trails on west side of Normandale Boulevard between Poplar Bridge Rd/W 94th Street and Old Shakopee Road</p> <p>C. Determine if trail along east side of Normandale Boulevard between Poplar Bridge Rd/W 94th Street and Old Shakopee Road is needed</p>	5.95 miles	\$4,046,000	---
	2.25 miles		\$9,744
	1.85 miles		\$8,012
	1.85 miles		\$8,012
<p><b>Priority #3 – West Bush Lake Road Corridor (Existing: Reconstruct)</b></p> <p>This trail segment reconstructs the off-road trail on West Bush Lake Road from Oakmere to the north to Washington Avenue/Marsh Road</p>	1.52 miles	\$1,034,000	\$6,583
<p><b>Priority #4 – Portland Avenue Corridor</b></p> <p>Assumes an on-street bicycle facility connecting from Richfield to Old Shakopee Road.</p>	2.5 miles	\$255,000	on-road
<p><b>Priority #5 – Xerxes Avenue Corridor</b></p> <p>This estimate includes filling of gaps from 84th Street to American Boulevard and between 98th Street and 90th Street along the east side of Marsh Lake. Undetermined if it will be on-road or off-road connections, but the existing corridor is on-road. Total length 4.2 miles</p> <p>Estimated length of off-road trail:</p>	3.0 miles	\$300,000	on-road
	1.2 miles	\$816,000	\$5,197
<p><b>Priority #6 – Bush Lake Park Trails</b></p> <p>A. Completes the gap in the trail/sidewalk on the southwest side of the lake between Veness Rd and approx. 9149 West Bush Lake Rd</p> <p>B. Trail connection along the northeast and north sides of the lake from Picnic Shelter #3 to Lakeview Avenue.</p> <p>C. Trail connection along the northeast and north sides of the lake, from Lakeview Avenue around North Bay and connecting to West Bush Lake Road</p>	.23 miles	\$112,550	\$996
	.22 miles	\$107,657	\$952
	1.05 miles	\$513,818	\$4,548
<p><b>Priority #7 – I-35W Parallel Route</b></p> <p>Assumes a primarily off-road facility between I-35 Minnesota River Bridge and the Knox Avenue station of the Orange Line. Further study needed to define route.</p>	5.02 miles	\$512,000	primarily on-road

Segment: Community Corridors, cont.	Estimated Length	Projected Construction Cost	Annual Maintenance Cost
<b>Priority #8 – American Boulevard Corridor</b> Assumes that completion of pedestrian-ways along this street will be incrementally as part of ongoing redevelopment and streetscape improvements from East Bush Lake Rd to 12th Avenue.	5.8 miles	\$1,972,000	concrete pedestrian-way facility
<b>Priority #9 – Old Shakopee Road Corridor</b> Includes replacing existing paved trails and sidewalks along this corridor with new and wider pedestrian facilities and possibly off-road trails. Some segments will require substantial right-of-way.	6.91 miles	\$4,699,000	undefined facility type
Estimates assuming a new 10' bit trail on one side from just west of Normandale to Killebrew.	7.4 miles	\$4,995,000	\$32,049.40
<b>Subtotal Community Corridors</b>		\$22,867,025	
<b>Base Total Regional Trails &amp; Community Corridors</b>		\$40,166,025	
<b>Contingency (20%) and Professional Fees (15%)</b>		\$14,058,000	
<b>Overall Projected Construction Cost Total</b>		\$54,224,025	

**Costing Note!** Contingency includes extraordinary costs such as bridges, extensive retaining walls, or right-of-way acquisition, if needed.

**Adjusting for inflation!** A 10% per-year cost estimate increase is recommended from date of plan adoption to account for inflation.

**Figure 4.6:** Potential Cost for Implementation of Local Connections

Segment: Local Connections	Estimated Length	Projected Construction Costs
<b>Priority #1 – West 102nd Street Bikeway (Normandale Boulevard to France Avenue)</b>	1.02 miles	\$104,040
<b>Priority #2 – Hampshire Avenue Bikeway</b>	0.38 miles	\$38,760
<b>Priority #3 – 106th Street Bikeway and Lyndale Avenue Bikeways</b>	1.5 miles	\$153,000
<b>Priority #4- Overlook Drive Bikeway</b>	0.5 miles	\$51,000
<b>Priority #5- Gaps in Trail Network</b>	1.14 miles	\$116,200
<b>Base Total</b>		\$463,000
<b>Contingency (20%)</b>		\$92,600
<b>Overall Total</b>		\$555,600

**Figure 4.7: Trail Maintenance Costs**

Type	Unit	Projected Costs	Notes
<b>On-street sweeping</b>	Mile	\$583.00	Cost per mile
<b>Sweeping</b>	Mile	\$200.00	Cost per mile
<b>Snow and ice removal</b>	Mile	\$50.00	Cost per mile
<b>Mowing clear zones</b>	Mile	\$600.00	Cost per mile
<b>Asphalt crack repair</b>	LF	\$1.00	Includes blowing out debris
<b>Asphalt edge/patch repair</b>	SY	\$40.00	Includes sawcut, removal, base repair and paving
<b>Sealcoating/fog sealing</b>	SY	\$1.25	One coat of emulsion-only (no rock)
<b>Signage</b>	SF	\$35.00	Cost per square foot for individual signs
<b>Natural Surface Trail Maintenance</b>	Mile	\$2,100	Mowing, vegetation management, signage repair, minor grading

**Figure 4.8: Suggested Seasonal Schedule for Inspections**

Season	Inspection Focus
Spring	Inspect for damage from winter use and freeze-thaw cycles. Check for erosion, plugged culverts, fallen vegetation, vandalism, user and maintenance vehicle-caused damage, slumping, cracking, and other visible signs of surface imperfections. Record problems and schedule maintenance on a priority basis.
Summer	Inspect regularly and after storms for damage to facilities. In addition to items listed for spring, also inspect vegetation growth and encroachment and pay special attention to drainage ways and ditches that may have eroded during the spring runoff. Record all problems and schedule maintenance on a priority basis.
Fall	Inspect regularly and after storms for damage to facilities. Focus on maintenance that should be done before winter to avoid more damage during spring thaw. Pay special attention to culverts and drainage ways that will be needed to handle spring runoff. Fill cracks.
Winter	This is a good time of year to check low areas and drainages that cannot be easily accessed during the summer. This includes culverts, ditches, and beaver ponds. Winter is a good time to conduct major vegetation maintenance and trimming activities because heavier vehicles can access trail corridors while the ground is frozen and fewer if any users are on the trails.



*Mowing the “clear zone”*

## Maintenance and Replacement Cost Budget Considerations for Trails

Undertaking routine and preventive maintenance ensures a safe environment, reduces hazards, and helps control future repair costs (maintenance costs and responsibility for maintenance should be assigned when projects are planned and budgets developed.) Replacement costs also have to be factored into cost planning. Generally, trails can be expected to have up to a 25-30 year lifecycle with regular maintenance.

For long-range budgeting purposes, factoring in an annual maintenance and replacement cost of 10 percent of infrastructure replacement costs accounts for year-to-year maintenance plus replacement of the facility after 25-30 years.

## Operations and Maintenance Considerations

The following operations and maintenance guidelines provide general recommendations for monitoring and maintaining paved trails, sidewalks, and bikeways. The objective is to prolong the life of these based on common practices in Minnesota and take into consideration climate and other site conditions. Note that the guidelines are generic and not a substitute for City policies, practices and maintenance programs tailored to site specific conditions. In all likelihood, these considerations would be integrated into the City's existing PMP.

