Le Sueur & Rice
Active Living Profile
Executive Summary

Providing more opportunities for people to live safe and enjoyable active lifestyles is a priority across Greater Minnesota. Integrating more activity into daily routines is an impactful way to remain healthy, especially with age. The Statewide Health Improvement Partnership (SHIP) organizations have evaluated regions for active transportation opportunities and this plan is a continuation of that approach by trying to identify existing behaviors, opportunities, and challenges in Le Sueur and Rice counties. Active living, which is primarily focused on helping people walk or bike more, is not exclusively about developing alternative transportation networks. While people driving less may be a goal, active transportation also looks to help the approximate one-third of the state’s population that cannot drive, due to age, ability, vehicle access, or personal choice. Developing safe communities that everyone can safely navigate is the primary goal.

The SHIP organizations in Le Sueur and Rice counties joined together to work on developing a plan that provides more context for developing active living initiatives in community settings. Because of the number of communities involved, this plan is not prescriptive but instead intended to be a starting point for improving connections within cities and throughout the counties. Areas without active living initiatives in place will ideally be able to use the results of this plan to start having impactful discussions that will lead to change.
This plan was made possible with funding from the Brown, Le Sueur, Nicollet, Waseca Statewide Health Improvement Partnership and Rice County Statewide Health Improvement Partnership.

Steering Committee

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Introduction

The Statewide Health Improvement Partnership (SHIP) organizations in Le Sueur and Rice counties joined together to fund an active living project in October 2017, scheduled for a completion by April 2018. The Region Nine Development Commission, which has worked on active living and Safe Routes to School plans in its nine-county area, facilitated the planning process. This plan compiles MnDOT, Census, and data gathered through surveys and open houses to further the discussion of active living at a more local level. While it is a broad assessment, it is a first step to begin more specific active living initiatives in each county.

The Minnesota Safe Routes to School program identifies 6Es in which to frame goals for improving activity in the community: education, encouragement, enforcement, engineering, equity, and evaluation. The 6Es are one way in which to ensure well-rounded community conversations on the topic of active living, with a summary of each included below:

- **Engineering:** Building safe and accessible roads, sidewalks, trails, crossings, or other solutions
- **Enforcement:** Changing unsafe or reinforcing positive behaviors
- **Equity:** Making sure the needs of the entire community are acknowledged
- **Encouragement:** Increasing awareness or developing incentives for people to integrate walking or biking into their day-to-day routines
- **Education:** Informing community members of safe active transportation and its benefits
- **Evaluation:** Sustaining local leadership and maintaining a dialogue of what works, what does not, and next steps

When continuing active transportation discussions at the community level. It is recommended that the 6E approach is followed to capture a variety of ideas that may improve walking and biking in the community.
Vision Statement

Le Sueur and Rice county residents, regardless of age, income, or ethnicity, will all have the opportunity to lead active and healthy lifestyles through the coordinated development of infrastructure or supporting programs which promote active lifestyles.

Develop a long-term vision for developing connections between existing cities, parks, and other destinations to promote safe and active options in Le Sueur and Rice counties.

Le Sueur will focus on developing connections throughout the county; Rice will focus on enhancing connections to its existing and planned trail network.

Expand active living capacity in Le Sueur and Rice counties by identifying opportunities for action in school, workplace, and community settings.

Some populations may require different outreach strategies to ensure that the needs and opportunities of all might be identified.
Profile Maps

Maps are included for each county to provide more context, at a high-level, to the opportunities and challenges of active living.

Highway Connections Map

The highway connections map, provided for each county in Figures 3 and 9, are intended to illustrate how a person can get between cities and major parks in each county. The roadway network, with counts, overlays population density and major parks on these maps. One dot is equal to one person per Census block based on 2010 Census Bureau data. In each county, the bulk of people live in cities, but areas around lakes, like in southwest Le Sueur County and to the west of Faribault, also feature many rural inhabitants. Rice County, especially between Faribault and Northfield and on the northern half of the county where commutes are closer to the Minneapolis-St. Paul metro area, also feature higher population densities than are generally expected. Major parks, which like cities, could be considered destinations within the county are also highlighted. Sakatah State Park, which is in both Le Sueur and Rice Counties, has the benefit of connecting directly to the Sakatah State Trail.

Using the 2015 MnDOT annual average daily traffic counts, the roads with less traffic are most likely the best means for people to travel by bicycle. While everyone’s comfort level is different, roads with counts of less than 750 are most likely to be better for people who bike. While there is no magic number, highways without wide shoulders or signs are not going to gather the typical trail user unless it is for shorter segments. As numbers get higher—especially beyond the 1,500 through 2,000 range—only the more confident of people who bike will remain. Shoulder width is not considered; however, most county roads in each county do not to have shoulders. Highway shoulders may be important to some people willing to bike on highways, especially for shorter distances between destination points, but will not attract the volume of people that can be found on a trail.

Target Populations

Helping populations over the age of 60, under the age of 18, low-income, and minority groups are important goals for the SHIP program. While the information is documented in the eight zip code profiles, the data is also provided to the Census block group level, the smallest geography level in which demographic data can be displayed. The data is based on 2012-2016 five-year samples through the Census Bureau’s American Community Survey program. The maps break the demographic percentages into five even parts—thus creating differing ranges of rates per category. While there are no specific goals tied to areas of these concentrated populations, these are areas where outreach and potential projects should consider the needs of these specific populations. For example, in areas with many people over the age of 60, benches and places to rest are helpful resources. If there are numerous non-English speakers, outreach and signs should be posted in multiple languages.

The cost to own and operate a vehicle is a large annual expense with fuel, registration fees, maintenance, insurance, and car payments. Proportionally, it is likely a very large share of low-income household expenses, rivaling only that of housing. Car ownership rates are very high in each county but in areas with higher levels of poverty providing more transportation options, including walking and biking, could be a valuable community asset.
District Bicycle Plans

The Minnesota Department of Transportation (MnDOT) is currently working with counties to determine optimal routes for inter-city biking throughout the state on corridors identified in the 2016 Statewide Bike System Plan. While the priority corridors follow state highway routes, state highways often carry heavy traffic or inadequate shoulders, meaning that paved county or township roads are often better conduits for bike travel between towns. Legislatively-authorized trails, like the Minnesota River State Trail from Mankato to Le Sueur is also recognized in the 2016 MnDOT plan; however, as state trails cannot be located on highways, on-road facilities in these corridors are not currently being evaluated as part of that plan. MnDOT Districts 6 and 7 maps are provided in Figures 1 and 2:

The blue routes identify legislatively-authorized trails, identified by the state legislature as a corridor that should eventually be constructed off roadways to accommodate families. These routes connect the population centers and natural resources that combine to make popular state trails.

The current MnDOT planning process is looking at a more local level to identify specific county roads, if the best route is not on the state highway, to accommodate bicycle traffic. While counties will ultimately have the choice to add shoulders, signs, or other accommodations, the final plan will be an inter-county network pieced together throughout the state and should be the foundation for additional on-road routes determined locally.
Le Sueur County

With an estimated 2016 population of just over 27,500, Le Sueur County has a much smaller population than Rice County but neighboring Mankato, St. Peter, and much of New Prague influence the county. The largest city in the county is New Prague, estimated over 7,600, but much of that population resides in Scott County. Le Sueur, estimated to be around 4,000, is the largest community with the entirety of its population within the county. Smaller cities including Montgomery, Le Center, Cleveland, Elysian, Waterville, Kilkenny, and Heidelberg contribute to much of the remainder of the county’s population.

Like Rice County, lakes in the southern half of the county contribute to much of the rural population density. The Sakatah State Trail connects Mankato and Madison Lake in Blue Earth County to Elysian and Waterville and eventually Faribault to the east, accommodating much bicycle traffic especially through the summer months. With people frequently traveling though Elysian and Waterville on bikes, these communities likely accommodate bicycle traffic to a higher degree than might be expected elsewhere.

A legislatively-authorized trail through Mankato to Le Sueur has been in the planning stages since its designation in 2002. When eventually constructed, it will span from the metro area and west past New Ulm following the Minnesota River. This trail could serve as a spine on the western half of the county, connecting Mankato, Kasota, St. Peter, and Le Sueur, providing a similar role to Sakatah on the southern portion.

Le Sueur, Le Center, Montgomery, and Waterville all had more than 10 survey responses in their respective zip codes and are profiled with 2012-2016 American Community Survey data five-year estimates. Commuter, race, and income demographics are provided to illustrate some of the opportunities and challenges that may arise with active living discussions at the local level.
Figure 3: Le Sueur County Highway Connections

Legend
- 1 dot equals one person (per Census block)
- Major parks
- Existing state trail

Average Annual State Traffic:
- Below 750
- 2,500
- 5,000
- 7,500
- 7,500+

Legend:
- Major parks
- Existing state trail

Average Annual State Traffic:
- Below 750
- 2,500
- 5,000
- 7,500
- 7,500+
Figure 4: Le Sueur County Populations under 18

Percent of population under 18

- Between 15 and 18%
- 19-22%
- 23-25%
- 26-28%
- Up to 38%

Legend

- Kasota
- Le Sueur
- Le Center
- Cleveland
- Kilkenny
- Montgomery
- Waterville
- Elysian
- New Prague

MnDOT, MNDNR, Esri
Figure 5: Le Sueur County 60+ Populations

Percent population over the age of 60

- Up to 10%
- 11-16%
- 17-24%
- 25-28%
- 29-36%
Figure 6: Le Sueur County Hispanic or Latino Populations

Percent of population indicating Hispanic or Latino origins:
- Less than 1%
- 2-3%
- 4-15%
- 16-21%
- Up to 30%

Locations:
- Le Sueur
- Le Center
- Cleveland
- Kasota
- Elysian
- New Prague
- Montgomery
- Waterville
- Kilkenny
- Le Sueur
- Le Center
- Cleveland
- Kasota
- Elysian
- New Prague
- Montgomery
- Waterville
- Kilkenny

Map credits: United State Census Bureau, Esri
Figure 7: Le Sueur County Nonwhite Populations

Percent of population indicating nonwhite race

- Less than 2%
- 2-3%
- 4-5%
- 6-10%
- Up to 20%

United State Census Bureau, Esri
Figure 8: Le Sueur County Population in Poverty

Legend:
- Less than 2%
- 3-6%
- 7-8%
- 9-11%
- Up to 18%

Percent of individuals within 100% of federal poverty level:
- Le Sueur: Up to 18%
- Le Center: Up to 18%
- Cleveland: Up to 18%
- Kilkenny: Up to 18%
- Elysian: Up to 18%
- Waterville: Up to 18%
- Kasota: Up to 18%
- New Prague: Up to 18%
- Montgomery: Up to 18%
- Le Center: Up to 18%
- Le Sueur: Up to 18%
Rice County

Rice County has a population over 65,000, mostly in the cities of Faribault and Northfield, is bisected by Interstate 35, and located within commuting distance to Minneapolis-St. Paul metropolitan area. Cities located in the county include Dundas, Faribault, Lonsdale, Morristown, Nerstrand, and Northfield—all cities are located on legislatively-authorized trail routes except Lonsdale and Nerstrand.