## Monitoring and Inspections Schedule

Monitoring and inspections of all facilities should occur throughout the year to detect maintenance issues before safety is compromised. The management plan and monitoring inspection schedule will be consistent with the City's Pavement Management Program (PMP), which is a tool the City utilizes to track pavement deterioration and provides guidance for maintenance, repairs and replacement of trail pavement. A PMP that identifies the right action at the right time can save money and help maintain safe pavement surfaces. Figure 4.8 provides an overview of inspections that can be completed during each season.

## Inspections Schedule Considerations

A routine inspection schedule is important for staying on top of maintenance issues and taking care of problems at an early stage. The following is a suggested seasonal schedule for inspections.

A Paved Trail Inspection Template is included in the Appendix B that includes a list of items that should be reviewed when inspecting trail facilities.

## General Maintenance Guidelines

Maintenance of paved trails, sidewalks, and bikeways falls into a number of basic categories, as the following considers.

### *Vegetation Management*

To maintain an acceptable clear zone and to preserve the integrity of the trail and sidewalk surfaces, vegetation along these facilities needs to be managed. Preventing vegetation from breaking up the edges of the asphalt surface is especially important to extending a trail's life cycle. If vegetation is left unchecked, cracking, crumbling, and surface holes can rapidly develop.

Woody vegetation close to the trail can send root suckers under and then through the asphalt, destroying the integrity of the pavement. This vegetation needs to be removed by cutting or trimming and removing the trimmed material from the site.

A vertical clearance of ten feet above trails and sidewalks should be maintained. Trimming overhead branches and removing dangerous limbs is an activity that should be reviewed on an annual basis.

A two to three foot "clear zone" should be maintained on both sides of trails and sidewalks. Within this area, there should be no obstructions such as trees, signs, posts or fences. The "clear zone" should be maintained by mowing turf grass or, in wooded areas where grass will not grow, wood mulch can be installed along the shoulder. If erosion has taken out vegetative cover, solve the problem before restoring vegetation.

### *Asphalt Crack Repair*

Routine crack repair is critical to trail longevity. It is especially important to complete this work before winter. In general, all cracks wider than three-eighths inch should be filled. Those wider than one-half inch should be cut out and patched. Longitudinal cracks, which are typically structural problems, should be cut out and patched, not filled.

In areas where cracking is extensive and the subgrade is deemed stable by an engineer, an overlay can be used since the problem will not be resolved through crack filling. Note that drainage of the trail needs to be reviewed to make sure it is not compromised if an overlay is added. If so, the drainage issue must be corrected.

### *Repairing Crumbling Edges*

Broken or crumbling edges are typically caused by either poor subgrade preparation before paving or heavy maintenance vehicles deflecting the asphalt surface and causing it to fail, especially in the spring during the frost-out period. Poor subgrade drainage can also be a factor in edge failure. If the trail, subgrade, and base material are poorly drained and remain wet, especially through freeze-thaw cycles, pavement failure can be

expected, typically starting at the edge where the pavement is the weakest.

Cutting out the damaged area and inspecting the subgrade is required in these instances. If the subgrade is confirmed to be stable, the area can be patched using MnDOT specifications for asphalt repair, which include the use of a tack coat to seal the patch from moisture. If the patching area is large, removal of the entire area and replacement is recommended, since patches can annoy trail users.

### *Pitting and Grooving*

Pitting and grooving can be caused by trail grooming or snowplowing equipment. If the damage is extensive enough to be of concern, an asphalt overlay of at least 1 inch is recommended. In the most severe cases, or when this is a routine problem (such as the approach to a bridge), using concrete for a section 30 feet or less is a common approach.

### *Slumping, Caving, and Holes*

Slumping, caving, and holes can be attributed to many factors, including animals, erosion, culvert failure, settling at bridge approaches, and subgrade problems.

To repair holes caused by animals, smooth them out, re-compact the subgrade, and fill with an asphalt patch, which should be compacted. The patch should be level with or slightly crowned (but not lower than) the adjoining surfaces to avoid trapping water and causing future problems.

In situations where erosion and culvert failure are the problems, identify and address the cause before making the repair. Use the patching approach described above.

The area where an asphalt trail surface abuts a bridge deck is highly susceptible to separation, cracking, and slumping. Although specific repairs depend on the bridge design, the typical problem is the lack of a solid backing for the asphalt surfacing to be placed against or over. Either concrete or pressure-treated wood can often be used in these situations, although site-specific solutions are most common due to the variability of what can be encountered. The bridge manufacturer, who should be contacted to ensure that solutions do not compromise the bridge integrity, may have additional suggestions.

### *Sealcoating/Fogsealing*

Sealcoating relates to surface treatments used to cover minor surface imperfections and asphalt deterioration from weathering and oxidation. Although sealcoating has its advocates, it also poses some significant limitations, including:

- » Short life span – with extreme variability between products
- » Tendency for the finished surface to become slippery when wet unless a material such as sand or crushed rock chips are added (which is not desirable for most bicyclists and in-line skaters)



*Patching*



*Fog seal*



*Asphalt crack repair and seal combined*

- » Incompatibility and inconsistency in products – with some products found to not bind to asphalt very well

For these reasons, the cost/benefit of sealcoating/fogsealing is uncertain and some maintenance departments forgo it and do an overlay on a shorter rotation with the money saved. Note that as products improve, the cost/ benefit of sealcoating/fogsealing may become more justifiable. For best results, a sealcoat/fogseal should be applied in the second year to prevent moisture from seeping into surface cracks and voids and to prevent the surface from drying out. Thereafter, sealcoating/fogsealing every 3 to 5 years is common.

## Management Plans

A management plan identifies maintenance needs and responsibilities. A management plan that includes the maintenance component for a proposed facility should be prepared during project planning and be funded as part of implementation approval.

Additionally, a management plan should include a means for users of the system to report maintenance and related issues and to promptly address them. User-initiated maintenance requests should follow an established procedure to help avert deterioration of the city's infrastructure and reinforce resident-ownership of the system.

## Maintenance Schedules

A maintenance schedule is the best way to ensure that specific maintenance activities are completed and at the optimal frequency. A maintenance schedule can be a simple spreadsheet or it can be incorporated into the City's asset management software that tracks pavement management. A sample spreadsheet for trail maintenance is included in Appendix B.

## Routine Maintenance Considerations

In addition to seasonal monitoring and inspections, routine maintenance also needs to be undertaken consistent with City of Bloomington policies. The following highlights a few areas of particular importance.

### *Snow and Ice Removal*

To foster year-round use of trails and pedestrian-ways, a snow and ice removal policy and accompanying plan is necessary. When provided on a designated trail, pedestrian-way, or bikeway, snow and ice should be pushed well out of the travel lane. Bikeways, gutters, and curb ramps should not be used as snow storage areas for snow removed from streets. When snow and ice are removed from trails, it should be pushed far enough away from the trail edge to maintain the two-foot clear zone on both sides of the trail.

### *Sweeping*

Loose sand and debris on the surface of all trails, pedestrian-ways, and bikeways should be removed at least once a year, normally in the spring. Sand and debris will tend to accumulate on bicycle lanes and shoulders, because automobile traffic will sweep these materials from the automobile portions of the roadway. This is especially true for bicycle lanes that are located directly adjacent to a curb, where debris collects already. Other times when sweeping is necessary includes after storm events when vegetation debris has fallen on trails and in the fall after all leaves have dropped from trees. Proper trail sweeping is important to maintain safe trail surfaces, since trail use will continue until snowfall and throughout the winter if trails are plowed for year-round use.

### *Drainage Facilities*

Drainage facilities often deteriorate over time. Ensuring that bicycle-safe drainage grates are located at the proper height greatly improves bicyclist safety. Adjusting or replacing catch basins that have deteriorated or present a hazard should occur as needed to ensure continued safe operations and improve drainage. When a catch basin or drainage grate is located within or adjacent to a trail, it is important that the grate openings are small and set perpendicular to the direction of travel so that bicycle or in-line skate wheels to not get caught in the spacing. Neenah Foundry and other grate manufacturers make grate covers specifically for locations where bicycles and other small-wheel activities will occur.

### *Natural Surfaced Trails*

With respect to natural-surfaced trails, implementation priority centers on expansion of the trails along the Minnesota River Valley, with the first step being to open up negotiations with various affected agencies to determine the extent to which this can occur. This step should be followed by detailed alignment planning. Note also that implementation of this trail plan is inherently lock-stepped with the proposed destination trail along the river. Second to the trail along the river is implementation of the nature trails defined under the Parks and Recreation Master Plan.

## Education and Promotion

Complementing the alternative transportation system defined under this plan with an education program is important to increasing actual use and safety of the system. The following covers the most important aspects of education and promotion programs to foster increased participation in the use of alternative forms of transportation in Bloomington.

Bicyclists, motorists, and pedestrians each have a responsibility for making all modes of transportation safe. The City has established guidelines for the safe usage of parks and trails within the City. These guidelines can be found in the “Bloomington Park Trails, Regional Trails and Sidewalk Usage Policy”. Effective safety programs can reduce the risk of crashes and injuries while giving pedestrians and bicyclists greater confidence to use alternative transportation facilities.

Typically, safety training focuses on:

- » Developing and reinforcing safe skills in children and adults
- » Teaching bicyclists their rights and responsibilities
- » Increasing awareness of motor vehicle operators of the rights of bicyclists and pedestrians, especially their responsibility to safely share the road with bicycles and respect pedestrians in crosswalks.

With children, working closely with local schools to provide safety training and teach riding skills is recommended. Critical messages for children and adults include: always wear a helmet, obey traffic laws, ride with the flow of traffic, and be visible.

With motor vehicle operators, the goal is to increase awareness of the alternative transportation system and follow established laws related to accommodating bicyclists on roadways and pedestrians in crosswalks.

## Promoting the Safe Use of Alternative Transportation Facilities

The City is encouraged to actively promote the use of the system through various programs and forms of communication. The following provides a few suggestions in this regard.

### *Special Events and Programs*

Events ranging from weekend group rides to major bike rides and walking-for-a-cause should continue to be promoted. City-based, non-profit, and advocacy groups should be encouraged to sponsor events and activities that promote healthy lifestyles through physical activity. Advocating local walking clubs is also gaining favor in some communities, with the City providing a conduit for interested residents to meet up with others.

Special events can help raise the profile and potential for bicycle commuting and walking, educate the community of the facilities that are available, and promote healthy lifestyles. For example, the City of Bloomington annually hosts walking and

biking events and fundraisers. Bike races, such as the mountain bike races held on the Minnesota River Valley trails in January, are another great way to promote active living.

### *School-Age Programs*

Encouraging healthy, active lifestyles at the earliest ages is important to establishing life-long habits. Working closely with local schools to encourage students and staff to develop these habits is recommended. This ranges from implementation of Safe Routes to School Programs to establishing awards and incentives for riding or walking to school. Student discounts at area bicycle shops can also be an effective tool for encouraging bicycling.

### *Adult Bicycle Incentive Programs*

Increased use of bicycle transportation can be encouraged with adult incentive programs as well. For example, business associations can provide discounts to shoppers who arrive by bike; employers can provide close-to-the-door and secure bike parking areas; and transit facilities can provide high quality and secure bicycle facilities.

### *Bike and Trail System Maps and Signage*

An alternative transportation system is only of value if residents first understand it and then know how to access and use it to get around the community and to various destinations. Providing system maps (i.e., Bloomington Active Living Biking and Hiking Guide) in printed and electronic form are a high-benefit, low cost approach to promoting the use of the system. In addition to providing system information, maps can provide information on rules, safety, and connections to transit hubs. Another helpful tool is the use of web-based mapping that allows users to define their own routes.

### *Law Enforcement*

As with motor vehicles, enforcement of bicycle and pedestrian laws, in concert with educational programs and peer pressure, will foster the safe and responsible use of the alternative transportation features defined under this plan. Being effective in this regard will require a close working partnership between local law enforcement, City staff, local schools, and local advocacy groups in coordinating educational programming backed up by appropriate law enforcement.

## Outreach and Public Involvement

Bloomington continues to expand its outreach effort to improve public awareness of its programs and services. This outreach effort will be extended to informing the community about the alternative transportation system as it evolves. This includes the use of:

- » Printed Materials: Bloomington develops and distributes on a periodic basis brochures and maps, including trail and park maps.
- » Electronic Communication: Bloomington has a well-established web page to inform citizens about the City's functions and services. Bloomington also uses Twitter and Facebook to keep residents informed about current events in the city. For large projects, Bloomington may establish a web site or project-specific Facebook page to keep neighbors and the general public up to speed on the project schedule and progress. In addition, the public can contact the City offices through the e-mail system.
- » Other Outreach: Other forms of outreach and marketing include displays at events, articles in local publications, the production of flyers and brochures and the display of information at City Hall kiosks. The City also publishes news releases and advertisements in local community and metropolitan area newspapers that highlight upcoming programs and facility openings.

Bloomington is committed to continuing public involvement through the implementation of the system plan. The degree to which this will occur will vary depending on what aspect of the plan is being implemented.

For larger scale projects, such as development of a major trail, public involvement in the actual design process may be fairly extensive and involve representation from key stakeholders. In addition, forums for broader public input (e.g., open houses and presentations) should also be used as needed to communicate and exchange ideas with interested citizens. For smaller scale projects, notification of interested parties would be a more appropriate approach.

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

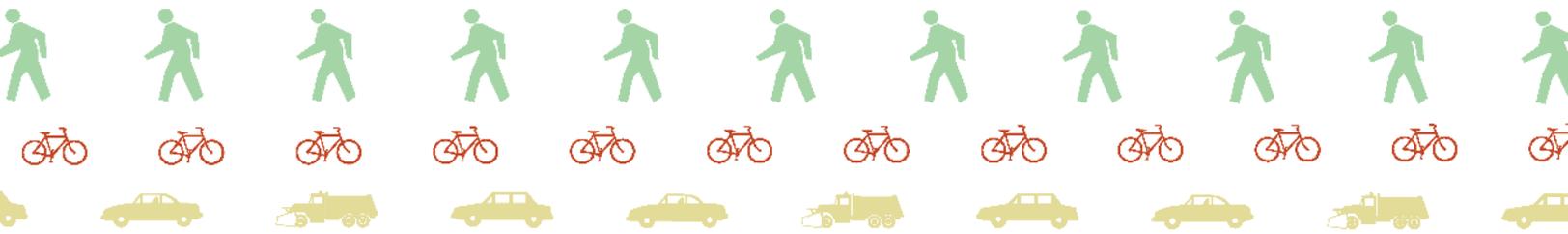
In addition, Bloomington will continue to take advantage of new and evolving tools such as the Rapid Health Assessment

described in Section 1 to involve the community in the planning process.

## Funding Sources

Funding sources for operations and maintenance activities are different than capital projects. Funding for operations and maintenance may come from the following sources:

- » City of Bloomington
- » Parks and Trails Legacy Grant Program for trail restoration and maintenance (Grant Coordinator: MN DNR)
- » Regional Trail Grant Program for contracted maintenance and trail rehabilitation (Grant Coordinator: MN DNR)
- » Local Trails Connection Program for contracted maintenance and trail rehabilitation (Grant Coordinator: MN DNR)
- » Federal Recreational Trail Program for contracted maintenance and trail rehabilitation (Grant Coordinator: MN DNR)



# BLOOMINGTON ALTERNATIVE TRANSPORTATION PLAN UPDATE

## Benefits!

- More trails for hikers, bicyclists and naturalists to explore and enjoy.
- Improvements to existing trails, walkways and other pedestrian-level infrastructure.
- Improved connections for residents and employees to major destinations such as schools, transit, commercial areas and parks.
- A healthier, more vibrant future for generations to come.