Trail corridors identified by the Minnesota Legislature in Minnesota Statutes Section 85.015 enable the Department of Natural Resources (DNR) to plan trails, acquire the right-of-way on which to build the trail, and operate the trail upon its construction. The Sakatah State Trail is a state-designated trail which was constructed on a former railroad, connecting Mankato to Faribault. The trail is owned and operated by the DNR. Similarly, the Mill Towns State Trail has been designated by state statute since 2000 and must be constructed to connect the Sakatah State Trail in Faribault to the Cannon Valley Trail in Cannon Falls and connecting to Dundas, Northfield, Waterford, and Randolph. With a 2016 purchase of six miles of former Canadian Pacific Railroad property between Dundas and Faribault, the DNR now has nine of the 11 miles of land needed to begin constructing a trail between the two cities. The DNR cannot condemn land for a state trail, meaning that the missing right-of-way links in the trail must be provided by landowners willing to sell enough land to accommodate a trail. Likewise, as accommodating families is the primary goal of the state recreational trail program, the trail routes cannot be on highways.

With communities that will eventually be connected by state trails, the most impactful projects in Rice county are likely safety, and accessibility improvements inside the connected cities. Faribault, Lonsdale, Morristown and Northfield have additional profiles with 2012-2016 five-year Census American Community Survey data. Data ranging from race, poverty, commute times, and how many people are leaving town to work are provided because these all contribute to the opportunities and limitations for active living.
Figure 9: Rice County Highway Connections

Legend
- 1 dot equals one person (per Census block)
- Major parks
- Existing state trail

Average Annual Daily Traffic:
- Below 750
- 2,500
- 5,000
- 7,500
- 7,500+

7 miles
MnDOT, MNDNR, Esri
Figure 10: Rice County Population Under 18 Years

- Percent of population under the age of 18

- Less than 4%
- 5-8%
- 9-19%
- 20-31%
- Up to 42%

10 miles

United State Census Bureau, Esri
Figure 11: Rice County Population Over 60 Years

Percent of population over the age of 60:
- Less than 14%
- 15-19%
- 20-24%
- 25-31%
- Up to 48%

10 miles
United State Census Bureau, Esri
Figure 12: Rice County Hispanic or Latino Populations

- Lonsdale
- Northfield
- Dundas
- Nerstrand
- Faribault
- Morristown

Percent people of Hispanic or Latino origin:
- Less than 4%
- 5-10%
- 11-17%
- 18-32%
- Up to 64%

10 miles

United State Census Bureau, Esri
Figure 13: Rice County Nonwhite Populations

Percent people reporting to be of color

- Less than 5%
- 6-12%
- 13-21%
- 22-34%
- Up to 50%
Percent of individuals within 100% of federal poverty level:
- Less than 4%
- 5-8%
- 9-19%
- 20-31%
- Up to 42%

**Figure 14: Rice County Population in Poverty**

United State Census Bureau, Esri
Faribault and Northfield Maps

Due to the large size of the cities of Faribault and Northfield, an additional level of analysis was requested by the steering committee. The provided maps overlay poverty rate and where employers are more concentrated (circles). Poverty is an indicator of people that might look to travel to work by a different means than a personal vehicle. While the map cannot capture where people are actually working, employment clusters within each city are identified to indicate some opportunities to enhance connections. Faribault and Northfield both have high concentrations of employment in the downtown areas and in areas with more industrial operations; Northfield also has two colleges that are large employment generators. These communities have some trails in place that can help make connections from residential areas to the employment centers.

While not mapped, the higher population densities in either city are closer to downtown. Ensuring that essential services like grocery stores, medical facilities, schools, or government buildings can be reached are important active living and livability considerations.

Due to fewer Census block groups in Le Sueur County cities, this additional analysis was only completed for Faribault and Northfield.
Figure 15: Faribault Job Density Map
Figure 16: Northfield Job Density Map

United State Census Bureau, Esri

Job Density

Poverty Rate

Minimum 10
Maximum 1,124

<2%
<4%
<8%
<14%
<21%
<31%
<42%
Community Outreach

The bulk of the planning effort was intended to gather public input in the two counties. First, an online survey, in both English and Spanish, was deployed in November 2017. The availability of the survey was promoted through Region Nine Development Commission social media accounts, press releases to newspapers and radio stations in the two-county area, though the steering committee passing onto their contacts, and two rounds of Facebook ads to people in each county around the Thanksgiving and Christmas holidays.

The surveys were structured where the participant would indicate their home zip code and whether they lived in the city, just outside the city, or in a rural setting. This provided a means to localize the input to a specific area and allow the plan to be inclusive of people that may not live within cities or towns. The survey itself was designed with the two main components of active transportation: what works with walking and biking now and what can be improved. An open question after each section also allowed for more input beyond the provided answer choices. To promote survey completion, it was available in personal computer, tablet, and mobile-friendly formats. Overall, it garnered a 71 percent completion rate for those that opened the link—69 percent completed on personal computers, 22 percent from mobile phones, and the remainder on tablets. A map of zip code participation is provided in Figure 17.

Figure 17: Zip Code Participation

Le Sueur and Rice counties are very different in terms of population, bike trail access, and demographics, therefore each county is summarized individually. Zip codes where at least ten individuals provided input also have local Census profiles and a summary of the survey results; these communities include Faribault, Lonsdale, Morristown, and Northfield in Rice County and Le Center, Le Sueur, Montgomery, and Waterville in Le Sueur County.
The survey process in either county did not yield the diverse input that would have helped make the gathered information more robust, which is a limitation of the wide-net approach that was necessitated given the scale and timeframe of this process. Some important input considerations of the 238 responses:

- 56 percent of the respondents indicated they had a household income of greater than $75,000
- Three responses were from people that did not have access to a reliable motor vehicle
- 60 percent of people did not have children under the age of 18 in their household
- 97 percent white and of those, three percent were of Hispanic or Latino origin
- 51 percent of people were ages 40-65, 29 percent from 18 to 40, and 19 percent above the age of 65. Only two survey-takers indicated they were under the age of 18.

In addition to the online surveys, four in-person events were attended by Region Nine Development Commission:

- Faribault Hometown Holiday on November 30 at the Faribault Community Center
- Christmas Boutique in Le Sueur in the mall on December 2
- Community Education Family Fun Night at the Montgomery School on February 2
- Northfield Promise FAIRS at Greenvale Park School on February 6

These events all provided an opportunity to interact with community members in locations where they were already gathering.

Equity populations outreach will be important as active living initiatives are furthered in either county. With a local focus, leaders from different communities can be identified to help with finding additional input.
Community Profiles
Northfield Area

Figure 18: Map of the Northfield ZIP Code, 55057

25,131 Total Population of Zip Area

<table>
<thead>
<tr>
<th></th>
<th>1,680 Hispanic or Latino origins</th>
<th>20.2% Over 60 years old</th>
<th>14.2% Under 18 years old</th>
<th>6.6% Families in poverty</th>
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<tbody>
<tr>
<td>Foreign-born population</td>
<td>1,693</td>
<td>72%</td>
<td>43%</td>
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<td>Housing units occupied by owners</td>
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<tr>
<td>Bachelor’s degree or higher (age 25+)</td>
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<td>Median commute time (minutes)</td>
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<tr>
<td>Worker inflow to area minus outflow</td>
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<tr>
<td>Workers walking or biking to work</td>
<td>8%</td>
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87 survey responses: 72 from town, 9 fringe, 4 rural

Walking Destinations

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<th>Destination</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
<th>Once a month</th>
<th>Never</th>
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<td>27</td>
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<td>6</td>
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<td>3</td>
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<td>School or work</td>
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<td>To visit friends or relatives</td>
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<td>15</td>
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Biking Destinations

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<th>Destination</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
<th>Once a month</th>
<th>Never</th>
</tr>
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<tr>
<td>Community/religious destinations</td>
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<td>10</td>
<td>18</td>
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<tr>
<td>Dining or entertainment</td>
<td>2</td>
<td>4</td>
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<td>School or work</td>
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<tr>
<td>To visit friends or family</td>
<td>6</td>
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Photo by AlexiusHoratius (Own work) [CC BY-SA 3.0] via Wikimedia Commons
Priority Connections

Schools
Parks or recreation facilities
Community centers, clinics, libraries, houses of worship, etc.
Transit stops
Shopping, dining, or entertainment
Employment centers

Walking

Barriers

30-50 Responses
- Sidewalks and trails do not provide a continues route
- Destinations are too far
- High traffic speeds
- I do not like walking in the road

15-29 Responses
- Safety concerns
- Poor lighting in the morning or evening
- Hard to find sidewalks or trails near me

0-14 Responses
- Sidewalks in poor condition
- Health restrictions

Improvement Suggestions

30-60 Responses
- Add sidewalk or trail connections
- Provide more separation from traffic
- Make it easier to cross the street
- Do a better job of clearing sidewalks and intersections in winter

15-29 Responses
- More visible crosswalks
- Better lighting
- Benches

0-14 Responses
- More or better curb ramps
- Signs and detours
- Planters, improved storefronts or similar
- Organized activities
Priority Biking Connections

Schools
Parks or recreation facilities
Community centers, clinics, libraries, houses of worship, etc.
Employment centers
Shopping, dining, or entertainment
Transit stops

Barriers

40-70 Responses
- Bike routes or trails do not connect to enough destinations 70
- Not enough separation from motor vehicles 50
- Lack of paved shoulders on highways 49
- Not enough trails 43

15-39 Responses
- I do not feel safe biking across some intersections 39
- Difficult to access existing trails 25
- Finding routes for the entire family to enjoy 23
- Not enough bicycle parking 15

0-14 Responses
- Not enough time 12
- I do not own a bike 5
- I have mobility limitations that make biking difficult 2
- I am not interested in biking 2

Improvement Suggestions

50-65 Responses
- More designated biking facilities, such as bike lanes 65
- More trails separated from motor vehicle traffic 61
- Widened shoulders on highways 57
- More awareness for rules of the road 51

20-49 Responses
- Accommodating bikes at intersections 45
- Clearing trails in the winters 33
- Smoother pavements on trails or streets 29
- More public safety presence 21

0-19 Responses
- Bike sharing program, like Nice Ride 15
- Better lighting on trails or streets 15
Most common comments:

• HWY 3 has multiple complaints on safety issues with motorists and cyclists.
• Many commented on the need to have connecting trails and to have more trails in general.
• Speed of motorists and overall lack of awareness for pedestrians.
• Safer HWY crossings in general.
• Many motorists are upset with cyclists not following the “rules of the road” and vice versa.