## Community Input Appendix

# A

# 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 ALTERNATIVE TRANSPORTATION PLAN UPDATE



**Benefits**

- More trails for hikers, bicyclists and naturalists to explore and enjoy.
- Improvements to existing trails, walkways and other pedestrian-level infrastructure.
- Improved connections for residents and employees to major destinations such as schools, transit, commercial areas and parks.
- A healthier, more vibrant future for generations to come.

### The City of Bloomington is Updating 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 5 years and provide direction for future implementation and maintenance efforts.



**Project Process**  
The 18-month process began in January 2014 and is expected to be complete in September, 2015.

**January:** Project Kick-off  
**February-April:** Update Plan Recommendations  
**May-August:** Community Input  
**July-August:** Prepare Draft Plan Update  
**September:** Final Plan

**Opportunities for Community Input**  
**Mid-Summer:** Community Meeting to discuss plan revisions  
Visit the City's website and social media accounts for opportunities for review and comment throughout the project.

**Who's Working on It?**  
The project is being led by the Bloomington Parks and Recreation Division with assistance from the Public Works Division.



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.

## 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)	<input type="radio"/>				
Medium trips (1-3 miles)	<input type="radio"/>				
Long trips/loops (3-6 miles)	<input type="radio"/>				
Distance loops (6+ miles)	<input type="radio"/>				

# 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)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
On-street bike lanes (on-road)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signed bike routes (on-road with no bike symbols)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional natural surface trails (mountain biking)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Intersection and street crossing safety improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
City map of trails and routes (printed, on-line and on kiosks or phone app)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better trail wayfinding and directional signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More bicycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better trail lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connections to transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connections to other communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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

# 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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional natural surface trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street crossing safety improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A walking route map (printed, on-line and on kiosks or phone app)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trail/sidewalk signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better trail and sidewalk lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More pleasant walking environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connections to transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connections to other communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**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)**

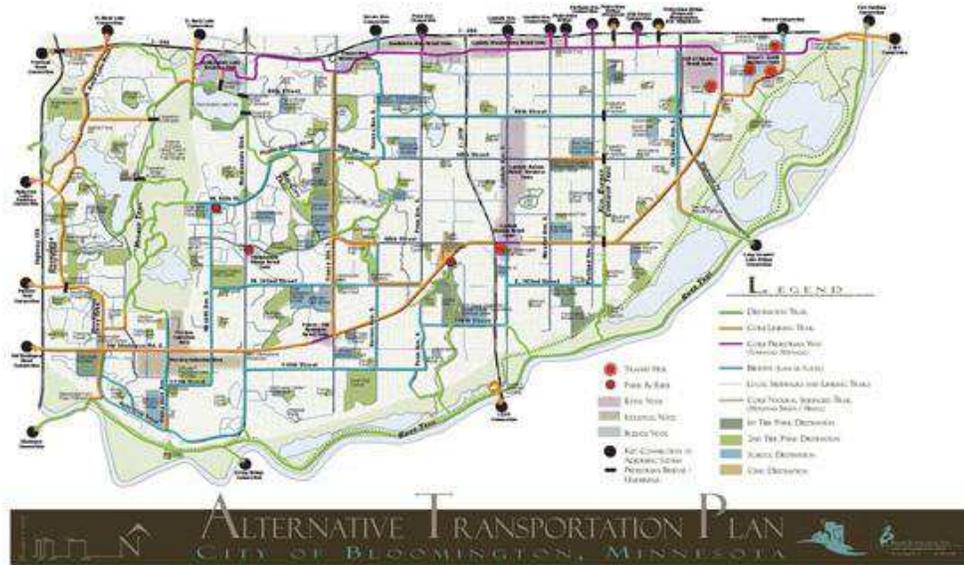
1.
2.
3.

**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 larger 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.**

# City of 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.**

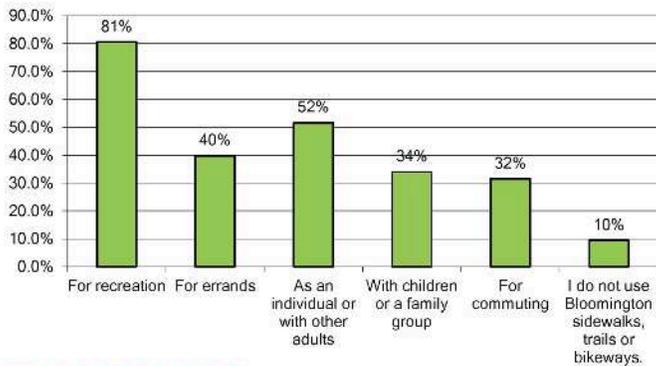
Name	<input type="text"/>
Address	<input type="text"/>
City	<input type="text"/>
State	<input type="text"/>
E-mail	<input type="text"/>

# 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.

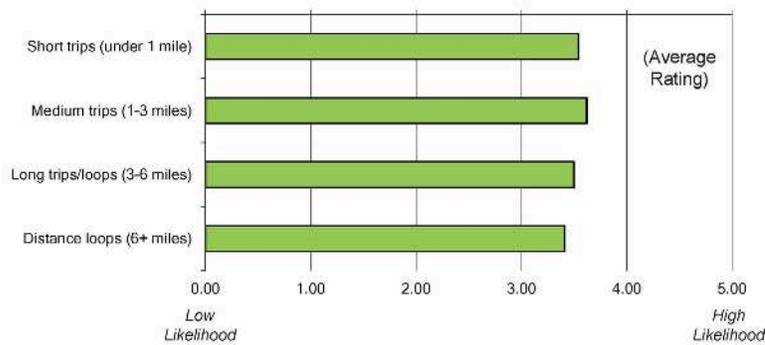
## SIDEWALK, TRAIL, AND BIKEWAY USE

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

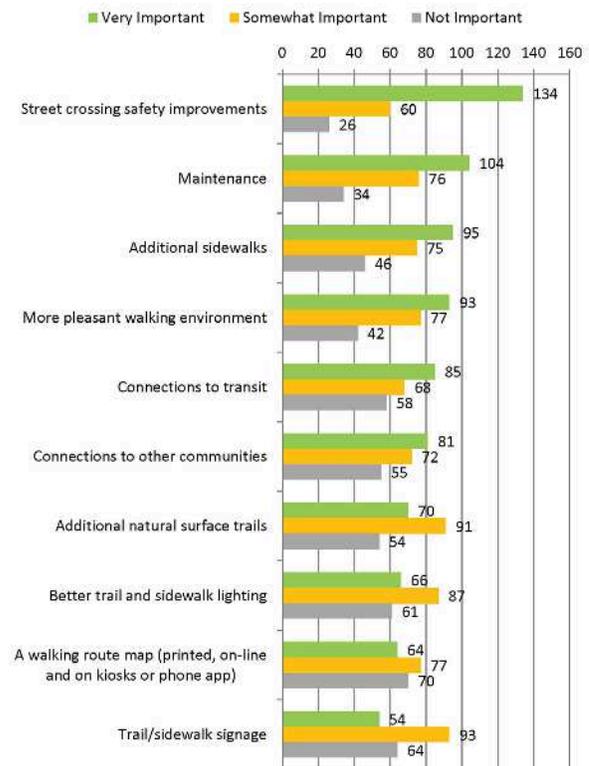
Respondents listed a number of barriers to walking and biking in Bloomington. Common issues raised include:

- 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



## 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>

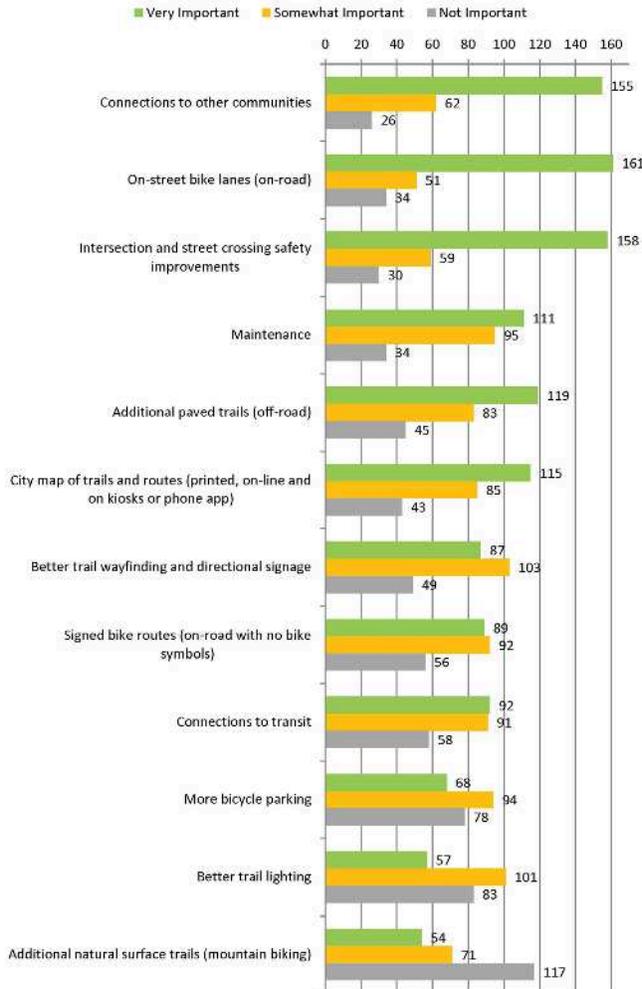
Or scan with your smartphone:



### 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

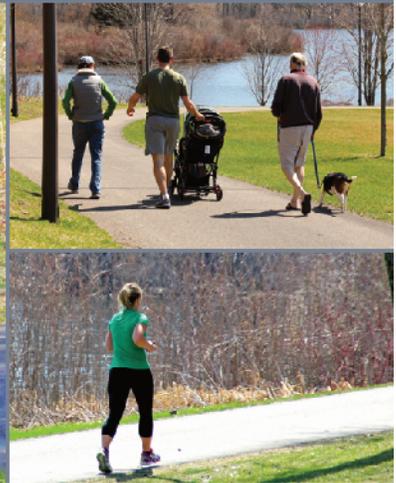
The following images are from various publications that reported on Bloomington ATP throughout the project duration.



# BLOOMINGTON BRIEFING



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](mailto: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.



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## 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](http://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](http://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](mailto: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](http://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. 84<sup>th</sup> and Xerxes, there’s a piece of land that City owns the ROW. Overlook to 66<sup>th</sup> 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 86<sup>th</sup> – 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; 12<sup>th</sup> 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: 70<sup>th</sup> 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 29<sup>th</sup> at Kennedy HS. Aug. 7<sup>th</sup> 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 98<sup>th</sup> 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)? 94<sup>th</sup> 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 106<sup>th</sup> 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 98<sup>th</sup> 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, 106<sup>th</sup> 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: 86<sup>th</sup> 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 Willetto: 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 29<sup>th</sup> at Kennedy HS. Aug. 7<sup>th</sup> 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 86<sup>th</sup> 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 98<sup>th</sup> and Lyndale, one of the great things is how many handicap and seniors are moving around in that area. Then around 95<sup>th</sup>, 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.

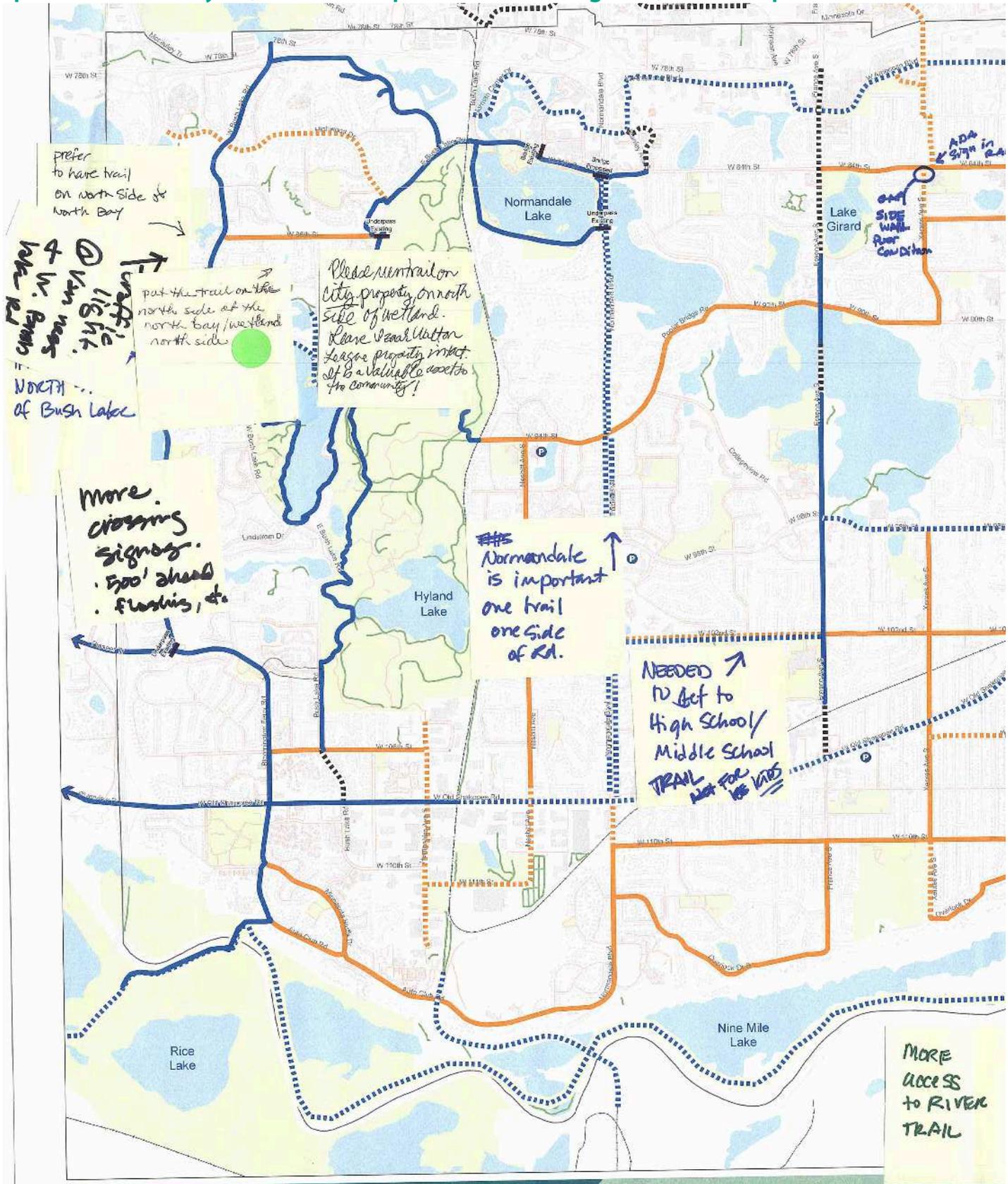
- ii. Judy: Having lived on the west side, I didn't see really any transit on that side, namely along Bloomington Ferry. What about getting to American and to MOA, etc. Hitting some of those amenities? Judy stated that times are very inconvenient. Randy said it's very limited and would love to promote 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. 90<sup>th</sup> 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 each other.
    - vii. Judy: Talking about signage, identifying routes going from 90<sup>th</sup> 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





## Open House #3 February 12, 2015 Comment Summary

### Bloomington ATP Update Open House - February 12, 2015

No.	Questions #
Contact Info	What do you like most about the proposed updates to the Bloomington ATP Plan?
Name	What do you like least about the Bloomington ATP Plan?
Address	What elements of the Bloomington ATP Plan update would you change?
Telephone	Please list any other comments or suggestions regarding the Alternative Transportation Plan Update you have here?
Email	

# Answers	
1 No Name No Address	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	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	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	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 <a href="mailto:cuwilke@comcast.net">cuwilke@comcast.net</a>	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 <u>never</u> 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 <a href="mailto:jerryhize@hotmail.com">jerryhize@hotmail.com</a>	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.