• I live on the very north edge of Northfield. Walking there is great.
• With new sidewalks in front of my home, I am delighted to see lots of walkers, now safe!
• In general, NF has made walking very easy, with many connected trails and well-maintained sidewalks.
• Excellent trail walking- Rice Co. Wilderness Park, city parks, Milltown Trail, St.O and Carleton lands for learning/Arb.
• There are quite enough lights everywhere, and I find cars to be more than accommodating. Perhaps deprecating car-usage to effect greater walkability?
• Living in town in Northfield, walking is easy. There are many trails throughout the city and the sidewalks, though not always in great shape, are safe from traffic.
• Northfield would really benefit from more off-road biking trails. The newly finished Northfield to Dundas bike trail is a great addition. I really hope to see the trail extend to Faribault in the not-too-distant future. I have been waiting for more than 20 years for the Sakata Trail to connect to the Cannon Valley Trail. I hope to see that happen in my lifetime!
• Biking is important to many age groups.
• I feel comfortable riding pretty much anywhere in Rice and Le Seuer counties, as I have been riding for 50 years, and do a lot of riding. Recreationally, I and many others in the area have gravitated toward riding on gravel roads in recent years as there is less motor vehicle traffic and more peace, quiet, and beauty.
• For transportation/utilitarian riding, it would be GREAT if there was better bike infrastructure in Northfield: lanes (ideally protected from motor vehicles), designated routes, bike boulevards, etc., as well as more bike parking/bike corrals/parklets downtown.
• Keeping trails and sidewalks cleared off in the winter and be more mindful of trails that lead to nowhere.
• People walking or jogging in the street when there are sidewalks available.
• In the country, the only option is the road, and with high speed traffic that’s not safe. We need some trail options as well as wide shoulders on the roads.
• More trails on roads that are just outside of town many get very heavy bike/pedestrian use.
• City of Northfield is pretty walker friendly. Lighting is the main issue, especially this time of year.
• We need more off-right-of-way trails and sidewalks. Also, crossing Highway 3 and 19 is difficult, we need more pedestrian crossing signals.
• County roads need a path alongside.
• I walk often. Lighting is important but safe crosswalks is critical.
• I live along CO 1 east of Dundas and hope that when the road is redone, there will be trail along the road and connections to the trails in Northfield.
• I like walking on trails in woods. Need more options.
• There is a lack of a continuous sidewalk system, also planned system, e.g. the kids walk to school on sidewalk on the north side of the street but a block from school the sidewalk ends and they switch to a sidewalk on the south side. So they need to cross a busy intersection twice.
• More bike trails.
• Most of my walking occurs in Northfield. It's generally easy to get around, but neighborhoods/streets without sidewalks are a problem, as walking in the street is (and feels) unsafe. Highway 3 remains somewhat of a psychological barrier to crossing from the west side of town (where I live) to the east side, but the signal controls at 2nd Street and the crosswalk flasher buttons at 3rd Street are a big improvement.
• Walking is challenging because everywhere that I need to be is far from home.
• I'm not as familiar with Le Sueur County parks, however, we enjoy hiking Nerstrand Big Woods and the Riverbend Nature Center trails. Within Northfield, the existing trails do not connect. There are walking trails in the different residential areas, but do not connect with other trails. It would be nice to have trails that connect through the city of Northfield for biking and walking, as well as from Northfield to Faribault and Northfield to Cannon Falls. Faribault to Mankato is great for biking and walking.
• Walking is a top priority for my family.
• Paved trails tend to crack and break through multiple freeze/thaw cycles. I’d like to see gravel surfaces considered to lower the ongoing maintenance costs.
• Distance to connect citing trails.
• Trails are often not connected. Narrow shoulders on county highways make walking and biking dangerous.
• I enjoy walking, but the biggest deterrent is simple distance: walking two miles to downtown Northfield takes too long compared to cycling or driving.
• Need safe trails.
• I wish everyone would clear their sidewalks in the winter
• Woodley at Jefferson is difficult to cross.
• Pedestrians and bikers need to be separate from autos. Bike trails are needed
• Maintaining the trails and sidewalks.
• It would be amazing to be able to safely bike between Northfield and Faribault
• Rural roads should have wide shoulders - roads near town should have bike/pedestrian lanes.
• The reconstruction of the Mill Towns State Trail between Dundas & Northfield is critical to community health. Support from Rice County for the State planning and development of the Mill Towns State Trail between Dundas and Faribault will be an economic boon to the communities.

• I would like to see more paved bike paths and bike lanes (or wider shoulders) in Northfield.

• Connect the Cannon Valley Bike trail from Nfld to Faribault.

• I desperately wish Nfld would be connected to Cannon Falls or Faribault's trails sooner than later. It is such a slow process. Nfld has limited trails, especially for young families.

• Support biking for kids to get to school.

• More trails in woods please. More paved paths also.

• Finish the Faribault to Northfield connection. Continue the work connecting Northfield and Cannon Falls.

• I do bike in winter and not all trails in Nfld are cleared.

• As with walking, NF has a generous quantity of bike/walk trails, which are in general, well-maintained. Some intersections are so very dangerous to cross, however one of the worst at 246 and Jefferson Pkwy will be dealt with soon.

• I used to ride my bike more often, but am finding it more dangerous for me to be on the road. Many drivers are too distracted and simply don't share the road with bikers. Creating a better bike trail system and bike lanes would make our community more bike able and safe.

• I would bike more up toward the twin cities if there were more direct trails with separation from traffic, and if there were public transit closer to our town to connect with.

• I commute by bike year round, and use my bike for other transportation and recreation purposes. I find very few insurmountable barriers to cycling, but I know from talking to others that they find traffic speed and road/trail conditions to be serious obstacles. Safety is paramount.

• There will be a bike lane and then it disappears. I'm unclear what I'm supposed to do in that situation. Love the new trail along the Cannon.

• Even though I routinely bike in town for many reasons, I feel that it is unsafe to bike with my family in town unless we are on sidewalks or pedestrian trails.

• Need safe trials.

• I am concerned with distracted drivers as I share the road on my bike. Please do more sting operations on texting while driving.

• The Cannon Valley trail, the Mill Towns trail, and The Sining hills/Sakahta trails should be connected ASAP!!

• More visibility with lighting specials at bike shops, reflective clothing and/or accent bands.

• Bicycling in Northfield is rather easy. Bicycling to Faribault is rather difficult.

• I find the cars in Northfield to be good about moving aside when passing a bicyclist.

• We need more paved shoulders on the roads

• Create separate bike and pedestrian paths from autos.

• I want people to stop walking in the street because there's a sidewalk next to them 90% of the time. Also it's pretty here.

• I live in Northfield where distances are usually short, but roads with very fast traffic and no safe crossings create barriers between places.
• A lot of bike and walking paths don’t connect. There are short intervals but hard to string together a continuous route without road crossings. These comments are for running/jogging not just walking.

• Some of the asphalt paths are in very poor shape.

• Crossing HWY 246 in Northfield near schools & community/senior center is dangerous. Crossing HWY 3 could be improved.

• Frankly, your “survey” is unbelievably biased. You ask about “barriers” but don’t off the option “JUST BECAUSE I CHOOSE NOT TO WALK PLACES IF I HAVE FASTER, MORE EFFICIENT, SENSIBLE ALTERNATIVES. SAME WITH THE “WALKING IN THE COMMUNITY”. I UNDERSTAND YOU’RE PUSHING AN ANTI-VEHICLE AGENDA AND TRYING TO FORCE PEOPLE INTO A 3RD-WORLD LIFESTYLE, BUT C’MON...

• Speed of motorized traffic is the big problem for me.

• Crossing Highway 3 is dangerous on the south end of Northfield.

• I have a daughter with a disability and finding reliable transportation for her is a real challenge in our community. Making our community more walkable and bike able should be a real priority for this population.

• I live near Northfield Golf Club and frequently walk (and sometimes bike) to town via Spring Creek Road and Wall Street Road. Both roads are in poor condition, too narrow, poorly lit and have lot of vehicle traffic. A pedestrian or cyclist will be in danger using these roads because most drivers are going too fast and not watching for pedestrians. These roads are heavily used by walkers and bikers. The city attitude seems to be “we won’t do anything to improve conditions until somebody gets run over.”

• There are some walking/biking trails in Northfield that are not linked according to the master plan. It’s as if the city officials have abandoned that plan.

• Our street does not have a sidewalk, and maple street near the Methodist church does not have a sidewalk for my children to take to school.

• Crossing HWY 3 is extremely dangerous. I often have cars making right turns zoom around me and then as I proceed across the HWY the cars making a left turn swerve around me. I feel incredibly unsafe crossing the HWY. I would say that 90% of the time, I must deal with an automobile operator breaking the law as I am walking; failure to yield at a crosswalk, speeding, failing to stop at stop signs in residential areas, making a “free” right turn at a red light and not looking for a pedestrian, the list goes on and on. Fines for these types of infractions should be very expense as the automobile operators hold my life in their hands.

• Trails in Northfield do not connect to anything. You must drive to get to a trail. Makes zero sense.

• Traffic lights and/or tunnels needed at 246 and Jefferson in Northfield. Pedestrian traffic absolutely conflicts with “rush hour” traffic. Crosswalks on Streets with more than 2 lanes are extremely dangerous. On high speed routes, like HWY 3 from Dundas to Northfield it is nearly impossible to reconcile slow moving (bike pedestrian) traffic with the “looking ahead” that is needed at speed (at least it is better than Hastings main drag). The combination of over cautious drivers with that of blatant disregard from some other drivers causes flow problems with non-vehicular traffic. The “frontage road” seems to work very nicely as a safe route, even without sidewalks, however a path or even a stripe along the frontage road would certainly make everyone feel safer. My main point is that more peds/bikers would make community safer and the more peds/bikes that are out there, the more awareness there would be. Another would be that pedestrians need timely routes and cannot always
take the “scenic” route. It takes a lot more time and effort (and bravery) to walk and bike and some accommodation would be nice.

• Lighting is a big problem where I live. Light that is very opaque and is not followed.
• Speed limits not observed on HWY #3, county highways, and major thoroughfares in towns.
• Biking takes too much effort
• Northfield has made choices to locate schools and community facilities in locations where it is difficult to bike because of vehicle traffic and street design. Bike lanes are narrow, often in the gutter, and rarely cleaned (and filled with snow in the winter).
• Lack of respect for bikers from motorized traffic. More tickets given to motorists and bikers who disobey the rules.
• Maintenance of current trails are problematic - especially for recreational riders. The west side of the Cannon River Trail between Northfield and Dundas is horrendous. I grew up with a gravel state trail a few blocks from my home. I miss the opportunity to recreationally ride each night. In addition, I am annoyed by bicyclists who disobey traffic laws as well as motor vehicle drivers who aggressively push bicyclists off the road. It really discourages riding.
• That cyclists obey the traffic laws. Ride single file.
• The shoulders on country roads are nearly nonexistent, which makes biking on busy roads unsafe. Also, on roads like Woodley in Northfield, the bump outs at intersections are dangerous for bikers since there is no shoulder at that point.
• Dangerous crossing hwy 246 & hwy 3 in Northfield
• Trees and shrubs next to sidewalks and trails need to be kept trimmed back. Crossing major highways like Hwy 3 and Hwy 19 is problematic - we need more crossing lights for bikes.
• ABOUT THE SAME AS THE GARBAGE QUESTIONS ABOUT WALKING. REALLY - “RIDE SHARE”?
ROADS ARE FOR MOTOR VEHICLES. YOU WANT BIKE TRAILS, FINE, BUT KEEP THE DAMN BIKES OUT OF THE ROADS!
• I do not have an easy access to safe trails from my house.
• For commuter bikers -- roadway shoulders do not seem wide enough along some stretches of highway to provide a safe distance from vehicle traffic. The shoulder & acceleration lane on HWY 3 by the gravel pit gets a lot of gravel on in, that is not recovered/cleaned on a regular basis. More public education on sharing the road with bikes and connections between trails would be helpful.
• I wish all bike riders knew how to use the rules of the road for bicycles.
• A lot of bike and walking paths don’t connect. There are short intervals but hard to string together a continuous route without road crossings.
• I work 50 miles away so too far to bike or else I would consider it. Although bike lane was added to Hwy 3 in Northfield I still feel it is unsafe and will not bike there. Better signage to trail connection might help.
• Various government and citizen agencies have been discussing extending the paved bike trail from Cannon Falls to Faribault, ever since we moved to Northfield; 23 years ago. Yet nothing has been accomplished. I suppose it boils down to money and political influence required to get it done. I don’t believe the retailers and restaurants in Northfield realize what a bonanza a finished bike trail would be for their business. In the spring and summer, there would be hundreds of potential customers biking thru town every day. Maybe that could be the spark that gets this trail finished.
• The rumble strips recently installed along the edges of some county roads force bicycles further into the traffic lanes on these roads, making rural bike riding significantly more dangerous than before when bicyclists could comfortably ride further to the right of their lane, often between the white edge line and the actual edge of the pavement.

• I was frustrated when HWY 3 tunnel did not go through. Also frustrated that null towns trail has not made more progress.

• Trails in Northfield are poorly thought out. Neighborhood trails do not connect to anything. Jefferson Parkway is too narrow for vehicles and bikes to travel safely. Poor bike routes for kids to get to schools. County 1 is almost unbikeable. (Thank you for 2018 planned upgrade!)

• Biking downtown in Northfield is risky - especially with angle parking on Division. Need to be hyper-vigilant to avoid getting backed over. Limited “safe” bike parking means risking scratched paint or blocking the sidewalk.

• Rumblestrips are a real problem for adult bikers. Trying to navigate onto a gravel shoulder is an advanced biking skill. I think that “share the road” signs increase awareness and give validation to bikers. Education and awareness are utmost. Biking rules could be shared with the elementary aged children, bike paths are particularly good for this age and direct routes to parks and schools would be welcome. Kids on bikes (and adults who don’t follow rules) are dangerous, unpredictable, they should all learn to stop completely, make eye-contact, dismount away from busy intersections, walk their bikes across busy intersections, yield to pedestrians and follow the rules. It is also so important that young bikers realize how invisible that they are. It is really really hard to see pedestrians and bikers. Once they have a driver’s license they can start acting like cars (and learning self-preservation skills). If they learn this at an early age I would hope that as adult riders they would also follow common sense rules and therefore interface better with vehicular traffic.

• Speed limits not observed on HWY #3, county highways, and major thoroughfares in towns.

Public Outreach Event Comments

• Trail ends behind the Cannon Valley Vet—would be nice to keep going by AmericInn
• More safe connections across Highway 3 and railroad
• Potholes on road by El Torino downtown
• Lincoln Parkway needs sidewalks near the school
• Improve railroad crossing on St. Olaf Avenue near Ziggy’s
• Downtown hard to get through in wheelchair because of large trees on sidewalk
• Connections to downtown are important
• Build sidewalk/trail connections between subdivisions on south side
• Find connection to southwest from middle school to County Road 1 to build connections to school without using busy streets
• Improve crossing at Woodley
• County Road 20 needs wider shoulders or trails SE of Highway 3
• Sidewalk, trails, safe crossing on County Road 1
• 154th and Cannon City Blvd—need real speed limit signs and children at play
• CR 11 (NW of Faribault) issue with turn lane at 180th Street—shoulders not wide enough.
**Figure 19: Map of the Faribault ZIP Code, 55021**

![Map of the Faribault ZIP Code, 55021](Photo by Jon Platek (Own work) [CC BY-SA 3.0] via Wikimedia Commons)

**Faribault Area**

<table>
<thead>
<tr>
<th>Total Population of Zip Area</th>
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<tbody>
<tr>
<td>29,697</td>
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<table>
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<tr>
<th>Hispanic or Latino origins</th>
<th>Over 60 years old</th>
<th>Under 18 years old</th>
<th>Families in poverty</th>
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<tr>
<td>3,119</td>
<td>5,413</td>
<td>8,129</td>
<td>9.9%</td>
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<th>Foreign-born population</th>
<th>Housing units occupied by owners</th>
<th>Bachelor’s degree or higher (age 25+)</th>
<th>Median commute time (minutes)</th>
<th>Worker inflow to area minus outflow</th>
<th>Workers walking or biking to work</th>
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</thead>
<tbody>
<tr>
<td>2,982</td>
<td>71%</td>
<td>20%</td>
<td>20</td>
<td>-1,702</td>
<td>2.3%</td>
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**37 survey responses: 26 from town, 1 fringe, 10 rural**

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<tr>
<th>Walking Destinations</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
<th>Once a month</th>
<th>Never</th>
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<tr>
<td>Community/religious destinations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dining or entertainment</td>
<td></td>
<td></td>
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<tr>
<td>No specific destination</td>
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<tr>
<td>School or work</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Shopping or errands</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>To visit friends or relatives</td>
<td></td>
<td></td>
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<tr>
<td>Biking Destinations</td>
<td></td>
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<tr>
<td>Community/religious destinations</td>
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<tr>
<td>Dining or entertainment</td>
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<td>Shopping or errands</td>
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<tr>
<td>To visit friends or family</td>
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</tr>
</tbody>
</table>

Photo by Jon Platek (Own work) [CC BY-SA 3.0] via Wikimedia Commons
Priority Connections

Parks or recreation facilities
Schools
Community centers, clinics, libraries, houses of worship, etc.
Transit stops
Employment centers
Shopping, dining, or entertainment

Barriers

14-21 Responses
- Destinations are too far 21
- I do not like walking in the road 18
- Sidewalks and trails do not provide a continues route 14

9-13 Responses
- Safety concerns 10
- High traffic speeds 10
- Poor lighting in the morning or evening 9

0-9 Responses
- Hard to find sidewalks or trails near me 7
- Sidewalks in poor condition 6
- Health restrictions 0

Improvement Suggestions

14-25 Responses
- Add sidewalk or trail connections 25
- Provide more separation from traffic 18
- Make it easier to cross the street 14

6-13 Responses
- Do a better job of clearing sidewalks and intersections in winter 13
- More visible crosswalks 13
- Better lighting 11

0-5 Responses
- Organized activities 6
- Benches 5
- Signs and detours 4
- Planters, improved storefronts or similar 4
- More or better curb ramps 3
Priority Biking Connections

Parks or recreation facilities

Schools

Community centers, clinics, libraries, houses of worship, etc.

Employment centers

Shopping, dining, or entertainment

Transit stops

Biking

Barriers

I do not feel safe biking across some intersections 36
Not enough bicycle parking 30
I do not own a bike 29
Not enough time 28

I am not interested in biking 26
I have mobility limitations that make biking difficult 26
Not enough trails 23
Not enough separation from motor vehicles 22

Finding routes for the entire family to enjoy 19
Bike routes or trails do not connect to enough destinations 18
Difficult to access existing trails 16
Lack of paved shoulders on highways 12

Improvement Suggestions

More designated biking facilities, such as bike lanes 33
Accommodating bikes at intersections 32
Smother pavements on trails or streets 32
Better lighting on trails or streets 31

Widened shoulders on highways 30
Clearing trails in the winters 25
More awareness for rules of the road 23
More trails separated from motor vehicle traffic 61

More public safety presence 17
Bike sharing program, like Nice Ride 0
Most common comments:

- Highway 3 has safety concerns.
- Pedestrian/motorist conflicts. How to share the road conflicts between cyclists and motorists.
- Trails that are connected and allow pedestrian travel into the city [Faribault].
- Many commented on feeling unsafe when using the shoulder to walk or bike.

- We live in the Batchelder Addition in north a Faribault and use our trail every day for biking and walking, as do many other people! The city does a great job keeping it up! We need a connection to Alexander Park because we bike downtown all summer and it is dangerous trying to cross Hwy 3. We also walk to Richie Eye Clinic and Faribault Gift and Garden and Anytime Fitness etc and need a crosswalk to cross Hwy 3. Thanks
- Good start with pretty good trails and sidewalks but need more consistent connections, safer crossings, traffic calming measures on busy streets are needed.
- I think there has been good effort in recent years to add to trails, but we must continue.
- I bike daily for exercise/recreation/entertainment.
- Ride bike for fitness/recreation.
- Need more walker/driver/biker safety education.
- City needs to be rezoned. Everything is too far from my home. I want businesses to be in residential areas.
- We need more trails for biking and walking in the country, especially along paved roads. There is no shoulder or if there is a shoulder, we are very close to passing cars/semi trailers making it an unpleasant and frightful experience.
- We were once a community whom have enjoyed walking to everywhere from grocery stores to school but now some of my community members are afraid to walk and think that a dog or stranger might attack them. I do have a friend of mine who walks from Owatonna to Faribault. I would like him to published in the paper for inspiration and other minority community members can also start working. Also another reason is due to the winter some of the people can’t walk. But in the summer we have many Somalis that walk a lot and they enjoy it. Thanks
- Additional sidewalks are needed, Roads Crossings and better enforcement of pedestrian laws
- “Additional trails would be nice but more bicycle-car separation on city streets in Faribault would be more ideal. Bicycle lanes and bicycle “sharrows”.
- See Mason City, IA complete bicycle routes planning. http://www.masoncity.net/files/documents/BicycleandPedestrianMasterPlan1198025641030716PM.pdf&ved=0ahUKEwi_g9zdftHXAhVQct8KHVhaD-YQFgyMAI&usg=AOvVaw2J_l22TU4hVmNN1Udmk_18"
- Most of the time there isn’t a problem.
- Bike Education for cyclists and motorists.
- Need more walker/biker/driver education. We have great trails in Faribault but they are difficult to connect to where I live. Would also like to see more positive signage downtown regarding bikes. Currently there's a pic of a bike with a no sign over it. I believe it just means no riding on the sidewalk but that's not entirely clear. Better to use signage to tell people what to do than what not to do.
- Space on road varies for bikers. Knowledge for bikers to know what side of street to ride and how to follow street laws.
- Complete the trail from Faribault to Northfield, get state trails a route to the downtown area of Faribault.
- Again, lots of good trails, but the connections are an issue. Need to invest in more bridges like Rochester has done. Crosswalks are sketchy at best, especially at night and winter. Northfield could do a better job of lighting key routes and intersections. It may add to the small-town feel to be mostly dark, but can be hard to see folks crossing. On the plus side, the new trail to Dundas on the east side of the Cannon is wonderful!
- We are retired so walk or bike everyday. It is so hard to get across Hwy 3 especially to Alexander park. It is dangerous for the kids. We bike downtown 3 times a week for coffee, yoga, Ace Hardware, Fareway etc. we are very much enjoying the trails we have in town! Thanks
- I have not had safety concerns related to crime. However, I have heard from others that they do not feel safe, especially walking downtown at night.
- Much of this doesn't apply -- live in very rural area, however the trails we DO have in the county need to be connected if people are to use them. Also -- NEED SIDEWALKS in all residential areas --- shouldn't have to walk in the street!
- Trail does not connect from Fair Grounds/Aquatic Center and Residential Area off Hullet Ave. Very busy highway to cross at certain times of day.
- Northfield has many trails, but most of them are not connected in any logical fashion. There should be a better crossing of Hwy 3 near the new hotel and something over/across Hwy 19 near Post, so people can get from the Olaf side of town to Sechler Park without dashing over the road. Current crosswalks there have never been respected by drivers. Look to Rochester for good examples of bridges to get over highways.
- Sidewalks on Shumway and St Paul Ave (Faribault) are not complete. These are direct routes to schools and churches.
- County Roads are too scary, people go fast and don’t see you. City roads have nice sidewalks but NO ONE! stops for pedestrians unless it's a school patrol. We need a lot more law enforcement, also drivers pass on the right when a car is turning at an intersection... way too dangerous!
- I love walking, the trails are awesome, but I have to drive to get to the starts - seems a bit foolish to walk for exercise, but have to drive to and from the location to walk.
- I have trouble finding paths. I am new to the city.
- Bicycling and bicycle parking in downtown Faribault can be challenging. This is something that we should work to improve.
- I hate to sweat.
- Not enough separation from traffic, either no shoulder or shoulder is too close for the type of traffic on the road like trucks and semi-trailers that are wide and veer onto the shoulder
- Difficult to get to Sakata Trail through town.
• Downtown Faribault is intolerant of bicyclists on the sidewalks yet does not provide a safe place to bike on Central Ave. Bike parking is too spread out there too. I need to be able to see my bike from the store I am in.