<p>7 Erich Russell 1310 E 90th St Blmgtm Mn 55425 952-854-4027 <a href="mailto:erichrussell@att.net">erichrussell@att.net</a></p>	<p>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.</p>
<p>8 Stephanie Johnson 5533 Ellison Dr Blmgtm MN 55437 612.369.0354 <a href="mailto:gate0041@msn.com">gate0041@msn.com</a></p>	<p>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.</p>
<p>9 Hans Jones  8526 Emerson Ave S  Blmgtm MN <a href="mailto:bikinjones@gmail.com">bikinjones@gmail.com</a></p>	<p>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.</p>
<p>10 Sueling Schardin 8241 Goodrich Rd  Blmgtm MN 55437 952.715.7886 <a href="mailto:suelingschardin@gmail.com">suelingschardin@gmail.com</a></p>	<p>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)</p>
<p>11 William Bangsund  10910 Goodrich Ave S 952.832.2738 (w) <a href="mailto:wjb@barr.com">wjb@barr.com</a></p>	<p>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.</p>
<p>12 Beth Walser  3032 Idaho Ave S  St Louis Park MN 55426  612.598.9998 <a href="mailto:beth.walser@gmail.com">beth.walser@gmail.com</a></p>	<p>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.</p>

<p>13 Jim Fairman 10149 Johnson Ave Blmgtn MN 55437</p> <p>952.893.9968 <a href="mailto:jfairman@pandotech.com">jfairman@pandotech.com</a></p>	<p>I really like the idea of the Rail Line Trail. It should be accompanied 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.</p> <p>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 catastrophic. Three Rivers uses a blower to remove debris from trail.</p>
<p>15 Gregg Thompson</p> <p>9124 Kell Ave S Blmgtn MN 55437 612.618.8616 <a href="mailto:thompsongregg@hotmail.com">thompsongregg@hotmail.com</a></p>	<p>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 already a city-owned trail, that could easily be improved around north bay, that could bypass the Izaak Walton League property.</p> <p>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 need to purchase 5+ properties.</p>
<p>16 R.F. Willette 8924 Morgan Ave S 952.346.8981 <a href="mailto:rfwmaroco@aol.com">rfwmaroco@aol.com</a></p>	<p>Vision of the future. Extend 86th St bikeway to Fish and Wildlife. Need pavement markings.</p>
<p>17 Jane Ecklund 10519 Vessey Rd Bloomington MN 952.881.0339 <a href="mailto:jane.ecklund@gmail.com">jane.ecklund@gmail.com</a></p>	<p>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.</p>
<p>18 Ridge Pidde 3717 Shepherd Hills Dr Bloomington MN 55431 608.239-1243 <a href="mailto:ridgebenedum@yahoo.com">ridgebenedum@yahoo.com</a></p>	<p>More biking options in Bloomington.</p>
<p>19 Aaron Pidde 3717 Shepherd Hills Dr Bloomington MN 55431 612.718.7769</p>	<p>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.</p>

<p>20 Robert Bleau 155 Spring Valley</p> <p>Bloomington MN 952.948.0016 <a href="mailto:rbleau@gmail.com">rbleau@gmail.com</a></p>	<p>Previous comments concerned the wildlife river valley. Nothing. Leave it <u>Wild</u> unpaved. City trails may add to Quality of Life in Bloomington.</p> <p>Pavement - costs (Development, Maintenance, Traffic etc.)</p> <p>Leave it for bikers, runners, hikers, cross country ski-ing in a natural state. No extra trail. No benches, etc.</p>
<p>21 Bev Miles</p> <p>171 Spring Valley Dr</p> <p>Bloomington MN 55420</p> <p>952.884.0574 <a href="mailto:basorbe8757@yahoo.com">basorbe8757@yahoo.com</a></p>	<p>The trails that are left in their natural state.</p> <p>Paving the river trail is accessible in its current state to everyone that <u>wants</u> to use it. The money to maintain it can be spent in much better ways.</p> <p>The cost of maintaining a paved trail is uncomprehensible. The flooding between Cedar &amp; Lyndale takes place every year making the current trail unuseable. Leave the area along. It doesn't need any changes.</p> <p>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 &amp; handicapped as you think they will.</p>
<p>22 Vonda Kelly</p> <p>9909 Xerxes Curve Bloomington MN 55431 952-881-4324 <a href="mailto:vonda.kelly@gmail.com">vonda.kelly@gmail.com</a></p>	<p>Proposed Minnesota River Valley trail is finally nearing reality.</p> <p>Stress the importance of providing hard surfacing to allow for accessibility for all people. Users- whether walking, biking in a wheelchair etc.</p>

## 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.

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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 84<sup>th</sup> 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.

106<sup>th</sup> 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.

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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!

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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 & 98<sup>th</sup>). 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.

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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.

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Signage/Campaign to educate the community about shared road.

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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!

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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.

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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.

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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 reconfiguration to place bikes in a painted area on the road surface between the curbs.

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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.

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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.

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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.

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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!

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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 trail 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.

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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.

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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.

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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 our 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.

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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.

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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!

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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 doesn'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, Besseyia 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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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.

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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.

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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 street 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.

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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 too 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).

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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

W A T E R S H E D D I S T R I C T

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).

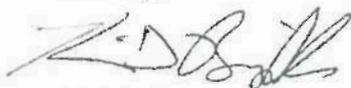
The plan shows placing a public trail through the Bush Lake Izaak Walton League property. In 2014, the Nine Mile Creek Watershed District awarded the Bush Lake Izaak Walton League over \$9,000 to complete a substantial restoration project along the East Bay Pond on their property. This restoration project 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](http://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 Quate,*

Recently the Minnesota Valley Chapter of the Izaak Walton League thanked you for 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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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](http://www.bushlakeikes.org)

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Dear *Randy Quale,*

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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.

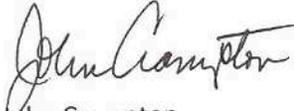
If the city chooses the alternative route on the north side of East Bay, our Bush Lake Chapter will help the city in this endeavor by providing plant selection expertise, volunteer planting crews, buckthorn and other invasives removal. During the past two years we have had large volunteer crews working 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* 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