• As in walking... too scary to ride on the shoulder, especially when some roads have the bumps to alert drivers to the ditch. There needs to be a heck uv-alot more awareness and enforcement as drivers don’t see bikes or pedestrians in Faribault. They don’t stop at stop signs and roll thru red lights.

• Safety is primary concern with biking. Distracted driving and bikers not following rules of the road. Need to provide dedicated space for people to safely bike on the roads. Children need education in schools on how to ride safely in town.

• I do not bike as often as I would like to, but also am not very comfortable as sharing space with cars on the road is not ideal.

• Need better/safer biking trails/lanes - especially outside of city limits. There are a lot of sponsored biking activities that take riders down county HWYs with little or no shoulders. Add semi traffic and it’s a disaster waiting to happen.

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**Public Outreach Event Comments**

• Downtown as a resource (commerce and recreation along river)
• Pedestrian access along 4th street (MN 60) - especially crossing
• East-west connection from Sakatah
• Semicircle trail around town, with connected subdivisions - create a loop
• Trail along Lyndale, especially north of 4th Street
• Division Street/Lyndale
• 4th Street/Lyndale
• Northwest-southeast connection bike/walk trails at underpass on 20th Street NW
• Sidewalks, crosswalk markings, trail signage
• Excitement about Mill Town’s trail to Northfield
Lonsdale Area

Figure 20: Map of the Lonsdale ZIP Code, 55046

5,456 Total Population of Zip Area

<table>
<thead>
<tr>
<th>70</th>
<th>552</th>
<th>1,732</th>
<th>4.6%</th>
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<tbody>
<tr>
<td>Hispanic or Latino origins</td>
<td>Over 60 years old</td>
<td>Under 18 years old</td>
<td>Families in poverty</td>
</tr>
<tr>
<td>20</td>
<td>70</td>
<td>1,732</td>
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</tr>
<tr>
<td>Foreign-born population</td>
<td>Under 18 years old</td>
<td>Families in poverty</td>
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<tr>
<td>85%</td>
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<td>Under 18 years old</td>
<td>Families in poverty</td>
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<td>552</td>
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<td>Bachelor’s degree or higher (age 25+)</td>
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<td>Families in poverty</td>
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<tr>
<td>31</td>
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<td>Worker inflow to area minus outflow</td>
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<td>Families in poverty</td>
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<td>2.1%</td>
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<td>4.6%</td>
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<td>Workers walking or biking to work</td>
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<td>Families in poverty</td>
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10 survey responses: all from inside town

<table>
<thead>
<tr>
<th>Walking Destinations</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
<th>Once a month</th>
<th>Never</th>
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</table>
Priority Connections

Parks or recreation facilities
Schools
Community centers, clinics, libraries, houses of worship, etc.
Transit stops
Employment centers
Shopping, dining, or entertainment

Barriers

4-5 Responses
- Destinations are too far
- I do not like walking in the road
- Poor lighting in the morning or evening
- Safety concerns

2-3 Responses
- Sidewalks and trails do not provide a continues route
- High traffic speeds
- Sidewalks in poor condition

0-1 Responses
- Health restrictions
- Hard to find sidewalks or trails near me

Improvement Suggestions

5-7 Responses
- Add sidewalk or trail connections
- Make it easier to cross the street
- Organized activities

3-4 Responses
- More visible crosswalks
- Better lighting

0-2 Responses
- Do a better job of clearing sidewalks and intersections in winter
- Provide more separation from traffic
- More or better curb ramps
- Signs and detours
- Planters, improved storefronts or similar
- Benches
Priority Biking Connections

Parks or recreation facilities

Schools

Community centers, clinics, libraries, houses of worship, etc.

Transit stops

Employment centers

Shopping, dining, or entertainment

Biking

Barriers

Responses

4

I am not interested in biking 4

I do not own a bike 4

Not enough time 3

Lack of paved shoulders on highways 3

Finding routes for the entire family to enjoy 3

Not enough separation from motor vehicles 2

Bike routes or trails do not connect to enough destinations 2

Difficult to access existing trails 2

I do not feel safe biking across some intersections 2

Not enough trails 2

2-3

Responses

Not enough bicycle parking 1

I have mobility limitations that make biking difficult 1

Improvement Suggestions

Responses

4

Smother pavements on trails or streets 4

Widened shoulders on highways 4

More awareness for rules of the road 3

More trails separated from motor vehicle traffic 3

More designated biking facilities, such as bike lanes 3

Clearing trails in the winters 2

Accommodating bikes at intersections 2

Better lighting on trails or streets 2

More public safety presence 2

Bike sharing program, like Nice Ride 2
• Regional trail needed along old railroad line Le Center-Montgomery-Lonsdale-Elko New Market.
• just easier to drive for convenience (time and carrying goods).
• Negative or Suggestions
• We have enough walking trails.
• Random stopping of walking paths, not continuous.
• Trails and sidewalks do not all connect.
Figure 21: Map of the Morristown ZIP Code, 55052

Morristown Area

1,845 Total Population of Zip Area

<table>
<thead>
<tr>
<th>Hispanic or Latino origins</th>
<th>Over 60 years old</th>
<th>Under 18 years old</th>
<th>Families in poverty</th>
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<tbody>
<tr>
<td>85</td>
<td>448</td>
<td>537</td>
<td>4.2%</td>
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</table>

- 38 Foreign-born population
- 87% Housing units occupied by owners
- 14.9% Bachelor’s degree or higher (age 25+)
- 23 Median commute time (minutes)
- -893 Worker inflow to area minus outflow
- 1.4% Workers walking or biking to work

13 survey responses: 3 from town, 2 fringe, 8 rural

<table>
<thead>
<tr>
<th>Walking Destinations</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
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<th>Once a month</th>
<th>Never</th>
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<td>1</td>
<td>2</td>
<td>9</td>
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<tr>
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Priority Connections

Schools
Community centers, clinics, libraries, houses of worship, etc.
Parks or recreation facilities
Employment centers
Shopping, dining, or entertainment
Transit stops

Barriers

<table>
<thead>
<tr>
<th>Responses</th>
<th>Suggestions</th>
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<td>4-10</td>
<td>Destinations are too far 10</td>
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<td>Poor lighting in the morning or evening 5</td>
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<tr>
<td></td>
<td>Hard to find sidewalks or trails near me 5</td>
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<td>2-3</td>
<td>Safety concerns 3</td>
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<tr>
<td></td>
<td>I do not like walking in the road 2</td>
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<tr>
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<td>High traffic speeds 2</td>
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<td>0-1</td>
<td>Health restrictions 1</td>
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<td>Sidewalks in poor condition 1</td>
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<td>Sidewalks and trails do not provide a continues route 0</td>
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Improvement Suggestions

<table>
<thead>
<tr>
<th>Responses</th>
<th>Suggestions</th>
</tr>
</thead>
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<td>4-7</td>
<td>Better lighting 7</td>
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<tr>
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<td>Do a better job of clearing sidewalks and intersections in winter 3</td>
</tr>
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<td></td>
<td>Provide more separation from traffic 3</td>
</tr>
<tr>
<td>2-3</td>
<td>Organized activities 3</td>
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<td>Signs and detours 2</td>
</tr>
<tr>
<td>0-1</td>
<td>Make it easier to cross the street 1</td>
</tr>
<tr>
<td></td>
<td>Benches 1</td>
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<td></td>
<td>More or better curb ramps 0</td>
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<td></td>
<td>More visible crosswalks 0</td>
</tr>
<tr>
<td></td>
<td>Planters, improved storefronts or similar 0</td>
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Priority Biking Connections

Parks or recreation facilities

Schools

Community centers, clinics, libraries, houses of worship, etc.

Shopping, dining, or entertainment

Employment centers

Transit stops

Barriers

5-7 Responses
- Not enough separation from motor vehicles 7
- Bike routes or trails do not connect to enough destinations 5
- Not enough bicycle parking 5

3-4 Responses
- I have mobility limitations that make biking difficult 4
- Lack of paved shoulders on highways 3
- Finding routes for the entire family to enjoy 3

0-2 Responses
- Not enough time 2
- Difficult to access existing trails 2
- I do not feel safe biking across some intersections 1
- I am not interested in biking 1
- I do not own a bike 1
- Not enough trails 1

Improvement Suggestions

5 Responses
- Accommodating bikes at intersections 5
- More public safety presence 5
- More trails separated from motor vehicle traffic 5

4 Responses
- More awareness for rules of the road 4
- Bike sharing program, like Nice Ride 4
- Better lighting on trails or streets 4
- Widened shoulders on highways 4

0-3 Responses
- More designated biking facilities, such as bike lanes 3
- Smoother pavements on trails or streets 3
- Clearing trails in the winters 2
• I think if you live ‘in town’ or in city limits there are a lot of walking opportunities. I live in the county and would have to drive to a park and to all my activities.

• More places to shop around Morristown like small stores.

• Smalls towns and rural living are often not a population that get funding to improve walking conditions

• Trails need to be maintained better and there needs to be better signage especially crossing HWY 21.

• I live rural and there is not a safe route for my kids to ride their bikes to town.

• Bikes should not be allowed on hwy 60 when the bike trail is paved and within 1/4 mile
Figure 22: Map of the Montgomery ZIP Code, 55069

Montgomery Area

5,503 Total Population of Zip Area

<table>
<thead>
<tr>
<th>Hispanic or Latino origins</th>
<th>98</th>
<th>Over 60 years old</th>
<th>843</th>
<th>Under 18 years old</th>
<th>1,238</th>
<th>Families in poverty</th>
<th>6.4%</th>
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<tr>
<td>Foreign-born population</td>
<td>54</td>
<td>Housing units occupied by owners</td>
<td>73.5%</td>
<td>Bachelor’s degree or higher (age 25+)</td>
<td>12.6%</td>
<td>Median commute time (minutes)</td>
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<td>Worker inflow to area minus outflow</td>
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10 survey responses: 3 from town, 1 fringe, 6 rural

<table>
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<tr>
<th>Walking Destinations</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
<th>Once a month</th>
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<tr>
<td>Community/religious destinations</td>
<td>0</td>
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<td>1</td>
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<td>To visit friends or relatives</td>
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<td>0</td>
<td>1</td>
<td>2</td>
<td>7</td>
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<table>
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<tr>
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</table>

Photo from City of Montgomery website
Priority Connections

Schools
Parks or recreation facilities
Transit stops
Community centers, clinics, libraries, houses of worship, etc.
Shopping, dining, or entertainment
Employment centers

Barriers

5 Responses
- I do not like walking in the road 5
- Destinations are too far 5
- Poor lighting in the morning or evening 5
- Hard to find sidewalks or trails near me 5

4 Responses
- Sidewalks and trails do not provide a continues route 4
- Sidewalks in poor condition 4
- Safety concerns 4

0-3 Responses
- High traffic speeds 2
- Health restrictions 1

Improvement Suggestions

6-9 Responses
- Provide more separation from traffic 9
- Add sidewalk or trail connections 6

3-5 Responses
- Do a better job of clearing sidewalks and intersections in winter 5
- Better lighting 4
- More visible crosswalks 3

0-2 Responses
- Make it easier to cross the street 2
- Benches 2
- Planters, improved storefronts or similar 2
- Organized activities 2
- More or better curb ramps 0
- Signs and detours 0
Priority Biking Connections

**Parks or recreation facilities**

**Schools**

Community centers, clinics, libraries, houses of worship, etc.

**Shopping, dining, or entertainment**

Employment centers

Transit stops

**Barriers**

4-6 Responses

- Not enough separation from motor vehicles 6
- Not enough trails 5
- Bike routes or trails do not connect to enough destinations 4

2-3 Responses

- Difficult to access existing trails 3
- Lack of paved shoulders on highways 3
- I do not feel safe biking across some intersections 2
- Not enough bicycle parking 2

0-1 Responses

- Finding routes for the entire family to enjoy 2
- Not enough time 1
- I do not own a bike 1
- I have mobility limitations that make biking difficult 0
- I am not interested in biking 0

**Improvement Suggestions**

4-7 Responses

- More designated biking facilities, such as bike lanes 7
- More trails separated from motor vehicle traffic 6
- Better lighting on trails or streets 4

3 Responses

- Clearing trails in the winters 3
- More awareness for rules of the road 3
- Smoother pavements on trails or streets 3

0-2 Responses

- More public safety presence 2
- Bike sharing program, like Nice Ride 2
- Accommodating bikes at intersections 1
- Widened shoulders on highways 1
• The city of Le Center where I work does have some walking paths and good lighting. I live in the country so I walk on the shoulder of the road or drive 4 miles to the nearest town to walk or access a fitness center. I hear there are plans to create a walking/bike path between the Tri City United School District towns and that is great!

• It would be wonderful to connect Montgomery to the Sakata bike trail in Waterville via the route the old railroad tracks were located. Any kind of bike trail would be fabulous. More sidewalks for walking. Many are in bad shape and many streets do not have a sidewalk and people end up walking in the street.

• Better bike and walk ways on roads in the country.

• I would like to see the trails connect the schools over to the golf course. Then through the housing development along the east side of town and connect to Memorial Park. It would be super if the trail eventually went out to Richter Wood or Greenleaf.

• Walking or biking trails.

• I would love the opportunity to bike near my home. Explore more rails to trails, encourage cities and counties to have recreational trail plan.

• Trails to connect Montgomery, Lonsdale, New Prague, and Le Center for hiking and biking to make us a destination.
Le Center Area

![Map of the Le Center ZIP Code, 56057](image)

**Figure 23:** Map of the Le Center ZIP Code, 56057

3,847 Total Population of Zip Area

<table>
<thead>
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<th>630</th>
<th>733</th>
<th>1,097</th>
<th>10.7%</th>
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<td>Over 60 years old</td>
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<td>Families in poverty</td>
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<tr>
<td>312</td>
<td>Foreign-born population</td>
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<td>79%</td>
<td>Housing units occupied by owners</td>
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<td>16%</td>
<td>Bachelor’s degree or higher (age 25+)</td>
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<td>27</td>
<td>Median commute time (minutes)</td>
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<td>-623</td>
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<tr>
<td>5.1%</td>
<td>Workers walking or biking to work</td>
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</table>

**18 survey responses:** 8 from town, 1 fringe, 9 rural

### Walking Destinations

<table>
<thead>
<tr>
<th>Destination</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
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<td>Community/religious destinations</td>
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### Biking Destinations

<table>
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<th>Destination</th>
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</table>

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## Priority Connections

- **Schools**
- Community Centers, clinics, libraries, houses of worship, etc.
- Parks or recreation facilities
- Shopping, dining, or entertainment
- Transit stops
- Employment centers

## Barriers

<table>
<thead>
<tr>
<th>Responses</th>
<th>Issue</th>
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<tbody>
<tr>
<td><strong>10-12</strong></td>
<td>Sidewalks and trails do not provide a continues route</td>
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<tr>
<td></td>
<td>I do not like walking in the road</td>
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<td>Hard to find sidewalks or trails near me</td>
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<td><strong>8</strong></td>
<td>Destinations are too far</td>
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<td></td>
<td>Sidewalks in poor condition</td>
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<td>Poor lighting in the morning or evening</td>
</tr>
<tr>
<td><strong>0-6</strong></td>
<td>Safety concerns</td>
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<tr>
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<td>High traffic speeds</td>
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<td>Health restrictions</td>
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## Improvement Suggestions

<table>
<thead>
<tr>
<th>Responses</th>
<th>Suggestion</th>
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<tr>
<td><strong>7-16</strong></td>
<td>Add sidewalk or trail connections</td>
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<td></td>
<td>Better lighting</td>
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<td></td>
<td>Provide more separation from traffic</td>
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<td><strong>4-6</strong></td>
<td>Do a better job of clearing sidewalks and intersections in winter</td>
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<td></td>
<td>More visible crosswalks</td>
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<td></td>
<td>Make it easier to cross the street</td>
</tr>
<tr>
<td></td>
<td>Organized activities</td>
</tr>
<tr>
<td><strong>0-3</strong></td>
<td>More or better curb ramps</td>
</tr>
<tr>
<td></td>
<td>Benches</td>
</tr>
<tr>
<td></td>
<td>Planters, improved storefronts or similar</td>
</tr>
<tr>
<td></td>
<td>Signs and detours</td>
</tr>
</tbody>
</table>

Walking
Priority Biking Connections

- Parks or recreation facilities
  - Schools
  - Community centers, clinics, libraries, houses of worship, etc.
  - Employment centers
  - Shopping, dining, or entertainment
  - Transit stops

Barriers

**Responses**

- **4-6**
  - Not enough separation from motor vehicles 6
  - Not enough trails 5
  - Bike routes or trails do not connect to enough destinations 4

- **2-3**
  - Difficult to access existing trails 3
  - Lack of paved shoulders on highways 3
  - I do not feel safe biking across some intersections 2
  - Not enough bicycle parking 2

- **0-1**
  - Finding routes for the entire family to enjoy 2
  - Not enough time 1
  - I do not own a bike 1
  - I have mobility limitations that make biking difficult 0
  - I am not interested in biking 0

Improvement Suggestions

**Responses**

- **4-7**
  - More designated biking facilities, such as bike lanes 7
  - More trails separated from motor vehicle traffic 6
  - Better lighting on trails or streets 4

- **3**
  - Clearing trails in the winters 3
  - More awareness for rules of the road 3
  - Smoother pavements on trails or streets 3

- **0-2**
  - More public safety presence 2
  - Bike sharing program, like Nice Ride 2
  - Accommodating bikes at intersections 1
  - Widened shoulders on highways 1
• Bike trails would be awesome.
• Like to walk when I am at work in town.
• We live in the country so it is tough do much without having to load up bikes and head into town or to a trail. We will go into town for a walk/ride and then do errands during it.
• I live out in the country and there is nothing but gravel roads.
• Would like to see longer and more rural trails.
• Need more trail loops in the area, larger shoulders on highways for safe riding.
• We love to bike with the family. It is stressful with road traffic. Also, there are no good highways close by to bike to get a good workout. The shoulders all very narrow.
• Better lighting (i.e. LED street lights, or more street lights) would improve safety for biking during the evening/nighttime hours.
• Bike trails would be beneficial, not even just in town, out in the rural areas as well.
• It would be great to have more bike trails outside of town.
• A trail system in and around Le Center.
• Would like to see more rural trails.
• We are in desperate need of safe trails to walk on with children away from the road traffic.
• Street lights around town along the streets and avenues are not bright during the evening hours (except for main street and Hwy 99. These are the only two roads that are well lit.) It makes it very difficult to want to walk, because it makes it hard for vehicles to see you, unless you are wearing reflective clothing. Some LED street lights along side streets would be a huge improvement to our community.
• We do not have any trails nearby that that make longer walks or bike rides safer from traffic
• Not just provide better access in the “rich” areas.
• There are no trails in or around Le Center, only occasional sidewalk & most are not in good condition. Poor lighting even in town & city ordinances are enforced for clearing sidewalks.
• We have no paved shoulders or trails anywhere nearby. It is difficult to out on many miles when I am restricted to the city limits due to safety concerns
• Kids bike to and from the pool in Le Center and must cross 99, talk about scary at 1pm and 430pm.
• I would like to bike to work but living in the country means I must take a major highway to workplace and not comfortable riding on the shoulder for safety.
• Please do not ask for tax payers money.
Figure 24: Map of the Le Sueur ZIP Code, 56058

Le Sueur Area

5,798 Total Population of Zip Area

- 602 Hispanic or Latino origins
- 1,300 Over 60 years old
- 1,597 Under 18 years old
- 3.5% Families in poverty

- 38 Foreign-born population
- 92% Housing units occupied by owners
- 21.7% Bachelor’s degree or higher (age 25+)
- 22 Median commute time (minutes)
- +244 Worker inflow to area minus outflow
- 3.7% Workers walking or biking to work

15 survey responses: 12 from town, 2 rural, 1 open

### Walking Destinations

<table>
<thead>
<tr>
<th>Destination</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
<th>Once a month</th>
<th>Never</th>
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<tbody>
<tr>
<td>Community/religious destinations</td>
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<tr>
<td>To visit friends or relatives</td>
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<td>1</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
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</table>

### Biking Destinations

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<thead>
<tr>
<th>Destination</th>
<th>4 or more days a week</th>
<th>2-3 days a week</th>
<th>Once a week</th>
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<th>Never</th>
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<td>To visit friends or family</td>
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<td>3</td>
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<td>11</td>
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</tbody>
</table>
Priority Connections

Walking

Parks or recreation facilities
Schools
Community centers, clinics, libraries, houses of worship, etc.
Shopping, dining, or entertainment
Employment centers
Transit stops

Barriers

7-11 Responses
- Destinations are too far 11
- Poor lighting in the morning or evening 9
- Hard to find sidewalks or trails near me 7

5-6 Responses
- Sidewalks in poor condition 6
- Sidewalks and trails do not provide a continues route 5
- I do not like walking in the road 5
- Safety concerns 5

0-3 Responses
- High traffic speeds 3
- Health restrictions 1

Improvement Suggestions

6-12 Responses
- Add sidewalk or trail connections 12
- Better lighting 9
- Provide more separation from traffic 6

4-5 Responses
- Organized activities 5
- Make it easier to cross the street 4
- More visible crosswalks 4
- Benches 4

0-3 Responses
- Do a better job of clearing sidewalks and intersections in winter 3
- More or better curb ramps 3
- Planters, improved storefronts or similar 2
- Signs and detours 1
Priority Biking Connections

Parks or recreation facilities
Schools
Community centers, clinics, libraries, houses of worship, etc.
Employment centers
Shopping, dining, or entertainment
Transit stops

Barriers

8-11 Responses
- Not enough trails 11
- Bike routes or trails do not connect to enough destinations 8

3-7 Responses
- Not enough separation from motor vehicles 7
- Lack of paved shoulders on highways 7
- Finding routes for the entire family to enjoy 7
- Difficult to access existing trails 6

0-2 Responses
- I do not feel safe biking across some intersections 2
- Not enough bicycle parking 2
- Not enough time 2
- I do not own a bike 2
- I am not interested in biking 1
- I have mobility limitations that make biking difficult 1

Improvement Suggestions

6-10 Responses
- More designated biking facilities, such as bike lanes 10
- More trails separated from motor vehicle traffic 9
- Smoother pavements on trails or streets 9
- Widened shoulders on highways 8

4-5 Responses
- Better lighting on trails or streets 5
- More awareness for rules of the road 4
- More public safety presence 4

0-3 Responses
- Clearing trails in the winters 3
- Bike sharing program, like Nice Ride 3
- Accommodating bikes at intersections 2
• There seems to be quite a few people out walking in the summer months around Le Sueur. There are good walking paths throughout much of town and an organized walking group one night per week. The hardest part is that there is little public transportation and most destinations, such as jobs, are outside of town.