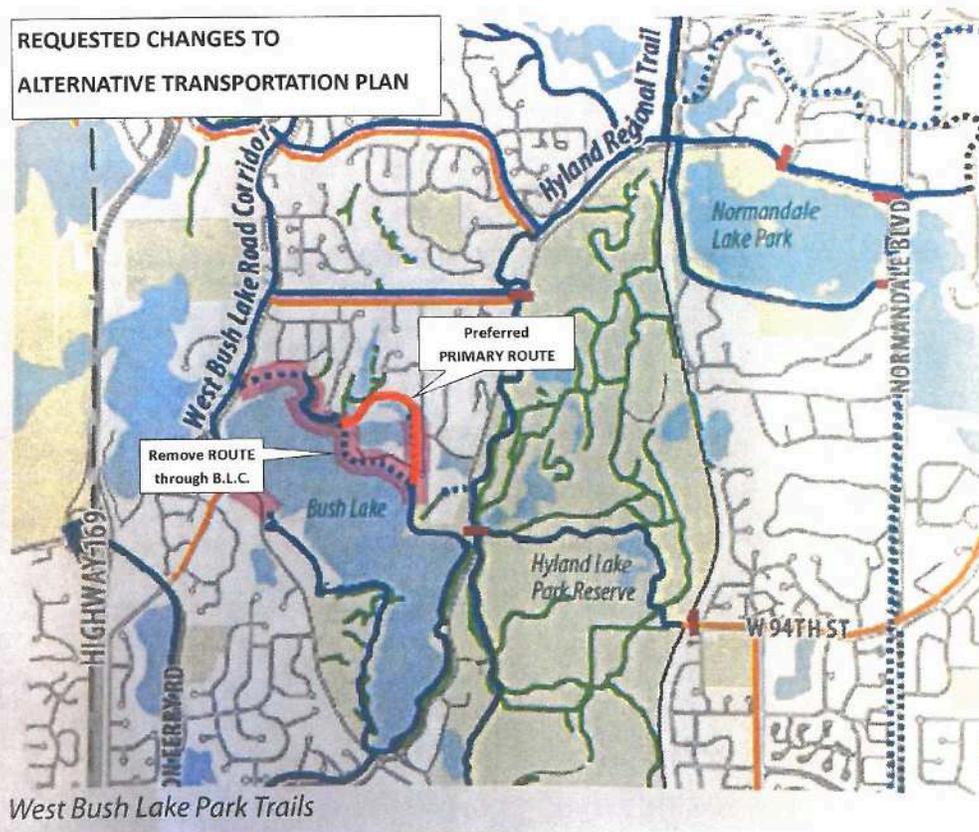
conservation mission we are pursuing.

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



John Crampton  
President  
Bush Lake Chapter, Izaak Walton League of America  
Jcrampt48@gmail.com

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



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# Maintenance Appendix



Trail Name: \_\_\_\_\_  
 Trail Segment: \_\_\_\_\_  
 Inspection Date: \_\_\_\_\_  
 Inspector Name: \_\_\_\_\_

**PAVED TRAIL INSPECTION TEMPLATE**

Follow-up Performed By: \_\_\_\_\_  
 Follow-up Date: \_\_\_\_\_

Inspection Items:	✓ if "Yes"	Inspection Comment/Location	✓ if Maintenance is Complete	Follow Up Comments	Photos Taken During Inspection: Y/N
1 Pavement condition					
a. Are there cracks, surface pitting, potholes, heaves or other deficiencies in the trail surface condition?					
2 Pavement markings					
a. Are pavement markings fading or chipping?					
3 Overhead tree/brush trimming					
a. Is there less than 10-feet of vertical clearance across the trail and clear zones?					
b. Do the trail clear zones need to be cleared of woody vegetation?					
4 Intersection sight lines (road, driveway, other trail, sidewalk)					
a. Does vegetation within the trail corridor need to be cleared to maintain sightlines from/to trail?					
5 Rain gardens					
a. Is there standing water more than 48 hours after a rain event?					
b. Are there weeds/volunteer plants growing in the rain garden?					
c. Is sediment accumulating anywhere in the rain garden?					
d. Do any rain garden plants need to be replaced?					
e. Is more mulch needed?					
f. Is there erosion or gullyng?					
g. Is there trash or debris in the rain garden?					
6 Erosion evidence/damage					
a. Is there any erosion damage to the trail or shoulders?					
7 Drainage structures & culverts					
a. Are any culverts clogged with debris?					
b. Are any catch basins clogged or blocked? (trailhead parking lots)					
c. Is there any erosion near culverts?					
8 Ditch clearing					
a. Is there debris in the ditches? (trash, branches, sediment, etc.)					
b. Is there standing water in the ditches?					
c. Do ditches need mowing?					

	Inspection Items:	✓ if "Yes"	Inspection Comment/Location	✓ if Maintenance is Complete	Follow Up Comments	Photos Taken During Inspection: Y/N
9	Bridge/tunnel/boardwalk (Non-structural inspection)					
	a. Is there any graffiti that needs to be cleaned?					
	b. Are the railings bent, broken or in disrepair?					
	c. Is the decking in disrepair? (nail heads sticking up, cracks, etc.)					
	d. Is the paint or surface treatment chipping or cracking?					
	e. Is there any spalling?					
	f. Is there sediment accumulation on the trail?					
	g. Are the light fixtures in good shape?					
	h. Is there any visual sign of damage to the substructure?					
10	Railroad crossings (Non-structural inspection)					
	a. Is the crossing in disrepair? (not flush with trail, large gaps, etc)					
	b. Is trail signage at the railroad crossing blocked by vegetation or other obstructions?					
11	Trail amenities					
	a. Are any bike racks, trash receptacles, kiosks, picnic tables or benches broken or in disrepair?					
	b. Is there any sign of vandalism?					
	c. Do the concrete pads around amenities need repair?					
12	Pet stations					
	a. Do the pet station bags need to be re-filled?					
13	Restrooms (portable toilets)					
	a. Does the toilet need to be serviced?					
	b. Has the toilet been vandalized or is it in disrepair?					
	c. Is the concrete pad significantly cracked and does it require repair?					
14	Signage					
	a. Are any trail signs blocked by vegetation for other obstructions?					
	b. Is there any physical damage to trail signs?					
	c. Are connecting bolts and anchorages intact?					
15	Fences (chain link, wood)					
	a. Are there any holes or gaps in the fence fabric?					
	b. Are there any loose, bent or broken fence posts?					
	c. Are there any loose connections between the fence and posts?					
16	Sediment/debris on trail					
	a. Is there any sediment on the trail?					
	b. Is there any debris on the trail (storm, trash, etc.)					
17	Lighting					
	a. Does the fixture need to be replaced or repaired?					
	b. Does the light hardware need to be repaired? (pole, mast, etc.)					

PAVED TRAIL MAINTENANCE SCHEDULE

Maintenance Activity	Optimal Frequency							Notes
	Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
<b>General</b>								
1 Safety inspection	X					X		
2 General debris and trash pickup	X					X		
3 Vandalism inspection	X							
4 Encroachments							Ongoing	
<b>Pavement</b>								
1 Pavement survey					X			Conduct Spring and Fall surveys
2 Crack sealing							Reactionary	
3 Patching							As needed	
4 Fog seal							As needed	Lifespan approximately 4-6 years
5 Sealcoat							As needed	Lifespan approximately 6-10 years
6 Slurry seal							As needed	Lifespan approximately 8-10 years
7 Overlay							As needed	Lifespan approximately 15 years
8 Reconstruct							As needed	
9 Inspect pavement markings				X				
10 Repaint pavement markings							As needed	
<b>Vegetation</b>								
1 Mowing- clear zones, trailhead areas	X	X						
2 Brush trimming/overhead trimming				X				Spring activity
3 Clear zone weed control							As needed	Noxious weed spraying/removal
4 Sight line trimming at intersections		X						Roads, other trails, driveways, etc.
5 Tree removal						X	As needed	Storm cleanup
6 Rain garden maintenance		X				X		
7 Trail sweeping/blowing					X	X	As needed	Up to weekly frequency in Fall
8 Seeding				X	X			Spring activity
9 Root cutting							As needed	Monitor root activity along trail
<b>Drainage</b>								
1 Erosion repair			X		X	X		After spring snowmelt, storm cleanup
2 Culvert/catch basin clearing			X			X		Storm cleanup
3 Ditch maintenance (clear of debris, trash, branches)				X		X		Spring activity
4 Standing water repair				X		X		
<b>Structures</b>								
1 Bridge inspection (non-structural inspection)				X				
2 Tunnel inspection (non-structural inspection)				X				
3 Boardwalk inspection				X				
4 Railroad crossing inspection				X				Notify owner (railroad) of problems
5 Retaining walls				X				