• A nice walking path was added a couple years ago. It would be nice to continue that...possibly along the river somehow. We live in a beautiful town but don’t really have access to it.

• From my home in LeSueur, I need to mainly walk on roads. I live far south in town & walk on the side of roads mainly in evenings. I do not like to walk after dark, as some of my route is not well lite.

• Ferry Streer in Le Sueur is a real concern. Also, need to better connect mall with library & grocery store. No clear marked cross walks. Would LOVE to see bike trail in northern LS county.

• We need trails in our nature area like the Minnesota River connecting towns like Le Sueur and Henderson.

• Would be nice to have a paved (or bark) bike/walking trail as a continuous loop through the wild, undeveloped areas along the MN River.

• More sidewalks.

• We have a small town. What would the possibility of getting a bike/walking path to connect to other nearby communities?

• More lights on the walking trail

• A bike trail through river park would be nice.

• Would love if all our parks and schools could be walked to.
Waterville Area

3,131 Total Population of Zip Area

- 63 Hispanic or Latino origins
- 782 Over 60 years old
- 730 Under 18 years old
- 8.2% Families in poverty

- 55 Foreign-born population
- 76% Housing units occupied by owners
- 15.5% Bachelor's degree or higher (age 25+)
- 23 Median commute time (minutes)
- -954 Worker inflow to area minus outflow
- 1.4% Workers walking or biking to work

14 survey responses: 1 from town, 4 fringe, 9 rural

<table>
<thead>
<tr>
<th>Walking Destinations</th>
<th>4 or more days a week</th>
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<thead>
<tr>
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</table>
Priority Connections

Schools
Community centers, clinics, libraries, houses of worship, etc.
Parks or recreation facilities
Shopping, dining, or entertainment
Employment centers
Transit stops

Barriers

Destinations are too far 13
I do not like walking in the road 7
Hard to find sidewalks or trails near me 5

Sidewalks and trails do not provide a continues route 4
Safety concerns 4
High traffic speeds 3

Sidewalks in poor condition 2
Poor lighting in the morning or evening 2
Health restrictions 0

Improvement Suggestions

Add sidewalk or trail connections 12
Better lighting 8
Organized activities 7

Provide more separation from traffic 5
Do a better job of clearing sidewalks and intersections in winter 4
Make it easier to cross the street 3

More or better curb ramps 2
Benches 2
Planters, improved storefronts or similar 2
Signs and detours 1
More visible crosswalks 1
Priority Biking Connections

Parks or recreation facilities

Schools

Community centers, clinics, libraries, houses of worship, etc.

Employment centers

Shopping, dining, and entertainment

Transit stops

Barriers

5-8 Responses

Lack of paved shoulders on highways 8
Not enough separation from motor vehicles 7
Bike routes or trails do not connect to enough destinations 5
Finding routes for the entire family to enjoy 5

2-4 Responses

Not enough trails 4
Difficult to access existing trails 3
Not enough time 2

0-1 Responses

Not enough bicycle parking 1
I am not interested in biking 1
I do not own a bike 1
I do not feel safe biking across some intersections 0
I have mobility limitations that make biking difficult 0

Improvement Suggestions

6-7 Responses

Widened shoulders on highways 7
More trails separated from motor vehicle traffic 6
More designated biking facilities, such as bike lanes 6
Better lighting on trails or streets 6

3-5 Responses

Smother pavements on trails or streets 5
Clearing trails in the winters 4
More awareness for rules of the road 3

0-2 Responses

Accommodating bikes at intersections 2
More public safety presence 1
Bike sharing program, like Nice Ride 1
• There seems to be quite a few people out walking in the summer months around Le Sueur. There are good walking paths throughout much of town and an organized walking group one night per week. The hardest part is that there is little public transportation and most destinations, such as jobs, are outside of town.

• A nice walking path was added a couple years ago. It would be nice to continue that... possibly along the river somehow. We live in a beautiful town but don’t really have access to it.

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• More sidewalks.

• We have a small town. What would the possibility of getting a bike/walking path to connect to other nearby communities?

• More lights on the walking trail

• A bike trail through river park would be nice.

• Would love if all our parks and schools could be walked to.
Rural

All 59 rural responses were analyzed between the counties, however because the survey results were categorized by zip code the comments are included elsewhere. Most of the results could be expected, especially given distance and addressing shared roads with motor vehicle traffic. Schools, or parks or recreation facilities, and community facilities or destinations were the most popular destinations, in that order while transit was the least important connection for walking and biking.

The largest barriers for people in rural settings to walk included:

- Destinations too far (42)
- I do not like walking on the road (31)
- Hard to find sidewalks or trails near me (30)

The top improvements these respondents wanted to see was:

- Add sidewalks (45)
- Provide more separation from traffic (30)
- Better lighting (21)

For biking, rural respondents indicated:

- Lack of paved shoulders on highways (40)
- Not enough separation from motor vehicles (28)
- Bike routes/trails do not connect to enough destinations/not enough trails (27)

Top biking improvements:

- Widened shoulders on highways (36)
- More designated biking facilities, such as bike lanes (35)
- More trails separated from motor vehicle traffic (34)

Less than 10

Several communities received less than 10 survey responses, see figure 17, which was not enough information to be analyzed. The open comments from those responses are compiled here.

Elysian

- I love the trail and use it daily.
- I bike weekly. . .the trails are nice, but the intersections can be difficult.
- No designated pedestrian crosswalks in Elysian. Could use one for pedestrian’s crossing Highway 60 and County Road 11, as these are highly traveled roads. State trail is in poor condition from Elysian to Madison Lake and Elysian to Waterville. A lot of pot holes make it unsafe to walk or ride bike.
- There is a trail in Elysian but where I live you must walk one mile on a busy street with no sidewalks to get there.
Dundas

- LOVE THE NEW DUNDAS NORTHFIELD LOOP!
- We live in Bridgewater Heights on Rice Cty 1& the addition of the walking/biking path next year will be a great & needed path.
- Would love to see the completion of the bike trail from Faribault through Northfield to Cannon Falls.
- More bike racks that fit modern bikes!

New Prague

- Overall I feel our city has pretty good access
- Need a transit station for access for buses to Shakopee.
- More awareness for rules of the road.
- Dirt roads are not good for walking. I feel unsafe.

Madison Lake

- My family rides the bike trails 2-3 times a week for recreation. We encourage more trails for exercise.
- I like to bike the Sakatah Singing Hills Trail and I start in Madison Lake and only ride toward Mankato because the trail from Madison Lake to Waterville is in such disrepair that it is dangerous to ride that trail due to pot holes.
- I do not walk because it is. Not safe.
- I do not bike any more, although I have tried many times, because I do not feel safe and it's not enjoyable.

Webster

- Please keep trails & sidewalks clean in winter.
- Need connecting routes and loops.
- I used to walk my road, but can't because of traffic. Would like more room that is safe for dogs and biking.
- I used to bike my road but because of small shoulder and fast cars cannot do it.

Belle Plaine

- Better Sidewalks in Le Center.

Kenyon

- Not much available for someone who lives in the country. Need to drive to town to go for walks.
- Too far for someone living in the country. programs cater to town people only.

Kilkenny

- Walking in Kilkenny is near impossible because the nearest amenity is several miles away.
- Again, it's too far.
Community Tools

If a community does not already have a committee composed of individuals willing to volunteer to champion active living goals, the first step is to organize locally. Community members, SHIP, city representatives, school and clinic staff help provide a variety of perspectives that can be beneficial.

Complete Streets

Complete streets policies are a valuable means for city councils to take a leading role in accommodating accommodations for people who walk and bike. The complete streets concept is not a one-size-fits-all solution, but a policy that works for the community. In many communities they often stipulate that any road reconstruction will include sidewalks unless there is a compelling reason not to include. These policies are intended to take a case-by-case approach of sidewalks out of the equation. Language can also be less binding, using words like “consider” with such policies to make sure that it is at least part of the initial project scoping.

Maintenance Policies

Sidewalks, even on low-traffic streets, are an important asset for people to move around their community. Enforced winter maintenance, city cost-sharing of sidewalk repair or replacement, installing curb ramps, city-cleared main routes, and organizing volunteers to help clear corners or sidewalks for people that may not be able are all means in which the sidewalk network can remain in a fully-functional condition.

Temporary Installations

Many arrangements can be made by the local road authority to accommodate trial installations to gather feedback or make special arrangements during the summer months. Instead of permanent installations, many local governments allow the installation of flexible delineators, new paint, or planters that can effectively slow traffic while encouraging more people to travel by foot or bicycle.

The parklet concept is also becoming more popular in larger cities and could easily be embraced in small towns. Parklets can be seating, planters, or other inviting items installed in the place of existing street parking. These add color, vibrancy, and interest to downtown areas—especially when connected to cafes or places where people are gathering that cannot normally accommodate outside seating.

Encouragement and Enforcement

Developing maps, campaigns, promotions, or other activities that encourage walking and biking activity are also important decisions. Some communities partner with police departments to reward children that use their helmets while biking with a coupon for an ice cream cone. Placing colorful bike racks near entrances or placing signs indicating how far a certain location is in minutes by walking can be an effective means to encourage people to think about using active transportation.

Opportunities to work with businesses, schools, and community groups are unlimited. Having conversations locally with community partners can yield many successful programs.
Education and Evaluation

Cities do not have to have previously participated in a Safe Routes to School planning process to administer parent surveys, which are the foundation of Safe Routes plans. Parent surveys are the best way to gather input from parents regarding their attitudes about their children walking or biking to school. The surveys are administered locally, either through the school, city, regional development commission, or other community organization and the information is managed through the National Center for Safe Routes to School. Surveys can be distributed in either print or online link and the data will be automatically summarized upon input. Parent concerns regarding their child's safety is often very relevant to developing a safer community for people of all ages.

Minnesota Walks

The Minnesota Departments of Health and Transportation have developed a joint plan addressing walking in Minnesota. This plan provides policy guidance to local agencies regarding how to address walkability and accessibility from various perspectives, ranging from land use policies to volunteer winter sidewalk clearing. This easy-to-use reference is available online at http://www.dot.state.mn.us/peds/.
Active Living Toolkit

The following toolkit can help communities identify opportunities to make infrastructure safer.

ADA/Universal Design

The purpose of universal design is to provide an environment that is equally accessible and comfortable for users of different abilities and ages. To help ensure access for all, the Americans with Disability Act (ADA) of 1990 prohibits discrimination on the basis of disability. Sidewalks and other pedestrian facilities in the public right-of-way are subject to the requirements of the ADA. The Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way by the United States Access Board, a federal agency, provides the most current guidance. Local governments are encouraged to have a transition plan in place to remedy existing non-ADA gaps in the public right-of-way.

Curb Extensions

Increasingly popular on wider roads with faster speeds in Minnesota, curb extensions, often referred to as bulb-outs, increase safety for people crossing the street as it shortens crossing distance and, if cars are parked on either side of the road, allows people to better see oncoming traffic by providing a lane-width head start. Curb extensions slow through-traffic movement by narrowing the driving area and also reduce turning speeds because of a tightened curb radius. Small and large cities across Minnesota are embracing this design on wider roads.