PAVED TRAIL MAINTENANCE SCHEDULE

Maintenance Activity	Optimal Frequency							Notes
	Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
<b>Amenities</b>								
1 Empty trash receptacles	X							May vary depending on trail use
2 Restroom maintenance (portable toilets)	X							May vary depending on trail use
3 Pet station re-stocking	X							May vary depending on trail use
4 Information kiosk inspection				X				
5 Update information kiosk graphics/maps							As needed	
6 Bench, bike rack, picnic table, trash receptacle inspection			X					
7 Signage inspection				X				
8 Lighting inspection			X					
9 Fence inspection				X				
10 Bollard inspection				X				
<b>Winter</b>								
1 Install/remove winter use signage					X			
2 Install/remove bridge protection from snowmobiles					X			Wood chips or rubber matting
3 Plow trail						X	As needed	
4 Plow trailheads and parking						X	As needed	
5 Install/remove protection at snowmobile trail crossings				X				
6 Ski trail grooming	X					X		



## Maintenance Costs for Trails Trail Pavement Management Program

Throughout Bloomington there is an existing right-of-way and park trail system with approximately 38 miles of bituminous trail and bituminous sidewalk, in various state of repair. The City is beginning to implement a trail maintenance program similar to the existing Pavement Management Program for roadways, that would apply the appropriate pavement maintenance applications at the correct times to maximize the condition and usable life of the bituminous pavement trails over the targeted usable life of 30 years. This program will be referred to as Trail PMP. This program will include a prioritized reconstruction plan as well as a trail maintenance plan.

### RECONSTRUCTION PLAN

As part of the development of the Trail PMP, a complete inventory and pavement condition index (PCI) has been collected for all existing right-of-way bituminous asphalt trails and bituminous asphalt park trails. From that assessment, approximately 9 -10 miles of bituminous trail were identified with a PCI between 0 and 35.99, classified as poor condition, and a 10-year construction and funding plan has been developed to reconstruct those 9-10 miles of trails (2018 doesn't have construction identified, funding and time that year would be dedicated to ROW acquisition for future projects).

Figure 1. Trail Segments Identified for Reconstruction in 10 year Plan

Name	Parallel Street	Segment	Approx. Length [Miles]	Est. TPMP Year
Normandale	Normandale Blvd	9 Mile Creek to 94th Street	2.25	2016
Lindstrom	Lindstrom Drive	South Bay to Zylon	.25	2017
Collegeview	Collegeview Rd	90th Street to 3000' east	.5	2017
Penn Walkway	Penn Avenue	Ivy Ln to Maple Ave	.25	2017
France	France Ave	Poplar Bridge Rd to 9 Mile Creek	.5 +	2019
West Bush Lake	West Bush Lake Rd	Oakmere to 494	1	2020
Minnesota Bluffs	Minnesota Bluffs	114th St to Sumter Ave	.5	2020
Auto Club	Auto Club Rd	Auto Club Cir to MN Valley	.25	2020
Normandale	Normandale Blvd	94th Street to Old Shakopee Rd	1.75 +	2021-23
Old Shakopee Rd	Old Shakopee Rd	Nesbitt to Bloomington Ferry	1.25	2024

This reconstruction plan is based on estimates of potential funding (including Franchise Fees and grants) as well as construction costs, ROW costs, wall costs, administrative and engineering costs. When drafted in 2015, the plan to reconstruct the approximately 9-10 miles of poor condition trail was estimated to cost on the order of \$5.8 million. The Plan may also be accelerated based on funding priorities established annually in the Capital Investment Plan (CIP) and will be updated as additional data becomes available.

#### **TRAIL MAINTENANCE PLAN**

Another critical element of the new Trail PMP is the application of appropriate pavement maintenance techniques at optimum times to maximize the condition of the pavement over its life (Pavement Condition Maintenance) and day-to-day surface maintenance (Routine Trail Maintenance) to maintain the safe, seasonal usability of the trails.

##### ***Pavement Condition Maintenance***

Pavement condition maintenance includes the routine pavement maintenance techniques that will be applied to preserve the condition and life of the pavement for an estimated 30 years pavement life. The estimated costs for pavement condition maintenance, using best practices for trail pavement maintenance, are broken out in Figure 2.

Figure 2. Costs per Mile for Pavement Condition Maintenance

<b>Maintenance</b>	<b>Time Interval</b>	<b>Cost per Mile</b>	<b>Treatments in 30 years</b>	<b>Cost per Mile over 30 year life</b>	<b>Average Cost per Mile per Year</b>
Crack Seal and Fog Coat	Every 7 years	\$18,600	3	\$55,800	\$1,860
Paint Centerline (if needed)	Every 7 years	\$1,000	3	\$3,000	\$100
			Total =	\$58,800	\$1,960

##### ***Routine Trail Maintenance***

Routine maintenance of the trail surface is required to ensure access and safe usability of the bituminous trail system. This routine maintenance includes sweeping to remove debris, mowing along the trails for improved site lines and to keep it clean, snow plowing to maintain access during winter and sign maintenance. The costs for surface maintenance are broken out in Figure 3.

Figure 3. Costs per Mile for Routine Trail Maintenance

Maintenance	Time Interval	Cost per Mile	Treatments in 30 years	Cost per Mile over 30 year life	Average Cost per Mile per Year
Sweeping	5 times per season	\$50*	3	\$7,500	\$250
Mowing	Every 2 weeks (May - Oct)	\$101.50**	14	\$42,630	\$1,421
Snow Plowing	Each 2" snowfall	\$50*	12	\$18,000	\$600
Signs	5-10 year lifespan			\$3,800	\$100
			Total =	\$71,930	\$2,371

\*Sweeping and snow plowing cost based on estimated \$100/hour for labor and equipment and estimated 2 miles per hour

\*\*Mowing cost estimate assumes a strip on each side of and a cost of \$70 per acre

### **Estimated Maintenance Costs per Mile**

**Total average cost per mile for (30 year) lifetime of trail = \$130,730**

**Total average cost per mile per year for (30 year) lifetime of trail = \$4,331**

#### **Cost to Maintain the Existing Trail System**

The existing Right-of Way and Park trail system includes an estimated 38 miles of bituminous asphalt trails. The 2016 Maintenance budget for trail maintenance is \$125,000. With this funding, the maintenance focus will be on pavement condition maintenance of the 28+/- miles of trails with pavement condition that is good or new (PCI of 36 and higher) and routine maintenance of all trails. The current maintenance budget provides an estimated \$3,290 per mile of existing trail, which is a little below the estimated \$4,331 average cost per mile per year for trail maintenance.

The Cities goal identified in the Trail PMP Plan and funding options discussed, is for that maintenance budget to increase to ultimately fully fund the maintenance plan for the 38 miles of trail, especially as the 9-10 miles of poor condition trail are reconstructed and added to the pavement condition maintenance plan.

**Cost to Maintain New Trail Segments Identified in the ATP**

As any new segments of bituminous trail are added to the system, the maintenance budget will need to be increased as well. Estimated annual maintenance costs for each new trail segment identified in the Prioritized List (Figure 4-5) in the ATP Plan are indicated along with the construction costs so they are known and can be planned for at the same time that new construction is being considered. If all of the new Regional Trails identified in the ATP Prioritized List are constructed, it would add an estimated \$71,000 per year (in 2016 dollars) of additional trail maintenance costs (does not include the Minnesota River Trail that will be maintained by the DNR). If all of the new Community Corridors identified in the ATP Prioritized List are constructed it would add an estimated \$48,000 per year (in 2016 dollars) of additional trail maintenance costs (this includes only new, off-road trail segments).

Program developed by: Engineering and Maintenance  
Document date: February 11, 2016  
Document prepared by: Amy Marohn