Street Lighting

Street lighting improves visibility, helps with personal security, and can enhance the attractiveness of an area. Street lighting scaled to people (low to the sidewalk) illuminates the area even with tall trees and provides a more inviting environment. Safety is also improved by allowing people who walk and drivers to better see each other, especially at crossings.

Bike Racks

Placing bike racks in high-visibility, surfaced locations promotes bicycle awareness and riding. Bike racks come in a variety of colors and styles and are best used when covered from rain. Many racks are not intuitive and improperly used, leading to disorganization or bicycle damage. Various forms of intuitive bike racks, which can accommodate a number of bikes, provide support at two locations of the bike, and do not have to be secured to the ground are available.
Curb Ramps

Compliant to ADA standards, curb ramps furnished with truncated domes are the standard design requirement at street crossings. These small, flattened domes provide a surface that is distinguishable underfoot and by cane. These domes provide a tactile warning to pedestrians with a visual impairment who would otherwise be given warning by the presence of a curb. The truncated dome tactile strip should be two feet deep for the entire width of the ramp and should have a contrasting color with the adjacent sidewalk or trail. It is heavily encouraged to have one for each direction instead of corner placement to better guide individuals with visual impairments.

Narrow Lanes

There are several ways to narrow a street. Paint is a simple, low cost, and easy way to narrow the street or travel lanes. If the narrower lanes can result in a striped shoulder, the shoulder will provide a buffer for pedestrians, a place for bicyclists to ride, and a refuge for disabled motor vehicles. The shoulder stripe will also provide better motorist guidance. Interior traffic lanes can be narrowed to 10 feet wide to encourage slower speeds. Narrow lanes also enable road lane reconfigurations, which may include painted medians, center turn lanes, bicycle lanes, or parking lanes.

Speed Humps

Speed humps represent one type of traffic calming measure which has been used by many local agencies for slowing traffic. Modern speed humps are 12 to 14 feet wide and have a rounded appearance which is 2.5 to four inches high at the center. Longer and flatter speed humps are referred to as speed tables. Speed humps have been shown to reduce motor vehicle speeds on streets where they were installed.

Sidewalk Buffers

The space between the sidewalk and street is the sidewalk buffer. Wider sidewalk buffers allow for a person walking to avoid splashing caused by vehicles, create a comfortable separation from the road, and collect snow piled from plows without interfering with the sidewalk. Sidewalks are often placed right next to high-speed roads because of the lack of public right-of-way, which can create an uncomfortable environment for walking so close to high-speed traffic. Trees, like used along the Central Street (pictured), also make the walk more enjoyable.
Pedestrian Islands

Pedestrian islands are another means to shorten crossings, by creating two separate crossings at the same place in the road. Newer islands feature an angled channel in the middle that enable people walking to look directly into traffic when crossing. The pictured island in New Ulm connects the recreation center to the school campus and routes children walking or biking to school away from a nearby busy intersection.

Signs

When effectively used, signs can inform and remind drivers to expect people walking or biking. Helpful signs range from permanently reminding drivers to share the road to temporary signs reminding drivers that it is their legal responsibility to stop for people in the crosswalk (pictured on the right). Checking regularly that signs in place meet reflectivity requirements for non-daylight use, are not faded, and free of damage is a helpful practice in which cities, schools, and citizens can engage.

Temporary Trials

Prior to constructing, it is possible to test curb extensions and islands with temporary items like street paint, flexible bollards or planters to receive public feedback. Grant funding is often available for trial projects. Alexandria is pictured below.

Crosswalk Markings

A variety of crosswalk markings can be used at intersections to provide drivers an expectation of where people should be crossing. Popular routes with sidewalks in place should feature crosswalks for increased awareness. Crosswalks may take different forms, which often depend on traffic speeds or other safety features at the intersection.

The most common form of crosswalks are those in standard form, or two parallel lines which connect sidewalk segments through the street surface. As they are not visible from very far distance in approaching vehicles, standard crossings are typically most appropriate in areas with low traffic speeds or at intersections where vehicles are coming to a complete stop. Continental, ladder, and staggered continental are other frequently-used crosswalk designs that provide higher visibility from further distances.

Crosswalks can be marked by using paint, epoxy, or preformed tape, and can also be placed within a milled surface to protect from snowplow blades. Each option features different costs and longevity.

Curb Radii

Intersections with high-speed roads or locations frequented by large semis or emergency vehicles often feature long, open turns. From a bicycle and pedestrian standpoint, these intersections are more likely to be problematic as a wider radius allows for higher vehicle speeds and also increases crossing distance. Street intersections in neighborhoods are more likely to feature shorter curbs, decreasing vehicle speeds around corners.
Active Living Checklist

The following steps can be used at the community level to further the active transportation initiatives. Contact your SHIP coordinator for more guidance on how to advance the discussion.

☐ Develop a local active living team.

☐ Work with the city council to adopt a complete streets resolution.

☐ Partner with your school or SHIP coordinator to complete a Safe Routes to School parent survey, travel tallies, or full plan.

☐ Perform a walking audit.

☐ Perform a biking audit.

☐ Consider applying for a walkable or bikeable community workshop.

☐ Survey the community to identify issues and opportunities.

☐ Develop a plan with sidewalk, trail and other infrastructure proposals.

An active living plan could combine many of the above items into a planning process that would be more specific with how the 6Es may be used locally. With specific programs and projects identified, pursuing available grants or integrating infrastructure projects with existing city projects becomes easier.
Appendix

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Appendix 1: October 20, 2017 Strategic Planning Session Notes

Assets

• Sakatah and Mill Towns trails provide or will provide a recreational spines for the region
• Social settings of small towns are a strength in most cases
• Le Center-Montgomery-Lonsdale trail study
• Safe Routes to School Plans are assets (noting TCU)
• Complete Streets training
• Community plans in larger communities (Le Sueur, Faribault, Northfield)
• Organized bike groups in Rice County
• Community participation in National Night Out
• Walk! Bike! Fun! Curriculum in schools
• Walk and Bike School days are growing in popularity
• Lonsdale city leadership
• Framing as economic development tools to vision community forward
• Trails within parks
• Northfield Complete Streets plan; New Prague working on one
• Parks and Recreation boards

Opportunities

• Economic development and community appeal
• Integrate active living into parks (all-season)
• Active living on political radars through built connections
• Reframe issue as something other than “complete streets”
• Smaller actionable items (promote sidewalks, SRTS economics, kids)
• Invest in sidewalks
• Responsive to events
• School districts (typically agree and have a role but difficult to involve)
• Broad plan with local priorities
• Long-term trails vision
• Asset/Connection mapping (especially Le Sueur--Rice has trails and plan)
• Open access to future grants

Barriers

• Hard to stick with a vision in reality
• Population density
• Connecting with rural population
• Political awareness/priorities
• Rural parks lacking connections
• Existing infrastructure
## Appendix 2: Survey Questions

1. What is your zip code: ___________________

2. How would you describe the location of your residence?
   - □ Inside town
   - □ In the country
   - □ Somewhere in between

3. Do you have access to a reliable motor vehicle?
   - □ Yes
   - □ No

4. In April through October, how often do you walk to or from the following destinations?

School or work:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

No specific destination (recreation, health, or exercise):
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

To visit friends or relatives:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

Shopping or errands:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

Dining or entertainment:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

Community events or religious gatherings:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never
5. How should connections to the following destinations be prioritized?

- **Parks or recreation facilities**
  - Low
  - 0 1 2 3 4 5 6 High

- **Schools**
  - 0 1 2 3 4 5 6

- **Employment centers**
  - 0 1 2 3 4 5 6

- **Community centers, clinic, libraries, houses of worship or other community destinations**
  - 0 1 2 3 4 5 6

- **Shopping, dining, or entertainment**
  - 0 1 2 3 4 5 6

- **Transit stops**
  - 0 1 2 3 4 5 6

6. What barriers do you have to walking? *(Please choose your top 4 choices)*

- Sidewalks and trails do not provide a continuous route
- I do not like walking in the road
- Destinations are too far
- Health restrictions
- Sidewalks in poor condition
- Poor lighting in the morning or evening
- Safety concerns
- Hard to find sidewalks or trails near me
- High traffic speeds

7. What would make walking better in your community? *(Please choose your top 5 choices)*

- Add sidewalk or trail connections
- Do a better job of clearing sidewalks and intersections in winter
- Provide more separation from traffic
- Make it easier to cross the street
- More or better curb ramps
- Better lighting
- Signs and detours
- More visible crosswalks
- Benches
- Planters, improved storefronts, or similar
- Organized activities

8. What else can you share about walking in Le Sueur or Rice counties? *Please note any specific problems, opportunities, destinations or observations.*
9. In April through October, how often do you bike to or from the following destinations?

School or work:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

No specific destination (recreation, health, or exercise):
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

To visit friends or relatives:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

Shopping or errands:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

Dining or entertainment:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

Community events or religious gatherings:
- □ 4 or more days a week
- □ 2-3 days a week
- □ Once a week
- □ Once a month
- □ Never

10. How should biking connections to the following destinations be prioritized?

Parks or recreation facilities

<table>
<thead>
<tr>
<th>Low</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>High</th>
</tr>
</thead>
</table>

Schools

| 0 | 1 | 2 | 3 | 4 | 5 | 6 |

Employment centers

| 0 | 1 | 2 | 3 | 4 | 5 | 6 |

Community centers, clinic, libraries, houses of worship or other community destinations

| 0 | 1 | 2 | 3 | 4 | 5 | 6 |

Shopping, dining, or entertainment

| 0 | 1 | 2 | 3 | 4 | 5 | 6 |

Transit stops

| 0 | 1 | 2 | 3 | 4 | 5 | 6 |
11. What barriers do you see to biking in the area? (Please choose your top 5 choices)
- Not enough separation from motor vehicles
- Bike routes or trails do not connect to enough destinations
- Difficult to access existing trails
- I do not feel safe biking across some intersections
- Not enough bicycle parking
- I am not interested in biking
- I do not own a bike
- I have mobility limitations that make biking difficult
- Lack of paved shoulders on highways
- Not enough trails
- Finding routes for the entire family to enjoy

12. What do you think would improve biking? (Please choose your top 5 choices)
- More trails separated from motor vehicle traffic
- More designated biking facilities, such as bike lanes
- Clearing trails in the winter
- Accommodating bikes at intersections
- More awareness for rules of the road
- Better lighting on trails or streets
- Smoother pavement on trails or streets
- Widened shoulders on highways
- More public safety presence
- Bike sharing program, like Nice Ride

13. What other comments do you have regarding biking? Please note any specific problems, opportunities, destinations or observations.

14. How would you describe yourself?
- American Indian or Alaskan Native
- Asian
- Black or African American
- Native Hawaiian or other Pacific Islander
- White

15. Are you of Hispanic, Latino, or Spanish origin?
- Yes
- No

16. What is your age?
- Under 18
- 18 - 40
- 40-65
- Above 65

17. Do you have children under the age of 18 in your household?
- Yes
- No
18. What is your approximate household income?
   - [ ] Below $35,000
   - [ ] Between $35,000 and $50,000
   - [ ] Between $50,000 and $75,000
   - [ ] Above $75,000

19. To which gender do you most identify? _________________________

20. Please write your email below if you are interested in receiving updates from this project.
   ____________________________________________